



Guidelines for the Conducting of Practical Tests

Categories AM, A1, A2 and A

Guidelines for the Conducting of Practical Tests – Category AM, A1, A2 and A

This document aims at providing guidelines on the carrying out of motorcycle practical tests for categories AM, A1, A2 and A. The aim of this document is to ensure consistency when carrying out such tests. In the interest of transparency, these guidelines are being made available to motoring schools, instructors, examiners and candidates for a better understanding on what is to be expected from the practical test.

Motorcycle practical tests are conducted in accordance with the provisions of the Subsidiary Legislation 65.18 Motor Vehicles (Driving Licenses), and include the subjects in its schedules.

Candidates must comply with these guidelines, demonstrate the required knowledge and skills, and exhibit the behavior required for an overall safe standard of riding. The objective of the test is to ensure that the candidates are well grounded in the basic principles of safe motorcycle riding, and are sufficiently practiced to show, at the time of the test, that they are competent and considerate riders and are not a danger to themselves or to other road users.

Examiners should remember that in most cases, candidates will be novices and will have limited riding experience, and have always been accompanied by an instructor or other tutor. It would therefore be unreasonable to expect them to demonstrate the degree of skill and road sense of a seasoned and experienced rider.

It must also be appreciated that many candidates will also be nervous during their practical test. A pleasant outgoing approach, not only in the waiting area and on the way to the motorcycle, but throughout the test is particularly important to help candidates to relax. It is therefore, up to the examiner to ensure that candidates are put at ease throughout the test. Notwithstanding the above the instructor is to make sure that the candidate is well prepared to undertake the test.

The assessment must be an accurate reflection of the candidate's riding ability and skills demonstrated during the practical maneuvers and while safe riding on a variety of roads. Driving examiners shall pay particular attention to an applicant's ability to ride defensively and in an environmentally friendly manner. This takes into account various road and weather conditions, hazard perception, the interests of other road users (particularly the more vulnerable), awareness and planning.

Chapter 1

1. Definition of Motorcycle categories

1.1 Category AM (mopeds and other small motorcycles)

Category AM is the first out of three sub-categories that candidates can apply for. The minimum age required for this category is 18 yrs.

This is a new test category introduced by Transport Malta as of the 19th January 2013.

The minimum technical requirements for category AM

The Moped is a two or three wheeled vehicle with a maximum design speed of not more than 45 km/h, and an engine capacity not greater than 50cc. in the case of *light quadricycles*, (i.e. motor vehicles with four wheels), the motorcycle must have the following characteristics, as laid down in article 1 (3) (a) of 2002/24/EC

(i) The unladen mass must not be more than 350 kg (category L6e), not including the mass of the batteries in case of electric vehicles, and whose maximum design speed is not more than 45 km/h.

(ii) The engine cylinder capacity does not exceed 50cc for spark (positive) ignition engines, or

(iii) The maximum net power output does not exceed 4 kW in the case of other internal combustion engines, or

(iv) The maximum continuous rated power does not exceed 4 kW in the case of an electric motor. These vehicles shall fulfil the technical requirements applicable to three-wheel mopeds of category L2e unless specified differently in any of the separate directives;

- The motorcycle presented for the test must be fitted with a speedometer that measures speed in kilometres per hour (k/hr), or have dual readings thus in both kilometres per hour (k/hr) and miles per hour (mph).

- The motorcycle has to be legal and roadworthy.

- The moped or light quadricycle can be equipped with either a manual or an automatic transmission. However, if a candidate obtains a category AM license using an automatic motorcycle, a restriction will be imposed on the candidate's license to limit the use solely to automatic motorcycles or light quadricycles.

Requirements for the practical test

Candidates, prior presenting themselves for the practical test, must hold a valid pass test result from the theory test center (i.e.: Bike L) for category AM and A1.

Method of assessment

The aim of the practical test for category AM is to assess the very basic riding skills and road behaviour of candidates in relation to their motorcycle and road safety.

The assessment criteria adopted for this category is an accurate and true reflection of the candidate's riding competence. As a result, the examiners must take into consideration the candidate's riding ability in relation to the limited level of experience, and in relation to the requirements of this category.

Practical test for category AM

The practical test for category AM is divided into two modules.

Module 1 Manoeuvres:

- Wheeling the moped or motorcycle and using the stand
- Doing a slalom and figure of eight
- A slow ride
- Controlled stop at 15 km/h (9 mph)
- U-turn
- Hazard avoidance at 30 km/h (19 mph)
- Emergency stop at 30 km/h (19 mph)

Module 2 On the Road Test:

In this module the examiner will select a route to be followed based on different road environments to encompass as many real riding situations as possible, including dual carriageways, one way streets, urban driving, and tunnels. The duration of this module is approximately 25 minutes.

1.2 Category A1 (light motorcycle)

Category A1 includes Motorcycles without a sidecar, with a power not exceeding 11 kW (15bhp) and a power/weight ratio not exceeding 0,1 kW/kg,

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,08 kW/kg.

Motor tricycles must have a power not exceeding 15 kW,

The minimum age requirement for category A1 is 18 yrs.

The minimum technical requirements for category A1 motorcycles used in driving tests:

A1 Motorcycles to be used for the driving ability test need to have a cubic capacity of at least 120cc, and capable of a speed of at least 90 km/h (55mph).

- The motorcycle must be fitted with a speedometer that measures speed in kilometres per hour (km/h), or have dual readings thus in both kilometres per hour (km/h) and miles per hour (mph).
- It has to be legal and roadworthy and
- can be equipped with either manual or automatic transmission. However, if a candidate obtains a category A1 motorcycle license by using an automatic bike, a restriction will be imposed on the candidate's license to limit the use solely to automatic motorcycles.

The vehicles used in tests of skills and behaviour shall comply with the minimum criteria's given above. However, a tolerance of 5 cm³ below the required minimum cylinder capacity is applicable for internal combustion engines.

Category A1 – requirements for the practical test

Candidates, prior presenting themselves for the practical test, must hold a valid pass test result from the theory test center (i.e.: Bike L) for category AM and A1. Those already in possession of an AM licence do not need to re-sit for the theory test.

Aim of the test and method of assessment

The aim of the practical test for category A1 is to assess the riding skills and behaviour of candidates in relation to the motorcycle and road safety.

Therefore, it is a must that the assessment criteria adopted for this category is an accurate and true reflection of the candidate's riding competence. As a result, the examiners must take into consideration the candidate's riding ability, and in relation to the requirements of this category.

Practical test for category A1

The practical test for category A1 is divided into two modules.

Module 1 Manoeuvres:

- Wheeling the moped or motorcycle and using the stand
- Doing a slalom and figure of eight
- A slow ride
- Controlled stop at 30 km/h (19 mph)
- U-turn
- Hazard avoidance at 50 km/h (32 mph)
- Emergency stop at 50 km/h (32 mph)

Module 2 Practical on the road test:

In this module the examiner will select a route to be followed based on different road environments to encompass as many real riding situations as possible, including dual carriageways, one way streets, urban driving, and tunnels. The duration of this module has a minimum duration of 25 minutes.

1.3 Category A2 (motorcycle)

The minimum age requirement for category A2 is 20 yrs. This category replaces the former A category.

A2 Motorcycles are classified as those having a power of at least 25 kW (34bhp) and a power/weight ratio not exceeding 0.2 kW/kg, of which engine shall not be derived from a vehicle of more than double its power,

Motorcycles that can be used for the test of skills and behaviour need to be without sidecar, and have a cylinder capacity of at least 400 cm³.

The vehicles used in tests of skills and behaviour shall comply with the minimum criteria's given above. However, a tolerance of 5 cm³ below the required minimum cylinder capacity is applicable for internal combustion engines.

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0.15 kW/kg.

- The motorcycle must be fitted with a speedometer that measures speed in kilometres per hour (km/h), or have dual readings thus in both kilometres per hour (km/h) and miles per hour (mph).
- The motorcycle has to be legal and roadworthy.
- The motorcycle can be equipped with either manual or automatic transmission. However, if a candidate obtains a category A2 motorcycle license by using an automatic bike, a restriction will be imposed on the candidate's license to limit the use solely to automatic motorcycles.

Category A2 - requirements for the practical test

Candidates, prior presenting themselves for the practical test, must hold a valid pass test result from the theory test centre (i.e.: Bike H) for category A2 and A.

Aim of the test and method of assessment

The aim of the practical test for category A2 is to assess the riding skills and behaviour of candidates in relation to their motorcycle and road safety.

Therefore, it is a must that the assessment criteria adopted must be an accurate and true reflection of the candidate's riding competence. As a result, the examiner must take into

consideration the candidate's riding ability in relation to the level of experience in accordance with the requirements of this category.

Practical test for category A2

The practical test for category A2 is divided into two modules.

Module 1 Manoeuvres:

- Wheeling the moped or motorcycle and using the stand
- Doing a slalom and figure of eight
- A slow ride
- Controlled stop at 30 km/h (19 mph)
- U-turn
- Hazard avoidance at 50 km/h (32 mph)
- Emergency stop at 50 km/h (32 mph)

Module 2 – On the road Practical test:

In this module the examiner will select a route to be followed based on different road environments to encompass as many real riding situations as possible, including dual carriageways, one way streets, urban driving, and tunnels. The duration will be of approximately 25 minutes.

1.4 Category A

Category A is the highest level of motorcycle licence category that candidates can apply for. Motorcycles in this category will have a power rating of at least 40kW (54bhp) and whose unladen mass is more than 180kg. A tolerance of 5 kg below the required minimum mass may be accepted.

If the motorcycle is powered by an internal combustion engine, the cubic capacity of the engine shall be at least 600 cm³.

The vehicles used in tests of skills and behaviour shall comply with the minimum criteria's given above. However, a tolerance of 5 cm³ below the required minimum cylinder capacity is applicable for internal combustion engines.

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0.25 kW/kg.

This category also includes Motor tricycles with a power exceeding 15 kW.

This category is available as a progressive access or a direct access.

Progressive access - The minimum age requirement for category A is 22 yrs, this provided the candidate has held an A2 licence for a minimum of 2 years.

Direct Access - Candidates can also go directly for the A category licence if they are at least 24 yrs old.

In both instances the candidate needs to have passed the theory test available for categories A2 and A.

- The motorcycle must be fitted with a speedometer that measures speed in kilometres per hour (km/h), or have dual readings thus in both kilometres per hour (km/h) and miles per hour (mph).
- The motorcycle has to be legal and roadworthy.
- The motorcycle can be equipped with either manual or automatic transmission.
- However, if a candidate obtains a category A motorcycle license by using an automatic bike, a restriction will be imposed on his/her license to limit the use solely to automatic motorcycles.

Practical test for category A

The practical test for category A is divided into two modules.

Module 1 - Manoeuvres:

- Wheeling the moped or motorcycle and using the stand
- Doing a slalom and figure of eight
- A slow ride
- Controlled stop at 30 km/h (19 mph)
- U-turn
- Hazard avoidance at 50 km/h (32 mph)
- Emergency stop at 50 km/h (32 mph)

Module 2 – on the road test:

In this module the examiner will select a route to be followed based on different road environments to encompass as many real riding situations as possible, including dual carriageways, one way streets, urban driving, and tunnels. The duration of this module will be of approximately 25 minutes.

Chapter 2

Practical Test Part 1 and Part 2

2.1 General information about the motorcycle practical test modules

The practical test is divided into two practical modules. The first module is carried out in a confined area, while the second module is accomplished on public roads. However, both modules form 1 practical test.

Therefore, each practical test in terms of layout is identical. It is important that, both examiners and candidates must take into account the weight, dimensions and characteristics of the motorcycle used for the test.

All practical tests are the same for each category license. However, slight variations are present for category AM, due to the technical restrictions regards the maximum designed speed of the motorcycles used.

2.2 Description of practical Part 1 and Part 2

Part 1 – Off road

In this module examiners will ask candidates to complete a series of manoeuvres around the track, to test the candidate's riding skills and assess their controls of the motorcycle. As shown in *Appendix 3a* and *3b*, the test track is a simple course marked by a series of coloured cones and painted road markings.

Part 2 – On road

In this module examiners will select a route to be followed based on different road environments to encompass as many real riding situations as possible, including dual carriage-ways, one way streets, urban driving, and tunnels. The duration of this module has a minimum duration of 25 minutes.

2.3 Assessment criteria for examiners during the practical modules

The examiners will assess whether the applicant is:

- Controlling the motorcycle whilst taking into account: proper use of lights and other ancillary equipment, proper use of mirrors, clutch, gearbox, accelerator, braking systems, steering and adequate balance;
- Controlling the motorcycle under different circumstances (i.e. practical maneuvers) , at different speeds; steadiness on the road; taking into account the weight, dimensions and characteristics of the motorcycle;
- Carrying out all-round observation; making effective use of all mirrors; looking well ahead;
- Acting correctly at crossroads, intersections and junctions;

- Taking a correct position on the road, in lanes, on roundabouts, on bends, pre-positioning;
- Keeping adequate distance to the front and the side, and from other road users;
- Making progress but not exceeding the maximum allowed speed; adapting speed to weather/traffic conditions and where appropriate up to national speed limits; riding at such a speed that stopping within distance of the visible and free road is possible;
- Observing traffic lights, road signs and other indications: acting correctly at traffic lights; obeying instructions from traffic controllers; acting correctly in accordance with road signs (prohibitions or commands); taking appropriate action at road markings;
- Giving signals where necessary, correctly and properly timed; indicating directions correctly; taking appropriate action with regard to all signals made by other road users;
- Braking and stopping effectively: decelerating in time, braking or stopping according to circumstances; awareness and anticipation;
- Recognising traffic dangers and assessing their seriousness;
- In sufficient command of their motorcycle not to create dangerous situations and to react appropriately should such situations occur;
- Complying with road traffic regulations, and in particular those intended to prevent road accidents and to maintain the flow of traffic;
- Detecting any major technical faults in their motorcycles, in particular those posing a safety hazard, and have them remedied in an appropriate fashion;
- Taking into account factors affecting their riding behavior (e.g. alcohol, fatigue, poor eyesight, etc.) so as to retain full use of the faculties needed to ride safely;
- Helping to ensure the safety of all road users and in particular the vulnerable by showing due respect and courtesy for others.

2.4 Key Principles for Driving Examiners

The following are the key principles to be applied consistently throughout the tests by all Driving Examiners:

- Adopt a customer focused approach ensuring that **all** candidates have a positive experience throughout the test;
- Using face-to-face and two-way radio communication, candidates should be given clear directions in a timely manner to ensure that they have all the relevant information to enable them to give of their best;

- Recognise when certain traffic situations and road layouts require you to give the candidate more information and ensure that any additional confirmation is provided in a timely manner, and that any ambiguity is addressed. It is the examiner's responsibility to ensure that the candidate is left in no doubt as to what is expected of them;
- Never put candidates in a position to breach road markings, signage or legislation, whether directly or indirectly;
- Examiners are not to put themselves in a position where official duty and personal interest conflict;
- Recording (both visual/audio) in any form or manner is not allowed;
- Avoid and resolve conflicts;
- Driving Examiners' uniform and personal attire should be appropriate at all times;
- This is not a test of language skills, so speak clearly, translate and repeat where necessary;
- Personal questions and/or statements are not allowed;
- Any comments or body language that may be interpreted as offensive, even if intended to break the ice, or joke, should be avoided; If a candidate is in difficulties and clearly suffering from nervousness, the examiner should offer a few words of reassurance to help them settle down and if appropriate allow a few moments for composure;
- At the end of the test provide the candidate with relevant feedback in a concise, factual and friendly manner.
- Avoid unnecessary cancellation of motorcycle practical tests. Examiners are advised to exercise considered judgment and discretion so that no candidate whose test could reasonably be conducted is turned away.

2.5 Practical Motorcycle Test Procedure

2.5.1 Welcoming the Candidate

Proceed to the manoeuvring area, ask for the candidate by name and greet them pleasantly. In an effort to create a more relaxed and informal atmosphere during the test, examiners are encouraged to introduce themselves with their first name, and use the candidate's first name, provided there is no objection. As self-introduction works best when it is spontaneous, the examiner should do this on the way to the motorcycle.

Examiners are to use a form of words that suits their own style and personality, and commensurate with the person that they are speaking to.

Examiners may refuse to carry out the test if the candidate arrives later than the scheduled time. In such cases, this is to be reported.

2.5.2 Filling out DTR1 with candidate's details taken from test certificate

a) Candidates should be informed politely that they have the right to have someone (like their instructor, family or friend) with them throughout the test in the examiners vehicle. Accompanying persons must be at least 18 years old. If candidates choose not to have anyone present, they should be requested to sign the declaration at the bottom of the report, confirming that they accept not to have anyone with them. The test must not take place unless this is signed.

b) When a test certificate indicates a motorcycle with manual transmission and the motorcycle presented by the motoring school/candidate has automatic transmission, or vice versa, the examiner should consult the application form. If the category information recorded on the application is not in accord, examiners should alter as required and ask the instructor or candidate to countersign. Examiners can then proceed with test. When a motorcycle with automatic transmission is presented in place of manual transmission, paperwork in the case of a pass must not be given until the DLS system has been updated to reflect the correct category. The test should not be cancelled unless the school/candidate requests that a different motorcycle is used, and hence another test is booked if necessary.

c) Ask the candidate's instructor/accompanying person to read and sign the insurance declaration at the top of the DTR1. This must be signed and the test must not take place unless this is signed. If there is resistance, the requirement should be explained by the Examiner.

d) Examiners should not test a candidate who has already failed a test with the same examiner in the same license category. It is up to the Examiners to refer these cases to the Senior Driving Examiner who will randomly swap the test with another examiner.

e) If a Driving Examiner finds on their test program a candidate who is a personal friend, family, or anyone else whose test they consider it would be unwise to conduct, they should at once inform the Senior Driving Examiner who may decide to take the test or transfer the test to another Examiner randomly.

2.5.3 Ask the candidate for their ID card or passport as proof of identity

Examiners should ensure that the person sitting for the test is the actual candidate. This should be done by comparing the photo on the ID card or passport with the actual person. If the candidate does not have the ID card or passport at the start of the test, then the test should still take place, and the candidate will be given until the end of the working day to present the ID card or passport to the same examiner, after the test is carried out. In these cases, this should be recorded in the test report, and if the candidate does not present the ID card, the test result will not be processed, and should be referred to administration.

2.5.4 Perform Eyesight Check

2.5.4.1 Examiners should start by reminding candidates to wear their glasses/lenses before this check, and that they should keep them on for the duration of the test (i.e.: both practical modules). Examiners should perform the eyesight check prior Module 1.

2.5.4.2 Select a clean standard number plate on a stationary vehicle which is clearly more than 20.5m away, but not more than 50m away, and which can be clearly viewed by the candidate (no obstructions). The candidate should first be asked to read the number plate.

2.5.4.3 If the candidate is unsuccessful, they should be asked to read another plate and, if necessary, allowed to walk forward until it is just over the appropriate distance of 20.5m away.

2.5.4.4 If the second plate is not read correctly, the examiner must use the official tape to measure the precise distance from a third plate.

2.5.4.5 If the candidate fails to read the third plate, and the examiner is satisfied beyond doubt of their inability to comply with the eyesight requirement, the candidate should be told that he/she has not reached the required eyesight standard and this means immediate failure to pass the test and that the remainder of the test will not be able to be carried out.

2.5.4.6 The vision test box on the DTR1 should be marked with an oblique stroke. A DTR1C should be issued, and the candidate asked to sign, acknowledging that they were unable to comply with the eyesight requirement.

2.5.4.7 If the candidate uses glasses/lenses to read a number plate, and then removes them for the test, the examiner should point out that if they can only read the plate with the aid of glasses/lenses, the law requires them to be worn whenever they are riding a motorcycle, and therefore the test cannot be continued if the glasses are removed. Candidates should be given a chance to wear the glasses again after having been informed. If they subsequently do not wear them, examiners should inform them that the test is being terminated.

2.5.4.8 If the candidate presents him/herself with or without eyesight correction and this is contrary to what is written on the test certificate, but the candidate still passes the eyesight test, then this can be marked on the DTR1 form, and the test can continue. Once the test is completed, explain to the candidate that any restrictions which appear on the original application (as endorsed by their doctor) will be transferred to their driving license and that this cannot be altered without presentation of additional medical certification, even if the test was carried out successfully without the glasses/lenses.

2.5.5 Examiner to give brief on test procedure

2.5.5.1 A pre-test brief should be given by the examiner before both modules take place. This should basically outline what will happen during the test. In all manoeuvres, examiners should ensure that their instructions are absolutely clear. Candidates must not be left in any doubt about the exercises to be taken. Communication via two way radio is advisable.

2.5.5.2 If the ancillary controls are already activated at the start of the test, examiners are to point this out to the candidate. This should not be recorded as a fault. However if the candidate does not know how to deactivate them in a reasonable amount of time, this should be recorded as a fault under ancillary controls.

2.5.6 Proper protective clothing for motorcycle tests

Candidates presenting themselves for a motorcycle test should wear appropriate protective equipment. It is important to note that the test cannot be conducted unless the candidate is wearing suitable and properly fitted gear.

In the best interest of health and safety, Transport Malta suggests that candidates presenting themselves for the test should wear the following protective clothing:

- Motorcycle boots or shoes, with ankle, toe and shin protection inserts,
- Suitable motorcycle leather or textile jacket with protective inserts,
- Motorcycle leather or textile pants with protective insert,
- Full face helmet,
- High visibility colors,
- Motorcycle gloves with protective inserts,

However, the following is a list of the **compulsory** protective and safety clothing that a candidate must wear for the test:

- Suitable protective headgear,
- Appropriate and sturdy footwear,
- Motorcycle gloves,
- Reflective vest,

In the event where the helmet used for the test has not a protective visor, the use of eye protection is a must.

Candidates, who present themselves for the test without the **compulsory** protective and safety clothing, may be given an opportunity to obtain it, provided that the start of the test is not unduly delayed more than 10 minutes. Otherwise, the examiner should cancel the test and explain why it cannot be conducted.

In addition, in view of health and safety the following are examples of clothing that are not acceptable for the test:

- Flip flops / lightweight training shoes
- Shorts/Skirts
- Canvas trainers
- Shell suit or lightweight tracksuit
- Distressed or ripped jeans
- Skiing gloves

2.5.7 Visually check test motorcycles

2.5.7.1 While approaching the motorcycle, the examiner should make a brief visual check of direction indicators, stop lamps, and tyres. If this reveals any obvious damage, which raises doubts as to whether they are operational and safe, the examiner should offer to assist the candidate/instructor in making a practical check and ask them to operate the appropriate control, or observe the tyre condition. If the suspect item does not function satisfactorily, the candidate/instructor should be given the opportunity to rectify the fault.

2.5.7.2 If this cannot be done within five minutes, the examiner should consult with the Senior Driving Examiner or another examiner, who together will decide to terminate the test. It is in the interest of all parties that decisions to terminate tests for this reason are taken collectively. It is also the responsibility of the examiner to report this case to administration for follow up, who in turn should formally request the motoring school for a visual technical inspection by the technical unit.

2.5.7.3 In deciding whether or not direction indicators, stop lamps, tyres are in an acceptable condition for the purposes of the test, examiners should be guided by the principle that no candidate should be turned away whose test could reasonably be conducted.

2.5.7.4 Examiners should not conduct a test with a motorcycle that has an expired road license, since this may imply that there is no insurance. In such cases, the examiner has the right and obligation to refuse the test with that motorcycle, without needing to refer to anyone else.

2.5.7.5 Examiners should not conduct a test with a motorcycle without L-plates, even in the case of private instructors. This may not apply to holders of valid international licenses.

2.5.7.8 Examiners should not conduct a test with a motorcycle that does not meet the minimum technical requirements for test vehicles, ref: to *Appendix 4*. This means that the motorcycle has to be of such construction or technical design that meets the requirements for the category being tested. If such an event, the examiner has the right and obligation to refuse the test with that motorcycle, without needing to refer to anyone else.

2.5.8 Ask vehicle safety check questions

2.5.8.1 Candidates should be asked two motorcycle safety check questions before they do Module 1 (maneuvers) – a “show me”, and a “tell me” question. These are basic safety checks that a candidate should be able to carry out to make sure the motorcycle is safe for use. To ensure uniformity, they must be selected randomly from the bank of combinations of questions listed in *Appendix 1*. However, examiners will need to exercise common sense and discretion at times, for example in deciding whether a question is appropriate in high winds or heavy rain. Examiners should use an alternative combination of questions from *Appendix 1*.

2.5.8.2 The code of the question should be recorded on the DTR1 form in the report section for future reference.

2.5.8.3 Although some checks may involve the candidate in opening certain compartments to identify where fluid levels would be checked, candidates must not be asked to touch a hot engine or physically check the fluid levels.

2.5.8.4 One or both questions answered incorrectly will result in one driving fault being recorded on the DTR1 in the appropriate box. However, examiners should not pursue questions unduly in an attempt to elicit the precise responses listed. They should bear in mind that these are basic safety checks, and that in-depth knowledge is not required for the answers to be acceptable.

2.5.8.5 Examiners need to be aware that although it may be necessary in order to carry out some of the checks, the ability to open certain compartments is, in itself, not one of the competencies which candidates are required to demonstrate. Instructors are expected to teach it, but should a candidate experience difficulty, it will be acceptable for the accompanying person or instructor to assist in the opening and closing certain compartments. Candidates should not be penalised if this proves necessary.

2.5.8.6 As vehicle technology advances, more and more motorcycles are being equipped with electronic diagnostic systems, which inform the rider of the state of the engine fluid levels and tire pressures. It is acceptable for a candidate to refer to the vehicle information system (if fitted) when answering questions on fluid levels or tire pressures.

2.6 Instruct candidate about the radio equipment

The examiner, with the assistance of the instructor should help the candidate with the fitting of the radio and the over-ear device. The examiner should then accompany the candidate to the motorcycle, explaining how the test will be conducted and how the radio equipment works. A sound check should be made to ensure that the candidate can hear the examiner's instructions clearly. At the start of a motorcycle test examiners should explain to candidates that, should the radio fail during the test or they cannot hear the instructions for any other reason they should just pull up in a safe and convenient place.

If the radio equipment fails, every effort should be made to complete the test. If the fault on the equipment is not rectified, this should be reported to the senior driving examiner.

2.7 Giving Instructions and Directions during the Test

2.7.1 In both modules, examiners should ensure their instructions are clear and can easily be understood. Candidates must not be left in any doubt about the route or exercise to be taken.

2.7.2 Directions should be given in good time, especially where marking of traffic lanes indicate an option, and more detailed directions only while the motorcycle is stationary. At complex junctions, a request simply to turn right or left may not be enough to indicate the route clearly.

2.7.3 Examiners are allowed to use simple diagrams and other visual aids to instruct and ensure that the candidate has fully understood what practical maneuver is about to perform.

2.7.4 Candidates should not be given any grounds to complain of being flustered or uncertain.

2.7.5 Candidates should always be given the benefit of the doubt, and if necessary instructions and directions should be repeated more clearly. Any reference to landmarks should be clear and unequivocal.

2.7.6 Examiners must never give instructions that may breach any road signage, road markings or legal requirements.

2.8 Marking of faults

2.8.1 Faults are defined as follows: A driving fault is one, which in itself is not potentially dangerous. However, a candidate who habitually commits a driving fault in one aspect of driving throughout the test, demonstrating an inability to deal with certain situations, cannot be regarded as competent to pass the test, as that fault alone must be seen as potentially dangerous.

2.8.2 A grievous fault is one, which is potentially dangerous.

2.8.3 A perilous fault is one involving actual danger to the examiner, candidate, the general public or property (Note: If the fault has been assessed as perilous then this should be marked regardless of any action taken by the examiner).

2.8.4 A candidate will fail the test as a result of either one grievous fault or one perilous fault or an accumulation of 16 or more driving faults. Faults should be marked with an oblique stroke in the appropriate box.

2.8.5 Set exercises are assessed either as no fault, a driving fault, a grievous fault or a perilous fault.

2.8.6 A fault is best described as a deviation from the defined outcome. Examiners shall weigh the fault in regard to the context of the situation at the time and record it on the marking sheet at the earliest safe opportunity.

2.8.7 During Module 1, each maneuver (exercise) must be assessed on completion, taking into account observation, balance and control. No more than one fault can be recorded for each exercise. In addition, where necessary the examiner may opt to repeat the exercise only once prior drawing any final conclusions.

Also, if a candidate fails to reach the minimum speed required for a particular exercise, the examiner must repeat the exercise, after clearly instructing the candidate that this is the second and final attempt. If the candidate fails to reach the minimum speed

required for the second time, the examiner has to remark the exercise as unsuccessful, therefore a Fail.

2.8.8 During Module 2, the road test - the examiner should observe whether the candidate first sees to the front, then to the rear, that the way is clear for pulling out, gives the appropriate signal if necessary, and moves away smoothly and safely. Wherever possible, ability to move off on a reasonably steep uphill gradient should be tested. If this is not possible, the examiner should be satisfied that the candidate understands how to let in the clutch while starting uphill. A candidate starting on a gradient should be capable of paying attention to other traffic as well as moving their motorcycle away without rollback and/or excessive engine revolutions. At some stage the test must include moving out at an angle from behind a stationary vehicle.

2.8.9 If the candidate demonstrates a dangerous standard of riding the examiner should assess if it is safe to continue with the test. If the test is terminated the examiner must ensure the test report fully supports the decision to terminate the test.

2.9 Concluding the Test, debriefing and drawing up of report

2.9.1 Examiners are to inform the candidate of the result of the test and explain any faults, particularly if they led to a failed test. A decision to fail should be conveyed sympathetically. On completion of the test, examiners are to politely ask candidate to sign the DTR1 acknowledging receipt of test report, and provide a copy to the candidate. If candidates refuse to sign the DTR1, this should be indicated accordingly, and no copy given to the candidate.

2.9.2 Candidates who fail the test are naturally disappointed and may express dissatisfaction either with the test itself or with the manner in which it was conducted. This situation requires most careful handling. Complaints about driving tests sometimes originate from comments made by examiners either gratuitously or in repartee to candidates at the time of the test or later. Examiners must avoid commenting on motoring matters, driving or instructional techniques, or on any articles, books or illustrations dealing with driving or instructional techniques.

2.9.3 Apart from the oral explanation of faults to candidates at the end of a test, examiners must on no account discuss driving tests in general, or details of particular tests, with candidates or third parties; nor must they suggest to a third party that individual candidates would benefit from professional tuition.

2.9.10 Examiners are required to complete all forms and reports in a clear and legible manner. After every test examiners are required to complete a brief written report on the reverse side of the DTR form. In the event of a failed test the report must cover the more serious or dangerous faults and be a factual record of what happened and where it happened. Fails as a result of an accumulation of 16 or more driving faults only, need to be written up in full. When the test is stopped for whatever reason, or when the examiner intervenes physically during the test, the report must include a detailed description of the reasons leading to this decision taken.

2.10 Length of the test

2.10.1 The time allocated for Module 1 is approximately 20 minutes while that for Module 2 (on the road test) is approximate 25 minutes. The distance traveled in Module 2, must be sufficient to assess the skills and behavior laid down in this Schedule.

In no circumstances should the time spent riding on the road be less than 25 minutes. This does not include the reception of the applicant, the preparation of the vehicle, the technical check of the vehicle with a bearing on road safety, and the announcement of the outcome of the practical test.

Chapter 3

General provisions for the practical test

3.1 Dangerous riding by a candidate

3.1.1 There will be occasions when a candidate's riding on test becomes so dangerous that the safety of the public and/or the examiner is jeopardized. In these circumstances an examiner should cautiously stop the test. The examiner should issue a statement of failure and tell the candidate that the test has been stopped before completion for reasons of safety, and that completion of the test would have made no difference to the decision. A detailed note of the circumstances should be made on the DTR1, and detailed in the report overleaf.

3.1.2 In cases where a collision or an accident occurs, irrespective of the amount of damage to the motorcycle and the vehicle/s of third parties, the examiner should cautiously stop the test. The examiner should assess the situation, and if it is still safe to continue, it is then up to the vehicle owner and the candidate to decide. Otherwise the test will be suspended for reasons of safety. A detailed note of the circumstances should be made on the DTR1, and detailed in the report overleaf. If it is clear that the candidate was not responsible for the collision, a continuation test will be given free of charge. All statutory procedures are to be taken into account in such incidents.

3.2 Interferences throughout test

The Regulations permit the candidate to be accompanied by a third party, as long as the third party does not communicate with the examiner or the candidate, or act in any way that may interfere with or influence the test procedure or outcome throughout the test. This may also be the candidate's instructor. Examiners will reserve the right to stop the test should the accompanying person interfere with the test, either verbally or even visually/by body language. This should be recorded clearly and in detail on the test report. The candidate will have to reapply with a new test fee for another test.

3.3 Use of the candidate's motorcycle

Examiners must not ride the candidates' motorcycle. Strict observance of this is essential as there are many situations in which insurance cover for the examiner might not be effective. Therefore, it is ideal that the instructor is present in the accompanying vehicle during the test, in case of a need to ride the motorcycle.

3.4 Stopping Tests

Examiners are allowed to stop the tests in any of the following circumstances, and a written report is to be provided to the Senior Driving Examiner immediately.

- Attempted bribery / Gifts / Offers of gifts from candidates or third parties,
- Dangerous riding by candidate,
- Accident,

- Interference by the accompanying person,
- Motorcycle standards jeopardizing safety,
- Invalid or expired road license,
- At the request of the candidate,

3.5 Unlicensed Driving Instructors

3.5.1 In the normal course of their duties, driving examiners may note the driving schools and instructors who bring candidates and to know which motorcycles they use. The re-appearance of an accompanying motorcycle may give a driving examiner cause for suspicion. A driving examiner's suspicions may also be aroused if a consistently poor standard of candidate is brought forward by a particular driving school or instructor, or if they see instruction being given with a school motorcycle not displaying a learner permit.

3.5.2 Driving examiners must not involve themselves in enforcement and enquiry work. It is particularly important that they do not question candidates or accompanying persons, or make any comments which may suggest that they have doubts about the legitimacy of any person who may have given driving instruction.

3.5.3 If examiners encounter anything in the course of their duties which lead them to suspect that an unlicensed instructor is at work in their area, they should inform their Senior Driving Examiner.

Chapter 4

General Operational Issues

4.1 Officers of Transport Malta

Except for driving examiner staff with technical responsibility for the conduct of tests, no officers of Transport Malta or anyone else should accompany candidates unless they have first received specific authority from the Chief Officer or his Deputy. Non-operational personnel should be asked to withdraw if a candidate objects to their presence on test.

4.2 Candidate suspected of being under the influence of drink or drugs

Where an examiner has good reason to believe, either before or during the test, that a candidate is under the influence of drink or a drug so that it is likely to affect the control of the vehicle, they should inform the candidate that they appear to be ill and that, in fairness to them, the examiner feels unable to take or continue the test. The examiner will need to use considerable tact in announcing this decision, and must avoid making any reference to drink or drugs.

4.3 Candidate in advanced stage of pregnancy

Occasionally candidates in an advanced stage of pregnancy present themselves for a test. Examiners should not ask the candidate whether they are pregnant, as this can lead to an embarrassing situation if the candidate is not. The onus of responsibility to ensure that they are medically safe to carry out all the requirements of the test, is the candidate's.

4.4 Sick Candidates

Where, either before or during the test, a candidate claims that they are sick; the Driving Examiner should terminate the test. Similarly, if the Driving Examiner considers that the candidate is sick and therefore unfit to take or continue the test, they should terminate it. In cases where the result of the test can be established by the Examiner, prior to the termination of the test, then the result should still be given.

4.5 Gifts or Offers of Gifts from Candidates or Third Parties

If a gift of any kind whatsoever is offered before, during or after a driving test, Examiners should inform candidates that their instructions require them to report the matter. If the offer is made during the course of the test, the test should be immediately terminated. A full written report of the circumstances should be sent to the Senior Manager immediately. In the event of criminal proceedings being taken against the candidate, it would be of considerable evidential value to produce in Court anything that had actually been handed to the examiner. An examiner should therefore forward any such gift with the report. The Senior Manager will refer such cases to the Chief Officer immediately that in turn will refer the case to the Police.

4.6 Use of Mobile Phone during Tests

Transport Malta has no objection to Driving Examiners taking their mobile phone on test. However, they must ensure they are switched off. Examiners must also ensure that any instructor/trainer or third party accompanying them on test switch off their mobile phone too, by asking the following: *'To avoid any distraction during the test, if you have a mobile phone, please switch it off.'*

4.7 Assaults on Driving Examiners

All cases of physical assault should be reported immediately to the police and the Senior Driving Examiner by means of a full written report. If the examiner who was assaulted cannot make a report, the most senior examiner on duty should make it.

4.8 Variances

Given a significant number of tests, carried out from the same location, it is reasonable to compare individual driving examiner results. It is the responsibility of the Senior Driving Examiner and the Senior Manager to monitor and effectively deal with persistent unacceptable variances whilst ensuring that correct procedures are followed to rectify the issue.

4.9 Complaints Procedure

Within Transport Malta we strive to meet all our customer's needs in regard to the service we provide. However, we recognize that sometimes we may fall short of an individual's expectations. All complaints are treated with the utmost attention, and details will be registered at the office of the Senior Manager (Driver Training & Testing). An initial acknowledgement of receipt should be issued to the complainant within two working days with a follow up outcome as soon as practicable.

Appendix 1 – Safety Check Questions (Category A vehicles)

Combination 01

Q: Show me from where you would check the engine oil level?

A: Candidate must identify dipstick / oil level indicator.

Q: Tell me how you would check that the engine has sufficient oil?

A: Candidate must describe the process as to remove dipstick and wipe clean, return and remove again to check oil level against max/min marks. For sight glass, ensure glass is clean when checking and motorcycle is adequately balanced.

Combination 02

Q: Show me how you would check that the horn is working on this motorcycle (off road only)?

A: Check is carried out by using control (turn on ignition if necessary).

Q: Tell me how you would check that the lights and reflectors are clean and working?

A: Explanation only: Operate switch (turn on ignition if necessary), identify reflectors. Check visually for cleanliness and operation.

Combination 03

Q: Show me where is/are the brake fluid reservoir/s?

A: Candidate must identify the location of the brake fluid reservoirs.

Q: Tell me how you would check that you have a safe level of hydraulic fluid?

A: Check level against high/low markings.

Combination 04

Q: Show me how you would check that the brake lights are working?

A: Operate brake, place hand over light or make use of reflections in windows, garage doors, etc, or ask someone to help.

Q: Tell me how you would check the condition of the chain on this motorcycle?

A: Check for chain wear, correct tension and rear wheel alignment. Tension should be adjusted as specified in the motorcycle handbook. Drive chain should be lubricated to ensure that excessive wear does not take place.

Combination 05

Q: Show me what checks you would make on the steering movement before using the motorcycle?

A: Handlebars should be free to move smoothly from full left lock to full right lock without any control cables being stretched, trapped or pinched and without any snagging between moving and fixed parts.

Q: Tell me how you would check your tyres to ensure that they are correctly inflated, have sufficient tread depth and that their general condition is safe to use on the road?

A: Correct tire pressure settings can be found in the owner's manual. Pressures should be checked using a reliable gauge. Tread depth must be at least 1mm deep, forming a continuous band at least $\frac{3}{4}$ of the breadth of the tread and all the way around. There should be no lumps, bulges or tears.

Combination 06

Q: Show me how you would check the operation of the front brake on this motorcycle?

A: Candidate must wheel the motorcycle forward and apply the front brake.

Q: Tell me how you would check that the brakes are working before starting a journey?

A: Brakes should not feel spongy or slack. Brakes should be tested as you set off. The motorbike should not pull to one side.

Combination 07

Q: Show me how you would check the operation of the engine cut out switch?

A: Candidate must operate switch, without the engine being started.

Q: Tell me how you would check that the headlights and tail lights are working?

A: Operate switch (turn on ignition if necessary), then explain that one would walk round vehicle.

Combination 08

Q: Show me how you switch your headlight from dipped to main beam?

A: Operate switch (with ignition or engine on if necessary), check with main beam warning light.

Q: Show me how you would check that the brake lights are working on this motorcycle (I can assist you). If you need to switch the ignition on, please don't start the engine).

A: Candidate must operate the brake lever/s, make use of reflections in windows, garage doors, etc, or ask someone to help. (may need to switch ignition on, prompt not to start engine).

Appendix 2 – Module 1 practical test manoeuvres

1. On and Off Stand

Candidates are required to demonstrate that they can take the motorcycle on and off the stand safely, retaining balance and control of the motorcycle. Candidates may choose to use either the side stand or the centre stand. A motorcycle with no stand is not suitable for the test.

The next manoeuvre (wheeling the motorcycle) takes place before the motorcycle is placed back on the stand.

Candidates are to be allowed to repeat the exercise once should they fail to perform the exercise in line with the required standards during the first attempt.



2. Wheeling the Motorcycle

Candidates are required to demonstrate they can wheel the motorcycle safely and under control from one set of cones to another distant 4 meters apart without the use of the engine. They should demonstrate effective observation during the exercise.

The candidate will be asked to wheel the motorcycle, starting backwards, either from the left to the right or vice versa. Candidates have to wheel the motorcycle backwards in an arc from one set of cones to another. Different techniques may be employed when wheeling the motorcycle backwards, i.e.: the candidate may hold the bar grip with one hand and place the other on the saddle or rear of the motorcycle, they may also elect to hold the handlebars with both hands. Either technique is acceptable providing they retain safe control over the motorcycle.

Candidates are to be allowed to repeat the exercise once should they fail to perform the exercise in line with the required standards during the first attempt.



3. Slalom exercise

Candidates are required to demonstrate their ability to ride the motorcycle under control in a restricted area through a series of cones placed 4.5 meters apart from each other. Candidates should maintain a safe balance throughout this exercise.

When beginning the slalom exercise, candidates may elect to ride to either side of the first marker cone. Candidates, in addition to the slalom exercise may opt to carry out the figure of eight exercise as one complete manoeuvre. The slalom exercise will normally lead straight in to the figure of eight exercise. However, a candidate may decide to stop at the end of the slalom exercise, and then start the figure of eight exercise safely. If this is done, no fault is to be assessed by the examiner.

Candidates are to be allowed to repeat the exercise once should they fail to perform the exercise in line with the required standards during the first attempt.



4. Figure of Eight

Candidates are required to demonstrate their ability to ride the motorcycle under control in a restricted area through a series of cones placed apart from each other. Candidates should maintain a safe balance throughout this exercise.

When beginning the figure of eight exercise, candidates may elect to ride to either side of the first marker cone. The figure of eight exercise requires candidates to ride around 2 cones distant 6 meters away from each other, in a figure of eight pattern twice.

Candidates are to be allowed to repeat the exercise once should they fail to perform the exercise in line with the required standards during the first attempt.



5. Slow Ride exercise

The candidate is required to demonstrate the ability to ride in a straight line without losing control of the motorcycle at (examiners) fast walking speed for about 20 meters. The candidate should take effective rear observations before starting the exercise.

Candidates are to be allowed to repeat the exercise once should they fail to perform the exercise in line with the required standards during the first attempt.

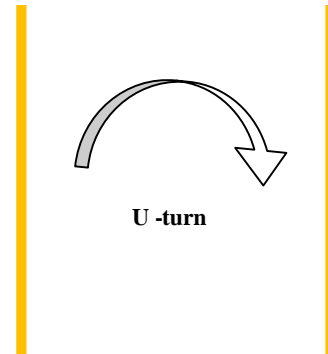


6. U turn exercise

The candidate is required to demonstrate low speed balance, control and effective observation before and whilst effecting the U turn, within the defined marker lines 15 meters long set 7.5 meters apart.

The candidate will be asked to ride a U turn between the two marked lines, as if they were riding on a public road, simulating a kerb to kerb U-turn exercise from left to right. The candidate should take effective rear observation. Candidates must stop in the proximity of the right parallel marked line, but not beyond the same line.

Candidates are to be allowed to repeat the exercise once should they fail to perform the exercise in line with the required standards during the first attempt.



7. Controlled Stop exercise

The minimum speed requirement for this exercise is of 30 km/h (19 mph) **15 km/h (9 mph) for AM only**. Candidates are required to demonstrate their ability to bring the motorcycle to a controlled stop safely and under control, in the proximity of the designated road marking.

The candidate has to reach the minimum indicated speed for this exercise. The speed has to be assessed by the examiner using the speed measuring device.

Candidates are to be allowed to repeat the exercise once should they fail to perform the exercise in line with the required standards during the first attempt. In the event of heavy rain or adverse weather conditions, the SDE is to be consulted regards the indicated minimum speed to carry out this practical manoeuvre.



8. Avoidance exercise

The minimum speed requirement for this exercise is of 50 km/h (32 mph) **30 km/h (19 mph) for AM only**. Candidates are required to demonstrate their ability to control the motorcycle safely whilst steering to avoid a stationary obstacle (a cone), and then bringing the motorcycle to a controlled stop, in the proximity of the designated road marking. The candidate has to reach the

minimum indicated speed for this exercise. The speed has to be assessed by the examiner using the speed measuring device.

Candidates are to be allowed to repeat the exercise once should they fail to perform the exercise in line with the required standards during the first attempt. In the event of heavy rain or adverse weather conditions, the SDE is to be consulted regards the indicated minimum speed to carry out this practical manoeuvre.



9. Emergency Stop exercise

The minimum speed requirement for this exercise is of 50 km/h (32 mph), **30 km/h (19 mph) for AM only**. Candidates are required to demonstrate their ability to stop as quickly and safely as possible whilst retaining control of their motorcycles. Candidates must effect the emergency stop before the designated marked line. Candidates should use both brakes effectively. Failure to use the front brake or applying the front brake well after the rear, or sole use of either brake, even on motorcycles with linked brakes, will result in a serious fault being assessed.

The speed has to be assessed by the examiner using the speed measuring device. Candidates are to be allowed to repeat the exercise once should they fail to perform the exercise in line with the required standards during the first attempt. In the event of heavy rain or adverse weather conditions, the SDE is to be consulted regards the indicated minimum speed to carry out this practical manoeuvre.



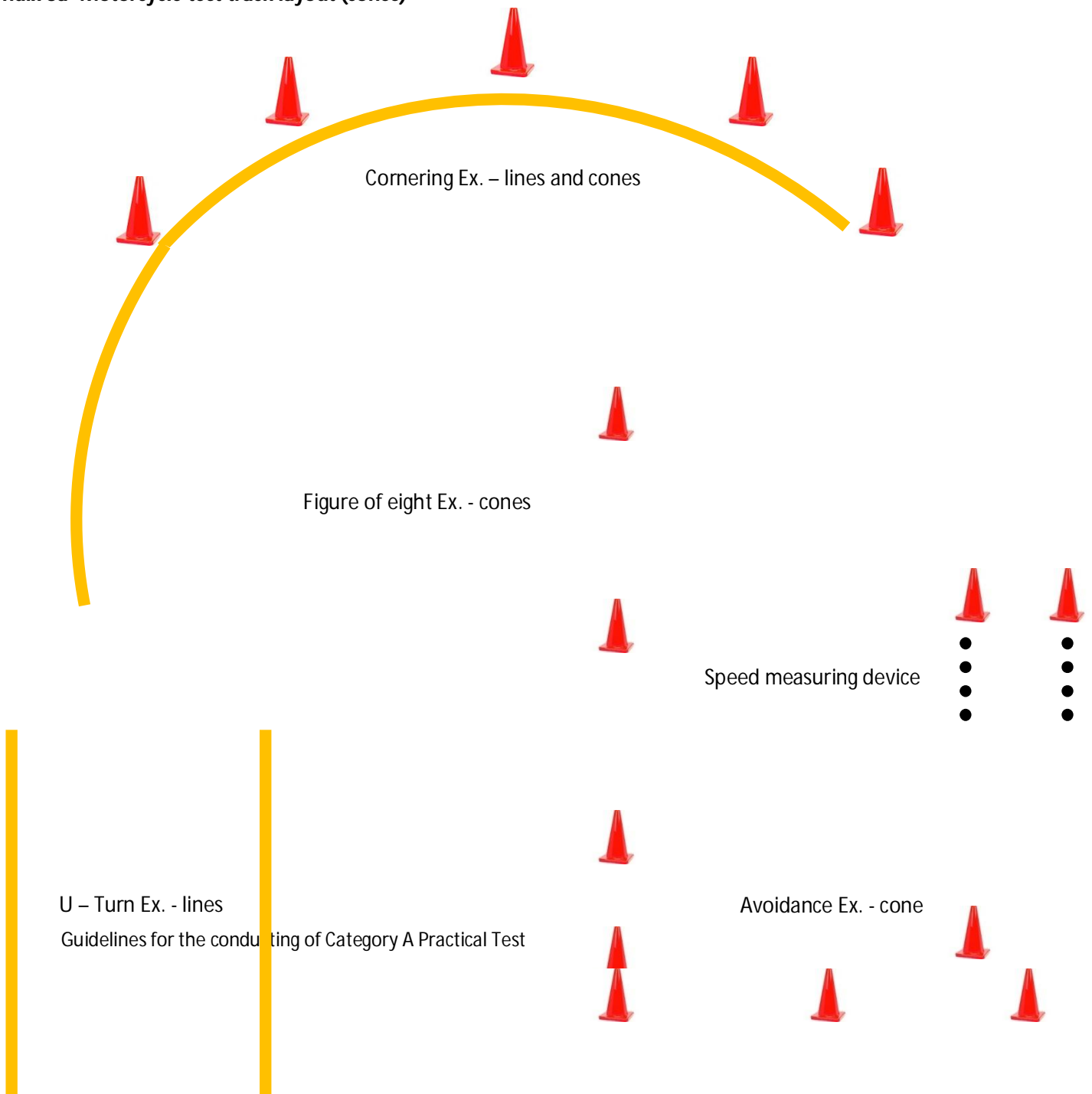
General Note:

If a candidate puts a foot down during one of the balance aptitude manoeuvres, this will be marked as a driving fault (technical fault) on the DTR and the candidate will have a second

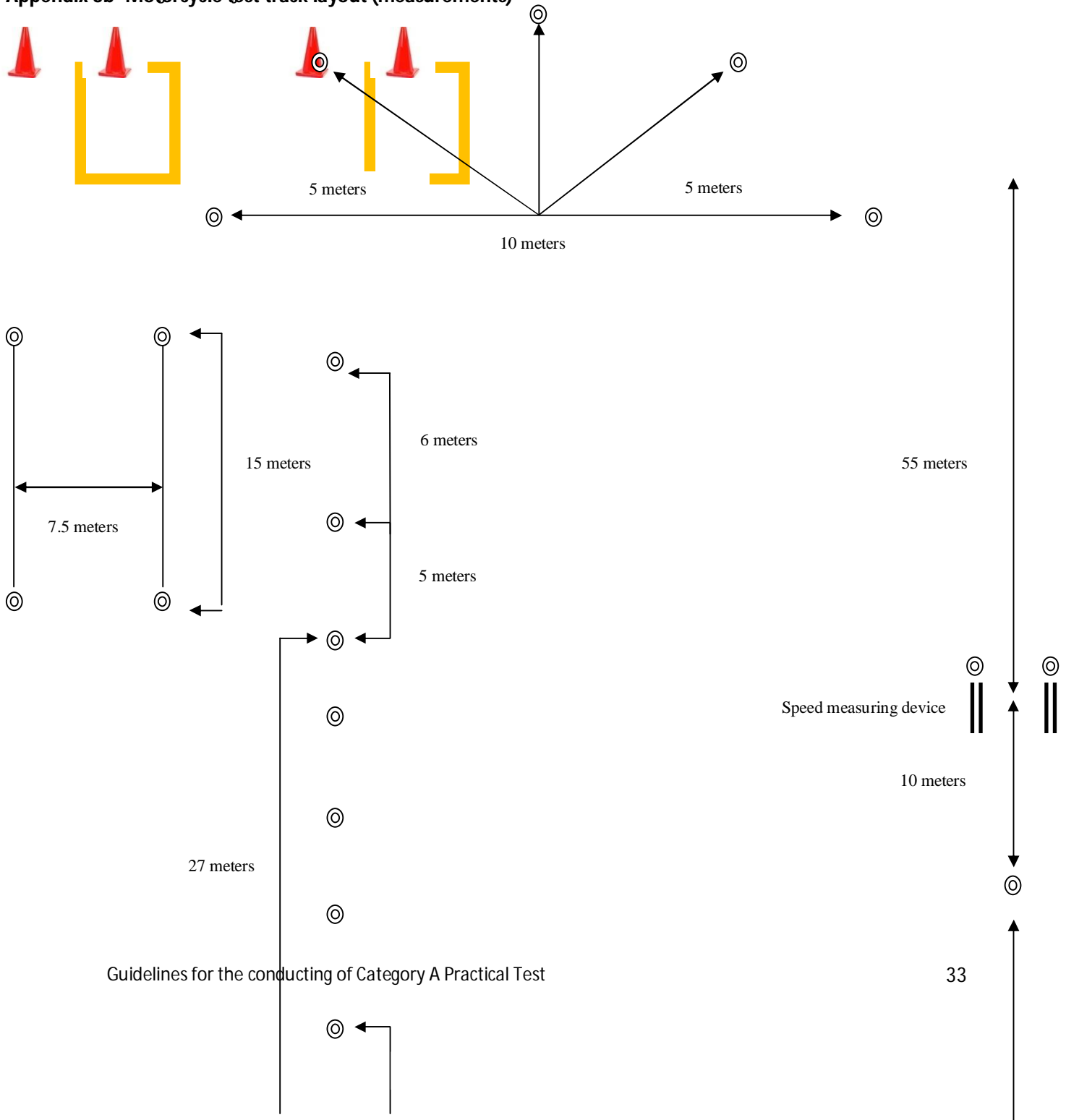
attempt at the manoeuvre. If he/she puts a foot down on the second attempt, a grievous error on balance will be recorded.

This procedure will apply to all the manoeuvres. If a candidate commits a driving fault on any three out of the four balance competences (slalom, figure of eight, U turn, slow ride) this would suggest a weakness in the candidates ability to balance to an acceptable/safe standard, and would be assessed as grievous.

Appendix 3a- Motorcycle test track layout (cones)



Appendix 3B Motor Cycle Test Track layout (measurements)



Appendix 4 - Definition of test categories and legal requirements for category AM, A1, A2 and A

Category	Description of Category	Current Minimum Age	New Minimum Age (as of January 2013)	Tests Required
AM	Two-wheel vehicles (mopeds) or three-wheel vehicles with a maximum design speed of not more than 45 km/h Light quadricycles with a maximum design speed of not more than 45 km/h, and a power output not exceeding 4 kW in the case of other internal combustion engines, or whose maximum continuous rated power does not exceed 4 kW in the case of an electric motor.	N/A as this is a new category	18 years	<u>Theory</u> : New test for Category AM which is identical to Category A1 <u>Practical</u> : New test of around 40m including on road driving, and manoeuvres in a confined area.
A1	Motorcycles with a minimum cylinder capacity of 115cc, and a power not exceeding	18 years	18 years	<u>Theory</u> : The existing test for Category A1 has been improved in line with the requirements of Annex II of Directive 2006/126.

	<p>11 kW, and with a power/weight ratio not exceeding 0.1 kW/kg,</p> <p>Motor tricycles with a power not exceeding 15 kW.</p> <p>In case of electric motor the maximum power output should be of 0.08Kw/kg</p>			<p><u>Practical</u>: Test of around 40m including new manoeuvres in a confined area.</p>
A2	<p>Motorcycles of a power exceeding 25 kW and with a power/weight ratio not exceeding 0.2 kW/kg and a minimum engine size of 395cc. The must not been derived from a vehicle of more than double its power.</p> <p>In case of electric motor the maximum power output should be of 0.15Kw/kg</p> <p>This replaces Category A</p>	18 years	20 years	<p><u>Theory</u>: The existing test for Category A (now reclassified as A2) has been improved in line with the requirements of Annex II of Directive 2006/126.</p> <p><u>Practical</u>: Test of around 40m including new manoeuvres in a confined area.</p>
A	<p>Motorcycles having a power exceeding 40kW and a minimum engine size of 595cc.</p> <p>Motor tricycles with a power exceeding 15 kW.</p> <p>This replaces Category A+</p>	21 years	<p>Either 22 years and at least two years' experience with Category A2; or</p> <p>at least 24 years for direct access</p>	<p><u>Theory</u>: The existing test for Category A+ (now reclassified as A) has been improved in line with the requirements of Annex II of Directive 2006/126.</p> <p><u>Practical</u>: Test of around 40m including new manoeuvres in a confined area.</p>