

RSA



INITIAL BASIC TRAINING COURSE FOR MOTORCYCLING

Official Syllabus

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



RSA

Information for Motorcycle Instructors / Trainers

Introduction

The course syllabus sets out the training that a novice motorcyclist needs to complete before an approved Initial Basic Training (IBT) Instructor can issue the learner/trainee with a Certificate of Satisfactory Completion. The way an Instructor/Trainer teaches or coaches individuals through this course may vary according to individual teaching Styles, as long as the objectives & learning of the course are achieved to the Road Safety Authority standards.

How to assess the trainee

Each trainee is continuously assessed in theory and a practical demonstration to make sure they achieve the training objectives. This is carried out by the IBT Motorcycle Trainer. Separate guidelines on how to carry out the continuous assessment will be provided to all IBT approved Motorcycle Instructors.

You may deliver the enclosed training course if you:

- Are on the Register of Approved Driving Instructors (Category 'A')
- Have written approval from the Road Safety Authority to provide IBT

You must have access to a suitable training area with a smooth, level and durable surface. The area must be free from slip hazards and have a secure perimeter to prevent access by pedestrians or vehicles during training sessions.

You must have a Health and Safety statement to cover the activity at the location. This is a long-standing legal requirement for businesses and employers. For more information see www.hsa.ie/eng/.

All trainees **must** be properly protected by personal protective equipment (PPE) – helmet, jacket, trousers, boots, gloves, hi-vis, L-tabard.

You must have adequate insurance to cover the business of providing the training, such as public/professional liability insurance etc.

The training area must have access to toilet facilities close by.

You must have access to suitable accommodation for delivering the theory part of the course.

Each module has a minimum time requirement. If necessary, a trainee may need to repeat a particular module in order to meet the minimum standard for assessment before moving onto to another module or completing the course.

When delivering training under Module 4 (on road), the Trainer / trainee ratio must not exceed 1:2. This module is to be delivered using an in helmet radio link between Trainer and trainees.

Keep all training records, including duplicate documents, secure and available for inspection by an RSA officer or agent.

If you would like more information or to apply for approval to provide this training please contact:

The ADI Unit, Road Safety Authority
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MODULE 1

How long will it take?

About three hours to cover all learning points.

Information you will need

This is Your Bike
Essential Skills – the official motorcycling manual
The Rules of the Road

Equipment

Personal Protective Equipment (PPE) – helmets, clothing, boots, gloves, mitts and gauntlets for you and the trainee. Motorcycle for demonstration purposes, foot pump, tyre pressure gauge, tyre tread depth gauge, rags or paper (for oil level, fluids check), visor cleaning materials.

Teaching styles

You may use various teaching styles to achieve the objectives. A practical demonstration and student practice will be needed for some objectives. You may use a simulator if appropriate.

OBJECTIVES

By the end of this session a trainee will:

1. Have a clear understanding on the role of the motorcyclist's personal protective equipment (PPE) – helmet, visor and goggles, jacket, trousers, boots, gloves, wet gear and motorcycle fairings.
2. Know the primary and secondary controls of the motorcycle.
3. Be able to carryout the basic technical checks.
4. Know how to take the bike off and on both stands (where fitted).
5. Know the basic safety checks (P-O-W-D-E-R).
6. Know how to move the bike without the use of the engine.
7. Know what precautions are needed before starting the engine – Fuel, Ignition, Gear, Start (F-I-G-S).
8. Know how to start and stop the engine.

OBJECTIVE 1:

Personal Protective Equipment (PPE)

To understand the role of the motorcyclist's protective equipment – helmet, visor and goggles, jacket, trousers, boots, gloves, wet gear and motorcycle fairings.

Helmet

Learning points

- Different types of helmets (full face, open) and their purpose including the various material types. The safety standards – BSI kitemarks and UNECE regulations.
- The trainee must buy a new helmet.
- Do not use a helmet that is cracked, scratched or that has been dropped.
- Do not to paint or apply stickers onto helmets.
- How to use the various helmet fastenings – D ring, clips and buckle, quick release. By law they must have the helmet properly fastened.
- How to clean the helmet – do not use solvents or petrol to clean the helmet as these will damage the structure of the helmet.
- What a proper fitting helmet is and the importance of having a good firm fit.

Visor And Goggles

Learning points

- The purpose and various types of visor and goggles.
- The various safety standards on helmets – BS 4110 grade X, grade XA, grade YA and grade ZA. All visors and goggles must display a BSI kitemark.
- How to avoid scratching the visors and lenses – scratches and damage may cause dazzle from oncoming vehicles, distort your view, cause glare (low winter sun). Replace scratched or damaged visors and goggles.
- Do not use tinted visors and goggles especially during periods of poor light (night time and dull days).
- How to clean visors and goggles – use soapy water not solvents or petrol. Use anti-fog spray to help prevent fogging up on the inside of the lenses.

Clothing

Learning points

- The purpose and importance of proper clothing. The difference between desirable and necessary forms of clothing. The importance of high visibility when riding, day and night.
- The different types of protective clothing – one piece, two piece suits and the various types of material (leather, nylon, waxed cotton and PVC).
- The advantages and disadvantages of leather and synthetic clothing.
- The effects of being cold and/or wet and how this can affect a rider's concentration (as opposed to being warm and dry).
- How special protective clothing will protect riders from certain types of injury and bad weather. The value of using thermal underwear.
- Avoid bulky clothing – how it might effect the operation of the bike's controls.

Gloves

Learning points

- The purpose and importance of gloves and gauntlets – never be tempted to ride without hand protection.
- Different materials including new hi-tech materials and the use of over mitts.
- The use and value of inner gloves to avoid hands becoming extremely cold – this will affect your ability to maintain the highest level of concentration.
- The use of handlebar muffs, heated handlebar grips and heated inner gloves.

Footwear

Learning points

- The purpose and the importance of suitable footwear (boots). Boots may protect your feet from cold and wet weather, from knocks, bumps and ankle injury if you are in an accident.
- The various types of boots – leather, rubber and plastic.
- Both leather and hi-tech material boots protect feet, calves and ankles. They are strong, weather resistant and offer the best protection in the event of an accident.
- Rubber or plastic boots are waterproof and cheaper than leather.
- Make sure that the boots you buy are comfortable, and that you can easily operate the foot controls of the motorcycle.
- As with other articles of protective clothing, if your feet become extremely cold it may affect your concentration.
- Trainers, laces and steel toecaps are not suitable footwear for motorcycling.

Motorcycle Fairings

Learning points

- The purpose and importance of motorcycle fairings – protection of hands, legs and feet.
- The various types and their different functions – a touring fairing, sports fairing and windscreen.
- A touring fairing makes high speed riding more comfortable by keeping you out of the wind and reducing fatigue.
- A sports fairing offers less protection but that they are intended to cut down wind resistance.
- A windscreen can protect your face and body from wind and rain.

OBJECTIVE 2: INTRODUCTION TO MOTORCYCLE CONTROLS

To use and recognise the primary and secondary controls of the motorcycle.

Learning points

- The position of the various motorcycle controls. Clutch (manual or automatic), front brake, rear brake, throttle, gear selector, indicator switch, choke, horn, kill switch, light switch, petrol tap, starter (kick and electric).
- What the various motorcycle controls do.
- How to use the various motorcycle controls.
- A brief explanation of a typical instrument panel.
- Clutch – its position, what it does and how it works.
When to use the clutch – before selecting first gear to move off, to prevent engine stalling before stopping, to help change gears, when selecting neutral. How to operate the clutch. Automatic and semi-automatic motorcycles.
- Front brake – its position, what it does and how it works.
You must use the front brake at the correct time, smoothly and in correct proportion.
- Rear brake – its position, what it does and how it works including ‘combined’ braking systems.
Some automatic motorcycles may have a rear brake lever on the left handlebar. The usual position for a rear brake is on the right side of the motorcycle (foot pedal).
- Throttle – its position, what it does and how it works.
The throttle controls the engine speed. You operate it by twisting it towards you to make the engine run faster. To slow the engine you twist the throttle away from you. Most throttles will spring back into the idle (tick over speed) position when released.
- Gear selector – this is usually on the left side of the bike in front of the left footrest and is operated by your left foot. A semi-automatic motorcycle may have a gear selector on the left handlebar.
The position of the neutral gear and the possible configurations – such as one down and five up.
The role of the gears and when you typically use them.
- Indicator switch – its position, what it does, the various layouts (such as BMW) and how they work.
The switch is normally on the left handlebar.
The need to cancel the indicator after a turn is made (otherwise you will give a misleading signal).
- Choke – its position, what it does and how it works.
The choke alters the air and fuel mixture and is used to start a cold engine.
How to set the choke, start the engine and gradually turn it off as the engine warms. If the choke is not turned off it may affect the control and safety of the bike.
What fuel injection means.
- Horn – its position, what it does and how it works.
When to use the horn and when not to sound it.
- Kill switch – its position, what it does and how it works.
Only use in an emergency and not as a routine method of switching off the engine.
Improper use may run the battery down due to the headlight being left on or you may walk away and leave the keys in the ignition.
- Light switch – its position, what it does and how it works.
The switch operates the headlight and parking light.
Why using dipped headlight during daytime riding makes you safer.
- Petrol tap (where fitted) – its position, what it does and how it works.
The reserve tank and fuel injection.
- Starter lever or button – their position, what they do and how they work.

Check that the kill switch is in the on position, switch the ignition on, make sure that the gear lever is in neutral and press the start button or use the kick start.

- Mirrors – its position, what it does and how it works.
The differences between flat and convex mirrors. Convex mirrors give you a wider zone of vision but they make it harder to judge speed and distance of following traffic.
Keep the mirrors clean and replace any damaged parts.
- Instrument panel – the various instruments on the panel, what they do and how they work.
All the warning lights, including hazard lights, speedometer and rev counter, temperature gauge and the ignition switch.
Never ignore a warning light.

OBJECTIVE 3: TECHNICAL CHECKS

To carry out the basic technical checks on the motorcycle and know when checks must be done—daily, weekly, other.

Learning points

Recognise some basic faults which could affect the roadworthiness of your motorcycle. How to carry out these basic checks on:

- Brakes – check for proper adjustment and operation.
- Steering – check the steering head for wear and adjustment.
- Lights – check that they all work, are clean and that lenses are not broken.
- Reflectors – check that they are in place, clean and not broken.
- Suspension – check that for obvious defects.
- Wheels and spokes – check for tyre tread depth, uneven wear, broken, loose or missing spokes.
- Chain or drive shaft – check for wear, correct tension and lubrication of ‘final drive’.
- Mirrors – check they are properly adjusted, clean and not broken and which type (flat or convex).
- Cables – check for wear, adjustment and lubrication.
- Fluid levels – check the levels on brake fluid, engine oil (use dipstick or sight level), coolant and battery electrolyte level (for older batteries).
- All nuts and bolts – check and make sure all nuts, bolts and split pins are in place and secure.

- **Use P-O-W-D-E-R to help remember the following technical checks:**

Petrol – does the bike have enough petrol for the journey?

Oil – does the bike have enough oil in the engine (use dipstick)

Water or coolant levels – is the coolant level within limits?

Damage – inspect the motorcycle before riding to make sure no one has damaged or interfered with the lenses, lights or body work, wheels or tyres, position of the mirrors, and that there are no drips or spills.

Electrics – Check all electrics (lights, indicators, horn)

Rubber – Are the tyres safe and well within legal limits (pressure, tread depth)

OBJECTIVE 4: PLACING MOTORCYCLE OFF AND ON ITS STANDS

To place the motorcycle off and on the stand correctly using both side and centre stand (if there is no centre stand, to explain how it is used).

The stand

Learning points

- The correct way to put a motorcycle on and off the various types of stand.
- The effects that different sizes and weights of motorcycles will have on using stands.
- The advantages and disadvantages of using (a) the side stand and (b) the centre stand.
Do not use the centre stand if facing up a very steep slope as it would be very difficult to take motorcycle off the centre stand.
- The importance of personal safety and the safety of the bike, such as where to stand.
- Both legs of centre stand must make contact with the ground before you try to pull the motorcycle backwards onto the stand.
- Make sure the side stand or centre stand extend or retract properly.

How to avoid:

- Damage to the motorcycle if it falls over, by choosing the correct type of surface to park (solid ground not soft). How to avoid personal injury or damage to the bike.
- Dangerous gradients and cambers (hills and slopes).

OBJECTIVE 5: WALK ALONGSIDE MOTORCYCLE

To walk alongside the motorcycle and incorporate the use of the front brake while keeping the motorcycle properly balanced.

Learning points

- To walk and push along the motorcycle safely – the balance and skills needed, such as keeping on the left side of bike and leaning bike inwards for better balance.
- To use the front brake, keep the motorcycle balanced and bring it to a gentle stop.
- Always stay in complete control.

How to avoid:

- Holding areas on the motorcycle other than the handlebars.
- Looking down towards the ground instead of ahead.
- Bad balance or control.
- Severe use of the front brake.

OBJECTIVE 6: HOW TO START AND STOP THE ENGINE

To start and stop the engine safely.

Learning points

- All precautions needed before starting the engine, making sure to select neutral and how to avoid false neutrals.
- To operate alarm or immobiliser system and use the on/off position for ignition.
- To understand and operate the different types of starter mechanisms such as kick start (normally found on right hand side of motorcycle just at footpeg) or electric start (normally found on the right hand side of the handlebar).
- How to turn on fuel. On some motorcycles this might be a small tap on the underside of the petrol tank. The different positions of the tap – on/off, reserve. Some motorcycles may have a fuel gauge and no fuel tap fitted (automatic flow). Two stroke mixes and reservoirs (if fitted).
- How to use the choke (if fitted) and when to use it. Do not use the choke for long periods as it can cause over-run of the engine when slowing or stopping and affect fuel consumption.
- How to shut down the engine – turn off ignition switch and always leave the fuel tap in the off position.
- Use F-I-G-S to help remember: Fuel – Ignition – Gears – Start.

MODULE 2

How long will it take?

About five hours to cover all learning points.

On site riding (in the compound)

This is an important element as it will be some trainees' first experience of riding a motorcycle. It is hugely important for their confidence and enjoyment, and to prepare them for the sometimes dangerous world of motorcycling.

Information you will need

This is Your Bike

Essential Skills – the official motorcycling manual

The Rules of the Road

Equipment

Motorcycle for demonstration purposes, personal protective equipment (PPE) for each trainee and instructor, cones.

Teaching styles

As with Module 1, you may use various teaching styles to achieve the objectives. A practical demonstration and student practice will be needed.

OBJECTIVE 1: MOVE OFF AND STOP

To understand the skills and techniques needed to become a safe rider, including the proper use of Observations – Signals – Manoeuvres (OSM) and Position – Speed – Looking (PSL) routines.

Learning points

Note: You must understand how to stop the motorcycle before you attempt to move off. You will need to put what you learn into practice right away.

How to move off and stop, starting with short distances. This will include:

- Using the clutch.
- Engaging first gear.
- The 'biting point' (or throttle for automatics).
- Correct use of the accelerator or throttle (to feed in and out correct levels of power).
- Balance (when both feet are off the ground).
- Braking to a stop (gentle application of brakes), the use of the front and back brake.
- Covering the rear brake.
- How to keep your balance while riding in a straight line.
- To co-ordinate all controls while moving off and stopping.

- Ride with both feet on foot pegs (don't ride with feet dangling down).
- When stopping the motorcycle, place the gear foot on the ground first and keep the other on the footbrake.
- How to avoid excessive force when using any of the controls – severe use of the front brake can cause skidding or loss of steering, sharp use of the clutch can stall the engine.

OBJECTIVE 2: USE OF BRAKES

To understand the principles of braking and be able to operate both brakes safely.

Learning points

- The importance of the braking system. Front and back brake, ABS systems and linked brake systems such as Honda's CBS (Combined Braking System) where the use of one brake will activate both front and back.
- How to apply front and back brakes and how the weather affects them, for example 70% front / 30% back (in normal dry conditions) and 50% front / 50% back (in poor, wet or greasy conditions).
- How to achieve maximum braking power in the shortest distance. When you apply the front brake slightly before the rear, your weight and the motorcycle will shift forward. This transfers weight to the front wheel and takes some weight off the back wheel so the rear wheel does not lock when you apply the rear brake.
- How to bring the motorcycle to a complete and accurate stop and be competent in the use of brakes.
- How to keep the back brake applied when coming to a stop.
- How to use both brakes together (for maximum braking).
- The importance of accurate braking, especially at junctions.
- How to bring the motorcycle to a controlled stop in a designated area and at a marked position.

How to avoid:

- Late use of the clutch causing the motorcycle to stall when stopping.
- Using back brake before front.
- Using one brake on its own (unless slow moving).
- Excessive use of brakes.
- Locking up the wheels.
- Inaccurate stopping.
- Braking on gravel or other soft surfaces.

OBJECTIVE 3: USE OF GEARS

To understand the proper use of gears, including all up changes and down changes.

Learning points

To achieve the smooth use of the clutch and gears, to be able to change up and down through the

gearbox. (The size of the training area may limit the range of gears you can use)

Proper selection and use of gears will include:

- Smooth co-ordination of all controls (clutch, throttle, gear selector).
- Changing up and down through the gear changes.
- Selecting the correct gear for speed of bike.

How to avoid:

- Finding a false neutral – rocking the motorcycle backward and forward can indicate if the motorcycle is stuck in gear.

OBJECTIVE 4: SLOW RIDING

To ride the motorcycle at slow speed and maintain full control over a minimum distance of 50 metres in all conditions.

Learning points

- The importance of being able to control a motorcycle at slow speeds.
- Slow riding requires good levels of control combining: Balance – Steering – Throttle – Brakes.
- Slow riding skills are needed when:
 - **Approaching a junction** – you may not need to come to a complete stop but must take proper observation while still moving.
 - **In heavy traffic.**
 - **Dealing with obstacles or hazards.**
 - **Performing a u-turn.**

OBJECTIVE 5: FIGURE OF EIGHT

To balance the motorcycle when changing from one lock to the other and incorporate good use of throttle, clutch and brakes in a confined area.

Learning points

- How to develop the skills needed for steering and balance when changing from one lock to the other.
- How to use your slow riding skills and introduce tight steering and balance control.

How to avoid:

- Dropping your feet to keep your balance.
- Excessive use of throttle.
- Harsh use of clutch.
- Unnecessary speed.

OBJECTIVE 6: U – TURN

To demonstrate a competent level of balance, proper use of the throttle, clutch, brakes and a complete understanding of all observations needed for this manoeuvre.

Learning points

The skills needed to carry out this manoeuvre include:

- Good balance – keeping feet on foot pegs.
- Steering.
- Good co-ordination of clutch, throttle and rear brake.
- How to deal with the traffic – traffic from behind, traffic coming towards you.
- The observations you need to take before committing to the manoeuvre.

How to avoid:

- Severe use of controls such as brakes, clutch, throttle.
- Using your feet to compensate for poor balance

OBJECTIVE 7: SLALOM

To negotiate and manoeuvre in tight situations and be able to move with good balance from left to right in quick succession with proper use of throttle, clutch and rear brakes.

Learning points

The skills needed to carry out this manoeuvre include:

- Good balance – keeping feet on foot pegs.
- Steering, to include developing the confidence to use the weight and momentum of the bike in negotiating the slalom course.
- Good co-ordination of clutch, throttle and rear brake.
- To develop good confidence when alternating from lock to lock in a confined and controlled area.

How to avoid:

- Using your feet to compensate for poor balance.
- Severe use of controls such as throttle, clutch and rear brakes.
- Sharp steering ('snapping' the steering).

OBJECTIVE 8: REAR OBSERVATIONS AND MIRROR WORK

To use the mirrors and take appropriate rear observations as needed, including shoulder checks and life saver look when dealing with blind spots or any situation not properly covered by the mirrors.

This will include applying the Observations – Signals – Manoeuvres and Position – Speed – Looking (OSM-PSL) routines.

Learning points

- How important the mirrors are on a motorcycle, the information you can get with proper use of mirrors and also their limitations.
- The use of observations such as looking over your shoulder, shoulder checks, life saver look.
- How to use mirrors and get used to using rear observations to cover blind spots.
- Always know what is happening behind you as well as ahead of you.
- Taking rear observations only at the appropriate time (good timing).
- How to avoid losing control of the motorcycle while taking a look behind – steer a correct course, don't take your eyes off the road ahead of you for long periods.

OBJECTIVE 9: TURNING LEFT AND RIGHT

To understand the importance of the Observations – Signals – Manoeuvres and Position – Speed – Looking (OSM-PSL) routine and the correct position to take on the approach to different types of junctions, especially right and left turns.

Learning points

- The different types of junction that you will encounter, such as minor to major roads, major to minor roads and the different layouts and road markings at different types of junctions.
- The proper sequence on approach to junctions – how to take proper observations, signal in good time, when to manoeuvre (OSM) and other proven routines such as position, speed, looking (PSL).
- The proper use of mirrors and rear observation on the approach to right or left turns.
- The correct road and lane positioning.
- How to give correct signals and in good time, including how to give the appropriate hand signals. Cancel signal after use.

How to avoid:

- Unnecessary or badly timed rear or side checks.
- Giving incorrect, badly timed or misleading signals.
- Looking around when it is extremely dangerous to take your eyes off the road ahead.

OBJECTIVE 10: EMERGENCY ADJUSTMENT OF SPEED – EMERGENCY STOP

To bring the motorcycle to a safe stop in any situation, using front and rear brakes and proper application of both.

Learning points

- The different forces at work under severe braking – when a front brake is used on its own, back brake is used on its own and using them together.
- How weight is transferred during heavy braking.
- How weight transfer can affect the rear wheel in heavy braking.
- How different conditions such as road surfaces, icy roads, wet roads can affect the braking pattern.
- How to react correctly when signalled to stop.
- Using the clutch when bringing the motorcycle to a stop.

How to avoid:

- Heavy use of front or back brake causing front, back or both wheels to lock up.
- Causing the bike to skid.

MODULE 3

How long will it take?

About two hours to cover all learning points.

Information you will need

This is Your Bike

Essential Skills – the official motorcycling manual

The Rules of the Road

Equipment

Motorcycle for demonstration purposes, personal protective equipment (PPE) for each trainee and instructor, cones and L- tabards for 'Learner' permit holders.

Teaching styles

As with Modules 1 and 2, you may use various teaching styles to achieve the objectives. A practical demonstration and student practice will be needed for some objectives.

OBJECTIVE 1: LEGAL REQUIREMENTS

To understand the legal and licensing requirements and which type of motorcycle you are allowed to ride.

- Learner Permit for category of motorcycle being ridden – Class (M), (A1), (A) restricted, un-restricted (A)
- Road tax
- Insurance
- If you are on a restricted (A) licence, the motorcycle is restricted to 25kw or 33 BHP maximum (power to weight ratio not exceeding 0.16 kw/kg).

OBJECTIVE 2: RULES OF THE ROAD

To know and understand the rules of the road.

OBJECTIVE 3: BEING SEEN

To understand the importance of being visible while riding a motorcycle.

It is very important to be visible and seen at all times while riding a motorcycle. You can make it easier for other motorists to see you by:

- Wearing bright coloured clothing
- Wearing fluorescent or reflective materials (Sam Browne belt) etc
- Bright coloured helmet
- Keeping headlights on
- Good road positioning
- A good clean motorcycle

OBJECTIVE 4: ROAD SURFACES

To understand the possible dangers that you may encounter in every day riding.

Learning points

A complete understanding of the dangers of different road surfaces, such as:

- Diesel spills
- Potholes
- Shore and manhole covers
- Loose chippings
- Heavy fall of leaves
- Mulch or mud dragged from fields or building sites
- Painted road markings

How to avoid:

- Riding over poor surfaces (where possible)

OBJECTIVE 5: ROAD AND LANE POSITION

To understand the importance of taking the safest position on the road and be aware that this position can change according to traffic and road conditions.

Learning points

The importance of road position on a motorcyclist's safety, including:

- Position on the straight.
- Position on bends.
- Position on junctions and cross junctions.
- Road layout and road conditions.
- Position on motorway and dual carriageways.
- Return to correct position after overtaking or avoiding an obstacle or obstruction.

How to avoid:

- Riding too close to the kerb, shores, drains.
- Straddling lanes or drifting from lane to lane.
- Riding too close to the centre of the road.

OBJECTIVE 6: REAR OBSERVATIONS AND MIRROR WORK

To use the mirrors and take appropriate and necessary rear observations as needed.

Observations will include shoulder checks and life saver look when dealing with blind spots or any situation not properly covered by the mirrors. This will include applying the Observations – Signals – Manoeuvres and Position – Speed – Looking (OSM-PSL) routines.

Learning points

- How important the mirrors are on a motorcycle, the information you can get with proper use of mirrors and also their limitations.
- The use of observations such as looking over your shoulder, shoulder checks, life saver look.
- How to use mirrors and get used to using rear observations to cover blind spots.
- Always know what is happening behind you as well as ahead of you.
- Taking rear observations only at the appropriate time (good timing).
- How to avoid losing control of the motorcycle while taking a look behind – steer a correct course, don't take your eyes off the road ahead of you for long periods.

OBJECTIVE 7: SPEED

To understand the importance of riding at the correct speed to suit the weather, road and traffic conditions.

Learning points

- Always stay within speed limits.
- Adjust your speed according to conditions.
- Maintain proper progress and keep up with the normal flow of traffic.
- Never ride at a speed beyond your ability.

OBJECTIVE 8: ANTICIPATION AND REACTION

To understand the need to anticipate and react to changing road and traffic situations (in a safe off-road environment).

Learning points

- The importance of reading the road, taking forward observations, anticipating what might happen up ahead and reacting accordingly.
- High levels of concentration.
- Reading the road well ahead – constantly scanning the environment.
- Forward planning and defensive riding.
- Good anticipation and reaction to hazards.
- How to remain in control.

OBJECTIVE 9: WEATHER CONDITIONS

To understand the serious effects that weather conditions, both hot and cold, can have for a motorcyclist.

Learning points

The effects of adverse conditions when riding a motorcycle in:

- Ice, black ice, snow.
- Wind – especially cross winds or passing HGVs (trucks).
- Mist and fog.
- Glare from strong low sun.
- Warm weather – insects and flies can cause blotches and smears on visors and goggles. Bring enough water with you so you can stay hydrated during long or hot periods of motorcycling.

MODULE 4

PRACTICAL – ON ROAD RIDING

How long will it last?

At least six hours on road to cover all learning points.

Note

The instructor must accompany the trainee when riding on the public road. The trainee must understand the rules of the road and be able to deal with a variety of road and traffic situations and conditions before taking part in this practical.

Information you will need

This is Your Bike

Essential Skills – the official motorcycling manual

The Rules of the Road

Teaching styles

As with the three previous modules, you may use various teaching styles to achieve the objectives. A practical demonstration and student practice will be needed for this module.

Equipment

Motorcycles – for instructor and trainee, radio communications, full personal protective equipment – including ‘hi-vis’ and ‘L-plate’ tabard.

OBJECTIVE 1: GRADIENTS

To understand the different forces at work and the effect of hills and gradients on the motorcycle and to be competent in:

- Hill starts
- Riding uphill
- Riding downhill

Learning points

- How to move off on a hill or steep slope. This will need good co-ordination of throttle, clutch and foot brake.
- How to descend a steep hill. This will need a good understanding of brakes and gears.
- Taking proper observations when moving off.
- How to hold the motorcycle properly on the brake to prevent rolling backwards.

How to avoid:

- Stalling the engine – not feeding in enough power or popping out the clutch.

OBJECTIVE 2: JUNCTIONS

To safely negotiate the different types of junctions, such as:

- Cross junctions
- T junctions
- Staggered junctions
- Y junctions

To know and understand the markings and signs at junctions, including:

- Stop signs
- Yield signs
- Warning signs
- Regulatory signs
- Direction signs
- Direction arrows on the road
- Control lines and markings

Learning points

- Proper observations, prompt signals and proper manoeuvring (OSM) on approach to junctions.
- Correct road and lane position.
- Correct speed on the approach to the junction – to take account of other traffic and weather conditions.
- The road markings and road signs at different types of junctions and how to comply them.
- The observations needed on approach to junctions.
- How to react to traffic or obstacles up ahead.
- Always give signals in good time – not too early or too late.

How to avoid:

- Causing an obstruction, lack of progress.
- Too much speed on the approach to a junction.
- Making turns from incorrect positions.

OBJECTIVE 3: TRAFFIC LIGHTS

To understand the sequence of traffic lights and how to react to them in all circumstances.

Learning points

- The correct sequence of lights.
- How to approach traffic lights safely and at correct speed.
- Understand filter lights/lanes.
- How to deal with a junction with failed or faulty traffic lights.
- Understand pedestrian lights.

- Be aware of surroundings – traffic and weather conditions.
- Continuous reaction to traffic lights and anticipation of a change in the lights.
- Always stop at a red light.

How to avoid:

- Stopping on a change of light – from green to amber. This is a danger to yourself and other road users

OBJECTIVE 4: ROUNDABOUTS

To negotiate and deal with different road and traffic situations and able to apply the Observations – Signals – Manoeuvres and Position – Speed – Looking (OSM-PSL) routines.

Learning points

- How to negotiate a roundabout – turning left, directly ahead, turning right.
- How to take proper observations, prompt signals and proper manoeuvring (OSM).
- Speed on approach, dealing with other traffic entering the roundabout or already on the roundabout. Yield to traffic that has right of way.
- Proper lane position on roundabout – good lane discipline.
- Applying the PSL routine – position, speed and look.
- Maintaining proper progress when entering the roundabout.

How to avoid:

- Incorrect speed on approach to a roundabout.
- Misleading signals.
- Incorrect position.

OBJECTIVE 5: SAFE DISTANCE

To understand the importance of keeping a safe distance from the vehicle in front and always allowing for the unexpected.

Learning points

How to keep a safe distance in order to:

- Give you a clearer view of what is happening up ahead.
- Increase your chances of being seen by other road users.
- Increase your reaction time – allowing for safe and timely stopping in case of emergencies.

How to avoid:

- Riding too close to the vehicle in front.
- Reducing the field of vision for yourself and other road users.

OBJECTIVE 6: ANTICIPATION AND REACTION

To cope well with hazards as they present themselves, including:

- Looking well ahead (time to anticipate and react).
- Adjusting speed to suit all road and traffic conditions including weather.
- Being in the correct gear to deal with the road and traffic conditions including weather.
- Being in the correct road position.

Learning points

- Forward observation to allow for early planning.
- Applying the Observations – Signals – Manoeuvres and Position – Speed – Looking (OSM-PSL) routines.
- How to make an assessment and plan for dealing with the hazard.
- Re-assess the situation and adjust your plan as needed.

How to avoid:

- Anticipating or reacting too late.

OBJECTIVE 7: PEDESTRIAN CROSSINGS

To know the different type of crossings, controlled and uncontrolled, and how to approach them, including:

- Zebra crossings
- Pelican crossings
- Traffic wardens, school wardens

Learning points

- On approach to a zebra crossing, adjust speed and prepare to stop for pedestrians who have the right of way.
- On approach to a pelican crossing, adjust speed and prepare to stop for a red light. Flashing amber gives the right of way to pedestrians who have started to cross or who are nearing the pavement after crossing.
- On approach to traffic wardens or school wardens, adjust speed and prepare to stop if directed by the warden.
- Approach at the correct speed.
- React to pedestrians waiting to cross.
- How to anticipate sudden changes in pedestrian lights, such as if you see a pedestrian press the button on your approach to pedestrian lights.
- Never overtake at a crossing.
- Don't beckon pedestrians onto a crossing.

How to avoid:

- Causing an obstruction, blocking a pedestrian crossing due to heavy traffic congestion.

OBJECTIVE 8: BENDS

To understand the dangers that you may encounter when approaching or riding into different types of bends and how to approach them.

Learning points

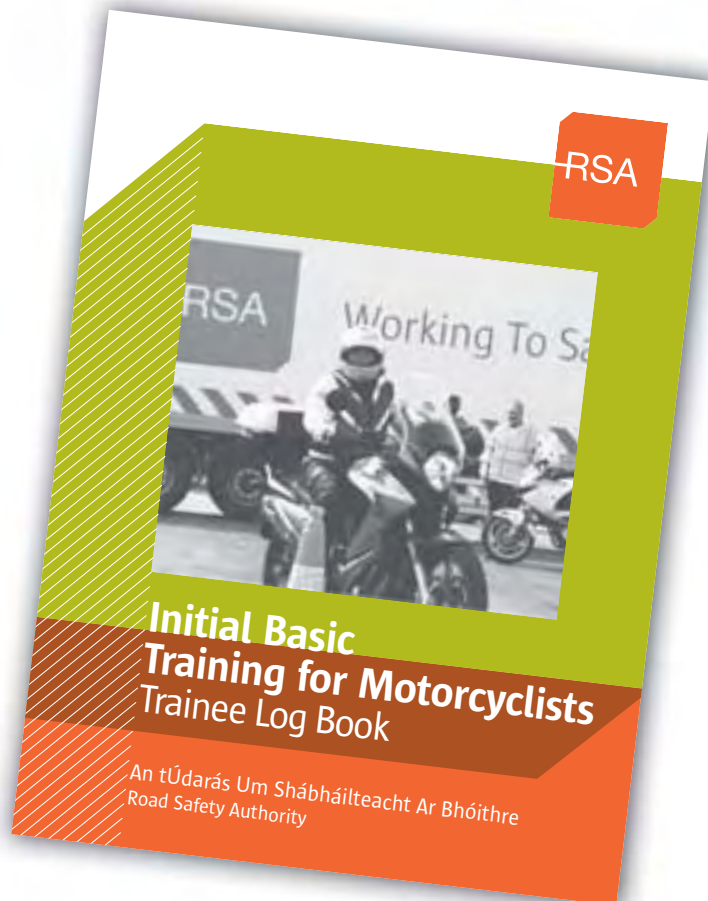
- Bends are dangerous for many reasons – they can be extremely blind, they can be lethal in icy conditions.
- Be aware of all road surfaces – loose gravel, wet leaves, drain covers and painted markings.
- Be prepared for the unknown going into a bend – pedestrians, a broken down vehicle, cyclists.
- How to anticipate bends approaching – advance warning signs, advance road markings.
- Adjust your speed and select proper gear on the approach to a bend.
- How to lean in to the bend while steering a correct course.
- The importance of correct position for the bend.
- How to complete your braking in time.

How to avoid:

- Braking while banked over in the bend.
- Leaning too far over in the bend.
- Getting too close to the edge of the road
- Getting too close to the centre of the road.
- Coasting or freewheeling on a bend.

IMPORTANT INFORMATION FOR LEARNERS

On successful completion of each module you should have the relevant sections of your log book completed by your Motorcycle trainer. Be careful to keep your log book safe, and bring it with you on each training day. Duplicate log books will only be issued on payment of the relevant fee.



Please be aware you may not ride a motorcycle, or tricycle, in a public place without being accompanied by your IBT approved trainer unless you are in possession of a certificate of satisfactory completion, issued by an RSA approved Motorcycle IBT trainer, or have passed your official driving test for the category of vehicle being ridden.

Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

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