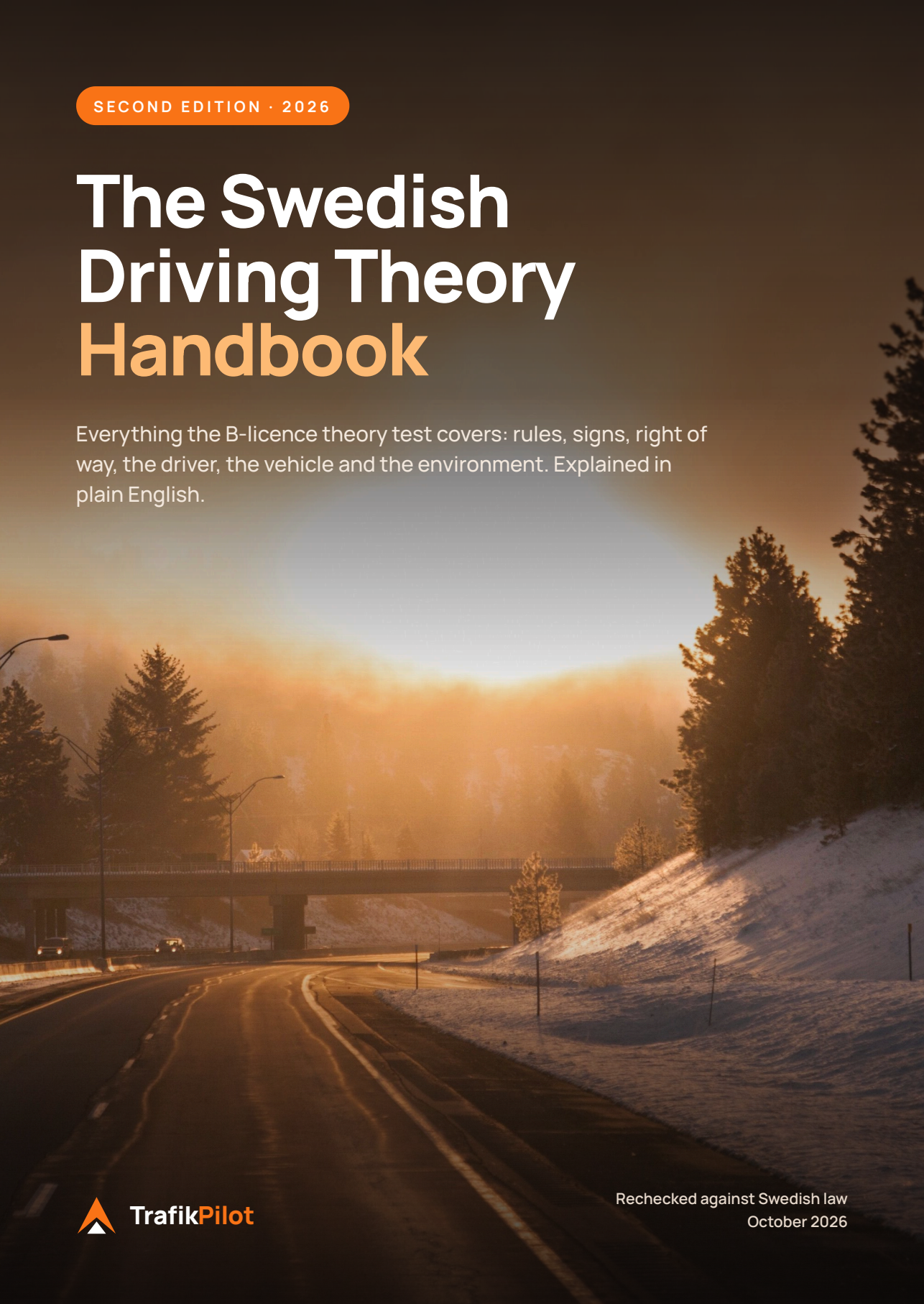
SECOND EDITION · 2026

The Swedish Driving Theory Handbook

Everything the B-licence theory test covers: rules, signs, right of way, the driver, the vehicle and the environment. Explained in plain English.



TrafikPilot

Rechecked against Swedish law
October 2026



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, turning up for a test they were not yet allowed to sit, 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 has its own requirement and its own paperwork. And, this is the part that catches people, each has 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 sit either test until both risk courses are done, and still valid.** That applies to the theory test as well as the driving test (Körkortslagen 3 kap. 4 b §). To *book* a test, the learner permit is enough.
>
> **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

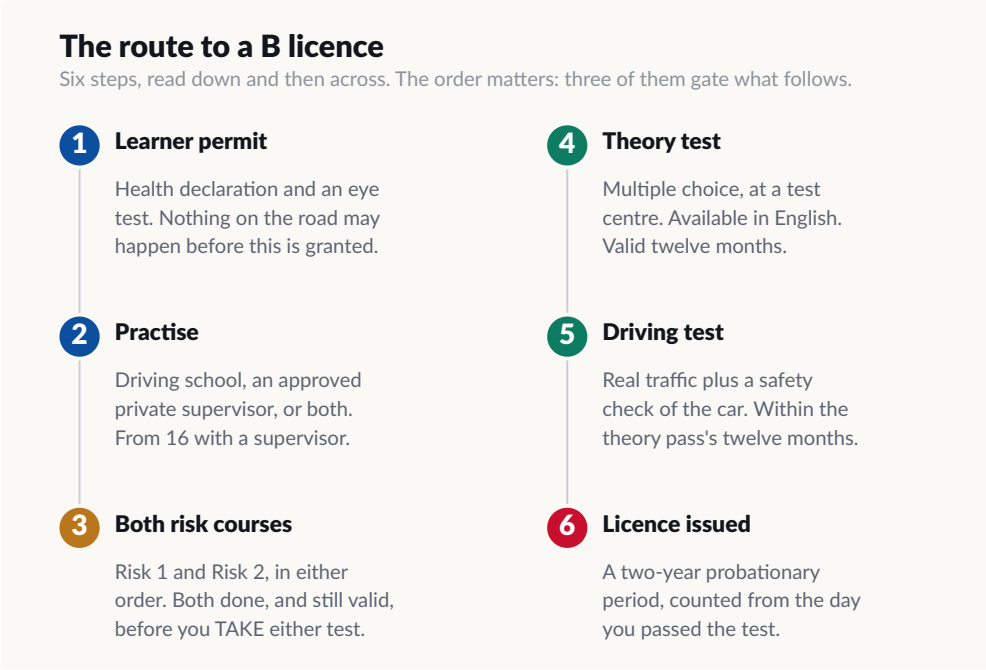


Fig. 1.1 Six steps. Three of them gate what follows, which is why the order is worth learning before the theory rather than after it.

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

Körkortsförordningen 3 kap. 1 §

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

An **eye-test certificate**.

Both must have been issued no more than **two months** before you apply.

Transportstyrelsen then judges your medical fitness and your **personal suitability**, which certain offences can affect.

WATCH OUT · FIVE YEARS, AND IT CANNOT BE EXTENDED

A granted permit lasts **five years** (Körkortsförordningen 3 kap. 3 §). 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 with both. Many people combine the two, and there is a good reason to, which comes up below.

RULE · WHO MAY BE A PRIVATE SUPERVISOR

Körkortslagen 4 kap. 7–8 §§

A **handledare** 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 the licence revoked on certain grounds in the last three years; • not have an alcohol-interlock (*alkolås*) condition on their licence, now or at any time in the last three years.

The approval lasts **five years**. It ends early if the supervisor's licence is revoked or is made subject to an alkolås condition.

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

TSFS 2010:81 · Körkortsförordningen 4 kap. 6, 7 and 9 §§

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 supervisor sits beside you, and carries the certificate of their approval during practice.

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 can commit 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 other drugs, fatigue, and risky behaviour. It is a discussion course rather than a driving one. It exists because these choices, not a lack of car control, are behind many of the crashes new drivers have.

Risk 2, the skid course. Speed, safety and driving in different road and weather conditions, including 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.

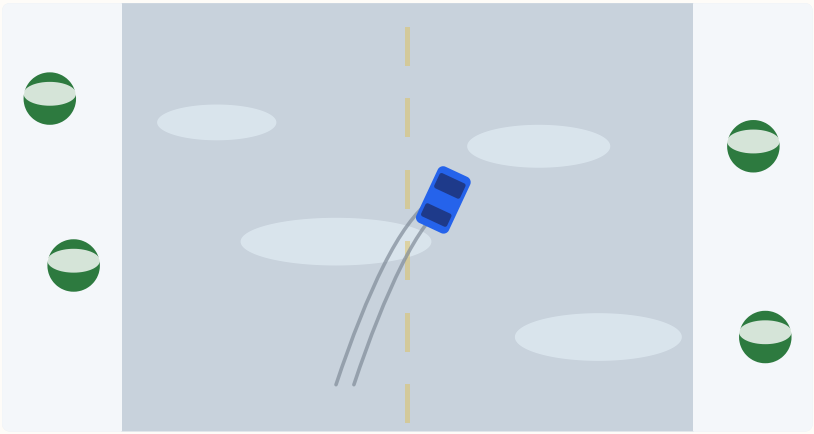


Fig. 1.4 What the skid course is for. Not the recovery, the respect.

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

Körkortslagen 3 kap. 4 b § · Körkortsförordningen 4 kap. 14 §

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

Both must be complete, and still valid, on the day you sit each test: the theory test and the driving test. You can book a test before you have done them.

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 licence.

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.

If you fail, you can book a new test.

1.7 Everything here has a clock on it

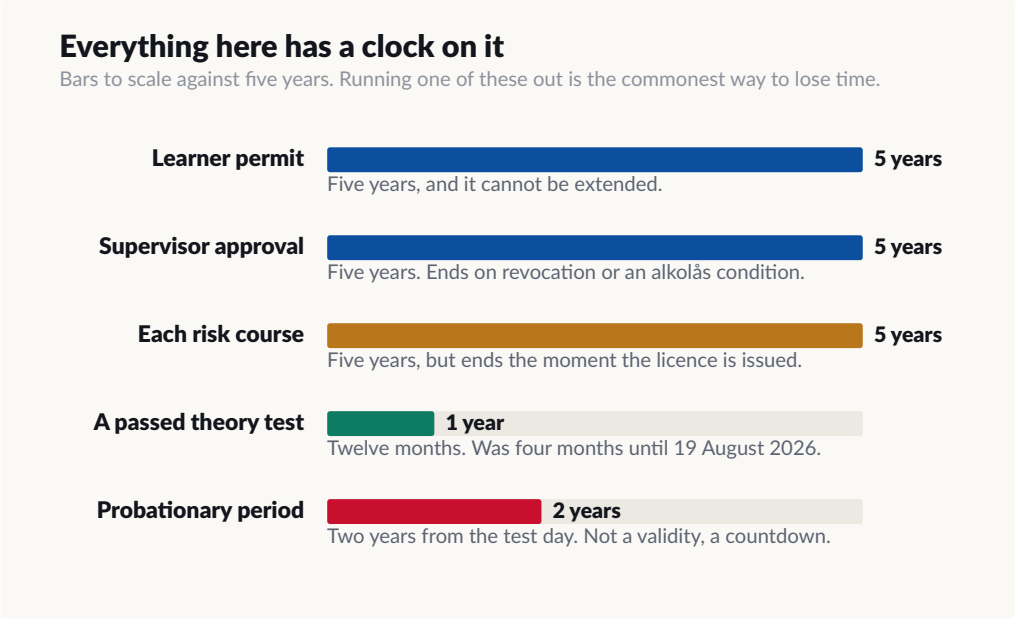


Fig. 1.5 Five separate clocks, all running at once. Bars to scale against five years.

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 tests more than five years later, takes Risk 1 again. Someone who passes the theory in the spring of one year and cannot get a driving-test slot until the summer of the next 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 in good time, because the skid course fills up, especially in winter. Risk 2 is meant for late in your training, when you already control the car well.

Book the driving test as early as you can, because the waiting list, not your ability, is usually what sets the date. You do not need the risk courses to book it, only to sit it.

1.8 After you pass

RULE · THE PROBATIONARY PERIOD

Körkortslagen 3 kap. 18 §

A new Swedish licence carries a **two-year probationary period** (*prövotid*), counted from **the day of the test** you passed, not from the day the licence 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 for something you did during the probationary period, you are given a **disqualification period** (*spärrtid*) of between one month and three years (Körkortslagen 5 kap. 6 §). When it ends, the old licence does not simply come back. After a revocation for the commonest reasons, such as speeding, a red light or an ignored stop sign, and after any disqualification period longer than a year, you need a new learner permit and must pass **both the theory test and the driving test** again (5 kap. 3 §, 14–15 §§). The risk courses have to be done again too, because their credit ended when your first licence was issued.

And the licence issued after those tests starts a **new** two-year probation from the new test. The clock is attached to the licence and its test, 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 of your B licence. To get it you pass a **special driving test**; there is no theory test for it (Körkortslagen 2 kap. 7 a §). BE is a category in its own right, with both a theory test and a driving 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
körkortstillstånd	learner permit	Five years, not extendable
hälsodeklaration	health declaration	Max two months old
synintyg	eye-test certificate	Max two months old
handledare	private supervisor	Approved for you by name
handledarskap	supervisor approval	Five years
övningskörning	learner driving	From 16 with a supervisor
riskutbildning	risk course	Both, before you sit a test
halkbana	skid track	Risk 2
kunskapsprov	theory test	Valid twelve months
körprov	driving test	Real traffic plus a safety check
prövotid	probationary period	Two years from the test day
spärrtid	disqualification period	One month to three years
återkallelse	revocation	During probation: usually both tests 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, done and valid before you sit either test. Booking needs only the permit. Each course 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 the test. Revocation during it, for speeding for example, means a disqualification period and then both tests again, and the new licence starts a fresh two years.

Questions

Ten questions. Answers begin on page 17.

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

A Once the learner permit has been granted

B As soon as you turn 16

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 at the wheel, and you are the rested one

B Yes, as long as you keep to quiet roads you know

C Yes, as long as the drive is short and in daylight

D No; the supervisor counts as the driver and must be fit

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 done, and still valid?

A Before you sit either test, theory or driving

B Before you may book either of the two tests

C Only before the driving test; the theory test does not need them

D Before the learner permit can be granted

1.5 How long is a passed theory test valid?

A Four months

B Twelve months

C Six 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, because risk courses do not expire

B It still counts, because you have started the test process

C Risk 1 must be taken again before you sit the test

D It still counts until your learner permit expires

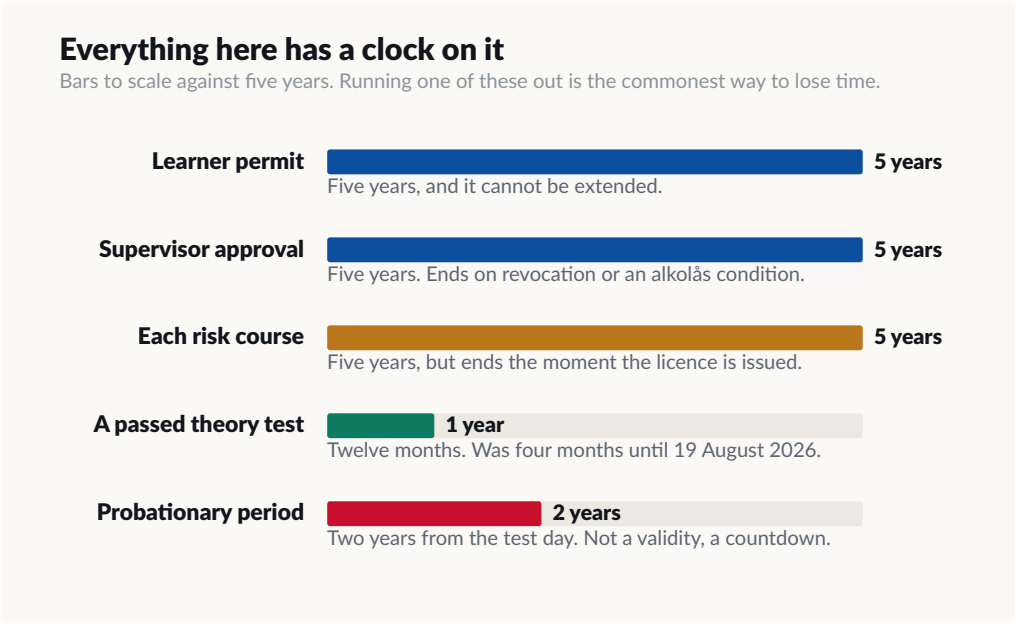


Fig. 1.6 Question 1.7.

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 No; the course went in August 2026, but approval is still needed

B Yes; the course is still compulsory for every new supervisor

C Yes, but only when the supervisor has never taught anyone before

D No; private practice now needs no approval of any kind

1.9 Your licence is revoked for speeding that you committed eighteen months after passing your driving test. What follows?

A It is suspended for a set period and then simply handed back

B After a waiting period, only the driving test must be retaken

C After a disqualification period: a new permit and both tests again

D You keep the licence, but the probationary period starts again

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 · **A.** 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: for private practice you need the supervisor's approval as well, but the approval on its own is never enough. The permit comes first.

1.2 · **D.** The supervisor counts as the driver during practice (Körkortsförordningen 4 kap. 7 §), 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, short drives and daylight 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 · **A.** The law lets you sit a test (the theory test or the driving test) only once the risk course is done, and its credit must still be valid on that day (Körkortslagen 3 kap. 4 b §). Answer B is a common belief, but booking needs only the learner permit. Answer C forgets that the rule covers the theory test too.

1.5 · **B.** 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 · **C.** A risk course counts for five years from the day you take it (Körkortsförordningen 4 kap. 14 §), 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 four 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 starts on the day you pass the test.

1.8 · **A.** 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 (Körkortslagen 4 kap. 7 §), which is why D is wrong. 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 · **C.** Revocation during the probationary period is not a suspension. You are given a disqualification period of one month to three years, and after a revocation for speeding committed during probation you need a new learner permit and must pass both the theory

test and the driving test again (Körkortslagen 5 kap. 3 § 4, 6 § and 14–15 §§). The licence issued at the end starts its own fresh two-year probation, because the clock belongs to the licence and its test, 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, so 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.