



CBT AND DAS TRAINING – DVSA APPROVED

CBT – COMPULSORY BASIC TRAINING COURSE

Before you go out on the road even for the first time you need to obtain a CBT Certificate. This is where it all starts. For anyone wanting to ride a motorcycle or moped, it is the minimum level of training legally required to ride unaccompanied on the road, the aim being to provide you with a basic level of skill and competency to ensure you can ride safely. To take your CBT you need to hold a Full UK or Provisional licence. . You must be at least 16 years old in order to take a CBT.

If you obtained your car licence before 1 February, 2001 you do not need to complete a CBT to ride a moped, or show an L plate. However, for any other motorcycle or Scooter you will need to hold a CBT certificate.

Once you have completed your CBT training you will be issued with your CBT certificate (DL196). This is valid for 2 years and entitles you to ride, unaccompanied: -

- ✓ A moped up to 50cc if you are aged 16
- ✓ A motorcycle up to 125cc if you are 17 or over

L Plates must be shown. The certificate has to be renewed every two years or until such time as you pass the Progressive Training Test (A1/A2) or DAS test (Category A).

If you complete the CBT at the age of 16 you will need to wait until you are 17 before moving on to a motorbike up to 125cc with gears. Further CBT training is not required for this.

CBT Course Details

CBT is a structured training course, regulated by the Driving Vehicle Standards Agency (DVSA), which comprises 5 parts:

Element A - Introduction - talk about CBT, helmets, clothing and equipment

Element B - Practical on-site training - introduction to the moped or motorcycle, its' controls & basic maintenance

Element C - Practical on-site riding - learning all the skills of riding the moped or motorcycle

Element D - Practical on-road training - pre-road briefing and talk about hazards and safety on the road

Element E - Practical on-road riding - on the road, putting into practice everything learnt during the course whilst in radio contact with your instructor

Elements A-D are all completed off road in an area where you can learn and practice your new skills safely until you are ready for the road

Age	Vehicle	Full Car Licence Obtained Before 1st February 01	Minimum Training	Constraints
16	Moped, geared or automatic	not relevant	CBT	Show L Plates. Renew certificate every two years
16	50cc +	not relevant	wait until you are 17	not legally able to ride on public highway
17+	Moped, geared or automatic	YES	None mandatory. CBT recommended	You may only ride a Moped
17+	50-125cc	not relevant	CBT	Show L Plates. Renew certificate every two years



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FULL LICENCE COURSE CATEGORIES A, A1 AND A2

For both the A2 licence and A licence, aimed at the 19 – 24 age group and the over 24 age group respectively. The following is a fuller picture.

Once you have completed your initial CBT training on a 125cc motorbike, there will then be a period of conversion training to progress you on to a larger motorcycle (normally a Suzuki 500cc and then in the case of the A licence a Honda 600cc) for your DAS training.

The practical test consists of 2 modules. Generally most students require 1 days training for the specified manoeuvring part and between 2 - 3 training days for the on road part. All Module 1 training is undertaken on DVSA sites, usually the one where you will take your Module 1 test. The first module, tests your skills in a designated manoeuvring area under scrutiny of a DVSA Examiner. Once module one has been successfully passed, then you can move onto the second module, which involves training on the open road.

DAS training is generally conducted as a 4 day course. Alternatively, we can provide courses over a longer period of days if this is more convenient for you. The number of training days/sessions required will depend upon your previous experience of motorcycle riding. (Usually a minimum of 4 days at 6 hours a day) All the training takes place on the road with a qualified instructor who will accompany you and be in radio contact at all times. Your training will reflect the fact that you are riding a larger motorcycle and will take place in the town where you'll be taking your test, familiarising you with the area. At the end of your final session you will undertake your practical test, Module 2.

All test fees are included in your training costs. In the unlikely event that you do not pass module one, this needs to be retaken before attempting the test for module two. You can still do the training for module two.

For the A1 licence, the student will be taking their test on a 125cc machine, in the case of an automatic machine this will be supplied by the student.

After completing your CBT training you will then undertake a number of training sessions on a 125cc motorbike to bring you up to test standard. This training starts in Andover, but is normally conducted in the relevant test area, so you get that all essential country riding experience as well.

The practical test will have two modules. Generally most students require 1 days training for the specified manoeuvring part and around 2 days training days for the on road part. The first module, tests your skills in a designated manoeuvring area under scrutiny of a DVSA Examiner. Once module one has been successfully passed, then you can move onto the second module, which involves training on the open road. At the end of your road training you will undertake your practical test. Again examined by a DVSA examiner.

All test fees are included in your training costs. In the unlikely event that you do not pass module one, this needs to be retaken before attempting the test for module two. You will still do the training for module two. For those who are on a budget, we can offer a 2 day training course and the student can take themselves to test. In these cases, the student needs to book their own tests with the DVSA.

Module 1 and Module 2 Test conducted by the Driver and Vehicle Standards Agency DVSA

The motorcycle test aims to improve the standard of road safety for motorcycle and moped riders. The test will be completed in 2 modules.

Module 1

The specified manoeuvres are conducted at specific speeds on safe off-road sites and take on average 22 minutes. Around 15 minutes actually on the Module 1 test area.

These specified manoeuvres are:

- At least 2 manoeuvres carried out at slow speed, including a slalom
- At least 2 manoeuvres carried out at higher speed, of which one exercise should be in second or third gear, at a speed of at least 30 km/h (approx. 19 mph) and one exercise avoiding an obstacle at a minimum speed of 50 km/h (approx. 32 mph)
- At least 2 braking manoeuvres, including an emergency brake at a minimum speed of 50 km/h (approx. 32 mph)

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On the day of the Module 1 test, you will be asked by the examiner to demonstrate your riding ability on either a left-hand or right-hand circuit. Those candidates who have passed Module 1 will receive a Test Pass Certificate which they must bring with them when they take Module 2.

Module 2

Module 2 of the test is about 57 minutes in length and will consist of the **eyesight test, road safety questions** and **at least 30 minutes of road riding**, normally somewhere between 35 and 40 minutes, consisting of a road ride covering a variety of road and traffic conditions and will also include normal stops, hill and angle starts. Module 2 now also includes a period of 10 minutes where you are required to ride independently. This consists of normally a requirement to follow road signs. Assuming you have reached the required standard of riding, you will be awarded a pass certificate, which entitles you to ride a bike on the road without 'L' plates and carry a passenger up to the limitation of the category of licence you have entered.

Category	Moped or Motorcycle Used On Test	Min. Age	Entry Requirements
AM	2 wheeled machine with: <ul style="list-style-type: none"> • Cubic capacity of 50cc or less • Max. design speed not exceeding 45km/hr (28mph) 	16	Hold: <ul style="list-style-type: none"> ✓ A UK provisional licence ✓ a current CBT and ✓ Hazard and Theory test <ul style="list-style-type: none"> • Take Practical test Module 1 and 2
A1	Motorcycle with: <ul style="list-style-type: none"> • Cubic capacity of at least 120cc and no more than 125cc • Power output not exceeding 11kW (14.6 bhp) • Capable of a speed of at least 90km/hr (55mph) 	17	Hold: <ul style="list-style-type: none"> ✓ A UK provisional or full car licence ✓ a current CBT and ✓ Hazard and Theory test <ul style="list-style-type: none"> • Take Practical test Module 1 and 2
A2	Motorcycle with: <ul style="list-style-type: none"> • Cubic capacity of at least 395cc • Engine power of at least 25kW (33bhp) • Engine power of no more than 35kW (46.6 bhp.) 	19	(Progressive Access). Must have held an A1 licence for a minimum of 2 years and take either: <ul style="list-style-type: none"> • A practical test Module 1 and 2 • Or must hold a valid CBT and theory certificate and take practical test Module 1 and 2
A	Motorcycle with: <ul style="list-style-type: none"> • Cubic capacity of at least 595cc • Engine power of at least 40kW (53.6 bhp) 	21	(Progressive Access). Must have held an A2 licence for a minimum of 2 years and take : <ul style="list-style-type: none"> • Take practical test Module 1 and 2
A	As Above	24	(Direct Access). Hold : <ul style="list-style-type: none"> ✓ A UK provisional or full car licence ✓ a current CBT ✓ theory test certificate <ul style="list-style-type: none"> • Take Practical test Module 1 and 2.

Motorcycle candidates must always have a valid theory test certificate before taking their first practical motorcycle test. Unless they take a Progressive Access route, they must have a valid theory test certificate before taking any further practical motorcycle tests.



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Back to Biking and Advanced Courses

These courses are aimed at anyone who wishes to either get back in the saddle after a period of non-riding or simply wanting to refine and hone their existing skills. We have many riders coming to us, explaining they took their Motorcycle Test, but didn't cover certain aspects of riding as the course was so intense; there wasn't time to expand and give them an all-round riding experience. Our courses are designed to be flexible and cover the aspects of riding you need to be confident about. We will endeavour to match your requirements and even the location for the training, so we will travel to town or city.

These courses are aimed at improving the skill and safety of your riding, so that you can make the best use of road and traffic conditions - in essence you will have the skills and ability to control the speed and position of your motorbike relative to everything and everyone else on the road. The crucial elements can be recorded on Action Cam, with a copy available for you to keep. We will cover:-

- ✓ The importance of high levels of concentration and accurate observation
- ✓ Road positioning and cornering
- ✓ Matching your speed and direction to the situation
- ✓ Acting to keep identified risks to a minimum
- ✓ Skilful use of motorcycle controls and most importantly, being aware of your own limitations, those of the motorbike and the road.
- ✓ Riding in the correct position for all circumstances
- ✓ In the correct gear
- ✓ At the right speed for the conditions and capable of stopping in the distance you can see to be clear.

Your cornering will become more accurate and it will be unlikely that any traffic situation or weather condition will unsettle you.

You will, through accurate observation and planning, be able to make smooth progress under any conditions. This can include Dual Carriageways and Motorways.