



# **Q-Ride Competency Standards**

The Q-Ride Competency Standards are made by the Chief Executive, Department of Transport and Main Roads under the Transport Operations (Road Use Management – Accreditation and Other Provisions) Regulation 2005.

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## 1. INTRODUCTION

The Q-Ride Competency Standards specify the skills and knowledge required by a person being trained and assessed through Q-Ride.

The standards quantify what a learner must do and how well it must be done to enable them to apply to Queensland Transport for the issue of the class of licence they have been trained and assessed for through Q-Ride.

A Q-Ride registered service provider must use the Q-Ride Competency Standards as a basis for developing a training and assessment program as required in the Q-Ride Registered Service Provider Standards. The training and assessment program developed by the Q-Ride registered service provider must be used by their accredited rider trainers when training and assessing learners who are undertaking Q-Ride training and assessment with that Q-Ride registered service provider.

This program must be approved by Queensland Transport before a Q-Ride Registered Service Provider is registered to provide Q-Ride training and assessment. Compliance with the training and assessment program will ensure that learners receive a consistent level of training and assessment.

## 2. WHAT ARE COMPETENCY STANDARDS?

Competency standards specify the level of performance to be achieved by a person before they are deemed to be competent in each manoeuvre. They are the foundation of Q-Ride training and assessment. They define what the manoeuvre comprises and how well the learner must perform that manoeuvre to be deemed competent.

Q-Ride competency standards are based on a concept of:

- application of the skills, knowledge and attitude to perform the task
- responding and reacting appropriately to the unexpected
- fulfilling the standard expected in the specific environment
- transferring skills and knowledge to new situations.

## 3. UNDERPINNING SKILLS AND KNOWLEDGE

"Underpinning knowledge" is the essential knowledge and understanding a person needs to perform a task.

For example, to change a tyre on a motorbike, you first need to know what a tyre is, that it contains pressurised air and that certain tools are needed - that is underpinning knowledge. The use of the tools is an underpinning skill needed to change the tyre.

Relevant underpinning knowledge and skill is listed in each unit of competency. The learner must be able to demonstrate underpinning knowledge and skill while being assessed in each unit of competency.

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## 4. ATTITUDE

Attitude is an essential part of competency based training and assessment.

Attitudes are beliefs and feelings that predispose people to behave in particular ways towards objects, people and events. In the context of competency based training and assessment, it is a point of view or the way a person looks at life or a particular thing – for example, a positive attitude.

Belief + Value = Attitude = Behaviour

Beliefs are assumed facts or statements about the world.

Values are broad preferences for some states of affairs over others. They can be intellectual, aesthetic, social, political and religious.

## 5. ROADCRAFT

Roadcraft is the ability of a driver to apply the knowledge, skills and attitude to various driving systems and defences to achieve a safe journey.

It embodies:

1. The system of vehicle control
2. Scanning techniques
  - Active scanning
  - Commentary riding
3. Safe vehicle operation
  - Consideration of motorbike limitations
  - Manufacturer's standards
4. Defensive driving techniques
  - Following distance
  - Caution
  - Managing traffic hazards
5. Adherence to traffic laws
6. Courtesy and consideration to other road users
7. Understanding of the effects of adverse conditions on motorbikes
8. Understanding of the consequences of a learner's incorrect actions.

## 6. APPLYING Q-RIDE STANDARDS

When conducting Q-Ride training and assessment, the accredited rider trainer must ensure that the Q-Ride Competency Standards Performance Criteria, the Critical Aspects of Evidence and Underpinning Knowledge and Skills in the Evidence Guide are met as well as complying with the relevant appendix.

When assessing learner riders, the accredited rider trainer will use the Consistent Assessment Process.

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## 7. DEFINITIONS

<b>Appropriate</b>	Suitable or fitting for a particular purpose or occasion, etc.
<b>Approximate</b>	Approach closely to, nearly equal.
<b>Competency</b>	The knowledge, skills and attitudes required by a person to successfully perform a task.
<b>Counter-steering</b>	Counter-steering is a method of causing the motorbike to lean into a turn, and is initiated by pressing on the handbar in the direction of the turn.
<b>Crash avoidance</b>	Recognising hazards, understanding the defence and acting in time.
<b>Defensive Riding</b>	Riding in a manner that will prevent being involved in a crash, in spite of the incorrect action of others or the presence of driving conditions where safety or vision is reduced.
<b>Exercise area</b>	An area that is a safe and secure area which cannot be accessed by any other person than those involved in the Q-Ride training and assessment.
<b>Fair</b>	The assessment does not disadvantage any person. They have a clear understanding of what is expected.
<b>Flexible</b>	Allows for assessment either on or off the job (mutually convenient times and situations).
<b>Friction point</b>	Where the clutch has been sufficiently released to permit a limited amount of friction between the clutch plates. The amount of friction applied is usually sufficient to counter the motorbike mass.
<b>Hazard</b>	A hazard is any stationary or moving object in the road environment that has the potential to increase the risk of a crash.
<b>Markers</b>	Traffic cones or other similar objects. ( <b>Note:</b> Painting alone of training surface is not acceptable).
<b>On demand</b>	In this context is where the trainer indicates a course of action or direction to the learner without any prior warning.
<b>Ratio</b>	Where the number of learners exceeds the prescribed ratio for a single trainer, a second trainer must be allocated. This trainer is then required to assess the other learners within the prescribed ratio as a second group.
<b>Reliable</b>	Consistency in the interpretation of evidence and assessment outcome. Collecting evidence in different locations and times.
<b>Road</b>	Includes an area that is open to or used by the public and, as one of its uses, the driving or riding of motor vehicles, whether on payment of a fee or otherwise (Refer to <i>Transport Operations (Road Use Management) Act 1995</i> for full text).
<b>Scan</b>	The act of looking and identifying traffic hazards.
<b>Speed zones</b>	A length of road that has a specific speed limit applying to it is known as a "speed zone". A speed zone is always defined by a speed limit sign at the start of the zone and another speed limit sign showing a different speed limit at the end of the zone.
<b>Sufficient</b>	Assessors must collect enough evidence to be satisfied that the learner is competent across all elements according to the performance criteria, taking into account the Range of Variables.
<b>System of Vehicle Control</b>	A system that ensures the rider is in the correct position on the road with the correct gear engaged and travelling at the correct speed.
<b>Valid</b>	Evidence collected focuses on the appropriate knowledge and skills specified in the Performance Criteria and Evidence Guides.
<b>Workplace</b>	A workplace is any place where work is, is to be, or is likely to be, performed by a worker, self-employed person or employer.

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## 8. UNITS OF COMPETENCY

The issue of a Q-Ride competency declaration is dependent on the learner's ability to demonstrate competence in the following Q-Ride units of competency:

<b>Units of Competency</b>	<b>Elements of Competency</b>
<b>1. Prepare motorbike for operation</b>	1.1 Perform pre-ride safety check 1.2 Initiate regular maintenance and routine service 1.3 Mount/dismount motorbike
<b>2. Manoeuvre motorbike at low speed</b>	2.1 Posture 2.2 Starting/stopping motorbike 2.3 Move off and stop 2.4 Changing gears 2.5 Perform low speed manoeuvres
<b>3. Control motorbike at road speeds</b>	3.1 Carry out counter-steering manoeuvre 3.2 Execute braking procedures
<b>4. Apply Roadcraft</b>	4.1 Defensive riding principles 4.2 Apply roadcraft 4.3 Manage riding situations

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## UNIT 1 PREPARE MOTORBIKE FOR OPERATION

**Description:** Skills and knowledge to ensure that the motorbike is safe, serviceable and complies with legal requirements

<b>Elements</b>	<b>Performance Criteria</b>
<b>1.1 Perform pre-ride safety check</b>	<ul style="list-style-type: none"><li>a. Motorbike controls are identified and used according to manufacturer's instructions</li><li>b. Pre-ride safety check is carried out to determine operation of:<ul style="list-style-type: none"><li>b1 headlights —high/low (clean, functioning)</li><li>b2 indicators (clean, functioning legally)</li><li>b3 horn (functioning)</li><li>b4 mirrors (clean)</li><li>b5 brake light (clean, front and rear functioning)</li><li>b6 tail light (clean, functioning)</li><li>b7 tyres (pressures, tread depth)</li><li>b8 registration (current, label compliant)</li><li>b9 chain guard (secure, appropriate position)</li><li>b10 fluid leaks</li><li>b11 fuel tap (if fitted)</li></ul></li></ul>
<b>1.2 Initiate regular maintenance and routine service</b>	<ul style="list-style-type: none"><li>a. Specific items are identified and managed which include:<ul style="list-style-type: none"><li>a1 fluid levels checked/replenished; fuel, engine oil, hydraulic fluid, coolant</li><li>a2 brake lever/pedal travel</li><li>a3 clutch lever free play</li><li>a4 chain/drive belt tension</li><li>a5 tyre pressures, tread depth</li></ul></li><li>b. Any defects or any maintenance needs detected during the learner's pre-ride safety check are managed including brake and clutch levers are not broken</li><li>c. Dealer service items are identified and managed which may include:<ul style="list-style-type: none"><li>c1 service schedules</li><li>c2 non-owner service items</li><li>c3 wear and damage</li></ul></li></ul>
<b>1.3 Mount / dismount motorbike</b>	<ul style="list-style-type: none"><li>a. Motorbike side/centre stand is used according to manufacturer's instructions</li><li>b. Motorbike is mounted/dismounted from the left side with the front brake applied</li></ul>

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## UNIT 1 PREPARE MOTORBIKE FOR OPERATION

### RANGE OF VARIABLES

Variable	Scope
<b>1. Assessment environment</b>	a. Assessment environment may include the following: a1 a training room or area suitable for theory lessons a2 an exercise area that must be safe and have a smooth hard surface, free of loose material a3 a motorbike
<b>2. Sources of information may include</b>	a. <i>Transport Operations (Road Use Management) Act 1995</i> and supporting regulations. a1 Service schedule a2 Owner handbook/workshop manual a3 <i>Your Keys to Driving in Queensland</i>
<b>3. Regulations/legislation may include but are not limited to</b>	a. <i>Transport Operations (Road Use Management) Act 1995</i> and supporting regulations b. Australian Standards
<b>4. Consistency of performance</b>	a. Competency in this unit needs to be assessed over a period of time, in a range of contexts and on multiple occasions, involving a combination of direct, indirect and supplementary forms of evidence b. Application of relevant items of roadcraft must be evident in all performance

### EVIDENCE GUIDE

<b>1. Critical aspects of evidence</b>	a. Assessment must confirm appropriate knowledge and skills to: a1 access and apply relevant maintenance information a2 identify required repairs and maintenance a3 prioritise identified repairs and maintenance a4 correctly mount and dismount a motorbike
<b>2. Interdependent assessment of units</b>	a. This unit of competency may be assessed in conjunction with other units that form part of the function
<b>3. Underpinning knowledge and skills</b>	a. Knowledge of parts and controls of a motorbike b. Knowledge of owner maintenance items c. Adjustment of brake and clutch levers & mirrors d. Demonstrate pre-operation check e. Knowledge of legislative requirements
<b>4. Context of assessment</b>	a. Assessment must confirm that actions are performed in accordance with legislation and accepted best practice b. Competency must be assessed under operating conditions c. Evidence of the application of underpinning knowledge and skills must be observed during assessment d. Motorbike is not used in an illegal condition or situation e. Motorbike complies with the Australian Design Rules and has not been modified without written approval f. Learners must display the application of roadcraft during assessment of competencies

## UNIT 2 MANOEUVRE MOTORBIKE AT LOW SPEED

**Description:** Skills and knowledge to adopt a safe riding position on a motorbike and be able to commence operating controls at low speeds in accordance with safety considerations and manufacturer's procedures.

Elements	Performance Criteria
<b>2.1 Posture</b>	<ul style="list-style-type: none"> <li>a. Riding posture appropriate to manoeuvre, motorbike type and style is used with regard to safety, comfort and fatigue minimisation and includes:               <ul style="list-style-type: none"> <li>a1 riding with eyes level with the horizon, looking well ahead</li> <li>a2 keeping shoulders relaxed</li> <li>a3 keeping knees close together/in to the motorbike</li> <li>a4 arms remaining slightly bent</li> <li>a5 placing feet in the appropriate position</li> </ul> </li> </ul>
<b>2.2 Starting/stopping motorbike</b>	<ul style="list-style-type: none"> <li>a. Engine is started in accordance with manufacturer's instructions:               <ul style="list-style-type: none"> <li>a1 fuel tap position checked</li> <li>a2 engine cut-off switch to 'run'</li> <li>a3 ignition on</li> <li>a4 brake on, pull clutch in, neutral selected</li> <li>a5 engine started</li> </ul> </li> <li>b. Engine is stopped in accordance with manufacturer's instructions:               <ul style="list-style-type: none"> <li>b1 brake on</li> <li>b2 engine turned off</li> </ul> </li> </ul>
<b>2.3 Move off and stop</b>	<ul style="list-style-type: none"> <li>a. Learner moves off smoothly by using the controls as specified by the motorbike manufacturer and includes:               <ul style="list-style-type: none"> <li>a1 selecting first gear</li> <li>a2 obtaining friction point</li> <li>a3 relaxing brake</li> <li>a4 applying appropriate throttle</li> <li>a5 releasing clutch further as brake is released</li> <li>a6 returning foot to appropriate position</li> </ul> </li> <li>b. Learner stops smoothly by using the controls as specified by the motorbike manufacturer and includes:               <ul style="list-style-type: none"> <li>b1 front and rear brakes used together to bring motorbike to a stop</li> <li>b2 pull clutch in</li> <li>b3 selecting neutral</li> <li>b4 releasing clutch</li> <li>b5 keeping brake applied</li> </ul> </li> </ul>
<b>2.4 Changing gears</b>	<ul style="list-style-type: none"> <li>a. Learner changes to a higher gear smoothly as specified by the motorbike manufacturer and includes:               <ul style="list-style-type: none"> <li>a1 accelerating motorbike to appropriate speed for gear change</li> </ul> </li> <li>b.               <ul style="list-style-type: none"> <li>a2 set-up for gear change</li> <li>a3 throttling off and pulling clutch in at the same time</li> <li>a4 selecting higher gears</li> <li>a5 throttling on and releasing clutch at the same time</li> </ul> </li> <li>c. Learner changes to a lower gear smoothly as specified by the motorbike manufacturer and includes:               <ul style="list-style-type: none"> <li>b1 reducing speed appropriate for gear change</li> <li>b2 set-up for gear change</li> <li>b3 throttling off and pulling clutch in at the same time</li> <li>b4 selecting lower gears, throttle may be required</li> <li>b5 releasing clutch gently</li> </ul> </li> </ul>
<b>2.5 Perform low speed manoeuvres</b>	<ul style="list-style-type: none"> <li>a. Complete slow ride over a marked course within specifications described in Appendix A</li> <li>b. Complete 4 figure eights within specifications described in Appendix B</li> </ul>

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## UNIT 2 MANOEUVRE MOTORBIKE AT LOW SPEED

### RANGE OF VARIABLES

Variable	Scope
<b>1. Assessment environment</b>	a. Assessment environment may include the following: a1 a training room or area suitable for theory lessons a2 an exercise area that must be safe and have a smooth hard surface, free of loose material a3 a motorbike
<b>2. Sources of information may include</b>	a. <i>Transport Operations (Road Use Management) Act 1995</i> and supporting regulations b. Owners handbook/workshop manual c. <i>Your Keys to Driving in Queensland</i>
<b>3. Regulations/legislation may include but are not limited to</b>	a. <i>Transport Operations (Road Use Management) Act 1995</i> and supporting regulations b. Local Government bylaws
<b>4. Consistency of performance</b>	a. Competency in this unit needs to be assessed over a period of time, in a range of contexts and on multiple occasions, involving a combination of direct, indirect and supplementary forms of evidence b. Application of relevant items of roadcraft must be evident in all performance

### EVIDENCE GUIDE

<b>1. Critical aspects of evidence</b>	a. Assessment must confirm the ability to: a1 control a motorbike using balance, brake, throttle and clutch control a2 apply specified riding posture a3 observe in the direction of intended travel (Figure 8) a4 comply with motorbike manufacturers' handling techniques a5 monitor and maintain motorbike performance
<b>2. Interdependent assessment of units</b>	a. This unit of competency may be assessed in conjunction with other units that form part of the function.
<b>3. Underpinning knowledge and skills</b>	a. Accepted best practice and safety procedures b. Complying with motorbike manufacturers' instructions c. Knowledge of motorbike dynamics and limitations d. Demonstrated use of all controls to regulate motorbike response and attitude e. Demonstrated accepted riding posture f. Demonstrated correct vision techniques
<b>4. Context of assessment</b>	a. Assessment must confirm that actions are performed in accordance with legislation and accepted best practice b. Competency must be assessed under operating conditions c. Evidence of the application of underpinning knowledge and skills must be observed during assessment d. Learners must display the application of the relevant items of roadcraft during assessment of competencies e. Motorbike is not used in an illegal condition or situation f. Performance criteria item 2.2 (a4) neutral selected, 2.3 (b3) selecting neutral and (b4) releasing clutch are applicable mainly within these Elements.

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### UNIT 3 CONTROL MOTORBIKE AT ROAD SPEEDS

**Description:** Skills and knowledge to manoeuvre motorbike at various speeds in accordance with safety considerations and manufacturer's procedures.

Elements	Performance Criteria
<b>3.1 Carry out counter-steering manoeuvre</b>	<ul style="list-style-type: none"><li>a. Complete a slalom manoeuvre marked with raised markers within specifications described in Appendix C. Learner to maintain constant throttle</li><li>b. Complete a crash avoidance exercise within specifications described in Appendix D</li></ul>
<b>3.2 Execute braking procedures</b>	<ul style="list-style-type: none"><li>a. Complete a controlled braking exercise to a predetermined place or line through:<ul style="list-style-type: none"><li>a1 both brakes applied together to reduce speed but predominate use of front brake</li><li>a2 clutch released between each gear change when selecting lower gears (manual motorbikes only)</li><li>a3 selecting 1st gear before coming to a stop (manual motorbikes only)</li><li>a4 rear brake remains on after stopping</li></ul></li><li>b. Complete a controlled braking exercise on demand within the following specifications:<ul style="list-style-type: none"><li>b1 braking to a stop from approximately 40 km/h, within a maximum distance of 18 metres including reaction time</li><li>b2 predominate use of front brake required but both brakes applied together</li><li>b3 turning throttle off</li><li>b4 controlling any skidding</li><li>b5 rear brake remains on after stopping</li></ul></li></ul>

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## UNIT 3 CONTROL MOTORBIKE AT ROAD SPEEDS

### RANGE OF VARIABLES

Variable	Scope
<b>1. Assessment environment</b>	a. Assessment environment may include the following: a1 a training room or area suitable for theory lessons a2 an exercise area that must be safe and have a smooth hard surface, free of loose material a3 a motorbike
<b>2. Sources of information may include</b>	a. <i>Transport Operations (Road Use Management) Act 1995</i> and supporting regulations b. Owners handbook/workshop manual c. Your Keys to Driving in Queensland
<b>3. Regulations/legislation may include but are not limited to</b>	a. <i>Transport Operations (Road Use Management) Act 1995</i> and supporting regulations b. Local Government bylaws
<b>4. Consistency of performance</b>	a. Competency in this unit needs to be assessed over a period of time, in a range of contexts and on multiple occasions, involving a combination of direct, indirect and supplementary forms of evidence b. Application of relevant items of roadcraft must be evident in all performance

### EVIDENCE GUIDE

<b>1. Critical aspects of evidence</b>	a. Assessment must confirm the ability to: a1 control a motorbike using balance, throttle and clutch control a2 apply specified riding posture a3 comply with motorbike manufacturers' handling techniques a4 monitor and maintain motorbike performance a5 apply distinct, progressive compression of the front suspension during braking
<b>2. Interdependent assessment of units</b>	a. This unit of competency may be assessed in conjunction with other units that form part of the function
<b>3. Underpinning knowledge and skills</b>	a. Demonstrate accepted best practice and safety procedures b. Complying with motorbike manufacturers' instructions c. Knowledge of motorbike dynamics and limitations d. Use of all controls to regulate motorbike response and attitude e. Effects of reaction time on motorbike braking distance f. Effective counter steering techniques
<b>4. Context of assessment</b>	a. Assessment must confirm that actions are performed in accordance with legislation and accepted best practice b. Competency must be assessed under operating conditions c. Evidence of the application of underpinning knowledge and skills must be observed during assessment d. Learners must display the application of the relevant items of roadcraft during assessment of competencies e. Motorbike is not used in an illegal or unsafe condition or situation

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## UNIT 4 APPLY ROADCRAFT

**Description:** Skills and knowledge to safely and efficiently operate the motorbike on public roads.

Elements	Performance Criteria
<b>4.1 Defensive riding principles</b>	<ul style="list-style-type: none"><li>a. Hazard perception techniques are described</li><li>b. Safe following distance requirements are described</li><li>c. Braking distances are explained</li><li>d. Considers alternative actions</li></ul>
<b>4.2 Apply Roadcraft</b>	<ul style="list-style-type: none"><li>a. Driving hazards are identified and/or anticipated and avoided through defensive driving and the application of roadcraft principles and includes:<ul style="list-style-type: none"><li>a1 adopting a safe following distance</li><li>a2 adopting an appropriate road position with adequate safety margins</li><li>a3 applying the System of Vehicle Control</li><li>a4 obeying all traffic rules</li><li>a5 using scanning techniques to monitor traffic conditions and hazards</li><li>a6 mirrors and blind spots are checked before moving off or changing direction</li><li>a7 providing courtesy to other road users</li></ul></li></ul>
<b>4.3 Manage riding situations</b>	<ul style="list-style-type: none"><li>a. Motorbike is operated in a safe, efficient manner by demonstrating:<ul style="list-style-type: none"><li>a1 smooth take-offs, without stalling or engine over-speeding</li><li>a2 motorbike controls operated according to manufacturers' recommendations without looking at them</li><li>a3 operation of motorbike transmission and engine through all gears appropriate to the road speed and engine load</li><li>a4 smooth gear changes</li><li>a5 engine speed is kept within manufacturer's optimum range</li><li>a6 smooth hill starts without stalling, rolling back or lifting the front wheel</li><li>a7 motorbike limitations and not exceeding them</li><li>a8 a knowledge of motorbike dynamics</li></ul></li><li>b. All available road and traffic situations listed in the range of variables are encountered and managed</li></ul>

## UNIT 4 APPLY ROADCRAFT

### RANGE OF VARIABLES

Variable	Scope
<b>1. Assessment environment</b>	a. Assessment environment may include: a1 a training room or area suitable for theory lessons  b. All available road systems including: b1 one way roads b2 marked and unmarked roads of varying width b3 merge/exit lanes b4 unsealed surfaces b5 curves/bends b6 roundabouts b7 marked and unmarked driving lanes b8 intersections (combination, staggered, cross roads and T-Intersections) b9 controlled and uncontrolled intersections (signs, lights) b10 directional markings and signs b11 edge lines b12 pedestrian, children's and level crossings b13 various speed zones b14 varying traffic density  c. Specific hazards or obstacles should include: c1 variations from normal environment, eg. Traffic lights not functioning, road repairs, detours c2 painted surfaces c3 oil on road c4 metal inspection covers c5 road users and animals  d. a motorbike
<b>2. Sources of information may include</b>	a. <i>Transport Operations (Road Use Management) Act 1995</i> and supporting regulations b. Owner handbook/workshop manual c. <i>Your Keys to Driving in Queensland</i>
<b>3. Regulations/legislation may include but are not limited to</b>	a. <i>Transport Operations (Road Use Management) Act 1995</i> and supporting regulations b. Australian Standards
<b>4. Consistency of performance</b>	a. Competency in this unit needs to be assessed over a period of time, in a range of contexts and on multiple occasions, involving a combination of direct, indirect and supplementary forms of evidence b. Application of relevant items of roadcraft must be evident in all performance

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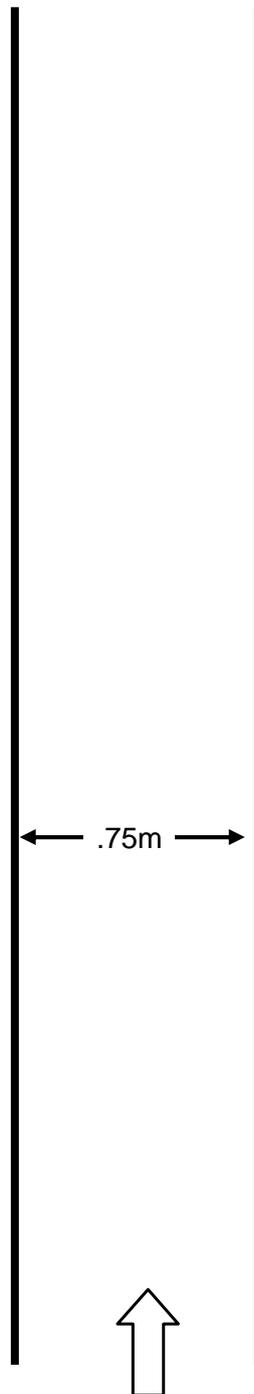
## UNIT 4 APPLY ROADCRAFT

### EVIDENCE GUIDE

<b>1. Critical aspects of evidence</b>	<ul style="list-style-type: none"><li>a. Assessment must confirm appropriate knowledge and skills to:<ul style="list-style-type: none"><li>a1. accurately describe defensive riding principles</li><li>a2. apply effective vision and scanning techniques to anticipate, recognise and safely manage all specified riding situations</li><li>a3. apply specified riding posture</li><li>a4. obey all traffic laws</li><li>a5. apply defensive riding techniques</li></ul></li></ul>
<b>2. Interdependent assessment of units</b>	<ul style="list-style-type: none"><li>a. This unit of competency may be assessed in conjunction with other units that form part of the function</li></ul>
<b>3. Underpinning knowledge and skills</b>	<ul style="list-style-type: none"><li>a. Knowledge of motorbike dynamics and limitations</li><li>b. Knowledge of road rules relating to the carriage of pillion passengers</li><li>c. Knowledge of road rules relating to the parking of motorbikes</li><li>d. Knowledge of rider's and other road users' blind spots</li><li>e. Knowledge of other road users' poor regard of motorbikes</li><li>f. Suitability of clothing for motorbike riding</li><li>g. Effects on motorbike on varying road surfaces</li><li>h. Effects of reaction time on braking distance</li><li>i. Demonstrating crash avoidance through counter-steering and braking techniques</li><li>j. Demonstrating defensive riding techniques including safe following distances through hazard perception techniques</li><li>k. Demonstrating the System of Vehicle Control</li><li>l. Knowledge of legislation relating to motorbikes</li><li>m. Control motorbike by use of all motorbike controls, steering and balance</li><li>n. Apply slow riding skills in on-road situations</li></ul>
<b>4. Context of assessment</b>	<ul style="list-style-type: none"><li>a. Assessment must confirm that actions are performed legally in accordance with accepted best practice</li><li>b. Competency must be assessed under operating conditions</li><li>c. Evidence of the application of underpinning knowledge and skills must be observed during assessment</li><li>d. Learners should display the application of the relevant items of roadcraft during assessment of competencies</li><li>e. Motorbike is not used in an illegal condition or situation</li><li>f. Low traction situations are avoided</li><li>g. Accredited rider trainers must place their vehicle in a position that is to the rear of a learner during the on-road assessment</li><li>h. Not to exceed the prescribed learner to trainer ratio</li></ul>

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## APPENDIX A – Slow ride



Learner to execute this manoeuvre:

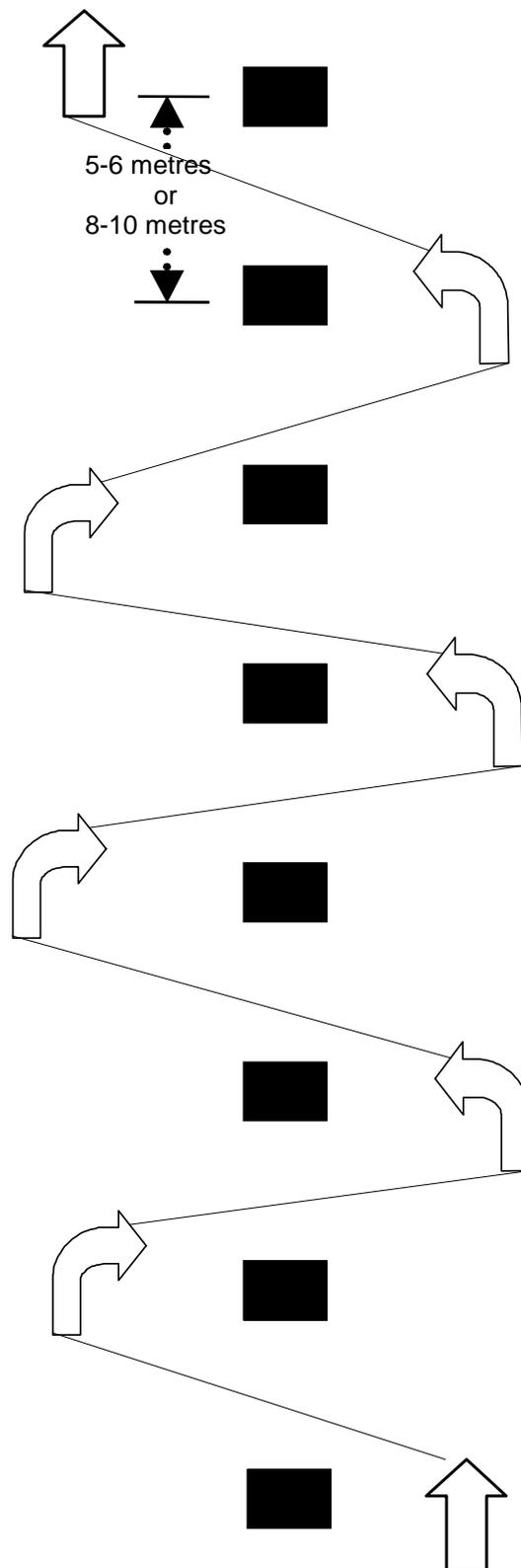
- through a marked course 18 metres long by .75 metres wide
- keeping feet on footrests
- keeping motorbike wheels within marked course
- taking not less than 11 seconds to traverse the course
- using rear brake to control speed



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## APPENDIX C – Slalom



Learner must execute manoeuvre through markers, with a minimum of 7 directional changes, marked between 5 – 6 or 8 – 10 metres and using counter steering to manoeuvre the motorbike.

### **Suggestion**

Constant throttle and 2nd gear to be used (no levers)

Where markers are spaced at 5 to 6 metres, minimum speed is 25km/h

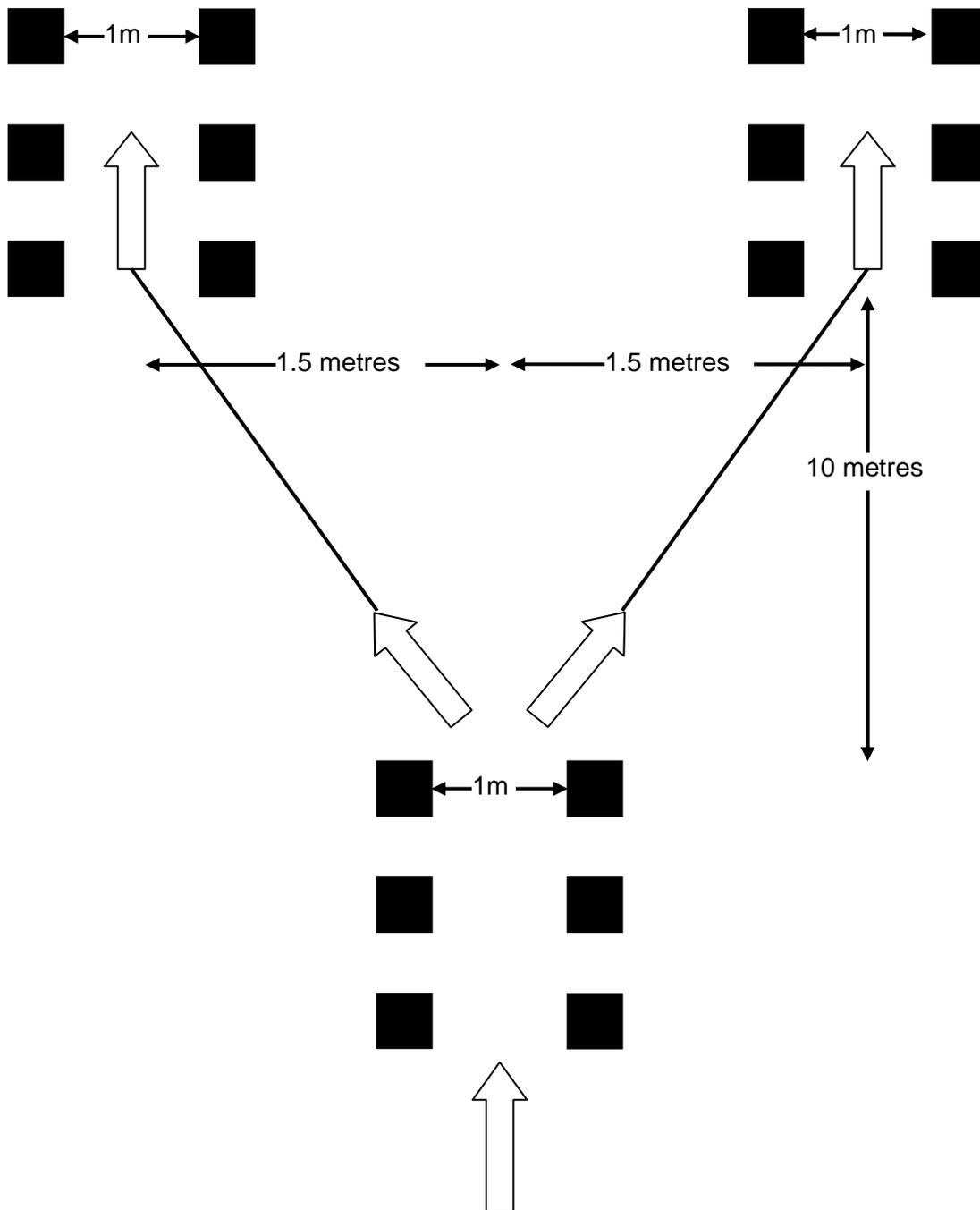
Where markers are spaced at 8 to 10 metres, minimum speed is 35km/h

Markers may be staggered.

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## APPENDIX D - Counter steering

### Crash Avoidance Exercise



Learner to complete a counter steering exercise both to the left and right on demand within the following specifications:

- a speed of between 40 km/h to a maximum 50 km/h
- Approach lane does not exceed a width of 1 metre
- Counter steering by 1.5 metres within 10 metres
- Manoeuvre completed within a 1 metre wide lane