



Transport and Main Roads

Queensland Motorcycle Riders' Guide

Acknowledgements

We would like to acknowledge the Roads and Traffic Authority (RTA) New South Wales as the original developer of the *Motorcycle Riders' Handbook*.

We would also like to acknowledge the Tasmanian Department of Infrastructure, Energy and Resources. The Queensland Government has adapted both the RTA version and the Tasmanian version to Queensland requirements. Many organisations and groups have contributed to the development of the *Queensland Motorcycle Riders' Guide* and their assistance is acknowledged and greatly appreciated.

The guide is owned and maintained by the Department of Transport and Main Roads. Any requests to reproduce information or diagrams contained in the *Queensland Motorcycle Riders' Guide* must be made in writing to the department.

The guide incorporates information to help motorcyclists ride safely and responsibly in Queensland.

The guide does not contain all of the road rules outlined under the Queensland legislation.

For the latest and comprehensive list of the road rules please refer to the department's website. While every effort is made to ensure that the information is accurate and conforms to Queensland legislation, this publication must not be taken as a legal interpretation of the legislation.

All enquiries regarding this publication should be directed to 13 23 80 (during business hours – higher rates apply for mobile phones) or for further information visit www.motorcyclesafety.qld.gov.au.

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Introduction

The Queensland Motorcycle Riders' Guide has been developed to provide a comprehensive guide to motorcycle riding in Queensland.

The guide contains information on getting a motorcycle licence, registration, road rules and provides some useful tips on how to become a safer rider.

If you are considering becoming a learner rider you should read the guide before you get your motorcycle learner licence.

The guide contains information that will help you gain an understanding of the road rules in Queensland and pass the written road rules test.

For continuing riders the guide offers an opportunity for you to understand more about road safety and low-risk riding as well as keeping you up to date with new rules and initiatives.

If you are considering a return to riding you should also read the guide as a lot may have changed since you last rode a motorcycle.

The guide should be read in conjunction with the *Your keys* to driving in Queensland (Your Keys) publication. Your Keys contains important information about the Queensland licensing system, road rules and road safety for everyone who uses the road, regardless of their level of experience.

Copies of the Your Keys publication can be purchased from any departmental customer service centre or selected newsagents.

Both the guide and the Your Keys publication can be downloaded from the department's website at no cost.

We want you to become a safer rider. For that reason we are constantly reviewing the rules and conditions for riders. For information on new initiatives go to www.tmr.qld.gov.au.

The Queensland Government is committed to supporting motorcycling as an important part of the transport system and is working towards providing a safe riding environment.

Our aim is to make motorcycling a safe and enjoyable experience for those who choose to ride.

In return, motorcycle riders must also recognise their responsibilities – to ride sensibly and safely within the law, to be considerate of other road users and to set an example for others.

Motorcycling can be fun, economical and safe, but we have to recognise that motorcycle riders are amongst our most vulnerable road users.

As a motorcycle rider you are less protected than a car driver and you have a greater chance of being killed or injured in a crash.

You can become a safer rider by getting the necessary skills and understanding the road environment. You always need to be alert and defensive and accept that you are responsible for your safety on the road.

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

1: Licensing in Queensland

In Queensland there are two motorcycle classes:

- Class RE (restricted to riding approved motorcycles only
- Class R.

Applying for a class RE licence

To apply for a class RE learner licence you must:

- have held a provisional (P1 or P2) or open licence of another class, for a minimum period of 12 months (during the five years before applying for a class RE learner licence)
- successfully complete a written road rules test (Note: If you hold or have held a current class C licence within five years of applying for your class RE learner licence, you will only be required to answer five of the motorcycle specific written road rule test questions)
- show suitable evidence of your identity and if required,
 Queensland residency documents.

If your application is successful (and you pay the required fee) you will be issued with a class RE learner licence. While riding on this licence you must display an L plate and be supervised by a person who has held a class RE (open type) or class R licence for at least 12 months.

To graduate from the learner licence you will be required to successfully complete training and/or assessment through either the Q-SAFE assessment process or a Q-Ride course.

Q-SAFE: a practical riding test administered through the department.

Before considering this option you are required to hold your learner licence for a minimum period of six months (in which time you can undertake supervised practice). After this period you can book a Q-SAFE riding test through the department on 13 23 80 (involves paying a test fee), or book online on the department's website. You will be required to successfully complete a practical riding test on an approved motorcycle under the Learner Approved Motorcycle scheme (LAM scheme).

or

Q-Ride: (a competency based training and assessment program administered by Q-Ride Registered Service Providers).

Under this option there is no minimum learner licence period that you must complete before enrolling in a Q-Ride course. During the Q-Ride course you will be required to demonstrate your competency in riding a LAM scheme motorcycle.

On successful completion of either the Q-SAFE or Q-Ride assessment and/or training you will graduate from your learner licence and will be issued with a class RE, provisional (P1 or P2) or open type licence.

Note: The type (i.e. provisional P1, P2 or open) of licence that you are issued will be determined by the type of licence you currently hold. For example if you hold a class C, P1 type licence you will be issued with a class RE, P1 type licence.

You will be required to comply with the restrictions that are associated with that particular type of licence appropriate for a motorcycle.





Class R Motorcycle Licence

A class R motorcycle licence authorises you to ride any registered motorcycle (i.e. any capacity or power output) on Queensland roads.

Applying for a class R licence

Before applying for a class R licence you must have held a class RE licence for a minimum period of 12 months. After this period you are automatically authorised to commence learning to ride a class R motorcycle (i.e. a motorcycle that is not LAM scheme approved). While riding on the class R motorcycle you must display an L plate and be supervised by a person who has held a class R open licence for at least 12 months.

At any point after the 12 month RE licence period you can apply for a class R licence. To be eligible for this licence you must successfully pass another Q-SAFE riding test or Q-Ride course on a motorcycle that is not LAM scheme approved (i.e. exceeds the 150 kW/t power-to-weight ratio or exceeds 660 mL engine capacity). As a guide, if the motorcycle exceeds 250 mL and does not appear on the LAM list then it is suitable to use to obtain your R class licence. If your application is successful you will be issued with a class R, provisional (P1 or P2) or open type licence.

Learner Approved Motorcycle scheme (LAM)

Queensland has adopted the LAM scheme for people who hold a class RE licence.

What kind of motorcycle can you ride when you get your class RE licence?

A Queensland class RE motorcycle licence authorises you to ride only LAM scheme motorcycles. If you intend to only ride LAM scheme motorcycles you can choose to remain on a class RE licence indefinitely. However, if you wish to ride a motorcycle that is not LAM scheme approved, you will be required to obtain a class R licence.

Almost all motorcycles 250 mL and under are already LAM scheme approved and are not listed individually. However, there are six existing 250 mL motorcycles that have been deemed unsuitable for class RE riders and as a result, class RE licence holders are prohibited from riding them.

These motorcycles are:

Suzuki RGV250

Kawasaki KR250 (KR-1 and KR1s models)

Honda NSR250 Yamaha TZR250 Aprila RS250

Approved motorcycles for class RE



Apart from most 250 mL motorcycles there are now a number of motorcycles over 250 mL and under 660 mL that are LAM scheme approved.

This means that you will have access to a much larger range of motorcycles.

To help you identify what you can legally ride, a list of the motorcycles between 251 mL and under 660 mL is available from the department's website.

From time-to-time and when necessary the list will be reviewed. This will occur when new motorcycles come onto the market, or when certain motorcycles no longer meet the requirements.

For identification purposes, motorcycles that are LAM scheme approved have a LAM scheme indicator on the registration label.

Modifying your motorcycle

If you modify your LAM scheme approved motorcycle you must notify the department. Your motorcycle may no longer comply and the registration will need to reflect this.

For further information about the LAM scheme visit the department's website www.tmr.qld.gov.au.

More about Q-SAFE

Q-SAFE is designed to evaluate your ability to ride safely and correctly in different situations, which may include a variety of speed zones.

You can undertake a Q-SAFE practical riding test after you have held your RE motorcycle learner licence for six months.

Before the test starts

The test will start with the pre-ride check followed by the practical riding test.

The pre-ride check will involve the riding examiner asking you to locate and explain the operation of any four of the following: the fuel reserve, choke, kill switch, side stand, horn and headlight/dip switch.

It is up to you to bring an approved, registered and roadworthy motorcycle to the test.

If your motorcycle fails to meet on-road roadworthiness then you will not be able to undertake the test and you may forfeit your test fee.

What to wear

It is recommended that you wear the following clothing when you take your motorcycle test:

- pants made from heavy material that cover leg length
- long sleeved shirt or jacket made from heavy material
- gloves providing appropriate protection
- fully enclosed shoes or boots
- eye protection.

You must wear an Australian Standard AS 1698 (1988) motorcycle helmet when riding a motorcycle, including when taking the test.

What will the department's examiner ask me to do before the test?

They will talk to you about the test and ask you to undertake a series of riding tasks throughout the assessment. You will be given clear directions by radio (where circumstances permit) in ample time.

The examiner will follow you during the riding assessment.

You will be asked to keep the examiner in your vision at all times during the test. However, if you lose sight and get separated during the assessment, you will need to stop somewhere safe and legal and wait for the examiner.

What will you be tested on in the practical riding test?

The individual practical test time will be 35 minutes or less for both the class RE and R licence.

The practical riding test will include general riding exercises and low speed manoeuvres. In your practical riding test, the riding examiner will check that you do the following procedures correctly:

Changing road position: giving other road users sufficient
warning of what you intend to do and always checking
your mirrors and your vehicle's blind spot before
changing your position on the road (see *Hand signals*,
section 3).

Posture when riding:

- keeping your knees into the tank
- keeping your head up so you are looking well ahead through the corners
- keeping your foot instep on the footrest
- keeping your feet on the footrests except when stopping or moving off
- keeping your feet out and slightly down.
- Gear changing: avoiding wheel lockup by smooth gear changes. A touch to the throttle on down changes is recommended.

• Balance and control:

- maintaining full balance and control of the motorcycle in all speed and riding conditions and maintaining a good road position
- keeping clear of painted surfaces and metal inspection covers on the road surface
- beware of oily or loose surfaces, especially near intersections. The positioning of your motorcycle on the road must be suitable for the road conditions
- when in a marked lane, keep within the lane. On a two-way road where there are no line markings, maintain a road position that enhances your safety.

Required manoeuvres:

- slow ride: riding in a straight line at the speed of a slow walk using the clutch if necessary to adjust the speed of the motorcycle (see posture when riding, section 5)
- U-turns: giving way to all other vehicles and pedestrians and having a clear view of all approaching traffic in all directions of travel
- emergency stop: stopping the motorcycle safely with full control from a speed of no more than 40 km/h. Use all your fingers on the front brake at all times. Don't lock the wheels. You are not required to change back through the gears in this exercise
- hill start: moving off smoothly from a stationary position and travelling up a moderate incline without the motorcycle rolling backwards.

Directions will be given by radio

If radio reception is poor, or the directions are unclear, pull over somewhere safe and legal and the examiner will give you further instruction.

You will be expected to perform the riding tasks when conditions are safe and in accordance with the road rules.

Please make any lane changes that are necessary to follow the directions.

At no time during the assessment will the examiner ask you to perform any riding tasks that are illegal.

Once the assessment has commenced, the examiner will not be able to answer any questions that may influence your riding performance.

More about Q-Ride

Q-Ride is a competency-based training and assessment program that aims to ensure participants reach a demonstrated level of skill and proficiency as a motorcycle rider.

The program focuses on improving the quality of pre-licence rider training, with the aim of boosting education and awareness, and enhancing road safety.

Q-Ride training and assessment is available from Q-Ride registered service providers.

The advantages of Q-Ride

You do not need to hold your class RE motorcycle learner licence for six months during the two years before applying for a class RE motorcycle provisional, probationary or open licence.

Six steps to Q-Ride

1. Have the correct licence

To participate in Q-Ride training and assessment, as a minimum you must hold a current class RE motorcycle learner licence.

If you wish to obtain a class R motorcycle licence, you must have held a class RE provisional or open licence for at least one year.

2. Choose

Choose a Q-Ride registered service provider to provide your Q-Ride training and assessment.

3. Enrol

Contact your preferred service provider to enrol. The service provider will ask you to provide some information about your licence history to determine which class of motorcycle you are eligible to learn to ride. For example, if you want to learn to ride a class R motorcycle, you may need to know the date on which your class RE provisional or open licence was first issued. You can obtain this information by completing a Driver's Record Information Request form (F2121) and presenting it at any departmental customer service centre. You must pay a fee when you lodge the request.

4. Learn to ride

Q-Ride training and assessment consists of a number of competency standards that your trainer will take you through.

When learning to ride a motorcycle you must display an L-plate and carry your class RE learner licence when learning to ride. Your licence must be shown to a police officer or any other authorised person if you are asked to do so.

5. Certificate

When you have demonstrated you are competent in all of the Q-Ride competencies, the Q-Ride registered service provider will issue you with a competency declaration (Q-Ride Certificate).

6. Getting your licence

Before you can ride unsupervised on your motorcycle, you must take your current licence and Q-Ride Certificate to a departmental customer service centre to apply for your motorcycle licence. Although you will not be required to do a practical driving test, you must be eligible for the licence you are applying for.

Registered Q-Ride service providers

Q-Ride registered service providers provide Q-Ride training to learner riders. These providers set their own fees and charges so it is recommended that you contact different providers to make a choice based on preferred location, fees and charges.

Process for getting a motorcycle licence

To get a Queensland motorcycle licence you must meet the relevant eligibility criteria and successfully complete various stages of training and testing.

The following table shows the progression of a new rider through the motorcycle rider licensing system:

	Written road rules test	 hold a class C (car) provisional (P1, P2) or open licence for at least one year in the last five years pay the written road rules test fee
	Motorcycle learner licence	 pass the written road rules test complete the Driver Licence Application/Renewal form (F3000) show suitable evidence of identity and Queensland residency documents pass an eyesight test, if required declare that you are medically fit to learn to drive the class of motorcycle pay the required learner licence fee
	Q-SAFE practical driving test or Q-Ride training and assessment	 class RE – either hold a learner licence for at least six months before undertaking a Q-SAFE practical driving test through the department or the QPS (regional and remote areas only) or complete a Q-Ride competency based training program to obtain a Q-Ride Certificate class R – either hold your class RE licence for at least one year in the past five years before undertaking a Q-SAFE practical driving test through the department or the QPS (regional and remote areas only) or complete a Q-Ride competency based training program to obtain a Q-Ride Certificate
P	P1 Provisional licence	 hold a class RE or R learner licence for at least six months during the two years before applying, or complete a Q-Ride competency based training program to obtain a Q-Ride Certificate
P	P2 Provisional licence	 hold a class RE or R P1 type licence for the required period, or complete a Q-Ride competency based training program to obtain a Q-Ride Certificate
	Open licence	 hold a class RE or R P1 type licence for the required period, or complete a Q-Ride competency based training program to obtain a Q-Ride Certificate

Evidence of identity requirements

When applying for, or renewing, a Queensland licence you must show an existing Queensland driver licence (current or expired less than two years) or you will need to show three 'evidence of identity' documents.

These documents must include at least:

- · one category A document
- · one category B document
- one from either category A or B.

At least one document must show your signature. All documents must be current unless otherwise stated. Only original documents can be accepted.

If your current Queensland residential address is not stated on any of these documents, you must show one document with evidence of your Queensland residential address.

For further information and to find out what you have to do to meet the evidence of identity requirements for driver licensing, go to the department's website www.tmr.qld.gov.au.

Interstate licences

To apply for a Queensland motorcycle licence for the same class as your interstate licence you will need to:

- show your interstate licence
- show your supporting evidence of identity and Queensland residency documents
- surrender your interstate licence.

You may also be required to:

- show evidence that you are medically fit to ride safely
- pass an eyesight test
- pay the licence fee, if you wish to purchase an additional period.

If you have a current interstate or overseas motorcycle licence but do not have a car licence you will still be able to transfer to a Queensland motorcycle licence (as long as you meet the evidence of identity and eligibility requirements).

2: Motorcycle registration

Motorcycles used on Queensland roads must be registered. This enables the Department of Transport and Main Roads to identify and manage registered operators, and support the safety and security of Queensland's road transport.

Registration fees also provide essential funding for the development and maintenance of our road network.

Compulsory third party insurance is administered with registration. It indemnifies motorcycle owners and riders who are legally liable for personal injury to any other party in the event of a motor vehicle crash. Registration also allows common safety standards to be enforced and provides an efficient system to prevent the re-registration of stolen vehicles.

Registration is cheaper if the motorcycle has only one seat (for the rider) and one set of footrests (for the rider), as the compulsory third party insurance is less expensive.

If you modify your motorcycle from a two seat to a one seat you will need to have a modification plate fitted to your motorcycle by an approved person. You will need to present the modified motorcycle to the department to obtain a reduction in your registration fees.

If your motorcycle is later changed back to two seats another modification plate must be fitted.

For more information on modifications go to the department's website www.tmr.qld.gov.au.

How to register a motorcycle

To register an unregistered motorcycle, you need to go to a departmental customer service centre. If you live in a rural area, you can take it to a Queensland Government Agency Program office, your local police station or a Magistrates Court.

Before you can move your motorcycle from its place of purchase or from where it is currently garaged, you must:

- complete a Vehicle Registration Application form (F3518).
 This form is available at your local departmental customer service centre and on the department's website
- organise a compulsory third party insurance certificate for the motorcycle through a licensed insurer
- remove the plates and complete the above if your motorcycle was registered interstate and the registration has expired.

Once you have completed the steps above, you can legally take your unregistered motorcycle directly to an approved inspection station to obtain a Queensland safety certificate, prior to obtaining registration at the department.

If you are unable to take the motorcycle directly from the approved inspection station to a customer service centre, you will need an unregistered vehicle permit (for example, when a motorcycle needs additional work to pass the safety certificate that cannot be done at the approved inspection station).

If your motorcycle was registered interstate and registration is still current, simply complete the vehicle registration application form, and nominate your compulsory third party insurer. When registration fees are paid, this will include the compulsory third party premium.

Note: The registered operator of an interstate motorcycle is responsible for contacting the relevant interstate authority for any refund and cancellation requirements.

Finally, you need to go to a departmental customer service centre to apply for registration.

When you arrive at the departmental customer service centre, you can make the process of registration quicker and easier if you have the following:

- a completed Vehicle Registration Application form (F3518)
- a compulsory third party insurance certificate from a licensed insurer. If your motorcycle is currently registered interstate you can nominate a compulsory third party insurer on your application form
- original copy of the current Queensland safety certificate
- evidence of the motorcycle's origin: old registration papers in your name or a purchase receipt
- evidence of vehicle's garage address: current Queensland driver licence, property rates notice, gas, phone or electricity bill or bank statement (must be accompanied by corresponding debit/credit cards) issued within the last six months
- evidence of personal identification, such as a current Queensland driver licence. Refer to the Evidence of Identity Information Sheet (F4362) or on the department's website
- evidence of organisation identification: certificate
 of incorporation, business registration and so on. To
 register a motorcycle in a business' name, the proprietor
 must also bring their Queensland driver licence as
 identification
- a means of paying the registration fees and costs.

Note: Organisation representatives must also bring proof that they are acting on behalf of the organisation and their own personal identification, such as their Queensland driver licence. If the proprietor is an organisation, evidence of identity of the organisation is required.

If you have not paid your registration fees,
DO NOT ride your motorcycle after
its registration has expired. Your
motorcycle will be unregistered and you
may be fined and in the event of a crash
you may be left uninsured.

3: Rules for riders

You must adhere to the same road rules as other road users, so make sure that you keep up-to-date with the different road rules, signs and markings by reading the latest edition of *Your Keys to Driving in Queensland*.

Special rules for learner licence holders

Breath and blood	You must have a zero breath and blood alcohol concentration (BAC) when you are learning to ride, regardless of your age or the type of vehicle licence you may hold.
Display an L-plate	You must clearly show a yellow L-plate on the rear of the motorcycle you are riding or on the back of a vest worn while riding. The plate must not be hidden or covered.
Motorcycles	If you have a class RE learner licence you must only ride LAM scheme motorcycles. This restriction does not apply if you're learning to ride a class R motorcycle.
Passengers	You are not permitted to carry your supervising instructor or any other pillion passenger on your motorcycle when you are learning to ride. However, it is permitted if they are seated in a sidecar attached to the motorcycle, on another motorcycle or in another motor vehicle when you are being directed by them. Your supervisor must have held an open licence for at least one year for the class of motorcycle you are learning to ride.
Licence	You must carry your learner licence with you at all times when you are riding.

Special rules for probationary and restricted licences

Probationary licence	If you were disqualified from holding or obtaining a licence by a court and you have now served the period of disqualification you will be issued with a probationary licence. If you held a P1 or P2 licence before you were disqualified, you must continue to display the appropriately coloured P plates on your motorcycle if you are riding on a P1 or P2 probationary licence.
Conditions for probationary licence holders	 You must: carry your licence at all times when riding have a zero blood alcohol concentration when riding (regardless of age). You may: ride and/or drive any class of vehicle shown on your licence learn to ride a prescribed motorcycle as long as you are with someone who holds an open licence for that class of motorcycle and has held their licence for at least one year.
Restricted licence	If you are convicted of drink driving (regardless of whether you were riding a motorcycle or driving another type of vehicle) but need a licence to earn your living, you may ask the court that convicts you to grant you a restricted licence, commonly known as a 'work' licence. You must apply to the court for this licence. If your application is approved the Magistrate decides how long you must hold the work licence and how long the disqualification period lasts.
Conditions for restricted licences	You must hold the restricted licence for the same period as the disqualification period imposed by the court. You may only ride/drive the class of vehicle shown on the licence and drive the vehicle in accordance with conditions stated on the court order. You may also be required to hold a probationary licence for a required period of time before being eligible for an open licence.

Special rules for provisional RE (P1, P2 or P type)

Breath and blood	You must have a zero breath and blood alcohol concentration (BAC) when you are riding on a provisional licence, regardless of your age.
Demerit points	If you hold a provisional licence and get four or more demerit points in a 12 month period, you will be sent an 'Accumulation of Demerit Points – Notice to Choose' requiring you to choose between a period of suspension or a 12 month good driving behaviour period. (Refer to <i>Offences and Penalties</i> section)
Display a P-plate If you hold a provisional licence, you must clearly show a P plate (P1 red 'P' on a white square or P2 'P' on a white square) on the rear of the motorcycle you are riding or on the back of a vest worn whi riding. The plate must not be hidden or covered.	
Motorcycles	If you have a class RE licence, you must only ride LAM scheme motorcycles.

Passengers	Before you carry a pillion passenger you must have held your provisional or open motorcycle licence for at least 12 months.
Licence	You must carry your licence with you at all times when riding.

Special rules for open licence holders

Breath and blood	If you hold an open* licence your breath and blood alcohol concentration (BAC) must be less than 0.05. * However, if you are in your first year of riding, you must have a zero breath and blood alcohol concentration (BAC) when you are riding regardless of your age and regardless of how long you have held your open vehicle licence.
Demerit points	If you hold an open licence and get 12 or more demerit points in a three year period, you will be sent an 'Accumulation of Demerit Points – Notice to Choose' requiring you to choose between a period of suspension or a 12 month good driving behaviour period. (Refer to <i>Offences and Penalties</i> section)
Disqualification	If you are disqualified by the courts from holding a licence when the period of disqualification has ended (without further incident) you must apply to the department (or licensing agent) for a probationary licence and hold it for one year. Provided no further sanctions are applied to your licence record you will then be eligible to apply for an open licence.
Motorcycles	No restrictions, for R class. If you hold an RE licence you must only ride LAM scheme motorcycles.
Passengers	Before you carry a pillion passenger you must have held your open motorcycle licence for at least 12 months.

General rules for motorcycle riders

When riding on your motorcycle:

- you and any pillion or sidecar passenger must each wear a correctly fitted, securely fastened and approved helmet (complies with Australian Standard AS 1698)
- there must be an approved seat and adequate/secure footrests (separate from any rider's footrests) for any pillion passenger
- you and any other pillion passenger must sit astride the seat and face forwards
- any pillion passenger must have their feet on the footrests
- only one pillion passenger can be on a motorcycle
- any pillion passenger, except a passenger in a sidecar, must be eight years of age or older
- you must have at least one hand on the handlebars
- you must keep both feet on the footrests when riding
- you must not ride more than two abreast within one lane.

Keeping left

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

Riding at night

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

Lane splitting/filtering

It is dangerous to overtake between two vehicles travelling side by side-in-the same direction on a multilane road, irrespective of whether the vehicles are moving (lane splitting) or stationary(lane filtering). The only exception to this is if the vehicles travelling side-by-side are motorcycles.

Lane splitting or filtering riders may commit offences, such as failing to stay within a single marked lane, keeping a safe distance when overtaking or overtaking to the left of a vehicle.

It is also dangerous when the traffic is congested or stationary (e.g. peak hour or stopped for traffic lights etc.). The handle bar only has to clip a car's exterior mirror and the motorcycle rider will lose control. Drivers can be taken by surprise, especially when moving, and can make reflex manoeuvres that result in a crash.

Hand signals

Hand signals can improve your safety in situations where very bright light conditions make it difficult for your motorcycle's brake and indicator lights to be seen. To give a hand signal for stopping or slowing, you must extend either arm at a right angle with a flat palm. Turning is signalled by a straight arm with flat palm pointing in the direction of the turn.

You are turning left:



You are stopping or slowing down:



Carrying passengers and loads

Motorcycle passengers

If you are a passenger carried on a motorcycle (not in a sidecar) you must:

- sit astride the motorcycle pillion seat facing forward
- keep both feet on the footrests designed for use by the pillion passenger
- be eight years of age or older
- wear a correctly fitted and securely fastened approved motorcycle helmet
- not interfere with the rider's control of the motorcycle.

Before you carry a pillion passenger you must have held your motorcycle licence for at least 12 months.

Learner riders cannot carry pillion passengers even if under instruction.

Sidecar passengers

If you are a passenger being carried in a sidecar you must:

- wear a correctly fitted and securely fastened approved motorcycle helmet
- remain safely seated.

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

Loading

All loads must:

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

Towing and being towed

Towing motorcycles is not recommended due to the dangers involved and because they do not have an appropriate towing point to attach a cable.

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

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



Parking

Motorcycle parking

Parking rules and restrictions apply to all vehicles including motorcycles.

Some areas are designated motorcycle parking only.

Restrictions on where to ride

Riding on the road

To ride a motorcycle you must have a valid motorcycle licence and the motorcycle must have current registration.

Riding on footpaths

You must not ride a motorcycle on a footpath except when you are moving from a driveway or parking space to the road.

Note: If you are an employee of, or a contractor or a subcontractor with Australia Post, you may ride a motorcycle on a footpath or road reserve if:

- you are delivering postal articles
- the motorcycle engine is not more than 125 mL
- the speed of the motorcycle is not more than 10 km/h
- you ride safely, taking care to avoid danger or a crash.



Bicycle lanes

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

4: Rider protection

Protective gear

No matter what size or style of motorcycle you ride, from mopeds to super sports, good gear is an investment in everyday riding enjoyment.

The right gear could make the difference between a nasty fall and injuries that prevent you from ever riding again.

The right gear can also enhance your riding enjoyment and performance by protecting you from the elements while riding.

Being cold, wet or too hot takes the fun out of a ride; it can also be a safety risk by affecting your riding performance through distraction, fatigue and dehydration.

The basics

- Cover your whole body.
- 2. Protect your joints with impact protectors.
- 3. Ensure you have high abrasion resistance and impact protectors in the key areas.
- 4. Check the construction of seams to ensure that there is more than one line of stitching and at least one line of concealed stitching on exposed seams.
- 5. Check that all fastenings are secure and protected from contact with the road or other surfaces in a crash.
- 6. Use insulation, waterproofing and windproofing to cope with cold.
- Use ventilation and light/reflective colours to cope with heat.
- 8. Do not carry anything in your pockets that could penetrate your body in the event of a crash e.g. keys, pens, coins etc.
- Avoid wearing a backpack. Landing on it in a crash could cause serious spinal injuries and its contents could penetrate your body.

Protection from injury

Nothing can protect you from an impact with a solid object at speed. The right gear can prevent or reduce many of the most common rider injuries, and almost certainly:

- prevent most of the cuts, gravel rash and friction burns from sliding across the road
- protect you from cuts and punctures from sharp objects
- reduce the severity of contact burns from the engine and exhaust pipes
- save you from having the skin and muscle stripped from your body

- avoid additional complications due to infections caused by road dirt
- prevent or reduce the severity of fractures and joint damage.

One study found that riders who wore protective clothing spent seven days less in hospital and were 40 per cent less likely to have permanent debilitating injuries. Seven out of 10 riders who crash have injuries that may have been reduced or even prevented by the right gear.

While most riders wear a jacket and helmet, they are least likely to protect their legs, and yet it is their legs that are most likely to be injured in a crash.

It is not just about injuries from crashes; unprotected skin and eyes are also vulnerable to flying insects, as well as stones and other debris sprayed up by other vehicles.

Protective clothing

As a motorcycle rider you are fully exposed to all the elements: heat, cold, rain, hail, and wind etc. In a crash you are particularly vulnerable to injury.

Wearing the right protective clothing can:

- significantly reduce injury in a crash
- protect you from the weather
- improve your comfort when riding
- reduce the likelihood of a crash by improving concentration
- reduce fatigue
- make you more visible and more likely to avoid a crash.

Helmet

Your most important piece of protective equipment is your motorcycle helmet. You and any pillion or sidecar passenger must wear an approved motorcycle helmet that complies with Australian Standard AS 1698.

There are many makes and models of motorcycle helmets available.

There are two key types of helmets:

Helmet	Description
Full face	Has a chin panel and visor. Protects your face, jaw and chin and offers better eye, wind, sun and impact protection.
Open face	Face open to the elements. Offers less protection from the elements and impact.

Full face helmets

Full face helmets are a significant improvement in safety and while the open face style may be attractive to you, your face might be the first point of impact in the event of a crash.



Light coloured (eg. white, yellow) helmets are more visible to other road users when you are riding and are generally cooler in summer than dark helmets.

Helmet check list:

- your helmet must be an approved helmet that complies with Australian Standard AS 1698
- it must fit comfortably, not too tightly or too loosely
- it must have the chinstrap fastened and properly tightened.

It is recommended that helmets should be:

- replaced after a crash or a significant impact
- replaced if they become loose fitting, or the straps become worn. Loose fitting helmets do not offer the needed protection and a worn chin strap may break in a crash
- only cleaned with mild soapy water (some chemicals and cleaners may weaken the shell).

Helmets should not be:

 second hand. You do not know if it has been dropped or damaged. Second hand helmets should be regarded as being unsafe for use.

If you're unsure whether a helmet is okay you should check with a reputable dealer such as one carrying a Motor Trades Association Queensland (MTAQ) label.

Make sure there are no dents or weak spots on the shell or inside of your helmet.

Eye protection

Your eyes need protection from the wind, dust, rain, insects and stones thrown up by other vehicles. Only a visor attached to the helmet or goggles provides the eye protection necessary for riding. Glasses, including sunglasses, are not adequate.

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

Visors and goggles should:

- be clean and not scratched
- be shatterproof (standard for helmet visors is Australian Standard AS 1609)
- have clear lenses for use at night.





Protective clothing

Helmet: Must be an approved helmet that complies with Australian Standard AS 1698.

Visor: Clear for night and shatterproof without scratches and must be approved to Australian Standard AS 1609.

Back protector: To protect the spine in the case of a crash. Dual density foam is recommended.

Gloves: Gauntlet style with a strengthened palm area and knuckle protection (e.g. extra layer of leather). Zip or velcro fastening around wrist.

Jacket and pants: Should be highly abrasion and tear resistant and completely cover your arms, legs and body. They should be secured at the wrists, waist and ankles to prevent your protective clothing from riding up and exposing your skin during a fall.

Footwear: Boots should be leather and overlap the pants in order to provide shin, ankle and instep protection. They should also have zipper and/or velcro fasteners in preference to laces to prevent the boots from sliding off or being caught in the pegs, gears, brake levers etc.

Gloves

The flesh on your hands is thin and the bones are fine. The natural reaction in a fall is to use your hands to protect yourself.

Motorcycle gloves generally have:

- a strengthened palm area shaped for riding
- knuckle protection
- a fastener around the wrist to prevent gloves sliding off (e.g. zipper and/or velcro)
- an overlap with the jacket (gauntlet style).

Always wear proper motorcycle gloves; gloves that are specifically designed for motorcycle riding (with extra layers of leather) will improve rider comfort and protection.

Jackets and pants

Purpose-made motorcycle clothing provides better weather and crash protection than ordinary clothing. In proper motorcycle gear you will almost certainly be better protected.

Jacket and pants should:

- be tailored for a riding position
- completely cover your arms, legs and body
- secure around wrists, waist and ankles to prevent sliding up and exposing skin during a fall
- have impact and abrasion protection for your back, shoulders, elbows, hips and knees
- be highly abrasion and tear resistant like gloves
- be done up properly to offer the best protection.

Visibility

The more visible you are the better other road users will be able to see you. Choose gear that maximises your visibility.

Wet weather gear

Changes in the weather are unpredictable so it often pays to carry wet weather gear with you at all times.

Waterproof (rather than water resistant) clothing that lets your

body breathe is the best way to keep dry.

Waterproof gear lets your sweat out, while stopping the rain water from getting in.





For further information go to the Australian Government's *Good Gear Guide* for motorcycle and scooter riders. Visit www. infrastructure.gov.au/roads/safety/publications/2009/ good_gear_guide.

Footwear

Motorcycle footwear generally has:

 strengthening in the instep between the ball of the foot and the heel

ankle protection

shin protection

 a fastener around the leg to prevent sliding off (e.g. zipper and/or velcro)

 an overlap with the pants (boot style)

• gear change cover to prevent wear.

Fireman's, flying and elastic sided boots are not

recommended as they are not suitably reinforced and slip off too easily.

Further protection

Other rider specific protective clothing that should be considered includes:

- back protectors to protect your spine in a crash
- kidney belts to support your lower back and reduce fatigue
- demister visors.

The condition of your motorcycle shows pride of ownership. The protective clothing you wear shows your commitment to safe motorcycle riding.

5: Safe riding

Riding is never risk free, but a truly skilful rider rides 'low risk'. A skilful rider has good observation, speed management, road positioning, decision making and hazard perception skills.

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

It is also important to clear your mind of distractions and focus on the task of riding.

Concentration is vital. Don't ride if you can't concentrate fully.

What affects concentration?

Riding on the road requires your full concentration. Your survival depends on concentration, anticipation and judgement.

Many factors can affect your ability to concentrate, such as:

- fatigue
- alcohol
- drugs
- dehydration
- exposure to fumes.

Fatigue

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

You may have rider fatigue if you:

- arrive too fast at a corner
- run a bit wide on a corner
- make a couple of rough gear changes
- do not see a sign
- daydream
- have a dry mouth
- have stiff joints (neck, knees and wrists)
- yawn.

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

Managing fatigue

Riding a motorcycle is much more tiring than driving a car. Even if you are not tired, stop about every 1.5 hours or 150 kilometres, whichever is first.

To help avoid rider fatigue:

- drink plenty of water
- · avoid too much coffee or sweet soft drinks
- avoid alcohol
- eat small amounts frequently simple foods like fruit, nuts, a muesli bar or a little chocolate

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

Alcohol

Don't drink and ride.

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

Holders of learner and provisional licences, regardless of age, must have a BAC of zero when riding.

Other drugs

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

It is illegal to drive with any level of illicit drugs; riders may be randomly tested for these drugs.

Dehydration

It is really surprising how quickly you can become dehydrated when riding. This is particularly true when riding over long distances. Dehydration can increase fatigue and with that can reduce your level of concentration, impede your judgment and slow your reaction times.

Apart from stopping and having a drink of water every 1.5 hours, other strategies to help avoid dehydration include:

- investing in protective clothing that allows your body to 'breathe'
- investing in a hydro-pack
- stopping for water more frequently in hot weather.

Exposure to fumes

Motorcycle riders are vulnerable to exhaust fumes, particularly in heavy traffic and when riding in a convoy. Overexposure to exhaust fumes can lead to fatigue and headaches.

Stepping in to protect friends

Don't let your friends drink and ride. People who have had too much to drink are unable to make responsible decisions. It is up to others to step in and keep them from taking too great a risk. No one wants to do this — it's uncomfortable,

embarrassing and thankless. But the alternatives are often worse.

There are several ways to keep friends from hurting themselves:

- arrange a lift home for them: provide alternative ways for them to get home
- slow the pace of drinking: involve them in other activities
- keep them there: use any excuse to keep them from getting on their motorcycle. Make them something to eat and get them to drink some coffee to pass the time. Explain your concerns and the risk they're taking of getting arrested or hurt or hurting someone else
- get friends involved: it helps to enlist support from others
 when you decide to step in. The more people on your side,
 the easier it is to be firm and the harder it is for the rider to
 resist. While you may not be thanked at the time, you will
 never have to say, 'If only I had...'.

Physical condition

Physical fitness is also an important consideration and you should be aware that poor fitness can translate to the premature onset of fatigue, which can in turn delay reflexes. This is particularly relevant when on endurance rides and in physically demanding conditions (bad weather, winding roads etc.).

Observation

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

Scanning

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

When scanning look:

- in the distance
- at the road surface
- to your left and right
- regularly at your mirrors and instruments.

Mirrors

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

- check your mirrors before making any change to your speed or road position
- when preparing to turn or change lanes, watch carefully for any cars behind you, especially if you plan to turn where others may not expect it, such as at laneways, driveways and side streets
- when you are stopped behind another vehicle, leave plenty of space (at least one and a half motorcycle lengths, i.e. about four metres) in front of you to move. Watch vehicles approaching from behind. Remain in first gear, with the rear brake applied and be able to move off to avoid being hit from behind.

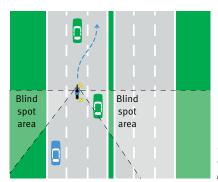
Before moving off from traffic lights, check traffic from the opposite direction has stopped.

Head checks

Motorcycles have 'blind spots' just as cars do. A blind spot is the area next to you that you are unable to see in your mirrors. When you are about to change your position on the road (e.g. make a turn, exit a roundabout, move off or change lanes), make sure you turn your head and look over your shoulder to see if it is clear. This is called a 'head check' and is the only sure way to see objects that are in your blind spot.

Speed management

Skilful riders manage their speed and road position to maintain a crash avoidance space completely around their motorcycle. It also important to stick to the signed speed limit as the faster you are travelling, the longer it takes stop. To determine the crash avoidance space to the front of your motorcycle, you need to take into account two key factors – reaction time and response time.



Check blind spots before changing your road position.

Reaction time is the time you need to:

- see the information
- understand what it means
- decide on a response.

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

Response time is the time required for you to take action. In many situations braking may be the only possible response. Swerving is rarely appropriate and is likely to result in a more severe crash, for example a head-on collision.

You need a two second gap to react and respond to a situation in front of you. You may need even longer in poor conditions such as rain and darkness.

The two second rule

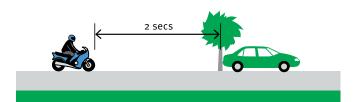
The two second rule, can be used when following another vehicle or if there is potential for something to accelerate or steer into your crash avoidance space.

Maintain space to the front

To work out the two second gap

Step 1

As the rear of the vehicle in front passes a stationary object on the side of the road, such as a power pole, tree or sign, start counting 'one thousand and one, one thousand and two'.

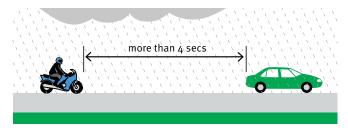


Step 2

If your motorcycle passes the point you picked before you finish the count, your crash avoidance space is not large enough. Slow down and repeat the count again until you get the two second crash avoidance space.

In poor conditions such as rain, night and gravel roads, double your crash avoidance space to four or more seconds.

To reduce the risk of riding into the back of another vehicle, always maintain the two second crash avoidance space.



Increase following distance in poor conditions.

Maintain space behind you

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

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

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

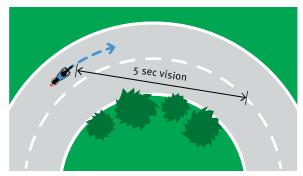
Reduce speed

You must slow down if you do not have a clear view of the road ahead. Situations where your vision may be reduced include:

- blind corners
- blocked intersections
- crests
- poor weather conditions
- night time.

Slow down if you cannot see five seconds ahead.

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



Slow down if you cannot see five seconds ahead.

Road positioning

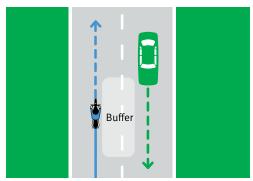
Traffic and road situations are constantly changing and so does the safest position on the road. Skilful riders aim to be in the right place all the time.

Space, surface and sight

These are the three key things that must be considered when choosing your position on the road.

Space

As a motorcycle rider you have very little to protect you in a crash other than your riding gear. The more space you create from other vehicles and pedestrians the better. Creating space from hazards allows you more time to stop or take evasive action. It is called buffering. Moving away from hazards can also increase the likelihood of being seen.



Create a buffer from hazards like oncoming cars.

Surface

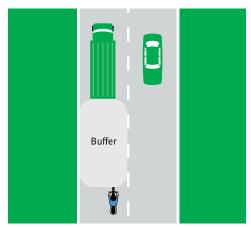
When riding a motorcycle, you need to be very aware of the road surface. Paint, oil, water, sand, gravel, potholes and metal plates (such as man hole covers) are some different road surfaces that you need to manage. A small change in road position can result in a significant change in the quality of road surface.

It is best to avoid riding on a poor surface. Sometimes this is not possible, for example when buffering an oncoming vehicle the best road position may be the left side of the lane, which may be bumpy and broken up. However, it may be preferable to ride on this surface to get a safe buffer from the oncoming hazard.

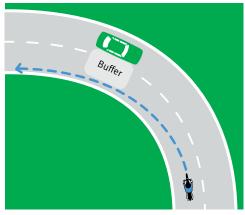
Sight

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

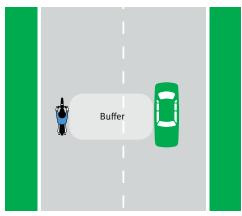
You can significantly reduce the risk of crashing by actively managing your road position, considering your space from hazards (buering), the road surface and sight lines.



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



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



Maintain a buffer from oncoming vehicles.

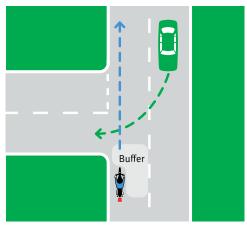
Road positioning

When following another vehicle there are a number of considerations to be taken into account when determining the best place to position yourself. This includes the type of vehicle you are following and the type of road surface you are riding on.

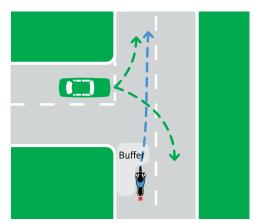
However, generally the rider should be able to see the driver of the vehicle they are following in the side mirrors (on either side) or the rear-vision mirror.

Being able to see the driver means that they have a much better chance of seeing you.

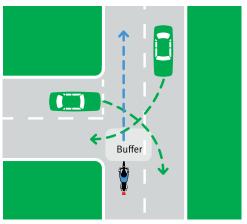
Examples of buffering



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

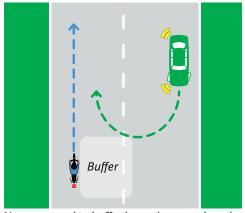


Slow down and buffer when a vehicle could turn across your path or enter the lane you are in.

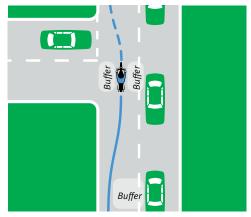


Buffer both vehicles and slow down.

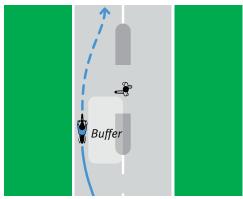
Examples of buffering (continued)



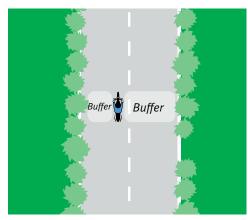
You may need to buffer hazards even when they are on the other side of the road.



In busy traffic you may need to buffer against vehicles on both the left and right hand sides.



Buffer all hazards including pedestrians.

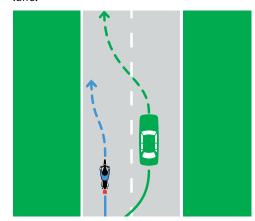


On country roads, staying on the right side of your lane can provide space from wildlife and improve vision. However, you must remember to buffer oncoming vehicles and be in the correct position for crests and curves.

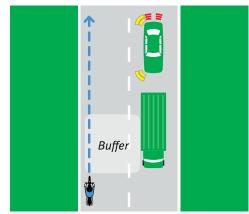
Vehicles following



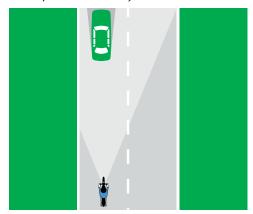
If a vehicle is following too close behind, it is sometimes better to select the middle of the lane.



Maintain a buffer from vehicles as they pass.



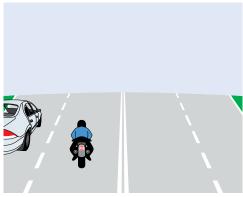
Buffering can improve your vision and make it easier for others to see you.



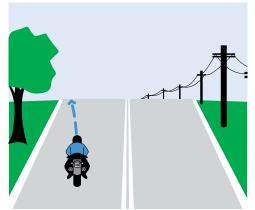
The further back you follow other vehicles the better you can see around them.



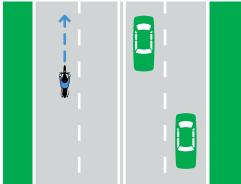
When approaching blind crests, create a buffer from possible oncoming traffic.



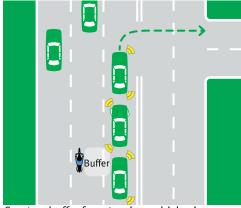
If there is a possibility of multiple hazards slow down and buer from both sides.



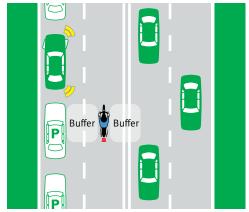
When approaching blind crests, look for clues as to where the road goes. Slow down and select a road position to suit.



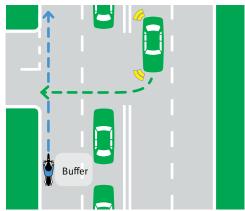
On multilaned roads reduce the risk of a head-on crash by choosing a lane away from the oncoming traffic.



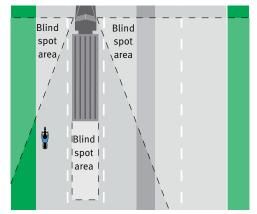
Create a buffer from turning vehicles in case not all the vehicles are turning.



Buffer both parked cars and oncoming vehicles.

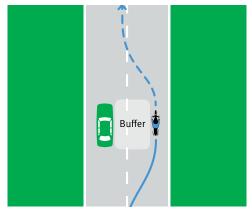


Slow down and buffer slow moving or stopped traffic; they may be blocking the view of a turning vehicle.

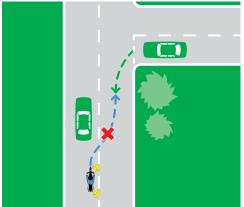


Do not ride beside other vehicles or in their blind spots.

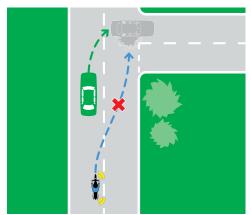
Overtaking



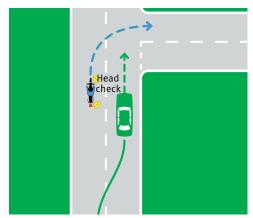
When overtaking, create a buer from the vehicle you are passing.



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



Before overtaking a slow vehicle check that the vehicle is not turning into a side road.



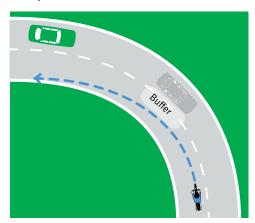
Before turning into a street or driveway do a head check for vehicles that may be overtaking you.

Positioning for curves and bends

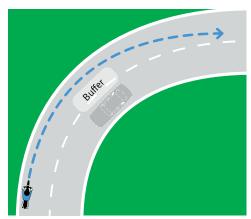
Starting curves wide will improve your vision. Planning to finish them in tight will help get your speed right and leave you room for slight errors.

Keep away from the area where oncoming vehicles are likely to cross the centre of the road (the head-on zone).

Taking curves and bends this way will slow you down a little on the approach but will allow you to accelerate out much earlier, once you have a clear view.



On blind left curves, slow down and begin to move left when vision opens up.



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

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

Roundabouts

Roundabouts are designed to help control traffic and ensure a smooth flow, but many riders still don't understand exactly how they work and what they need to do to negotiate a roundabout.

The roundabout sign

When you see a roundabout sign, slow down, prepare to give way and, if necessary, stop to avoid a collision. You must give way to any vehicle already on the roundabout.

Indicating

When you come to a roundabout, indicate your intentions if you plan to turn left or right (you don't need to indicate on the approach if you intend to go straight ahead) and exit from the same lane as the one on which you entered.

You must indicate a left turn prior to exiting a roundabout, if it is practical to do so.

Essentially, it's about communicating your intentions to other road users so you can exit and they can enter the roundabout safely.

Note: you can lose two demerit points if you don't indicate left when exiting a roundabout.

Single lane roundabouts

The rules for slowing down, giving way and indicating when approaching and exiting at roundabouts are the same for single lane and multilane roundabouts. Again, it's all about communicating your intentions to other drivers and not trying to push your way through — after all, there's no need to compete.

Multilane roundabouts

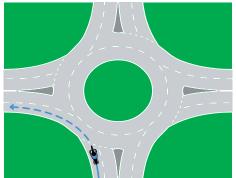
As you approach a multilane roundabout, it's important to make sure you're in the correct lane for your intended path of travel.

So, if you intend to turn left, approach from the left lane (unless otherwise marked on the road), indicate left, and give way to traffic already in the roundabout. When you see a safe gap, enter the roundabout, staying in the left lane as you turn left.

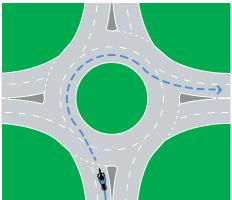
If you plan to turn right, approach from the right lane, indicate right and, when safe to do so, enter the roundabout. Stay in the right lane and, where practical, turn on your left indicator to show you wish to exit the roundabout.

While it is safer to exit from the same lane as the one you entered, you can change lanes if you need to, as long as you indicate, comply with any road markings (lane arrows) and check blind spots for cyclists or motorcyclists who may be beside you on the roundabout.

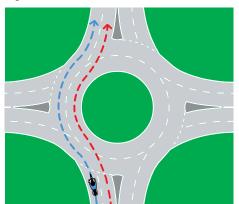
Positioning for riders



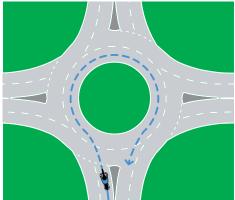
To turn left at a multilane roundabout the best position on the road for a motorcycle is in the centre of the left lane.



To turn right at a multilane roundabout the best position on the road is to be in the centre of the right lane.



To ride straight ahead at a multilane roundabout the best position on the road for a motorcycle is the centre of the left lane.

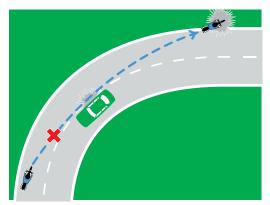


To make a u-turn at a multilane roundabout the best position on the road is to be in the centre of the right lane.

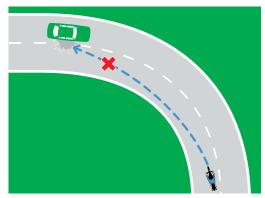
The danger of exiting wide

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

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



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



Exiting wide can result in a crash.

Planning a series of curves

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

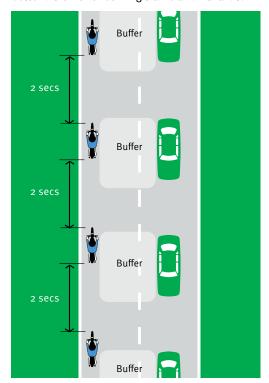
By exiting each curve in tight you will be perfectly positioned for the entry into the next curve.



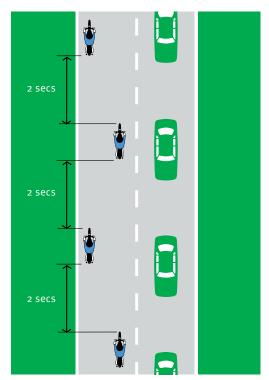
Planning to finish in tight will position you for the next curve.

Riding in groups

When riding in groups, use the formation that allows you better vision of oncoming traffic and hazards.



Riding single file allows every rider to buffer hazards. Ensure a two second following distance is maintained.



Riding staggered allows every rider better vision of oncoming vehicles.

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

Intersections

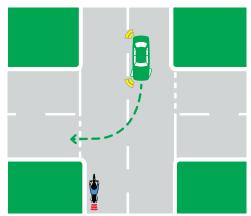
The greatest potential for a crash between you and other traffic is at an intersection. Many motorcycle crashes are caused by drivers failing to give way to motorcycle riders. Cars that turn right or left in front of you, including cars turning right from the lane to your left, oncoming vehicles turning right across your path, and cars in side streets that pull into your lane, are the biggest dangers.

There are no guarantees that others see you. Never count on 'eye contact' as a sign that a driver will stop. Too often, a driver looks right at a motorcyclist and still fails to 'see' them. The only eyes that you can count on are your own. If another vehicle can enter your path, assume that it will. Motorcyclists will always come off second best in a crash with a larger heavier vehicle.

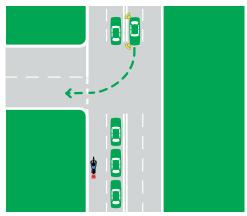
Increase your chances of being seen at intersections. Ride with your headlight on in a lane position that provides the best view of oncoming traffic. Provide a space buffer around the motorcycle that permits you to take evasive action. As you approach the intersection, select a lane position to increase your visibility to the driver. Cover the clutch and both brakes to reduce reaction time.

Reduce your speed as you approach an intersection. After entering the intersection, move away from vehicles preparing to turn. Do not change speed or position radically. The driver might think that you are preparing to turn.

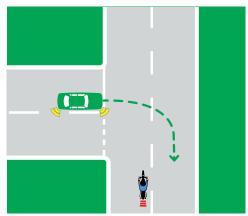
Examples of situations at intersections that require a response



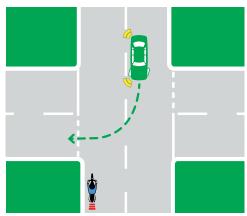
A vehicle waiting to turn in front of your path.



Stopped traffic obscuring vision at an intersection.

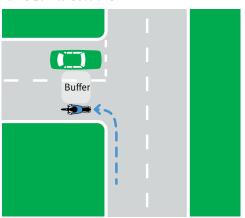


A vehicle waiting to pull out from your left side.

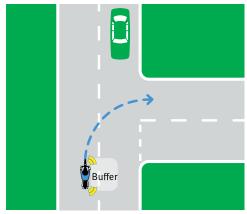


A vehicle waiting to pull out from your right side.

Turns at intersections

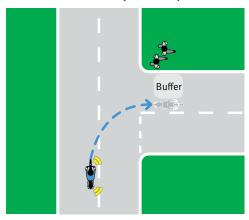


When turning left from a single lane, start the turn as near as practicable to the far side of the left of the road buffering you from hazards as you turn.

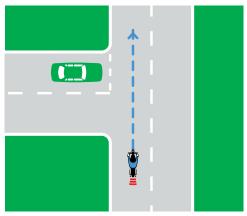


Maintain a buffer from oncoming traffic while buffering while you are waiting to turn right.

Turns at intersections (continued)



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



Slow down at intersections.

Blind intersections

If you approach a blind intersection, move to the part of the lane that will bring you into another driver's field of vision at the earliest possible moment.

Remember, the key is to see as much as possible and remain visible to others while protecting your space. If you have a stop sign or stop line, stop there first. Then edge forward and stop again, just short of where the cross-traffic lane meets your lane. From that position, lean your body forward and look around buildings, parked cars, or bushes to see if anything is coming. Just make sure your front wheel stays out of the cross lane of travel while you're looking.

When passing parked cars, stay toward the right of your lane. You can avoid problems caused by doors opening, drivers getting out of cars or people stepping from between cars.

If oncoming traffic is present, it is usually best to remain in the centre-lane position to maximise your space buffer.

A bigger problem can occur if a driver pulls away from the kerb without checking for traffic behind. Even if the driver does look, they may fail to see you.

In either event, the driver might cut into your path. Slow down or change lanes to make room for someone cutting in.

Drivers making a sudden U-turn are the most dangerous They may cut you off entirely, blocking the whole roadway and leaving you with no place to go. Since you can't tell what a

driver will do, slow down and get the driver's attention. Sound your horn and continue with caution.

Making decisions

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

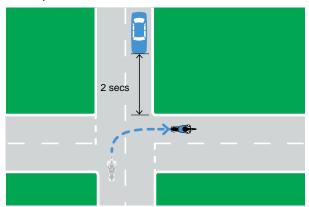
Gap selection

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



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

A safe gap ensures that other vehicles do not need to change their speed or position. When turning across traffic your vehicle must be clear of the intersection by at least 2 seconds before the approaching vehicles arrive. When joining a traffic stream select a gap so you reach the traffic speed before the approaching vehicles are within two seconds of your motorcycle.



Be clear of the intersection two seconds before other vehicles arrive.

Overtaking other vehicles is very hazardous. You need to judge the gap between your motorcycle and an oncoming vehicle. You also need to have enough space between your motorcycle and the vehicle you are overtaking.

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

On country roads and highways try to use overtaking lanes that allow you to overtake safely.

You are not allowed to exceed the speed limit at any time, even while overtaking.

Hazard perception

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

- you look where you want to go
- you don't look at what you don't want to hit, focus on the road ahead.

Responding to hazards

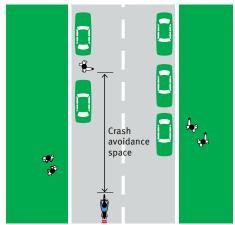
A hazard is something that may place you and/or others in danger and is within your crash avoidance space or has the potential to move into that space.

For example, a vehicle in an adjacent street may fail to give way to you and accelerate out or a vehicle approaching you could turn without warning into an intersection and steer across your path.

Skilful riders can mentally judge a two second crash avoidance space in front of their motorcycle. If there is potential for a hazard to enter this crash avoidance space, your response should be to protect it by:

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

Your ability to respond means that you can deal with any dangerous situation that might occur.



Respond before reaching the hazard.

Motorcycle warning signs

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

Animals

Animals are more active around dusk and dawn and are often confused by the sound of a vehicle, running towards it instead of away. The most effective way to keep the local wildlife and yourself safe is to reduce your speed and to be aware of the unpredictable nature of animals.

If a large animal such as a kangaroo or cow suddenly appears on the road in front of you, brake firmly and sound your horn. Do not try to swerve (unless it is unavoidable) around the animal as you are likely to run onto the gravel verge and lose control.

Kangaroos and wallabies are common, especially in the early mornings and evenings. They like to graze and travel in groups. If you see a kangaroo you should scan the area for its mates while covering your brakes. Emus are unpredictable andoften have a mate following close behind. Cattle like to settle on roads at night and are hard to see.

Other animals you may see that can be dangerous to riders include wild pigs, domestic cats and dogs, sheep, and large birds feeding on road kill.

Even if the animal appears stationary near the edge of the road or is moving away, slow down and be alert, as they are easily startled and can run in front of your motorcycle.

If you do hit a large animal and kill it, safely try to remove the carcass from the road for the safety of other road users.

Injured animals are unpredictable, so take care when handling them. Be wary of the tail and rear legs of kangaroos (in particular) as they can cause serious injury.

Keep safe — ride slower, keep alert and try to avoid travelling at the high-risk times of dawn and dusk when wildlife is more active. At night, always ride within the visibility of your headlights.

Steps to avoiding animals:

- Do everything you can to safely avoid hitting a small animal. Thousands of wild, rare and domestic animals are killed on roads each year. Take notice of advisory signs indicating where animals cross the road.
- 2. When you see an animal ahead, downshift and approach the animal slowly.
- Note any traffic in front of you and behind you, and look for a safe place to swerve should you need to if the animal runs in front of your wheel as you approach.
- Speed up just as you reach the animal. If you pass by quickly, it will likely lose interest and not chase after you.
- 5. Do not attempt to kick the animal.

Basic riding techniques

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

Riding posture

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

Five key points of posture

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

- sit well forward
- keep your head up and point your chin in your direction of travel
- 3. relax your arms and place minimal weight on your wrists
- 4. keep your back relaxed and support your weight with your stomach muscles
- 5. grip the motorcycle firmly with your legs and knees.

Braking technique

Correct braking is done in two stages:

- first put light pressure on the brake levers and pause (set up the brakes), then
- progressively apply the necessary braking pressure (squeeze).

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

Harsh or excessive braking pressure may cause skidding and a loss of control, particularly on wet or gravel roads. If the front wheel begins to skid due to incorrect braking, quickly release the front brake and reapply gently. If the rear wheel skids release the rear brake gently and reapply gently. Get into the habit of using both front and rear brakes together all of the time when slowing or stopping.

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

Steering technique

Your motorcycle can be steered using a number of different techniques. Handlebar pressure, body weight and changes in speed all have an effect on your motorcycle's direction of travel. Skilful riders use a combination of these techniques to achieve smooth and precise turns.

Handlebar pressure

Your motorcycle can be steered by direct steering or counter steering.

Direct steering

With direct steering your motorcycle goes in the direction to which the handlebars are turned. This is only used at very low speed turns, U-turns, turns at intersections, etc., perhaps at a walking pace or slightly faster.

Counter steering

With counter steering your motorcycle goes in the opposite direction to which the handlebars are turned.

Counter steering is used as speed increases and works by applying pressure to the handlebars in the opposite direction. This allows your motorcycle to 'fall' in a controlled fashion into a lean and then track in that direction.

This technique is used by all riders, many without knowing it. It is a good idea for you to be aware of it and develop this technique as it allows rapid changes in the direction/line of your motorcycle which helps in avoiding hazards.

Practise counter steering on quiet roads.

Body weight

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

Effect of speed

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

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

Leaning with the motorcycle on a curve



Overcoming common problems while riding

Tyre blow-outs

With modern tubeless tyres, blow-outs are rare, but they can still occur. The most common cause of tyre failure is riding when the tyre pressure is too low. A pre-ride check of tyre pressure (to the manufacturer's specifications) could save your life.

If you experience a puncture or blow-out while riding maintain a firm grip on the handlebars but do not fight the steering to correct any wobbles that can develop. Try and avoid downshifting your gears until you get your speed down and under control. If traffic allows move off to the side of the road. If braking is necessary use the brake on the 'good' tyre. Braking on the 'bad' tyre may result in the tyre separating from the rim.

Broken cables

If your motorcycle's clutch cable breaks, your clutch will remain fully engaged. If you are stopped keep the brakes held firmly to stall the engine. If a break occurs when you are riding, slow down, gradually shifting down when speed permits and then shift to neutral before you come to a complete stop.

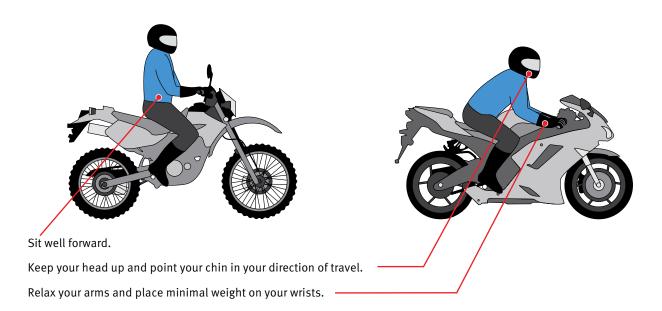
Wobbles

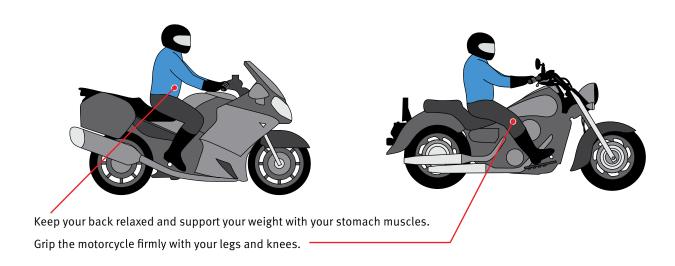
Motorcycle wobbles are usually related to stability problems caused by excessive weight distributed in the wrong place or mechanical problems such as worn or loose bearings or worn or under inflated tyres.

If wobbles occur while you are riding, keep a firm hold of the handlebars without locking your arms or fighting the steering and then ease off on the throttle. Do not apply your brakes and do not accelerate to try to stop the wobble. It may help however, to shift your body weight forward by leaning over the petrol tank.

Note: While electronic safety features enhance the safety of the rider, they should be a secondary safety buffer and do not replace good roadcraft and experience.

The five key points of riding posture apply to most types of motorcycles





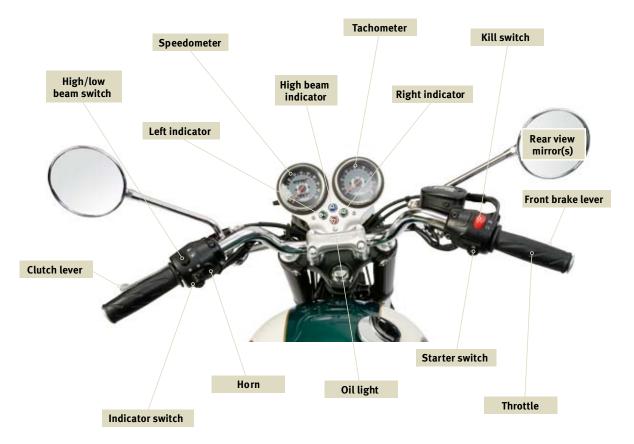
6: Motorcycle roadworthiness

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

The parts of a motorcycle



The controls of a motorcycle



Motorcycle checklist

Your motorcycle's roadworthiness must be checked at regular intervals. Before riding do these basic checks:

- · current registration
- current registration label and registration plate are clearly displayed and securely attached
- working lights including headlights, tail-light, brake light, indicators
- working brakes
- steering
- suspension
- · working horn
- tyre pressure and tread depth (at least 1.5 mm over the whole tyre surface)
- chain/drive belt guard.

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

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

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

Renewing your motorcycle registration

Before your registration expires, a renewal notice will be sent to you in the mail. If you don't receive your renewal notice you can, phone Customer Service Direct on 13 23 80.

When you receive your renewal notice you should pay your renewal before the expiry date. If your registration has expired you must not ride your motorcyle. You could be fined for using an unregistred and unisured vehicle. If you are involved in a crash you may not be insured.

If you do not renew your registration before the due date you must:

- not ride your motorcycle if the registration has expired.
 Your registration expires at midnight on the date of expiry
- renew your registration, including CTP insurance, within two months of the expiry, or you will have to reregister the motorcycle. This means you will have to buy a new number plate, obtain a safety certificate and buy CTP insurance.

Registration label

Your registration label must be:

- in a holder (preferably waterproof) securely attached to your motorcycle. Cylindrical registration label holders do not meet visability requirments. Advice on the use of cyclindrical holders is included on the reverse side of the registration certificate and lables issued to motorcycles
- clearly visible on the left hand side or the rear of the motorcycle

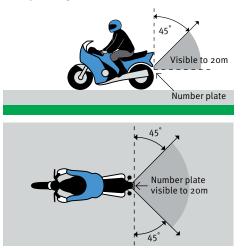
no less than 500 mm above ground level.

You must not obscure your number plate with your registration label holder. It is an offence to have an obscured number plate. Heavy penalties apply.

Number plate

The number plate fitted to the motorcycle you ride must be:

- issued by the department
- mounted at the rear of the motorcycle
- in an upright position parallel to the motorcycle's axle
- no more than 1.3 metres above ground level
- able to be seen and read clearly from anywhere within a 45 degree arc of the motorcycle's centreline, at a distance of 20 metres (see diagrams). That means it cannot be hidden by anything (such as a registration label holder)
- clearly readable clean and in good condition
- free of any characteristics that would prevent the detection of traffic offences
- returned to the department if you do not intend to renew your registration.



The number plate must also be illuminated so that it is clearly visible at night.

It is an offence to:

- alter the number plate in any way
- attach a number plate to any vehicle other than the one to which it is registered to
- use a number plate cover that is not flat, clear, clean and untinted
- have an obscured number plate.

Roadworthiness

Some of the most important rules about motorcycles are described here. If you have any doubt about the rules that apply to your motorcycle, contact Customer Service Direct on 13 23 80.

Tyres

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





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

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

Mirrors and indicators

Rear vision mirrors must be fitted to each side of a motorcycle manufactured after 1 July 1975. All other motorcycles must have at least one mirror, preferably on the right hand side.

Direction indicator lights must be fitted to the front and rear of a motorcycle manufactured after 30 June 1975.

Defect notices

If a motorcycle is inspected and found to be defective or not complying with the law, the registered operator may be issued with a defect notice.

There are two types of defect notices:

- minor defect where a minor non-compliance exists
- major defect where a serious safety risk exists.

If the defect notice remains uncleared, the registration may be subsequently cancelled. The registered operator is advised in a warning letter of an uncleared defect notice and of any cancellation of the registration which may follow. The vehicle owner has the opportunity to forward the defect notice clearance before the registration is cancelled.

Most major defects notices issued must be repaired and presented to a departmental Inspection Centre before they can be cleared.

7: Routine bike maintenance

Some of these checks should ideally be carried out daily to ensure that your motorcycle is in a good and safe condition before riding.

Check 1 The TYRES are always worth a check. Put the motorcycle on a stand to allow the wheels to rotate. Check the wear indicators as well as looking for any damage or objects that might have pierced the tyre.

Check 2 Check the TYRE PRESSURE in both tyres with a tyre gauge. This is best done when the tyres are cold. Make sure the pressure is within the manufacturer's recommendations. Remember that if you are carrying a pillion or a load of gear you may need a different tyre pressure than you usually use. Your motorcycle mechanic or tyre supplier will be able to provide advice of the best pressure for you to use. Tyre pressure should be checked regularly and at least every two weeks.

Check 3 Check the CHAIN TENSION; by rotating the wheel you will be able to detect any tight spots. You'll generally pick up a feel for the best chain tension, but you can also measure the chain slack with a ruler to be more exact. If you own a motorcycle with shaft drive, check for any oil leaks at the seals and hub. When adjusting the chain tension, find the tightest spot first and make all changes relative to that.

Check 4 LUBRICATE the chain, making sure to apply lubricant to the pivot points and avoid any overspray going onto the tyres or the brake rotor. It is best to oil the chain when it is hot. If you are on a long trip over several days, it is suggested that the chain is oiled at the end of every day. Although there is much less maintenance involved with a belt as opposed to a chain, the drive belt will still need periodic adjustments to keep it from failing out on the road. Always check the condition of your belt for cracks, wear, damage, tears, and rot before you ride.

Check 5 Check the BRAKE PADS for wear. A quick look into the calliper should let you know if there is sufficient material left on the pads. If you are unsure or it looks like the pads are worn down, ask your motorcycle mechanic to check the pads.

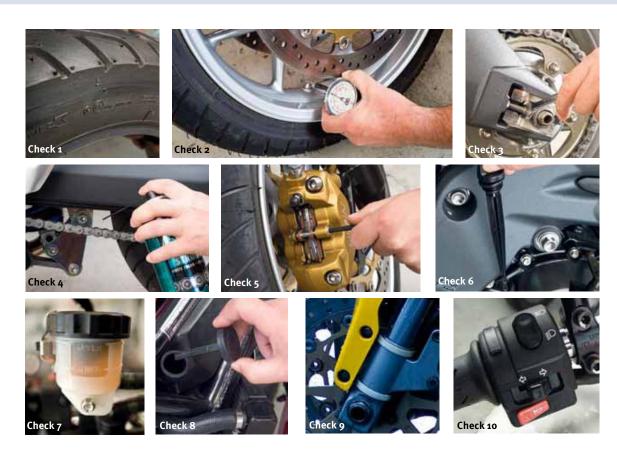
Check 6 Make sure that the ENGINE OIL level for your motorcycle is between the high and low marks on the inspection window or on the dipstick.

Check 7 Check the levels of the BRAKE FLUID on both the front and rear master cylinder reservoirs. On motorcycles with hydraulic clutches check that the fluid level on the clutch master cylinder reservoir is between the high and low marks.

Check 8 Check the COOLANT LEVEL in the coolant reservoir tank (liquid cooled motorcycles only).

Check 9 Inspect the FORK LEGS, especially around the fork seals. There should not be any evidence of fork oil leakage.

Check 10 Check that all of the ELECTRICS are working properly, including the lights, high and low beam, all of the indicators, brake lights both from the front and rear brakes and the horn.



8: Modifying your motorcycle

Motorcycle modifications

Modifying a motorcycle for use on a road without obtaining prior approval, or permitting the use of a modified motorcycle without approval, is a breach of Queensland legislation. If you modify a motorcycle without the necessary approval, you could void your vehicle insurance and may be liable for prosecution.

So, before you start

Before you modify your motorcycle, contact an Approved Person and make sure the modifications can be approved. Don't risk disappointment by spending a lot of valuable time and money altering your motorcycle only to find it cannot be approved and ridden on the road.

Some owners require approval for modifications which may be outside the Approved Person Scheme. Details of these specific modifications and how to obtain approval are covered later in this section.

Getting started

How are modifications approved?

Modifications covered in the Code of Practice will be inspected by an Approved Person to ensure the modifications comply with vehicle standards. If the modifications meet the required standards the Approved Person will give you a Certificate of Modification and fit a modification plate to the vehicle.

As mentioned previously some modifications fall outside of this scheme. These modifications are approved by the department. If the department believes the proposed modifications are safe and continue to meet all vehicle standards requirements an approval letter will be issued.

Who are Approved Persons and where do I find one?

Approved Persons are employed by private industry and authorised by the department to approve vehicle modifications.

Automotive businesses throughout Queensland, including most service stations which issue Safety Certificates, have Approved Persons. The names and addresses of Approved Persons are available at departmental customer service centres, or by contacting customer service direct on 13 23 80.

If I perform a modification is there a fee involved?

A fee will normally be charged by Approved Persons for any vehicle inspection and approval. This fee is not set by the department. Approved Persons set their own fees, which may vary depending on the modifications and the time involved in the inspection.

For modifications which require approval from the department a small fee for evaluating the modification plans is charged.

Why do I need proof of a modification?

Riding a motorcycle with non-approved modifications is illegal. A non-approved modified motorcycle can be put off the road immediately by Police or Department Inspectors. You may also find that you are not covered by insurance.

Learner Approved Motorcycles

Modifications can significantly increase a motorcycle's power to weight ratio. As such a Learner Approved Motorcycle (LAM) which has had a modification performed apart from the below acceptable modifications will no longer be accepted as a LAM.

Acceptable LAM modifications:

- an approved LK7 seating modification
- a modification for mobility impairment purposes provided approval has been obtained from the department.

If a modification has been performed to your LAM it is important to notify your local customer service centre of the modification.

Some modifications commonly performed on motorcycles

Frame and suspension alterations

Motorcycle design is a complex task. Before modifications are made to a motorcycle's frame or suspension, you should be aware that structural changes to the frame, steering head, front forks, suspension, brakes or wheels may load vital components well beyond the limits for which they were originally designed. This may increase the probability of failure and may be a danger to the rider and other road users.

Motorcycles with properly designed custom frames, extended forks, hard tail conversions and structural modifications are acceptable, but require specific approval. A report will be required from an Approved Person Engineer detailing the changes and certifying that the motorcycle is safe.

Seating modifications

Compulsory Third Party (CTP) insurance premiums on motorcycles are determined by the seating capacity of the motorcycle. Conversion of a motorcycle from a two-seater to a single-seater, or vice versa, can be certified by an Approved Person.

For two-seats to single-seat conversion the maximum length of the upholstered section of the seat must be 500 mm or less, and the pillion foot pegs must be removed with any associated brackets and threaded holes drilled out. You are not permitted to use a removable cowl or other structure fitted over the seat to reduce the length of the seat. Seating modifications are approved under the Code of Practice; you should seek advice from an Approved Person before performing a seat reduction modification.

Wheels and tyres

On all wheels (including any sidecar wheel), the tyre size must be suitable for the rim. Each tyre and rim must be strong enough to support the machine when it is fully loaded. Most major motorcycle tyre specialists can tell you the right tyre and rim for your motorcycle and the appropriate tyre speed rating.

Flexible drive (chain and belt) guards

If the motorcycle has a flexible drive, the driver and any passenger must be protected from the front sprocket and at least the upper part of the flexible drive by the frame or equipment of the motorcycle, or by the use of a guard. A guard must cover the flexible drive to a point at least 300 mm to the rear of the rearmost footrest or above the centre of the rear drive sprocket. Motorcycles must be fitted with footrests for the rider, and for any passenger for whom a seating position is provided.

Exhausts

Motorcycles manufactured from 1 July 1975 are subject to Australian Design Rules (ADR) requirements for noise. Any replacement exhaust system must be as near as practicable to the original component specification and/or comply with ADR noise requirements. If you modify or replace an exhaust system on a pre-1975 motorcycle, you must remember that the law prohibits all motor vehicles from causing excessive noise due to the condition or construction of the vehicle, or the manner in which it is operated.

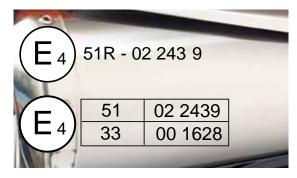
Motorcycles manufactured from 1 July 1988 have all components of the silencing system marked with the name or trade name of the manufacturer. These motorcycles carry information of the Stationary Noise Test in the following format:

STATIONARY NOISE TEST INFORMATION

Tested at..... dB(A) at..... r/min

Silencing System: (manufacturer's name)

Identification: (trade description)



The ADR system also accepts motorcycles that have been tested to international standards for motorcycle noise, as contained in UN ECE Regulation No.41. When this is the case the exhaust silencer is required to be marked with the UN ECE Approval markings as shown above.

It should be remembered that the UN ECE approval markings are not a requirement in Queensland unless the motorcycle manufacturer has certified the motorcycle to the UN ECE Regulation No.41.

Indicators

Indicators are required on all motorcycles manufactured after 30 June 1975.

Specific modifications

Modifications which are not covered by this information or the Approved Persons Scheme, or modifications which involve substantial structural changes to the body or chassis of a vehicle, require a written submission. A fee is payable for the evaluation of plans.

Send submissions, prior to commencing any modifications or alterations, to:

Vehicle Standards and Regulation PO Box 1412 Brisbane Qld 4000

Applicants

Applicants should supply as much detail as possible. Incomplete submissions, insufficient details or poor drawings will delay processing of submissions.

As a guide, submissions should contain:

- a completed 'Motor Vehicle Modification Application' form (F1854 available at department customer service centres)
- drafted plans for any modifications or alterations involving structural changes. Plans, on A3 size drafting paper, should include dimensions, plan, elevation, end elevation and sections (where necessary), material description, and welding and machining details.

9: Makes and models

Sports

Sports motorcycles are designed purely for performance; they tend to require arms-forward posture, powerful engines, and strict handling. Sports motorcycles are sometimes called performance bikes and emphasise speed, acceleration, deceleration, and manoeuvrability. Because of this, there are certain design elements that most motorcycles of this type will share. They have comparatively high performance engines resting inside a lightweight frame. The combination of these helps maintain structural integrity and chassis rigidity. Braking systems combine higher performance brake pads and multipiston calipers that clamp onto oversized vented rotors. Suspension systems are advanced in terms of adjustments and materials for increased stability and durability. Fairings may or may not be found on a sports motorcycle. When used, the fairings are shaped to reduce aerodynamic drag as much as possible, and generally offer less wind protection for the rider.



Tourer

Touring motorcycles were created solely for long-distance comfort, and often feature backrests, large windscreens, and creature comforts such as radios and navigation systems and larger fairings.



Road/Trail

These are dual purpose motorcycles and can be used both on road and off road.



Cruiser

Cruisers are designed for laid-back riding. These motorcycles mimic the style of American motorcycles from the 1930s to the early 1960s. The riding position always places the feet forward. Usually the hands are up and the spine erect or leaning back slightly, which some riders find to be more comfortable for long-distance riding. Some cruisers may have limited performance and turning ability because of a low-slung design. Cruisers are sometimes called custom even in the absence of aftermarket modifications.



Naked

Naked motorcycles lack bodywork or a fairing that would normally hide their engines and inner workings. Also known as a 'standard' or 'street bike' this is the basic form of the motorcycle stripped down to its fundamental parts. The emphasis is on functionality, performance, and ergonomics rather than aerodynamic body panels and exaggerated riding positions that are most common on sports motorcycles. Current naked motorcycles are usually given a modern, moreor-less sporting suspension, unless they are intended to have 'retro' styling.



Scooter

Scooters are often typified by Italian-made Vespas. Scooters are like small motorcycles with bodywork that allows the rider to step through. Scooter engine sizes can be as little as 50 mL.



Motorcycle and trailer

Trailers designed to be towed by motorcycles are available. However, because of the added risk involved, no manufacturer of single-track motorcycles recommends that they be used to tow trailers. Although there are aftermarket trailers that allow motorcycles to tow, factory-made motorcycles specialised for towing are rare.

Moped

A moped is defined as a small light motorcycle that:

- has a piston engine with a capacity not exceeding 50 mL, or an alternate power source e.g. electric motor
- has a maximum speed, not exceeding 50 km/h
- may be either two or three wheeled.



10: Classic and vintage motorcycles

The special interest motorcycle concession

The department understands that some vintage and classic motorcycles are rarely used. To accommodate the owners of these motorcycles, a special interest vehicle registration concession scheme has been put in place.

This registration concession has been provided to veteran and vintage vehicle owners since the fifties. The concession was extended in the late seventies to also accommodate 'classic historic' vehicles including motorcycles, that were built at least 30 years ago.

The veteran, vintage, classic and historic concession was reviewed in 1998 and has since been referred to as the Special Interest Vehicle Registration Concession Scheme.

Registering your historic vehicle under the Special interest Vehicle Scheme

You will need to follow the standard registration procedures for a vehicle as well as complete a Vehicle Registration Concession Application form (F3937) and provide the following documents as proof of eligibility:

Club membership

Evidence of current membership with an incorporated vehilce club must be provided at the time of application for the concession. Where a genuine reason is provided for not meeting this requirement, it may be waived by the department.

Historic vehicle and dating certificate

A dating officer (or club official) of an incorporated vehicle club must inspect the vehicle to certify that it was manufactured at least 30 years ago. This certificate, which must be on club letterhead or other official club documentation, must certify identify the vehicle and the year of manufacture.

Restricted vehicle use

Motorcycles registered under the scheme have certain limitations placed on their use. This is reflected in the reduced fees and compulsory third party insurance premium. Registered operators must confine their motorcycle's use to:

- participating in rallies organised by incorporated clubs
- participating in processions for which a Special Events Permit has been issued under the Transport Operations (Road Use Management – Accreditation and Other *Provisions) Regulation 2005*
- exhibiting the motorcycle in displays, fetes or similar functions conducted for religious, charitable or educational purposes
- ceremonial purposes (weddings, formals) involving immediate family members provided this is not done for fee or reward. Immediate family means parents, grandparents, sons, daughters, grandchildren but not extended family relationships such as nephews and nieces
- preparing for, proceeding to, and returning from the above activities
- travel in order to have the motorcycle repaired. There is no distance restriction in these circumstances however such travel must be reasonable and openly justified by the motorcycle operator
- road testing within a 15 kilometre radius from the place where the motorcycle is garaged. The purpose of the travel must be to road test the motorcycle following repair or restoration and not for any other purpose. This does not include use as a means of transport.

Failure to comply with the conditions of the Special Interest Vehicle Scheme is an offence and serious consequences may

Further information regarding the scheme can be found at www.tmr.qld.gov.au under 'registering vehicles' and then 'street rods and vintage cars' section.

If you intend to use your vintage or classic motorcycle for everyday use it must be registered in the standard manner (see Section 2).

11: Imports and custom motorcycles

Imported motorcycles

If you want to import a motorcycle from outside Australia there are a number of steps you need to undertake if you want to register it in Queensland.

An imported motorcycle is a motorcycle that has been:

- manufactured overseas
- brought into Australia.

An imported motorcycle may not meet the Australian standards.

General import information and making an application for import approval

Approval to import a motorcycle must be sought from the Commonwealth Department of Infrastructure and Transport (DoIT) before a vehicle is shipped to Australia.

Failure to obtain an import approval will prevent the vehicle from gaining customs clearance as its point of entry into Australia and may incur significant storage costs while import approval is sought.

For general information about importing a motorcycle to Australia, or to apply for import approval, contact must be made with the DoIT (www.infrastructure.gov.au).

Individually Constructed Vehicles

A number of enthusiasts wish to design and construct their own unique and individual motorcycle while still having access to the road network. These motorcycles are considered as Individually Constructed Vehicles (ICV) and must meet certain standards before approval is given by the department.

Initial approval

To gain initial approval to build an ICV the owner/constructor is required to complete a Motor Vehicle Modification Application form (F1854) and forward it to the department. This submission should also include any supporting information such as a covering letter, frame receipt, drawings and any specification sheets.

Building the motorcycle

Once initial approval is obtained the owner/constructor is required to engage the services of an Approved Person (Engineer). While the owner is constructing the motorcycle they will be required to liaise with the Approved Person (Engineer) who will assist in ensuring all ADR requirements and vehicle Building the motorcycle standards are met.

Once the motorcycle is constructed a surrogate VIN must be obtained. Details on how to obtain this VIN will be included in the initial approval issued by the department.

Final approval

Once the motorcycle is completed the Approved Person (Engineer) submits an engineering report detailing the motorcycle's compliance to the ADRs and vehicle standards requirements into the department.

Once the department has assessed and accepted the report a final approval letter will be sent out. This letter will direct the owner to have the vehicle inspected by a Transport Inspector at a Motor Vehicle Inspection Centre.

Once approved by a Transport Inspector, the vehicle can then be registered (see Section 2).

Further information

Should you require any further information about Individually Constructed Vehicles, please contact the department on 13 23 80.

12: Mopeds and scooters

Mopeds

In Queensland a moped is classified as a motorcycle with an engine capacity that does not exceed 50 mL and has a manufacturer's top rated speed of not more than 50 km/h. Modifications to the vehicle that increase the engine capacity or top speed beyond these specifications will result in the motorcycle falling out of the moped category and will be classified as a general motorcycle. Mopeds are commonly referred to as having a step-through style frame, however under Queensland legislation any motorcycle (regardless of the style of frame, transmission or engine type) that satisfies the 50 mL engine capacity and 50 km/h top rated speed restriction is classified as a moped.

Licensing requirements for mopeds

To ride a moped in Queensland you must, at a minimum, hold a class C licence. If you hold a class C learner licence and want to learn to ride a moped you must be supervised by a person who holds an open class C, RE or R licence, and has held this licence for at least one year. If you hold a class C, RE or R provisional or open licence you are already authorised to ride a moped without supervision.

Note: if you hold a class C (automatic) licence you are only permitted to ride an automatic moped.

When riding a moped on the road you are required to comply with the rules that apply to all motorcyclists (see Section 3). In addition to these road rules, moped riders who do not hold either a class RE or R licence are not permitted to carry a pillion passenger. Moped riders who hold a class RE or R licence, and have held it for 12 months, can carry a pillion passenger.

Scooters

Scooters are commonly described as motorcycles that have a step-through style frame, have smaller wheels than a conventional motorcycle, and have an engine that is positioned close to the rear wheel. Predominantly, scooters have an automatic transmission however some earlier models did feature manual transmissions. Under Queensland legislation motorcycles with the characteristics outlined above, with an engine capacity that does not exceed 50 mL and a manufacturer's top rated speed of not more than 50 km/h are referred to as mopeds. Scooters are not specifically defined in Queensland legislation, however, if the engine capacity or top rated speed exceeds the specifications for a moped, and the motorcycle features the characteristics outlined above, the motorcycle is often referred to as a scooter.

Licensing requirements for scooters

To ride a scooter (that is, a step-through style motorcycle that exceeds 50 mL engine capacity and/or 50 km/h) in Queensland you will be required to hold either a class RE or R licence depending on the performance capabilities of the motorcycle. If the scooter is LAM scheme approved (see Section 3) you will be required to hold, at a minimum, a class RE licence. Scooters that are not LAM scheme approved will require the rider to hold a class R motorcycle licence. To obtain either a class RE or R licence, refer to Section 1.

Note: you can choose to obtain a class RE or R (automatic) licence if you intend to only ride an automatic motorcycle. You will still be required to complete either the Q-Ride or Q-SAFE licensing process, however this can be completed on an automatic motorcycle.

Please remember that moped and scooter licensing rules vary from state to state and in some places you need to have a motorcycle licence to ride a moped. Please check with the relevant state's road authority before you ride.

A rider of a moped or scooter must wear an approved motorcycle helmet when riding. Bicycle helmets are NOT approved and are illegal to use when riding a moped or scooter.

13: Sidecars and trikes

Sidecars

A sidecar is attached to a motorcycle to create a three-wheeled combination. The sidecar is also known as a hack, outfit, rig, or chair. Sidecar combinations have been used for over a hundred years.

A sidecar/motorcycle combination is neither a motorcycle nor a car in handling characteristics. Special riding techniques must be mastered before one can safely operate a motorcycle with a sidecar attached.

Rules for sidecars

A sidecar must be fitted to the left hand side of the motorcycle (excludes historic motorcycles over 30 years of age).

Sidecars must be compliant with all applicable ADRs.

Licensing requirements

Aside from the appropriate motorcycle licence, you do not require a special licence or permit to ride with a sidecar attached.

Rules for sidecar passengers

Sidecar passengers must wear a helemt that complies with an *Australian Standard AS 1698* motorcycle helmet at all times when riding, unless the motorcycle is parked. It should fit properly (e.g. an adult's helmet on a child will offer no protection) and be kept in good condition.

You must not carry more passengers in the motorcycle's sidecar than the sidecar was designed to carry.

You must not allow any part of your body to protrude outside the confines of the sidecar.

Trikes

A trike has three wheels symmetrically arranged in relation to the longitudinal median axis. A trike cannot have a 'Gross Vehicle Mass' exceeding 1.0 tonne and has an engine cylinder capacity exceeding 50 mL or a 'Maximum Motorcycle Speed' exceeding 50 km/h.

There are many different varieties of trikes. Some are custom made from the ground up and some are motorcycle based.

Most trikes have one wheel in front and two wheels behind, however some trikes have two wheels in front and one wheel behind

Rules for trikes

There are no special road rules for trikes, but the road rules still apply just as they do to all road users.

The rider and all passengers are required to wear a motorcycle helmet that complies with *Australian Standard AS 1698* at all times when riding, unless the trike is parked.

Trike registration

Trikes are registered as motorcycles (see section 2).

Licensing requirements

A motorcycle licence is required to ride a trike. You will not be able to do your practical riding test on a trike if you want to get your motorcycle licence. This is because you cannot demonstrate all the competencies required, as you could on a two-wheeled motorcycle.

14: Children's safety

The habits we learn at a young age will become instilled over time and with practice. It will be hard for your teenager to suddenly start riding safely if you haven't insisted on it all along. It's also unreasonable to expect your children to do what you say if you don't do it yourself. Children will model the behaviours they see. This includes wearing your helmet and safety gear properly every time you get on a motorcycle.

Rules for minibikes

In Queensland it is illegal to ride a minibike on a public road. The only legal places are private property or the various kart tracks and motorcycle tracks around the state. Riding on public roads or in any public place may result in a heavy fine.

It should be noted that pocket or minibikes are not toys, despite often being treated as such. Even the cheapest 38 mL minibikes (often going for as little as \$150) are capable of speeds of at least 40 km/h. The 49 mL 'super' pocket bikes can do 50–65 out of the box, depending on rider weight, while the 110 mL-125 mL four-stroke bikes can do 80 km/h. The petrol-powered motorcycles are substantially faster and require more skill than the off-the-shelf electric bikes that typically top out at 20–30 km/h.

Protective gear

As with a full size bike, the rider should wear a helmet and protective clothing, even for off-road use. You don't have to be going highway speeds to get painful road rash; it can happen at 15 km/h (or less depending on the road surface). Professional minibike racers wear full leather suits like GP racers. While a leather racing suit is beyond most people's budget, a good helmet, a long sleeved shirt, boots, gloves, goggles, long pants and some knee/shin pads should be used as a minimum.



15: Off-road riding

Off-road riding

In Queensland, the Department of National Parks, Recreation, Sport and Racing looks after off-road riding.

The following links have been provided to help you ride smart, ride safe and ride in the right place.

It's pretty hard to find places to ride that are close to home, fun and legal. But that doesn't mean it's ok to ride on land where you're not supposed to! When people ride in places where they shouldn't they could be damaging the land, polluting the waterways, annoying the people who live close by and even breaking the law. If you ride in an inappropriate place you can have your motorcycle confiscated.

If everyone rides in the right place, we can reduce trail bike related fatalities and injuries as well as the damage done to both the bush and the reputation of trail bike riders.

For information on the following, go to www.communities.qld. gov.au/sportrec/recreation/trail-bike-riding-in-queensland.

Where to ride, who to ride with

Legal places to ride including clubs, state land and commercial recreation parks and the relevant contact details of facilities and providers.

Ride smart, ride safe

Laws that affect trail bike riders, tips for having a safe ride and checklists so you don't forget anything.

Protect the environment

Your responsibilities for reducing noise and erosion and saving the bush for the future.

Develop and operate a trail bike park

Guidelines for navigating the development assessment process and for designing and running a trail bike park.

Information for councils

Guidelines for identifying and preserving sites and examples of what councils are doing to address trail bike issues.

Funding

The new South-East Queensland Trail Bikes and Off-Road Vehicles Program and other funding that might be helpful.

Information for retailers

Resources and information to share with your customers.

Contact information

Clubs, councils and state-wide organisations.



16: Offences and penalties

Offences

If you do something, or allow another person to do something, contrary to a traffic law (including a road rule) you're committing an offence.

There are many traffic law offences. For the full list of motorcycle-specific offences go to the Queensland Road Rules legislation section at www.tmr.qld.gov.au/roadrules which sets out the traffic law.

Comply with the drink driving laws

If you have:

- an open* licence you must be less than 0.05 BAC
- a learner or provisional licence you must not have any alcohol in your body, regardless of your age.

*However, if you are in your first year of riding, you must have a zero breath and blood alcohol concentration (BAC) when you are riding regardless of your age and regardless of how long you have held your open vehicle licence.

Comply with the speed limit

Don't exceed the posted speed limit.

It is safer to ride less than the speed limit. You should always travel less than the speed limit if the road's wet, icy or the visibility is poor.

Have your driver licence on you when riding

Before you ride check that your licence is current and make sure that you have it on you at all times when riding.

Your licence is checked when:

- you are a rider involved in a crash attended by the police
- you have been stopped because of a traffic offence or for other reasons.

Double demerit point offences specific to motorcycle riders and their passengers

Double demerit points will apply if you have committed the same helmet offence within a one year period. Double demerit points will apply to the next offence.

Offence	1st	2nd
Rider of a motorcycle failing to wear a motorcycle helmet	3	6
Rider of a motorcycle failing to ensure a passenger wears a motorcycle helmet	3	6

Penalties

If you are caught committing a traffic offence, you may get a penalty infringement notice.

Penalty infringement notice

A penalty infringement notice is an 'on-the-spot' fine issued for some traffic offences (including roadworthiness). You may also get demerit points and be disqualified as a result of a penalty infringement notice.

Within 28 days of getting the notice you must pay the fine at any departmental customer service centre, unless you intend to defend the matter in court.

Types of penalties

Different traffic offences have different penalties. Depending on the offence it might have one or more penalties.

The different types of penalties include:

- fines
- · demerit points
- disqualification periods
- imprisonment.

Fines

A fine is an amount of money that must be paid within a set time frame. The amount varies depending on the offence. The more serious the offence, the higher the fine.

Demerit points

Some traffic offences have demerit points. The number of demerit points varies depending on the offence. Demerit point offences committed in other Australian States or Territories can be recorded on your licence record. Demerit points will be recorded against you regardless of the type of vehicle that you were driving or riding.

Remember, your motorcycle and car licence are the same licence so if you commit a demerit point offence while riding your motorcycle it will be recorded against your car licence and vice versa.

If you accumulate 12 or more demerit points within three years (open) or four or more within a year (learner or provisional) your licence may be suspended.

Disqualification

If you are disqualified you can't ride or drive anywhere in Australia. When you are disqualified all your classes of licence will also be suspended or cancelled.

Demerit point suspensions

There is a limit on the number of demerit points that you can get before your driver licence is suspended.

The maximum number of demerit points you can get depends on the type of licence you have (e.g. learner, provisional or open).

Type of licence	Number of demerit points	Period of suspension
Learner and provisional motorcycle licence	4 points in 12 months	3 months
Open motorcycle licence	12 points in 3 years	3-5 months

Period of good behaviour

If you have a licence and it is to be suspended because of demerit points, you can enter into a period of good behaviour.

A period of good behaviour allows you to keep your licence and keep driving/riding. However, if you get more than one demerit point in a 12 month period, your licence will be suspended for twice the original length of the suspension.

17: Glossary

Accelerate: increasing speed

Adjacent street: coming from the left or right, across your path

Approaching: getting closer to, from any direction

BAC: blood or breath alcohol concentration given as grams of alcohol per 100 millilitres of blood or 210 litres of breath

Blind spot: area beside and behind that is not seen in mirrors (see also *Head check*)

Buffer/buffering: positioning the motorcycle to create maximum space around you, away from hazards

Certificate of Competence: certificate issued on successful completion of a Q-RIDE training course

Colliding: crashing into

Crash avoidance space: the space a rider needs in order to prevent a potential crash

Combination (motorcycle and sidecar): a motorcycle with a sidecar attached (also known as an outfit)

Compulsory: necessary, required, must do

Covering the brakes: where the rider's fingers are over the front brake lever and their toes over the rear brake pedal without activating the brakes (see also *Setting up the brakes*)

Counter steering: the action of applying slight pressure on the handlebar in the opposite direction of the turn to cause the motorcycle to lean into the turn

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

Evidence of identity: documents that prove who you are and that you use a particular name

Fairing: bodywork designed to deflect wind

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

Footrests: pegs attached to the motorcycle to support your feet

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

Goggles: eye protection that covers and forms a seal around the eyes

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

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

Intersection: where two or more roads meet or join

Knowledge test: a written theory test of the road rules

Lane: an area of road marked by continuous or broken lines, designed for use by a single line of traffic

Lane filtering: the act of over taking between two stationary vehicles (other than motorcycles) travelling side-by-side n the same direction on a multilane road.

Lane splitting: the act of overtaking between two moving vehicles (other than motorcycles) travelling side-by-side in the same direction on a multilane road

Lean angle: how far the motorcycle leans in a corner or turn

Leaning in: the physical movement of the rider's upper body into the turn and slightly forward so that the motorcycle lean angle is reduced

Leaning out: the physical movement of the rider's upper body away from the turn to allow the motorcycle lean angle to increase and tighten a turning circle

Leaning with: where the rider leans at approximately the same angle as the motorcycle

Learner Approved Motorcycle (LAM): a motorcycle that has a maximum power to weight ratio of 150 kilowatts per tonne combined with a maximum engine capacity of 660 mL and is on the LAM scheme List on the department's website

Motorcycle: a motor vehicle that runs on two wheels, and if a sidecar supported by a third wheel is attached, includes the sidecar, or a motor trike

Motor trike: a motor vehicle that has three wheels and is built like a motorcycle

Multilaned roads: roads with more than one lane in the same direction

Must: a mandatory requirement

Oncoming vehicle: a vehicle approaching, and travelling in the opposite direction

Overtaking: to pass a vehicle travelling in the same direction as you

Pillion: motorcycle passenger

Pothole: hole in the road surface

Power to weight ratio: engine power – in kilowatts to weight of motorcycle (including rider) – in tonnes

Pressure (tyre): the measure of how hard a tyre is inflated

Protective clothing: clothing designed to reduce rider injury and fatigue

Q-Ride: a competency based training and assessment process administered by Q-Ride Registered Service Providers

Q-SAFE: a practical riding test administered through the department

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

Road motorcycle: motorcycle made primarily to ride on sealed roads

Safe gap: a gap that allows you to undertake a manoeuvre without entering the crash avoidance space of other road users

Scanning: moving the eyes to different areas to build up a picture of events

Screen: windscreen

Setting up the brakes: the action of taking the freeplay out of the front and rear brake levers (see also *Two-stage braking*)

Should: a recommendation, advice

Sidecar: a wheeled attachment fitted to the left side of a motorcycle (see also *Combination*)

Skid: when a tyre loses grip on the road surface

Speed limit: the legal maximum speed for any particular stretch of road

Squeeze (brakes): progressively applying more pressure to the brake levers (see also *Two-stage braking*)

Stationary: not moving

Suspension: front forks, rear shock absorbers, springs

Swerving: quickly turning in one direction

Throttle: a control used to vary the motorcycle's engine speed

Trail motorcycle (or trail bike): motorcycle built primarily for

riding off road

Tread: the pattern of rubber on the surface of a tyre that grips

the road

Two-stage braking: a braking technique consisting of setting

up and squeezing the brake levers

U-turn: a complete change of direction of approximately 180

degrees

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

18: Safe riding tips

- **1. Always wear a helmet that complies with Australian Standard AS 1698**: A helmet is your most important piece of protective gear.
- 2. Wear highly visible gear: Motorcycle riders need to maximise their visibility to other road users.
- **3. Wear good protective gear**: Invest in the right jacket, pants, boots and gloves. Wearing the right protective clothing can significantly reduce injury in a crash, help you to be seen by others, protect you from the weather and improve your comfort when riding.
- **4. Remember the two second rule**: Keep a safe distance when following other vehicles also make sure you keep a safe distance at your back and sides. This gives you more visibility and more time to react to hazardous situations. It pays to double your following distance when riding in the rain.
- **5. Keep your motorcycle roadworthy**: Before riding do some basic checks. Your motorcycle roadworthiness should be checked at regular intervals, especially your lights, brakes, steering, horn and tyres.
- **6. Safe riding to reduce your risk of crashing**: Riding is never risk free, but you should aim to ride 'low risk'. A low risk rider has good observation, speed management, road positioning, decision making and hazard perception skills.
- 7. Select a safe gap: Selecting a safe gap when turning, overtaking or changing lanes is a critical skill to safe riding.
- **8. Be aware of potential hazards**: Such as blind corners, blocked intersections, crests, poor weather conditions, other road users tailgating you and maintain a crash avoidance space.
- **9. Position for curves and bends**: Starting curves wide will improve your vision. Planning to finish them in tight will help you get your speed right and leave you room for slight errors. Ride the curve at a speed you can handle.
- 10: Ride your own ride: Don't try to keep up with your friends who may be more experienced. Know your personal limits.
- 11: Check traffic reports and road work reports and adjust your journey if necessary: Department of Transport and Main Roads and Councils post bulletins on their internet sites regarding road works and hazards.
- 12: Be careful at T-intersections: T-intersections are particularly hazardous to motorcyclists.
- 13: Look after your mates: An observation or comment could save their lives.

For more information contact the Department of Transport and Main Roads on 13 23 80 (during business hours, higher rates apply to mobile phones) or visit www.motorcyclesafety.qld.gov.au.