

# Pre Test Assessment Marking Guidelines

## SECTION ONE: USE OF CONTROLS

### A PREPARATION

Before starting, the rider should ensure that the machine is roadworthy and that he/she is familiar with the controls. A pre-ride or roadworthiness check accompanied by an explanation should be given, as required by the examiner.

- 1 Full control and machine roadworthiness checks completed.
- 2 Comprehensive checks undertaken.
- 3 Adequate pre-ride checks undertaken.
- 4 Limited pre-ride checks undertaken.
- 5 Inadequate pre-ride checks undertaken.
- 6 No obvious checks made.

### B STEERING/BALANCE

The steering and changes in direction should be smooth and controlled. The rider must be able to balance the machine by taking account of the various forces acting upon it and variations in road surface and in weather conditions.

- 1 Smooth and fluent.
- 2 Smooth and relaxed.
- 3 Confident handling with good balance.
- 4 Hands remained on the bars at all times, good smooth control.
- 5 Lacks a little fluency.
- 6 Tried hard to relax but tended to stiffen up on the approach to bends.
- 7 Appeared reluctant to bank the machine.
- 8 Gripped the bars too tightly, resulting in course movements.
- 9 Poor balance, especially at low speeds.

## C USE OF CLUTCH AND GEARS

The use of the clutch should be smooth. Unnecessary slipping the clutch should be avoided. Good balance between clutch, accelerator and road speed is essential.

The smooth, positive and timely use of the gearbox at the correct point in the system, will indicate a rider's ability. Intelligent use of the gears is important, as is the ability to vary the method of gear changing to suit differing traffic conditions.

- 1 Excellent balance between clutch, gears and throttle.
- 2 Smooth and well controlled. Good use of the gearbox to maintain accurate control of the machine.
- 3 Good. Used the gearbox to maximize the potential of the machine.
- 4 Used sequential or block method to obtain gears, as appropriate.
- 5 Generally satisfactory, although on occasions failed to balance the clutch, gears and throttle.
- 6 Tended to be in too high a gear on the approach to hazards.
- 7 Smooth use but some "riding" of the clutch when not necessary.
- 8 Sometimes difficulty in assessing appropriate gear for hazard.
- 9 Used gears to slow rather than brakes
- 10 Must work to develop more smoothness
- 11 Lacked the feel for the clutch resulting in uneven engine control.
- 12 Some snatch through poor accelerator balance.
- 13 Automatic gearbox

## E

### BRAKES

The brakes should be used smoothly and progressively at the correct point in the system. The balance of application between front and rear brake should be varied according to road surface conditions. They should be applied in good time in one progressive application, and pressure tapered off to produce smooth braking when the unwanted speed is lost.

- 1 Braking smooth and progressive at all times.

- 2 Good acceleration sense ensured that they were seldom needed. When applied they were used smoothly and progressively.
- 3 Continual 'reassurance' braking on the approach to corners.
- 4 Secondary braking was evident in sections of the candidate's ride.
- 5 At times, braking inappropriate for road surface conditions.
- 6 Incorrect balance between front and rear brakes.
- 7 Used front brake only.
- 8 Relies too heavily on the rear brake.

## F THROTTLE

Good acceleration sense is the hallmark of the accomplished rider. It is the ability to vary the speed of the vehicle in keeping with road and traffic conditions where braking is not demanded. It is directly linked to the quality of the rider's observation and use of the throttle should at all times be precise, smooth and progressive

- 1 Good firm progressive acceleration, smooth and deliberate.
- 2 Smooth and positive action.
- 3 Must develop more finesse and feel for the throttle.
- 4 A little reluctant to accelerate where circumstances allowed.
- 5 Erratic use of the throttle especially when cornering.
- 6 Acceleration was poor.
- 7 Lacks smoothness in throttle control.

## G USE OF MIRRORS/REAR OBSERVATIONS

The use of all mirrors and shoulder checks is an essential skill in gaining information about changing traffic conditions so that the rider is always aware of what is happening. Mirrors and shoulder checks should be used as circumstances demand and graded to suit speed and traffic conditions.

- 1 Mirrors used well in conjunction with lifesavers.
- 2 Rear observation and mirrors used effectively.
- 3 On occasions could have displayed lifesavers in addition to mirror use.

- 4 Insufficient use of the mirrors while on test.
- 5 Could use nearside observations more.
- 6 More lifesavers required.
- 7 Poor, inconsistent use, no lifesavers used.
- 8 Mirror checks consistently missed or used late.
- 9 Poorly adjusted mirrors, inconsistently used.

## H HORN

A horn warning may not be necessary during the test. However, a single note should be used and its length should be sufficient to warn but not to be regarded as aggressive.

- 1 Appeared to correctly consider the use of the horn.
- 2 Used correctly when required.
- 3 Not required on the test although the candidate appeared to consider it's correct application.
- 4 Used to good effect and properly graded.
- 5 Situation did demand its use although was not applied or apparently considered.
- 6 Overused.
- 7 Not used on the test, circumstances did not demand it.

## J VISIBILITY

The screen and/or visor should be well maintained and clean at the start of the test, so as not to inhibit the view of the rider.

- 1 Clear screen / visor.
- 2 Visor not properly maintained.
- 3 Headlights not used when conditions demanded their use.

**K STOPPING/MOVING OFF**

When moving off good observation, shoulder checks and signals, as appropriate, are expected. When stopping those elements should be accompanied by progressive braking.

- 1 Good safe actions in conjunction with the necessary safety checks.
- 2 Smooth and confident.
- 3 Generally good, should try to keep the stops tidy with better foot placement.
- 4 Could have been brisker away from rest.
- 5 Drags legs on moving off, should get the feet onto the footrests as soon as possible.
- 6 No checks or signals made.
- 7 Rolled back on hill start.

**L APPLICATION OF THE SYSTEM**

It will be necessary, during the test, to demonstrate sufficient knowledge of The System to be able to apply it in its correct sequence. This is the cornerstone of advanced riding and inconsistencies in its application will affect any grade awarded. To achieve a Gold or Silver standard the system should be applied consistently throughout the test. A Bronze grade may be typified by inconsistencies in its application.

- 1 Excellent. Fully systematic, every feature considered in sequence.
- 2 Well demonstrated, allowing good wide safety margins.
- 3 Generally good although slight lapses in application.
- 4 System well used and understood although a little hurried in application.
- 5 System application was inconsistent; this did not detract from the safety of the ride, but affected the quality.
- 6 Rushed application resulting in entering hazards with poor safety margins.
- 7 Shows little knowledge of the system.
- 8 Poor. No disciplined approach to the ride.

**M ROAD POSITION**

The rider should demonstrate the ability to position the machine in order to obtain the best advantage that is available in any given circumstance. The rider must also understand that at times a position will have to be sacrificed for the sake of safety, which is paramount.

- 1 Excellent. Early and accurate positioning ensured the bike was always in the best position at all times.
- 2 Positioning generally good.
- 3 Positioning on the approach to hazards was good.
- 4 Position was adopted late and not accurately.
- 5 Positioning in town was generally acceptable although could become bogged down in traffic.
- 6 More use could have been made to position the bike for benefits in visibility or safety.
- 7 Did not use the “hold back” position to good effect, sacrificed some visibility.
- 8 Progress by filtering in traffic had little regard for safety.
- 9 Positioning in traffic was poor.
- 10 Sometimes crossed or rode on lane lines unnecessarily.
- 11 Often failed to position for maximum view.

**N CORNERING**

The rider should demonstrate accurate positioning on the approach, the right choice of speed and the correct gear. The line taken should allow an optimum speed through the corner and afford maximum view without compromising safety. The machine will leave the corner on the correct side of the road, be able to remain there and be stopped within the distance the rider can see to be clear.

- 1 Excellent: All four corner principles applied
- 2 Good. Fluent and accurate bend lines shown.
- 3 Cornering principles basically correct although the candidate needs to relax more and look where the bend is going rather than where the machine is going.
- 4 Good. Although lacks the fluent movement when changing from one bend line to the next.
- 5 Corner speeds are too slow to allow the motion to be fluent.
- 6 Lacks the ability to consistently and correctly assess the severity of a bend.
- 7 Tentative when banking the machine.
- 8 A tendency to rush in too fast making the corner ragged. Must adjust the speed earlier on the approach rather than in the bend.
- 9 Lacked any flow or smoothness through bends.

**P SIGNALLING**

Signals should be given only in circumstances where they will help or warn other road users. They must be given in good time so that they indicate what the rider is intending to do and not what is being done.

- 1 Given as and when required.
- 2 Signals correct and well timed.
- 3 Tended to signal after or at the same time as the manoeuvre.
- 4 An arm signal would have been helpful on occasions to supplement mechanical signal.
- 5 Numerous unnecessary signals given. Signals automatically without thinking.
- 6 Signals too late/early with the potential for misunderstanding
- 7 Failed to cancel signal on occasion

**U OVERTAKING**

Overtaking must always be conducted safely. There should be evidence that the candidate has recognised an opportunity and planned the manoeuvre, even if it is not carried through. Correct positioning and acceleration sense will add smoothness and finesse to this manoeuvre. Remaining in the overtaking position for long periods may indicate a lack of forward observation and may be interpreted as being aggressive. Consistently exceeding a speed limit to overtake is not acceptable.

- 1 Excellent. Well planned and executed overtakes demonstrated.
- 2 Good. Well planned, no opportunities lost.
- 3 Generally good, although the execution can suffer as a result of not getting in touch with the vehicle to be overtaken.
- 4 Lacks the will to get to grips with the traffic in front, content to maintain position.
- 5 Lost all pace rather than deal with overtakes.
- 6 Hurried and with little forward planning.
- 7 Failed to appreciate offside dangers when considering overtakes.
- 8 Rushed with little finesse shown. Untidy execution.

**SECTION THREE: GENERAL ABILITY****V DEPORTMENT/TEMPERAMENT**

Alertness and concentration should be evident. A comfortable position, allowing the rider easy access to the main controls, and a calm, controlled and assured manner is desirable. The rider should act in harmony with the machine

- 1 Excellent, a relaxed rider - calm and confident.
- 2 Generally relaxed and comfortable in full control at all times.
- 3 Appeared a little tense at times.
- 4 Rider and machine did not appear to blend.
- 5 Showed some test nerves.
- 6 Borders on aggressive.



**W** CONSIDERATION & RESTRAINT

A positive, thoughtful, progressive ride is required yet self-discipline and restraint should be present in order to ensure safety. Creating too many opportunities for others may be appreciated but may adversely affect the opportunities to make progress during the test.

- 1 Very considerate, courteous and safe at all times.
- 2 Showed good restraint; a thoughtful rider.
- 3 A courteous and considerate rider.
- 4 Over courteous, causing unnecessary delay.
- 5 Not very good - not enough thought applied to ride.
- 6 Bordered on aggressive at times.

**X** SPEED/PROGRESS

The candidate must be able to demonstrate the ability to ride up to the legal speed limits where circumstances allow and to maintain an appropriate speed for the circumstances at all times. Accurate adherence to all speed limits will be required although exceeding a speed limit to accelerate away from danger may be acceptable. Consistently exceeding a limit is unacceptable and will lead to a fail being awarded. Riders who are over cautious may also create an unacceptable risk.

- 1 Excellent; well up to legal limits when circumstances permitted.
- 2 Made intelligent use of speed, observed limits well.
- 3 Good variation allowing smooth progress.
- 4 On occasions a little too keen to make progress, to the detriment of the ride.
- 5 Pinched a little too much in the lower limits.
- 6 Too brisk in some situations.
- 7 Speed dominated and spoiled the ride.
- 8 Reluctant to make progress, where circumstances allowed.
- 9 Consistently in excess of the legal limits.

AX OBSERVATIONS (Linked to use of mirrors)(Includes judging Distance and Reaction to Signs).

Candidates will be expected to actively seek information about changes in the short, medium and distant views, including recognising and reacting to road signs. The depth and width of the field of view will vary according to conditions and type of road. It is not enough merely to acknowledge a change in road surface, traffic conditions or road signs, but how this is analysed and ordered in developing a riding plan. Acceleration sense should be used to maintain an appropriate position in relation to other traffic and demonstrate the candidate's ability to accurately judge distance.

- 1 Excellent, with good hazard perception and use of road signs/markings and observation links.
- 2 Impressive and above average.
- 3 Good use of observation gave time to react.
- 4 Generally good, but road surfaces needs more attention in respect of drain covers and the like.
- 5 Good in built-up areas, but scanning not projected far enough on open roads.
- 6 Satisfactory, with room for improvement in terms of depth.
- 7 Greater "width" of observation would have improved progress on the approach to junctions and roundabouts.
- 8 Inconsistent ability to read and interpret road signs.
- 9 A definite need for improvement in most situations; observation must be extended.
- 10 Late to see potential danger.
- 11 Poor; did not look for observation links.

DX

## CONCENTRATION

Concentration and alertness are keystones of good riding. Early identification of possible hazards will become evident by the timely adoption of an appropriate riding plan.

- 1 Concentrated well throughout test.
- 2 Very good at all times.
- 3 Generally good.
- 4 Good but lost some consistency towards the end of the test.
- 5 Generally good but appeared to be affected by pressure of events.
- 6 Affected by minor mistakes.
- 7 Lost their concentration through the test.

## EX MULTI-LANE CARRIAGEWAYS and MAIN ROUTES

Joining the multi-lane can be from either lane of the slip road and will depend on traffic conditions. Use of the relative elevation of the slip road and motorway may give a better view of the motorway. Acceleration sense should be used to achieve an appropriate merge speed. Speed and following distances should be appropriate for the conditions. When leaving the motorway the candidate should be in lane 1 before the 300 yard marker and if necessary signalling that intention.

- 1 A very impressive, safe and expeditious ride.
- 2 Showed a complete understanding of driving on multi-lane roads.
- 3 Satisfactory.
- 4 Safe with good progress.
- 5 Occasionally followed too close to other traffic.
- 6 Tended to leave lane changes rather late, the course deviation could have been shallower and longer.
- 7 Riding on multi-lane was satisfactory, but use of slip road and acceleration lane on entering could have been better planned.
- 8 No right signal to merge where circumstances required,

- 9 Poor use of lane discipline.
- 10 Spent too much time in centre lane on three-lane carriageway.
- 11 Did not fully anticipate the movement of other traffic.
- 12 No opportunity to use a motorway on this occasion.
- 13 Speed consistently in excess of national speed limit.

HIGHWAY CODE FX

A comprehensive knowledge of the Highway Code is required.

- 1 Comprehensive knowledge.
- 2 Good knowledge and understanding.
- 3 Satisfactory.
- 4 Poor knowledge.

MAINTENANCE GX

Drivers should be aware of the type of information contained in the owner's handbook.

- 1 Excellent, complete comprehensive knowledge.
- 2 Good knowledge and understanding
- 3 Satisfactory.
- 4 Poor knowledge.