

2. SOP Section 7

CHAPTER 2

THE MOTORCYCLE TEST

2.1 MINIMUM TEST VEHICLES (MTVs)

MTV REQUIREMENTS

A1 any motorcycle over 75cc and less than 125cc and capable of less than 62.5 mph (100 kph)

A2 any motorcycle over 120cc and less than 125cc and capable of at least 62.5 mph (100 kph)

A (DAS) Direct Access scheme and Accelerated Access (AA) - Any machine at least 35 kW (46.6 BHP).

SIDE-CAR MACHINES

The MTVs for a motorcycle and sidecar are the same as the solo machines, but A & A1 must not exceed a power to weight ratio of 0.16 kw/kg.

Passengers are not allowed to ride in the sidecar during the test.

2.2 STARTING THE TEST

The candidate must present a valid certificate DL196. If this is not available, the test should be terminated. (If the test is being conducted on one of the exempted islands then a DL196 is not required). The only exemption is a rider who is upgrading a full moped licence obtained by passing a 2-part test since December 1990.

Vehicle Safety Check Questions

The candidate should be asked 2 machine safety check questions before moving away. To ensure uniformity they must be selected from the bank of 10 combinations of questions listed at ANNEX TWO.

As a general rule these combinations should be used in rotation. However, examiners will need to exercise common sense and discretion at times, for example if a particular machine does not lend itself to a question in one of the combinations. The combination used should be recorded on the back of the DL25.

Although some checks may involve the candidate in identifying how fluid levels would be checked, pupils must not be asked to touch a hot engine or physically check the fluid levels.

Assessment

One or both questions answered incorrectly will result in one driving fault being recorded. However, examiners should not pursue questions unduly in an attempt to elicit the precise responses listed; they should bear in mind that these are basic safety checks, and that in-depth knowledge is not required for the answers to be acceptable.

If an Examiner has to take action to avoid danger to the candidate or another road user, an ETA will be recorded and a serious/dangerous fault recorded under the appropriate heading on the DL25.

The law requires anyone riding a motorcycle, scooter or moped, with or without sidecar, to wear protective headgear securely fastened. The test cannot therefore be conducted unless the candidate is wearing properly secured protective headgear. Candidates who present themselves for test without protective headgear may be given an opportunity to obtain it, provided the start of the test is not unduly delayed. Otherwise, the examiner should cancel the test and explain why it cannot be conducted.

Note: An exemption to this requirement exists for followers of the Sikh religion if they are wearing a turban. No attempt, however, should be made to establish whether a candidate wearing a turban belongs to that sect.

The manufacturing standards for visors and goggles are prescribed by statutory regulations. Examiners should not concern themselves with the candidate's equipment. If, however, the candidate draws attention to illegal equipment, the test should be terminated.

After the usual pre-test preliminaries e.g. licence and identification check the examiner should help the candidate with the fitting of the radio and earpiece. They should then accompany the candidate to the machine, explaining how the test will be conducted and how the radio equipment works.

The examiner should make note of any non-standard controls on the candidate's machine, but the machine or its controls should not be handled.

After the eyesight test, a sound check should be made to ensure that the candidate can hear the examiner's instructions clearly. The Machine Safety Questions should then be asked.

At the start of a motorcycle test examiners should explain to candidates that, should the radio fail during the test or they cannot hear the instructions for any other reason they should just pull up. They should not be instructed to ride along tapping the side of their helmet.

Maximum use should be made of all available test routes to minimise annoyance to local residents.

Examiners will always follow the candidate either riding a motorcycle or in a car. Motorcycle riders must ride with dipped headlights. All examiners must wear fluorescent jackets during the test.

Note: when carrying out car to bike tests, examiners **MUST** use the lapel microphone. The radio **MUST NOT** be used in a hand held fashion.

2.3 DIRECTION INDICATORS

Motor cycles are not required by law to be fitted with direction indicators, but if they are fitted the law requires them to be in good and efficient working order at all times when the machine is in use on the road. Indicators on some small capacity machines tend to dim when the machine is travelling slowly or is stationary. This is due to machine design and tests should not be terminated on this account.

2.4 INTERPRETERS

Deaf or non-English speaking candidates may elect to be accompanied by an interpreter. If this is known in advance, a car should be used for the test, and for all other tests on that programme. If an interpreter turns up unannounced, a car is not available and there is no other way to conduct the test, then the test should be postponed. Examiners should ask the interpreter for their name at the start of the test and enter it on the DL25 with any other useful additional information.

STARTING THE MACHINE

Candidates who are unable to start their machines by normal means, and who ask if they may push start them, should be allowed to do so.

2.5 EMERGENCY STOP

An emergency stop is given on every motorcycle test and should be given at a nominated place on the chosen route, but at any time during the test. The candidate should be instructed to pull up preferably where a simple left-hand block can be used. The examiner should then tell them that during the next part of the test they will be required to stop the machine as in an emergency. They should tell the candidate the route to take and explain that:

The signal to stop will be given with the right arm with the examiner standing about half a metre from the kerb in full view as they approach. The signal should be demonstrated. The signal should not be given in a busy road or when danger to other road users is likely to arise.

When they receive the signal the candidate should stop as quickly and safely as possible.

Note: If the candidate asks if they should give an arm signal, the examiner should repeat that the signal will not be given if it appears that danger to other road users is likely to arise and that the candidate should remember that they should stop under full control.

Examiners should take up position well beforehand and signal smartly and distinctly, keeping their arm up for a reasonable time. The signal should be timed so the candidate will stop about 5 metres away from the examiner. This will give an opportunity to judge whether they have used the front brake. Both brakes must be used for the emergency stop; use of either the front or rear brake only should be regarded as reason for failure.

Examiners will be aware that this exercise entails the candidate putting themselves in a position - riding directly towards a pedestrian at speed - which a good rider would not normally do. It is the examiner's responsibility to ensure that the test is conducted safely and to be ready to step back if the candidate fails to stop satisfactorily. If, exceptionally, due to a clear misunderstanding, the candidate fails to brake at the right time, the exercise should be repeated.

If the candidate carries out the exercise without fault except for overshooting the examiner's position because the examiner has misjudged the speed, position or conditions, no fault should be recorded.

If the candidate does not approach at a reasonable speed, i.e. about 20 mph (32 kph), the 'Stop' signal should not be given. Instead, when it is safe to do so, the examiner should give the normal 'pull up' signal, and inform the candidate that they should approach at a normal speed.

2.6 PUT THE MACHINE ON AND OFF ITS STAND AND WHEELING WITHOUT USE OF THE ENGINE

This exercise can be carried out at any time during the test, but the most convenient time may be after the Emergency Stop. The candidate should be asked to position the machine alongside the kerb and put it on its stand, then take the machine off the stand and wheel it across the road in a 'U' turn. Via the radio, ask the candidate to ride the machine back across the road (see U Turn exercise below). Either a centre or side stand is acceptable, but a machine without a stand is not suitable for the purposes of the test.

On a Direct Access test (or A/A1 test with riders of restricted growth) it may be unreasonable to ask the candidate to push a bike across a road, examiners should use their discretion as to whether to carry out the exercise in a straight line or as a 'U' turn.

Note: A disabled candidate with a sidecar is not required to carry out this exercise. A note should be made on the back of the DL25.

2.7 U-TURN EXERCISE

The U-Turn exercise would normally be carried out at the same time as the stand/wheeling exercise; circumstances will usually dictate in which order the two exercises are carried out. The examiner should specify where the exercise takes place, as in the Turn in the Road for the car test candidate. Usually, this will be within a short distance of where the examiner is standing, so enabling them to observe and correctly assess the manoeuvre. The candidate should be asked to move off from a parked position and to turn the machine around to face the opposite way, within the road width. The width of road used for this manoeuvre should be relative to the machine being used for the test.

Normally candidates should only be asked to complete ONE ridden U-turn exercise. As the candidate has effectively carried out two 'U' turns (one walked and one ridden) the route can now be continued in the original direction.

During the U Turn exercise, an examiner should assess the actions of the candidate in the normal way. If, for instance, the candidate loses control of the machine and puts a foot down to avoid falling, then obviously a serious fault has been committed. If, on the other hand, the rider dabs a foot down in a moment of apprehension and then completes the exercise, the fault should be assessed as only a driving fault.

Disabled candidates, with a sidecar, may not be able to carry out this exercise. This should be noted on the DL25.

2.8 ROAD RIDING

If the candidate is a very slow rider, to the extent that the test is likely to result in failure, the examiner should not persist on a route with dual carriageways and roads with fast moving traffic, as that could be hazardous for both riders. The route should be altered to cause the least danger.

All progress, or lack of it, must be commensurate with the size of machine and the road and traffic conditions. A rider should not necessarily be expected to ride at the speed limit, although riding well below it in good road and traffic situations would not be acceptable. A candidate should not be encouraged to make better progress or to filter along a line of other vehicles. However, if a candidate chooses to filter and does so safely, it should not be regarded as a fault.

2.9 POSITIONING AND REAR OBSERVATION

The candidate should take up the correct position on the road when riding straight ahead and when taking corners. Before changing direction, slowing or stopping they should take rear observation. In difficult traffic situations where this might be hazardous, it is acceptable for them to use the mirror(s). The need to glance behind does not apply in the case of a candidate with a disability, which prevents them from

taking direct rear observation; instead, observation should be made by use of suitably positioned mirrors.

Rear observation is a combination of looking behind and mirror checks, which ensures the rider is always fully aware of what is happening behind. The candidate should use judgement in deciding when to look behind. Obviously when they are looking behind they are not looking ahead. This could be hazardous if, for example, they are close to the vehicle in front or if they are overtaking at speed - it is often safer for them to keep their eyes on what is happening ahead. Equally there are situations when it is potentially dangerous not to look behind, such as turning right from a major road into a minor road. In congested urban situations a candidate is expected to use the lifesaver as a last check into the blind spot before committing themselves to a manoeuvre.

2.10 MOVING OFF ON A GRADIENT

If the route includes an uphill section, the candidate should be asked to pull up at a suitable place on the gradient, and then asked to move off and continue on the same route.

2.11 SLOW RIDE

If the candidate has not already had the opportunity to demonstrate their ability to control the machine at slow speed or has demonstrated poor balance when riding slowly, e.g. at junctions, they should be asked to ride as if in slow-moving traffic as a separate exercise. This should be carried out towards the end of the test with the examiner either riding the bike or driving the car and communicating by radio, not by walking alongside. The fact that a foot may be put down or, on machines fitted with pedals, light pedal assistance given at slow speeds, should not be regarded as a reason for failure.

2.12 BALANCE QUESTION

After the practical part of the test the examiner should remove the radio equipment from the candidate and before the decision is announced, they should ask a question on 'balance when carrying a passenger'. Questions should be straightforward and not complex. A sample of questions is given below: -

"What problems could arise from carrying a pillion passenger?"

"How should a passenger be carried on the pillion seat?"

"How would the balance of the machine be affected if you carried a pillion passenger?"

After the question has been asked, the result of the test should be given and the appropriate documents completed. Examiners must stay with the candidate whilst completing the documents.

2.13 USE OF MOTORCYCLE STANDS

Motorcycle examiners should stop the engine **before** dismounting and placing the machine on either the centre or side stand.

2.14 RADIO AND EXAMINER BIKE BREAKDOWN

If the radio equipment fails, every effort should be made to complete the test, and subsequent tests, by giving instructions on route as in the case of deaf candidates. On occasion, it may be necessary to cancel the following test because of the time element. Where the radio becomes inoperative and cannot be repaired or replaced the same day, some test appointments for the following day may be cancelled. If the DTC does not carry spare radios then examiners should contact their SE as soon as possible as spare equipment may be available locally.

Note: Examiners are permitted to carry out a Direct Access test without being in radio contact with the candidate.

If the examiner's motorcycle breaks down, the test, and subsequent tests, should be cancelled unless the fault can be rectified quickly, or a car insured for conducting motorcycle tests is available for use.

2.15 DIRECT ACCESS TEST

For a motorcycle Direct Access Test, the route must cater for the higher speeds involved and ensure that the minimum on-road time is achieved. When car-to-bike takes place, then one with a reasonable performance (at least 1600cc) must be used.

2.16 SECURITY AND CARE OF DSA MOTORCYCLES

Motorcycle examiners responsible for an official motorcycle should ensure at all times that when the machine is left unattended, the steering is locked and the key kept in a safe place. If the machine is left unattended for longer periods, then additionally the locking 'U' bolt must be used. Whenever possible, the machine should be kept undercover overnight.

Examiners with responsibility for cleaning an official motorcycle are allocated one period per month in which to do so. They should arrange with the E.O. booking section to have this period made available at a convenient time.

2.17 DIPPED HEADLIGHTS

Examiners must use dipped headlights when riding.

2.18 SPEEDOMETERS ON IMPORTED VEHICLES

Rules concerning the use of overlays:

Regulation 35 of Construction & Use Regulations 1986 requires any motor vehicle used on or after 1 April 1984 to be capable of indicating speed in both mph and kph. Motorcycles with speedometers calibrated in kph only are not suitable for test. However, speedometers displaying kph are acceptable providing that mph markings are also indicated (by using stickers, overlays etc).

2.19 COMBINED BRAKING SYSTEMS/ABS

It is important that examiners recognise a machine presented for test with the above system fitted, as this may influence the assessment in relation to front/rear brake use in normal riding and particularly for the emergency stop exercise.

The candidate should not be asked whether their machine has a combined braking system. However, most machines with this system fitted advertise this by means of a sticker displayed on the machine, and with experience the examiner will know the machines concerned.

Background

Combined braking systems should not be confused with 'split braking systems'. The latter is purely a fail-safe system that gives partial braking should there be a loss of brake fluid pressure in any part of the system.

Essentially, combined braking means that when one brake is used the other is applied too, but all work on the same principle using some sort of control mechanism to distribute braking pressure in a proportional manner.

Assessment

Examiners should accept for normal riding on machines with combined brakes fitted that the rear brake might be used more (or solely used) at slow speeds than with a conventional braking system. However, when assessing the emergency stop the examiner must keep in mind that the most effective way to stop the machine quickly is still to use the front brake in conjunction with rear. Using either the front or rear brake only is not only poor technique, but could seriously affect the rider's ability to stop their machine promptly and under full control. **Therefore sole use of either brake will still be regarded as a serious fault.**

ABS – Anti-lock braking system

Note: Anti-lock braking systems (ABS) are being fitted to an increasing number of motorcycles. Examiners should not enquire if a motorcycle presented for a test is fitted with ABS.

Some ABS systems require the clutch to be pulled in and the front/rear brake to be applied at the same time to brake in an emergency situation; therefore a fault should not be recorded purely for using this technique with a motorcycle fitted with ABS on the emergency stop exercise. On the emergency stop exercise, under severe braking, tyre or other noise may be heard, this does not necessarily mean the wheels have locked and are skidding. Examiners should bear these points in mind when assessing the candidate's control during this exercise. Further advice regarding ABS is given in the DSA publication "motorcycle riding the essential skills".

2.20 COMPULSORY BASIC TRAINING

2.21 SUPERVISION AND MONITORING

The following are the DSA's responsibilities towards visiting ATBs. Firstly, to ensure that new riders are taken through the official syllabus element by element, until finally being issued with the certificate of completion (DL196), thus enabling them to ride unaccompanied on public roads for the first time. Also, to make sure that trainees are only allowed to progress from one element to the next after reaching the correct level of proficiency. Another purpose is to check that ATBs are adhering to the conditions of appointment from an administration point of view. e.g. the keeping of proper instructor records, security of DL196 forms etc.

When examiners visit ATB sites for the purpose of supervising the training, it is important to remember that DSA is constrained as to the extent of advice and guidance that can be given to instructors. To help keep within these limitations; the CBT25 form should be used as an "aide Memoir", as it is a copy of the CBT Syllabus.

The order of the Elements (A - E), must not be changed although instructors can, if they wish, change the order of headings within each element. Each heading within an element must be covered by the instructor, but in their own way. DSA cannot dictate how a particular item is covered or what instructional technique is used. For example: -

For simulated left and right turns, cones or lines on the ground may be used, advice should not be given as to measurement or spacing;

Practise of changing gear can involve the use of two or more gears, depending on the availability of space or length of area. Advice should not be given as to the number of gears to be used;

The road session must last a minimum of 2 hours and perhaps more, depending on the ability of the trainees. Advice should not be given as to a maximum length of time;

Although at Cardington DSA advocate that instructors ride at the rear of a group of riders, some ATBs vary the position of the instructor. DSA cannot insist on our methods being used.

Guidance notes on CBT standards have been formulated and are circulated to CBT instructors. These help them in deciding when a trainee can progress from one element of the course to the next and eventually receive the certificate of completion, DL196. These notes are also available to examiners to help when assessing instructors during visits to CBT sites.

SDE/DEs who supervise CBT training, should give whatever advice or guidance they feel necessary at the time, but remembering that if at all unsure of their facts, should report the matter to their SE who will follow up as necessary.

DSA has a commitment to visit each instructor, at least once in their 4 year registration period. It is important that we meet that commitment.

2.22 CBT ENTITLEMENT FOLLOWING DISQUALIFICATION

Following disqualification from riding under the Road Traffic Act, or revocation under the New Driver's Act, all riders are required to complete CBT to validate their new provisional driving licence when it is issued. This applies in all cases, including those where the person previously held full motorcycle entitlement. A DL196 issued prior to the disqualification period is invalidated by the disqualification.

If a disqualification is shown on the driving licence, examiners should check that the date of issue on the DL196 is after the issue date of the provisional licence. If the DL196 is dated before the date of issue of the licence the test cannot be taken.

Riders who have had their licence revoked under the New Drivers Act will not have a disqualification shown on their licence, but must re-take CBT and present their CBT certificate (DL 196) at test.