When curving to the left, keep the front wheels close to the right edge of the lane to keep your driver’s side rear wheels out of the next lane of traffic.

Always watch for signs warning of curves and turns, and adjust your speed and approach.

**Negotiating narrow bridges**

Entering a narrow bridge with a curved approach requires the driver of a large unit to use caution and skill. You must be familiar with the amount of off track your vehicle displays. Use this information to adjust your speed and approach to the curve so that you can enter the bridge safely.

**Turning right**

When turning right, you need to think about the length of your vehicle including the trailer(s), the off track of the rear wheels, the layout of the streets and the particular intersection where you’ll be turning, and traffic at or near the intersection.

These factors will influence your plan for positioning your vehicle to start the turn, and how far from the curb you want to be upon completion of the turn.

If the turning arc of your front wheels is too small, off tracking may cause the back wheels of your trailer to scrape the curb or even leave the road. You’ll almost certainly crowd anyone, such as a cyclist, who’s travelling on your right side. Running your rear wheels over curbs and sidewalks can damage your tires and seriously injure pedestrians and cyclists. You may hit a power pole, sign post or lamp standard if your vehicle doesn’t have enough room to turn. This type of collision can damage your vehicle, as well as the object it hits.
Check whether smaller vehicles, motorcycles or cyclists are on the right side of your vehicle whenever you make a right turn. Also check for pedestrians on or near the curb. The most dangerous point in a turn is when the tractor has made the turn but the trailer hasn’t. At this point the right rear-view mirror is turned so that it’s almost useless.

If the streets are narrow and you can’t make the right turn without swinging into another lane, you may need to turn wide as you complete the turn. If you must cross into the oncoming lane to make the turn, watch out for vehicles coming toward you. Give them room to pass by or to stop. Don’t back up for them, because you might hit someone behind you.

You should keep the rear of your vehicle close to the curb. This’ll prevent other drivers from passing you on the right.

Use extreme caution and ensure the movement can be made safely. It’s your responsibility to be certain you can move safely without holding up traffic.

**Sharp right turns**

To make a sharp right turn (particularly with a forward-control vehicle such as a bus):

1. Position the vehicle one to two metres from the curb on the approach to the intersection.
2. Drive straight until the curb line of the side street can be seen through the front entrance door (if you’re operating a bus).

3. Enter the turn at a low speed. This will allow you to turn the steering wheel more slowly, which will let you make a smoother turn using less energy.

The hand-over-hand steering method is recommended when you need to do a lot of turning. Pull on the right half of the wheel for right turns and the left half of the wheel to make left turns. Don’t grasp the inside of the steering wheel. If you do and the wheel slips or jerks, you may injure yourself.

These hand positions are recommended for right- and left-hand turns. Always use both hands to steer your vehicle.
Driving Commercial Vehicles

Turning Left

Just as with right turns, ensure your vehicle’s turning arc is large enough to keep your vehicle from cutting the corner. If you turn too soon, the left side of your vehicle may hit another vehicle in the intersection or run over a median because of off tracking.

If you’re turning into a multi-lane street, the size of your commercial vehicle may make it difficult to turn into the leftmost lane. Instead, you may choose to turn into a lane to the right. Be sure it’s safe and available to you.

If there are two turning lanes, you should turn from the right-hand turn lane as this lane will better accommodate your vehicle’s off tracking.

As with right turns, check for pedestrians and cyclists when turning left.

Traffic Circles and Roundabouts

These are found in some areas to help ensure safe passage of traffic through an intersection without having to stop the flow of traffic. Roundabouts, while generally larger than traffic circles, work the same way:

- slow down as you approach the circle
- yield to any traffic in the circle
- if another vehicle arrives at the traffic circle at the same time as you do, yield to a vehicle on your right
- go around the traffic circle to the right (counter-clockwise).

Traffic Circles

Traffic circles are designed for use in residential streets where trucks and buses don’t usually travel.

If you’re driving a large truck or bus through a traffic circle, encroaching onto the median is okay to get through.
Roundabouts

Some roundabouts have more than one lane. Lane use signs and markings may be displayed at the approaches to indicate where you can go in each lane when you’re in the roundabout. Make sure you know where you want to go — and are in the proper lane to get there — before you enter.

Take care when driving through a roundabout in a large commercial vehicle. Due to your vehicle’s off track, you may need to take up more than one lane. Make sure there are no vehicles in the lane beside you.

In the example above, the red car has entered the roundabout from the south in the right lane after first yielding to vehicles in the roundabout. The driver may either turn right at the east exit or continue straight and take the north exit.

The blue car entered from the south in the left lane, and has merged into the left lane in the roundabout. Because the blue car entered from the left lane, the driver can’t immediately turn right at the first exit (east), but can take either the north or west exit.

The tractor-trailer combination entered the roundabout from the east in the left lane and the driver is going to take the south exit. The trailer is partially in the right lane due to the length of the combination.

The driver of the green car must yield to the tractor trailer already in the roundabout.

Backing up

Backing up must always be done with extreme caution. With a few exceptions, you’ll be responsible for any crash that happens when you’re backing up. This manoeuvre becomes dangerous any time you don’t make certain the way is clear. You may have to check several times to be sure the way remains clear during the entire manoeuvre.

Most crashes that involved a backing-up vehicle are caused by drivers who didn’t see something they should’ve.
Follow these tips to reduce your risk of causing a backing-up crash:

- Avoid backing up whenever possible.
- If you must back up, plan ahead to minimize the distance.
- Be certain that the area you are backing into is clear.
- Use a person to guide your vehicle whenever possible. If you can’t use a guide, get out of your vehicle and walk completely around it before you start to back up. Repeat this every vehicle length.
- Sound your horn at least once every vehicle length to warn other road users that you’re about to move.
- Back your vehicle out of traffic rather than into traffic.

Remember that it’s easier to back out of traffic than into traffic. The driver in the vehicle at the top drove straight into the loading dock, and will now have the difficult task of backing into traffic to get back onto the road. The driver in the vehicle at the bottom backed out of traffic into the loading dock, and can now easily drive forward to get back onto the road.

Don’t back your vehicle into the blind side when it’s possible to back into the view side. Make your approach in a way that allows you to see the area you are backing into before you put your vehicle into reverse.

Make your approach so that you can see the area you’re backing into.

Whenever possible, back your vehicle into the view side, not the blind side.