

THE ALTERNATE MOTORCYCLE OPERATOR SKILL TEST (M.O.S.T)

TESTING OFFICERS MANUAL

PREFACE

GENERAL

This manual describes how authorised Alternate M.O.S.T. Testing Officers (i.e. assessors) are to conduct the Alternate Motorcycle Operator Skill Test (Alternate M.O.S.T.).

PURPOSE

The manual is for use by authorised and accredited Alternate M.O.S.T. Testing Officers when administering the Alternate M.O.S.T. to applicants in Tasmania.

The manual's primary use is for the skill testing of those motorcycle learner licence holders seeking to qualify for motorcycle provisional licences.

Additionally, the Alternate M.O.S.T. is used for obtaining ancillary certificates, international rider licence conversions, those who have to satisfy age or medical rider tests or for any other reason required by the Registrar of Motor Vehicles.

CONTENT

The skills tested by the Alternate M.O.S.T. are those regarded as the most critical for motorcycle accident avoidance, and were selected from those identified in a major research project carried out by the Motorcycle Safety Foundation of the United States of America.

APPLICATION

The manual describes the method of application of the Alternate M.O.S.T.

The only persons authorised to administer this test are trained, accredited and authorised Alternate M.O.S.T. Testing Officers.

DEPARTURE FROM PROCEDURES

Testing Officers are not permitted to depart from the procedures described in this manual.

AUTHORISED TESTING OFFICERS

A person holding an Ancillary Certificate for Driving Instruction (Motorcycles) who has qualified as an assessor is authorised to conduct the Alternate M.O.S.T. For the purpose of this document they will be called Testing Officers.

AUTHORITY

This manual is to be issued to Testing Officers only and may not be reproduced without prior permission.

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INTRODUCTION

GENERAL

Performance standards examined in the Alternate M.O.S.T. are critical to accident avoidance and do not present a problem to the experienced rider. Each skill and associated scoring method assesses the applicant's ability to meet a standard. The applicant must only demonstrate the ability to perform the tasks of the test.

RIDER SKILL AND TESTS

Applicants are responsible for manoeuvring their motorcycles, whether it is large or small. The Testing Officer's task is to determine the applicant's ability to ride the motorcycle being used for the test.

TEST SEQUENCE

The test is made up of a sequence of segments of increasing difficulties, i.e.:

Test Groups 1, 2 and 5 represent basic motorcycling skills, and Groups 3 and 4 measure more advanced skills.

- GROUP ONE

A LEFT TURN The applicant rides a short run in path and then turns left at low speed, staying inside a 1.5m path.

A STOP IN THE BOX The applicant is required to stop with the contact patch of the front tyre of the motorcycle in a painted box.

- GROUP TWO

THE CONE WEAVE The applicant is required to weave through a series of five cones which are placed 4.0 metres apart and have a 0.6m offset.

THE RIGHT U-TURN The applicant is required to make a right U-turn in a 6.1m marked area.

FOOTDOWN This is scored throughout the LEFT TURN, the CONE WEAVE and the U-TURN.

- GROUP THREE

A QUICK STOP The applicant accelerates to a speed of between 20-25 km/h along a straight path. At the end of the path (designated by cones) the rider is required to stop the motorcycle as quickly and as safely as possible. The actual stopping distance is compared to an allowable stopping distance for the speed at which the motorcycle was travelling.

- GROUP FOUR

OBSTACLE TURN

The applicant accelerates to a speed of between 20-25 km/h along a straight path. At the end of the path (designated by cones), the rider must turn to avoid an obstacle line and cut back to avoid sidelines, then ride through a marked exit lane. The applicant is told prior to this test which way to turn. to avoid the obstacle line.

- GROUP FIVE

STALLS THE ENGINE

This is scored throughout the entire duration of the test *including positioning and repositioning of the motorcycle between tests.*

Points are incurred each time the applicant stalls the engine of the motorcycle.

HEADCHECK

This is scored throughout the entire duration of the test. On each occasion that the applicant moves the motorcycle away from any starting 'T', a headcheck must be conducted to at least one side of the motorcycle, **before** the motorcycle starts to move.

TESTING OFFICER POSITIONING

Each test shows the *recommended* Testing Officer positioning. Circumstances may prevail where the Testing Officer requires to reposition themselves to ensure the best possible view of the applicants attempt at the test.

SCORING CONCEPT

Scoring is based on objective criteria; accordingly the procedures used to score each applicant's performance are objective.

Measures such as speed and stopping distance and observable events such as a tyre crossing a line are used in scoring.

Because the scoring procedures are objective, the testing officer is not required to make subjective judgments of 'smoothness' or 'applicant ability'.

The applicant is told in advance what must be done to pass the test.

There is no question about what, or what not, the Testing Officer is 'Looking for'.

PASSING SCORE

Eight points or less.

SAFETY

GENERAL

During developmental and field-testing it was ascertained that it is possible for an applicant to have an accident (such as dropping the bike) during the test.

To minimise the potential risk to applicants, safety aspects over-ride all other considerations in the application of the Alternate M.O.S.T.

SAFETY CHECK

The Testing Officer is to conduct a Safety Check of the Alternate M.O.S.T. Testing Range prior to the commencement of testing. Any potential hazards in the test range vicinity are to be identified to all applicants prior the commencement of testing and where necessary, hazards are to be made conspicuous by the use of paint, cones or other suitable markers.

APPLICANT SAFETY

The applicant is to use a registered and roadworthy motorcycle and wear an approved motorcycle safety helmet (AS 1698).

Sturdy footwear, appropriate protective clothing providing full skin cover and appropriate gloves are also required.

WET AND SLIPPERY SURFACES

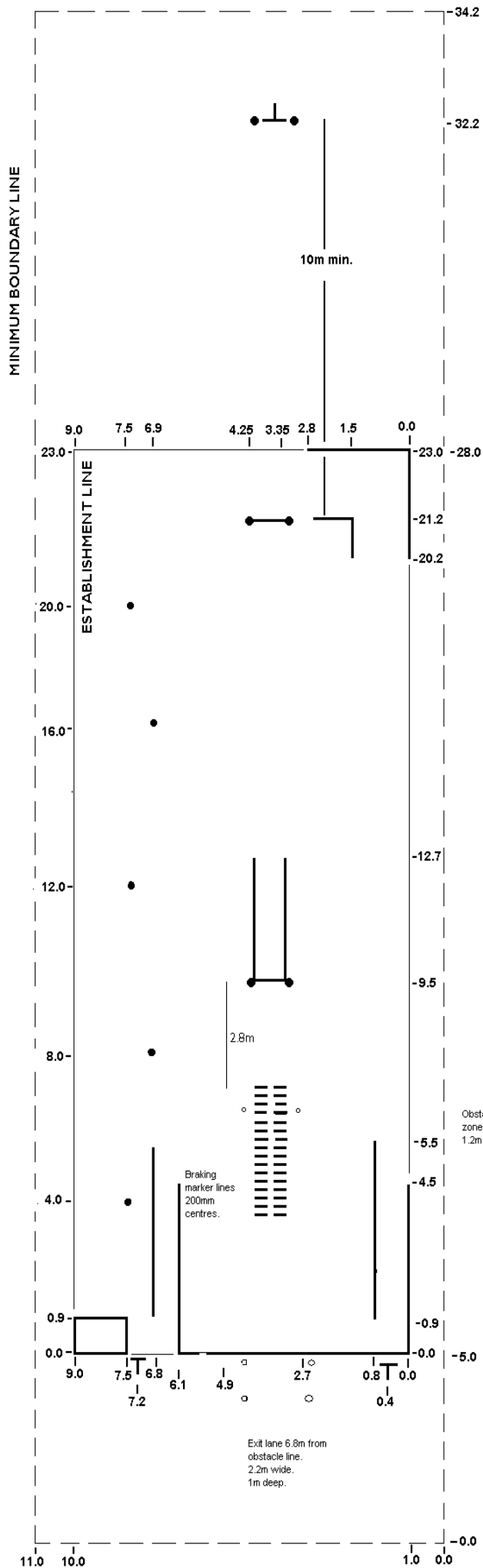
When possible, the Alternate M.O.S.T should be conducted on a dry test surface. If in the opinion of the Testing Officer the Test Range is too dangerous to conduct the test with safety, the test may be deferred.

NUMBER OF APPLICANTS ON TEST RANGE

Testing Officers are to ensure that only one applicant (the applicant attempting the test) is allowed on the Test Range at any one time during testing.

TEST LAYOUT

The Alternate M.O.S.T. requires a paved surface marked with the test layout, as shown.



The Alternate

MOTORCYCLE OPERATOR SKILL TEST

Complete course layout - metric version.

TEST EQUIPMENT

GENERAL

The Alternate M.O.S.T. must conform to the standard layout each time the test is used. To that end each Alternate M.O.S.T. Test Range requires the following test equipment.

STOP WATCH

All Alternate M.O.S.T. Testing Officers are to ensure that they are equipped with a functioning hand held Stop Watch.

TIMING/DISTANCE CHART – 11.7 METRE TIMING ZONE

The chart must be used for determining the speed of the motorcycle.

TEST CONE SET

A Test Cone Set consisting of Nine Yellow and Two Blue Cones. All cones must be of a minimum of 200 mm (and less than 250 mm) in height.

HALF TENNIS BALLS

Two half-tennis balls as markers for the end of the obstacle avoidance line.
Four half tennis balls as markers for the exit lane.

CLIPBOARD

A clipboard to contain the Alternate M.O.S.T. Manual, the Applicant Briefing Information, a ballpoint (or other suitable permanent) pen, and Alternate M.O.S.T. Test Score Sheets.

SCORE SHEETS

Sufficient Alternate M.O.S.T. Score Sheets to allow one for each applicant for the Registrar of Motor Vehicles' records and one for each applicant, if requested.

APPLICANT INFORMATION

GENERAL

The purpose of the Alternate M.O.S.T. is to assess an applicants' skill. All applicants must understand what they are required to do, and how the test will be scored. Therefore, nothing is to be gained in concealing the nature of the tests from the applicants.

A general description of the test must be given to all applicants as a group, prior to the commencement of testing. Additionally, as each applicant attempts each test segment, the applicant is to be given full individual instructions on that test segment immediately prior to the attempt, no matter how repetitive this seems.

Each applicant is to be taken fully through the test, in one sequence.

BRIEFINGS BY TESTING OFFICERS

Testing Officers are to conduct briefings immediately prior to the commencement of testing. The following is the form of briefings that must be given:

ALTERNATE M.O.S.T. BRIEF

This is the Alternate Motorcycle Operator Skill Test. It consists of eight test segments designed to measure your ability to handle a motorcycle, including starting, accelerating, turning and braking. None of the tests are difficult or dangerous for a skilled rider.

If during testing, you feel that any element of the test is beyond your skill level, you should tell the testing officer.

To pass, you will have to successfully complete all of the test segments.

FAILURE BRIEFING

The Testing Officer will be required to terminate the test, prior to completion and record a 'fail', for any of the following reasons:

- *Points accumulation*
- *Disregards instructions*
- *Fails to understand instructions*
- *Commits an unsafe act*
- *Drops the motorcycle, or falls off or with the motorcycle*
- *Excessive test time*
- *Applicant inability*
- *Leaving the testing area*

Applicants may watch other applicants taking the test, however everybody has a right to total privacy and a fair attempt.

When you are on the test course, you will be given specific instructions for each segment.

Please walk with me around the test course and I will explain it to you in detail.

If you have any questions, please feel free to raise them.

I can only answer questions of fact; I am unable to coach you in any way.

(Walk the group around the test course)

APPLICANT SAFETY BRIEF

I have inspected the testing area and checked for any debris or irregularities that may hinder your attempt at the Alternate M.O.S.T. and I consider it safe.

Every applicant has the right to inspect the testing area, however if you consider that there are any problems with the area, it is your responsibility to point them out to me now before you begin your attempt

Does everybody understand?

BRIBERY AND CORRUPTION BRIEF

It is my duty to inform you that I am conducting the test that you are about to undertake for the Registrar of Motor Vehicles.

Any attempt to influence my decision, in any manner, will result in the immediate termination of your test and I will be obliged to report the matter.

Does everybody understand?

*The order in which the test will be conducted is based on the course sheet and is as follows:
1,2,3,4,5,6*

When not being tested, please remain away from the testing area and refrain from distracting any person/s on the testing area, including the Testing Officer.

At the completion of your test, please return to the 'waiting area' and await further instructions from the Testing Officer, or any other authorised person.

TERMINATION OF TESTING

GENERAL

The test may be terminated prior to completion.

The Testing Officer is required to terminate the test and record a fail under any of the following conditions:

- **Points Accumulation** When an applicant has accumulated 9 or more points. Each test is increasingly more difficult and critical to safe riding than the previous test. Performing further tests after an applicant has failed the test through points accumulation, constitutes a hazardous condition for the unskilled operator.
- **Disregards Instructions** When the applicant disregards any instructions from the Testing Officer. Disregard for instruction can cause danger for the applicant, Testing Officer and others near the test area.
The test is to be terminated for any applicant that intentionally disregards instructions.
- **Fails to Understand** When an applicant fails to understand the instructions given by the Testing Officer. An applicant may fail to understand instructions on a given test. Failure to comply with instructions after *two attempts* is an automatic failure.
- **Unsafe Act** When in the Testing Officers judgement, the applicant performs a unsafe act. An unsafe act could result from an applicant's inability to perform test requirements, (eg, loses control, front wheel rises off the pavement) or from an applicants' attempt to demonstrate skills that exceed the skill level called for in the test. (eg, high speed operation)
- **Applicant Inability** When an applicant displays gross motorcycle riding inability in any aspect of the test, which in the opinion of the Testing Officer has the potential to cause injury or harm to any person in the vicinity.
- **Drop Motorcycle** When an applicant drops the motorcycle, or falls from or with the motorcycle. Falling off or with or dropping the motorcycle is a clear indication of an inability to operate a motorcycle safely.
- **Excessive Test Time** When an applicant takes excessive time to complete a test. If, in the Testing Officers judgement, testing has exceeded a reasonable time
the
test is to be terminated. Time may be excessive owing to an applicant stalling the motorcycle, the testing officer needing to continually repeat instructions, the applicant misunderstanding instructions on various tests or other reasons.
- **Leaving the Testing Area** When an applicant leaves the testing area, for any reason, the test is to be terminated. The Alternate M.O.S.T. is designed to be conducted as a concurrent series of riding tasks and must be completed in order and with minimum time between test segments.

APPLICANT DEBRIEFING

GENERAL

Testing Officers are to ensure that all applicants are debriefed immediately the test is complete or terminated.

Any applicant who fails the test is given a briefing on the Test Range immediately after the termination of the test.

Testing Officers are to exercise the utmost discretion in this briefing.

BRIEFING

The briefing is to include the following:

- Applicants are to be told why they have failed
- Applicants are to be offered a copy of the score sheet
- The testing officer is to explain where points were incurred
- Applicants are to be told what they need to improve upon to pass the test
- Applicants are to be told that they must wait at least 1 week before attempting the test again and are required to pay a further Alternate M.O.S.T. fee
- Applicants are to be encouraged to practice before re-attempting the test.

APPLICANTS' DEBRIEF

The test is now complete.

I am pleased to be able to tell you that today you were successful.

OR

Unfortunately you were unsuccessful today for the following reasons:

TESTING OFFICERS NOTE

At no point during, or after the administration of the Alternate M.O.S.T. should the applicant be touched by the Testing Officer, except a handshake after the result has been given.

It should also be noted, that if a handshake were offered to one, it should be offered to all, regardless of results.

TEST SEQUENCE

GROUP FIVE

STALLS ENGINE HEADCHECK

EXPLANATION

Before the test begins, the Testing Officer is to explain the following to each applicant:

From the time I say the test has started to the time I say the test has finished,

Points will be incurred if:

- *you stall the engine of the motorcycle*
- *you fail to conduct a headcheck before moving away.*

SCORING

Stalling the engine

Points are incurred each time the applicant stalls the motorcycle engine, eg

- Stalls engine once 1 point
- Stalls engine twice 3 points
- Stalls engine three times 5 points
- Stalls engine four times 9 points

STANDARD

Points will be scored for stalling the engine **throughout the entire test.**

| <u>Check</u> | <u>Possible Points</u> | <u>Maximum Points</u> |
|--------------|------------------------|-----------------------|
| Stall | 0, 1, 3, 5, 9 | 9 |

Headchecking

Points are incurred each time the applicant fails to conduct a headcheck when moving away from a starting 'T' eg

- No Headcheck once 3 points
- No Headcheck twice 5 points
- No Headcheck three times 9 points

STANDARD

Points will be incurred **on each occasion** that the applicant does not headcheck when leaving a starting 'T'

| <u>Check</u> | <u>Possible points</u> | <u>Maximum points</u> |
|--------------|------------------------|-----------------------|
| Headcheck | 0, 3, 5, 9 | 9 |

APPLICANTS INSTRUCTIONS

(Stand on the rider's left to give these instructions.)

- *Place your motorcycle on the starting 'T' .*
- *From the time I say the test has commenced to the time I say the test has finished, points will be incurred if:*
 - you stall the engine of the motorcycle*
 - you fail to conduct a headcheck before leaving any starting 'T'.*
- *Do you understand?*
- *Do you have any questions?*


This is the start of the test.

Begin with the left turn and the stop in the box.


LEFT TURN AND STOP IN THE BOX

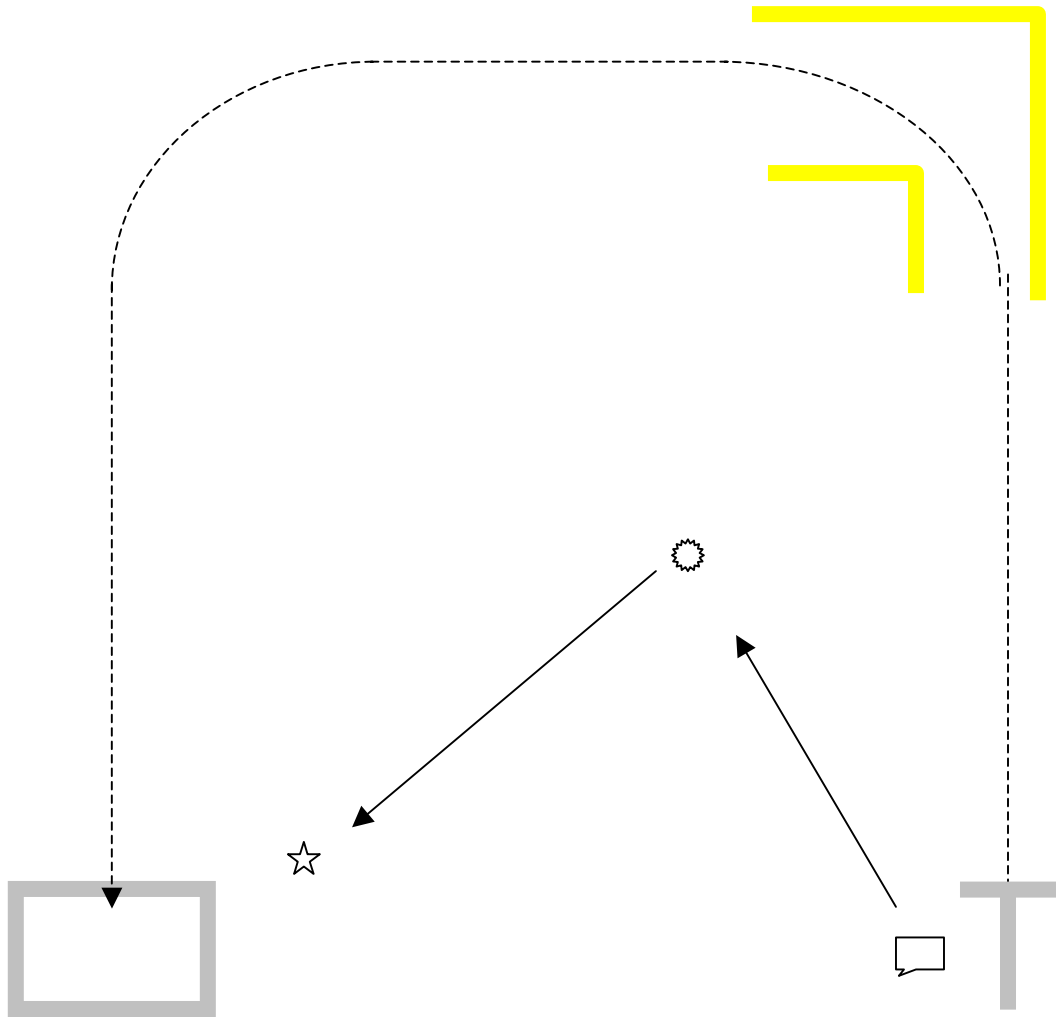
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TESTING OFFICER POSITION

Testing Officer giving instructions 

Testing Officer starting position 

Testing Officer finishing position 



LEFT TURN AND STOP IN THE BOX

General

The applicant starts from the white painted 'T' near the lower right hand corner of the course, and rides towards and through the marked corner. Once through the left turn, the applicant proceeds toward the white painted Stop Box making a smooth, non-skidding stop (either wheel) with the 'contact patch' of the front tyre inside the Stop Box.

SCORING

LEFT TURN

| <u>Check</u> | <u>Possible Points</u> | <u>Maximum Points</u> | <u>Total</u> |
|--------------|------------------------|-----------------------|--------------|
| Path | 0, 3, 5 | 5 | 5 |
| Foot Down | Continuous scoring | | |

STANDARD

LEFT TURN

PATH During the left turn, if either tyre touches or crosses one boundary, three points are incurred. If either tyre touches or crosses two or more boundaries; or both tyres touch or cross one or more boundaries, five points are incurred.

FOOT DOWN If the applicant places a foot down (on the ground) up to and including the U-turn segment, the scoring concept is as follows:

| | |
|-----------------------|----------|
| Foot down once | 1 point |
| Foot down twice | 3 points |
| Foot down three times | 5 points |
| Foot down four times | 9 points |

SCORING

STOP IN THE BOX

| <u>Check</u> | <u>Possible Points</u> | <u>Maximum Points</u> | <u>Total</u> |
|------------------|------------------------|-----------------------|--------------|
| Skid | 0, 3 | 3 | |
| Stopped Position | 0, 5 | 5 | 8 |

STANDARD

STOP IN THE BOX

SKID The Testing Officer listens and watches for a skid, scoring three points if one is detected

STOPPED POSITION The front tyre is observed to determine if the 'contact patch' of the tyre is within the Stop Box. If the 'contact patch' of the tyre is touching any line, or is not in the Stop Box at all, five points are scored. The stopped position is that spot where the motorcycle first comes to a complete stop.

APPLICANTS INSTRUCTIONS

Left turn and stop in the box

Move away from here, at a speed and in a gear that you choose and make a left turn between the two yellow painted lines. (point)

Points will be incurred if: -

- *either of the motorcycles tyres touch either line,*
- *you put your foot down on the ground.*

Once you've completed the turn, continue riding, straight back down the far side of the course and bring the motorcycle to a stop, with the contact patch of the front tyre completely inside the white painted stop box. (point)

Points will be incurred if: -

- *the front tyre is not completely inside the box when stopped,*
- *if you skid either tyre when stopping.*

Do you understand?


Do you have any questions?


Wait for my signal, then begin.


CONE WEAVE AND U-TURN

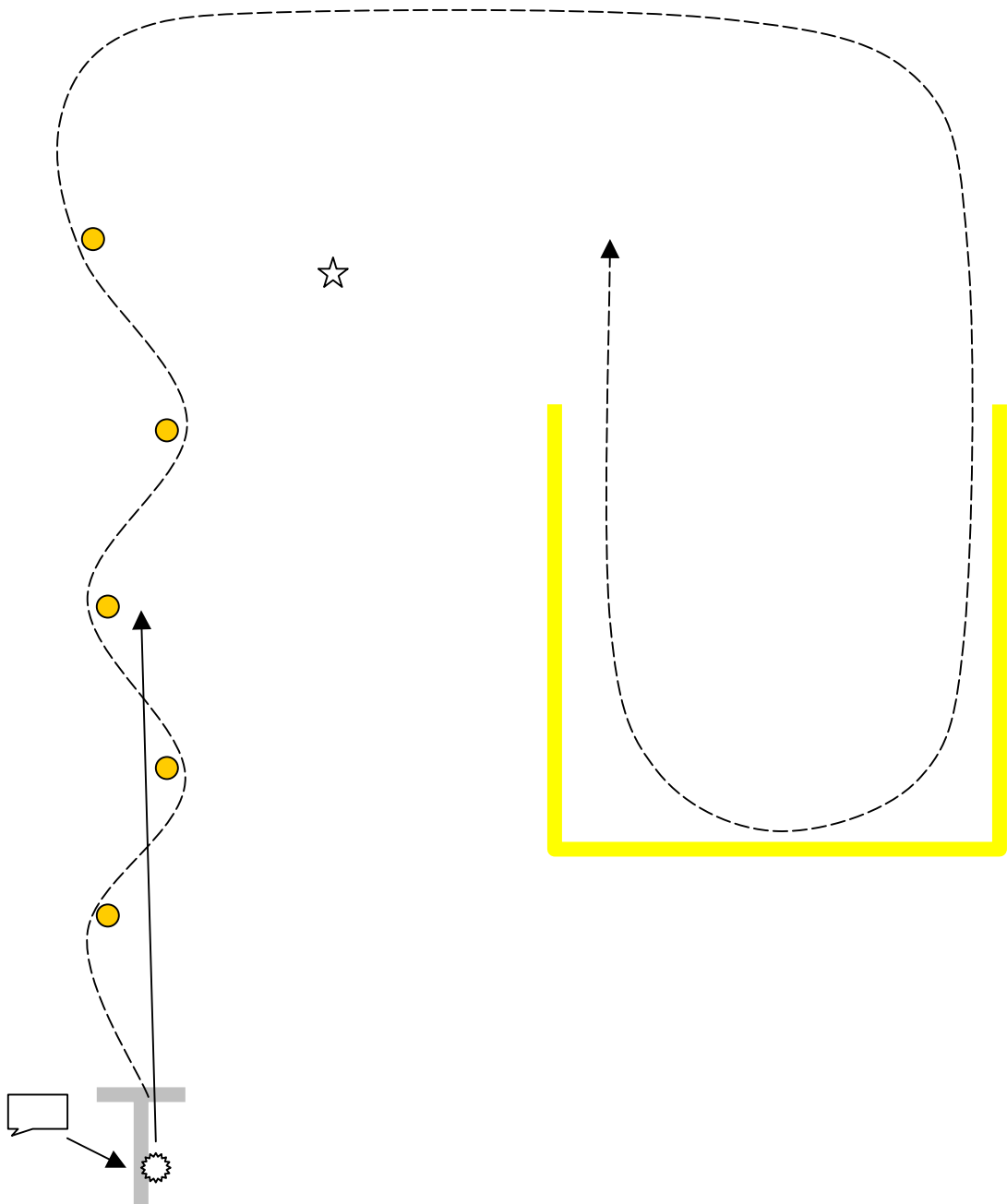
Diagram is not to scale

TESTING OFFICER POSITION

Testing Officer giving instructions 

Testing Officer starting position 

Testing Officer finishing position 



CONE WEAVE AND U-TURN

GENERAL

The applicant begins at the white painted 'T' near the Stop Box. The applicant rides between the cones starting to the left of the first cone and then weaving alternately between the other four cones. After completing the cone weave the rider makes a right turn and rides towards the U-turn box, where a right U-turn is performed.

Testing Officer positioning is shown in the illustration.

SCORING

CONE WEAVE

| <u>Check</u> | <u>Possible Points</u> | <u>Maximum Points</u> |
|-----------------------|------------------------|-----------------------|
| Skips or hits cone(s) | 0, 3, 5 | 5 |
| Foot Down | Continuous scoring | |

STANDARD

CONE WEAVE

SKIPS OR HITS CONE (S) If the applicant hits or skips one cone, three points are scored. If two or more cones are hit or skipped, five points are scored.

FOOT DOWN Continuous scoring up to and including U- turn.

SCORING

U-TURN

| <u>Check</u> | <u>Possible Points</u> | <u>Maximum Points</u> |
|------------------|------------------------|-----------------------|
| Touches boundary | 0, 5 | 5 |
| Foot Down | Continuous scoring | |

STANDARD

U-TURN

TOUCHES BOUNDARY Points are incurred if a tyre contacts the boundary line.

FOOT DOWN Continuous scoring up to and including U- turn.

APPLICANTS INSTRUCTIONS

Cone weave and U- turn

The next segment is the cone weave and U- turn.

Proceed between the cones by riding to the left of the first cone the right of the second cone and so on, weaving around all five cones.

Points will be incurred each time you:

- *skip a cone,*
- *hit a cone,*
- *put your foot on the ground.*

Once you've completed the cone weave, continue riding down the far side of the course towards this yellow painted box. (point)

Make a right U- turn within the box formed by the solid yellow lines and stop near where I will be standing.

Points will be incurred if: -

- *either of the motorcycles tyres touch the yellow lines,*
- *you put your foot on the ground.*

Do you understand?






Do you have any questions?

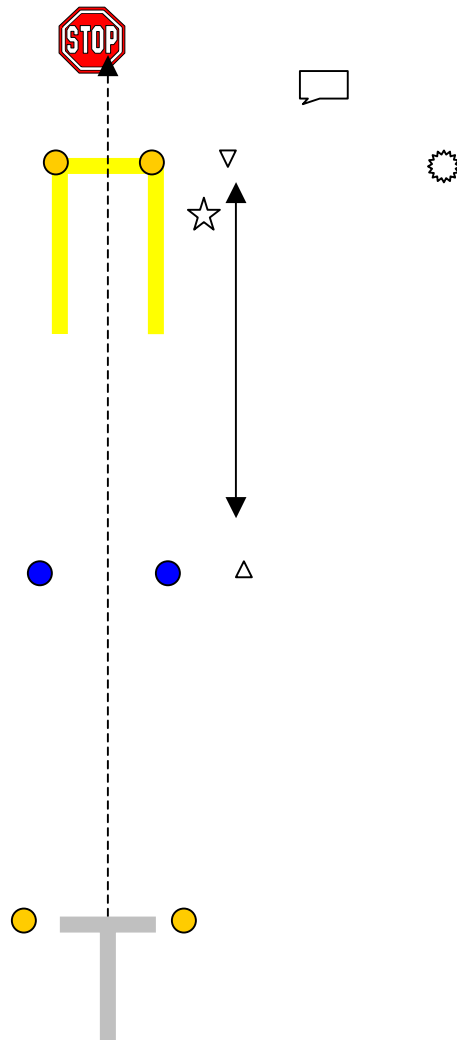
Wait for my signal, and then begin.

QUICK STOP

Diagram is not to scale

TESTING OFFICER POSITION

- Testing Officer giving instructions 
- Testing Officer starting position 
- Testing Officer finishing position 
- Start watch 
- Stop watch 



QUICK STOP

GENERAL

The applicant starts at the white painted 'T' at the far end of the course and on the Testing Officer's signal rides through the timing zone at a speed of between 20-25 km/h. At the end of the timing zone the rider must stop the motorcycle as quickly and safely as possible. Testing Officer positioning is shown in the illustration.

SCORING

| <u>Check</u> | <u>Possible Points</u> | <u>Maximum Points</u> | <u>Total</u> |
|-------------------|------------------------|-----------------------|--------------|
| Stopping Distance | 0, 2, 4, 6, 8, 10, (+) | 10 (+) | 10 (+) |

STANDARD

STOPPING DISTANCE

When the motorcycle stops, ensure the applicant does not move the motorcycle from the stopped position, walk to the front of the motorcycle, and using the 200 mm increments marked on the pavement determine a **vertical line from the leading edge of the front tyre to the next 200 mm graduation**. Record this distance on the scoresheet.

Record the time registered on the stopwatch on the scoresheet.

Establish the stopping distance allowed from the timing/stopping distance chart and record the distance on the score sheet. If the actual stopping distance is less than or equal to the standard, no points are incurred. If the actual distance exceeds the standard, score **two points for each 200 mm graduation** beyond the standard, up to a maximum of ten points.

The acceptable range of speed for this test is 20-25 km/h. If the applicants' speed is over 30 km/h and the applicant stops within the allowable distance (5.8 m) a pass (for this segment) is recorded. If the applicant stops outside of the allowable distance (6.8) for 30 km/h a failure is recorded. ***Applicants who exceed 25 kph on the valid quick stop attempt, must be informed that their speed was over the requirement.*** If the applicant's speed is under 20 km/h on the first run, the test must be repeated. If the applicant does not achieve an acceptable speed on the second attempt, nine points are incurred and a failure is recorded.

Do not score applicants who start braking before the front wheel reaches the end of the timing zone. The applicant will be allowed a second run. Nine points will be incurred (and a failure recorded) if the applicant applies the brakes too soon on the second run.

Braking is deemed to have commenced when the testing officer observes front fork dip.

APPLICANTS INSTRUCTIONS

Quick stop

The next segment is the quick stop.

Position the motorcycle on the white painted 'T', between the two yellow cones, up at the far end of the course. (point) On my signal, accelerate to reach a speed of between 20 & 25kph and maintain that speed between the blue cones and these yellow cones. (point)

When the front edge of the front tyre passes these yellow cones, begin braking, to bring the motorcycle to a complete stop, as quickly and as safely as you can.

Once stopped, do not allow the motorcycle to move backwards or forwards.

If you are under speed, or commence braking early, you will be required to reattempt the quick stop.

Any points that are incurred will be determined by the speed at this point (indicate) and the stopping distance.

You will not incur points for skidding either tyre.

Do you understand?

Do you have any questions?


Do you fully understand that this is a quick stop?


Proceed to the 'T' and wait for my signal.


OBSTACLE TURN

Diagram is not to scale


TESTING OFFICER POSITION

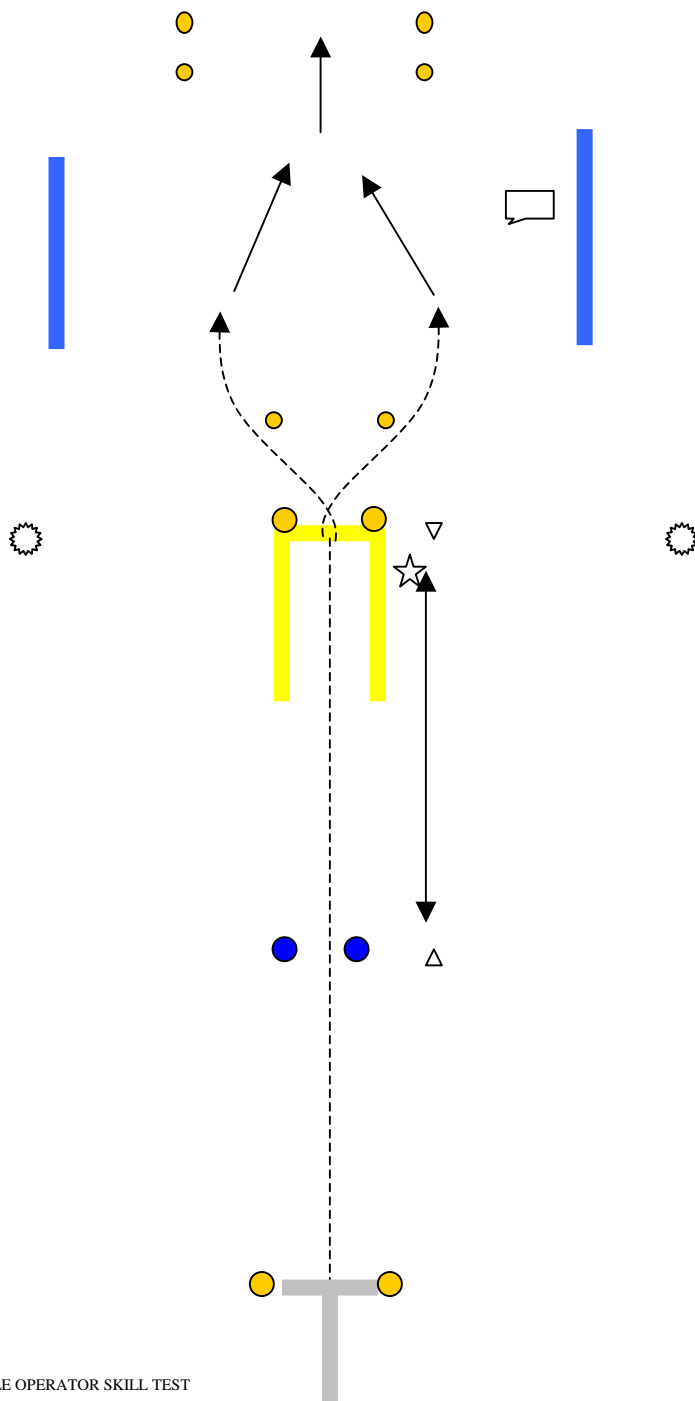
Testing Officer giving instructions 

Testing Officer starting position 

Testing Officer finishing position 

Start watch 

Stop watch 



OBSTACLE TURN

GENERAL

The applicant starts at the white painted 'T' on the far end of the course. The applicant rides through the timing zone at a speed of between 20-25 km/h. At the end of the timing zone the rider turns the motorcycle to avoid an obstacle simulated, by two half tennis balls, (in the direction the Testing Officer has chosen) and turns back to avoid the sidelines and continues to ride through the marked exit lane.

Testing Officer positioning is shown in the illustration.

SCORING

| <u>Check</u> | <u>Possible Points</u> | <u>Maximum Points</u> |
|--------------|------------------------|-----------------------|
| Path | 0, 9 | 9 |

The maximum score for this Test is nine points.

STANDARD PATH Points are incurred if a tyre touches or crosses the obstacle or sideline, if the applicant turns in the wrong direction, if the applicant does not ride through the marked exit, or if the applicant fails to achieve an acceptable speed (i.e. between 20-25 km/h) in two attempts. If the applicant anticipates the turn and hits or moves one of the timing zone cones, the run is not scored and the applicant is given a second opportunity. A second anticipation (touching or moving a cone) is assessed at 9 points.

If the applicant performs the test properly at a speed greater than 25 km/h, no points will be incurred and a second attempt is not necessary.

This test is timed like the 'Quick Stop' test and the same timing chart is used. The time is recorded on the scoresheet.

APPLICANTS INSTRUCTIONS

Obstacle turn

The next segment is the obstacle turn

Position the motorcycle on the same 'T' as you did for the quick stop

On my signal accelerate to a speed of between 20 & 25kph and maintain that speed between the blue cones and these yellow cones. (point)

When front edge of the front tyre of the motorcycle passes these yellow cones, turn to the right/left, which will be the side that I am standing on, to avoid hitting this half tennis ball, (point) then turn back to ride through the exit lane formed by those four half tennis balls. (point)

If you are under speed or if you start turning too early, you will be required to reattempt the obstacle turn.

Points will be incurred and a fail recorded if:

- either of the motorcycles tyres touches the half tennis balls, the blue sidelines,*
- you don't ride through the marked exit lane,*
- you steer the motorcycle to the wrong direction.*

After you have ridden through the exit lane, bring the motorcycle back to where I am standing.

Do you understand?

Do you have any questions?

Go to the 'T' and wait for my signal.

NON LEARNER TESTING

GENERAL

From time to time, applicants will present for testing for reasons other than upgrading from Learner to Provisional licences.

These reasons include, but are not limited to:

- Aged rider
- Medical/Disability
- Overseas conversions Ancillary certificate
-
- Any other reason as required by the Registrar of Motor Vehicles.

ADMINISTRATION

All accredited Testing Officers are authorised to administer the Alternate M.O.S.T. to all applicants.

METHOD OF TESTING

The method and sequence of the Alternate MOST is unchanged for all applicants excepting aged testing and some medical/disability testing.

The Registrar of Motor Vehicles will advise the testing officer/training provider on an individual basis regarding medical/disability testing.

AGED TESTING

GENERAL

All Testing Officers are to use the utmost discretion when administering the Alternate M.O.S.T. to aged rider applicants.

The applicant should be tested individually and not as part of a group.

The Testing Officer should exercise due regard and respect for the applicants age and experience.

ADMINISTRATION

Aged testing is to be administered as follows:

| | | | | | |
|-----------------|-------------|-----|-----------|-------------|---|
| STALLS ENGINE | Once | 1 | HEADCHECK | Once | 3 |
| | Twice | 3 | | Twice | 5 |
| | Three times | 5 | | Three times | 9 |
| | Four times | 9 | | | |
| LEFT TURN | Touch Line | 3/5 | FOOT DOWN | Once | 1 |
| | | | | Twice | 3 |
| | | | | Three times | 5 |
| STOP IN THE BOX | Skids | 3 | | Four times | 9 |
| | Position | 5 | | | |

NO CONE WEAWE

| | | |
|---------------|----------------------------|------------------------------|
| U-TURN | Boundary | 5 (No penalty for foot down) |
| QUICK STOP | Per 200mm line | 2 (Max10) |
| OBSTACLE TURN | Wrong direction/touch line | 9 |

ALTERNATE M.O.S.T. - MOTORCYCLE AND SIDECAR COMBINATIONS

When an applicant attempts the Alternate M.O.S.T. on a motorcycle and sidecar combination, the following adjustments to the Alternate M.O.S.T. Layout are made.

Under no circumstances are the test segments to be adjusted or varied in any other way.

Headchecks

No change

Stalling the Engine

No change. From the time the Testing Officer begins the test to the time the Testing Officer advises the applicant that the test is complete, the applicant is scored. This includes the manoeuvre activities between test segments. The same scoring values apply.

Left Turn

The applicant begins on the white 'T' and is to ride the combination at a speed and in a gear that the applicant determines, so as to place the wheel of the sidecar between the marked lines. The same scoring values apply. (Foot down: N/A)

The applicant then heads back to the white box (in the normal manner) where the front wheel of the combination is placed in the box in a smooth non skidding stop. The same scoring values apply.

Cone Weave

No change. The applicant must manoeuvre the combination through the cones centred at 4.0 m x 0.6 m offset. The same scoring values apply. (Foot down: N/A)

U-Turn

The applicant performs a Right U-Turn, ie the complete combination of motorcycle and side-car in the box. With the exception of foot down on the ground, the same scoring values apply. (Foot down: N/A)

Braking

The intermediate markers and the braking markers widened to allow the combination to pass through. Instruct the rider to ensure the motorcycle wheels pass through the yellow painted speed trap.

Obstacle Avoidance. (1.2m line, 4.0m from the end of the timing zone)

The combination must be steered to the Right. Do not give instructions to steer to the left.

Once the applicant has steered the combination to avoid the obstacle line, they are **not** required to ride through the exit lane.

The same scoring values apply.

Score sheets and scoring remain the same, unless otherwise stated above.

TIMING ZONE

GENERAL

The applicants' speed is to be determined using a digital stopwatch, a timing zone and a timing chart. When the applicant's front tyre touches the line at the beginning of the timing zone (marked by the blue cones), the watch is started. When the applicant's front tyre touches the line at the end of the timing zone (marked by the yellow cones), the watch is stopped.

Compare the time on the watch with the corresponding time on the timing chart to find out how fast the applicant was travelling and the stopping distance allowable.

The following timing chart is for the 11.7 metre-timing zone. Speeds can be measured accurately within this zone if the applicant has a running start of at least 10 metres before reaching the first line of the timing chart.

THIS TIMING ZONE SHOULD NOT BE USED WITHOUT A RUNNING START.

| |
|---|
| TIMING/DISTANCE CHART 11.7 METRE TIMING ZONE |
|---|

| <u>Seconds</u> | <u>Speed</u> | <u>Allowable Stopping Distance</u> |
|----------------|--------------|------------------------------------|
| 1.40 - 1.44 | 30 km/h | 5.8 metres |
| 1.45 - 1.49 | 29 km/h | 5.6 metres |
| 1.50 - 1.55 | 28 km/h | 5.0 metres |
| 1.56 - 1.61 | 27 km/h | 4.8 metres |
| 1.62 - 1.68 | 26 km/h | 4.4 metres |
| 1.69 - 1.75 | 25 km/h | 4.0 metres |
| 1.76 - 1.82 | 24 km/h | 3.8 metres |
| 1.83 - 1.90 | 23 km/h | 3.6 metres |
| 1.91 - 2.00 | 22 km/h | 3.2 metres |
| 2.01 - 2.10 | 21 km/h | 3.0 metres |
| 2.11 | 20 km/h | 2.8 metres |

SCORING

GENERAL

Throughout the administration of the Alternate M.O.S.T. the Testing Officer is responsible for the accuracy of the test. Additionally the Testing Officer must closely monitor the accumulating total of points incurred by the applicant to ensure that tests do not proceed beyond the point at which they should be stopped.

TERMINATION OF TESTING

Once an applicant has accumulated nine points or more, the Testing Officer must terminate the test. The applicant is advised that the test has ceased due to points accumulation, and a failure has been recorded.

SCORE SHEETS

Testing Officers may use an Applicant Score Sheet for each applicant or a Multiple Score Sheet for a group of applicants. An example of each score sheet is attached.

USE OF THE SCORE SHEET

When using the score sheet the Testing Officer must ensure that, where an applicant incurs points in any test segment, the number of points incurred by the applicant is recorded on the score sheet at the appropriate segment of the test.

MAINTENANCE OF RECORDS

All applicant score sheets, multiple and single must be completed in full and maintained by the training provider for a period of five (5) years.

UNSUCCESSFUL APPLICANTS

An applicant who is unsuccessful at the test is to be offered a copy of the score sheet. Where the Testing Officer has recorded an applicants unsuccessful test on a multiple score sheet, the results are to be transcribed to a single score sheet before being given to the applicant.