

INTRODUCTION

MESSAGE FROM GOVERNMENT OF THE YUKON, DEPARTMENT OF COMMUNITY SERVICES

The recipe for safe driving is made up of three ingredients:

- knowledge,
- skill, and
- proper attitude.

It takes study and practice to obtain knowledge and skill. A person's attitude toward driving is more personal. It requires practice in much the same manner as do skill and knowledge, but more than this, a person's attitude comes from within. You're encouraged to drive safely and to develop your knowledge and skills to a high degree. Be prepared to extend courtesy and patience to other road users. Other drivers may not be as skillful or as smart as you. Always drive defensively so you won't have to pay for someone else's mistake.

Registrar of Motor Vehicles Community Services

2003

* Please note for official interpretations of laws pertaining to driving in the Yukon please refer to the *Motor Vehicles Act* and it's regulations.

NOTE TO NEW APPLICANT

Road test fee's (\$20.00) are now required at the time of booking. We accept VISA/ master card if by phone or just drop in to one of our offices in the Yukon. (See back cover for location)

**FOR INFORMATION
ON THE YUKON
GRADUATED
DRIVER LICENSING,
PLEASE REFER TO
THE PUBLICATION
"YOU'RE BEHIND
THE WHEEL NOW"**

DRIVER'S BASIC HANDBOOK

All classes including cars and light trucks

This handbook provides information on how to obtain a Yukon driver's licence to operate the following vehicles:

- passenger vehicles
- small trucks
- vans
- motorhomes.

This handbook contains more information than required for travelling Yukon highways. This information is provided to assist you should you drive outside of the Yukon. We also recommend that you consider professional driver training to further your safe driving skills and knowledge.

Please note that traffic laws across Canada may vary. Municipalities and Yukon First Nations also have the legal authority to make laws for driving in their communities. (For example: the Yukon Motor Vehicles Act allows the operation, under certain conditions, of snowmachines on a highway.

However, some municipal bylaws prohibit or restrict

the use of snowmachines.) It is recommended that you familiarize yourself with the traffic laws and bylaws that apply wherever you may be travelling.

This handbook is a guide only and should not be used to interpret a point of law. Official statutes should be consulted for that purpose.

Throughout this handbook, the term "driver's licence," or simply "licence," is used as a substitute for the legal term "operator's licence." The reader is also advised that the words "street," "road," "alley," "driveway," and "parking lot," as noted in this handbook, all have the same meaning as a "highway" under the Yukon Motor Vehicles Act.

The Department of Community Services extends its appreciation to Alberta Transportation and Utilities, Traffic Safety Services for allowing us to use their *Basic Licence Driver's Handbook* for the development of this Yukon handbook. Please note that Alberta Transportation and Utilities will not be held responsible for the content of this handbook.

Study this handbook carefully, and enjoy being a safe driver.

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CHAPTER 1 OBTAINING YOUR DRIVER'S LICENCE

LICENCE CLASSIFICATION

Desired licence class	Driver licence class needed for learning	Minimum licencing age	Minimum learning age	Learner to be accompanied by instructor	Minimum age for instructor	Instructor requires class	Minimum age to take road test
7		15	15				
6	1, 2, 3, 4, 5 or 7	16	15	Yes	18	6	16
5	6 or 7	16	15	Yes	18	1, 2, 3, 4 or 5	16
4	5	18	16	Yes	20	1, 2, 3 or 4	18
3	4 or 5	18	16	Yes	20	1, 2 or 3	18
2	3, 4 or 5	18	16	Yes	20	1 or 2	18
1	2, 3, 4 or 5	18	16	Yes	20	1	18

- Learning without a driver's licence is not permitted.
- While learning in classes 2 or 4, you are not permitted to carry passengers other than an instructor.
- An instructor must have held the same class of licence for two years in the class of vehicle being used for learning.

Class 7 licence

Once you are 15 years old you can apply for a Class 7 licence. This licence permits you to begin learning to drive a motorcycle or vehicles listed under the Class 5 licence category.

Class 6 licence

This class of licence permits you to drive a motorcycle or a moped. The minimum learning age for a Class 6 licence is 15 years, however, you must possess a valid Class 7 licence to learn to operate a

motorcycle or a moped. You must also be accompanied by the person who is instructing you and who has held a Class 6 licence for at least two years. The trainer must be following behind you in another vehicle or on a Motorcycle.

If you are 16 years of age or older and possess a Class 5 licence, you may learn on a motorcycle as well, under the same training rules as apply to younger or other Class 7-only licence holders.

Class 5 licence

Under a Class 5 licence, the minimum learning age is 15 years and the minimum licencing age is 16 years. This class of licence permits you to drive the following vehicles:

- a two-axle, single-motor vehicle (not including a motorcycle) that does not exceed 11,000 kilograms gross weight;
- any combination of vehicles where the towed vehicle in the combination does not exceed a registered gross vehicle weight of 4,550 kilograms;
- vehicles listed under classes 1, 2, 3, 4 and 6 for learning only.

No holder of a Class 5 licence is allowed to operate a motor vehicle:

- with a seating capacity of more than 11 (including the driver) and an empty gross vehicle weight of more than 2,724 kilograms, while that vehicle is transporting more than 11 passengers;
- to transport passengers for hire;

For a Class 5 road test, you must provide any two-axle motor vehicle excluding a motorcycle.

A Class 5 licence is required to operate a snowmobile or all-terrain vehicle (ATV) on or across Yukon highways.

Operation of a snowmobile or ATV on or across Yukon highways is permitted only under certain conditions. Please contact Motor Vehicles for further information.

Class 4 licence

The minimum licencing age for a Class 4 licence is 18 years. This class of licence permits you to drive:

- a taxi, ambulance or bus (including school buses) where the seating capacity is not over 24, excluding the driver;
- all motor vehicles included under the Class 5 category;
- all motor vehicles included under classes 1, 2, 3 and 6, for learning only.

For your road test, you can provide any two-axle motor vehicle excluding a motorcycle. You must present a Yukon medical examination report that has been completed within the past six months (see Medical requirements, page 7).

Class 3 licence

The minimum licencing age for a Class 3 licence is 18 years. This licence permits you to drive:

- any motor vehicle, or combination of vehicles, that holders of a Class 5 licence may operate;
- a single-motor vehicle with two or more axles;
- a motor vehicle with two or more axles towing a trailer that does not exceed 4,550 kilograms;
- classes 2 and 4-type vehicles without passengers;
- all motor vehicles included under classes 1, 2, and 6, for learning only.

No holder of a Class 3 licence shall transport passengers for hire.

For a road test for a Class 3 licence, you can use any single-motor vehicle having two or more axles registered in excess of 11,000 kilograms.

Class 2 licence

The minimum licencing age for a Class 2 licence is 18 years. This class of licence permits an operator to drive:

- any motor vehicle, or combination of vehicles, that the holder of a class 3, 4 and 5 licence may operate;
- any bus;
- classes 1 and 6-type vehicles, for learning only.

For a Class 2 road test, you need a bus with a seating capacity exceeding 24, excluding the driver. You must present a Yukon medical examination report that has been completed within the past six months

(see Medical requirements, page 7). An air brake endorsement is also required in order to operate air brake equipped vehicles.

Class 1 licence

The minimum licencing age for a Class 1 licence is 18 years. This class of licence permits an operator to drive:

- any motor vehicle, or combination of vehicles, other than a motorcycle.
- Class 6-type vehicles, for learning only.

For a Class 1 road test you need a tractor-trailer combination with three or more axles which is equipped with air brakes. You must present a Yukon medical examination report that has been completed within the past six months (see Medical requirements, page 7). You must also successfully complete an air brake endorsement qualification test before taking the Class 1 road test. You may take both the road test and the air brake test at the same time. Allow two hours if taking both tests at the same time, or one hour for each test if taken separately.

DEFINITIONS

Air brake

An air brake vehicle is one with a brake system in which air pressure is created by an engine-driven

compressor and transmitted by a series of hoses, reservoirs and control valves to the vehicle's foundation brakes.

Note: Except when receiving instruction to obtain an air brake endorsement, no person shall drive a vehicle equipped with air brakes unless they hold a licence with an air brake endorsement.

Ambulance

An emergency vehicle equipped with rescue or first-aid equipment and designed for the transportation of injured persons.

Bus

A motor vehicle of a weight, when unloaded, of no more than 2,724 kilograms, which is designed, constructed, and used for the transportation of more than 11 passengers (including the driver).

“For Hire”

A vehicle for which the owner or the driver, or the driver's employer, is paid for the transportation of goods or people or for the use of the vehicle.

Recreational vehicle

A motor vehicle with temporary living accommodations designed or used for travel, vacation or camping.

DRIVER'S APPLICATION

When applying for a Yukon driver's licence for the first time you must present proof of identity.

If you are under 18 years of age you will need to:

- provide a signed parental consent (proof of legal guardianship must be provided if a guardian signs), unless you are married and have proof, or,
- if you do not live at home, show proof that you are self-supporting and cannot obtain the signature of your parent or guardian.

All new Yukon licence applicants must provide at least one original primary identification document showing your legal name and birthdate, and at least one original secondary identification document showing your signature.

Primary identification document

Photocopies are not acceptable

- Birth certificate;
- Passport: must not be expired (Note: Canadian passport is secondary identification only.);
- Canadian citizenship card;
- Out-of-jurisdiction driver's licence;
- Canadian Armed Forces identification or discharge papers.

Secondary identification document

Photocopies are not acceptable

- Firearms Acquisition Certificate;
- Baptismal certificate (must show date of birth);
- Social insurance card;
- Health care card;
- Certificate of Indian status;
- Approved liquor identity card;
- Landed immigrant papers;
- Canadian passport.

If primary and secondary identification are in different surnames, a document linking the two surnames must be provided (e.g., marriage certificate, certificate of divorce, or legal name change).

If the applicant was born outside of Canada, proof of citizenship or a work visa, student visa, record of landing, or other appropriate identification must be provided.

A Yukon driver's licence may only be issued to residents of the Yukon. A resident is a person lawfully entitled to be in the Yukon, who makes their home in the Yukon and is ordinarily present in the Yukon. To be considered as residents, applicants originating from outside of Canada must produce suitable immigration documents. People on student or employment visas can apply as residents **only** for the time period specified on their visas.

NEW YUKON RESIDENTS

People who have recently moved into the Yukon may use a valid driver's licence from outside of the Yukon for the first four months of their residency. You must, however, apply for your Yukon driver's licence and surrender your old licence within that four-month time period. **You may not hold two valid driver's licences.**

A Canadian driver's licence from outside the Yukon is accepted at the same class without testing. Applicants for Class 1, 2, 3 or 4 licences must provide a medical report and undergo a vision screening test. A medical report from another jurisdiction will be accepted if it meets one of the following requirements.

- The report is a valid motor vehicle medical report accepted by the home jurisdiction and dated within the previous six months (see Medical requirements, page 7); or
- The report is a medical report approved by Canada and the United States of America for commercial cross-border transportation undertaking and dated within the previous six months.

United States licence holders, other than those in classes 5 and 6, must complete all required examinations.

Tourists (including tourists from any country) are permitted to use a valid driver's licence for a period of four months. Non-Canadians holding an International Driver's Licence issued outside of Canada may use their licence in the Yukon for four months or until the licence's expiry date, whichever occurs first.

New residents needing a licence should contact the nearest motor vehicle office listed on the back cover of this handbook.

RESTRICTIONS

Restrictions, such as wearing adequate vision correction, restricted driving area or daylight driving only, may be placed on a driver's licence for many reasons. Restrictions are listed as condition codes and are explained on the driver's licence. For information regarding restrictions or removal of a restriction, contact any motor vehicle office, territorial agent or Yukon Government-authorized driver examiner.

Please note that restrictions are not limited to those that may be applied by Motor Vehicles. A parent, legal guardian and/or applicant can also request that restrictions be placed on a licence. The Registrar of Motor Vehicles will consider all such requests and may place the requested restrictions on a licence.

MEDICAL REQUIREMENTS

Medical reports are required for classes 1, 2, 3 and 4:

- on initial licence application and on renewal;
- every five years to age 45;
- every three years from age 45 to age 65;
- annually at 65 years of age and over.

Note: If you are required to present a medical report, and you are an aviator and require a medical for that purpose, please contact your local motor vehicle office for information that may save you time and effort.

Medical reports for classes 5, 6 and 7 are not required until you reach 70 years of age. A medical report is required again at age 75, and again at age 80, and then every two years thereafter.

The law requires that you report any medical condition, change in health, or physical disability that may affect your driving. Medical practitioners and optometrists are also required by law to report to the Registrar of Motor Vehicles if they feel that the health or vision of a person holding or applying for a driver's licence may interfere with the safe operation of a motor vehicle.

VISION SCREENING

You will require an eye test before you get your Yukon driver's licence and upon each licence renewal. If you wear corrective eye glasses or contact lenses, bring them with you for the test. If you require adequate lenses to drive, you must wear them when being tested on the road. If you do not meet the minimum vision standards, you will be referred to a vision specialist.

KNOWLEDGE TEST

You will be given a test of your knowledge of safe-driving practices and the law. The questions used in the test are taken from this handbook. Please read this handbook carefully.

You must pay a fee for the knowledge test to either a motor vehicle clerk, territorial agent, or a Yukon Government-authorized driver examiner.

Oral testing may be arranged for applicants who do not yet possess a good command of either the English or French languages.

RECLASSIFYING YOUR LICENCE

Before taking your road test, there are several prerequisites that need to be met. When upgrading your licence to a higher class, other than a Class 7 to a Class 5, you must present proof that you have completed the knowledge test for that particular class of licence. You must also present proof of the vision screening that was conducted by a motor vehicle clerk, territorial agent, or Yukon Government-authorized driver examiner, and, in the case of a class 1, 2, 3 or 4 licence, a medical report completed by a physician. (See Medical Requirements, page 7.)

If you are not able to meet these requirements, please discuss the situation with your local motor vehicle clerk, territorial agent, or Yukon Government-authorized driver examiner.

No road test will be conducted in an air brake equipped vehicle unless you have proof that you have the appropriate endorsement on your licence. Remember, you may take the air brake and road tests together. However, if you need to repeat the air test, the road test will not be conducted and you will need to make another appointment.

ROAD TEST

Once you feel that you have practised enough and are ready for your road test, you must do the following.

- Make an appointment for your test. The road test appointment phone number is listed on the back cover of this handbook.
- Pay the test fee to any motor vehicle clerk, territorial agent or Yukon Government-authorized driver examiner.
- Provide a vehicle that can be driven under the licence class for which you are being tested.

The examiner will check your vehicle before the test. A driving test may be refused if the examiner finds your vehicle to be mechanically unsafe. A vehicle displaying dangerous goods placards cannot be used for a road test.

You are expected to drive in a safe and reasonable manner. No passengers other than the examiner (and language translator, if required) are allowed in your vehicle during your road test. One exception will occur if the examiner is being monitored or trained. The examiner will not ask you to do anything illegal or try to play any tricks on you. You will be asked only to do things that are required in everyday driving in the Yukon.

For a road test your vehicle must have:

- a valid licence plate and insurance;
- working brakelights, signals and headlights;
- a working horn;
- an accurate speedometer;
- functional brakes and a working parking brake;
- an unobstructed windshield;
- safe tires;
- functional driver and passenger doors;
- a proper seat and working seat belts for you and the examiner (unless the vehicle was manufactured without seat belts);
- steering with no excessive play;
- no leaks in the exhaust system;
- adequate mirrors;
- enough fuel to accommodate a test of up to 60 minutes.

The basic road test measures your ability to:

- identify and demonstrate some of the controls in the vehicle;
- operate a vehicle with reasonable skill and control;
- use proper signals;
- make correct left and right turns;
- select correct traffic lanes;

- drive in reverse;
- allow right-of-way to pedestrians and other motorists;
- control and maintain your speed;
- parallel park and park on hills;
- obey traffic control devices;
- demonstrate good driving practices;
- observe the rules of the road.

You may need to repeat the road test at a later time if you:

- lack skill and control;
- have difficulty obeying traffic laws;
- make too many errors requiring correction;
- commit a traffic violation; or
- do something unsafe.

Upon completion of a road test the examiner will:

- give you a copy of your road test results;
- discuss your errors; and
- advise you on how to correct them.

If you need to repeat the test, you will be told when you may return for another test and what you need to practice to improve your driving skill.

Remember, the use of seat belts is required by law and this includes while being tested.

CHANGES, LOST LICENCES, RENEWALS

If your licence is damaged or lost, you may apply for a replacement at any motor vehicle or territorial agent office.

It is **your** responsibility to renew your licence before it expires. A renewal application is mailed to your registered address before the expiry date. If you do not receive your application, contact Motor Vehicles.

To change your name and/or address on your driver's licence, visit a motor vehicle or territorial agent office. Remember, you are required by law to notify Motor Vehicles of a name and/or address change for both your driver's licence, and vehicle registration. You may be required to properly identify yourself before any change, replacement or renewal can be performed.

Driving without the proper class of driver's licence is illegal. It is an offence for vehicle owners to permit operation of their vehicle by an unlicensed driver.

SNOWMOBILES AND ATVS

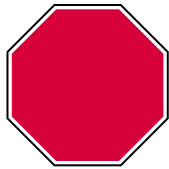
Remember, the operation of snowmobiles or ATVs on or across Yukon highways is permitted only under certain conditions. Please contact your local motor vehicle or territorial agent office for further information.

CHAPTER 2 TRAFFIC CONTROLS

This manual illustrates common traffic control signs and signals that may be encountered in the Yukon. This section is not intended to represent an all-inclusive listing of such devices that may be

encountered here or in other jurisdictions. Over time, sign and signal standards also change, so while travelling you may encounter signs and signals that vary from those illustrated in this handbook.

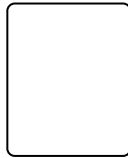
SIGN SHAPES AND COLOURS



Red octagon:
Stop



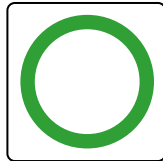
Red triangle with
white border:
Yield



White rectangle:
regulatory message



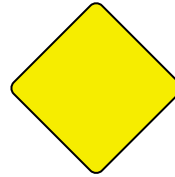
White square with
red circle:
prohibitive message



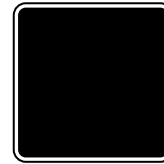
White square with
green circle:
permissive message



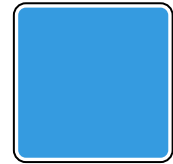
Blue pentagon:
school zone



Yellow diamond:
warning



Black square: lane
use designation



Blue square:
roadside facilities



Orange diamond:
construction
warning



Black rectangle:
one-way



Green rectangle
or square:
direction
or destination

REGULATORY SIGNS

Regulatory signs guide you through traffic movements. They indicate what must be done or what cannot be done.

These signs include turning, restricted lane use, speed limits, pedestrian and parking signs. A red circle with a red slash on any of these signs means “no.”



Stop sign – come to complete **stop** and do not proceed until safe to do so



No stopping



Yield sign – yield right of way to traffic not facing the sign and to all pedestrians within the intersection or crosswalk



These signs mark the location of crosswalks. Stop for pedestrians. **Never pass a car stopped at a crosswalk**



Do not pass a school bus when the red lights are flashing



Maximum speed 80 km/h



Slower speed limit ahead



Proceed in direction of arrow only



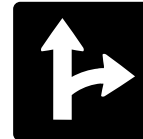
Straight through or left turn only



No left turn



Straight through only (no turns)



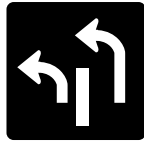
Straight through or right turn only



No U-turns



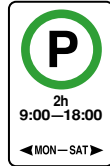
Divider ahead – keep right



Must turn left from either lane



Do not enter roadway



On the days shown, parking is permitted only as indicated



No parking on the days shown, at the times shown



Stopping is not allowed on the days shown, at the times shown



Motorized snow vehicles allowed



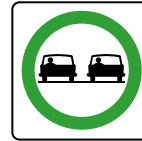
No motorized snow vehicles allowed



Truck route



No trucks allowed



Passing zone



No passing zone



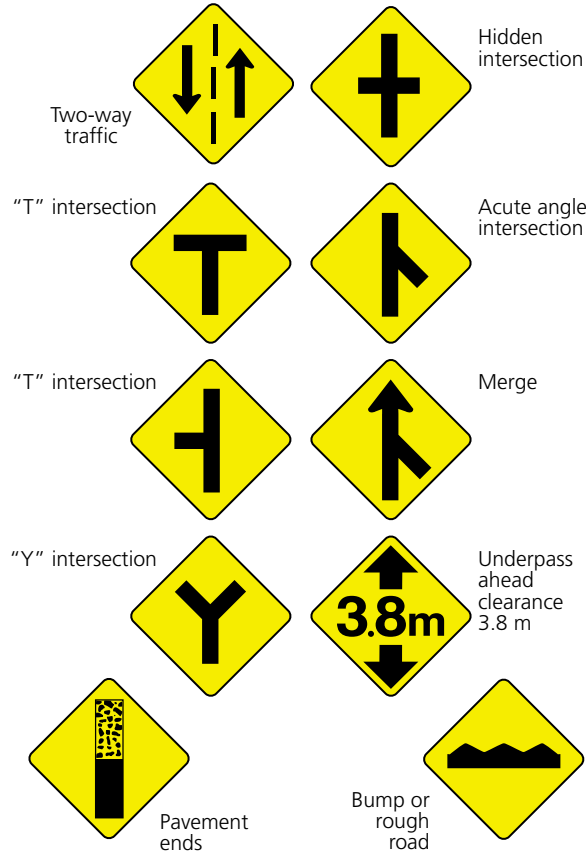
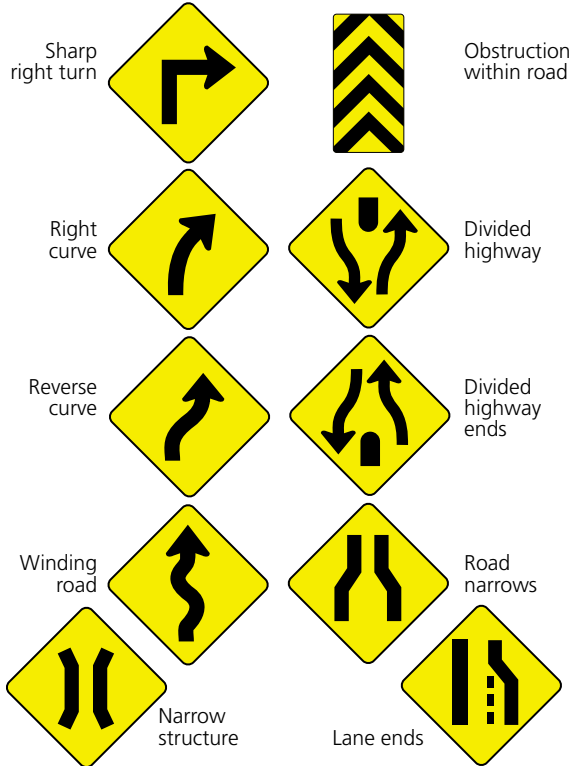
Dangerous goods route

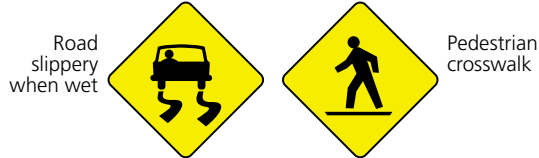
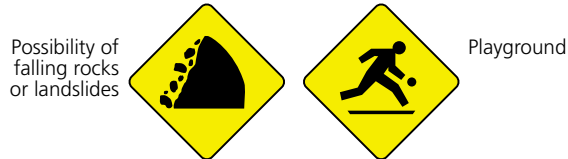
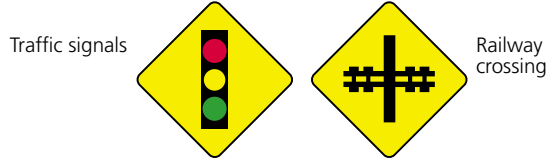
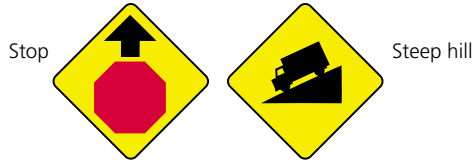


No dangerous goods allowed

TRAFFIC SIGNS

Warning signs tell you what to expect ahead.





INFORMATION AND GUIDE SIGNS

These signs provide a driver with information about routes, cities, points of interest and roadside services.



Hospital



Airport

OFF-ROAD FACILITIES

These signs indicate facilities are ahead.



Picnic tables

Lodging

Gas

Information

PEDESTRIAN SCHOOL SIGN

This sign warns that you are approaching a school zone. Slow down, drive with extra caution and watch for children. This sign may have a “Maximum Speed” tab underneath. If not posted, the maximum speed limit is:

- 30 km/hour, in a municipality;
- 40 km/hour, outside a municipality.

Speed limits apply between 8:00 a.m.-4:30 p.m. on regular school days.



SLOW MOVING VEHICLE

This sign is placed on the rear of slow moving vehicles such as farm tractors, machinery or construction equipment. These vehicles normally travel at a speed of less than 40 km/hour. When you see this sign, reduce your speed.



ROAD CONSTRUCTION SIGNS


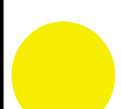
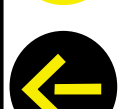


These signs warn you of persons and equipment on the road. Slow down for your protection and theirs. Obey the flagperson’s signal.

When you see these signs you can expect to be delayed due to construction repair operations.


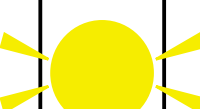


Speed limits in construction zones must be obeyed at all times, even when people and equipment are not working. Construction hazards such as bumps, fresh oil and loose gravel may be present.



TRAFFIC CONTROL LIGHTS

Red		Stop. A right turn is permitted after a full stop, unless otherwise posted. A left turn from a one-way street onto a one-way street is permitted after a full stop (unless otherwise posted).
Yellow		Slow down and stop before entering the intersection, unless such a stop cannot be made in safety. A yellow light is a means of safely clearing the intersection. Clear the intersection if you are in it when the light turns yellow.
Yellow arrow		Slow down and stop before entering the intersection, unless such a stop cannot be made in safety. A yellow arrow is a means of safely clearing the intersection after a flashing green arrow signal has ended. You may proceed carefully, after stopping, if the intersection is clear of traffic.
Green		Proceed if the way is clear. Remember, pedestrians crossing on the green have the right-of-way. If turning left, you must also yield to any oncoming opposing traffic.
Green arrow		Proceed only in the direction of the arrow. Opposing traffic is facing a red signal.

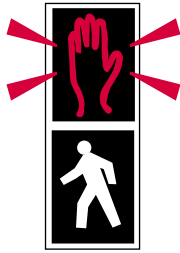
When approaching an intersection with a green arrow and a red light, you may turn without stopping only in the direction of the green arrow. Yield the right-of-way to all pedestrians and vehicles in the intersection.

Flashing red		Stop. Proceed only when it is safe to do so.
Flashing yellow		Slow down. Proceed with caution.
Flashing green		You may proceed if the way is clear. Opposing traffic is facing a red signal.
Flashing green arrow		Traffic moving in the direction of arrow may proceed if the way is clear. Opposing traffic is facing red signal.

Flashing yellow lights indicate the need for caution. Slow down and be prepared to stop if necessary. Where flashing yellow lights are used together with a sign which indicates a pedestrian hazard, such as school or playground areas or pedestrian crosswalks, reduce your speed to 30 kilometres per hour, be prepared to stop and yield right-of-way to any pedestrian. Maintain your lower speed until you are clear of the area.



PEDESTRIAN SIGNALS

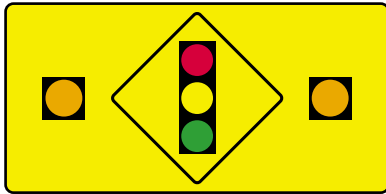


Don't walk: A flashing orange hand on a pedestrian signal is a good indicator that the green light a driver is facing will change soon to yellow, and then red. Be prepared to stop.

Walk: When the "Walk" signal is lit up, pedestrians are permitted to cross the road. Be cautious if turning. Remember, pedestrians have the right-of-way.

TRAFFIC CONTROL SIGNAL ADVANCE WARNING

This sign is erected in advance of some signalized intersections. When the lights on the sign are flashing, drivers approaching the intersection should be prepared to stop as the traffic control light is red or about to turn red.



OVERDIMENSIONAL LOAD SIGNS

These signs indicate that a wide load is being transported. Use caution when passing vehicles displaying these signs.



SPEED LIMITS AND SIGNS

Speed limits do not indicate the speed you should travel; they are the maximum speeds permitted if conditions are favourable. Any speed which is unsafe under the prevailing conditions is illegal. This means that you must **slow down** when road, weather or traffic conditions are less than ideal (for example, if the road is slippery, or if, because of weather, you can't see as far as you normally can). Speed limit signs are in kilometres per hour."



This sign indicates a slower speed limit ahead. Start slowing down.



Unless otherwise posted, the speed limit in urban areas (cities, towns, villages) is 50 km/hour.

SPEED LIMITS FOR VEHICLES UNLESS OTHERWISE POSTED

Most Yukon highways have posted speed limits. If not posted, the maximum speed limit is 50 km/hour.



School zones

- from 8:00 a.m. - 4:30 p.m. on regular school days

In a municipality: 30 km/hour

Outside a municipality: 40 km/hour

These restricted hours may change according to urban bylaws. Maximum speed tabs may, or may not, be posted under the school zone sign.



Playground zones

- every day, 24 hours/day

In a municipality: 30 km/hour

Outside a municipality: 40 km/hour



Advisory speed

A speed sign, used in conjunction with other warning signs, most commonly the curve warning sign, indicates the recommended maximum driving speed for the site under ideal driving conditions.

CHAPTER 3 BASIC DRIVING SKILLS

STARTING

Take a quick walk around your vehicle to make sure your intended path of travel is clear of:

- children;
- pedestrians;
- oncoming traffic;
- other obstructions.

Each time you enter a vehicle:

- check your seat adjustment;
- check your rear-view mirror adjustments;
- fasten your seat belt;
- turn on your vehicle headlights, if your vehicle is not equipped with automatic daytime driving lights.

When you are ready to proceed:

- check again to be sure that your path of travel is clear;
- use your rear-view mirrors but do not rely upon them. Take a quick look over your shoulder (shoulder check) to check blind spots you can't see in the mirrors.

When parked on the right side of the road, use your left turn signal when you are moving out.

When parked on the left side of the road (on one-way roads), use your right-turn signal when starting out. Be careful, as it may be difficult to see the roadway from the driver's seat.

AUTOMATIC TRANSMISSIONS

Most vehicles today contain automatic transmissions. These vehicles are designed to automatically shift driving gears if you choose not to shift gears manually. Instructions on their use may be in your owner's manual. If not, contact your vehicle dealer, local garage or the vehicle manufacturer for information.

MANUAL (STANDARD) TRANSMISSIONS

Operating a manual transmission vehicle is more complex than operating an automatic transmission vehicle. The following information will assist you in operating a manual transmission vehicle, in the event that you own, or may need to operate, one of these vehicles.

Shifting gears in a vehicle equipped with a manual transmission is a skill which requires considerable practice. The driver operates a clutch pedal with the left foot while manually selecting the desired gear range by moving a gear shift lever with the right hand.

The clutch is used to make, or break, the connection between the vehicle's engine and transmission. When the pedal is up, the connection is engaged and the power of the engine is transmitted to the drive wheels of the vehicle.

When the clutch pedal is pressed down, the connection is broken, which prevents the transfer of engine power. It is while the connection is broken that the driver will change gears.

As the driver begins to let up on the clutch pedal, the re-establishment of the connection will be felt before the pedal is fully released. The point where this first occurs is called the "friction point."

It is at this friction point that the driver must coordinate the further release of the clutch pedal with the use of the gas pedal to achieve a smooth start and prevent engine stalling.

When starting the engine of a vehicle equipped with a manual transmission, your selector lever should be in the neutral position and your clutch pedal should be fully pressed down.

When driving manual-transmission vehicles, it is important to select the proper gear so your engine neither lugs (moves the vehicle in rough, bumpy fashion) nor races ("revs" the engine but does not move the car effectively). If the engine begins lugging, you must shift to a lower gear. If it starts to race, a higher gear range must be selected. Your owner's manual will provide you with the approximate speeds at which you should shift.

Shifting patterns vary as do the number of available gears. Your owner's manual will describe the shifting pattern for your vehicle. A pattern is usually found engraved onto the knob of your gear shift lever.

With the ignition switch in the off position, you can practice moving the gear shift lever into its various positions until you can find each gear without looking.

Once you have the vehicle in motion and have completed shifting gears, be sure to remove your foot from the clutch pedal. Leaving your foot on the clutch pedal unnecessarily is called "riding the clutch" and can cause excessive clutch wear.

When you are required to brake or come to a stop, avoid pressing the clutch pedal down too soon to avoid coasting to your stop.

Coasting in neutral and/or driving with the clutch pedal pressed down for longer than is necessary to

shift gears, are also dangerous driving practices. These driving actions can result in a lack of driver control over the vehicle in the event of something unexpected happening — either on the roadway, or with your vehicle (such as a stall) — and such actions are to be avoided at all times.

When stopped at an intersection or stopped for other any other reason on the roadway, use low gear with both the clutch pedal and the brake pedal pressed down.

When turning corners, be sure your clutch is engaged and that your vehicle is in the proper gear for the speed at which you are turning.

STEERING

Think of the steering wheel as a clock. Put your left hand at the 9 o'clock position and your right hand at the 3 o'clock position. This will give you the best control. Use good posture, sit up straight, and unless turning a corner or backing up, keep both hands on the steering wheel at all times. If your steering wheel is equipped with an airbag, it is recommended that you sit back at least 25 centimetres (10 inches) from the steering wheel. (Note that you are required to wear your seat belt at all times, even if your vehicle is equipped with an airbag system.)



Hands in position to start right turn.



Left hand applies turning power.



Right hand takes new position and applies turning power.



Turn completed, return hands to driving position.

If your steering wheel is a spoked wheel, do not use the spokes as a steering wheel lever. Your hands should grip the wheel, and not the spokes.

When turning a corner, use a hand-over-hand method of steering. When straightening out the vehicle let the steering wheel slide slowly back through your hands or use the hand-over-hand method to recover your steering. Do not allow the steering wheel to spin back to its natural position on its own. You must guide with your hands and have control of the steering wheel at all times.

Never shut off your ignition switch while your vehicle is moving. Most vehicles are now equipped with a locking device on the steering wheel. If you turn off the ignition switch, the steering wheel will lock and control of the vehicle will be lost.

ACCELERATING

When you are starting to move your vehicle forwards or backwards from a stopped position, or, when you are increasing your vehicle's speed, the ability to control your speed will depend upon good accelerator technique. Gradually depressing the accelerator and holding it at the proper position for the selected speed may take some practice. You must develop a sensitivity to the accelerator pedal and keep the following in mind.

- Resume or accelerate smoothly to a safe and appropriate speed, adjusting the speed according to the weather, road and traffic conditions. Do not speed up and slow down unnecessarily.
- Do not accelerate quickly so that your tires spin.
- Driving too slowly may constitute a hazard.

STOPPING

Few drivers are fully aware of the total stopping distance or the time it takes to bring a vehicle to a full stop. Consequently, they make errors in their decisions which, in turn, may result in a collision. There are three factors which determine how long it takes for a vehicle to stop. They are:

- perception time;
- reaction time; and
- braking time.

Perception time is the time it takes for a driver to see a situation and understand that there is a reason to stop the vehicle. The average perception time is approximately 3/4 of a second.

Reaction time is the time it takes the driver to physically react to a need to stop by releasing the gas pedal and by moving the right foot to the brake pedal. The average reaction time is 3/4 of a second.

The reaction distance is how far a vehicle travels during the reaction time.

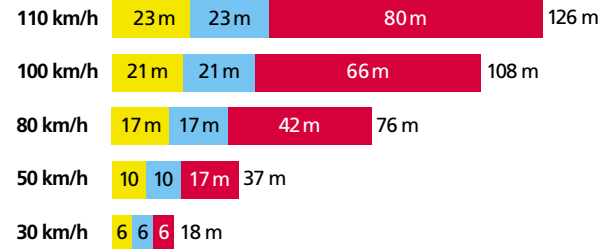
Braking time is how long it takes a vehicle to stop from the time the brake is pressed until the vehicle actually stops. How far a vehicle travels during this time is called the braking distance.


The total stopping distance is the sum of the perception distance, the reaction distance and the braking distance.


Perception and reaction time, and the resulting distance travelled in this time, will vary from driver to driver. Less experienced drivers are often slower to realize a danger exists. Perception and reaction times will also vary greatly depending upon the driver's visual monitoring of conditions ahead, behind and beside the vehicle, level of attention, decision-making capability, degree of fatigue, use of alcohol or other drugs, health condition and many other vehicle and/or environmental variables.


Many factors, such as the driver's experience, condition and attitude, condition of the roadway, your vehicle, the vehicle's speed and your vehicle's performance ability, work in combination to determine stopping time and distance. As a driver, you must attempt to adjust to or modify these factors to avoid a collision. For example, don't drive when you are tired, if you have been taking drugs or consuming alcohol, or if you are emotionally upset.

Stopping distances under normal road conditions



 Distance travelled while perceiving the need to stop (based on average perception time of 3/4 second)

 Distance travelled while reacting (based on average reaction time of 3/4 second)

 Distance travelled after brakes applied (under normal road conditions and brake efficiency)

The chart above illustrates the minimum stopping distance for various speeds. The stopping distances are averages for stopping on smooth, dry pavement.

Here are other tips for stopping in “good time.”

- When coming to a stop, do not leave your braking too late.
- Ease off the accelerator in advance of your stop to reduce your speed.

To brake smoothly if your vehicle:

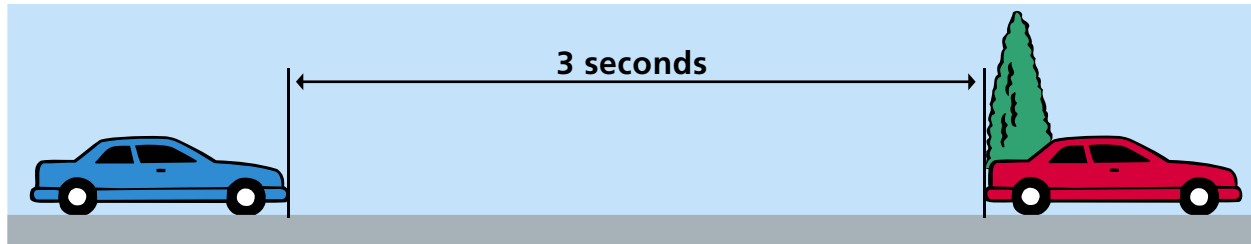
- is not equipped with antilock brakes, ease up on the brake pedal slightly and then reapply pressure on the pedal as many times as necessary to come to a complete and final smooth stop.
- is equipped with antilock brakes, apply steady, constant pressure on the brake pedal to come to a complete and smooth stop. Do not “pump” the brake pedal.

FOLLOWING DISTANCES

Under ideal driving conditions, when you are travelling behind another vehicle, you should maintain **at least** a three-second following distance.

You can determine this distance by counting *one-thousand-and-one, one-thousand-and-two, one-thousand-and-three* when the rear of the vehicle ahead of you passes a fixed object (for example, a sign, shadow or pavement patch). If the front of your vehicle reaches the fixed object before you have finished counting, then you are following too closely. Reduce your speed and count again to establish a **minimum** three-second following distance. If someone cuts in front of you, re-establish a safe following distance.

Remember, the three-second rule is your basic following rule and is accurate at any speed. By keeping the three-second following distance, regardless of your speed, the distance between you and the vehicle in front of you will automatically lengthen as you go faster.



It is recommended that you leave more than a three-second distance if:

- road or weather conditions are poor;
- you are following large vehicles that block your view of the road ahead;
- you are following smaller, lighter vehicles, such as motorcycles, that can stop more quickly than you; or
- your vehicle is heavily loaded.

By establishing a safe following distance you should be able to see far enough ahead down the road to be able to perceive, and react, to situations or problems that may require you to slow down or stop. A safe following distance also gives you more time to plan, and, if necessary, make an “escape,” if an unforeseen problem does arise and you have to move out of the way.

BACKING UP

If you have to back up, look behind you to make sure the way is clear of traffic, pedestrians and obstacles. If you are intending to back out of a driveway, before getting into the vehicle it is wise to physically check behind the vehicle to ensure the way is clear.

Here are suggestions to help you back up in a straight line.

- Place your left hand at the top of the steering wheel.
- Turn your body to the right and look over your right shoulder through the rear window. Depending on your body size and dimension, you may be able to place both hands on the steering wheel. Otherwise, place your right arm wherever comfortable — such as on the console or over back of the seat — so that your body is braced (balanced) and you remain in full control of the vehicle.
- Back up slowly while maintaining your grip on the steering wheel.
- Don’t look to the front except for quick glances to make sure the front of the vehicle does not hit anything.
- Turn the steering wheel in the same direction that you want your vehicle to go. Ensure that you continue to grip the steering wheel throughout the entire manoeuvre.

When backing to the left or right, grip the steering wheel with both hands (if possible). Otherwise, ensure that one hand is gripping the steering wheel while the other arm is placed so that your body is braced (balanced) and you remain in full control of the vehicle.

- When the vehicle must go to the left, look over your left shoulder with occasional glances to the front to ensure the front of your vehicle will safely clear any obstacles.
- When the vehicle must go to the right, look over your right shoulder with occasional glances to the front to ensure the front of your vehicle will safely clear any obstacles.

Other hints for backing up

Approximately 25% of all accidents in Canada involve backing up. Avoid backing up if possible.

- If you have to back out of a driveway, stop your vehicle and check that you can safely enter traffic before backing your vehicle into the nearest traffic lane. Then proceed. Do not back into a second traffic lane. Note that it is usually safer to back into the driveway so that you can drive forward when you leave.
- When backing up your vehicle it is good practice to limit your speed to that of normal walking speed.
- It is a good idea to sound your horn before backing up your vehicle, even if you have already just physically checked behind the vehicle before getting in.

PARKING

Parking a vehicle requires good control of the vehicle, accurate judgement and a good understanding of steering. The next three sections will deal with different types of parking situations. You should always park your vehicle where it is safe and legal.

Do not park your vehicle:

- on a sidewalk or boulevard;
- on any part of a crosswalk;
- within an intersection (except next to the curb in a “T” intersection):
- within 1.5 metres of an access to a garage, private road or driveway;
- along, or opposite, a street excavation or an obstruction, when stopping or parking would obstruct traffic;
- on any bridge, underpass or their approaches;
- on a roadway, parking lane or shoulder of a highway outside a municipality (except in the case of vehicle breakdown, emergency, or as may be permitted by law):
 - unless there is a clear passage for other motor vehicles, and
 - unless your vehicle may be seen for 60 metres along the roadway in both directions;

- within five metres of:
 - a stop or yield sign,
 - a fire hydrant,
 - a marked crosswalk,
 - a no-parking sign;
- beside other vehicles where you may be double parked;
- at an intersection nearer than five metres to the projection of the corner property line immediately ahead or immediately to the rear, except when the vehicle is parked in a space where a parking meter or other traffic control device indicates parking is permitted.

No vehicle shall remain at a standstill on a highway outside of a municipality for more than one minute at any place within 10 metres of an intersection on that highway.

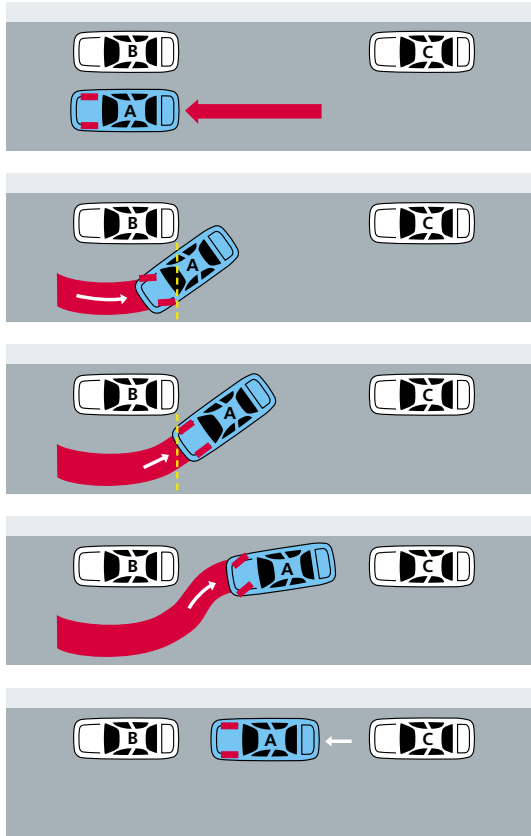
PARALLEL PARKING

This type of parking will seem difficult at first and will require practice. You will need to learn how to judge if a parking space is large enough for your vehicle. To park in a space between two vehicles at a right-hand curb, follow the steps illustrated on the next page.

Before you open the car door when exiting the vehicle, be sure to check for traffic and cyclists approaching from the rear.

When you are leaving a parallel parking position you must do the following.

- Check behind and around your vehicle, then back up as close as possible to the vehicle parked behind you without making contact.
- Check all mirrors to see that the road behind is clear.
- Turn on the left-turn signal.
- Before moving forward, look over your left shoulder for traffic that is not visible in the mirrors.
- Move forward slowly, steering left rapidly. When the back of your front seat is in line with the rear bumper of the parked vehicle beside you, start turning your steering wheel right to straighten out. As your vehicle's back bumper approaches the rear bumper of the parked vehicle, steer sharply right into your travel lane.
- Be alert for approaching traffic from the rear.
- Accelerate to a safe and appropriate speed.



1. When you (car A) are approaching your intended parallel parking space, check well in advance for traffic that is following you. Apply your brakes well in advance and start to slow down. Your brake lights will alert other drivers of your intent to stop. As you come to a stop, apply your right signal light to let other drivers know that you intend to parallel park. Stop when the rear bumper of your car is lined up with the rear bumper of car B and parallel to the curb. Leave about one metre of space between the cars.
2. Before starting to back up, check in all directions around your vehicle to ensure there are no pedestrians, cyclists or other obstacles in front, behind, or beside your vehicle. Back very slowly, steering hand over hand and sharply to the right until the car is approximately at a 45-degree angle to the curb. Your steering wheel should now be opposite the rear bumper of car B.
3. Straighten your front wheels. Continue backing until the right end of your front bumper is opposite the left end of the rear bumper of car B. Be careful not to make contact.
4. Continue backing and turn the wheel rapidly to the left as far as it will go. Do not make contact with the bumper of the car behind (car C). Stop when parallel to the curb and before making contact with the vehicle behind you.
5. Move forward very slowly while straightening the wheels. Stop when your car is about an equal distance from cars B and C. Set the parking brake. The law requires that the wheels of a parked car not be more than 50 centimetres from the curb.

ANGLE PARKING/PERPENDICULAR PARKING

Angle parking is most often used in parking lots. The spaces may be anywhere from a 30-degree to a 90-degree angle (perpendicular, or right angle) from the traffic lane. Where a sign indicates that angle parking is permitted, but no parking guide lines are visible on the roadway, you must park your vehicle at an angle of between 30 and 60 degrees to the curb or edge of the road. Where guidelines are visible, you must park your vehicle between and parallel to the guidelines. In either case, your vehicle must be parked so that one front wheel is not more than 50 centimetres from the curb or edge of the roadway.

The following steps should be used to enter an angle parking space on the right.

- Put on your right-turn signal and slow down.
- Driving parallel to the curb, remain at least 1.5 metres away from the rear of the vehicles already parked. If you are going to be parking at right angles (perpendicular) to the curb, you must allow about two metres, in order to make the sharp turn required.
- When you can see down the left-hand side of the vehicle parked on the right of the vacant parking space, steer sharply to the right into the centre of the vacant space at a **slow** rate of speed.

- Approximately at the centre point of the parking space, straighten your wheels and continue to slowly move forward. Be careful to observe your left front fender and your right rear fender, making sure that they are not too close to the parked vehicle. Keep moving slowly forward until your front wheels make light contact with the curb or are within 50 centimetres of the curb.

When leaving an angle parking space follow these tips.

- Follow all normal back up precautions and procedures. This is a simple manoeuvre but one that is hazardous because it is difficult to see oncoming vehicles as you back out of the space. You do not have the right-of-way as you back out.
- Back up slowly and be prepared to stop if necessary. If the vehicle beside you is longer than yours, stop when the rear of your vehicle is in line with the rear of the longer vehicle. Continue slowly backing straight until you can see past the parked vehicle to your right. (Be especially careful if you are driving a large vehicle, as the rear of your vehicle may cross over the centre line on the roadway as you do this manoeuvre.) Glance to the left for approaching traffic from that direction. Make sure that the left front end of your vehicle will clear before turning the steering wheel to the right.

- When your front fender will clear the rear of the vehicle on your left, turn the steering wheel sharply and quickly to the right and back into the lane next to the parked vehicle.

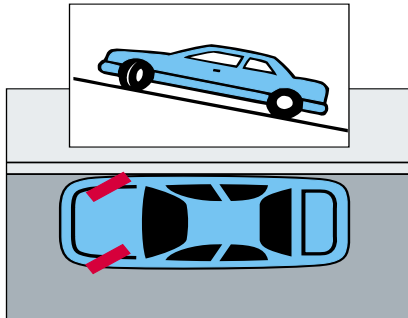
Entering a 90-degree angle parking stall on the left, such as in a parking lot, is easier because you have more room to achieve the proper angle. Be sure to check the left lane for oncoming traffic before you turn across it. Note that it is illegal to cross a single solid line in a municipality in order to park your vehicle in a parking stall on the other side of the road.

HILL PARKING

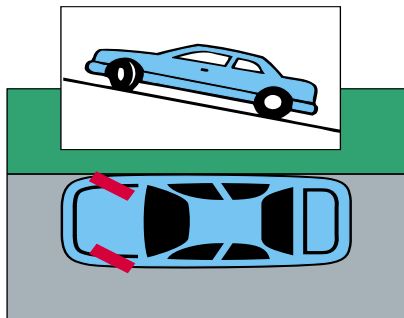
To prevent a parked vehicle from rolling down a hill always set your parking brake and always place your transmission in low gear (manual transmission) or park (automatic transmission). See the illustration for information on how to set your vehicle's front tires when parked on a hill.

Note: Slowly manoeuvre your vehicle to the point where your front wheels are making contact with the curb before setting the parking brake and parking gear. This helps to prevent the vehicle from "jumping the curb" in the event the vehicle starts to move.

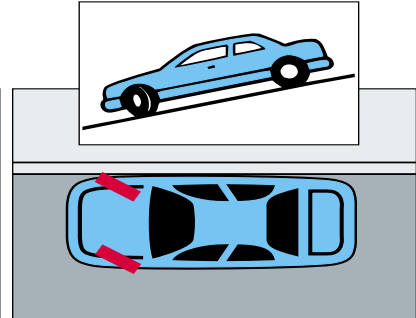
If you park facing uphill on a street with a curb, turn the front wheels toward the left and allow your tires to roll back against the curb.



If you park facing uphill on a street without a curb, turn your front wheels to the right.



If you park facing downhill, always turn your front wheels to the right.



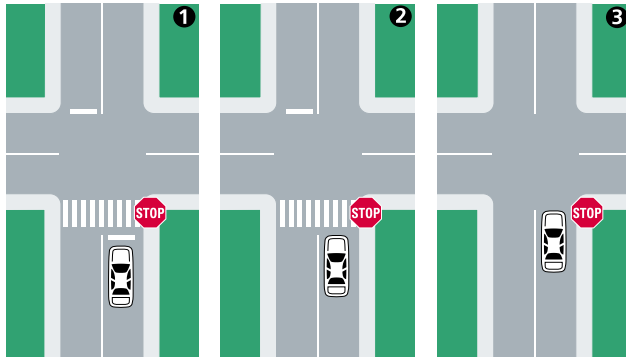
CHAPTER 4 TURNS AND INTERSECTIONS

STOP SIGNS

Stop signs at an intersection mean you **must** come to a complete stop:

- immediately before entering a marked crosswalk; or
- at a marked stop line.

If there are no marked crosswalk or stop lines (for example, if the lines are not visible due to snow conditions), **you must stop within three metres of the intersecting roadway.**



Before proceeding, you must check and **yield** the right-of-way to approaching traffic and pedestrians.

Intersections where stop signs are located at all three or four corners (3-way or 4-way stops) are often referred to as “courtesy corners.” Vehicles approaching from all directions are required to come to a full stop at such intersections. Courtesy and care must be exercised by all drivers at these intersections. Normal courtesy is to allow the vehicle which arrived first to proceed first. If two vehicles arrive at the same time, courtesy again allows the vehicle on the right to proceed first. However, you must never assume that other vehicle drivers will respect these courtesy practices. If you believe you have the right-of-way to proceed into the intersection, it is wise to proceed cautiously and with firm control of your vehicle so you can respond appropriately to any sudden movement into the intersection by another vehicle.

1. Stop at the stop line before a marked crosswalk.
2. Where there is no stop line, stop before the marked crosswalk.
3. If there is no stop line or marked crosswalk at the intersection, you must stop within three metres of the intersecting roadway.

If you are stopped at an intersection and do not have a clear, unobstructed view of pedestrian and other traffic at or approaching the intersection, you must use extreme caution on entering the intersection or turning.

Remember: *You must also yield the right-of-way to pedestrians who have:*

- *indicated their intention to enter a marked or unmarked crosswalk (see Pedestrian safety, page 53-54);*
- *stepped off the curb in an unmarked crosswalk.*

A crosswalk, even if it is unmarked, is understood to connect the sidewalks on opposite sides of the highway measured from the curbs. The crosswalk area is an extension of the sidewalk, whether or not the sidewalk is paved. A sidewalk is an area normally used by pedestrians beside the edge of the roadway.

Unless otherwise marked, you must also stop:

- before entering a highway or street from any other street (road), alley, driveway or parking lot;
- before crossing over a sidewalk, and yield to any pedestrian.

Note: *Some intersections have been assigned a “stop line.” Where a stop line has been marked, bring your vehicle to a complete stop before crossing that line.*

RIGHT-OF-WAY

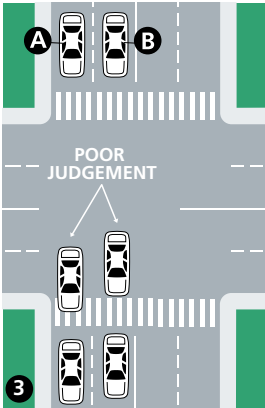
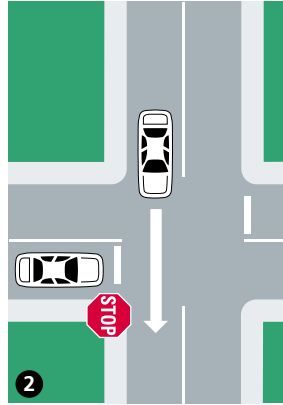
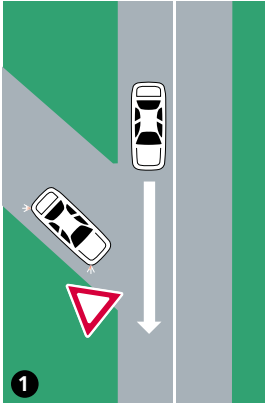
When the paths of highway users cross there is a conflict. Who should proceed and who should wait? Right-of-way rules require one person to yield and the other to proceed. Having the right-of-way, however, does not relieve you of the responsibility to do everything you can to prevent a collision.

Directions given by a:

- **peace officer in uniform;**
- **firefighter at the scene; or**
- **flagperson in a highway construction zone**

override traffic control devices, and you must obey their directions.

Examples of right-of-way situations are illustrated on the next page.



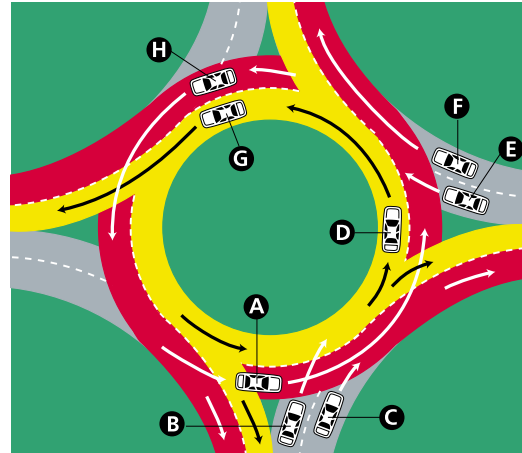
1. A yield sign means slow down as you near an intersection and check for pedestrians and traffic. If there are pedestrians or traffic, stop and yield right-of-way.
2. When approaching a stop sign, come to a stop. Before proceeding, give right-of-way to pedestrians and traffic.
3. If traffic is delayed at an intersection, wait at positions marked by car A or B for traffic to move on before entering the intersection.

TRAFFIC CIRCLE

In a traffic circle, **the vehicle on the right must yield to the vehicle on the left**. The driver on the left must signal and use caution when leaving the circle and crossing through the outside lane.

Shown below is an example of a traffic circle as may be found outside the Yukon. In this diagram:

- B and C must yield to A;
- E must yield to D while F and D proceed together;
- H must yield to G.



Traffic indicated by white arrows yields to traffic indicated by black arrows.

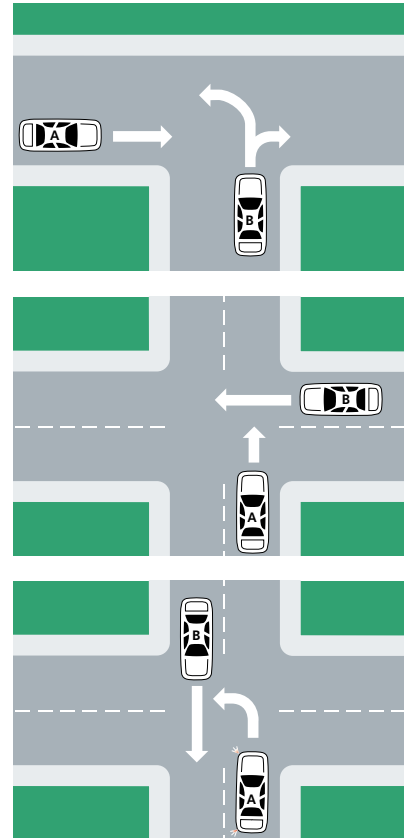
In a traffic circle, traffic in the lanes indicated in red must yield to traffic in the lanes indicated in yellow. Traffic entering the circle must yield to traffic already in the circle. When you are leaving the traffic circle use your right-turn signal to warn other drivers of your intention.

It is recommended that for safety, entry into the right-hand lane of a traffic circle be used mainly when intending to exit at the first available exit point. If you are intending to proceed beyond the second exit, it is recommended that you use the left-hand lane.

UNCONTROLLED INTERSECTIONS

Check for traffic approaching from your left and right when you are approaching an intersection without lights or signs. Slow down and be prepared to stop. **Yield the right-of-way to the vehicle on your right.** This rule also applies to an intersection commonly referred to as a “T” intersection.

Use extreme caution and sound judgement at all uncontrolled intersections even if you do have the right-of-way. Insisting on taking your right-of-way when the other driver refuses to yield can cause a collision that is just as serious as one caused by your being in the wrong.



A yields to B

Vehicle on the left (vehicle A) yields to vehicle on the right (vehicle B) in the T-intersection.

A yields to B

Vehicle on the left (vehicle A) yields to vehicle on the right (vehicle B)

A yields to B

To make the turn safely, vehicle A yields to through traffic, vehicle B

Remember:

- A driver turning left across the path of an approaching vehicle cannot make the left turn until it is safe to do so.
- You should not pass another vehicle within a controlled or uncontrolled intersection.
- Parking lots have uncontrolled intersections unless that intersection is regulated by a traffic sign. (Note: You should always signal your intention to turn, including in a parking lot.)

TURNING TO THE LEFT OR RIGHT

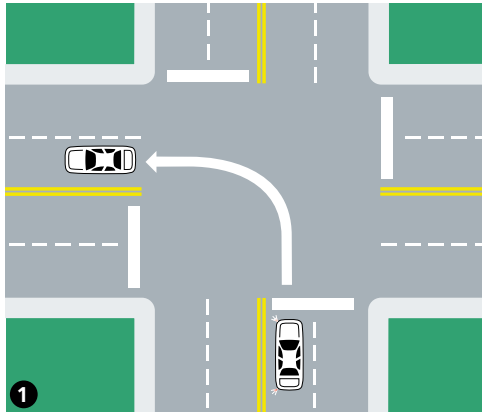
Many collisions are caused by drivers who fail to make turns properly. Here are some hints for safe turning.

- Signal, then check for traffic and when clear, shoulder check before moving into the proper lane.
- Signal at least 30 metres before turning in urban areas and at least 100 metres elsewhere.
- Check traffic and conditions to your left and right then left again before making your turn. Watch for both vehicle and pedestrian traffic.
- Make turns at a slow speed and keep your vehicle under control.

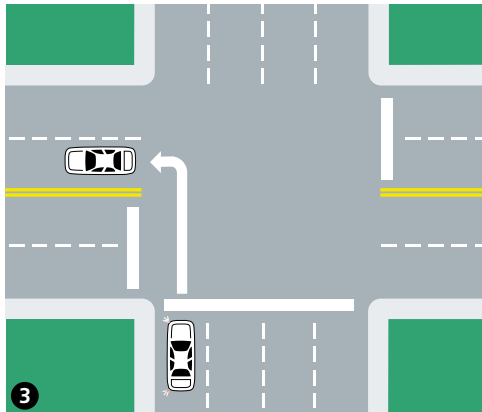
- If you must stop in the intersection prior to completing a left turn, stay to the right of the centre line and keep your front wheels pointed straight ahead. This will prevent you from being pushed into oncoming traffic if you are hit from the rear. Remain behind the crosswalk if there is only room for one vehicle ahead of you in the intersection.
- For safety, particularly when turning left off a two-lane highway, make a quick shoulder check to ensure you are not about to be passed by an overtaking vehicle.
- Do not cut corners so as to drive over the curb on a right turn.
- When turning left make sure you have enough room to move safely into your new driving lane without cutting the corner (crossing the centre line).
- Do not turn wide on left or right turns so as to occupy two lanes of traffic.

Left turns

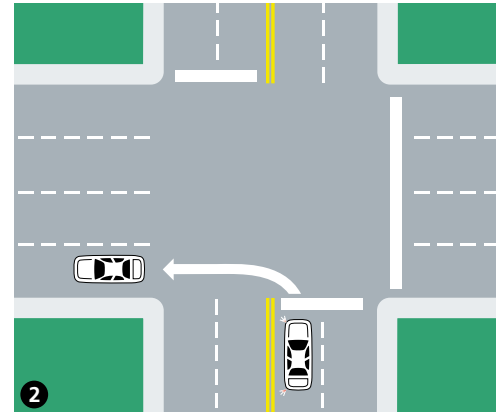
Left turns are one of the leading causes of crashes. Left turns are more complicated than right turns because you usually have to cross traffic coming from at least two directions. See the diagram on the next page for more information.



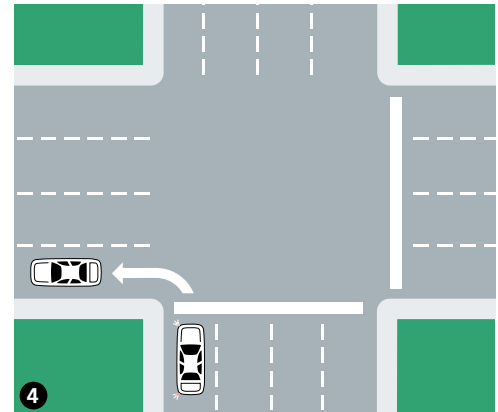
1. *Turning left from a two-way street into a two-way street.* Turn from the lane nearest the centre line into the lane nearest the centre line.



3. *Turning left from a one-way street into a two-way street.* Start your turn from the left lane nearest the left-hand side.



2. *Turning left from a two-way street into a one-way street.* Turn into the lane nearest the curb on the left-hand side.

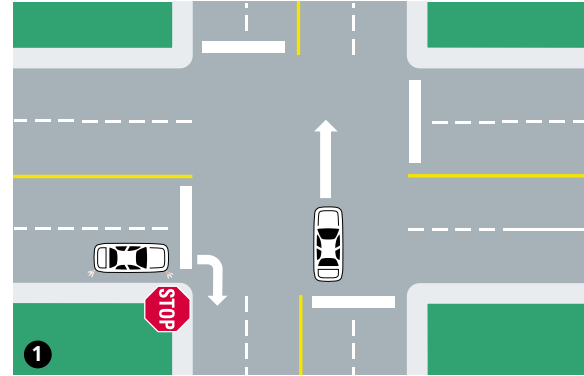


4. *Turning left from a one-way street into a one-way street.* Turn from the lane nearest the left-hand side of the street into the lane closest to the left-hand side unless otherwise posted. You may make this turn on a red light after you have come to a complete stop if it is safe to do so.

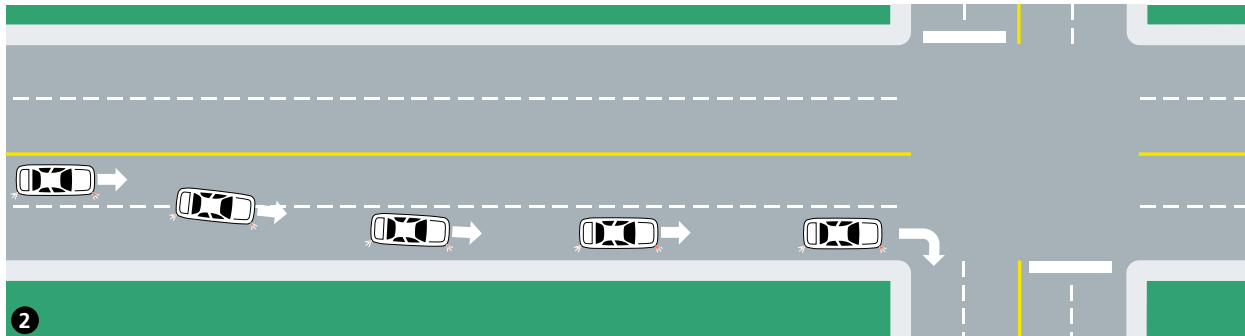
Right turns

When turning right from a two-way highway onto another two-way highway you should drive as close as practical to the right curb or edge of the roadway while approaching the intersection and turning, and, on leaving the intersection, drive as close as practical to the right curb or edge of the roadway that you entered.

Remember, highway lanes are not always marked. Inside a municipality, a traffic lane means a lengthways strip of roadway wide enough to allow the passage of a single line of vehicles. Outside a municipality, a traffic lane is a lengthways strip of roadway wide enough to allow the passage of a single line of vehicles but does not include a parking lane.



1. Making a right turn.
2. If possible, change lanes well in advance. You should be in your proper turning lane at least 15 metres from the intersection.

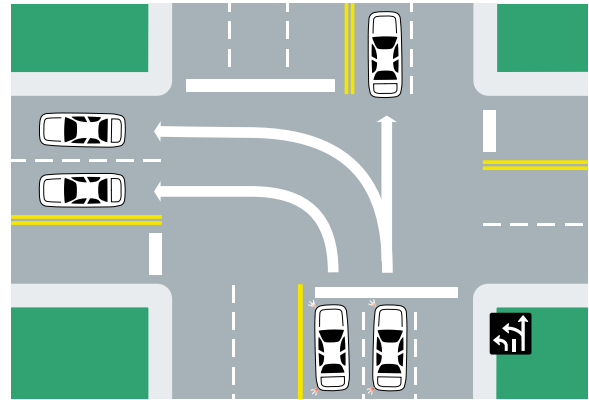


Unless prohibited by a sign, you can make a right turn on a red light after you come to a full stop. Be sure you yield the right-of-way to pedestrians and traffic on the cross street. Before you begin to turn, check over your right shoulder for cyclists who may have moved up on the right side of your vehicle and for pedestrians who may have stepped off the curb. Move into the first available traffic lane on the right. Do not use the curb lane if vehicles are parked in the right-hand lane.

DUAL LANE TURN

When making a right or left turn where dual lane turns are indicated by pavement markings or signs, approach the intersection in one of the marked lanes, and turn into the corresponding lane.

Remember that dual lane turns can only be made where indicated.



SIGNALLING

Signals are required:

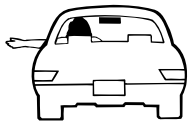
- when stopping (brake lights);
- when moving from the curb or parking lane;
- before and during a turning manoeuvre;
- before and during lane changes.

Signals may be given with an approved electrical signalling device (including brake lights) or by hand.

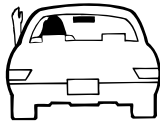
Note: Hand signals should only be used if your electrical signals or brake lights fail.

Always signal your intentions well in advance. Signals are a way of communicating with other drivers. Do not confuse other drivers by signalling your intended manoeuvre too far in advance or too late. Remember to turn off your signal light if it does not turn off automatically after a lane change or turn.

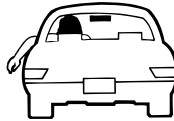
Left turn



Right turn



Stop or slow



U-TURNS

Here are some rules about U-turns.

- Do not make a U-turn unless you can do it safely and without interfering with other traffic.
- U-turns are not permitted on a curve or near the crest of a hill where your vehicle cannot be seen by the driver of another vehicle approaching from either direction within 150 metres.

U-turns are **not** permitted in a municipality in the following situations:

- on a roadway between intersections;
- where a sign prohibits making a U-turn;
- at an intersection controlled by a traffic-control sign or signal;
- at any other intersection unless the movement can be made in safety.



This sign means no U-turns where posted

CHAPTER 5 LANE DRIVING

LANE POSITION

On all highways that are wide enough you must drive on the right half of the road. If a highway has been divided into lanes by clearly visible lines on the road surface, drivers should drive as closely as practical in the centre of their lane. It is dangerous to drive in the parking lane on a highway, even to allow passing.

On a primary highway the parking lane is the portion of the roadway to the right of the traffic lane. A solid white line, if it is not the centre line, is usually used to separate the traffic lane from the parking lane (also referred to as bicycle or pedestrian lane).

Some highways in the Yukon and elsewhere are “low volume roads,” where the level of traffic is generally considerably less than is found on primary and even some other secondary highways. These highways may not be designed, or be required to be maintained, to the same standard as primary or secondary highways. The travel lanes may be narrow; there may not be any shoulders on the side

of the road; there may be no pavement markings to define travel lanes or passing zones; and due to changing road and weather conditions, such as heavy rains or snow build-up, the travel lanes may be even narrower than is usually the case.

Drive cautiously, slow down, and be prepared to yield or stop when driving on low volume roads, particularly under adverse road and weather conditions. If possible, avoid driving down or close to the centre of the roadway, especially when approaching hills or curves.

If soft road edges or other road and weather driving conditions require you to travel more to the left within your travel lane than is otherwise desirable, you must remember that other motorists approaching from the opposite direction may also be travelling more to the left in their own travel lane. This places both drivers in less than desirable lane positions, increasing the risk of collision or mishap, particularly on or near curves or hills.

Always be prepared to move over to “your” side of the roadway at any time that you may be driving closer to the centre of a low-volume road.

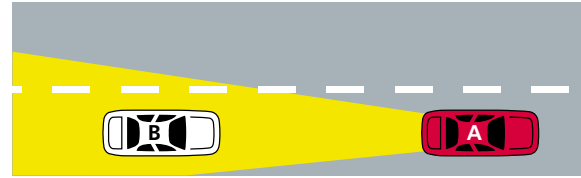
BLIND SPOTS

What you can't see in your mirrors is said to be in your "blind spot." Make sure your mirrors are properly adjusted to minimize these blind spots. Your mirrors can never show you everything that is behind you.

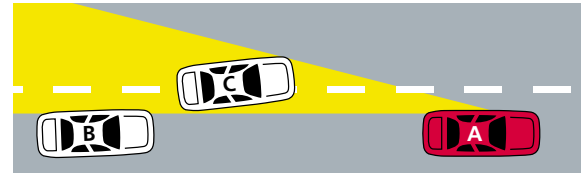
When changing from one lane to another, you must:

- make sure a change is permitted;
- check for traffic by using your rear-view mirrors;
- check the blind spot by taking a quick look over your shoulder to see if that lane is clear;
- give the proper turn signal;
- check over your shoulder one more time;
- if safe, complete the lane change.

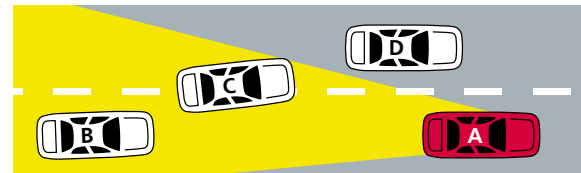
Remember: Mirror checks do not replace shoulder checks. Always shoulder check when changing lanes.



1. With inside rear-view mirror — Car A can see Car B



2. With the outside rear-view mirror — Car A can see Car C
Car A **can't** see Car B



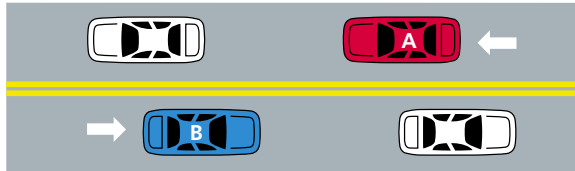
3. With both mirrors — Car A can see Car B
Car A can see Car C
Car A **can't** see Car D

PAVEMENT MARKINGS

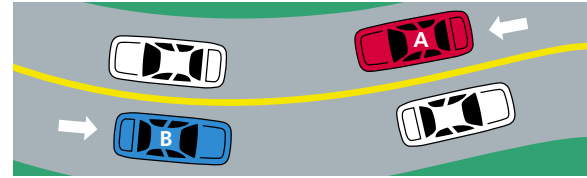
Pavement markings tell you when it is legal to pass. It is important to learn how to read them.

It is also important to remember that pavement markings are to be used only as a guide to safe driving. It is up to you as a driver, to assess whether or not it is safe to engage in a pavement-marked “permitted” activity. For example, pavement markings may indicate that passing another vehicle is permitted along a section of road. However, weather, road and visibility conditions (including sun glare), the level and placement of other traffic on the road, and many other variables (including animals in the ditch!) must be considered before making a passing manoeuvre.

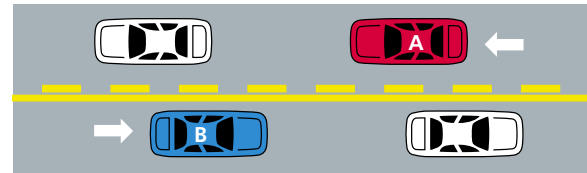
Remember: The most important questions that you must ask yourself any time you are making a driving manoeuvre decision are: Is the manoeuvre legal? and, Can the manoeuvre be made in safety?



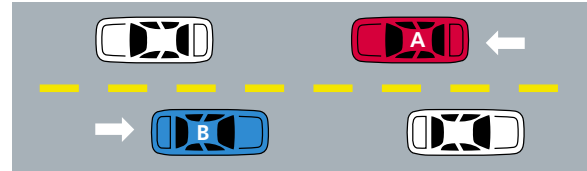
Neither “A” nor “B” may pass the car ahead



Outside a municipality, neither “A” nor “B” may pass the car ahead



“A” may pass if road is clear but “B” may not pass the car ahead



“A” or “B” may pass if road is clear ahead

Yellow lines

Yellow lines are used to divide traffic travelling in opposite directions. They should always be on your left. It is illegal to pass when your lane is marked by a double yellow line. Outside of municipalities, it is also illegal to pass if your lane is marked with a single yellow line. You may pass when a broken yellow line is in your lane but you must be sure that the lane into which you are moving is clear. If you're not sure then don't pass!



Broken line — Passing is permitted



Solid and broken line together — Passing is not permitted if the solid line is on your side of the roadway



Double solid line — Passing is prohibited for traffic going either way



Single solid line — Outside a municipality, passing is not permitted

White lines

White line markings are used to separate traffic travelling in the same direction.



Solid line — Outside a municipality, lane changing is not permitted



Broken line — Lane changing is permitted



Stop line — You must stop before this line

Directional arrows

Directional arrows tell you in which direction you may move.



Painted islands

Do not travel over a painted island or use it for passing.



PASSING LANES

Passing lanes allow slower vehicles to move into the right-hand lane, permitting faster vehicles to pass safely in the left lane.

In rural areas, signs may be posted to tell drivers that two kilometres ahead, they will be approaching a passing lane.

When approaching the end of a passing lane, drivers in the right-hand lane must yield to, and merge safely with, other traffic to the left moving in the same direction. Signs are posted to warn drivers of the end of the passing lane.

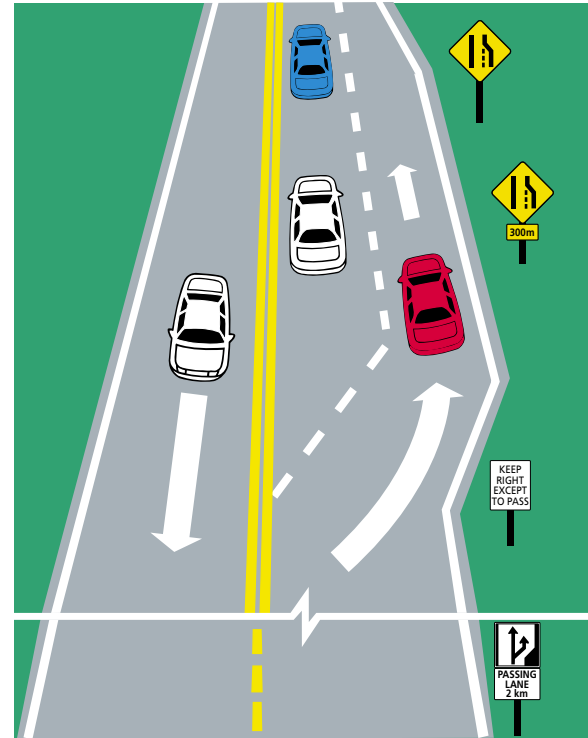
As noted in Chapter 2, remember that posted signs in the Yukon, as well as outside the Yukon, may vary from those illustrated in this handbook.

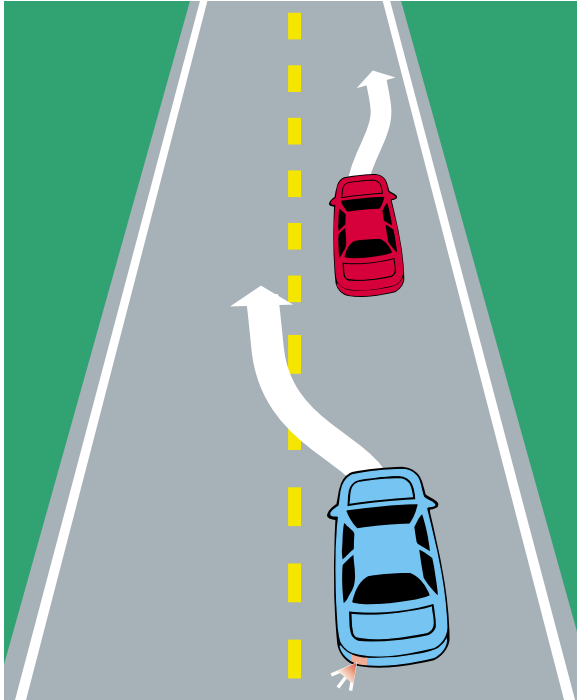
Multi-lane highways

On multi-lane highways, slow-moving traffic should travel in the traffic lane to the far right unless use of the left lane is required to make a left-hand turn.

Two-lane highway passing

On a two-lane road with one lane of traffic in each direction, passing another vehicle can be difficult and dangerous. Errors in judgement due to alcohol, fatigue, impatience or various other causes can result





in head-on collisions. Head-on collisions are usually fatal. Therefore, passing should be performed with extreme caution.

If you want to pass another vehicle:

- maintain a safe following distance;
- pass only when the way ahead is clear and when passing is permitted;
- check your rear-view mirrors;
- shoulder check for vehicles which may also want to pass you;
- signal;
- check again that the road ahead is clear before attempting to pass.

You must **not** exceed the speed limit when passing another vehicle. Once the vehicle you have passed is visible in your inside rear-view mirror, shoulder check to the right, signal to the right, return to your proper lane position and cancel your signal.

When is it illegal to pass?

You are not allowed to pass under the following conditions.

- The approaching vehicles are too close.
- A solid yellow line is on your side of the centre line.

- Outside a municipality, only a solid yellow or solid white line divides traffic lanes.
- A sign indicates a no-passing zone.
- In a school or playground zone while restricted speed limits are in effect.

If you are being passed on a two-lane highway, help the person passing to do so in safety. Stay in your travel lane but move to the right portion of the lane so as to provide the other driver with a better view of the roadway. Do not increase your speed to keep the other vehicle from passing you.

On highways with four or more lanes, slow-moving vehicles should use the right-hand lane for travel. This allows faster vehicles to pass with safety using the left-hand lane.

LANE CONTROL

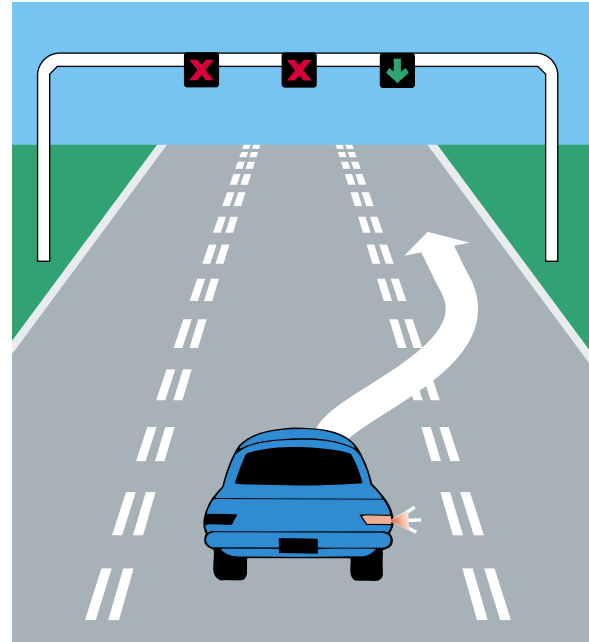


Red X: **Never** drive in a lane under a red X signal as these lanes will be used by these oncoming traffic.



Green arrow: You are permitted to drive in a lane under a green arrow or green X signal.

When your lane has a red X light, you must move safely across to a green arrow lane as soon as possible. Remain alert as these lights can change at any time.



MERGING

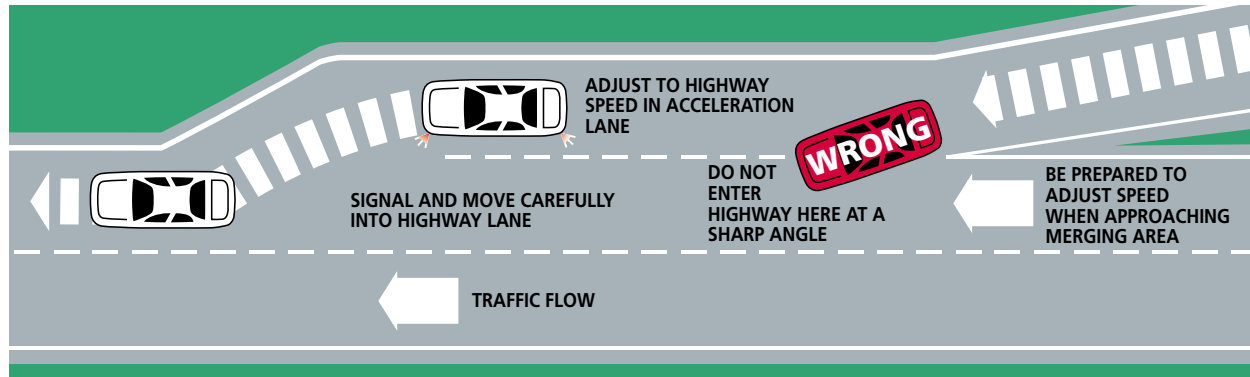
Merging requires that you time your approach and smoothly blend in with the other traffic. This may require adjusting your speed so that when you reach the end of an acceleration lane (designed for you to bring your vehicle up to the speed of the highway traffic), you have a gap in the traffic which will permit you to enter the flow of traffic safely. Your entry into that flow should be at, or near, the speed of the other traffic.

Do not slow down or come to a stop at the end of the acceleration lane. The drivers behind you are expecting you to continue. Slowing down or stopping may cause your vehicle to be rear ended.

Here are some tips for safe merging.

- Check the traffic flow that is on the highway.
- Choose your entry position.
- Signal as your vehicle enters the acceleration lane.
- Accelerate to the speed of the highway traffic.
- Keep checking the gap and any following vehicles.
- Pull into the gap.
- Cancel your signal.

When approaching an acceleration lane, drivers already on the highway should move over to the left-hand lane if it is safe to do so, leaving the right travel lane clear for the merging vehicles.



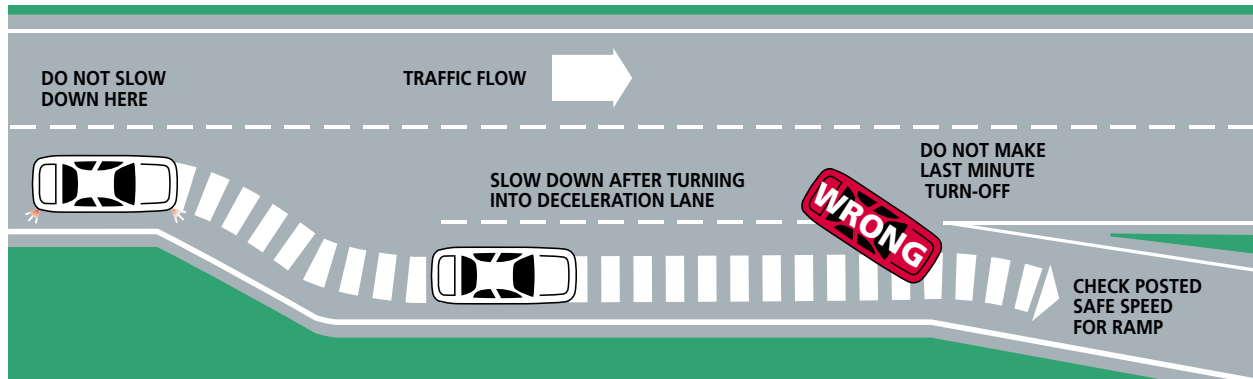
Always try to cooperate with other traffic on the highway. For example, if you are in a travel lane that is approaching a merge lane with a vehicle waiting to merge, and it is not safe to move into the next left lane, don't increase your speed to prevent the other vehicle from merging.

EXITING

When leaving the highway, a deceleration lane may be provided to help you slow your vehicle down to the reduced speed limit. Here's how to use it.

- Select the proper lane well before your exit.
- When leaving the highway, use your right turn signal at least 100 metres in advance to warn the drivers behind you.
- Move to the deceleration lane.
- Slow down to the posted speed in the deceleration lane.

If you miss your exit, do not stop or back up on the highway. Continue to the next exit and plan your new route to reach your destination.



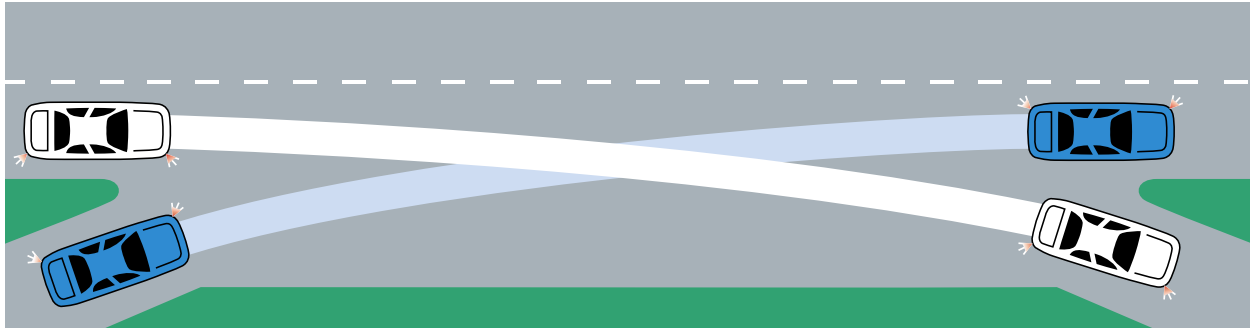
WEAVE ZONE

On some limited access highways there are areas where highway entrance points and exit points are close together. These areas require a driver's full attention because one group of vehicles is slowing down to exit the highway while, at the same time, another group is speeding up to enter the highway. The area where the two groups cross is called a weave zone.

In a weave zone, control of your speed and the timing of your lateral movement to merge with the

traffic demands a skillful use of time and space. Use extreme caution in these zones to ensure a safe and proper manoeuvre for all involved vehicles.

At some highway entrance points, you will find either a short acceleration lane or no acceleration lane at all. Signs may be posted to inform you if you should merge, yield or stop at these points. In all of these situations, you will be required to yield to through traffic until a safe gap can be identified, and you can enter.



CURVES AND HILLS

Curves and hills require special attention when driving. Here are some things to remember about curves.

- Before entering a curve, slow down, staying in your lane.
- After entering, accelerate slightly to maintain a safe speed.
- Do not pass or cut corners on curves. You cannot see what is ahead.
- Curves are dangerous at all times but particularly when they are wet or slippery.

In a curve, your vehicle will want to go straight ahead while you will want to turn. If you have a loss of traction as you are entering a left-hand curve, your vehicle will drive off the road. When you are entering a left-hand curve, steer towards, but not over, the centre of the road. That way, if you slide slightly, you will still have some margin for error.

If you have a loss of traction as you are entering a right-hand curve, your vehicle will drive into oncoming traffic. When entering a right-hand curve, steer towards the right side of the road.

Again, in either a left or right-hand curve, you must keep your vehicle in your own travelling lane. Do not cross over the centre line on a left-hand curve, and do not travel on the shoulder of the road on a right-hand curve.

Hills also require some special attention. Remember the following.

- Reduce speed as you approach the top of a hill.
- Do not pass near the top of a hill until you can see what is ahead of you. As you go over the crest and start down, your sight distance increases, but so does braking distance.
- If the downgrade is very steep, shifting either a manual or automatic vehicle to a lower gear before passing the crest of the hill will help control the vehicle's speed on the downgrade, and less braking will be required.
- Do not press down the clutch pedal to coast down a hill.
- On all highways when you are approaching the crest of a hill, always stay to the right. This may save you from colliding with a car coming the other way that has strayed over the centre line.

CHAPTER 6 SHARING THE ROAD

PEDESTRIAN SAFETY

Remember, when you step out of your vehicle, you are a pedestrian. Treat all pedestrians with the same courtesy you expect when you are walking.

- While all pedestrians should use the sidewalk, if available, there may be times when pedestrians will be on or near the road. Pedestrians walking on the road should walk on the left side of the road, facing oncoming traffic. Pedestrians can also improve their own safety when walking on the road by wearing bright, reflective clothing, and by carrying a flashlight to alert drivers to their presence on the road. However, as a driver, it is your responsibility to watch for pedestrians on or near the road, whether or not pedestrians are exercising these safety practices.
- When a pedestrian intends to cross a street at a crosswalk in a municipality, before leaving the curb, they may indicate their intention to do so by raising one arm approximately at right angles to their body and pointing to the opposite curb in the direction they wish to walk. You **must** stop your vehicle before entering the crosswalk, and allow the pedestrian to cross.

- You must yield to any pedestrians in a crosswalk.
- When you see a yellow flashing pedestrian-activated traffic light, slow down to 30 km/hour and yield to any pedestrians wishing to cross the street.
- Never pass another vehicle when you are approaching a crosswalk for there is always a chance that the other vehicle is slowing down or stopping for a pedestrian.
- Remember that not all crosswalks are marked but nearly all intersections have crosswalks.
- Be especially considerate of visually impaired pedestrians who may have a white cane or guide dog.
- At night, do not “over-drive” your headlights. This means that if you are travelling at a speed which does not permit you to see an object in time to stop, you are over-driving your headlights. Be especially alert for pedestrians. They may be wearing dark clothing and be difficult to see from a distance.



- In residential areas, watch for children darting out from between parked vehicles, riding bikes or playing on the street.
- In school zones, watch for school patrol people and obey their instructions. Remember, never pass another vehicle in a school or playground zone.
- Always be prepared to stop if there are pedestrians in the area who may step out onto the roadway.
- You may encounter pedestrians on a roadway other than at a crosswalk. Although they do not have the right-of-way, you have the duty to exercise due care for the safety of all pedestrians who are on the roadway, whether or not they are in a crosswalk.

CYCLISTS

Bicycle use continues to increase as more people use a bicycle for transportation, recreation, physical fitness and energy conservation. **Bicycle operators must obey the rules of the road the same way as vehicles** and are also entitled to an equal share of the road.

Remember this when you are sharing the road with cyclists.

- Many children riding bikes on the street are very young and lack the necessary training and skills for safe cycling.



- Be alert for small children on oversized bikes. There is a likelihood of erratic moves.
- When passing a cyclist, go around them like you would any other vehicle.
- When you are preparing to make a right turn, watch for cyclists who may pull up alongside your vehicle. Check your blind spots.
- When making a right turn, do not pull up beside a cyclist and then turn directly in front of them and cut them off.
- When pulling away from the curb, always check for cyclists who may be trying to pass you.
- When parked at the curb, always check for cyclists before you open your vehicle door. It is illegal for a vehicle driver or passengers to open any vehicle door if it is unsafe to do so.
- Do not drive too close behind cyclists as they do not have brake lights to warn you when they are stopping.
- Cyclists are entitled to make left turns in the same manner as motorists. Since they are exposed on left turns, they will need extra consideration, especially on multi-lane roads.
- Cyclists are entitled to ride at least one metre from the curb and may ride even further out when they have to steer away from drainage grates, pot holes, debris, loose gravel or sand, wet or slippery

surfaces, rutted or grooved pavement and even dogs. Be aware of the roadway conditions that may affect a cyclist.

- Do not blow your horn when you are overtaking a cyclist. It may frighten them and cause them to steer into your path. If you feel that you must use your horn, tap it quickly and lightly while you are still some distance away from the cyclist.

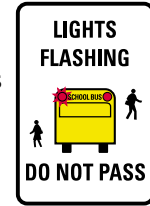
Cyclists using the highways should be aware of the following traffic laws that apply to them.

- Keep both hands on the handlebars except when making a hand signal.
- Keep both feet on the pedals.
- Don't carry more people at one time than the cycle was designed for.
- Don't hold onto, attach yourself, or attach the cycle to any other moving vehicle.
- Ride single file except when overtaking and passing another cycle.
- When cycling at night, make sure your bike is equipped with at least one headlamp (but not more than two), one red tail lamp and at least one red reflector mounted on the rear of the cycle.
- Be sure your bike has effective brakes. (The operator should be able to make the braked wheels skid on dry, level, clean pavement.)

Cyclists can improve their own safety by wearing a bicycle helmet, wearing bright, reflective clothing, and using designated bike paths (where available). Cyclists are encouraged to extend courtesy to one another, to pedestrians, and to other vehicle drivers, at all times. For example, cyclists should not ride on pedestrian sidewalks, and may be prohibited from doing so by municipal bylaw.

SCHOOL BUS SAFETY

The greatest threat to the safety of students on and around a school bus is when motorists pass a bus while it is being loaded or unloaded. For this reason, Yukon law prohibits this action.



Undivided highway (road or street)

An undivided highway is a highway that does not have a median separating traffic travelling in opposite directions.

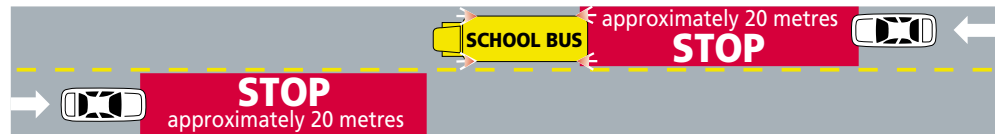
Watch for alternating flashing amber lights when approaching a school bus from either direction on an undivided highway. If they are on, you must be prepared to stop. Alternating flashing amber lights could be a warning that the alternating flashing red lights are about to come on and the bus is stopping.

If you absolutely must pass a school bus displaying alternating flashing amber lights, do so with extreme caution.

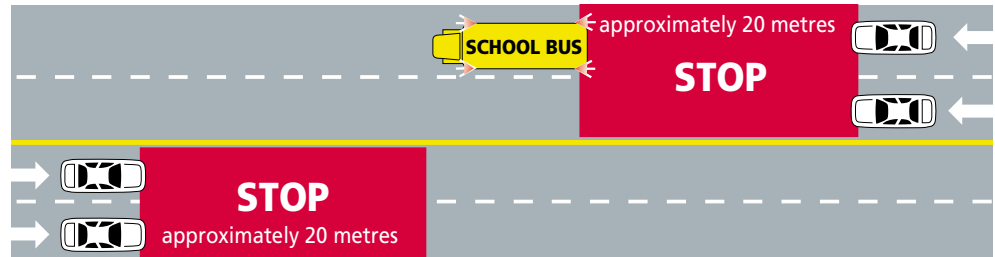
Once the bus comes to a stop, it will display alternating flashing red lights and may also display an extended stop arm on the left-hand side. **You must come to a stop before reaching the bus.**

You may not proceed until the bus operator signals you to proceed or the alternating flashing red lights stop flashing. When stopping for a school bus that is loading or unloading students, stay far enough back from the bus to permit the alternating flashing red lights to be seen by others behind you.

Two lane **undivided**
highway (road or
street)



Four lane **undivided**
highway (road or
street)

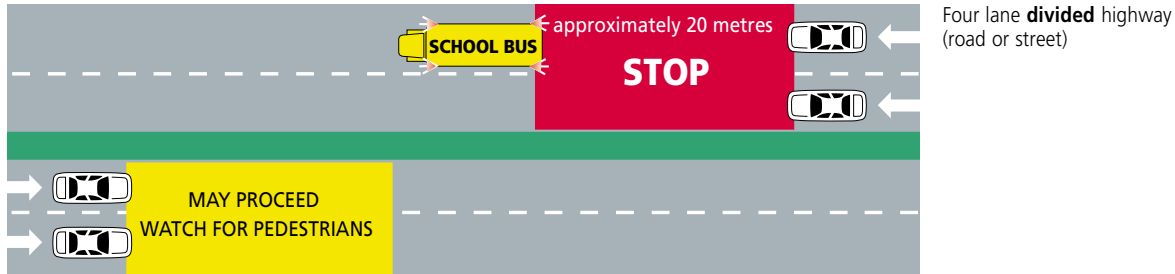


Divided highway (road or street)

A divided highway is a highway that is divided by a median that separates traffic travelling in opposite directions.

When approaching a school bus from the **rear**, when it is displaying alternating flashing **amber** lights, be prepared to stop. This could be a warning that the alternating flashing red lights are about to come on and the bus is stopping.

When the bus stops, it will display alternating flashing red lights and it may display an extended stop arm. **You must come to a stop before reaching the bus.** You may not proceed until the bus operator



signals you to proceed or the alternating flashing red lights stop flashing.

When stopping for a school bus that is loading or unloading students, stay far enough back from the bus to permit the alternating flashing red lights to be seen by others behind you.

When approaching a school bus from the **front**, when it is displaying its alternating flashing lights, you may proceed if on a divided highway, but use caution and watch for pedestrians.

Remember, these requirements apply on all roads, both urban and rural.

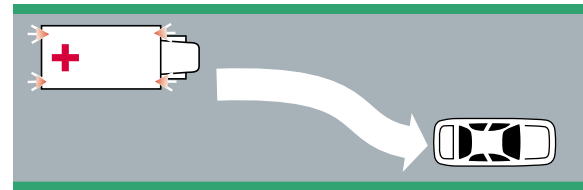
It is also important to note that if a school bus is stopped on either an undivided or divided highway to load to unload passengers, **you must obey the rules for stopping, even if the school bus is not displaying alternating flashing red lights.**

EMERGENCY VEHICLES

When emergency vehicles (ambulance, fire or police) are approaching you from any direction and are sounding a siren, you must yield the right-of-way by:

- immediately moving clear of any intersection;
- driving as closely as possible to the right curb or edge of the roadway, even if you are on a multi-lane Yukon highway;
- stopping until the emergency vehicles have passed.

Pull over and stop for emergency vehicles



SHARING THE ROAD WITH LARGE VEHICLES

All vehicle drivers must share the road with other road users. Drivers of small vehicles and drivers of large vehicles both have a right, and a responsibility, to safely share the road with every other driver.

It is important for you, as a new driver, to know about the extra precautions you must take around large vehicles that are stopped, moving, turning or backing up on a road or highway.

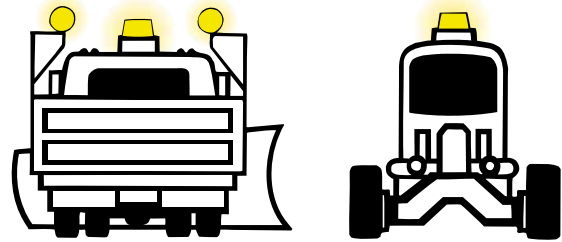
Snowplows

These uniquely designed vehicles operate in a vast range of weather conditions during winter months. Snowplows are designed to push snow off the roadways. While working, they may create a snow cloud which will make it difficult for other drivers to see them. Here are some things to remember when approaching snowplows.

- Snowplows are equipped with flashing amber lights to make them more visible.
- Be aware that these vehicles may be travelling down or near the centre of the road to perform necessary work. When approaching an oncoming snowplow, particularly at night or when visibility is poor, you should slow down and, if necessary,

move slightly to the right in your travelling lane to safely pass by the snowplow. Watch for any obstacles on the right side of your traffic lane.

- Maintain a safe following distance behind the snowplow. This will not only give you more time to react to the unexpected but may also help you avoid rock damage from the plow's sanding unit.
- Before you pass a snowplow, be sure you can see far enough ahead, that passing is permitted, and that it is safe to pass.



Maintenance and construction vehicles

To perform necessary work, road maintenance and construction vehicles may operate or park on any portion of the road. Be especially aware that these vehicles may be travelling down or near the centre of the road. In winter, this applies in particular to large road sanding trucks. When approaching an oncoming maintenance or construction vehicle,

especially at night or when visibility is poor, you should slow down and, if necessary, move slightly to the right in your travelling lane to safely pass by the approaching vehicle. Watch for any obstacles on the right side of your traffic lane.

There will be adequate warning given in advance of such a vehicle. You are required to obey all traffic control devices and the directions of flagpersons.

Large trucks and truck and trailer units

Large trucks or truck and trailer combination units are long, wide and heavy. They are more difficult to manoeuvre and require more distance in which to stop than cars. For example, more time and space is needed to brake a large vehicle, so if you are driving in front of a large vehicle, indicate early on your intention to stop, turn or change lanes. Avoid any sudden moves.

Remember that truckers cannot speed up, slow down or change lanes as quickly as car drivers, so be patient. Show courtesy and tolerance, especially at highway entrances or exits.

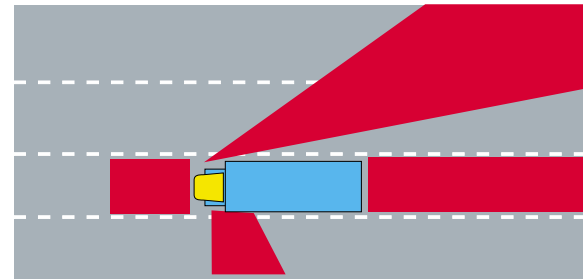
Because of their length and height, heavy vehicles also have several long or deep blind spots:

- along both sides of the truck not covered by rear-view mirrors;

- in the space immediately in front of and behind the truck; and
- beside the front, right-hand side of the truck cab.

You must make every effort to avoid being in a truck driver's blind spot for any length of time. For example, don't tailgate a large truck. Not only will the trucker be unable to see you, you will also cut off your own view of traffic flow. If you are driving behind a truck and cannot see both of its side mirrors, you are too close and the truck driver cannot see your vehicle.

Passing a large truck requires more time and space than passing a car. You must also remember that you will be moving through the truck driver's left-side blind spot. Leave yourself more time and room when passing a truck. Be sure to maintain a consistent



Blind spots around a truck.

speed when passing. On rainy days or in snowing conditions, remember to set your windshield wipers to the highest speed before passing.

Once past, and before moving back into your lane in front of the truck, make sure you can see the entire front of the truck in your rear-view mirror. Don't pull into the truck driver's front blind spot. Never pass a truck on the right-hand side.

Due to their size, large vehicles that are turning may also take up a lot of road space. Trucks may even have to straddle lanes to make a turn. When a truck driver indicates a turn, cooperate by staying far enough behind the truck or trailer and allowing the driver to finish the turn. Never try to squeeze around a truck that is turning.

Finally, never pass close behind a truck that is preparing to back up or is in the process of backing up. Remember, most trailers are 2.6 metres (or 8.5 feet) wide, and objects that may be between them and a loading area may be completely hidden from the truck driver's view.

Always maintain a safe distance between yourself and a truck in front of you. To be extra sure, especially if approaching an intersection, driving on slippery or poor roads, or driving at night, particularly in bad weather, maintain an even greater following distance.

Log haul vehicle

Log haul trucks deserve special consideration as they are different than any other vehicle on the road. They can be encountered on our highways in any type of weather and at any time of the day or night. They should be regarded with caution.

Here are some safety suggestions.

- When a log haul truck is turning from a side road onto the highway, reduce your speed. Due to the weight of the vehicle, its acceleration will be slow.
- Do not follow a log haul truck too closely. You should increase your following distance to at least four seconds or more.
- Log haul trucks are very long so you will need a clear view of the road ahead and a greater distance to pass.
- If a log haul truck is heading toward you, especially on a gravel road, be ready to pull as far as practical to the right.
- Never pass a log haul truck that is turning. A danger zone exists behind this vehicle. The danger zone is basically the overhang from the tail end of the truck and may be as long as nine metres. When these vehicles are making a turn, they can block all the lanes of the highway.

Drive defensively, especially near log haul trucks. A safe driver recognizes the caution required when sharing the road with these vehicles.



CHAPTER 7 EMERGENCY DRIVING

BRAKE FAILURE

Most modern vehicles are equipped with a dual-circuit hydraulic brake system which protects against total brake failure. Prior to a total failure, a warning light on the dashboard should light up to warn you of brake problems.

When you see the warning light on the dashboard come on, immediately stop and park your vehicle. Do not drive your vehicle until the brakes have been checked or repaired by a qualified mechanic.

Total brake failure can still occur, however, despite these safety features. You will know this has happened when you press down on the brake pedal and nothing happens. If this happens to you, downshift, apply your parking brake and move to the extreme right hand side of the road as your vehicle comes to a stop. Once the vehicle is stopped, do not drive it again until the brakes have been repaired. Review your vehicle owner's manual for further information regarding emergency stopping.

Another form of brake failure, unique to power braking systems, occurs when there is a failure in the power system. This type of failure is recognized

when you push down on the pedal with normal force and can feel the normal brake pedal resistance but you are not slowing down.

If this occurs, don't panic. You still have brakes but, because of the loss of the power assistance, you must press down with more force to activate them. In such a case apply hard, steady pressure to the brake pedal. If your wheels lock, release the pedal and brake again with less pressure. (Vehicles equipped with antilock brakes should not experience wheel lockup). Downshifting and applying your parking brake will also help you to stop. Move to the extreme right side of the road as your vehicle is coming to a stop.

TIRE FAILURE

If your front tire has blown out, you will feel a strong pull toward the side with the collapsed tire. A rear tire failure may cause your vehicle to weave. If you get a flat tire while driving the following is recommended.

- Do not touch the brakes.

- Ease off on the gas pedal, allowing the engine to slow down the vehicle.
- Keep a firm grip on the steering wheel and hold the vehicle on a straight course.
- Once you have the vehicle under control and speed is reduced, apply the brake with a gentle and steady pressure.
- Look for a safe place and park entirely off the road.
- Turn on your hazard warning lights.

If you experience a slow leak in your tire, you may feel the vehicle pulling, you may find it difficult to turn corners, and you may feel vibrations through your steering wheel.

OFF-ROAD RECOVERY

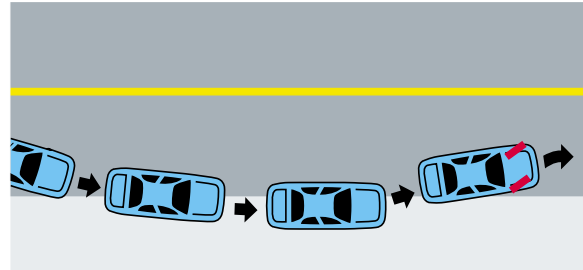
If for any reason you drive off the paved surface of the roadway, do the following.

- Keep a firm grip on the steering wheel.
- Resist the urge to immediately steer the vehicle back onto the pavement.
- Ease off the gas pedal to slow the vehicle down.
- Avoid braking but, if necessary, use gradual pressure on the brake pedal to maintain control.

- Once the vehicle is under control, and before turning back onto the pavement, check for traffic.
- Return to the pavement at a slow rate of speed.
- Once back on the road straighten out and drive carefully.

If for any reason you drive off the paved surface of the roadway and end up driving into (or almost into) the ditch, DO NOT try to abruptly steer the vehicle back onto the roadway. Jerking the wheel in an attempt to jump back onto the road is most likely to result in loss of vehicle control and/or a vehicle rollover. If possible, bring your vehicle to a stop in the ditch.

Remember, too, that if you are about to hit an object or an obstruction, it is better to try to hit the object with a glancing blow, rather than to hit head on.



SKIDS

Skidding means a loss of vehicle control. A skid occurs when the tire traction with the road surface is lost. The roadway surface, the condition of your vehicle tires, and more importantly, your driving behaviour, are all variables that may cause you to skid.

Most skids are the result of driver error. Skids can occur by:

- turning too sharply;
- turning at too great a speed;
- braking too hard;
- accelerating too fast;
- driving inappropriately for road conditions such as ice, snow, mud, or loose sand or gravel.

Roadways may become more slippery as the temperature approaches the melting point in the spring, or any time in the late fall or winter when there is an increase in temperature. This is caused by a thin film of water forming on the road surface as the temperature rises and the frost begins to come out of the ground.

Bridges require special consideration, as they can be icy even though the road on either side may not be slippery.

Another common cause of skids is improperly adjusted brakes which result in uneven braking pressure to the wheels. Be sure your brakes are adjusted properly to avoid this situation.

Skid recovery

The best way to avoid a skid is not to get into one. Plan ahead so that you will not be forced to make rapid movements. Driving in a smooth and controlled fashion will reduce the possibility of skids. If you are not familiar with the road, slow down.

It is critical, however, if you start to skid, that you stay off the brake pedal and steer correctly. Skid recovery is divided into different groups and may change depending on whether your vehicle is front-wheel drive or rear-wheel drive.

Braking skids: A braking skid occurs when your brakes are applied so hard that one or more of your wheels lock and steering control is lost.

Response

- Release the brakes so your wheels can turn. When the wheels start to turn, steering control will return.
- If necessary, use less, but firm, pressure so that the wheels will not lock again.

Power skids: In a rear-wheel-drive vehicle, a power skid occurs when you suddenly press hard on the accelerator and the rear wheels start to spin. On slippery surfaces, if this is not corrected immediately, the vehicle will skid to one side.

Response

- Ease up on the gas pedal until the wheels stop spinning.
- Make steering corrections as necessary.
- Be careful not to over correct or you may end up skidding in the opposite direction.

In a front-wheel-drive vehicle, a power skid occurs when too much pressure on the gas pedal causes the front wheels to spin. As with a rear-wheel-drive vehicle, most of these skids will occur on slippery roads and, if not corrected immediately, you will lose steering control.

Response

- Ease up on the gas pedal until the front wheels stop spinning and steering control is regained.
- Make steering corrections as necessary.

Cornering skids: In a rear-wheel-drive vehicle, a cornering skid occurs when you make a turn in which the centrifugal force is greater than the available traction and the rear of the vehicle will slide sideways. Factors that contribute to these skids

are speed, slope of the roadway and surface conditions.

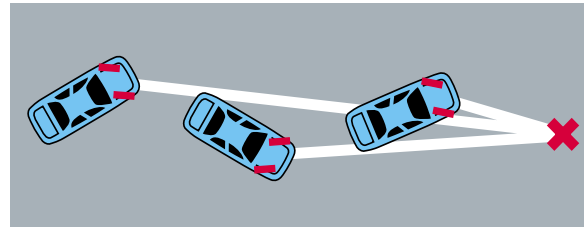
Response

- Ease up on the gas pedal and steer in the direction in which you want the vehicle to go.
- A number of steering corrections may be necessary.

In a front-wheel-drive vehicle, the vehicle will head through the corner, tending to run off the outside of the corner.

Response

- Ease up on the gas pedal and steer toward your intended path of travel.
- If, in critical cases, you back off the accelerator too quickly, the rear end of the vehicle may start to slide sideways. When this occurs and the front wheels are rolling, accelerate gently and steer in the direction you want the front to go.



VEHICLE BREAKDOWN

If your vehicle is having mechanical problems you should:

- signal, slow down and move off the road;
- raise the hood if you cannot move your vehicle off the road; and
- turn on your hazard warning lights.

It is recommended that you also set out flares or warning triangles. Put one at a distance of three metres behind the vehicle and another at a distance of 30 metres.

If other drivers are unable to see your vehicle from a distance of 100 metres or more, it would be wise to have all the people in the vehicle leave and wait for help in a safe location.

WHEN YOU ARE INVOLVED IN A COLLISION (ACCIDENT)

Every driver involved in a collision **must remain at** (or immediately return to) **the scene of the accident**. You are required to report all collisions to the police if a person has been injured or killed, or where the overall damage exceeds \$1,000. This means the combined damages to all vehicles, property (including power, light and telephone poles) and animals.

Give assistance where you can and protect the scene so that no other vehicles become involved. After any accident (even if no one is hurt or if damages are estimated to be less than \$1,000), you must provide in writing to anyone sustaining loss or injury, to any police officer and if appropriate, to a witness:

- your name and address;
- your driver's licence number;
- the name and address of the registered owner of the vehicle you were driving (if not your own vehicle);
- the registration number of your vehicle; and
- proof of valid motor vehicle insurance (including policy number) for the vehicle involved in the accident.

It is also recommended that you:

- record the names and addresses of all witnesses;
- record the time, location, weather and any other details that may be important;
- notify your insurance company as soon as possible; and
- do not discuss who was at fault for the accident with the other driver(s) or witnesses.

You must also notify the owner of an unattended vehicle of any damage you may have caused through a collision. If you are unable to locate the owner,

you must securely attach to the damaged vehicle, your name, address, driver's licence number and vehicle plate number.

If you are the first person at the scene of a collision, move off the road and stop. Offer any assistance possible and protect the scene so that other vehicles do not get involved. If you are going to notify the police be as accurate as you can, especially about the condition of any injured people and the location of the collision.

CHAPTER 8 THE RESPONSIBLE DRIVER

DEFENSIVE DRIVING

Never think the other driver is going to drive carefully. By driving defensively, you can still avoid collisions caused by the driving errors of others. This chapter will describe skills and techniques used in driving defensively.

Scanning

Look well down your intended path of travel. Constantly scan the road and the surroundings ahead of you. When travelling in urban areas, look approximately 12 to 15 seconds ahead (one to one-and-a-half blocks). When travelling in rural areas look approximately 25 seconds ahead.

Stay alert to your surroundings by frequently checking your mirrors, instrument panel and blind spots, and by using your peripheral vision.

Being visible

New vehicles sold today are now equipped with automatic daytime driving lights that come on as soon as you start your vehicle. With few exceptions, you are required by Yukon law to have your

headlights on at all times when travelling Yukon highways, so do not disable or tamper with these daytime driving lights. If your vehicle is not equipped with automatic daytime driving lights, remember to turn on your vehicle headlights when you start your vehicle. But don't forget to turn them off when you later park your vehicle!

Keep **all** your lights as clean as possible. It's a good idea to clean all your lights on every vehicle fuel fill-up, and more frequently when road or weather conditions may cause the lights to get dirty quickly.

For safety, it is also highly recommended that you keep your vehicle headlights on when travelling outside the Yukon, even if it's not required by law in those areas.

A vehicle with headlights on is simply more visible to other drivers, cyclists and pedestrians than a vehicle without headlights on. As well, in traffic where other vehicles do have their headlights on, a vehicle with headlights off may not be noticed by other drivers, cyclists and pedestrians. For example, a vehicle with headlights off that is attempting to pass a vehicle with headlights on, may not be seen by oncoming traffic.

Potential hazards

Be alert to all potential hazards, such as children playing close to a road or other drivers not stopping at a red light. Be prepared to take evasive action. Expect the unexpected and plan your escape ahead of time. Try to make sure that your defensive move does not cause a separate, but equally dangerous, situation.

Space cushion

Leave enough space between yourself and the vehicles ahead, behind and to either side. If someone is tailgating you, slow down and allow them to pass, or change lanes if possible. Create a bigger space cushion between you and the vehicle ahead. Remember to adjust your space cushion for road and weather conditions, or if you are following a large vehicle.

When stopping behind another vehicle, leave sufficient space to move your vehicle into another lane without having to back up. If you can't see the bottom of the rear tires on the vehicle ahead of you, then you are too close.

Plan ahead

Know and understand your route. Before you exit or turn, get in the proper driving lane well ahead of

time. Don't make hasty and dangerous lane changes. If you miss your exit or turn, continue on to the next intersection. Communicate to others by signalling your intentions well in advance.

Avoiding the head-on collision and making split-second decisions

Read the road ahead and stay alert for any problems that may occur on the roadway. If you must swerve to avoid something in your lane, if possible move to the right. **Do not move to the left.** Reduce your speed and drive right off the road if necessary. Try to maintain control of your vehicle.

If something must be hit, here are the best choices to make, if you can.

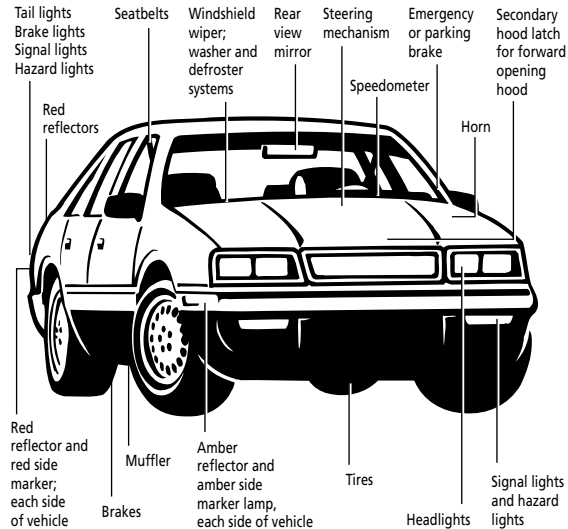
- Hit something soft instead of something hard.
- Hit something that is moving in the same direction instead of something stationary.
- Hit some fixed object instead of an oncoming vehicle.
- Hit a vehicle instead of a pedestrian or cyclist.
- Position your vehicle for a glancing blow instead of a head-on collision.

To learn more about defensive driving and collision avoidance, we strongly recommend you complete a defensive driving course. These courses may be available from driver training schools in the Yukon.

VEHICLE CHECK

Is your vehicle safe to drive? Check frequently, at least once a week. Under the hood, check:

- all fluid levels (radiator, oil, power steering, transmission and windshield washer);
- fan belts for tension and signs of wear;
- hoses for cracks or leaks.



SEAT BELTS

Seat belts save lives. The law requires that they be used, and be used properly. When using a three-point restraint system (combination lap and shoulder), use it the way it is designed to be used. Never wear the shoulder belt behind your shoulder or under your arm.

Seat belts are the most positive and simple solution for reducing injuries and fatalities in motor vehicle collisions. The belt keeps you in your seat. It prevents vehicle occupants from being thrown out of the vehicle or colliding with the vehicle interior, windshield and other passengers.

Note that you must still use your seat belt even if your vehicle has an airbag system. Air bags are only an extra safety device.



Seat belts

The seat belt holds you down; the shoulder belt holds you back. You stop when the car stops. Wear the lap belt low over your hips – pull it until it fits snugly. Leave a centimetre or so of play between the shoulder belt and your chest.

As a driver, it is also your legal responsibility to ensure that any vehicle passengers under the age of 15 are properly secured by an approved safety restraint device. Young children under the age of six must be properly buckled-up using an approved child restraint system. If you or your passengers are not properly secured, you can be fined.

Brochures providing important information about seat belts and airbags are available from any motor vehicle or territorial agent office in the Yukon.

As well, if you or anyone you know has been saved from injury by wearing a seat belt, you are invited to participate in Yukon's "Saved by the Belt Club." This program helps to promote public awareness of the life-saving importance of seat belt use. New club members are inducted at a public ceremony, receive a club certificate and lapel pin, and are recorded as members in the official club registry. Forms are available at any motor vehicle or territorial agent office in the Yukon.

CHILD SAFETY SEATS

As noted above, under Yukon law it's the driver's responsibility to ensure that all passengers under the age of 15 years are properly secured in the vehicle.

Any child who is under the age of six years must be properly secured in a child safety seat, according to the manufacturer's instructions. As well, the child safety seat must be installed in the vehicle according to the vehicle manufacturer's instructions. All seats used in Canada must have a label on them that states that the child safety seat meets Canadian Motor Vehicle Safety Standard 213.

The following is a list of the seats a child should be using depending on their weight. Before purchasing or using an infant or child restraint, check the manufacturer's information to ensure that your infant's or child's weight is within the manufacturer's recommended weight range for that particular restraint.

- A new-born up to nine kilograms must be in either a rear-facing infant seat or a rear-facing convertible seat. **Never place a rear-facing infant restraint system in a passenger seat equipped with an airbag!** Also, if you are using a convertible seat for your baby, it is recommended that you keep your infant in a rear-facing position for as long as possible, and at least until your infant's neck muscles are strong enough to support the weight of his or her head, and the infant is capable of sitting erect.

- A child weighing nine to 22 kilograms must be in a forward-facing child safety seat (except if the baby cannot yet hold up their own head and sit up on their own, as previously noted). The seat must be properly secured by using the vehicle seat belt and the child safety seat tether strap.
- When a child is over 22 kilograms, an approved booster seat for the vehicle, or the vehicle seat belt, may be used.

The safest place for any child seat is in the back seat of the vehicle. The centre of the back seat is the safest seating position in the back of the vehicle. **In fact, if possible, all children under the age of 12 should be properly restrained in the back seat.**

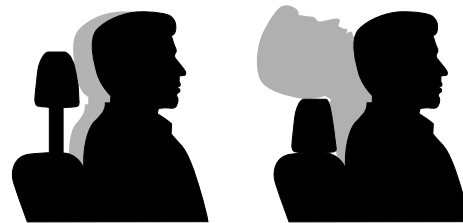
Brochures providing important information about child restraints are available from any motor vehicle office or public health office in the Yukon. If you will be transporting any children under the age of six in your vehicle, we highly recommend that you obtain this material and familiarize yourself with the safety requirements.

If you have any questions on child restraints, or would like information about recalls on specific child restraint systems, you can call 667-5756. If you live outside of Whitehorse, call toll-free, 1-800-661-0408, extension 5756.

HEAD RESTRAINT

Properly positioned, head restraints can greatly reduce the risk of whiplash injuries in rear end collisions. If your vehicle has an adjustable head restraint it should be raised up so that the centre of the restraint is level with the top of your ears. If your head restraint tilts, move it forward to decrease the space between your head and the restraint. There should be less than 10 centimetres (4 inches) between the back of your head and the head restraint.

By properly adjusting your head restraint you limit how far your neck can snap backwards during a collision. This reduces the risk and severity of injury to your neck. Each time you drive, check to see that both your own head restraint and those of your passengers are raised to the correct heights. Save your neck...raise your head restraint.



Correct

Incorrect

FATIGUE

Fatigue is more than just being sleepy. It is a weariness of your mind, your body or both. With a vehicle driver, fatigue can be deadly.

Fatigue can be caused as a result of:

- lack of sleep or rest;
- emotional stress;
- boredom;
- driving for long periods;
- vigorous physical activity;
- sickness;
- eye strain brought on by bright lights.

Overeating, use of alcohol or drugs, warm sunshine, a warm vehicle, or carbon monoxide can multiply the effects of fatigue. Carbon monoxide is a poisonous gas which is colourless, odourless and tasteless and, therefore, very dangerous. It can get into your car from a leaky exhaust system. Make sure your exhaust system is checked whenever you take your car in for servicing.

Drivers suffering from the effects of fatigue may have impaired judgement and increased reaction times. This can cause them to:

- fail to detect a hazardous situation;
- fail to react quickly enough to a dangerous circumstance;

- drive off the roadway or into an oncoming traffic lane;
- drift into traffic which is proceeding in the same direction.

Avoid fatigue when you drive. The following tips may help you.

- Start your trip in a well-rested condition.
- Keep your vehicle comfortably cool and well ventilated.
- Keep your eyes moving by scanning the road ahead, the surroundings and your vehicle gauges.
- Use sunglasses on bright days.
- Stop for a brief rest and walk around the vehicle at least once every two hours.
- Do not drive after using alcohol and/or drugs.

The risk of being involved in a fatigue-related accident increases in the summer months when people have a tendency to drive for longer periods of time because of long daylight hours. Be alert to what other vehicles on the road may be doing. The driver of a vehicle that is drifting to the left or right may be fatigued, or worse, may even be asleep. If you are being approached by a vehicle that is moving erratically, or is drifting on or off the road, slow down, and exercise extreme caution.

As a responsible driver, you must make every effort not to allow yourself to become fatigued while driving. However, should it ever happen that you do find yourself “waking up” while driving off the road, don’t make a bad situation worse by jerking the steering wheel to get back on the road. You will most likely drive into oncoming traffic or cause your vehicle to roll over. In this situation, it is usually better to try and maintain control of your vehicle as you drive into the ditch. Remember, if you are about to hit an object or an obstruction, it is better to hit the object with a glancing blow, rather than to hit head on.

Brochures providing information on driver fatigue — how to avoid it, and what to do about it — are available at any motor vehicle or territorial agent office in the Yukon.

NIGHT AND POOR WEATHER DRIVING

Nighttime means the period commencing one-half hour after sunset and ending one-half hour before the following sunrise. When you are travelling during this time, or at any time when you cannot clearly see 150 metres ahead, you are required to turn on your headlights. Remember, also, that even in daytime, Yukon law normally requires you to use your vehicle’s headlights or automatic daytime driving lights.

Here are some suggestions for driving at night or in poor weather.

- Do not drive with only your park lights on. Park lights are for when you are parked.
- Reduce your speed and use your headlights on low beam during poor weather conditions such as rain, snow, smoke and fog.
- Ensure you use your low beam headlights when you are at least 150 metres behind any vehicle you are following.
- Ensure you use your low beam headlights when you are at least 300 metres from an oncoming vehicle.
- Use your low beam headlights for oncoming traffic on divided highways.
- Do not let bright headlights blind you. To prevent this, avoid looking directly at the lights. Instead, look down and to the right edge of your driving lane until the vehicle passes you.

Remember, you cannot see well at night. Reduce your speed so as not to “over-drive” your headlights. If you are travelling at a speed which does not permit you to see an object in time to stop, you are over-driving your headlights.

WEATHER

On wet or gravel roads, particularly at higher speeds, you may spray the windshields of oncoming vehicles with water, mud or gravel, temporarily blinding them. Slow down!

On wet roads your vehicle tires may hydroplane. This occurs when a film of water builds up between the tire and the road surface. Since all direct contact between the road and the tires is lost, this can cause your vehicle to skid. Slow down!

At any time of year, Yukon weather, road and visibility conditions can change quickly. Drivers should always be prepared for adverse conditions. Winter can be an especially dangerous time to drive if you are not prepared. All drivers should learn how to prepare for adverse weather conditions, including freezing drizzle, blowing snow, high wind chill, blizzards and heavy snowfall. Be especially careful driving on bridges, which may be icy even if the bridge (road) approaches are not slippery.

It's a good idea to plan your trip, **ahead** of departure. Check the Yukon Road Information Report by calling 456-ROAD (456-7623), or if you live outside of Whitehorse, call toll-free, 1-877-456-ROAD, for information on driving conditions throughout the Yukon. Remember, road conditions can be quite different and change quickly between Yukon

communities. Also check the local radio or television weather forecast for information on any weather changes expected during your travel time.

Maintain your vehicle. Have it tuned up before winter arrives. Be sure your battery, tires, exhaust system, windshield wipers and heating system are in good working condition.

Be aware of poor road conditions. Allow more time for your trips. Increase your following distance.

Equip your vehicle with an emergency kit. This kit should include:

- a blanket and extra clothing;
- a heat source (candle, matches, a deep tin can to hold the candle);
- non-perishable food, candy, nuts;
- shovel;
- hatchet or axe;
- inflated spare tire and jack;
- sand, salt or other similar products that can be used to provide traction;
- approved warning devices;
- tow rope;
- first aid kit;
- ice scraper, snow brush;
- methyl hydrate (gas-line antifreeze);

- tire chains;
- flashlight with spare batteries;
- jumper cables.

If you have a cellular and/or other radio-communication system, carry it with you at all times.

When your vehicle battery will not start the vehicle, you may have to boost, or jump start it. Before boosting your battery, consult your vehicle owner's manual for the proper instructions.

If you find yourself stranded, stay with your vehicle. Run the engine just often enough to keep yourself warm. Keep the vehicle ventilated while the engine is running to prevent carbon monoxide poisoning. Save your energy and be patient. You are safer where you are and more likely to be found than if you decide to leave the vehicle.

FUEL EFFICIENCY

With good driving and vehicle maintenance practices, you can help protect the environment by conserving fuel and minimizing vehicle emissions. As an extra bonus, the responsible driver is also likely to save some money — both at the fuel pumps and at the vehicle servicing station!

In fuel consumption, most drivers can get a 10% reduction, and in some cases as much as 25%, by using the following techniques.

- Look well ahead to give yourself a space in which to slow down, accelerate or change lanes safely and smoothly. Avoid sudden speed changes.
- For maximum fuel economy on a vehicle with a manual transmission, run through the lower gears smoothly and quickly and build up speed in the higher gears. An automatic transmission actually shifts up earlier if you reduce pressure on the accelerator pedal as you gain speed.
- When approaching a hill, gradually accelerating before the point where the vehicle would normally start to slow down (without exceeding the speed limit) can avoid hard acceleration on the upgrade. Instead of flooring the accelerator to maintain speed, allow the speed to drop off and shift to a lower gear if necessary.
- When driving down hills, ease up on the accelerator, and let gravity maintain or increase the vehicle's speed.
- High speed increases fuel consumption. Vehicles operate most efficiently at moderate, steady speeds. Fuel economy declines sharply when driving over 90 km/hour.
- Weather, road and traffic conditions may require a lower speed for safety and fuel economy.

- Idling wastes fuel and money. Even at -20°C most vehicles require less than two minutes of idling. As long as your vehicle's windows are clear of fog and frost, keep idling to a minimum.
- Racing the engine is not recommended. It wastes fuel and strains the engine, especially when the engine is cold.
- In addition to being much safer, properly inflated tires reduce rolling resistance, fuel consumption and tire wear. For safety and savings, know the correct pressure for your tires, and check it regularly. It's a good practice to check your tire pressure on every second fuel fill-up. Remember also that the "correct" tire pressure may differ between seasons. Your vehicle owner's manual or your local tire shop can give you this information.
- Regardless of how well a vehicle is driven, only one that is properly maintained can be fuel efficient and safe. This includes correctly adjusted air/fuel ratio, idle speed and ignition system. Use the correct grade of motor oil for your vehicle and driving conditions.

The responsible driver will also respect Yukon law that prohibits the removal, tampering or altering of a vehicle's emission control system in order to make the system inoperable or less efficient.

RAILWAY CROSSINGS

Railway and highway crossing crashes should not happen. Highway departments and railway companies have marked public railway and highway crossings with warning devices for your protection. Learn what they are and watch for them.

In the Yukon, train activity varies. Even when there is no regularly scheduled train service, there are trains or rail maintenance vehicles that travel the rails from time to time.

Never assume that you can ignore railway signs and signals posted at rail/highway crossings, in, or outside, the Yukon.

Advanced warning signs

These signs tell you to look, listen and slow down because you may have to stop. The advisory speed sign is erected below the advance warning sign to show the safe road speed is less than the posted speed.

Pavement markings

Pavement markings consist of an X that may be painted on the pavement at the approach to some railway crossings.

Railway crossbuck signs

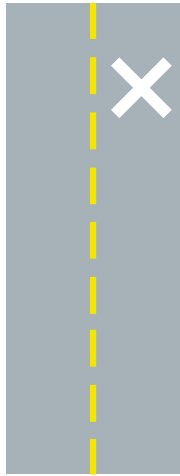
Crossbuck signs are found at all public railway crossings. A railway crossbuck sign means drivers have to yield to all trains. If there is more than one track, the sign below the crossbuck indicates the number of tracks.

Crossbuck with a stop sign

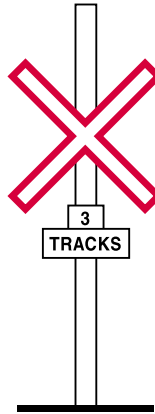
If a stop sign is erected at a railway crossing, the driver must stop no closer than five metres and no further than 15 metres from the nearest rail. Drivers must not proceed until they can do so safely.



Advanced warning sign and advisory speed sign



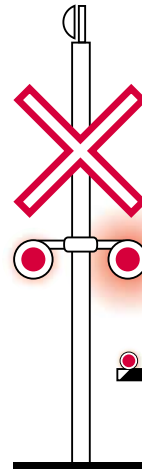
Pavement marking



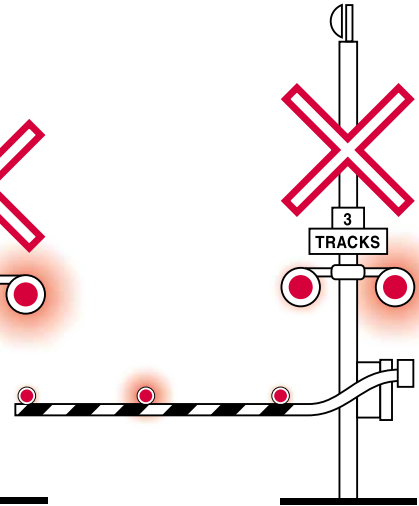
Railway crossbuck sign



Crossbuck with a stop sign



Flashing light signal



Gate with flashing lights

Flashing light signals

Flashing light signals are used with crossbuck signs at many rail/highway crossings outside the Yukon. You must always stop when the lights begin to flash and the bell begins ringing because that means a train is coming. Do not proceed until the lights and bells have stopped, the train has passed or until you can do so safely. If there is more than one track, make sure all the tracks are clear before crossing.

Gates

Gates are used with flashing light signals at certain railway crossings. Stop when the lights begin to flash and the bell begins to ring before the gates lower across your side of the road. Remain stopped until the gates are raised and the lights stop flashing.

Having these warning devices protecting you, there is no excuse for getting into trouble at rail/highway crossings. Preventing rail/highway crossing collisions is up to you. Here are some safety tips.

- Expect a train on any track at any time. Anytime is train time, so be cautious at a crossing day or night.
- Never get trapped on a crossing. When traffic is heavy, wait on the approach to a crossing until you are sure you can clear the crossing.

- Watch out for a second train. When the last car of a train passes the crossing, do not drive until you are sure that there is no train coming on another track, especially from the other direction.
- Never drive around the gates. If the gates are down, wait. Do not cross the tracks until the gates are raised.
- **Never race a train to the crossing.**
- Never shift gears on the crossing. If your vehicle has a manual transmission, shift down and do not change gears while crossing the tracks.
- Watch for vehicles that must stop at crossings. Be prepared to stop when you are following buses or trucks which may be required either by law or company policy to stop at rail/highway crossings.
- If your vehicle stalls on a crossing, get all the occupants out of the vehicle and away from the track immediately. If a train is coming, move away from the track and toward the oncoming train. This will prevent you from being hit with flying debris if the train hits the stalled vehicle. If there is no train in sight, post lookouts well down the track, in both directions, while you move the vehicle off the track.
- During poor weather or at night, be especially alert for advance railway warnings and crossbuck signs. You should be able to stop within the distance illuminated by your headlights.

You must always stop when a train is visible or sounding an audible signal and approaching within 500 metres of a crossing.

School buses and some trucks are required by law to stop at all rail crossings. If you are following one of these vehicles when approaching a rail crossing, slow down, and be prepared to stop behind these vehicles.

LIGHT RAIL TRANSIT

Several cities outside the Yukon have added Light Rail Transit trains to their transportation systems. Clean, quiet and reliable, light rail is a safe, proven technology, but it requires additional attention from pedestrians and motorists.

Pedestrian tips

Since Light Rail Vehicles (LRVs) are electrically powered, they are very quiet. When you are walking near a light rail line, STOP, LOOK and LISTEN in both directions before walking across the tracks.

Driver tips

Many crossings have only regular traffic lights, some have warning lights and some have gates with railroad-type traffic arms, warning lights and bells.

Whatever the signal, they all mean the same thing, STOP! DO NOT CROSS THE TRACKS! Never drive around the traffic gates even if an LRV has just passed. Another one may be coming from the other direction. Due to the weight and speed of these vehicles, in emergency braking, it may take up to 100 metres for them to stop.

DISABLED LICENCING INFORMATION

Upon application in many jurisdictions, disabled people may be issued licence plates and/or portable placards that allow them to park their vehicles in designated disabled parking zones. In many municipalities, without such a placard, it is illegal to park in a zone designated for disabled persons. (For example, the City of Whitehorse participates in a disabled licencing program.)

There will likely be occasions as you travel when you will see a vehicle with such a plate or placard. They are usually placed on the rear-view mirror or on the vehicle dash. Please respect any signs that designate certain parking stalls for use only by vehicles bearing these plates or placards.

Disabled licencing programs provide a method for law



Use courtesy when you see this sign

enforcement agencies to enforce disabled parking restrictions aimed at ensuring that disabled parking zones remain available for the use and convenience of the disabled.

FUNERAL PROCESSIONS AND PARADES

If you are in a funeral procession, Yukon municipal bylaws may permit you to drive through a stop sign or red light if you have your headlights on and if:

- it is daytime;
- you are not the lead vehicle;
- you are following immediately behind the vehicle in front of you; and
- you can do so safely.

A considerate and law-abiding driver also does not break through an authorized parade or the ranks of a military or funeral procession. Always exercise courtesy and respect for others involved in these processions.

DANGEROUS GOODS INFORMATION

Transportation of Dangerous Goods legislation promotes public safety in the transportation of dangerous goods. The federal, provincial and territorial governments work together to ensure that dangerous goods requirements are uniform across the country and apply to all modes of transport.

The number at the bottom of a dangerous goods placard or label identifies the type of dangerous goods being transported. If you require further information, please call 667-3032.

Examples



Class 1
Explosives



Class 2.1
Flammable gas



Class 2.2
Non-flammable
Non-toxic

Class 3
Flammable
liquids
Flash point
less than
61°C



Class 4.2
Spontaneous
combustion

Class 5
5.1 Oxidizing substances
5.2 Organic peroxides



Class 6
6.1 Poisonous substances



Class 7
Radioactive



Class 8
Corrosives



Class 9
Miscellaneous products and substances



If you witness, or are in an accident involving a vehicle that is transporting dangerous goods, or if you see a spill or a significant discharge of any dangerous good, please call the **Yukon Spill Line at 667-7244** to report the incident.

If you live outside Whitehorse, you can call toll-free, at 1-800-661-0408, to reach either of the above telephone numbers.

TRAFFIC LAWS

Here are some traffic laws that all responsible drivers should know.

- Your vehicle must not be used to tow any person riding a toboggan, motorcycle or bicycle, or anyone on skis.
- It is illegal to permit any person to ride in a travel or house trailer while it is being towed.
- No person under the age of 16 years of age may operate a tractor or any self-propelled farming or ranching implement on a highway.
- If the rear view from your inside rear-view mirror is obstructed, you must attach an outside rear-view mirror to each side of the vehicle.
- If any load reaches or extends more than 1.5 metres beyond the rear of the vehicle, the following is required.
 - In daylight hours, attach a red flag, not less than 30 centimetres square, to the end of the extension.
 - In nighttime hours, attach a red light to the end of the extension.

- You cannot create or cause any loud and unnecessary noise to be emitted by a vehicle, or by anything that a vehicle may come into contact with, at any time. Between the hours of 10 p.m. and 7 a.m., you cannot operate a vehicle in a manner that unduly disturbs the residents in a municipal residential area.
- Anyone who drives a vehicle on a highway without due care and attention, or without reasonable consideration for people using the highway, is guilty of the offence of careless driving.
- It is illegal to straddle two lanes on a highway except when conditions cause the use of a single lane to be impractical.
- You should be aware that snow vehicles are permitted to cross certain highways and may be in operation on any portion of a highway, subject to municipal bylaws.
- Municipalities and Yukon First Nations may pass and enforce certain bylaws with respect to motor vehicle and off-highway vehicle operation. These bylaws may be obtained from local civic authorities.

CHAPTER 9 DRIVING WITHIN THE LAW

ENFORCEMENT

The RCMP have authority under the Motor Vehicles Act to order you to stop your vehicle on the roadway or to pull your vehicle off the roadway if:

- you are deemed to be breaking the law;
- your vehicle equipment does not meet the Motor Vehicles Equipment Regulations; or
- a public roadcheck campaign is being conducted.

Other peace officers have similar authority, including:

- municipal bylaw officers;
- Highway and Mobile Safety Enforcement Officers;
- other officers designated under the Motor Vehicles Act.

If an officer in uniform directs you to stop your vehicle, you must comply, and remain stopped, until the officer authorizes you to proceed.

As a responsible driver, you will also extend courtesy and respect to an officer in uniform who has directed you to stop.

DRUGS

It is essential to understand the effects of **any drug**, including prescription drugs and over-the counter drugs, you are taking before operating a motor vehicle. Mood-altering (psychoactive) drugs are of particular concern because they affect the central nervous system and can change the way you think, behave and physically respond. The following is a partial list of mood-altering drugs.

Depressants

- alcohol
- sedatives (Halcion)
- minor tranquillizers (Valium, Ativan)
- narcotic analgesics (heroin, morphine, codeine, Talwin)

Stimulants

- amphetamines
- cocaine

Other

- hallucinogens (LSD, MDA, mescaline)
- cannabis (marijuana, hashish)

Other mood-altering drugs include anti-depressants such as Prozac, as well as other medications for depression, manic depression, and psychosis. For information on the effects and potential side effects of a mood altering drug ask your pharmacist or doctor or contact Alcohol and Drug Services, Government of the Yukon, at 667-5777. If you live outside of Whitehorse, call toll free, 1-800-661-0408, extension 5777.

ALCOHOL

Alcohol abuse is one of the most common type of drug problems in Canada, and North America. Alcohol impairment continues to be a leading cause of traffic fatalities and other casualties across the country.

Since alcohol use and abuse is so common, it is important that all drivers understand the danger of drinking and driving, and the laws and penalties involved.

The fantasy and the facts

Some have found out the hard way...

“I won’t get caught, it can’t happen to me.”

Approximately 600 people are caught yearly in the Yukon for alcohol-related driving offences. People

who think that they can drink and drive, and not get caught, are eventually proven wrong. Don’t become an alcohol-related driving statistic. It can happen to you if you drink and drive.

“I’m a responsible person. If I’m caught, I’ll pay the price.”

The price may be higher than you can afford! Each year, hundreds of Canadians die in alcohol-related collisions. Many of these people are innocent victims who had nothing to drink themselves. Who pays the price? The price is too high regardless of who pays. The price may even be your own life!

At a minimum, the price includes loss of your driving privileges, impoundment of your vehicle, a criminal record, possible jail time, large fines, and a large increase in your vehicle insurance premiums.

“Everybody does it.”

Drinking and driving is not a socially acceptable behaviour. Everybody doesn’t do it. Groups such as Mothers Against Drinking and Driving (MADD) and Students Against Drinking and Driving (SADD) have been formed to educate against it, and to insist on greater penalties for those who break the rules. The penalties applied under Yukon law are much tougher now than they were just a few short years ago. (See “Impaired driving – laws and penalties” on page 87 for further details.)

Remember, too, that all the provinces and territories exchange information about drinking and driving convictions, so a conviction can continue to affect your driving privileges even if you move away from the Yukon.

“I’ve got no choice. I have to drive home.”

No way! There is always a choice. The best option is to plan ahead. If you plan to drink, leave your vehicle at home or pick a “designated driver.” A designated driver will not drink on the chosen occasion and will be able to drive home those who do. If you have not planned ahead, you still have other choices.

- Take a taxi or a bus and pick up your vehicle the next day.
- Spend the night and let the alcohol leave your system.
- Call a friend or your parents and have them pick you up.

While your parents, partner or friends may be angry with you for drinking, they will prefer you to act responsibly, stay alive, and not risk injuring or killing an innocent person.

“I drive better after a few drinks.”

Not true. You may think you are driving better but this is one of the many ways alcohol causes driving

problems. It affects a person’s judgement, and leaves them with a false sense of confidence while actually slowing down their thinking and physical responses. No one drives better impaired, or drunk!

Compounding effects of alcohol in combination with other drugs

Alcohol, when mixed with other drugs, can cause a serious reaction. This is especially dangerous when you are driving. Here are some examples.

- Two standard drinks of an alcoholic beverage (one bottle of beer is equal to 1.25 ounces of liquor or 4 ounces of wine) in combination with one normal dosage of a commonly used tranquillizer can result in an impairment level equivalent to approximately six drinks.
- Two standard drinks of an alcoholic beverage and one light dose of marijuana can equal the impairment produced by five drinks.
- If you are taking medication or a drug, know what the results of “mixing” will be **before** drinking. This advice is true whether the drug is by a doctor’s prescription, “off the shelf” or “off the street.”

You must not drive while impaired. Your life, and the lives of others, depend on your being fit behind the wheel.

What can you “gain” by driving while impaired?

- heavy fines;
- a criminal record;
- the loss of your licence;
- the loss of your vehicle;
- loss of employment (if driving is required).
- reduced social life (remember, no driver's licence or vehicle);
- higher automobile insurance costs;
- time in jail;
- damage to property;
- serious injuries;
- death.

IMPAIRED DRIVING – LAWS AND PENALTIES

No matter where you live in Canada, if you are charged with an impaired driving offence, you will be charged under the laws of the Criminal Code of Canada. In addition, if you are convicted in the Yukon of an impaired driving offence under the Criminal Code, you will also face penalties that are applied under the Yukon Motor Vehicles Act. Like the Yukon, other Canadian jurisdictions also have their own territorial or provincial laws dealing with impaired driving. So, if you drink and drive anywhere in Canada, you will have to deal with two

separate jurisdictions of law — the federal and the territorial (or provincial).

Government of Canada: Criminal Code

The federal offences related to impaired driving under the Yukon Motor Vehicles Act are:

- failure to stop at the scene of an accident, section 252(1) (see note below);
- impaired driving, regardless of the level of blood alcohol content, section 253(a);
- blood alcohol content exceeds 80 mg of alcohol in 100 ml of blood, section 253(b);
- refusing to provide a breath or blood sample, section 254(5);
- impaired driving causing bodily harm, section 255(2);
- impaired driving causing death, section 255(3);
- driving while suspended or disqualified, section 259(4) (see note below).

Note: Failure to stop at the scene of an accident (section 252(1)) and driving while suspended or disqualified (section 259(4)) are not classified as impaired driving offences under the Criminal Code of Canada. However, in the Yukon, these are considered to be such extremely serious offences that if you are convicted of an offence under the Criminal Code, the conviction is deemed an “impaired driving” conviction under the Yukon Motor Vehicles Act.

These are criminal charges and are not treated lightly. The penalties range from heavy fines to long jail terms, and in every case, also include a court order that prohibits a convicted person from operating any kind of vehicle, anywhere in Canada, for a set period of time.

Under the Yukon Motor Vehicles Act, a federal prohibition also results in the convicted person being disqualified from holding a Yukon driver's licence. The disqualification can be for a much longer period of time than the court-ordered prohibition.

Territorial: Yukon Motor Vehicles Act

The (section 231) Yukon Motor Vehicles Act offences related to impaired driving and the additional penalties are as follows:

- anyone found guilty under section 252, 253, 254, 255 or 259 of the Criminal Code of Canada is disqualified from holding a Yukon driver's licence for one year from the date of the finding of guilt;
- anyone found guilty under section 252, 253, 254, 255 or 259 of the Criminal Code of Canada, who had a prior conviction in the last five years, is disqualified from holding a driver's licence for three years from the date of the finding of guilt;

- anyone found guilty under section 252, 253, 254, 255 or 259 of the Criminal Code of Canada, who had two prior convictions in the last five years is disqualified from holding a driver's licence for an indefinite period of time from the date of the finding of guilt. The minimum disqualification period is for five years.

More information about disqualifications

As previously noted, in addition to the penalties applied by the judge under the Criminal Code of Canada, the Registrar of Motor Vehicles will also order a licence disqualification and will set certain conditions for reinstatement of the licence. A Yukon disqualification period is served at the same time as the court-ordered prohibition. For example, if a prohibition from the court is for three months and the licence disqualification is for one year, after three months, the prohibition would be over but there would still be nine months left to serve on the disqualification.

When Motor Vehicles receives a summary of a driver's conviction, the person's driving record is reviewed. An appropriate disqualification time period and certain conditions are set which **must be fulfilled before the person's driving licence is reinstated, and before the person may drive.**

Driving while you are prohibited or disqualified as a result of an impaired driving or related conviction

If you think it is worth the risk, you may become one of the foolish drivers who will be caught this year in trying to beat the system. If you are caught driving a motor vehicle while you are prohibited or disqualified, you will be heavily fined or you may even go to jail. Jail terms for this offence are common.

In addition, another “impaired driving” charge will be levied against you. This will seriously affect your future driving privileges. Think about it. If you are convicted of driving while already under a one-year licence disqualification, you would get an additional three years’ disqualification. If you are convicted again while under a driving disqualification, you would be disqualified from ever again holding a Yukon driver’s licence.

The Yukon, in cooperation with all the provincial and territorial law enforcement agencies, has put in place several programs designed to identify and catch those people who would flaunt the law by continuing to drive without their licences. These programs are proving to be very effective. Two such programs are the 90-Day Roadside Suspension and the Vehicle Impoundment programs.

90-Day Roadside Suspension

As an additional countermeasure against irresponsible drivers, your driver’s licence will be immediately suspended for a period of 90 days if:

- you are caught driving while you are prohibited or disqualified;
- you are found to have a blood alcohol content greater than 80 mg of alcohol in 100 ml of blood; or
- you refuse to provide a breath or blood sample to a peace officer.

Vehicle Impoundment

Any time you are caught driving while prohibited or disqualified, the motor vehicle that you are operating, regardless of who owns the vehicle, will also be seized and impounded for at least 30 days. All the charges for the towing, and the impounding fees, will be charged to the registered owner.

Reinstatement of your licence following licence disqualification

If you appear in court for an impaired driving charge and are convicted, your licence disqualification takes effect at that moment.

A Notice of Disqualification will be sent to you by certified mail to the last recorded address on your

licence. Be sure your licence shows your current address. It is your responsibility to change your address on your licence at a motor vehicle or territorial agent's office. You cannot rely on the post office to have your mail re-routed.

A disqualification remains in effect until you **meet all of the conditions listed on the Notice of Disqualification**. This applies, as well, to drivers who have left the Yukon. Read your notice carefully.

Listed below are the basic conditions contained in a Notice of Disqualification that must be met after an impaired driving conviction.

- You must complete the remedial driving program.
- If it is a second or subsequent conviction, you will be required to meet with the Driver Control Board before you ever get your licence privilege back. The Board will not allow you to drive again until you have convinced the Board that you can separate your drinking from your driving, or that you have quit drinking altogether.
- You must pay the licence reinstatement fee.

Remember that it is your responsibility to renew your driver's licence before its normal expiry date, even if you are disqualified from holding a licence and cannot use it to drive.

DEMERIT POINT SYSTEM

Demerit points are recorded against a driver's licence for serious traffic offences. Driver convictions under the Criminal Code of Canada may result in 10 demerit points being recorded against a driver. Demerit points are also recorded against a driver for serious offences under the Yukon Motor Vehicles Act. (See Schedule, next page.)

- When a total of eight or more, but less than 15, demerit points have accumulated, you are mailed one courtesy notice of point standing. This will only happen once.
- When an accumulation of 15 or more points occurs within a two-year period, your licence is automatically suspended for one month.
- When the suspension is the second demerit suspension within one year, your licence is suspended for three months.
- When the suspension is the third or more demerit suspension within two years, your licence is suspended in each instance for six months.
- When a demerit point suspension has been served, your licence is reinstated with seven points. These points remain upon your record until a period of two years from the assessed date has passed.

- When two years have elapsed from the date of your conviction, the number of points assessed for that conviction are removed from the points record.
- If you successfully complete a defensive driving course prior to accumulating 15 or more points, a maximum of three demerit points may be removed from your driving record once every two years. These “merit” points remain on your record for a period of two years before dropping off.
- There is no remedy or appeal against a demerit point suspension, unless it can be proven the demerit points were assigned in error. You may request to review your driving record on these grounds by contacting the Regulatory Control Officer, Driver Records, at 667-3638, or toll free, 1-800-661-0408, ext. 3638.

DEMERIT POINT SCHEDULE

Effective July 15, 2002, demerit points have increased. Please contact Motor Vehicles or the Yukon Government Inquiry Desk for a revised schedule.

Demerit point suspension, and reinstating your licence

If you accumulate 15 or more demerits on your driving record, your licence will be suspended for one month. Here is some additional information on how demerit point suspensions work, and what you need to do to get your licence reinstated.

- Suspension notices are sent to you by registered or certified mail to the last recorded address on your file. It is your responsibility to change the address on your licence at a motor vehicle or territorial agent office. You cannot just have your mail re-routed from the post office.
- Read your Notice of Suspension to find out what conditions are imposed on your suspension and the date that your suspension will start.
- It is illegal to be in possession of a driver's licence while it is suspended. You must surrender your driver's licence to a motor vehicle or territorial agent office on or before the date your suspension takes effect. It is a serious offence to drive while your licence is suspended.
- You must pay a reinstatement fee at the end of your suspension period.
- You must fulfil all the requirements that are imposed on your Notice of Suspension. Your suspension will remain in effect until all the conditions are met.
- It is your responsibility to renew your driver's licence before its normal expiry date, even though you are under a licence suspension and cannot use it to drive.
- If your licence expires during the suspension period, the suspension remains in effect.

- Although your term is completed, you must still go to a motor vehicle or territorial agent office, pay your fee and prove to them that you have met all the requirements regarding your suspension.

REGISTRAR SUSPENSIONS

The Registrar of Motor Vehicles may suspend a driver's licence for reasons such as a poor driving record, failure to pay a judgement, medical grounds, failure to comply with a Notice to Report and overdue fines.

DRIVER CONTROL BOARD

Driving a motor vehicle is an earned privilege that carries a considerable amount of responsibility. The driving habits of each motorist contributes to the level of traffic safety in the Yukon. The primary purpose of the Yukon's driver licencing system is to supervise drivers' habits and apply enforcement where necessary. In order to achieve this goal, the Driver Control Board concentrates on driver rehabilitation.

Under section 24 of the Yukon Motor Vehicles Act, the Board may suspend, for a definite or indefinite period of time, the licence of any driver referred to it by the Registrar of Motor Vehicles or by the courts. It may order such a driver to take an education program or prescribe other conditions to hold a driver's licence.

Before suspending or restricting a driver's licence, the Board gives the person at least 10 days' notice in writing and an opportunity to be heard in person, with or without legal counsel.

In making a decision, the Board takes into consideration the person's driving record, driver attitude, driving skills and knowledge, driving disabilities and any other factors it considers relevant.

DRIVING WHILE YOU ARE UNDER A LICENCE SUSPENSION

If you are caught driving while your licence is suspended for any reason, you will automatically be assessed a further 90-day roadside suspension of your licence. In addition, the vehicle you are operating, regardless of who owns the vehicle, will be seized and impounded for at least 30 days. All the charges for the towing, and the impounding fees, will be charged to the registered vehicle owner.

PROBATIONARY DRIVERS

The Yukon is planning to implement a graduated licencing program for new drivers. It may be in effect now, so please check with your nearest motor vehicle or territorial agent office for information.

CHAPTER 10 REGISTRATION AND INSURANCE

INSURANCE REQUIREMENTS

All motor vehicles must be insured with a public liability insurance policy as outlined in the Yukon Insurance Act.

The minimum insurance coverage that you are required to have is \$200,000 for third party liability.

Your insurance company issues a financial responsibility card (pink card) which must be produced when registering a vehicle and when requested by a peace officer. Please ensure that you have your insurance “pink slip” with you when you come to Motor Vehicles to register your vehicle.

It is illegal to operate an uninsured motor vehicle. If you are found to be operating an uninsured vehicle, the vehicle will be impounded for at least 30 days. In addition, six demerits points will be applied on your driving record.

REGISTRATION

A motor vehicle or trailer can be operated on Yukon roads and highways only after it has been properly

registered and a legal licence plate has been properly affixed to the vehicle.

Year and month dated licence plate validation tabs (decals) are issued to a vehicle owner at the time of initial vehicle registration in the Yukon. These decals must be properly affixed to the vehicle’s licence plate.



Sample licence plate showing the proper placement of registration validation tabs.

Vehicle owners are assigned a registration renewal month according to their surname.

Yukon uses a plate-to-owner vehicle registration system. Licence plates remain with the vehicle owner, not the vehicle.

Vehicles must be registered within seven days of establishing residency in the Yukon.

BUYING AND SELLING A VEHICLE

When you buy a Yukon-registered vehicle you should make sure that Section 2 of the registration certificate is completed and signed by the previous owner.

If the registration certificate is not available, a bill of sale must contain:

- the date of purchase;
- the buyer's name;
- the vehicle description (make, year and vehicle identification number);
- the signature of the previous owner or authorizing party.

COMPUTER RENEWAL APPLICATION

A renewal form is mailed to you prior to the expiry of your current vehicle registration.

Your current address must be correct on Motor Vehicles' files before you can get your renewal form.

You may apply to renew your vehicle registration at any motor vehicle or territorial agent office. For the phone number of your nearest outlet, refer to the back cover of this handbook or the blue pages of your phone book under Motor Vehicles or Territorial Agent.

You may also renew your vehicle registration by mail. Details on how to renew your registration by mail are contained on the renewal notice that is sent to you in advance of your renewal deadline.

TRANSFERS OR EXCHANGES

If you own more than one vehicle of the same class and wish to alternate use of the vehicles (for example, winter and summer), you may transfer a set of plates from one vehicle to another vehicle by completing the necessary application and paying the required fee at a motor vehicle or territorial agent office. A new plate or validation tab is not issued for this transfer.

If you purchase a new (or used) vehicle of the same class as another vehicle that you previously owned, you may, within 14 days of acquiring the new vehicle, transfer the plate from your old vehicle to your new vehicle. However, you must register the transfer of the plate to your new vehicle before the 14-day time period expires.

You may not transfer your plates to another person.

CHAPTER 11 TOWING A TRAILER

The extra weight of a trailer being towed behind your vehicle causes you to take longer to reach the speed of traffic flow, and to stop your vehicle, than when you are not towing a trailer. You must carefully plan your entry into traffic so that you will have the extra time and space needed to get your vehicle up to traffic flow speed. Similarly, once you are in traffic, you should increase the following distance between you and the vehicle ahead of you, to ensure you will have the time and space needed to safely stop your vehicle.

Here are some other things to remember when pulling a trailer.

- When operating a slow-moving vehicle use the right hand lane.
- Plan your driving. Avoid situations that will cause you to have to change lanes or stop suddenly.
- If traffic builds up behind you, find a safe place to move over and let others pass.
- Your trailer must have working tail lights, brake lights and turn signals that are activated from the towing vehicle.

- It is dangerous to overload a trailer, or improperly balance a load on a trailer. Doing so can significantly affect your vehicle stability and braking ability, which puts you and other road users at increased risk of an accident.
- It is important to secure any load that you place in an open trailer. This will prevent the trailer contents from falling or blowing out of the trailer onto the highway, or, from becoming potentially lethal projectiles in the event of an accident. Similarly, any rails that are placed up the sides of an open-box trailer should be sturdy enough to contain the load(s) the trailer is carrying.
- In addition to the ball and socket hitch, you must also make sure a safety chain hitch is crossed under the tongue of the trailer and properly fastened before towing the unit. The requirement for a secondary means of attachment applies to all trailers except those known as fifth wheel trailers.

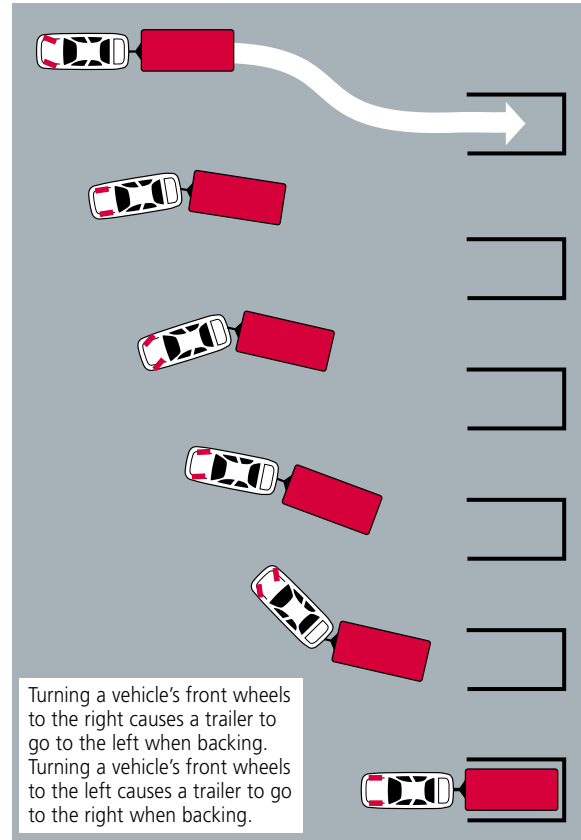
- The following trailers are not required to be equipped with brakes:
 - trailers having a gross laden weight not exceeding 910 kilograms (2,000 pounds).
 - trailers that have a gross laden weight of less than half of the weight of the towing unit.

TRAILER BACKING

Here are some tips for backing up with a trailer.

- Check the rear by walking behind the trailer to make sure the way is clear.
- Back up slowly, at walking speed.
- Turn the steering wheel right to go left, and left to go right.

Do not turn the steering wheel too much and don't hold it in the turned position too long. This could result in "jackknifing" the trailer. Jackknifing is the term used when a motor vehicle and a trailer become positioned such that the two vehicles are in a "V" position, and the trailer obstructs any further backward movement of the motor vehicle. If this does happen, you will have to pull your motor vehicle (and trailer) forward, before you will be able to try backing up again.



A simple method of backing up your trailer is to position your right hand at the 6 o'clock position on the steering wheel, and, using both mirrors, turn the steering wheel in the direction you want your trailer to go. For example, if you want your trailer to go left, move your hand position to the left. This will actually turn your steering wheel to the right.

It will be helpful if you can get another person to guide as you back up.

TRAILER TURNING

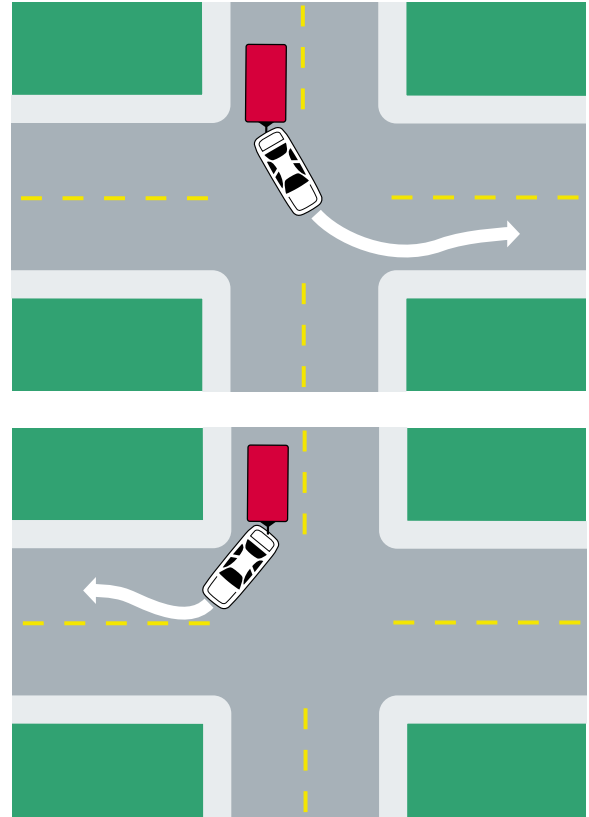
To turn **left**:

- begin turning from the centre of the intersection;
- turn into the right side of the lane;
- move to the centre.

To turn **right**:

- begin turning from the centre of the lane;
- swing wide turning into the left side of the lane;
- move to the centre.

For information on towing more than one trailer, call your nearest Yukon weigh station. The station numbers are listed in the blue pages of your phone book.



CONCLUSION

This handbook is intended to provide you with much of the information you will need to become a skillful driver capable of driving not only in the Yukon, but in other jurisdictions as well. Keep it handy to refer to as you continue to develop your driving skills and broaden your experiences behind the wheel. We encourage you to upgrade your knowledge and driving skills by attending courses or reviewing new driving material as often as possible.

Remember that driving is a privilege that carries great responsibilities. The lives of others are in your hands when you take the wheel. Travel safely by obeying the rules of the road, adjusting your speed to road and weather conditions, and practising patience and courtesy.

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**PARENT OR
LEGAL GUARDIAN
CONSENT**

As the parent or legal guardian of

who was born

_____, _____, _____,
YEAR

I hereby give my consent for the applicant
to obtain an operator's licence.

Date _____

Signature _____

**Information for parent(s) or legal guardian(s)
of young licence applicants**

Written parental or guardian consent is usually required to be provided to Motor Vehicles before a driver's licence will be issued to licence applicants under the age of 18 years.

Restrictions: Parent(s) or guardian(s) may also request that restrictions be placed on the applicant's licence, such as:

- daylight driving only;
- curfew hours;
- limit on number of passengers.

Please use the space below to list restrictions, if any, that you are requesting be placed on the applicant's licence.

Note: Parents' or guardian's consent may be withdrawn, or parents' or guardian's restrictions may be lifted, on receipt of written notice to Motor Vehicles.

