

***COSKEYS DRIVING SCHOOL* Motorcycle Pre-Trip Inspection**

Pre trip inspection

Start on the right-hand side of the motorcycle between the wheels and moving in an anticlockwise direction and narrate the following:

1. There are no leakages or obstructions underneath the motorcycle
2. Wheel and **tyre** in good condition
3. Brake discs secure
4. **Forks** and shocks secure
5. Light, lens, and reflector not damaged
6. Indicator lens not damaged
7. Handlebar secure, clutch, cables, controls, **mirror** checked
8. Fuel cap secure
9. Seat secure and not damaged
10. Side stand, gear lever and foot pegs secure
11. License disc valid
12. Mono shock secure
13. Chain God, **chain**, sprocket secure
14. Indicator lens not damaged
15. Taillight, lens, and reflector not damaged
16. Number plates secure
17. Indicator lens not damaged
18. Wheel and tyre in good condition
19. Brake drum secure
20. Exhaust secure
21. Foot pegs and brake lever secure
22. Oil levels checked
23. Handlebar secure, break, cables, controls, **mirror** checked
24. Indicator lens not damaged

The examiner will now want to see the operation of the headlights, left and right indicators, stop lamp, front and back brake and the hooter. **You will begin by first putting on your helmet with the strap secured before you mount the motorcycle.**

Mounting and starting the motorcycle.

1. Stand on the left-hand side of the motorcycle, place the key in the ignition and unlock the handlebar. Firmly take hold of both handle grips, apply the front brake and say, **the handbrake is on.**
2. Swing your right leg over the seat, placing the right foot on the ground, bring the motorcycle upright. Turn the handlebar straight, balance the motorcycle, pull up the side stand and say **side stand up and secure.**
3. **Engine kill switch on.**
4. **Ignition on. (Use your left hand if holding the front brake with your right hand)**
5. **Fuel tap open.**
6. **Choke is off.**
7. **Gear is in neutral.**
8. **I can now start the engine. (now start the engine)**
9. **All instruments and gauges are working.**

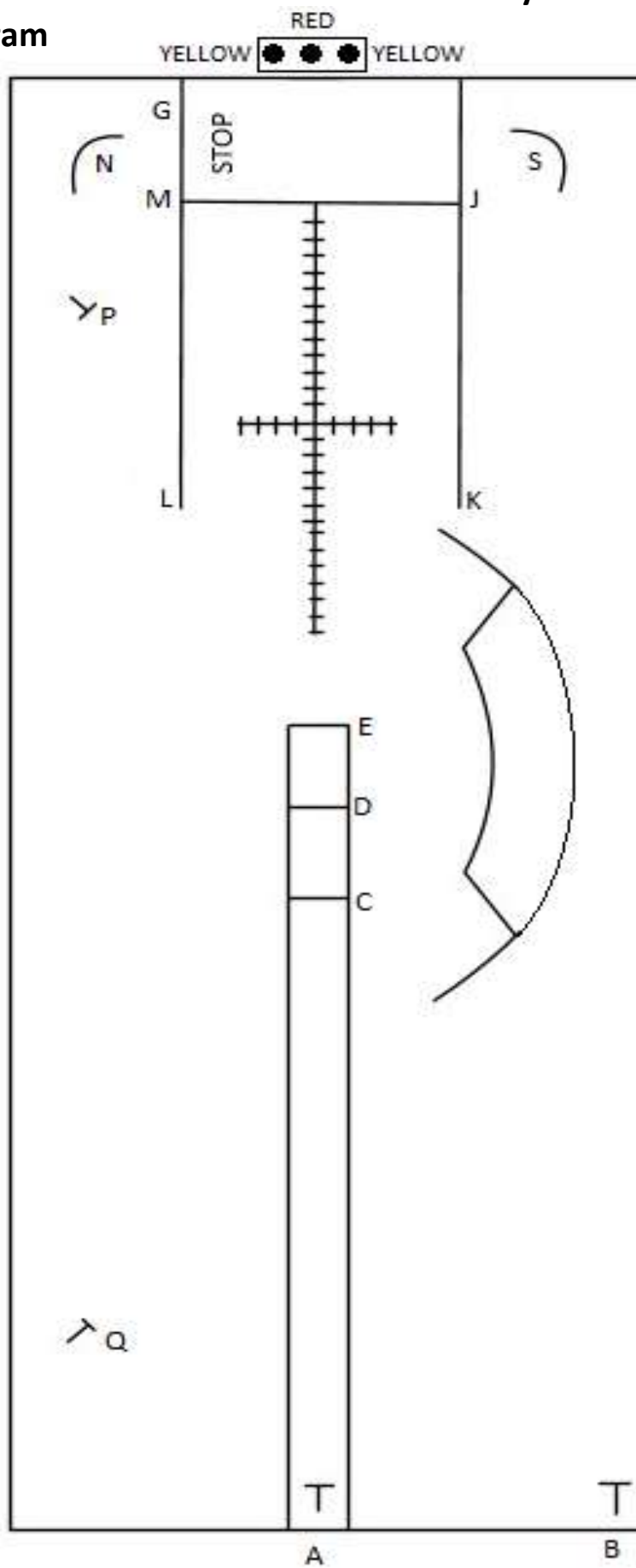
The examiner will now check your lights, hooter and brake lights by command.

Ensure that your headlights always remain on while driving the motorcycle if you need to switch it on manually.

Causes for immediate failures: rolling, uncontrolled / dangerous actions, violation of traffic law, exceeding maximum penalty points.

COSKEYS DRIVING SCHOOL Motorcycle Score Sheet[illegible]

COSKEYS DRIVING SCHOOL Motorcycle Yard Layout
Diagram



COSKEYS DRIVING SCHOOL Motorcycle Test Explained.

The test and manoeuvres:

Whenever you are seated on the motorcycle while it is stationary, ensure you are applying the front brake.

The examiner will show you to go by leaving his hand, nodding his head or some or other action. Only once he has given you indication will you start with the manoeuvre.

This is the procedure and sequence you must follow (The K53 method):

- 1. If the bike is not yet in gear, select 1st gear.***
- 2. Get contact on the clutch (apply the front brake with two fingers, give some accelerator, slowly releasing the clutch to the point where the nose off the bike depths)***
- 3. Do your five-point observation starting from the left-hand blind spot, left hand mirror, straight ahead of you, right hand mirror and right-hand blind spot. This is now herein referred to as the five-point check.***
- 4. Look ahead of you, pause, release the brake, and move off.***

Important to note. Always get contact on the clutch and do the five-point check before moving off, however this is not required while moving backward. Make your movements obvious by exaggerating them. Get your feet up and on the foot pegs as soon as possible. Should the motorcycle stall, immediately apply your brakes, restart the engine, and move off from the stalling point using the **K53 method**.

Speed management: (you are entitled to 3 attempts providing you do not roll or touch any boundary lines)

Line up at point **A / T** or where indicated. Look at the examiner and wait for his signal to start.

On his command, do the **K53 method**.

Move off and drive towards cross point **F**

Increase speed to **25 km/h** and maintain it until you cross point **D**.

At point **D** disengage the clutch, reduce your speed evenly using both front and rear brakes, gear down to give one and stop with the front wheel uncross point **F**. Hold your front brake, look towards the examiner, and wait for an instruction from the examiner.

Double left turn: (Only 1 attempt allowed)

Line up at point **B / T** all we're indicated. Look at the examiner and for their signal.

On his command, do the **K53 method**.

Drive towards point **H** Get your speed up to a point where you can balance the motorcycle.

On approach check your left-hand blind spot halfway between points **B** and **S** and then indicate to the left.

Approximately one second before you steer to your left you will do a blind spot to the left, and then do a left turn between points **H** and **S** without touching either the inner or outer line.

Stop at the stop line and cancel your signal and select 1st gear.

Check the left-hand blind spot

Indicate to your left.

Do the five-point check.

Move off towards **O** and **N** check your left blind spot then steer between points **O** and **N** and cancel your indicator once passing point **N**.

Stop where indicated, apply your front brake, and wait for the examiner's command.

***COSKEYS DRIVING SCHOOL* Motorcycle Test Explained.**

Lane change to the right: (Only 1 attempt allowed)

Drive towards cross point **F**, carry out a lane change to the right without crossing line points **J** and **K** or **M** and **J** and stop where indicated. Only increase speed for sufficient momentum to keep the motorcycle upright and balanced.

Line up at point **A / T** or where indicated. Wait for the examiner's command.

Do the **K53** method.

Drive towards cross point **F**

Check the right blind spot again and get ready to steer to the right between points **C**, **D** and **E**, ensure you are over Point **C** end exit before point **E** or where the examiner indicated you must exit. As soon as the lane change is done line up for point **U** disengaged the clutch reduce your speed evenly using both front and rear brakes and stop on or over the calibrated line point **U**, in between points **F** and **K** or where indicated. Hold your front brake and wait for the examiners next command.

Incline start:

First things first, make sure you understood the examiner's command. 1. Did the examiner say go and do the incline? Or 2. Did the examiner say go and stop at the incline?

1. If the examiner said go and do the incline, then drive towards the incline, make sure that the bike is in first gear before you stop add the incline, and then stop with both front and back brakes. Do the **K53 method** and wait for the examiners command.
2. If the examiner said go and stop at the incline, then follow the following procedures. Drive towards the incline start, make sure that the bike is in first gear before you stop at the incline, and then stop with both front and back brakes. Wait for the examiner's command, do The **K53 method**, and stop where indicated. Ensure that one break is always engaged and wait for the examiner's next command.

Turning speed judgment: (3 Attempts provided you have not rolled or come into contact with any boundary line)

Line up on the **T** at point **P** on the diagram provided. Look at the examiner and wait for their command.

On go, do the **K53 method**.

Move off towards the painted curve and ride more than **25 km/h but** less than **30 km/h** through the painted curve without touching the inner or outer boundary lines. **Once through the curve check both mirrors**, disengage the clutch and reduce speed evenly using both front and rear brakes. Come to a stop close to the **T** as indicated at point **Q** on the diagram provided. Hold your brakes and wait for the examiners command.

This process is repeated in the opposite direction where you will move from point **Q** to point **P**. Remember to check your mirrors once you have gone through the curve before you come do I stand still at point **P**. Wait for the examiners next command.

***COSKEYS DRIVING SCHOOL* Motorcycle Test Explained.**

Emergency stops and swerves (3 attempts each provided you do not roll or touch any boundary line)

There are three lights ahead of you, a yellow light on the left, a red light in the centre, and a yellow light on your right. These lights will be activated once you cross point **D** on the diagram. The yellow light on the left means swerve left, the **red** light means **STOP**, and the yellow light on the right means swerve right.

Line Up at **A / T** over indicated, look at the examiner for his command.

At his command do the **K53 method**.

Move towards cross point **F**.

Increase your speed to **25 km/h**

Once you cross point **D** disengage your clutch, Close the accelerator and apply brakes as needed.

1. With the red light, you ought to stop the motorcycle using both the front and back brakes ensuring that the back wheel does not lift off the ground or skid for too long. The motorcycle needs to come to a standstill no further than the **25 calibration** mark.
2. Should the left yellow light come on, you will swerve as far left and move towards, and cross the calibration line close to point **W**, and then stop wider than point **W** without crossing boundary lines indicated as **L** and **M**, And **M** and **J**. Apply your brakes and wait for the examiner's command.
3. Should the right yellow light come on, you will swerve as far right and move towards, and cross the calibration line close to point **R**, and then stop wider than point **R** without crossing boundary lines **K** and **J**, and **J** and **M**. Apply your brakes and wait for the examiner's command.

If no light comes on, stop before line **M** and **J**. The reason the light does not come on he's either you were too fast or too slow. So, stop, hold your break, and wait for the examiners command.

