

# Taxi Driver Participant Handbook

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# 1. Introduction

**Unit 1.1 – Objectives of the Programme**

**Unit 1.2 – Introduction to Indian Auto Industry**

**Unit 1.3 – Role of a Taxi Driver**

## UNIT 1.1: Objectives of the Programme

### Unit Objectives

At the end of this unit, you will be able to:

1. Discuss the objectives of the programme
2. Understand who a taxi driver is

#### 1.1.1 Introduction

A Taxi Driver is also called Chauffeur, Cab Driver or simply Cabbie. Individuals at this job need to help passengers in commuting from one destination to another in privately hired vehicles within the city.

This job requires the individual to drive for long and awkward hours and unpredictable schedules. Individual must be polite and dependable with the ability to remain calm and composed under stressful conditions of traffic and demanding customers.

**Objectives of the Programme**– As part of this training programme, we will cover the following topics to learn and be able to perform the role of a taxi driver.

- Ensuring road worthiness of vehicle
- Coordinating with control room and reaching the customer pick up point
- Dropping the customer safely using the quickest route and collecting the applicable fare
- Working effectively in a team
- Practising HSE and security related guidelines

### Exercise

1. What are the other names by which a Taxi Driver could be addressed?

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2. What according to you are the objectives of this programme?

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## UNIT 1.2: The Indian Auto Industry

### Unit Objectives

**At the end of this unit, you will be able to:**

1. Discuss details of the fast-growing Indian auto industry
2. Learn the various products and their growth factors
3. Discuss the evolution of the Indian Automotive Industry
4. Learn the statistics of this growth path

### 1.2.1 Introduction to the Indian Auto Industry

India is emerging as one of the world's fastest growing passenger car markets and second largest two wheeler manufacturer. It is home for the largest motor cycle manufacturer and fifth largest commercial vehicle manufacturer.

Annually, the industry produces the following:

- 13 lakh passenger vehicles
- 4 lakh commercial vehicles
- 76 lakh two wheelers and
- 3 lakh tractors

The automobile industry has achieved a turnover of US \$ 28 billion.

The auto component industry has reached a turnover of US \$ 10 billion.

The Indian tyre industry which is an integral part of the Indian Automotive Industry, has registered a turnover of almost US \$ 3 billion.

Automotive Industry, globally, as well as in India, is one of the key sectors of the economy. Due to its deep forward and backward linkages with several key segments of the economy, the automotive industry has a strong multiplier effect and acts as one of the key drivers of economic growth.

The well-developed Indian automotive industry produces a wide variety of vehicles, namely:

- Passenger cars
- Light, medium and heavy commercial vehicles
- Multi-utility vehicles such as jeeps
- Scooters, motor-cycles & mopeds
- Three wheelers
- Tractors
- Other agricultural equipment

The sector has high potential for providing employment. This will increase the present level of employment in the manufacturing sector which is presently quite low at 12% as compared to the countries like Malaysia (50%); Korea (62%) and China (31%). The automotive industry is expected to require an additional 25 million workforce by 2016

in both manufacturing and downstream and upstream activities. Based on the current pattern of employment, it is estimated that the automotive industry would require the following:

Management / General: 28% (7.0 mn)

Skilled Worker: 62% (15.5 mn)

Unskilled Worker: 10% (2.5 mn)

## 1.2.2 Evolution of the Indian Automotive Industry

While the genesis of the Indian Automotive Industry can be traced to the 1940s, distinct growth decades started in the 1970s.

Between 1970 and 1984, cars were considered a luxury product; several steps were taken to restrict this market. They were:

1. Licensing on manufacturing
2. Restrictions on expansion
3. Quantitative Restrictions (QR) on imports
4. Tariff structure designed to restrict the market

That was a period when the market was dominated by six manufacturers, namely:

1. Telco (now Tata Motors)
2. Ashok Leyland
3. Mahindra & Mahindra
4. Hindustan Motors
5. Premier Automobiles
6. Bajaj Auto

The decade of 1985 to 1995 saw the entry of Maruti Udyog in the passenger segment and Japanese manufacturers in the two wheelers and light commercial vehicle segments. Economic liberalisation started in 1991. This led to de-licensing in the passenger car segment in 1993. This decade had witnessed Hero Honda as a major player in the two-wheeler segment and Maruti Udyog as the market leader in the passenger car segment. Between 1995 and 2000, several international players entered the market. Advanced technology was introduced to meet competitive pressure and environmental safety imperatives.

Starting in 2000, certain landmark policy changes like removal of quantitative restrictions (QR) and 100 per cent FDI through automatic route were introduced. Indigenously developed (Made in India) vehicles were introduced in the domestic market and exports were given a thrust. In 2003, a core-group on Automotive R&D (CAR) was set up to identify priority areas for automotive R&D in India.



## UNIT 1.3: Role of a Taxi Driver

### Unit Objectives

At the end of this unit, you will be able to:

1. Understand the role of a taxi driver
2. Understand the importance of your workplace

### 1.3.1 A Taxi Driver's Workplace - Taxi/Cab

A taxicab, also known as a taxi or a cab, is a type of vehicle for hire with a driver, used by a single passenger or small group of passengers, often for a non-shared ride. A taxicab conveys passengers between locations of their choice. This differs from other modes of public transport where the pick-up and drop-off locations are determined by the service provider, not by the passenger.

There are four distinct forms of taxicab, which can be identified by slightly differing terms in different countries:

- Hackney carriages, also known as public hire, hailed or street taxis, licensed for hailing throughout communities
- Private hire vehicles, also known as minicabs or private hire taxis, licensed for pre-booking only
- Taxi buses, also known as jitneys, operating on pre-set routes typified by multiple stops and multiple independent passengers
- Limousines, specialised vehicle licensed for operation by pre-booking

Although types of vehicles and methods of regulation, hiring, dispatching and negotiating payment differ significantly from country to country, many common characteristics exist.

### 1.3.2 Job Description

A Taxi Driver is also called Chauffeur, Cab Driver or simply Cabbie. Individuals at this job need to help passengers in commuting from one destination to another within the city, in the privately hired vehicles. This job would require you to drive for long hours under demanding physical and city traffic conditions. So you must be polite and highly dependable with the ability to remain calm and composed under stressful conditions of traffic as well as demanding customers.

Every taxi driver is responsible for the following:

- Understanding the company's preventive maintenance plan, thereby making the vehicle available for inspection
- Carrying out those inspections and maintenance required by the owner, by the legislation (such as vehicle trip inspections)
- Completing any documents required by the owner and returning those documents to the owner
- Reporting any on-road inspections received from an enforcement officer and providing the documents to the Company
- Notifying the Company of any defects found during an inspection
- Not operating any vehicle with a defect, that would jeopardise the safety of the driver or that of any other person

Documents to be carried by a Taxi Driver prior to commencing a ride are:

- i. Driving License



Fig 1.4.1 Driving license

- ii. Registration Certificate

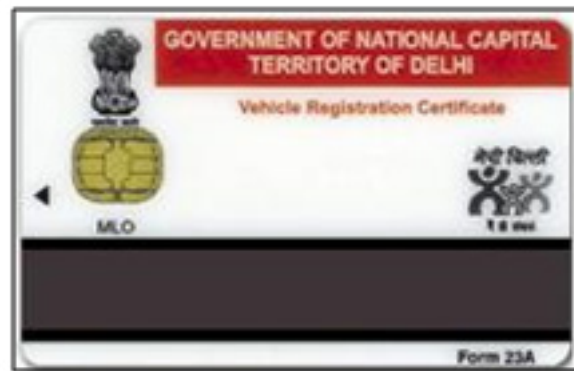


Fig 1.4.2 Registration Certificate

- iii. Insurance cover note



Fig 1.4.3 Insurance cover note

## iv. Pollution Under Control certificate

Transport Department, Karnataka Page 1 of 1

COMPUTERISED POLLUTION UNDER CHECK CENTERS ( Rule 231(B)(8) of KIVY Rules 1989)  
This Vehicle meets Emission Standards Prescribed by Rule 115(2) of CMVR 1989. Accordingly the Certificate is valid for Six Months

Licence No : 385/2000-2001  
Center Name : Pavithra Emission Test Center  
C/o Ms. Sowbhaya & Co IOC St.No.38  
Center Address : H.S.R Ring Road H.S.R Layout Bangalore-34  
Customer Name : DEVESH KUMAR  
Customer Mobile : [REDACTED]  
Pass No : P102110599  
Vehicle No : KA32PE745  
Year of Regn : 03-12-2008  
Type of Vehicle : 4 Wheeler  
Type of Engine : 4 STROKE  
Make : Maruti Udyog  
Model : SX4  
Fuel : PETROL  
Catalyst : Catalyst  
Test Date : 19-09-2012 11:03  
Valid Date : 18-03-2013

Photo of vehicle

	Petrol Test		Gas Test		Unit
	Pres STD	Measured level	Pres STD	Measured level	
CO	0.5	00.000	--	--	% Vol
HC	750	00000	--	--	PPM
CO2	--	00.01	--	--	%Vol
O2	--	19.08	--	--	PPM

Hologram Sticker [REDACTED] Certificate price: ₹ 75

Seal of Testing Station [REDACTED] Testing Station Code : (P102) Authorized Signatory [REDACTED]

MP.com

Fig 1.4.4 Pollution Under Control certificate

A taxi driver must be adept at addressing matters relating to the safe use and operation of their commercial vehicles. Such issues could be any of the following:

- Speed limits, seat belt use, drug and alcohol use, defensive driving, load security and fuelling
- Proper records and recording of information including, as required, bills of loading, manifests, dangerous goods documents, time records, drivers' daily logs and weigh slips
- Policy and procedures related to compliance with the law, driver training responsibilities, conduct and discipline
- Instructions for the use of safety equipment including, as required, the use of reflective triangles, fire extinguishers, goggles, etc.
- Training for employees about safety laws and their application and an on-going Programme for evaluating their driving skills
- Retention of complete records for each driver in accordance with regulations

All drivers have a responsibility to know and follow the policies and procedures contained in their Company's safety plan. Thus each driver should ensure the following:

- To receive the training specified in the Company's safety plan and be aware of how to perform their duties properly and safely (e.g. training on drivers' hours of service, trip inspections, cargo securement, weights and dimension requirements, etc.)
- That the vehicle is being operated in compliance with the owner's policies and procedures and within the law
- To be medically fit to drive and not be fatigued or under the influence of alcohol (or any drug); be qualified to operate the vehicle and have the required documents, such as a valid operator's licence, vehicle registration and Dangerous Goods training certificate and insurance
- To report any violations, convictions and collisions to the Company

A driver must account for every day by completing a daily log for each calendar day; or indicate in the remarks section of the daily log that he was off-duty on the indicated dates. When required to complete a daily log, a driver must perform the following activities:

- Enter all the required information
- Maintain the daily log such that it reflects the last change of duty status, such as off-duty time and driving time
- Maintain the daily log accurately
- Maintain copies of documents received during the trip, such as hotel receipts and fuel receipts
- Deliver the daily log and all supporting documents to the employer

Skills expected of a Taxi Driver as per the Central Motor Vehicle Act 1989

As per the act, skills and knowledge required for a Taxi Driver are –

### 1. Driving Skills

- **Know your vehicle control:** Simple introduction to automobile engines and their working
- **Foot controls:** Foot brake, accelerator, clutch-dipper (not in present models)
- **Hand controls:** Steering wheel, hand brake, horn, light, wipers, ignition switch, starter, dipper and indicators
- **Other controls:** Rear-view mirror (right and left side), instrument cluster, gauges, dials, windscreen - their purpose
- **Pre-driving checks:** (i) Before sitting on the driver's seat and (ii) After sitting on the driver's seat
- **Beginning to drive:** Precautions just before moving, while moving, biting point, moving, steering control, changing of gear, stopping, braking, accelerator (gradual, sudden), traffic sense, road sense, judgment, parking and positioning according to road users, reversing
- **Driving on the road:** Anticipation, judgment and road positioning according to other motorists/pedestrians
- **Driving at inter-sections:** Mirror Signal and Manoeuvre (MSM) and Position Speed and Look (PSL). Zone of vision
- **Manoeuvres:** Merging and diverging manoeuvres - turning manoeuvres to left, right, about, 3-point turn, 5-point turn and U-turn, overtaking stationary vehicle, moving vehicle in left side and right side.
- **Reversing:** Locating reverse gear in sitting position, speed control steering in reverse gear, weaving the 'S' bend and common errors
- **Parking:** Parallel, angular, perpendicular, parking facing uphill, parking facing downhill, common errors
- **Priority for certain vehicles:** Emergency vehicles such as Fire engines and Ambulance

### 2. Traffic Education—I

- **Driving regulations:** Road use regulations made under section of the Motor Vehicles Act, 1988
- Hand signals
- Traffic signs
- Hand signals of Traffic constables/Traffic warden
- Introduction to automatic light signals
- Introduction to road markings
- Speed regulations on highways and city roads
- Parking at objectionable places
- Some important provisions of the Motor Vehicles Act, 1988—Sections 122, 123,125, 126 and 128 of the

Motor Vehicles Act, 1988.

- Schedule to the Motor Vehicles Act, 1988.
- Test of competence to drive Sub-rule (3) of rule 15 of the Central Motor Vehicles Rules, 1989.

## Exercise

1. Why is the role of a Taxi Driver important?

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2. List some of the skills required for a Taxi Driver as per the Central Motor Vehicle Act 1989.

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3. What documents must a Taxi Driver carry at all times?

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4. What are the matters relating to the safe use and operation of commercial vehicles, that a Taxi Driver might have to address as part of his job role?

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## Notes

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From April 1995, mandatory fitment of catalytic converters in new petrol passenger cars (sold in the four metros of Delhi, Kolkata, Mumbai and Chennai) along with supply of Unleaded Petrol (ULP) was affected. Availability of ULP was further extended to 42 major cities and now it is available throughout the country.

The emission reduction achieved from pre-89 levels is over 85% for petrol driven and 61% for diesel vehicles from 1991 levels.

In the year 2000, passenger cars and commercial vehicles will be meeting Euro I equivalent India 2000 norms, while two wheelers will be meeting one of the tightest emission norms in the world.

Euro II equivalent Bharat Stage II norms are in force from 2001 in the 4 metros.

Since India embarked on a formal emission control regime only in 1991, there is a gap in comparison with technologies available in the USA or Europe. Currently, we are behind Euro norms by a few years; however, a beginning has been made and emission norms are being aligned with Euro standards and vehicular technology is being accordingly upgraded. Vehicle manufactures are also working towards bridging the gap between Euro standards and Indian emission norms.

### 2.1.3 Vehicular Safety Standards & Regulations

Environmental imperatives and safety requirements are two critical issues faced by the automotive industry, worldwide. Indian Automobile Industry in the last decade has made significant progress on the environmental front by adopting stringent emission standards and is progressively aligning technically with international safety standards.

Central Motor Vehicle Rules (CMVR) came into force from 1989. Chapter V of the Central Motor Vehicle Rules, 1989 deals with construction, equipment and maintenance of vehicles. In addition to rules governing emission limits, there are several rules in this chapter requiring motor vehicles to comply with safety regulations.

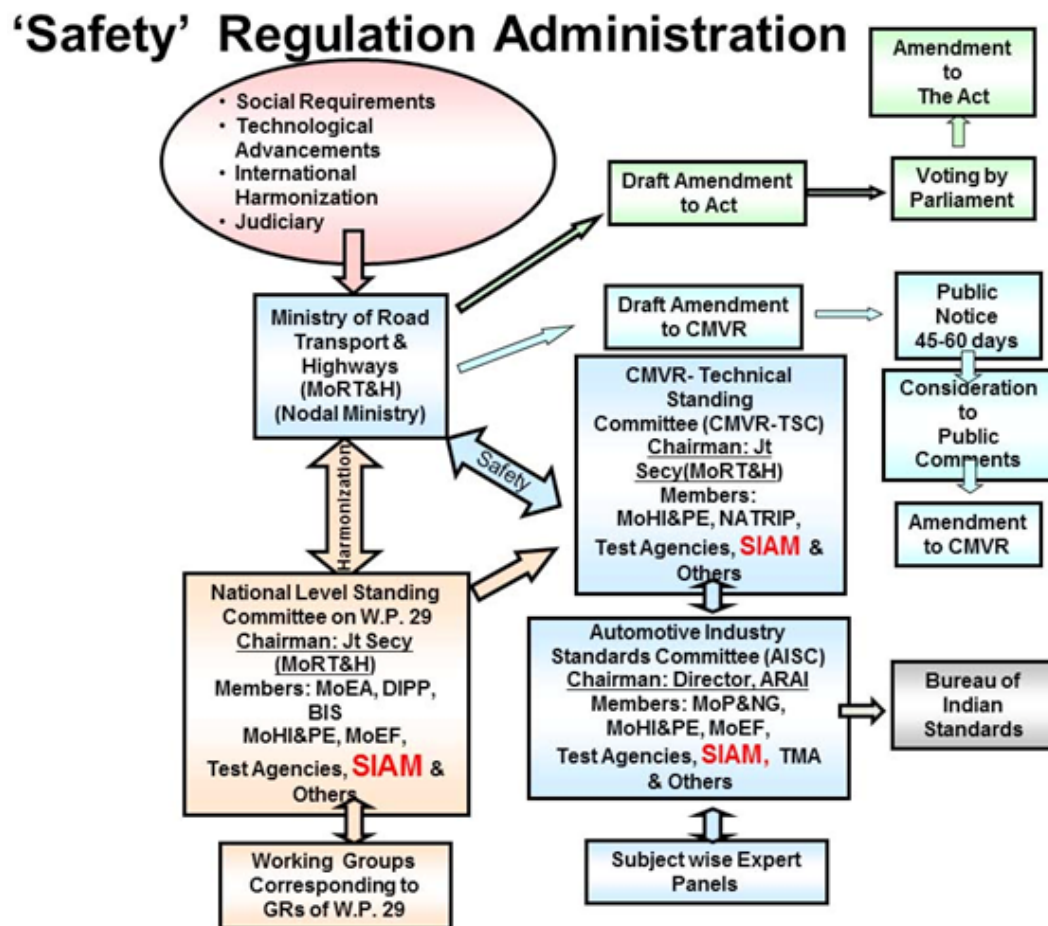


Fig 2.1.2 - Safety Regulation Administration by SMAI

## UNIT 2.3: Vehicle Controls

### Unit Objectives

At the end of this unit, you will be able to:

1. Describe the various hand that you would use while driving a taxi
2. Describe the various foot controls that you would use while driving a taxi
3. Learn the Visual controls you would need to use while driving

### 2.3.1 Introduction

As a Taxi Driver, you should have knowledge of the basic controls of a vehicle. This will help you drive with confidence. You would be able to handle unexpected issues that might crop up with the vehicle during the course of your work day. Being aware of the finer details will make you adept at confidently dealing with issues.

Vehicle controls can be classified as:

- Foot Controls
- Hand Controls
- Visual Controls

### 2.3.2 Foot Controls

Essentially, all manual transmission cars have three foot controls, namely:

1. Accelerator
2. Brake Pedal
3. Clutch Pedal



Fig. 2.3.1 Foot controls



**Accelerator**

An accelerator helps increase or decrease the speed of the vehicle. You would need to operate this with your right foot. Pressing it down will increase the speed of the engine and relieving it will reduce the engine speed. Accelerator control is critical, as slight pressure on it will increase speed of the engine or car so rapidly that it may go out of control.

To control its movement, support your heel on floor of the car and operate it with your toe. To smoothly control the accelerator, one would require good / continuous practice on the car.

**Brake Pedal**

A brake pedal is used to reduce the speed of the vehicle or to bring the vehicle to a stop. This pedal is also operated by the right foot. More you press the pedal, the braking effort increases. Since this pedal needs to be used in emergency situations, to apply the brake instantly, lift your foot from the accelerator and press with force. Never switch off the engine to stop the vehicle as it will render power assisted brake – the brakes will fail this way.

**Clutch Pedal**

The Clutch pedal is used to engage or disengage transmission from the engine during gear changes and also while stopping the vehicle. This pedal should always be operated by the left foot. Keep the heel on the floor of the car and use it as a pivot to operate pedal with the toe.



*Fig 2.3.2 Foot controls - automatic transmission vehicle*

A Clutch pedal may or may not be power assisted. In case you use a vehicle with automatic transmission, you would only find an accelerator and brake. For both the controls, you should use only the right foot. Do not use left foot to operate the brake pedal.

### 2.3.3 Hand Controls

Hand controls as the name suggests, are the controls which are operated by hands, such as:

1. Steering wheel
2. Gears
3. Parking Brake Lever
4. Head lamp/Parking Light Switch & Fog Lamp
5. Wiper Switch
6. Horn
7. Hazard Lamp Switch
8. Turn Indicators
9. Mirrors
10. Ignition Switch
11. Demisters

The most commonly recommended method of holding the steering wheel is with both your hands in either a “Quarter to three” or “Ten to Two” position as per your convenience. As far as possible, hold the steering wheel with both hands except occasionally when you have to shift gears, or need to use another hand control for a brief period. Hold the steering firmly gripping it with your fingers and thumbs. Do not hold the steering with fingers and thumb rolled around the wheel as this is not a safe practice.

Illustrated below are the ideal and unsafe ways of holding the steering wheel while driving (Fig. 2.3.3)



Fig. 2.3.3 Ideal way to handle a Steering Wheel

#### Gears

A gear stick/ gear lever/ gearshift / shifter is a metal lever attached to the shift assembly in a manual transmission-equipped automobile and is used to change gears.

A gear stick will normally be used to change gear whilst depressing the clutch pedal with the left foot to disengage the engine from the drivetrain and wheels. Automatic transmission vehicles, semi-automatic transmissions, and those with continuously variable transmission gearboxes do not require a clutch pedal.

A typical manual transmission vehicle has 5 levels of forward gear, starting from 1st to the 5th gear. There is also a Reverse gear, used for reversing the vehicle and a central Neutral gear. Thus, we have seven possible positions the gear could be shifted to. Some vehicles have a special button to prevent accidental engagement of reverse. Others require that the lever be lifted, pressed down, or moved with extra force to engage reverse.

Illustrated below are the positions the gear needs to be shifted to, for moving the vehicle to the required gear (Fig 2.3.4).

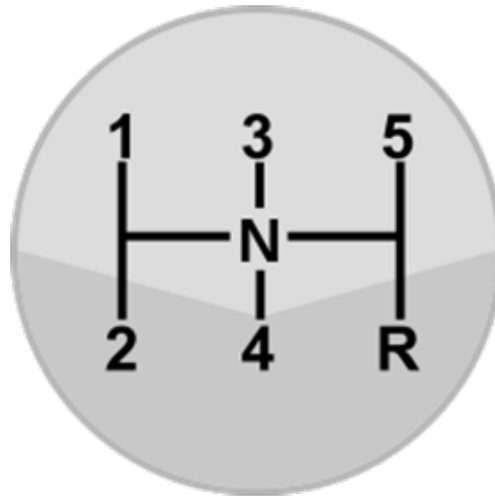


Fig 2.3.4 Gear positions

This shift pattern is the most common five-speed shift pattern. This layout is reasonably intuitive because it starts at the upper left and works left to right, top to bottom, with reverse at the end of the sequence and toward the rear of the car.

Manual Transmission vehicles



Fig 2.3.5 Gear

Gears are provided to improve the ability of engine to pull the vehicle. When you want, start rolling the vehicle use 1st gear. In this position, maximum torque (turning force) will be provided to wheels. As the vehicle speeds up one starts shifting to higher gears. Higher gear ensures that engine moves slowly thus giving more mileage from each litre/kg of fuel consumed. Use 5th gear (overdrive gear) at speeds above 40kmph. Avoid overtaking or accelerating in 5th gear as the engine will have very little torque. Shift to a lower gear, accelerate and come quickly to the 5th gear again. During downshift, ensure that you do not shift to lower gear at very high speeds. This action may damage the engine as well as gearbox. Avoid shifting to 1st gear while downshifting as it will reduce the life of synchroniser.

### Automatic Transmission

In case of automatic transmission the lever will have a knob attached to it, lever will not move till you press this knob. You can use D position and gears will change automatically as per predefined programme. Alternatively you can select 1st, 2nd or 3rd or higher gear as per your speed requirement, if equipped.

## Parking Brake Lever

Parking brake lever is mounted between the front seats. This is used to secure the vehicle against accidental rolling while parking or stopping the vehicle. Parking brake lever is operated by pulling up the lever. To release the parking brake one has to pull the lever up a little and press the knob with thumb and release down. This will release the brake from wheels. Contrary to its name, parking brake should be applied all times when you stop the vehicle more than few seconds on the road e.g. on traffic signals. This ensures your vehicle does not roll accidentally as most of the roads are not plain but have a little slope. Always make it a practice to release parking brake every time you start to move.



Fig 2.3.6 Parking Brake Lever

## Head lamp/Parking Light Switch & Fog Lamp

This lever is on the right side of the steering wheel to switch on parking lamp, head lamp in main or dipped position. Fog lamps are also operated by a ring on the lever. Turn signals are also operated by moving this lever up (for left turn) or down (for right turn).



Fig 2.3.7 Head lamp

## Wiper Switch

The wiper is used to switch on/off windshield wipers at various speeds like intermittent, slow and fast speed. By pulling it towards yourself, the wiper spray gets activated on the windshield. Some cars are also equipped with controls for variable speed intermittent positions.



Fig 2.3.8 Wiper Switch

## Horn

Switch is normally positioned in centre of steering wheel. In some cases, this switch may be on the spokes as well. With the horn, you can warn others to avert potential hazardous situations.



Fig 2.3.9 Horn

## Hazard Lamp Switch

This switch is used to switch on hazard lights whenever you want to park your vehicle on the road which may be hazardous to others. The switch may be located on steering column or the dash board.



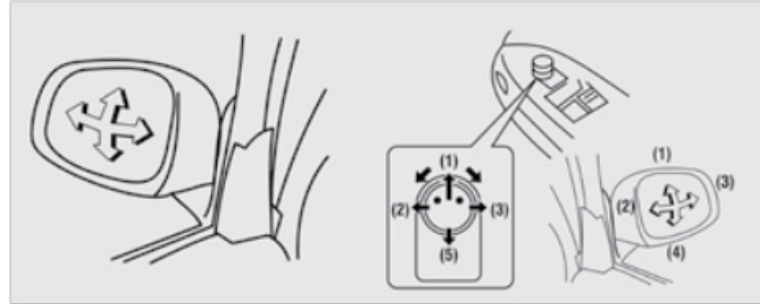
Fig 2.3.10 Hazard Lamp Switch

**Mirrors**

All vehicles are equipped with inside rear view mirror. Some vehicles may be equipped with day/night mirror – advantage of this mirror is the driver need not worry about glare. Outside rear view mirror is normally on the right side of the door while some cars are equipped with left side mirror as well.



Fig 2.3.11 Mirrors



**Turn Indicators**

These are signals to other road users to inform them of your intended action on the road.



Fig 2.3.12 Turn Indicators

**Ignition Switch**

Ignition switch helps you start/ stop the engine. This can be operated by a key or some cars may have a push button start switch.



Fig 2.3.13 Ignition Switch

**Demisters**

Demisting is the function to remove mist that collects on the glasses on the inside in cold/rainy weather. Demister on the rear glass is a heating element built into the glass to evaporate the moisture. To remove mist from front windshield and other glasses, you can position the louvers and switch on the heater.



Fig 2.3.14 Demisters

## 2.3.4 Visual Controls

**Instrument Panel** – Some of these indicators may or may not be present in your car depending on variants and fuel options. Refer your car's Owner's Manual.

### Speedometer

The speedometer indicates the current speed in kmph.



Fig 2.3.15 Speedometer

### Odometer

An Odometer records total distance covered by the vehicle.

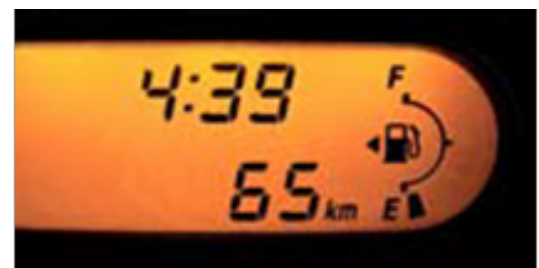


Fig 2.3.16 Odometer

### Trip Meter

A Trip Meter records distance covered in a trip, can be reset by pressing the knob. Some models are equipped with up to three different trip meters.



Fig 2.3.17 Trip Meter

### Tachometer

A Tachometer indicates engine speed in RPM (Revolutions per Minute) – this helps you save fuel and guides when to change gears at the most appropriate speed.



Fig 2.3.18 Tachometer

### Fuel Gauge

The fuel gauge indicates amount of fuel left in the tank. It can be either analog or digital.



Fig 2.3.19 Fuel Gauge

### Temperature Gauge

A Temperature Gauge indicates temperature of the engine coolant. In case the engine temperature goes up, it is indicated by needle moving towards the H mark or the temperature lamp lights up.



Fig 2.3.20 Temperature Gauge

### Oil Pressure Lamp

The oil pressure lamp indicates insufficient oil pressure. If this lamp comes on, switch off the engine immediately as it may result in engine seizure.



Fig 2.3.21 Oil Pressure Lamp

### Parking Brake/Brake Fluid Warning Lamp

This lamp lets us know if the parking brake is engaged or the brake fluid level has gone down. If the parking brake is disengaged, check the brake fluid level and top up if necessary.

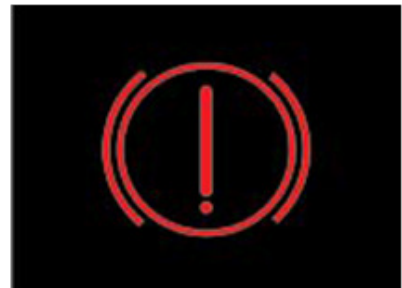


Fig 2.3.22 Parking Brake

### Battery Charging Light

If this light is on, it indicates that the charging system is not functioning. This could also be a result of a fan belt breakage. In such a scenario, the vehicle can be driven but it is advisable to get it repaired on an urgent basis.



Fig 2.3.23 Battery Charging Light

### Turn cum Hazard Light Indicators

These lights indicate if a turn signal or hazard warning switch is on.

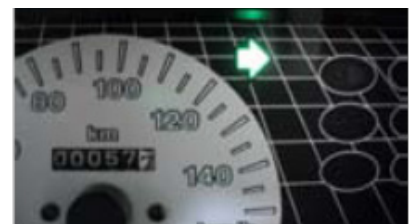












Fig 2.3.24 Light Indicators

### High Beam Indicator

The high beam lamp indicates that the head lamp is on in high beam. In cities with street lighting, main beam should not be switched on as it may dazzle the eyes of oncoming drivers.



Fig 2.3.25 High Beam Indicator

				
Tonga's direction	Hand cart's direction	Pedestrians prohibited	Right turn prohibited	Left turn prohibited
				
U- turn prohibited	Overtaking prohibited	No Parking	No stopping or standing	Speed limit
				
Width limit	Height limit	Length limit	Load limit	Axle load limit
				
Compulsory bus stop	Restriction ends sign	Compulsory cycle track	Compulsory sound horn	Compulsory keep left
				
Compulsory turn left	Compulsory turn right ahead	Compulsory ahead or turn right	Compulsory ahead or turn left	Compulsory ahead
				
Stop		Give way		



2. **Cautionary Signs or Warning or Precautionary:** These are signals which warn you against doing something.



Right hand curve



Left hand curve



Right hair pin bend



Left hair pin bend



Right reverse bend



Left reverse bend



Steep ascent



Steep descent



Narrow road ahead



Road widening ahead



Narrow Bridge



Slippery Road



Loose Gravel



Cycle Crossing



Pedestrian Crossing



School Ahead



Men at Work



Cattle



Falling Rocks



Ferry



Cross Road



Gap in Median



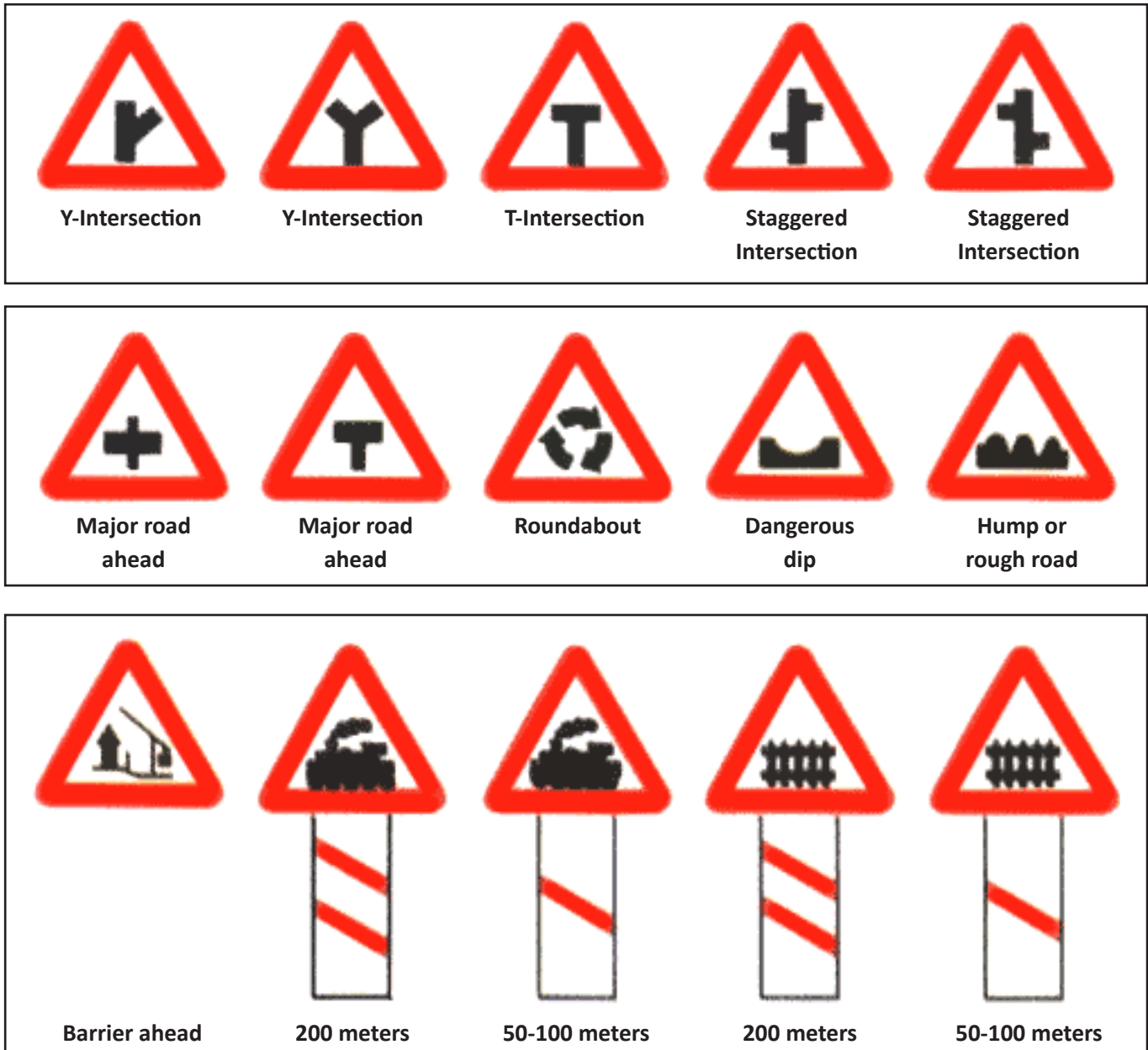
Side Road Right



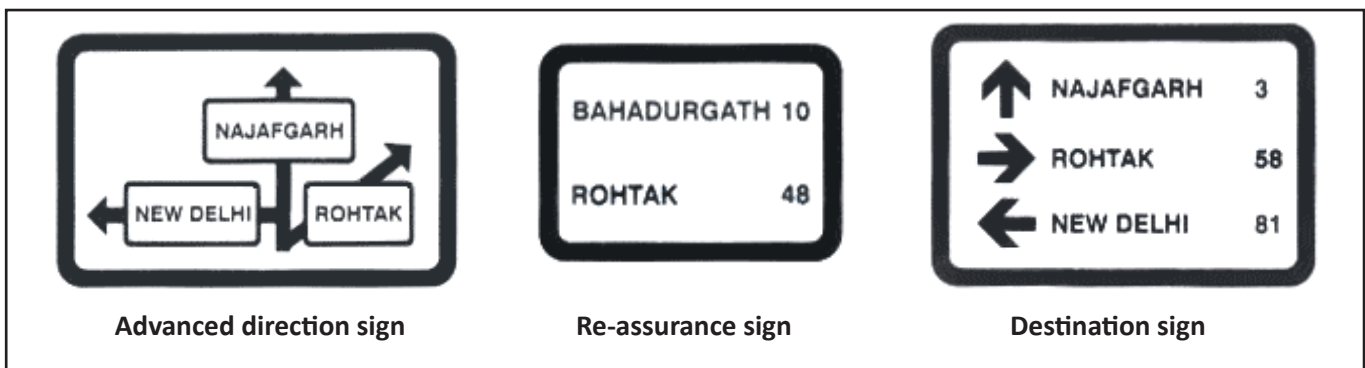
Side Road Left



Y-Intersection



3. **Informatory Signs:** These are more informational in nature, telling you what you are expected to do on the road.





# 11. Language Skills

**Unit 11.1 – Listening & Speaking Skills**

**Unit 11.2 – Body Language (Non-verbal)**

**Unit 11.3 – Reading & Writing Skills**

**ASC/N9703  
ASC/N9706  
ASC/N9707  
ASC/N0002**

## Glossary - Acronyms

ACMA Automotive	Component Manufacturers Association
AISC Automotive	Industries Standards Committee
ARAI	Automotive Research Association of India
ASEAN	Association of South East Asian Nations
ASI	Annual Survey of Industries
ATI	Automotive Training Institute
BIS	Bureau of Indian Standards
BS	Bharat Stage
CAGR	Compounded Annual Growth Rate
CAR	Core group on Automotive R&D
CDM	Clean Development Mechanism
CFS	Container Freight Station
CMVR	Central Motor Vehicle Rules
CNG	Compressed Natural Gas
COP	Conformity of Production
CSIR	Council for Scientific and Industrial Research
CV	Commercial Vehicle
DEPB	Duty Entitlement Pass Book Scheme
DG	Diesel Generator
DGFT	Directorate General of Foreign Trade
DHI	Department of Heavy Industries
ELV	End of Life Vehicle
EOU	Export Oriented Unit
GST	Goods & Service Tax
HP	Horse Power
I&C	Inspection & Certification
ICD	Internal Container Depot
ICRA	Indian Credit Rating Agency
ISO	International Organisation for Standardisation
IT	Information Technology
ITI	Industrial Training Institute
LCV	Light Commercial Vehicle
M&HCV	Medium & Heavy Commercial Vehicle
MUV	Multi Utility Vehicle
NAII	National Automotive Infotronics Initiative
NATRIP	National Automotive Testing and R&D Implementation Project
NHAI	National Highway Authority of India
NHDP	National Highway Development Project
NRSB	National Road Safety Board
OEM	Original Equipment Manufacturer
QR	Quantitative Restriction