



Practical Instructor Evaluation Results

(Class 5, Commercial Vehicle, and Motorcycle)

SURNAME		GIVEN NAME(S)		DRIVER'S LICENCE NUMBER	DATE
DRIVING SCHOOL NAME			TOPIC / SCENARIO	ICBC EVALUATOR(S)	
TYPE OF TRAINING	LESSON LEVEL		PURPOSE OF ASSESSMENT		
<input type="checkbox"/> PV <input type="checkbox"/> CV <input type="checkbox"/> MC	<input type="checkbox"/> Basic <input type="checkbox"/> Intermediate <input type="checkbox"/> Advanced		<input type="checkbox"/> Challenge <input type="checkbox"/> Pilot course <input type="checkbox"/> Other _____		

Running commentary (Scored separately. Not included in the overall score.)

NOTES	SCORE
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Teaching evaluation

1. Introduction to training	SCORE
2. Route Planning/Circuit Setup	SCORE
3. Safety – Risk Management*	SCORE
4. Lesson content and instructor knowledge*	SCORE
5. Lesson time and structure	SCORE
6. Clarity	SCORE
7. Demonstration and visual aids	SCORE
8. Teaching strategies and involvement	SCORE
9. Assessment and feedback	SCORE
10. Emotional learning environment	SCORE

*Applicant must receive score of at least 1 in criteria 3 and 4 to qualify.

Refer to the Practical Instructor Evaluation Rubric (DTC340 or DTC344 if MELT) for specific criteria.

Overall score

/25 <input type="checkbox"/> Pass <input type="checkbox"/> Fail Passing grade: 16/25 (64%)	COMMENTS AND RECOMMENDATIONS
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Instructions

Teaching assessments

Before conducting the assessment, complete the information section at the top of the results form.

During the assessment, use the Practical Instructor Evaluation Rubric (DTC340 or DTC344 if MELT) to determine a score for each of the 10 criteria items. Circle or check the behaviours observed and then choose a score that *best* describes the instructor's ability. You may circle items in more than one level. Half marks (.5 or 1.5) are allowed where ability clearly lies somewhere in between two of the levels. Described behaviours may not cover every situation.

After the lesson, ask the instructor to reflect on the lesson and his/her teaching by asking questions such as: How did the lesson go for you? What went well? Is there anything that you would do differently if you could do the lesson over? And so on. The instructor's self-knowledge (or lack thereof) about a particularly weak area may help you to determine the final result.

Qualification

A score of 16 out of 25 is required to pass (this represents 80% of the competent column).

To qualify, the instructor must receive a score of at least a "1" in both #3 safety and risk management and #4 lesson content and instructor knowledge.

Scoring levels

The following are general descriptions of each level. Refer to the Practical Instructor Evaluation Rubric (DTC340 or DTC344 if MELT) for specific examples.

- 0 Unsatisfactory:** The instructor has insufficient knowledge or ability in this area and requires significant study and practice.
- 1 Developing:** The instructor needs study and practice in this area to become proficient and performance has real deficiencies.
- 2 Competent:** The instructor displays solid, professional ability in this area.
- 2.5 Distinguished:** The instructor's ability and knowledge makes you say "Wow!" Truly outstanding.

Running commentary

Evaluation of running commentary is a mandatory part of any in-car or in-truck instructor assessment. It may occur at any point in the course and is scored separately from the final practical teaching assessments.

In order to qualify and receive an "S" — satisfactory in competency C.14.5, instructor candidates must score at least a two (2).

The instructor should provide running commentary from the driver's seat for approximately ten minutes. Commentary should include visual search, identification of simple and complex hazards, prediction of likely hazards, and key decisions. Driving should be smooth, safe and legal. The instructor should pause the commentary, as needed, to deal with any critical safety incidents.

0 – Unsatisfactory	1 – Developing	2 – Competent	2.5 – Distinguished
Did not do commentary for most of the drive. Gave incorrect or a lot of irrelevant information. Consistently commented too late for information to be of value. Had poor visual search patterns (low vision, limited scanning, or poor awareness). Displayed poor driving generally (i.e. poor control skills, not reacting or reacting too late to hazards).	Visual search could have been more extensive. Missed more than one key hazards. Limited description of complex hazards. Descriptions were not concise. Some irrelevant information. Descriptions were unclear. Pace was too fast or too slow to be effective. Made minor driving errors.	Commentary was appropriate for the traffic and roadway conditions. Clear, correct, easy to follow. Good visual search pattern, forward, scanning, rear, sides. Identify key hazards and likely hazards. Gave some information on reaction to the hazards. Driving was smooth, safe and legal.	In addition to all items in the competent column: Commentary was masterful — instructor was able to drive perfectly and comment fully.