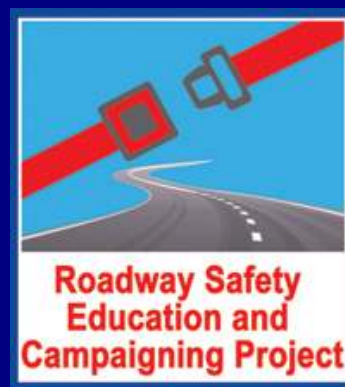




SAFE DRIVING TECHNIQUES TRAINING



This project is funded by the European Union and implemented by Piri Group consortium.





Young Drivers

Safe Driving for Safe Living

Oğuz Öztürk

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Safe Driving Techniques

- The most important thing in your life while driving, is to drive your car.
- It is easier not to enter a problem than to solve it.
- Traffic is not an arena filled with monsters, but risky partnership where we have to spend a large amount of our lives. It is the driver, who considers the other parties risks and the reality of their country, who has the highest chance of surviving.
- The most important factor in a vehicle is the driver; cars will do nothing on their own, it is the drivers who will cause them to do the right and the wrong thing.
- The second most important factor are the tires. The tires are your lifeline to the road. Even the car with the most powerful engine and best brake system, can only be safely driven with the best tires. The area of the tire contact with the road is not more than the size of the palm of your hand.
- Errors made with tires are paid with lives. Stand firm and right.
- Cars move not on the tires, but on the air in them. A flat tire is similar to a wearing a too large shoe size; impossible to run with or even walk with. The tires should not be deflated in warm weather, rain or snow. A narrow tire will connect better with the road than a wide tire.
- See and be seen. Keep the windows, mirrors and light fixtures clean. Light your short headlights at daytime. Don't forget, most deadly accidents happen a daytime in bright sunlight and on straight stretches of road.
- Traffic is 360 degrees. There might be danger lurking behind every centremeter you are blind to. Therefore you should check your mirrors every ten seconds. When changing lanes, check your blind spots by turning your head to the left and right back.
- Only a effective brake will save lives. The best braking is done with wheels that are slowing while turning. Front wheels that are locked and sliding cannot be used to change direction; front wheels that are reeling can change direction. Best way to stop on shortest distance possible is to step on the brake and the clutch pedal simultaneously. No other method should be used.
- Cars do not slide on their own. Drivers make car slide. If your car starts to slide "lift your foot slowly from the gas pedal, and once the tires starts to hold on, press again slowly. To avoid skidding, turn the wheel with the direction, not against it, and definitely do not step on the brakes which will make lock the wheels. Do not forget, wheels, that are not turning, can not be directed. If you have locked the wheels, release the brake pressure, and allow the wheels to turn, but do not lift your foot completely (unless the car has ABS – then you must step completely on the pedal). If you are stepping to hard on the gas pedal, lift your foot from the gas, decrease brake pressure, if the wheel has been turned to harshly, easen the wheel, and step on the clutch pedal if you've lifted your foot too quickly.



- Skidding caused by the driver are mostly caused by; driving with speed too high for road conditions, tires that are low on air, old or inappropriate, too much acceleration, too much braking, turning the wheel too much and sudden compression (lifting your foot too quickly from the clutch after lowering gear).
- Always and everywhere; wear and make passengers in your car wear seatbelts.
- Do not move at yellow light, the truck passing in red light will hit you.
- You start with tolerance and rationality. Allowing someone to pass will only cost 4 seconds. If you let others pass 50 times a day you will lose 200 seconds – less than 4 minutes. Not only will your respect and tolerance rub off on others, but you will also be driving smiling and without stress.
- Drivers' only chance of surviving in traffic is by using the right knowledge, identifying dangers, learning to use the motorvehicle better, and using skills rationally and respectfully.
- Regardless of the type of vehicle you are driving, use the following basic safety strategies to stay away from danger and harm.
- Check everything. Before you move or stop your vehicle make sure everything is as it should be.
- Watch out before getting out of the car! Especially doors on the left side should not be opened without checking that other vehicles, bicycles or pedestrians are coming.
- Always pay attention! While driving always pay attention and never miss traffic signs especially on the right side. Even while talking with passengers in the car, always keep your eyes on the road. Show more attention on roads and crossings where accidents are known to happen more often. It is futile to discuss limitations and prohibitions regarding alcohol here. In Germany, the limit for alcohol has been lowered to 0.05%.
- Move with the flow. Move in harmony with the traffic flow where conditions are favorable. Severe speed differences can be dangerous.
- Stay within speed limits. Most accidents are caused by speeding and careless movements.
- Don't forget that the speed limits shown on traffic signs are the maximum speeds, and should only be reached when the traffic, weather and road conditions are favourable. Try not to speed above limits even when the road is empty and there are no police controls. Know the speed limits of the roads you are travelling earnestly. There are only three to remember; city roads, inter-city roads and motorways. Unless there are other signs, these are the limits to keep in mind.
- Do not use the 6th gear. Use the gear level you believe you can climb a hill with to descend from it. Never put the car out of gear while driving downhill and control your speed. Otherwise you may lose control of the car.



- Don't drive too close to other vehicles. If you don't drive too close on intercity roads, you won't get involved in their accidents.
- Follow traffic. Look ahead at the farthest part of the road, to become aware of any problems before they arrive. Check your mirrors frequently.
- Can you overtake? You can overtake, if your speed is adequately faster than the vehicle, you want to pass.
- Don't be addicted to the left lane. The left lane is not the fast speed lane but the overtaking lane. Keep the left open except for when you are overtaking another vehicle. Do not try to slow down speeders. Let the police do the policing.
- Turn on your headlights. Turn your headlights on besides driving at night time, in daytime too; on intercity roads, when it's raining and in foggy weather. This will enable other drivers to see you better and show more attention. Don't forget to lower your headlights while driving towards oncoming traffic, to avoid shining your lights in the oncoming drivers eyes.
- Use your signals correctly. It's not important to signal always. Use your signalisation correctly and consciously to make driving easier.
- Do not turn right at red light. Only in some crossings will there be a separate light for right turns and if it's green or indicates turning is allowed can you turn while showing attention to traffic on the other road.
- Brake at the right time. Slow your speed to an appropriate level before you reach turning points. Braking sharply in the middle of a bend will get your car off balance.
- Do not use your phone while driving. Studies show that the risk of an accident while talking on the phone and driving is four times higher. The higher risk level is the same whether you use hands-off or earplug equipment.
- Protect your night vision. Don't look too much at approaching headlights. If its blinding, turn your gaze towards the right side of the road.



Balance and Imbalance

Don't forget you will lose control if you lose balance!

To avoid unbalancing movements caused by drivers;

- Adjust your speed according to variables!
- Don't step on the brakes more than necessary!
- Don't step on the gas more than necessary!
- Avoid sudden wheel movements!
- Don't compress your car suddenly!

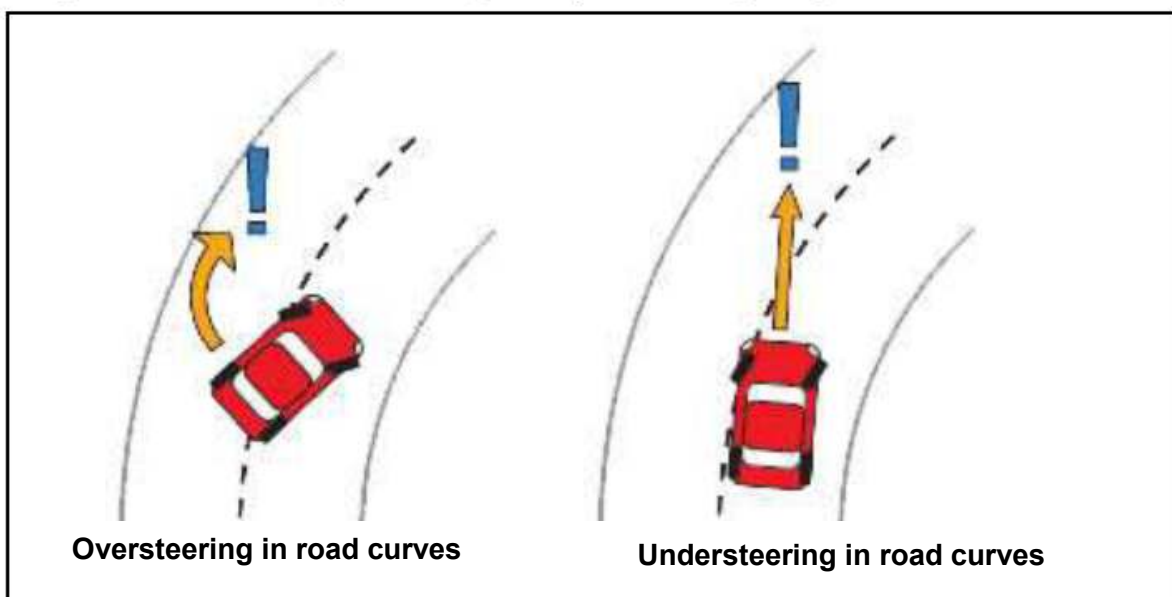
the easiest thing is to accelerate; the most difficult is to slow down according to variables and finding your way while slowing.

Road Curves

Road curves are the places where balance is most frequently thrown.

On road curves, pay attention to:

- Always slow down when you can't see the end of the road curve!
- Correct seat position and holding the wheel right is just as important in road curves as on straight sections.
- Always assume a danger in every place you can not see in the road curves and always slow down before entering a road curve!
- If you don't balance the gas pedal in the road curve, the front-wheel drive car will skid from the front, the back-wheel drive car will skid from the back and four-wheel drive car will skid from both back and front!
- Don't bend your neck to the left or right while turning in road curve!





Safety Equipment

Is the equipment which will keep us from getting in accidents. When safety equipment work properly and is used correctly, it will keep us alive.

Tires

- Never, ever, reduce the air pressure in the tires, no matter weather and road conditions!
- Your winter tires' bottom cross section width should be 1 cm less than factory values.



Lights

- Should always be kept clean and working order.

Windows

- Make sure they are clean
- Don't fix anything to window, which can obstruct your view.

Mirrors

- Traffic is 360 degrees
- Check your mirrors every 10 seconds
- Always check the blind spot by turning your head before changing lanes.

Window wipers

- Start the wipers before your view is obstructed.

Heater/Resistance

- Should be working when you need it.



Four-way flasher

- Use it to warn any traffic from behind, when you pose a danger to traffic and when traffic behind needs to be warned about dangers ahead.

Seat

- Position your seat, so that it allows your wrist to touch the 12 points of the wheel, without having to lift your shoulder from the seat back.
- Your foot should not reaching for the clutch pedal and the angle of your knee should be similar to your arms.
- Remember that the angles of your legs and arms should be as similar as possible for an ideal seating position.

Brakes

- Don't confuse kompression braking with the emergency braking.
- Emergency braking is to step on the clutch and brake pedals at the same time to stop in shortest distance possible.
- One of the most important factors for an ideal braking is the duration of perceiving danger. The sooner you perceive, the longer distance you have to brake and can brake more efficiently. To keep the duration of perception as short as possible, you must pay maximum attention to the road and car.

Seatbelt

- Make sure everyone in the car has put on the seatbelts.
- Don't forget that, when a car with 50 km/hrs speed crashes, the weight of any object or person in the car increases by 40 times.

DO NOT DO THIS



Be friends with the seatbelt

Airbags

- Never allow children to ride in the front seats
- Airbags will work when the seatbelt is correctly worn. An un-correctly worn seatbelt will turn an airbag from a life-saving device to a deadly weapon.



First-aid Kit

- Don't keep just a bag, keep a real first-aid bag in your car.

Fire-Extinguisher

- Should be reliable and a sufficient size (2 kg)

Head Rest

- Saves life when hit from back.
- Check the positioning every time you get in the car.





FALSE FACTS

A master driver is the one who will come out unscathed from accidents!

False! A master driver is the driver who does not drive into problems. He/She will apprehend dangers before they arrive and take necessary precaution. He/She will not deal with problems.

It's ok to wear seatbelts on the highway, but you don't need wear them in the city!

False! Seatbelt is the most important life-saving device. At a crash with 50 km/hrs speed, the passengers not wearing seatbelts will live a shock equal to falling from a 4-story building.

Passengers sitting in the backseat don't need to wear seatbelts!

False! When a motorised vehicle hits something it will stop, but the passengers in it will continue to move until *they* hit something. This is why those in the back should also choose life and wear seatbelts. Although it isn't statutory obligated, backseat seat belts also save lives. Passengers who take the severest injuries in accidents are those who didn't wear seatbelts.

If you keep the tire air pressure low, the car will hold better on to the road and it will be more comfortable!

False! The air pressure should not be below factory values. Actually it should be even more depending on the load and no. of passengers. Because low pressure will not spread the tire contact with the road, but contrarily will lift the middle of tire and release contact with the ground. This will leave the only contact with the road to be the tire sides. When the air pressure is low, skidding will happen at lower speeds, the braking distance will increase and the wheel will react slower to the steering wheel. You might have more comfort, but you'll skid and crash the car comfortably!

When the weather is hot, the tire air pressure should be decreased to make up for the heated tires!

False! The major reason for tires heating unnecessary is air pressure being lower than factory values, and the sides of the tires stretching too much due to low pressure.

Best seat position is the position the driver is comfortable with.

False! The right seat position is the position which is not too far and not too close, and the driver can control the vehicle. The seat should be as vertical as possible. The arms should not be stretched straight out while holding the wheel at the 10 past 10 position. The ideal elbow angle is between 120 to 135 degrees. It might be very comfortable to sit in the same position as the TV chair at home, but it would be difficult to control your car or the traffic while driving in this position.



Motorized vehicles go on wheels!

False! Motorized vehicles move on the air that is in the tires. If there isn't any air in the tires, you won't be able to move. The right pressure in the tires is like the size of your shoes. You can't walk with too small or too big shoes, neither will your car be able to stick to the road.

If we step on the brakes first and close to stopping on the clutch pedal, we can stop in a shorter distance using the motor compression.!

False! The most efficient braking is by stepping on the clutch pedal and the brakes at the same time. This way the engine will be left out of the loop while braking, basically cutting out the engine's moving power, while ensuring it doesn't stop running.

ABS (Antiblockage Braking System) stops the car on shorter distances than mechanical brakes!

False! Car tires with ABS braking system will prevent the tires from skidding and ensure your can maneuver while braking. However, it will not stop at shorter distance, only make it safer to brake.

You can stop at a shorter distance by pumping the braking pedal in a car with mechanical brakes!

False! Each time you lift your foot off the brake pedal the car will continue its forward movement and the braking distance will lengthen. The truth is, when braking in panic, lifting your foot a little to allow the wheels to turn will help you control the car. But don't lift your foot completely, keep stepping on the brake pedal.

The right distance to follow is half the speed!

False! However helpful it is to keep that in mind, the margin of error is very high. The ideal follow distance is (in dry weather) is 2 seconds. In wet weather or in case of heavy load, this should be 3-4 seconds.

Flashers should be used when driving in tunnels!

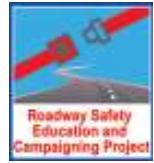
False! Flashers are only to be used when you pose a danger to traffic. That is in a possible accident or breakdown. Short headlights are quite enough in a tunnel.

Turning on the short headlights in daytime can get in the eyes of others in traffic!

False! Short headlights in day time will allow others to see you early and show yourself to anyone who may pose a danger to you earlier. Short headlights at night time is more likely to blind other drivers. Turning on your short headlights in sunny weather and it fast roads as well as in overcast and rainy weather is important for your own safety.

Honk the horn to warn children!

False! Honking at children is not right! Honking the horn will cause children, even grown-ups and animals to panic and react in an unexpected way. It is best to slow down and if necessary completely stop.



Best way to drive in fog is turn on the flashers!

False! Best way to go in fog is not to drive at all. Because there no drivers who can see well in fog, only drivers taking risks. If the visibility range is enough, yellow tinted glasses, fog lights and short headlights, turning on the wipers, paying attention to the slippery road, allowing longer follow distances and not overtaking traffic will help you drive more safer.

Don't forget!

The odds of your taking part in an deathly accident during your lifetime is 33%. The odds in Russian Roulette is 17%. Please bear in mind that driving in traffic is always a matter of life survival.



ATTITUDE

One of the most important parts of defensive driving is to develop a good driving attitude. No matter how skilled or experienced a driver is, without a good attitude the risk factor will always be high. Your attitude seriously affects your driving style; obviously a bad attitude will greatly increase your risk of getting in an accident. This is why, this needs to be carefully understood and a good attitude needs to be developed.

Understanding Attitude

Others in Traffic

An indicator of good attitude is to show respect to others even if they don't show the same respect. There is already enough conflict on the roads, it is unnecessary to add to this by acting aggressive and selfishly. This kind of behaviour will raise stress levels, which in turn will raise the risk of accident. Most drivers get unnecessarily angry when others in traffic hinder them from moving. If you too, get angry by such behaviours, you need to work on becoming more tolerant, patient and to avoid making such actions.

Stay calm.

Personal Qualifications

When asking drivers to evaluate their own driving style, ranging with Good, Average or Bad, most will reply with being above Average. In reality most drivers have a bad attitude, which affects their driving style seriously.

Know your limitations.

Speed

Your attitude regarding speeding will affect your chances of an accident severely. As a rule, the faster you drive, the less protection you will have in an accident. Always drive with a speed that is safe considering the conditions. Always refrain from speeding in any condition.

It is not rational to think you will reach your destination quicker if you speed for a certain time. In truth, this is only possible on a straight and well kept road without any obstacles. Unfortunately, most cities are full of obstacles forcing you to slow down, and aggressive acceleration is followed up with sudden braking. In truth, to go 5 km, increasing your speed from 60 km/hrs to 120 km/hrs, will only shorten the time by 3 min.

Keep your speed at a moderate level.

Don't take risks

You are taking a certain risk by getting in to a vehicle, because a big and heavy metal object is about to move with a certain speed. What changes the general risk level is your attitude. In every doubtful situation you must act with utmost care. Not seeing possible dangerous situations or not driving defensively will seriously increase the risk of causing/getting in an accident.

Don't take risks.



Why Speed?

Distance	Speed	Time Elapsed	General Time Gained by Speeding above 10 km/hrs	Time Gained at each 10 km/hrs Extra Speed
5	10	00:30:00		
	20	00:15:00	0:15:00	0:15:00
	30	00:10:00	0:20:00	0:05:00
	40	00:07:30	0:22:30	0:02:30
	50	00:06:00	0:24:00	0:01:30
	60	00:05:00	0:25:00	0:01:00
	70	00:04:17	0:25:43	0:00:43
	80	00:03:45	0:26:15	0:00:32
	90	00:03:20	0:26:40	0:00:25
	100	00:03:00	0:27:00	0:00:20
	110	00:02:44	0:27:15	0:00:16
	120	00:02:30	0:27:30	0:00:14

Distance	Speed	Time Elapsed	General Time Gained by Speeding above 10 km/hrs	Time Gained at each 10 km/hrs Extra Speed
30	10	3:00:00		
	20	1:30:00	1:30:00	1:30:00
	30	1:00:00	2:00:00	0:30:00
	40	0:45:00	2:15:00	0:15:00
	50	0:36:00	2:24:00	0:09:00
	60	0:30:00	2:30:00	0:06:00
	70	0:25:43	2:34:17	0:04:17
	80	0:22:30	2:37:30	0:03:13
	90	0:20:00	2:40:00	0:02:30
	100	0:18:00	2:42:00	0:02:00
	110	0:16:22	2:43:38	0:01:38
	120	0:15:00	2:45:00	0:01:22



Distance	Speed	Time Elapsed	General Time Gained by Speeding above 10 km/hrs	Time Gained at each 10 km/hrs Extra Speed
100	10	10:00:00		
	20	5:00:00	5:00:00	5:00:00
	30	3:20:00	6:40:00	1:40:00
	40	2:30:00	7:30:00	0:50:00
	50	2:00:00	8:00:00	0:30:00
	60	1:40:00	8:20:00	0:20:00
	70	1:25:43	8:34:17	0:14:17
	80	1:15:00	8:45:00	0:10:43
	90	1:00:40	8:53:20	0:08:20
	100	1:00:00	9:00:00	0:06:40
	110	0:54:33	9:05:27	0:05:27
	120	0:50:00	9:10:00	0:04:33

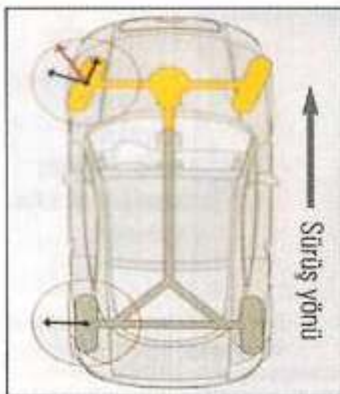
Physics of Driving

Kamm's Circle

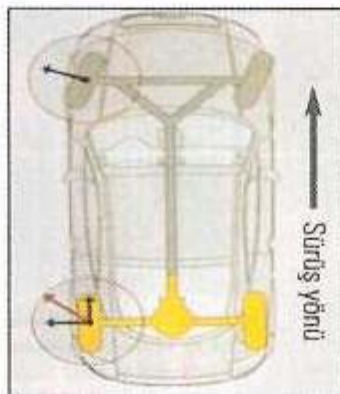
In normal conditions longitudinal and lateral forces effect the wheels of an automobile. These forces occur when driving, braking and turning bends. Kamm's circle show the direction and the size of these forces and the restrictions to the tires grip on the road. As long as the sum of all forces are within the limits of the circle, the tires will have a sufficient grip on the road. If the sum of all forces is outside of the circle, the force transfer limit will be overstepped and the car will start to skid.

Result

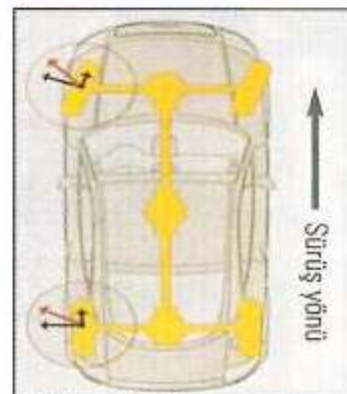
The less longitudinal (in the movement direction) force a wheel has to transfer, the more lateral force (the slower the wheel goes, the more lateral force (the slower you drive the more lateral grip at the wheels) it can carry. In a two-wheel drive, 50% of the longitudinal forces of each wheel has to be transferred to the road, while in a 4-wheel drive, only 25% of the longitudinal forces of each wheel has to be transferred to the road. This is why 4-wheel drive cars are clearly much safer to drive in road curves.



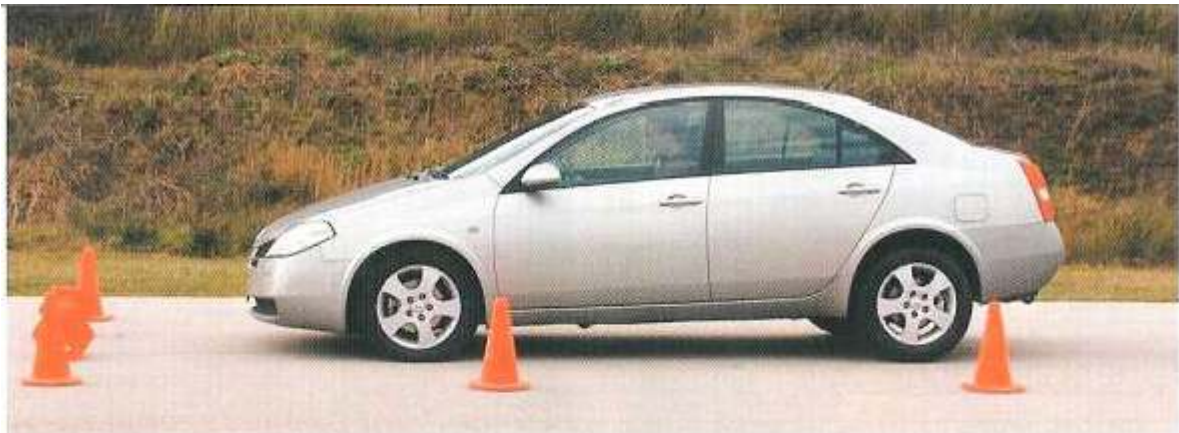
Front-wheel drive



Back-wheel drive



Four-wheel drive



Braking with ABS

Braking with ABS

Generally, cars with ABS braking system can stop in shorter distances than car without. But the real advantage of having ABS is for panic braking (sudden and sharp stepping on the

because it will allow to steer and control the car as you want to. To ensure the car stops in the shortest time possible, you need to step fully on brake pedal at first touch. To brake with intervals (pumping) will only lengthen the braking distance. Most drivers may think it is a problem when the pedal vibrates and lets out sound when braking with ABS, but this is quite normal.

Important

When you step on the brake, you should also step hard on the clutch pedal.

Unless you do that, a large amount of the braking power will be used to stop the engine and be wasted. Also, if the clutch sn't stepped on with the brake, the engine will stop and you won't be able to.

Road Curves

You can brake fully with ABS in road curves but this does not mean you can go faster into bends.



Step on the brake and clutch pedal simultaneously and with full power

One side slippery road

You can brake fully with ABS on a road where one side is more slippery than the other.

Tires that aren't blocked will provide lateral grip and ensure the driver has control over the car. In the same conditions a car without ABS will start skid.

Nevertheless, one thing always to remember is that ABS will function properly when the tires are properly maintained.

Skidding on front wheels

When several forces effect the front wheels in front-wheel drive cars, the tires lateral forces will diminish. Stepping on the gas pedal of a front-wheel drive car while turning a curve, will cause the car to skid out of the curve on it's front wheels. This is called understeering.

Where it originates

The automobile will be skidding peripherally of the curve on it's front wheels. Although the steering wheel is turned in the curve, the automobile won't react.

Why

The front wheels have exceeded the lateral forces they can transfer and starts to skid. Understeering happens when the driver miscalculates the sharpness or the length of the bend, or when due to sudden changes in road conditions the speed of the car suddenly becomes too fast.

How to notice

The periphery of the bend comes closer and the steering wheel seems insensitive.

Also the steering wheel will feel distinctly lighter. The wheels may not always screech, so to expect that could be misleading.



What to do?

Take your foot off the gas pedal. This way the tires will be released from the force from the engine. If this isn't enough to get the car back on track, turn the wheel towards the periphery of the bend so that the tires can get a grip on the road. This will reduce the speed of the car, thereby increasing the load on the tires and ensure lateral grip on the road.



What else to do?

Always pay attention to the road and enter a bend with less subjective speed than you think may be possible to take the bend in.



Wrong:

Driving with too high speed into a road bend (1), the lateral and driving forces will reduce the grip of the tires (2). The tires without grip will not be able to direct the vehicle (3), and the car will start skidding outwards (4)



Right:

Driving too fast into a road bend (1), the steering wheel feels insensitive and the car starts moving in the wrong direction (2), lift your foot from the gas pedal and release the steering wheel a little (3), this will keep the car within the road lines and allow a turning the bend (4).

Skidding on back wheels (Oversteering)

Especially in cars with back-wheel drive, giving too much gas in road curves will cause the tires to lose their lateral grip and skid out.

Where it originates

The car's direction changes due to above mentioned reason and the back wheels start to skid.

Why

To suddenly step on the gas, or suddenly stop giving gas in a road curve.

How to notice

The car has started to turn the bend. In the driver's view, the internal curve line will grow wider every second. This should not mislead the driver; it may seem to the driver that the car isn't turning. The driver who is sitting closest to the car's turning axis, will only comprehend the turn further along the road bend.

What to do?

Step on the clutch pedal immediately and turn the wheel in the car's movement direction (contra-guide) and straighten the car direction. Stepping on the clutch will relieve the wheels from the engine longitudinal forces which are pushing and braking the tires and will allow the lateral forces to return.

Once the direction of the car has turned right with the turning of the steering wheel, the wheel should be turned quickly back to for the car to go in the right direction. If the steering wheel is not turned quickly, the back of the car will start skidding in the opposite direction and contra-guiding shortly twice is safer than contra-guiding one long time.

Back wheel skidding in cars with automatic gear

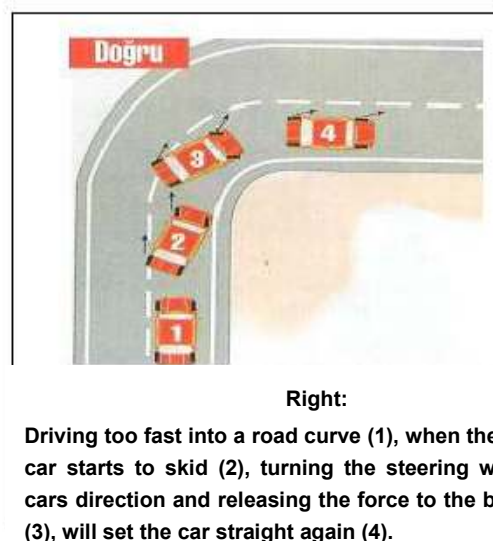
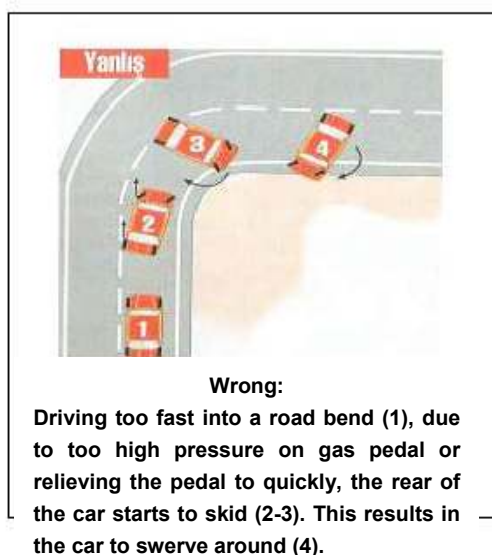
When the gearbox is at "D" position in cars with automatic gear, the gearbox will transfer the engine compression forces to the wheels.

What to do not to skid in this position?

Always pay attention to the road and speed. Don't make sudden turns. If you have made a sudden turn, turn the car back to normal as soon as possible. Avoid giving unnecessary sudden gas, or releasing the gas pedal suddenly in cars with back-wheel drive. On slippery roads, avoid lowering gear or releasing the clutch pedal too soon.

Four-wheel drive vehicles

The longitudinal forces are constantly distributed to four wheels in four-wheel drive vehicles. This will allow a car to drive into a bend without skidding because the forces will stay neutral.



Passing Obstacles

Where it originates

The car is moving towards a dangerous obstacle and it seems it would be able to stop without hitting or an unexpected obstacle has come up and you have to pass without braking.

What to do?

As soon as you notice the obstacle, brake hard to slow the car and allow to swerve away. If the road is wet or slippery, be careful when braking so that the wheels do not get locked and get out of control. If there is ABS system you won't have a problem. Begin to swerve when getting close to the obstacle.

The first quick and hard steering should be followed up with quicker and harder maneuvers until the danger has passed. The wetter the road the harder and quicker the steering needs to be. The hands should not be lifted from the steering wheel while maneuvering, therefore the steering wheel should not be turned more than half round.

Important

The body weight should be on the left foot. The steering wheel should be straightened immediately after passing the obstacle. The maneuver should be realised very quick and fast. The lurching car should be straightened with controlled steering.



During the maneuver the driver should focus on where the car should be directed to instead of the obstacle. Cars have different drive systems and loading types, which will both affect the maneuvering. Back-wheel drive cars tend to oversteer, while the steering wheel in front-wheel drive cars tend to react slower. With four-wheel drive cars, neither of these scenarios will happen, because the force distribution is more balanced and the lateral and longitudinal forces on the tires is less. If a car is overloaded the car may lean to the sides.

What to do?

Always leave adequate distance with the vehicle in front (at least half the speed). I.e. if the speed is 100 km/hrs, the distance between vehicles should be at least 50 m., if the road is wet and slippery this should be doubled.

The follow distance can also be measured with a different approach. Watch the car in front as it passes a fixed object (traffic sign, light post etc). You should be passing the object at least 2 seconds later (easiest method to count seconds is to count thousand-one, thousand-two and so forth). If you pass earlier than 2 seconds, you are driving to close the vehicle in front.

In convoy traffic, the traffic and road conditions should always be checked by looking ahead. Drive carefully and controlled near schools and in by –streets.

