

Guide 9: Control of Tracking and Targeting Path

1. Selection Of Target

A target is a stationary object that appears in the center of where you want to drive.

2. Aiming For Targets

When the car is "on target", the target will appear in the center of the steering wheel.

3. Accuracy Of Tracking

Tracking is the path the vehicle actually travels. Accuracy of tracking means placing the vehicle where you want it to go. You should be able to place the car into lane positions 1, 2 or 3 with consistent accuracy.

4. Tracking Into Curves

Tracking is the actual path the vehicle takes as it travels through the curve.

• Target on Approach to Curve

A target is seen straight ahead in the center of the path you intend the car to take.

• No Target Into Apex of Curve

You do not want to use targets as you are traveling towards the apex of the curve.

• Use Central Vision into Curve

As the car gets closer to the curve, and it is time to select a new target, look through the curve with central vision until you see another straight-away for a new target.

• Use Fringe Vision To See Reference Points

Your fringe vision enables you to see reference points to determine position of the vehicle into the curve.

• Select Target After Curve

Your central vision enables you to look through the curve for problems and a new targeting path.



You are approaching a right curve.

When you get closer to the curve, turn your head to the right to look for an LOS-POT blockage affecting your travel path into the curve.

5. Tracking Into Turns

• Select Target Before Turn

Before making a turn, look into the turn to select the target for your new targeting path.

• Aim Car On Target

Aiming the car for the target will help to keep effective tracking control.

• See Target Location

The use of a target, for searching applications, helps to get your eyes effectively ahead of the vehicle.

6. Searching To Target Areas

• Evaluate Target Area

See if your target area is open or closed.

• Evaluate Targeting Path

The "targeting path" is the space you expect the vehicle will travel to arrive into the target area.

• See Zone Changes

Evaluate your LOS-POT (line-of-sight, path-of-travel) to detect any zone changes that can take away the targeting path you intend to use. (See Guide 10 for LOS-POT examples.)

Guide 10: Introduction To LOS-POTs

1. Identify LOS Caused By Environment

1. Curves, Hillcrests, Intersections
2. Buildings, Bridges, Fences
3. Trees, Bushes, Signs, Billboards
4. Weather Conditions, Snow Banks

2. Identify LOS Caused By Other Vehicles

1. Parked Vehicles, Trucks, Buses
2. Vehicles Stopped, Slow Moving
3. Vehicles Entering Road

3. Identify POT Caused By Environment

1. Red Lights, Stop Signs, Yield Signs
2. Intersections, Narrowing Lanes
3. Surface Condition: Rough, Bumpy
4. Loose Gravel, Sand, Leaves
5. Rain, Water, Ice, Snow

4. Identify POT Caused By Other Traffic

1. Slow Moving, Turning, Stopped, Parked
2. Following Less Than Four Seconds
3. Pedestrians, Animals, Vehicles



The photo shows a backhoe creating an LOS blockage to our left-front zone.

A truck in our right-front zone creates an LOS-POT blockage and is backing into our travel path .

In our target area a parked truck is an LOS blockage to our left-front zone. And, a right curve creates an LOS-POT blockage to our front zone.

BACKING INTRODUCTION

1. Foot On Brake, Shift Into Reverse

Place your foot firmly on the brake before shifting into reverse.

2. Target Usage

Use a target while backing in the same manner as you do when going forward.

3. Look Over Right Shoulder and Use Mirrors

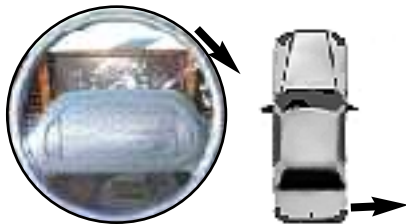
Look over your right shoulder to see your targeting path. And, when backing a high profile vehicle, like an SUV, you need to check both outside mirrors continually as well as looking over your right shoulder because the mirrors will detect items that you may not be able to see while merely looking over your shoulder. If your vehicle has SmartView Mirrors, or other convex type mirrors, you can get a view to the ground to detect objects that may be in the path of your rear tires.

4. Creep At A Walking Pace

Never go faster than a walking pace while backing. When close to objects, use an inch-by-inch speed.

5. Direction of Steering

When backing, turn the steering



wheel from the top down in the direction you want the back of the car to go. When backing and turning, use two hands on the steering wheel. When backing straight, hold the steering wheel with the left hand at the 12 position.

6. Check Front Swing

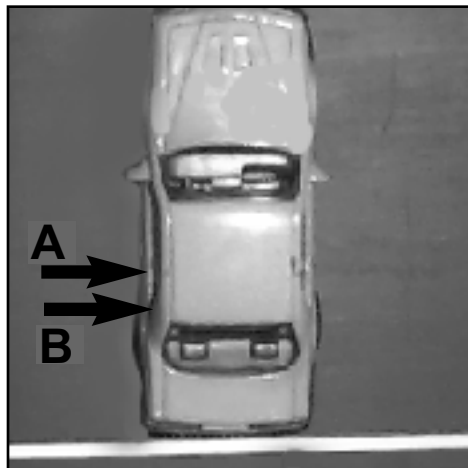
Check to the front of the car, in the opposite direction to which you are turning, to be certain that the front swing doesn't strike any object.

7. Reference Point Usage

Discover the rear reference points.

A . Back To A Line

Back to a rear line and look over your left shoulder to see where the line is in reference to your car. You should see the line on the driver's side near the middle of the rear side window as shown by arrow "A" below.



B. Discover Pivot Point

To clear an object while backing and turning, use the corner post of the rear window as the pivot point (see arrow "B" above). The "pivot point" on any vehicle — car, van or truck — is the point of the vehicle that is centered with the rear tires. When the object is at the "pivot point" you can begin to turn and clear the object. See page 33 for additional illustrations.

Practice backing to a target

Look over your right shoulder to see the target through the rear window.



Backing from one target to another

gives you an opportunity to practice correct seeing habits, steering wheel usage, and speed control.



Target



Back The Car To A Line. This photo shows the driver's view looking over his left shoulder. The car was backed to position the rear bumper even with a parking lot curb line. The driver, when looking over his left shoulder, will see the line appear in the middle of the rear side window (see the arrow).

The "pivot point" is when the curb line is just forward of the blind area over the rear passenger-side tire, as the arrow in the photo shows.



Using The Pivot Point For An Intersection Turnabout.



This view from inside the car shows the curb line (as identified by the arrow) of the street to be backed into is located to the rear of the "pivot point". The car needs to be backed straight before turning begins.



After backing the car, the "pivot point" is aligned with the curb of the street to be backed into. This is the position to begin turning the steering wheel. Check for traffic to the rear and into the street you intend to back into before continuing.



Driver's view looking over the left shoulder.

Guide 11: Driveway/Intersection Turnabouts

1. Consider Your Choices

There may be other choices for turning around than to use the Driveway/Intersection Turnabout. For example, you may be able to drive into and out of a public parking lot. Or, you may be able to drive around the block. See what options you have available. The Driveway/Intersection Turnabout is required as the proper procedure in some states and prohibited in others. Some states require a 3-point turn. Check your State's Driving Book. *Do not drive into a side street or driveway and back out into a street or highway.* Your risk is reduced when you back into the driveway and pull out forward.

2. Evaluate The Risk, See LOS-POTs

Evaluate the line-of-sight you will have for stopping, backing into the side street, and for re-entering the road.

3. Select A Location

Only perform the Intersection Turnabout at locations where you have a good line-of-sight and a path-of-travel to back into the street completely and to pull out with a clear view.

4. Check Rear Zone, Tap Brake Lights

Check the rear zone before stopping. When there is a car to your rear, be certain to tap your brake lights to communicate that you will be slowing and stopping.

5. At Intersection, Right Signal Light

If there is traffic in the intersection, to avoid false communication, put your right signal light on after you enter the intersection.

6. Clear Intersection

Have the back of your car clear the intersection.

7. Stop within 18" of Curb

Discover a reference point to stop within 18 inches of the curb. The reference point for 18 inches from the curb is one between the 3 inch and 3 feet reference points. It is better to be closer rather than farther from the curb to give passing traffic better clearance.

8. Shift To Reverse, Check Intersection

Shift to reverse, look over your right shoulder to detect any rear approaching traffic and check the intersection.

9. Back to Pivot Point

When the corner support post for the rear window of your car appears to conceal the curb line of the street you are going to back into, begin to turn the steering wheel.

10. Turn Wheel From Top Down

With your left hand at the top of the steering wheel, turn the wheel down on the right side to make the back of the car go to the right.

11. Check Front Swing Of Car

As the back of the car goes to the right, the front will swing to the left. Check to be sure space to the left is clear.

12. Back To Safety Stop

To decrease risk, it is best to back the shortest distance. Back only far enough to get the front of the car even with the curb line, which is our forward safety stop position.

13. Foot On Brake, Shift To Drive, Put Left Signal On

At this stage of the "turnabout" the maneuver becomes one of making a left turn.

14. When Able, Make A Precision Left Turn

Use Guide 6, if needed.

Guide 11D: Three-Point Turnabouts and U-Turns

11C. THREE-POINT TURNABOUT

1. **Evaluate The Risk** • evaluate the traffic flow and LOS-POT blockages
2. **Select Location, Signal right** • pick a location with legal sight line
3. **Stop 3-6" From Curb** • use reference points
4. **Check LOS-POTs** • see others and be seen
5. **Left Signal On** • the car is parked at right curb
6. **Blind Spot Check** • over the left shoulder
7. **If Clear, Creep & Turn Wheel Fast**
8. **Smooth Speed Control** • see Coach Tip
9. **Stop Before Curb** • use forward reference pt.
10. **Foot On Brake, Shift To Reverse**
11. **Check Traffic Left, Right, Rear**
12. **Look Over Right Shoulder**
13. **Creep & Turn Wheel Fast**
14. **Stop Before Curb** • use rear reference point
15. **Foot On Brake, Shift To Drive**
16. **Check Intended Targeting Path**
17. **Check Left, Front, Right** • for open zones
18. **When Clear, Move Car On Target**

11D. MIDBLOCK U-TURNS (only to be performed for practice in a parking lot until behaviors from lessons four, five, and six have been accomplished.)

1. **Evaluate The Risk** • consider the traffic flow and other turnabout options
2. **Select Location, Signal right** • pick best choice
3. **Stop 3-6" From Curb** • use reference points
4. **Check LOS-POTs** • see others and be seen
5. **Left Signal On** • the car is parked at right curb
6. **Check Front and Left-Rear Zones** • over left shoulder and/or mirrors
7. **If Clear, Light Acceleration & Turn Wheel Fast** • use the least space
8. **Acceleration and Straighten Wheel When at Transition Peg**
9. **Check rear view mirror** • for fast approaching vehicles
10. **Evaluate the Left, Front and Right Zones for LOS-POT's**
11. **Obtain travel speed** • accelerate to travel speed without delay