

SKILLS TEST INSTRUCTIONS

(3-WHEEL) MODIFIED/COMPACT RANGE



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.
- To pass the test you must ride all 4 runs, in one testing session, with an overall passing score.
- Your test will end if you drop or crash your motorcycle, stall four times during the 4 test runs, or ride unsafely.
- Your test may be ended if you no longer have a passing score.
- You may choose to end your test at any time.
- Before each run you will be provided instructions and a diagram of the path of travel.
- After 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 all instructions given.
- If you do not understand all instructions for a run, please tell me *[or the other test provider]* before your run.
- You will take turns riding 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 more 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 Participant questions.
- Participants may walk the path of travel for each run; however, the instructor will not accompany them.
- Instructors may answer Participant 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 time the pre-test instructions are read until a rider has completed all test runs and has parked and dismounted as directed.
- If a drop or crash occurs at any moment during the testing session (e.g., attempting to reposition the Motorcycle between runs), it is scored, and the rider's test is terminated.
- The crash or drop has no specific score value. The test is scored by adding the accumulated points at the time the crash occurs (e.g., if no points have been accumulated, the score is zero). The test result is a Fail, and the test is terminated.

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

- Occurs when contact patch of the tire touches a painted boundary line and no unpainted pavement is visible between the paint and the tire.

Crossing a Line

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- Scored when any tire has completely crossed a boundary line, and pavement is seen between the boundary line or cone 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

- (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.

Unsafe Act

- If at any time a Student or Participant demonstrates abusive or threatening language or behavior to fellow Participants, Students and/or Employees conducting the test.
- If a Student or Participant demonstrates an inability to perform testing requirements in a safe controlled manner. Typically seen as intentional, or unintentional out-of-control "wheelies," "stoppies," or "flying a wheel."

Failure to Follow Instructions

- Failure to follow instructions is scored at any time during testing when Student or Participant:
 - Fails to follow or comply with run instructions after two (2) attempts of explanation.
 - Disregards component objectives, such as riding past all weave cones; walking up to the normal stop.
 - If a Student/Participant fails to follow instructions during the testing session the test is terminated.

Anticipation

- Any brake application, obvious deceleration, or clutch squeeze within the timing zone and any throttle roll-off more than 5' prior to cue cones. Also scored if rider is too slow during second attempt.

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

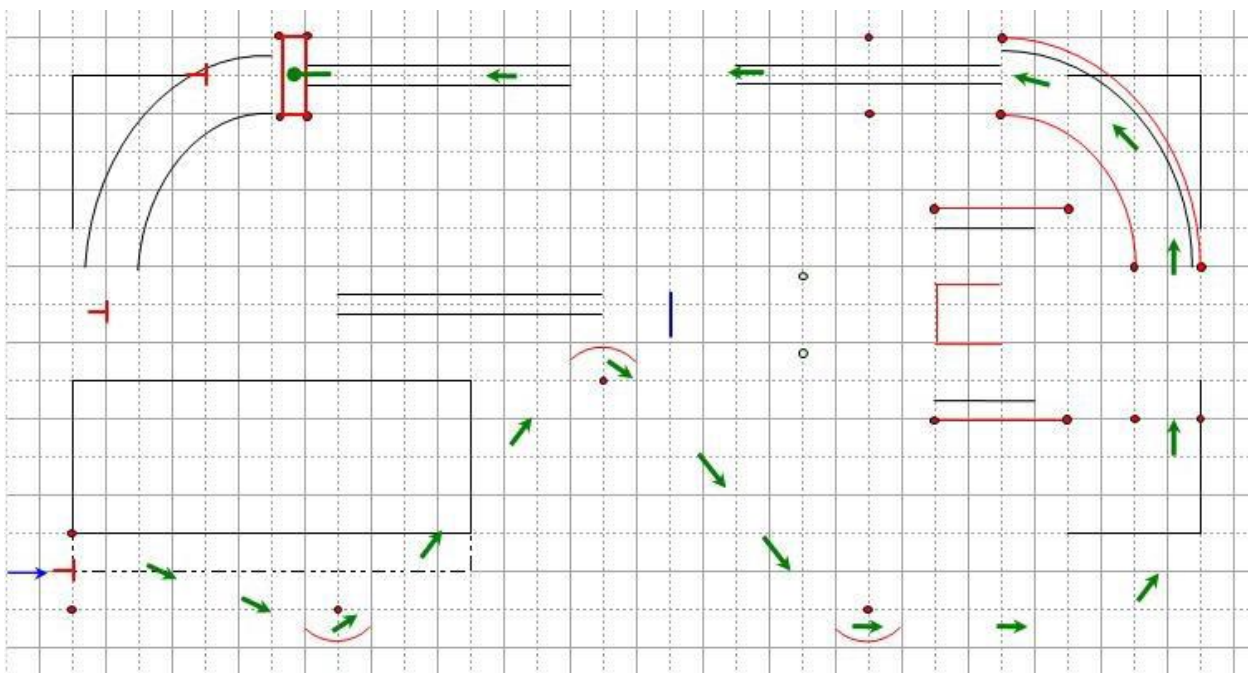
Objective: To demonstrate your overall control and ability to turn while staying in a lane and awareness of rig positioning.

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 cone, 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 third 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:



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Scoring Run #1

CONE WEAVE [max points: 10]

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

POINT SCORING	
Modified Range Time (>11.5 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.

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Instructions for Run #2: Cornering (Right)

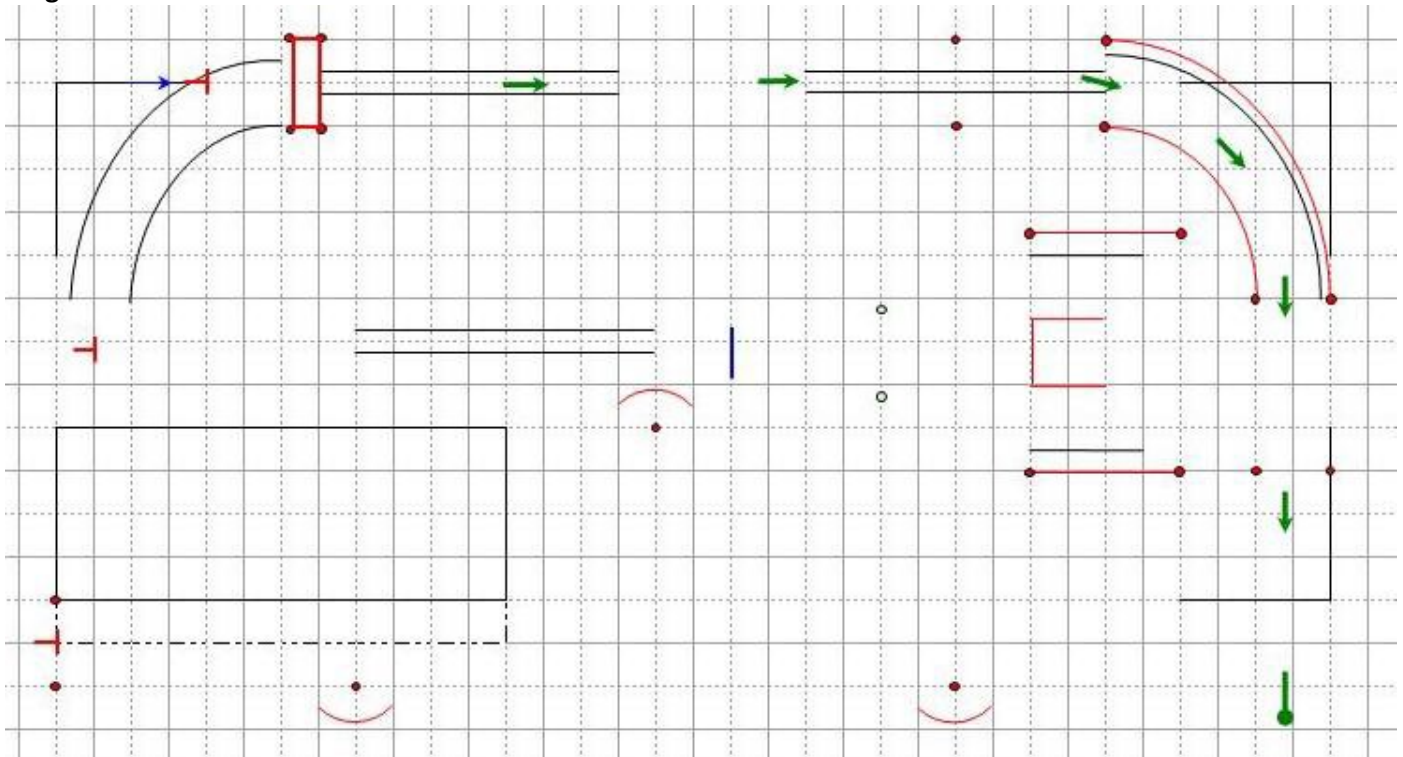
Objective: To demonstrate your proficiency in riding through a curve.

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).

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Instructions for 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:



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Scoring Run #3

OBSTACLE SWERVE [max points: 15]

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

POINT SCORING	
Path (cross)	10 pts

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

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

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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.

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Instructions for Run #4: Quick stop

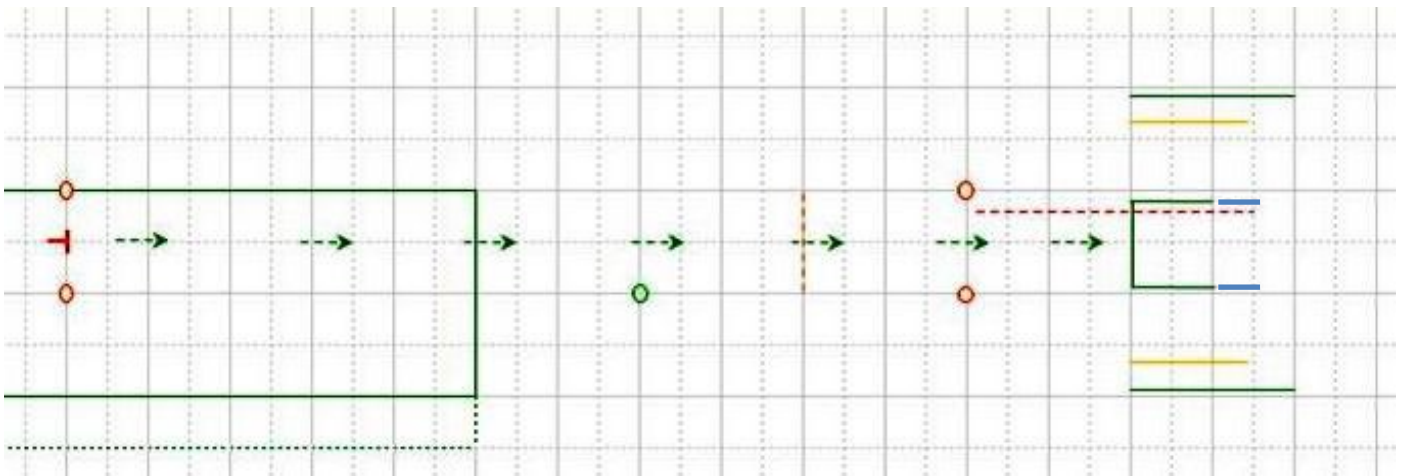
Objective: To demonstrate the ability to avoid a hazard by stopping quickly

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:



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Scoring Run #4

Quick stop (max points: 15)

- Time (speed): 5 pts
- Time (anticipation): 10 pts
- Position (1 pt. per foot): __ pts. (Max 10 pts)

1 ST 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 nd 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

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

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SCORING NOTES:

- **Time** - scored if rider has improper speed of “too slow” (>1.15) or “too fast” <.72 during a 2nd run.
 - **Anticipation** - scored as A10 for a 2nd 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.
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Final Test Scoring

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:

- 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 Participant(s) by explaining what penalty points were scored.

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3-Wheel Post Endorsement Test Instructions

- Congratulations on successfully passing the Washington State 3-Wheel motorcycle endorsement skills test!
- If you have passed the 3-Wheel knowledge test within the last 180 days, or currently have a valid permit, you are eligible to add a 3-Wheel motorcycle endorsement to your driver license. You must add the endorsement and pay the required fee online or in a licensing office before you can legally ride your motorcycle.
- Your test results will be entered into the DOL licensing system within three (3) business days from today. You must wait the full three (3) business days before going online or visiting a licensing office to add the endorsement to your driver license.
- Your test scores are valid for 180 days from the date you took the test. You must add the endorsement to your driver license before the 180 days expire. Your permit or permit tests must also be unexpired. Failure to do so will require you to retake the 3W endorsement tests.
- Visit the DOL website for more information. Are there any questions before you leave?