

Turnabout

Purpose: To turn the vehicle around to face the opposite direction. This manoeuvre should only be considered when there is no side road or other safer means of turning the vehicle around.

Location: Check that the location to carry out the manoeuvre is safe, legal and convenient.

Key points:

Observation: Looking mainly in the direction of travel you must be on the lookout for other road users (including pedestrians) throughout the manoeuvre.

Control: Brisk steering whilst maintaining a slow 'old man's walking pace' using clutch control. This gives you time to make good observations and allows you to deal with camber effectively.

Accuracy: Completing the manoeuvre in as few turns as possible without touching the kerb or dry steering.

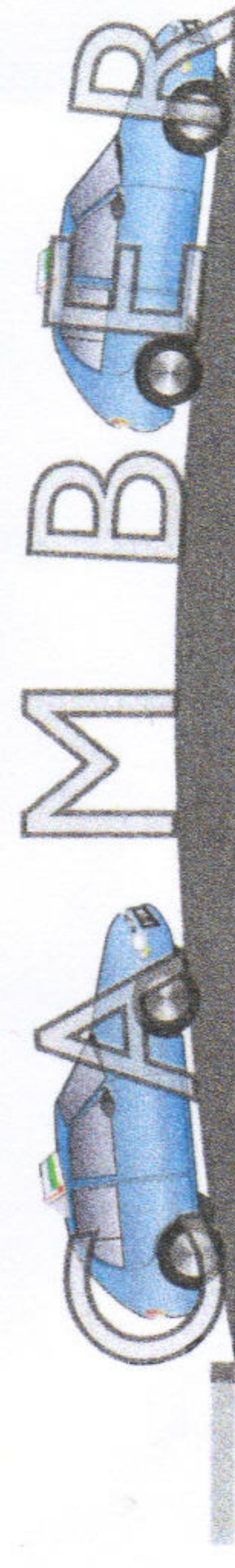
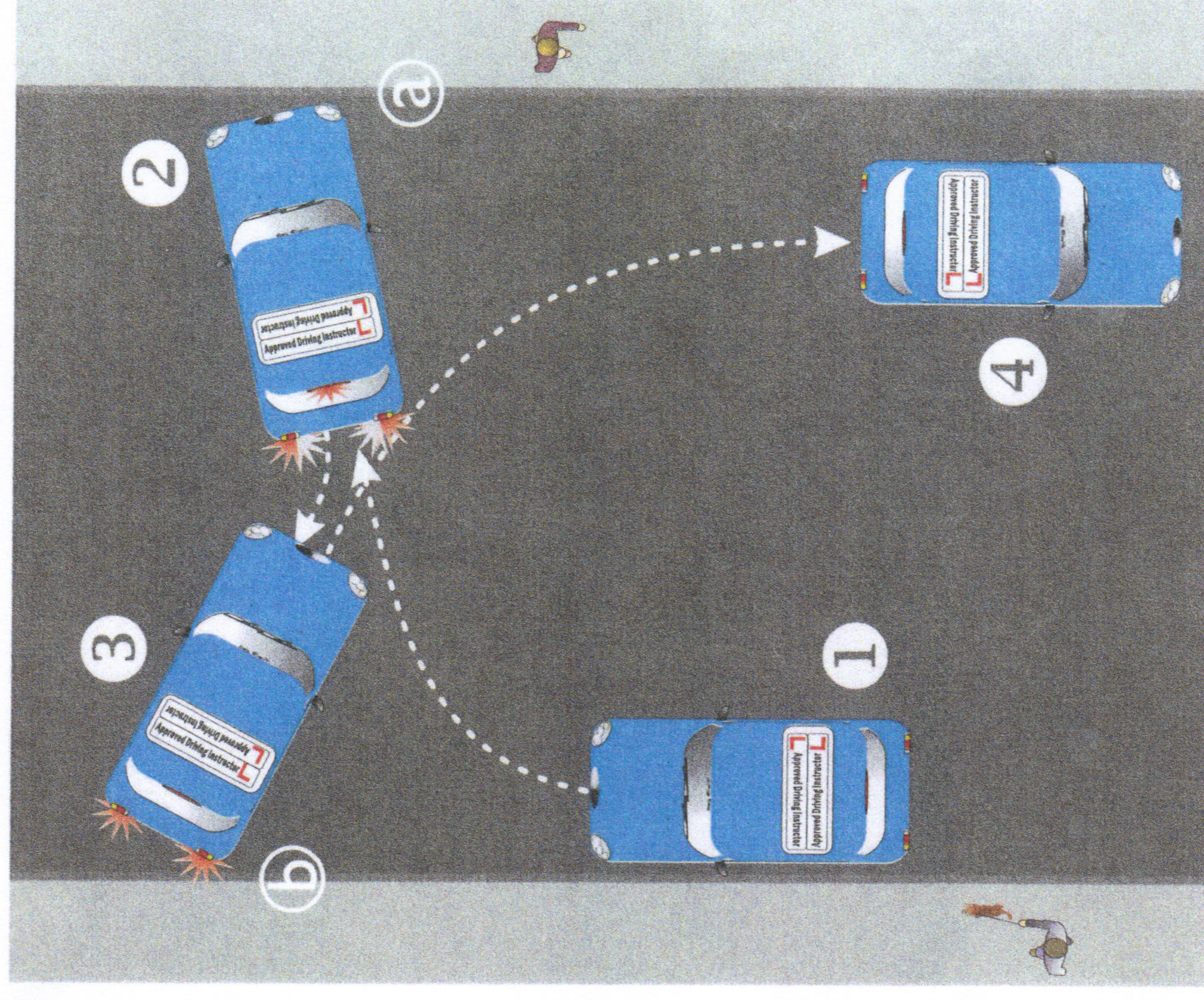
Performing the manoeuvre: This can be broken down into the following steps (illustrated right):

- 1-2 Carry out normal preparations and full all round observations before moving off. Set the pace at an 'old man's walking pace' and steer briskly to full right lock. Check for other road users left and right as you cross the centre of the road. When the front of the car is about 1 metre from the kerb steer left to bring your wheels straight. Bring the car smoothly to a halt, apply the handbrake and select reverse gear.
- 2-3 Prepare to reverse and check all round. When safe move off and steer briskly to full left lock. As you cross the centre of the road check for other road users. When the rear of the car is about 1 metre from the kerb steer right to bring your wheels straight. Brake smoothly to a halt, apply the handbrake and select first gear.
- 3-4 Prepare to move off and check all round. When safe, move off and steer briskly to take up your normal driving position.

*Tip: To help judge your distance as you approach the kerbs glance to point **a** during step 1-2 and at point **b** when finishing the reverse.*

Quick Quiz

1. True or false? We should always give way to other road users when carrying out this manoeuvre.
2. What is camber and what can it cause to happen during this manoeuvre?
3. Why is it important to make good effective observations all round throughout the manoeuvre?
4. What is meant by the term 'clutch control'?



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