

O2W TRAINING GUIDE

Module One in brief

Module One tests take place throughout the UK at purpose-built Motorcycle Manoeuvring Areas (MMAs) and assesses a rider's skill before proceeding to the on-road requirements of Module Two. Each MMA is identical in size, 'road' surface, cone position and exercise dimensions.

Although Module One tests can be booked direct, it is advisable to arrange training and the test through a DVSA certified motorcycle training school. Qualified training will result in better preparation, improved confidence, higher skill levels and greater safety – plus a first time pass is far more likely!



VideoBiker
Keep It On the Black Stuff

What to take

Failing to take the correct documentation can result in a cancelled test and loss of the associated fee. Take the following:

- CBT certificate: in date and correctly filled out.
- UK driving licence: full or provisional photocard licence.

- Theory test certificate: in-date pass (valid for two years).
- Motorcycle: correct cc, road legal, taxed and with full-sized learner plates.

Mike Harbon
Motorcycle Instructor & Advanced Rider
(IAM & RoSPA)



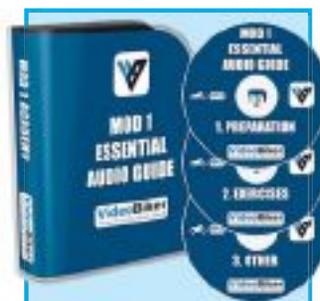
What to wear

While it's not mandatory, fully protective weather-appropriate, purpose-made motorcycle clothing is best. These should include leather motorcycle boots with a good level of ankle protection, armoured textile or leather motorcycle trousers and jacket – worn with a motorcycle helmet that meets British Safety Standards, plus quality motorcycle gloves and a high-visibility vest. Failing to wear the correct clothing will result in a cancelled test. Minimum acceptable clothing requirements:

- Motorcycle helmet: to British Safety Standards
- Sturdy footwear: must support and protect ankles
- Denim trousers: heavy denim (no holes/tears)
- Denim jacket: heavy denim (no holes/tears) plus sufficient layers
- Motorcycle gloves: good quality/condition

Dr Ian Mew
Consultant in Anaesthetics, Intensive Care
Medicine & Air Ambulance Critical Care

“Wearing the right clothing won't save your life if you're in a serious bike accident, you need to ride safely to do that; but you're significantly less likely to need hospital treatment if you wear a good quality jacket, trousers, gloves and boots, particularly when fitted with armour.”



ESSENTIAL AUDIO GUIDE

This comprehensive 21-track audio book, covering all aspects of Module One is available free of charge and is a useful training enhancement tool for all Module One test candidates. Get the Essential Module One Audio Guide audio guide at VideoBiker.co.uk (it's free).



“Put everything out the night before, with your keys – so that you pick everything up on the way out of the house and don't forget anything.”

Rider faults and fails

Up to five minor faults (that don't impact safety) can be allowed. These include: missed gear changes, 'minor' skids, stalling, being too slow in the circuit (emergency stop and avoidance) and missed observations (can also be a major fault).

More than five minor faults can result in a fail, as would one major fault or too many missed observations. Major faults can include:

- Too many missed observations
- Putting a foot down (depending on severity)
- Making contact with marker cones
- Failing to complete a manoeuvre
- Failing to reach a mandatory speed
- A dangerous skid
- Failing to stop in the correct place
- Taking too long to stop

Mike Harbon
Instructor & Advanced Rider
(IAM & RoSPA)

“If you make a mistake – forget it, keep going and don't convince yourself that you have failed. There are plenty who thought they had failed, only to be awarded a pass.”

Exercise tips

The test starts when the candidate sits on their bike and how a candidate enters the MMA is assessed. Parking-up is an opportunity to relax, look around and calm their nerves. With manual handling, practice and motorcycle familiarity are vital.

The slow control skills required for slalom and figure-of-eight are the same as for several road riding scenarios. The slow ride involves slow control, balance, forward observation and good head position. During the U-turn riders should not look down at the controls but should keep their head up and look in the direction of travel.

Key to riding the circuit correctly is professional training and practice. While the controlled stop is the easiest circuit exercise, failing to stop correctly will result in test failure.

On today's busy roads, it is vital that a rider has the skill to execute a safe emergency stop and likewise, having the skill to implement the avoidance manoeuvre is essential to rider safety.

The test ends when the candidate leaves the test area, has parked-up, turned off their engine and dismounted – care must be taken until the very end!

Simon Hayes
Motorcycle Instructor, VideoBiker.co.uk

