

Bonsaksen

Trafikkskule

Information brochure

Category B96/BE



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.

Category B96 can be collected at Statens vegvesen for a fee of kr. 320,-

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. Payments can be done at this page: <http://www.tabselev.no>. If you want a company to pay you must inform us about it.

Application for driving license

You have to send in an application regarding general health and eye health to Statens Vegvesen. You also have to give authorisation to order the driving test online to the driving school. The application form: <http://www.vegvesen.no/dinside>. Press «Your driving licence» og «Authorise a driving school». At the bottom of the page it is possible to switch the language to «english».

The final driving test

This is conducted by an examiner from Statens Vegvesen. The final driving test lasts about 65 min. You'll get the result after the driving test is completed.

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

- Identification papers
- Kr. 1060,- for the driving test
- Kr. 210,- for the driving license if you pass
- Kr. 70,- if you need a new photo

Education (1 hour = 45 min)	Duration	Price
Driving lesson	1 hour	900,-
Step evaluation	1 hour	900,-
On-the-road safety course	3 hours	2700,-
Load-securing and marking course	2 hours	1300,-
Rental of car and trailer at the final driving exam		2400,-

The daily 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. The safety wire will be broken if the car and trailer gets separated.

4. Check the driving lights, brake lights, turn signals, marking lights, license plate lights.

Remember to have the correct light setting on the car. Use a stick to check the braking lights. Jam the stick between the seat and the brake pedal, signal left and go behind the trailer and check brake lights and signal, remove the stick, switch the signal to right and check the driving lights, plate lights and the signal. This makes you efficient and only two trips are needed. Check also the dashboard for potential warning lamps. The electronics of newer cars are quite sensitive, so if you experience problems with the lights, turning the car on and off again might fix the problem.

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).

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.

Trailers are not allowed to go faster than 80 km/h. From 2022 this applies to all trailers, except those with special approval which can drive 100 km/h.

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

Registration documents gives you useful information about the trailer.

If you can't find the document, it is possible, as long as you are the owner, to report it missing at <http://www.vegvesen.no/dinside>. Showing a digital temporary registration document is accepted if you get pulled over.

The final driving test

You must connect the trailer and check before driving when the test begins. You will receive 4 safety check questions before driving. You may be asked to check, for example, lights, brakes, warning lights or something else. In addition, you must explain what may be the cause or consequence if something is wrong.

You drive about 40 minutes under varied road and traffic conditions. The route you drive is determined in advance. You must disconnect the trailer at the end of the test.

Tasks while driving:

You will be notified well in advance about the route you are going to drive. Most of the time, the examiner asks you to drive to named places that you will find signs for, but you will also be asked to turn around, park and back up.

The assessment sensor makes:

The examiner assesses whether you have reached the goals well enough to continue training on your own.

Emphasis is placed on having good vehicle handling and being able to drive comfortably and economically. You must master turning and reversing with a trailer, and any use of a helper. You must be able to pay attention to the road and traffic conditions around you, and the special challenges of driving with a trailer. The driving style must be clear and safe, and provide good traffic flow. You must drive predictably, take into account the needs of others and plan to interact with other road users.

Relevant safety questions

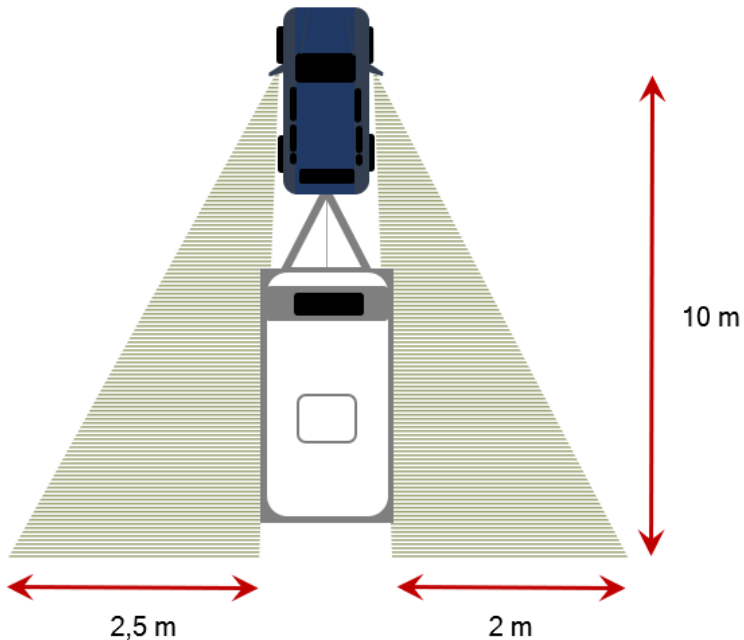
1. What is the requirement for road grip for trailers in the winter season?

Minimum 3 mm tire depth.

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

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

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



Safety check

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

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

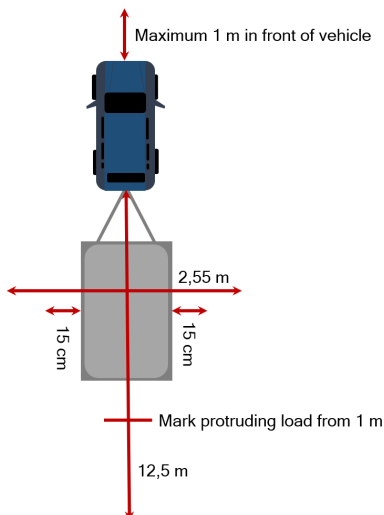
Yes, but no more than 15 cm outside of the trailers sides, as long as the total width doesn't exceed 255 cm.

Exceptions: Transportation of boats can protrude more, within the width of 255 cm. Plates should not protrude outside widthwise. Use an inclined stand.

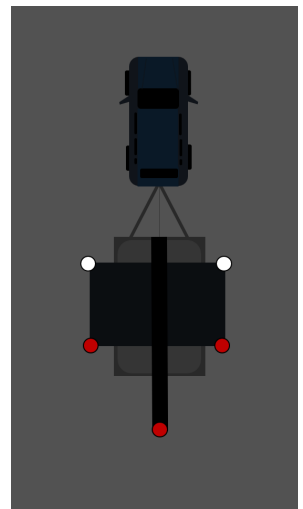
Marking: Load protruding more than 1 meter behind the trailer, must be marked with an approved white and red marking device, where the red is reflective. The same applies for load that is protruding in front of the vehicle, maximum 1 m. With other «random transport» mark it in any other visual way.

In the dark you must use light which is visible at a distance of 150 m.

Mark protruding load lengthwise with a red light, while widthwise it should be with a white light on each side in front and a red light on each side in the rear end.



During 'random transport' it is possible to mark with a reflective vest, plastic bag or something similar.



Safety check

6. Check the tire dimension for this trailer.

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

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

Find 'Min. LI' in the registration document. The tires we use has the load index 90/88, where 88 is meant for dual axels and 90 is meant for single axels.

8. Check the tires and brake system on the trailer for overheating.

Touch the tire to make sure it's not too hot.. To check the brake system, hold one hand for a couple of seconds in the center of the rim on all wheels and compare.

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

Use the scale at Statens Vegesen.

«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

10. What is the permitted load for this trailer?

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

11. 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.

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

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

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

Check the registration document.

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

At least 100% of the loads weight.

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

At least 50 % of the loads weight.

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

Strapping forward, backward and over. Blocking with wooden planks.

17. 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.

18. 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.

19. 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.

For further information about load securing: <http://www.trafikkskolen.no/lathund>

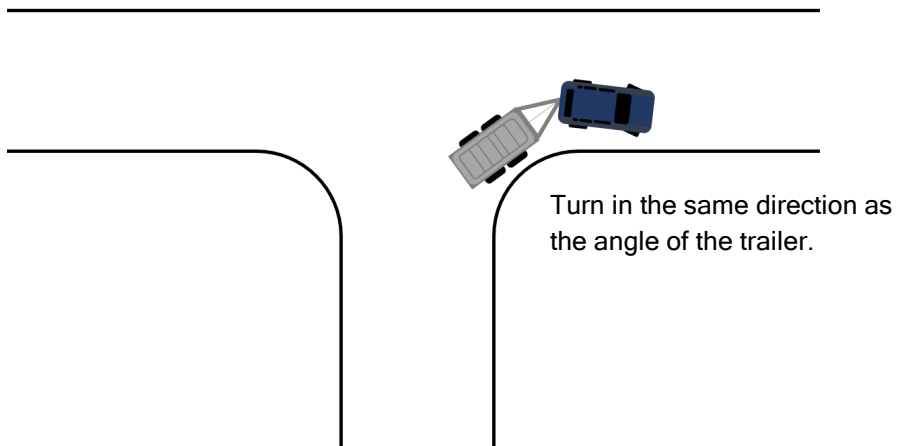
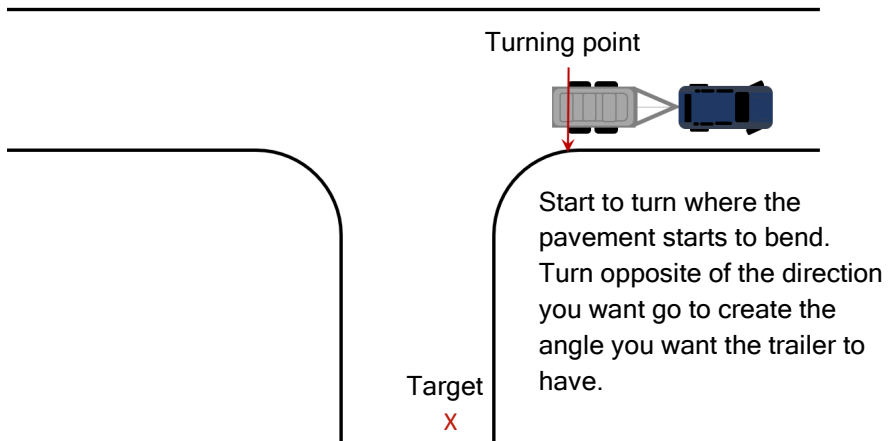
Reversing

Backing up straight:

- If you see more of the trailer in one of the side mirrors, turn towards that mirror
- Use small movements on the steering wheel, not greater than about 1/4
- If you dare to use a bit of speed while reversing the trailer is more stable
- The visibility is better and it reduces the risk of collisions if you reverse the trailer in a straight line

Backing up in turn:

- Turn around and look out the side rear window to find your target (X)
- Turning around when reversing gives you better depth vision than in the mirror
- Use short glances in the mirror and turn around at regular intervals
- Drive at a steady speed and avoid stopping



Reversing



If you have the correct turning radius and the trailer keeps an even distance to the edge, you have found the balance point. The trick now is to work with very small steering angles on a small area of the steering wheel.



Keep a slight angle on the trailer as long as possible by not straightening the steering wheel until the car and the trailer are somewhat in line.



If you are unsure about how much space you have left behind the trailer, open the door and take a look to get the correct depth vision.



Lars Konrad Bonsaksen

Owner and traffic teacher

Tel: **913 00 099**

E-mail: **post@trafikkskulen.no**

Teaches: AM146 - B - B96/BE



Tone Karolin Ullestad

Traffic teacher and office manager

Tel: **909 16 078**

E-mail: **tone@trafikkskulen.no**

Teaches: B

Bonsaksen
Trafikkskule