

Riding Test Report

DL25 MC A
06 / 08 T

I declare that:

- the use of the test vehicle for the purposes of the test is fully covered by a valid policy of insurance which satisfies the requirements of the relevant legislation.
- I normally live/have lived in the UK for at least 185 days in the last 12 months See note 28.



Candidate

S ☐

Application Ref.

Date

DDMMYY

Time

HHMM

Dr./No.

DTC Code / Authority

Reg. No.

Examiner:

Staff / Ref. No.

DL196 CBT Cert No.

Auto

Ext

Cat. Type

Instructor Reg

Instructor Cert

Sup

Inst

Int

Other

C

Total S D

Total S D

Total S D

1a Eyesight

1b Safety questions

2 Use of stand

3 Manual Handling

4 Slalom/
Figure of Eight

5 Avoidance Ex.
Control stop

L ☐ R ☐

6 U Turn

7 Slow control

8 Emergency
stop

9 Speed Requirement

First

Second

Not met

Avoidance Ex.

Emergency stop

10 Precautions

11 Move away

safely

control

12 Control

throttle

clutch

gears

front brake

rear brake

steering

balance/slow control

ancillary controls

13 Rear
observation

signalling

change direction

change speed

14 Signals

necessary

correctly

timed

15 Clearance /
obstructions

16 Response
to signs
/ signals

traffic
signs

road markings

traffic lights

traffic controllers

other road users

17 Use of speed

18 Following
distance

19 Progress

appropriate
speed

undue hesitation

20 Junctions

approach speed

observation

turning right

turning left

cutting corners

21 Judgement

overtaking/filtering

meeting

crossing

22 Positioning

normal riding

lane discipline

23 Pedestrian
crossings

24 Normal stops

25 Awareness /
planning

26 Bends

27 Spare 1

28 Spare 2

29 Spare 3

30 Spare 4

31 Spare 5

32 Spare 6

Pass

Fail

None

Total
Faults

Route
No.

ETA

V

P

D255

Survey

A

B

C

D

E

F

G

H

Eco Safe Riding

Control

Planning

Debrief

Activity Code

I acknowledge receipt of
Pass Certificate Number:

Licence rec'd

Yes

COA

No

There has been no change to my health: see note 27 overleaf.



Riding Test Report

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Weather conditions (please ✓ appropriate box[es])

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1. Bright / dry roads
2. Bright / wet roads
3. Raining throughout test
4. Showers
5. Foggy / misty

6. Dull / wet roads
7. Dull / dry roads
8. Snowing
9. Icy
10. Windy

11. Other

If you tick this box, provide an accurate description of the weather conditions.

Brief description of candidate

Id

Remarks

Oral explanation comments

Examiner's signature

Disability Tests

Description of any fitted adaptations

Riding Test Report

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Guidance Notes

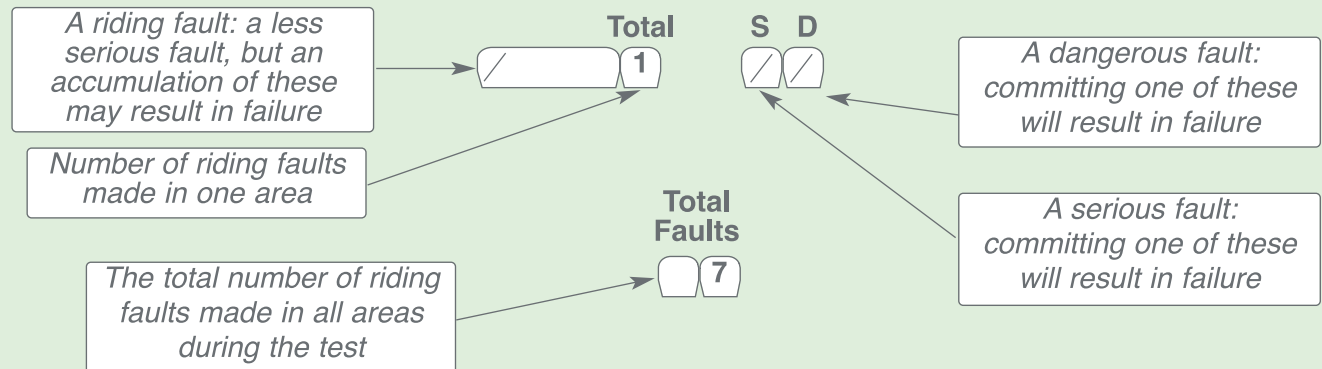
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More detailed advice about the test requirements and the items marked for your attention overleaf are given in “The Riding Test Report Explained”.

Further information may also be obtained from the relevant publication from the series of OFFICIAL driving books and other media products from DVSA for drivers and motorcyclists.

These publications can be purchased from all good book shops or by visiting gov.uk/motoring

Explanatory Markings



The result of your test is marked overleaf. The following statement only applies if your result is marked as a fail.

Statement of Failure to Pass Practical Test – Test of Competence to Drive Road Traffic Act 1988

This candidate named herein has been examined and has failed to pass the practical test / test of competence to drive prescribed under the Road Traffic Act 1988 (and for the purposes of Section 36 of the Road Traffic Offenders Act 1988 if an extended test).

Candidates are assessed against the items listed overleaf in deciding whether they are competent to drive. Items needing special attention are marked. You should study these along with the Guidance Notes above.

Unsuccessful candidates (dependent on category of test taken) may be required to wait a minimum period before taking a further test in a vehicle of the same category.

Appeals

If you consider that your test was not properly conducted in accordance with the relevant Regulations, you may apply to a Magistrate's Court acting for the Petty Sessions Area in which you reside (in Scotland to the Sheriff within whose jurisdiction you reside) which (who) has the power to determine this point. If you reside in England or Wales you have six months from the issue of this Statement of Failure in which to appeal or, if you reside in Scotland, 21 days. If the Court finds that the test was not properly conducted it may order a refund of the fee and authorise you to undergo a further test forthwith (see Road Traffic Act 1988 Section 90, for ADI qualifying tests see section 133).

You should note that your right to appeal to the Court under Section 90 or 133 is strictly limited to the question of whether the test was properly conducted in accordance with the relevant Regulations. **The examiner's decision and test result cannot be altered.**

Before you consider making any appeal you may wish to seek legal advice.

Data Protection Act 1998

The Driving Vehicle Standards Agency (DVSA) directly manages all personal data it processes as an executive agency of the data controller, the Department for Transport. We use the personal information you provide to book and run the practical test. We also analyse the test details to assess how effective traffic patterns, safety initiatives and other transport issues are, to improve both customer service and road safety. We will not pass personal information to anyone else other than in line with the Data Protection Act 1998. This could include (but is not limited to) the police, HM Revenue and Customs and local authorities. For more information, please see our privacy notice on our website (gov.uk) or look for our 'Notification Documentation' on the Information Commissioner's website (www.ico.gov.uk). Our registration number is Z7122992.

Detailed below are the items the examiner assessed during your practical motorcycle test.

1(a) Eyesight Test

At the start of the test the examiner asked you to read a vehicle registration number. If you require glasses or contact lenses to enable you to read this number you must wear them whenever you ride. If you did not meet the eyesight standard then your test would have not gone ahead.

1(b) Safety questions

You were asked a number of questions relating to the safety checks you should make on your machine before you ride, for example: fluid levels, lighting and tyres. The examiner also asked you about the effects of carrying a passenger or load.

2 Use of stands

You were asked to show the examiner that you can safely place the machine on and off its stand, whilst maintaining full control and balance. If your machine had two stands you could choose which one you used. (Machines without a stand are not suitable for test.)

3 Manual handling

You were shown a diagram showing the exercise that demonstrates your ability to move the machine without the aid of the engine. This is done by wheeling the machine backwards out of a bay marked with cones, into another bay. This should be carried out under full control, without touching any marker cones and with the appropriate safety observations.

4 Slalom/figure of eight

You were shown a diagram and asked to demonstrate your ability to ride a 'slalom' and two 'figure of eight' circuits between cones. Appropriate observations at the start of the exercise and full control throughout, without touching any of the marker cones, must be shown.

5 Avoidance exercise & controlled stop

You were shown a diagram and asked to ride your machine safely and under full control around the area at a minimum speed of 30 kph (about 19 mph) in 2nd or 3rd gear (if a manual gearbox). You may have used a left or right hand circuit. You were then asked to increase speed to a minimum of 50kph (about 32mph) and carry out an avoidance exercise. This was done by steering between a set of cones before bringing the machine back into a straight line and stopping under full control in a bay. During this exercise you should not have touched any of the marker cones.

6 'U' turn exercise

You were shown a diagram and asked to demonstrate that you can complete a 'U' turn under full control between two painted lines. You were asked to control your machine making proper use of the clutch, throttle, brakes and steering, whilst keeping good balance. You needed to give rear observation appropriately before moving off or changing direction. You should not have touched either of the two lines during the exercise.

7 Slow control

You needed to ride at a slow speed in a reasonably straight line as if in slow moving traffic. The examiner walked at the side and just in front of your machine. You needed to keep your machine under full control and not ride past the examiner who was walking at a slow steady pace.

8 Emergency stop

You were asked to show your ability to carry out an emergency stop at a minimum speed of 50 kph (about 32mph). You needed to show that you can bring the machine to a stop as quickly and safely as possible.

9 Speed requirement

If you did not achieve a minimum speed of 50kph (about 32mph) on both the avoidance and emergency stop exercises you would have had to complete the exercise again. You would have been given up to two attempts to achieve the minimum speed. **(Mopeds are required to reach a minimum 30kph (about 19mph) on each of the exercises.)**

10 Precautions

You should make sure that you have carried out appropriate safety checks before starting the engine.

11 Move away

You needed to show you were able to move off smoothly and safely on the level, on a gradient and at an angle taking effective observations.

12 Control

Throughout the test you needed to show that you can use all controls smoothly and at the correct time. This results in less wear and tear on your machine and a safe smoother ride for any passenger.

13 Rear observations

You should use the mirrors fitted to your machine safely and effectively. Where mirrors were not sufficient, for example to cover 'blind spots,' then you must take rear observation ('lifesaver'). You should have always checked carefully before signalling, changing direction or changing speed. You should have shown you can use the **Observation-Signal-Manoeuvre-Position-Speed-Look (OSMPSL)** routine effectively.

14 Signals

You should have only used the signals shown in the Highway Code. You should have signalled clearly to let others know what you intended to do, particularly if it would help other road users or pedestrians. You should always signal in good time and ensure that the signal has been cancelled after the manoeuvre has been completed. You should not beckon to pedestrians to cross the road.

15 Clearance / obstructions

You need to give parked vehicles and other obstructions safe clearance when passing. Watch out for changing situations, such as pedestrians walking out from between parked cars, doors opening and vehicles trying to move off. Be prepared to slow down or stop if needed.

16 Response to signs/signals

You must show that you can react correctly to all traffic signs, road markings, traffic lights and pedestrian crossings. Obey signals given by police officers, traffic wardens, Highways Agency officers and school crossing patrols. You need to watch out for signals given by other road users and ride on only when you are satisfied it is safe.

17 Use of speed

You should have made safe and reasonable progress keeping in mind the road, traffic and weather conditions, road signs and speed limits. You needed to show confidence based on sound judgement, remembering at all times that you must be able to stop within the distance you can see the road to be clear.

18 Following distance

You should have kept a safe distance between you and the vehicle in front. You should have been able to stop safely well within the distance you can see the road to be clear. Leave extra distance in wet or slippery conditions. Leave sufficient space when stopped in traffic queues.

19 Maintain progress

You needed to show that you can ride at a realistic speed appropriate to the road and traffic conditions. You should have approached all hazards at a safe, controlled speed, without being too cautious or affecting other road users. You should have always been ready to move away from junctions as soon as it was safe and correct to do so. Riding too slowly can create dangers for yourself and others.

20 Junctions (including roundabouts)

Your examiner looked to see that you dealt safely with road junctions. Use of the OSMPSL procedure, positioning, approach speed and observations are essential to negotiating junctions and roundabouts safely. Turning right across busy roads/dual carriageways is particularly dangerous. You needed to be confident that you can judge the speed and distance of oncoming traffic safely. You needed to look out for other road users emerging and turning at junctions and be ready to move or stop. You needed to be extra watchful in poor light or bad weather conditions for more vulnerable road users, such as cyclists and other motorcyclists.

21 Judgement

Your examiner assessed your judgment skills throughout the test. You needed to show sound judgment when overtaking, filtering, meeting or crossing the path of other road users. You should have only done so when safe and legal, making your intentions clear and being sure you understand the intentions of other road users.

22 Positioning

You should have positioned your machine in a safe position – as a general rule in the centre of your lane. You should have kept clear of parked vehicles and positioned yourself correctly for the direction that you intended to take. Where lanes are marked, you should have kept to the middle of the lane and avoided straddling lane markings. You should not change lanes when not needed. Be aware of where you are at all times as other road users judge what you may do based on this.

23 Pedestrian crossings

You needed to identify the different types of pedestrian crossing and have taken the correct action. You should have timed your approach to crossings so that you travel at a speed which will allow you to stop safely if you need to do so. You needed to pay particular attention where crossings are obscured by queuing or parked vehicles and show consideration for elderly or infirm pedestrians who are trying to cross the road.

24 Position / normal stops

You needed to choose a safe, legal and convenient place to stop, close to the edge of the road, where you will not obstruct the road and create a hazard. You should know how and where to stop without causing danger or inconvenience to other road users.

25 Awareness / planning

The examiner will have looked to see that you are aware of other road users at all times. You should always think and plan ahead so you can judge what other road users are going to do, predict how their actions will affect you and react in good time. Anticipate road and traffic conditions, and act in good time, rather than reacting to them at the last moment.

Take particular care to consider the actions of the more vulnerable groups of road users such as pedestrians, cyclists, other motorcyclists and horse riders.

26 Bends

You must make sure that you approach bends having assessed the severity correctly and in plenty of time. You needed to have adjusted your speed and select the appropriate gear whilst travelling upright and in a straight line. You needed to position the machine safely to give you a good view around the bend keeping clear of any oncoming traffic. You needed to ensure you negotiated the bend at a safe speed and under full control. You must avoid any unnecessary braking whilst the machine is leaned over.

27 Health Declaration

You must declare any change to your health status since you last applied for a licence. It is a criminal offence for you (or anyone else) to make a false statement in order for you to obtain a driving licence, and can lead to prosecution.

28 Residency Declaration

Normal residence means the place where you normally live and have personal or occupational ties. However, if you have moved to the UK from another European Country or European Economic Area (EC/EEA), you should not take a driving test or obtain a first full licence unless you have lived here for 185 days in the last 12 months and are still living here at the time of your licence application. You may be asked to provide evidence of this.

ECO Safe Riding

You should ride in an 'eco friendly manner', considering your impact on the environment. Plan well ahead and choose appropriate gears, avoiding heavy braking and over revving of the engine, particularly when stationary or moving off. If you have to stop for a long period such as at road works or railway crossings, consider stopping the engine to reduce pollution and save fuel. Assessment in this area will not affect the overall result of the test but if there are areas that need improvement you will have received appropriate feedback.

Manage your booking online at
gov.uk/drivingtest

Department for
Transport


Driver & Vehicle
Standards
Agency