

Where are the controls I might have to use in my handling?

Knowing where the controls are and being able to locate and use them without taking your eyes off the road is important.

Remember that in each vehicle these controls could be in different places:

- Washer and wipers, front and rear
- Front lights, high and low lights
- Hand brake
- Demisters, front and back
- Horn
- Blinking lights
- Indicators

How to adjust the seat:

When adjusting the seat in the car:

The clutch pedal on your left should be pressed on the floor and the seat should be adjusted so that the left leg has a slight curvature (around 15 degrees). The leg should not be fully extended.

Push the shoulder towards the back of the seat and extend the arms forward on the top of the steering wheel, now adjust the backrest of the seat so that your wrists are on the top of the steering wheel rim (not in your hand or arm but your doll).

Most cars can now adjust the height of the steering wheel. Move the steering wheel up or down so you can clearly see the speedo.

How to adjust your mirrors:

The mirrors should be adjusted so that when you look inside them, just move

your eyes and not your head.

The central mirror:

The top of your mirror should appear along the top of the rear window, you should be able to see the entire rear window.

The side mirrors

on a flat road, you should see the road from the middle of the mirror to the back of the mirror, and from the middle of the mirror to the top of the mirror you should see houses, trees, sky, etc.

The bottom corner near the mirror door should be able to see the handle on the back door.

LEVEL 1

BUILDING A SOLID FOUNDATION

In this part of [Driving School in Hyderabad](#) you do it until you do it right. You will do a lot of driving and, hopefully, you will turn the action into habits, correct your mistakes. Repeat after the repetition, do the same thing hundreds of times of the correct repetition. (Sounds fun, does not it?)

Learning basic management skills

During this stage, the focus is on clutch control, gear changes, stop and start, acceleration, slowdown and steering (this is the frustrating driving stage).

Get the driver with a license to drive the car on a clear road. We need a quiet road with few vehicles: a long straight road is perfect, there are no intersections.

The sure way to start

Once you find a quiet road, stop on the side of the road, make sure the car is safe (hand brake, off Car). Change the seats so that the student is in the driver's seat and adjust the seat, mirror and direction roll as shown in that chapter.

What are these pedals on the ground for?

Look down at your feet: you will see three pedals. The one on the left is the clutch (in simple terms, it basically transmits the power of the engine to the wheels). Now that pedal is only used by your left leg, nothing more. The middle pedal is the brake (which stops or slows down the car). That pedal is used only by the right leg. The pedal on the right is the accelerator (which makes the car pick up speed or give it more power) that also uses the right leg.

The reason why the pedals use the right leg is because you are braking or accelerating; You should not do both at the same time. (Stop or go). In Our [Driving School Hyderabad](#) most important thing is that your legs will not get tangled with each other, if that happens, we will be in all kinds of problems, right?

Practice gear changes with the engine off.

While the engine is off, let's look at the gear lever and study how we are going to change speed, remember that in each car it could be slightly different, your licensed driver will help you. It is better to play with them while the engine is off (I think it is much safer).

Practice going through the gears: first to second, second to third, third to fourth, etc. Make sure you have the clutch when doing this. Keep practicing until you can change all the gears without looking at them. Because when we are driving we

must look at the road and not the gear lever. When you have confidence in that, practice lowering the gears. Raise the gears and lower the gears.

How to hold the gear lever?

With the little finger on the top, and the hand on the right side of the gear knob.

1st to 2nd

3rd to 2nd

2nd return to 1st

Thumb up and to the other side of the shift knob.

2nd to 3rd gear

3rd to 4th gear

4th to 3rd gear

Changing the gears

At [Top Driving School Hyderabad](#) ,When we change gear we do it economically, we will not get the best performance (we are on public roads, not on a race track), it's all about safe driving. (Your licensed driver, I'm sure, would like to get home safely after this practice).

Again, different cars may be different, but in most cars when changing gear changes

2000 to 2500 revolutions (most cars now have a tachometer, a tachometer). At the beginning, keep a check with your meter to tell you when to change speed, but eventually it will change speed with the engine sound without looking at the indicator.

When climbing the gears you always start first and check each gear.

1st to 2nd, 2nd to 3rd, 3rd to 4th, etc. When changing the gears to the correct revolutions first, then accelerate with the right foot, then engage (must lower quickly) with the left foot, switch to the correct gear then engage, (the smaller the gear used, the slower the pedal is released of the clutch through the friction point). Then, accelerate smoothly, one action at a time, but in a smooth and fluid action. Pretend you are driving and practice accelerating and changing gears. To relieve your stress, make the noise of the car that accompanies it.

"engine roar" When you feel comfortable practicing changing the gears, and you can also

Change gears without looking at the shift lever (we do not want to run away when we do it for

real) we will practice changing the gears.

The common mistakes to keep in mind when changing. If you listen and feel the car, the car will leave you

you know when something is not right. You just need to understand the language of the car.

- Push the clutch down too soon before the throttle goes off. The car will accelerate; the time must be correct.

At [Best Driving School in Hyderabad](#) our instructors changing the gears.

By changing the gears, you can lower each gear just as you change the gears or you can change a change that is changing directly in the correct gear. eg 4th gear directly to 2nd gear. Just do that by reaching the correct speed braking, then select the correct gear, it's as simple as that. Some drivers like the feeling of changing gears and prefer to change each gear. But I like to teach the change of a shift to save on my cars.

Remember that the brake and clutch do not have a direct link; you may need to brake while you are already pressing the clutch to change gears.

To change down, brake at the correct speed and only then put the clutch, shift to the correct gear and then clutch slowly. The smaller the gear slower, the more the clutch will come out. If you do not change at the correct speed, you can damage the car. Again, each car will be different, but with most cars, you would change as follows.

4th to 3rd to less than 50 km

3 ° to 2 ° just below 40 km

2 ° to 1 ° just below 15 km

The common mistakes to keep in mind when changing down.

- Do not brake at the correct speed first. The car on rev, this can cause damage.
- The clutch comes out too fast. The car will shake a little.
- Selecting the wrong gear. The car will accelerate or work.
- Acceleration before the clutch is out. The car will accelerate.

Start the car, in a manual car.

Be sure to follow this procedure or, otherwise, the car is more likely to take off without notice us. [Top Driving School Hyderabad](#) not wants any mishap yet because at this stage we are doing well.

- Press the clutch (left pedal) with the left leg and keep it pressed.
- Make sure the parking brake is fully on.

Every time you set the parking brake always make sure it is fully on, not only partially. The car can still roll if it is not.

-Move the shift lever to neutral

This is the intermediate position that feels free to move from one side to another. Now it is considered that the automobile
"Out of gear."

- Start the engine with the key, turning the key to the right and when the engine accelerates, let the key jump automatically; during all this remember that you still have your clutch completely down.

"Congratulations, now the car has started."

Make sure that the shift lever is still in neutral and the parking brake is applied; now you can release the clutch and relax for a minute or two. The car must be idling (there is no rush).

"We're going to see the car if we do it."

Clutch control is easy to achieve, if you use the right technique and work on it. Some students may take more time than others to get good clutch control.

At [Driving School Near me](#) we have discovered at this stage that students will get good clutch control much faster if we start without using the accelerator to move the car. We know the clutch sensation. Most cars should be able to do this, but if your car does not allow it, that's fine, skip this part and pick it up again, we'll start using the accelerator.

The first thing we have to identify is what is called the friction point of the clutch. This is the moment when the clutch begins to meet, you can see that the engine will begin to lose speed, and you should be able to feel that the car wants to move forward. This is the first stage we have to master. When the clutch is

completely towards the floor and towards the friction point nothing will happen, it is when you go through the point of friction that is when things will happen. Now remember that at this stage we are not moving the car, if the car moves then the clutch has gone too far.

- Press the clutch completely to the floor.
- Make sure the parking brake is off.
- Move the gear lever to the 1st gear. (The car is now running)
- Slowly, at this stage, lift the clutch pedal very slowly until you hear that the engine revs begin to descend, you can also see the rev counter, if you wish, it will also begin to descend. And keep the clutch still. Remember, we are not moving the car at this stage, if the car has moved, the clutch is far away. We are just finding the point of friction.
- Clutch again and relax
- Keep doing this until you can go straight to that point pretty fast. You may just have to do it a few times or you may have to do it a hundred times, it does not matter. The main thing is that the teacher finds the point of friction. Must recognize instantly the son

Let's do it for real. Remember, [Driving School Hyderabad](#) only working on the clutch, nothing more.

Get to the friction point as fast as you want, hold the clutch pedal firmly, feel the car move slowly as you bring the pedal through the clutch coupling. It is moving the clutch one centimeter at a time. If the car stops, reduce the clutch speed even slower next time. You need to feel the car moving while you take off. Keep doing this until you are happy with yourself.

As soon as you feel that the friction point decelerates the clutch until it is completely out. Between the friction points and completely it should take about two seconds.

By joining traffic, we will have to move the car faster than that or we will never join the traffic. So, how do we merge in traffic? The car needs extra energy, as simple as that.

Imagine you have a wheelbarrow full of something heavy (bricks or dirt): to move the wheelbarrow you must strengthen your muscles and give it a big push, and when it moves it becomes easier, right? I have your momentum going. The same with a car. To increase the volume and weight of the car, you need more energy; you do it by giving it more accelerator.

Take off without the accelerator, I want to prove something. Take your clutch to the friction point; now look at your revolution counter look at what happens when you go through the compromise point, the revolution counter is falling, right? It is consuming extra energy for the car to move, that's when you need to give it more throttle to maintain power or it will stop and then you can take off faster without stopping the car. Believe me, this is the hardest part to master.

Common mistakes to consider

Too much accelerator, the car will have more rev. That is not good for the engine. There are not enough revolutions. The car will stop. That's embarrassing. The clutch comes out too fast, the car will stop.

Let's do this now.

- Get the friction point.
- Carry the rev counter at approximately 2,000 revolutions.
- Carry the clutch completely at the same time, maintain the acceleration until approximately 2,000 revolutions with your accelerator. For the first time, the clutch and the accelerator work together. This is difficult to master.
- Clutch back inside.
- Repeat, repeat, repeat everything necessary to do well.

You may have to practice that many times before you feel comfortable with it.

When you feel comfortable, let's go for a walk. Put all our work together that we have practiced. Start, for, raise the gears, lower the gears. Let's go over it one more time.

- Clutch
- 1st gear
- hand brake off.
- Obtain the friction point of the clutch.
- Revs up to 2000.
- Pull out the clutch slowly, maintaining the accelerations.
- When the clutch is completely out and at 2,500 rev, it shifts to second gear (remember how to hold the shift lever)
- Clutch out, which accelerate
- Repeat until we have passed through the gears.

Now imagine lowering the gears. Make sure you are at the correct speed before putting the clutch to change down. He should feel safe now, even if [Hyderabad Driving School](#) have only done it in our mind.

[Top Driving School in Hyderabad](#) are really doing it for the first time (Beware of all that I will come)

- Clutch
- 1st gear
- Hand brake off.
- Bring the clutch to the friction point.
- Check if it is safe to join the road (if not wait until you are)
- Revs at 2,000 revolutions
- Clutch slowly keeping the revolutions up

If things feel bad, push them quickly and start again.

- Clutch completely out.
- Keeping the light on the accelerator brings revolutions up to 2,500 revolutions.
- Accelerator off.
- Clutch
- Holding the gear lever correctly, switch to 2nd gear.
- Clutch slowly.

If this was not easy, the clutch is more likely to come out too quickly

- Accelerate to 2,500 revolutions.
- In the accelerator of 2,500 revs off.
- Clutch
- Holding the gear lever correctly, switch to 3rd gear.
- Clutch slowly.
- Accelerate to 2,500 revolutions.
- At 2,500 revolutions throttle off.
- Clutch
- Holding the gear lever correctly, switch to 4th gear.
- Clutch out.

[Best Driving School in Hyderabad](#) did it for the first time yippee!!!!!!!

Calm down! Remember that we are driving on the road. Keep our concentration on the road if we do it. We're going to stop by the side of the road and start over.

- Check your mirrors to see if there are cars behind you.
- Indicate so that other vehicles know what we are doing.
- Brakes softly and gently.
- When the car reduces speed to about 40 km / h, move away from the road smoothly.

We need to get the speed of the car first before leaving the road.

- Clutch inside. (Because we are stopping there is no need to change the gears)
- Stop the car (hold your clutch)
- Select neutral.
- Hand brake on.
- Now release your clutch and relax a little.

When you're ready, let's practice lowering the gears.

Come on, show me how you raise the gears, but this time I do not get help from me.

"Well done"

Now we are driving on the road, let's lower the gears, make sure that before

doing this there are no other vehicles around. Just do it if it's safe.

- Accelerator off.
- Brakes at about 50 km / h.
- Clutch
- Holding the gear lever correctly, switch to 3rd gear.
- Clutch slowly.

Lower the gear, slower the clutch comes out.

- Brake at about 40 km / h
- Holding the gear lever correctly, switch to 2nd gear.
- Clutch slowly.

Now accelerate and raise the gears.

Keep doing this, raise the gears, lower the gears, raise the gears, lower the gears.

Stop the car where we need it to stop it.

While we are on the quiet road, let's practice stopping the car where we need to stop the car.

Imagine that we are coming to an intersection with a stop sign. The objective is to stop the vehicle as close as possible to the stop line without going through the stop line. If we can not do that, we are in a big problem, so let's practice this where there are no cars around. What I do is have an imaginary white line on the other side of the road, or better yet look at the white guides along the way - have an imaginary target

line between white messages. What we have to do is stop the car as close as possible, at least within 1

meter of the imaginary line without overlooking. Can you see why I said start on the quietest way you can find?

At [Driving School Hyderabad](#) We need to have a soft stop. No braking acceleration-brake situation. Do most of your braking first, then release the pressure on the brake pedals as you approach? I should feel that it is rolling. It is

only releasing the pressure on the brake, it is not releasing it completely; if it does, the car will increase the speed. It takes practice to know how much pressure to exert on the brake pedal and how much pressure should be released from the brake pedals.

Common mistakes to consider

Braking too hard, if you do that, you will stop near your line and you will have to accelerate again to reach the correct position.

Braking too soft, if you do you will have to brake harder at the end or end up in the intersection. That's dangerous. This will be unpleasant for passengers and dangerous.

Sliding the clutch, that is, putting the clutch in too early, letting the car roll too long, this can cost demerit points in the test drive. Forget about putting your clutch in or putting it too late. This will cause the car to stop or make the engine work. We need a stop without problems. Let's do it. When it is safe, we will all follow all the procedures we have learned.

Right, when you're ready:

- Have an imaginary line on the other side of the road, well in front of you. Or a tree, or something.

- Start slowing down

- As you get closer to your imaginary line applies more pressure on the brake. If you have misjudged the distance to which you come too fast.

Or release the pressure on your brake pedal if you are going to stop before your imaginary line. We are only working so that the pressure on the brake pedal does not completely release the brake pedal, otherwise the car will gain speed again.

- Clutch pedal completely in about ten meters before the line.

- Stop the car at 1 meter from that imaginary line but not on it.

- Drive again.
- Repeat, repeat, repeat until you have it right and be happy with yourself.

Clutch control

Sometimes, going as fast as the idle speed is too fast. What I mean by this is that moving the 1st gear without any accelerator is sometimes too fast, p. Eg doing a parallel reverse park, leaving an angle park or driving with a lot of traffic. In these situations, we need to mount the clutch to make the car go slower. Keep this to a minimum because it is wearing out your clutch faster, but sometimes we have to do this to control the car.

Basically, your clutch pedal becomes the accelerator and the accelerator pedal is just to maintain the accelerations, so it does not paralyze or run the engine. As we do it

- Remember the friction point of the clutch, hold your clutch there
- You may need a small accelerator to maintain the revolutions.
- Adjust the clutch pedal very slowly to match the speed you need and hold the clutch pedal there.

The more you take out your clutch pedal, the faster the car will go, that's what I meant when

He said that the clutch will become your accelerator. This will take some practice.

How is that. With luck you can take control of your driving. This is the most dangerous part of your driving because you need to stop and start a lot. Always make sure it is safe before doing something.

I wish you good luck and safe driving. [Driving School Near me](#) still have a long way to go yet. The basic control of the car can take 15 to 20 hours of experience before being ready for the next stage. In this stage, it's just about driving on an open road. Everyone learns at a different pace. Driving instructors may push you a little harder because they must have dual controls on your car; you are not. The

next stage will be to drive light traffic
residential streets.