



### PRE-TEST INSTRUCTIONS

**[Read to all applicants]**

- Welcome to the Washington Two-Wheel Motorcycle Skills Test. Here are your pre-test instructions:
- This test has 5 runs that assess your basic motorcycle riding skills.
- You will be scored on your speed, path of travel, and control of the motorcycle.
- To pass the test you must complete all 5 runs, in one testing session, with an overall passing score.
- Your test will end when you drop or crash your motorcycle, stall a total of four times throughout all 5 test runs, or ride in an unsafe manner.
- Your test may be ended if you no longer have a passing score.
- You may also choose to end your test at any time.
- Before each run you will be provided detailed instructions and a diagram of the path of travel.
- After the instructions are read for each run, you may ask questions about the instructions and go look at the path of travel.
- It is very important that you fully understand the instructions you are given.
- If you do not understand the instructions for a run, please tell me *[or the other test provider]* before you begin your run.
- You will take turns riding during each run.
- Once all riders have completed a run, we will move to the next run.
- Do you have any questions about these pre-test instructions?
- If there are no further questions, then Good luck! *[or other brief encouragement of your choice]*
- Here are your instructions for Run # 1.



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### Test Instruction Procedures

- Instructors will read Skills Test Instructions as written.
- Instructors should point to a run's key elements on the range while reading the instructions for that run (i.e. – Start T, weave cones, stop box, cue cones, corner, etc.).
- While showing the diagram for each run, the instructor should also point out the run's key elements on the diagram.
- Testers must not coach technique while reading test instructions, showing run diagrams, or answering Test Taker questions.
- Test takers may walk the path of travel for each run, however the instructor will not accompany them.
- Testers may answer Test Takers' questions about a Run, but must not coach technique.

*\*For further testing information and procedures, please refer to WMSP P&P Section 4.0*

### Scoring Definitions

#### Dropping/Crashing

- Dropping/crashing is scored from the beginning of reading the pre-test instructions until a rider has completed all test runs and has parked as directed and dismounted.

#### Stalling

- Stalling is scored from the time the rider is signaled to start a run, until they come to a complete stop, finishing the scored elements of that run.
- Scored as follows: 1 stall = 1 point; 2 stalls = 3 points; 3 stalls = 5 points; 4 stalls = test termination (i.e. – 1 stall = 1 total "stall" point, if second stall occurs, total "stall points" for both stalls = 3).

#### Foot Down

- "Once" - Rider puts a foot down once, or even multiple times, before regaining control of the bike.
- "Two or more" - Rider puts both feet down at the same time; or puts a foot down, regains control of the motorcycle, and then puts a foot down again.

#### Touching a Line

- Contact patch of the tire is touching a painted boundary line.

#### Crossing a Line

- Scored when any tire has completely crossed a boundary line, and pavement is seen between the boundary line and the tire's contact patch.
- "One" cross is scored if a single boundary line is crossed, or crossed and re-crossed.
- "Two or more" crosses is scored if multiple boundary lines are crossed.

#### Timing

- In a timing zone, the same reference point on the motorcycle used to begin timing, must also be used to end timing.

## Instructions for Level I - Run #1: Cone Weave & Normal Stop

**Objective:** In this run, you will demonstrate your basic motorcycle operation and handling skills.

**Set-up:** This run has weave cones and a stop box - marked by boundary lines *[and/or cones]*.

**Directions:**

- You will start this run from the center of the “Start T”.
- When signaled, weave around the cones, beginning on either side of the first cone.
- Weave past all five cones without hitting a cone, skipping a cone, or putting a foot down.
- Ride to the stop box and make a smooth, non-skidding stop with your front tire in the box.
- When stopped inside the stop box, your front tire should not touch any boundary lines.
- When signaled, turn right and get back in line.
- Here is a diagram of this run. *[show]*
- Do you have any questions about these instructions?
- Please return to your bike, start it up, and wait for the signal to begin your run.

**Diagram:**

Beginning the weave on the **RIGHT** of the first cone looks like this:



Beginning the weave on the **LEFT** of the first cone looks like this:





## Scoring Run #1

**CONE WEAVE** [max points: 10]

POINT SCORING	Once	Twice or More
Hit or Skips Cone	3 pts	5 pts
Foot Down	3 pts	5 pts

### SCORING NOTES:

- **Hit** and **Skip** – Scored from when front tire is even with first weave cone until rear tire passes the last weave cone.
  - **Hit** - If any tire hits any weave cone.
  - **Skip** - If any tire(s) fail to weave between cones.
- **Foot Down** – Scored from when front tire is even with first weave cone (allowing rider to “step-step-ride”) until front tire is within 5 ft. of stop box. Foot down within 5 ft. of stop box is considered part of the rider’s stopping procedure and not scored.

**NORMAL STOP** [max points: 8]

POINT SCORING	
Skid	3 pts
Position (touch)	5 pts

### SCORING NOTES:

- **Skid** – Scored when the motorcycle is moving forward but one or both tires are not rotating.
- **Position** - Contact patch of front tire must not be touching the boundary lines of the stop box.

## Instructions for Run #2: Turn from a Stop and U-Turn

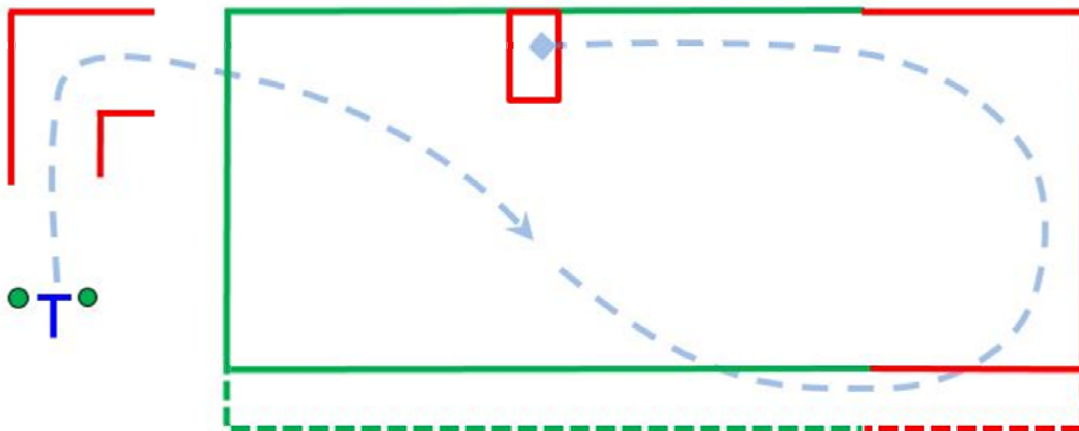
**Objective:** In this run, you will demonstrate your ability to turn while staying in your lane and then your ability to complete a U-turn.

**Set-up:** This run has a right turn area, a U-turn area, and a stop box - marked by boundary lines *[and/or cones]*.

**Directions:**

- You will start this run from the center of the “Start T”.
- When signaled, make a right turn within the *[color]* boundary lines. Do not cross a line or put a foot down.
- Enter the U-turn area and complete a U-turn to the left. Do not cross the *[color]* outside boundary lines or put a foot down.
- Stop with your front tire inside the stop box, and wait.
- When signaled, turn right and get back in line.
- Here is a diagram of this run. *[show]*
- Do you have any questions about these instructions?
- Please return to your bike, start it up, and wait for the signal to begin your run.

**Diagram:**





**Scoring Run #2:**

**TURN FROM A STOP** [max points: 10]

POINT SCORING	Once	Twice or More
Path (cross)	3 pts	5 pts
Foot Down	3 pts	5pts

**SCORING NOTES:**

- Scoring occurs from when front tire enters turn lane until rear tire exits.
- The two outer 10' lines are scored as individual boundary lines.
- The inner 4' lines are considered combined and scored as one single scored boundary line.

**U-TURN** [max points: 10]

POINT SCORING	Once	Twice or More
Path (cross)	3 pts	5 pts
Foot Down	3 pts	5pts

**SCORING NOTES:**

- All motorcycles are to use the 24' box.
- Scoring ends when rider stops in the stop box.

*- End of Level I -*



## Instructions for Run #3: Obstacle Swerve

**Objective:** In this run, you will demonstrate your ability to avoid a hazard by swerving.

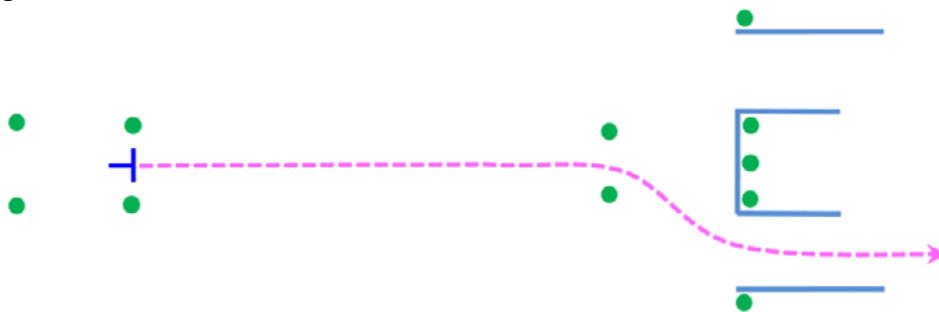
**Set-up:** This run has areas for staging, starting, and swerving - marked by boundary lines *[and/or cones]*.

**Directions:**

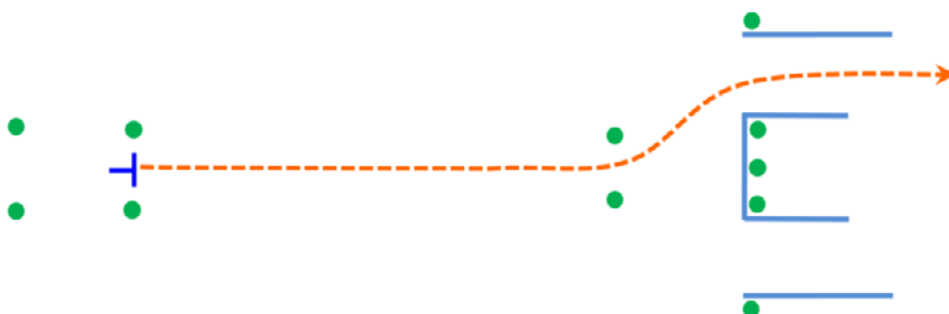
- You will begin this run in line at the staging cones.
- When signaled, pull forward to the center of the “Start T” and wait.
- When signaled again, quickly accelerate straight up the path to a speed of 12-18 mph.
- After your front tire passes the *[color]* cue cones, swerve to the left or swerve to the right.
- Do not cross the *[color]* obstacle or lane boundary lines.
- Do not slow down, squeeze the clutch, or start to swerve before the cue cones.
- Maintain a steady speed while swerving and do not apply brakes during your swerve.
- After exiting the swerve area, come to a safe stop and wait.
- If you do not go fast enough, or squeeze the clutch or swerve before the cue cones, you may be required to return to the “Start T” and do the run a second time.
- When signaled, turn to the right and get back in line.
- Here is a diagram of this run. *[show]*
- Do you have any questions about these instructions?
- Please return to your bike, start up, and wait for the signal to begin your run.

**Diagram:**

Swerving to the **RIGHT** would look like:



Swerving to the **LEFT** would look like:





### Scoring Run #3

**OBSTACLE SWERVE:** [Max points: 15]

POINT SCORING	Brakes	Speed	Anticipation
Time (Brakes; Speed)	5 pts	5 pts	10 pts
Path (cross)	10 pts		

1 <sup>ST</sup> ATTEMPT RESULTS	No Path Violation	Path Violation
<b>Too Slow</b> >1.15 sec	Re-run	Score <i>Path</i> and <i>Time [speed]</i> – no re-run
<b>Too Fast</b> <0.72 sec	No points scored	Re-run
<b>Anticipation</b>	Re-run	Re-run
<b>Brakes Within Swerve</b>	Score <i>Time [brakes]</i> – no re-run	Score <i>Path</i> and <i>Time [brakes]</i> - No Re-run

2 <sup>nd</sup> ATTEMPT RESULTS	No Path Violation	Path Violation
<b>Too Slow</b> >1.15 sec	Score <i>Time as A10</i>	Score <i>Path</i> and score <i>Time as A10</i>
<b>Too Fast</b> <0.72 sec	No points scored	Score <i>Path</i> and <i>Time [speed]</i>
<b>Anticipation</b>	Score <i>Time as A10</i>	Score <i>Path</i> and score <i>Time as A10</i>
<b>Brakes Within Swerve</b>	Score <i>Time [brakes]</i>	Score <i>Path</i> and <i>Time [brakes]</i>

**SCORING NOTES:**

- **Time [Speed]** – Improper speed (too slow or too fast).
- **Time [Brakes]** – Scored within the swerve only (from when front tire passes cue cones until a straight and safe path of travel is resumed). Any brake application or abrupt/obvious deceleration, within the swerve, that destabilizes or upsets the suspension is scored as *Time [Brakes]*.
- **Anticipation** (Run #3) - Any brake application, obvious deceleration, or any clutch squeeze while within the timing zone; swerving early (prior to cue cones); front tire hitting the cue cones; riding “too slow”.



## Instructions for Run #4: Quick stop

**Objective:** In this run, you will demonstrate your ability to avoid a hazard by stopping quickly.

**Set-up:** This run has areas for staging, starting, and stopping - marked by boundary lines *[and/or cones]*.

**Directions:**

- You will begin this run in line at the staging cones.
- When signaled, pull forward to the center of the “Start T” and wait.
- When signaled again, quickly accelerate straight up the path to a speed of 12-18 mph.
- After your front tire passes the *[color]* cue cones, come to stop in the shortest distance you safely can.
- Do not roll off the throttle, squeeze the clutch, or apply the brakes before the cue cones.
- Once stopped, please remain in place.
- If you do not go fast enough, or if you begin your stop before the cue cones, you may be required to return to the “Start T” and do the run a second time.
- When signaled, turn to the right and get back in line.
- Here is a diagram of this run. *[show]*
- Do you have any questions about these instructions?
- Please return to your bike, start it up, and wait for the signal to begin your run.

**Diagram:**





### Scoring Run #4:

QUICK STOP [max points: 15]

POINT SCORING	Speed	Anticipation
Time	5 pts	10 pts
Position (1 pt. per foot)	___ pts. (Max 10 pts.)	

DISTANCE STANDARDS	
Time (sec)	Standard (ft.)
0.72 to 0.75	20
0.76 to 0.79	18
0.80 to 0.84	16
0.85 to 0.90	14
0.91 to 0.97	13
0.98 to 1.05	11
1.06 to 1.14	09
1:15	08

1 <sup>ST</sup> ATTEMPT RESULTS	Position ≤ 20'	Position >20'
Too Slow >1.15 sec	Re-run	Re-run
Too Fast <0.72 sec	No points scored	Re-run
Anticipation	Re-run	Re-run

2 <sup>nd</sup> ATTEMPT RESULTS	Position ≤ 20'	Position >20'
Too Slow >1.15 sec	Score <i>Time</i> as A10, position not scored	Score <i>Time</i> as A10, position not scored
Too Fast <0.72 sec	No points scored	Score <i>Time [speed]</i> and <i>Position</i> (using 20' as standard distance – up to 10'/pts.)
Anticipation	Score <i>Time</i> as A10, position not scored	Score <i>Time</i> as A10, position not scored

#### SCORING NOTES:

- **Time** - Improper speed (too slow or too fast).
- **Position** – Determined by front tire’s leading edge. If leading edge is at all past a distance line, the next greater increment is scored.
- **Anticipation** (Run #4) - Any brake application, obvious deceleration, or clutch squeeze within the timing zone. Any throttle roll-off more than 5’ prior to cue cones. Anticipation is also scored if rider is too slow during 2<sup>nd</sup> attempt.



## Instructions for Run #5: Cornering

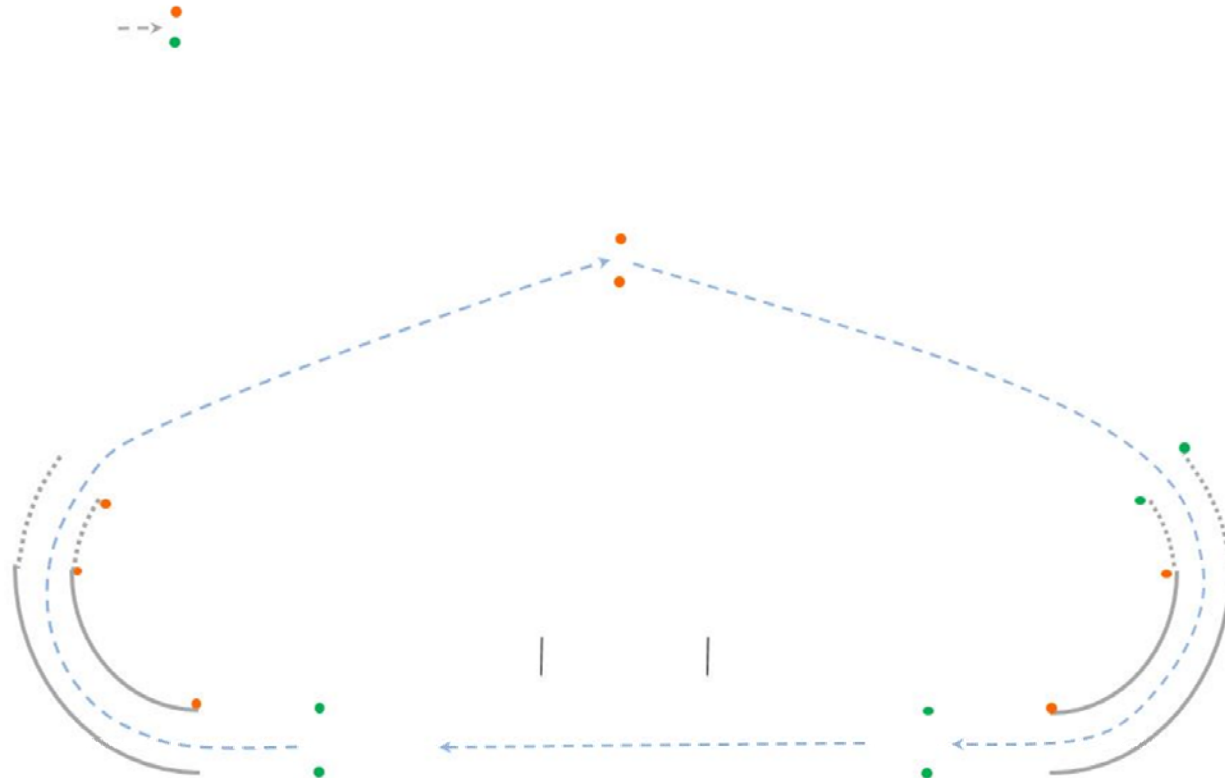
**Objective:** In this run, you will demonstrate your ability to ride smoothly through curves.

**Set-up:** This run has two curves to the right, marked by boundary lines *[and/or cones]*.

**Directions:**

- You will begin this run in line at the staging cones.
- When signaled, ride to the cue cones and wait.
- When signaled again, ride through the first curve without crossing any boundary lines.
- Accelerate to a speed of at least **20** mph *[17mph for modified, 15mph for compact]* in the timing zone on the straightaway *[point out location of timing zone]*.
- Prior to the second curve, slow to a safe entry speed.
- Ride through the 2<sup>nd</sup> curve, maintaining or smoothly increasing speed, without crossing boundary lines.
- After exiting the second curve, ride back to the cue cones and stop.
- When signaled, turn right, and get back in line *[or proceed to the parking area, etc.]*
- Here is a diagram of this run. *[show]*
- Do you have any questions about these instructions?
- Please return to your bike, start up, and wait for the signal to begin your run.

**Diagram:**





### Scoring Run #5:

**CORNERING** [max points: 20]

POINT SCORING	Decel	Too Slow
Time (Decel; Too Slow)	5 pts	5 pts
Path (cross)	10 pts	

TIMING ZONES		
Range Size	Speed	Zone Length
Full Size	20 mph	29'
Modified	17 mph	25'
Compact	15 mph	22'

**SCORING NOTES:**

- **Path** – Scored within both curves.
- **Time [decel]** - Scored within the 2<sup>nd</sup> curve area, when a rider upsets or destabilizes the suspension due to abrupt, aggressive, obvious speed adjustment (e.g. “chopping the throttle”); sudden braking, that causes sudden or unexpected fork compression; any clutch squeeze; or downshifting. An advanced trail braking technique of smooth and controlled braking into the curve is not scored.
- **Time [speed]** – Scored when rider’s time in timing zone is greater than 1 sec.
- Riding curves to the left is allowed if a safety issue is identified with Contractor or their representative prior to testing.

*-End of Level II -*

### Scoring Levels 1 and 2

**LEVEL 1**

Total all points from each component: Stalling; Run #1 - Cone Weave, Normal Stop; Run #2 -Turn From A Stop and U-Turn:

- If the score is 10 points, or less, the Test Taker passes Level 1.
- If the score is 11 points, or more, the Test Taker fails.

**LEVEL 2/END OF TEST**

Total all points from each component: Stalling; Run #1 - Cone Weave, Normal Stop; Run #2 - Turn From A Stop and U-Turn; Run #3 - Obstacle Swerve; Run #4 - Quick Stop; Run #5 - Cornering:

- If the score is 15 points, or less, the test is passed.
- If the score is 16 points, or more, the test is failed.

Debrief Test Taker(s) by explaining what penalty points were scored.

Inform successful Test Takers that they will need to take their completed Testing Form or Course Completion Card to a Licensing Services Office (LSO) to obtain their actual endorsement.