



1

Getting your B licence

IN THIS CHAPTER

What the process actually is · The learner permit · How to practise · The two risk courses · The two tests · What expires, and when · The probationary period

Almost nobody fails to get a Swedish licence because the theory defeated them. They lose

months to the sequence, practising before they were allowed to, booking a test they were not yet eligible for, or letting something expire while they waited for a slot. This chapter is about the order.

1.1 What you are actually applying for

A Swedish B licence is not one application. It is a chain of separate permissions, each with its own requirement, its own paperwork and; this is the part that catches people; its own expiry date.

RULE · THE THREE THINGS THAT GATE EVERYTHING ELSE

You may not drive on a public road, at all, until the learner permit has been granted. Not with a driving school, not with a parent, not in a car park that counts as a road.

You may not book either test until both risk courses are done. Not one of them, and not “before the driving test”, before you may book at all.

The driving test must be passed inside the theory pass’s validity, or the theory test is taken again.

Everything else, how many lessons you take, whether you use a school or a relative, what order you do the risk courses in, is genuinely up to you.

1.2 The route

The route to a B licence

Six steps, read down and then across. The order is not a suggestion, three of them gate the



Fig. 1.1 Six steps. Three of them gate what follows, which is why the order is worth learning before the theory rather than after it.

1.3 The learner permit

The **körkortstillstånd** is permission to *learn*. It is not a licence, it does not let you drive alone, and until it is granted no practice on a public road is lawful.

RULE • WHAT THE APPLICATION INVOLVES

A **health declaration** covering conditions that can affect driving.

An **eye test**, whose certificate must be no more than **two months old** when you apply.

A judgement on **personal suitability**, which certain offences can affect.

WATCH OUT • FIVE YEARS, AND IT CANNOT BE EXTENDED

A granted permit lasts **five years**. If you have not passed both tests by then, you apply again from the beginning, health declaration, eye test and all.

Five years sounds generous. It is, right up until someone starts at sixteen, stops for university, and comes back at twenty-two.

If you need glasses or lenses to meet the vision standard, that is recorded on the licence, and you must then wear them whenever you drive.

1.4 How to practise

You may learn at a driving school, with an approved private supervisor, or, which is what most people who pass first time actually do; both.

RULE • WHO MAY BE A PRIVATE SUPERVISOR

A **handedare** must be approved for **you specifically**, by name, before any practice begins. To be approved they must:

- be at least **24 years old**;
- have held a licence for that vehicle for at least **five of the last ten years**;
- not have had it revoked in a way that disqualifies them.

The approval lasts **five years** and ends immediately if the supervisor's own licence is revoked.

WATCH OUT • THE SUPERVISOR COURSE WAS ABOLISHED ON 1 AUGUST 2026

Until then, learner and supervisor had to attend an *introduktionsutbildning* together before practising. **That requirement no longer exists.**

A great deal of published guidance, and most of what a search engine will hand you, still says the course is compulsory. It is not. What has not changed is that the supervisor must be **approved for you** in advance, and that is the step people now skip because they have read that the course was dropped and assumed the approval went with it. It did not.



Fig. 1.2 Green for a private supervisor. It goes on the car whenever the car is being used for practice, and comes off when it is not.



Fig. 1.3 Red for a driving school. Same sign, same rules, different instructor.

RULE • WHILE YOU ARE PRACTISING

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The vehicle must carry a sign reading **ÖVNINGSKÖR**, placed so that it is clearly visible from behind and without blocking the driver's view out.

The colour says who is teaching. Green when you are practising with an approved private supervisor. **Red** when you are with a driving school or another instructor. It is the same sign and the same rules, only the field colour changes.

The vehicle must be insured for learner driving.

The supervisor is legally the driver. That is not a formality. They carry responsibility for how the car is driven and must themselves be fit to drive, sober, awake, and able to take over. A supervisor who has been drinking is committing an offence from the passenger seat.

IN PRACTICE • WHAT PRIVATE PRACTICE DOES AND DOES NOT GIVE YOU

It gives you hours, and hours are what turn conscious effort into something automatic. There is no substitute for them.

What it does not reliably give you is correct technique, because a supervisor teaches what they themselves do, including the habits they picked up twenty years ago and have never had examined. This is the argument for doing both, and it is a practical argument rather than a commercial one.

1.5 The two risk courses

Two courses are compulsory. They are usually called Risk 1 and Risk 2, they cover completely different ground, and neither can be replaced by more practice.

Risk 1, the person behind the wheel. Alcohol and drugs, fatigue, attitude, peer pressure, risk-taking. It is a discussion course rather than a driving one, and it exists because the largest group of serious crashes among new drivers comes from these factors and not from a lack of car control.

Risk 2, the skid course. Practical, on a skid track. You drive on a deliberately slippery surface and find out, at low speed and in safety, how fast control goes and how little steering achieves once grip has gone.

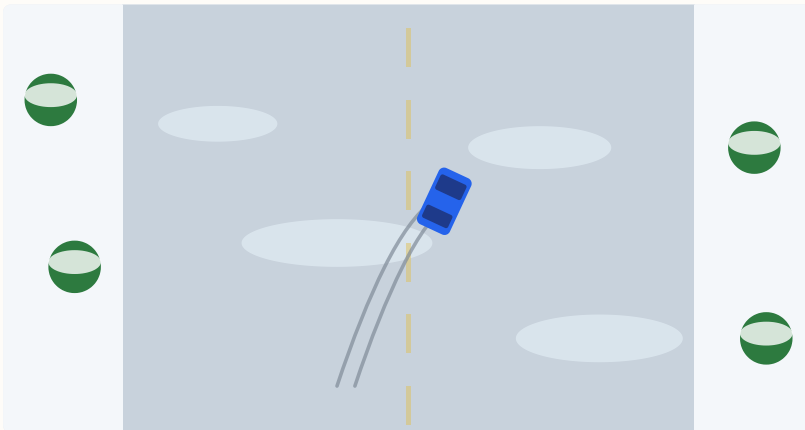


Fig. 1.3 What the skid course is for. Not the recovery, the respect.

HIGHLIGHT • what Risk 2 is really teaching

Drivers often leave the skid pan believing they have learned to control a skid. The useful conclusion is the opposite one: **at road speed a skid is usually not recoverable at all**. The margin has to exist before you need it, because by the time you need it you cannot create it.

RULE • ORDER AND TIMING

There is no prescribed order. Risk 2 before Risk 1 is perfectly allowed.

Both must be complete before you may book either test.

Each is valid for **five years**, and the validity ends the moment the licence is issued, so it is not something you carry forward to a later category.

1.6 The two tests

The theory test is taken at a test centre and is multiple choice on a computer. It can be sat in several languages, English among them, and an interpreter or an adapted format can be arranged where there is a documented need.

The driving test covers ordinary driving in real traffic together with a safety check of the car. The examiner is judging whether you drive **safely and independently**, not perfectly. Small errors do not automatically fail you. One dangerous action does.

RULE • HOW LONG A THEORY PASS LASTS

Twelve months. Pass the driving test inside that year or sit the theory test again.

This changed on **19 August 2026**. Before that date a pass lasted four months, and a pass obtained on or before 18 August 2026 keeps the old four-month period. Anything you read that says four months either predates the change or has not been updated; check its date.

IN PRACTICE • WHY PEOPLE FAIL THE DRIVING TEST

The common reasons are undramatic and entirely fixable: **not looking enough at junctions**, **speed not adapted to the situation**, and **hesitation that obstructs other traffic**.

That last one surprises people. Being too tentative is a fault, because traffic has to be able to predict you.

CHECKLIST • on the day

Bring valid **photographic identification**. Without it you cannot sit the test, and no amount of explaining will change that.

Arrive early. A late arrival usually forfeits the booking.

For the driving test, the car must be roadworthy and correctly equipped.

A failed test can be retaken after a minimum waiting period.

1.7 Everything here has a clock on it

Everything here has a clock on it

Bars to scale against five years. Running one of these out is the commonest way to lose time

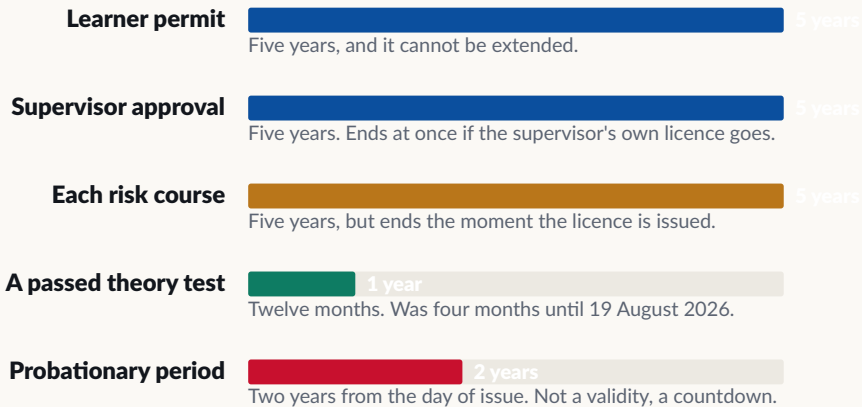


Fig. 1.4 Five separate clocks, all running at once. Bars to scale against five years.

This is the single most useful page in the chapter, because running one of these out is the commonest way to lose a year.

The trap is not any one period, five years is a long time. The trap is that the clocks **start at different moments and do not pause**. Someone who takes Risk 1 at sixteen because a friend was going, then reaches the driving test at twenty-one, takes Risk 1 again. Someone who passes the theory in the spring and cannot get a driving-test slot until the following autumn sits the theory again.

IN PRACTICE • THE ORDERING THAT WASTES THE LEAST

Get the permit as soon as you are ready to start practising, not before.

Book the risk courses early, the skid course fills up, especially in winter, but **take** them close to your tests.

Book the driving test as early as you can, because the waiting list, not your ability, is usually what sets the date.

1.8 After you pass

RULE • THE PROBATIONARY PERIOD

A new Swedish licence carries a **two-year probationary period** (*prövotid*) running from the day it is issued. A serious traffic offence during it can lead to the licence being revoked.

WATCH OUT • REVOCATION IS NOT A PAUSE

If the licence is revoked during the probationary period, you do not wait out a suspension and get it back. **The whole process is done again:** permit, courses, theory test, driving test.

And the licence issued afterwards starts a **new** two-year probation. The clock is attached to the licence, not to how long you have been driving.

HIGHLIGHT • why this matters more than the fine

For a new driver the money is rarely the significant consequence of an offence. Repeating the entire licensing process is, in time, in cost, and in the year of driving you do not get back.

1.9 The categories, briefly

AM	Moped class I
A1, A2, A	Motorcycles, by increasing size and power
B	Car, the licence this book is about
B96	An extension of B for heavier car-and-trailer combinations
BE	Car with a trailer beyond what B96 covers
C, D	Lorries and buses, with separate requirements of their own

B96 and BE are not the same thing. B96 is an extension obtained through training and an assessment, with no separate full test. BE is a category in its own right, with its own test. Which you need is decided by **weights in the registration documents**, not by how the load looks; see Chapter 14.

The words you will see

SWEDISH	ENGLISH	WHERE IT MATTERS
<i>körkortstillstånd</i>	learner permit	Five years, not extendable
<i>hälsodeklaration</i>	health declaration	With the application
<i>synintyg</i>	eye-test certificate	Max two months old
<i>handledare</i>	private supervisor	Approved for you by name
<i>handledarskap</i>	supervisor approval	Five years
<i>övningskörning</i>	learner driving	From 16 with a supervisor
<i>riskutbildning</i>	risk course	Both, before you may book
<i>halkbana</i>	skid track	Risk 2
<i>kunskapsprov</i>	theory test	Valid twelve months
<i>körprov</i>	driving test	Real traffic plus a safety check
<i>prövotid</i>	probationary period	Two years from issue
<i>återkallelse</i>	revocation	Start the whole process again

Chapter summary

Nothing on the road happens before the learner permit is granted. It lasts five years and cannot be extended.

A private supervisor must be approved for you by name, must be at least 24, and must have held the licence for five of the last ten years. **The supervisor course was abolished on 1 August 2026**; the approval was not.

The supervisor is legally the driver, and must be fit to drive.

Both risk courses, in either order, before you may book either test. Each is valid five years, and expires when the licence is issued.

Risk 2's real lesson is that a skid at road speed is not recoverable.

A passed theory test lasts twelve months: changed from four on 19 August 2026.

The driving test asks for safe and independent, not perfect. Hesitation that obstructs traffic is a fault like any other.

Two years' probation from the day of issue. Revocation during it means doing everything again, and the replacement licence starts a fresh two years.

Questions

Ten questions. Answers begin on page 15.

1.1 When may you first drive on a public road as a learner?

- A** As soon as you turn 16
- B** Once the learner permit has been granted
- C** Once you have booked your first lesson at a driving school
- D** Once your supervisor has been approved

1.2 Your supervisor has been awake for twenty-two hours and is struggling to stay alert. You are well rested. May you practise?

- A** Yes; you are the one driving, and you are rested
- B** No; the supervisor is legally the driver and must be fit to drive
- C** Yes, provided you stay on quiet roads
- D** Yes, provided the journey is short

1.3 In what order must the two risk courses be taken?

- A** Risk 1, then Risk 2
- B** Risk 2, then Risk 1
- C** Either order
- D** They must be taken on the same day

1.4 By when must both risk courses be completed?

- A** Before the driving test
- B** Before you may book either test
- C** Before the licence is issued
- D** Before the learner permit is granted

1.5 How long is a passed theory test valid?

- A** Four months
- B** Six months
- C** Twelve months
- D** Until the learner permit expires

1.6 You took Risk 1 five and a half years ago and have just booked your driving test. What follows?

- A** Nothing, risk courses do not expire
- B** Risk 1 must be taken again
- C** It is valid because you have started the test process
- D** It is valid until the learner permit expires

Everything here has a clock on it

Bars to scale against five years. Running one of these out is the commonest way to lose time

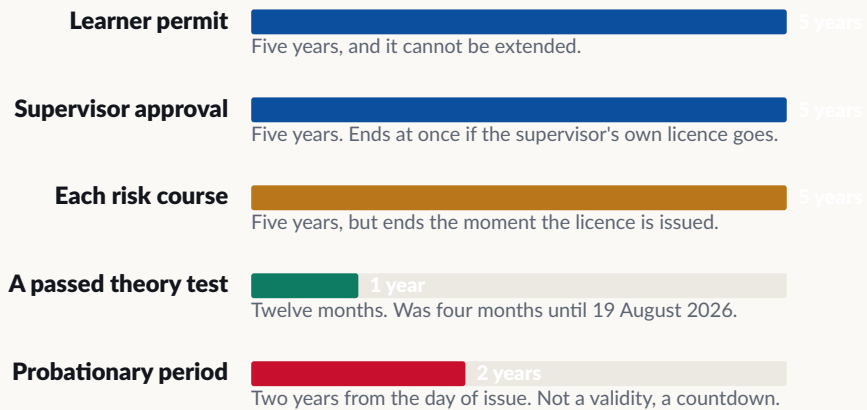


Fig. 1.5 Question 1.7.

1.7 Which of these expires the soonest?

- A** The learner permit
- B** A supervisor approval
- C** A completed risk course
- D** A passed theory test

1.8 A friend tells you that you and your supervisor must attend a course together before practising. Is that right?

- A** Yes, the supervisor course is compulsory
- B** No; that requirement was abolished on 1 August 2026, but the supervisor must still be approved for you
- C** Yes, but only if the supervisor is under 24
- D** No; nothing at all is required of a private supervisor

1.9 Your licence is revoked eighteen months after it was issued. What happens?

- A** It is suspended for a period and then returned
- B** The whole licensing process must be done again, and the new licence carries a fresh two-year probation
- C** Only the driving test must be retaken
- D** The probationary period restarts but the licence is kept

1.10 On the driving test you approach a junction, stall, and restart smoothly without obstructing anyone. Have you failed?

- A** Yes, any error on the test is a fail
- B** No, small errors do not automatically fail you
- C** Yes, if it happens at a junction
- D** It depends on whether the examiner had to intervene

Answers and explanations

1.1 • B. The learner permit is the gate. Age alone is not enough, a booked lesson is not enough, and a driving school cannot take you out before it is granted either. Answer D is the trap: a supervisor's approval matters only once the permit exists, and it is a separate step.

1.2 • B. The supervisor is regarded as the driver, so the requirement to be fit to drive falls on them, and severe fatigue impairs judgement much as alcohol does (Chapter 10). Your own alertness does not substitute for theirs, because the whole point of the arrangement is that they can take over. Quiet roads and short journeys change nothing.

1.3 • C. Either order. Nothing requires Risk 1 first, and taking Risk 2 when a skid-track place comes up is sensible rather than irregular.

1.4 • B. Before you may **book** either test; this is stricter than most people assume, and it is the second commonest way to waste a booking after letting the theory pass lapse.

1.5 • C. Twelve months, since 19 August 2026. Answer A was correct until that date and is still what a great deal of published material says, which is why the date on your source matters.

1.6 • B. Risk courses last five years from the day you take them, and yours has run out. Booking a test does not freeze the clock, and the permit's expiry is a separate deadline that has nothing to do with it.

1.7 • D. A passed theory test, at twelve months, the shortest of the five by a wide margin. The permit, the supervisor approval and each risk course all run five years. The two-year probation is not a validity at all; it is a countdown that begins after everything else has finished.

1.8 • B. The *introduktionsutbildning* requirement was abolished on 1 August

1. Your friend is repeating what was true until recently, and most of what is

written online still agrees with them. The approval, though, is unaffected, and it is now the step most likely to be missed, precisely because people hear the course was dropped and assume everything went with it.

1.9 • B. Revocation during the probationary period is not a suspension. The entire process is repeated, and the licence issued at the end of it starts its own fresh two-year probation, because the clock belongs to the licence, not to your experience.

1.10 • B. A stall is an error, not a danger, and you recovered without affecting anyone. The examiner is judging whether you drive safely and independently, not perfectly, small errors are expected. What does fail you is a single dangerous action, and, less obviously, hesitation that obstructs other traffic: being unpredictable is itself a fault.



2

Basic rules and the responsible driver