



# **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.

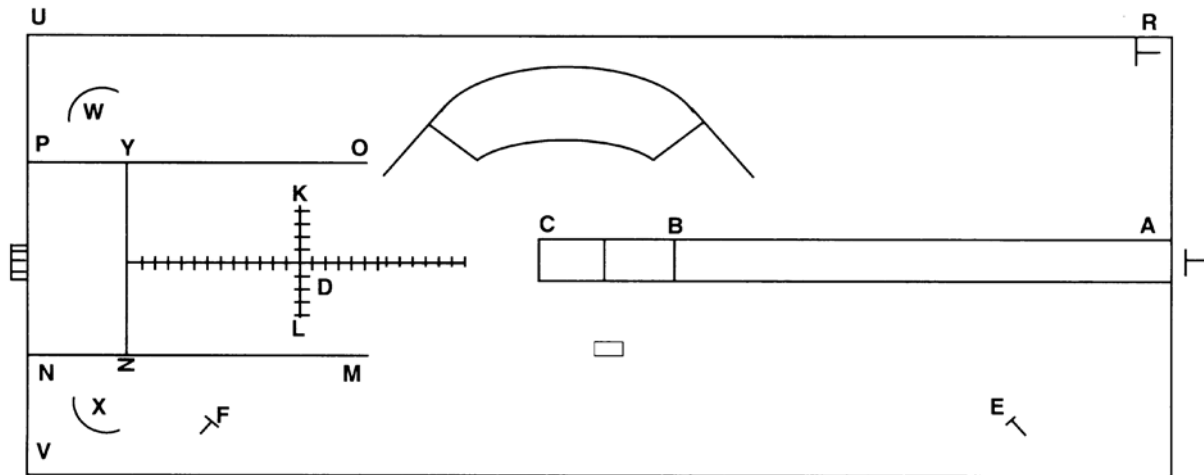
### 3.1 THE TEST

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 ..... 

<b>1</b>
----------

- 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 ..... 

<b>15</b>
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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 ..... 

<b>9</b>
----------

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

- 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).

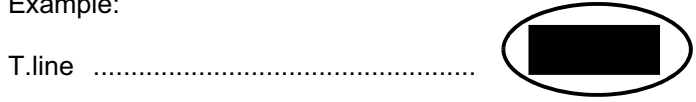
Example:

**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”.

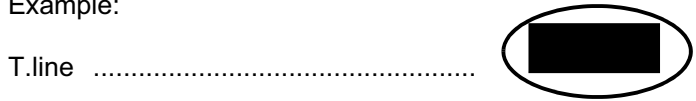
Example:

**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.



---

## **6. THE MODULES**

---

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

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# MODULE

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## Module 1:

# Pre-trip Inspection

---

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

### Note A:

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

### Note B:

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

## **Note C:**

The applicant shall not be penalised for the following:

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

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

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

Note C applies only to Module 1.

---

## Module 2:

# Mount - Dismount

---

### Mount: With side stand

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

### Dismount: With side stand

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

### Mount: With centre stand

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

### Dismount: With centre stand

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

## Note A:

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

### STARTING

(2) Br .....

---

## Module 3:

# Pre-trip inspection - on motorcycle

---

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

### Note A:

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

### Note B:

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

### Note C:

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

---

## Module 4:

# Starting and switching off procedures

---

### Starting engine:

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

### Stopping engine:

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

### Note A:

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

---

## **Module 5:**

# **Mirrors - use of**

---

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

### **Note A:**

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

### **Note B:**

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



---

## Module 6:

# Signalling

---

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

### Note A:

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

### Note B:

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

### Note C:

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

### Note D:

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

### Note E:

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

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

### Note F:

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

---

## Module 7:

# Signalling - hand signals (turning left)

---

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

### Note A:

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

---

## Module 8:

# Signalling - hand signals (turning right)

---

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

### Note A:

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

---

## **Module 9:**

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

---

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

### **Note A:**

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

---

**Module 10:****Signalling - horn**

---

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

---

## Module 11:

# Clutch - use of

---

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

### Note A:

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

### Note B:

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

---

## Module 12:

# Moving off

---

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

### Note A:

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

### Note B:

Observing and gear selection can be done simultaneously.

### Note C:

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

### Note D:

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

### Note E:

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

### Note F:

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

### MOVING OFF

- (1) Move .....

### Note G:

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

---

## Module 13:

# Steering

---

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



---

## Module 14:

# Speed management

---

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

### Note A:

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

### Note B:

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

### SPEED MANAGEMENT

(5) Con.Stop .....

### Note C:

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

### Note D:

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

### Note E:

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

### Note F:

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

---

## Module 15:

# Incline start

---

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

### Note A:

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

#### INCLINE START

(1) Move .....

### Note B:

Only one attempt shall be permitted.

### Note C:

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

## Module 16:

# Turning speed judgement

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

### Note A:

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

### Note B:

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

### Note C:

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

#### Turning speed judgement

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

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

### Note D:

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

---

## Module 17:

# Emergency stop

---

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

### Note A:

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

### Note B:

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

### Note C:

Should a reading of "Fast" be displayed, the motorcycle shall be stopped before the 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.

---

## 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

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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

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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.

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## Module 27:

# Intersections - turning left

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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.



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## Module 30:

# Intersections - stop signs

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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)**

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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)

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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.

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## Module 39:

# Block Pedestrian crossing - uncontrolled

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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

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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.

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**Module 47:**

**Freeways -  
passing off and on ramps**

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**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

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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.

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## **7. GLOSSARY**

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<b>Feature</b>	<b>Definition</b>	<b>Qualification</b>
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.

<b>Feature</b>	<b>Definition</b>	<b>Qualification</b>
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.	

<b>Feature</b>	<b>Definition</b>	<b>Qualification</b>
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.

<b>Feature</b>	<b>Definition</b>	<b>Qualification</b>
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	

<b>Feature</b>	<b>Definition</b>	<b>Qualification</b>
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	

<b>Feature</b>	<b>Definition</b>	<b>Qualification</b>
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.	

<b>Feature</b>	<b>Definition</b>	<b>Qualification</b>
... 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	

<b>Feature</b>	<b>Definition</b>	<b>Qualification</b>
... 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.	

<b>Feature</b>	<b>Definition</b>	<b>Qualification</b>
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.	

<b>Feature</b>	<b>Definition</b>	<b>Qualification</b>
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	

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## **8. TECHNICAL DATA**

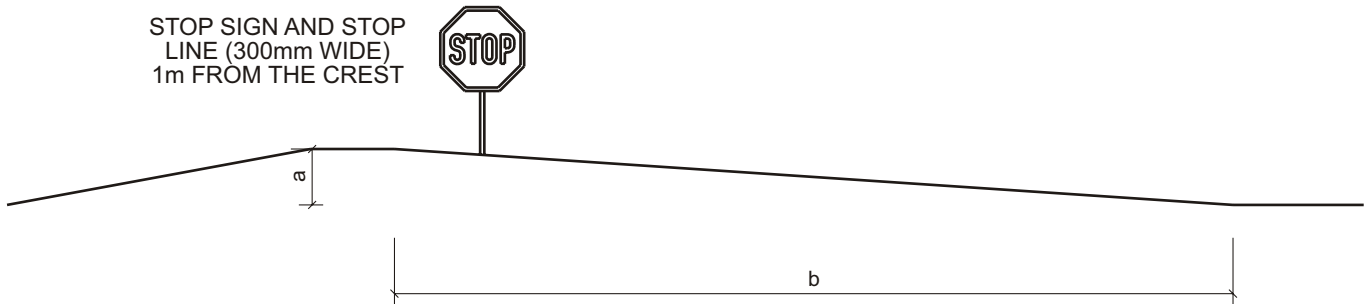
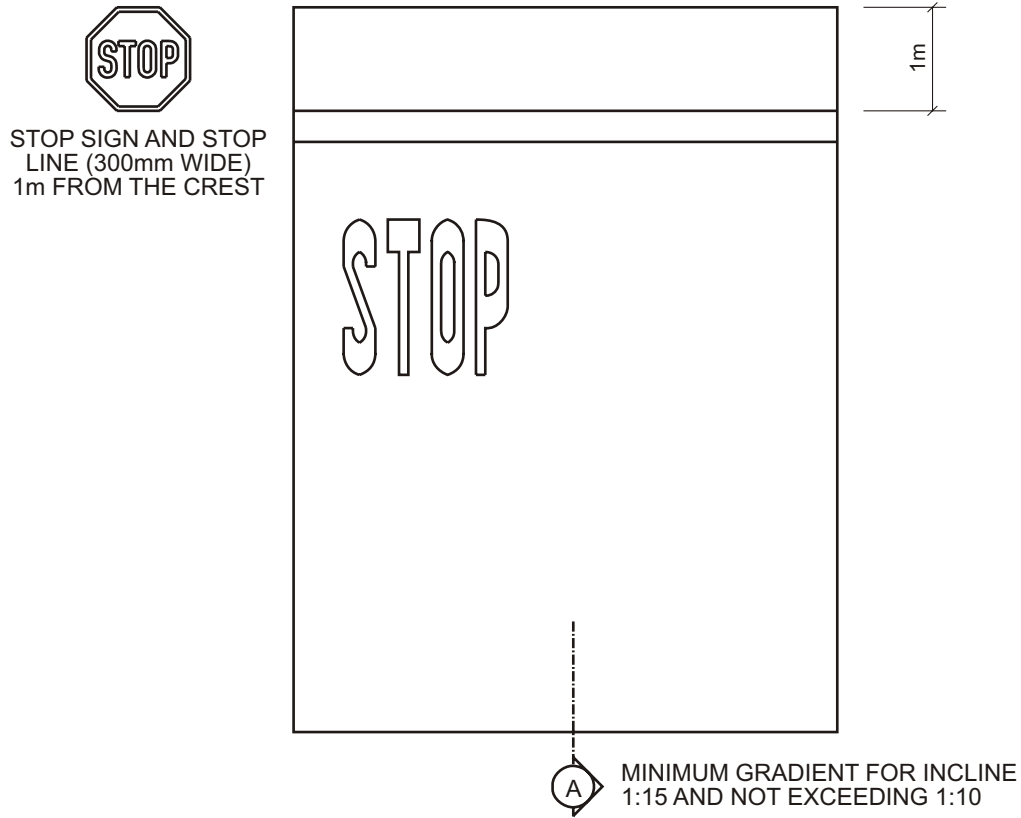
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## **REQUIREMENTS RELATING TO THE TECHNICAL DATA**

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

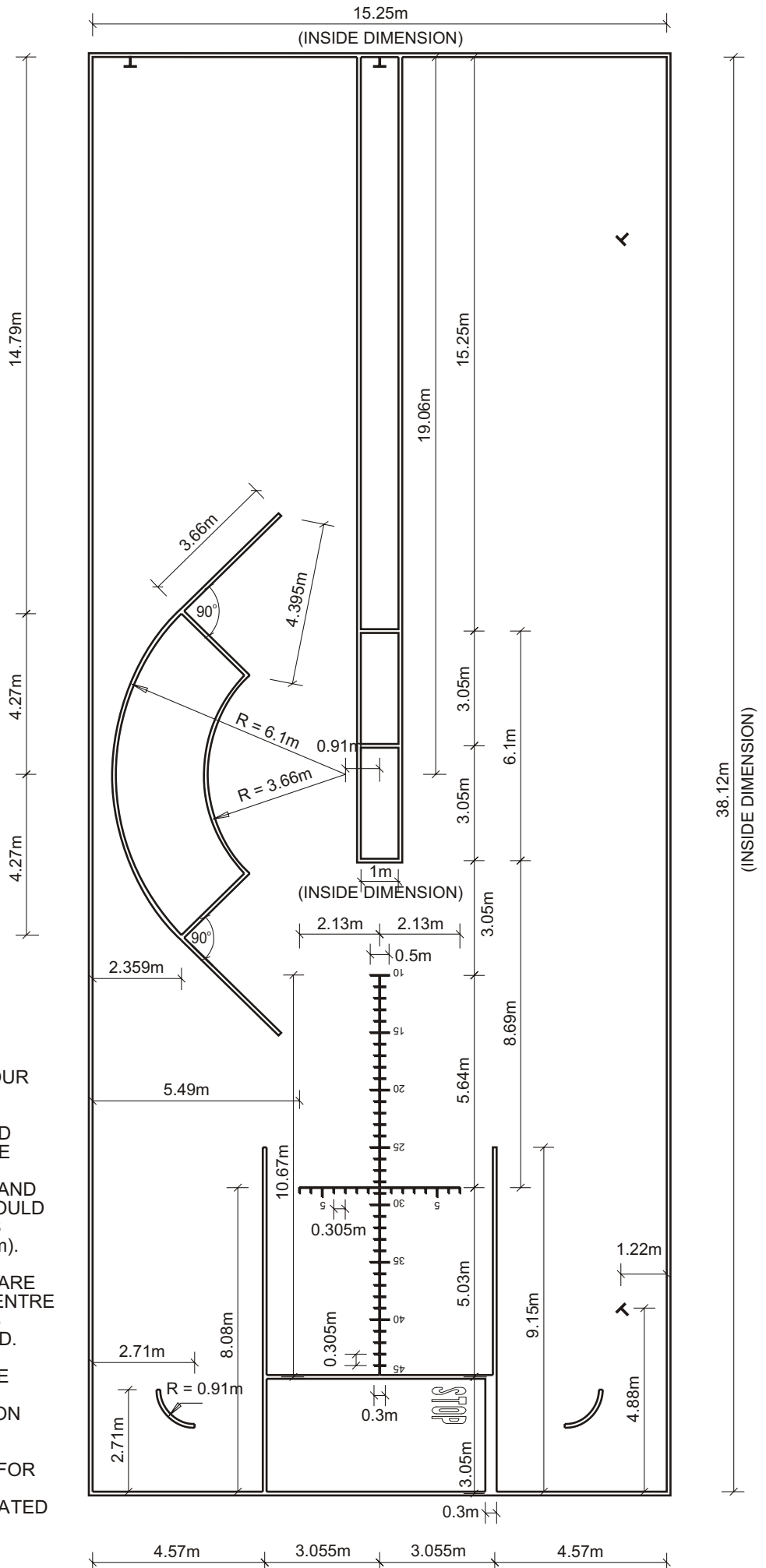
IF  $b = 10\text{m}$  AND  $a = 1000\text{mm}$

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.



# **Departement van Vervoer**

## **K53**

### **Praktiese toets vir voertuigbestuurders**

#### **Volume 3**

#### **Motorfietse**

#### **Kodes A1 & A**

**Augustus 2005**

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# 1. DIE TOETS

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## 1.1 Doel van die toets

Hierdie toets is 'n praktiese toets om die vaardigheid van motorfietsryers te bepaal. Die volledige toets bestaan uit 'n werftoets wat 'n voorritinspeksie, aansitprosedure en vaardigheidstoets insluit. Hierdie toets meet 'n motorfietsryer se vermoë ten opsigte van motorfietshantering, gehoorsaamheid aan verkeersreëls en die gebruik van die voertuigbeheerstelsel. Die toets moet deur A- en C graad bestuurderlisensie toetsentrums gebruik word om die vaardigheid van motorfietsryers te meet ten einde 'n bestuurderlisensie te bekom. Slegs na die toets suksesvol voltooi is, kan 'n bestuurderlisensie gemagtig word. Instrueteurs wat oor die vereiste kennis en vaardighede beskik, kan ook van hierdie handleiding gebruik maak om opleidingsbehoefes te bepaal. Modules ten opsigte van verskeie verkeersituasies is vir daardie doel by hierdie handleiding ingesluit, hoewel dit nie alles deel van die toets uitmaak nie.

## 1.2 Toetsformaat

Die toets word op 'n voorgeskrewe baan afgelê en op die gestandaardiseerde toetsverslag gemerk (sien bladsy 10) deur 'n toetsbeampte vir bestuurderlisensies wat op die voorgeskrewe wyse opgelei en geregistreed is. Indien die toets in enige stadium gestaak word, sal die volledige toets herhaal moet word. (Dit sluit Deel 1 en Deel 2 van die toets in)

## 1.3 Itemformaat

Verskillende manewers is in aparte kategorieë ingedeel wat duidelik onderskei word op die toetsverslag. Gedurende die toets merk die toetsbeampte die items in elke kategorie en teken verkeerde reaksies aan deur 'n merkie in die blokkie teenoor die toepaslike reaksie te trek. Vir die toetse, spoedhandhawing, draaispoedoordeel, noodstop en noodswenk word 'n apparaat wat tyd en afstand teen voorafbepaalde standarde meet, gebruik en diennooreenkomstig gemerk.

## 1.4 Metode

Direk nadat Deel 1 (sien bladsy 5) van die toets afgehandel is onder toesig van 'n toetsbeampte wat opgelei, geregistreed en deeglik vertrouwd is met die inhoud van hierdie dokument, word Deel 2 (sien bladsy 6) op dieselfde dag toegepas. Elke toets moet volledig afhandel word voordat 'n toetsbeampte met 'n volgende toets kan begin.

## 1.5 Voertuigtipe

Hierdie toets is ontwerp vir bestuurders van twee-wiel motorfietsse, en nie vir drie- of vierwiel motorfietsse of 'n motorfiets met 'n syspan nie.

## 1.6 Etiek

Gebruik van sellulêre telefone en rook is verbode. (Toetsbeampte en aplikant, asook die Inspektoraat / Provinsiale moniteerder indien van toepassing)

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## 2. TOETSBENODIGHEDE

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### 2.1 **Materiaal**

Die volgende word benodig ten einde hierdie toets uit te voer.

- 'n padwaardige motorfiets, voorsien deur die applikant,
- 'n toetsverslag, (in drievoud en in boekvorm genommer)
- 'n pen, en
- 'n elektroniese apparaat (in werkende toestand) wat voldoen aan die vereistes van die Departement van Vervoer.

### 2.2 **Vereistes vir die toets**

Die toets word op 'n voorgeskrewe baan afgelê wat vir ander verkeer en persone gesluit is en aan die volgende vereistes voldoen:

'n Geverfde reghoek 38,12m x 15,25m (binne mate) sonder randstene of enige ander obstruksie binne een meter van enige kant van die reghoek, wat 'n teer-, plaveisel-, of ander permanente blad wat gelyk en glyvas is, het.

Die geverfde afmetings vir elke toets (sien Tegnieese Data) moet volgens voorskrif hierop aangebring word. (Sien bladsy 75)

As hulpmiddel om objektiewe standaarde te handhaaf word 'n elektroniese apparaat wat aan die Departement van Vervoer se vereistes voldoen gebruik. Toetsbeamptes moet deeglik vertrou wees met die gebruik van die apparaat.

### 2.3 Die toets sal begin met die voorrit-inspeksies en die volgende manewers moet almal gedoen word soos voorgeskryf:

- (a) Spoedhandhawing
- (b) Wegtrek / draaie (links)
- (c) Laanwisseling (regs)
- (d) Opdraandwegtrek
- (e) Draaispoedoordeel (links en regs)
- (f) Noodstop (stop 1 en stop 2)
- (g) Noodswenk (links en regs)

---

## 3. TOEPASSING VAN DIE TOETS

---

Toetse sal slegs gedurende normal werksure plaasvind, dit is, weksdae vanaf 07:00 tot 17:00 en Saterdag vanaf 07:00 tot 13:00. Geen toetsing word toegelaat op Sondag of openbare vakansiedae nie.

Die toetsbeampte vir bestuurderslisensies mag nie kommentaar lewer of 'n fout wat die applikant gedurende die toets begaan, noem of bespreek nie, en mag ook nie hulp verleen aan die applikant tydens die uitvoering van enige maneuer of aksie nie.

Die toetsbeampte moet alle toepaslike inligting op die toetsverslag aanteken.

Die toetsbeampte mag geen vrae wat die applikant se teoretiese kennis toets, gedurende die praktiese toets stel nie.

Die toetsbeampte moet aan die applikant die beginpunt van elke maneuer aandui.

Die toetsbeampte mag niemand of enige iets toelaat om die applikant te hinder, te onderrig/help of 'n obstruksie te wees gedurende die toets nie. Die applikant moet ten alle tye onder die direkte toesig van die toetsbeampte wees gedurende die toets

Die enigste persone wat die applikant mag vergesel gedurende 'n toets is die toetsbeamptes, verteenwoordigers van die Inspektoraat / Provinsiale moniteerders of toesighouer van die toetsbeamptes.

Met die aanvang van Deel 1 van die toets tot die afhandeling van Deel 2 van die toets, moet die volgende items deurlopend gemerk word:

- Oortreding van Verkeersreël,
- Onbeheerde / Gevaarlike Aksie, en
- Botsing / Onklaar.

Die voorritinspeksie moet voltooi wees, voordat die motorfiets vir die toets gery mag word en mag slegs deur die applikant gery word.

Die "Begin" en "Einde" - tyd sal in die toepaslike blokkies op die toetsverslag voltooi word, daar is egter geen tydsbeperking vir hierdie toets.

Na voltooiing van die toets moet die applikant 'n afskrif van die voltooide toetsverslag ontvang, nadat dit met hom/haar bespreek is.

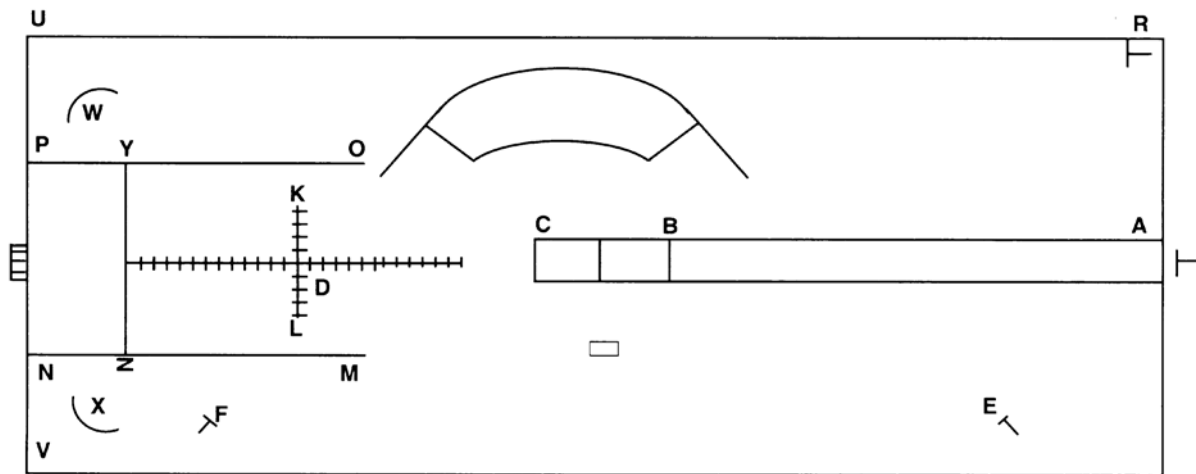
### 3.1 DIE TOETS

Voordat Deel 1 van die toets in aanvang neem, moet die toetsbeampte die volgende opdragte aan die applikant gee:

- (a) observasie moet gedoen word en seine moet soos op 'n openbare pad gegee word,
  - (b) dat 'n valhelm tydens die toets gedra moet word en behoorlik vasgemaak moet wees,
  - (c) beide wiele moet ten alle tye in kontak met die padoppervlak wees,
  - (d) die aangeduide grenslyne vir 'n spesifieke maneuer mag nie geraak word tydens die uitvoering van daardie spesifieke maneuer nie,
  - (e) om alle padverkeerstekens, -seine, -reëls en -merke te gehoorsaam,
  - (f) om die enjin van die motorfiets af te skakel wanneer die motorfiets nie onder toesig is nie,
  - (g) geen onbeheerde of gevaarlike aksie mag uitgevoer word nie, en
  - (h) vrae mag gevra word ten opsigte van bogenoemde.
- Die instruksies en verduideliking vir elke maneuer, sal gegee word terwyl die motorfiets stilstaan net voordat daardie spesifieke maneuer in aanvang neem.
  - Die applikant sal nie gepenaliseer word, indien hy/sy enige grenslyne raak tussen manevres nie.
  - Onmiddellik nadat weggetrek is, moet albei voete op die voorste voetstutte geplaas word.
  - Dat die applikant ter enige tyd die toets mag staak as hy/sy voel dat 'n oefening te moeilik gaan wees, maar ten einde te slaag moet die volledige toets voltooi word.



## Volledige toetsbaan (Sien Tegniese Data vir afmetings)



### 3.2 DEEL EEN

#### 3.2.1 Voorritinspeksie en Aansitprosedure

'n Fisiese voorritinspeksie moet uitgevoer word, in opdrag en onder toesig van die toetsbeampte tydens elke toets.

##### Voorritinspeksie (Module 1)

- Die toetsbeampte vergesel die applikant tot by sy/haar motorfiets om 'n voorritinspeksie uit te voer.
- Ingeval van 'n geringe defek mag die applikant die geleentheid gegun word om die defek te herstel. 'n Tydsbeperking van nie meer as 5 minute sal van toepassing wees.
- Indien enige van die items vermeld op die toetsverslag onder die hofies "Voorritinspeksie" nie in 'n goeie werkende toestand is nie, sal die voertuig as onpadwaardig beskou word en moet die toetsbeampte 'n sirkel om die swart blokkie trek onder die opskrif "PADWAARDIGHEID" en 'n kruis in die "DRUIP" blokkie maak op die toetsverslag en die toets word onmiddelik gestaak.

##### Aansitprosedure (Module 4)

- Die toetsbeampte gee die applikant 'n opdrag om op die motorfiets te klim en die enjin aan te skakel.
- Die toetsbeampte gee die applikant 'n opdrag om die ligte, rigtingwysers en toeter in werking te stel.
- Indien enige van die items vermeld op die toetsverslag onder die hofies "Voorritinspeksie" nie in 'n goeie werkende toestand is nie, sal die voertuig as onpadwaardig beskou word en moet die toetsbeampte 'n sirkel om die swart blokkie trek onder die opskrif "PADWAARDIGHEID" en 'n kruis in die "DRUIP" blokkie maak op die toetsverslag en die toets word onmiddelik gestaak word.
- Indien die applikant nalaat om 'n handeling uit te voer moet dit in die toepaslike afdeling op die toetsverslag aangeteken word.

#### 3.2.2 Spoedhandhawing (Module 14)

Die toetsbeampte moet die volgende opdragte aan die applikant oordra:

- om op bevel weg te trek vanaf punt "A" en reguit na "D" te ry sonder om die aangeduide grenslyne te raak,

- (b) na hoër rat te skakel,
- (c) te versnel tot ongeveer 25km/h en 'n egalige spoed handhaaf.
- (d) spoed by punt "C" glad en progressief met albei remme te verminder sonder dat 'n wiel sleep,
- (e) na 'n laer rat te skakel,
- (f) met sy/haar voorwiel op die kruis by "D" stil te hou,
- (g) nie die motorfiets te beweeg totdat die toetsbeampte die stoppunt bepaal het nie,
- (h) indien hy/sy te stadig ry of nie binne die voorgeskrewe afstand vanaf die kruis by "D" stop nie, word twee addisionele pogings toegelaat, en
- (i) sou hy/sy tydens die derde poging te stadig ry of nie binne die voorgeskrewe afstand vanaf "D" stop nie, word die toets gestaak.

### 3.2.3 **Wegtrek/Draaie (links)**

Die toetsbeampte moet die volgende opdragte aan die applikant oordra:

- (a) om op bevel vanaf "R" weg te trek, en in die rigting van "U" te ry,
- (b) by punt "U" skerp na links te draai asof by 'n kruising sonder om die baanmerk by "U" en die buitengrensllyn te raak,
- (c) om by die stoplyn by "N" stil te hou,
- (d) weg te trek in die rigting van "V",
- (e) by punt "V" skerp na links te draai, asof by 'n kruising sonder om die baanmerk by "X" en die buitengrensllyn te raak. Sodra die draai by punt "X" voltooi is, sal die manuever eindig, en
- (f) slegs een poging is toelaatbaar.

### 3.2.4 **Laanwisseling (Module 23)**

Die toetsbeampte moet die volgende opdragte aan die applikant oordra:

- (a) om op bevel vanaf punt "A" weg te trek en reguit in die rigting van "D" te ry,
- (a) die linker grensllyn van die reguitbaan tussen tussen "A" en "C" mag nêrens geraak word nie,
- (c) na 'n hoër rat te skakel,
- (d) om 'n laanwisseling na regs uit te voer sonder om lyn "O - P" te raak, om links van sodanige lyn verby te beweeg en na die toetsbeampte terug te keer,
- (e) slegs een poging sal toelaatbaar wees, en
- (f) die regter grensllyn van die reguitbaan tussen "A" en "C" sal gekruis word voor punt "C".

### 3.2.5 **Opdraandwegtrek (Module 15)**

Die toetsbeampte moet die volgende opdragte aan die applikant oordra:

- (a) om te stop waar aangedui sonder dat die motorfiets agteruit beweeg,
- (b) om weg te trek sonder om te rol, en
- (c) slegs een poging word toegelaat.

## 3.3 **DEEL TWEE**

### 3.3.1 **Draaispoedoordeel (Module 16)**

Die toetsbeampte moet die volgende opdragte aan die applikant oordra:

- (a) om vanaf punt "E" weg te trek en na 'n hoër rat te skakel,
- (b) so vinnig as wat hy/sy kan na links deur die afgemerkte kurwe te ry,
- (c) geen grensllyne (afgemerkte kurwe) te raak nie,
- (d) by punt "F" stil te hou sonder om die buitenste grensllyn te raak,
- (e) die toets vanaf punt "F" in die teenoorgestelde rigting te herhaal, en
- (f) indien hy/sy te stadig ry maar geen grensllyn raak nie, word twee addisionele pogings toegelaat.

### 3.3.2 **Noodstop/-swenk (Module 17& 18)**

Die toetsbeampte moet die volgende opdragte aan die applikant oordra:

- (a) om op bevel vanaf punt "A" weg te trek,
- (b) die grenslyne van die reguitbaan tussen tussen "A" en "C" mag nêrens geraak word nie,
- (c) reguit in die rigting van die seinligte te ry en 'n hoër rat te skakel,
- (d) 'n spoed van ongeveer 25 km/h te haal,
- (e) die drie seinligte wat in enige volgorde kan aangaan dop te hou wanneer hy/sy punt "B" bereik,
- (f) wanneer die middelste (rooi) seinlig aangaan, die motorfiets in die korste moontlike afstand tot stilstand te bring, sonder dat enige deel van die motorfiets verder as die 45<sup>ste</sup> kalibrasie merk stil te hou,
- (g) die motorfiets stilstaande te hou totdat die stoppunt bepaal is,
- (h) wanneer 'n amber seinlig aangaan, in die rigting van daardie lig te swenk om so ver moontlik vanaf die kruispunt oor die gekalibreerde dwarslyn "K-L" te ry, en om stil te hou voor die buitenste grenlyn,
- (i) sonder om lyne "O-P" , "M-N" of die buitenste grenlyn te raak, en
- (j) indien hy/sy te stadig ry of 'n verkeerde maneuever uitvoer maar geen grenslyne raak nie, word twee addisionele pogings toegelaat.

### 3.4 **Val**

- 3.4.1 Indien die applikant val, of die motorfiets laat val word 'n sirkel om die toepaslike swart blokkie by "ONBEHEERDE/GEVAARLIKE AKSIE" op die toetsverslag getrek en 'n aantekening onder "Opmerkings" gemaak en die toets word gestaak.

### 3.5 **Motorfiets raak onklaar**

Indien die motorfiets tydens die toets onklaar sou raak as gevolg van 'n meganiese defek moet 'n kruisie in die "Uitgestel"-blokkie getrek word en moet die toets volledig herhaal word mits geen swart blokkie omkring was voor die motorfiets onklaar geraak het nie.

### 3.6 **Botsing**

- 3.6.1 Indien die applikant 'n botsing veroorsaak of in een betrokke raak wat hy/sy kon vermy het, word 'n sirkel om die swart blokkie onder die opskrif "BOTSING/ONKLAAR" op die toetsverslag getrek asook 'n kruis in die "DRUIP" blokkie en die toets word onmiddelik gestaak.

- 3.6.2 Indien die botsing as onvermydelik beskou word, word 'n kruisie in die wit blokkie onder die opskrif "BOTSING/ONKLAAR" getrek en as die motorfiets nog padwaardig is, word die applikant die keuse gestel of hy/sy die toets wil voltooi of nie.

Indien die motorfiets onpadwaardig is en/of die applikant verlang dat die toets uitgestel word, word 'n kruisie, in die "UITGESTEL"-blokkie getrek en die toets word gestaak, mits geen swart blokkie omkring was voor die botsing nie.

### 3.7 **Toets uitgestel**

- 3.7.1 Waar omstandighede buite die beheer van die toetsbeampte of die applikant die toets nadelig kan beïnvloed, sal die toets uitgestel word.
- 3.7.2 Indien die toets uitgestel word moet dit aangeteken word onder "ALGEMENE OPMERKINGS".
- 3.7.3 Indien die toets in enige stadium uitgestel word, moet die toets volledig herhaal word.

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## **4. TOETSVERSLAG**

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Die verskillende reaksies wat getoets word, word deur middel van afkortings op die toetsverslag aangedui. Die verklarings van hierdie afkortings word op die keersy van die voorgeskrewe toetsverslag gelys.

# DEPARTEMENT VAN VERVOER

## MOTORFIETS

### TOETSVERSLAG

#### KODE A1, A

Balans	• Verlies van balans	Out.	• Outomatiese ratkas
B. klep	• Posisie van brandstofklep	R. lyn	• Raak lyn
Band	• Buitebande	Rat.	• Ratwisseling
Beh.ligte	• Beheer ligte	Rem	• Rem
Beh.rig.	• Beheer rigtingwysers	Rol	• Laat voertuig rol
Beh.stop	• Beheerde stop	Sein. kan.	• Kanselleer sein
Beh.toet.	• Beheer toeter	Sein	• Sein voorneme
E/E	• Ewe / Ewe	Sit. enj.	• Sit enjin aan die gang
E/O	• Ewe / Onewe	Sk. rnte.	• Skoon ruimte
Enj.af	• Posisie van enjin-afsluitskakelaar	Smoorkl.	• Gebruik smoorklep
Get. bew.	• Getal bewegings	Sp.	• Spieëls
Get. pog.	• Getal pogings	Stadig	• Spoed vir maneuer te stadig
Ketting	• Ketting nie nagegaan	Stol	• Stol enjin
N.	• Neutraal	Stop	• Stop motorfiets
O/E	• Onewe / Ewe	Stoppunt	• Stop motorfiets op punt "D"
O/O	• Onewe / Onewe	Strafpunt	• Strafpunte behaal
Obs.	• Observer / Spieëls / Blindekolle	Trek	• Trek weg
On. Voer	• Kyk onder motorfiets vir hindernisse	Vurk	• Vurk nie nagegaan
Ontk.	• Ontkoppel		
Ontst.	• Ontstekings sleutel nie aangeskakel nie		

**PADWAARDIGHEID**  
Opmerkings.....

**OOTREDING VAN VERKEERSREËL**  
Opmerkings.....

**ONBEHEERDE/GEVAARLIKE AKSIE**  
Opmerkings.....

**BOTSING/ONKLAAR**  
Opmerkings.....

**VALHELM**  
Opmerkings.....

**DEEL EEN**

**VOORRIT INSPEKSIE**

(1) On.fiets .....  
 (1) Sp.....  
 (1) Ketting .....  
 (1) Band .....  
 (1) Vurk .....  
 Opmerkings.....

**AANSIT**

(2) Rem.....  
 (1) B.Klep.....  
 (1) Ontst.....  
 (1) N .....  
 (1) Eng.af.....  
 (1) Smoorkl.....  
 (1) Sit.eng.....  
 (1) Beh. lig.....  
 (1) Beh. rig.....  
 (1) Beh.toet.....  
 (5) Balans.....  
 Opmerkings.....

**SPOEDHANDAWING**

(5) Obs .....  
 (1) Ratr .....  
 (1) Trek .....  
 (5) Balans.....  
 (5) Beh.Stop .....  
 (1) Stall .....  
 (1) Ont.....  
 (3) Rem.....  
 Stadig .....  
 R.lyn.....  
 Stoppunt.....  
 Rol.....  
 Get.pog.....  
 Opmerkings.....

**WEGTREK / DRAAIE**

(5) Obs .....  
 (5) Sein.....  
 (1) Rat .....  
 (1) Trek .....  
 (5) Balans.....  
 (1) Stol .....  
 (3) Rem .....  
 (4) Sein kan.....  
 R.lyn.....  
 Get.pog.....  
 Rol.....  
 Opmerkings.....

**LAANWISSELING REGS**

(5) Obs .....  
 (1) Rat.....  
 (1) Trek.....  
 (5) Balans.....  
 (1) Stol .....  
 (5) Sein .....  
 (4) Sein kan.....  
 R.lyn.....  
 Get.pog.....  
 Rol.....  
 Opmerkings.....

**OPDRAANDWEGTREK**

Rol.....  
 (3) Rem.....  
 (1) Rat.....  
 (5) Obs .....  
 (5) Sein .....  
 (1) Trek.....  
 (5) Balans.....  
 (1) Stol.....  
 (4) Sein kan.....  
 Opmerkings.....

**ALGEMENE OPMERKINGS DEEL 1**

.....  
 .....

**ALGEMENE OPMERKINGS DEEL 2**

.....  
 .....

TYD BEGIN:		TYD GEËINDIG:	
TOTAAL	DEEL 1	50	
TOTAAL	DEEL 2	90	
SLAAG	DRUIP	UITGESTEL	

**DEEL TWEE**

**WEGTREK**

(5) Obs .....  
 (1) Rat.....  
 (1) Trek .....  
 (1) Stol .....  
 (5) Balans.....  
 Rol.....  
 R.lyn.....  
 Opmerkings.....

**DRAAISPOEDOORDEEL**

	Links			Regs		
Strafpunt	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Geg.pog	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
R.lyn.....	<input type="text"/>			<input type="text"/>		
Omerkings.....	<input type="text"/>					

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

**NOODSTOP**

	Stop 1			Stop 2		
Werklik	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Standaard	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Strafpunt	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
No. att	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Remarks	<input type="text"/>					

**NOODSWENK**

	Links			Regs		
Standaard	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Werklik	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Strafpunt	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
No. att	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Remarks	<input type="text"/>					

**STIHOU**

(3) Sp.....  
 (3) Rem.....  
 (1) Ontk.....  
 (5) Balans.....  
 (5) Beh.stop .....  
 R.lyn.....  
 Opmerkings.....

TOETSBEAMPT(E) (Drukskrif).....

HANDTEKENING.....

TOETSBEAMPT(E) Infra. Nr.....

BEST HANDTEKENING / AFSKRIF ONTVANG.....

DATUM.....

# 5. PUNTETOEKENING

## DEEL EEN

Foute wat tydens die toets gemaak word moet met 'n ( ) gemerk word. (Sien voorbeelde) Enige fout wat deur die applikant gemaak word, word op die toetsverslag aangeteken deur 'n merk teenoor die betrokke item te maak.

- 5.1 Met betrekking tot sekere reaksies kan slegs een fout aangeteken word - indien die applikant byvoorbeeld een van die items onder "VOORRITINSPEKSIE" nie uitvoer nie, moet een merk in die toepaslike ruimte gemaak word.

Voorbeeld:

(1) Band ..... 

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

- 5.1.1 Indien die applikant gedurende die toets versuim om die spieëls en die blindokol of beide na te gaan, sal hy/sy slegs een keer geenaliseer word vir "Obs". (Dit is nie van toepassing in Deel Twee - Stilhou "Sp" nie)

- 5.2 Met betrekking tot sekere ander reaksies kan meer as een fout aangeteken word - indien die applikant byvoorbeeld drie wegtrek aksies uitvoer sonder om te observeer, moet drie merke in die toepaslike ruimte gemaak word.

Voorbeeld:

(5) Obs ..... 

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

- 5.3 Met betrekking tot sekere ander reaksies waar 'n swart blokkie is, veroorsaak 'n fout dat 'n sirkel om sodanige blokkie getrek word en die toets word gestaak - bv.: indien die applikant die buite grenslyn sou raak gedurende die uitvoering van 'n maneuer, moet 'n sirkel om die swart blokkie getrek word. Dit beteken dat die applikant onmiddellik drup en dat die toets gestaak word.

Voorbeeld:

R.lyn ..... 

--

- 5.4 Indien 'n tweede of derde poging toelaatbaar is moet 'n kruisie in die toepaslike blokkie(s) getrek word en strafpunte word toegeken, waarvan toepassing, en die toets gaan voort.

- 5.5 Na afloop van die toets tel die toetsbeampte die merke teenoor elke aksie, vermenigvuldig dié getal met die puntwaarde wat tussen hakies links van die item aangedui word en skryf die getal strafpunte in die toepaslike blokke regs van die item.

Voorbeeld:

(3) Rem ..... 

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

- 5.6 Al die punte vir elke item in elke afdeling word bymekaargetel en die totale getal strafpunte word in die groter blokkie regs onderaan die betrokke afdeling ingevul.

Voorbeeld:

(1) Rat .....	<i>2</i>
(1) Trek .....	<i>1</i>
(5) Balans .....	<i>5</i>
Opmerkings .....	<i>8</i>

- 5.7 Die totale getal strafpunte wat in die groter blokkies regs onderaan elke afdeling aangedui word, word bymekaargetel om die groot totaal van al die strafpunte van al die afdelings te kry wat in die "TOTAAL" blokkie onder in die middel van die toetsverslag ingevul moet word. Hierdie totaal word ten opsigte van die betrokke deel nl. Deel Een of Deel Twee, ingevul.

Voorbeeld:

TOTAAL	DEEL EEN	50
TOTAAL	DEEL TWEE	90
SLAAG	DRUIP	UITGESTEL

- 5.8 Onder "Opmerkings" by enige afdeling van die toetsverslag kan die toetsbeampte opmerkings inskryf wat die applikant kan help.

Voorbeeld:

(5) Balans .....	
(1) Stol .....	<b>1</b>
(4) Sein kan. ....	<b>12</b>
Remarks ... <i>Versium om sein te kanselleer</i>	<b>13</b>

- 5.8.1 Indien 'n sirkel om enige swart blokkie getrek is, moet 'n opmerking t.o.v die fout in die betrokke afdeling onder "Opmerkings" gemaak word.

### 5.9 Afsnypunte Deel Een

'n Applikant druipe Deel Een van die toets indien:

- 5.9.1 meer as die toegelate 50 strafpunte oorskry is of  
 5.9.2 'n sirkel om enige swart blokkie getrek is.

### DEEL TWEE

- 5.10 Tydens die uitvoer van die maneuvres in Deel Twee word alle wegtrek- en stilhoufoute soos in Deel Een van die toets aangeteken.  
 5.11 Tydens draaispoedoordeel moet die telling (strafpunte) wat deur die elektroniese knyperbord vertoon word in die toepaslike blokkie ingeskryf word, byvoorbeeld:

#### Draaispoedoordeel

	Links			Regs		
Strafpunt .....	<b>6</b>					<b>5</b>
Get.pog.....				X	X	
R.lyn .....						
Totaal .....						<b>11</b>

- 5.12 Slegs wanneer die elektroniese knyperbord 'n lesing van "Stadig" in 'n rigting vertoon, sal twee verdere pogings toegelaat word om 'n lesing in daardie rigting te verkry. Indien 'n lesing van "Vinnig" vertoon word en geen grenslyne geraak was nie, sal 'n nul waarde (0) aangeteken word en as 'n gelyke getal geag word.  
 5.13 Indien geen lesing met die derde poging in 'n spesifieke rigting verkry is nie of 'n grenslyn van die kurwe geraak word moet 'n sirkel om die toepaslike swart blokkie getrek word en die toets gestaak.



Byvoorbeeld:

**Draaispoedoordeel**

	Links			Regs		
Strafpunt .....	6					
Get. pog .....				X	X	
R.lyn .....						
Totaal .....						6

- 5.14 Om die volgorde van die oorblywende toetse (noodstop/-swenk) te bepaal word die strafpunte van die draaispoedoordeel gebruik soos op die toetsverslag aangeteken. Byvoorbeeld:

**Draaispoedoordeel**

	Links			Regs		
Strafpunt .....	6					5
Ge. Pog .....				X	X	
R. lyn .....						
Totaal .....						11

Op die toetsverslag word die volgorde as volg aangedui:

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 Indien die strafpunte soos in 5.14 byvoorbeeld 6 en 5 is sal die volgorde “Ewe/Onewe” (E/O)wees en moet die toetse soos in die tabel aangedui gedoen word. Om verwarring te voorkom moet elke aksie na voltooiing afgemerk word.
- 5.14.2 Wanneer die applikant ‘n verkeerde aksie uitvoer, word ‘n maksimum strafpunt van 25 in die toepaslike blokkie aangeteken, en ‘n volgende poging sal toegelaat word, indien enige poging nog beskikbaar is.

**5.15 Noodstop**

Gedurende hierdie maneuer word die afstand waar die motorfiets tot stilstand gekom het onder “STOP” teenoor “WERKLIK” aangeteken.

**5.15.1 Berekening van stilhouafstand**

Die werklike afstand (“20”) word bepaal deur die voorste punt van die voorwiel vertikaal met die gekalibreerde stoplyn te meet.

Sou die voorste punt van die voorwiel nie op ‘n kalibrasiemerk tot stilstand kom nie, word die vorige kalibrasiemerk as die werklike stop afstand aangeteken.

Die vereiste “Standaard” (“16”) wat op die elektroniese knyperbord verskyn moet onder “STOP 1” teenoor “STANDAARD” aangeteken word. Die verskil tussen “WERKLIKE” en “STANDAARD” (“4”) word onder dieselfde “STOP 1” teenoor “STRAFPUNTE” aangeteken.

(Vir bogenoemde sien onderstaande voorbeeld)

Voorbeeld:

**Noodstop**

	Stop 1			Stop 2		
Werklik .....	20			X	15	
Standaard.....	16			X	25	
Strafpunt.....	4			X	0	
Get. pog.....						
Totaal						4

5.15.2 Indien die applikant die grenslyne van die reguitbaan raak of verder as die 45<sup>ste</sup> kalibrasiemerklyn stop met enige deel van die motorfiets, word 'n sirkel om die toepaslike swart blokkie "R.Lyn" getrek en die toets word gestaak.

Byvoorbeeld:



5.16 **Noodswenk**

Tydens die noodswenk word die afstand waar die agterwiel van die motorfiets die gekalibreerde dwarslyn "K - L" kruis teenoor "WERKLIK" aangeteken. Indien applikant verder as die 7<sup>de</sup> kalibrasie merk swenk, sonder om lyn "M - N" of "O - P" te raak, sal 7 teenoor "WERKLIK" aangeteken.

5.16.1 **Berekening van swenkafstand**

Sou die agterwiel van die motorfiets nie op 'n kalibrasiemerk kruis nie, word die eerste kalibrasiemerk verder vanaf die gekalibreerde STOPYN as die "WERKLIK" ("4")afstand aangeteken. Die vereiste "standaard" wat op die elektroniese kynperbord verskyn moet teenoor "STANDAARD" ("7")aangeteken word op die toetsverslag. Die verskil tussen "STANDAARD en WERKLIK" ("3") word teenoor "STRAFPUNT" aangeteken.

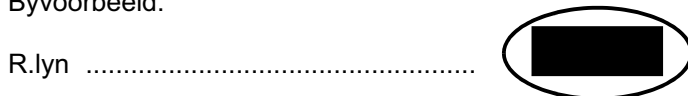
Byvoorbeeld:

**Noodswenk**

	Links			Regs		
Standaard .....	X	7		5		
Werklik.....	X	4		7		
Strafpunt.....	X	3		0		
Get. pog .....						
Total						3

5.16.2 Indien die applikant die tydmeetsone grenslyne raak en die grenslyne "O- P" of "M - N" raak of nie betyds stop en 'n buite grenslyn raak, word 'n sirkel om die toepaslike swart blokkie "R.lyn" getrek en die toets word gestaak.

Byvoorbeeld:



5.16.3 Indien enige van die manoeuvres "Vinnig" uitgevoer word, maar nog steeds binne die toegelate maksimum standaard gedoen word, word geen (0) strafpunte aangeteken.

Voorbeeld:

- (a) Noodstop: Die stilhou afstand nie verder as die 25<sup>ste</sup> kalibrasie merk is nie soos bereken in 5.15.1, en
- (b) Noodswenk: Die swenk afstand nie minder as 5 kalibrasie merke is nie soos bereken in 5.16.1.

5.16.4 Indien enige van die maneuvres “Vinnig” uitgevoer word, maar buite die toegelate maksimum standaard gedoen word, of “Stadig”, sal ‘n tweede poging toegelaat word. Indien die applikant te “Vinnig” gedurende die tweede poging ry en steeds stop of swenk buite die toelaatbare maksimum standaard, of steeds te “Stadig” ry, word ‘n derde(finale) poging toegelaat.

#### 5.17 **Afsnypunte Deel Twee**

‘n Applikant druij Deel Twee van die toets indien:

5.17.1 hy/sy meer as 90 strafpunte oorskry

5.17.2 ‘n sirkel om enige swart blokkie getrek is.

#### 5.18 **Afneem van tyd**

Werklike Tyd begin - Die werklike tyd van die dag wanneer Deel 1 van die toets begin.

Werklike Tyd geëindig - Die werklike tyd van die dag wanneer Deel 2 van die toets eëndig.

Die toetsbeampte skryf hierdie tyd in op die toetsverslag in die toepaslike blokkies.

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## **6. DIE MODULES**

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Die verskillende afdelings van die toets verslag word deur 'n aantal modules gedek wat die ideale uitvoering van elke afdeling van die toets beskryf.

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# MODULE

# Bladsy

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## Module 1:

# Voorritinspeksie

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1. Kyk met die naderstap onder die motorfiets vir ooglopende lekkasies, obstruksies, ens.
2. Kyk vir skade, verkieslik van bo na onder, van links na regs, terwyl antikloksgewys om die motorfiets geloop word.
3. Gaan voorwiel na vir bandgroefdiepte, slytasie en skade, sywandskade, banddruk, klepdoppie, speke, wielnaaf, olie- en ghrieslekke.
4. Gaan voorste remskyf(we) vir skade (waar moontlik) na.
5. Gaan skokbrekers/vurke vir skade, stewigheid en olielekke na.
6. Gaan voor modderskerm vir skade en stewigheid na.
7. Gaan voorlig(te) en trukaatser vir skade, skoonheid en stewigheid na.
8. Gaan linker voor rigtingwyser vir skade, skoonheid en stewigheid na.
9. Gaan windskerm vir skade, skoonheid en stewigheid na, indien van toepassing.
10. Gaan kontrolemiddels, spieël, kables en koppelaar vloeistof (indien van toepassing) aan die linkerhelfte van die stuurstang vir skade, skoonheid, stewigheid en werking na.
11. Gaan brandstofkraan/-klep vir skade, stewigheid en lekkasie na.
12. Gaan rathefboom en linker voor voetstut vir skade en stewigheid na.
13. Gaan linker sydeksel vir skade en stewigheid na.
14. Noem dat battery vir skade, stewigheid en vloeistofvlak nagegaan moet word.
15. Gaan linker agter voetstut, ketting skerm, ketting (spanning en smering), uitlaatpyp en linker agter skokbreker (indien van toepassing) vir skade en stewigheid na.
16. Gaan linker agter rigtingwyser vir skade, skoonheid en stewigheid na.
17. Gaan agterlig, registrasieplaatlig en trukaatser vir skade, skoonheid en stewigheid na.
18. Gaan agterregistrasieplaat vir skade, skoonheid, stewigheid en geldigheid na.
19. Gaan agterwiel na soos beskryf in item 3.
20. Gaan regter agter rigtingwyser vir skade, skoonheid en stewigheid na.
21. Gaan agter remskryf en remtoetstel vir stewigheid en skade (waar moontlik) na.
22. Gaan regter agter skokbreker en uitlaatpyp (indien van toepassing) vir skade, stewigheid en olielekke na.
23. Gaan regter agter voetstut en sydeksel (indien van toepassing) vir stewigheid na.
24. Gaan sitplek vir skade, skoonheid en stewigheid na.
25. Gaan regter voor voetstut vir stewigheid na.
26. Gaan voetrem vir vryspelling, skade en stewigheid en remvloeistofvalk (indien van toepassing) na.
27. Gaan brandstoftenk en -dop vir stewigheid en lekkasie na.
28. Noem dat koelvloeistof- en enjolinolievlak nagegaan moet word, indien van toepassing.
29. Gaan verkoeler vir skade en stewigheid na, indien van toepassing.
30. Gaan regter kontrolemiddels, spieël, kables en remvloeistofvlak (indien van toepassing) soos beskryf in item 10 na.
31. Gaan regter voor rigtingwyser vir skade, skoonheid en stewigheid na.
32. Gaan klaringbewys vir geldigheid, skoonheid en stewigheid na.

### Let wel A:

Met die naderstap versoek die toetsbeampte die applikant om 'n buite-voorritinspeksie uit te voer voordat hy/sy op die motorfiets klim.

### Let wel B:

Ingeval van 'n geringe defek mag die applikant die geleentheid gegun word om die defek te herstel, maar slegs 'n tydsbeperking van 5 minute word toegelaat.

## Let wel C:

Die applikant sal nie in die volgende gevalle gepepenseer word nie:

- indien hy/sy slegs een wiel nagaan en later slegs verwys na die ander wiel,
- indien hy/sy nie beide sywande van 'n band vir skade ondersoek nie, en
- ten opsigte van die onderdele wat die applikant moet nagaan, word dit nie van hom/haar verwag om al die eienskappe van daardie onderdeel te noem nie.

Byvoorbeeld wanneer die bande nagegaan word, word dit nie verwag dat hy/sy die bandgroef vir slytasie en die sywand vir skade en die banddruk en die stofdoppie ens. sal nagaan nie.

Wanneer dit vir die toetsbeampte duidelik is dat 'n applikant aandag aan 'n spesifieke onderdeel gegee het (of hy/sy dit genoem was of nie) moet hy/sy daarvoor krediet kry.

Let wel C geld slegs vir Module 1.

---

## Module 2:

# Opklim - Afklim

---

### Opklim: Met systaander

1. Staan aan die linkerkant van die motorfiets en ontsluit stuur, indien van toepassing.
2. Hou albei handgrepe vas en wend voorrem aan.
3. Swaai regterbeen oor en plaas gewig op sitplek.
4. Bring motorfiets regop en draai voorwiel reguit.
5. Lig systaander op met linkervoet (indien van toepassing) en balanseer motorfiets.
6. Verseker dat motorfiets nie rol nie deur voorrem aan te wend.

### Afklim: Met systaander

1. Observeer.
2. Wend voorrem aan en skop die systaander heeltemal uit indien van toepassing (maak seker dat systaander op 'n stewige plek staan).
3. Laat motorfiets op systaander leun (indien van toepassing) en draai voorwiel na links.
4. Lig gewig van sitplek en swaai regterbeen oor motorfiets.
5. Maak seker dat die motorfiets stewig staan voordat die handgrepe en voorrem gelos word.
6. Sluit stuur, indien van toepassing.

### Opklim: Met middelstaander

1. Staan aan die linkerkant van die motorfiets en ontsluit stuur, indien van toepassing.
2. Hou met linkerhand die linkergreep vas terwyl die regterhand die handvatstel onder die sitplek vashou.
3. Trek die motorfiets van die staander af en balanseer.
4. Hou albei handgrepe vas en wend voorrem aan.
5. Swaai regterbeen oor en plaas gewig op sitplek.
6. Hou motorfiets regop en draai voorwiel reguit.
7. Verseker dat motorfiets nie rol nie deur voorrem aan te wend.

### Afklim: Met middelstaander

1. Observeer.
2. Wend voorrem aan en hou die voorwiel reguit.
3. Swaai die regterbeen oor die motorfiets en balanseer.
4. Hou met linkerhand die linkerhandgreep vas terwyl die regterhand die handvatstel onder die sitplek vashou.
5. Trap die middelstaander stewig met die regtervoet af.
6. Trek die motorfiets opwaarts en agtertoe op middelstaander.
7. Sluit stuur, indien van toepassing.

## Let wel A:

Indien die applikant versuim om die voorrem aan te wend wanneer hy/sy op die motorfiets klim, sal hy/sy geenaliseer word onder:

### AANSIT

(2) Rem .....



---

## Module 3:

# Voorritinspeksie - op die motorfiets

---

1. Draai aansitsleutel na "ON" -posisie.
2. Gaan werking van waarskuwingsligte en meters na.
3. Gaan werking van voor- en agterligte, rigtingwysers, toeter en remlig na.
4. Skakel alle skakelaars terug na die "OFF" -posisie en skakel aansitsleutel af.
5. Gaan druk op remme en koppelaar na.
6. Gaan versneller greep vir werking na.
7. Gaan werking van skopaansitter na, indien van toepassing.
8. Stel spieëls vir maksimum uitsig na agter.

### Let wel A:

Die toetsbeampte versoek die applikant om op die motorfiets te klim en waar van toepassing die ligte, rigtingwysers, toeter en remlig in werking te stel.

### Let wel B:

Ingeval van 'n geringe defek mag die applikant die geleentheid gegun word om die defek te herstel, maar slegs 'n tydsbeperking van 5 minute word toegelaat.

### Let wel C:

In sekere gevalle, moet die enjin aangeskakel wees voordat die ligte in werking gestel kan word.

---

## Module 4:

# Aansit- en afsluitprosedures

---

### Aansit:

1. Draai die brandstofkraan oop indien van toepassing.
2. Draai aansitsleutel na die "ON"-posisie en gaan werking van waarskuwingsligte en meters na.
3. Verseker dat rathefboom in die neutraal posisie is (groen waarskuwingslig aan).
4. Draai enjin-afsluitskakelaar na "RUN"-posisie.
5. Stel smoorklep in werking, indien nodig.
6. Sit enjin aan met aansitknoppie of skopaansitter.
7. Los aansitknoppie/skopaansitter sodra enjin loop (draai skopaansitter terug, indien van toepassing).
8. Kanselleer werking van smoorklep, indien van toepassing.

### Afsluit:

1. Skakel toebehore af, indien van toepassing.
2. Skakel enjin af deur middel van enjin-afsluitskakelaar.
3. Draai aansitsleutel na "OFF"-posisie.
4. Draai brandstofkraan toe, indien van toepassing.
5. Skakel eerste rat, indien van toepassing.

### Let wel A:

In die geval van sekere motorfietse is dit nodig om die koppelaar te ontkoppel en die systaander terug te trek alvorens die enjin sal aanskakel.

---

## **Module 5:**

# **Spieëls - gebruik van**

---

1. Verstel truspieëls slegs terwyl motorfiets stilstaan vir maksimum uitsig na agter.
2. Gaan truspieëls voor enige gevaar na.
3. Gaan truspieëls elke 5 tot 8 sekondes na.
4. Gaan truspieëls lank genoeg na om die verkeersituasie na agter te bepaal.

### **Let wel A:**

Daar moet sorg gedra word om nie te lank in die truspieëls te kyk nie.

### **Let wel B:**

Waar daar verwys word na truspieëls word bedoel die linker en regtertruspieëls.

---

## Module 6:

# Sein

---

1. Gaan die truspieëls en toepaslike blindekol na, indien van toepassing.
2. Sein betyds en lank genoeg.
3. Verseker dat sein gekanselleer word sodra die maneuver voltooi is of teenwoordigheid bevestig is, soos byvoorbeeld, by die gebruik van die toeter.

### Let wel A:

Daar moet sorg gedra word om nie te vroeg te sein waar dit ander padgebruikers mag verwar nie.

### Let wel B:

Die gebruik van rigtingwysers of handseine binne 'n kruising behoort vermy te word tensy dit nodig is.

### Let wel C:

Die remligte is 'n sein wat aan kan bly (veral in die nag) en dit is nie nodig om dit te kanselleer nadat die motorfiets tot stilstand gebring is nie.

### Let wel D:

Die nagaan van blindekolle is nie nodig wanneer die remligte, hoofligte en die toeter as 'n sien gebruik word nie.

### Let wel E:

Indien die sein te gou kanselleer, moet die applikant nie gepenaliseer word vir:

- (4) Sein kan.....  
nie, maar vir
- (5) Sein.....  
omdat die duur van die sein onvoldoende was.

### Let wel F:

Remligte word as 'n sein beskou. Die truspieëls moet nagegaan word voordat daar begin word om te rem. Geen blindekol moet nagegaan word voor gerem word nie.

---

## **Module 7:**

# **Sein - handseine (linksdraai)**

---

1. Gaan truspieëls en blindekol links na.
2. Sein voorneme deur middel van rigtingwysers.
3. Gaan blindekol links na.
4. Steek linkerarm reguit en horisontaal sywaarts uit, met die handpalm na voor.
5. Trek arm betyds terug.
6. Plaas hand terug op die handgreep voordat gerem, ratte gewissel of gestuur word.

## **Let wel A:**

Hierdie sein moet betyds gegee word en lank genoeg duur voordat gerem, ratte gewissel of gestuur word.

---

## Module 8:

# Sein - handseine (regsdraai)

---

1. Gaan truspieëls en blindekol regs na.
2. Sein voorneme deur middel van rigtingwysers.
3. Gaan blindekol regs na.
4. Steek regterarm reguit sywaarts en horisontaal uit met die handpalm na voor.
5. Trek arm betyds terug.
6. Plaas hand terug op die handgreep, voordat gerem, ratte gewissel of gestuur word.

## Let wel A:

Hierdie sein moet betyds gegee word en lank genoeg duur voordat gerem, ratte gewissel of gestuur word.

---

## **Module 9:**

# **Sein - handseine (stilhou of skielike spoedvermindering)**

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1. Gaan truspieëls en blindekol regs na.
2. Steek regterarm reguit sywaarts uit met elmboog gebuig en voorarm vertikaal na bo en handpalm na voor gedraai.
3. Trek arm betyds terug.
4. Plaas hand terug op die handgreep voordat gerem, ratte gewissel of gestuur word.

### **Let wel A:**

Hierdie sein moet betyds gegee word en lank genoeg duur voordat gerem, ratte gewissel of gestuur word.

---

## Module 10:

# Sein - toeter

---

1. Gaan truspieëls na.
2. Sein slegs wanneer dit nodig is, betyds en slegs lank genoeg.
3. Plaas hand terug op die handgreep, indien van toepassing.



---

## Module 11:

# Koppelaar - gebruik van

---

1. Trek koppelaarhefboom heeltemal in.
2. Verkry koppelaarbeheer.
3. Vermy ongeoorloofde "Gly" van koppelaar.
4. Vermy ongeoorloofde "Ry" van koppelaar.
5. Vermy ongeoorloofde "Vryloop".
6. Los koppelaarhefboom heeltemal behalwe om ratte te wissel, te stop of vir geoorloofde "Gly", "Ry" of "Vryloop".
7. Ontkoppel koppelaar heeltemal net voor motorfiets heeltemal tot stilstand kom, sonder dat die enjin swaarkry of stol.

### Let wel A:

Wanneer stilgehou word, moet die rem aangewend word voordat die koppelaar ontkoppel word, om vryloop te voorkom. Hierdie is nie 'n vereiste in stop-ry verkeer of wanneer teen 'n opdraand stilgehou word nie.

### Let wel B:

Die vingers mag nie op die koppelaarhefboom rus terwyl die motorfiets in beweging is nie, tensy in stop-ry verkeer.

---

## Module 12:

# Wegtrek

---

1. Hou motorfiets stilstaande deur agterrem te gebruik.
2. Gehoorsaam alle padverkeerstekens, seine, reëls en merke.
3. Gaan truspieëls en toepaslike blindekol na, indien van toepassing.
4. Sein voorneme, indien van toepassing.
5. Verseker dat daar skoon ruimte anderkant kruising is, voordat kruising binnegegaan word.
6. Verseker dat kruising skoon is voordat dit binnegegaan word.
7. Behou skoon ruimte voor motorfiets, voordat weggetrek word. (Ongeveer 4 - 5 meter)
8. Skakel rat, indien van toepassing.
9. Verkry koppelaarbeheer, indien van toepassing.
10. Observeer.
11. Trek weg sonder om die voorwiel te lig.
12. Behou balans, plaas albei voete op die voorste voetstutte sodra die motorfiets in beweging is.
13. Versnel soos nodig.
14. Kanselleer sein, indien van toepassing.

### Let wel A:

Indien die motorfiets rol, word 'n sirkel om die swart blokkie "Rol" getrek en die toets word gestaak.

### Let wel B:

Observasie en ratskakeling mag terselfdertyd gedoen word.

### Let wel C:

Wend die voorrem aan voordat die agterrem gelos en die rat geskakel word.

### Let wel D:

Nommers 8, 9, en 10 kan in een vloeiende beweging gedoen word.

### Let wel E:

Observasie moet gedoen word voor wegtrek, asook gedurende stop-ry verkeer.

### Let wel F:

Gedurende wegtrek mag die applikant nie die wiel van die motorfiets laat tol nie. Indien die applikant dit sou doen, word hy/sy geopenaliseer vir:

### WEGTREK TREK

(1) Trek .....

### Let wel G:

Indien die applikant 'n grenslyn raak met sy/haar voet nadat weggetrek is, sal hy/sy gepenaliseer word vir "Balans", en nie "R.lyn" nie.

---

## Module 13:

# Stuur

---

1. Hou albei hande op die handgrepe.
2. Stuur op 'n beheerde manier ten einde nie hoeke of draaie te sny of te wyd te neem nie.
3. Stuur glad.
4. Indien moontlik, moenie binne 'n laan of oor laanstrepe dwaal nie.
5. Pas posisie aan met inagnaming van bewegende of stilstaande gevare.
6. Teenstuur indien nodig.

---

## Module 14:

# Spoedhandhawing

---

1. Observeer.
2. Trek weg.
3. Versnel en skakel na 'n hoër rat.
4. Moenie die grenslyne raak nie.
5. Rem by lyn "C".
6. Skakel na 'n laer rat.
7. Stop met die voorwiel op kruispunt "D" van die gekalibreerde kruis.
8. Behou balans en moenie die motorfiets beweeg totdat die afmeting geneem is nie.

### Let wel A:

Slegs drie pogings word toegelaat, mits die eerste en tweede poging onsuksesvol was en geen grenslyne geraak is nie.

### Let wel B:

Hierdie is nie 'n noodstop nie, maar indien die applikant nie die motorfiets nie onder beheer tot stilstand bring nie, moet hy/sy gepeenaliseer word vir:

#### SPOEDHANDHAWING

(5) Beh.Stop .....

### Let wel C:

Stilhou geskied binne die voorgeskrewe afstand. (Sien die woordverklarings vir "voorgeskrewe afstand")

### Let wel D:

Indien 'n lesing van "Vinnig" vertoon word en die voorwiel van die motorfiets is geposisioneer binne die voorgeskrewe afstand, sal geen strafpunte aangeteken word en geen verdere pogings is nodige nie.

### Let wel E:

Indien die applikant 'n grenslyn raak tydens die manewer met sy/haar voet nadat weggetrek is, sal hy/sy gepenaliseer word vir "Balans", en nie "R.lyn" nie.

### Let wel F:

Indien die motorfiets rol, word 'n sirkel om die swart blokkie "Rol" getrek en die toets word gestaak.

---

## Module 15:

# Opdraandwegtrek

---

1. Stop waar aangedui, in die toepaslike rat, sonder dat die motorfiets agteruit beweeg.
2. Hou motorfiets stilstaande met die agterrem.
3. Gaan truspieëls en toepaslike blindekol na, indien van toepassing.
4. Sein voorneme, indien van toepassing.
5. Verkry koppelaarbeheer.
6. Observeer.
7. Trek weg sonder om te rol en/of die voorwiel te lig.
8. Behou balans, plaas albei voete op die voorste voetstutte sodra die motorfiets in beweging is.
9. Versnel soos nodig.
10. Kanselleer sein, indien van toepassing.

### Let wel A:

Indien die applikant die agterwiel van die motorfiets laat tol of die voorwiel lig tydens wegtrek, moet hy/sy gepenaliseer word vir:

#### OPDRAANDWEGTREK

(1) Trek .....

### Let wel B:

Slegs een poging word toegelaat.

### Let wel C:

Indien die motorfiets rol, word 'n sirkel om die swart blokkie "Rol" getrek en die toets word gestaak.

---

## Module 16:

# Draaispoedoordeel

---

1. Observeer.
2. Trek weg.
3. Versnel en ry so vinnig as moontlik deur die kurwe.
4. Moenie die grenslyne van die kurwe raak nie.
5. Stop by die tweede wegtrek punt sonder om die buite grenslyn te raak.
6. Herhaal vanuit die teenoorgestelde rigting.

### Let wel A:

Slegs drie pogings in 'n rigting word toegelaat, mits die eerste en tweede poging onsuksesvol was en geen grenslyne geraak is nie.

### Let wel B:

Indien die applikant 'n grenslyn raak tydens hierdie maneuvre met sy/haar voet nadat weggetrek is, sal hy/sy gepenaliseer word vir "Balans", en nie "R.lyn" nie.

### Let wel C:

- Tydens "Draaispoedoordeel" moet die punte waarde wat deur die elektroniese knyperbord vertoon word in die toepaslike blokkie ingeskryf word.
- Byvoorbeeld:

#### Draaispoedoordeel

	Links			Regs		
Strafpunt.....	6					5
Get.pog.....				X	X	
R.lyn.....						
Totaal						11

- Slegs wanneer die elektroniese knyperbord 'n lesing van "Stadig" vertoon, sal twee verdere pogings toegelaat word. Indien 'n lesing van "Vinnig" vertoon word en geen grenslyne geraak was nie, sal 'n nul (0) aangeteken word en as 'n gelyke getal geag word.
- Sekere elektroniese apparate vertoon nie die lesing "Stadig" nie, gevolglik sal 'n lesing van 1.5 sekondes en meer, as "Stadig" geag word. 'n Lesing van 0.8 sekondes en minder, sal as "Vinnig" geag word.

### Let wel D:

Indien die motorfiets rol, word 'n sirkel om die swart blokkie "Rol" getrek en die toets word gestaak.

---

## Module 17:

# Noodstop

---

1. Observeer.
2. Trek weg.
3. Versnel en skakel na 'n hoër rat, indien van toepassing.
4. Moenie die grenslyne raak nie.
5. Ontkoppel koppelaar, indien van toepassing.
6. Wend albei remme gelyktydig aan wanneer die rooi lig aangaan.
7. Bring motorfiets binne die korste moontlike afstand tot 'n beheerde stop.
8. Behou balans en moenie die motorfiets beweeg totdat die afmeting geneem is nie.

### Let wel A:

Drukking op die rempedaal (agter) of voorremhefboom moet verminder word indien die wiel(e) sou sluit.

### Let wel B:

Slegs drie pogings word toegelaat, indien die eerste twee pogings onsuksesvol was en geen grenslyne geraak is nie.

### Let wel C:

Indien die lesing "Vinnig" is moet die motorfiets voor die 26<sup>ste</sup> kalibrasiemerk gestop word ten einde die maneuer te slaag, geen strafpunte sal dan aangeteken word nie.

### Let wel D:

Indien die applikant 'n verkeerde aksie (swenk) uitvoer sal 25 strafpunte in die toepaslike blokkie aangeteken word en moet hierdie maneuer herhaal word totdat die korrekte aksie uitgevoer is. Slegs drie (3) pogings word toegelaat.

### Let wel E:

Indien die lesing "Vinnig" is, en die stoppunt is verder as die 26<sup>ste</sup> kalibrasie merk of indien die lesing "Stadig" is, moet 'n tweede poging toegelaat word. Indien die applikant steeds te "Vinnig" ry en steeds nie voor die 26<sup>ste</sup> kalibrasie merk stop nie of die applikant ry steeds te "Stadig", word 'n derde (finale) poging toegelaat.

### Let wel F:

Indien die applikant aan die grenslyne van die reguitbaan raak, of verder as die 45<sup>ste</sup> kalibrasie merk stop met enige deel van die motorfiets, word 'n sirkel om die toepaslike swart blokkie teenoor "R. Lyn" getrek, en die toets word gestaak, byvoorbeeld:

R.Lyn .....



### Let wel G:

Indien die applikant 'n grenslyn raak tydens hierdie maneuer met sy/haar voet nadat weggetrek is, sal hy/sy gepenaliseer word vir "Balans", en nie "R.lyn" nie.

### Let wel H:

Indien die motorfiets rol, word 'n sirkel om die swart blokkie "Rol" getrek en die toets word gestaak.

---

## Module 18:

# Noodswenk

---

1. Observeer.
2. Trek weg.
3. Versnel en skakel na 'n hoër rat, indien van toepassing.
4. Moenie die grenslyne raak nie.
5. Ontkoppel koppelaar, indien van toepassing.
6. Swenk wanneer 'n amber seinlig aangaan, in die rigting van daardie lig om so ver moontlik vanaf die kruispunt "D" oor die gekalibreerde dwarslyn "K-L" te ry.
7. Stuur weer reguit sonder om lyne "M-N" of "O-P" te raak.
8. Stop voor die buite grenslyne geraak word.

### Let wel A:

Slegs drie pogings word in enige rigting toegelaat, mits die eerste en tweede poging onsuksesvol was en geen grenslyne geraak is nie.

### Let wel B:

Indien die lesing "vinnig" is, moet daar na die 4<sup>de</sup> kalibrasiemerke gekruis word ten einde die maneuer te slaag, geen strafpunte sal dan aangeteken word nie.

### Let wel C:

Indien die applikant 'n verkeerde aksie (swenk na verkeerde kant of rem/stop) uitvoer sal 25 strafpunte in die toepaslike blokkie aangeteken word en moet hierdie maneuer herhaal word totdat die korrekte aksie uitgevoer is. Slegs drie (3) pogings word toegelaat.

### Let wel D:

Indien die lesing "Finnig" is, en die swenk afstand is minder as die 5<sup>de</sup> kalibrasie merke of indien die lesing "Stadig" is, moet 'n tweede poging toegelaat word. Indien die applikant steeds te "vinnig" ry en steeds nie die kalibrasie lyn na die 4<sup>de</sup> kalibrasie merke kruis nie of die applikant ry steeds te "Stadig", word 'n derde (finale) poging toegelaat.

### Let wel E:

Indien die applikant aan die grenslyne raak terwyl hy/sy besig is met die maneuer, al is dit die grenslyne van die reguitbaan, of lynne "O - P", "M - N", of die buitenste grenslyne, trek 'n sirkel rondom die toepaslike swart blokkie teenoor "R. Lyn", en staak die toets.

Byvoorbeeld:

R.Lyn .....



### Let wel F:

Indien die applikant 'n grenslyn van die reguitbaan raak met sy/haar voet nadat weggetrek is, sal hy/sy gepensaliseer word vir "Balans", en nie "R.lyn" nie.

### Let wel G:

Indien die motorfiets rol, word 'n sirkel om die swart blokkie "Rol" getrek en die toets word gestaak.



---

## Module 19:

# Spoedbeheer

---

1. Gaan truspieëls na.
2. Pas spoed aan (kies toepaslike rat) in ooreenstemming met die verkeerspatroon, helling van die pad, padoppervlak, sigbaarheid en spoedbeperking.
3. Versnel, indien nodig.
4. Verminder spoed, indien nodig.
5. Rem, indien nodig.

### Let wel A:

Indien die spoed van die motorfiets toeneem sonder dat die versneller aangewend word en indien dit nodig is om die remme aanhoudend aan te wend, moet gerem word totdat die spoed toepaslik is en na 'n laer rat oorgeskakel word ten einde versnelling te beperk.

Herhaal hierdie prosedure indien nodig.

Vermyn oorskakeling na 'n laer rat om remming aan te help of te vervang.

---

## Module 20:

# Ratwisseling - op

---

1. Behou spoed.
2. Plaas linkerhand op koperlaarhefboom.
3. Begin koppelaar tot ongeveer by kontakpunt intrek.
4. Draai versneller glad en heeltemal toe, terwyl koperlaarhefboom heeltemal ingetrek word.
5. Skakel hoër rat en verwyder voet van die hefboom.
6. Laat koppelaarhefboom stadig en glad tot by die kontakpunt uit.
7. Draai versneller glad en progressief oop, terwyl koppelaarhefboom heeltemal uitgelaat word.

## Let wel A:

Waar moontlik, moet ratte gewissel word terwyl reguit gery word.

---

## Module 21:

# Ratwisseling - af

---

1. Gaan truspieëls na.
2. Draai versneller gladweg toe.
3. Rem indien nodig tot toepaslike spoed vir omstandighede.
4. Trek koppelaarhefboom heeltemal in.
5. Skakel laer rat en verwyder voet van die hefboom.
6. Laat koppelaarhefboom tot by kontakpunt uit.
7. Draai versneller glad en progressief oop terwyl koppelaarhefboom heeltemal uitgelaat word.

### Let wel A:

Vermyn oorskakeling na 'n laer rat om remming te vervang of aan te help.

### Let wel B:

Ratte moet verkieslik geskakel word terwyl reguit gery word.

### Let wel C:

Wanneer teen 'n lang opdraand uitgery word en die spoed verminder ten spyte van voortdurende oopdraai van die versneller, moet daar betyds na 'n laer rat geskakel word voordat daardie laer rat nie meer geskik is nie en/of voordat die enjin begin swaarkry.

---

## Module 22:

# Volg ander voetuie

---

1. Verkry en behou waar moontlik 'n minimum volgfafstand van 2 sekondes.
2. In ongunstige weersomstandighede soos reën, 'n gladde padoppervlak, swak uitsig of wanneer 'n voertuig agter te naby volg, moet die volgfafstand vergroot word.

---

## Module 23:

# Laanwisseling

---

1. Gehoorsaam alle padverkeerstekens, -seine, -reëls en -merke.
2. Gaan truspieëls en toepaslike blindekol na.
3. Sein voorneme.
4. Gaan die toepaslike blindekol na.
5. Stuur na die toepaslike laan, indien veilig.
6. Kanselleer sein.

### Let wel A:

Dit moet vermy word om binne 'n kruising van lane te verwissel.

### Let wel B:

Indien meer as een laan in een beweging gewissel word, moet die toepaslike blindekol nagegaan word voordat elke laanstreep gekruis word.

### Let wel C:

Die linker kantlyn van die reguitbaan tussen "A" en "C" mag op geen plek geraak word nie.

### Let wel D:

Die regter kantlyn van die reguitbaan tussen "A" en "C" mag gekruis word voor "C".

### Let wel E:

Die applikant moet 'n laanwisseling na regs uitvoer sonder om lyn "O - P" te raak, en moet dan links van sodanige lyn hou en stop waar aangedui.

### Let wel F:

Sou dit gebeur dat die applikant enige van die reguitbaan lyne raak met een van sy/haar voete nadat hy/sy weggetrek het moet die applikant geenaliseer word vir "Balans" en nie vir "R.Lyn" nie.

### Let wel G:

Indien die motorfiets rol, word 'n sirkel om die swart blokkie "Rol" getrek en die toets word gestaak.

---

## Module 24:

# Stilhou - in verkeer

---

1. Gaan truspieëls na.
2. Verminder spoed.
3. Rem betyds, glad en progressief met albei remme sonder om wiele te sluit, volkome in beheer en met albei hande op die handgrepe.
4. Skakel na toepaslike rat, indien van toepassing.
5. Ontkoppel koppelaar net voordat motorfiets, sonder dat enjin swaar kry of stol, tot stilstand gebring word.
6. Verkry en/of behou skoon ruimte agter of langsaan enige obstruksie of padgebruiker, waar van toepassing. (Ongeveer 4 - 5 meter agter 'n ander voertuig)
7. Stop ooreenkomstig padveerstekens, -seine, -reëls en -merke.
8. Skakel neutraal, indien van toepassing.
9. Hou motorfiets stilstaande deur middel van die agter- of voorrem.
10. Los koppelaarhefboom, indien van toepassing.

### Let wel A:

Neutraal behoort geskakel te word as die motorfiets vir 'n tydperk stilstaan, maar dit mag, afhange van verkeerseine en stop/ry verkeersvordering, onnodig wees.

### Let wel B:

Wanneer stilgehou word, moet die rem aangewend word voordat die koppelaar ontkoppel word, om vryloop te voorkom. Hierdie is egter nie 'n vereiste in stop - ry verkeer of wanneer teen 'n opdraand stilgehou word.

---

## Module 25:

# Stilhou - vir parkering

---

1. Gaan truspieëls en toepaslike blindekol na.
2. Sein voorneme.
3. Gaan die toepaslike blindekol na, indien van toepassing.
4. Posisioneer, indien nodig.
5. Gaan truspieëls na.
6. Verminder spoed.
7. Rem.
8. Skakel na toepaslike rat, indien van toepassing.
9. Ontkoppel koppelaar heeltemal net voordat motorfiets, sonder dat die enjin swaar kry of stol, tot stilstand gebring word.
10. Verkry en/of behou skoon ruimte agter of langsaan enige obstruksie of padgebruiker, waar van toepassing.
11. Stop ooreenkomstig padverkeerstekens, -seine, -reëls en -merke.
12. Kanselleer sein en skakel toebehore af, indien van toepassing.
13. Skakel toepaslike rat of neutraal, indien van toepassing.
14. Stop enjin deur middel van enjinafsluitskakelaar.
15. Draai aansitsleutel na af-posisie.
16. Draai brandstofkraan toe, indien van toepassing.
17. Parkeer motorfiets op toepaslike staander.
18. Sluit stuur, indien van toepassing.

---

## Module 26:

# Verkeerbeheerseine

---

1. Gaan truspieëls en toepaslike blindekol na, indien van toepassing.
2. Sein voorneme, indien nodig.
3. Gehoorsaam verkeerbeheerseine.
4. Gaan truspieëls na, indien nodig.
5. Verminder spoed of rem, indien nodig.
6. Skakel rat, indien nodig.
7. Stop, indien nodig.
8. Skakel rat, indien nodig.
9. Observeer, indien nodig.
10. Trek weg/ry aan, indien veilig.

### Let wel A:

Verkeerbeheerseine is aanwysings wat gegee word deur polisie- of verkeersbeamptes in uniform, lede van 'n skolierpatrollie, padwerkers, persone wat vee lei, ry of aanjaag, seinpersoneel by spooroorgange en bestuurders van noodvoertuie wat 'n toestel of klok laat lui.

### Let wel B:

Sien Module 33 - 37 vir verkeersligte.

### Let wel C:

Sien Module 30 vir skolierpatrollies.



---

## Module 27:

# Kruisings - linksdraai

---

1. Gaan truspieëls en blindekol links na, indien van toepassing.
2. Posisioneer motorfiets in laan, indien nodig.
3. Gaan truspieëls en blindekol links na.
4. Sein voorneme.
5. Gehoorsaam alle padverkerstekens, -seine, -reëls en -merke.
6. Gaan truspieëls na.
7. Verminder spoed, indien nodig.
8. Rem, indien nodig.
9. Skakel rat, indien nodig.
10. Gee toe aan voetgangers, indien nodig.
11. Stop, indien nodig.
12. Skakel neutraal, indien van toepassing.
13. Skakel rat, indien nodig.
14. Observeer, indien van toepassing.
15. Trek weg/ry aan, indien nodig.
16. Gaan blindekol links na, indien van toepassing.
17. Stuur en posioneer in toepaslike laan en gehoorzaam alle padverkerstekens, -seine, -reëls en -merke.
18. Versnel soos nodig.
19. Kanselleer sein.

### Let wel A:

'n Blindekol moet nagegaan word net voordat van rigting verander word. Sou die applikant die stuur na links gedraai het voordat hy/sy stilgehou het, is dit nie nodig om die blindekol weer na te gaan nadat hy/sy weggetrek het nie. Die observasie vir wegtrek is dan voldoende.

### Let wel B:

Posisioneer motorfiets ten alle tye so om ander padgebruikers te ontmoedig om die laan met jou te deel.

### Let wel C:

Indien dit die applikant 'n grenslyn raak met sy/haar voet nadat weggetrek is, sal hy/sy gepensaliseer word vir "Balans", en nie "R.lyn" nie.

### Let wel D:

Indien die motorfiets rol, word 'n sirkel om die swart blokkie "Rol" getrek en die toets word gestaak.

---

## Module 28:

# Kruisings - regsdraai

---

1. Gaan truspieël en blindekol regs na, indien van toepassing.
2. Posisioneer motorfiets in laan, indien nodig.
3. Gaan truspieëls en blindekol na.
4. Sein voorneme.
5. Gehoorsaam alle padverkerstekens, -seine, -reëls en -merke.
6. Gaan truspieëls na.
7. Verminder spoed, indien nodig.
8. Rem, indien nodig.
9. Skakel rat, indien nodig.
10. Gee toe aan naderende verkeer en/of voetgangers.
11. Stop, indien nodig.
12. Skakel neutraal, indien van toepassing.
13. Skakel rat, indien nodig.
14. Observeer, indien van toepassing.
15. Trek weg/ry aan, indien nodig.
16. Gaan blindekol na regs na, indien van toepassing.
17. Stuur en posioneer in toepaslike laan en gehoorzaam alle padverkerstekens, -seine, -reëls en -merke.
18. Versnel soos nodig.
19. Kanselleer sein.

### Let wel A:

Voordat gedraai word posioneer motorfiets so na moontlik aan middel van kruising met inagname van veiligheid en bedagsaamheid teenoor aankomende voertuie, waar moontlik reguit.

### Let wel B:

Indien die verkeersein verander moet die voertuig wat in die kruising wag die geleentheid gegun word om die kruising te verlaat.

### Let wel C:

Posioneer motorfiets ten alle tye so om ander padgebruikers te ontmoedig om die laan met jou te deel.

### Let wel D:

'n Blindekol moet nagegaan word voordat van rigting verander word. Sou die applikant die stuur na regs gedraai het voordat hy/sy stilgehou het, is dit nie nodig om die blindekol weer na te gaan nadat hy/sy weggetrek het nie. Die observasie vir wegtrek is dan voldoende.

---

## Module 29:

# Kruisings - aanry

---

1. Gaan truspieëls na.
2. Gehoorsaam alle padverkerstekens, -seine, -reëls en -merke.
3. Tydens nadering, kyk regs, links en voor vir dwarsverkeer, aankomende verkeer en/of voetgangers.
4. Gaan blindekol na, indien van toepassing.
5. Posisioneer, indien van toepassing.
6. Ry aan.

## Let wel A:

Dit is nie vir die motorfietsryer nodig om sy/haar kop na regs en links te draai nie, indien hy/sy tydens die nadering van die kruising of publieke in- en uitgange, soos vulstasies en winkelsentrums 'n onversperde uitsig het.

---

## Module 30:

# Kruisings - stoptekens

---

1. Gaan truspieëls na.
2. Verminder spoed.
3. Gaan blindekol na, indien van toepassing.
4. Posioneer, indien van toepassing.
5. Rem.
6. Skakel toepaslike rat, indien van toepassing.
7. Stop.

### Let wel A:

Gee by 'n vierrigtingstop toe aan voertuie en voetgangers wat eerste by die kruisings aangekom het.

### Let wel B:

Ry by 'n skolierpatrollie aan slegs as die teken verwyder is en as dit veilig is.

---

## Module 31:

# Kruisings - toegeetekens

---

1. Gaan truspieëls na.
2. Tydens nadering, kyk regs, links en voor vir dwarsverkeer, aankomende verkeer en/of voetgangers.
3. Gaan blindekol na, indien van toepassing.
4. Posisioneer, indien nodig.
5. Verminder spoed, indien nodig.
6. Rem indien nodig
7. Skakel toepaslike rat, indien nodig.
8. Ry aan, indien veilig.
9. Stop, indien nodig.
10. Observeer, indien nodig.
11. Trek weg, indien veilig.

---

## Module 32:

# Kruisings - onbeheerd

---

1. Gaan truspieëls na.
2. Tydens nadering, kyk regs, links en voor vir dwarsverkeer, aankomende verkeer en/of voetgangers.
3. Gaan blindekol na, indien van toepassing.
4. Posisioneer, indien nodig.
5. Verminder spoed, indien nodig.
6. Rem indien nodig.
7. Skakel toepaslike rat, indien nodig.
8. Ry aan, indien veilig.
9. Stop, indien nodig.
10. Observeer, indien nodig.
11. Trek weg, indien veilig.

---

## Module 33:

# Kruisings - verkeersligte (flikker rooi)

---

1. Gaan truspieëls na.
2. Verminder spoed.
3. Gaan blindekol na, indien van toepassing.
4. Posisioneer, indien van toepassing.
5. Rem.
6. Skakel toepaslike rat, indien van toepassing.
7. Stop.

## Let wel A:

'n Flikkerende rooi pyltjie dui aan dat verkeer in daardie rigting mag ry nadat gestop is, seker gemaak is dat dit veilig is, behoudens die voorrang wat voetgangers en voertuie wat wettiglik in die kruising is, geniet.

---

## Module 34:

# Kruisings - verkeersligte (egalig rooi)

---

1. Gaan truspieëls na.
2. Verminder spoed.
3. Gaan blindekol na, indien van toepassing.
4. Posisioneer, indien van toepassing.
5. Rem.
6. Skakel toepaslike rat, indien van toepassing.
7. Stop.

### Let wel A:

'n Flikkerende groen pyltjie saam met 'n egalige rooi lig dui aan dat verkeer in die rigting van die pyltjie mag beweeg, behoudens die voorrang wat voetgangers en voertuie wat wettiglik in die kruising is, geniet.



---

## Module 35:

# Kruisings - verkeersligte (groen)

---

1. Gaan truspieëls na.
2. Tydens nadering kyk regs, links en voor vir dwarsverkeer, aankomende verkeer en/of voetgangers.
3. Gaan blindekol na, indien van toepassing.
4. Posisioneer motorfiets, indien nodig.
5. Gaan truspieëls na, indien nodig.
6. Rem, indien nodig.
7. Skakel rat, indien nodig.
8. Stop, indien nodig.
9. Observeer, indien van toepassing.
10. Trek weg/ry aan, indien veilig.

### Let wel A:

'n Flikkerende groen pyltjie saam met 'n egalige rooilig dui aan dat verkeer in die rigting van die pyltjie mag beweeg, behoudens die voorrang wat voetgangers en voertuie wat wettiglik in die kruising is, geniet.

### Let wel B:

'n Egalige groen pyltjie dui aan dat verkeer in die rigting van die pyltjie mag beweeg, behoudens die voorrang wat voetgangers en voertuie wat wettiglik in die kruising is, geniet.

---

## Module 36:

# Kruisings - verkeersligte (flikker amber)

---

1. Gaan truspieëls na.
2. Tydens nadering, kyk regs, links en voor vir dwarsverkeer, aankomende verkeer en/of voetgangers.
3. Gaan blindekol na, indien van toepassing.
4. Posisioneer, indien nodig.
5. Verminder spoed, indien nodig.
6. Rem indien nodig.
7. Skakel toepaslike rat, indien nodig.
8. Ry aan, indien veilig.
9. Stop, indien nodig.
10. Observeer, indien van toepassing.
11. Trek weg, indien veilig.

## Let wel A:

Ryvoorrang moet verleen word aan verkeer wat eerste stilgehou het.

---

## Module 37:

# Kruisings - verkeersligte (egalige amber)

---

1. Gaan truspieëls na.
2. Verminder spoed.
3. Gaan blindekol na, indien van toepassing.
4. Posisioneer, indien van toepassing.
5. Rem.
6. Skakel toepaslike rat, indien van toepassing.
7. Stop.

### Let wel A:

Die motorfiets sal tot 'n beheerde stop gebring word tensy dit so naby die stopstreep is wanneer die amber lig aankom, dat dit nie met veiligheid tot stilstand gebring kan word agter die stoplyn nie, of as dit ander padgebruikers in gevaar kan stel.

---

## Module 38:

# Kruisings - "roundabout" (verkeersirkel)

---

1. Gaan truspieëls na.
2. Gehoorsaam alle padverkeerstekens, -seine, -reëls en -merke.
3. Gee toe aan verkeer en voetgangers tensy padverkeerstekens of -seine anders beveel.
4. Verminder spoed, indien nodig.
5. Rem, indien nodig.
6. Skakel toepaslike rat, indien nodig.
7. Ry aan , indien veilig.
8. Stop, indien nodig.
9. Observeer, indien van toepassing.
10. Trek weg, indien veilig.

### Let wel A:

Indien die voorneme is om die verkeersirkel by die eerste uitgang te verlaat, moet na links gesein word voor die verkeersirkel binnegegaan word. Indien die voorneme is om die verkeersirkel by enige daaropvolgende uitgang te verlaat, moet betyds na links gesein word voor daardie uitgang. (Wanneer die sein geaktiveer is moet die eerste uitgang geneem word)

### Let wel B:

#### MINISIRKEL

- (i) In die geval van 'n minisirkel binne 'n kruising, moet daar na links of na regs, afhangend na watter kant gedraai gaan word, gesein word. Wanneer reguit gery word, word geen sein benodig.
- (ii) Ryvoorrang moet verleen word aan verkeer wat eerste oor die toegeestrep ry.

---

## Module 39:

# Blokvoetorgang - onbeheerd

---

1. Gaan truspieëls na.
2. Tydens nadering kyk links en regs vir voetgangers wat oorsteek of wil oorsteek.
3. Verminder spoed, indien nodig.
4. Rem, indien nodig.
5. Skakel toepaslike rat, indien nodig.
6. Ry aan, indien veilig.
7. Stop, indien nodig.
8. Observeer, indien van toepassing
9. Trek weg, indien veilig.

---

## Module 40:

# Spooroorgang - beheerd

---

1. Gaan truspieëls na.
2. Tydens nadering kyk regs en links vir spoorverkeer.
3. Verminder spoed, indien nodig.
4. Rem, indien nodig.
5. Skakel toepaslike rat, indien nodig.
6. Ry aan, indien veilig.
7. Stop, indien nodig.
8. Observeer, indien van toepassing
9. Trek weg, indien veilig.

## Let wel A:

Spoorlyne moet teen 'n hoek van so na as moontlik aan 90° gekruis word, sonder om uit die laan te beweeg.

---

## Module 41:

# Spooroorgang - onbeheerd

---

1. Gaan truspieëls na.
2. Tydens nadering kyk regs en links vir spoorverkeer.
3. Verminder spoed, indien nodig.
4. Rem, indien nodig.
5. Skakel na die toepaslike rat, indien van toepassing.
6. Ry aan, indien veilig.
7. Stop, indien nodig, op 'n veilige afstand of ten minste vyf meter van die naaste spoor af.
8. Observeer, indien nodig.
9. Trek weg, indien veilig.

## Let wel A:

Spoorlyne moet teen 'n hoek van so na as moontlik aan 90 gekruis word, sonder om uit die laan te beweeg.

---

## Module 42:

# Verbysteek - aan die linkerkant van 'n gevaar

---

1. Verkry 'n veilige volg-/naderingsafstand.
2. Gehoorsaam alle padverkeerstekens, -seine, - reëls en -merke.
3. Gaan die blindekol na links na, indien van toepassing.
4. Stuur en posisioneer motorfiets na links, sonder om verder te beweeg as wat vir maksimum uitsig nodig is, indien van toepassing.
5. Gaan truspieëls en blindekol na links na.
6. Sein voorneme.
7. Gaan truspieëls na, indien van toepassing.
8. Rem, indien nodig.
9. Skakel rat, indien nodig.
10. Gaan blindekol na links na.
11. Stuur verder links, indien veilig, ten einde veilige skoon ruimte tussen motorfiets en gevaar te verseker.
12. Kanselleer sein.
13. Versnel, indien nodig.
14. Gaan truspieëls en blindekol na regs na voordat gesein word indien van voorneme om na die regterlaan terug te beweeg.

## Let wel A:

Voldoende skoon ruimte moet verkry word voordat terug gestuur word.



---

## Module 43:

# Verbysteek - aan die regterkant van 'n gevaar

---

1. Verkry 'n veilige volg-/naderingsafstand.
2. Gehoorsaam alle padverkeerstekens, -seine, - reëls en -merke.
3. Gaan die blindekol na regs na, indien van toepassing.
4. Stuur en posisioneer motorfiets na regs, sonder om verder te beweeg as wat vir maksimum uitsig nodig is, indien van toepassing.
5. Gaan truspieëls en blindekol na regs na.
6. Sein voorneme.
7. Gaan truspieëls na, indien van toepassing.
8. Rem, indien nodig.
9. Skakel rat, indien nodig.
10. Gaan blindekol na regs na.
11. Stuur verder regs, indien veilig, ten einde veilige skoon ruimte tussen motorfiets en gevaar te verseker.
12. Kanselleer sein.
13. Versnel, indien nodig.
14. Gaan truspieëls en blindekol na links na voordat gesein word indien van voorneme om na die linkerlaan terug te beweeg.

## Let wel A:

Voldoende skoon ruimte moet verkry word voordat terug gestuur word.

---

## Module 44:

# Word aan die linkerkant verbygesteek

---

1. Gaan truspieëls en blindekol na regs na.
2. Stuur en posisioneer motorfiets so ver regs in laan as wat veilig is.
3. Moenie versnel terwyl verbygesteek word nie.

---

**Module 45:**

**Word aan die regterkant  
verbygesteek**

---

1. Gaan truspieëls en blindekol na links na.
2. Stuur en posisioneer motorfiets so ver links in laan as wat veilig is.
3. Moenie versnel terwyl verbygesteek word nie.

---

## Module 46:

# Deurpaaie - aansluit

---

1. Kies toepaslike laan van die oprit.
2. Gaan truspieëls en toepaslike blindekol na.
3. Sein voorneme, indien van toepassing.
4. Versnel, indien nodig.
5. Gaan truspieëls na, indien van toepassing.
6. Verminder spoed, indien nodig.
7. Rem, indien nodig.
8. Gee toe, ooreenkomstig verkeerspatroon, -tekens, -seine, -reëls en -merke.
9. Stop, indien nodig.
10. Skakel rat, indien nodig.
11. Observeer, indien van toepassing.
12. Trek weg/ry aan, indien nodig.
13. Gaan die toepaslike blindekolle na.
14. Sluit aan by verkeersvloei en verseker genoegsame skoon ruimte.
15. Kanselleer sein.

### Let wel A:

Ry tussen die kantstrepe in 'n oprit.

### Let wel B:

Moenie in 'n enkellaanoprit verbysteek nie.

### Let wel C:

'n Linker en 'n regter blindekol moet nagegaan word tydens die aansluiting by 'n deurpad.

### Let wel D:

Dit mag nodig wees om die blindekol verskeie kere na te gaan vir 'n veilige gaping in die verkeer.

---

## Module 47:

# Deurpaaie - verby af - en opritte ry

---

### Afrit:

1. Tydens nadering gaan truspieëls na.
2. Gaan toepaslike blindekol(le) na.

### Oprit:

1. Tydens nadering gaan truspieëls na.
2. Gaan toepaslike blindekol na.
3. Pas spoed aan en posisioneer motorfiets om aan te sluit by ander voertuie wat by deurpad gaan aansluit, indien nodig.

---

## Module 48

# Deurpaaie - verlaat

---

1. Gehoorsaam alle padverkeerstekens, -seine, -reëls en -merke.
2. Gaan truspieëls en toepaslike blindekol na.
3. Sein voorneme.
4. Gaan blindekolle regs na en links na.
5. Behou spoed waar moontlik en gaan afrit binne.
6. Kanselleer sein.
7. Gaan truspieëls na.
8. Verminder spoed, indien nodig.

### Let wel A:

Ry tussen die kantstrepe in 'n afrit.

### Let wel B:

Moenie op 'n enkellaanafrit verbysteek nie.

---

## **7. WOORDVERKLARINGS**

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<b>Eienskap</b>	<b>Definisie</b>	<b>Omskrywing</b>
Aansit-knoppie	Die knoppie wat gedruk moet word om die enjin te draai.	Die knoppie is deel van die kontrole middels langs die regterhandgreep wat maklik met die duim gedruk word. Verseker dat die motorfiets in neutraal is. Sodra die enjin loop, moet die knoppie gelos word.
Afmetings	Kyk kalibrasiemerke	
Beheerde stop	Om die motorfiets heeltemal tot stilstand te bring terwyl deurgaans reguit gestuur word.	Albei hande moet op die handgrepe gehou word. Indien die motorfiets van 'n reguit baan afwyk, maar korrektiewe stappe word gedoen, is dit 'n beheerde stop. Drukking op agterrempedaal en voorremhefboom soos nodig moet verminder word indien wiewe sou sluit.
Balans	Om die motorfiets deurgaans in so 'n posisie te hou terwyl dit beweeg of stilstaan sonder dat dit omval of buite beheer raak.	Balans moet behou word tydens reguit ry, wegtrek, stilhou en draai teen hoë en lae snelhede. Tydens wegtrek en reguit ry moet die voete op die voorste voetstutte rus ten einde maksimum balans te behou. Tydens stilhou moet die voet nie op die grond gesit word nie, maar slegs net voor die motorfiets tot stilstand kom. Die voete moenie onnodig van die voetstutte afgehaal word nie.
Betyds	Kyk Seine ... betyds	
Blindekolle	Areas aan beide van 'n motorfiets wat selfs met behulp van truspieëls nie vir 'n ryer sigbaar is nie.	Blindekolle kan slegs uitgeskakel word deur die kop genoeg te draai om areas te kan sien wat andersins nie sigbaar is nie - dit is deur na links of regs oor die skouer te kyk.
Botsing	Raak enige bewegende of stilstaande gevaar met 'n motorfiets.	
Brandstof-kraan	Die kraan/klep wat die brandstof toevoer na die enjin beheer.	Die kraan is normaalweg links agter, onder die brandstof tenk geleë. Die kraan mag tot vier (4) stelposisies hê wat brandstof reguleer naamlik: OOP - vir normale gebruik, RESERWE - vir gebruik wanneer brandstofvlak te laag gedaal het en dien ook as waarskuwing om brandstof te hervul, VOORVOER - slegs vir aansit wanneer die motorfiets vir 'n lang tydperk nie in gebruik was nie, en TOE- die posisie wat die brandstof toevoer afsny wanneer die motorfiets geparkeer word.
Dwaal	Kyk Stuur ... dwaal	



<b>Eienskap</b>	<b>Definisie</b>	<b>Omskrywing</b>
Fisiese liggaamlike gebrek	'n Fisiese eienskap van die bestuurder wat die veilige beheer van 'n motorfiets onmoontlik kan maak.	'n Gestemdheid wat noodsaak dat 'n motorfiets spesiaal aangepas moet word of dat die bestuurder 'n hulpmiddel moet gebruik om die kontroles veilig te gebruik en die motorfiets veilig te ry.
Enjinafsluit-skakelaar	Die skakelaar wat die elektriese-kragtoevoer na die enjin afskakel.	Die skakelaar is naby die regterhandgreep geplaas sodat die enjin maklik met die duim aan- of afgeskakel kan word. Daar moet seker gemaak word dat die skakelaar in die "run" posisie is voordat die motorfiets aangeskakel word.
Geringe defekte	Defekte wat ontstaan het oppad na die bestuurderslisensie toetsentrum.	Bande, remme en stuur defekte sal nie as geringe defekte geag word nie.
Gevaar	Voertuie, mense, diere of voorwerpe wat skade of besering kan veroorsaak en wat moontlik 'n verandering in die motorfiets se spoed en/of rigting kan noodsaak.	Bewegende gevare is voertuie, mense, diere ens. Vaste gevare is kruisings, verkeersirkels, lamppale, bome, draaie, slaggate, reën, stof, rook ens.
Gevaarlike aksies	Kyk onbeheerde/gevaarlike aksie	
Gly koppelaar	Kyk koppelaar ... gly	
Grensylne	Dit is geverfde lyne wat die buite grense van die motorfietsstoetsbaan aandui en die grense van verskeie manoeuvres aandui.	Sekere grensylne mag nie geraak word nie aangesien die toets ontwerp is om met gemak binne hierdie grensylne plaas te vind.
Kalibrasie-merke	Kort geverfde lyntjies wat gebruik word om stop- en swenkafstande te bepaal.	
Kanselleer sein	Kyk sein - kanselleer	
Koppelaar ... beheer	Deur middel van die koppelaarhefboom die koppelaarkontakpunt of wrywingspunt te bereik.	Koppelaarbeheer word bereik wanneer, terwyl die enjin loop en die motorfiets in rat is, die koppelaarhefboom uitgelaat word tot by die punt waar die enjingeluid verander (stadiger loop) wat aandui dat die koppelaarplate kontak maak om sodoende krag vanaf enjin na die agterwiel oor te dra. (Ketting en dryfas) Die koppelaarhefboom moet glad uitgelaat word ten einde die kontakpunt sonder enige rukkerigheid te bereik. Koppelaarbeheer moet verkry word vir wegtrek en ratwisseling.

<b>Eienskap</b>	<b>Definisie</b>	<b>Omskrywing</b>
... gly	Die koppelaar op die wrywingspunt hou sodat die enjinkrag slegs gedeeltelik na die wiele deurgevoer word.	Aangesien dit abnormale slytasie veroorsaak, moet dit beperk word tot situasies wat besonder lae spoed vereis, soos vir ry tydens stop/ry verkeer wat stilhou en wegtrek, waar dit geregverdig sou wees.
... ontkoppel	Kyk ... ontkoppel	
... ry	Om die vingers om die koppelaar hefboom te hou, terwyl die motorfiets beweeg.	Aangesien dit oormatige slytasie veroorsaak, moet dit beperk word tot situasies wat besonder lae spoed vereis, soos vir ry tydens stop/ry verkeer wat stilhou en wegtrek, waar dit geregverdig sou wees.
... vryloop	Kyk ... vryloop.	
Kruising	'n Aansluiting waar twee of meer strate of paaie mekaar teen enige hoek ontmoet, ongeag of hulle mekaar kruis of nie.	'n Aansluiting waar 'n pad en 'n verkeersirkel of ander paaie mekaar teen enige hoek ontmoet, word ook as 'n kruising beskou.
Laanwisseling	Om 'n motorfiets se posisie op 'n padbaan van een laan na 'n ander te verander deur te stuur.	Laanwisseling behoort uitgevoer te word na observasie en nadat die toepaslike sein gegee is.
Lank genoeg	Kyk Seine ...lank genoeg	
Maksimum uitsig na agter	Die beste moontlike uitsig direk na links en regs agter 'n motorfiets.	Die spieëls sal so gestel word dat die ryer in staat is om 'n klein gedeelte van sy liggaam in die binne kant van beide spieëls te sien.
Naderingsafstand	Die afstand waarop die verbystek procedure in aanvang neem ten einde verby 'n stilstaande of bewegende gevaar te ry.	Hoe hoër die spoed, hoe groter die afstand wat benodig word voor die stilstaande of bewegende gevaar wanneer die verbystek procedure in aanvang neem.

<b>Eienskap</b>	<b>Definisie</b>	<b>Omskrywing</b>
Noodstop	Handeling wat die motorfiets heeltemal tot stilstand bring in die kortse moontlike afstand.	<p>In die beval van 'n noodstop moet albei remme so gou moontlik aangewend word en die motorfiets moet tot 'n beheerde stop gebring word in die korste moontlike afstand.</p> <p>Albei hande moet op die handgrepe gehou word totdat die motorfiets tot stilstand gekom het. Indien die motorfiets sou afwyk van 'n reguit koers en korrektiewe stappe geneem is, sal dit as 'n beheerde stop beskou word. Tydens stilhou moet die voet nie op die grond gesit word nie, maar slegs net voor die motorfiets tot stilstand kom. Behou balans deur reguit na voor te kyk en deurgaans reguit te stuur.</p> <p>In die geval van 'n noodstop moet die voor- en agterrem so gou moontlik aangewend word en moet die motorfiets binne die korste moontlike afstand onder beheer tot stilstand gebring word.</p>
Observeer	Om in alle rigtings te kyk vir gevare en potensiele gevare.	<p>Observasie behels die gebruik van spieëls en die nagaan van blindekolle, om vas te stel of dit agter, voor en aan die kante veilig is. 'n Observasie kan vanaf enige blindekol, links of regs begin.</p> <p>Die oë moenie onnodig van die pad gelig word nie.</p>
Obstruksies		Voertuie, mense, diere, voorwerpe of stowwe wat skade of beserings kan veroorsaak en wat 'n verandering in die motorfiets se spoed en/of rigting kan noodsaak. Aangesien motorfietsryers meer kwesbaar is, moet obstruksies vroegtydig geïdentifiseer word ten einde betyds te voorspel en te besluit hoe om daarop te reageer.
Onbeheerde/ gevaarlike aksie	Enige handeling wat lei of kan lei tot skade, besering of die verlies van beheer oor die motorfiets.	Die ryer sal ten all tye volle in beheer van die motorfiets wees.
Onnodig	Kyk Stilhou ... onnodig	

<b>Eienskap</b>	<b>Definisie</b>	<b>Omskrywing</b>
Ontkoppel	Om die koppelaarhefboom in te trek ten einde die enjin van die transmissiestelsel af te sny.	Die koppelaarhefboom moet betyds en heeltemal ingetrek word om rate te wissel of om die motorfiets tot stilstand te bring sonder dat die enjin swaarkry.
Ontsteking-slot	'n Toestel wat krag na die enjin en ander elektriese toebehore van die motorfiets versprei.	Normaalweg in die vorm van 'n slot en sleutel met verskeie posisies waarmee die elektriesekragtoevoer beheer word. Gewoonlik naby die middel van die stuurstang geleë. Die sleutel moet in die "ON"-posisie wees voordat die enjin aangesit kan word. In sekere gevalle kan dit ook die parkeerlig aktiveer.
Poging	Dit is 'n enkele geleentheid in eenrigting wat begin vanaf 'n aangeduide posisie deur te beweeg na 'n heeltemal ander aangeduide area.	
Posisie van motorfiets	'n Motorfiets op die veiligste plek binne die padbaan te plaas, met inagnome van werklike of potensiële gevare en ooreenkomstig padverkeerstekens, -seine, -reëls en -merke.	Wanneer daar op die ryvlak sywaarts oorbeweeg word waar daar geen padverkeersmerke is nie, moet dieselfde prosedure as in die geval van 'n laanwisseling gevolg word.

Eienskap	Definisie	Omskrywing
Ratwisseling	Die keuse van die rat wat die enjin sal toelaat om teen die korrekte omwentelinge te draai, terwyl die padspoed van die motorfiets korrek is vir die omstandighede.	<p>Die toepaslike rat wat gekies moet word voordat weggetrek word en voordat verby 'n gevaar gery word, sodat die nodige versnelling moontlik is. 'n Laer rat behoort geskakel te word ten einde die toename in voertuigspoed teen 'n afdraand so laag moontlik te hou of om spoed teen 'n opdraand te behou. Terwyl die oë op die pad gehou word, behoort daar glad en in ooreenstemming met die enjin spoed na die toepaslike rat oorgeskakel te word sonder om die ratte te krap.</p> <p>Waar moontlik, behoort die ratte gewissel te word terwyl die motorfiets reguit beweeg. Daar moet seker gemaak word wat die ratpatroon van die motorfiets is, voordat gery word. Die rathefboom moet afgetrap of opgelig word om na 'n hoër of laer rat te skakel. Nadat 'n rat geskakel is, moet die voet van die rathefboom afgehaal word. 'n Groen liggie op die instrumentpaneel sal aandui of die motorfiets in neutraal is.</p>
Rem	Handeling wat die motorfiets se spoed laat afneem deur die aanwending van die voor- en agterrem.	Albei remme moet betyds, glad en progressief aangewend word sonder dat enige wiel sluit en met albei hande op die stuurstang sodat die motorfiets onder beheer gehou word. Indien moontlik, moet gerem word slegs wanneer reguit gery word. As gevolg van die ontwerp van motorfietsratkaste, moet laer ratte geskakel word namate die spoed afneem.
Rol	Onbeheerde beweging vanaf 'n stilstaande posisie.	Met rol word bedoel, 'n beweging van die motorfiets in 'n rigting teenoorgesteld as wat beplan was.
Ry koppelaar	Kyk Koppelaar ... ry	

<b>Eienskap</b>	<b>Definisie</b>	<b>Omskrywing</b>
Seine ... bestuur- seine	Metodes om ander padgebruikers te waarsku dat 'n maneuer uitgevoer gaan word of dat die motorfiets daar is.	Bestuurseine is rigtingwysers, die toeter, remligte, kopligte en handseine. Truspieëls en/of blindekolle, indien van toepassing, moet nagegaan word voordat die sein gegee word.
... betyds	Lank genoeg vooruit sodat ander padgebruikers in staat gestel word om op die sein te reageer, indien nodig, voordat die maneuer uitgevoer word.	Seine moenie te lank vooruit gegee word nie, aangesien dit verkeerd vertolk kan word of misleidend kan wees.
Sein ... kanselleer	'n Bestuursein staak sodra 'n maneuer voltooi is of teenwoordigheid bevestig is.	
... lank genoeg	Vir so lank as wat nodig is om ander padgebruikers in staat te stel om, indien nodig, op die sein te reageer.	
Seinligte	Drie ligte wat verskillende botsingsvermydingsaksies aandui.	Die seinligte word deur 'n elektroniese knyperbord beheer wat die volgorde van die verskillende maneuvres bepaal.  Rooi = Stop Amber = Swenk links of regs
Skoon ruimte	Areas rondom die motorfiets wat geskep moet word om maneuvreer-ruimte daar te stel vir die uitvoer van enige vermydingsaksie, indien nodig.	Skoon ruimte moet rondom die motorfiets verkry word wanneer daar agter of langs voertuie of voorwerpe verbygery, verbygesteek, by aangesluit of stilgehou word.
Skop- aansitter	'n Hefboom wat met die voet getrap word om die enjin aan te sit.	Die hefboom is gewoonlik aan die regterkant van die enjin en moet ten volle en vinnig afgetrap word om die enjin aan te sit.
Sny	Kyk stuur ... sny	
Spieëls	'n Toestel wat die bestuurder help om sig na agter te hê sonder om, om te draai en oor beide skouers, na agter te kyk.	
Stadig	Kyk Te stadig	

<b>Eienskap</b>	<b>Definisie</b>	<b>Omskrywing</b>
Stilhou ... (Sien ook "beheerde stop")	Handeling wat die motorfiets heeltemal tot stilstand bring.	Stilhou moet glad en progressief en ooreenkomstig padverkeerstekens, -seine, - reëls en -merke met albei remme gelyktydig uitgevoer word. Verkry en/of behou skoon ruimte agter 'n obstruksie of 'n ander padgebruiker. Daar moet afgerat word terwyl remming geskied. Albei hande moet op die handgrepe gehou word totdat die motorfiets heeltemal tot stilstand gekom het. Tydens stilhou moet die voet nie op die grond gesit word nie, maar slegs net voor die motorfiets tot stilstand kom. Behou balans deur reguit na voor te kyk en deurgaans reguit te stuur.
Stilhoupunt ..."Noodstop"	Dit is die werklike punt waar die voorwiel van die motorfiets tot 'n totale stilstand kom.	Dit is die laaste kalibrasiemerk wat deur die voorkant van die voorwiel van die motorfiets gekruis was voordat die motorfiets tot stilstand gekom het.
..."Spoedhand- hawing"	Dit is die punt waar die voorwiel van die motorfiets tot 'n totale stilstand kom.	Enige gedeelte van die buitekant van die voorwiel, moet op lyn "K - L" wees tussen die eerste kalibrasie merke aan beide kante van kruispunt "D".
... onnodig	'n Motorfiets tot stilstand bring sonder dat enige teken, sein, opdrag, gevaar of potensiële gevaar dit noodsaak.	
Stuur ... dwaal	Toelaat dat die motorfiets van koers afwyk of onnodig heen en weer op die pad beweeg.	
... posisie	Kyk Posisie van motorfiets	
... sny	'n Motorfiets op so 'n wyse om 'n draai of hoek stuur dat dit die randsteen, die skouer van die pad of 'n laanstreep raak wanneer links gedraai word, of na die regterkantste gedeelte van die padlaan oorgaan wanneer regs gedraai word.	

<b>Eienskap</b>	<b>Definisie</b>	<b>Omskrywing</b>
... swenk	Om so gou as moontlik van rigting te verander.	Om na regs te swenk moet die regterhand-greep vorentoe gedruk word. Om na links te swenk moet die linkerhandgreep vorentoe gedruk word. Teen hoër snelhede moet harder gedruk word om die vereiste swenk te bewerkstellig. Die swenk in enige rigting word gewoonlik kort daarna deur 'n swenk in die teenoorgestelde rigting gevolg om sodoende binne die ryvlak te bly. Dit is 'n effektiewe botsingsvermydingstegniek wanneer nie betyds gestop kan word nie.
... wyd	'n Motorfiets op so 'n wyse om 'n draai of hoek stuur dat dit die randsteen, die skouer van die pad of 'n laanstreep raak wanneer regs gedraai word, of na die regterkantste gedeelte van die padlaan oorgaan wanneer links gedraai word.	
Te stadig	Op so 'n wyse ry dat die veilige vloei van verkeer verhoed of belemmer word. (Dit is nie van toepassing wanneer die elektroniese toetsapparaat gebruik word nie)	Die spoed, wat dalk stadiger as die spoedbeperking kan wees, mag egter deur potensiële gevare bepaal word en nie noodwendig deur die verkeerspatroon nie.
Te vinnig	Ry teen 'n spoed wat vir die omstandighede te vinnig is om veilig te wees.	Spoed behoort deur potensiële gevare bepaal te word en nie noodwendig deur die verkeerspatroon of spoedbeperking nie. 'n Spoed laer as die spoedbeperking kan in sommige gevalle ook te vinnig wees.
Toetsbeampte	'n Toetsbeampte vir bestuurderslisensies soos beskryf in die Padverkeerswet.	'n Persoon wat die toepaslike opleiding ontvang het, gegradeer, geregistreer en wat aangestel is as 'n toetsbeampte vir bestuurderslisensies.



<b>Eienskap</b>	<b>Definisie</b>	<b>Omskrywing</b>
Trek weg	Om 'n stilstaande motorfiets in beweging stel.	Stel stilstaande motorfiets slegs as dit veilig is en met inagnome van padverkeerstekens, -seine, -reëls en -merke glad en progressief in beweging, sonder dat die enjin swaarkry. Verseker dat daar skoon ruimte anderkant 'n kruising is voor wegtrek. Verseker dat kruising skoon is voordat dit binnegegaan word. Balans moet deurgaans behou word sonder om die voorwiel van die grond af te lig en met albei voete op die voorste voetstutte.
Vaartvermindering	Die motorfiets laat spoed verloor deur slegs die versneller toe te draai.	Die versneller moet betyds en geleidelik toegedraai word ten einde gladde spoedvermindering te verseker.
Verbystek	Verby 'n stilstaande of 'n bewegende gevaar wat in dieselfde rigting beweeg ry.	Om by aankomende verkeer verby te ry, word nie beskou as verbygestek nie.
Verkeerbeheer - seine	Verkeerbeheerseine is aanwysings wat gegee word deur polisie- of verkeersbeamptes in uniform, lede van 'n skoolpatrolie, padwerkers, persone wat vee lei/aanjaag of ry, seine by spooroorgange en bestuurders van noodvoertuie d.m.v. 'n sirene of klok.	
Verlies van beheer	Dit is 'n situasie waar die bestuurder van 'n motorfiets geen invloed het oor die spoed en rigting van die motorfiets.	Oormatige spoed, versnelling, remming en rukkerige of onegalige stuur wat veroorsaak dat die motorfiets afwyk van koers of veroorsaak dat die motorfiets se wiele gly waar geen korrigerende effek is.
Versnelling	Handeling wat die motorfiets se spoed laat toeneem deur die versneller oop te draai.	Die versneller moet glad en progressief oopgedraai word ten einde skielike, growwe bewegings, wat ongelyke, rukkerige versnelling ten gevolg kan hê, uit te skakel.

<b>Eienskap</b>	<b>Definisie</b>	<b>Omskrywing</b>
Versneller-greep	Die regterkantse handgreep wat die enjinspoed beheer.	Om die enjin vinniger te laat loop word die handgreep gedraai deur die gewrig te laat sak (agtertoe). Om die enjin stadiger te laat loop word die handgreep gedraai deur die gewrig te lig (vorentoe). Die vingers en die duim moet weerskante om die handgreep geplaas word sodat die voorremhefboom maklik hanteer kan word.
Vinnig	Kyk "Te vinnig"	
Volgafstand	Die veilige ruimte wat behou moet word, tussen een voertuig wat 'n ander voertuig volg.	Dit word bepaal deur, wanneer die agterkant van die voorste voertuig verby 'n vaste verwysingspunt soos 'n lamppaal, verkeersteken, merk op die pad, ens. beweeg, tel die motorfietsryer wat sodanige voertuig volg, 2001, 2002. Die voorkant van die motorfiets behoort nie die verwysingspunt te bereik voordat klaar getel is nie. In ongunstige weersomstandighede soos reën, 'n gladde padoppervlak, swak uitsig, ens. behoort die afstand tussen die voertuie groter te wees.
Voorgeskrewe afstand ... "Spoedhandhawing"	Dit is die area waar die voorwiel van die motorfiets tot stilstand moet kom sodat die toets kan voortgaan.	Enige gedeelte van die buitekant van die voorwiel moet op lyn "K - L" wees tussen die eerste kalibrasie merke aan beide kante van kruispunt "D".
Vryloop	'n Motorfiets ry met die koppelaarhefboom ingetrek of na neutraal geskakel, wat die enjin van die dryfwiel afsny.	Aangesien dit beheer oor die motorfiets verminder, moet dit beperk word tot kort entjies net voordat tot stilstand gekom word, waar dit geregverdig kan wees. Neutraal moet nooit geskakel word terwyl die motorfiets beweeg nie.
Waarskuwingsligte en meters	Toestelle wat aangebring word om verskeie enjinfunksies en -stelsels te monitor.	Die werking van waarskuwingsligte en -meters moet, met die batterykrag aangeskakel, vir foute nagegaan word voordat die enjin aangesit word. Nadat die enjin aangesit is, moet hulle weer vir foute nagegaan word.

<b>Eienskap</b>	<b>Definisie</b>	<b>Omskrywing</b>
Wag te lank	Maak nie gebruik van veilige geleenthede om aan te ry, by 'n verkeerstroom aan te sluit of 'n kruising binne te gaan nie.	
Wegtrek	Kyk Trek weg	
Wyd	Kyk Stuur ... wyd	

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## **8. TEGNIESE DATA**

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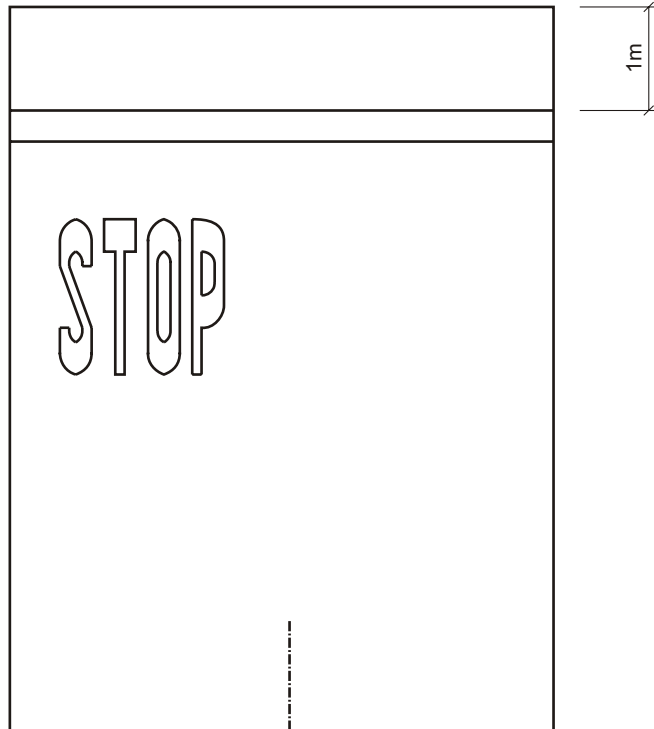
## **VEREISTES TEN OPSIGTE VAN DIE TEGNIESE DATA**

1. Dit word vereis om 'n 1 meter skoon ruimte rondom motorfiets toetsbaan te hê.

## OPDRAANDWEGTREK

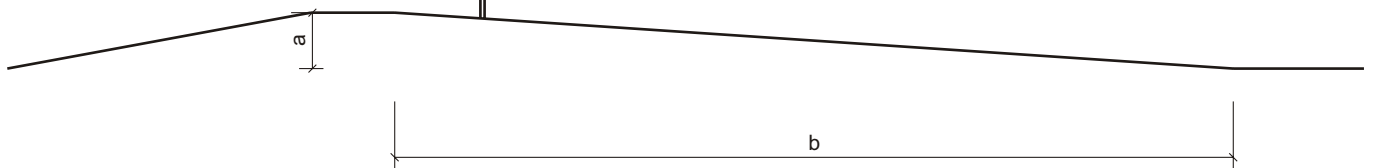


STOPTEKEN EN  
STOPSTREEP (300mm WYD)  
1m VANAF DIE KRUIJN



OPRIT HELLING MINSTENS 1:15,  
MAAR NIE STEILER AS 1:10 NIE

STOPTEKEN EN  
STOPSTREEP (300mm WYD)  
1m VANAF DIE KRUIJN



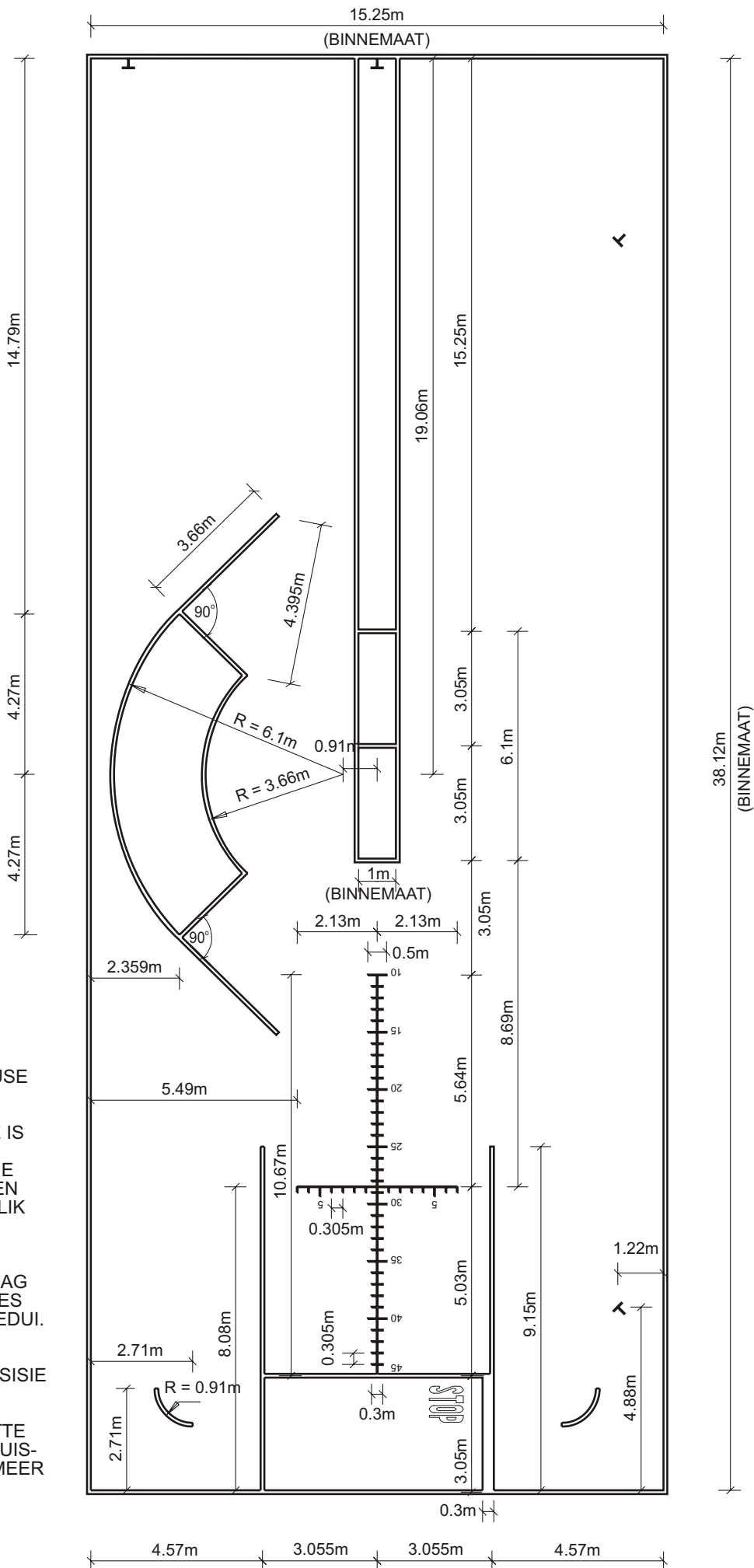
### VOORBEELD

INDIEN  $b = 10\text{m}$  EN  $a = 666\text{mm}$     HELLING = 1:15  
INDIEN  $b = 10\text{m}$  EN  $a = 1000\text{mm}$     HELLING = 1:10

### LET WEL:

1. GEVERFDE LYNE - KEUSE VAN KLEUR.
2. STOPSTREEP MOET 300mm WYD WEES.
3. ALLE ANDER GEVERFDE LYNE MOET 100mm WEES.

# MOTORFIETSBAAN



**LET WEL:**

1. GEVERFDE LYNE - KEUSE VAN KLEUR.
2. ALLE GEVERFDE LYNE IS 100mm WYD MET DIE UITSONDERING VAN DIE KALIBRERINGSKRUIS EN -MERKE WAT VERKIESLIK MINDER MOET WEES (AANBEVELING 20mm).
3. ALLE MATES MOET GEAG WORD AS MIDDELMATES TENSY ANDERS AANGEDUI.
4. PLAAS 'N ST OPTEKEN IN DIE TOEPASLIKE POSISIE MET ELKE TOETS.
5. AANBEVEELDE GROOTTE VIR DIE KALIBRASIEKRUIS-NOMMERS MOET NIE MEER AS 100mm WEES NIE.