



Government of South Australia
Department for Transport,
Energy and Infrastructure

The Rider's Handbook



This handbook is only an interpretation of the law made easy to understand by using plain English. Laws change often so make sure you have the most recent handbook version available on the Department for Transport Energy and Infrastructure (DTEI) website at **www.transport.sa.gov.au**.

OTHER DTEI PUBLICATIONS FOR MOTORCYCLE RIDERS

- *Motorcycling Road Safety Strategy 2005-2010*
www.dtei.sa.gov.au/roadsafety/resources
- *The Driver's Handbook*
Copies can be purchased from Service SA Customer Service Centres and many newsagents, or go to
www.transport.sa.gov.au/publications/reg_licence_permits.asp#drivershandbook
- *Rider Safe motorcycle licence training (pamphlet)*
available from Customer Service Centres
- *Learner Approved Motorcycle Scheme*
www.transport.sa.gov.au/educational/training

ACKNOWLEDGEMENT

The Department for Transport Energy and Infrastructure (DTEI) wishes to thank the NSW Roads and Traffic Authority for their permission to reprint material from the NSW *Motorcycle rider's handbook*.

Introduction

Motorcyclists have a higher risk of death or serious injury than all other road users.

Motorcyclists are less protected in the event of a crash than other motorists, and those aged 16 – 40 are 36 times more likely to be killed than drivers of other vehicles of the same age.

You can become a safe rider through acquiring the necessary skills and understanding of the road environment, but always being alert and defensive and by accepting that the prime responsibility for your safety on the road is yours.

You need to wear appropriate protective gear and know your own and your machine's capabilities and limitations.

Our procedures for getting a motorcycle rider's licence are designed to help you become a safe rider. The Rider's Handbook, our training programs and the testing procedures are designed to get you confident in the fundamental skills. We trust you will maintain and further develop these skills.

This handbook contains important information about riding techniques, how to cope with hazards and some road rules for motorcyclists. Please read it carefully.

Enjoy your riding, but above all, ride to survive.

Contents

1. HOW TO USE THIS HANDBOOK	5
2. LICENSING	7
Obligations of licence holders	7
Bribing people is against the law	7
Having the correct licence	8
Graduated Licensing Scheme	9
Licence types	
Learner's permit class R-date	10
Provisional licence	12
Full licence.....	14
Rider Safe courses	15
Experienced Riders.....	16
Summary	
What you should know about licensing.....	17
3. RIDER MANAGEMENT	18
Concentration	18
Protective clothing	20
Summary	
What you should know about rider management	23
4. SAFE RIDING	24
Observation	
Scanning.....	24
Speed management	25
Maintain space to the front	26
Maintain space behind you	27
Reduce speed.....	27
Road positioning	
Space, surface and sight.....	28
Examples of buffering	30
Vehicles following	32
Vision.....	32
Blind crests.....	33
Multi-laned roads	34
Overtaking.....	36
Turns at intersections.....	38
Positioning for curves and bends	39
The danger of exiting wide.....	40
Planning a series of curves.....	41
Riding in groups.....	42
Making decisions	
Gap selection.....	43
Hazard perception	
Responding to hazards.....	44
Examples of situation that require a response	45
Basic riding techniques	
Riding posture.....	46
Braking technique	46
Steering technique.....	48
Leaning	49
Summary	
What you should know about safe riding . . .	50
5. ROAD RULES FOR MOTOR CYCLE RIDERS	51
Motorcycle specific road rules and signs	
Riding on motorcycle.....	51
Helmets.....	51
Keeping left.....	51
Hand signals	52
Lending or borrowing a motorcycle.....	52
Motorcycle warning signs.....	53
Riding at night.....	53
Carrying passengers and loads	
Motorcycle passengers	54
Sidecar passengers	54
Loading	54



Towing and being towed	55	Demerit points for traffic offences	62
Restrictions on where to ride		Speeding offences	62
Road and road related areas	56	Immediate loss of licence	62
Riding on footpaths	56	Other serious riding offences	63
Bus lanes	56	Negligent or dangerous riding	
Bicycle lanes	56	causing injury or death	63
Parking		Hoon riding	64
Motorcycle parking	55	Drink and drug riding	65
Summary		Riding without a licence	65
What you should know about road rules		Fines enforcement restrictions	65
for motorcycle riders	57	Summary	
6. MOTORCYCLE ROADWORTHINESS	58	What you should know about penalties	66
Number plates	59	8. GLOSSARY	67
Roadworthiness	60	9. INDEX	70
Summary			
What you should know about			
motorcycle roadworthiness	61		
7. PENALTIES	62		
Traffic offences	62		

The Rider's Handbook is a comprehensive information source for the rules and regulations, information and advice that you need to ride safely on South Australian roads.

Learners must read it thoroughly to be able to get a learner licence. For experienced riders the handbook offers a way to check current road rules, or to understand more about road safety and low risk riding.

To make it easy to find what you want to know the handbook is divided into sections. At the end of each section is a summary that helps you remember or revise key points. In addition, you will find an overview of some penalties for traffic offences.

The back of the handbook contains an index and glossary of terms.

Do not forget to study *The Driver's Handbook* just as carefully. It contains the rest of the information that you will need to know.

SECTION 2: LICENCES

This section is essential reading for people wanting to obtain a licence to ride on South Australian roads.

SECTION 2 OUTLINES:

- The licensing system.
- The various steps you must take to obtain a full licence.
- The Rider Safe training course.
- The obligations of licence holders.

SECTION 3: RIDER MANAGEMENT

This section considers in detail how to increase your enjoyment and safety when riding on the road and how to take responsibility for your own wellbeing.

SECTION 3 EXPLAINS:

- Recognising and managing fatigue.
- Alcohol and other drugs.
- Protective clothing.

SECTION 4: SAFE RIDING

This section provides key safe riding behaviours which are useful for all riders.

SECTION 4 EXPLAINS:

- Observation, speed management and road positioning.
- The importance of crash avoidance space.

SECTION 5: GENERAL ROAD RULES

Every motorcyclist needs a working knowledge of the rules that apply to riding. This section offers comprehensive coverage of the main rules governing motorcycles.

SECTION 5 EXPLAINS:

- Motorcycle specific road rules.
- Carrying passengers and loads.
- Restrictions on where to ride.
- Parking restrictions.

SECTION 6: MOTORCYCLE ROADWORTHINESS

All motorcycles using South Australian roads must be registered and roadworthy. This section provides a brief explanation of motorcycle safety and registration requirements.

SECTION 6 EXPLAINS:

- Registering your motorcycle.
- Requirements for displaying number plates.
- Tyres (pressure, tread and wear).
- Defect notices on unroadworthy motorcycles.

SECTION 7: PENALTIES

This section provides an overview of the penalties for traffic offences.

SECTION 7 EXPLAINS:

- The penalties for exceeding the speed limit, including demerit points, fines and licence suspension.
- The implications of serious, negligent and dangerous riding offences.
- How the hoon riding penalties can result in the loss of a motorcycle.
- The implications of not settling a traffic fine.
- The penalties for drink riding and unlicensed riding.

Think of your licence as a 'contract', or an agreement between you as a rider and the rest of society. The DTEI and the SA Police administer this contract on behalf of the people of South Australia. When you get your licence, look after it. Do not abuse it or allow it to be misused. There is a heavy penalty if you fraudulently alter, use or lend a licence to another person or allow a licence to be used by another person.

OBLIGATIONS OF LICENCE HOLDERS

The State provides the roads for riders to use if they meet certain conditions.

Riders must:

- Show that they understand the road rules, most of which are written in this book and *The Driver's Handbook*.
- Show that they understand society's concerns to reduce the impact of traffic on the environment and to use the road system efficiently.
- Show the skills necessary to ride safely.
- Obey the laws and ride responsibly.
- Pay a licence fee which goes towards maintaining the system.

The contract can be broken by significant traffic offences which cause inconvenience, costs or suffering to others. These offences carry penalties such as fines, licence cancellation, disqualification or suspension or, in extreme cases, imprisonment.

BRIBING PEOPLE IS AGAINST THE LAW

It is illegal to offer, request or accept gifts or other favours in order to get a licence without passing the required tests. Penalties are severe and include fines and imprisonment. All cases of corruption will be investigated and strong action will be taken against all those involved.

The only licence fees and charges you have to pay are set by the DTEI. Do not pay any more or offer to pay more to get your licence.

If you know or believe that anyone has got, or is about to get an SA licence by offering, or responding to a request for a bribe – or if you suspect or know of any other corruption involving a DTEI employee – telephone the DTEI on (08) 8374 5100.

HAVING THE CORRECT LICENCE

It is very important to have the correct licence when you ride. You must have:

- A current licence which is not expired, cancelled or suspended.
- The correct licence class for the type of motorcycle you are riding.
- A SA licence if you have been a resident of SA for more than three months.
- An interstate licence if you are a visitor from interstate.
- A current licence from another country if you are visiting from overseas. If your licence is not in English you must also carry an International Driving Permit or an English translation of your overseas licence.

In addition, you must not ride if you are disqualified from riding by a court in SA or any State or Territory in Australia or overseas. Riders with licences from another State or Territory or overseas must not ride if their visiting rider privileges have been suspended by the DTEI.

RIDING WITHOUT A LICENCE

Heavy penalties apply for riding without a licence, with an expired, cancelled, suspended or disqualified licence or a licence of the wrong class. See the Penalties section for more information.



Before you allow someone to ride your motorcycle check that they have the correct licence and that their licence is valid.

WHEN YOUR LICENCE IS CHECKED

Police check that you have the correct licence when:

- You are involved in a crash, whether you were at fault or not.
- You have been stopped because of a traffic offence.
- You have been stopped for a random breath test either by a stationary breath testing unit or by a mobile breath testing unit.



CARRY YOUR LICENCE WHEN RIDING

All riders on a learner's permit or provisional (P1 or P2) licence must carry their permit or licence with them while riding.

GRADUATED LICENSING SCHEME

South Australia has a Graduated Licensing Scheme (GLS) for new riders and drivers. Full details on the GLS are available on the DTEI website, visit www.transport.sa.gov.au. To obtain a SA rider licence you must complete various stages of training and testing.

Rider Safe is a compulsory motor-bike rider training course for all novice motorcycle riders (except for those in certain rural or remote areas. (See www.transport.sa.gov.au/licences_certification/motorbike/index.asp). Rider Safe provides tuition for the basic and advanced motor bike skills necessary for safe riding on the road.

HOW THE SCHEME WORKS

New riders are required to pass through two licensing stages before obtaining a full rider licence.

- Learner's permit
- Provisional licence (P1 and P2)

This flow chart shows the main steps for a new rider (with no other driver's licence) progressing through the licensing scheme.

Theory Test



Rider Safe Basic Training Course



Learner's Permit (class R-Date) – minimum 6 months – but valid for 24 months



Rider Safe Advanced Training Course



P1 Licence (class R-Date) – minimum 12 months (you can apply for unrestricted R class after 12 months). Must pass a Hazard Perception Test before going to P2.



P2 Licence (class R-Date) or P2 Licence (class R)

– minimum 6 months (must hold P1/P2 licence for minimum total of 2 years). Can apply for unrestricted R class at any time after holding R-date Provisional licence for 12 months)



Full Licence (class R or R-Date)

– can apply for unrestricted R class after holding R-Date for 12 months.



Licence types

LEARNER'S PERMIT (CLASS R-DATE)

To get a R-Date learner's permit you must pass a theory test and pass Rider Safe Basic Training. You must be at least 16 years old to be issued with a learner's permit.

R-date learner's permits are issued for 24 months and must be held for a minimum of 6 months.



When starting out you must not ride on a road or road related area until you have completed your training and been issued with a learner's permit.



When learning to ride a motorcycle it's a good idea to start on very quiet streets that you know well. Start off riding only in daylight. Only ride at night once you gain experience.

PERMIT LICENCE RESTRICTIONS FOR LEARNER RIDERS

Blood Alcohol Concentration (BAC)	Your BAC must be zero.
Drugs	There must be no presence of THC (Cannabis) or Methylamphetamine (speed), MDMA (Ecstasy) in your blood or body fluid.
Display of L Plates	An L plate must be clearly displayed on the back of the motorcycle. The letter on the plate must not be hidden or covered.
Helmet	You must wear an Australian Standard AS 1698 motorcycle helmet securely fitted and fastened.
Motorcycles	<p>You must only ride motorcycles that:</p> <ul style="list-style-type: none"> • Are on the Learner Approved Motorcycle Scheme (LAMS) list, and • Have an engine capacity not greater than 660ml, and • Have a power to weight ratio not greater than 150 kilowatts per tonne. <p>For further information go to www.transport.sa.gov.au/licences_certification/lams/index.asp</p>
Passengers	You must not carry any pillion passengers unless the person is acting as a Qualified Supervising Driver who has held a current unconditional (unrestricted) Class R licence for the preceding 2 years.
Speed Limit	<p>You must not ride faster than 80 km/h and must observe the speed limit where it is below 80 km/h.</p> <p>If you exceed any speed limit by 10 km/h or more, you commit a further offence.</p>
Permit Carriage	You must carry your learner's permit at all times.

SUSPENSION OR CANCELLATION OF LEARNER'S PERMIT

If you do not comply with these restrictions or you accumulate 4 or more demerit points you can be fined and/or disqualified from holding a licence or permit for 6 months.

Disqualification will result in you having to pass the theory test again and holding the learner's permit for a total of 9 months.

PROVISIONAL (P1 & P2) LICENCE (CLASS R-DATE)

To be issued with a provisional licence you must be at least 16 ½ years old. A provisional P1 rider licence is issued after you have completed the Rider Safe Advanced Course. You must have held your learner's permit R-date for a minimum of 6 months, even if you have completed the Rider Safe Advanced course earlier.

The provisional licence is issued for a total of 2 years or until you reach 19 years of age, whichever period is longer. To progress to a P2 licence you will need to pass the Hazard Perception Test after at least one year on P1.

After having held a provisional licence Class R-Date for one year, you may apply for the issue of a provisional licence Class R (any motor bike). It is your responsibility to apply for the full (unrestricted) motorcycle licence.

PROVISIONAL LICENCE DISQUALIFICATION

If you do not comply with the conditions of a provisional licence or you accumulate 4 or more demerit points you can be fined and disqualified from holding a permit or licence for 6 months.

Under the Graduated Licensing Scheme you will go back to the previous level if you are disqualified. If you are a P1 holder, you will have to obtain a learner's permit and

complete the Rider Safe Advanced Course, and be issued with a P1 licence for 2 ½ years. If you are a P2 holder you will need to pass the Hazard Perception Test again and hold P1 licence for a minimum of 2 years.



PROVISIONAL (P1 & P2) LICENCE CONDITIONS AND RESTRICTIONS

Blood Alcohol Concentration (BAC)	Your BAC must be zero.
Drugs	There must be no presence of THC (Cannabis), Methylamphetamine (speed) or MDMA (Ecstasy) in your blood or body fluid.
Display of P plates	P1 riders must clearly display a P plate on the back of the motorcycle. The letter on the plate must not be hidden or covered. (P2 riders do not have to display a P plate).
Helmet	You must wear an Australian Standard AS 1698 motorcycle helmet securely fitted and fastened.
Motorcycles	<p>For the first year on P1 you must only ride motorcycles that:</p> <ul style="list-style-type: none"> • Are on the Learner Approved Motorcycle Scheme (LAMS) list, and • Have an engine capacity not greater than 660ml, and • Have a power to weight ratio not greater than 150 kilowatts per tonne. <p>For further information go to www.transport.sa.gov.au/licences_certification/lams/index.asp</p> <p>After obtaining a Class R licence you may ride any motorcycle.</p>
Speed limit	<p>You must not ride faster than 100 km/h and must observe the speed limit where it is below 100 km/h.</p> <p>If you exceed any speed limit by 10 km/h or more, you commit a further offence.</p>
Licence Carriage	You must carry your provisional licence at all times.

FULL LICENCE (CLASS R-DATE OR R)

To be issued with a full licence you must be at least 19 years old. If you are the holder of

an R-Date licence you can apply for an R licence after holding R-Date for one year at the same time.



RIDER SAFE

Rider Safe is a compulsory motorcycle rider training course for all novice motorcyclists. The course teaches the basic and advanced skills necessary for safe riding on roads.

You are advised to complete the basic training course *before* you purchase a motorcycle. Both helmets and motorcycles of different sizes are available for loan during the basic training, to afford an opportunity to determine riding ability *before* the learner decides to purchase their own motorcycle.

The basic course covers classroom and practical (off-road) sessions, which include straight riding, turning, gear changing and braking, and is accompanied by a competency-based form of assessment, entitling the learner to apply for a learner's permit (R date).

The advanced course includes a training session (off-road) and a practical assessment, which focuses on competent control of a motorcycle.

LEARNER APPROVED MOTORCYCLE SCHEME (LAMS)

The LAMS requires R-Date licence holders to ride motorcycles with an engine capacity up to 660ml, with a power-to-weight ratio not greater than 150 kilowatts per tonne. A list of approved motorcycles is available from any Customer Service Centre (see www.transport.sa.gov.au/licences_certification/lams/index.asp).



EXPERIENCED RIDERS

Licensed motorcycle riders, including those returning to riding after a long break, and who

wish to update their skills, may also attend a Rider Safe course.



Summary

WHAT YOU SHOULD KNOW ABOUT LICENSING

This section has explained the importance of licensing in South Australia. After reading this section you should know:

- Obligations of licence holders.
- What conditions must be met before you can get a rider's licence.
- What special rules apply to learners.
- Under what conditions provisional licences are issued.
- What training courses you need to complete before being issued with a learner's permit or provisional rider licence.

NOTES



Riding a motorcycle can be great fun and is enjoyed by people of all ages. Riding on the road, however, means accepting responsibility for your own wellbeing and showing due care and consideration for all other road users.

Compared to driving other road vehicles, riding a motorcycle can place you at a higher risk from others. If you are involved in a crash, the chances of being injured are very high.

CONCENTRATION

Riding on the road requires your full concentration. Your survival depends on this ability.

Many factors will affect your ability to concentrate such as:

- Fatigue
- Alcohol
- Drugs

It's in your own interest not to ride if you know you can't concentrate fully.

FATIGUE

Many people think that fatigue involves going to sleep, but for motorcyclists the real problem is a lapse in concentration.

Rider fatigue indicators include:

- Running a bit wide on a corner.
- A couple of rough gear changes.
- Not seeing a sign.
- Day dreaming.
- Dry mouth.
- Stiff joints (neck, knees and wrists).

If you have any signs of fatigue stop immediately and rest.

MANAGING FATIGUE

Riding a motorcycle is much more tiring than driving a car. Even if you are not tired, stop about every one and a half hours or 150 kilometres.

Here are some tips to help riders manage fatigue:

- Drink plenty of water to keep hydrated.
- Avoid too much coffee or sweet soft drinks.
- Stay away from alcohol at all costs.
- Eat small amounts frequently, simple foods like fruit, nuts, a muesli bar or a little chocolate.

- Avoid fatty foods and large meals before or during a ride.
- In winter, don't make yourself too snug and warm. It's good to be a little cool.

ALCOHOL AND OTHER DRUGS

There have been many tests on the way alcohol and various other drugs affect reflexes, coordination, depth perception and risk taking behaviour. The results are always the same, increased risk due to reduced capability. Keep in mind that it is not just your own mistakes that become dangerous. When you've been drinking, you may not be able to react properly to others' mistakes either.

Alcohol has an effect on you at much lower levels than the legal blood alcohol limit and even two drinks can take you to 0.05. On average, during 2003-2007, 25% of riders killed on South Australian roads had a blood alcohol level of 0.05 or more.

The effects of alcohol are compounded by the lack of protection and stability issues associated with riding a motorcycle. You should never ride a motorcycle after consuming alcohol or drugs.



All learner and provisional licence holders are restricted to a zero alcohol limit.

OTHER DRUGS

Many drugs affect your ability to ride a motorcycle safely and well. This includes prescription drugs (drugs that you cannot buy unless your doctor gives you a script) as well as illegal drugs, and some drugs such as cold or allergy tablets. Such drugs can leave you weak, dizzy, drowsy or slow to react in an emergency. Make sure you know the effects of any drug before you attempt to ride. Check with your doctor or pharmacist and read the label to make sure the medication will not affect your riding. If any drug has an effect on your riding, you must not ride.

PROTECTIVE CLOTHING

As a motorcycle rider you are fully exposed to all the elements, heat, cold, rain, hail, snow, etc and in a crash you are particularly vulnerable to injury. Wearing the right protective clothing can:

- Significantly reduce injury in a crash.
- Protect you from the weather.
- Improve your comfort when riding.

It's in your own interest not to ride if you know you can't concentrate fully.

HELMET

The most important piece of personal equipment for a motorcycle rider is a motorcycle helmet. The law requires all motorcyclists and their pillion (passengers) or sidecar passengers to wear an approved motorcycle helmet. The approved standard for helmets is Australian Standards AS 1698.

There are many types and styles of motorcycle helmets available. There are two key types; full face and open face helmets.

Full face helmets that feature a chin panel which incorporates an integrated face shield (visor) offer better eye, wind, sun and injury protection.



Light coloured helmets (eg. white, yellow) are generally cooler in summer than dark helmets.

Never buy a second hand helmet.

HELMET CHECK LIST

- Your helmet must be Australian Standard AS1698 approved.
- It must fit comfortably but not too tightly (avoid helmets that fit loosely).
- It must have the chin strap fastened and properly tightened.

Helmets should be:

- Replaced after a crash or a significant impact.
- Replaced if they become loose fitting, or the straps become worn.
- Only cleaned with mild soapy water. Some chemicals and cleaners may weaken the shell.

PROTECTIVE CLOTHING



Helmet: Must be Australian Standard AS1698 approved.

Visor: Clear and shatterproof without scratches. Australian Standard AS1609.

Back protector: To protect the spine in the case of a crash.

Gloves: Gauntlet style with a strengthened palm area and knuckle protection. Zip or velcro fastening around wrist.

Jacket and pants: Must be highly abrasion and tear resistant and completely cover your arms, legs and body. They must be secured at the wrists, waist and ankles to prevent riding up and exposing skin.

Footwear: Boots must overlap the pants and provide shin, ankle and instep protection. Zipper or velcro fasteners required to prevent the foot sliding and a protective cover to protect against wear when changing gear.

EYE PROTECTION

Your eyes need protection from the wind, dust, rain, insects and stones thrown up by other vehicles. Only a visor attached to the helmet or goggles provide the eye protection necessary for riding.

Some motorcycles have screens or fairings to provide weather protection. These do not provide adequate protection for the eyes and you should still use a visor or goggles to protect your eyes.

Visor and goggle should:

- Be clean and not scratched.
- Be shatterproof (standard for helmet visors is Australian Standards AS 1609).
- Have clear lenses for use at night.

GLOVES

Gloves that are specifically designed for motorcycle riding will improve rider comfort and protection.

Motorcycle gloves generally have:

- A strengthened palm area shaped for riding.
- Knuckle protection.
- A fastener around the wrist to prevent sliding off (eg. zipper and Velcro).
- An overlap with the jacket (gauntlet style).

JACKETS AND PANTS

Purpose made motorcycle clothing provides better weather and crash protection than ordinary clothing. In proper motorcycle gear you will almost certainly feel more comfortable.

Jacket and pants should:

- Be tailored for a riding position.
- Completely cover your arms, legs and body.
- Secure around wrist, waist and ankles to prevent sliding up and exposing skin.
- Have impact and abrasion protection for your back, shoulders, elbows, hips and knees.
- Be highly abrasion and tear resistant.

FOOTWEAR

Like gloves, footwear designed for motorcycle riding will provide great comfort and protection.

Motorcycle footwear generally has:

- Strengthening in the instep between the ball of the foot and the heel.
- Ankle protection.
- Shin protection.
- A fastener around the leg to prevent sliding off (eg. zipper and Velcro).
- An overlap with the pants (boot style).
- Gear change cover to prevent wear.

NOTES

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Riding is never risk free, but you should aim to ride 'low risk'. A low risk rider has good observation, speed management, road positioning, decision making and hazard perception skills.

Observation

The road environment is constantly changing and this requires high levels of observation and concentration. The key to good observation is scanning.

SCANNING

Scanning, is keeping your eyes moving, checking in one area for a couple of seconds, then moving your eyes to another area.

When scanning look:

- In the distance.
- At the road surface.
- To your left and right.
- Regularly at your mirrors and instruments.



Before moving off from traffic lights check all directions to make sure the traffic has stopped.

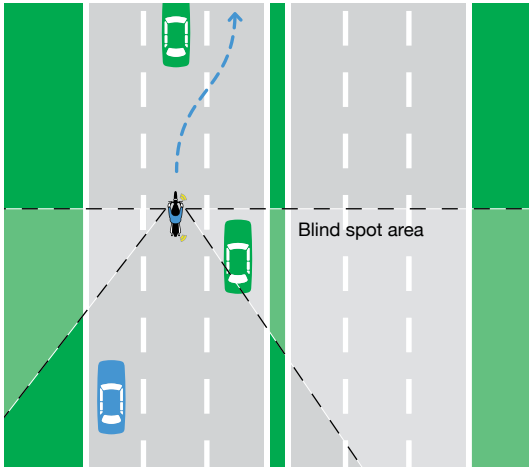
MIRRORS

You should check your mirrors every few seconds so you always know what is behind you. There are also particular times when it is very important for you to use your mirrors:

- Check your mirrors before making any change to your speed or road position.
- When preparing to turn or change lanes, watch carefully for any cars behind you, especially if you plan to turn where others may not expect it, such as at lane ways, driveways and side streets.
- When you are stopped behind another vehicle, leave plenty of space in front of you to move. Watch vehicles approaching from behind. Remain in first gear, with a brake applied and be able to move off to avoid being hit from behind.

HEAD CHECKS

Motorcycles have 'blind spots' just as cars do. A blind spot is the area next to you that you are unable to see in your mirrors. When you are about to change your position on the road (eg. make a turn, exit a roundabout,



Check blind spots before changing your road position.

move off or change lanes), make sure you turn your head and look over your shoulder to see if it is clear. This is called a ‘head check’ and is the only sure way to see objects that are in your blind spot.



Have a head check before turning right into a street or driveway, just in case a following vehicle has not seen your indicator and is overtaking you.

Speed management

Managing your riding speed is important for safe riding. The faster you ride, the greater your chances of crashing and of serious injury and death if you do crash.

Riding above the speed limit is both dangerous and unlawful. Riding under the speed limit can still be dangerous if you do not adjust your speed to match the road and traffic conditions.

Low risk riders manage their speed and road position to maintain a crash avoidance space completely around their motorcycle.

To determine the crash avoidance space to the front of your motorcycle you need to take into account two key factors – reaction time and response time.

Reaction time is the time the rider needs to:

- See the information.
- Perceive what it means.
- Decide on a response.
- Instigate that response.

A rider who is fit, concentrating, alert and not affected by alcohol, drugs, fatigue or a distraction, will require about one and a half seconds to react to a sudden and unexpected change in traffic conditions.

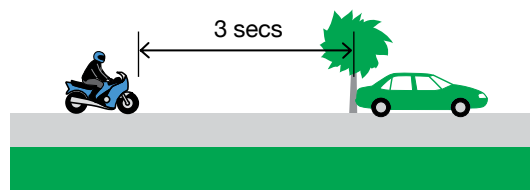
Response time is the time required to take action. Generally a minimum of one and a half seconds is needed to respond. In many situations braking may be the only possible response. Swerving is rarely appropriate and is likely to result in a more severe crash, for example a head on collision.

A total of three seconds crash avoidance space is needed to react and respond to a situation in front of you. You may need even longer in poor conditions such as rain and darkness.

The three second rule, explained below, can be used when following another vehicle or if there is potential for something to accelerate or steer into your crash avoidance space.

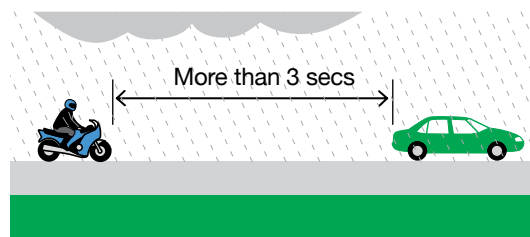
MAINTAIN SPACE TO THE FRONT

To calculate a three second crash avoidance space when following another vehicle, use this basic technique. As the rear of the vehicle in front of you passes a stationary object at the side of the road, such as a power pole, tree or sign, start a three second count 'one thousand and one, one thousand and two, one thousand and three'.



Stay at least 3 secs behind the vehicle ahead.

If your motorcycle passes the point you picked before you finish the count, you are following too closely. Your crash avoidance space is not large enough.



Increase following distance in poor conditions.

Slow down and repeat the count again until the three second crash avoidance space is achieved.

In poor conditions such as rain, night and gravel roads, it may be necessary to increase your crash avoidance space to four or more seconds.

To reduce the risk of riding into the back of another vehicle, the three second crash avoidance space is essential, as the vehicle in front has the ability to stop very quickly indeed if it collides with another vehicle or a stationary object.



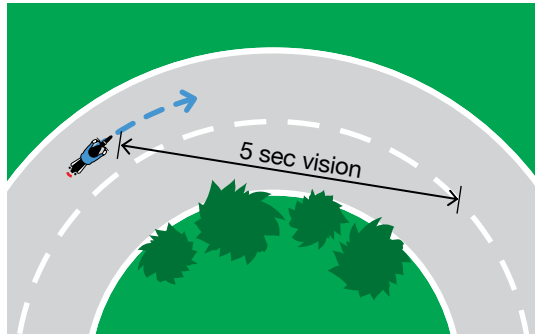
Be aware that in most situations cars can stop in a shorter distance than motorcycles, due to the greater grip provided by four tyres.

MAINTAIN SPACE BEHIND YOU

It is difficult to maintain a crash avoidance space behind you, as another driver or rider controls the space.

If a vehicle behind is travelling too closely, slow down slightly to increase the space you have in front of you. This will enable you to brake more gradually if you spot a hazard in front, which will enable the following vehicle more time to stop as well.

When you stop behind another vehicle leave at least one and a half motorcycle lengths between your front wheel and the back of the vehicle in front. This will provide some space in case they roll back or if you need to ride around them.



Slow down if you cannot see 5 secs ahead.

SAFE SPEEDS

Adjust your speed for the road conditions.

Situations where your vision may be reduced include:

- Blind corners
- Blocked intersections
- Crests
- Poor weather conditions.

Slow down if you cannot see five seconds ahead, and stay within the speed limit.

To calculate five second vision in a curve, pick a fixed point in the oncoming lane that has just come into view and start a count 'one thousand and one, one thousand and two...one thousand and five'. If you reach the point before five seconds you are riding too fast for the available vision.

Road positioning

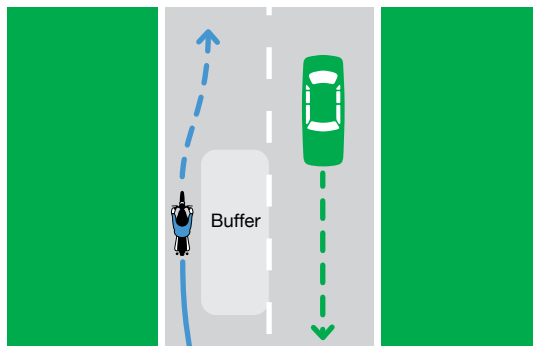
Traffic and road situations are constantly changing and so does the safest position on the road. Low risk riders aim to be in the right place all the time.

SPACE, SURFACE AND SIGHT

Three key things must be considered when choosing your position on the road. These three things are: space, surface and sight.

SPACE

As a motorcycle rider you have very little to protect you in a crash other than your riding gear. The more space from other vehicles and pedestrians the better. Creating space from hazards is referred to as buffering. Moving away from hazards can also increase the likelihood of being seen.

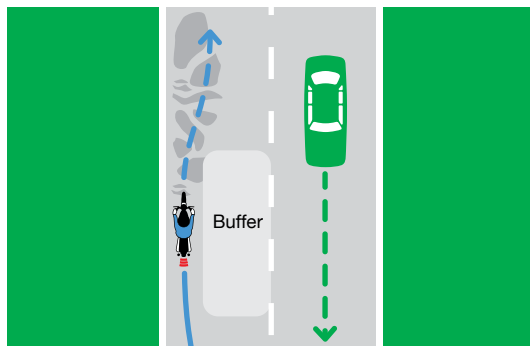


Move away from hazards, like oncoming cars.

SURFACE

As the operator of a two wheel vehicle motorcycle riders need to be very aware of the road surface. Paint, oil, water, sand, gravel, pot holes and metal plates are all examples of different road surfaces that a rider needs to manage. For a motorcycle rider a relatively small change in road position can result in a significant change in the quality of road surface.

Although it is best to avoid riding on a poor surface, sometimes this is not possible, for example when buffering an oncoming vehicle the best road position may be the left side of the lane. The left side of the road may be bumpy and broken up, however it may be preferable to ride on this surface to get a safe buffer from the oncoming hazard. The solution is easy, if you need to ride on a poor surface to buffer a hazard, just slow down.

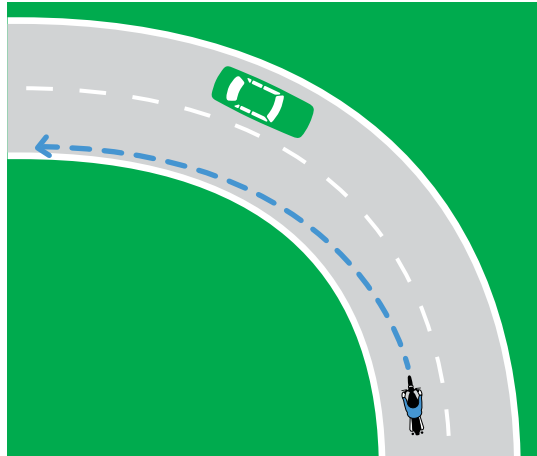


If you need to ride on a poor surface in order to maintain a buffer, slow down.

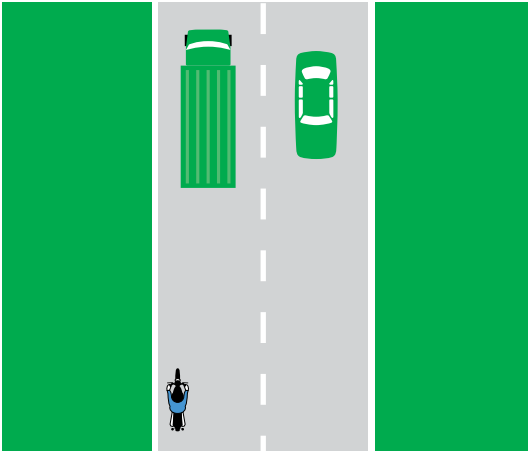
SIGHT

A good road position can allow you to see further and get more information about what is happening up ahead. Generally the right side of the lane provides good vision up the road, to the sides and also behind you. However the right side of the lane is a dangerous position to be in if there is oncoming traffic. Try to choose a road position that provides good vision without compromising your buffer from hazards. This is particularly true when following large vehicles or when taking left bends.

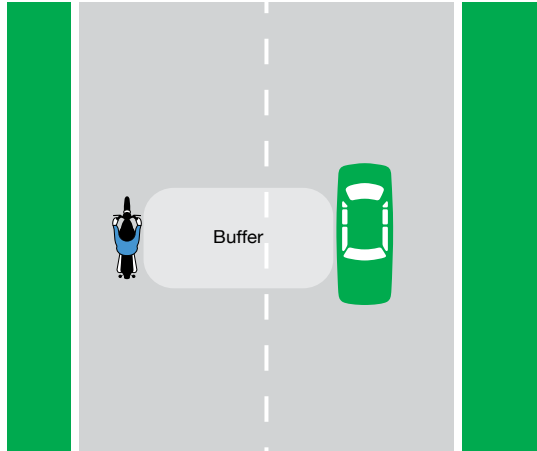
By actively managing their road position, considering space from hazards, road surface and sight needs a rider can significantly reduce the risk of crashing.



Maintain a buffer from hazards and slow down if vision is limited.

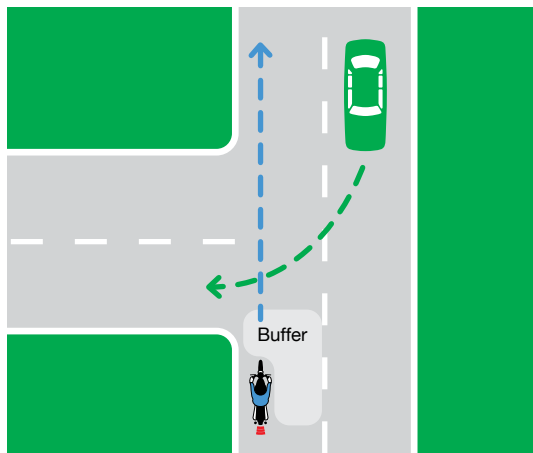


Maintain a buffer from hazards and a good following distance when vision is limited.

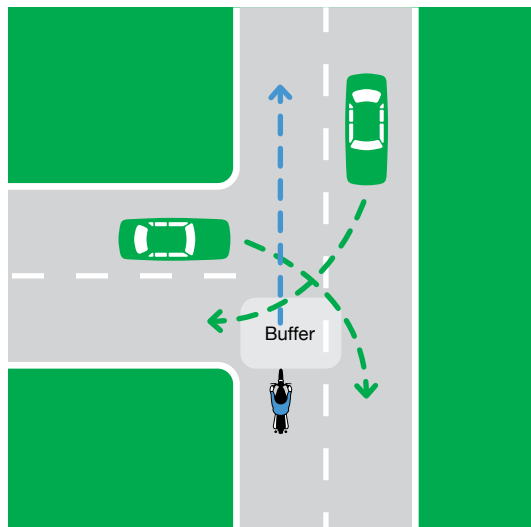


Create space (buffer) oncoming vehicles.

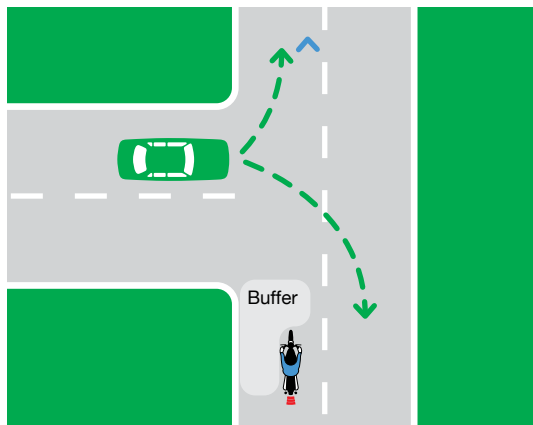
EXAMPLES OF BUFFERING



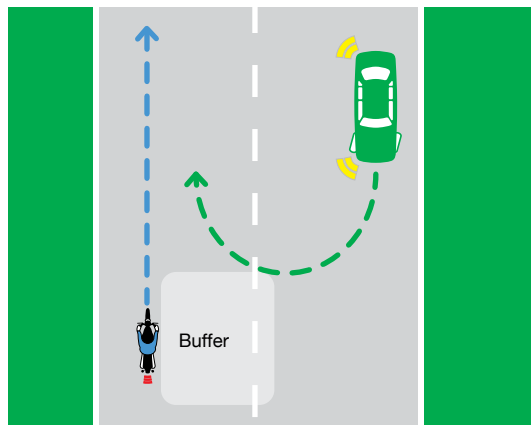
Slow down and buffer when a vehicle could turn across your path.



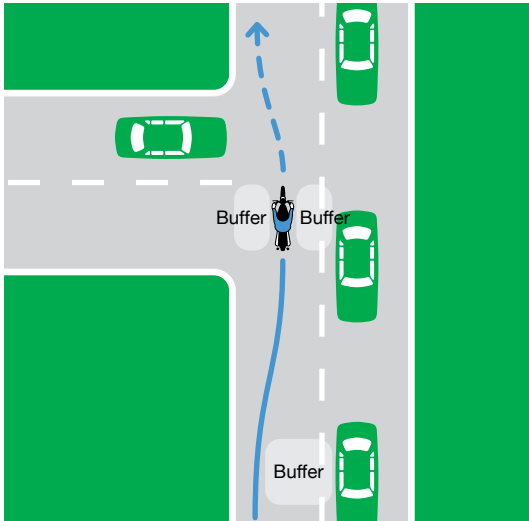
Buffer both vehicles and slow down.



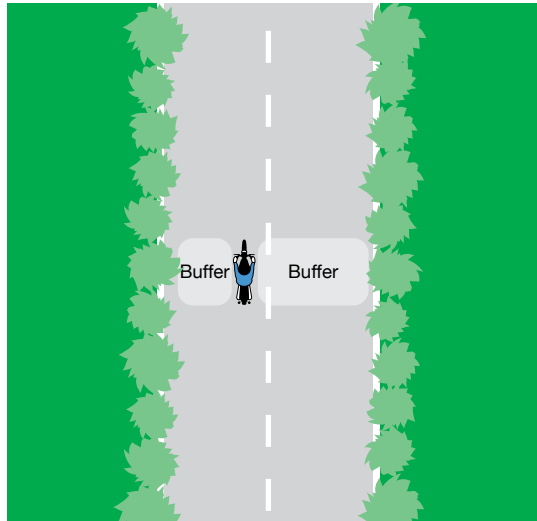
Slow down and buffer when a vehicle could turn across your path or enter the lane you are in.



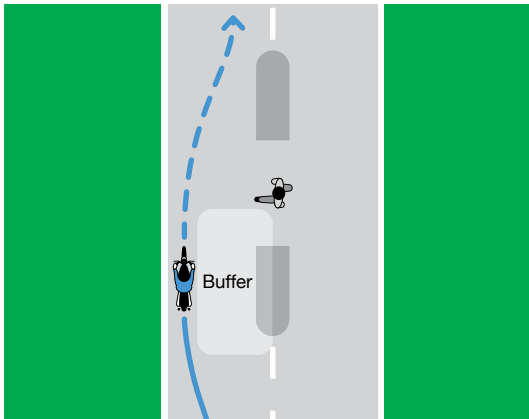
You may need to buffer hazards even when they are on the other side of the road.



In busy traffic you may be in the left side of the lane for most of the time only moving right to buffer vehicles in side streets.



On country roads staying on the right side of your lane can provide space from wildlife and improve vision. However, you must remember to buffer oncoming vehicles and be in the correct position for crests and curves.

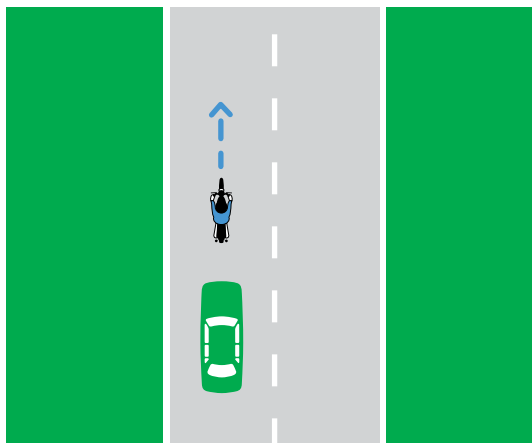


Buffer all hazards including pedestrians.

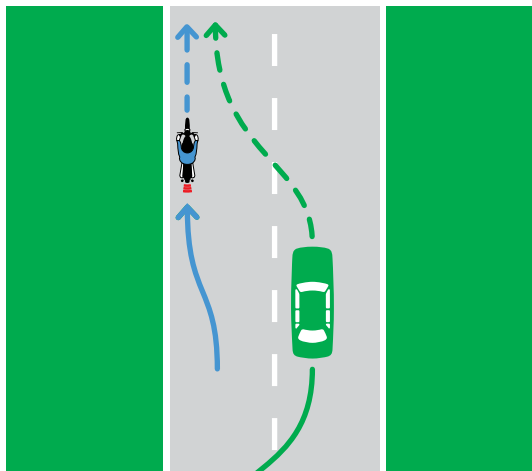


A motorcycle rider can legally use any part of their lane.

VEHICLES FOLLOWING

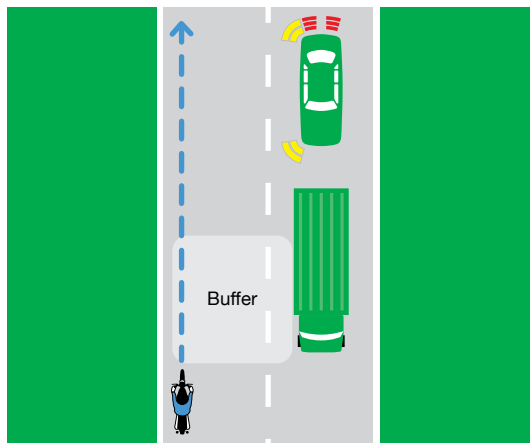


If vehicle is following close behind it is sometimes better to select the middle of the lane.



Maintain a buffer from vehicles as they pass you.

VISION

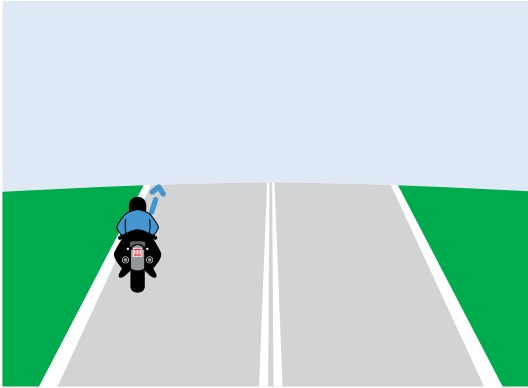


Buffering can improve your vision and make it easier for others to see you.

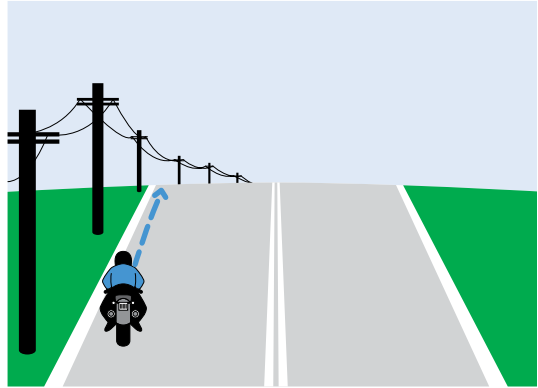


The further back you follow other vehicles the better you can see around them.

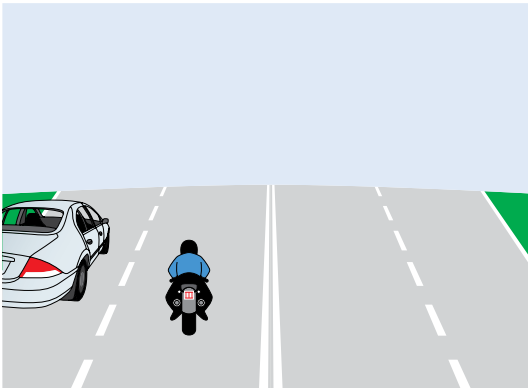
BLIND CRESTS



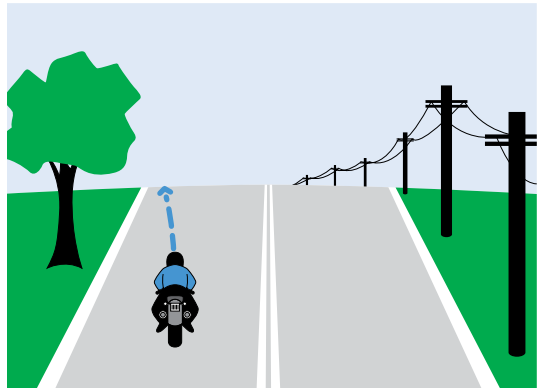
Approaching blind crests create a buffer from possible oncoming traffic.



Approaching blind crests look for clues as to where the road goes. Slow down and select a road position to suit.

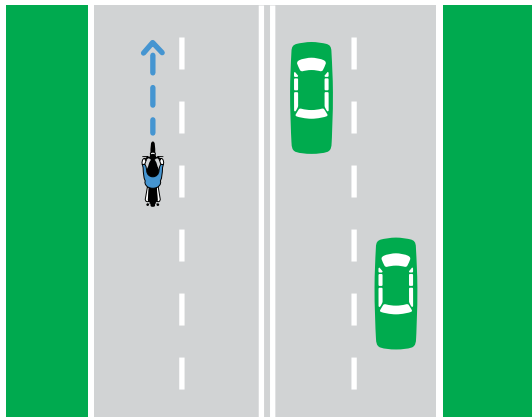


If there is a possibility of multiple hazards, slow down and buffer both sides.

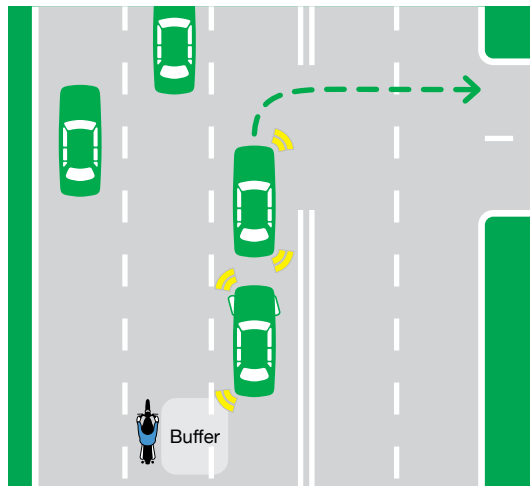


Approaching blind crests look for clues as to where the road goes. Slow down and select a road position to suit.

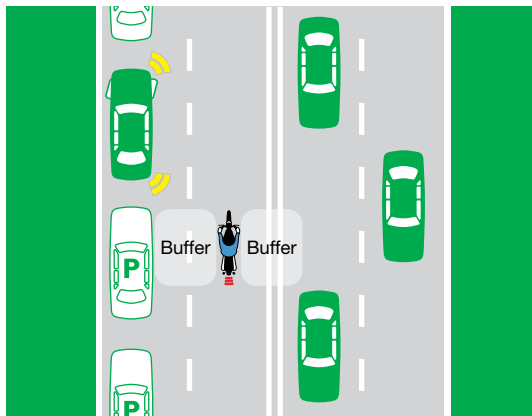
MULTI-LANED ROADS



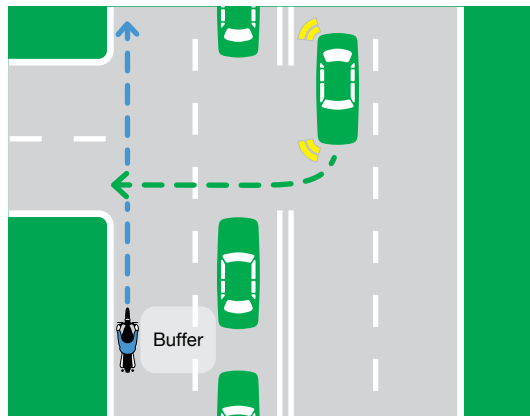
On multi-laned roads, reduce the risk of a head on crash by choosing a lane away from the oncoming traffic.



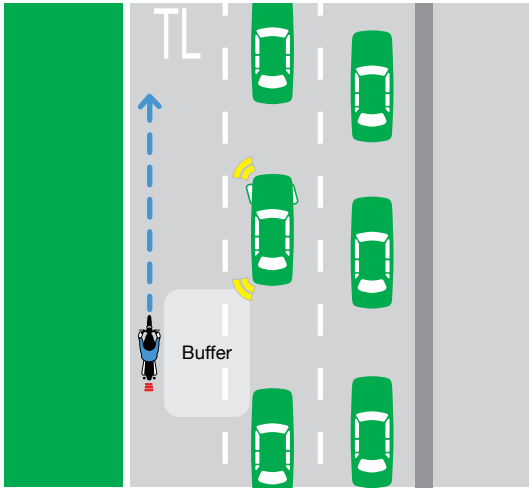
Create a buffer from turning vehicles in case not all the vehicles are turning.



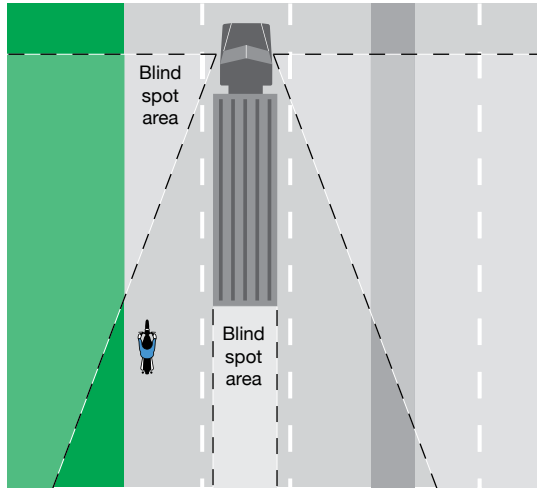
Buffer both parked and oncoming vehicles.



Slow down and buffer slow moving or stopped traffic, they may be blocking the view of a turning vehicle.

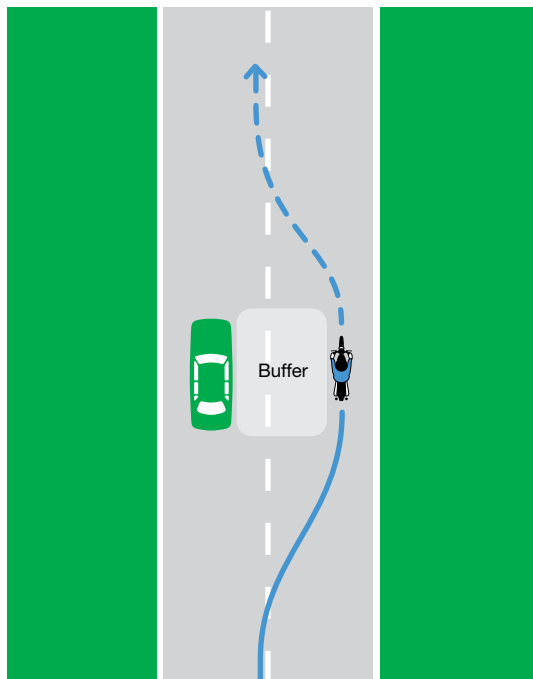


When using BUS or TRANSIT LANES keep a buffer from the other traffic in case they change lanes to make a turn.

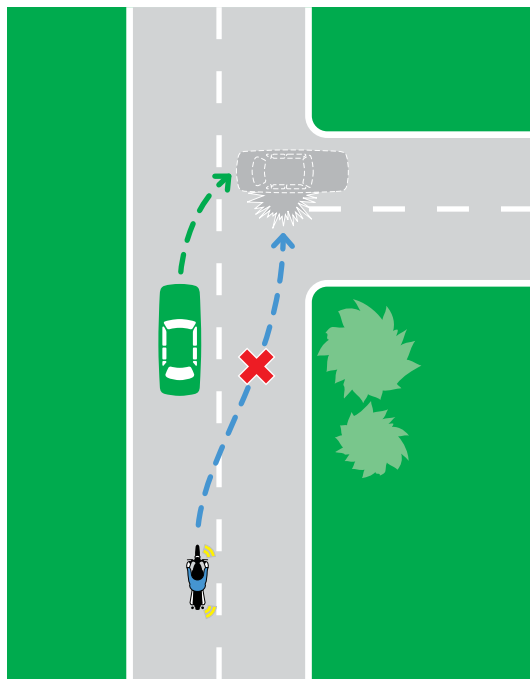


Do not ride beside other vehicles or in their blind spots.

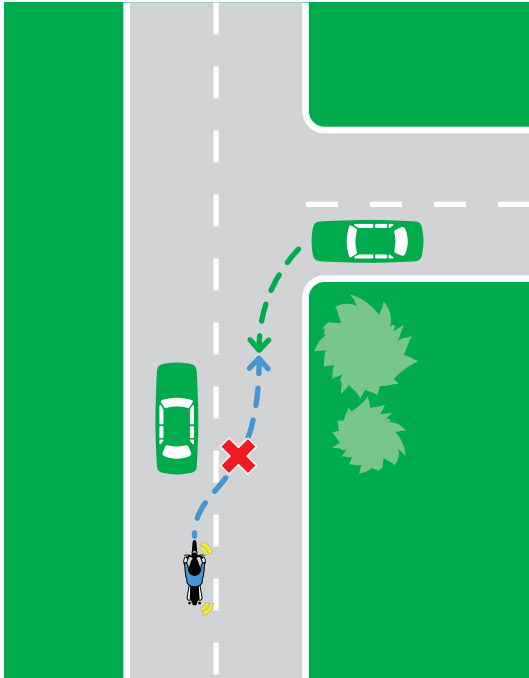
OVERTAKING



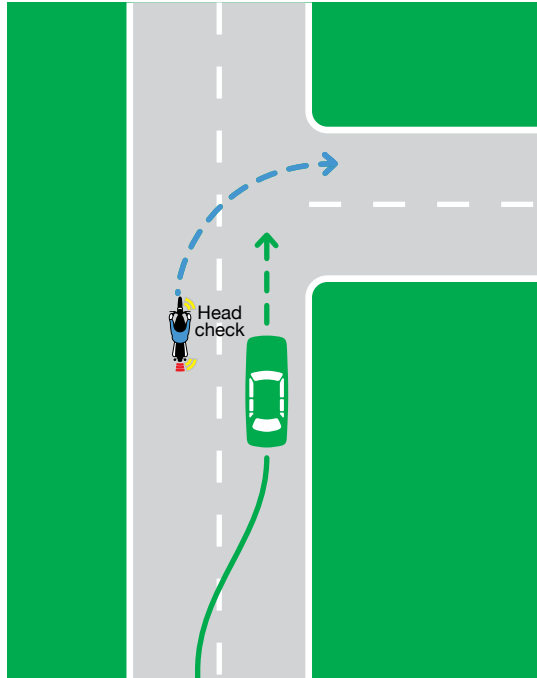
When overtaking create a buffer from the vehicle you are passing.



Before overtaking a slow moving vehicle check for side streets and driveway that they may be turning into.

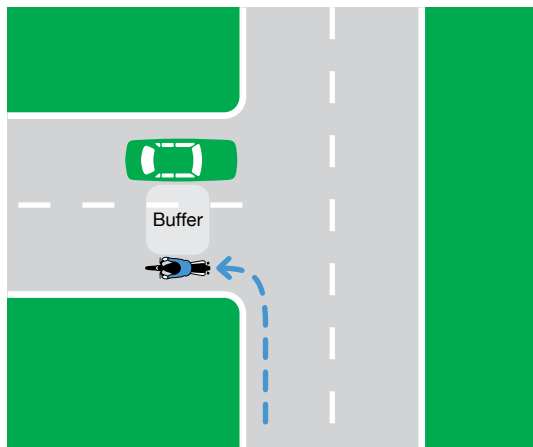


Before overtaking check for side streets and concealed driveways, particularly in country areas.

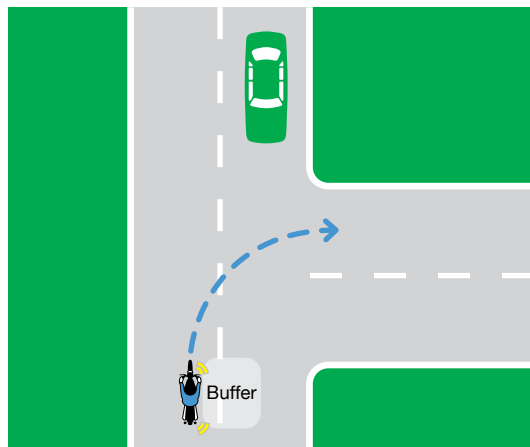


Before turning into a street or driveway have a head check for vehicles that may be overtaking you.

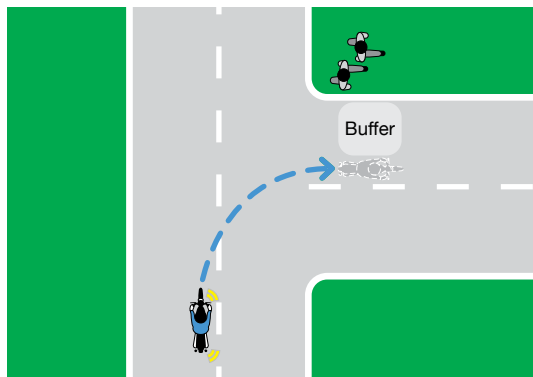
URNS AT INTERSECTIONS



When turning left from a single lane, start the turn as near as practicable to the far left side of the road. Buffering hazards as you exit the turn.



Maintain a buffer from oncoming traffic while you are waiting to turn right.



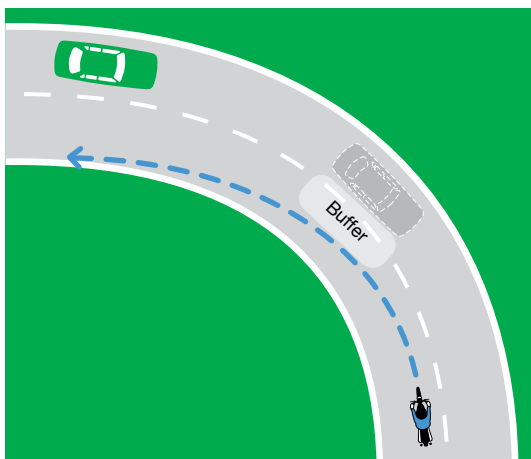
When turning right from a single lane, start the turn as near as practicable to the far right of the lane or middle of the road, buffering hazards as you exit the turn.



When turning left or right you must give way to any pedestrians crossing the road into which you are turning.

POSITIONING FOR CURVES AND BENDS

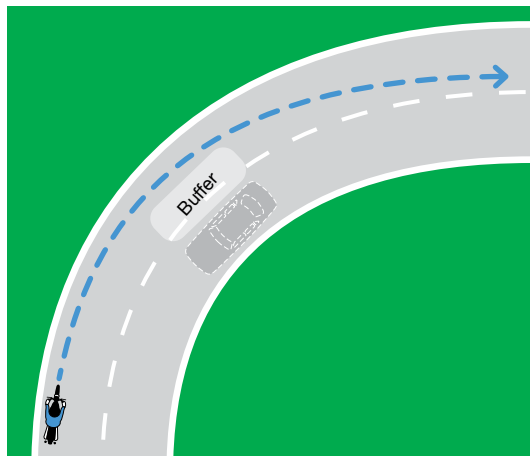
Starting curves wide will improve your vision. Planning to finish them in tight will help you get your speed right and leave you room for slight errors. Most importantly, keep away from the area where oncoming vehicles are likely to cross the centre of the road (the head on zone). Taking curves and bends this way will slow you down a little on the approach but will allow you to accelerate out much earlier, when you have a clear view.



On blind left curves slow down and begin to move left as vision becomes limited.



Plan to start curves wide for vision.
Plan to finish in tight.
Keep away from the head-on zone.



On right curves slow down and keep to the left until you see the road is clear of oncoming traffic.

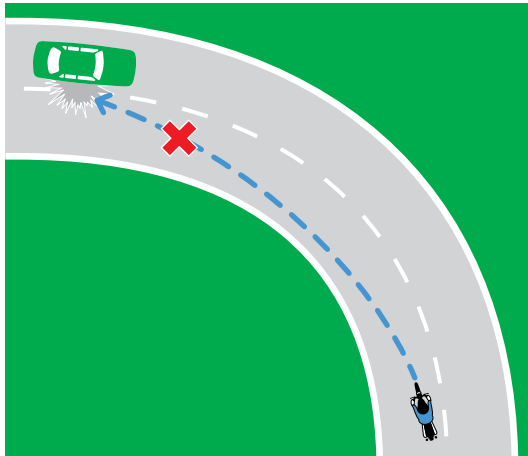


Many crashes happen because riders run wide on the exit of a turn.

THE DANGER OF EXITING WIDE

Many riders try to straighten turns resulting in the motorcycle exiting the curve out wide.

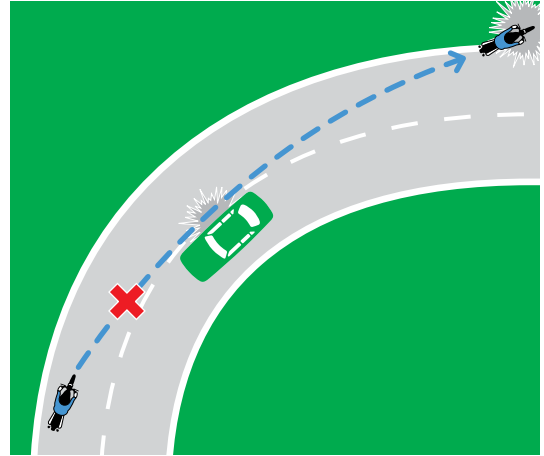
This is a particularly dangerous practice as it allows no room for error. If the curve 'tightens up' or changes direction the rider will need additional effort to complete the turn. Furthermore, on right curves the risk of a head-on collision is greatly increased.



Exiting wide can result in a crash.



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



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

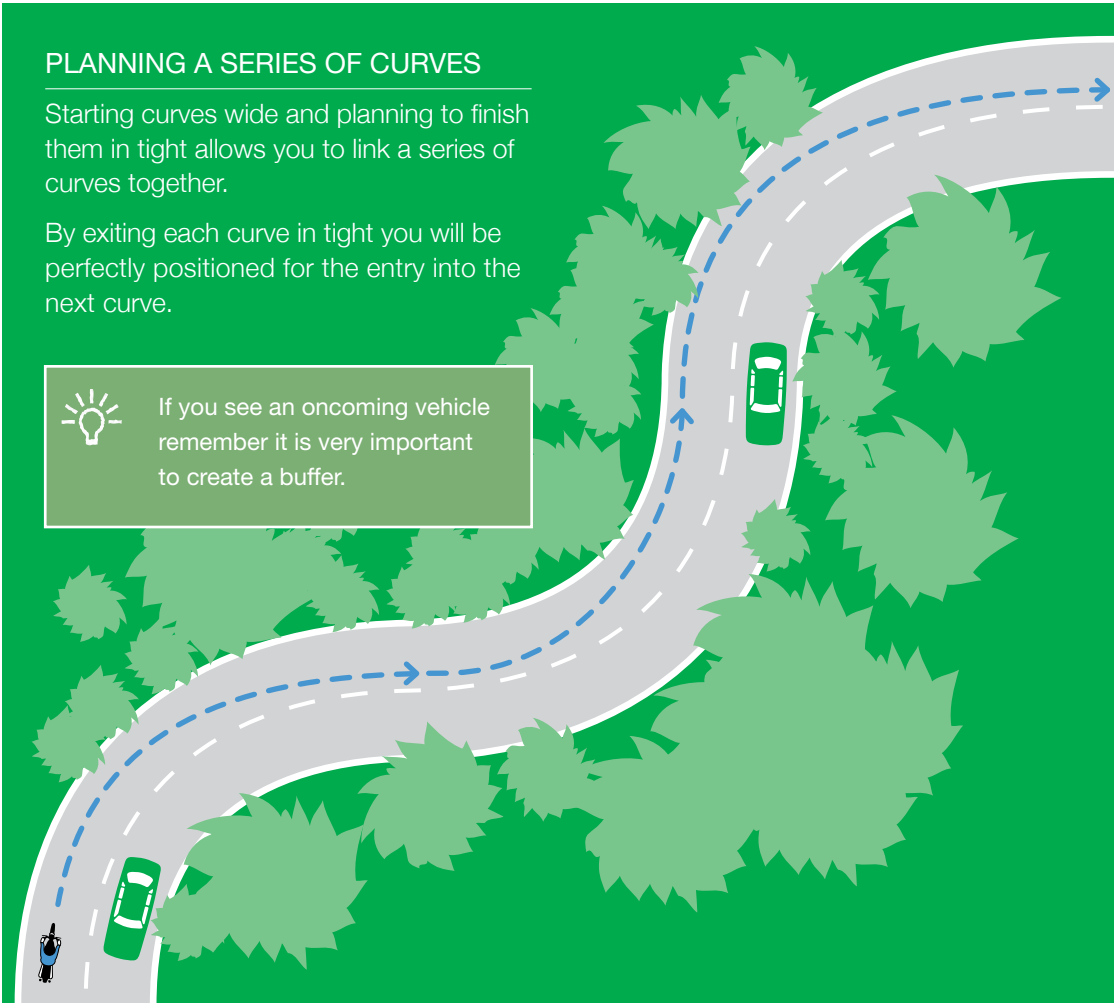
PLANNING A SERIES OF CURVES

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.

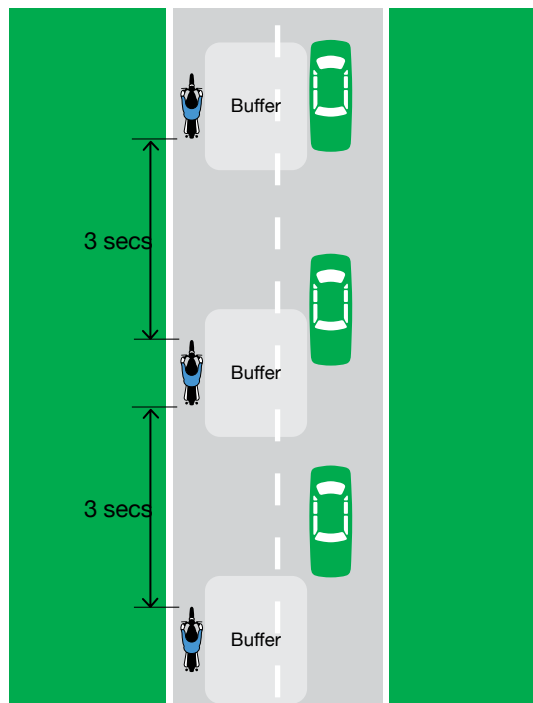


If you see an oncoming vehicle remember it is very important to create a buffer.

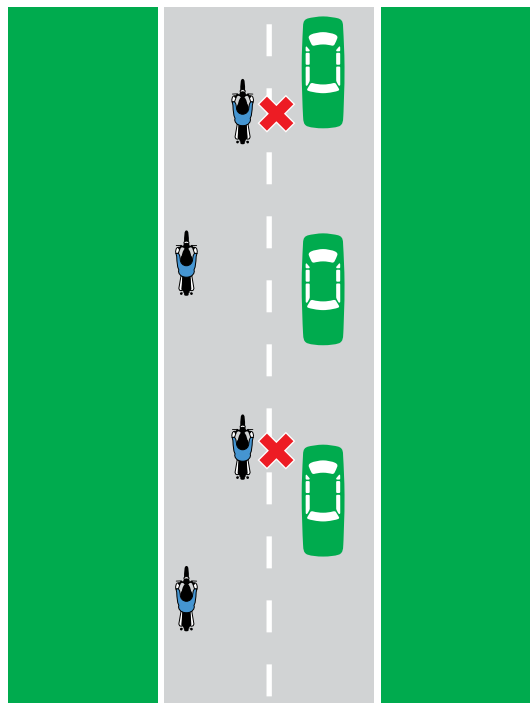


Planning to finish in tight will position you for the next curve.

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.



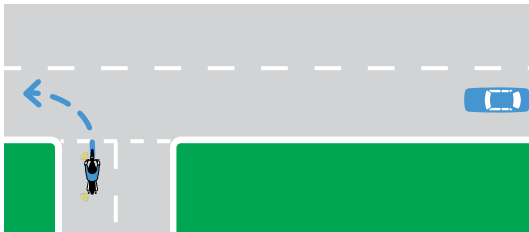
Riding 'staggered file' can be dangerous. Riders are unable to buffer hazards and vision is reduced by the other motorcycles in the group.

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.

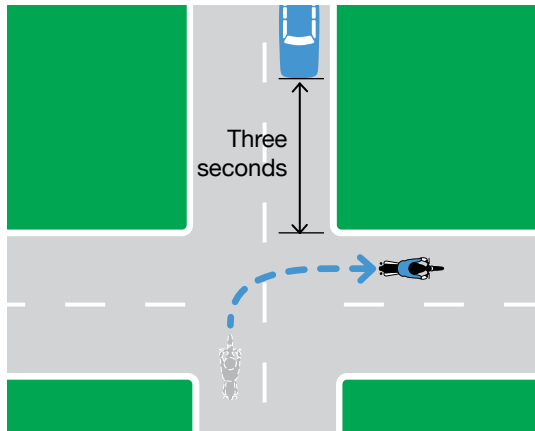
GAP SELECTION

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 positioning the group.

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.



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

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.



Before overtaking, do a head check to make sure that someone isn't trying to overtake you.

Hazard perception

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

RESPONDING TO HAZARD

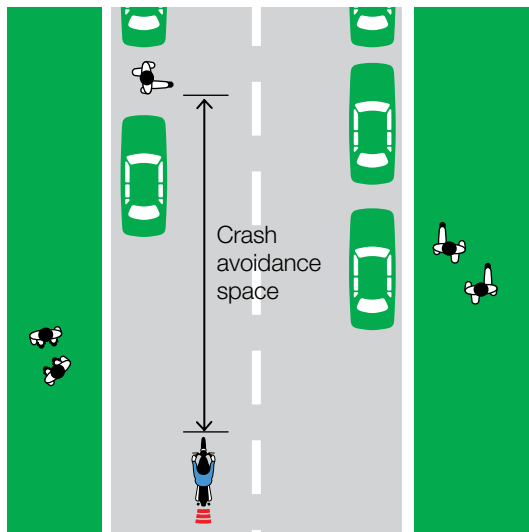
A hazard is something which has the potential to accelerate or steer into your crash avoidance space.

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.

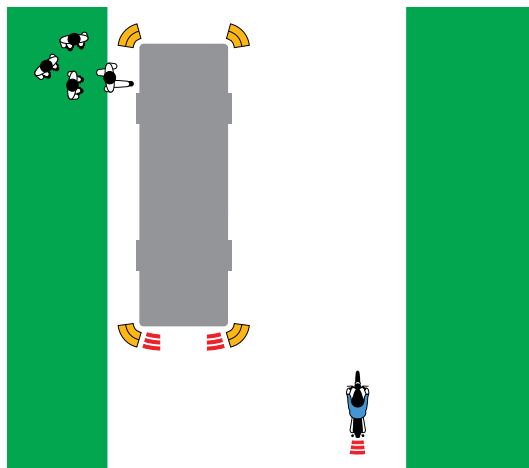
Experienced motorcyclists who ride low risk, are able to mentally judge a three second crash avoidance space in front of their motorcycle. If there is potential for a hazard to enter this crash avoidance space, your response should be to protect it by:

- 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.

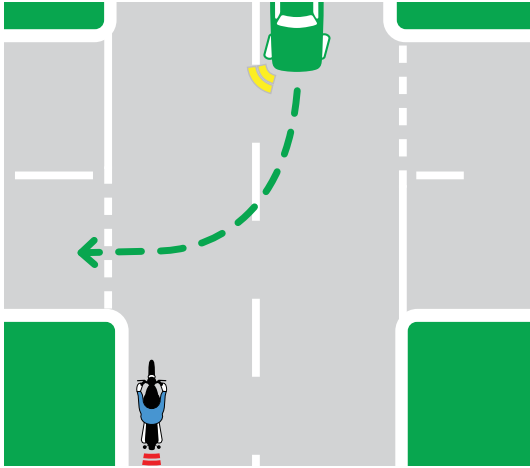


Respond before reaching the hazard.

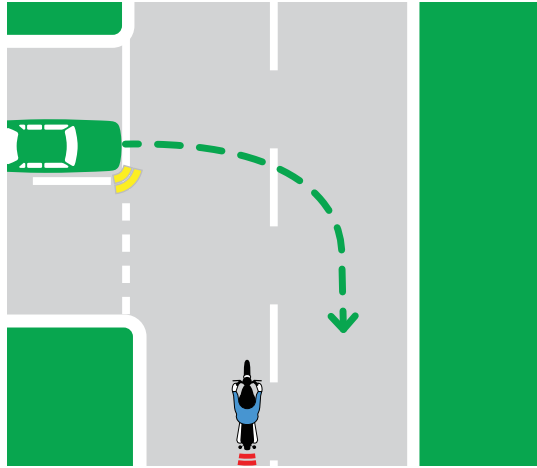


Respond when something can enter your crash avoidance space.

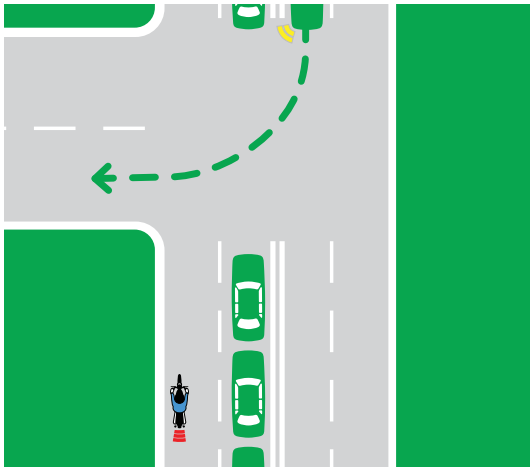
EXAMPLES OF SITUATIONS THAT REQUIRE A RESPONSE



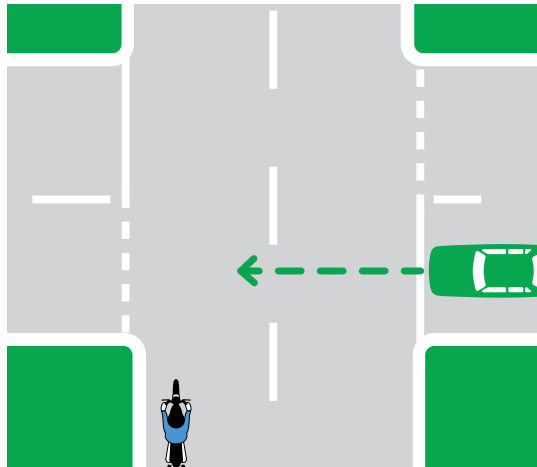
A vehicle waiting to turn in front of your path.



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).

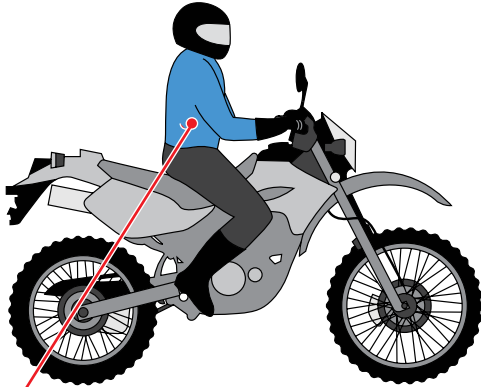
Two-stage braking (set up and squeeze) improves braking effectiveness, reduces the likelihood of skidding and provides better control. When releasing the brakes ease them off gently to maintain the stability of the motorcycle. Easing off the brakes gently is particularly important when entering curves.

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, quickly release the front brake and reapply gently. If the rear wheel skids release the rear brake gently and reapply gently.

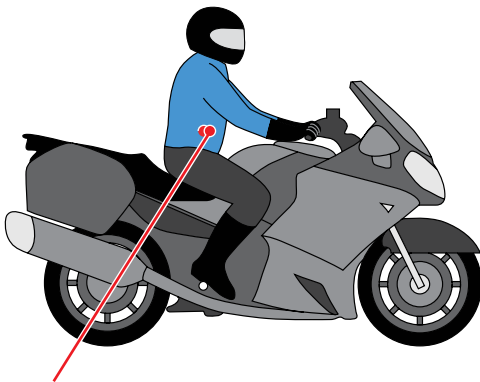
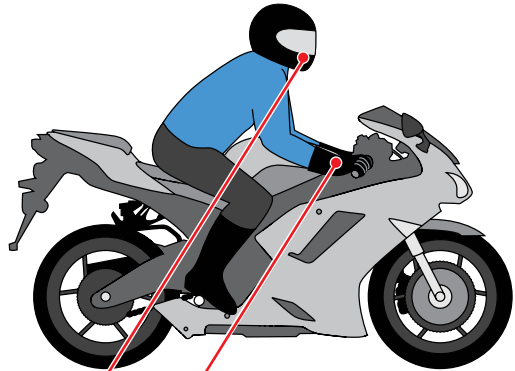


Applying the front brake in a curve can make the motorcycle run wide.

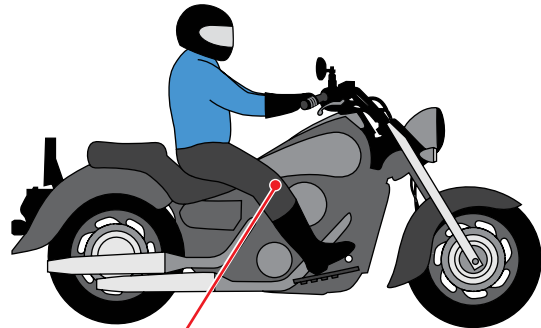
THE FIVE KEY POINTS OF RIDING POSTURE APPLY TO ALL TYPES OF MOTORCYCLES



Sit well forward.
Keep your 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.



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, U-turns, turns at intersections, etc. Counter steering has more effect as speed increases.

BODY WEIGHT

How the 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.

NOTES

[illegible]

- 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.

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 Driver's Handbook*.

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

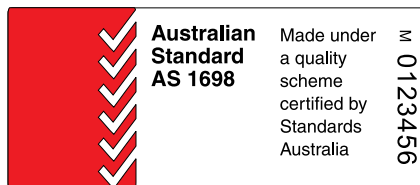
RIDING ON A MOTORCYCLE

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.

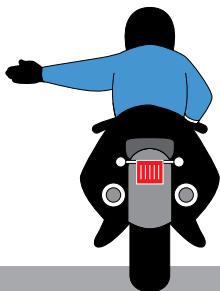
HELMETS

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.

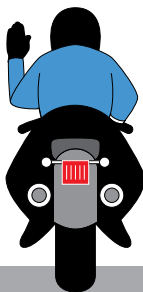


KEEPING LEFT

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.



You are turning left.



You are stopping or slowing down.

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.

LENDING OR BORROWING A MOTORCYCLE

A large number of fatal motorcycle crashes occur on motorcycles that have been borrowed.

Even if another rider has 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.



Road warning signs indicate approaching hazards and are particularly important for motorcyclists. Variations in road and surface conditions can seriously affect a motorcycle's stability, much more than their effect on a four-wheeled vehicle. Road conditions can significantly affect your brakes' effectiveness and the distances needed to slow and stop. They will also affect your corner speed and lean angle and the balance and stability of your motorcycle.

Riders should look for and pay attention to warning signs and adjust their riding strategy well before entering the identified hazard zone.

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.

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 rider's control of the motorcycle, or distract the rider.

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



Learner riders can only carry a pillion passenger who is acting as a Qualified Supervising Driver who has held a current unrestricted Class R licence for the preceding 2 years.

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.

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.

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).

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.

It is recommended that a motorcycle is parked with the rear tyre facing into the curb. This will position the front of the machine facing up the slope (or camber) of the road for added stability and allow the rider to mount the machine and search the road for approaching vehicles and hazards before entering the traffic flow.

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 riders' 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/National Parks (must stay on designated tracks).
- 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.

BUS LANES, TRAM LANES, TRUCK LANES



Motorcycle riders are allowed to ride up to 100 metres in the lane to enter or leave the road.

BICYCLE LANES

Motorcycle riders are not allowed to use a bicycle lane, but may ride up to 50 metres in the lane to enter or leave a driveway or intersection.

NOTES

- 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.

[illegible]

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.

There could be significant financial implications for unregistered riding 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 Rider Safe 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 DTEI.
- The same as the registration papers.
- Displayed on the rear.
- Able to be seen and read clearly from the rear up to 18 metres.
- Clearly readable - not dirty, worn or damaged.
- Free of any characteristics that would prevent the detection of traffic offences.
- Must be mounted so that the bottom edge of the plate is at least 300mm above ground level.

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

It is an offence to:

- Alter a number plate in any way.
- Attach a number plate to any vehicle other than the one to which it is registered.
- Use a number plate cover that prevents the number plate being visible or photographed at any angle.



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 DTEI Vehicle Standards on 1800 882 248.

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 June 1975. 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 September 1981 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.

WHAT YOU SHOULD KNOW ABOUT MOTORCYCLE ROADWORTHINESS

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

- The registration requirements of your motorcycle.
- How to check your motorcycle and ensure it's roadworthy.
- About defect notices on unroadworthy motorcycles.
- The requirements for number plates.

NOTES

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In South Australia, if you do not comply with the road laws 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, night time riding restrictions (curfews), licence regression, and in extreme cases, imprisonment.

DEMERIT POINTS FOR TRAFFIC OFFENCES

If you break the traffic laws, 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 you are disqualified from riding.

Demerit points are added to your licence record:

- when you pay the expiation fee for offences listed in an expiation notice; or
- when an enforcement order for the offence in the expiation notice is made against you; or
- if you are convicted of the offence in a court.

You will receive a warning notice when you accumulate 6 demerit points or more.

For more information, see the DTEI website: www.transport.sa.gov.au/licences_certification/drivers/points_demerit.asp

The list of Demerit Point Offences can be downloaded at: www.transport.sa.gov.au/pdfs/licence_certification/list_demerit_point_offences.pdf

SPEEDING OFFENCES

Penalties for exceeding the speed limit include demerit points, fines, licence suspension or disqualification. Penalties increase depending on how many kilometres an hour over the speed limit you are going.

IMMEDIATE LOSS OF LICENCE

You will have your licence suspended immediately if riding with a blood alcohol level of 0.08 or more or for excessive speeding by 45 km/h or more. Your licence or permit will be suspended for a minimum of 6 months and demerit points and fines will also apply.

You will be disqualified from holding a licence or permit for a further period if the demerit points bring your total points to or over the relevant limit.

OTHER SERIOUS RIDING OFFENCES

If you are convicted of more serious riding offences you may be disqualified from riding by a court, fined or imprisoned. Many offences carry minimum disqualification periods.

These offences include:

- Riding or attempting to ride under the influence of alcohol or drugs.
- Riding or attempting to ride when your alcohol level is over the limit for your permit or licence class.
- Riding with a prescribed drug in your oral fluid or blood.
- Refusing to take a drug test.
- Refusing to take a breath test.
- Refusing to give a blood sample.
- Exceeding the speed limit by 45km/h or more.
- Careless riding that is an aggravated offence.
- Reckless or dangerous riding.
- Not stopping, giving assistance or reporting a crash where someone is killed or injured.
- dangerous riding to escape police pursuit.

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 that causes injury or death.

If you are the rider of a motorcycle and your negligent or dangerous riding causes somebody's death or injury you could be imprisoned for up to 15 years, with 10 years or more licence disqualification. If the offence is a second or subsequent offence or is committed in aggravating circumstances, you could be imprisoned for life.

Aggravating circumstances are:

- Riding more than 45 km/h over the speed limit.
- Riding under the influence of alcohol or drugs.
- Riding with a prescribed drug in your oral fluid or blood.
- Riding with a blood alcohol of 0.08 or more.
- Riding a motorcycle to escape police.
- When the offence was part of a prolonged, persistent and deliberate course of very bad riding.
- Riding while knowing you are disqualified or suspended from riding.

Similar penalties apply if you leave the scene of a crash where your negligent or dangerous riding has caused somebody's death or serious injury. In this case, aggravating circumstances are:

- If the motorcycle was stolen or used without consent.
- If you knew you were disqualified from riding.
- If you were riding with a blood alcohol of .08 or more, or with a prescribed drug in your oral fluid or blood.

HOON RIDING

A number of offences can be punished by a period of wheel clamping or impounding of the motorcycle you were using at the time of the offence, or any vehicle you own. These offences are:

- Causing death or harm by dangerous use of a motor vehicle.
- Dangerous riding to escape a police pursuit.
- Misuse of a motor vehicle.
- Excessive speed.
- Reckless and dangerous riding.
- Riding under the influence of alcohol.
- Riding while having a prescribed concentration of alcohol in blood.

- Riding while having a prescribed drug in oral fluid or blood.
- Emitting excessive noise from a motor vehicle.
- Marking graffiti.
- Damaging property.
- Riding unregistered (repeat offence).
- Riding uninsured (repeat offence).
- Riding unlicensed (repeat offence).
- Riding whilst suspended (repeat offence).
- Drag racing, spinning of wheels, excessive tyre or engine noise and breaking up ground in a park or garden (all are misuse of a vehicle).

If the police report or charge you with one of these offences, they may also wheel clamp or impound the motorcycle or any vehicle you own for 7 days (or longer if they apply to the Court).

A Court may also order longer periods of clamping or impounding if you have already expiated or been convicted of one of the above offences within the previous 10 years - 3 months for a second offence and 6 months for a third offence. If there are further offences, the court may order the vehicle to be sold. In addition you will have to pay for the costs of clamping or impounding.

DRINK AND DRUG RIDING

Penalties apply according to the level of alcohol or presence of drugs detected in the body of a rider, and increase depending on whether the offence is a first, second, third or subsequent offence. Penalties may include:

- Severe fines.
- Demerit points.
- Immediate licence suspension followed by a period of disqualification from riding, and
- Imprisonment in some cases.

Note - the Police are able to conduct random roadside saliva tests to detect the presence of three prescribed drugs: THC (cannabis), Methylamphetamine (speed) and MDMA (ecstasy).

RIDING WITHOUT A LICENCE

Heavy penalties apply for riding without a licence. Penalties are often more severe for repeat offences. You can receive an on-the-spot fine for riding on a licence or permit that is expired or otherwise not authorised.

Other unlicensed riding offences are more serious. You will be required to appear in Court if you are found to be riding if:

- You have never held a licence for the class of vehicle you are riding (maximum of 1 year imprisonment for a subsequent offence).
- Your licence is suspended, or you are disqualified from holding or obtaining a licence (maximum of 6 months imprisonment for the first offence and 2 years imprisonment for a second or subsequent offence).

If you move from interstate to live in South Australia, you have 3 months in which you can legally drive on your interstate licence before needing to apply for a South Australian licence.

FINES ENFORCEMENT RESTRICTIONS

In South Australia there are a number of methods for the Courts to recover outstanding fines, including suspension of your driver's licence for sixty days or refusal for registration and licence transactions to be processed until the fine is paid or cleared by the Court.

These sanctions may be applied for any unpaid fines, regardless of whether the offence is traffic related or not. A licence suspension will commence 21 days after the Registrar of Motor Vehicles receives the order from the Court and the Court will post a notice to you.

To pay a penalty or discuss options, telephone the Easy Pay Fines Call Centre on 1800 659 538.

NOTES

[illegible]

- How the demerit point scheme works.
- The implications of serious, negligent and dangerous riding offences.
- How hoon riding 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.

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 the Advanced level of the Rider Safe 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.

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

DTEI – Department for Transport, Energy and Infrastructure.

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.

Hazard Perception Test – a computer based test of simulated hazardous traffic scenarios, required to go from a Provisional P1 licence to P2.

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.

Hoon riding – includes drag racing, burnouts, donuts, wheelies, burning rubber, excessive noise.

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 a list published by DTEI from time to time on its Internet website and also available from Customer Service Centres, 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.

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 DTEI 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).

Rider Safe – a compulsory rider training course for learner riders in South Australia.

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.

Sidecar – 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.

Theory test – a computer based test of the road rules.

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.

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.

A	
Alcohol and other drugs.....	19, 64
B	
Blind corners.....	27
Blind crests	33
Blind spot	24, 25, 35
Braking.....	27, 46
Buffering.....	28, 30, 32, 38
Bus lanes.....	56
C	
Carrying passengers.....	54
Carrying your licence	64
Certificate of competency.....	14
Clothing.....	20, 22
Counter steering.....	48
Crash avoidance space.....	26, 27
Curves and bends.....	39
E	
Exiting.....	40, 41
Eye protection.....	20
Experienced riders	16
F	
Fatigue.....	18, 19
Fines.....	7, 62, 64, 65
Footwear.....	22
G	
Gap selection.....	43
Gloves.....	22
H	
Hand signals.....	52
Hazards	44, 45
Helmet.....	11, 12, 20, 51
I	
In a curve.....	27, 46, 48
J	
Jackets.....	22
L	
Learner permit.....	9, 10, 11, 14, 15
Loading.....	54
M	
Mirrors	24, 60
N	
Number plates	59
O	
Observation.....	24
Offences.....	11, 12, 62, 63



Overtaking.....36, 43

P

Parking.....56

Penalties.....62, 63, 64

Posture.....46

Protective clothing.....20, 22

Provisional (P1 and P2) licence12, 13

R

Registration.....58, 59

Restrictions55, 56

Riding in groups.....42

Rider Safe training course.....5,9,15

Road positioning28, 29

Road surface.....28

S

Scanning.....24

Speed management25

Steering48

T

Training9, 15

Turning.....38, 43, 48, 52

Tyres.....60

For further enquiries:
www.transport.sa.gov.au
Telephone 13 10 84

Department for Transport, Energy and Infrastructure

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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