

**COURSE DESCRIPTION
PACKET FOR DRIVER
INSTRUCTOR
CERTIFICATION RENEWAL**



**COURSE INSTRUCTIONS
AND
AUTHORIZED SCORE SHEETS**

Effective: May 1, 2023

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NOTICE: A safety boundary/barrier will be established for each cone course and illustrated in the “Cone Course Build Schematics” handout published by the North Carolina Justice Academy. The purpose of the safety boundary/barrier is to help prevent the contact of the training vehicle with any tangible objects such as, but not limited to, curbing, trees, poles, and fences within the area. It shall be the responsibility of the School Director to establish a safety “area” that is reasonably commensurate with the speeds attained in the training session for pursuit and emergency response driver training.

NOTICE: The track's surface must be asphalt, concrete, or other hard paved surfaces similar in texture and composition to a standard state-maintained roadway, which is reasonably level. All BLET cone courses will be set up and remain completely on the required surface at all times. The course build sheets/schematics are published by the North Carolina Justice Academy.

** denotes the location of the official scoring sheets to be used in scoring evaluated driver instructor attempts on each of the Commission mandated driver training courses.*

EXERCISE TITLE: OFFSET LANE MANEUVER (Daytime only)

Course Description Packet Applicability for Driver Instructor Renewal

This Course Description Packet (CDP) provides the reader with specific procedures, expectations, and scoring criteria related solely to the applicant for renewal of their driver instructor certification, pursuant to rule 12 NCAC 09B.0305(2)(f).

Objectives: The exercise is designed to measure the driver instructor's advanced abilities to:

1. Coordinate proper steering inputs while driving forward and backward.
2. Control acceleration and deceleration and demonstrate proper braking techniques while driving forward and backward.
3. Judge the vehicle's relationship to fixed objects in a restricted area while driving forward and backward.
4. Determine the tracking relationship of both the front and rear tires when turning a vehicle while driving forward and backward.
5. Keep the head turned primarily to the rear when backing, allowing for only momentary glances to clear the vehicle corners, until the vehicle comes to a complete stop. The use of rearview cameras, sensors, or other park assist features installed on the vehicle is permissible during this exercise in addition to looking out the rear of the vehicle.

Procedure:

1. The evaluated driver instructor will begin the exercise with the vehicle stopped outside of the cone course entry point, with the front bumper close to the imaginary plane between the first entry cones. The instructor shall ensure appropriate cone positioning prior to each of the evaluated driver instructor's attempts.
2. Upon the signal from the instructor, the evaluated driver instructor will drive the vehicle forward. The instructor will start the course time on their stopwatch when the evaluated driver instructor's front bumper crosses the imaginary plane between the first two cones.
3. The evaluated driver instructor shall negotiate a lane change to the left first, and then a lane change to the right second. The evaluated driver instructor is NOT required to signal his/her lane maneuvers.

4. The evaluated driver instructor shall proceed out of the exit point coming to a stop. The evaluated driver instructor's rear bumper must clear the two exit cones.
5. After signaling their intent to back, the evaluated driver instructor shall back through the course. The evaluated driver instructor will look out the rear while the vehicle tires are rolling backward, including the distance covered after exiting the entry point, however, the evaluated driver instructor is permitted to take momentary glances around the car to clear the corners. After signaling their intent to back, the first maneuver will be to the left of the patrol vehicle, with the second maneuver being to the right of the patrol vehicle. The instructor will stop the course time once the evaluated driver instructor's front bumper exits the imaginary plane between the last two cones after exiting the course. If the evaluated driver instructor stops and is still inside the course, the instructor shall continue the time to lapse until the evaluated driver instructor exits the course and stops again.

Evaluated driver instructor responsibility:

Wears duty uniform, leather and weapon. (Optional)

Maintains proper driving position to include but is not limited to: using all occupant protection devices, correct hand position and braking technique.

Prevents the vehicle's tire(s) from spinning when accelerating or locking-up when braking.

Looks to the rear of the vehicle at all times that the vehicle is moving backward, except to momentarily clear the vehicle corners.

Performs the procedural requirements for this course satisfactorily and safely.

Evaluating instructor responsibility:

Be currently certified as a Driver Instructor by the North Carolina Criminal Justice Education and Training Standards Commission and possess a current and valid CPR certification.

Maintain safety as a priority at all times for all participants.

Ensures correct cone positioning prior to each attempt.

Strictly follows all requirements identified within this CDP.

Unlike the Driver Training block of instruction within Basic Law Enforcement Training (BLET), this evaluation for driver instructor certification renewal will have only one phase for evaluation. For your reference, the “evaluation phase” is explained and described below. **At a minimum, the “evaluation phase” shall be completed for each evaluated driver instructor on each required course.** Pursuant to rule 12 NCAC 09B.0305(2)(f), each instructor seeking renewal of their driver instructor certification must submit to the Criminal Justice Standards Division (Division) proof they have successfully completed an evaluation of driving proficiency on each required driver training cone course listed herein at least once during the three year certification period for which they are applying to renew. Proof shall be established by the Division when the applicant submits the completed “Driver Training Scoring Sheet” applicable for each required cone course.

For the renewal of driver instructor certifications, evaluating instructors must ensure that the required cone courses utilized for evaluation adhere to the set-up criteria as published within the “Cone Course Build Schematics” handout published by the North Carolina Justice Academy, while the evaluation process must comply strictly with the methodology identified within this CDP.

Evaluation Phase:

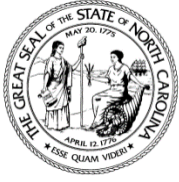
The purpose of this phase is to formally measure the evaluated driver instructor on their ability to negotiate this course utilizing proper techniques according to Commission standards for driver instructors. There is no required familiarization or instructional attempts before the first evaluation attempt. The evaluating instructor shall ask if they are ready to begin their evaluation attempts for grade on this course. The evaluated instructor shall verbally acknowledge they are prepared to proceed. The evaluated driver instructor will be given a maximum of three (3) consecutive evaluation attempts on the same day. The evaluated driver instructor must receive a minimum score of 85 during two (2) of the three (3) evaluation attempts. The evaluated driver instructor will not receive any assistance or instruction of any type from the instructor, staff, or other evaluated driver instructors during the evaluation attempts. The instructor shall not provide instructional comments after each evaluation attempt. Once the Evaluation Phase begins, a “re-start” procedure is not permitted. Evaluated driver instructors failing to satisfactorily complete this “Evaluation Phase” shall be recorded as a deficiency and must repeat the evaluated attempt for this course.

Scoring:

Applicants who desire to renew their driver instructor certification shall achieve an evaluated score of **85 or higher** to complete this course evaluation satisfactorily. Deductions shall be recorded according to the following criteria:

1. **Time limit:** The limit for this course is 45 seconds. A time greater than 45 seconds equals a 100 point deduction.
2. **Failure to follow proper course sequence:** An example of this would be if a evaluated driver instructor fails to initiate the lane changes and continues straight through the course. Or, if the evaluated driver instructor exits the course, makes a u-turn, and drives forward back through the course. There is NO DEDUCTION if the evaluated driver instructor re-adjusts the vehicle going forward or in reverse. A deduction for this violation is **100 points**.
3. **Cones touched/knocked down:** A cone is considered touched when any portion of the vehicle, including tires, body, rim, etc., touches the shaft portion of the cone. In the event that the tire only rolls over the base portion of the cone, it is NOT considered a “touch” for purposes of point deduction. A cone displaced by a “base only” strike is NOT a deduction. A cone is knocked down when it is struck in such a manner as to remove it from its original location (to wit: the box) and left standing or lying upon the surface of the track. When this occurs, that cone is then considered “out of play” for purposes of future point deductions. For example, a evaluated driver instructor goes forward and strikes a cone, knocking it out of the box and into the travel portion of the lane without it touching any additional cones, and then upon backing the evaluated driver instructor strikes that same cone again; this is NOT an additional point deduction. Likewise, if the evaluated driver instructor strikes the “out of play” cone and that cone is propelled into a standing cone, it is NOT a deduction for touching/knocking down the cone. However, if the evaluated driver instructor’s vehicle strikes a cone and, in one continuous motion that cone strikes another, that would be two five point deductions. The deduction for this violation is 5 points per occurrence or for each cone touched or knocked down.
4. **Failing to look to the rear while backing:** A evaluated driver instructor must look out the rear window(s) while the vehicle is rolling backwards; however, the evaluated driver instructor is permitted to take a short glance out the side or front of the vehicle. The deduction for this violation is 3 points per occurrence.
5. **Failure to signal intent:** An example of this violation includes failing to signal their intent to back by sounding the horn with enough time and force to ensure the instructor and anyone nearby hears the warning. The deduction for this violation is 2 points per occurrence.
6. **Spinning/skidding of tires.** An example of this violation is intentional, excessive, or unnecessary spinning of the tires at any point throughout the

course. The deduction for this violation is 2 points per violation or occurrence.



OFF-SET LANE MANEUVER

EVALUATED DRIVER INSTRUCTOR

NAME _____

DATE _____ PRACTICE ATTEMPTS# _____ (Not Required)

VEHICLE: YEAR _____ MAKE _____ MODEL _____

EVALUATING INSTRUCTOR _____ INSTRUCTOR # _____

(Time of 45 seconds or less = 100 points, any time exceeding 45 seconds = 0 points)

Attempt # 1 Time ____:____ (Min:Sec) Points = _____

Failure to follow proper course sequence = 100 points - _____

Cones touched/knocked down _____ 5 points each = - _____

Fail to look to the rear _____ 3 points each = - _____

Fail to signal intent _____ 2 points each = - _____

Spinning/skidding tires _____ 2 points each = - _____

Score..... _____

Attempt # 2 Time ____:____ (Min:Sec) Points = _____

Failure to follow proper course sequence = 100 points - _____

Cones touched/knocked down _____ 5 points each = - _____

Fail to look to the rear _____ 3 points each = - _____

Fail to signal intent _____ 2 points each = - _____

Spinning/skidding tires _____ 2 points each = - _____

Score..... _____

Attempt # 3 (Strike through this section if third attempt is not required)

Time ____:____ (Min:Sec) Points = _____

Failure to follow proper course sequence = 100 points - ____

Cones touched/knocked down ____ 5 points each = - ____

Fail to look to the rear ____ 3 points each = - ____

Fail to signal intent ____ 2 points each = - ____

Spinning/skidding tires ____ 2 points each = - ____

Score....._____

Instructor Notes section on evaluated driver instructor performance:

EXERCISE TITLE: FIXED RADIUS CURVE (Daytime only)

Course Description Packet Applicability for Driver Instructor Renewal

This Course Description Packet (CDP) provides the reader with specific procedures, expectations, and scoring criteria related solely to the applicant for renewal of their driver instructor certification, pursuant to rule 12 NCAC 09B.0305(2)(f).

Objectives: The exercise is designed to develop the evaluated driver instructor's ability to:

1. Coordinate proper steering inputs.
2. Control acceleration and deceleration and proper braking techniques.
3. Judge the vehicle's relationship to fixed objects, while negotiating a curve.
4. Execute proper negotiation of a curve.
5. Demonstrate the proper positioning of a vehicle in order to have the correct set-up for left and right curves.

Procedure:

1. The evaluated driver instructor will begin each of the exercise attempts during the daytime with the vehicle in forward motion approaching the entry point for the course. The instructor shall ensure appropriate cone positioning prior to each of the evaluated driver instructor's attempts.
2. Upon signal from the instructor, the evaluated driver instructor will drive the vehicle forward entering the course. The evaluated driver instructor shall, at no point after entering the course and prior to exiting the course, permit the speed of the patrol vehicle to drop below 25 miles per hour before exiting the course. Acceleration beyond the apex point of the curve is required **ONLY** when necessary to maintain minimum speed, but not automatically required.
3. The evaluated driver instructor shall, at no point after entering or before exiting the course, apply braking or touch the brake pedal with any part of his/her body.
4. The evaluated driver instructor must negotiate the course without touching/knocking down any cones.

Evaluated driver instructor responsibility:

Wears duty uniform, leather, and weapon. (Optional)

Maintains proper driving position to include but is not limited to: using all occupant protection devices, correct hand position and braking technique.

Prevents the vehicle's tire(s) from spinning when accelerating or locking up when braking.

Performs the procedural requirements for this course satisfactorily and safely.

Evaluating instructor responsibility:

Be currently certified as a Driver Instructor by the North Carolina Criminal Justice Education and Training Standards Commission and possess a current and valid CPR certification.

Maintain safety as a priority at all times for all participants.

Ensures correct cone positioning prior to each attempt.

The evaluating driver instructor **shall be in the car** during all evaluation attempts.

Strictly follows all requirements identified within this CDP.

Unlike the Driver Training block of instruction within Basic Law Enforcement Training (BLET), this evaluation for driver instructor certification renewal will have only one phase for evaluation. For your reference, the “evaluation phase” is explained and described below. **At a minimum, the “evaluation phase” shall be completed for each evaluated driver instructor on each required course.** Pursuant to rule 12 NCAC 09B.0305(2)(f), each instructor seeking renewal of their driver instructor certification must submit to the Criminal Justice Standards Division (Division) proof they have successfully completed an evaluation of driving proficiency on each required driver training cone course listed herein at least once during the three year certification period for which they are applying to renew. Proof shall be established by the Division when the applicant submits the completed “Driver Training Scoring Sheet” applicable for each required cone course.

For the renewal of driver instructor certifications, evaluating instructors must ensure that the required cone courses utilized for evaluation adhere to the set-up criteria as published within the “Cone Course Build Schematics” handout published by the North Carolina Justice Academy, while the evaluation process must comply strictly with the methodology identified within this CDP.

Evaluation Phase:

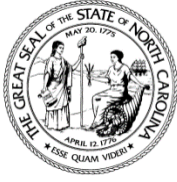
The purpose of this phase is to formally measure the evaluated driver instructor on their ability to negotiate this course utilizing proper techniques according to Commission standards for driver instructors. There is no required familiarization or instructional attempts before the first evaluation attempt. The evaluating instructor shall ask if they are ready to begin their evaluation attempts for grade on this course. The evaluated instructor shall verbally acknowledge they are prepared to proceed. The evaluated driver instructor will be given a maximum of three (3) evaluation attempts for each direction attempt on this course on the same day. The evaluated driver instructor must successfully complete two (2) out of three (3) evaluation attempts for each direction by receiving a grade of “**PASS.**” The evaluating driver instructor shall be in the car during all evaluation attempts. The evaluated driver instructor will not receive any assistance or instruction of any type from the instructor, staff, or other evaluated driver instructors during the evaluation attempts. The instructor shall not provide instructional comments after each evaluation attempt. Once the Evaluation Phase begins, a “re-start” procedure is not permitted. Evaluated driver instructors failing to complete this “Evaluation Phase” satisfactorily shall be recorded as a deficiency and must repeat the evaluated attempt for this course.

Scoring:

Applicants who desire to renew their driver instructor certification shall achieve an evaluated score of “**PASS**” on two out of three attempts in each direction to complete this course evaluation satisfactorily. Automatic failures shall be recorded according to the following criteria:

1. This course will be graded as a Pass or Fail, with no deduction taken for time.
2. **Speed:** The evaluated driver instructor’s speed shall not drop below 25 miles per hour as indicated by the vehicle’s speedometer. The use of other devices, such as radars, will NOT be used for the vehicle’s speed at the time of testing. A vehicle failing to have a manufacturer-installed speedometer in proper working order shall not be used for this course. A deduction for this violation is an automatic failure.
3. **Braking:** The application of any braking, or the touching of the brake pedal by any part of the operator’s body, after entering the course or prior to exiting the course will result in an automatic failure.
4. **Cones touched/knocked down:** A cone is considered touched when any portion of the vehicle, including tires, body, rim, etc., touches the shaft portion of the cone. In the event that the tire only rolls over the base portion of the

cone, that is NOT considered a “touch” for purposes of point deduction. A cone is knocked down when struck in such a manner as to remove it from its original location (to wit: the box) and left standing or lying upon the track's surface. The deduction for this violation is an automatic failure per occurrence.



FIXED RADIUS CURVE

EVALUATED DRIVER INSTRUCTOR

NAME _____

DATE _____ PRACTICE ATTEMPTS# _____ (Not Required)

VEHICLE: YEAR _____ MAKE _____ MODEL _____

EVALUATING INSTRUCTOR _____ INSTRUCTOR # _____

This exercise will be graded as PASS or FAIL. Check the line that indicates what performance was observed if graded as a failure on that attempt.

Right Attempt # 1 - Grade = _____

Left Attempt # 1 - Grade = _____

_____ Touching the brake pedal

_____ Touching the brake pedal

_____ Speed dropped below 25 MPH

_____ Speed dropped below 25 MPH

_____ Touching/striking any cone(s)

_____ Touching/striking any cone(s)

Right Attempt # 2 - Grade = _____

Left Attempt # 2 - Grade = _____

_____ Touching the brake pedal

_____ Touching the brake pedal

_____ Speed dropped below 25 MPH

_____ Speed dropped below 25 MPH

_____ Touching/striking any cone(s)

_____ Touching/striking any cone(s)

Right Attempt # 3 - Grade = _____

Left Attempt # 3 - Grade = _____

_____ Touching the brake pedal

_____ Touching the brake pedal

_____ Speed dropped below 25 MPH

_____ Speed dropped below 25 MPH

_____ Touching/striking any cone(s)

_____ Touching/striking any cone(s)

EXERCISE TITLE: PRECISION (Daytime and Nighttime)

Course Description Packet Applicability for Driver Instructor Renewal

This Course Description Packet (CDP) provides the reader with specific procedures, expectations, and scoring criteria related solely to the applicant for renewal of their driver instructor certification, pursuant to rule 12 NCAC 09B.0305(2)(f).

Objectives: The exercise is designed to develop the evaluated driver instructor's ability to:

1. Maneuver a vehicle in a restricted area, both forward and backward, during both day and night driving.
2. Perform right and left side road turns.
3. Parallel park.
4. Perform both a "U" turn and a "Y" turn.
5. Give electrical turn signals when turning a vehicle.
6. Demonstrate the tracking relationship between the front and rear tires when turning.
7. Keep the head turned primarily to the rear when backing, allowing for only momentary glances to clear the vehicle corners until the vehicle comes to a complete stop. The use of rearview cameras, sensors, or other park assist features installed on the vehicle is permissible during this exercise, in addition to looking out the rear of the vehicle.

Procedure:

1. This course must be accomplished during the day and night. The evaluated driver instructor will begin this course stopped at the "3 cone start position" with the instructor standing outside the patrol vehicle and the patrol vehicle's front bumper within 3 feet of the 3 start position cones. The start position represents a position held during a traffic stop. At the minimum, the mid-point of the patrol vehicle must be off the road, or outside of the "main travel lane" of the course, with the front bumper within 3 feet of the start position cones. The vehicle is at the mid-point when the center of the grille is aligned with the right boundary line of the course.
2. Upon signal from the instructor, the evaluated driver instructor will signal their intent to back by sounding the horn. The instructor will start the course

time when the evaluated driver instructor's tires begin to roll backwards. The evaluated driver instructor will signal their intent to enter the main travel lane by activating a left turn signal, and then proceed through the alleyway straight ahead.

3. The evaluated driver instructor vehicle's rear bumper must pass the imaginary plane between the two exit cones of the alleyway. The evaluated driver instructor will then sound the horn to signal their intent to back. They will back through the alleyway and come to a stop directly beside and parallel with the simulated "stopped" vehicle. The instructor can determine that this is accomplished by ensuring the evaluated driver instructor's rear bumper is parallel to or beyond the imaginary plane extended from the "3 cone start position."
4. The evaluated driver instructor will then drive forward, signal intent to make a left turn, and accomplish a "left side road turn" into the private drive. The evaluated driver instructor vehicle's rear bumper must pass the imaginary plane signifying the entire vehicle is out of the travel lane of the course.
5. The evaluated driver instructor will signal their intent to back by sounding the horn, and back into the right lane of the main travel lane. No "right turn signal" is required at this point. The vehicle should also not cross the center line of the main travel lane when backing from the private drive.
6. The evaluated driver instructor will then drive forward and past the next private drive on the right to complete a "right side road turn." After coming to a stop, the evaluated driver instructor shall signal their intent to back by sounding the horn and activating their right turn signal. The evaluated driver instructor will back into the private drive, ensuring their vehicle's front bumper is past the imaginary plane signifying the entire vehicle is out of the main travel lane of the course.
7. The evaluated driver instructor will then pull from the right side road turn private drive and enter the main travel lane while turning left to proceed to the "Y-turn" box. A left turn signal is NOT required exiting a private drive while entering the roadway. They will drive through the alleyway ahead and proceed to the "Y-turn" box.
8. Upon entering the "Y-turn" box, the evaluated driver instructor shall not cross the centerline portion of the travel lanes. They will activate their right turn signal and initiate a "Y-turn" to the right. Upon stopping the vehicle, the evaluated driver instructor will signal their intent to back to the left across the main travel portion by sounding the horn and activating their left turn signal while backing. This will complete half of the "Y- turn." Finally, upon

stopping the vehicle after backing, the evaluated driver instructor will complete the “Y- turn” by activating the right turn signal and turn right into the right main travel lane of the course to proceed to the parallel park box. They will drive straight ahead and just past the parallel park box.

9. Upon stopping the vehicle, the evaluated driver instructor will sound their intent to back and turn right by sounding the horn and activating their right turn signal. They will enter the parallel park box. If the evaluated driver instructor can park completely inside (no part of the vehicle remaining in the travel lane of the highway portion) the parallel park box **WITHOUT** hitting any cones on their first attempt, they may be permitted to exit the box at that time. However, if a cone is struck while entering the parallel park box, or if they fail to completely clear the highway lane portion of the course, they **MUST** pull forward or re-adjust to straighten the vehicle and completely remove their vehicle from the highway portion of the course before the instructor is permitted to give the order to exit the parallel park box. Again, the evaluated driver instructor’s vehicle must be entirely out of the main travel portion of the course. Additionally, the evaluated driver instructor **SHALL NOT** be urged to simply knock down the cones at the back of the parallel box. The evaluated driver instructor will then signal their intent to turn left into the main travel portion of the course by activating their left turn signal and drive forward entering the “U-turn.”
10. The evaluated driver instructor will enter the tear drop, completing a “U-turn,” and return their patrol vehicle back to a parked position behind the simulated stopped vehicle. The evaluated driver instructor’s patrol vehicle must be half-way out of the travel portion of the course at minimum. This is accomplished by putting the mid-point of the front end on the right boundary line of the course. The instructor will stop the course time when the patrol vehicle’s wheels are stopped and **in the appropriate parked position** with the vehicle transmission in park. If the evaluated driver instructor parks inappropriately as prescribed above, the instructor will issue a verbal command letting the evaluated driver instructor know they are incorrectly parked. The time will continue until the vehicle is correctly parked.

Evaluated driver instructor responsibilities:

Wears duty uniform, leather gear and weapon. (Optional)

Maintains proper driving position to include but is not limited to: using all occupant protection devices, correct hand position and braking technique.

Signals their intent when performing either a right or left directional change with either the electrical signal or a hand signal.

Prevents the vehicle's tire(s) from spinning when accelerating or locking-up when braking.

Looks to the rear of the vehicle at all times that the vehicle is moving backward, except to clear the vehicle corners momentarily.

Performs the procedural requirements for this course satisfactorily and safely.

Evaluating driver instructor responsibilities:

Be currently certified as a Driver Instructor by the North Carolina Criminal Justice Education and Training Standards Commission and possess a current and valid CPR certification.

Maintain safety as a priority at all times for all participants.

Ensures correct cone positioning prior to each attempt.

Strictly follows all requirements identified within this CDP.

Unlike the Driver Training block of instruction within Basic Law Enforcement Training (BLET), this evaluation for driver instructor certification renewal will have only one phase for evaluation. For your reference, the “evaluation phase” is explained and described below. **At a minimum, the “evaluation phase” shall be completed for each evaluated driver instructor on each required course.** Pursuant to rule 12 NCAC 09B.0305(2)(f), each instructor seeking renewal of their driver instructor certification must submit to the Criminal Justice Standards Division (Division) proof they have successfully completed an evaluation of driving proficiency on each required driver training cone course listed herein at least once during the three year certification period for which they are applying to renew. Proof shall be established by the Division when the applicant submits the completed “Driver Training Scoring Sheet” applicable for each required cone course.

For the renewal of driver instructor certifications, evaluating instructors must ensure that the required cone courses utilized for evaluation adhere to the set-up criteria as published within the “Cone Course Build Schematics” handout published by the North Carolina Justice Academy, while the evaluation process must comply strictly with the methodology identified within this CDP.

Evaluation Phase:

The purpose of this phase is to formally measure the evaluated driver instructor on their ability to negotiate this course utilizing proper techniques according to

Commission standards for driver instructors. There is no required familiarization or instructional attempts before the first evaluation attempt. The evaluating instructor shall ask if they are ready to begin their evaluation attempts for grade on this course. The evaluated instructor shall verbally acknowledge they are prepared to proceed. The evaluated driver instructor will be given a maximum of three (3) consecutive evaluation attempts on the same day. The evaluated driver instructor must receive a minimum score of 85 during two (2) of the three (3) evaluation attempts. The evaluated driver instructor will not receive any assistance or instruction of any type from the instructor, staff, or other evaluated driver instructors during the evaluation attempts. The instructor shall not provide instructional comments after each evaluation attempt. Once the Evaluation Phase begins, a “re-start” procedure is not permitted. Evaluated driver instructors failing to complete this “Evaluation Phase” satisfactorily shall be recorded as a deficiency and must repeat the evaluated attempt for this course.

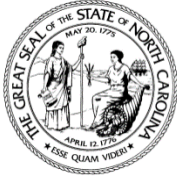
Scoring:

Applicants who desire to renew their driver instructor certification shall achieve an evaluated score of **85 or higher** to complete this course evaluation satisfactorily. Deductions shall be recorded according to the following criteria:

1. **Time:** There is a time limit of 2:00 minutes (2 minutes and 0 seconds) for this course. The same time applies to both day and night attempts. Any time of anything over 2:00 minutes will result in a 100 point deduction.
2. **Failure to follow proper course sequence:** This violation occurs when the evaluated driver instructor fails to negotiate the course in the exact method prescribed above. For example, if the evaluated driver instructor leaves the start position and initiates a left side road turn PRIOR TO going through the alleyway ahead. Another example is if the evaluated driver instructor omits the parallel park exercise and continues through the “U-turn” exercise. A deduction for this violation is a 100 point deduction.
3. **Cones touched/knocked down:** A cone is considered touched when any portion of the vehicle, including tires, body, rim, etc., touches the shaft portion of the cone. In the event that the tire only rolls over the base portion of the cone, it is NOT considered a “touch” for purposes of point deduction. A cone displaced by a “base only” strike is NOT a deduction. A cone is knocked down when it is struck in such a manner as to remove it from its original location (to wit: the box) and left standing or lying upon the surface of the. When this occurs, that cone is then considered “out of play” for purposes of future point deductions. For example, a evaluated driver instructor goes forward and strikes a cone, knocking it out of the box and into the travel portion of the lane without it touching any additional cones, and then upon

backing the evaluated driver instructor strikes that same cone again; this is NOT an additional point deduction. Likewise, if the evaluated driver instructor strikes the “out of play” cone and that cone is propelled into a standing cone, it is NOT a deduction for touching/knocking down the cone. However, if the evaluated driver instructor’s vehicle strikes a cone and, in one continuous motion that cone strikes another, that would be two five point deductions. The deduction for this violation is 5 points per occurrence or for each cone touched or knocked down.

4. **Failing to look to the rear while backing:** A evaluated driver instructor must look out the rear window(s) while the vehicle is rolling backwards; however, the evaluated driver instructor is permitted to take a short glance out the side or front of the vehicle. The use of rearview cameras, sensors, or other park assist features installed on the vehicle is permissible during this exercise in addition to looking out the rear of the vehicle. The deduction for this violation is 3 points per occurrence.
5. **Executing an improper turn:** An improper turn occurs when the evaluated driver instructor attempts a specified turn as prescribed above and completes the turn incorrectly. For example, if the evaluated driver instructor pulls into the parallel box instead of backing into it. Or, a evaluated driver instructor performs a turn correctly (e.g., pulls into the left side road turn or backs into the right side road turn), but is required to re-adjust while backing or pulling out. The deduction for this violation is 3 points per occurrence.
6. **Failure to signal intent:** An example of this violation includes failing to signal their intent to back by not sounding the horn with enough time and force to ensure the instructor and anyone nearby hears the warning. Yet, another example would be failing to activate left or right turn signals while accomplishing their respective turns. A left turn must be accompanied by a left turn signal, and a right turn must be accompanied by a right turn signal. The deduction for this violation is 2 points per occurrence.
7. **Spinning/skidding of tires:** An example of this violation is intentional, excessive, or unnecessary spinning of the tires at any point throughout the course. The deduction for this violation is 2 points per violation or occurrence.



PRECISION

EVALUATED DRIVER INSTRUCTOR

NAME _____

DATE _____ PRACTICE ATTEMPTS# _____ (Not Required)

VEHICLE: YEAR _____ MAKE _____ MODEL _____

DAY / NIGHT (Circle Correct Attempt)

EVALUATING INSTRUCTOR _____ INSTRUCTOR # _____

Course should be completed in 2 minutes or less. Times over 2 MINUTES AND 00 SECONDS shall result in -0- points.

Attempt # 1 Time ____:____ (MIN:SEC) Points = _____

Failure to follow proper course sequence = 100 points- _____

Cones touched/knocked down _____ 5 points each = - _____

Fail to look to the rear _____ 3 points each = - _____

Improper turn _____ 3 points each = - _____

Fail to signal intent _____ 2 points each = - _____

Spinning/skidding tires _____ 2 points each = - _____

Score..... _____

Attempt # 2 Time ____:____ (MIN:SEC) Points = _____

Failure to follow proper course sequence = 100 points- _____

Cones touched/knocked down _____ 5 points each = - _____

Fail to look to the rear _____ 3 points each = - _____

Improper turn _____ 3 points each = - _____

Fail to signal intent _____ 2 points each = - _____

Spinning/skidding tires _____ 2 points each = - _____

Score..... _____

(Strikethrough entire section if third attempt is not required)

Attempt # 3 Time ____:____ (MIN:SEC) Points = _____

Failure to follow proper course sequence = 100 points-_____

Cones touched/knocked down _____ 5 points each = - _____

Fail to look to the rear _____ 3 points each = - _____

Improper turn _____ 3 points each = - _____

Fail to signal intent _____ 2 points each = - _____

Spinning/skidding tires _____ 2 points each = - _____

Score....._____

Instructor Notes Section on evaluated driver instructor performance:

EXERCISE TITLE: SERPENTINE (Daytime only)

Course Description Packet Applicability for Driver Instructor Renewal

This Course Description Packet (CDP) provides the reader with specific procedures, expectations, and scoring criteria related solely to the applicant for renewal of their driver instructor certification, pursuant to rule 12 NCAC 09B.0305(2)(f).

Objectives: The exercise is designed to develop the evaluated driver instructor's ability to:

1. Coordinate proper steering inputs while driving forward or backward.
2. Control acceleration and deceleration and demonstrate proper braking techniques while going forward or backward.
3. Judge the vehicle's relationship to fixed objects while driving forward or backward.
4. Recognize how steering inputs change the weight shift of a vehicle while driving forward or backward.
5. Keep the head turned primarily to the rear when backing, allowing for only momentary glances to clear the vehicle corners, until the vehicle comes to a complete stop. The use of rearview cameras, sensors, or other park assist features installed on the vehicle is permissible during this exercise in addition to looking out the rear of the vehicle.

Procedure:

1. The evaluated driver instructor will begin the exercise stopped inside the starting box with the rear bumper within three feet of the back of the box. The vehicle's transmission should be placed in park or neutral. This exercise shall be completed in daytime only. The instructor shall ensure appropriate cone positioning prior to each of the evaluated driver instructor's attempts.
2. Upon signal from the instructor, the evaluated driver instructor will then drive the vehicle forward. The evaluating instructor will start the course time once the patrol vehicle wheels begin to roll. Once the evaluated driver instructor exits the start box, he/she will first travel to the left of the first set of cones. The evaluated driver instructor will then serpentine between all of the following sets of cones (e.g. then right, then left, then right, etc.) until passing the last set of cones and entering the stop box ensuring his/her front bumper stops within three feet of the back of the box without touching any cones.

3. The evaluated driver instructor shall then signal their intent to back by sounding the horn in such a manner as to ensure the evaluating instructor and anyone else nearby hears the warning and is aware of the intent of the driver to back. Upon backing from the stop box, the evaluated driver instructor will back (in reverse continuously) through the entire course, ensuring that he/she serpentine between each set of cones in the same path as he/she drove forward through them. The evaluated driver instructor will return to the original starting position inside the start box with the rear bumper within three feet of the back of the box without touching the cones. The evaluating instructor will stop the time when the patrol vehicle is properly parked in the stop position.

Evaluated driver instructor:

Wears duty uniform, leather, and weapon. (Optional)

Maintains proper driving position, including but not limited to: using all occupant protection devices, correct hand position, and braking technique.

Prevents the vehicle's tire(s) from spinning when accelerating or locking up when braking.

Looks to the rear of the vehicle at all times that the vehicle is moving backward, except to clear the vehicle corners momentarily.

Performs the procedural requirements for this course satisfactorily and safely.

Evaluating driver instructor:

Be currently certified as a Driver Instructor by the North Carolina Criminal Justice Education and Training Standards Commission and possess a current and valid CPR certification.

Maintain safety as a priority at all times for all participants.

Ensures correct cone positioning prior to each attempt.

Strictly follows all requirements identified within this CDP.

Unlike the Driver Training block of instruction within Basic Law Enforcement Training (BLET), this evaluation for driver instructor certification renewal will have only one phase for evaluation. For your reference, the “evaluation phase” is explained and described below. **At a minimum, the “evaluation phase” shall be completed for each evaluated driver instructor on each required course.** Pursuant to rule 12

NCAC 09B.0305(2)(f), each instructor seeking renewal of their driver instructor certification must submit to the Criminal Justice Standards Division (Division) proof they have successfully completed an evaluation of driving proficiency on each required driver training cone course listed herein at least once during the three year certification period for which they are applying to renew. Proof shall be established by the Division when the applicant submits the completed “Driver Training Scoring Sheet” applicable for each required cone course.

For the renewal of driver instructor certifications, evaluating instructors must ensure that the required cone courses utilized for evaluation adhere to the set-up criteria as published within the “Cone Course Build Schematics” handout published by the North Carolina Justice Academy, while the evaluation process must comply strictly with the methodology identified within this CDP.

Evaluation Phase:

The purpose of this phase is to formally measure the evaluated driver instructor on their ability to negotiate this course utilizing proper techniques according to Commission standards for driver instructors. There is no required familiarization or instructional attempts before the first evaluation attempt. The evaluating instructor shall ask if they are ready to begin their evaluation attempts for grade on this course. The evaluated instructor shall verbally acknowledge they are prepared to proceed. The evaluated driver instructor will be given a maximum of three (3) consecutive evaluation attempts on the same day. The evaluated driver instructor must receive a minimum score of 85 during two (2) of the three (3) evaluation attempts. The evaluated driver instructor will not receive any assistance or instruction of any type from the instructor, staff, or other evaluated driver instructors during the evaluation attempts. The instructor shall not provide instructional comments after each evaluation attempt. Once the Evaluation Phase begins, a “re-start” procedure is not permitted. Evaluated driver instructors failing to complete this “Evaluation Phase” satisfactorily shall be recorded as a deficiency and must repeat the evaluated attempt for this course.

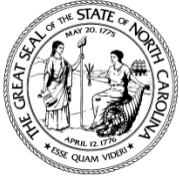
Scoring:

Applicants who desire to renew their driver instructor certification shall achieve an evaluated score of **85 or higher** to complete this course evaluation satisfactorily. Deductions shall be recorded according to the following criteria:

1. **Time:** There is a time limit of 40 seconds for this course. A total time of anything over 40 seconds will result in a 100 point deduction.
2. **Failure to follow proper course sequence:** This violation occurs when the evaluated driver instructor fails to negotiate the course in the exact method

prescribed above. For example, if the evaluated driver instructor leaves the start position and travels to the right of the first set of cones. Another example would be if the evaluated driver instructor fails to serpentine between each set of cones until reaching the stop box. A deduction for this violation is a 100 point deduction.

3. **Cones touched/knocked down:** A cone is considered touched when any portion of the vehicle, including tires, body, rim, etc., touches the shaft portion of the cone. In the event that the tire only rolls over the base portion of the cone, it is NOT considered a “touch” for purposes of point deduction. A cone displaced by a “base only” strike is NOT a deduction. A cone is knocked down when struck in such a manner as to remove it from its original location (to wit: the box) and left standing or lying upon the track's surface. When this occurs, that cone is then considered “out of play” for purposes of future point deductions. For example, a evaluated driver instructor goes forward and strikes a cone, knocking it out of the box and into the travel portion of the lane without it touching any additional cones, and then upon backing the evaluated driver instructor strikes that same cone again; this is NOT an additional point deduction. Likewise, if the evaluated driver instructor strikes the “out of play” cone and that cone is propelled into a standing cone, it is NOT a deduction for touching/knocking down the cone. However, if the evaluated driver instructor's vehicle strikes a cone and, in one continuous motion, that cone strikes another, that would be two five-point deductions. The deduction for this violation is 5 points per occurrence or for each cone touched or knocked down.
4. **Failing to look to the rear while backing:** A evaluated driver instructor must look out the rear window(s) while the vehicle is rolling backwards; however, the evaluated driver instructor is permitted to take short glances out the side or front of the vehicle. The use of rearview cameras, sensors, or other park assist features installed on the vehicle is permissible during this exercise ONLY as an aid to looking out the rear of the vehicle. The deduction for this violation is 3 points per occurrence.
5. **Failure to signal intent:** An example of this violation includes failing to signal their intent to back by not sounding the horn with enough time and force to ensure the instructor and anyone nearby hears the warning. The deduction for this violation is 2 points per violation or occurrence.
6. **Spinning/skidding of tires:** An example of this violation is intentional, excessive, or unnecessary spinning of the tires at any point throughout the course. The deduction for this violation is 2 points per violation or occurrence.



SERPENTINE

EVALUATED DRIVER INSTRUCTOR

NAME _____

DATE _____ PRACTICE ATTEMPTS# _____ (Not Required)

VEHICLE: YEAR _____ MAKE _____ MODEL _____

EVALUATING INSTRUCTOR _____ INSTRUCTOR # _____

(Times of 40 seconds or less = 100 points, any time exceeding 40 seconds = 0 points)

Attempt # 1 Time ____:____ (Min:Sec) Points = _____

Failure to follow proper course sequence = 100 points - _____

Cones touched/knocked down ____ 5 points each = - _____

Fail to look to the rear ____ 3 points each = - _____

Fail to signal intent ____ 2 points each = - _____

Spinning/skidding tires ____ 2 points each = - _____

Score..... _____

Attempt # 2 Time ____:____ (Min:Sec) Points = _____

Failure to follow proper course sequence = 100 points - _____

Cones touched/knocked down ____ 5 points each = - _____

Fail to look to the rear ____ 3 points each = - _____

Fail to signal intent ____ 2 points each = - _____

Spinning/skidding tires ____ 2 points each = - _____

Score..... _____

EXERCISE TITLE: EVASIVE (Daytime only)

Course Description Packet Applicability for Driver Instructor Renewal

This Course Description Packet (CDP) provides the reader with specific procedures, expectations, and scoring criteria related solely to the applicant for renewal of their driver instructor certification, pursuant to rule 12 NCAC 09B.0305(2)(f).

Objectives: The exercise is designed to develop the evaluated driver instructor's ability to perform:

1. Evasive steering maneuvers through proper steering inputs while maintaining control to avoid striking an object.
2. Controlled braking maneuvers.
3. Controlled stops.
4. Recognize how steering inputs change the weight shift of a vehicle while going forward.
5. Demonstrate the relationship between proper reaction time and evasive maneuvers.

Procedure:

1. The evaluated driver instructor shall successfully complete this course during the daytime only.
2. The evaluated driver instructor shall enter the “entry box” first, the “call box” second, negotiate the command through the “lanes box” third, and exit through the “exit box” for each attempt. Any deviation from this course sequence shall be considered a failure.
3. The evaluated driver instructor will begin this exercise by entering the entry box of the course in forward motion. The vehicle shall attain a MINIMUM speed of 30-35 miles per hour prior to entering the call box. The evaluated driver instructor shall maintain that speed during each attempt of the exercise. A evaluated driver instructor that enters the call box during an evaluation attempt that is not traveling at the minimum speed of 30 miles per hour will not receive a command for that attempt. After exiting the course, the evaluated driver instructor will be reminded of the minimum speed of the course, and future violations of this act will result in a grade of failure for that anticipated attempt. For example, if the evaluating instructor anticipates giving a RIGHT

BRAKE command, and the evaluated driver instructor enters the call box a second time at less than thirty (30) miles per hour, the evaluated driver instructor shall receive a grade of failure on that attempt at the **RIGHT BRAKE** command.

4. Upon reaching the “call box,” and **AFTER** the patrol vehicle’s front bumper has crossed the imaginary plane between the first two cones in the “call box,” the evaluating instructor will give the command. The evaluating instructor shall ensure that the command has been given fully prior to reaching the cue cones. The cue cones are located at the exit of the call box and are signified by two cones standing side-by-side.
5. The evaluating instructor will give only one of the following commands exactly as it appears in bold print in this instruction packet. This will be followed by the evaluated driver instructor’s attempt to negotiate the given command.
 - a) **RIGHT** - the evaluated driver instructor will maneuver the vehicle through the right lane and then through the exit box. This maneuver will be performed without additional acceleration or any braking. An attempt to brake at any time or the touching of the brake pedal by any part of the evaluated driver instructor’s body shall result in automatic failure for that attempt.
 - b) **LEFT** - the evaluated driver instructor will maneuver the vehicle through the left lane and then through the exit box. This maneuver will be performed without additional acceleration or braking. An attempt to brake at any time, or the touching of the brake pedal by any part of the evaluated driver instructor’s body shall result in automatic failure for that attempt.
 - c) **STOP** - the vehicle continues straight and braking is applied so as to stop prior to the front bumper of the patrol vehicle crossing the imaginary plane between the first cones entering the center lane. Unnecessary locking of the brakes causing a lengthy skid is not a satisfactory performance of this maneuver. Stopping is to be accomplished through controlled or interval braking. The evaluated driver instructor shall not move the vehicle from the stopped position until commanded to do so by the evaluating instructor.
 - d) **RIGHT BRAKE** - the evaluated driver instructor enters the right lane and brings the patrol vehicle to a complete stop prior to exiting the right lane. The vehicle’s front bumper cannot cross the imaginary plane between the last cones in the right lane. The evaluated driver

instructor MAY apply brakes after exiting the call box and prior to entering the right lane, as long as such braking is not excessive. The evaluated driver instructor shall not move the vehicle from the stopped position until commanded to do so by the evaluating instructor.

Commands should be given randomly. If the instructor gives no command, the evaluated driver instructor should maintain the vehicle's speed and continue straight through the center lane and out the exit box.

Evaluated driver instructor:

Wears duty uniform, leather, and weapon. (Optional)

Maintains proper driving position, including but is not limited to: using all occupant protection devices, correct hand position, and braking technique.

Prevents the vehicle's tire(s) from locking up when braking.

Looks to the rear of the vehicle at all times that the vehicle is moving backward.

Performs the procedural requirements for this course satisfactorily and safely.

Evaluating driver instructor:

Be currently certified as a Driver Instructor by the North Carolina Criminal Justice Education and Training Standards Commission and possess a current and valid CPR certification.

Maintain safety as a priority at all times for all participants.

Ensures correct cone positioning prior to each attempt.

Strictly follows all requirements identified within this CDP.

The evaluating driver instructor shall be in the car during all evaluation attempts.

Unlike the Driver Training block of instruction within Basic Law Enforcement Training (BLET), this evaluation for driver instructor certification renewal will have only one phase for evaluation. For your reference, the “evaluation phase” is explained and described below. **At a minimum, the “evaluation phase” shall be completed for each evaluated driver instructor on each required course.** Pursuant to rule 12 NCAC 09B.0305(2)(f), each instructor seeking renewal of their driver instructor certification must submit to the Criminal Justice Standards Division (Division) proof they have successfully completed an evaluation of driving proficiency on each

required driver training cone course listed herein at least once during the three year certification period for which they are applying to renew. Proof shall be established by the Division when the applicant submits the completed “Driver Training Scoring Sheet” applicable for each required cone course.

For the renewal of driver instructor certifications, evaluating instructors must ensure that the required cone courses utilized for evaluation adhere to the set-up criteria as published within the “Cone Course Build Schematics” handout published by the North Carolina Justice Academy, while the evaluation process must comply strictly with the methodology identified within this CDP.

Evaluation Phase:

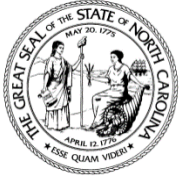
The purpose of this phase is to formally measure the evaluated driver instructor on their ability to negotiate this course utilizing proper techniques according to Commission standards for driver instructors. There is no required familiarization or instructional attempts before the first evaluation attempt. The evaluating instructor shall ask if they are ready to begin their evaluation attempts for grade on this course. The evaluated instructor shall verbally acknowledge they are prepared to proceed. The evaluated driver instructor will be given a maximum of three (3) evaluation attempts for each COMMAND attempt on this course on the same day. The evaluated driver instructor must successfully complete two (2) out of three (3) evaluation attempts for each COMMAND by receiving a grade of **PASS**. The evaluating driver instructor shall be in the car during all evaluation attempts. The evaluated driver instructor will not receive any assistance or instruction of any type from the instructor, staff, or other evaluated driver instructors during the evaluation attempts. The instructor shall not provide instructional comments after each evaluation attempt. Once the Evaluation Phase begins, a “re-start” procedure is not permitted. Evaluated driver instructors failing to complete this “Evaluation Phase” satisfactorily shall be recorded as a deficiency and must repeat the evaluated attempt for this course.

Scoring:

Applicants who desire to renew their driver instructor certification shall achieve an evaluated score of **”PASS”** on two out of three attempts for each command to complete this course evaluation satisfactorily. Automatic failures shall be recorded according to the following criteria:

1. Evaluated driver instructors will be required to successfully complete this exercise during the daytime only. The exercise will not be scored on time. The instructor shall ensure appropriate cone positioning prior to each of the evaluated driver instructor’s attempts.

2. Evaluated driver instructors will be required to negotiate the patrol vehicle through the course according to the command given by the evaluating instructor. Any cone touched or knocked down throughout the entire course is an automatic failure. This includes the “entry box,” the “call box,” the “lanes box,” and the “exit box.” For example, if the evaluated driver instructor strikes a cone in the call box, even prior to the command, it is a failure on that attempt for what the evaluating instructor anticipated as the next command.
3. A evaluated driver instructor who fails to negotiate the correct command will also receive a failure on the intended, called, or anticipated command. For example, if the instructor gives a RIGHT BRAKE command and the evaluated driver instructor negotiates a LEFT command, the evaluated driver instructor will receive a grade of fail on that attempt of the RIGHT BRAKE command.
4. Failure per call examples are:
 - a) Completing the incorrect maneuver as called is an automatic failure.
 - b) Any cone touched or knocked down at any point is an automatic failure.
 - c) Unnecessary acceleration or any braking, including the simple touching of the brake pedal by any part of the evaluated driver instructor's body is an automatic failure unless the command is RIGHT BRAKE or STOP.
 - d) Failing to maintain the minimum speed of 30 miles per hour upon reaching the call box AFTER having been warned is an automatic failure.
 - e) Failing to follow the proper course sequence as described earlier is an automatic failure.



EVASIVE ACTION / MANEUVER

EVALUATED DRIVER INSTRUCTOR

NAME _____

DATE _____ PRACTICE ATTEMPTS# _____ (Not Required)

VEHICLE: YEAR _____ MAKE _____ MODEL _____

EVALUATING INSTRUCTOR _____ INSTRUCTOR # _____

This exercise will be graded as **PASS** or **FAIL**. Indicate what performance was observed as a failure by checking the failing performance for that attempt.

1. **RIGHT** maneuver:

Attempt #1 _____
_____ Speed too low after having been previously warned
_____ Wrong direction for command
_____ Struck any cone(s)
_____ Touched brake pedal at any point
_____ Failed to follow proper course sequence

Attempt #2 _____
_____ Speed too low after having been previously warned
_____ Wrong direction for command
_____ Struck any cone(s)
_____ Touched brake pedal at any point
_____ Failed to follow proper course sequence

Attempt #3 _____
_____ Speed too low after having been previously warned
_____ Wrong direction for command
_____ Struck any cone(s)
_____ Touched brake pedal at any point
_____ Failed to follow proper course sequence

2. **LEFT** maneuver:

Attempt #1 _____
_____ Speed too low after having been previously warned
_____ Wrong direction for command
_____ Struck any cone(s)
_____ Touched brake pedal at any point
_____ Failed to follow proper course sequence

Attempt #2 _____
_____ Speed too low after having been previously warned
_____ Wrong direction for command
_____ Struck any cone(s)
_____ Touched brake pedal at any point
_____ Failed to follow proper course sequence

LEFT maneuver (continued):

Attempt #3_____ _____Speed too low after having been previously warned
 _____Wrong direction for command
 _____Struck any cone(s)
 _____Touched brake pedal at any point
 _____Failed to follow proper course sequence

3. **STOP** maneuver:

Attempt #1_____ _____Speed too low after having been previously warned
 _____Wrong direction for command
 _____Struck any cone(s)
 _____Failed to stop prior to entering center lane
 _____Failed to follow proper course sequence

Attempt #2_____ _____Speed too low after having been previously warned
 _____Wrong direction for command
 _____Struck any cone(s)
 _____Failed to stop prior to entering center lane
 _____Failed to follow proper course sequence

Attempt #3_____ _____Speed too low after having been previously warned
 _____Wrong direction for command
 _____Struck any cone(s)
 _____Failed to stop prior to entering center lane
 _____Failed to follow proper course sequence

4. **RIGHT BRAKE** maneuver:

Attempt #1_____ _____Speed too low after having been previously warned
 _____Wrong direction for command
 _____Struck any cone(s)
 _____Failed to stop prior to exiting right lane
 _____Failed to follow proper course sequence

Attempt #2_____ _____Speed too low after having been previously warned
 _____Wrong direction for command
 _____Struck any cone(s)
 _____Failed to stop prior to exiting right lane
 _____Failed to follow proper course sequence

Attempt #3_____ _____Speed too low after having been previously warned
 _____Wrong direction for command
 _____Struck any cone(s)
 _____Failed to stop prior to exiting right lane
 _____Failed to follow proper course sequence