



Motorcycle full licence

what the test involves

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THE full licence test is the practical riding test that restricted motorcycle licence holders must pass before 'graduating' to a full New Zealand motorcycle licence.

The test is designed to:

- encourage you to build up your experience and maintain safe habits after passing the initial practical test
- place more emphasis on, and therefore increase awareness of, potential hazards
- emphasise that there's more to safe riding than simply being able to control the motorcycle
- make it clear to inexperienced riders that you're more at risk of crashing than experienced riders.

What will I do at the test?

The full licence test takes about one hour.

You'll have to demonstrate safe riding behaviour across a wide range of traffic situations and road conditions. There are no fixed test routes. You must be able to ride on all types of road and in all traffic situations.

The things that you'll be asked to do in the test are designed to see if you can safely handle riding situations that present the greatest crash risk to New Zealand motorcyclists in their first five years of riding. If you can't show the testing officer that you can safely handle these situations, you won't pass the test and you'll stay on a restricted licence.

What does the full licence test involve?

The full licence test is made up of three parts:

- **Part 1:** Basic riding (about 15 minutes)
- **Part 2:** Detecting and responding to riding hazards in built-up areas (about 20 minutes)
- **Part 3:** Detecting and responding to riding hazards in higher speed zones (about 10 minutes).

(These parts are described in detail over the page.)

Time is also allowed for administration and for the testing officer to give you feedback on your performance.

You must successfully complete Part 1 before progressing to Parts 2 and 3. The testing officer will tell you the result of Part 1 as soon as you have completed it.

How much does the test cost?

The application fee for a full licence is \$44.30 (including GST). The test itself costs \$70.80 (including GST). This fee also applies to re-tests.

How is the test scored?

If you perform a driving skill to the required standard, you'll score a 'yes'. If you don't perform the skill to the required standard, you'll get a 'no'.

You need to get 80 percent 'yes' scores to pass (based on your total score across all three parts of the test).

How is the test conducted?

The testing officer won't ride with you on your motorcycle (that would be against the restricted licence conditions). They will follow you in a car or on another motorcycle. Some testing officers will communicate with you using an 'intercom' which you will wear in your ear; others will ask you to stop from time to time so they can give you more instructions.

What kind of manoeuvres will I have to make?

The testing officer will instruct you to perform turning, stopping and other manoeuvres. You must ride safely and legally throughout the test — positioning the motorcycle correctly on the road, controlling your speed and selecting safe gaps in the traffic.

You must ride to suit the conditions. Where it's safe, you must travel within 5 km/h of — but never exceeding — the speed limit.

When might I fail the test?

If your riding endangers anyone, the test will end. If the danger was caused by your error, you'll fail the test. You'll also fail the test if you break any traffic law. The testing officer will take very close note of your speed and you'll fail if you exceed the speed limits. You'll also fail if you don't stop at Stop signs or indicate before a manoeuvre.

Preparing for the full licence test

If you've been riding regularly in all types of traffic for at least 18 months and have not caused any crashes, you should be able to pass Part 1 of the full licence test without difficulty. However, to prepare for Parts 2 and 3 of the test, you may need to practise detecting and responding to the hazards that you see when riding.

You should practise until you can confidently and clearly identify and remember traffic hazards, and can safely and legally perform the manoeuvres required in Part 2 of the test.

Pre-test roadworthiness check

You need to provide the motorcycle that you'll ride for the test. (Note that you must sit the test on a *motorcycle*, not a moped or ATV.)

Your motorcycle will be checked for *roadworthiness* before the test begins. If it isn't roadworthy (even if it has a current WoF) the test won't proceed and you'll need to book and pay for another test. (The test fee won't be refunded.)

The roadworthiness check includes:

Licence label and WoF: The licence label and WoF must be current.

Tyres and wheels: The motorcycle's tyres must have legal tread depth and no uneven wear. The wheels must appear undamaged.

Indicators: The indicators must operate correctly and all lenses must be intact.

Brake lights: The brake lights must operate correctly and all lenses must be intact.

Headlights: The high and low beams must operate and the lenses must be intact.

Horn: The horn must operate satisfactorily.

It's good practice to get into the habit of checking your motorcycle regularly for things that may be deteriorating or broken. There's excellent information on this, and other aspects of motorcyclist safety, in the motorcyclists' section of our website: www.landtransport.govt.nz.

Do I need to carry my driver licence for the test?

Yes. If you can't produce your restricted driver licence, you won't be allowed to sit the full licence test. You'll need to rebook the test (and pay the fee again).

Remember:

- Don't be late. If you're more than five minutes late, your test will be cancelled and you'll have to book and pay again to sit the test at a later date.
- Make sure your motorcycle is roadworthy and has enough fuel in it to last for the 45 minute ride.
- Bring your restricted licence with you.

The full licence test for motorcyclists

► Part 1: Test of basic riding

Part 1 confirms that you have developed the basic safe riding skills needed to deal with the four most common crash situations for motorcyclists in their first five years of riding:

1. Riding in a straight line
2. Riding through intersections
3. Turning left at 90° intersections
4. Turning right at 90° intersections.

You'll be asked to perform these riding skills on roads with and without painted centrelines, at intersections with and without Give Way and Stop signs, in speed zones of up to 60 km/h, and in all types of traffic.

The testing officer will check the following aspects of your riding:

- **Search:** That you search forward, to both sides and behind to identify potential hazards.
- **Signal use:** That you use signals, applied in the appropriate direction for a minimum of three seconds before turning, changing lanes and merging.
- **Head checks:** That you check over your shoulder in the appropriate direction before turning or changing lanes.
- **Braking:** That you brake smoothly and effectively.
- **Speed control:** That you adopt a safe and legal speed throughout the test.
- **Position:** That you position the motorcycle in a safe and legal position before, during and after hazards (including unlaned and laned carriageways, at Stop sign lines and at Give Way sign lines).
- **Gap selection:** That you select an appropriate gap in traffic before moving into traffic flows, including from intersections and when merging.

► Part 2: Detecting and responding to riding hazards in built-up areas

Part 2 of the test requires you to show that you can detect and respond to riding hazards in built-up areas (eg, in and around towns and suburban areas), where speed zones range up to 60 km/h. You can expect to be riding on streets and roads where there are a lot of intersections, traffic and pedestrians.

The testing officer will be looking at the same things as in Part 1 of the test, and will also be checking the way you detect hazards and respond to them by adjusting the motorcycle's speed or position.

A hazard is anything that may be a crash danger to you as a rider or to other road users (eg, cross-traffic at an intersection, a railway crossing or the crest of a hill you can't see over).

The testing officer will ask you to observe and remember the major hazards that you detected as you performed a particular riding manoeuvre.

As soon as possible after each of these situations, the testing officer will ask you to pull in to the kerb (or a safe area on the side of the road). They will then ask you to describe the hazards you saw — so they can find out where you were looking and what you noticed when dealing with that particular traffic situation. This will indicate your awareness of riding hazards.

For example, if you had been asked to make a right-hand turn at a busy intersection, the testing officer would expect to hear you describe what vehicles or other road users you were looking at and what things presented the greatest hazards to you, as a rider, during the manoeuvre.

The things that you saw must match those the testing officer noted. You must also have performed the riding manoeuvre (eg, the right-hand turn) correctly and safely.

During Part 2 of the test you will be required to perform each of the following riding manoeuvres at least once:

- U-turn
- Turn left at an intersection when facing a Give Way sign
- Turn right at an intersection when facing a Give Way sign
- Turn right at an intersection when *not* facing a Give Way or Stop sign.

► Part 3: Detecting and responding to riding hazards in higher speed zones

Part 3 of the test requires you to show that you can ride in higher speed zones, where the speed limits range from 70 km/h to 100 km/h. You can expect to be riding on sections of highways, major roads and motorways.

Your ability to demonstrate the following safe riding skills will be assessed across a variety of traffic situations, including:

- riding straight on highways
- riding around curves on highways
- merging and changing lanes on highways.

You must be able to perform the riding manoeuvres correctly and safely.

For example, when you ride around a curve to the left, the testing officer will expect you to:

1. search ahead, detect the left curve; search behind for traffic
2. slow on approach and position the motorcycle to the *right* of the lane (towards road centre line) — not to the *left* of the lane
3. search around curve, hold your position to right at entry, move slightly left if there is an on-coming vehicle, and hold steady speed
4. search for the centre of the curve, position to the left around the centre of the curve, begin a slight speed increase
5. search ahead to exit; hold left or centre position for exit (*not to right toward centre line*); progressively increase speed on exiting curve
6. search behind for following traffic and resume normal road position and speed.

What if I have hearing, speech or language difficulties?

If you have hearing or speech difficulties, or can't understand or speak English well, special arrangements can be made for you to complete the full licence test — see your driver licensing agent.

Where can I find out more?

Factsheet 28, *Motorcycle licences: How to get a Class 6 licence*, gives you an overview of licence requirements for motorcyclists.

- You can access all our factsheets on our website: **www.landtransport.govt.nz**. You can also get copies of many of our factsheets in print from driver licensing agents and Land Transport New Zealand regional offices.

Visit our website: **www.landtransport.govt.nz**. There is excellent safety information for motorcyclists in the 'Motorcyclists' section.

Call our Driver Licensing Call Centre:
(freephone) 0800 822 422.

Write to us: Land Transport New Zealand, PO Box 2840, Wellington.

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