



Helping each other to get into gear

adiHelp.co.uk

THE FIRST "EDUCATIONAL VISIT" AND CHECK TESTS THEREAFTER

We were asked by a client who had just qualified as an ADI for some initial advice on Check Testing. The following is more or less the email that we wrote in order to reply.

These views are purely our own, and don't purport to be the wisdom of Solomon, the 'credo' of the DSA, ORDIT, the opinions of any Training Establishment, or the final word on anything!

The MSA [Motor Schools' Association] do a booklet on Check Testing [or on the L Test] and new ADIs can choose which to have when they join. PDIs get the Q&A packs for Part 3. All ADIs should belong to one of the main Associations. It's up to you whether you feel you need any extra guidance after you have read this.

Your first Test will be an "**Educational Visit**", and you may - or may not - get a "full" grading. It would either be 4 / 5 / 6 (or an "E" [Educational visit done]). It should take place within the first year of your registering. You can't lose. If you get a grade, you'll be asked if you want to accept it. Perhaps you'd consider not accepting a Grade 4. Why not take an "E" and hope to pick up a 5 or a 6 a few months later? Then it's four years before your next C.T. instead of two.

There's nothing to fear.

You turn up with a trainee and give a lesson lasting about an hour, beginning and ending at the local Test Centre you've chosen to adopt. The trainee can be for *Pass Plus*, a "refresher" lesson, Beginner, Partly-Trained etc etc. The only stipulation is that you don't give a Mock Test. This would involve too long a silence in the car during the "assessment" period. Never take your "best" driver. The Check Test is looking at **you** the Teacher, not **them** the Driver! Perhaps a trainee who'd had about 10 sessions would be good.

I took my Trainee into the Waiting Room to introduce her to your Examiner, and then she went to the car [to get the car started to warm it up for the old men's arrival, as I said!]. Some so-called "Guidance-Notes" which you may get hold of may recommend that you leave the trainee in the car and "book in" with your Examiner, alone. Perhaps - like me - you might consider this the height of bad manners. Take charge of the situation : introduce the client and then ask him/her to pop out to the car whilst you have a word with your Examiner. Tell your trainee, perhaps, to get the air-con going ready for when you arrive : you'll need either heat or cool, and you won't want the car misting up for when you arrive! Your Examiner will want a word about your trainee, what they've covered so far, what the weakness and strengths are, and what your objectives for the lesson are. It's perhaps best to have this all typed out in note form; relay the information verbally and then hand your Examiner the sheet.

Off you go to the car. [Don't forget that the whole thing starts from the greeting of your Examiner, not the turning of the ignition switch!] The smile, hand-shake, dress-code, eye-contact etc. etc. - all is assessed, but not in any underhand, sinister way. You'll no doubt represent exactly what the DSA rightly wants to see : smart, articulate adults coaching youngsters responsibly.

Downloaded 'gratis' from :

<http://www.adiHelp.co.uk>

It isn't Part 3 - your Examiner just wants to see proof of learning through structured teaching, and to see you dealing with praise and faults.

Consider perhaps doing the "Controlled [Emergency] Stop" exercise for the first time. This is a nice set piece for about 20 mins. The trainee can't do it at the start, but they can by the end, so there's the proof of learning.

Then, do some nice on-road teaching for variety - perhaps some remedial work on Crossroads, and T-junctions etc. : trying to get the trainee to 'roll-out' at open junctions and assess more closed ones 'on the creep' in 1st gear.
Don't choose another "new" subject needing a briefing etc.
Get up and running with some on-the-move teaching, to counter the Em.Stop "set piece".

Anything covered on route is assessed.

If you negotiate a roundabout and talk the candidate through it, then the section on Roundabouts is assessed as "satis" or "unsatis". It doesn't have to be "satis" to get a 5 or a 6. It's the **Faults Analysis [Core Competencies]** which has to be 'spot on' for that.

It's not a Part 3, so if you spot a fault which is a one-off [you know your driver] you might want to "tuck it up your sleeve", then try to force an example of the same fault. If it re-occurs, deal with as you were trained : if the following time, all goes well, ask about the difference between the driving on that occasion compared to the previous. The fault was identified, but deliberately late in order to test the Trainee – this is what teaching is all about. Real life is not a Part 3, and Part 3 doesn't even pretend to be real life.

You don't have to keep pulling them immediately up over every niggling detail.

You don't have to keep pulling them up, full-stop!!

This will all become second nature to you quite quickly.

Finish up at the Driving Test Centre after about an hour [your Examiner will have requested this] : give a good re-cap of the lesson and set the objectives for the next lesson .

The Examiner will already have asked you to get the trainee to go to the waiting room at the end, probably, and you'll then get the de-brief and the grading in the car, out of ear-shot of your Trainee.

Expect to be asked firstly how you feel the lesson went.

That's it!

ADIs fear the CT and they absolutely shouldn't.

The same Examiner that might *appear* an ogre for Part 3 is there to help and offer guidance to improve, and to validate your excellence when you get a 6!

If you can engineer it so as to meet your Examiner at some time well prior to being called for a CT, so much the better.

Do sit in on driving tests, too, if your candidates don't mind. The SDE at your chosen Test Centre will soon get to know you, and his/her opinion of your candidates will probably be sought at some time prior to the CT, if not just the day of it.

I can't imagine your Examiner not saying : "I've got this [Frederick Bloggs] for a CT today : what's your opinion of his trainees in general ... well-prepared for Test?".

We all carry our reputations with us, don't we?!

nb : If you haven't got a trainee, your Examiner will role-play.

For a first Check Test, you would probably prefer to take someone whose driving you KNOW, and with whom you have common "terminology" in place already.

Don't fear role-play, though, if you are confident of your teaching/coaching skills.

Good luck, and try to 'enjoy' the experience.

If you're doing your job, you'll very quickly forget that your Examiner is actually in the car!