



Department of Transport

K53

Practical driving test for motorcycles

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Motorcycles

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1. THE TEST

1.1 Purpose of the test

This is a practical test to determine the ability of motorcycle riders. The full test consists of a yard test, which includes a pre-trip inspection, a starting procedure and a skill test. The test is a measure of the motorcycle rider's ability in respect of the handling of a motorcycle, obedience to traffic rules and the use of the system of vehicle control. The test will be used by A- and C grade driving licence testing centres to measure the proficiency of motorcycle riders in order to obtain a driving licence. Only on the successful completion of the test can a driving licence be authorised. Instructors possessing the necessary knowledge and skills can also make use of this manual to determine training requirements. Modules in respect of various traffic situations have been included in this manual for that purpose, though not all have a bearing on the test.

1.2 Format of the test

The test is administered on a prescribed test track and is marked on the standard test report (see page 10) by an examiner who is trained and registered as prescribed. Should the test be terminated for any reason at any stage, the full test will have to be repeated. (This include Part 1 and Part 2 of the test)

1.3 Item format

The items are classified under separate categories clearly indicated on the test report. During the test the examiner marks the incorrect responses in the appropriate category by placing a mark in the space opposite the appropriate item. For tests of speed management, turning speed judgement, emergency stops and swerves an apparatus measuring time and distance against pre-determined standards is used, and the test report is marked accordingly.

1.4 Method

Directly after the successful completion of Part 1(see page 5) of the test, which is conducted under the supervision of an examiner who is fully conversant with the contents of this document, can Part 2 (see page 6) of the test be administered, and shall be done on the same day. Every test shall be completed in full, before another test can be conducted by an examiner.

1.5 Type of vehicle

This test has been designed for riders of solo (two-wheeled) motorcycles, and not for three-wheeled (tricycle) or four-wheeled (quadruccycle) motorcycles nor for a motorcycle with sidecar.

1.6 Ethics

Use of cellular phones and smoking is not permissible. (Examiner and applicant, as well as Inspectorate / Provincial monitor if applicable)

2. TEST REQUIREMENTS

2.1 Material

The following shall be required in order to conduct this test:

- a roadworthy motorcycle, supplied by the applicant,
- a test report, (in triplicate and numbered in book form)
- a pen, and
- an electronic measuring apparatus (in working order) complying with the requirements of the Department of Transport.

2.2 Requirements for the test

The test shall be administered on a prescribed track that is closed to other traffic and persons, and which complies with the following requirements:

A painted rectangle 38,12m x 15,25m (inside measurements) without kerbing or any other obstruction within one metre of any track boundary, a tarred, paved or other permanent surface which is reasonably level and skid resistant.

The painted markings for each test (see Technical Data) must be as prescribed. (See page 75)

An electronic measuring apparatus complying with the Department of Transport's requirements, is used as an aid to maintain objective standards. Examiners shall be fully conversant with the apparatus being used.

2.3 The test shall commence with the pre-trip inspections and all of the following manoeuvres shall be done, as prescribed:

- (a) Speed management
- (b) Moving off/Turns (left)
- (c) Lane change (right)
- (d) Incline start
- (e) Turning speed judgement (left and right)
- (f) Emergency stops (stop 1 and stop 2)
- (g) Emergency swerve (left and right)

3. IMPLEMENTATION OF THE TEST

Testing shall only be conducted during normal office hours on weekdays, from 07:00 to 17:00 and Saturdays from 07:00 to 13:00. No testing shall take place on Sundays and Public holidays.

The examiner for driving licences shall not comment on, mention, or discuss any error made by the applicant during the test, nor may he/she assist the applicant during the execution of any manoeuvre or action.

The examiner shall record all the relevant information required on the test report.

The examiner shall not pose any questions to test the applicant's theoretical knowledge during the practical test.

The examiner shall guide the applicant to the starting point of every manoeuvre.

The examiner shall not allow anyone or anything to hinder, instruct or obstruct an applicant during a test and the applicant shall be under his/her direct supervision at all times.

Only the examiner, representatives of the Inspectorate / Provincial monitors or supervisor of examiners may be allowed on the test track during a test.

From the commencement of Part 1 of the test to the completion of Part 2 of the test, the following items shall be marked throughout:

- Violation of traffic law,
- Uncontrolled / Dangerous action and
- Collision / Mechanical failure.

Any travelling to be done on the motorcycle being used for the test may only be done after completion of the pre-trip inspection and shall be ridden by the applicant.

The "Start" and "Finish" - time shall be recorded in the appropriate blocks on the test report, however there is no time limit for this test.

On completion of the test a copy of the test report shall be handed to the applicant, after it has been discussed with him/her.

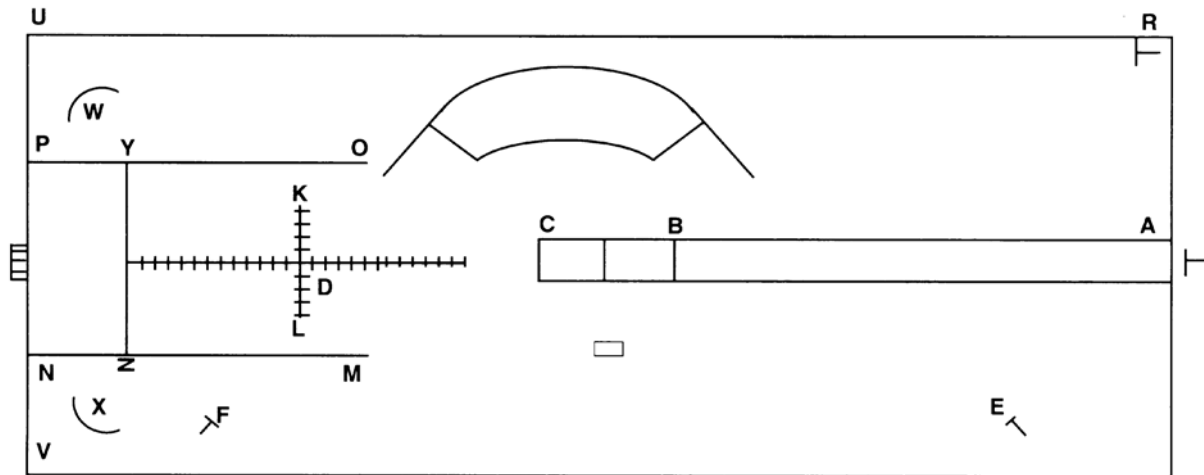
3.1 THE TEST

Before the commencement of Part One of the test, the examiner shall inform the applicant of the following:

- (a) observation shall be done and signals given as though on a public road,
- (b) that a crash helmet, properly fastened, must be worn throughout the test,
- (c) both wheels must remain in contact with the road surface at all times,
- (d) the indicated boundary lines for a specific manoeuvre shall not be touched whilst such manoeuvre is being conducted,
- (e) all road signs, signals, rules and markings shall be obeyed,
- (f) to switch off the engine when the motorcycle is unattended,
- (g) no uncontrolled or dangerous action shall be permitted, and
- (h) questions may be asked pertaining the above.

- The instructions and explanation to conduct a manoeuvre shall only be given whilst the motorcycle is stationary prior to the commencement of that specific manoeuvre.
- The applicant shall not be penalised for touching any boundary lines between manoeuvres.
- Immediately after moving off, the applicant must place both feet on the motorcycle's footpegs.

- That the applicant may discontinue at any stage if he/she feels that the test is too difficult, but that he/she must complete the entire test in order to pass.



The complete test track. (See Technical Data for measurements)

3.2 PART ONE

3.2.1 Pre-trip inspection and Starting procedure

A physical pre-trip inspection shall be executed on instruction and under supervision of the examiner for every test.

Pre-trip inspection (Module 1)

The examiner accompanies the applicant to his/her motorcycle where the applicant shall conduct the pre-trip inspection.

In the event of there being minor defects, the applicant may be allowed the opportunity to rectify them, however, a time limit of not more than 5 minutes will be allowed.

Should any of the items indicated on the test report under the headings "Pre-trip inspection" be inoperative, the vehicle will be considered unroadworthy and the examiner shall circle the black block under the heading "ROADWORTHINESS" on the test report, make a cross in the "FAIL" block and immediately discontinue the test.

Starting procedure (Module 4)

- The examiner shall instruct the applicant to mount the motorcycle and to start the engine.
- The examiner shall instruct the applicant to operate the lights, direction indicators and horn.
- Should any of the items indicated on the test report under the headings "Pre-trip inspection" be inoperative, the vehicle will be considered unroadworthy and the examiner shall circle the black block under the heading "ROADWORTHINESS" on the test report, make a cross in the "FAIL" block and immediately discontinue the test.
- If the applicant neglects to carry out an action it must be recorded as such in the appropriate section on the test report.

3.2.2 Speed management (Module 14)

The examiner shall instruct the applicant as follows:

- (a) on command to move off from point "A", along the path in the direction of "D" without touching the indicated boundary lines,
- (b) to change to a higher gear,
- (c) to accelerate to approximately 25km/h, and maintain a steady speed,
- (d) at point "C" to reduce speed evenly and progressively using both brakes without skidding,
- (e) to change to a lower gear,
- (f) to stop with the front wheel on cross point "D",
- (g) not to move the motorcycle until the examiner has checked the stopping point,
- (h) that if he/she rides too slowly or fails to stop within the prescribed distance from the cross point "D", he/she will be allowed two additional attempts, but
- (i) should he/she during the third attempt, ride too slowly or fail to stop within the prescribed distance from "D", the test will be discontinued.

3.2.3 Moving off/Turns (left)

The examiner shall instruct the applicant as follows:

- (a) on command to move off from point "R" and to ride straight towards point "U",
- (b) at point "U" to turn left between the outer and inner boundary lines as at an intersection without touching either the inner or outer boundary lines of the corner at "W",
- (c) to stop at the stop line at "N",
- (d) to move off in the direction of "V",
- (e) to turn left at point "V" between the outer and inner boundary lines as at an intersection, without touching either the inner or outer boundary lines of the corner at "X". Once the turn is completed at point "X", the manoeuvre will end, and
- (f) only one attempt will be allowed.

3.2.4 Lane change (Module 23)

The examiner shall instruct the applicant as follows:

- (a) on command to move off from point "A" along the path in the direction of "D",
- (b) the left hand side line of the straight path between "A" and "C" may not be touched anywhere,
- (c) to change to a higher gear,
- (d) to carry out a lane change to the right without crossing line "O-P" and passing to the left of such line, and return to the examiner,
- (e) only one attempt will be allowed, and
- (f) the right hand side line of the straight path between "A" and "C" shall be crossed before getting to "C".

3.2.5 Incline start (Module 15)

The examiner shall instruct the applicant to:

- (a) stop where indicated without allowing the motorcycle to move backwards,
- (b) move off without rolling back, and
- (c) only one attempt shall be permissible.

3.3 PART TWO

3.3.1 Turning speed judgement (Module 16)

The examiner shall instruct the applicant as follows:

- (a) to move off from point "E" and change to a higher gear,
- (b) to ride as fast as he/she can through the painted curve to the left,
- (c) without touching boundary lines (painted curve),
- (d) to stop at point "F" without touching the outer boundary line,
- (e) to repeat the test from point "F" in the opposite direction, and
- (f) if he/she rides too slowly but without touching a boundary line two additional

attempts will be allowed.

3.3.2 **Emergency stop/- swerves (Module 17& 18)**

The examiner shall instruct the applicant as follows:

- (a) on command to move off from point "A",
- (b) the boundary lines of the straight path between "A" and "C" may not be touched anywhere,
- (c) to ride straight along the path in the direction of the signal lights and change to a higher gear,
- (d) to reach a speed of approximately 25km/h,
- (e) to watch the lights which will come on in any order, when he/she passes point "B",
- (f) should the middle (red) light come on, to stop the motorcycle as quickly as possible, without any part of the motorcycle protruding beyond the 45th calibration mark,
- (g) to remain stationary until the stop point has been determined,
- (h) should a amber light come on, to swerve as far in that direction as he/she can across (or beyond) the calibrated line "K-L", and to stop before the outer boundary line,
- (i) without touching lines "O-P", "M-N" or the outer boundary lines, and
- (j) if he/she rides too slowly or carries out a wrong manoeuvre but without touching a boundary line during the first attempt, two additional attempts will be allowed.

3.4 **Fall**

- 3.4.1 Should the applicant fall or let the motorcycle fall, circle the applicable black block at "UNCONTROLLED/DANGEROUS ACTION" on the test report and make a note under "Remarks" and discontinue the test.

3.5 **Mechanical failure**

Should the test in progress be terminated due to mechanical failure of the motorcycle, the test shall be deferred, and a cross shall be made in the "DEFERRED" block, provided that no black block was circled prior to the mechanical failure.

3.6 **Collision**

- 3.6.1 Should the applicant cause a collision or be involved in a collision which is considered to have been avoidable, circle the black block under the heading "COLLISION/MECH.FAIL" on the test report and make a cross in the "FAIL" block and immediately discontinue the test.
- 3.6.2 Should the collision be considered to have been unavoidable a cross shall be indicated in the white block under the heading "COLLISION/MECH.FAIL" and the applicant shall be given the option of completing the test if the motorcycle is still roadworthy.

If the motorcycle is unroadworthy and/or the applicant wishes to have the test deferred, a cross will be made in the block marked "DEFERRED" and the test discontinued, provided that no black block was circled prior to the collision.

3.7 **Deferred test**

- 3.7.1 When conditions beyond the control of the examiner or the applicant are likely to affect a test adversely, the test shall be deferred.
- 3.7.2 Should a test be deferred, the reason shall be recorded under "GENERAL REMARKS".
- 3.7.3 Should the test be deferred at any stage the applicant shall again be subjected to a full test.

4. TEST REPORT

The various responses which will be tested are indicated on the test report by means of abbreviations. The meanings of these abbreviations are listed on the reverse side of the prescribed test report.

DEPARTMENT OF TRANSPORT

MOTORCYCLE

TEST REPORT

CODE A1, A

| | | | | | |
|-------------------|---|--|------------|---|--|
| Acc. | • | Acceleration | N. | • | Neutral |
| Actual | • | Actual value when crossing calibration lines | No.att. | • | Number of attempts |
| Aut. | • | Automatic transmission | No.mve. | • | Number of movements |
| Balance | • | Loss of balance | O/O | • | Odd / Odd |
| Br. | • | Braking | O/E | • | Odd / Even |
| Chain | • | Chain not checked | Obs. | • | Observation / Mirrors / Blind spots |
| Choke | • | Operation of choke | Op.horn | • | Operation of horn |
| Con.stop | • | Controlled stop | Op.ind. | • | Operation of indicator |
| Dis.cl. | • | Disengage clutch | Op.lts. | • | Operation of lights |
| E/E | • | Even / Even | P.points | • | Penalty points scored |
| E/O | • | Even / Odd | R. | • | To the right |
| Eng."kill" switch | • | Position of engine "kill" switch | Roll | • | Lets vehicle roll |
| Fork | • | Fork not checked | Sig. | • | Signal intention |
| Fuel valve | • | Position of fuel valve | Sig.can. | • | Cancel signal |
| Gear | • | Gear changing/selection | Slow | • | Speed for manoeuvre too slow |
| Ignition | • | Ignition key not switched on | Stall | • | Stalls engine |
| L | • | To the left | Standard | • | Standard value given by electronic apparatus |
| Man. | • | Manual transmission | Stop | • | Stop motorcycle |
| Mech.Fail. | • | Mechanical failure | Stop point | • | Stop motorcycle on point "D" |
| Mir. | • | Mirrors | Str.eng | • | Starts engine |
| Move | • | Moving off | T.line | • | Touch line |
| | | | Tyr. | • | Tyres |
| | | | Un.veh. | • | Observe under motorcycle for obstructions |

NAME ID No. CODE APPLIED FOR A A1
 L/LIC. No. CODE... PLACE OF ISSUE EXPIRY DATE.....
 VEHICLE MAKE CM³ MAN. AUT. REGISTRATION No.
 PHYSICAL DISABILITIES..... APPOINTMENT TIME..... WEATHER..... WET DRY

ROADWORTHINESS
Remarks

VIOLATION OF TRAFFIC LAW
Remarks

UNCONTROLLED/DANGEROUS ACTION
Remarks

COLLISION / MECH.FAIL
Remarks

CRASH HELMET
Remarks

PART ONE

PRE-TRIP INSPECTION

(1) Un.veh
 (1) Mir.
 (1) Chain
 (1) Tyr.
 (1) Fork
 Remarks

MOUNTING / STARTING

(2) Br.
 (1) Fuel valve
 (1) Ignition
 (1) N
 (1) Eng."kill" switch
 (1) Choke
 (1) Str.eng
 (1) Op.lts
 (1) Op.ind
 (1) Op.horn
 (5) Balance
 Remarks

SPEED MANAGEMENT

(5) Obs
 (1) Gear
 (1) Move
 (5) Balance
 (5) Con.Stop
 (1) Stall
 (1) Dis.cl
 (3) Br
 Slow
 T.line
 Stop point
 Roll
 No.att
 Remarks

MOVE OFF / TURNS

(5) Obs
 (5) Sig
 (1) Gear
 (1) Move
 (5) Balance
 (1) Stall
 (3) Br
 (4) Sig can
 T.line
 No.att
 Roll
 Remarks

LANE CHANGE RIGHT

(5) Obs
 (1) Gear
 (1) Move
 (5) Balance
 (1) Stall
 (5) Sig
 (4) Sig can
 T.line
 No.att
 Roll
 Remarks

INCLINE START

Roll
 (3) Br
 (1) Gear
 (5) Obs
 (5) Sig
 (1) Move
 (5) Balance
 (1) Stall
 (4) Sig can
 Remarks

GENERAL REMARKS PART 1

.....

.....

.....

.....

GENERAL REMARKS PART 2

.....

.....

.....

| | | | |
|-------------|--------|--------------|--|
| START TIME: | | FINISH TIME: | |
| TOTAL | PART 1 | 50 | |
| TOTAL | PART 2 | 90 | |
| PASS | FAIL | DEFERRED | |

PART TWO

MOVING OFF

(5) Obs
 (1) Gear
 (1) Move
 (1) Stall
 (5) Balance
 Roll
 T.line
 Remarks

TURNING SPEED JUDGEMENT

Left **Right**

P.points
 No.att
 T.line
 Remarks

| | | | | |
|-------|--------|--------|--------|--------|
| E / E | Stop 1 | Stop 2 | L | R |
| E/O | Stop 1 | R | L | Stop 2 |
| O/E | R | Stop 1 | Stop 2 | L |
| O/O | L | R | Stop 1 | Stop 2 |

EMERGENCY STOP

Stop 1 **Stop 2**

Actual
 Standard
 P.points
 No.att
 Remarks

EMERGENCY SWERVE

Left **Right**

Standard
 Actual
 P.points
 No.att
 Remarks

STOPPING

(3) Mir
 (3) Br
 (1) Dis.cl
 (5) Balance
 (5) Con.stop
 T.line
 Remarks

EXAMINER(Print)

EXAMINER'S SIGNATURE

EXAMINER'S Infra.no

DRIVERS'S SIGNATURE / COPY RECEIVED

DATE

5. SCORING METHOD

PART ONE

When marking the incorrect response during the test it must be indicated with a (). (See examples)
Any incorrect response made by the applicant during the test shall be marked on the test report by placing a mark opposite the appropriate item.

- 5.1 With regard to certain responses only one error can be marked - e.g. should the applicant not carry out any one of the items under "PRE-TRIP INSPECTION", one mark shall be indicated in the appropriate space.

Example:

(1) Tyre

| |
|----------|
| 1 |
|----------|

- 5.1.1 During this test, should the applicant fail to check the mirrors or blind spot or both, he/she shall only be penalised once for "Obs". (This shall not apply to Part Two - Stopping "Mir")

- 5.2 With regard to certain other responses more than one error can be marked - e.g. should the applicant carry out three moving off actions without observing, three marks shall be indicated in the appropriate space.

Example:

(5) Obs

| |
|-----------|
| 15 |
|-----------|

- 5.3 With regard to certain other responses should an error be made where there is a black block a circle shall be drawn around such block and the test discontinued - e.g.: should the applicant touch an outer boundary line whilst executing a manoeuvre, a circle shall be drawn around the black block at the relevant manoeuvre. This indicates an immediate failure and the test shall be terminated.

Example:

T. line

| |
|--|
| |
|--|

- 5.4 Should a second or third attempt be permissible a cross shall be made in the appropriate block(s) and penalty points allocated where applicable, and the test will continue.

- 5.5 On completion of the test the examiner shall count the number of marks opposite each item, multiply by the value in brackets to the left of the item, and enter the total number of penalty points in the relevant block to the right of the item.

Example:

(3) Br

| |
|----------|
| 9 |
|----------|

- 5.6 All the values of each item in each section shall be added and the total number of penalty points entered in the larger block at the bottom right-hand corner of that section.

Example:

| | |
|-------------------|----------|
| (1) Gear | 2 |
| (1) Move | 1 |
| (5) Balance | 5 |
| Remarks | 8 |

- 5.7 The total number of penalty points indicated in the larger blocks of each section shall be added indicating an overall number of points which shall be entered in the block "Total" at the bottom center of the test report, in respect of Part One or Part Two.

Example:

| | | |
|-------|----------|----------|
| TOTAL | PART ONE | 50 |
| TOTAL | PART TWO | 90 |
| PASS | FAIL | DEFERRED |

5.8 In any section of the test report under “Remarks” the examiner may enter any comments which may assist the applicant.

Example:

| | |
|---|-----------|
| (5) Balance | |
| (1) Stall | 1 |
| (4) Sig. Can | 12 |
| Remarks ... <i>Fails to cancel signal</i> | 13 |

5.8.1 Should a circle be drawn around any black block, a remark regarding the error shall be made in that section under “Remarks”.

5.9 Cut-off points Part One

An applicant shall fail Part One of the test if:

- 5.9.1 the permissible 50 penalty points have been exceeded or
- 5.9.2 a circle has been drawn around any black block.

PART TWO

5.10 During the execution of manoeuvres in Part Two, all moving-off and stopping errors shall be recorded, in the appropriate section of the test report.

5.11 During turning speed judgement, the score (penalty points) value displayed on the electronic clipboard shall be entered in the appropriate block.
Example:

Turning speed judgement

| | Left | | | Right | | |
|----------------|----------|--|--|----------|----------|-----------|
| P.points | 6 | | | | | 5 |
| No . Att..... | | | | X | X | |
| T. Line | | | | | | |
| Total | | | | | | 11 |

5.12 Only when the electronic clipboard displays “Slow” in a direction, two further attempts to obtain a points reading in that direction shall be allowed. Should a reading of “fast” be displayed and no boundary lines have been touched a value of zero (0) shall be entered and be regarded as an even number.

5.13 Should no reading be displayed at the third attempt in a specific direction or if a boundary line of the curve is touched, a circle shall be drawn around the appropriate square and the test discontinued.

Example:

Turning speed judgement

| | Left | | | Right | | |
|----------------|------|--|--|-------|---|---|
| P.points | 6 | | | | | |
| No . Att | | | | X | X | |
| T. Line | | | | | | |
| Total | | | | | | 6 |

5.14 In order to determine the sequence of the remaining tests (emergency stop/swerve) the P.points recorded on the test report for the turning speed judgement test are used.

Example:

Turning speed judgement

| | Left | | | Right | | |
|----------------|------|--|--|-------|---|----|
| P.points | 6 | | | | | 5 |
| No . Att | | | | X | X | |
| T. Line | | | | | | |
| Total | | | | | | 11 |

On the test report the sequence is given as follows:

| | | | | |
|-----|--------|--------|--------|--------|
| E/E | Stop 1 | Stop 2 | L | R |
| E/O | Stop 1 | R | L | Stop 2 |
| O/E | R | Stop 1 | Stop 2 | L |
| O/O | L | R | Stop 1 | Stop 2 |

5.14.1 Should the P.points as in 5.14 be 6 and 5, the sequence will be “Even/Odd” (E/O) and the test shall be carried out as indicated in the table. To avoid confusion cross off each action after completion.

5.14.2 Should the applicant carry out an incorrect manoeuvre, a maximum penalty point of 25 shall be recorded in the appropriate block, and another attempt will be allowed, if any attempts are still available.

5.15 Emergency Stop

During this manoeuvre the stopping distance of the motorcycle shall be recorded opposite “ACTUAL” under the heading “STOP”.

5.15.1 Calculation of stopping distance

The actual distance (“20”) shall be determined by measuring vertically from the front end of the front tyre to the calibrated line.

Should this point not coincide with a calibration mark, the previous calibration line crossed shall be taken as the actual stopping distance.

The “Standard” stopping distance (“16”) which appears on the electronic clipboard display, shall be recorded on the test report opposite “STANDARD” under the heading “STOP 1”. The difference between “ACTUAL” and “STANDARD” (“4”) shall be recorded opposite “PENALTY POINTS” under the same “STOP 1” heading.

(For the above mentioned see example below).

Emergency Stop

| | Stop 1 | | | Stop 2 | | |
|----------------|--------|--|--|--------|----|---|
| Actual | 20 | | | X | 15 | |
| Standard | 16 | | | X | 25 | |
| P.points .. | 4 | | | X | 0 | |
| No. Att | | | | | | |
| Total | | | | | | 4 |

5.15.2 Should the applicant touch a boundary line of the straight path or stop with any part of the motorcycle protruding further than the 45th calibration mark line, draw a circle around the appropriate black block “T-line” and discontinue the test.

Example:

T.line



5.16 Emergency swerve

During the emergency swerve, the point at which the rear wheel of the motorcycle crosses the calibrated line “K-L”, shall be recorded opposite “Actual”. Should the applicant swerve beyond the 7th calibrated mark, but without touching lines “M - N”, “O - P” the “actual” mark to be recorded shall be 7.

5.16.1 Calculation of swerving distance

Should the rear wheel of the motorcycle not cross on a calibration line, take the next line beyond the calibrated STOP LINE as the crossing point and record that as the “ACTUAL” cross point (“4”). The required “standard” readout on the electronic clipboard shall be recorded opposite “STANDARD” on the test report (“7”). The difference between “STANDARD” and “ACTUAL” (“3”) shall be recorded opposite “PENALTY POINTS”.

Example:

Emergency Swerve

| | Left | | | Right | | |
|----------------|------|---|--|-------|--|---|
| Standard | X | 7 | | 5 | | |
| Actual | X | 4 | | 7 | | |
| P.points.. | X | 3 | | 0 | | |
| No. Att | | | | | | |
| Total | | | | | | 3 |

5.16.2 Should the applicant touch the boundary lines of the straight path, or the line “O-P” or “M-N”, or fail to stop in time and touch an outer boundary line, draw a circle around the appropriate black block.

Example:

T.line



5.16.3 Should any of the manoeuvres give a reading of “Fast”, but be done within the maximum standard allowed, zero (0) penalty points shall be recorded.

Example:

- (a) Emergency stop: The stopping distance does not exceed the 25th calibration mark as calculated in 5.15.1, and
- (b) Emergency swerve: The swerve distance is not less than the 5th calibration mark, as calculated in 5.16.1.

5.16.4 Should any of the manoeuvres give a reading of “Fast” and be done beyond the maximum permissible standard, or “Slow”, a second attempt shall be allowed. Should the applicant ride too “Fast” during the second attempt and once again stop or swerve beyond the maximum permissible standard, or still ride too “Slow” a third (final) attempt shall be allowed.

5.17 Cut-off points Part Two

An applicant will fail Part Two of the test if:

5.17.1 he/she has exceeded 90 penalty points, or

5.17.2 a circle has been drawn around any black block.

5.18 Recording of time

Actual Start time - The actual time of the day for commencement of Part 1 of the test.

Actual Finish time - The actual time of the day the test finishes.

The examiner shall enter these times on the test report in the applicable blocks.

6. THE MODULES

The various sections of the test report are covered by a number of Modules which describe the ideal execution of each section of the test.

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Module 1:

Pre-trip Inspection

1. Check under the motorcycle on approach for obvious leaks, obstructions, etc.
2. Inspect motorcycle for possible damage, preferably from top to bottom, from left to right, while moving in an anti-clockwise direction.
3. Check front wheel for tread depth, wear and damage, sidewall damage, inflation, valve cap, spokes, wheel hub, oil and grease leakage.
4. Check front brake disc/s for wear, if possible.
5. Check front shock absorbers/forks for damage, security and oil leakage.
6. Check front mudguard for damage and security.
7. Check front light/s, lenses and reflectors for damage, cleanliness and security.
8. Check left front indicator for damage, cleanliness and security.
9. Check windscreen/fairing for damage, cleanliness and security, if applicable.
10. Check controls, cables, mirror and clutch fluid level (if applicable) on the left side of the handlebar for damage, cleanliness, security and operation.
11. Check fuel tap/valve for damage, security, leaks and operation.
12. Check gear lever and left front footpeg for damage and security.
13. Check left side-cover for damage and security.
14. Mention that the battery should be checked for damage, security and fluid level.
15. Check left rear footpeg, chainguard, chain (tension and lubrication) exhaust and shock-absorber (if applicable) for damage and security.
16. Check left rear indicator for damage, cleanliness and security.
17. Check rear light, registration plate light, lens and reflector for damage, cleanliness and security.
18. Check rear registration plate for damage, cleanliness, security and legality.
19. Check rear wheel as described in item 3.
20. Check right rear indicator for damage, cleanliness and security.
21. Check rear brake disc and brake assembly for wear and security where possible.
22. Check right rear shock absorber and exhaust (if applicable) for damage, security and oil leaks.
23. Check right rear foot peg and side cover for security.
24. Check seat for damage, cleanliness and security.
25. Check right front foot peg for damage and security.
26. Check foot brake for free play, damage and security and brake fluid level, if applicable.
27. Check fuel tank and filler cap for security and leakage.
28. Mention that coolant and engine oil levels should be checked, if applicable.
29. Check radiator for damage and security, if applicable.
30. Check right hand controls, mirror, cables and brake fluid level (if applicable) as described in item 10.
31. Check right front indicator for damage, cleanliness and security.
32. Check Certificate of Clearance disc for validity, cleanliness and security.

Note A:

On approach to the motorcycle the examiner shall request the applicant to conduct a pre-trip inspection prior to mounting the motorcycle.

Note B:

In the event of there being minor defects, the applicant may be allowed the opportunity to rectify them, however, a time limit of 5 minutes will be allowed.

Note C:

The applicant shall not be penalised for the following:

should he/she fail to execute the pre-trip inspection in a anti-clock wise direction,
when he/she checks one wheel and later only refers to the other wheel,
when he/she fails to check both sidewalls of a tyre for damage, and
when checking those parts of the motorcycle which he/she has to check it is not expected of him/her to make mention of all the properties of that particular part.

For example when the wheels are checked it is not expected of the applicant to mention that he/she checks the tyre tread for wear and for damage to the sidewall, tyre pressure and the valve-cap etc.

When it is clear to the examiner that the applicant has paid attention to the specific parts (whether mentioned or not) he/she shall be credited.

Note C applies only to Module 1.

Module 2:

Mount - Dismount

Mount: With side stand

1. Stand on left side of motorcycle and unlock steering, if applicable.
2. Grasp both handgrips and apply front brake.
3. Swing right leg over the motorcycle and sit on the seat.
4. Bring motorcycle upright and straighten front wheel.
5. Return side stand to secure position with foot, if applicable, and balance motorcycle.
6. Ensure that the motorcycle does not roll by applying the front brake.

Dismount: With side stand

1. Observe.
2. Apply front brake and extend side stand fully, if applicable, (select a firm surface for the side stand) while seated.
3. Allow the motorcycle to rest fully on the side stand and turn the front wheel to the left.
4. Rise from the seat and swing the right leg over the motorcycle.
5. Make sure that the motorcycle is standing securely before releasing the handgrips and the front brake.
6. Lock the steering, if applicable.

Mount: With centre stand

1. Stand on left side of motorcycle and unlock steering, if applicable.
2. Grasp left handgrip with left hand and the handle mounted under the seat with the right hand.
3. Pull motorcycle forward off centre stand and balance it.
4. Grasp both handgrips and apply front brake.
5. Swing right leg over the motorcycle and sit on the seat.
6. Keep motorcycle upright with front wheel straight.
7. Ensure that the motorcycle does not roll by applying the front brake.

Dismount: With centre stand

1. Observe.
2. Apply front brake, keeping front wheel straight.
3. Swing right leg over motorcycle and balance the motorcycle.
4. Grasp left handgrip with left hand and the handle mounted under the seat with the right hand.
5. Lower centre stand with right foot and press down firmly on it with motorcycle upright.
6. Pull upward and backward until motorcycle rests on stand.
7. Lock steering, if applicable.

Note A:

Should the applicant fail to apply the front brake when mounting the motorcycle he/she shall be penalised under:

STARTING

(2) Br

Module 3:

Pre-trip inspection - on motorcycle

1. Turn ignition switch to "ON" position.
2. Check warning lights and gauges for malfunction.
3. Check operation of front- and rear lights, direction indicators, horn and stoplight.
4. Turn all switches to "OFF" position and turn the ignition key off.
5. Check pressure of brakes and clutch.
6. Check the throttle operation.
7. Check operation of the kick start lever, if applicable.
8. Adjust mirrors for maximum rear-view vision.

Note A:

The examiner shall request the applicant to mount the motorcycle and to operate the lights, direction indicators, horn and brake light.

Note B:

In the event of minor defects, the applicant may be given the opportunity to rectify them, however, a time limit of five minutes will be allowed.

Note C:

In certain cases the engine must be running in order to operate lights.

Module 4:

Starting and switching off procedures

Starting engine:

1. Turn the fuel tap/valve "ON", if applicable.
2. Turn ignition key to "ON" position and check operation of warning lights and metres.
3. Ensure that the gear is in neutral. (Green warning light on)
4. Switch the engine "kill" switch to the "RUN" position.
5. Operate the choke, if necessary.
6. Start engine by pressing the start button or by kick starting it.
7. Release starter button/kick starter as soon as engine starts. (Fold kick start lever back, if necessary)
8. Cancel choke operation when applicable.

Stopping engine:

1. Switch accessories off, if applicable.
2. Stop engine by operating the engine "kill" switch.
3. Turn ignition key to "OFF" position.
4. Turn fuel tap/valve off, if applicable.
5. Select first gear, if applicable.

Note A:

For certain motorcycles it is necessary to pull in the clutch and/or return the side stand to the secure position in order to start the engine.

Module 5:

Mirrors - use of

1. Adjust rear-view mirrors whilst motorcycle is stationary only, for maximum rear-view vision.
2. Check rear-view mirrors on approach to any hazard.
3. Check rear-view mirrors every 5 - 8 seconds.
4. Checking of rear-view mirrors should be of sufficient duration to determine traffic situations to the rear.

Note A:

Care should be taken not to look in mirrors for too long a period.

Note B:

References to mirrors mean the left and right rear-view mirrors.

Module 6:

Signalling

1. Check the rear-view mirrors and appropriate blind spot, if applicable.
2. Signal in good time and for sufficient duration.
3. Ensure that signal is cancelled after completing manoeuvre or that presence has been established, for example, when using the horn.

Note A:

Care should be taken not to signal too early where it could create confusion for other road users.

Note B:

Use of direction indicators or hand signals within an intersection should be avoided unless necessary.

Note C:

Brake lights are a signal that can be kept on (especially at night) and it is not necessary to cancel these after the motorcycle has been brought to a complete standstill.

Note D:

The checking of blind spots is not necessary when the brake lights, headlights or horn are used as a signal.

Note E:

When a signal is cancelled too soon, the applicant shall not be penalised for:

- (4) Sig can
but for
- (5) Sig
due to the fact that the signal's duration was insufficient.

Note F:

Brake lights are considered a signal. The rearview mirrors shall be checked before braking commences. No blind spot should be checked before braking.

Module 7:

**Signalling - hand signals
(turning left)**

1. Check rear-view mirrors and blind spot to the left.
2. Signal intention using direction indicators.
3. Check blind spot to the left.
4. Extend left arm horizontally sideways from shoulder, with palm facing forward.
5. Drop arm in good time.
6. Replace hand on handgrip before braking, gear selection or steering.

Note A:

This signal shall be given in good time and for sufficient duration prior to braking, gear selection or steering.

Module 8:

**Signalling - hand signals
(turning right)**

1. Check rear-view mirrors and blind spot to the right.
2. Signal intention using direction indicators.
3. Check blind spot to the right.
4. Extend right arm horizontally sideways from shoulder, with palm facing forward.
5. Drop arm in good time.
6. Replace hand on handgrip before braking, gear selection or steering.

Note A:

This signal shall be given in good time and for sufficient duration prior to braking, gear selection or steering.

Module 9:

**Signalling - hand signals
(stop or sudden reduction of speed)**

1. Check rear-view mirrors and blind spot to the right.
2. Extend right arm sideways from shoulder, with forearm vertically upward and with palm and hand to the front.
3. Drop arm in good time.
4. Replace hand on handgrip before braking, gear selection or steering.

Note A:

This signal should be given in good time and for sufficient duration prior to braking, gear selection or steering.

Module 10:

Signalling - horn

1. Check rear-view mirrors.
2. Signal only when necessary, in good time and only for sufficient duration.
3. Replace hand on handgrip, if applicable.

Module 11:

Clutch - use of

1. Pull clutch lever fully in.
2. Obtain clutch control.
3. Avoid unjustified "Slipping" of clutch.
4. Avoid unjustified "Riding" of clutch.
5. Avoid unjustified "Coasting".
6. Remove hand completely from clutch lever except for the purpose of gear changing, stopping, justified, "Slipping", "Riding" or "Coasting".
7. Disengage clutch completely just before motorcycle is brought to a complete standstill, without labouring or stalling engine.

Note A:

When coming to a stop, the brakes shall be applied before disengaging the clutch, in order to prevent coasting. This is not a requirement in stop-start traffic or when stopping on an incline.

Note B:

The fingers may not rest on the clutch lever whilst the motorcycle's is in motion, except in stop-start traffic.

Module 12:

Moving off

1. Keep motorcycle stationary by applying the rear brake.
2. Obey all road traffic signs, signals, rules and markings.
3. Check mirrors and appropriate blind spot, if applicable.
4. Signal intention, if applicable.
5. Ensure that there is clear space beyond the intersection before entering.
6. Ensure that the intersection is clear before entering.
7. Maintain clear space behind vehicle ahead before moving off. (Approximately 4 - 5 metres)
8. Select gear, if applicable.
9. Obtain clutch control, if applicable.
10. Observe.
11. Move off without lifting front wheel.
12. Maintain balance and place both feet on the front footpegs as soon as the motorcycle starts moving.
13. Accelerate as necessary.
14. Cancel signal, if applicable.

Note A:

Should the vehicle roll a circle shall be drawn around the black block "Roll" on the test report and the test discontinue.

Note B:

Observing and gear selection can be done simultaneously.

Note C:

Apply the front brake before releasing the rear brake and selecting the gear.

Note D:

Numbers 8, 9 and 10 may be done in one flowing movement.

Note E:

Observation shall be done before moving off, including during stop-start traffic.

Note F:

During moving off, the applicant shall not cause the wheel of the motorcycle to spin. Should the applicant do so, he/she shall be penalised for:

MOVING OFF

- (1) Move

Note G:

Should it happen that the applicant touches a boundary line with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Module 13:

Steering

1. Keep both hands on the handgrips.
2. Steer in a controlled manner to avoid cutting or negotiating corners and bends too wide.
3. Steer smoothly.
4. If possible, do not wander over lane markings.
5. Adjust position according to moving or stationary hazards.
6. Counter steer when necessary.

Module 14:

Speed management

1. Observe.
2. Move off.
3. Accelerate and change to a higher gear.
4. Do not touch boundary lines.
5. Brake at line "C".
6. Select a lower gear.
7. Stop with the front wheel on cross point "D" of the calibrated cross.
8. Maintain balance and do not move motorcycle until stopping point has been determined.

Note A:

Only three attempts shall be allowed if the first and second attempts were unsuccessful provided that no boundary lines have been touched.

Note B:

This is not an emergency stop, however, should the motorcycle not be brought to a controlled stop, the applicant shall be penalised for:

SPEED MANAGEMENT

(5) Con.Stop

Note C:

Stopping point shall be within the prescribed distance. (See glossary for "prescribed distance")

Note D:

Should a reading of "Fast" be displayed and the front wheel of the motorcycle is positioned within the prescribed distance, no penalty points shall be recorded and no further attempts shall be necessary.

Note E:

Should it happen that the applicant touches a boundary line for this manoeuvre with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Note F:

Should the motorcycle roll, a circle shall be drawn around the black block "Roll" and the test shall be discontinued.

Module 15:

Incline start

1. Stop where indicated in the appropriate gear without allowing the motorcycle to move backwards.
2. Remain stationary using the rear brake.
3. Check rear-view mirrors and appropriate blind spot, if applicable.
4. Signal intention, if applicable.
5. Obtain clutch control.
6. Observe.
7. Move off without rolling and/or lifting the front wheel.
8. Maintain balance, place both feet on the front footpegs as soon as the motorcycle starts moving.
9. Accelerate as necessary.
10. Cancel signal, if applicable.

Note A:

Should the applicant spin the rear wheel, or lift the front wheel of the motorcycle when moving off, he/she shall be penalised for:

INCLINE START

(1) Move

Note B:

Only one attempt shall be permitted.

Note C:

Should the motorcycle roll, a circle shall be drawn around the black block "Roll" and the test shall be discontinued.

Module 16:

Turning speed judgement

1. Observe.
2. Move off.
3. Accelerate and ride as fast as possible through the curve.
4. Do not touch the curved boundary lines.
5. Stop at the second starting point, without touching the outer boundary line.
6. Repeat in the opposite direction.

Note A:

Only three attempts in one direction shall be allowed if the first and second attempts were unsuccessful and provided that no boundary lines have been touched.

Note B:

Should it happen that the applicant touches a boundary line for this manoeuvre with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Note C:

- During "Turning speed judgement" the points value displayed on the electronic clipboard shall be entered in the appropriate block.
- Example:

Turning speed judgement

| | Left | | | Right | | |
|---------------|------|--|--|-------|---|----|
| P.points..... | 6 | | | | | 5 |
| No . Att..... | | | | X | X | |
| T. Line..... | | | | | | |
| Total | | | | | | 11 |

- Only when the electronic clipboard displays "Slow", two further attempts to obtain a reading shall be allowed. Should a reading of "Fast" be displayed and no boundary lines have been touched a zero (0) shall be entered and be regarded as an even number.
- Certain electronic apparatus do not display "Slow" and should a reading of 1.5 seconds or more be displayed, it shall be regarded as "Slow". A reading of 0.8 seconds or less shall be regarded as "Fast".

Note D:

Should the motorcycle roll, a circle shall be drawn around the black block "Roll" and the test shall be discontinued.

Module 17:

Emergency stop

1. Observe.
2. Move off.
3. Accelerate and change to a higher gear, if applicable.
4. Do not touch the boundary lines.
5. Disengage clutch, if applicable.
6. Apply both brakes simultaneously when the red light comes on.
7. Bring the motorcycle to a controlled stop in the shortest possible distance.
8. Maintain balance and do not move the motorcycle until the measurement has been taken.

Note A:

Pressure on the rear brake pedal or the front brake lever shall be eased if either wheel(s) should skid.

Note B:

Only three attempts in any direction shall be allowed if the first and second attempts were unsuccessful, provided no boundary lines were touched.

Note C:

Should a reading of "Fast" be displayed, the motorcycle shall be stopped before the 26th calibration mark in order to pass this manoeuvre, in which case no penalty points shall be recorded.

Note D:

Should the applicant carry out an incorrect action (swerve), 25 penalty points shall be recorded in the appropriate block. This manoeuvre shall be repeated until the correct action is executed. Only three (3) attempts shall be permissible.

Note E:

Should a reading of "Fast" be displayed, and the stopping point beyond the 26th calibration mark, or a reading of "Slow" is displayed, a second attempt shall be allowed. Should the applicant still ride too "Fast", and still does not stop before the 26th calibration mark, or still ride too "Slow", a third (final) attempt shall be allowed.

Note F:

Should the applicant touch a boundary line of the straight path, or stop with any part of the motorcycle protruding beyond the 45th calibration mark, a circle shall be drawn around the appropriate block "T - line", and discontinue the test.

Example:

T. line



Note G:

Should it happen that the applicant touches a boundary line for this manoeuvre with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Note H:

Should the motorcycle roll, a circle shall be drawn around the black block "Roll" and the test shall be discontinued.

Module 18:

Emergency swerve

1. Observe.
2. Move off.
3. Accelerate and change to a higher gear, if applicable.
4. Do not touch the boundary lines.
5. Disengage clutch, if applicable.
6. When a amber light comes on, swerve in the direction of that light to cross line "K-L" as far as possible from the cross point "D".
7. Straighten up so that lines "M-N" or "O-P" are not touched.
8. Stop without touching the outer boundary lines.

Note A:

Only three attempts in any direction shall be allowed if the first and second attempts were unsuccessful, provided no boundary lines were touched.

Note B:

Should a reading of "fast" be displayed, the line shall be crossed beyond the 4th calibration mark in order to pass this manoeuvre, in which case no penalty points shall be recorded.

Note C:

Should the applicant carry out an incorrect action (swerve in wrong direction or brake/stop), 25 penalty points shall be recorded in the appropriate block. This manoeuvre shall be repeated until the correct action is executed. Only three (3) attempts shall be permissible.

Note D:

Should a reading of "Fast" be given, and the swerve distance is less than the 5th calibration mark, or a reading of "Slow" is given, a second attempt shall be allowed. Should the applicant still ride too "Fast", and still does not cross the calibration line beyond the 4th calibration mark, or still ride too "Slow", a third (final) attempt shall be allowed.

Note E:

Should the applicant, whilst executing this manoeuvre touch any one of the boundary lines, whether it was those of the straight path, or of lines "O - P", "M - N" or the outer boundary lines, a circle shall be drawn around the appropriate black block next to "T - line", and discontinue the test.

Example:

T. line



Note F:

Should it happen that the applicant touches a boundary line of the straight path with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Note G:

Should the motorcycle roll, a circle shall be drawn around the black block "Roll" and the test shall be discontinued.

Module 19:

Speed control

1. Check rear-view mirrors.
2. Adjust speed (select appropriate gear) as required, in accordance with traffic pattern, gradient of the road, road surface, visibility and speed restriction.
3. Accelerate, if necessary.
4. Decelerate, if necessary.
5. Brake, if necessary.

Note A:

If the speed of the motorcycle increases considerably without application of the throttle and if continuous use of the brakes are necessary, brake to the appropriate speed before a lower gear is engaged in order to minimise an increase in speed.

Repeat this procedure as necessary.

Avoid selecting a lower gear to replace braking.

Module 20:

Gear changing - up

1. Maintain speed.
2. Cover clutch lever with left hand.
3. Start pulling clutch lever approximately to contact point.
4. Close throttle smoothly and completely whilst pulling in clutch lever completely.
5. Select higher gear, and remove foot from lever.
6. Start releasing clutch lever slowly and smoothly to contact point.
7. Open throttle smoothly and progressively whilst releasing clutch lever completely.

Note A:

Gears should be changed, where possible, whilst travelling on a straight course.

Module 21:

Gear changing - down

1. Check rear-view mirrors.
2. Close throttle smoothly.
3. Brake if necessary to appropriate speed for circumstances.
4. Pull clutch lever fully in.
5. Select lower gear and remove foot from lever.
6. Releasing clutch lever to contact point.
7. Open throttle smoothly and progressively whilst releasing clutch lever completely.

Note A:

Avoid selecting a lower gear to replace or assist braking.

Note B:

Gears should preferably be changed whilst travelling on a straight course.

Note C:

If an ascending gradient is being negotiated where road speed reduced despite continuous application of the throttle, then the change down to a lower gear shall be carried out before the speed drops to a point where the use of the lower gear will not serve its purpose and/or the engine starts labouring.

Module 22:

Following other vehicles

1. Obtain and where possible, maintain a minimum 2-second following distance.
2. Under adverse conditions such as rain, slippery surface, poor visibility or when being followed too closely, the following distance shall be increased.

Module 23:

Lane changing

1. Obey all road traffic signs, signals, rules and markings.
2. Check rear-view mirrors and appropriate blind spot.
3. Signal intension.
4. Check appropriate blind spot.
5. Steer to selected lane, if safe.
6. Cancel signal.

Note A:

Changing lanes within an intersection should be avoided.

Note B:

Where more than one lane is changed in one movement, the appropriate blind spot shall be checked prior to crossing each lane-line.

Note C:

The left hand side line of the straight path between “A” and “C” shall not be touched anywhere.

Note D:

The right hand side line of the straight path between “A” and “C” shall be crossed before getting to “C”.

Note E:

The applicant shall carry out a lane change to the right without crossing line “O-P” and passing to the left of such line, and stop where instructed to do so.

Note F:

Should it happen that the applicant touches either line of the straight path with one of his/her feet after moving off, he/she shall be penalised for “Balance”, and not for “T. Line”.

Note G:

Should the motorcycle roll, a circle shall be drawn around the black block “Roll” and the test shall be discontinued.

Module 24:

Stopping - in traffic

1. Check rear-view mirrors.
2. Decelerate.
3. Brake timeously, smoothly and progressively with both brakes, without locking wheels and in complete control, keeping both hands on the handgrips.
4. Select appropriate gear, if applicable.
5. Disengage clutch just before motorcycle is brought to a complete standstill, without labouring or stalling the engine.
6. Obtain and/or maintain clear space behind or alongside any obstruction or road user, where applicable. (Approximately 4 - 5 metres behind the vehicle ahead)
7. Stop in accordance with road traffic signs, signals, rules and markings.
8. Select neutral, if applicable.
9. Keep motorcycle stationary using the rear or front brake.
10. Release clutch lever, if applicable.

Note A:

Neutral should be selected when stationary for any length of time, but this may not be necessary depending on traffic signals and stop/start progress of traffic.

Note B:

When coming to a stop, the brake pedal shall be depressed before disengaging the clutch, in order to prevent coasting. This is not a requirement in stop-start traffic or when stopping on an incline.

Module 25:

Stopping - for parking

1. Check rear-view mirrors and appropriate blind spot.
2. Signal intention.
3. Check appropriate, blind spot, if applicable.
4. Position, if necessary.
5. Check rear-view mirrors.
6. Decelerate.
7. Brake.
8. Select appropriate gear, if applicable.
9. Disengage clutch completely before the motorcycle is brought to a complete stop, without labouring or stalling the engine.
10. Obtain and/or maintain a clear space behind or alongside any obstruction or other road user, where applicable.
11. Stop in accordance with road traffic signs, signals, rules and markings.
12. Cancel signal and switch accessories off, if applicable.
13. Select appropriate gear or neutral, if necessary.
14. Switch engine off by means of the engine "kill" switch.
15. Turn ignition key to off.
16. Turn fuel tap to off, if applicable.
17. Park the motorcycle on the appropriate stand.
18. Lock the steering if applicable.

Module 26:

Traffic control signals

1. Check rear-view mirrors and appropriate blind spot, if applicable.
2. Signal intention, if necessary.
3. Obey traffic control signal.
4. Check rear-view mirrors, if necessary
5. Decelerate or brake, if necessary.
6. Select gear, if necessary.
7. Stop, if necessary.
8. Select gear, if necessary.
9. Observe, if necessary.
10. Move off/proceed, if safe.

Note A:

Traffic signals are directions given by police or traffic officers in uniform, members of a scholar patrol, road work-men, persons leading, riding or driving bovine animals, signalmen at level crossings and drivers of emergency vehicles sounding a device or bell.

Note B:

For traffic lights see Modules 33 - 37.

Note C:

For scholar patrols, see Module 30.

Module 27:

Intersections - turning left

1. Check rear-view mirrors and blind spot to left, if applicable.
2. Position motorcycle in lane, if necessary.
3. Check mirrors and blind spot to left.
4. Signal intention.
5. Obey all road traffic signs, signals, rules and markings.
6. Check rear-view mirrors.
7. Decelerate if necessary.
8. Brake, if necessary.
9. Select gear, if necessary.
10. Yield to pedestrians, if necessary.
11. Stop, if necessary.
12. Select neutral, if applicable.
13. Select gear, if necessary.
14. Observe, if applicable.
15. Move off/proceed, if necessary.
16. Check blind spot to left, if applicable.
17. Steer and position in appropriate lane, obeying all road traffic signs, signals, rules and markings.
18. Accelerate as necessary.
19. Cancel signal.

Note A:

A blind spot check shall be made just before changing direction . Should the applicant have steered to the left before stopping, it is unnecessary to check the blind spot again after moving off. The observation for moving off shall be sufficient.

Note B:

Position the motorcycle at all times in such a way that you discourage other road-users from sharing the lane with you.

Note C:

Should it happen that the applicant touches a boundary line for this manoeuvre with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Note D:

Should the motorcycle roll, a circle shall be drawn around the black block "Roll" and the test shall be discontinued.

Module 28:

Intersections - turning right

1. Check rear-view mirrors and blind spot to right, if applicable.
2. Position motorcycle in lane, if necessary.
3. Check mirrors and blind spot to right.
4. Signal intention.
5. Obey all road traffic signs, signals, rules and markings.
6. Check rear-view mirrors.
7. Decelerate if necessary.
8. Brake, if necessary.
9. Select gear, if necessary.
10. Yield to approaching traffic and/or pedestrians.
11. Stop, if necessary.
12. Select neutral, if applicable.
13. Select gear, if necessary.
14. Observe, if applicable.
15. Move off/proceed, if necessary.
16. Check blind spot to right, if applicable.
17. Steer and position in appropriate lane, obeying all road traffic signs, signals, rules and markings.
18. Accelerate as necessary.
19. Cancel signal.

Note A:

Position motorcycle as close as possible towards the centre of the intersection prior to turning with due safety and consideration for approaching vehicles, facing straight ahead, if possible.

Note B:

Should the signal change the vehicle waiting within such intersection shall be given the opportunity to leave when safe to do so.

Note C:

Position the motorcycle at all times in such a way that you discourage other road-users from sharing the lane with you.

Note D:

A blind spot check shall be made just before changing direction. Should the applicant have steered to the right before stopping, it is unnecessary to check the blind spot again after moving off. The observation for moving off shall be sufficient.

Module 29:

Intersections - proceeding straight

1. Check rear-view mirrors.
2. Obey all road traffic signs, signals, rules and markings.
3. On approach look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
4. Check blind spot if applicable.
5. Position, if necessary.
6. Proceed.

Note A:

It is not necessary for the motorcycle rider to turn his/her head to look right and left when he/she has a clear view of the intersection or when approaching public entrances and exits, such as filling stations and shopping centres.

Module 30:

Intersections - stop signs

1. Check rear-view mirrors.
2. Decelerate.
3. Check blind spot, if applicable.
4. Position, if applicable.
5. Brake.
6. Select the appropriate gear, if applicable.
7. Stop.

Note A:

At a four way stop, yield to pedestrians and vehicles, which arrived at the intersection first.

Note B:

At a scholar patrol crossing, only proceed when the stop sign has been removed and if safe to do so.

Module 31:

Intersections - yield signs

1. Check rear-view mirrors.
2. On approach look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
3. Check blind spot, if applicable.
4. Position, if necessary.
5. Decelerate, if necessary.
6. Brake, if necessary.
7. Select appropriate gear, if necessary.
8. Proceed, if safe.
9. Stop, if necessary.
10. Observe, if necessary.
11. Move off, if safe.

Module 32:

Intersections - uncontrolled

1. Check rear-view mirrors.
2. On approach look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
3. Check blind spot, if applicable.
4. Position, if necessary.
5. Decelerate, if necessary.
6. Brake, if necessary.
7. Select appropriate gear, if necessary.
8. Proceed, if safe.
9. Stop, if necessary.
10. Observe, if necessary.
11. Move off, if safe.

Module 33:

**Intersections - traffic lights
(flashing red)**

1. Check rear-view mirrors.
2. Decelerate.
3. Check blind spot, if applicable.
4. Position, if applicable.
5. Brake.
6. Select the appropriate gear, if applicable.
7. Stop.

Note A:

A flashing red arrow indicates that traffic may proceed in that direction after having stopped and ensuring that it is safe to do so, subject to the right of way of pedestrians and vehicular traffic lawfully within the intersection.

Module 34:

**Intersections - traffic lights
(steady red)**

1. Check rear-view mirrors.
2. Decelerate.
3. Check blind spot, if applicable.
4. Position, if applicable.
5. Brake.
6. Select appropriate gear, if applicable.
7. Stop.

Note A:

A flashing green arrow in conjunction with a steady red indicates that traffic may proceed in the direction of the arrow, subject to the right of way of pedestrians and vehicular traffic lawfully within the intersection.

Module 35:

Intersections - traffic lights (green)

1. Check rear-view mirrors.
2. On approach look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
3. Check blind spot, if applicable.
4. Position motorcycle, if necessary.
5. Check rear-view mirrors, if necessary.
6. Brake, if necessary.
7. Select gear, if necessary.
8. Stop, if necessary.
9. Observe, if applicable.
10. Move off/proceed, if safe.

Note A:

A flashing green arrow in conjunction with a steady red, indicates that traffic may proceed in the direction of the arrow, subject to the right of way of pedestrians and vehicular traffic lawfully within the intersection.

Note B:

A steady green arrow indicates that traffic may proceed in that direction subject to the right of way of pedestrians and vehicular traffic lawfully within the intersection.

Module 36:

**Intersections - traffic lights
(flashing amber)**

1. Check rear-view mirrors.
2. On approach look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
3. Check blind spot, if applicable.
4. Position, if necessary.
5. Check rear-view mirrors, if necessary.
6. Brake, if necessary.
7. Select appropriate gear, if necessary.
8. Proceed if safe.
9. Stop, if necessary.
10. Observe, if applicable.
11. Move off, if safe.

Note A:

Right of way shall be given to traffic which was first to stop.

Module 37:

**Intersections - traffic lights
(steady amber)**

1. Check rear-view mirrors.
2. Decelerate.
3. Check blind spot, if applicable.
4. Position, if applicable.
5. Brake.
6. Select appropriate gear, if applicable.
7. Stop.

Note A:

The motorcycle shall be brought to a controlled stop unless it is so close to the stop line when the amber light appears, that it cannot safely be brought to a stop behind the stop line or if stopping would endanger other road users.

Module 38:

Intersections - roundabout (traffic circle)

1. Check rear-view mirrors.
2. Obey all road traffic signs, signals, rules and markings.
3. Yield to traffic and pedestrians, unless otherwise directed by road traffic signs or signals.
4. Decelerate, if necessary.
5. Brake, if necessary.
6. Select appropriate gear, if necessary.
7. Proceed, if safe.
8. Stop, if necessary.
9. Observe, if applicable.
10. Move off, if safe.

Note A:

If intending to take the first exit from the roundabout, the signal (left) shall be activated on the approach to the roundabout. When intending to leave the roundabout at any subsequent exit, the signal (left) shall be activated in good time prior to such exit. (When the signal has been activated the first exit shall be taken)

Note B:

MINI-CIRCLE

- (i) In the case of a mini-circle in an intersection, a signal to the left or the right, depending on the intended direction of travel, shall be given. When no change of direction is intended, no signal is necessary.
- (ii) Right of way shall be given to traffic crossing the yield line first.

Module 39:

**Block Pedestrian crossing -
uncontrolled**

1. Check rear-view mirrors.
2. On approach, look left and right for pedestrians crossing or intending to cross.
3. Decelerate, if necessary.
4. Brake, if necessary.
5. Select appropriate gear, if necessary.
6. Proceed, if safe.
7. Stop, if necessary.
8. Observe, if applicable.
9. Move off, if safe.

Module 40:

Level crossings - guarded

1. Check rear-view mirrors.
2. On approach, look right and left for rail traffic.
3. Decelerate, if necessary.
4. Brake, if necessary.
5. Select appropriate gear, if necessary.
6. Proceed, if safe.
7. Stop, if necessary.
8. Observe, if applicable.
9. Move off, if safe.

Note A:

The crossing should be executed as near to 90° as possible, without moving out of the lane.

Module 41:

Level Crossings - unguarded

1. Check rear-view mirrors.
2. On approach, look to right and left for rail traffic.
3. Decelerate, if necessary.
4. Brake, if necessary.
5. Select the appropriate gear, if necessary.
6. Proceed, if safe.
7. Stop, if necessary, at a safe distance or at least 5 metres from the nearest rail.
8. Observe, if necessary,
9. Move off, if safe.

Note A:

The crossing should be executed as near to 90° as possible, without moving out of the lane.

Module 42:

Overtaking - to the left of the hazard

1. Obtain a safe following/approaching distance.
2. Obey all road traffic signs, signals, rules and markings.
3. Check the blind spot to the left, if applicable.
4. Steer and position motorcycle towards the left without moving any further than necessary for maximum visibility, if applicable.
5. Check rear-view mirrors and blind spot to the left.
6. Signal intention.
7. Check rear-view mirrors, if applicable.
8. Brake, if necessary.
9. Select gear, if necessary.
10. Check blind spot to the left.
11. Steer further to the left, if safe, to allow safe clear space between motorcycle and hazard.
12. Cancel signal.
13. Accelerate, if necessary.
14. Check mirrors and blind spot to the right before signalling if intending to return to the right.

Note A:

Adequate clear space shall be obtained before returning.

Module 43:

Overtaking - to the right of a hazard

1. Obtain a safe following/approaching distance.
2. Obey all road traffic signs, signals, rules and markings.
3. Check the blind spot to the right, if applicable.
4. Steer and position motorcycle towards the right without moving any further than necessary for maximum visibility, if applicable.
5. Check rear-view mirrors and blind spot to the right.
6. Signal intention.
7. Check rear-view mirrors, if applicable.
8. Brake, if necessary.
9. Select gear, if necessary.
10. Check blind spot to the right.
11. Steer further to the right, if safe, to allow safe clear space between motorcycle and hazard.
12. Cancel signal.
13. Accelerate, if necessary.
14. Check mirrors and blind spot to the left before signalling if intending to return to the left.

Note A:

Adequate clear space shall be obtained before returning.

Module 44:

**Being overtaken -
on the left-hand side**

1. Check rear-view mirrors and blind spot to the right.
2. Steer and position the motorcycle as far right in the lane as is safe.
3. Do not accelerate whilst being overtaken.

Module 45:

**Being overtaken -
on the right-hand side**

1. Check rear-view mirrors and blind spot to the left.
2. Steer and position the motorcycle as far left in the lane as is safe.
3. Do not accelerate whilst being overtaken.

Module 46:

Freeways - entering

1. Select appropriate lane of the on-ramp.
2. Check rear-view mirrors and appropriate blind spot.
3. Signal intention, if applicable.
4. Accelerate, if necessary.
5. Check rear-view mirrors, if applicable.
6. Decelerate, if necessary.
7. Brake, if necessary.
8. Yield in accordance with traffic pattern, road traffic signs, signals rules and markings.
9. Stop, if necessary.
10. Select gear, if necessary.
11. Observe, if applicable.
12. Move off/proceed, if necessary.
13. Check the necessary blind spots.
14. Merge with traffic and obtain sufficient clear space.
15. Cancel signal.

Note A:

Ride between edge lines of the on-ramp.

Note B:

Do not overtake on a single lane on-ramp.

Note C:

A left and right blind spot check shall be done upon entering the freeway.

Note D:

Additional blind spot checks for a safe gap may be necessary.

Module 47:

**Freeways -
passing off and on ramps**

Off - ramp:

1. On approach, check rear-view mirrors.
2. Check appropriate blind spot(s).

On - ramp:

1. On approach, check rear-view mirrors.
2. Check appropriate blind spot.
3. Adjust speed and position to facilitate entry of vehicles about to join freeway, if necessary.

Module 48:

Freeways - exiting

1. Obey all road signs, signals, rules and markings.
2. Check rear-view mirrors and appropriate blind spot.
3. Signal intention.
4. Check blind spots to the right and left.
5. Maintain speed where possible and enter off-ramp.
6. Cancel signal.
7. Check rear-view mirrors.
8. Decelerate, if necessary.

Note A:

Ride between edge lines of the off-ramp.

Note B:

Do not overtake on a single lane off-ramp.

7. GLOSSARY

| Feature | Definition | Qualification |
|----------------------|---|---|
| Acceleration | Act of causing the motorcycle to gain speed by opening the throttle. | Throttle should be opened smoothly and progressively to avoid sudden and harsh acceleration which results in uneven, jerky movements. |
| Approaching distance | The distance from which the overtaking procedure is commenced in order to pass a stationary or moving hazard. | The higher the speed, the greater the distance required from the stationary or moving hazard, when the overtaking procedure is commenced. |
| Attempt | A single effort in one direction starting from an indicated position moving completely into another indicated area. | |
| Balance | To keep the motorcycle in such a position while it is stationary or moving that it does not fall over or go out of control. | Balance shall be maintained while riding straight, moving off, stopping and while turning at high and low speeds. When moving off and riding straight, the feet must be placed on the front foot pegs for maximum balance. When stopping do not put the feet on the ground until immediately prior to when the motorcycle has stopped. Do not remove the feet from the foot pegs unnecessarily. |
| Blind spots | Areas on either side of the motorcycle which, even with the aid of rear-view mirrors, are not visible to the rider. | Blind spots can only be eliminated by turning the head sufficiently in order to observe areas not otherwise visible - i.e. by looking over the shoulder to the left or right. |
| Boundary lines | Painted lines marking the boundaries of each manoeuvre of the motorcycle test as indicated. | Certain boundary lines may not be touched, since the test has been designed so that the manoeuvres can be performed within the limits set by these boundary lines. |
| Braking | Act of causing a motorcycle to reduce speed by the application of the front and rear brake. | Both brakes must be applied in good time, smoothly and progressively, without locking either wheel, and with both hands on the handgrips in order to keep the motorcycle under control. If possible, brake only while riding straight. Due to the design of motorcycle gearboxes, lower gears must be selected as the speed decreases. |

| Feature | Definition | Qualification |
|-----------------------|--|--|
| Calibration marks | Short painted lines used to determine stop and swerve distances. | |
| Cancel signal | See Signal ... cancel | |
| Clear space | Areas surrounding the motorcycle which allows manoeuvring room in which to take evasive action, if necessary. | Clear space should be ensured around the vehicle when passing, overtaking, following, merging or stopping behind or alongside vehicles or objects. |
| Clutch ... control | Using the clutch lever to reach contact point, or friction point. | Clutch control is obtained whilst the engine is running in gear, the clutch lever is released through its arc to the point where the sound of the engine slowing indicates that the clutch plates are beginning to engage in order to transfer power, through friction, from the engine to the drive system. (Chain or shaft) The clutch lever should be released smoothly in order to reach the friction point without any jerking. Clutch control shall be obtained for moving off and when changing gears. |
| ... disengage | See Disengage | |
| ... rides | Resting the fingers on the clutch lever whilst motorcycle is in motion. | Since it causes excessive wear it should be restricted to situations requiring extremely slow speed such as for parking, stop-start traffic, driving or where it could be justified. |
| ... slips | Holding the clutch at the friction point so that the power from the engine is only partially transmitted to the driving wheel. | Since it causes abnormal wear it should be restricted to situations requiring extremely slow speed such as for parking, stop-start traffic, or where it could be justified. |
| Coasting | Riding a motorcycle with the clutch lever squeezed or in neutral, disconnecting the engine from the driving wheel. | Since it reduces control of the motorcycle it should be restricted to short distances just before coming to a standstill, where it could be justified. Neutral shall never be selected whilst the motorcycle is in motion. |
| Collision | Touching any moving or stationary hazard with a motorcycle. | |

| Feature | Definition | Qualification |
|-------------------|---|---|
| Controlled stop | Bringing a motorcycle to a complete standstill, maintaining a straight course. | Both hands should be on the handgrips. Should the motorcycle deviate from a straight course and corrective action is taken it is regarded as a controlled stop. Pressure on the rear-brake pedal and the front brake lever must be reduced as necessary if the wheels should lock. |
| Cutting | See Steering ... cutting | |
| Dangerous actions | See Uncontrolled/dangerous action | |
| Decelerate | Causing a motorcycle to reduce speed by closing the throttle only. | The throttle should be closed timeously and gradually to ensure smooth reduction if speed. |
| Disengage | Pulling in the clutch-lever to disconnect the engine from the transmission. | The clutch lever should be pulled in timeously and completely in order to select a gear or bring the motorcycle to a standstill without stalling or laboring the engine. |
| Emergency Stop | Act of bringing a motorcycle to a complete standstill, in the shortest possible distance. | In the case of an emergency stop, both brakes should be applied as quickly as possible and the motorcycle brought to a controlled stop in the shortest possible distance. Both hands shall remain on the handgrips until stationary. Should the motorcycle deviate from a straight course and corrective action is taken it is regarded as a controlled stop. When stopping do not put the feet on the ground until immediately prior to when the motorcycle has stopped. Maintain balance throughout by looking ahead and keeping the front wheel straight. |
| Examiner | An examiner for Driving Licences as contemplated in the Road Traffic Act. | A person who has been appropriately trained, graded, registered and appointed as an examiner for driving licences. |

| Feature | Definition | Qualification |
|----------------------|--|--|
| Engine "kill" switch | A switch that cuts off the electrical supply to the engine. | The switch is part of the controls next to the right handgrip so that it can easily be switched to RUN or OFF using the thumb. Make sure that it is in the RUN position before attempting to start the engine. |
| Fast | See ... Too fast | |
| Following distance | The safe space to be maintained between one vehicle following another. | It is determined when the rear of the vehicle ahead passes a fixed reference point - e.g. lamp post, road sign, mark on the road etc, by the motorcyclist directly behind counting "2001, 2002". The front of the motorcycle should not reach the same point of reference before this count is completed. Under adverse conditions such as rain, slippery surface, poor visibility etc, the distance should be increased. |
| Fuel tap | The tap/valve that controls the supply of fuel to the engine. | The tap is normally situated on the left-hand side to the rear of and underneath the fuel tank. It may have as many as four (4) positions to regulate the flow of fuel, namely: ON for normal use, RESERVE for use when the fuel level has reached a low level and reminds the rider to refill the tank PRIME to be used only when motorcycle has not been in use for along period, and OFF, to be used when parking the motorcycle. |

| Feature | Definition | Qualification |
|---------------|--|--|
| Gear changing | Selection of the gear which will allow the engine to operate at efficient RPM whilst the road speed of the motorcycle suits the situation. | <p>The appropriate gear should be selected before moving off and before negotiating a hazard in order that the necessary acceleration can be applied. A lower gear should be selected to minimise the increase of vehicle speed on a decline or to maintain a suitable speed on an incline. The appropriate gear should be selected smoothly without grating, and in accordance with engine speed, whilst keeping the eyes on the road.</p> <p>Where possible gears should be selected whilst the motorcycle is on a straight course. Make sure what the gear change pattern is before moving off. The gear lever must be depressed or lifted in order to select a lower or a higher gear. After selecting the gear remove the foot from the lever. A green light on the instrument panel will indicate when the gear is in neutral.</p> |
| Hazard | Vehicles, persons, animals, objects or substances which could cause damage or injury and could damage or injury and could necessitate changing speed and/or direction. | <p>Moving hazards constitute vehicles, persons, animals etc. Fixed hazards constitute intersections, roundabouts, lamp posts, trees, curves, potholes, rain, dust, smoke etc.</p> |
| Ignition lock | A mechanism whereby electrical power is distributed to the engine and other electrical accessories. | Normally in the form of a lock and key with various positions to control the electric current distribution, and usually in the centre near the steering head. The key must be turned to the "ON" position before the engine can be started. In some cases the parking light can also be activated by turning the key to the appropriate position. |
| In good time | See Signals ... in good time | |

| Feature | Definition | Qualification |
|--------------------------|---|--|
| Intersection | A junction of two or more streets or roads meeting one another at any angle, whether or not one road crosses the other. | A road, meeting a roundabout or roads meeting one another at any angle are regarded as intersections. |
| Kick starter | A lever that is kicked down with the foot to start the engine. | The lever is usually on the right-hand side of the engine and must be kicked down quickly and fully to start the engine. |
| Lane changing | Changing position of a motorcycle on a roadway from one lane to another by means of steering. | Lanes should only be changed after observation and the appropriate signal has been given. |
| Loss of control | A situation when a rider has no influence over the speed or direction of a motorcycle. | Excessive speed, erratic or harsh steering, braking or acceleration causing a motorcycle to deflect from a straight course or the wheels to skid without corrective action being effective. |
| Maximum rear-view vision | Optimum visibility directly to the left and right behind a motorcycle. | The mirrors shall be adjusted so that a small portion of the riders body is visible in the inner side of each mirror. |
| Minor defects | Defects which occurred to the motorcycle whilst on route to the driving testing centre. | Tyres, brakes and steering defects shall not be regarded as minor defects. |
| Mirrors | A device to assist the rider to have a view to the rear without having to turn around to look over both shoulders. | |
| Measurements | See calibration marks | |
| Moving off | To set a motorcycle into motion from a stationary position. | Only when safe and in accordance with road traffic signs, rules, signals and markings, move the motorcycle from a stationary position smoothly and progressively and without engine laboring. Ensure there is clear space beyond the intersection before moving off. Ensure an intersection is clear before entering. Maintain balance throughout with both feet on the front footpegs and do not lift the front wheel off the ground. |
| Needless | See Stopping ... needless | |

| Feature | Definition | Qualification |
|---|---|--|
| Observe | To look in all directions for hazards and potential hazards. | Observation includes the use of mirrors and blind spot checks to determine whether it is safe to the rear, front and sides. Observation can commence from either the left or the right blind spot. Eyes shall not be taken from the road unnecessarily. |
| Obstructions | | Vehicles, persons, animals, objects or substances which could cause damage or injury and may necessitate changing speed and/or direction. Because a motorcyclist is more vulnerable, obstructions must be identified in good time in order to predict and decide how to react. |
| Overtaking | Passing a stationary or moving hazard travelling in the same direction. | Passing oncoming traffic is not regarded as overtaking. |
| Physical disability | A physical feature of a rider which may prevent the safe control of a motorcycle. | A disability necessitating a motorcycle to be specially adapted, or the rider to make use of an aid in order that the controls can be operated efficiently and the motorcycle driven safely. |
| Positioning of motorcycle | Placing a motorcycle in the safest location on a roadway in relation to actual or potential hazards and in compliance with road traffic signs, signals, rules and markings. | When changing from one longitudinal position to another where there are no road traffic markings, the same procedure as for lane changing shall be followed. |
| Prescribed distance ... "Speed management" | This is the area where the front wheel of the motorcycle must come to a standstill in order for the test to continue. | Any portion of the outer circumference of the front wheel, must cover line "K-L" between the first calibration marks on either side of cross point "D". |
| Riding clutch | See Clutch ... riding | |
| Roll | Uncontrolled motion of the vehicle from a stationary position. | By roll, it is meant, a movement of the motorcycle in the direction opposite to that which was intended. |
| Signal ... cancel | Discontinuing a driving signal once a manoeuvre has been completed or presence has been established. | |

| Feature | Definition | Qualification |
|-------------------------|--|--|
| ... driving | Means of warning other road users of intention or presence. | Driving signals are direction indicators, horn, brake lights, headlamps, and hand signals. Rear-view mirrors and/or blind spots, when applicable, shall be checked before activating the signal. |
| ... in good time | Sufficient time to enable other road users to react, if necessary, to the given signal before the manoeuvre is carried out. | Signals shall not be given too early which could result in them being misinterpreted or misleading. |
| ... sufficient duration | A period long enough to enable other road users to react to the signal if necessary. | |
| Signal lights | Three lights indicating various collision avoidance actions. | The signal lights are controlled through an electronic clipboard which pre-selects the various manoeuvres. Red = Stop Amber = Swerve left or right |
| Slow | See Too slow | |
| Starter button | The button that must be pressed to turn the engine. | The button is part of the controls next to the right handgrip and is easily pressed with the thumb. Make sure that the gear is in neutral. As soon as the engine starts, release the button. |
| Steering ... cutting | Steering a motorcycle in such a manner when negotiating a bend or corner that it may result in touching the kerb, shoulder of the roadway or lane marking when turning to the left, or encroaching onto the right-hand portion of the roadway when turning to the right. | |
| ... position | See Positioning of motorcycle | |

| Feature | Definition | Qualification |
|---|--|--|
| ... swerve | To change direction as quickly as possible. | To swerve to the right, push the right handgrip forward. To swerve to the left, push the left handgrip forward. At higher speeds it is necessary to push harder to achieve the required swerve. A swerve in any direction is usually followed in quick succession by a swerve in the opposite direction in order to remain on the roadway. It is an effective collision avoidance technique when unable to stop in time. |
| ... wanders | Allowing a motorcycle to deviate from an straight course or to move unnecessarily to the left or right on the roadway. | |
| ... wide | Steering of a motorcycle in such a manner when negotiation a bend or corner that it may result in touching the kerb, shoulder of the roadway or lane marking when turning to the right, or encroaching onto the right-hand portion of the roadway when turning left. | |
| Stopping ... (see also "Controlled stop") | Act of bringing a motorcycle to a complete standstill. | Stopping should be smooth and progressive and in accordance with road traffic signs signals, rules and markings using both front and rear brakes simultaneously. Obtain and/or retain a clear space behind or alongside obstruction or other road user. Whilst braking, change down. Both hands shall remain on the handgrips until stationary. When stopping do not put the feet on the ground until immediately prior to when the motorcycle has stopped. Maintain balance throughout by looking ahead and keeping the front wheel straight. |
| ... needless | Bringing a motorcycle to a standstill in the absence of any road traffic sign, signal, instruction, hazard or potential hazard. | |

| Feature | Definition | Qualification |
|---------------------------------------|--|--|
| Stopping point ..."Emergency stop" | This is the actual point where the front wheel of the motorcycle comes to a complete standstill. | This will be the last calibration mark which was passed by the front-end of the front wheel of the motorcycle before stopping. |
| ..."Speed management" | This is the point where the front wheel of the motorcycle comes to a complete standstill. | Any portion of the outer circumference of the front wheel, must cover line "K-L" between the first calibration marks on either side of cross point "D". |
| Throttle grip | The right-hand handgrip with which engine speed is controlled. | To make the engine run faster, roll the handgrip backwards by lowering the wrist. To slow the engine down, roll the handgrip forward, by raising the wrist. The thumb and fingers must encircle the handgrip in such a way that the front brake lever can be easily handled. |
| Too fast | Riding at a speed which is too high to be safe for conditions. | Speed should be in accordance with potential hazards and not necessarily in accordance with the traffic pattern or speed limits. Speed lower than the speed limit can also, in some cases, be too fast. |
| Too slow | Riding at a speed so as to hinder or obstruct the safe flow of traffic. (This is not applicable when using the electronic testing apparatus) | Speed, which might be slower than speed limits, could, however, be in accordance with potential hazards and not necessarily in accordance with the traffic pattern. |
| Traffic control signals | Traffic control signals are directions given by police or traffic officers, in uniform, members of a scholar patrol, road work-men, persons leading, riding or driving bovine animals, signal- men at level crossings and drivers of emergency vehicles sounding a device or bell. | |
| Uncontrolled / Dangerous action | Any act which results or could result in damage, injury or loss of control of the vehicle. | The rider shall be in full control of the motorcycle at all times. |
| Waits too long | Not utilising safe opportunities to proceed, merge with cross-traffic or enter intersections. | |

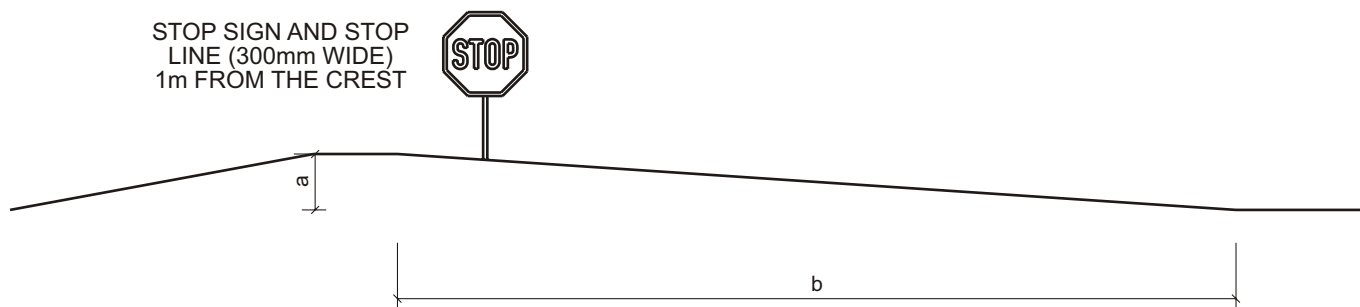
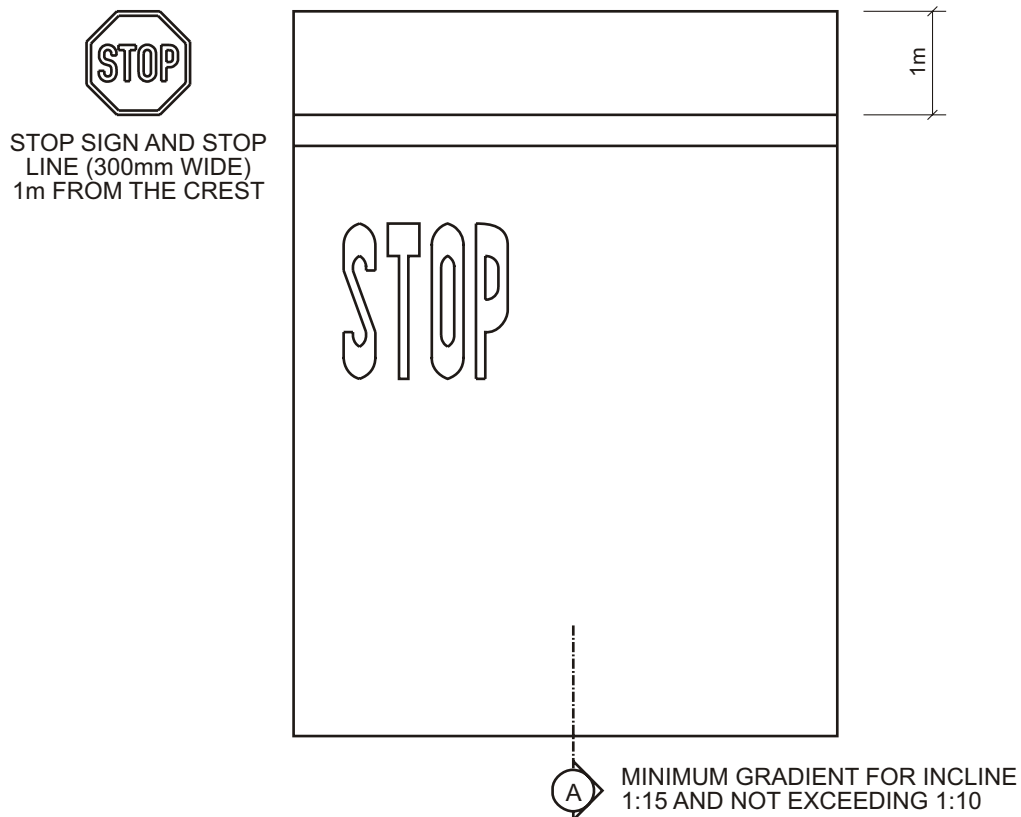
| Feature | Definition | Qualification |
|---------------------------|---|---|
| Wanders | See Steering ... wanders | |
| Warning lights and gauges | Devices used to monitor various engine functions and systems. | Operation of warning lights and gauges to be checked for malfunction with ignition switched on, before starting engine. After starting engine, operation shall be rechecked for malfunction of systems which are monitored. |
| Wide | See Steering ... wide | |

8. TECHNICAL DATA

REQUIREMENTS RELATING TO THE TECHNICAL DATA

1. A 1 metre clear-space shall be required around motorcycle test track.

INCLINE START



EXAMPLE

IF $b = 10\text{m}$ AND $a = 666\text{mm}$

GRADIENT = 1:15

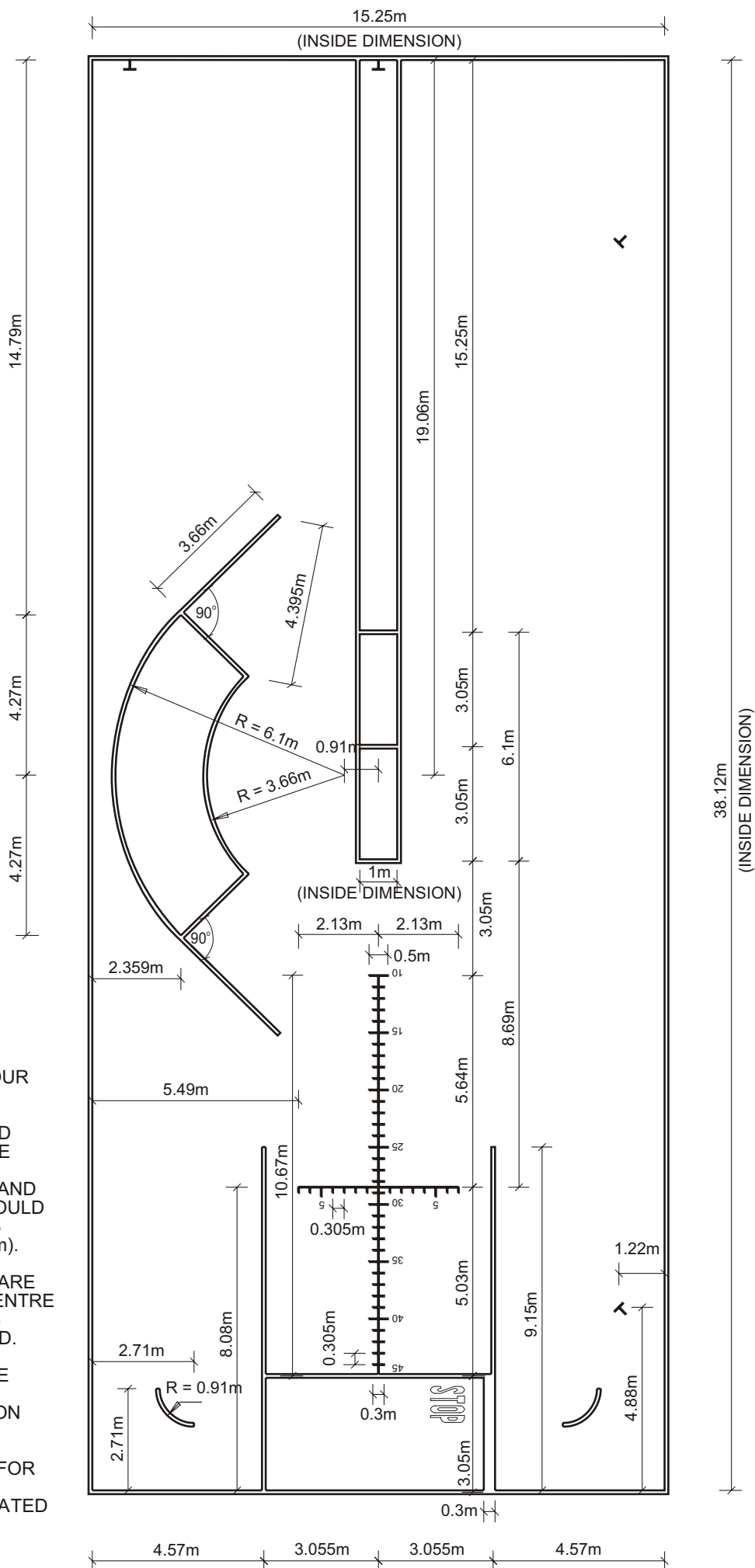
IF $b = 10\text{m}$ AND $a = 1000\text{mm}$

GRADIENT = 1:10

NOTE:

1. PAINTED LINES - COLOUR OF CHOICE.
2. STOP LINE TO BE 300mm WIDE.
3. ALL OTHER PAINTED LINES TO BE 100mm.

MOTORCYCLE TRACK



NOTE:

1. PAINTED LINES - COLOUR OF CHOICE.
2. WIDTH OF ALL PAINTED LINES 100mm WITH THE EXCEPTION OF THE CALIBRATION CROSS AND MARKINGS WHICH SHOULD PREFERABLY BE LESS (RECOMMENDED 20mm).
3. ALL MEASUREMENTS ARE MEASURED TO THE CENTRE OF THE LINES UNLESS OTHERWISE INDICATED.
4. A STOP SIGN SHALL BE PLACED AT THE APPROPRIATE POSITION FOR EVERY TEST.
5. RECOMMENDED SIZE FOR CALIBRATION CROSS NUMBERING, AS INDICATED 100mm.