



# **Department of Transport**

## **K53**

### **Practical driving test for motorcycles**

#### **Volume 3**

#### **Motorcycles**

#### **Codes A1 & A**

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# 1. THE TEST

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## 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 includes 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 (quadricycle) 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)

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## 2. TEST REQUIREMENTS

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### 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)

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## 3. IMPLEMENTATION OF THE TEST

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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.

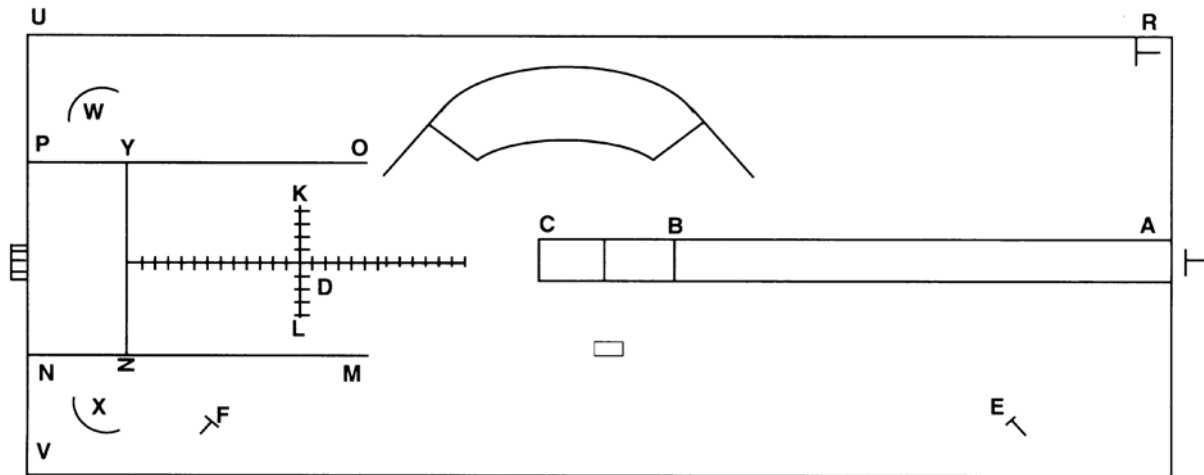
### 3.1 THE TEST

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 45<sup>th</sup> 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.



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## **4. TEST REPORT**

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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..... CM<sup>3</sup>..... 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 ..... 

<i>1</i>
----------

- 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 ..... 

<i>15</i>
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- 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 ..... 

<i>9</i>
----------

- 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 .....	<i>2</i>
(1) Move .....	<i>1</i>
(5) Balance .....	<i>5</i>
Remarks .....	<i>8</i>

- 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 .....	<b>1</b>
(4) Sig. Can .....	<b>12</b>
Remarks ... <i>Fails to cancel signal</i> .....	<b>13</b>

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 .....	<b>6</b>					<b>5</b>
No . Att.....				<b>X</b>	<b>X</b>	
T. Line .....						
Total .....						<b>11</b>

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).

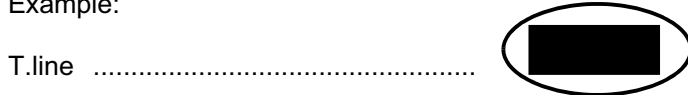
Example:

**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 45<sup>th</sup> calibration mark line, draw a circle around the appropriate black block “T-line” and discontinue the test.

Example:



**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 7<sup>th</sup> 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”.

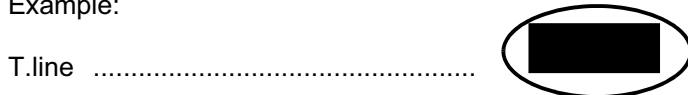
Example:

**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:



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 25<sup>th</sup> calibration mark as calculated in 5.15.1, and
- (b) Emergency swerve: The swerve distance is not less than the 5<sup>th</sup> 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.



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## **6. THE MODULES**

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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

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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						<b>11</b>

- 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 26<sup>th</sup> 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 26<sup>th</sup> 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 26<sup>th</sup> 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 45<sup>th</sup> 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 4<sup>th</sup> 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 5<sup>th</sup> 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 4<sup>th</sup> 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.