

B.E.T.O.P.S.

BRAKES

- Apply firm pressure to front brake lever for 3-4 seconds to ensure pressure sustained
- Check fluid sight glass and for leaks at reservoir / upper union
- Trace brake fluid hose to caliper(s)
- Check lower union(s) / caliper(s) for fluid leaks. Check ABS sensor/wiring if fitted.
- Check brake pads for wear, i.e. thickness using visible grooves
- Check condition of brake disc - scoring / wear at rim / contamination / dust in holes
- REPEAT PROCESS WITH REAR BRAKE
- Carry out STATIC BRAKE TEST with front & rear brakes at Starting Drill
- REMEMBER to carry out moving brake test early on in journey (20+ mph in 2nd gear – brake firmly testing both brakes to reduce speed by 10 mph). This assesses dynamic function / efficiency, disc warpage, grabbing / binding etc
- Or if not possible, brake early for first hazard

ELECTRICS

- Function of side light / dipped / main beam / headlamp flash / instrument cluster / tail lights (on side & headlight) / number plate light (remember to check lenses for cracks).
- Brake light on front & rear brakes (Also check with lights on in case of wiring fault)
- Indicators - left / right / hazard warning
- Kill switch / side-stand / neutral indicator switches
- You MUST NOT test horn whilst stationary on public roads (Do in garage at home!)

TYRES

- Check for wear and damage through 360 degrees - use valve core as guide
- Check condition of wheel rims & spokes
- Check tyre pressures, valve cores & valve caps – Tyre pressure front ____ rear ____
- Highway Code minimum – >1mm tread depth across 75% of tyre in continuous band around full circumference. (Realistically >2mm)
- Check wheel bearings for play / roughness. Check rear swing arm for play.

OPERATIONS

- Check throttle operation (& clutch if cable operated & choke if fitted) through full movement of steering head & check for trapped wires / loom, cables / hoses, and no fouling of bodywork.
- Check suspension movement front & rear at Starting Drill
- Check steering head bearings for roughness / free play.
- Check clutch lever operation (if hydraulic)

PETROL / FLUIDS

- Check petrol turned on (if there is a fuel tap) & fuel in tank (or fuel gauge)
- Check for fuel leaks (fuel hoses / carbs)
- Check oil level dipstick/window, engine for oil leaks & oil cooler (if fitted) for leaks/damage
- If water-cooled - check coolant reservoir for coolant level
- If water-cooled - check radiator & hoses for leaks / damage / fin blockage
- Check clutch fluid sight glass / reservoir leakage / hose & slave cylinder condition
- Check fork legs / seals for leaks and rear damper unit(s).
- Check shaft drive (if fitted) for leaks / rubber bellows condition

SECURITY

- Visual examination for damage and leakage
- Check mirrors / headlamp / indicators / handlebars / levers / tank / seat / side panels / foot rests / pedals / number plate / tax disc holder / mudguards / exhaust etc
- Check accessible nuts / bolts for tightness
- Check tank-bag / luggage/ top box / panniers for security & load distribution
- Check chain tension / condition. (Specified free play _____ mm midpoint) and lubrication & condition of rear wheel sprocket.

STARTING DRILL

Switch off alarm / turn on petrol (if fuel tap fitted)
Insert key, undo steering lock
Kick down side stand (if on centre stand)
Remove from centre stand (if fitted)
Apply front brake & sit astride (making sure not to hit anything with your leg)
Carry out static brake & suspension check
Kick up side stand
Switch on ignition & select neutral (check neutral light)
Set choke (if fitted) pull in clutch
Operate starter, slowly release clutch & check warning lights are out
Select lights & accessories
Check mirrors +/- signal
Select first gear
Hold on rear brake
Blind spot checks
Move away smoothly
(if appropriate carry out moving brake test or brake early for 1st hazard)

MOVING BRAKE TEST

Pick a reasonably straight and level section of road with a good surface. Attain a speed of 20 mph + in 2nd gear.
Check mirrors and all round observations.
Moderately brake to 10 m.p.h. without use of the clutch. Be sure to use **both** brakes. It may be useful to test rear brake first and then add front brake. If all is well, release the brakes, and check both mirrors before accelerating, otherwise **stop** as carefully as possible. If it is not possible to carry out the test at the start of the ride, brake early and firmly at the approach to the first hazard or moderately brake 10 m.p.h. off your speed at speeds up to, but not exceeding, 50 m.p.h.

STOPPING DRILL

Identify safe place & check mirrors
Signal if necessary
Brake early & gently
Pull in clutch for last few yards
Select 1st gear, and only when halted, select neutral
Stop in a safe place & out of any vehicle's blind spots
Cancel lights/signals then switch off ignition
Kick down side stand
Mirror & blind spot checks
Dismount & place on centre stand (if fitted) as bike more stable.
Side stand may be better on poor surface/ high wind, but leave in 1st gear.

Consider "defensive parking" – on periphery of car park
(this helps your observation when setting off – main hazards in front of you.
Reverse bike into parking space rather than facing into parking space, as this is less hazardous and easier than reversing out of parking space)

Do not manoeuvre or reverse bike whilst sitting on it or with engine running (unless servo assisted brakes fitted), as if you drop it, it may engage a gear – interesting!
Consider manoeuvring with side stand down to support bike if you slip.

REAR OBSERVATIONS



A

B

C

A MIRROR CHECK

B BLIND SPOT CHECK BEFORE LANE CHANGE (HIGHER SPEED)

C BLIND SPOT CHECK BEFORE TURNING OR MOVING OFF (LOW SPEED)

