

Société de l'assurance automobile QUÉDEC 🍻 🕸









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TRAINING EXERCISES 52

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THE PURPOSE OF THIS HOME STUDY

PROGRAM IS TO MAKE YOUR OUTINGS

SAFER AND TRULY ENJOYABLE BY

REDUCING THE RISK OF YOUR BECOMING

INVOLVED IN A TRAFFIC ACCIDENT.

PREPARATION

In addition to the Guide, preparation should include the Driver's Handbook, which provides an overview of Highway Safety Code rules. The handbook is sold at Publications du Québec outlets, in most bookstores as well as some newsstands. The guide is divided into nine sections. The first eight cover different aspects of moped (scooter) operating tasks. Activities have all been designed so that you can do your training at home and progress at your own speed. Of course, nothing prevents you from working with a friend if you prefer team work.

At the beginning of each section, you will find a list of objectives. It is very important that you read the objectives carefully: first, because they relate to the more dangerous aspects of riding, and second, because they will be the main object of the examination which you will have to take in order to get your licence.

Once you have completed this learning activity, you may wish to share your newly acquired knowledge with those around you who are car drivers. The more other road users will be aware of the requirements for moped and scooter riding, the easier it will be for riders to have their rights recognized.

Remember that you must fill out the answer sheet and present it at an SAAQ service centre in order to take the exam for your licence.

Good luck in this training program, and happy riding!



(UNDER THE HIGHWAY SAFETY CODE):

"Moped" means a passenger vehicle having two or three wheels, provided with a motor having a piston displacement of not over 50cm³ and equipped with an automatic transmission, as well as a three-wheel passenger vehicle designed for the transportation of a handicapped person which meets the criteria established by regulation for recognition as a moped by the Société de l'assurance automobile du Québec (SAAQ).

LICENCE REQUIRED:

A class 6D licence authorizes its holder to operate a moped or scooter only.

- Any holder of a licence to drive a passenger vehicle (class 5) or a motorcycle (class 6A, 6B or 6C) is allowed to operate a moped or scooter without having to meet the requirements described below for obtaining a moped or scooter licence.
- A learner's licence does not allow the operation of a moped or motorized scooter.
- From September 1, 1999, operators of off-road vehicles and snowmobiles must be at least fourteen years of age.

If under age sixteen, they must hold a certificate issued by a government-approved agent attesting to possession of the skills and knowledge to operate that type of vehicle, unless otherwise authorized to operate an off-road vehicle under the laws of their place of residence. This authorization is not a licence to operate a moped or scooter.

CONDITIONS FOR OBTAINING A MOPED OR SCOOTER LICENCE

To obtain a class 6D licence for the first time, an applicant must:

- Be at least age 14; a minor (under age 18) must provide written parental (father, mother, guardian). A consent form is enclosed at the end of this document.
- Provide identification and proof of age (birth certificate).
- Do the exercises in the Guide, available from any SAAQ service centre.
- Pass the SAAQ's vision test.
- Pass the SAAQ knowledge test.
- Pay the prescribed licence fees.
- Observe the following: no alcohol and a ceiling of four demerit points

New rules apply from June 30, 1997 to holders of a class 6D (moped or scooter) licence according to their age and driving experience. Those under age 25 or who have held their licence for less than five years are subject to:

- the zero alcohol rule when operating a moped or scooter,
- licence suspension for three months triggered by four (4) demerit points.

DURATION

A licence remains valid for two years, is renewable on fee payment whereas the plasticized licence bearing the holder's photograph lasts four years.

VISION AND KNOWLEDGE TEST

The vision test and knowledge test are administered in a SAAQ service centre, for which an appointment is required.

LICENCE APPLICANTS MUST BRING WITH THEM:

- the answer sheet for the training exercises of the Home Study Program, filled out; it is inserted in the Guide;
- written consent in the case of a minor, signed by the applicant's father, mother or legal guardian; it is inserted in the Guide;
- two pieces of identification (valid originals): birth certificate issued by the Directeur de l'état civil if you were born in Québec, or birth certificate from the official issuing authority if you were born elsewhere in Canada, or passeport or certificate of Canadian citizenship or health insurance card.
- payment of the test and licence fees:
 \$10 for the knowledge test
 \$53 maximum for the licence (the cost varies with the prospective holder's birthday);

 the written test is composed of 32 multiplechoice questions to assess your knowledge of the Highway Safety Code, road signs and traffic signals, as well as the principles and techniques of operating a moped or scooter on the roadway.

The knowledge test allows the Société to check that applicants are sufficiently prepared for the roadway (passing mark: 24 correct answers out of 32 that is, 75%).

IN THE EVENT OF A FAILING MARK:

- another appointment must be made for a remedial test;
- seven days must elapse between the date of a failure and the remedial.



MANDATORY FEATURES





TRAFFIC RULES

Moped or scooter operators must comply with laws and regulations like other motor vehicle users. The Highway Safety Code sets forth these requirements for a moped or scooter operator:

- wear a helmet that meets safety standards;
- the white headlight must remain on at all times;
- carry no passenger unless the moped or scooter is permanently fitted with a seat for that purpose and has footrests on either side;
- remain seated and hold onto the handlebars at all times;
- never ride between two lines of moving vehicles in adjacent lanes;
- ride in staggered formation (zigzag) when travelling two or more in a traffic lane;
- never ride on the sidewalk unless necessary or where a road sign so requires;
- never ride on an expressway (autoroute).

WHEN YOU HAVE COMPLETED THIS SECTION. YOU SHOULD BE ABLE TO:

- 1 identify a reliable source of information concerning the required inspections and maintenance.
- identify the points to check before setting out on a moped or scooter ride.
- 3 identify the emergency equipment you may need.
- 4 identify which is the safest among possible routes from one point to another.
- 5 identify the characteristics of a safe path.



PRE-RIDE OPERATIONS

PRE-RIDE INSPECTION

3

If your moped or scooter is not in good working condition, it is better that you discover the fact before you start than while you are on the road.

Always inspect your vehicle before a ride. It's a good way to avoid trouble. The following 8 POINTS should be checked to make sure you have an enjoyable ride. Horn: working condition. 2 **Rearview mirrors: condition** and adjustment. Lights (front, back, turn signal, brake): working condition.

- 4 Tires: air pressure, wear, condition.
- 5 Throttle: working condition.

6 Brakes: working condition, lever adjustment, cables.

- 7 Gas and oil: check levels, any leaks.
- 8 Nuts and bolts: tightness, replacement if needed.

pliers

2

6

5

3-in-1 screwdriver

one or two flat wrenches

one spark plug wrench

one adjustable wrench

a jack-knife

a flashlight

THE OWNER'S MANUAL

The Owner's Manual is supplied at the time of purchase of a moped or scooter. It contains all the information required to keep the moped or scooter in good working condition. It will tell you what maintenance tasks you can perform yourself and what should be entrusted to specialists.

By following the recommendations in the Manual, you will prevent many mechanical problems and take full advantage of your moped or scooter.

Make it a point to read your Owner's Manual. You will find in it valuable information that you may like to pass on to your friends.

EMERGENCY EQUIPMENT

You may feel lost very far from home should your moped or scooter break down on the road and you have nothing to repair it. If you are a smart operator, you will always carry an emergency repair kit. That may save you from having to walk back home.

TOOLS

Some dealers will provide you with a tool kit when you purchase your moped or scooter. Others will sell you one for a few dollars. Here is a list of tools that will enable you to make most small repairs on your moped or scooter:

SPARE PARTS

Some problems may occur on the road because a defective part needs replacement. Parts most likely to become defective are the bulbs and the spark plug. These can be replaced easily; carry a spare with you. You will find the necessary instructions in your Owner's Manual.

Spark plugs and bulbs are fragile. Put them in a safe, tight container if you want your spare parts to be in good condition when you need them.

To make sure you can cope with a variety of problems,

you could put these items in your emergency repair kit:

Before doing any repair work, it is very important that

you consult your Owner's Manual to avoid causing

greater damage to your moped or scooter.

1 one unbreakable bottle filled with motor oil

2

one cleaning rag

3 a roll of insulating tape

4 your Owner's Manual

OTHER EMERGENCY ITEMS





BULBS FOR THE VARIOUS LIGHTS

SPARK PLUG

PLANNING YOUR ROUTE

Compared to other motor vehicles, mopeds and scooters are underpowered and offer very little protection in case of accident. What then should you do? Should you avoid using your moped or scooter on the road? Or take the necessary preventive measures to avoid collisions and falls? Obviously, the second solution is preferable.

To prevent accidents, it is important to feel comfortable when riding. The choice of a route can make all the difference. Let's see if you can put all the odds on your side.

In your opinion, what would be the safest path to the record shop shown on the city map? With a pencil, mark the path, taking into account the information given in the table about the characteristics of streets and avenues.

CHARAC	IERISTICE	<u>UF SIRE</u>	EIS AND	AVENUES	5			
4º RUE	5° RUE	6 ^e RUE	7º RUE	8º RUE	AVE DU JARDIN	AVE DES ÉRABLES	AVE DES PEUPLIERS	AVE DE La rivière
MAXIMUM 90	MAXIMUM 30	MAXIMUM 60	MAXIMUM 50	MAXIMUM 50	MAXIMUM 50	MAXIMUM70	MAXIMUM 50	MAXIMUM 50
Wide	Narrow	Very narrow	Wide	Narrow	Wide	Narrow	Wide	Wide
No shoulder	No shoulder	No shoulder	Shoulder	No shoulder	Shoulder	No shoulder	No shoulder	Shoulder
High density traffic	Low density traffic	Moderate traffic	Low density traffic	High density traffic	Moderate traffic	Moderate traffic	Moderate traffic	Low density traffic
								/



CHARACTERISTICS OF A SAFE PATH

	CHARACTERISTICS	COMMENTS
1	All vehicles move at about the same speed.	Road users don't become impatient as they don't feel they are being delayed.
2	The lanes are wide.	Impatient drivers (if there are any) can pass without danger to you.
3	The road has a shoulder.	You can get off the road without too much risk if you find yourself in a dangerous situation.
4	There is a little traffic.	Riding is easier since there are no traffic jams. You are not always stopped, so you save on fuel.
E	There is no truck traffic, or very little.	Trucks take up more space on the roadway and cause air movements that may affect the stability of your moped or scooter.
e	There are few or no obstacles.	Insurmountable obstacles may force you to steer around or to move into another lane.

As you can see, there are advantages in planning your route. Your ride will be safer and more enjoyable.

PRACTICE EXERCISES

You cannot practise on public highways before obtaining your moped or scooter operator's licence.

- Make the 8-point check before starting.
- Check if your emergency kit is complete. Add whatever is missing.
- 3 Plan a safe path from your home to your school (or workplace).

WHEN YOU HAVE COMPLETED THIS SECTION, YOU SHOULD BE ABLE TO:

0	identify the correct position of the feet when riding.
2	identify on which wheel each brake operates.
3	identify the pressure to apply on each brake to stop safely under normal conditions.
4	identify the pressure to apply on each brake to stop safely in an emergency.
5	identify the correct position of the feet when the moped or scooter is stopped.
6	identify how to obtain the correct lean to maintain balance when turning.
7	identify the ideal body position during a turn.
8	identify two factors that will reduce wheel traction
9	identify the right moment to start applying the brakes when turning.
10	identify where to look when negotiating a turn.
1	identify ways to avoid accidents when turning.



BASIC CONTROL TASKS

We have seen how important it is to choose less busy roads if possible. However, not all accidents are collisions with other vehicles. It is up to riders then to try to eliminate all causes of accidents involving only themselves.

RIDING IN A STRAIGHT LINE

Accidents involving a single vehicle are generally due to a loss of control. Let's see what can be done to avoid such situations.

FOOT POSITION

Loss of moped or scooter control often results from bad positioning of the feet. Unstable positioning tends to make it difficult to keep the vehicle in balance. Add to this the presence of a pothole or a bump in the roadway, air displacement caused by another vehicle or a sudden jerk on the handlebars and the risks of a fall become even greater.

THE MOST STABLE POSITION



SLOWING DOWN AND STOPPING

Control of the moped or scooter and of its speed depends a great deal on the way you handle the throttle and the brake levers. Practice will help you to achieve better coordination, but there is some basic knowledge you need to acquire on the use of these devices.

BRAKING

It is very important to learn how to use the brakes.

When riding a bicycle, have you ever tried to keep on pedalling while braking? Surely, you would have soon realized that your braking efforts were not very effective. It's somewhat the same with a moped or scooter. The engine should not interfere with braking. To slow down or brake effectively, you must first close the throttle.

Once the gas is cut off, you may activate the brake lever without problem. On a moped or scooter, the brake lever on the right hand side acts on the front wheel, the one of the left hand side, on the rear wheel, contrary to a speed bicycle.



HOW TO GET THE MAXIMUM OUT OF YOUR BRAKES

UNDER NORMAL CONDITIONS:

On mopeds or scooters, the front brake is the strongest. Under normal stopping conditions, it is the front brake that applies greater force due to weight transfer toward the front. Both brakes should be applied simultaneously and gradually, so as to get equivalent braking force on each wheel.

IN AN EMERGENCY:

Whenever possible, it is much safer not to wait until the last moment to apply the brakes. Last minute manoeuvres may startle road users following you. There will be, however, circumstances where you will have to stop abruptly. You'll be safe if you know how to react quickly and effectively. We have seen earlier that the front-wheel brake of a moped or scooter is the more powerful. In an emergency, apply firm pressure to the front brake, taking care, however, not to lock the wheel. You will know that the front wheel is about to lock when it starts to quiver. You should apply firm pressure simultaneously to the rear brake, without locking the rear wheel.

Compare stops under normal conditions and emergency stops.

	FRONT BRAKE	REAR BRAKE	THROTTLE CONTROL
NORMAL SITUATION	Apply gradually	Apply gradually	Closed
	Do not lock the wheel.	Do not lock the wheel.	
EMERGENCY SITUATION	Apply firmly	Apply firmly	Closed
	Do not lock the wheel.	Do not lock the wheel.	

POSITION WHEN STOPPED

You may lose your balance not only when going at high speed, but also when stopped. In your opinion, which one of the following stop positions is the most stable? Enter X to indicate your choice.

To convince yourself as to which position is the ideal one, try this exercise. Stand on the tip of your toes for one minute. The next minute, stand on your two feet flat. Finally, stand on one foot only.

When doing this exercise, you will notice that standing on your two feet gives you much more stability. The same applies when you are on a stationary moped or scooter.

HOW TO NEGOTIATE A TURN

To turn safely, you must know where you want to go, at what speed and how to manoeuvre your moped or scooter.

THE LEAN

To make a turn on a moped or scooter, you have to lean the vehicle in the direction of the intended turn. Here is the most efficient way to obtain the correct lean:



First, push on the side of the handlebar in the direction of the intended turn. This move will make your body lean with the moped or scooter in the direction of the turn.

As soon as the moped or scooter has started to go in the direction you want, ease off the pressure on the handlebar.

This is called "countersteering" You can test its effectiveness in a traffic-free area.

After several tries, you will realize that it is easier this way to obtain the right angle than by shifting your weight on the side of the turn.

We saw previously that the moped or scooter operator's balance was affected by two factors: body positioning and looking far ahead (this aspect will be discussed further on). This also generally applies when turning.

THE POSITION OF THE BODY

It is easier to maintain your balance when turning if you keep your body aligned with the moped or scooter and your gaze far ahead.

You should not be afraid to lean your body in line with the lean of the moped or scooter when turning. There is no danger if the moped or scooter is reasonably inclined.

To be able to control your moped or scooter's lean, you simply have to take into account two things: the



THE LEAN VARIES ACCORDING TO:



You know that to turn you must lean the moped or scooter and your body in the direction of the turn. Let's now dwell on another aspect: road traction.

ROAD TRACTION

To negotiate a turn safely, good contact with the road surface is essential, that is your tires must grip the road surface.

Without sufficient surface traction it is difficult to operate around a curve. Even if you try to steer your moped or scooter in one direction, it may not obey. Fortunately, you can easily avoid this.

WHAT CAN REDUCE SURFACE TRACTION?

At high speeds, air travels quickly under the moped or scooter and creates an upward pressure. The faster you go, the stronger the upward push and the harder it is for the tires to grip the road surface. Traction will therefore increase if you take the turn at a more moderate speed. Road surface conditions (rain, gravel, sand, etc.) can also adversely affect traction.

COMPLETE THE FOLLOWING

BY ENTERING A + OR A - SIGN IN THE CIRCLES					
	or scooter speed or scooter speed	or scooter lean			
WHEN THRNING		or road traction			
	moped or scooter speed	moped or scooter lean			
		or road traction			

CHECK YOUR ANSWERS AGAINST THOSE AT THE BOTTOM OF THE PAGE.

 moped or scooter speed moped or scooter lean moped or scooter lean moped or scooter lean tradition
--

	THERE IS A MARKED DIFFERENCE BETWEEN APPLYING THE BRAKES BEFORE AND DURING A TURN.					
	Proving REEADE the turn	The moped or scooter is upright; you have maximum traction	Braking is effective			
Druking	blaking bei oke me tom	The wheels are straight	There is less risk that they lock			
	Praking DUPING the turn	The moped or scooter leans; traction is reduced	Braking is less effective			
		The front wheel is turned	It is more likely to lock			

WHEN SHOULD YOU SLOW DOWN?

Obviously, you should see to it that you do not have to brake during the turn.

Do not brake here	·©+·····
	A You should brake here

The laws of physics are the same for everyone. Whether you operate a moped or scooter or an automobile, if you take a turn too fast traction will be reduced and there is a risk that the turn will not be completed.

And what if another vehicle encroaches upon your lane? In that case, the fact that your moped or scooter is so small may help you, provided you have detected the danger sufficiently ahead of time.

LOOK FAR AHEAD

Some moped or scooter operators tend to look too close to the front wheel of their vehicle when they enter a curve. This prevents them from seeing an oncoming vehicle ahead of time. Looking far ahead would allow the rider to detect a dangerous situation in time and get ready to take the necessary evasive action. It would then be possible to manoeuvre more smoothly.

HOW TO AVOID ACCIDENTS WHEN TURNING

If one tried to illustrate the different types of moped or scooter accidents that occur when turning, it would look like this:









collision with oncoming vehicle

PRACTICE EXERCISES

You cannot practise on public highways before obtaining your moped or scooter operator's licence.

- Practise starting the moped or scooter, trying to locate and activate the starting devices without looking.
- Stand beside your moped or scooter and tilt it to check the maximum incline possible without the foot-rests touching the road surface.
- With the moped or scooter resting on its stand, practise finding quickly the brake lever for the front wheel and the one for the rear wheel.
- With the engine shut off, on a slight slope or by being pushed, practise applying only the front brake, then only the rear brake, and finally the two simultaneously. Note how much more effective it is to use both brakes.
- At low speed and in a traffic-free area, practise braking to stop the moped or scooter at a marked spot on the pavement. At the same time, test your skill at applying the required force to each of the brake levers.
- In a traffic-free area, practise making turns using the countersteering method.
- At low speed and in a traffic-free area, try your skill at slowing down and braking before going around a curve.

WHEN YOU HAVE COMPLETED THIS SECTION. YOU SHOULD BE ABLE TO:



3 identify three important requirements for expressing your intentions clearly.



Some wild animals take on the colour of their environment for self-protection. But the road user's best defence, especially if his vehicle is very small, is conspicuousness.

MAKE YOUR PRESENCE OBVIOUS

Most of the time, accidents involving a moped or scooter and another vehicle occur because the motorist ignores the rider's right of way. For riders, this is hardly reassuring. It should be said though that, in the majority of cases, the motorist did not see the moped or scooter before the collision occurred.



THERE IS MORE THAN ONE WAY TO INCREASE YOUR VISIBILITY WHEN RIDING A MOPED OR SCOOTER.

THE HEADLIGHT

The headlight on your moped or scooter helps you to be more conspicuous, not only in critical situations, but at all times. It is therefore important that you check it every time you set out for a ride, to make sure that it is clean,



THE TAIL LIGHT AND BRAKE LIGHT

There is a simple and effective way to make your presence know to road users behind you. It consists in keeping the pressure on the brake levers, even if your moped or scooter is stopped. Your tail light will be of a brighter red and thus more readily visible by drivers farther behind.



REFLECTORS

The reflectors make your moped or scooter more visible when you travel in the dark. Make sure reflectors are located where they should be and keep them clean.

You could complement the effect of the reflectors by adding adhesive strips of reflectorized material in various places on your moped or scooter.



A moped or scooter is less visible from the side, since it has lights in front and at the back only, which is why reflectors are important.

SIGNALLING

YOUR CLOTHES

If we want motorists to pay due attention to us, we must first make sure that they will actually see us. Wearing dark clothes is almost equivalent to camouflaging. It is much preferable to wear bright-coloured clothing to avoid other road users viewing us as part of the pavement.

Wearing a helmet is mandatory. Goggles or a face shield are highly recommended.

The colours that are more readily discernable are:



The vests worn by school crossing guards, hunters and road workers are of a fluorescent orange colour and have strips of reflectorized material. Just like moped or scooter riders, those people need to be seen from a distance to ensure their own safety.

If you already own a dark helmet and dark clothing, it would be wise to add some adhesive strips of reflectorized material on them. You can also wear a short fluorescent vest with strips of reflectorized material over your usual clothing.

At night or in bad weather, moped or scooter riders are particularly difficult to detect. Increasing your visibility as much as you can could surely reduce the possibility of accidents.

MAKE YOUR INTENTIONS CLEARLY KNOWN

Take a look at the illustration. If you were the moped or scooter rider, what would you do on the approach of the automobile?





Since there is nothing abnormal on the road, you are right in wanting to continue at the same speed.

However, the illustration could be as misleading as the behaviour of some people at times. If you could foresee that the driver of the car would turn just in front of you, your choice would certainly be different.

Every time somebody forgets to warn you of his intentions to turn or change lanes, your intention becomes critical. The same happens when you forget to warn others of your intentions.

Since nobody can guess other people's intentions, it is essential that you always signal your intent clearly and at the right moment. These are the three requisites of effective communication:

- **1** always signal your intent
- 2 signal clearly
- **3** signal at the right moment.

1 ALWAYS MANIFEST YOUR INTENTIONS

Using your turn signals should become automatic, even if you see nobody on the road. There may be someone you could not see.

2 MAKE YOUR INTENTIONS CLEARLY KNOWN

The other road users will make their decisions from what they see. Make sure then to signal your intentions clearly.



The signal is clear. The pedestrian will not start crossing.



The signal was not sufficiently clear The pedestrian could not foresee that the moped or scooter would turn right.

PRACTICE EXERCISES

You cannot practise on public highways before obtaining your moped or scooter operator's licence.

- Practise changing bulbs on the various lamps, so that you can do so readily if you had to change the bulbs while on the road. (The Owner's Manual has indications on how to proceed).
- 2 Get a supply of reflectorized adhesive material and place strips at the front, back and sides of your moped or scooter.
- Check your helmet and your outfit. If necessary, add adhesive tape made of reflectorized material. (To ride in the evening, you may wish to get a short fluorescent vest equipped with reflective strips).

3 SIGNAL YOUR INTENTION AT THE RIGHT MOMENT

If you signal too late, you will take the other road users by surprise,

But, if you signal too soon, you may find when the time comes that you cannot manoeuvre as you intended. Others may also think that you have just forgotten to shut off your blinkers.

In either case, your communication has not been effective.



identify the three elements to take into account in order to make the right decision when a danger sign is detected. identify the elements that constitute a hazard for riders (obstacles, road design, other road users). identify the field of vision that should be provided by a properly adjusted rearview mirror on a moped or scooter. identify the operator's blind spots. know how know how to check blind spots. know the best way to ensure eye protection when riding a moped or scooter.

 interpret correctly traffic signals and road sign indications (see the chapter of the Driver's Handbook on road signs and traffic signals).

YOU SHOULD BE ABLE TO:



OBSERVATION

You saw in the previous section how important it is for you to be seen by other road users. Somebody, however, may have a brief moment of absent-mindedness and forget that you are there. But if that driver does not see you, make it a point of seeing him and keep in full control of the situation.

Traffic conditions may change very quickly. To adjust to those changes, you must observe carefully what goes on around you. Only by overall and continuous observation will you be able to detect all danger signs. They will sometimes be obvious, but at other times they may be harder to discern. The following illustrations are intended to exercise your skill at detecting danger signs. Try to locate those danger signs as quickly as possible. In a real riding situation, that ability will allow you more time to react.

It would be preferable to complete the exercise before checking if you have the right answers. For the moment, circle on each illustration what you believe is a danger sign.

IN THE ILLUSTRATIONS, THE DANGER SIGNS ARE:





To be able to make the right decision when a hazard is detected, you really have to look all around. Depending on the type of hazard, you must decide whether it is better to go around the obstacle, or go over, or stop. Whatever the situation, your choice should take three factors into account:



LOOK AHEAD

In the section "Basic Control Tasks", we stressed the importance of looking far ahead when turning. This rule applies not only for turns, but at all times. By observing what goes on as far ahead as possible, you are giving yourself the time to react to anything that could affect your riding. You can then avoid getting yourself into impossible situations.

Careful observation of what goes on in front of you should allow you to gather information about:

Obstacles.

(Ex.: illustrations 1, 6, 8 on pages 15 and 16).

Different types of intersections and road configurations (Ex.: illustrations 5, 7, 10 on pages 16 and 17).

Traffic signals and road signs (Ex.: illustrations 2, 5, 8, 10 on pages 15, 16 and 17).

The behaviour of other road users (Ex.: illustrations 1, 3, 4, 9, 10 on pages 15, 16 and 17).





LOOK ON YOUR SIDE

Good observation in front, as well as in the rearview mirrors, still does not give you a complete view of the road.

The shadowed parts on the illustration represent the unobserved portion.

A vehicle could very well be on a part of the roadway that you cannot see.

These areas are called blind spots. There is one on each side of your vehicle.

You can readily imagine what would happen if the rider in the

illustration decided to overtake the vehicle in front of him without paying attention to the blind spot on the side of his moped or scooter.

Before passing or changing lanes, it is wise to make quick over-theshoulder checks. It's the best way to make sure that

the way is clear on the side of your moped or scooter.

At first, you may have a tendency to also turn your shoulders. Try as much as possible to turn only your head, to avoid a jarring movement on your handlebar.

On the other hand, if you get into the habit of keeping your rearview mirrors well adjusted, you will realize that it is possible to reduce somewhat the size of the blind spots.

LOOK BEHIND YOU

By checking regularly in your rearview mirrors, you avoid being caught unawares because of approaching vehicles behind you. Frequent back glancing will help you decide if you can slow down or change lanes in all safety.

Properly adjusted rearview mirrors should allow you to see the road as shown below.

The road behind, as you would see it if you turned your head.



ou nave a view ot the lett part of the lane behind and some of the other lane. You have a view of the right part of the lane behind and of the shoulder.

TO SEE ALL - AND WELL

To operate safely in traffic, you must be able to see all that goes on around you. Your eyes will have a better chance to stay alert if they are well protected.

Wind, bugs and dust are irritants that could divert your attention from the road, be it only for a second or two. With appropriate goggles or a face shield for your helmet, you would avoid those problems.





ROAD SIGNS AND TRAFFIC SIGNALS

Under the Highway Safety Code, road signs and traffic signals must meet the standards set by the Minister of Transport. These signs and signals are designed to ensure road users' safety and facilitate the flow of traffic. While useful as guides, signs and traffic signals cannot be construed as guarantees against the risks inherent in road use. Highways, vehicles and rules are mainly developed under ideal traffic conditions. Since accident risks are numerous, vehicle operators must continually adjust their conduct.

Québec road signs and traffic signals include road signs, traffic lights and road markings. The signs form a visual language that vehicle operators must know and understand for their own safety and for the safety of other road users.

SIGN CATEGORIES

- REGULATORY SIGNS: Regulatory signs indicate road users' obligations and the restrictions placed upon them under the Highway Safety Code.
- WARNING SIGNS: Warning signs are meant to draw attention to road sections where drivers must be particularly cautious due to obstacles or hazards on or alongside the roadway. The signs warn motorists to slow down, stop or change directions.
- INFORMATION SIGNS: Information signs provide simple indications about destinations: direction, street name, point of interest, services or other information.
- ROAD WORK SIGNS: Work site signs draw attention to construction or maintenance being carried out on or alongside a roadway and give indications about how to get through the area safely. Road work signs encompass the three other types of sign objectives.



SYMBOLS

Symbols such as pictographs, arrows and outlines are used to replace words in order to make road signs easier to read and understand.

Arrows are used to indicate areas controlled by regulation, announce upcoming signs and indicate



detours, manoeuvres and destinations. Outlines

Silhouettes indicate the beings and things affected by the sign; they indicate specific configurations, encourage road users to



be particularly careful and convey information.



PRACTICE EXERCISES

You cannot practise on public highways before obtaining your moped or scooter operator's licence.



WHEN YOU HAVE COMPLETED THIS SECTION. YOU SHOULD BE ABLE TO:

- identify the best lane position for a moped or scooter on a road with two lanes or more going in the same direction.
 identify the 5 things that should be done, in the appropriate order, before moving safely into another lane.
 identify the safest position in the lane,
 - depending on road and traffic conditions and the behaviour of other road users.
- identify the positions that a moped or scooter rider should avoid.
- **5** identify the blind spots for an automobile driver.
- identify the position to adopt if you are travelling in the company of one or more riders.
- identify the way to determine your position on the road when visibility is reduced.

ROAD USAGE



An important aspect of defensive riding consists in taking the best possible position in traffic. In fact, a good position makes you feel more at ease among other vehicles, gives you a better view of what goes on around you, makes you more visible to other road users and allows you enough space to move.

LANE SELECTION

On a road with more than one lane of traffic going in the same direction, the left lane is usually reserved for passing.

Since moped or scooters are generally not designed to travel at more than 60 km/h, they are being passed more



often than other vehicles. So, unless you intend to turn left or you must go around an obstacle, you will feel more at ease in the right lane.

SELECTING THE BEST LANE POSITION

It is not possible to determine what position will always be the best and safest. It varies with circumstances. Therefore, you should learn the criteria for selecting one position rather than another.

THE CENTER POSITION IN THE LANE

The center position discourages motorists from passing since there is not sufficient space to do so. However a motorist might grow impatient behind you and attempt passing, at great risk to you.

There are, nevertheless, three situations where the center position is the safest of all. After observing the following illustrations, can you tell what these circumstances are?

The center position in the lane becomes the safest when the road surface along the shoulder is damaged on a relatively long distance. To go over those irregularities on a long stretch of road could make you eventually lose control of your vehicle. Zigzagging continually to avoid them would put you in a dangerous position when other vehicles are passing. It would be better then to stay in the center for as long as the road surface remains poor. Watch out for gravel or oil on this part of the lane, especially at intersections.

You can also adopt a center position if you can travel at the same speed as the other vehicles. Since you would not be impeding the flow of traffic, the other drivers would have no reason to want to pass you. Keeping in the center also prevents other vehicles from sharing your lane.

Finally, there is advantage in keeping to the center if you are travelling on a very narrow road. This allows you to keep an adequate distance from the edge of the roadway.



CHANGING LANES

Before changing lanes, you should always make sure that you can do so safely. The following 5 actions will guarantee your safety when changing lanes.

- 1 Check in your rearview mirrors.
 - Check over your shoulder.
- Signal your intention.
- **4** Check again in your rearview mirrors.
- **5** Check again over your shoulder

It is very important to perform the five operations in that order.

THE LEFT POSITION IN THE LANE

If you take the left lane position, motorists will be tempted to pass you on the right. You could then find yourself "squeezed" between two vehicles. Or, if they don't pass you, the motorists behind you may force you to travel too fast for the capacity of your moped or scooter.

Looking at the following illustrations, can you point out two circumstances when it would be preferable for you to keep to the left?





Moving to the left may be necessary when insurmountable obstacles block the right portion of the lane, but it is always safer to move back into another position after going around the obstacle.

You may also have to take the left position in the lane when you are preparing to make a certain type of left turn. For the moment, just remember that this position is not to be taken for all left turns (we will go into that in more detail in Section 8). The type of intersection and the amount of traffic enter into consideration.

Despite the drawbacks, it may be necessary to choose the left position in a lane because:

there is usually less gravel or oil drippings on this part of a lane and less water when it rains;

 you are more easily seen by any motorist ahead and by oncoming drivers;

this position is far away from vehicles parked along the roadway.

THE RIGHT POSITION IN THE LANE

Mopeds and scooters should most of the time occupy the right-hand position. It prevents other vehicles from passing you on the right and at the same time helps to avoid line-ups behind you.

That position, has, however, one major drawback: it encourages motorists to pass you without changing lanes. A vehicle may then come very close to your moped or scooter and force you to swerve or to get off the road.

Here is what you can do to avoid this type of problem and make your position in the right portion of the lane completely safe.





POOR POSITION RIGHT POSITION Keep far enough from the edge of the road (1 metre). This makes it possible for you to swerve without finding yourself on a soft shoulder.

Now, try to complete the following sentences. It will help you find out if you are able to select the correct position inside a traffic lane.



that of other vehicles.

I MUST TAKE THE LEFT POSITION IN A LANE.





When

I MUST TAKE THE RIGHT POSITION IN A LANE.





When the traffic lane

rapidly than my moped or scooter.

move

is

To know if you are right or wrong, check with the following table.

POSITION	IS IN A TRAFFIC LAN	IE
	POSITION	SELECTION CRITERIA
	IN THE CENTER OF THE LANE	When my moped or scooter travels at the same speed as the other vehicles.
		When the traffic lane is very narrow.
		When it isn't raining and there is no gravel or oil on the pavement.
		When the road is damaged over a relatively long distance along the shoulder.
	IN THE LEFT PORTION OF THE LANE	For certain types of left turns.
		To avoid an insurmountable obstacle
	IN THE RIGHT PORTION OF THE LANE	In all other circumstances

POSITIONS TO AVOID

THE CENTER POSITION ON A WET ROADWAY

Oil drippings from other vehicles often accumulate in the center of the lanes. When this oil is mixed with water, the road surface becomes slippery and surface traction is reduced. It is therefore safer to avoid this lane position when the roadway is wet.

ON THE SHOULDER

The shoulder surface is often rugged and may be covered with broken glass, rubble or other debris. it does not allow you the stability that you require to control your moped or scooter. Therefore, it is preferable not to travel on it, unless there is no alternative to avoid a serious accident.

BETWEEN TWO LINES OF VEHICLES

When traffic is slow or at a standstill, it is sometimes tempting to thread between two lines of vehicles to get ahead. The problem is that, besides having very little space in which to manoeuvre, you risk being really squeezed in when traffic starts moving again.

Even if your moped or scooter is small, you do need a full place in the lane to feel secure. By taking the correct lane position, you prevent other road users getting the impression that you can do with very little space on the roadway.

IN OTHER VEHICLES' BLIND SPOTS

Automobile drivers are still not quite used to sharing the road with two-wheelers, thus, the necessity for you to observe all that goes on around you. When a vehicle travels alongside your moped or scooter, the driver may not realize that you are in a dangerous position, since you are in his blind spot. As you can never be sure that the driver will shouldercheck as he should, don't take any chances: slow down. For a moped or scooter rider, it is usually the best way to get out of a driver's blind spot.

If the motorist does not look over his shoulder before changing lanes, there is a danger his vehicle will hit the moped or scooter.

RIDING IN A GROUP

The Highway Safety Code makes it an obligation for moped or scooter operators travelling in groups to ride in zigzag formation.

This formation allows each member of the group to have a better view all around his moped or scooter.

Riding abreast does not offer that advantage since each rider prevents the other from seeing one side of the road.



CHECKING YOUR POSITION WHEN VISIBILITY IS POOR

At night, or in bad weather, it is more difficult to discern the configuration of the road. There are two ways to check if you are in the proper lane and not too close to the edge of the road:

Watch the lines on the pavement.

2

Observe the lights of the vehicle in front of you. If the lights jump, you will know that there is a pothole or an obstacle ahead.

PRACTICE EXERCISES

You cannot practise on public highways before obtaining your moped or scooter operator's licence.

- On a quiet street, travel in the right lane position (one metre from the curb) over a distance of about 100 metres. Practise travelling that distance at a constant speed without deviating from your path.
- Invite one or several members of your family to check with you the area covered by an automobile driver's blind spot.

For this:

- Park your moped or scooter on the right side of an automobile, by the rear bumper.
- Take your place on the driver's seat in the automobile and adjust the interior rearview mirror.
- You will realize that you cannot see the moped or scooter without looking over your shoulder.
- Check the beginning and the end of the blind spot by moving the moped or scooter.

WHEN YOU HAVE COMPLETED THIS SECTION, YOU SHOULD BE ABLE TO:

 determine what separation should be maintained between your vehicle and the vehicle in front of you;

2 know when the separation between your vehicle and the one in front should be increased;



determine the security margin to keep on each side of your moped or scooter.



KEEPING A SAFE DISTANCE

Your moped or scooter is very small compared to the other vehicles on the road. This is sometimes a drawback, but very often an advantage. For example, the small dimensions of your vehicle make it possible for you to go around most obstacles without encroaching upon another lane.

There may be, however, obstacles that cannot be avoided, particularly when they appear unexpectedly in front of your moped or scooter. This could be a vehicle that brakes suddenly, or debris that you could not see ahead of time because it was hidden under a car.

It is possible to ride year after year and never be caught unawares. The secret: always manage to keep sufficient space around your moped or scooter.



His vehicle then becomes an obstacle very difficult to skirt.



The fact of controlling the distance between you and the road users in front, behind and alongside you assures you of an exit, no matter what happens. It also helps you to avoid emergency stops or abrupt movements on the



handlebars to get out of trouble.

KEEPING A SAFE DISTANCE IN FRONT

It takes a few seconds to stop, or to accelerate, or to turn when an obstacle suddenly appears in front of your moped or scooter.

AS AN EXAMPLE, BEFORE YOUR MOPED OR SCOOTER IS STOPPED, YOU NEED TIME:

Until those three operations are completed, your moped or scooter will continue to move ahead. The distance travelled during that time represents several metres.

Under normal conditions, a moped or scooter requires the same distance as an automobile to stop.



MAINTAINING ADEQUATE SEPARATION

Maintaining an adequate separation makes it possible for you to look farther ahead. When you follow too closely your view of the road is restricted. To realize how much vision is affected by distance, take a sheet of paper and place it at about 20 cm in front of your eyes. Observe the objects that you can see on each side of the sheet. Then place the sheet twice as far. You can now see objects that you could not perceive previously.

It is therefore very important not to follow too closely the vehicle in front of you. If the driver had to brake suddenly, a safe separation would give you time to manoeuvre calmly and effectively.

When you keep enough separation between your moped or scooter and the vehicle in front of you, you increase your chances of detecting obstacles before you reach them.

THE SAFEST SEPARATION

There is a simple method to check if the distance is sufficient between your moped or scooter and the vehicle in front of you. It is the "2-second rule".

How to apply the 2-second rule

The "2-second rule" gives you only the minimum distance to maintain, whatever your speed.

If you know other moped or scooter operators, why not practise with them in a traffic-free area. You will discover that at the same speed (let's say 30 km/h) the safe distance is always the same.

By trying different speeds, you will eventually be able to judge the safe distance to maintain according to the speed of travel, without having to count each time.



MAINTAINING A SEPARATION OF MORE THAN 2 SECONDS

The"2-second rule" gives you only the minimum distance to maintain under ideal conditions. When visibility is reduced, this separation is no longer sufficient.

At night, and in bad weather, it is much more difficult to estimate distance. Most objects appear farther away than they actually are. To make sure you have sufficient room to manoeuvre you should maintain a 3 to 4 second separation.

KEEPING A SAFETY MARGIN BEHIND

In ideal conditions, the safety margin to maintain behind your moped or scooter should be equivalent to 2 seconds. That means you must try to keep about the same free space behind your vehicle as in front.

The "2-second" rule just described cannot be used to determine the separation needed behind your moped or scooter. The quickest and most efficient way is to look regularly in your rearview mirrors to judge whether you are maintaining the same distance behind as in front.



Needless to say, the space behind your moped or scooter is more difficult to control since some vehicles may follow quite closely and prevent you from keeping the needed safety margin. In such cases, it is preferable to leave even more distance in front. This may decide your follower to pass. If he does not and continues to tail you dangerously, don't take any chance: get off the roadway as soon as you can do so safely.

MAINTAINING A SAFETY MARGIN ON THE SIDES

In addition to keeping a safe separation in front and behind your moped or scooter, you should make sure that there is room to manoeuvre on both sides. If ever you had to deviate quickly from your path, you would congratulate yourself for having maintained that safety margin.

If you have arranged to have about one metre safety margin on each side, you should be able to avoid having a collision with whatever is on the road or along the road edge (passing vehicles, parked vehicles, railings, telephone poles, pedestrians, etc.).

PRACTICE EXERCISES

You cannot practise on public highways before obtaining your moped or scooter operator's licence.



WHEN YOU HAVE COMPLETED THIS SECTION. YOU SHOULD BE ABLE TO:

- identify road surface conditions that affect traction;
- e identify the dangers related to some types of road surfaces;
- identify the preventive measures to be taken when approaching road surfaces where traction is reduced;
- identify the safest lane position when riding on a wet surface;
- 5 identify the proper method of braking on a downward slope.



TRACTION CONTROL

Riding conditions change rapidly on a public highway. To adapt your riding to these changes, you must constantly adjust the speed of your moped or scooter. In the preceding sections, mention was made of the necessity to adjust speed when approaching a curve, or when a possible hazard is detected. We will now deal with speed control in conditions affecting moped or scooter stability and braking effectiveness.

TYPES OF ROAD SURFACE

It is always easier to control a vehicle when road traction is good. As you know, traction may be affected by speed and by moped or scooter lean, but also by the type of road surface on which you are riding. A hard, rugged and level road surface generally helps good contact between tires and roadway, whereas when the road surface is loose, smooth or uneven, traction may be considerably reduced. This happens on muddy roads, metallic surfaces such as bridges and railway tracks, and on gravel, stone or sandy surfaces where too abrupt a change of speed or direction may result in skidding.

WET SURFACES

Wet surfaces are another source of problems for riders. Contrary to motorists whose four-wheeled vehicles have more stability, moped or scooter riders can count only on their two wheels. Their vehicles have a greater tendency to skid when travelling on a wet pavement.

RIDING ON A WET PAVEMENT

It is always better of course not to ride when conditions are unfavourable. But if you must, the following recommendations may be useful:



1 Avoid the center position of the lane where oil tends to accumulate. 2 Avoid riding over a surface covered with wet leaves: they are very slippery. 3 Try not to travel on painted lines; when they are wet they become even more slippery than the asphalt pavement. 4 Ride on the right portion of the lane, in the traces left by preceding vehicles. This portion of the roadway dries up faster than everywhere else. 5 Ride at a reduced speed to keep good control of your vehicle. 6 Avoid places where water accumulates because this could result in aquaplaning, that is, a tire losing contact with the road surface and skimming on the water.

BRAKING ON A WET ROADWAY

Traction may be reduced by more than half on wet pavement. You must therefore expect to need a longer distance than normal before your vehicle is brought to a complete stop.

The most effective way to brake on a wet surface is to apply gentle and gradual pressure on both brakes. You can then stop the moped or scooter without losing control.

DETECTING DANGEROUS SURFACES

Careful observation of the road ahead will make it possible to detect in time the kind of road surface that may constitute a hazard and slow down before getting there. Paying attention to road signs may also help you to avoid problems caused by hazardous road surfaces. The following exercise will help you to know what road surfaces may be dangerous, to detect the hazards that are related to such surfaces and to find ways to cope with them.

TABLE OF DANGEROUS	ROAD SURFACES	
ROAD SIGN	DANGERS RELATED TO THE ROAD SURFACE	
	Possible presence of rocks and sand on the roadway and shoulder.	
	Gravel, sand on the roadway near the truck exit.	
3	Obstruction, poor condition of road surface (bumps, potholes, etc.)	PREVENTIVE MEASURES A Reduce speed.
	Distance to road work area	 Slow down before reaching the hazard. Avoid abrupt changes of direction. Avoid braking suddenly.
	Man working	Observe the presence and proximity of other road users. Increase separation from other vehicles.
	Change in pavement (gravel), uneven surface	
	Slippery railway tracks, angle to road and surface irregularities.	
	Pavement here may be more slippery when wet	
	Flooded roadway	

ON A HILL

It is very important to adjust the speed of your moped or scooter to the changing conditions of the road. When going up or down a hill, you may find it difficult to control your moped or scooter's speed if you don't take into account its capacities and limits.

GOING UPHILL

You will increase your chances to maintain a good speed if you can accelerate before starting up a hill. Check regularly in your rearview mirrors to see if a line of vehicles is forming behind you. If your realize that you are impeding the flow of traffic because your moped or scooter is losing too much speed, it would be safer for you to move to the right and continue on foot.

For your protection, you should then walk on the extreme edge of the road, to the right of your moped or scooter.

GOING DOWNHILL

When going down a steep hill, one is often tempted to take maximum advantage of the increased speed. However, if you go faster than the moped or scooter actually permits, damage may be caused to some parts of the vehicle. The suspension, the wheels, the brakes will not withstand excessive speed. Also, you will find it more difficult to stop at such high speed. It is much preferable to start slowing down before being faced with an emergency.

MAINTAINING A REDUCED SPEED ON A DOWNSLOPE

To maintain a reduced speed when going downhill, use the brakes by applying gentle but steady pressure to both brakes simultaneously. This is preferable to repeated strokes since it allows the heat to dissipate over a longer period of time.

PRACTICE EXERCISES

You cannot practise on public highways before obtaining your moped or scooter operator's licence.



	YOU SHOULD BE ABLE TO:
1	identify the correct behaviour at controlled intersections.
2	identify the correct place to stop when required to do so by traffic control devices.
3	identify the proper sequence in which to check for vehicles coming from both sides at the approach of an intersection.
4	identify the correct way to cross an intersection where the view is obstructed.
5	identify the safest lane position when going through an intersection.
6	identify the path to follow to cross an intersection.
7	identify the safest lane position when turning right at an intersection.
8	identify the path to follow for a safe right turn.
9	identify the appropriate moment to signal your intention to turn.
1	identity the appropriate moment to change lanes before a standard left turn.
1	identify the safest lane position from which to turn left if the road has a lane reserved for left turns.
12	identify the safest position for a left turn when the road has no lane reserved for left turns.
13	identify the path to follow for a standard left turn.
14	identify the kind of left turn most appropriate in a given situation.



BEHAVIOUR AT INTERSECTIONS

Intersections are generally very busy spots where different road users perform various manoeuvres. That most accidents between mopeds or scooters and automobiles happen at intersections should not therefore be surprising. Good riding strategy would, however, make it possible for you to stay clear of all conflicts at intersections. This subject is dealt with in the following pages.



ROAD SIGNS

The right of way is not always indicated by traffic lights. At some intersections, traffic is controlled by road signs.



There are great risks in not obeying traffic lights and signs at intersections. It is to be expected that those who have the right of way may not foresee the moped or scooter intrusion and could be unable to avoid a collision.





WHERE TO STOP AT AN INTERSECTION

It is very disturbing for a moped or scooter operator when drivers do not respect his right of way. First, because the moped or scooter rider is very vulnerable in case of accident, but also because he should normally enjoy the same rights as other road users.

Neither are pedestrians much reassured when they meet motorists who pay no attention to their presence.

As a moped or scooter rider you could help pedestrians to feel more secure.

At an intersection, stop your vehicle before the stop line.

Then, pedestrians will not have to leave the crosswalk to get around your vehicle.

You will also help pedestrians by allowing them to cross when they have already entered the intersection.

If all vehicle operators decided to be more attentive to pedestrian rights, everybody would benefit, since we are all, at some time pedestrians.





CROSSING AT AN INTERSECTION

In order to cut down as much as possible the number of accidents, it is important to learn to detect potential hazards ahead of time. Often a conflict situation develops when a vehicle turns left in the path of a moped or scooter. Your vehicle is small, not very visible, and not fast enough to attempt evasive manoeuvres.



Even if you have the right of way, you have everything to gain by yielding to a driver who seems unaware of your presence. If you give in, all you stand to lose is a few seconds of your time.

THE OBSERVATION SEQUENCE

Even if you have the right of way, it is always safer to observe carefully the lanes that you are about to cross. You can then detect in time the road users that seem likely to disregard traffic controls.

THE PROPER OBSERVATION SEQUENCE WOULD BE AS FOLLOWS:

You start by looking on the side where vehicles are first expected.

2 Then you look to the other side.

3 You look again in the first direction to make sure that the situation has not changed.

You also have to observe carefully the vehicles on both sides before entering the intersection. Some vehicle drivers think that where there are no traffic lights they have an implicit right of way. The sooner you detect that type of road users, the less exposed you will be.

Normally, no vehicle should travel in the wrong direction on a one-way street, but it is always more prudent to look on this side just in case someone has entered the wrong lane by mistake. In each of the following illustrations, a moped or scooter rider is about to cross at an intersection where he has the right of way. As it is safer to check if the other road users will actually yield that right, what sequence would you suggest for the observation of vehicles coming on each side?



In the first illustration, the vehicles are coming from both directions. The best observation sequence is: left - right - left.



In the second illustration, the vehicles are coming only from the right side (one-way). The best observation sequence is: right - left - right.



In the third illustration, the vehicles come only from the left side (oneway). The best observation sequence is: left - right - left.

WHEN THE VIEW IS OBSTRUCTED

You do not always have a clear view at intersections. This may be because of parked cars, trees or buildings.

To avoid collisions, it is then very important to approach slowly and enter the intersection only when you can see clearly on both sides.

Once more, the observation sequence should allow you to see, first, the side where vehicles are expected, then the opposite side, and again in the first direction.



LANE POSITION WHEN CROSSING AT AN INTERSECTION

At an intersection, vehicles alongside your moped or scooter add to the hazards represented by vehicles travelling in the opposite direction and those behind you. It is important to take into account all these potential dangers when selecting your lane position. Normally, the position in the right portion of the lane provides good protection, but when preparing to cross an intersection, it is always preferable not to adopt that position. Here is why:



THE CENTER OF THE LANE POSITION

The position in the center of the lane makes it possible to avoid such situations. Vehicles are then forced to stay behind you and have a better chance to be seen by road users alongside your moped or scooter.



THE PATH TO FOLLOW WHEN CROSSING AT AN INTERSECTION

Road and traffic conditions at crossroads do not always make it possible to ride in the center of the lane. If you were riding in the right portion of the lane before reaching the intersection, it would be preferable to change positions only to cross the intersection.



The center of the lane position was the safest before reaching the intersection. You continue on your path without changing position.

RIGHT TURNS

SIGNAL YOUR INTENTION AT THE RIGHT MOMENT

To be sure that no one will be taken by surprise when you make your turn, it is important that you signal your intention clearly at the right moment, that is, about 30 metres before reaching the intersection, so as to give other road users time to become aware of your intention and to react accordingly.

THE PROPER POSITION WHEN TURNING RIGHT



It is therefore preferable when you intend to make a right turn to position yourself in the right portion of the lane. Communications will be better and you will also be more protected. Nevertheless, you cannot be completely secure as long as another road vehicle sharing the lane decides to turn right.

By positioning yourself far enough behind, you will avoid standing in the blind spot of the vehicle. You will also be able to see its turn-signal and whether the wheels are turned towards the right.

If the motorist should turn without signalling his intention, you would at least have sufficient time and space to avoid a collision.





LEFT TURNS

For moped or scooter riders, turning left is the move that represents the most risks. Since vehicles coming from the opposite direction have the right of way, the moped or scooter has to wait while traffic flows from both sides. Sometimes the waiting period is not too long and the turn can be made in relative safety, but at other times heavy traffic makes it impossible to act quickly.

There are two types of left turn that are recommended, depending on circumstances. If you have observed traffic conditions and road signals soon enough, you will be able to determine ahead of time the type of left turn that will be the safest.

STANDARD LEFT TURNS

To make a standard left turn, you position your moped or scooter in the left portion of the lane and wait for a reasonable gap in the oncoming traffic. If you are travelling on a road with more than one lane of traffic going in the same direction, this turn requires that you be positioned in the far left lane.

THE SAFEST MOMENT TO CHANGE LANES

We have previously seen that, when preparing to make a right turn, if you signal your intention about 30 metres before the intersection, you give the other road users time to become aware of your intention. The same applies for a left turn. However, in order to be able to signal your intention 30 metres before you turn, you must first move into the left lane.

It is not always easy to change lanes when other vehicles travel faster than yours. If you change too early, the drivers behind you will urge you on; if you wait too long, you risk not being able to move to the left lane.

A lane change about 60 metres from the intersection should allow you to avoid bothersome and hazardous situations.

LANE POSITIONS FOR LEFT TURNS

Once you arrive at the intersection, you may have to wait before turning. Your moped or scooter position should afford you a maximum safety margin from the other vehicles.

There is no single position that could be recommended for all left turns. When selecting the safest position, you have to take into account the type of intersection or the density of traffic.

At some intersections there is a lane reserved for vehicles turning left. It is identified by arrows painted on the pavement. The left long



1



Where there is a lane reserved for left turns, the safest position for you would be the center of the lane. You may have noticed that in such a position:

- you keep a good separation from vehicles passing on both sides.
- you avoid sharing your lane with the vehicle approaching behind you.



vehicles coming from the opposite direction, it is safer to position your moped or scooter in the center of the lane, so as to be more visible. Not all intersections have a left turn lane. Most of the time the left lane is also used for through traffic. The best position is therefore determined by traffic density in the opposite direction.



A good way to find out where you should position your moped or scooter before reaching the intersection would be to observe as far ahead as possible the type of intersection and the density of traffic from the opposite direction.

THE PATH TO FOLLOW FOR STANDARD LEFT TURNS

There are important differences between the various paths moped or scooter riders will follow when turning left at an intersection. Some are safer than others.

The following diagram shows three paths used frequently.

N.B. You may disregard for the time being the numbers shown in each path.



LET US EXAMINE EACH ONE.

- A Path A: The traffic light indicates that the moped or scooter rider has the right of way for a left turn. There may also be a light allowing right turns for vehicles in No. 2 lane. Should a vehicle approach quickly in that lane, it may take more space to negotiate its turn and collide with the moped or scooter. This path should therefore be avoided.
- Path B ——: There may also be a left turn signal for lane No. 11. The rider following path B is then directly in the path of vehicles turning left from that lane.

If there is no left turn signal, but a standard green light, path C is again the safest. In comparison with path A, the time you are directly in the path of vehicles from the opposite direction (lanes 11 and 12) is shortened and you are not, as in path B, blocking the way of vehicles from the opposite direction wishing to turn left (lane 11).

Did you notice that on path C the rider completes his turn in the left portion of the lane? It is indeed preferable to end on the left and to move to the right or to the center of the new lane only after passing the intersection. Being on the left makes it possible to keep a good distance from oncoming vehicles and to take less time to cross the lanes of traffic from the opposite direction.

If the roadway ahead has two lanes, you first position yourself on the one at the far left, then change lanes as soon as it is possible to do so safely.



PRACTICE EXERCISES

You cannot practise on public highways before obtaining your operator's licence.



1 The following exercises will enable you to check if you have reached the objectives of the preceding sections:

2 An answer sheet will be found at the end of this section.

3 The result will tell you if you have sufficiently prepared for the test administered by the SAAQ, which also requires a good knowledge of the Driver's Handbook.



TRAINING EXERCISES

INTRODUCTION

Which documents must a moped or scooter rider have in his possession?

- A Vehicle registration certificate
 - Secondary school diploma
- B Owner's Manual
 - Birth Certificate
- C Driver's licence
 Vehicle registration certificate
- **D** Driver's licence
 - Passport

Which one of the following groups of items are mandatory features for moped or scooter riding?

- A Backup light
 - Horn
 - Luggage rack
 - Windscreen
- B White headlight
 - Red light at the rear
 - Rear brake light
 - Two rearview mirrors
- **C** Turn-signal lights
 - Radio
 - Headlight
 - Ignition interlock
- D Rear brake light
 - Muffler
 - CD player
 - Luggage rack

3 Which one of the following groups contains only recommended items?

- A Light-coloured jacket
 - Boots
 - Gloves
 - Goggles
- B Long pants
 - Scarf
 - Sandals
 - Gloves

- C Light-coloured jacket
 - Gloves
 - Sandals
 - Bermuda shorts
- D Boots
 - Long pants
 - Cap
 - Scarf

SECTION 1

PRE-RIDE OPERATIONS

What document should the buyer of a moped or scooter get from the salesperson so as to be able to inspect and maintain the vehicle properly?

- A Guide for Moped and Scooter Operators.
- **B** The vehicle's registration certificate.
- C The Owner's Manual.
- D The Driver's Handbook published by the Société de l'assurance automobile du Québec

5 What are the 8 most important points to check before starting out for a ride on a moped or scooter?

- A the ignition key
 - the speedometer
 - the odometer
 - the tires
 - the throttle
 - the footrest
 - the fuel supply
 - the transmission oil level
- **B** the horn
 - the rearview mirrors
 - the lights
 - the tires
 - the throttle
 - the brakes
 - the level of gas and oil
 - the nuts and bolts

- the exhaust line
- the centre stand
- the brakes
- the handlebars
- the choke
- the luggage rack
- the oil
- the wheel spokes
- **D** the turn-signals
 - the chain
 - the brake cables
 - the tires
 - the carburetor
 - the shock absorbers
 - the spark plug
 - the battery

6 What items should necessarily be included in an emergency kit?

- A spare bulbs for the lights, spark plug.
- **B** spare tire, air pressure gauge.
- C brake cables, chain.
- D gas filter, spare pedal.

What would be the safest path to follow from one point to the other?

A Wide road; no shoulder; heavy traffic; following road signs:



B Narrow road; no shoulder; moderate traffic; road signs as follows:

C



- Very narrow road; no shoulder; light traffic; road signs as follows:
- Road with two lanes in each direction; shoulder;
 ight traffic; road signs as follows:



B Which one of the characteristics listed below would constitute a safe path?

- Road where all vehicles travel at about the same speed
 - Wide travel lanes
 - Roadway with shoulder
 - Light traffic
 - Hardly any trucks
 - Hardly any obstacles
- B Road where speed limit exceeds 50 km/h
 - Wide travel lane
 - Roadway divided by a median
 - Fairly heavy traffic
 - No trucks allowed
 - No obstacles
- Road where all vehicles travel at about the same speed
 - One-way lanes
 - No shoulder
 - Moderate traffic
 - Trucks allowed
 - Narrow bridge
- **D** Road where the speed limit is 30 km/h
 - Very narrow travel lane
 - No shoulder
 - Little traffic
 - Hardly any trucks
 - Winding road

SECTION 2

BASIC CONTROL TASKS

9 What is the correct leg, knee and foot positions when riding on a moped or scooter?

- A Legs hanging; knees close to the vehicle; feet parallel with road surface.
- B Legs folded; knees close to vehicle; feet on foot-rests.
- Legs folded; knees spread out; feet on tube or engine cover.
- D Legs up; knees spread out; feet on tube or engine cover.

10 The following statements refer to the moped or scooter brake levers. Which one is true?

- A The right brake lever acts on the front wheel.
- **B** The left brake lever acts on the front wheel.
- C The right brake lever acts on the front and rear wheels.
- D The left brake lever acts on the front and rear wheels.

Under normal conditions, what would be the safest way to brake in order to bring your moped or scooter to a full stop?

- A Press front brake lever only, without locking the wheel.
- B Press rear brake lever only, without locking the wheel.
- C Apply the front brake or rear brake, without locking the wheels.
- D Apply both brakes, without locking the wheels.

12 In an emergency, what would be the safest way to brake in order to bring your moped or scooter to a stop?

- A Apply maximum pressure to both brakes without locking the wheels.
- B Apply maximum pressure to both brakes and lock the wheels.
- Apply maximum pressure to both brakes, locking only the rear wheel if necessary.
- D Apply maximum pressure to both brakes and if necessary lock the front wheel only.

What is the foot position that affords the most stability when the moped or scooter has to be stopped at an intersection?

- A Toes of both feet on the ground
- B Right foot on the ground and left foot on pedal or foot-rest.
- Left foot on the ground and right foot on pedal or foot-rest.
- D Both feet flat on the ground

What must be done in a turn to get correct moped or scooter lean and keep one's balance?

- A First push on the side of the handlebar in the direction of the turn. When the moped or scooter starts to lean, ease off and maintain control in the turn.
- B First push on the side of the handlebar opposite to the direction of the turn. When the moped or scooter starts to lean, push on the side of the handlebar in the direction of the turn.
- C First push on the side of the handlebar in the direction of the turn. When the moped or scooter starts to lean, maintain the handlebar in this position.
- D First push on the side of the handlebar opposite to the direction of the turn. When the moped or scooter starts to lean, straighten the handlebar.

15 What should be the position of the rider's body in a turn?

- A The body's lean should be less than the moped or scooter's.
- B The body must lean as much as the moped or scooter.
- C The body must lean more than the moped or scooter.
- D The body must remain upright.

Which of these factors reduce road traction?

- A Speed and brake effectiveness.
- **B** Fuel level and moped or scooter lean.
- **C** Speed and moped or scooter lean.
- **D** Brake effectiveness and fuel level.

17 If you had to brake when rounding a curve, when should you do it?

- A Before entering the curve.
- **B** At the moment you enter the curve.
- C Mid-way in your turn.
- **D** When completing the turn.

18 Where should you look when taking a curve?

- A At the front wheel.
- B About one metre ahead of your moped or scooter.
- **C** As far ahead as possible.
- **D** At the other lane.

SECTION 3

SIGNALLING

Which of the following would make it possible for moped or scooter riders to make their presence known and attract the attention of the other road users?

- 1. Ride between two lanes of vehicles.
- Operate in the blind spot of other vehicles.
- 3. Avoid slowing at intersections.
- 4. Push the brake levers when stopped
- 5. Wear bright-coloured clothing.
- Travel in the center position when traffic is heavy.
- 7. Avoid staying in drivers' field of vision.
- Keep all reflectors clean and put strips of reflector tape in front, at the back and on both sides of the moped or scooter.
- A 3-5-6-7
- **B** 4-5-6-8
- C 1-3-6-7
- D 2-4-6-8

If a moped or scooter rider wears a dark-coloured helmet and dark clothes, what can he do to improve his chances of being seen by other road users?

- A Drive only on clear days.
- **B** Drive only on secondary roads.
- Put reflector tape on his helmet and clothes and/or wear a fluorescent jacket with strips of reflector tape.
- D Ride only on well-lit roads.

What are the three rules to observe to make one's intention known?

- A Always signal one's intentions; give clear signals; give them at the right moment.
- B Signal only if there is a vehicle behind; signal only with "blinkers"; signal well ahead of time.
- Signal only if there are other road users; signal clearly; avoid signalling too early.
- D Signal each time you feel someone has not seen you; signal only at intersections; stop at least 5 metres from an intersection.

How should you make your intention known to turn right at an intersection?

- A Sound the horn while turning.
- **B** Put on the turn signal.
- C Wave your hand
- D Move your right knee outward

SECTION 4

OBSERVATION

When a danger is detected, what should be taken into account to decide on proper evasive tactics?

- A Traffic conditions at an intersection.
 Traffic conditions behind you.
 - Weather conditions.
- B The behaviour of the driver alongside you.
 - Possible hazards in your blind spot.
 - The make of automobile.
- **C** Traffic conditions in front of you.
 - Traffic conditions behind you.
 - Traffic conditions on both sides of your moped or scooter.
- **D** Road sign indications.
 - Behaviour of the driver in front of you.
 - The time of day.

In looking far ahead, what kind of information can you gather?

- A Detect obstacles; blind spots;
 the condition of the load in trucks you have just passed;
 hidden police car.
- A Detect obstacles.
 - Notice the mechanical condition of other vehicles.
 - See which drivers are wearing their seat belt.
- B Detect obstacles.
 - See the car behind
 - Check blind spots.
- C Detect obstacles.
 - See the car behind
 - Notice the colour of vehicles
- D Detect obstacles
 - Identify the types of intersection and the condition of the road
 - Anticipate the moves of other road users.

Tie each message to the corresponding road sign category.

- I. Regulatory
- II. Danger
- III. Information
- IV. Road work and detour signs

MESSAGE

- 1. Remind you to be watchful because of construction work or road repairs.
- 2. Warn of obstacles or hazards ahead
- 3. Inform of regulatory obligations or prohibitions.
- 4. Give information on the road system.

MATCHES

- A I-2; II-4; III-1; IV-3
- B I-4; II-1; III-3; IV-2
- C I-1; II-3; III-2; IV-4
- D 1-3; 11-2; 111-4; 1V-1

26 When a rider is travelling in the right lane position, what can he see in his rearview mirrors?

- A Left rearview mirror: left part of the lane behind and part of the other lane. Right rearview mirror: right part of the lane behind and part of the shoulder.
- B Left rearview mirror: the whole of the lane behind Right rearview mirror: the shoulder
- C Left rearview mirror: the whole of the lane on the left and part of the lane behind Right rearview mirror: the whole of the lane behind and part of the shoulder.
- D Left rearview mirror: the whole of the lane behind and part of the other lane. Right rearview mirror: same as in the left rearview mirror.

When you ride a moped or scooter, even if you look far ahead and watch your rearview mirrors, you cannot see all that goes on along both sides and behind What do you call those areas that you cannot see in your rearview mirrors?

- A Visibility areas.
- **B** Prohibited zones.
- C Blind spots.
- D Fields of vision.

²³ What is the best way to check blind spots?

- A Take a quick over-the-shoulder glance.
- **B** Look in the rearview mirrors.
- Watch as far ahead as possible for oncoming vehicles.
- D Glance quickly on both sides of the intersection before entering it.

What is the best protection for your eyes when riding a moped or scooter?

- A Sunglasses.
- **B** Clear glasses or contact lenses.
- **C** Goggles or a face shield
- D No protection is necessary since a moped or scooter does not travel fast.

SECTION 5

ROAD USAGE

What is the safest lane position when following a straight path on a highway where there are three lanes for traffic in the same direction?

- A The right lane position.
- **B** The left lane position.
- C The center lane position.
- **D** The shoulder.

What are, in the right order, the operations to perform for a safe lane change?

- A Check in the rearview mirrors; signal one's intention; shoulder check.
- B Signal one's intentions; shoulder check; check in the rearview mirrors.
- Signal one's intentions; check in the rearview mirrors; shoulder check; check again in the rearview mirrors.
- D Check in the rearview mirrors; shoulder check; signal one's intentions; check again in the rearview mirrors; check again over the shoulder.

32 For each of the following situations, what is the safest position inside a travel lane?

ROAD FEATURES AND TRAFFIC DENSITY

- You are riding on a street where there are two lanes for traffic going in the same direction and the other vehicles are travelling faster than yours.
- You are riding on a street with two lanes for two-way traffic and you are preparing to turn left at the next intersection.
- III. You are riding on a street where there are two lanes for traffic going in the same direction and the other vehicles are travelling at about the same speed as yours.
- IV. You are riding on a street with two lanes for two-way traffic and the road surface alongside the shoulder is broken over a relatively long stretch.
- You are riding on a narrow two-way street where the road surface is wet and broken near the shoulder.

BEST POSITION

- a. The position in the right-hand portion of the lane.
- b. The position in the center of the lane.
- c. The position in the left-hand portion of the lane.
- d. On the road shoulder.
- e. Between two lines of vehicles.

SELECT THE LETTER CORRESPONDING TO THE CORRECT ASSOCIATION

- A I-a; II-b; III-c; IV-d; V-e
- B I-a; II-c; III-b;IV-b;V-c
- C I-e; II-b; III-c; IV-c; V-d
- D I-b; II-e; III-a; IV-e; V-b

Which of the following groups refers only to positions you should avoid when riding a moped or scooter?

- A On the shoulder or the sidewalk; between two lines of vehicles, abreast in the same lane when travelling in a group; in the blind spot of another vehicle.
- B In the left portion of a lane; in a bicycle path or lane; facing traffic on a one-way street; in the center portion of the lane on a wet roadway.
- C In the right portion of a lane; less than one metre from the shoulder; in a group of more than three moped or scooter riders; on the right of a vehicle travelling in the adjacent lane.
- D In the center portion of the lane, on an expressway; on a road where speed allowed is 50 km/h and over; on the line dividing lanes.

In which diagram is the moped or scooter in the blind spot of another vehicle?





In what kind of formation must moped or scooter riders travel on the roadway when they are two or more?

- A In single file.
- B Staggered (zigzag).
- C Two abreast.
- D All formations are acceptable provided the mopeds or scooters are all in the same lane.

When visibility is poor, what can be done to make sure you are in the proper position in the lane?

- A Watch the headlights of oncoming vehicles and increase the intensity of your headlight.
- B Follow another vehicle as close as possible and increase the intensity of your headlight.
- C Weave from left to right inside the lane and check the lines on the pavement.
- D Watch the lines on the pavement and adjust position, guided by the lights of the vehicles in front of you.

SECTION 6

KEEPING A SAFE DISTANCE

When travelling at the same speed as an automobile, a moped or scooter rider must expect his braking distance to be...

- A almost twice as much as that of the automobile to stop.
- **B** about half that of the automobile.
- **C** as much as that of the automobile.
- D as much if the speed is under 30 km/h, more if it is 30 km/h or greater.

Bern For moped or scooter riders, there is a simple rule to determine the minimum distance to keep from the vehicle in front. It is called:

- A the 2-second rule.
- B the 3-second rule.
- C the 3-metre rule.
- D the 4-metre rule.

In what circumstances should you keep more distance than normal from the vehicle in front?

- A When your speed is over 45 km/h. When riding at night.
- B On a winding road. When riding in bad weather.
- When riding over 45 km/h. On a winding road
- D When riding at night. When riding in bad weather.

40 Under ideal conditions, what safety margin should you keep behind your moped or scooter?

- A 2 seconds.
- 3 seconds.
- 4 seconds.
- D 5 seconds.

41 What should be the minimum safety margin to keep on each side of your moped or scooter?

- A 1/2 metre.
- B 1 metre.
- C 2 metres.
- D It doesn't matter provided you keep enough distance in front and behind.

SECTION 7

TRACTION CONTROL

When you operate a moped or scooter, what type of road surface offers better traction?

- A Hard surfaces that are smooth and even.
- **B** Hard surfaces that are rugged and even.
- C Hard surfaces that are smooth and uneven.
- **D** Soft surfaces that are rugged and even.

43 Which road sign warns about each one of the following hazards?

- 1. Road irregularities.
- 2. End of pavement.
- 3. Slippery roadway.
- 4. Railway tracks.
- 5. Water on the roadway.
- 6. Road repairs.
- 7. Sand on the roadway at truck entrance.
- 8. Sand and rocks on the roadway.
- 9. Narrow roadway.
- 10. Construction work.



- A 1-b; 2d; 3g; 4i;5a; 6h; 7c; 8j; 9e; 10f
- **B** 1h; 2j; 3g; 4e; 5a; 6b; 7d; 8f; 9i; 10c
- **C** 1j; 2h; 3a; 4e; 5q; 6b; 7c; 8f; 9i; 10d
- D 1j; 2d; 3a; 4e; 5g; 6c; 7h; 8b; 9i; 10f

The six preventive measures to take when approaching a road surface where traction is reduced relate to...

- A the speed of other road users,
 the path to follow,
 - the effectiveness of the brakes,
 - the skill of the operator,
 - the quality of the road surface,
 - the size of the moped or scooter.
- **B** the type of hazard detected,
 - slowing down,
 the length of the trip,
 - brake wear.
 - prake wea
 - other road users' experience,
 - the moped or scooter operator's experience.
- **C** the speed of travel,
 - the right moment to slow down,
 - the path,
 - braking,
 - other road users,
 - the distance to maintain.
- D the posted speed limit,
- tire wear,
- weather conditions,
- braking distance,
- operator's age,
- the mechanical condition of the moped or scooter.

45 What is the safest lane position when the roadway is wet?

- A The right position in the lane.
- **B** The center position in the lane.
- **C** The left position in the lane.
- **D** On the road shoulder.

46 What is the most effective method of braking when the road surface is wet?

- A Press gently and gradually on the front brake only.
- B Press gently and gradually on the rear brake only.
- C Press gently and gradually on both brakes.
- D Press gently on the rear brake and, after two or three seconds, press gently on the front brake.

47 What is the most effective way to brake in a downward slope?

- A Apply simultaneous pressure to both brakes.
- B Apply intermittent pressure to both brakes.
- C Apply steady pressure to the rear brake and intermittent pressure to the front one.
- D Apply steady, or intermittent, pressure to the rear brake only.

SECTION 8

BEHAVIOUR AT INTERSECTIONS

48 Associate the actions described with the traffic lights and signals shown.

Traffic lights and road signs Action required

1. RED LIGHT



I. Bring the moped or scooter to a full stop, unless you have already entered the intersection or you are too close to be able to stop safely; proceed when signal permits and the way is clear.

Traffic lights and road signs

Action required

2. FLASHING RED LIGHT



II. Bring the moped or scooter to a full stop; yield right of way to users on the opposite roadway; proceed when the way is clear.

3. YELLOW LIGHT



III. Continue on after yielding the right of way to road users already in the intersection.

FLASHING YELLOW LIGHT



IV. Continue on after yielding the right of way to road users already in the intersection. Right of way in all directions allowed

5. GREEN LIGHT



V. Bring the moped or scooter to a full stop; yield right of way to road users on the other roadway; proceed when the way is clear.

6. FLASHING GREEN LIGHT



road users already in the lane you wish to enter.

VI. Yield right of way to

7. GREEN ARROW



VII. Reduce speed; continue on only after yielding the right of way to road users already in the intersection.

Traffic lights and road signs



VIII. Bring the moped or scooter to a full stop; proceed when traffic signal allows and the way is clear.

9. YIELD SIGN



IX. Travel only in the direction of the arrow after yielding the right of way to road users already in the intersection.

AMONG THE GROUPS BELOW, WHICH SHOWS THE CORRECT ASSOCIATIONS?

- A I-a; II-b; III-c; IV-d; V-e; VI-f; VII-g; VIII-h; IX-i
- B I-h; II-e; III-a; IV-g; V-c; VI-d; VII-i; VIII-b; IX-f
- C I-c; II-a; III-h; IV-b; V-d; VI-f; VII-i; VIII-e; IX-g
- D I-i; II-h; III-g; IV-f; V-e; VI-d; VII-c; VIII-b; IX-a

49 What is the proper place to stop your moped or scooter at intersections when a traffic control device requires you to stop?

- A Before the pedestrian crosswalk or a marked stop line.
- B The front wheel between the lines delineating the pedestrian crosswalk.
- C After the pedestrian crosswalk.
- **D** Both feet on the stop line.

When you arrive at a crossroad with two-way traffic, what is the right sequence to follow for watching vehicles on both sides?

- A Look first to the left, then to the right.
- **B** Look first to the right, then to the left.
- C Look first to the left, then to the right and again to the left.
- D Look first to the right, then to the left and again to the right.

Action required

Action i

51 What is the appropriate way to proceed safely through an intersection when the view is obstructed?

- A Position yourself alongside another vehicle and move with that vehicle.
- B Stop a few seconds and proceed on your way if no vehicle approaches.
- C Sound your horn, then proceed with caution.
- D Approach slowly and enter the intersection only when you can see clearly on both sides.

52 What is the safest position in the lane when you are preparing to go through an intersection?

- A The right-hand position.
- **B** The center of the lane position.
- C The left of the lane position.
- D Between two lines of vehicles

53 Which one of the 4 paths below is the safest to use to cross an intersection?



54 What is the safest lane position when preparing to turn right at an intersection?

- A The right of the lane position.
- **B** The center of the lane position.
- C The left of the lane position.
- D The position on the road shoulder.

Which one of the 4 paths below is the safest when turning right at an intersection?



56 At what distance from the intersection should you activate your turn-signal light when preparing to make a turn?

- A At about 15 metres from the intersection.
- **B** At about 30 metres from the intersection.
- C At about 45 metres from the intersection.
- **D** At about 60 metres from the intersection.

At what distance from an intersection should you change lanes when preparing to make a left turn onto a roadway with two lanes of traffic going in the same direction?

- A At about 30 metres from the intersection.
- **B** At about 45 metres from the intersection.
- **C** At about 60 metres from the intersection.
- **D** At about 75 metres from the intersection.

A moped or scooter rider intends to make a standard left turn at an intersection. What is the safest waiting position if the roadway has a left turn lane?

- A The left position in the lane.
- **B** The center position in the lane.
- **C** The right position in the lane.
- **D** Any one of these positions.

A moped or scooter rider intends to make a standard left turn at an intersection where traffic is heavy in both directions. If there is no lane for left turns, what would be the safest waiting position?

- A The left position in the lane.
- **B** The center position in the lane.
- C The right position in the lane.
- **D** Any one of the three positions.

60 Which one of these illustrations represents the path to follow to make a safe standard left turn?



ANSWERS TO TRAINING EXERCISES OF SECTION 9

INTRODUCTION	SECTION 4	SECTION 8
l. c	23. c	48. b
2. b	24. d	49. a
3. a	25. d	50. c
	26. a	51. d
SECTION 1	27. с	52. b
4. C	28. a	53. a
5. D	29. с	54. a
6. a	CECTION -	55. d
/. d	SECTION 5	56. b
8. a	30. a	57. c
SECTION 2	31. d	58. b
9. b	32. b	59. b
10. a	33. a	60. a
11. d	34. a	
12. a	35. D	
13. d	36. d	
14. a	SECTION 6	
15. b	37. с	
16. c	38. a	
17. a	39. d	
18. c	40. a	
	41. b	
SECTION 3		
19. b	SECTION 7	
20. c	42. b	
21. a	43. c	
22. b	44. c	
	45. α	
	46. c	
	47. α	

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