

### PRE-TEST INSTRUCTIONS

**[Read to all applicants]**

- Welcome to the Washington Three-Wheel Motorcycle Skills Test. Here are your pre-test instructions:
- This test has 4 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 4 runs, in one testing session, with an overall passing score.
- Your test will end if you drop or crash your motorcycle, stall a total of four times throughout all 4 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.
- Instructors must not coach technique while reading test instructions, showing run diagrams, or answering Test Takers' 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).

#### Touching a Line

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

#### Crossing a Line

- Scored when any tire has completely covered or crossed a boundary line.
- "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

- (Run #1)- Timing starts when rig begins to move forward from Start T, and ends when rear of rig passes last weave cone.
- (Runs #2-4) - The same reference point on the rig used to begin timing, must also be used to end timing.

**Instructions for Run #1: Cone Weave, Cornering (Left), and Normal Stop**

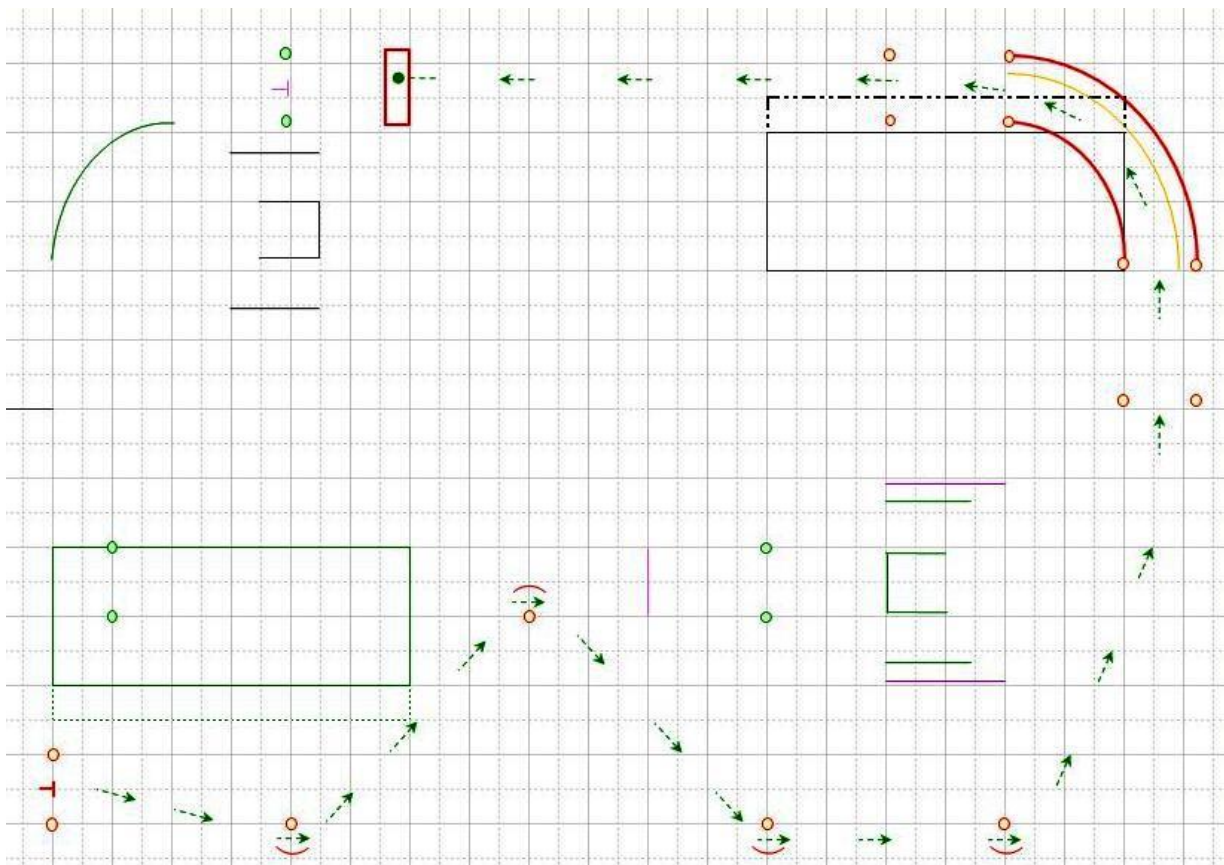
**Objective:** To demonstrate your overall control and ability to turn while staying in a lane and awareness of rig positioning.

**Set-up:** Weave cones, curve boundary lines and cones, and a stop box

**Directions:**

- Starting from the "Start T", when signaled ride to the right of the first cone, to the left of the second cone, to the right of the third and fourth cones, without hitting or skipping cones. Your rig must be no more than four feet away from each cone.
- The weave is a timed evaluation; you must go fast enough to demonstrate control.
- After passing the fourth cone, make a sharp left turn and proceed to the curve.
- Plan to make a smooth continuous left curve staying within both sets of cones and boundary lines.
- After the curve, ride to the stop box and make a smooth safe stop.
- When stopped, your front tire(s) must be inside the box and not touching the boundary lines.
- Here is a diagram of this run. [\[show\]](#)
- Do you understand these instructions?
- Wait for my signal to begin.

**Diagram:**



### Scoring Run #1

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

POINT SCORING	Once	Twice or More
Hit or Skips Cone	3 pts	5 pts
Time (>15 Sec)	5 pts	

**SCORING NOTES:**

- Cone weave timing starts when rig begins to move forward from Start T, and ends when rear of rig passes last weave cone.
- **Hit** - if any tire hits any weave cone.
- **Skip** - if any tire(s) do not pass within four feet of the correct side of each weave cone.

**CURVE** [max points: 10]

POINT SCORING	
Path	10 pts

**SCORING NOTES:**

- **Path** - a tire contact patch completely covering or crossing over/past a boundary line, or hitting a boundary cone (a cone upon a painted boundary line).

**NORMAL STOP** [max points: 5]

POINT SCORING	
Position (touch)	5 pts

**SCORING NOTES:**

- **Position** - Contact patch of front tire(s) must not be touching the boundary lines of the stop box.

## Instructions for Run #2: Cornering (Right)

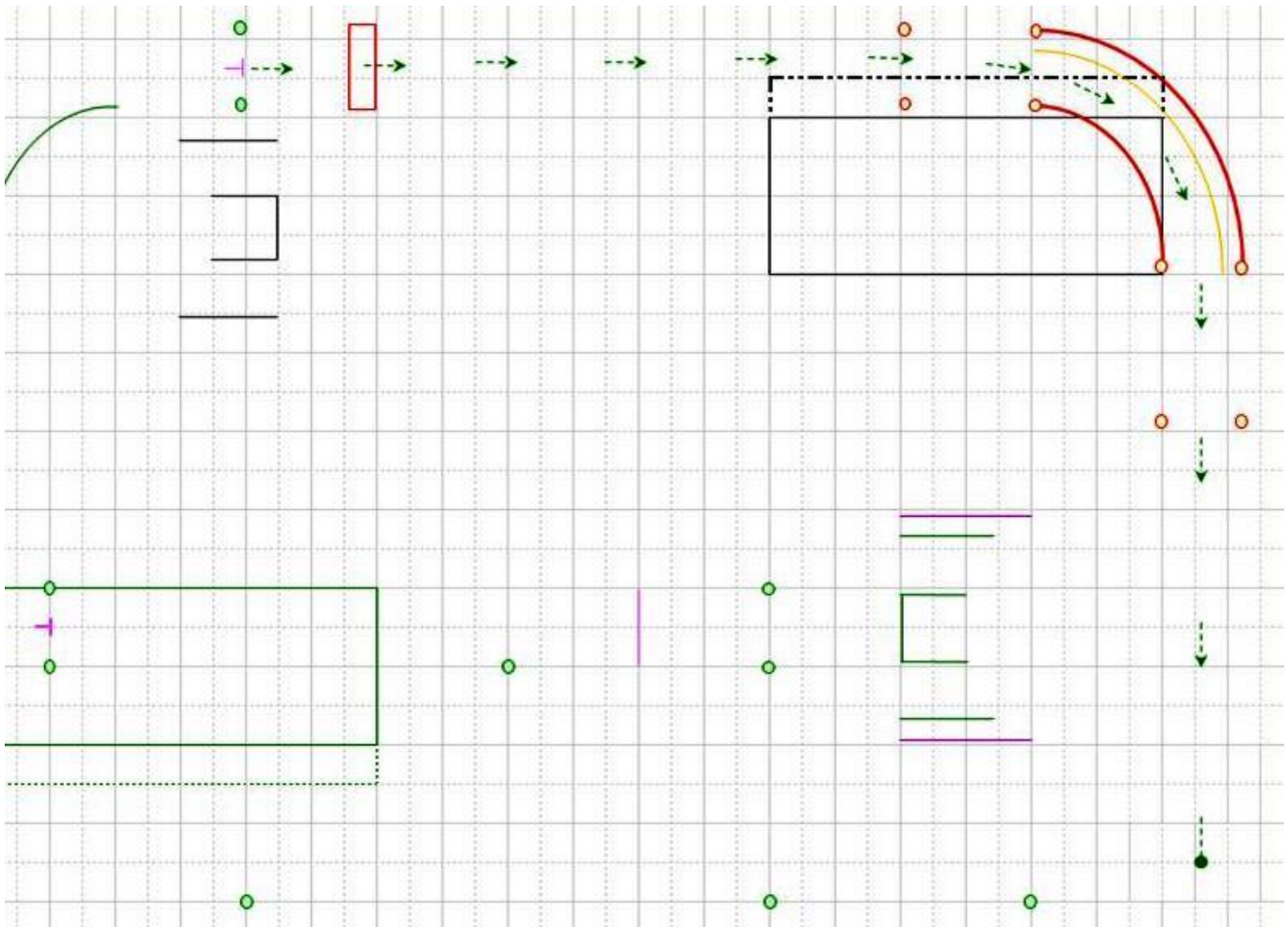
**Objective:** To demonstrate your proficiency in riding through a curve.

**Set-up:** Cones and boundary lines for a curve to the right

**Directions:**

- Starting from the "Start T", when signaled, approach the curve at approximately 20 mph.
- Plan to make a smooth continuous curve staying within both sets of cones and boundary lines.
- Prior to the curve, slow to a suitable entry speed and set-up appropriately.
- This is a timed evaluation, you must go fast enough to demonstrate cornering ability.
- After exiting the curve come to a smooth safe stop.
- When signaled, return to end of line.
- This is a diagram of this run. *[show]*
- Do you understand the instructions?
- Wait for my signal to begin.

**Diagram:**





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## Scoring Run #2

### CORNERING (RIGHT) [max points: 15]

POINT SCORING	
Time (>2.5 sec)	5 pts
Path (cross)	10 pts

### SCORING NOTES:

- **Time** - scored if the rider's time is >2.5 seconds within the curve boundaries.
- **Path**- scored when contact patch of any tire completely covers or crosses over/past a boundary line, or hitting a boundary cone (a cone upon a painted boundary line).

## Run #3: Obstacle Swerve

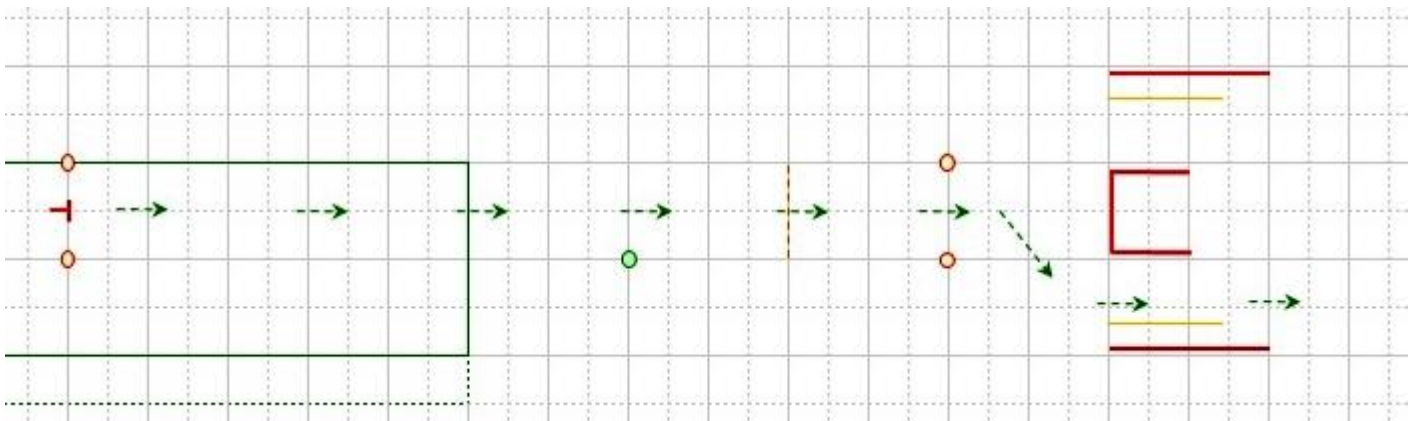
**Objective:** To demonstrate the ability to avoid a hazard by swerving

**Set-up:** Obstacle lines and cones set for starting and swerving

**Directions:**

- Starting from the “Start T”.
- When signaled, quickly accelerate straight up the path to a speed of 12-18 mph.
- Maintain a steady speed.
- Do not anticipate by adjusting speed or swerving before reaching the cue cones.
- When your front tire(s) pass(es) the *[color]* cue cones, swerve to the right.
- Avoid the obstacle line and stay to the inside of the escape sideline. Stay within the *[color]* lines.
- Do not touch either set of lines or cones.
- This is a timed evaluation; you must go fast enough to demonstrate swerving ability.
- After clearing the escape lane, come to a safe smooth stop.
- If necessary, a second run may be required for inappropriate speeds or anticipation.
- When signaled, return to end of line.
- This is a diagram of this run. *[show]*
- Do you understand the instructions?
- Wait for my signal to begin.

**Diagram:**



### 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>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”.
- **Path** – scored for:
  - Crossing an obstacle/boundary or escape line.
  - Swerving in the wrong direction.



## Instructions for Run #4: Quick stop

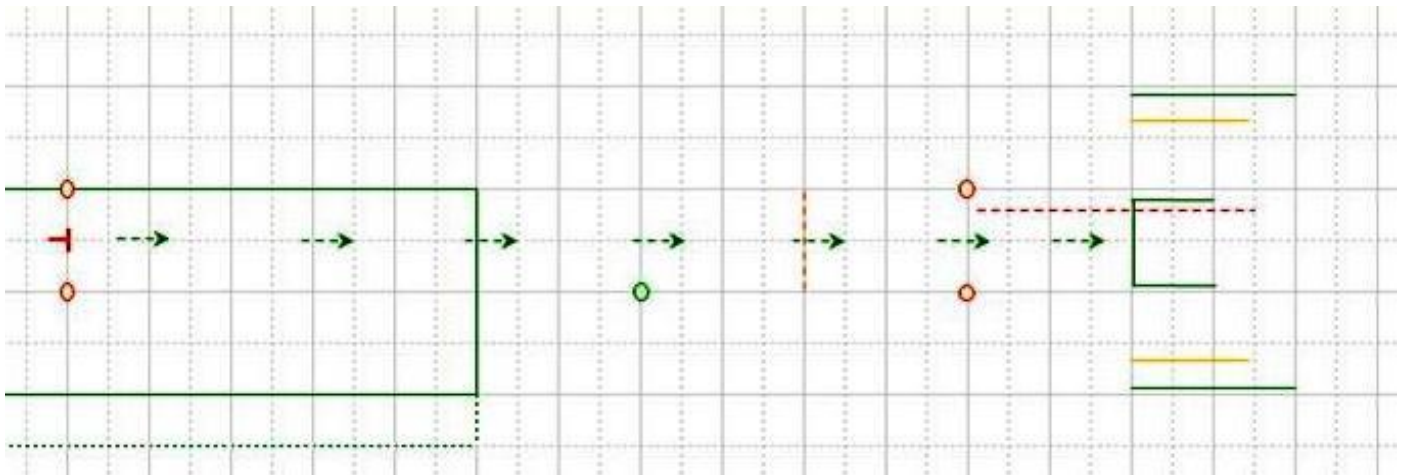
**Objective:** To demonstrate the ability to avoid a hazard by stopping quickly

**Set-up:** Cones set for starting and stopping

**Directions:**

- Starting from the "Start T", when signaled, quickly accelerate straight up the path to a speed of 12-18 mph.
- Maintain a steady speed.
- Do not anticipate by adjusting speed or applying the brakes before reaching the cue cones.
- After your front tire(s) pass(es) the [color] cue cones, stop in the shortest distance you safely can. Once stopped, remain in place.
- If necessary, a second attempt may be run for being too slow or anticipating.
- When signaled, ride to the parking area.
- This is a diagram of this run. [show]
- Do you understand the instructions?
- Wait for my signal to begin.

**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 $\leq$ 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 $\leq$ 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** - scored if rider has improper speed of “too slow” (>1.15) or “too fast” <.72 during a 2<sup>nd</sup> run.
- **Anticipation** - scored as A10 for a 2<sup>nd</sup> anticipated run for a total of 10 points.
- **Position** - position is scored using the forward-most part of the vehicle. If the forward-most part of the vehicle is at any point past a distance line, the next greater distance line is used.

### Final Test Scoring

- 1) Total all points from each component of “Stalling”; Run #1 - Cone Weave, Curve (Left), and Normal Stop; Run #2 - Curve (Right); Run #3 - Obstacle Swerve; and Run #4 - Quick Stop:
  - a) If the score is 15 points, or less, the test is passed.
  - b) If the score is 16 points, or more, the test is failed.
- 2) Debrief Test Taker(s) by explaining what penalty points were scored.
- 3) Inform successful Test Takers that they will need to take their completed Testing Form or Course Completion Card to a Licensing Services Office to obtain an endorsement upon their license.