

V O R T
V O R T

VEHICLE
VEHICLE

ON
ON

ROAD
ROAD

Operator's
Manual

TEST
TEST



Northern Territory Government
Department of Infrastructure, Planning and Environment

The Vehicle On Road Test (VORT) is different from previous tests as emphasis has been deliberately placed on the factors (other than drugs and alcohol) that contribute significantly to most crashes – Observation, Judgement, System, Positioning and Turning. The area of minor car control has been de-emphasised, as extensive research has shown this to have little bearing on crash statistics.

To maintain objectivity the Licence Testing Officer (LTO) checks only specific performances at specific locations that are pre-determined for each VORT route. In between the set Performance Checks (PC's), the applicant's driving performance is **NOT** scored unless the action is of a serious nature necessitating an Immediate Fail, eg, Drive without Due Care.

Actions of a minor nature (e.g. one handed steering) are scored under Car Control for that section of the route.

TABLE OF CONTENTS

Vehicle On Road Test	
Historical Introduction.....	1
Background.....	1
Features of the VORT.....	2
Class Car – Test.....	
Codes.....	3
Explanation of Performance Checks.....	
Mirror.....	4
Signal.....	5
Approach.....	6
Position.....	7
Turn.....	10
Observation.....	11
Judgement.....	12
Safety Margins.....	13
Progress.....	14
Special.....	15
Car Control.....	16
U-Turn.....	17
Moving Off Uphill.....	18
Angle Parking Exercise.....	19
Reverse Parking Exercise.....	20
Notes for Testing Officers	
Code Combinations.....	22
Unavoidable Illegal Manoeuvre.....	22
Not-Applicable.....	22
Immediate Fail Items	
1. Disobeys Traffic Lights, Signs or Lines.....	23
2. Fails to Give Way.....	24
3. Drives Without Due Care.....	25
4. Speed Limits.....	26
5. LTO Intervenes.....	27
6. Fails to Comply with any Reasonable Direction From an LTO.....	28
Method of Scoring	
Immediate Fail Items.....	29
Scoring – General Drive.....	29
Calculation of Score (General Driving).....	29
Scoring of Manoeuvres.....	29
Example Scoring – General Drive.....	29
Example Scoring – Final Score.....	30
VORT Ready Reckoner.....	32

VEHICLE ON ROAD TEST

HISTORICAL INTRODUCTION

Because of a national trend to promote uniformity throughout Australia, the Northern Territory took up the VORT system as developed by the licensing authority in South Australia. The VORT was developed without lowering the high standard already established and maintained by South Australia's licence examiners, and reflects the requirements of the National Driver Training Curriculum and the Accredited Training Course for Learner Drivers in South Australia.

Ken Rexter was tasked with investigating the viability of South Australia using the same concept of testing then used in Victoria and New South Wales. During November 1991, a workshop was held in NSW which included the training of staff from Victoria who already had experience in introducing CORT (Car On Road Test) into their heavy vehicle and motorbike area. Ken attended this workshop and came back with some valuable information and workable guidelines to be used in developing the test for South Australia. In December 1991, Paul Francis was teamed up with Ken to assist in the development of the new test format.

The VORT was developed using the CORT format. This included a new system for coding and scoring performance checks (PC's) in order to maintain existing standards. The coding system is open-ended, allowing the insertion or deletion of relevant performance checks as their importance is identified, eg., differences for urban and remote areas. This will also allow us to use the same format for all vehicle tests in the future.

BACKGROUND

The development of the Car on Road Test (VIC) was derived from research by the Traffic Safety Authorities in the United States. The American product is known as the Automobile Driver On Road Performance Test (ADOPT).

The **ADOPT** is the final product of systematic analysis of critical driving tasks. Extensive studies assessed the abilities of both novice and experienced drivers with a view to establishing standards of performance appropriate for an on-road test.

The **ADOPT** is a highly reliable and objective test.

FEATURES OF THE VORT

The **VORT** consists of a series of assessments of specific applicant behaviours.

Licence Testing Officers (**LTO's**) are required to make assessments, called **Performance Checks** at designated locations. Most performances are checked several times during the test.

The **VORT** emphasises an equitable scoring system by identifying both **correct and incorrect** performances.

The **VORT** has been designed to achieve an **OBJECTIVE** test with a high degree of standardisation and repeatability. In order to produce a standard test for all applicants the **VORT** takes place over fixed test routes, each balanced in terms of the type and quality of features it contains. Test routes wherever possible avoid unusual or very difficult situations. Routes are very carefully designed so that the applicant is confronted with typical situations, and the driving behaviour under these circumstances can be observed.

The mandate for Driver Licensing Policy and Operations staff is to maintain and administer effective standards within the driver training and licensing industries in the Territory. The concept of the licence test truly reflecting the identified benefits of the National Driver Training Curriculum can be achieved with this format of testing.

CLASS CAR – TEST

CODES

M.....MIRROR

S.....SIGNAL

A.....APPROACH

P.....POSITION

T.....TURN

O.....OBSERVATION

J.....JUDGEMENT

SPEC.....SPECIAL

C. CON.....CAR CONTROL

MARG.....SAFETY MARGINS

PROG.....PROGRESS

MIRROR

The applicant is required to check appropriate rear view mirror to determine the presence of other road users prior to signalling or slowing. In vehicles where a view cannot be obtained from a central mirror (eg. Panel van) side mirrors may be used.

Score **YES** if the applicant checks rear view mirror after LTO gives route instructions and before:

1. signalling,
2. slowing.

Score **NO** if the applicant fails to check rear view mirror on approach to hazard
or
Checks after commencing:

1. signalling,
2. slowing.

Score **N/A** if an unexpected traffic situation requires the LTO to direct his/her attention elsewhere.
or the LTO fails to observe the applicant at the appropriate time.

SIGNAL

MOVING OFF/ DIVERGING

Applicant is required to signal in the correct direction for at least 5 seconds **before** moving off and at least 2 seconds (typically 3 flashes) **before** diverging.

TURNING

Applicant is required to signal in the correct direction for a reasonable time before turning and prior to braking/slowing for a corner.

MOVING OFF/DIVERGING

Score **YES** if

Applicant signals in the correct direction for at least 5 seconds before moving off and 2 seconds (typically 3 flashes) before diverging.

and

Continues to signal until the desired position is substantially reached.

and

Cancels signal within four seconds after completing move off/divergence.

Score **NO** if

Applicant fails to signal for at least 5 seconds before moving off and 2 seconds before /diverging.

or

Applicant cancels signal before substantially reaching desired position.

or

Applicant fails to cancel signal within 4 seconds after completing move off/divergence.

TURNING

Score **YES** if

Applicant signals in the correct direction for a reasonable time prior to turning.

and

Applicant signals in the correct direction **before** commencing braking/slowing.

and

Continues to signal until the turn is substantially completed.

Score **NO** if

Applicant fails to signal in the correct direction for a reasonable time.

or

Applicant signals in the correct direction but **after** commencing braking/slowing.

or

Cancels the signal before substantially completing the turn.

or

Applicant fails to cancel signal within 4 seconds of completion of turning.

Score **N/A** if

Applicant signals in wrong direction due to misunderstanding about route direction.

APPROACH

The applicant is required to slow or brake vehicle smoothly to appropriate speed/stop on approach to a hazard.

Score YES if	Applicant slows or brakes vehicle smoothly to a stop.
or	Applicant slows or brakes smoothly to appropriate speed to negotiate hazard.
and	does not coast in neutral or with clutch depressed.
Score NO if	Applicant brakes causing excessive “lurch” (forward pitch).
or	Does not reduce speed sufficiently to negotiate hazard smoothly (causes significant sideways pitch).
or	Uses gears (engine retardation) to slow the vehicle.
or	coasts either in neutral or with clutch depressed.
Score N/A if	A situation occurs which could not be reasonably anticipated. eg. Vehicle in front changes lane without adequate signal.

POSITION

STOP SIGN/LINE	Applicant meets obligation to the sign/line and repositions (if necessary) safely and legally for move off.
TRAFFIC LIGHTS	When required, the applicant stops before any part of the vehicle crosses the line then repositions (if necessary) safely and legally to turn.
TURNING	Applicants must correctly position the vehicle to commence the turn both safely and legally.
LANED ROAD	Applicant selects appropriate lane to travel in according to the prevailing traffic/legal situation. Must travel wholly within the lane where possible.
UNLANED ROAD	Applicant selects appropriate position to travel in according to prevailing traffic conditions.

STOP SIGN/LINE

Score YES if	Applicant stops as near as practical to, but before any part of the vehicle crosses the line.
and	Applicant repositions the vehicle appropriately (if necessary) after stopping to obtain a better view.
Score NO if	Applicant fails to stop as near as practical to the line.
or	Applicant fails to stop before the line. If more than 1.0 metre over the line, refer to Immediate Fail items.
or	The applicant fails to reposition the vehicle appropriately when necessary to obtain a better view of the hazard.

POSITION (Cont.)

STOP SIGN ONLY (intersections or junctions)

Score **YES** if Applicant stops vehicle as near as practical to, but before any part of the vehicle enters the new carriageway (kerb line).

Score **NO** if Applicant fails to stop as near as practical to the new carriageway.

NOTE If the applicant crosses the line of the carriageway before stopping refer to Immediate Fail items.

TRAFFIC LIGHTS SITUATION - If the applicant has to stop for a red light

Score **YES** if Applicant stops as near as practical to, but before any part of the vehicle crosses the line.
and Applicant repositions the vehicle appropriately (if necessary) when faced with a green light.

Score **NO** if Applicant fails to stop as near as practical to the line.
or Applicant fails to stop before the line. If more than 1.0 metre over the line refer to Immediate Fail items.
or Fails to reposition the vehicle appropriately when faced with a green light.

TURNING

Score **YES** if Applicant positions vehicle in appropriate place to commence a turn, meeting all legal/safety considerations before turning.

NOTE For a right turn, when waiting for oncoming traffic, the front wheels should point straight ahead if practicable.

Score **NO** if Applicant fails to correctly position the vehicle.
or Applicant fails to comply with all legal/safety requirements.

Score **N/A** if Applicant is not able to position vehicle correctly due to road or traffic conditions.

POSITION (Cont.)

LANED ROADS

Score YES if	Applicant selects appropriate lane to travel in and remains wholly within lane.
Score NO if or	Applicant fails to select appropriate lane to travel in. Applicant fails to remain wholly within lane.
Score N/A if	Applicant is unable to travel wholly within a lane due to road or traffic condition.

NOTE If the speed limit for the laned road is greater than 80 km/h, Applicant must not use the right lane except when law permits eg. Intending to turn right, overtaking, unable to move left because of traffic flow.etc.

UNLANED ROADS

Score YES if	Applicant selects appropriate position in which to travel according to prevailing traffic conditions.
Score NO if	Applicant fails to select appropriate positions in which to travel.

Do not score N/A for this performance check

TURN

Applicant is required to complete the turn complying with all legal/safety requirements.

Score **YES** if Applicant completes the turn meeting all of the legal/safety requirements.

Score **NO** if
or Applicant fails to complete the turn correctly.
Applicant fails to meet all of the legal/safety requirements for the turn.

Score **N/A** if Applicant is unable to execute the turn correctly because of road or traffic conditions.

NOTE If a dangerous situation occurs as a result of poor execution of the turn '*Drive Without Due Care*' should be considered (Immediate Fail Items).

OBSERVATION

Applicant is required to check for traffic/pedestrians in all appropriate directions before entering any hazard.

Score YES if	Applicant checks for traffic in appropriate directions before entering hazard (ie. Intersection, lane changes etc).
Score NO if	Applicant fails to check in appropriate directions prior to negotiating a hazard.
or	Applicant fails to take advantage of a clear view into the hazard prior to arrival. (Lack of forward observation).
Score N/A if	An unexpected traffic situation requires the LTO to direct his/her attention elsewhere.
or	LTO fails to observe the applicant at the appropriate time.

NOTE: Observation does not include mirror checks, as this is a separate performance check.

JUDGEMENT

Applicant is required to select a safe gap or reject an unsafe gap when moving off from the kerb, turning or crossing an intersection or junction or changing lanes.

Score **YES** if Applicant selects a safe gap.

Score **NO** if Applicant selects an unsafe gap.
or Applicant does not act when presented with a safe clear road.

Do not score N/A for this performance check

NOTE: Any selection of an unsafe gap which creates a fail to give way situation **must** be recorded as an “Immediate Fail”.

SAFETY MARGINS

The applicant is required to maintain an acceptable safety margin with regard to following distance, stationary objects, (eg parked vehicles) overtaking, pedestrians, or any other hazard encountered during testing of each test route section.

Score YES if	Applicant maintains adequate safety margins throughout Each test route section.
Score NO if	Applicant does not maintain adequate safety margins at any time during each test route section.

Do not score N/A for this performance check

NOTE:

- 1. Parked Vehicles** Suggested **minimum** clearance is 1.2 metres although this can be less at reduced speed.
- 2. Following Distances** Suggested **minimum** following distance in dry conditions is **2** seconds – in wet or slippery conditions it should be 4 seconds. If the following distance is less than 1 second refer to Immediate Fail items.

PROGRESS

The applicant is required to maintain reasonable progress throughout each test route section.

Score YES if	Applicant maintains reasonable progress throughout the test route section.
Score NO if	Applicant drives needlessly slower than the speed limit and/or impedes traffic during test route section.

NOTE Score YES or NO for this performance check - **do not** score N/A.

SPECIAL

The applicant encounters an unusual or unexpected road situation other than at a PC location during a test route section.

- | | |
|---------------------|---|
| Score YES if | Applicant readily recognises an unusual or unexpected situation and takes safe appropriate action. |
| Score NO if | Applicant fails to recognise an unusual or unexpected Situation and/or is late in taking safe appropriate action. |
| Score N/A if | Applicant does not encounter an unusual or unexpected situation during the test route section. |

CAR CONTROL

The applicant is required to demonstrate reasonable control of the vehicle during the test route sections.

Score YES if	Applicant demonstrates reasonable control of:
	. steering
	. clutch
	. accelerator
and	Demonstrates appropriate use of:
	. gears
	. handbrake
Score NO if	Applicant fails to demonstrate reasonable control of:
	. steering
	. clutch
	. accelerator
or	Fails to demonstrates appropriate use of:
	. gears
	. handbrake

NOTE:

1. This performance check must be scored YES or NO **do not** score N/A.
2. This performance check does not cover braking as braking is assessed in the **approach** performance check.

U-TURN

Applicant is required to turn the vehicle around in the width of the road safely and legally, without reversing. The turn can be commenced from any suitable and safe location on the road.

The turn must be completed without undue inconvenience to other road users.

Score YES if:	Applicant signals intention in reasonable time.
and	Positions the vehicle appropriately, safely and legally.
and	Completes the turn without reversing.
and	Does not unduly inconvenience other road users.
and	Does not use dry steering technique.
Score NO if:	Applicant does not signal for a reasonable time before positioning for turn.
or	Does not position the car appropriately, legally or safely for the turn.
or	Does not complete the turn without reversing
or	Unduly inconveniences other road users.
or	Uses dry steering technique.

NOTES: If the applicant is forced or decides to abort the U-Turn because of changed traffic conditions and the LTO believes the decision is correct, score Yes for this exercise.

All 4 Compulsory Manoeuvres must be attempted. If applicant does not score yes for at least 3 of the 4 compulsory manoeuvres, a test fail is to be awarded.

MOVING OFF UP HILL

Applicant is required to move off from a parked position while ascending a slope, or move off on level ground where no hill exists.

Score **YES** if: Applicant does the following in sequence:-

- a) selects appropriate gear
 - b) appropriate mirror check
 - c) signals in appropriate direction
 - d) prepares the car to move off ie. Friction point
 - e) checks appropriate blind spot
 - f) releases the handbrake
 - g) moves off without excessive roll back
- and moves off at the first attempt

Score **NO** if: applicant fails to do any of points a – g.
 or applicant does any of points a – g out of sequence.
 or fails to move off at the first attempt.

NOTE **Excessive roll back is considered to be more than 15cm.**

LTO NOTES:

1. Direct applicant to stop vehicle in appropriate locations for the moving off up hill exercise.
2. Direct applicant to make the vehicle safe (apply handbrake). LTO must **not** direct client to select neutral. This exercise is **not** a handbrake check.
3. Explain exercise.

NOTE: All 4 Compulsory Manoeuvres must be attempted. If applicant does not score YES for at least 3 of the 4 compulsory manoeuvres, a test fail is to be awarded.

ANGLE PARKING EXERCISE

The applicant is required to position the vehicle within a designated parking bay at the correct angle in one attempt and to reverse the vehicle out of an angle park and position the vehicle appropriately to be able to move off in a forward direction with minimal steering correction. At all times during the manoeuvre the applicant must demonstrate appropriate observation patterns.

Entering

Score **YES** if: The applicant signals appropriately, then positions the vehicle appropriately within the designated parking bay at the correct angle, in one attempt.
 and Does not use dry steering technique.

Score **NO** if: The applicant fails to signal appropriately or position the vehicle appropriately within the designated parking bay.
 or Fails to position the vehicle at the correct angle within the parking bay.
 or Fails to position the vehicle correctly in one attempt.
 or Uses dry steering technique.

Exiting

Score **YES** if: Applicant observes in the appropriate directions **before** moving the vehicle.
 and Completes the manoeuvre without encroaching on the adjacent parking bays.
 and Completes the manoeuvre in one attempt.
 and Demonstrates appropriate observation patterns whilst reversing, and positions the vehicle at the completion of the reversing so that the vehicle may be driven in a forward direction with minimal steering correction.
 and Before moving off observes in the appropriate direction and signals appropriately.
 and Does not use dry steering technique.

Score **NO** if The applicant fails to observe in appropriate directions **before** moving off.
 or encroaches on adjacent parking bays.
 or Fails to complete the manoeuvre in one attempt.
 or Fails to demonstrate appropriate observation patterns whilst reversing.
 or Fails to correctly position the vehicle at the completion of forward direction with minimal steering correction.
 or Fails to observe in appropriate directions before moving off.
 or Fails to signal before moving off.
 or Uses dry steering technique.

NOTES: Where possible the angle of the parking bay should be 90 degrees.

All 4 Compulsory Manoeuvres must be attempted. If applicant does not score YES for at least 3 of the 4 compulsory manoeuvres, a test fail is to be awarded.

REVERSE PARKING EXERCISE

The applicant is required to start the exercise from within the designated parking bay. The applicant is required to exit the parking bay having checked in the appropriate directions and signalled correctly, then without touching the poles position the vehicle forward of the front pole in readiness for the reversing component of the exercise.

The applicant is then required to reverse into the parking bay without touching the poles, driving between the poles and kerb or touching the kerb. From the commencement of the reversing the applicant is allowed **two** changes of direction (front to rear) if necessary to arrive at a satisfactory position within the parking bay.

A satisfactory position is deemed as: the left side of the vehicle parallel with, and within 300mm of the kerb line, and centrally located between the poles.

Score YES if:	applicant signals correctly to exit the parking bay
and	appropriately checks for other traffic before attempting to exit the parking bay.
and	Exits the parking bay without touching the poles and without driving between the poles and the kerb.
and	Before reversing into parking bay checks for other traffic.
and	Demonstrates appropriate observation patterns whilst reversing into the parking bay.
and	Positions the vehicle satisfactorily with no more than 2 changes of direction (forward/reverse) after commencing reversing.
and	Does not touch the poles or drive between poles and kerb, or touch the kerb with the wheels.
and	Does not use dry steering technique.
Score NO if	Applicant fails to signal correctly before attempting to leave the parking bay.
or	Fails to check appropriately for other traffic before attempting to leave the parking bay.
or	Touches poles whilst attempting to leave the parking bay.
or	Drives between the poles and the kerb.
or	Fails to check appropriately for other traffic before reversing back into the parking bay.
or	Changes direction more than twice to achieve a satisfactory position.
or	Fails to satisfactorily position the vehicle within the parking bay.
or	Touches the poles, drives between the poles and the kerb or touches the kerb.
or	Uses dry steering technique

LTOs notes:

Clear instructions of what is required must be given to the applicant before starting the exercise but after the bay has been set up. The applicant is allowed 2 attempts at this exercise if the first attempt fails to position the vehicle satisfactorily. If the first attempt is successful a

2nd attempt is not to be asked for. If the applicant knocks down a pole and drives over it an Immediate Fail for Due Care is to be recorded.

NOTE: All 4 Compulsory Manoeuvres must be attempted. If applicant does not score YES for at least 3 of the 4 compulsory manoeuvres, a test fail is to be awarded.

NOTES FOR TESTING OFFICERS

CODE COMBINATIONS

1. Where two or more codes are combined (eg. MSA), **ALL** performance checks must be achieved to score **YES**.
2. If any one performance check from the combination is not achieved, a score of **NO** must be recorded for the combination.

UNAVOIDABLE ILLEGAL MANOEUVRE

1. Performing an **unavoidable** illegal manoeuvre (such as crossing double lines in a road work zone or crossing double lines next to a parked vehicle) will not result in an immediate fail. Responses to these circumstances may in some cases be assessed by using the section marked "**SPECIAL**".
2. Running off the kerb (dismounting) when leaving a driveway will not result in an immediate fail. This should be recorded under "**CAR CONTROL**".

NOT APPLICABLE

1. "Not Applicable" must be scored when situations occur and the complete performance check cannot be assessed. For example 'If an applicant is required to conduct a lane change after completing a right or left turn and drifts to that lane during the turn, then the PC for the turn is marked as **NO** and the lane change is marked as **N/A**.

IMMEDIATE FAIL ITEM NUMBER 1

‘DISOBEYS TRAFFIC LIGHTS, SIGNS, ROAD MARKINGS’

1. TRAFFIC LIGHTS

An immediate fail will be recorded if the applicant:

- a. Fails to stop at a red light,
- b. Fails to stop at a yellow light when practical and safe,
- c. Fails to proceed when safe at a green light, or
- d. Fails to stop for pedestrians(s) at an operating school crossing.

2. STOP SIGNS

An immediate fail will be recorded if the applicant:

- a. Fails to stop,
- b. Stops more than 1 metre over the line, or
- c. Where there is no line, enters the next carriageway before stopping.

3. UNBROKEN LINES

An immediate fail will be recorded if the applicant allows any part of the vehicle to encroach on or over certain unbroken lines.

4. DIRECTIONAL ARROWS

An immediate fail will be recorded if the applicant does not comply with the **last** arrow before entering the hazard.

5. SIGNS (No entry, One way, All traffic, Clearway, Keep clear, Etc)

An immediate fail will be recorded if the applicant does not comply with the sign.

NOTE Does not apply to Local Government signs eg, parking restriction signs..

6. BICYCLE LANES

An immediate fail will be recorded if the applicant does not comply with regulatory signs.

IMMEDIATE FAIL ITEM NUMBER 2

FAILS TO GIVE WAY

An immediate fail will be recorded if the applicant, when faced with a give way obligation fails to give way. The applicant is deemed to have failed to give way if another vehicle or pedestrian is caused to change speed or direction significantly.

EXAMPLE SITUATIONS

- a. Stop sign/line,
- b. Give way sign/line,
- c. Opposite direction rule,
- d. T-Junction,
- e. Give way to the right rule,
- f. Turning vehicle give way to pedestrians,
- g. Moving off from the kerb,
- h. Entering from private land,
- i. Emergency vehicles,
- j. U-Turns.
- k. Children's or Pedestrian crossings.

IMMEDIATE FAIL ITEM NUMBER 3

DRIVES WITHOUT DUE CARE, ATTENTION OR CONSIDERATION FOR OTHER ROAD USERS, OR IN A MANNER DANGEROUS

An immediate fail will be recorded if the applicant:

1. Turns to the incorrect side of the road,
2. **Mounts** a kerb or traffic island,
3. Follows traffic with less than one second safety margin for more than 5 seconds,
4. Fails to keep a safe distance from parked cars, cyclist, pedestrians or any stationary object eg. trees, signs etc., Due consideration must be given to the speed of the vehicle, ie. The closer to the object, the lower the speed should be.
5. Applicant creates a dangerous situation,
Some examples:
 - a. Changes lane into danger,
 - b. Gives inappropriate signal causing danger,
 - c. Incorrect use of gears causing danger,
 - d. Applicant causes confusion for other road users by a misinterpretation of a road rule requiring verbal intervention,
 - e. Allows a dangerous situation to arise because of inability to operate controls eg. wipers, demisters etc,
 - f. Applicant forces "right of way" causing danger, or
 - g. Applicant needlessly drives slowly, generating frustration for other road users.
 - h. Applicant brakes with left foot.
6. Is involved in an accident or collision with another vehicle, pedestrian, animal or object,
7. Loses control of the vehicle eg. both hands off the wheel, skids etc.
8. Overtakes another vehicle on the left which is not signalling to the right, on an unlaned road,
9. Cuts in when overtaking, causing the other vehicle to alter speed or direction,
10. Fails to cooperate with overtaking vehicle ie, speeds up or fails to move to the left where practical.
11. Performs any unsafe action, which requires verbal/physical intervention from the LTO or instructor.

IMMEDIATE FAIL ITEM NUMBER 4

SPEED LIMITS

An immediate fail will be recorded if the applicant:

- 1.Exceeds any speed limit for more than 10 seconds continuously, or
- 2.Exceeds any speed limit by 10Kph or more.
- 3.Exceeds speed limit by any margin for any period in an active school zone.

IMMEDIATE FAIL ITEM NUMBER 5

LTO INTERVENES

An immediate fail will be recorded if:

The LTO or instructor or other person accompanying the test is required to intervene, either verbally or physically, to prevent:

1. A crash;
2. A dangerous situation occurring.

NOTE Also consider '*Drive Without Due Care*'

IMMEDIATE FAIL ITEM NUMBER 6

FAILS TO COMPLY WITH ANY REASONABLE DIRECTION FROM AN LTO

An immediate fail will be recorded if:

1. The applicant refuses to attempt a manoeuvre when directed.

NOTE The applicant must be asked clearly, at least twice and where appropriate, hand signals should be used.

2. The applicant repeatedly fails to follow clear instructions.

NOTE

1. If an applicant's command of English is insufficient for him/her to understand clearly stated directions, an understanding of hand signals should be established **before** commencing the test. An interpreter, if available, may be used to facilitate the explanation.
2. Interpreter may be an instructor, friend or relative, however;
3. Interpreter must **not** travel in the vehicle during the test.

METHOD OF SCORING

As VORT is conducted on designated test routes, each driving performance has a defined scoring criteria. Performance is assessed as follows:-

IMMEDIATE FAIL ITEMS

Any driving error recorded as an Immediate Fail Item will result in the whole test being recorded as a **fail** regardless of the general driving score.

SCORING – GENERAL DRIVE

- YES** The driving performance met **ALL** of the scoring criteria.
- NO** The driving performance **did not** meet **all** of the scoring criteria.
- N/A** (Not Applicable) The testing officer was not able to assess this particular driving performance.

CALCULATION OF SCORE (For general driving)

The General Drive score is expressed as a “percentage”:

$$\frac{\text{Total No of YES scores}}{\text{Total No of YES and NO scores}} \times \frac{80}{1}$$

SCORING OF MANOEUVRES

All 4 manoeuvres must be attempted. 3 of the 4 manoeuvres must be scored YES. If this prerequisite is not met, a test FAIL must be awarded.

Each successfully completed manoeuvre attracts 5 points, which are added to the General Drive score to produce a final score out of 100.

EXAMPLE SCORING – GENERAL DRIVE

If the total PCs on the route description = 68
And we subtract the number marked N/A - 5
The Total PC's actually assessed = 63 ie this is the total of YES and NO scores

If the total YES-scored PCs = 57

The equation becomes $\frac{57}{63} \times \frac{80}{1} = 72$ **Note:** For the purposes of VORT scoring, all figures are rounded down.

METHOD OF SCORING (Cont.)

EXAMPLE SCORING – FINAL SCORE

Add 5 points to the General Drive score for each successful manoeuvre to make up a total possible of 100.

	General Drive	Manoeuvre	=	Final Score	Result
All manoeuvres correct	72	+ 20	=	92%	PASS
Three manoeuvres correct	72	+15	=	87%	PASS
Two manoeuvres correct	72	+10	=	82%	FAIL Regardless of score
One manoeuvre correct	72	+ 5	=	77%	FAIL Regardless of score
No manoeuvres correct	72	+ 0	=	72%	FAIL Regardless of score

NOTE: The foregoing explanation is included to provide a clear understanding of the mathematics behind the scoring process. In practical terms, no actual figures will be provided to students or instructors except by special arrangement.

To avoid the necessity of applying the above equation to perform these calculations, a **VORT Ready Reckoner** has been compiled for use as follows:

- * From the VORT route instructions determine the number of Performance Checks (PC's) possible for the test route being assessed;
- * From the VORT Recording Sheet (VRS) total the number of NO assessments;
- * To ascertain the number of PC's actually assessed, subtract from this the number of N/A's recorded;
- * Referring to the Ready Reckoner – locate the actual number of PC's assessed along the top of the table;
- * Locate the total number of NO assessments down the side of the table;

- * To obtain a PASS or FAIL result, intersect within the table the total PC's assessed and the total NO assessments. The cell thus selected will indicate either a PASS (with 3 successful Compulsory Manoeuvres), a PASS (with 4 successful Compulsory Manoeuvres) or a FAIL.
- * General Drive and Manoeuvres scores should only be entered on the fixed portion of the VORT Recording Sheet. Under no circumstances should the tear-off portion of the VRS carry any score-related figures.

NOTE: As the VORT Ready Reckoner provides no numeric information, Licence Testing Officers will not be aware of final score figures at the completion of each test.

VORT Ready Reckoner

Total number of PC's assessed →

No Of NO's	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80		
0	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	0	
1	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	1	
2	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	2	
3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	3	
4	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	4	
5	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	5	
6	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	6	
7	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	7	
8	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	8	
9	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	9	
10	P4	P4	P4	P4	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	10	
11	P4	P4	P4	P4	P4	P4	P4	P4	P4	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	11	
12	F	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	12	
13	F	F	F	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	P3	13	
14	F	F	F	F	F	F	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P3	P3	P3	P3	P3	P3	14	
15	F	F	F	F	F	F	F	F	F	F	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P3	15	
16	F	F	F	F	F	F	F	F	F	F	F	F	F	F	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	16	
17	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	P4	17	
18	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	P4	P4	P4	P4	P4	P4	P4	P4	18	
19	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	P4	19	
20	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	P4	20
21	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	21