

MOT Testing

Why do you need an MOT?

The MOT Test is designed to confirm that a vehicle is roadworthy – in other words - in a condition to be ridden safely on the road. Motorcycles, mopeds and scooters over 3 years of age are required to have a current MOT certificate.

An MOT is not a guarantee that it will remain in a roadworthy condition and there is no substitute for good and regular maintenance.

The MOT is also a confirmation that your motorcycle complies with all the aspects of vehicle construction law. So remember, any non-legal parts – coloured lights, some after market exhausts and number plates - may lead to a fail.

What are the rules regarding taking your bike to and from the MOT?

There is some confusion as to when you are allowed to ride your bike without an MOT. It is generally against the law to ride without an MOT but in the following circumstances it is accepted:

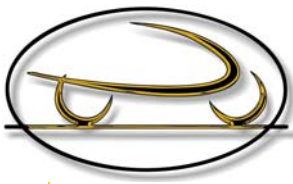
- taking it to a test station for a test booked in advance
- bringing it away from a test station after it has failed the test, to a place of repair
- taking it to or bringing it from a place where, by previous arrangement, repairs are to be made or have been made to fix the problems that caused the vehicle to fail its test.

It is still an offence to ride a machine in an un-roadworthy condition and so if it is obviously dangerous (no lights, brakes not operating properly, tyres rubbing) you should make other arrangements to get your bike to or from an MOT test or repairer. Riding on the road in such a condition will almost certainly invalidate your insurance too!

Keep a note of when your MOT is due.

It is your responsibility to ensure that you have a current MOT. You will not receive a formal notification that your certificate is expiring – unlike the case of your tax disc.

You will of course need a valid MOT when you re-tax a bike which is over 3 years old – and this usually serves as the best reminder to act. The table on page two gives you a rough guide of what to look out for and where to look:



Fact sheet (continued)

Where to Look:	What to Look Out For:
LIGHTS	<ul style="list-style-type: none"> • Headlights must work on main and dipped beam. Along with the Tail lights, they must be free of chips or cracks. • All Indicator lights must operate correctly and the warning lights should also function properly. • If your bike has a Hazard warning system, all indicators must flash regularly. • Bikes must have a red reflector on the rear of the machine
STEERING	<ul style="list-style-type: none"> • With the front wheel raised off the ground the handlebar must not hit the tank when the steering is fully turned. • The steering should move freely. • Handlebar and grips must be secure. • There must be no play in the steering head bearings.
BRAKES	<ul style="list-style-type: none"> • Make sure you have no fluid leaks. • Check pipes and hoses for bulges or cracks. • Check that your disc brakes are properly mounted and free from cracks. • Spin the wheels to ensure that they are free moving. • Brake pads/shoes should not be worn beyond their tolerances. • If you have ABS, check that your warning lights work properly.
WHEELS & TYRES	<ul style="list-style-type: none"> • If you have spoked wheels, check for loose, damaged or corroded spokes. • If you have cast wheels check them for cracks and damage. • Make sure that the tyres are not rubbing on forks or mudguards. • Check that the tyres you are using are correct for the bike. • Check the tread depth and have a look at the tyre wall for damage.
SUSPENSION	<ul style="list-style-type: none"> • Make sure there are no oil leaks. • The tester will look for free play in swing arms and other parts so check that there is nothing obvious. • Suspension should have sufficient dampening so check the travel on the front forks. • On the rear suspension, check the shock or shocks for leaks or damage. • Ensure the movement of the suspension is not snagging with any part of the bike.
EXHAUST SYSTEM	<ul style="list-style-type: none"> • The noise level of the exhaust will be tested. If you have a particularly loud exhaust you can expect a fail. • Check the mountings are tight and not corroded or damaged. • Make sure that the exhaust is not snagging with the rear suspension. • Check the exhaust system for holes and corrosion. • Replacement units, other than bikes registered before 01.Jan.1985, must have the BSAU 193 stamp.
FINAL DRIVE	<ul style="list-style-type: none"> • The chain/belt must not have excessive slack and be in good condition. • The guard must be secure and not fouling. • On shaft drive bikes, the drive unit must be free from oil leaks. • Both sprockets should be securely mounted and not excessively worn.
ADDITIONAL CHECKS	<ul style="list-style-type: none"> • Check that the horn is of reasonable volume and a continuous single tone. • Check for corrosion on the frame and any load bearing components. • The footrests must have an anti-slip surface. • All major components, body panels and mudguards must be securely fitted. • The footrests, handlebar levers and brake pedal must be securely mounted.