



Republika e Kosovës - Republika Kosova - Republic of Kosovo

Qeveria - Vlada - Government

*Ministria e Mjedisit, Planifikimit Hapësinor dhe Infrastrukturë
Ministarstvo životne sredine, prostornog planiranja i infrastrukture
Ministry of Environment, Spatial Planning and Infrastructure*

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Odeljenje za vozačke dozvole i vozila
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***MANUAL FOR PASSING CATEGORY AM, A1, A2 AND A DRIVER'S
LICENSE EXAM***

Manual authorized by the Ministry

2025

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Entity authorized by the ministry

Photos: Authors

Internet resources

Other sources

Manual authorized by the Ministry

2025

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Preface

This handbook was drawn up by the working group authorized by the Ministry based on the basic syllabus for giving the driver's license exam for all categories of vehicles from the THEORETICAL PART, which is in full compliance with the European Directives on Driver's Licenses. The purpose of this handbook is for the candidate as a future driver to get to know and understand the meaning of road signs, rules, traffic safety, identification of road hazards, technique and Eco-driving, the use and operation of vehicle equipment, avoiding matter that has no influence on it, such as the composition of the material, the dimensions and the way of placing the traffic signals, the installation of the equipment in the vehicle, administrative questions, etc.

We, as a working group, are aware that during the drafting of this handbook there may have been some omissions, whether technical or of another nature, therefore, we ask the users of the said handbook not to hesitate and write to us about any possible omissions, your well-intentioned recommendation or suggestion. While we will be grateful and grateful to you and at the same time we will take them into account, so that the next edition will be even more qualitative and practical than this current one. Authors

1. TRAFFIC RULES FOR AM, A1, A2 AND A CATEGORIES

1. GENERAL KNOWLEDGE VERIFICATION

The terms used in this chapter have the following meaning:

Moped - vehicle with two or three wheels, in which, regardless of the way it is set in motion, the construction speed does not exceed 45 km/h, the working capacity of the internal combustion engine is up to 50 cm³ or continuous power that is set in motion with an electric engine that does not exceed 4 kW power;

Motorcycle - two-wheeled vehicle with or without a side trailer, which moves with its own engine power, with an engine working volume over 50 cm³ and with the possibility of developing a movement speed over 45 km/h;



Bicycle path - the traffic surface specially built for the movement of bicycles and mopeds that extends along the circulating roadway, that is separated from the road and that is marked with a certain traffic sign;

Bicycle strap

Stopping and parking

It is allowed to park motorcycles, tricycles, mopeds and bicycles on the sidewalk, provided that:

- The width of the sidewalk that remains available to pedestrians shall be sufficient for the free movement of pedestrians; it must not be smaller than 1.6 meters and must not be near the right edge of the circulation road;
- The vehicle, whose front axle is placed on the pavement, does not obstruct road traffic.

Marking of the stopped vehicle in failure

Mopeds, motorcycles without sidecars, tricycles, light tricycles - when stopped on a traffic road due to a failure, accident or for any other reason, the driver must not place the safety triangle that marks the stop behind the stopped vehicle of the vehicle on the road.

Attachments that are towed by mopeds

In road traffic, bicycles and mopeds are allowed to tow attached two-wheeled vehicle, reinforced in such a way that it does not reduce the stability of the vehicle.

In the rear, there must be two reflectors provided for the attached vehicle.

To the person who ride bicycle, moped, motorcycle and tricycle is prohibited to:

- ride without holding the steering wheel with both hands, except when giving a hand signal;
- without keeping your feet on the pedals or footrests;
- to be held or withdrawn by other means;
- to move the vehicle next to another vehicle;



Manoeuvring with one wheel

- to carry any load if it hinders or endangers other traffic participants;
- use headphones or audio devices, placing them in two or one ear;
- to manoeuvre with a wheel

Helmet use



Protective helmet

The driver who rides a moped, motorcycle, tricycle or quadricycle without a protective cabin, as well as the persons who are carried on these vehicles, must wear appropriate, regular protective helmets, and during traffic on the road use them according to the manufacturer's instructions for helmet use.

The driver of the vehicles mentioned above is not allowed to transport people who are under the influence of alcohol, drugs or medicines that affect psychophysical abilities, or people who for any other reason are not able to control their actions.

Attachments weight

The total mass of the trailer pulled by the motorcycle or moped is not allowed to exceed the total mass for each of these vehicles by more than 100 kg.

Transport in the vehicle attachment to the bicycle and moped

Transporting items on the two-wheeled vehicle

On mopeds and motorcycles, it is not allowed to transport items with a width greater than 0.5 meters on both sides of the vehicle.

Transportation of persons



The transport of persons is not allowed in the vehicles attached to the cargo box of mopeds and motorcycles.

Motorcycles with side trailers

Motorcycle side trailers can carry people.

Moped and motorcycle riders are not allowed to transport persons under the influence of alcohol or drugs.

Children younger than 12 years old are not allowed to be transported on mopeds and motorcycles.

Riding conditions

The motorized vehicle in road traffic can be driven independently only by the person who possesses a valid local driver's license or of a country of h.

The driver has the right to drive only those categories of vehicles that are listed on his driver's license.

Stopping the use of alcohol



The driver of vehicles of category A1, A2, A, or AM is not allowed to drive the vehicle in road traffic if there is alcohol in the blood above 0.5 g/kg, respectively with the corresponding amount in milligrams per liter of exhaled air.

Driving under the influence of alcohol causes accidents

2. USE OF PROTECTIVE EQUIPMENT

PROTECTIVE EQUIPMENT

According to road traffic rules, only protective helmets are mandatory equipment for two-wheeled vehicles as provided in chapter 1 of this manual.

For reasons of safety, protection from atmospheric conditions, comfort, it is recommended to use equipment such as: clothes, gloves and shoes when riding two-wheeled vehicles.

Protective helmet

The use of a protective helmet in case of a fall from a motorcycle or moped protects the head from injuries.

According to statistics, most accidents with fatalities or serious injuries were due to not using a protective helmet.



Protective helmet

There are different models of protective helmets that offer safety, comfort, very good ventilation, resistant to winds, and also have a cover that prevents fogging of the helmet while riding. Now in use are helmets which are not heavy.

The helmet should be used according to the manufacturer's instructions.



Protective gloves

The gloves must be adapted to the size of the hands, these devices protect the hands in case of traffic accidents, from atmospheric conditions, etc.

Today there are different models of gloves used by motorcyclists while riding.

Protective Clothes



For reasons of safety, protection from atmospheric conditions, comfort, protective clothing is necessary while riding a motorcycle and moped, as well as passengers who are transported on these vehicles.

3. OBSERVATIONS OF MOTORCYCLISTS BY OTHER TRAFFIC PARTICIPANTS

USE OF LIGHTS IN TRAFFIC

On mopeds and motorcycles without a side trailer, the following lights must be on:



- At least one white light in the front and;
- At least one red light on the rear side

Motorcycles ^[2]

Mopeds and motorcycles that participate in road traffic must have their lighting, signalling, and position systems in order.

Mopeds and motorcycles without side trailers which do not have a battery, when stopped or parked within the residential area, near the right edge of the circulation road, do not need to have their vehicle marking lights on.



The driver of a motorcycle and moped must have dipped headlights or daytime running lights on during the entire riding time

Daylights tall motorcycle riding ^[2]

The use of lights for road lighting, position and signals on motorcycles and mopeds allow these vehicles to be noticed easily and in time by other traffic participants or other road vehicles.

It is not necessary that bicycles, mopeds and motorcycles without a side trailer which does not have a battery, when stopped or parked within the residential area, near the right edge of the circulation road.

When riding at night reduced visibility is a factor to consider, so it is necessary to ensure that other drivers notice you while riding. Regarding this, the solutions are different: some install additional LED lights, neon lights, etc.

4. RISK FACTORS IN THE PART OF THE ROAD WITH COVERS

RIDING ON COVERED PARTS OF THE ROAD



Riders of mopeds and motorcycles must be especially careful, especially when riding on parts of the road with covers, e.g. over the sewage network, water supply, networks of various public services, the risk increases in these parts of the road as it is possible to get lost the correctness of the driver of these vehicles, which in most cases leads to a road accident.

Sewage network in circulation road ^[3]



While riding, you may come across the sewage network, water supply or other public services in which their cover, which are not properly placed in their place, where the movement on them can present a danger to the drivers of motorcycles and mopeds.

Sewer network cover in circulation road ^[3]



While riding, you may come across the sewage network, water supply or other public services without their covers, which have been left by unconscious people, causing accidents with fatality or serious bodily injuries.

Sewage network without cover in circulation road ^[3]



Riding across a railroad crossing is dangerous, especially if it is damaged.

When riding on the parts of the road marked above at night as well as during the day during conditions of reduced visibility, or during the time when the road becomes slippery, the risk of causing an accident in road traffic increases.

5. MOTORCYCLES IN FUNCTION OF ROAD SAFETY

MOTORCYCLE RIDING

Riding motorcycles and mopeds is quite attractive for young people, especially during the summer. Many young people cause fatal accidents due to lack of experience riding a motorcycle.

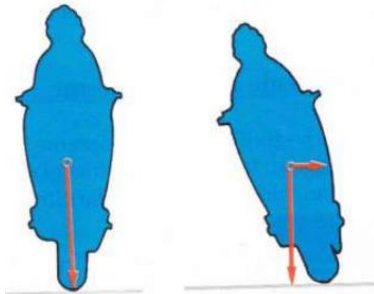
Before riding, drivers of two-wheeled vehicles must check their technical condition, as a basic condition for safe participation in road traffic.



Motorcycle riding

While riding a motorcycle, it is more important to maintain balance and direction, which present great problems especially for novice drivers, so that the possibility of falling off the motorcycle is present every time, even at low speeds. As a result of falling from a motorcycle, frequent injuries are to the motorcyclist's head and limbs.

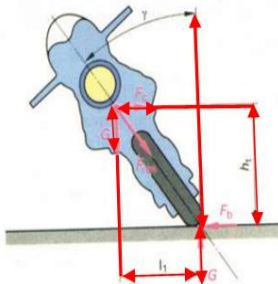
Maintaining proper steering and balance depends on the rider's knowledge of the motorcycle's center of gravity, as well as motorcycle riding skill and technique.



Maintaining balance becomes difficult when riding the motorcycle on slippery road surfaces (rain, sand, small stones, etc.), through sewer networks, railroad crossings, and during hard braking.

Riding a motorcycle is dangerous because it is difficult to be noticed by drivers of other vehicles, especially when it is in the so-called "blind spot" area, when the motorcyclist with slalom riding enters the side of the vehicles, endangering the safety of the road traffic.

The influence of centrifugal force



Stability while riding

While riding a motorcycle, maintaining balance is influenced by different road conditions and the action of forces such as traction, friction, the weight of the motorcycle, air, and centrifugal forces during cornering.

Good friction between the tires and the road is achieved on the paved road surface, while it decreases if the road surface is wet, if there is water on the road, which due to the large amount of water on the road may appear the so-called "puka" phenomenon water", if the speed is high, the contact between the motorcycle's tires and the road is lost, as a result, road traffic safety can be put to risk.

The motorcyclist's speed must be adapted to the road conditions, personal skills, riding experience, and correctly assess the traffic situation without endangering and hindering other traffic participants.

Riding a motorcycle is more dangerous at night than during the day, visibility is reduced, it is more difficult to notice damage, obstacles and potholes on the road, glare from vehicles when passing when they have their high beams on, especially if the road is wet.

Motorcycle in function of road safety

To participate in road traffic, the motorcycle must be technically in order and equipped with equipment provided for motorcycles.

The main parts of the motorcycle are:

- bodywork;
- transmitting mechanism;
- engine with equipment;
- steering wheel;
- pneumatic wheels,
- brake;
- seat;
- mirrors.

There are different types of motorcycles, light, medium, heavy, according to the purpose, according to the mode of transmission, etc.

Engine

The engine has the task of providing the traction force for the movement of the motorcycle. There are different types of engine depending on engine volume, displacement, etc. Engine ignition can be battery or electric, while mechanical or electronic start.

Power transmission



Power is transmitted through friction to the transmission and then to the motorcycles drive wheels. The transmission of power from the gear shifter to the drive wheel of the engine can be by chain or by the cardan shaft used in heavy motorcycles.

The speed gear can be mechanical or automatic, while the activation command can be by foot or rarely by hand. The control is usually located on the left side, but it can also be on the right side of the motorcycle.

Chain power transmission

Suspension system

The suspension system has the task of softening/absorbing the shocks from the wheel to the frame of the motorcycle, taking care of the steering of the wheel as well as the transmission of the braking force and carrying it to the frame of the motorcycle.

Riding system



The steering wheel enables the movement of the motorcycle in the desired direction and is held with two hands while riding. On the steering wheel are the hand controls on the left side of the clutch and on the right side of the gas and the instrument panel.

The position of hands in the steering wheel

The motorcyclist while riding must assume the position of the rider, due to keeping the balance, for the easy movement of the body and limbs. The upper body should be straight and curved forward. The drivers at the wheel should be in a slightly bent position at the elbows, feet resting on the footrests, and knees tucked into the fuel tank.

Wheels and tires

Motorcycle wheels transmit braking force and acceleration force through the rim and tires. There are different types of rims and tires, their use is done according to the manufacturer's instructions.

The tire tread of motorcycles is smaller than that of cars. There are different types and types of tires for front and rear wheels. The rear wheel due to carrying traction force and lateral steering forces are wider.



- P-185** - Width
- 75** - Diameter ratio
- R** - Radial
- 82** - Carriage
- S** - Speed value

The pneumatic with its elements

Adjustment of motorcycle mirrors



The motorcyclist adjusts the mirrors so that vehicles moving behind and to the side of the motorcycle can be seen.

Braking and stopping the motorcycle

Slowing down and stopping the motorcycle is achieved by:

- *engine braking;*
- *use of the front brake*
- *use of the rear brake;*
- *use a front and rear combination.*

Possible dangers during improper braking on a motorcycle are:

- *carrying the motorcycle on the part of the road that is not flat, such as on the railway crossing, tramway, sewerage network, water supply or other municipal services, as well as on the part of the slippery road;*
- *incorrect position of the motorcyclist driver during braking;*
- *carrying the motorcycle on the part of the road covered with sand or small stones;*
- *carrying the motorcycle while braking in curves or mountain passes.*

Motorcycle braking



Foot brake

When the motorcycle is braked, the weight shifts forward. This happens due to throwing approximately two-thirds of the weight at the front of the motorcycle. This phenomenon is most pronounced during hard braking, where a large part of the weight is thrown to the front of the motorcycle.

Correct motorcycle braking is achieved by knowing the good braking technique of these devices. The intensity of the braking must be such that it does not come to the blocking of the motorcycle wheels, making the coordination of both brakes.

Braking mode with the front brake only

When braking with the front brake only, the fingers should rest on the brake, or the flap rests on the throttle grip. After that, without changing the position, the middle finger and the index finger are left on the handle of the brake. Tightening of the dorsum is done gradually. Shifting the weight to the front, the motorcycle can brake sharply to the maximum. If the handle is pressed violently, it will lead to the fall of the motorcycle. Braking distance is shorter than with rear wheel brake.

If the front wheel locks, pressure on the front brake must be released. It is dangerous and wrong if the front brake lever is not released.



Front wheel brake

If we brake hard with only the handbrake where the brake acts on the front wheel, the center of gravity of the motorcycle is shifted to the front so that the rear wheel can be lifted. During high speeds, if you brake sharply, the front wheel may lock, causing you to lose control of the motorcycle and it may go off the road and the rider may fall on the road or off the road. From this it follows that motorcycle braking is done gradually by pulling the handbrake, which increases the intensity of braking, until the handbrake is released immediately after braking.

Rear wheel braking only



When braking with only the rear wheel, the weight of the driver is shifted backwards. There is the possibility of locking the rear wheel, as well as sliding and carrying the motorcycle. The braking distance is longer.

If the rear wheel is blocked at the moment when it is in line with the front one, the brake handle must be released and the "vibration" of the motorcycle is expected or by turning the steering wheel in the direction of the slide, the rear wheel is turned in line with the front one and released rear wheel brake.

Front and rear wheel braking



When braking with the front and rear wheels, they act in sync on both wheels. It is braked with both wheels, it should be taken into account that the braking intensity of the front wheel is higher than the rear wheel, this is achieved by practicing and learning the technique of safe braking with a motorcycle.

This braking method is better than front or rear wheel braking alone and the braking distance is shorter. At low speeds, the front wheel is braked more than the rear wheel; at high speeds, braking is the other way around.

Rear wheel brake

Motorcycle riding technique

During cornering, the motorcycle riding technique plays the main role from the aspect of road safety, the center of gravity of the motorcycle comes into expression, which must be in line with the motorcyclist, so that these two constitute a whole.

Before turning, the speed of movement must be adjusted depending on the condition of the road and the radius of the turn due to the influence of the centrifugal force.



When entering turns or when turning, the position of importance is changed, then by shifting the motorcyclist's body, respectively bent to the right or left, balance and stability are achieved. Given the influence of centrifugal force on curves, turning safely is done by bending according to the corresponding angle towards the center of the curve. The higher the speed and the smaller the turning radius - the greater the bending of the body

and the motorcycle. For this reason, the driver should not move close to the dividing line in the middle.

Riding with fellow passengers



Safety while riding with a co-passenger depends on his behaviour, which must adhere to the aforementioned rules. It must have the legs resting on the stand, and be held by the motorcyclist so that it is as a whole. The co-passenger must follow the movement of the motorcyclist's body and act like him. Any wrong behaviour affects the stability of the motorcycle and endangers safety in road traffic.

Riding with fellow passengers

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