

Turning in too early can result in a head-on collision or a crash on the exit of the curve.

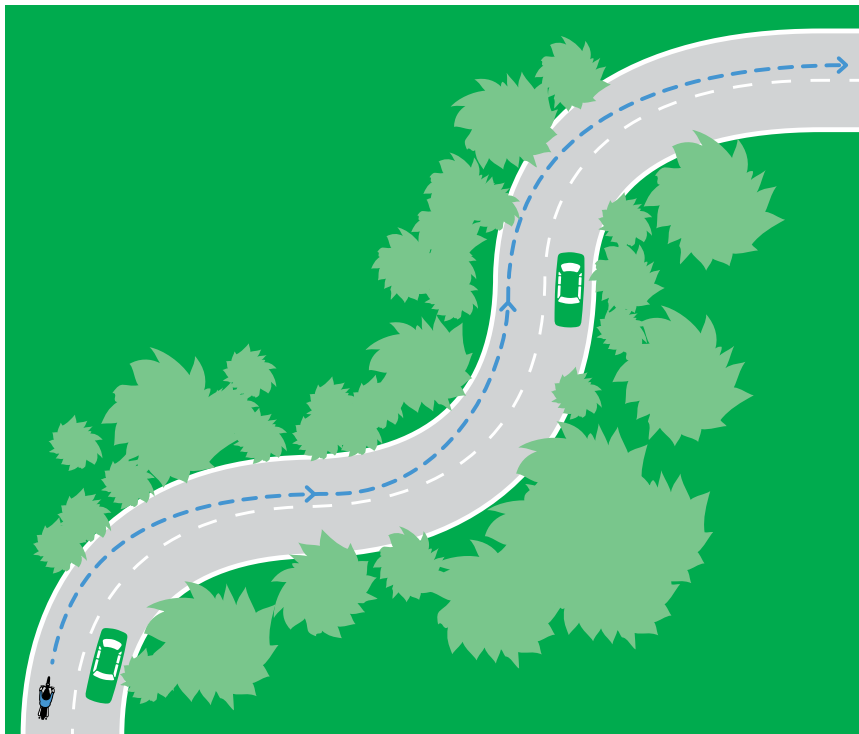


**When a rider finishes a curve wide there is no room for error.**

## ■ PLANNING A SERIES OF CURVES

Starting curves wide and planning to finish them in tight allows you to link a series of curves together.

By exiting each curve in tight you will be perfectly positioned for the entry into the next curve.

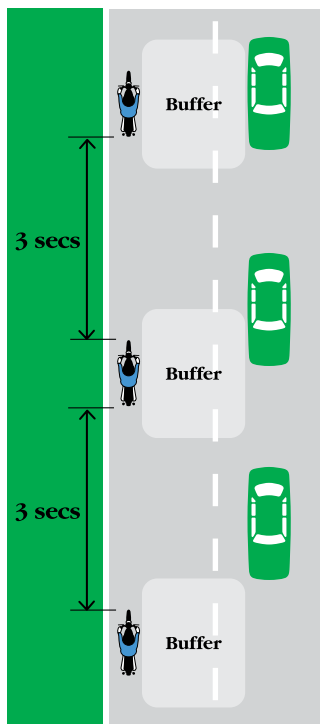


Planning to finish in tight will position you for the next curve.

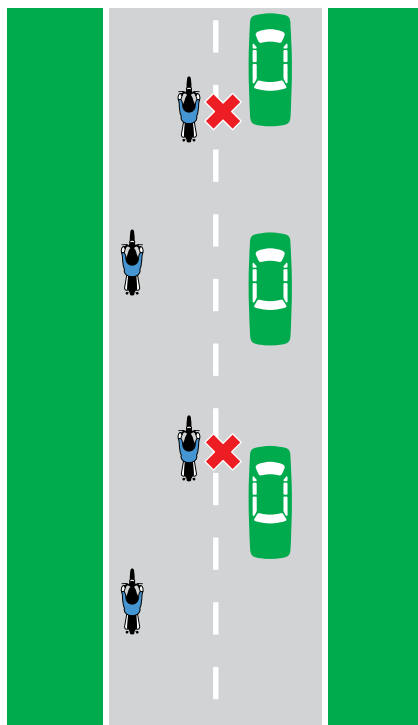


If you see an oncoming vehicle remember it is very important to create a buffer.

## ■ RIDING IN GROUPS



Riding 'single file' allows every rider to buffer hazards and if a 3-second following distance is maintained vision is less affected.



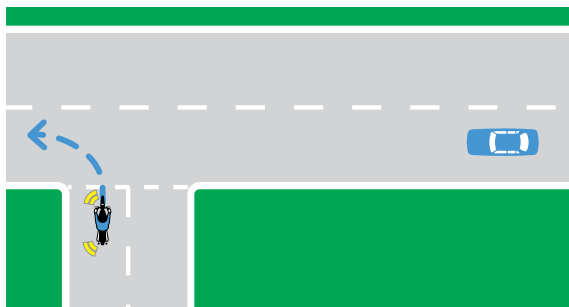
Riding 'staggered file' can be dangerous. Riders are unable to buffer hazards and vision is reduced by the other motorcycles in the group.

## Making decisions

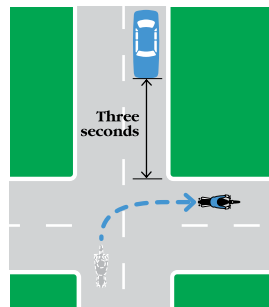
Selecting a safe gap when turning, overtaking or changing lanes is a critical skill to safe riding. Gap selection is also very important at intersections where the chance of colliding with another vehicle is very high if the gap you select is too small.

### ■ GAP SELECTION

A safe gap is one that enables you to turn, overtake, change lanes or cross an intersection without affecting the crash avoidance space of other road users.



Choose a gap so other vehicles are not forced to change speed or road position.



Be clear of the intersection for 3 seconds before other vehicles arrive.

A safe gap ensures that other vehicles do not need to change their speed or position. When turning across traffic make sure your vehicle is clear of the intersection by at least three seconds before the approaching vehicles arrive. When joining a traffic stream select a gap that allows you to reach the traffic speed before the approaching vehicles are within three seconds of your motorcycle.

Overtaking other vehicles is very hazardous. You not only need to be able to judge the gap between your motorcycle and an oncoming vehicle, you also need to have enough space between your motorcycle and the vehicle you are overtaking.

When overtaking maintain a buffer zone between your motorcycle and the vehicle you are overtaking.

On country roads and highways there are often overtaking lanes at regular intervals that allow you to safely overtake.

## Hazard perception

When riding a motorcycle good hazard perception is important and responding to hazards correctly is essential.

### ■ RESPONDING TO HAZARD

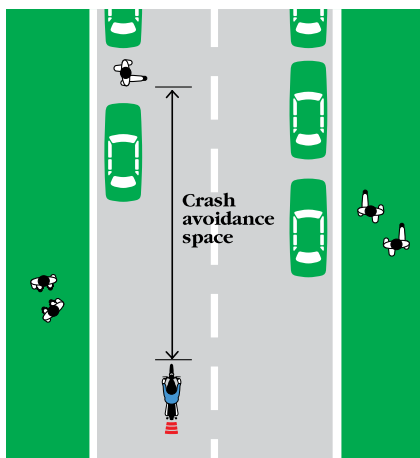
A hazard is something which has the potential to accelerate or steer into your crash avoidance space.

The three-second rule can also be used for situations where there is potential for something to accelerate or steer into the space. For example, a vehicle in an adjacent street could fail to give way and accelerate out. Or a vehicle approaching could turn without warning into an intersection and steer across your path.

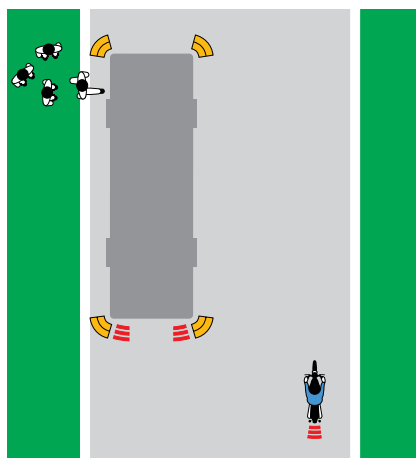
Experienced motorcyclists who ride low risk, are able to mentally judge a three-second crash avoidance space in front of their motorcycle. If there is potential for a hazard to enter this crash avoidance space, your response should be to protect it by:

- Slowing down ('Setting up' or covering the brakes).
- Moving away, creating a 'buffer' from the hazard by changing your position on the road or changing lanes.

Your ability to respond means that you are better able to deal with any dangerous situation that might occur.

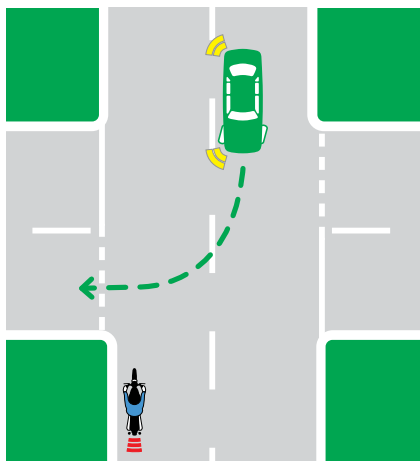


Respond before reaching the hazard.

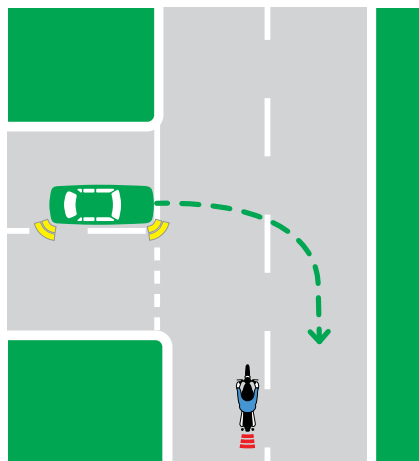


Respond when something can enter your crash avoidance space.

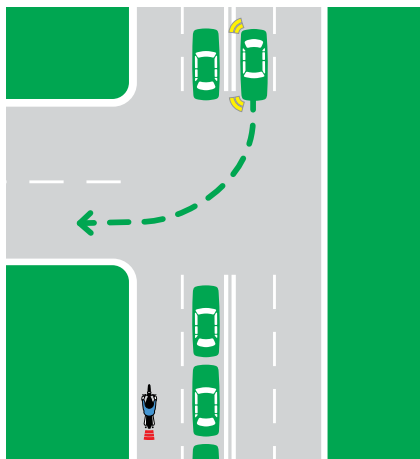
## ■ EXAMPLES OF SITUATIONS THAT REQUIRE A RESPONSE



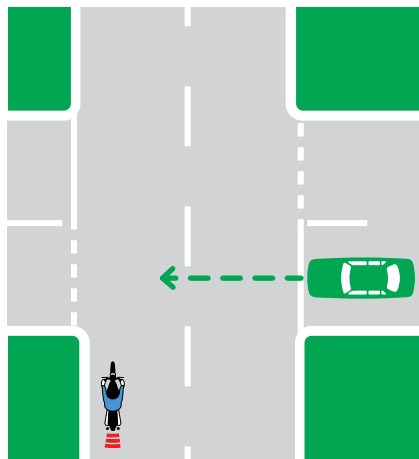
A vehicle waiting to turn in front of your path.



A vehicle waiting to pull out from the left side.



Stopped traffic obscuring vision at an intersection.



A vehicle waiting to pull out from the right side.

## Basic riding techniques

The key to good riding technique is smoothness, and the key to smoothness is good preparation and practice.

### ■ RIDING POSTURE

When you first get a motorcycle take the time to adjust the controls to suit your height and build. Correct riding posture reduces fatigue and improves control.

#### FIVE KEY POINTS OF POSTURE

To control a motorcycle well, your body must be in the correct position:

- Sit well forward.
- Keep your head up and point your chin in your direction of travel.
- Relax your arms and place minimal weight on your wrists.
- Keep your back relaxed and support your weight with your stomach muscles.
- Grip the motorcycle firmly with your legs and knees.



**In curves, point your chin through the turn and scan the road with your eyes.**

### ■ BRAKING TECHNIQUE

Correct braking is done in two stages, first put light pressure on the brake levers and pause (set up the brakes), then progressively apply the necessary braking pressure (squeeze).

Two-stage braking (set up and squeeze) improves braking effectiveness, reduces the likelihood of skidding and provides better control. When releasing the brakes ease them off gently to maintain the stability of the motorcycle. Easing off the brakes gently is particularly important when entering curves.

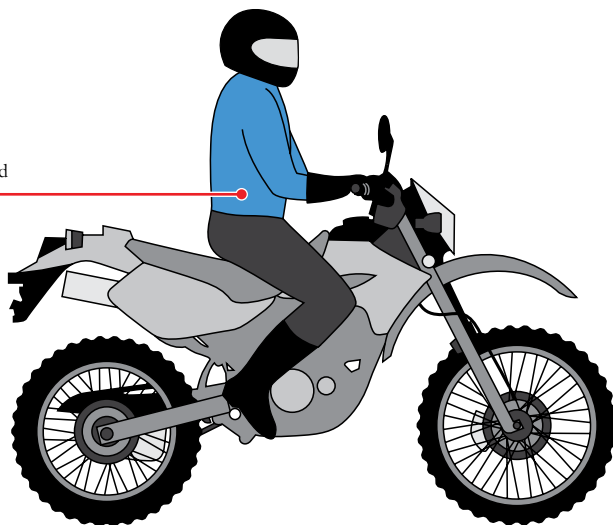
Harsh or excessive braking pressure may cause skidding and a loss of control, particularly on wet or gravel roads. If the front wheel begins to skid due to incorrect braking, or in an emergency situation, quickly release the front brake and reapply gently. If the rear wheel skids release the rear brake gently and reapply gently.



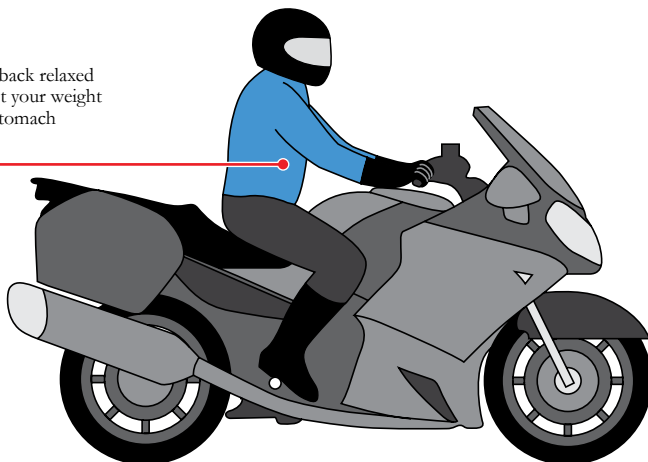
**Applying the front brake in a curve can make the motorcycle run wide.**

■ THE FIVE KEY POINTS OF RIDING POSTURE  
APPLY TO ALL TYPES OF MOTORCYCLES

Sit well forward

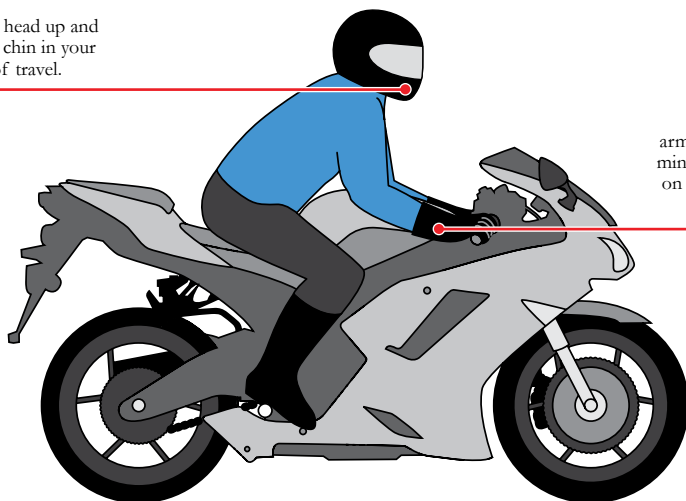


Keep your back relaxed  
and support your weight  
with your stomach  
muscles.

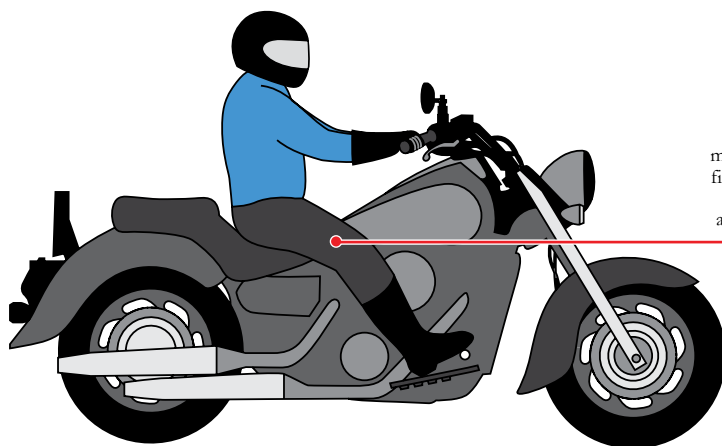




Keep your head up and point your chin in your direction of travel.



Relax your arms and place minimal weight on your wrists.



Grip the motorcycle firmly with your legs and knees.

## ■ STEERING TECHNIQUE

A motorcycle can be steered using a number of different inputs. Handle bar pressure, body weight and changes in speed all have an effect on a motorcycle's direction of travel. Good riders use a combination of these inputs to achieve smooth and precise turns.

### **HANDLE BAR PRESSURE**

A motorcycle can be steered by direct steering or counter steering. With direct steering the motorcycle goes in the direction to which the handle bars are turned. With counter steering the motorcycle goes in the opposite direction to which the handle bars are turned, for example a slight forward pressure on the left handle bar will make the motorcycle turn left. Direct steering is only used for very low speed turns, such as U-turns and turns at intersections. Counter steering has more effect as speed increases.

### **BODY WEIGHT**

How a rider uses their body weight will have a significant effect on a turning motorcycle. Leaning with the motorcycle in a curve allows the motorcycle to be more upright thereby giving the tyres better grip and the motorcycle greater ground clearance. With low speed turns leaning out from the turn can help balance the motorcycle.

### **EFFECT OF SPEED**

The faster a motorcycle is travelling the harder it is to turn. Reducing speed before turning is essential. Wait until the motorcycle begins to straighten before accelerating. Accelerating will stand a motorcycle up and too much will make the motorcycle run wide.



**During very low speed turns, for example U-turns, a gentle use of the throttle, clutch and rear brake can be used to control speed.**

## ■ LEANING WITH THE MOTORCYCLE IN A CURVE



Head and eyes level with chin pointed in the direction of the turn.

Arms relaxed with slight pressure on the inside handle bar.

Body weight on the inside of the turn.

Knees firmly gripping the motorcycle.

## ■ WHAT YOU SHOULD KNOW ABOUT SAFE RIDING

This section has explained how to reduce the likelihood of being involved in a crash by applying the principles of low risk riding. After reading this section you should know:

- How to calculate a three-second crash avoidance space.
- The two stages of effective braking.
- The most appropriate road position to adopt based on space surface and sight.
- How to steer a motorcycle.
- The most effective riding posture.
- How to plan a series of curves.

## NOTES

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# Road rules for motorcycle riders

Motorcycle riders are required to adhere to the same road rules as other road users, so make sure that you keep up to date with the different road rules, signs and markings by reading the latest edition of the *Road Users' Handbook*.

There are some rules that are specifically for motorcycle riders which will be covered in this section.

## Motorcycle specific road rules and signs

### ■ RIDING ON A MOTORCYCLE

The motorcycle rider must:

- Sit astride the rider's seat facing forwards.
- Wear a correctly fitted and securely fastened approved motorcycle helmet.
- Keep at least one hand on the handlebars.
- Keep both feet on the foot pegs (designed for use by the rider), when the motorcycle is moving.

### ■ HELMETS

Motorcycle riders are required to wear a motorcycle safety helmet approved to Australian standards AS 1698 when riding a motorcycle. The helmet must be properly fitted and securely fastened to the rider's head.

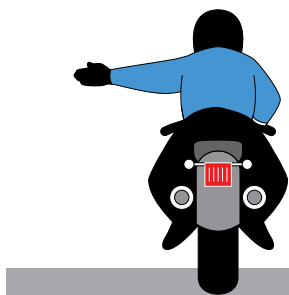
### ■ KEEPING LEFT

Generally when a vehicle travels on a single lane road the vehicle must drive as near as practicable to the far left side of the road. However, due to the importance of lane positioning for rider safety this rule does not apply to motorcycles and they can legally use any part of the lane.

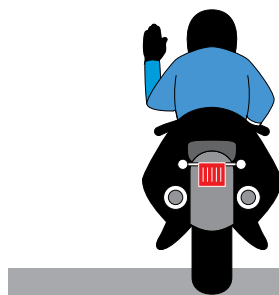
## ■ HAND SIGNALS

Motorcycle riders can use hand signals for stopping, slowing or turning. Hand signals can improve rider safety in situations where very bright light conditions made it difficult for the motorcycle's brake and indicator lights to be seen.

To give a hand signal for stopping or slowing, the rider must extend either arm at a right angle with a flat palm. Turning is signalled by a straight arm with flat palm pointing in the direction of the turn.



You are turning left.



You are stopping or slowing down.

## ■ LENDING OR BORROWING A MOTORCYCLE

A large number of fatal motorcycle crashes occur on motorcycles that have been borrowed. It is an offence to allow another person to ride a motorcycle if they are not properly licensed to ride the particular motorcycle. Even if they have the right licence and you know them very well, every motorcycle handles differently and it is easy to make mistakes on an unfamiliar motorcycle. The best solution is not to lend or borrow motorcycles.

## ■ MOTORCYCLE WARNING SIGNS

This warning sign indicates to motorcycle riders that additional caution is required on the road ahead.



## ■ RIDING AT NIGHT

Riding at night, particularly on country roads is considerably more dangerous for motorcyclists. The risks of hitting an animal, misjudging a curve or not seeing a problem on the road surface are greatly increased at night. If you must ride at night, slow down to a speed that takes into account these risks and the effective range of the motorcycle's headlight.

Motorcycles with an engine capacity not exceeding 100ml are limited to a maximum of 40 km/h. For motorcycles with an engine capacity exceeding 100ml but not exceeding 200ml, a maximum speed of 50 km/h applies. However, if your motorcycle's headlight has an effective range of at least 50m the restrictions above do not apply.

You must not ride any motorcycle at night if the lights are not working.

## Carrying passengers and loads

### ■ MOTORCYCLE PASSENGERS

Any passenger carried on a motorcycle (not in a sidecar) must:

- Sit astride the motorcycle pillion seat facing forward.
- Keep both feet on the footrests designed for use by the pillion passenger.
- Wear a correctly fitted and securely fastened approved motorcycle helmet.
- Be eight years of age or older.
- Not interfere with the riders control of the motorcycle.

A motorcycle rider must not ride with more than one passenger (excluding sidecar passengers) on the motorcycle.

### ■ SIDECAR PASSENGERS

Passengers carried in a sidecar must:

- Wear a correctly fitted and securely fastened approved motorcycle helmet.
- Remain safely seated.

The motorcycle rider must not ride with more passengers than the sidecar is designed to carry.

Children under eight are allowed to travel in a sidecar.



**Before you carry passengers you must have held a motorcycle rider licence for at least 12 months (not including a learner rider licence). Learner and Provisional P1 riders cannot carry passengers.**



## ■ LOADING

Any load carried on a motorcycle must:

- Not project more than 150mm beyond the outer extremity of the front wheel.
- Not project more than 300mm beyond the outer extremity of the rear wheel.
- Not project beyond the extreme outer portion of the motorcycle on either side.

Any load carried on a motorcycle and sidecar combination must:

- Not project more than 600mm beyond the outer extremity of the front wheel.
- Not project more than 900mm beyond the outer extremity of the rear wheel.
- Not project beyond the extreme outer portion of the combination on either side.

All loads must:

- Be properly secured.
- Not cause the motorcycle or combination to become unstable.
- Not project from the motorcycle or combination in a way that is likely to injure or obstruct other vehicles or pedestrians, or cause damage to a vehicle or anything else (including the road surface).



### ANIMALS AND VEHICLES

**A motorcycle rider or passenger must not tether or lead an animal while the motorcycle is moving. Animals should be seated or housed in appropriate areas.**

**A rider must not ride with an animal on the fuel tank unless the rider is travelling less than 500 metres during farming activity.**

## ■ TOWING AND BEING TOWED

If a motorcycle is being towed by another vehicle, with a towline (chain, rope, fabric, strap or wire), the distance between the two vehicles must not exceed 2.5 metres.

If the towline is longer than 2 metres, a white or brightly coloured flag, piece of cloth or other similar material must be attached to the line as a warning.

## Parking

### ■ MOTORCYCLE PARKING

Parking rules and restrictions apply to all vehicles including motorcycles. However, a motorcycle may park at an angle.



A motorcycle is generally more stable when parked facing up a slope.



Some areas are designated motorcycle parking only.

## Restrictions on where to ride

### ■ ROAD AND ROAD RELATED AREAS

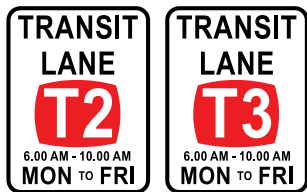
To ride a motorcycle on a road or road related area the rider must hold a current rider licence and the motorcycle must have current registration. Road and road related areas mean any area that is publicly accessible to vehicles. This includes:

- Roads.
- The shoulder of the road.
- Car parks.
- Fire trails.
- State forests.
- Recreation areas.

## ■ RIDING ON FOOTPATHS

A motorcycle must not be ridden on a footpath. Exemptions apply for postal delivery officers provided their motorcycle does not exceed 110ml and is ridden at a speed not exceeding 10km/h.

## ■ TRANSIT LANES



Motorcycle riders are allowed to use these lanes.

## ■ BUS LANES



Motorcycle riders are allowed to use these lanes.

## ■ BUS ONLY LANES



When the words BUSES ONLY appear on a BUS LANE sign, or lane markings indicate a BUS ONLY lane, only buses are allowed to drive in these lanes. Motorcycle riders are NOT allowed to use these lanes.

## ■ T-WAY LANES



These are special lanes which can only be used by authorised buses and service vehicles. Motorcycle riders are NOT allowed to use these lanes.

## ■ BICYCLE LANES

Motorcycle riders are not allowed to use a bicycle lane, except for 50 metres when entering or leaving a driveway or intersection.

## ■ WHAT YOU SHOULD KNOW ABOUT ROAD RULES FOR MOTORCYCLE RIDERS

This section has explained the special rules which apply to motorcyclists. After reading this section you should know:

- The rules regarding how to ride on a motorcycle.
- The rules relating to passengers and loads.
- Where you can ride.
- Special signs for motorcyclists.
- Where you can park a motorcycle.

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# Motorcycle roadworthiness

Before riding you will need to do some basic checks. Your motorcycle roadworthiness should be checked at regular intervals, and in most cases you will need an annual safety inspection report for motorcycle registration.

Your motorcycle must be registered. It must have a current registration label and it must not show any out of date labels.

It is an offence to cause or permit another person to ride an unregistered motorcycle on a road or road-related area. There could be significant financial implications for the rider and registered operator of the motorcycle because compulsory third party insurance is not valid when a motorcycle is unregistered. This means you could be held personally liable for compensation to any person injured as a result of a crash. There are severe penalties for riding an unregistered or uninsured motorcycle.



**Make sure your motorcycle is roadworthy for your pre-provisional training course. At the start of the course your motorcycle will be inspected.**

**Lights, tyres, mirrors, chain guard etc will all be checked. If your motorcycle is not roadworthy you will not be able to undertake the course. You will need to rebook and pay the training fees again.**

## ■ NUMBER PLATES

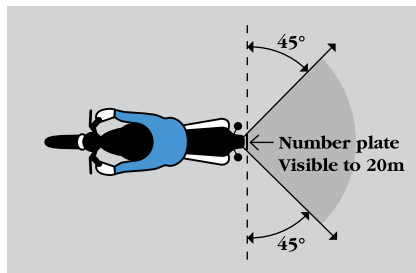
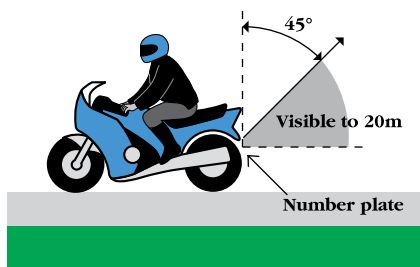
Number plates on the motorcycle you ride or own must be:

- Issued by the RTA.
- The same as printed on the Certificate of Registration and label.
- Able to be seen and read clearly from anywhere within a 45 degree arc of the motorcycle's centre line, at a distance of at least 20 metres (see diagrams). That means they cannot be hidden by anything (such as a registration label holder).
- Clearly readable – not dirty, worn or damaged.
- Free of any characteristics that would prevent the detection of traffic offences.
- Given back to the RTA after the registration has expired.

The rear number plate must have a light so that it is clearly visible at night.

It is an offence to:

- Alter number plates in any way.
- Attach a number plate to any vehicle other than the one to which it is RTA registered.
- Use a number plate cover that is not flat, clear and untinted.
- Have an obscured number plate.



**Don't obscure any part of your number plate as heavy penalties apply. Take special care with registration label holders.**

## ■ ROADWORTHINESS

Before you ride you need to make sure that your motorcycle is roadworthy. A roadworthy motorcycle is one that is safe to ride and meets the standards required by law.

Some of the most important rules about motorcycles are described here. If you have any doubt about the rules that apply to your motorcycle, contact the RTA on 13 22 13.

### TYRES

Your motorcycle's tyres must be in good condition and have a tread at least 1.5 mm deep across the tread surface. Motorcycles must not have regrooved tyres, unless the tyre was manufactured to be regrooved.

Keep the tyres inflated to the pressure recommended by the manufacturer or they may overheat and fail. The sidewalls of the tyres should not have any cracks or bumps. If your tyres wear unevenly there may be a problem with the steering or suspension.



**Tyre pressures are critical to a motorcycle's handling. Under-inflated tyres significantly increase the risk of crashing.**

## **MIRRORS AND INDICATORS**

A rear vision mirror must be fitted to each side of motorcycles made after 1st January 1983. All other motorcycles must have a right side mirror. Mirrors must not project more than 150mm beyond the extreme width of the motorcycle .

Flashing turn indicators must be fitted front and rear. Motorcycles manufactured before 1 January 1979 do not require indicators.

## **CHECKING YOUR MOTORCYCLE**

Check your:

- Lights – headlights, brake lights, indicators.
- Brakes.
- Steering.
- Horn.
- Tyres.

Adjust the controls of the motorcycle so they are right for you. You should be able to reach all the controls easily without being cramped.

Make sure that your lights all work and can be clearly seen. Make sure that your lights, and mirrors are clean. Adjust the mirrors so that you have a good view to the rear and sides.

You must not ride any motorcycle at night if the lights are not working.



This section has provided an outline of roadworthiness and registration requirements for your motorcycle. After reading this section you should know:

- ## NOTES

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# Penalties

Under NSW laws, if you do not comply with the road rules you can be penalised.

## ■ TRAFFIC OFFENCES

Penalties for traffic offences include fines, disqualification from holding or applying for a licence, licence cancellation, refusal or suspension, passenger restrictions and in extreme cases, imprisonment.

## ■ DEMERIT POINTS FOR TRAFFIC OFFENCES

If you break the road rules, you can be fined and for certain traffic offences, you will have demerit points recorded against your licence. There is a limit to the number of points you can build up before your licence is suspended.

Some riding offences attract double demerit points during holiday periods. These offences are speeding, and not wearing a motorcycle helmet.

For more information about the points scheme, see the RTA website or get the brochure *Demerit points - Encouraging safe driving* from any motor registry.

## ■ SPEEDING OFFENCES

Penalties for exceeding the speed limit include demerit points, fines, licence suspension or disqualification. Penalties increase depending on how many kilometres over the speed limit you are going. The minimum penalty for speeding is one demerit point. Any provisional rider caught speeding will incur at least four demerit points and will have their licence suspended for at least three months.

## ■ OVER THE SPEED LIMIT BY 30 KM/H AND 45 KM/H

If you go over the speed limit by:

- More than 30 km/h but less than 45 km/h you will get a minimum of five demerit points, a large fine and your licence will be suspended for at least three months.
- More than 45 km/h you will get a minimum of six demerit points, a larger fine and your licence will be suspended for at least six months. The six months suspension can be applied by police at the roadside.

If your licence is suspended for speeding, the RTA will advise you when the suspension starts. This will happen even if your demerit points are under the relevant limit.

Your licence will be suspended for a longer period should the demerit points for a speeding offence bring your total points to or over your relevant limit.

## ■ OTHER SERIOUS RIDING OFFENCES

If you are convicted of more serious riding offences you may be disqualified from riding by a court. Some offences carry minimum disqualification periods. When these do not apply the court decides how long you should be disqualified; it can be up to five years or longer. You may even be sent to prison. These offences include:

- Riding or attempting to ride under the influence of alcohol or any other drugs.
- Riding or attempting to ride when your alcohol level is over the legal limit for your licence.
- Refusing to take a breath test.
- Not stopping after a crash in which someone was injured or killed.
- Riding at a dangerous speed.
- Riding in a dangerous manner.

## ■ NEGLIGENT OR DANGEROUS RIDING CAUSING INJURY OR DEATH

The law provides for serious charges to be laid against people riding a motorcycle in a negligent or dangerous manner which causes injury or death.

As the rider of a motorcycle involved in a crash where somebody is injured because of your negligent riding, you could be imprisoned, face a heavy fine and a period of disqualification. If somebody is killed in such a crash you could be imprisoned and face a higher fine.

If you are riding a motorcycle at a speed or in a manner dangerous to the public, and you are involved in a crash which results in injury or death, the penalties can be very severe.

Should somebody be injured as a result of your dangerous riding, you could be imprisoned for up to seven years. If somebody is killed in such a crash, you could be imprisoned for up to 10 years.

The maximum penalties for these offences increase by up to an additional four years if 'aggravating circumstances' are proved to exist.

These circumstances are:

- Riding more than 45 km/h over the maximum speed limit that applies on that section of road.

- Having a blood alcohol level of 0.15 or more.
- Riding a motorcycle to escape Police.

## ■ STREET OR DRAG RACING

The penalties for hoon driving or riding are very severe. If the police suspect you have been involved in street or drag racing, or performing a burnout in circumstances of aggravation, they may take possession of your motorcycle on-the-spot. If convicted in a court, you will get a large fine and your motorcycle can be impounded for up to three months. You will also have to pay for storage fees when you get your motorcycle back. A second conviction for this offence can mean your motorcycle may be forfeited, taken away and sold. Under the demerit points scheme, three demerit points apply to burnout offences.

## ■ DRINK RIDING

The drink riding penalties are increased according to the level of alcohol detected in the blood.

Penalties are severe and may include:

- Large fines that increase if a second offence is committed.
- Immediate licence suspension.
- Prison terms that increase when a second offence is committed.
- A period of disqualification from riding, up to lifetime disqualification.

## ■ RIDING WITHOUT A LICENCE

Heavy penalties apply for riding without a licence. You can receive an on-the-spot fine or be required to attend court for riding:

- When not the holder of a rider licence.
- With a licence that has expired.
- With an interstate or overseas licence more than three months after becoming a permanent resident of NSW.

Stiffer penalties apply if you are convicted of driving or riding while you are disqualified from holding or obtaining a driver licence, or when your licence has been cancelled, refused or suspended. These type of offences are heard in front of a magistrate at a local court and penalties include a large fine, a prison term of up to 18 months and disqualification from driving and riding. Heavier penalties apply for second or subsequent offences within a five-year period. For more information on penalties, check the RTA website.



**Penalties apply for allowing an unlicensed person to ride your motorcycle.**

## ■ FINE DEFAULTS

If you do not settle a fine within the time allowed, the matter will be referred to the State Debt Recovery Office (SDRO).

When the outstanding amount is not paid to the SDRO, the RTA will be advised to suspend your licence and/or cancel your motorcycle registration and refuse to do certain business with you until all fines have been paid.

If your licence is suspended, and you pay the SDRO, the RTA will be advised to lift the suspension. The RTA will send you a letter telling you that the suspension has been lifted and that you may resume riding. Alternatively, some fines can be paid at a motor registry to lift the licence suspension on the spot.

Payment not made after six months of licence suspension can lead to the SDRO directing the RTA to cancel your licence. This means that when all outstanding fines are paid, you will need to go to a motor registry and apply for a new licence. Any demerit points you had prior to the suspension or cancellation are carried over when the suspension is lifted or when you get your new licence.

For more information about an unpaid fine which has been sent to the SDRO for collection, phone the SDRO Fineline on 1300 655 805.

## ■ WHAT YOU SHOULD KNOW ABOUT PENALTIES

This section has provided an outline of the penalties for traffic offences. After reading this section you should know:

- How the demerit point scheme works.
- The implications of serious, negligent and dangerous riding offences.
- How the street and drag racing penalties can result in the loss of a motorcycle.
- What happens if a traffic fine is not settled.
- The implications of drink riding and unlicensed riding.

## NOTES

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# Glossary

**Accelerate** – increasing speed.

**Adjacent direction** – coming from the left or right, across your path.

**Approaching** – getting closer to, from any direction.

**BAC** – blood alcohol concentration given as grams of alcohol per 100 millilitres of blood.

**Blind spot** (see also head check) – area beside and behind that is not seen in mirrors.

**Buffer/Buffering** – positioning the motorcycle to create maximum space around you, away from hazards.

**Certificate of competency** – certificate issued on successful completion of a pre-learner or pre-provisional rider training course.

**Colliding** – crashing into.

**Crash avoidance space** – the space a rider needs in order to prevent a potential crash.

**Combination** (motorcycle and sidecar) – a motorcycle with a sidecar attached (also known as an outfit).

**Compulsory** – necessary, required, must do.

**Contact patch** (tyre) – the part of the tyre that is in contact with the road.

**Covering the brakes** – where the rider's fingers are over the front brake lever and their toes over the rear brake pedal without activating the brakes. See also setting up the brakes.

**Counter steering** – The action of applying slight pressure on the handlebar in the opposite direction of the turn to cause the motorcycle to lean into the turn.

**Declared area** (training) – a geographical area where completing a rider training scheme is required to obtain a licence.

**Direct steering** – the action of turning the handlebars in the direction you want the motorcycle to turn.

**Dual purpose motorcycle** – motorcycle made to ride on sealed or unsealed roads (see trail motorcycles).

**Fairing** – bodywork designed to deflect wind.

**Fatigue** – the experience of feeling sleepy, tired or exhausted. Fatigue affects your body and your ability to ride safely.

**Footpeg** – pegs attached to the motorcycle to support your feet.

**Friction point** – where the clutch begins to transmit drive to the rear wheel.

**Full face helmet** – a helmet fitted with a visor that has inbuilt chin protection and so covers all of the rider's face.

**Goggles** – eye protection that covers and forms a seal around the eyes.

**Hazard** – any object or feature, fixed or moving, that contains an element of actual or potential danger.

**Head check** – looking over the shoulder to the left or right to make sure that nothing is in the blind spot. Also known as a shoulder check.

**Intersection** – where two or more roads meet or join.

**Knowledge test** – a computer based test of the road rules.

**Lane** – an area of road marked by continuous or broken lines, designed for use by a signal line of traffic.

**Lean angle** – how far the motorcycle leans in a corner or turn.

**Lean in** – the physical movement of the riders upper body into the turn and slightly forward so that the motorcycle lean angle is reduced.

**Lean out** – the physical movement of the riders upper body away from the turn to allow the motorcycle lean angle to increase and tighten a turning circle.

**Lean with** – where the rider leans at approximately the same angle as the motorcycle.

**Learner Approved Motorcycle (LAM)** – a motorcycle of a kind included in the list of 'Approved Motorcycles for Novice Riders' published by the RTA from time to time on its internet website and also available from motor registries, and has an engine capacity that is not greater than 660 ml and a power to weight ratio that is not greater than 150 kilowatts per tonne.

**MOST** – Motorcycle Operator Skill Test – the practical riding test.

**Motorcycle pre-learner training course** – a training course undertaken in order to obtain a learner rider licence.

**Motorcycle pre-provisional training course** – a training course undertaken in order to obtain a provisional rider licence.

**Multi-laned road** – a road with more than one lane in the same direction.

**Must** – a mandatory requirement.

**Oncoming** – a vehicle approaching, and travelling in the opposite direction.

**Overtaking** – to pass a vehicle travelling in the same direction as you.



**Pannier** – luggage boxes fitted to the sides of the motorcycles.

**Pillion** – motorcycle passenger.

**Pot holes** – holes in the road surface.

**Power to weight ratio** – engine power – in kilowatts to weight of motorcycle – in tonnes including the rider.

**Pressure** (tyre) – the measure of how hard a tyre is inflated.

**Proof of identity** – documents that the RTA is satisfied prove who you are and that you use a particular name.

**Protective clothing** – clothing designed to reduce rider injury and fatigue.

**Rack** – carrying tray/frame.

**Rev** – to increase engine speed.

**Revs** – engine speed measured in RPM (Revolutions Per Minute).

**Road** – an area that is opened to or used by the public and is developed for, or has as one of its main uses the driving or riding of motor vehicles.

**Road related area** – includes an area that divides a road, a footpath, nature strip, cycleway and parking areas,

**Road motorcycle** – motorcycle made primarily to ride on sealed roads.

**Scanning** – moving the eyes to different areas to build up a picture of events.

**Screen** – windscreen.

**Setting up the brakes** – the action of taking the freeplay out of the front and rear brake levers (see two stage braking).

**Should** – a recommendation, advice.

**Sidocar** – a wheeled attachment fitted to the left side of a motorcycle (see combination).

**Size** (engine) – usually measured in millilitres or cubic centimetres.

**Skid** – when a tyre loses grip on the road surface.

**Special purpose motorcycle** – motorcycle designed for racing and other specific purposes, often unregistrable.

**Speed limit** – the legal maximum speed for any particular stretch of road, licence or vehicle.

**Speeding** – excessive or inappropriate speed, including not adjusting your speed to suit the conditions or speed limit.

**Speed limit** – the legal speed for any particular stretch of road, licence or vehicle.

**Squeeze** (brakes) – progressively applying more pressure to the brake levers (see two-stage braking).

**Stationary** – not moving.

**Suspension** – front forks, rear shock absorbers, springs.

**Swerving** – quickly turning in one direction.

**Tailgater** – someone who follows other vehicles too closely to be safe.

**Three-second gap** – a space between vehicles big enough for three seconds of time to pass between them.

**Throttle** – a control used to vary the motorcycle's engine speed.

**Traction** – grip between a tyre and the ground.

**Trail motorcycles** – motorcycles built primarily for riding on unsealed roads.

**Tread** – the pattern of rubber on the surface of a tyre that grips the road.

**Two-stage braking** – a braking technique consisting of setting up and squeezing the brake levers.

**Un-declared area** – a geographical area where rider training is not required to obtain a rider licence.

**U-turn** – a complete change of direction, approximately a 180 degree turn.

**Visor** – clear, plastic shield on the front of a helmet designed to protect your face.

**Wheel track** – the mark on the road made by other vehicles' tyres.

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For further enquiries:

[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)

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## Roads and Traffic Authority

The information in this handbook is intended as a guide only and is subject to change at any time without notice. It does not replace the legislation.

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