
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.</p> <p>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.</p> <p>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 a straight course or to move unnecessarily to the left or right on the roadway. | |
| ... wide | Steering of 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 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. | |

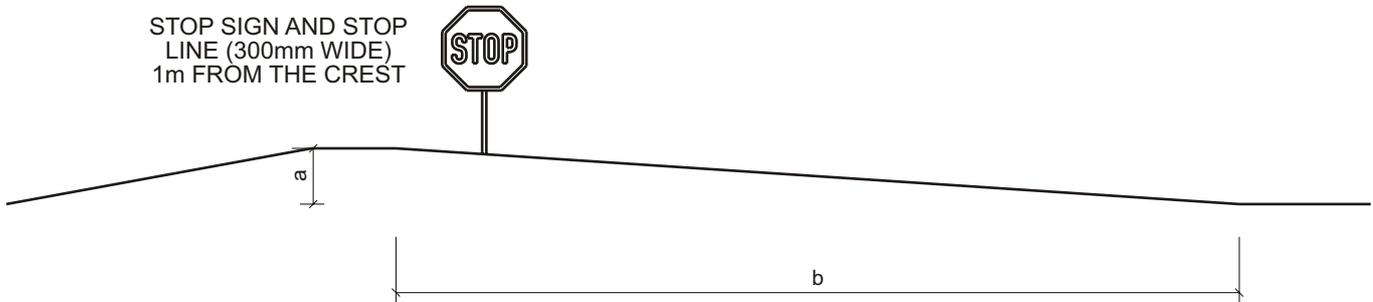
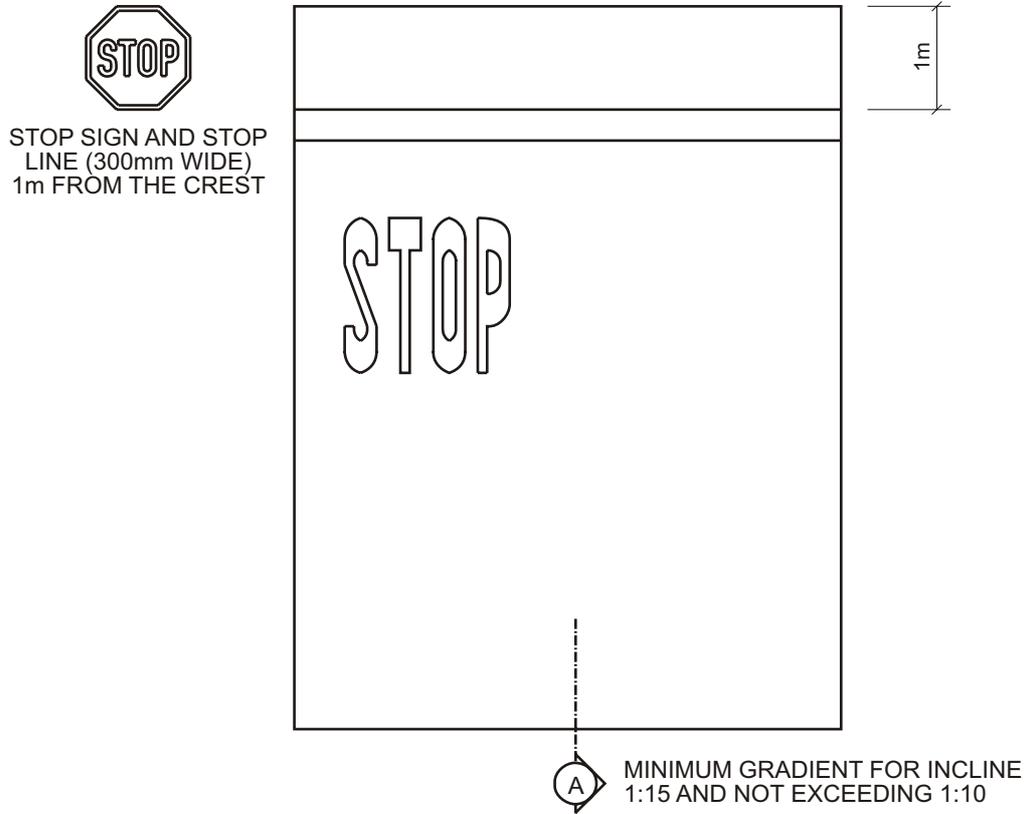
| Feature | Definition | Qualification |
|---------------------------|---|---|
| Wanders | See Steering ... wanders | |
| Warning lights and gauges | Devices used to monitor various engine functions and systems. | Operation of warning lights and gauges to be checked for malfunction with ignition switched 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

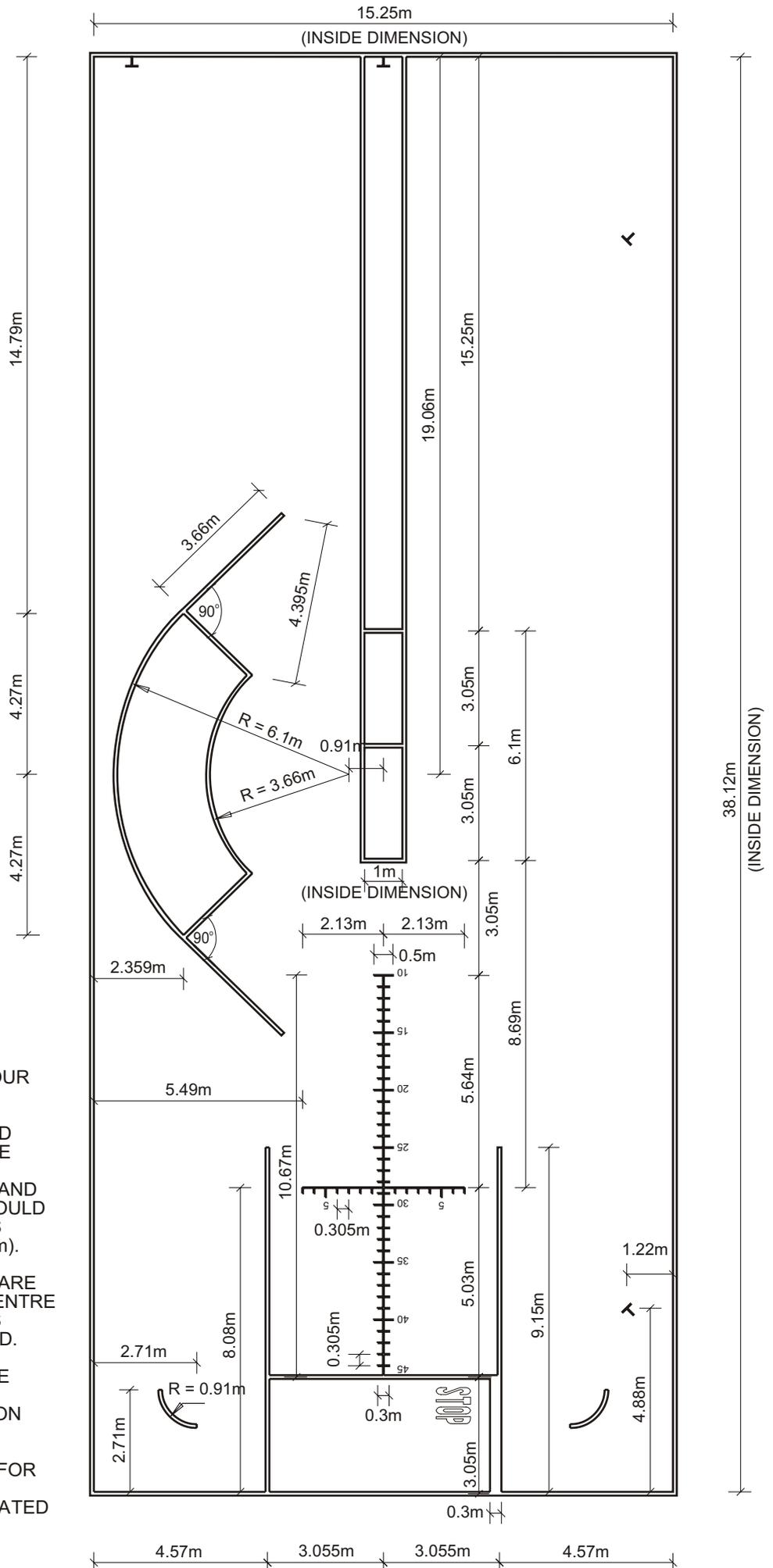
IF $b = 10\text{m}$ AND $a = 1000\text{mm}$

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.