



# International Driving TREC Rules

## PTV DATA SHEET

### 9 – OBSTACLE with 2 or 3 GATES

#### FEATURES

- A gate comprises two cones separated by 2 meters
- The gates are 10 meters from each other
- The first and last gates are 12 meters from the entry and exit
- The inner edge of the first one is aligned with the outer edge of the next one etc.

#### EQUIPMENT

- 2 red flags
- 2 white flags
- 1 number
- 4 to 6 cones.
- 4 to 6 balls.

#### OBJECTIVES

Not disturbing the obstacle while remaining at the initially chosen gait

#### EFFECTIVENESS FAULTS

- Break in forward motion, change of gait
- Running out
- Stepping back
- Refusal
- Circling

#### CHOICE OF GAIT

- Canter
- Trot
- Walk

***In the event of change in gait the slowest gait is taken, going back into the initial gait does not count in the score***

#### PENALITES

- No whip in the hand
- Making the bars fall
- Brutality
- Dangerous driving
- Driver or groom stepping down from the carriage
- Carriage tipped
- Uncorrected course error



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## PTV SCORE SHEET

### 9 – OBSTACLE with 2 or 3 GATES

CORRIDOR N°																																																																																																																																																					
STEWARD:																																																																																																																																																					
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <th style="width: 10%;">Rider N°</th> <th style="width: 10%;">E +</th> <th style="width: 10%;">G -</th> <th style="width: 10%;">P =</th> <th style="width: 10%;">TOTAL</th> </tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table>					Rider N°	E +	G -	P =	TOTAL																																																																																																																																												
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3 faults	0		Dangerous driving	-10																																																																																																																																																	
			Foot on ground: driver or groom	- 30																																																																																																																																																	
			Tipped carriage	-50																																																																																																																																																	
			Error of course	eliminated																																																																																																																																																	
A mark of 0 for effectiveness or as a penalty leads to an overall mark of 0																																																																																																																																																					

**7 = no effectiveness fault: no break in forward motion, no running out, no refusal, no circling**  
**4 = 1 effectiveness fault: 1 break in forward motion, etc.**  
**1 = 2 effectiveness faults: 2 break in forward motion, etc.**  
**0 = 3 effectiveness faults: etc ...**

