



DRIVER AND VEHICLE LICENSING DEPARTMENT  
GIBRALTAR

# MOTORCYCLE COMPULSORY BASIC TRAINING



THEORETICAL BOOKLET

## Compulsory basic training (CBT): what the course involves



All learner motorcycle and moped riders must complete a compulsory basic training (CBT) course before riding on the road. Set out below are the three elements which make up the CBT course.

### What the CBT involves

The course is divided into 3 main sections, which you'll be assessed on.

There is no time limit, but each one must be completed before you can move on. So just take each section one at a time.

### Part 1 - introduction to CBT

#### At the end of this element you should understand the purpose and content of CBT

Your instructor will explain the basics and not go into complicated issues. Wherever possible your trainer will use examples to help explain the points they make. Eyesight must be tested and trainees must be able to read in good daylight (with the aid of corrective lenses if worn) a vehicle number plate from a distance of 20 metres.

### What Module 1 covers

Overall, the element will cover:

- an overview of CBT
- equipment and clothing
- an eyesight check
- theoretical assessment

## **Module 2 - practical on site riding**

### **(Part A)**

**In this element you'll receive practical onsite training and begin riding a motorcycle – once completed you'll be able to ride a motorcycle under control**

- basic safety checks and use of the stands
- wheeling the motorcycle and braking to stop
- starting and stopping the engine

### **(Part B)**

You will then practice on the following skills until your trainer is satisfied that you'll be safe when you are taken out onto the road.

- rear observation
- the 'observation - signal - manoeuvre' (OSM) routine
- the 'position - speed - look' (PSL) routine
- riding in a straight line and stopping
- riding slowly
- using the brakes
- changing gear
- riding a figure of eight
- emergency stop
- rear observation
- turning left and right
- u-turns

## **Module 3 - practical on-road training**

### **(Part A)**

#### **This element will cover the information you need to ride legally and safely on the road**

Having carried out theoretical and practical onsite training, once you attain the required age, your trainer will now prepare you for the on-road element of CBT, and trainees must undertake on road training and must encounter all the following traffic situations and demonstrate their ability to handle each one competently and safely.

This element will cover the information you need to ride legally and safely on the road. It will be the foundations on which you build your motorcycling career.

#### **What part 3 covers**

Trainees must understand the following:-

- the need of being visible to other road users
- the importance of the legal requirements for riding
- the vulnerability of motorcyclists
- the need to ride at the correct speed
- the importance of knowing the Highway Code
- anticipation of other road users
- the importance and need of rear observation
- the need to assume road positioning
- the need to leave sufficient separation distance
- the need to pay due regard to weather conditions

Trainees must be aware of:-

- the effect of road surfaces
- the dangers of alcohol and drugs
- the consequences of aggressive attitudes

## Part (B)

This is the final element of the CBT course. You'll ride out on the road with an instructor, and possibly with one other trainee.

Expect your trainer to stop sometimes to discuss some aspects of your riding. They will also explain how the theory you have learnt should be put into practice.

You'll have to prove that you can cope safely with a variety of road and traffic conditions.

- traffic lights
- roundabouts
- junctions
- pedestrian crossings
- riding on slopes and hills
- bends
- obstructions
- u-turn manoeuvres
- stopping under control

Your riding will be assessed constantly by your trainer. They will sign a certificate of completion when they are satisfied you are safe to continue learning alone. With this certificate you may acquire your learners licence.

## Motorbike Protective Clothing

### Wearing of protective headgear.

1. The Law states that every person driving or riding (other than in a side-car) on a motorcycle or moped when on the road shall wear protective headgear.

### The Protective Helmet will consist of the following

- a) A helmet conforming to the UNECE Regulation 22.05 and marked with the UN 'E' mark- e first two digits of the approval number being '05'; or
- b) A helmet that complies with any standard accepted by a member of the European Economic Area which offers a level of safety and protection equivalent to BS 6658: 1985 and carrying a mark equivalent to the BSI 'kite mark';

- c) If you get cold and wet when riding. You may lose concentration and your reaction time may be slower.



2. You must ensure the helmet is of the proper fit and is securely fastened to ensure that it will not come off should the motorcycle suddenly accelerate or stop; it is also advisable to wear protective clothing whenever you ride. Most motorcycle accidents happen at low speeds, so it makes sense to wear adequate clothing and be able to walk away with only slight bruising.

It is also advisable to make yourself visible, by wearing some form of reflective clothing, remember the more visible you are to other traffic the less likely you are to be involved in a collision especially at junctions. What is not advisable is to ride in shorts and flip flops

As a motorcyclist you must obey the law governing traffic. You need to develop:

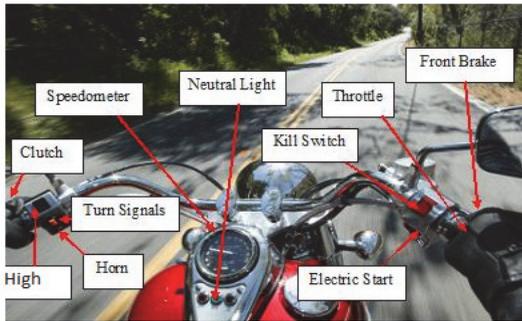
- a high level of attention;
- an awareness of likely hazards;
- good anticipation; and
- excellent observational skills.

You also need to make the most of the advantages of height, positioning, flexibility and manoeuvrability a motorcycle provides. The ability to sense danger in a situation develops only with experience, so you should always ride within your abilities.

Always make sure that the road space that you intend to enter is completely safe and be aware that others may be looking at larger objects and not the narrow profile of the motorcycle. Gravel chips, sand, pools of water and rough surfaces can seriously de-stabilise motorcycles and can be a cause of crashes. Reduce speed before hazards such as these and continue riding with extreme caution.

- Remember *AVOID* drinking alcohol completely when riding, *THREE* results from drinking alcohol are less control, a false sense of confidence and poor judgement of speed.
- You should *ONLY* use a mobile phone when suitably parked
- Always remember that Braking and Steering are badly affected if the tyres are under-inflated?
- When the road is wet, motorcyclists might steer round drain covers on a bend, to prevent the motorcycle sliding on the metal drain covers.
- The national speed limit for cars and motorcycles is 50kph.
- Statistics show that 17 to 25 is the age group most likely to be involved in road traffic accidents.

- If you are involved in an accident and your pillion passenger is injured you should **not** remove their helmet.
- If you take some cough medicine given to you by a friend, you should **Check** the label to see if the medicine will affect your riding.



### Motorcycle Controls

- You will firstly need to know the motorcycle controls,
- How to start and stop the engine.
- Wheeling the motorcycle.
- Braking to stop.
- You will need to place your motorcycle up on the stand and also take it off the stand.

If you have too much oil in your engine this could cause an oil leak.

Always take proper precautions before starting the engine, make sure the motorcycle stand is not down and that the motorcycle is not in gear.

Braking is one of the most important things you'll learn to do on a motorcycle, the most effective way to avoid an accident is through proper use of the brakes.

### Should I use the front, rear brake... or both?

Most bikes have individual front and rear brake controls. Experts agree that roughly 70% of braking effort should go to the front wheel (which uses the hand lever on the right grip), and 30% to the rear (which is operated by the left hand lever or right foot pedal.) Front brakes require more effort because weight transfer from slowing down will shift the bike's balance from the rear wheel to the front, enabling the front tyre to handle more loads.

When there's less down force on the rear tyre, it becomes much easier for the wheel to lockup and slide, resulting in a loss of control... the front, however, is less likely to slip because of the weight transferred to that end. Your stopping distance will be affected by, how fast you are going, and the weather conditions.



### How hard can I brake?

Learning the finer points of your bike's braking performance is the key to keeping your bike in control, so it's a good idea to explore those limits in a safe environment. Practice repeated stops and you will start to get a feel for the amount of effort that triggers tyre slip. Try stopping with your fronts only, your rears only, and then a combination of both: that way, you'll get a sense of how hard you can apply the brakes in a panic stopping situation.



### Moving Off

To move off smoothly on an automatic motorcycle you need to accelerate smoothly whilst at the same time releasing the brake until you begin to move off, on a geared motorcycle you will need accelerator and clutch control whilst releasing the brake in order to move off.

You will need to stop the motorcycle promptly under control and make good use of the brakes.

### Before moving off you should

- Use all mirrors to check that the road is clear
- Look around to check the blind spots (The area you cannot see in your mirrors)

- Signal before you move out
- Look round for a final check

It is of the utmost importance to move off only when it is safe to do so.

Make good use of mirrors. Always check before you signal, change direction, overtake, slow down or stop. It is extremely important to know what is going on around you.

It is just as important to let other road users know what your intentions are, so always give signals correctly and in good time whether by direction indicators or by hand.

### Junctions and Roundabouts

You must take correct and prompt action at junctions, roundabouts etc. You will need the correct speed and positioning on approach, then you must look, assess and decide when to manoeuvre. At a give way and at a roundabout you may slow down and proceed if it is clear of traffic. However at a stop sign you must **STOP** your motorcycle completely before you may continue when clear.

If a vehicle pulls out in front of you at a junction, you should slow down and be ready to stop.



**On approaching a roundabout** take notice and act on all the information available to you, including traffic signs, traffic lights and lane markings which direct you into the correct lane.

Use the MSM routine. (Mirror, Signal Manoeuvre)

Position correctly and adjust your speed.

Choose the correct lane where there are lane markings.

Watch out for motorcyclists, cyclists and pedestrians.

Take effective observations.

Assess the speed of traffic.

### Mini Roundabouts

Approach these in the same way as a normal roundabout, but remember there is less space and

time to signal and manoeuvre. Vehicles coming towards you, may want to turn left.

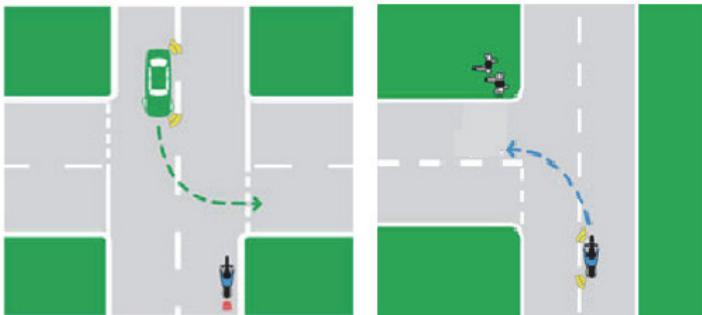
Be sure any vehicle on the roundabout is going to leave before you join the roundabout yourself. Be aware of drivers that are using it for a 'U turn'.

All vehicles **MUST** pass round the central markings except large vehicles which are physically incapable of doing so. When turning right at a mini roundabout, you don't always have time to signal, but remember to check the right mirror.

While carrying out the junction routine you must keep a constant look-out for other road users.

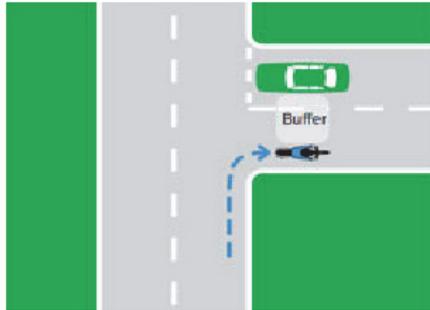
Doing this will help to ensure that you have all the information you need to make the correct decisions about your intended actions.

### Left hand turn



When turning left (position yourself just left of the centre of your lane)

- Approach
- Do a **REAR OBSERVATION** over your left shoulder to assess what is happening behind you
- **SIGNAL** left and let the indicator flash a few times
- Move across *slowly*
- If there is no on-coming traffic then do a **LIFESAVER look** over your left shoulder and turn, making sure you do not cross over the give way line
- If there is on-coming traffic and you do have to stop then do so.
- When safe to move, do the **LIFESAVER** to the left then move off and turn, again making sure you do not cross over the give way line.



### Turning Right

When turning right

#### Look Out

For Signs and road markings indicating priorities

Approach the junction (from just right of centre of your lane):

- Do a **REAR OBSERVATION** over your right shoulder to assess what is happening behind you
- **SIGNAL** right, well before the junction to give time to the vehicle behind you to see what you intend to do
- Do a **LIFE SAVER** to the right before you start to turn
- **Mirrors**  
As soon as you are aware that there is a junction or other hazard ahead, you must check your mirrors to see what is happening behind. Just looking is not enough. You must ask yourself the question, 'Is it safe to carry out the manoeuvre?' A manoeuvre is any action involving a change to your speed or position.

#### Signal

Once you are sure that it's safe to proceed, give the appropriate signal giving plenty of time. This gives others a chance to see you.

#### Position

Check your mirrors again to ensure that it's safe to move into the correct position for the junction.

Make a final observation, check all around and then complete your manoeuvre.

### **Final Observation - Look for obstructions, traffic and pedestrians.**

Wait until there is a safe gap between you and any oncoming vehicle.

Check your side mirror for anyone overtaking you before you turn.

Keep a special look-out for cyclists or motorbikes travelling along close to the kerb. Sometimes these may be hidden from your view behind oncoming cars or Lorries.

Give way to pedestrians crossing any road you are turning into. Watch out for pedestrians with their backs to you. They may not have seen or heard you and could walk onto the road without looking.

### **The main danger when turning left is from oncoming vehicles.**

Slow down and wait until they have passed the junction. Don't be afraid to stop when you reach the point of your turn if it is not safe. When the way is clear move away smartly and do not cause an obstruction.

When turning left into the new road make sure you look into the road before you proceed. Avoid cutting the corner because another vehicle could be approaching the junction.

### **Take extra care at junctions.** You should

- Look out for pedestrians as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind
- Watch out for pedestrians crossing a road into which you are turning. If they have started to cross they have priority, so give way.
- Watch out for long vehicles which may be turning at a junction ahead; they may have to use the whole width of the road. Watch out for cyclists, motorcyclists, powered wheelchairs/mobility scooters and turn. Watch out for bicycle or motorcycle riders who may take a different line on the road from that which you would expect.
- Do not assume, when waiting at a junction that a vehicle coming from the right and signalling left will actually turn. Wait and make sure.
- Look all around before emerging. Do not cross or join a road until there is a gap large enough for you to do so safely.

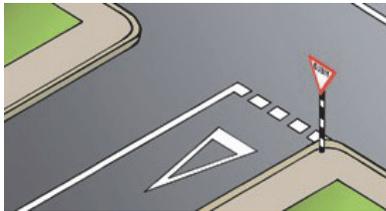
### **Correct road positioning**

Bad or inappropriate road positioning can come in various forms. It all however, stems from a lack of forward planning, anticipation and observation. By the time that you are ready to take your driving test, you should be in the position to:

- Forward plan your driving - know the correct procedure and driving routine in good time and well before you have reached a given situation.
- Anticipation - to predict any possible hazards on a turn, roundabout or junction . These could be parked cars, cyclists, pedestrians, etc.
- Observation - constant observation primarily just in front of you and as far up the road as you can see and also frequently into all mirrors.



You **MUST** stop behind the line at a junction with a 'Stop' sign and a solid white line across the road. Wait for a safe gap in the traffic before you move off.



The approach to a junction may have a 'Give Way' sign or a triangle marked on the road. You **MUST** give way to traffic on the main road when emerging from a junction with broken white lines across the road.

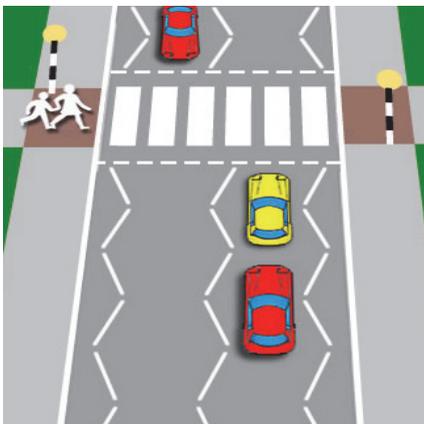


At traffic lights you may only continue when there is a green light. You must stop on red, amber and red amber.



Pelican crossings are different to other crossings you may proceed on flashing amber when the crossing is clear, however you must still give way to any pedestrians on the crossing.

**PELICAN (Pedestrian Light Controlled Crossing)** crossings have red/amber\*/green signals facing drivers, and red man/green man signal heads on the opposite side of the road the pedestrians waiting to cross. A push button unit operates these. When the red man is lit pedestrians should not cross. The Highway Code says that when the steady red signal to traffic is lit then drivers **MUST** stop. The green man will then light for pedestrians and they should, having checked that it is safe to do so, cross the road. When the green man begins to flash pedestrians should not start to cross although there is still enough time for those on the crossing to finish crossing safely. At all Pelican crossings there are bleeping sounds to indicate, to the visibly, impaired when the steady green man is lit.



**ZEBRA** crossings are the oldest type, and are marked by black and white painted stripes across the road and flashing amber beacons. The 'Highway Code' says that motorists "**must** give way when a person has approached the crossing". It is advisable, that pedestrians should remain on the curb, for safety's sake, until approaching vehicles have stopped. You should never wave people across at pedestrian crossings because there may be another vehicle overtaking you.

The black and white poles, with flashing yellow lights on top are, for added conspicuity of Zebra crossing) White zig-zag lines are used down both sides of the road and along the centre line of the road, both before and after the Zebra crossing. These increase the warning to approaching drivers and also create a zone in which parking and overtaking are strictly forbidden.

When riding in heavy rain, a film of water can build up between the road surface and your tyres. This may result in loss of control. In this situation you should lower your speed.

### **Cornering**

When turning a corner or driving round a bend your speed should be slowest when entering the bend, you should not cut corners and always ride at a speed in which you are in control and comfortable going into and out of the bend. Other than keeping to the speed limits **there is no absolute speed for every corner**: no set speed at which to take a bend, it will depend on the bend, the motorcycle and weather conditions. You should always approach a bend at a speed with which you are comfortable and in control.

To turn left or right you must check your mirrors, signal, regulate the speed, take effective observation and position your motorcycle correctly. When clear you should proceed smoothly and promptly. Always look left, right and left before emerging.

You should exercise proper care in the use of speed and drive at a speed appropriate to the road conditions, always keeping to the speed limit for the road in which you are travelling, and always allow yourself sufficient distance from the vehicle in front.





## Overtaking

Plan your overtaking from a position that you will be able to gather the most information. If the view ahead is obscured (because the vehicle you want to overtake is in the way), think about your road positioning. This is especially important when it comes to overtaking large or long vehicles, such as lorries. Are you in the right place? Are you too close? Decide where you'll get the best view of the *whole* situation ahead, make the decision from a position that gives you the most information and takes the least amount of time. You should avoid overtaking when approaching a dip in the road.

When overtaking at night you should be careful because you can see less.

- Check your mirrors.
- Do a **REAR OBSERVATION** over your left shoulder to assess what is happening behind you.
- **SIGNAL** left and let your indicators flash a few times.
- When safe to move, do the **LIFESAVER** to the left and then complete the manoeuvre, moving back into your lane promptly and without cutting in front of the vehicle you have overtaken.

Overtake only when it is safe and legal to do so.

**Remember When in doubt *do not overtake***

## **New Motorcycle machine requirements for practical tests and restrictions on passing:**

AM- Moped

**FOR PRACTICAL TEST-** Must be a moped with a maximum capacity of 50cc and top design speed of 45kph. Minimum age of candidate is 18 years old, and a theory test must be passed before applying for the practical test.



A1 Light Motorcycle

**FOR PRACTICAL TEST-** Must be a motorcycle between 120cc and 125cc with a power output maximum of 11kw, and with a power/weight ratio not exceeding 0.1kw/kg. Minimum age of candidate is 18 years old, and a theory test must be passed before applying for the practical test.



A2 Standard Motorcycle

**FOR PRACTICAL TEST-** Must be a motorcycle with a capacity of at least 400cc with a power output between 33bhp and 46.6bhp with a power to weight ratio not exceeding 0.2kW per kg. Minimum age of candidate is 18 years old and a theory test must be passed before applying for the practical test.

**NOTE-** If the motorcycle has been restricted, the normal unrestricted power output must not exceed 70kW (approx 93bhp).





STAGE 1 OF STAGED ACCESS after holding A2 licence for a minimum of 2 years.

A- Unrestricted

**FOR PRACTICAL TEST-** Must be a motorcycle with a capacity of at least 600cc with a power output of at least 40kW (approx 54bhp)



**RESTRICTION on passing test-** None. You can ride any capacity machine.



**DIRECT ACCESS - Minimum age from 19th January 2013 is 24 years old, or at 20 years subject to two years experience under an A 2 licence. This requirement “as to previous experience” shall be waived if the applicant is at least 24 years old.**

The minimum age for a learners licence for category AM, A1 and A2 is fixed at 17 years

As a Learner rider you should only carry a pillion passenger, if the passenger holds a full motorcycle licence for at least two years



