



Bends

Look for warnings of approaching bends and apply the system of car control as you approach:

Remember: **Mirror - Signal - Position - Speed - Gear - Look**

Bends are a factor in many serious collisions. Learning how to assess and manoeuvre on bends takes plenty of practice.

Mirror use

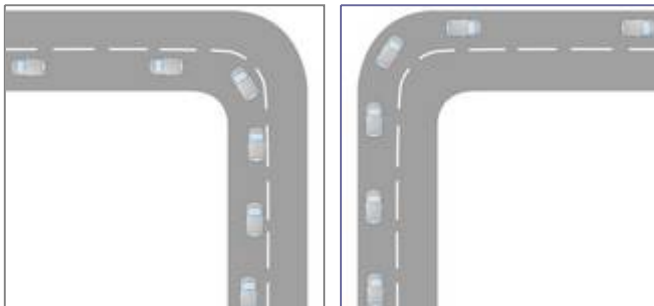
Use the relevant mirrors to determine the behaviour of following traffic. Look out for emergency vehicles and vehicles wishing to overtake.

Signals

You should not need to indicate your direction approaching a bend. However, occasionally an indication of direction will eliminate confusion relating to strangely positioned side roads. Consider using your **brake lights to warn** following traffic of your intention to slow down for the bend.

Position

If you are approaching a left hand bend, then consider moving slightly toward the crown (centre) of the road to improve your view around the corner. Do not cross any solid white lines. Look out for oncoming traffic in the middle of the road.



If you are approaching a right hand bend, then consider moving toward the kerb slightly. Again, this will improve your view of the road around the curve, and increase your **limit point**.

Speed

It is vital to be at the correct speed **before** you get to the bend. The vehicle should remain stable and balanced as it turns the corner. Your passengers should not feel as if they are being ejected sideways from the car!

You should always be able to stop within the distance which you can see to be clear. That is, if you can only see 30 metres, then you should be able to stop within 30 metres.

Gears

If a gear change is required then do that **before** the bend, not while you are steering (keep both hands on the wheel for that). Select a responsive gear which will provide you with some exit speed from the corner. If for some reason you don't manage the gear change before the bend, then wait until the car is straight again, and then change.

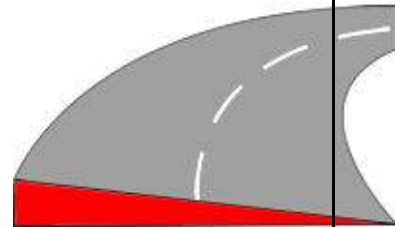


Limit Point

Look toward your **limit point**. The limit point is the farthest point you can see. As you approach a bend you will probably not be able to see very far because of houses/bushes/fences etc. However, there will be a certain point where the limit of your vision will appear to move away from you. At this point it may be safe to accelerate again, depending on what you can see ahead.

Road Structure

Occasionally bends will be **super elevated**. This means that the sides are banked (like a cycle velodrome) to support the car as it corners.



Super elevation

Adverse camber

More dangerous are curves which have adverse camber.

If the road features crown camber (higher in the middle to assist water drainage) then the dynamics and weight distribution of the vehicle will cause it to veer towards the edge of the road (and potentially leave the road). Approach carefully.

Weather conditions

Rain and ice will significantly affect the performance of the vehicle on curves. Adjust your approach speed earlier in poor conditions.

Anticipate bright sunlight upon entering corners, and bring the visor down in good time. This is especially important in winter, when the sun is lower in the sky.

Tyres

Cornering puts strain on particular wheels. For example, when entering a left hand bend, a large proportion of weight is given to the front right wheel. If this wheel is vulnerable in any way (for example, if the tyre is bald, or under inflated) then the car will be more difficult to control.

POWDER

P
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Water
Damage
Electrics (Lights etc)
Rubber (wipers and tyres)

Make sure your vehicle is well maintained and perform your P O W D E R checks every week:

Blind turnings



Look out for blind turnings. Vehicles leaving side roads may not be able to see very far, and may be moving out slowly. Use the road signs to help you anticipate forthcoming events.

