

## Motorcycle Operator Skill Test (MOST)

The Motorcycle Operator Skill Test (MOST) consists of eight test segments, which measure your ability to handle a motorcycle, including starting, accelerating, turning and braking. None of the tests are difficult or dangerous for a skilled rider.

If during testing, you feel that any element of the test is beyond your skill level, you should tell the Testing Officer. To pass however, you will have to complete all of the test segments. When you are on the test course, you will be given specific instructions for each test. Points are accrued for errors such as: - touching painted lines, putting your foot down on the ground during a test, or hitting cones.

A pass is eight points or less, nine or more points a fail is recorded.

Applicants may watch other applicants taking the test, however please respect their right to privacy and a fair attempt.

## Brief on bribery and corruption

The Motorcycle Operator Skill Test (MOST) is conducted on behalf of the RTA. Any attempt to influence the decision in any manner, will result in the immediate stopping of your test and the matter will be reported.

## Test termination

The Test may be terminated prior to completion. The Testing Officer is required to terminate the Test and record a fail under any of the following conditions:

- Points accumulation – if an applicant has accrued 9 or more points, or
- Disregards instructions – if an applicant disregards any instructions from the testing officer, or
- Fails to understand instructions– if an applicant fails to understand the instructions given by the testing officer, or
- Unsafe act – if in the testing officer's judgement the applicant performs an unsafe act, or
- Applicant inability – if an applicant displays gross motorcycle riding inability in any aspect of the test, or
- Drop motorcycle – if an applicant drops the motorcycle, or falls from or with the motorcycle, or
- Excessive test time – if an applicant takes excessive time to complete a test.
- Leaving the testing area

## Test motorcycle and helmet

Test motorcycles must be fully registered and roadworthy. The test motorcycle must conform to the legal requirements of the applicant's licence. Applicants must wear an Australian Standard AS-1698 approved motorcycle helmet.

## Test instructions

Prior to commencing each section of the test you will be given specific instructions related to the section you are about to commence. At the end of the instructions you will be asked two questions:

1. 'Are there any questions?'
2. 'Do you understand?'

If you do not understand the test ask the testing officer to explain it again. Only start the test if you fully understand what you are to do.

Once you start the test it is deemed that you fully understand what is expected of you.

## Stalling

- Throughout the entire test, including positioning, you will incur points if you stall the engine of the motorcycle.

## Headchecks

- Throughout the entire test, points will be incurred if you fail to conduct a headcheck before moving away.

### Left turn and Stop in the box

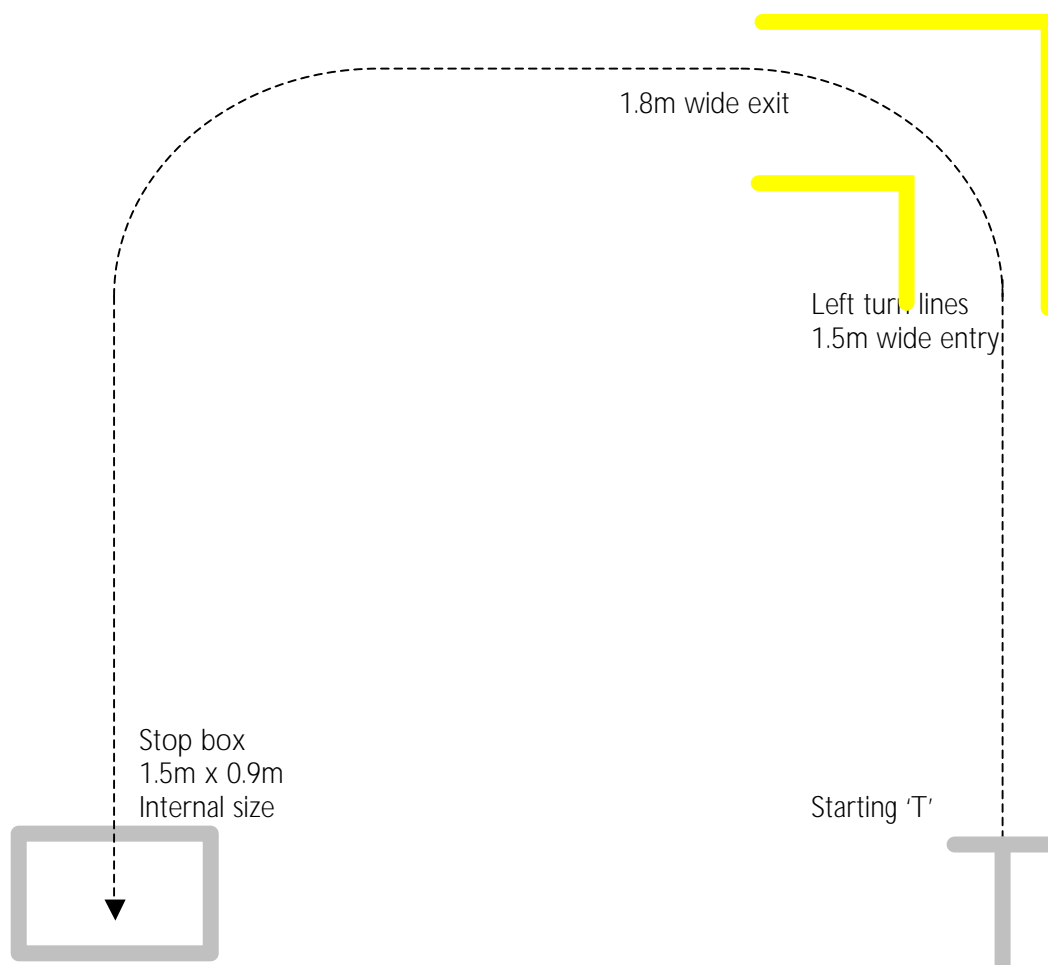
- Left turn – make a left turn through the marked yellow lines.
- Stop in the box – make a smooth, non-skidding stop with the 'contact patch' of the front tyre completely inside the white painted box.

### Points are accumulated for:

- Left turn – touching the yellow lines or putting your foot on the ground
- Stop in the box – skidding either wheel or stopping with the 'contact patch' of the front tyre outside the white painted box, (on the line is considered outside the box)

### Conditions:

- This test is done at whatever speed and in whatever gear you choose.



NOTE: Diagram is not to scale

## Cone weave and U-turn

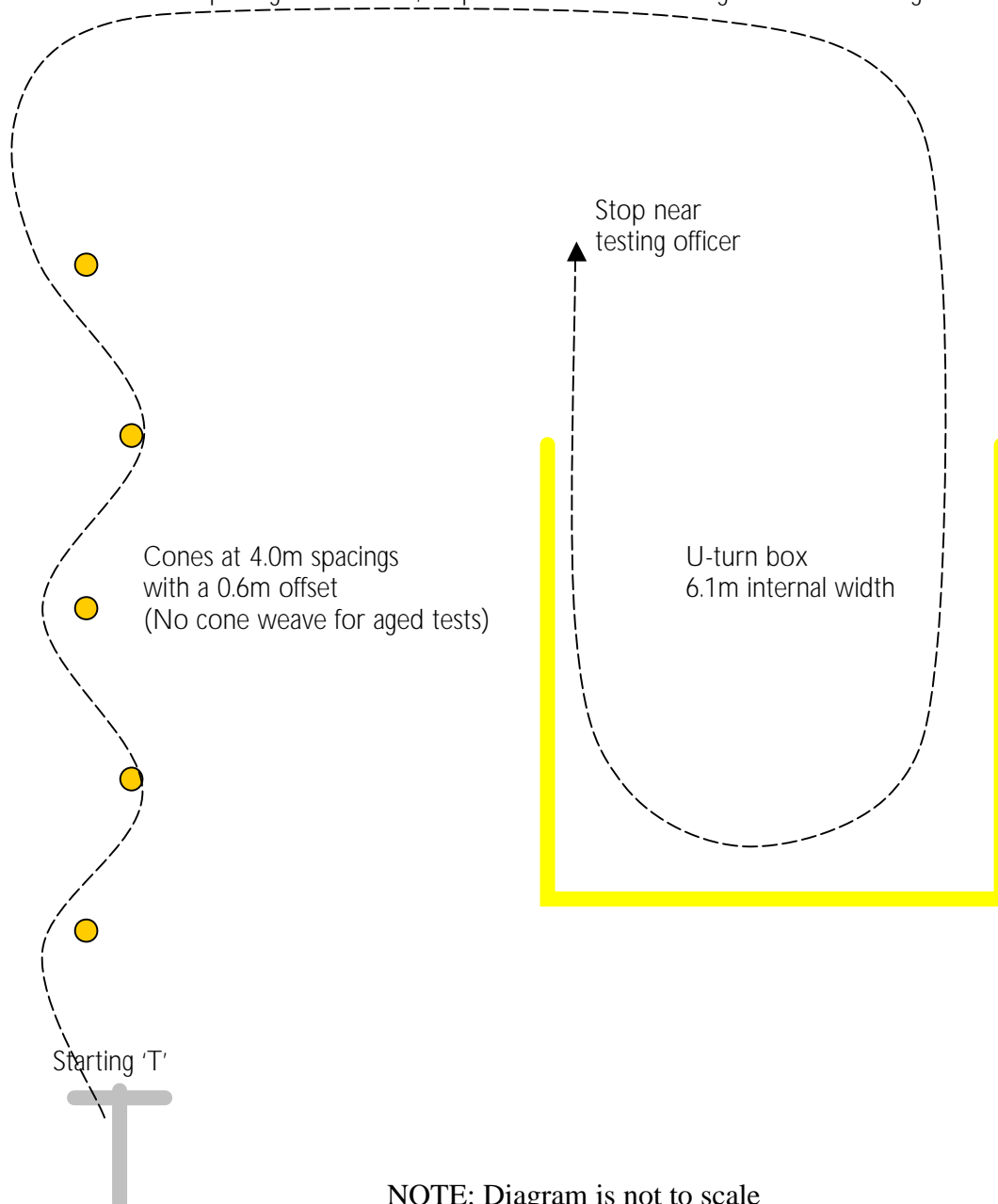
- Cone weave – proceed around the cones by riding to the left of the first cone, to the right of the second, and so on, weaving past all five cones
- U-turn – make a right (clockwise) 'U-turn' within the box formed by the yellow lines.

### Points are accumulated for:

- Cone weave – hitting a cone, skipping a cone or putting your foot down on the ground.
- U-turn – touching the yellow lines, or putting your foot down on the ground.

### Conditions:

- This test is done at whatever speed and in whatever gear you choose.
- After completing the 'U-turn', stop near where the testing officer is standing.



## Braking

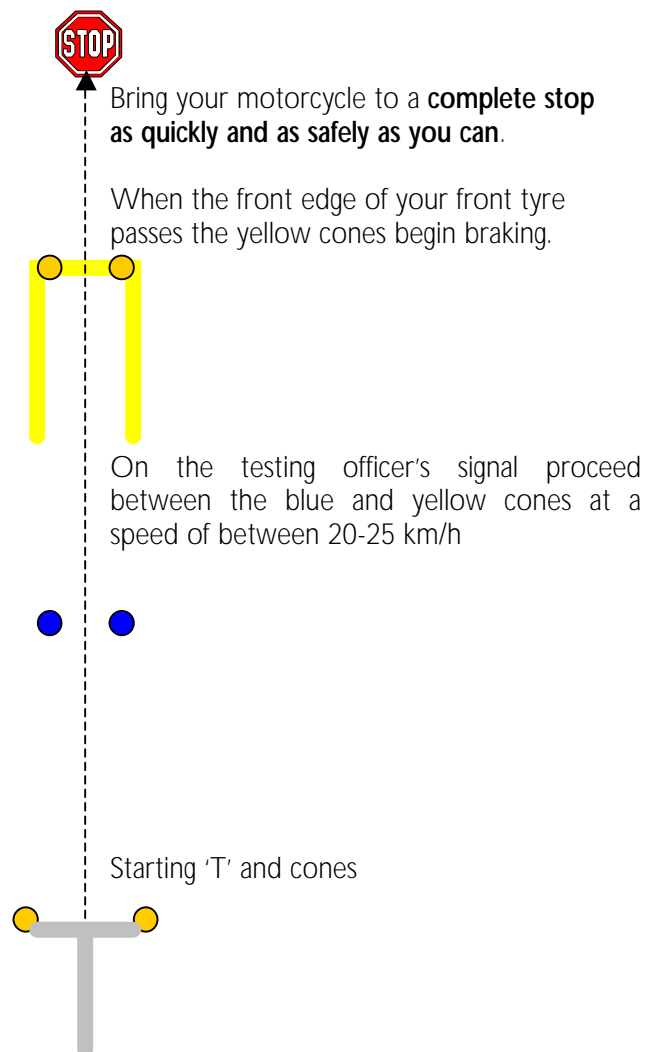
- Braking – on the testing officer's signal proceed between the blue and yellow cones at a speed of between 20-25 km/h.
- When the front edge of your front tyre passes the yellow cones, begin braking to bring your motorcycle to a **complete stop as quickly and as safely as you can**.
- Once stopped, do not allow your motorcycle to move backwards or forwards.

### Points are accumulated for:

- Points are based on stopping distance.
- You will not incur points if you skid either wheel.

### Conditions:

- If you are under 20 km/h you will be asked to perform a second stop.
- If you brake early or prepare your brakes before the yellow cones you will be asked to perform a second stop.
- If you are under 20 km/h or brake early on the second attempt a fail will be recorded.



NOTE: Diagram is not to scale

## Obstacle turn

- Obstacle turn– on the testing officer's signal proceed between the blue and yellow cones at a speed of between 20-25 km/h.
- When the front edge of your front tyre passes the yellow cones, turn to the (right/left), which will be the side that the testing officer is standing on, to avoid hitting the half tennis ball, then turn back in before hitting the side blue lines and ride through the marked exit lane.

### Points are accumulated for:

- If you hit a half tennis ball, either blue line, or don't ride through the exit lane a fail is recorded.
- If you turn to the incorrect side a fail is recorded (you must turn to the side that the testing officer is standing on).

### Conditions:

- If you are under 20 km/h you will be asked to perform a second turn.
- If you turn early or prepare to turn before the yellow cones you will be asked to perform a second turn.
- If you are under 20 km/h or turn early on the second attempt a fail will be recorded.
- Once you have completed the obstacle turn, bring your motorcycle back to where the testing officer standing.

