

INFORMATION BROCHURE

Category B96 and BE

2019



VOSA⁺lappen

MYS
PRAKTISKE ØVINGAR TIL FØRARPRØVEN

Bonsaksen
Trafikkskule

 **ATL**

Overview of the education

Step 2 Basic competence with respect to vehicle and driving

- 2.1 Hazard knowledge regarding driving with car and trailer
- 2.2 Basic knowledge of load-securing
- 2.3 Coupling and uncoupling a trailer and performing safety check
- 2.4 Calculate the space required for making turns and driving i varied terrain
- 2.5 Reversing
- 2.6 Step evaluation 1 hour

Step 3 Road traffic training

- 3.1 Acquiring information systematically and automatically
- 3.2 Handling the vehicle in an efficient and safe manner
- 3.3 Turning round and using an assistant
- 3.4 Drive independently in a varied road traffic environment in a way that offers proper cooperation with other road users, and at the same time is economical and environment-friendly
- 3.5 Step evaluation 1 hour

Step 4 Final training

- 4.1 Load-securing and marking course 2 hours
- 4.2 On-the-road safety course 3 hours
- 4.3 Sufficient training

The difference between **category B96** and **BE** is the final driving exam. If you don't choose to take the final driving exam, you get **category B96** which gives you the right to drive with a permitted total weight for car and trailer of 4250 kg.

Rules at Bonsaksen Trafikkskule

We at Bonsaksen Trafikkskule wants to welcome you to a modern and efficient learning environment. The driver education is based on a Curriculum, which is made by the Directory of Public Roads (Vegdirektoratet), where a part of the education is mandatory. How many driving lessons you'll need before you take the final driving exam at The Norwegian Public Roads Administration (Statens Vegvesen), varies from individual to individual.

Application for driving license

This needs to be sent to The NPRA (Statens Vegvesen) before you can order the final driving test. The application form: <http://www.vegvesen.no/dinside>. At the bottom of the page it is possible to switch the language to «english».

The final driving exam

This is conducted by an examiner from one of NPRA's (Statens Vegvesen) traffic stations. The final driving exam lasts about 65 min. You'll get the result after the driving exam is completed.

On the day of the exam you need to bring the following:

- Identification papers
- Kr. 940,- for the driving exam
- Kr. 300,- for the driving license if you pass
- Kr. 80,- if you need a new photo

| Education (1 hour = 45 min) | Duration | Price |
|---|----------|--------|
| Driving lesson | 1 hour | 800,- |
| Step evaluation | 1 hour | 800,- |
| On-the-road safety course | 3 hours | 2400,- |
| Load-securing and marking course | 2 hours | 1000,- |
| Rental of car and trailer at the final driving exam | | 2000,- |

Price adjustment as of 15.04.2017

Safety check

Daily check

Daily check must be done before every drive.

1. Check the parking brake of the trailer.

Pull on the hand brake of the trailer, when you drive forward you should feel resistance.

2. Check the trailer coupling and explain what you are checking?

Make sure that it's securely mounted on the towbar. Look for visible damages and make sure that the locking mechanism works. Place the nose wheel in a position so if the car and the trailer gets separated, the trailer goes off the road and not into oncoming traffic.

3. Check the safety wire and explain what you are checking.

Safety wire must be in a direct unobstructed line to the hand brake to avoid friction and to cause optimal braking if the car and the trailer gets separated.

4. Check brakelights, turn signals, marking lights, and license plate lights.

Use a stick to check the braking lights. Jam the stick between the seat and the brake pedal. You can also use a heavy object. Check also the dashboard for warning lamps.

5. Visually check the condition of the tires.

Check air pressure, tire depth and look for visible tears/cuts on the tire sides and that the rims are not dented. Requirements for tire depth winter: min. 3,0 mm, summer: min. 1,6 mm. All season tires are marked with M+S (mud and snow).

Safety check

6. Make sure that the load is properly secured.

Check for damages on the fiber straps and tighten them if necessary.

7. Test drive and make sure the brakes on the trailer works.

Drive in approximately 20 km/h, brake firmly and make sure the overrun brake comes on the correct way. You should feel the rear end of the car pushing down.

8. Check that you have the registration documents for the trailer.

Registration documents must be provided if you get pulled over in a routine inspection and gives you useful information about the trailer.

Legislation

9. Is it allowed to drive with protruding load on the trailer?

Yes, but no more than 15 cm outside of the trailers sides, as long as the total width doesn't exceed 255 cm (boat transportation can protrude more without exceeding 255 cm). Plates should not protrude outside widthwise. Load protruding in front of the trailer (no matter length) and load protruding more than 1 meter behind the trailer, must be be marked with an approved white and red marking device, where the red is reflective. With other «random transport» you can mark it in any other visual way. In the dark protruding load lengthwise must be marked with a red light, while widthwise with two white lights in front and two red lights at the rear end. These lights should be visable at a distance of 150 m.



Safety check

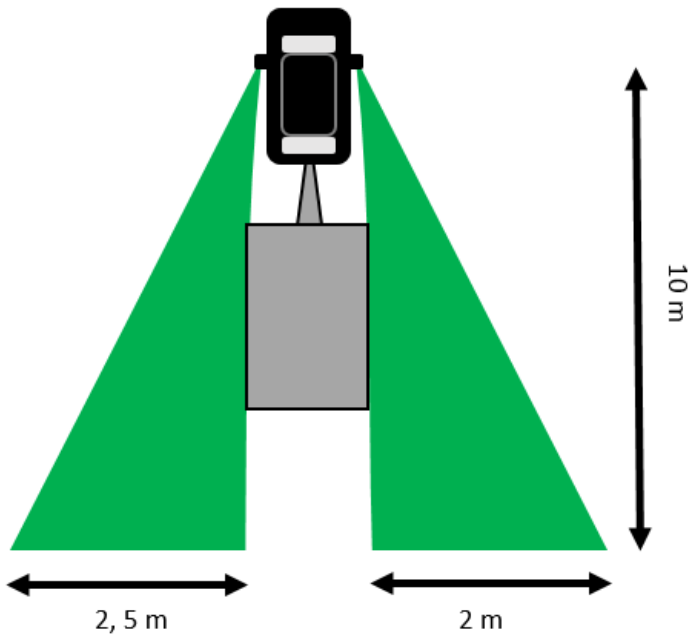
10. What is the requirement for road grip for trailers in the winter season?

Minimum 3 mm tire depth.

11. What consequences are there for driving with a trailer that is too heavy?

The driving ability is effected. Longer braking distance, understeering or oversteering and danger of blinding others when the front of the car is elevated.

12. What is the requirement for mirror equipment/rearview when you're driving with a trailer?



13. Explain how the mirrors meets the requirements for rearview on this car and trailer.

If you compare the registration document of the car and of the trailer you can see

Safety check

that they're almost the same width. This means that you don't need extra mirrors.

Trailers are not allowed to go faster than 80 km/h. Trailers without brakes are not allowed to go faster than 60 km/h if the actual total weight is 300 kg or above.

Tires

14. Check the tire dimension for this trailer.

Compare the tire dimension on the tire with the registration document.

15. Check that the tires has the correct load index.

Find 'Min. LI' in the registration document. You'll find the load index next to the tire dimension on the tire, it's supposed to match or be higher than what it says in the registration document.

Weight

«Tillaten totalvekt» (permitted total weight) - Maximum load

«Actual total weight» - Weight of the car/trailer plus eventual load at the moment

| Category | Total weight car | Total weight trailer | Total weight both |
|----------|------------------|----------------------|-------------------|
| B96 | 3500 kg | 750 kg | 4250 kg |
| BE | 3500 kg | 3500 kg | 7000 kg |

Category B96 can have heavier load on the trailer if the car weighs less than 3500 kg, as long as the total of the trailer and the car doesn't exceed 4250 kg.
Example: 2500 kg + 1750 kg = 4250 kg

16. Drive on the scale and find out how heavy the trailer is.

Use the scale at Statens Vegesen.

17. What is the permitted load for this trailer?

Check «tillaten nyttelast» (permitted payload) in the trailers registration document.

Safety check

18. How heavy trailer is it allowed to pull with this car?

Check «tillaten totalvekt» (permitted total weight) in the cars registration document. Remember that as long as the «actual total weight» doesn't exceed the «tillaten hengarvekt» in the registration document of the car, it is allowed.

19. How much weight is allowed directly on the towbar?

Check 'koblingslast' (nose weight) in the registration document.

20. What is the heaviest permitted total weight on this trailer?

Check the registration document.

Load-securing

21. How much force must the load-securing be able to handle when it comes to braking?

At least 100% of the loads weight.

22. How much force must the load-securing be able to handle when driving in bends?

At least 50 % of the loads weight.

23. What kind of load-securing is being used on this trailer?

Strapping and blockage with wooden planks.

24. Explain how the load-securing in this case meets the requirements.

Unsecured or badly secured load can easily move or fall off the trailer. Explain how the different load-securing methods prevents this.

25. Explain how to correctly position the load on the trailer.

Place heavy load straight above the axels of the trailer. This is relatable to «koblingslast» (nose weight). Wrong weight distribution on the trailer leads to unstable driving abilities.

Safety check

26. Name three different load securing methods.



Locking

Containers with separated hinges that can be locked onto the bodywork of the car.



Strapping

Use fiber straps, chains and chain tensioner or wires.



Blocking

Block with pallets to prevent the load from moving. It is not good enough by itself, must be combined with strapping.

Employees



Lars Konrad Bonsaksen

Professional and daily leader

Tel: 913 00 099
E-mail: post@trafikkskulen.no
Teaches: AM - B - B96/BE



Tone Karolin Ullestad

Traffic teacher and office manager

Tlf: 909 16 078
E-mail: tone@trafikkskulen.no
Teaches: B



Rune Opeland Nåmdal

Traffic teacher

Tlf: 954 08 916
E-mail: rune@trafikkskulen.no
Teaches: B - B96/BE



Daniel Melve Kvarme

Traffic teacher

Tlf: 400 36 506
E-mail: daniel@trafikkskulen.no
Teaches: B

Bonsaksen
Trafikkskule

