

TWO WHEEL MOTORCYCLE SKILLS TEST COMPACT RANGE



Performance standards and scoring criteria

License test scoring criteria and standards have been researched and developed through extensive field testing. Essential control, balance, and performance violations (e.g. hitting cones, crossing lines) have been determined to effectively and safely measure minimum basic skills required for on-street operation.

Due to the variety and selection of unconventional vehicles now available, basic vehicle testing standards and definitions were established. Cycles used in testing must be in safe operating condition and adhere to basic vehicle standards and design as defined as suitable. Motorcycles of single-track design, or cycles with similar handling characteristics, must meet the following defined curricula and testing criteria:

- Motor vehicle design that complies with all applicable federal on-road standards.
- Motorcycle-based design or vehicle with:
 - Electric or fuel motor (equivalent to 50cc or more, or travels greater than 30 mph)
 - Cycle-type controls (i.e. handlebars, throttle, clutch, brake lever(s), etc.)
- "Twinned wheel" trikes with contact patches less than 18.1 inches apart.

The following vehicles were identified as being "unsuitable", and cannot be tested within the two-wheel test:

- Automotive hybrids or automotive based (extended) conversions.
- Cycles with front, or rear, mounted engines.
- Cycles with enclosed or semi-enclosed riding compartments, automotive seating, safety belts, and/or automotive controls.
- Cycles of other radical departures from a standard single-track motorcycle design and/or size.
- Motorcycles with an installed stabilization conversion kit, with wheels that may touch the ground at anytime.

Vehicle Check

All non-training, personally owned, or borrowed vehicles must be properly equipped and maintained to meet state motor vehicle registration requirements. At a minimum, the registered and currently license plated motorcycle must be checked to have:

- reasonable tire tread, with no embedded objects, that are not significantly under-inflated.
- no fuel, oil, or fluid leaks that will compromise the safety of the rider or others.
- functional brakes.

Rider Check

- Testees are required to be positively identified via photo identification.
- 3rd Party applicants are required to wear (minimum) protective gear as defined by [RCW 46.37.530](#):
 - A helmet certified as meeting US DOT requirements as outlined in [49 CFR 571.218](#)
 - Eye protection as defined: windshield, goggles, glasses, or a helmet face shield

PRE-TEST INSTRUCTIONS

[Read to all applicants]

This test consists of evaluations that measure your motorcycle control and hazard response skills. You will be scored on time, distance standards, path, and performance violations. Riders must follow directions in a manner that allows for fair and accurate scoring of the skill or maximum points may be assessed.

The test may be ended for point accumulation, falling or crashing the cycle, stalling four times, unsafe acts, or failure to understand or follow instructions. You may stop the test at any point, but you must complete the entire test to pass it. Do you understand these instructions?

Run #1: Cone Weave & Normal Stop

Objective: To demonstrate basic handling skills, clutch, and throttle coordination

Set-up: Weave cones and a stop box

Directions:

- Starting from the center of the “Start T”
- When signaled, ride to the left of the first cone, to the right of the second cone, and so on.
- Weave past all five cones without hitting or skipping cones 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 your tire must be inside the stop box, not touching any lines.
- When signaled, turn right and get back in line.
- This is a diagram of this run. [\[show\]](#)
- Do you understand these instructions?
- Wait for the signal to begin.

Diagram:



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Run #2: Turn from a stop and u-turn

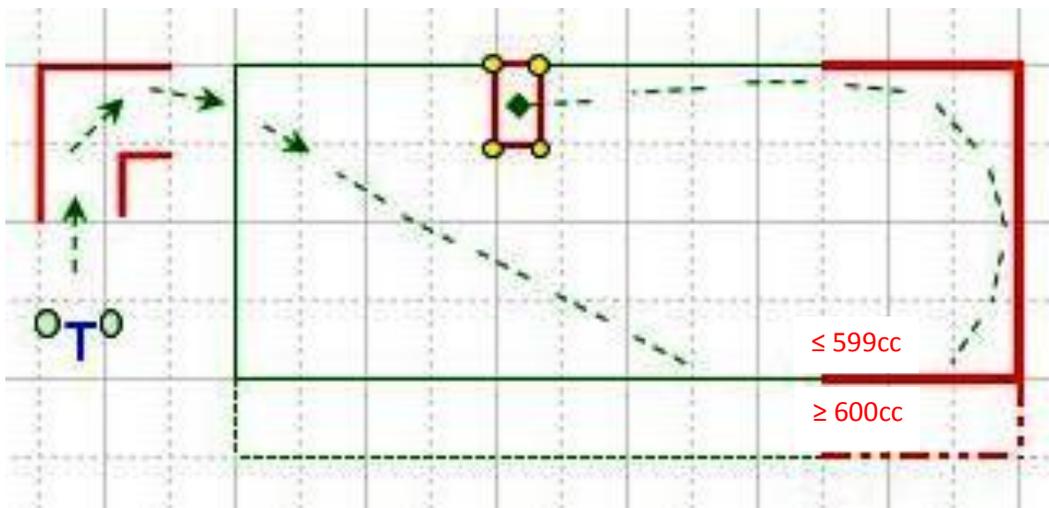
Objective: To demonstrate your overall control and ability to turn while staying in a lane and u-turn.

Set-up: A right turn, a u-turn, and a stop box marked by painted lines and cones

Directions:

- Starting from the center of the “Start T”
- When signaled, make a right turn within the *[color]* boundary lines without crossing a line or putting a foot down.
- Diagonally cross to the opposite side of the box and make a left u-turn within the *[color]* boundary lines
 - for less than 600cc, stay within the 20’ area.
 - for 600cc or larger, stay within the 24’ area.
- Stop with your front tire inside the stop box. *[point]*
- When instructed, turn right and get back in line.
- This is a diagram of this run. *[show]*
- Do you understand the instructions?
- Wait for the signal to begin.

Diagram:



Run #3: Obstacle swerve

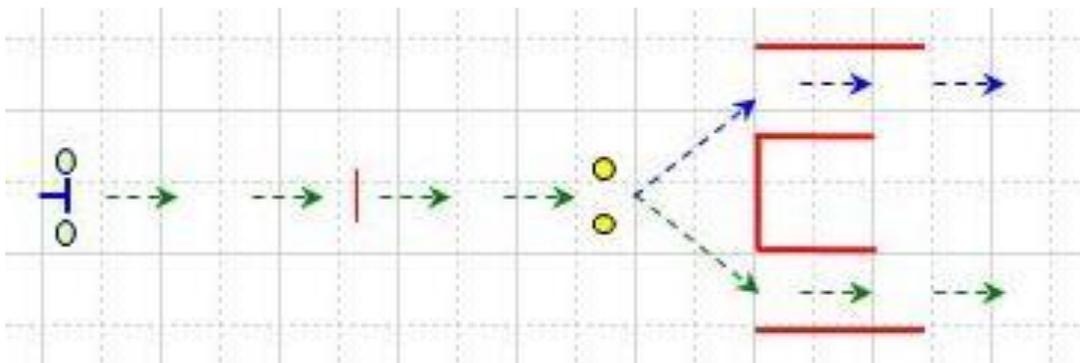
Objective: To demonstrate your ability to avoid a hazard by swerving

Set-up: Cones set for staging, starting, and swerving, and lines for an obstacle and escape lane

Directions:

- Starting from the center of the “Start T”
- When signaled, quickly accelerate straight up the path to a speed of 12-18 mph.
- When your front tire passes the [color] cue cones, swerve to the _____. [define direction: right or left]
- Avoid the obstacle line and stay to the inside of the escape sideline. Stay within the [color] lines.
- Do not anticipate by adjusting speed or swerving before reaching the cue cones.
- During your swerve, maintain a steady speed and do not brake.
- After clearing the escape lane, straighten, and come to a safe smooth stop.
- If necessary, a second run may be required for inappropriate speeds or anticipation.
- When signaled, turn to the right and get back in line.
- This is a diagram of this run. [show]
- Do you understand the instructions?
- Wait for the signal to begin.

Diagram:



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Run #4: Quick stop

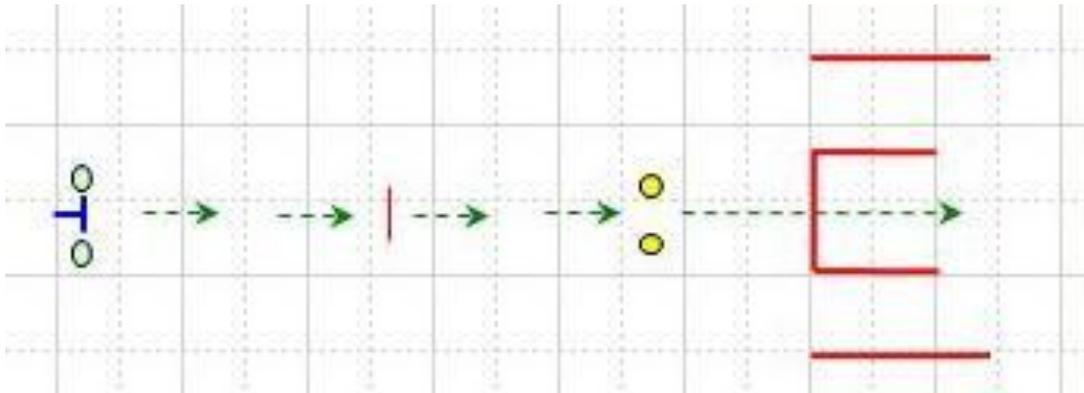
Objective: To demonstrate your ability to avoid a hazard by stopping quickly

Set-up: Cones set for staging, starting, and stopping

Directions:

- From the "Start T", when signaled, quickly accelerate straight up the path to a speed of 12-18 mph.
- When your front tire passes the *[color]* cue cones, stop in the shortest distance you safely can.
- Do not anticipate by adjusting speed or applying the brakes before reaching the cue cones.
- Once stopped, remain in place.
- If necessary, a second run may be required for inappropriate speeds or anticipation.
- When signaled, turn to the right and get back in line.
- This is a diagram of this run. *[show]*
- Do you understand the instructions?
- Wait for the signal to begin.

Diagram:



Run #5: Cornering

Objective: To demonstrate your ability to ride smoothly through curves

Set-up: Two curves marked by boundary lines and cones

Directions:

- When signaled, ride to the cue cones.
- Prepare to safely ride through both curves while staying within *[color]* boundary lines.
- When signaled ride through the first curve and accelerate to a speed of at least **15** mph in the straightaway.
- Prior to the second curve, slow to an appropriate entry speed.
- Make a smooth curve maintaining or smoothly increasing speed throughout.
- This is a timed evaluation; you must go fast enough to demonstrate cornering ability.
- After exiting the second curve, ride back to the cue cones and stop. *[point]*
- When signaled, turn to the right and get back in line.
- This is a diagram of this run. *[show]*
- Do you understand the instructions?
- Wait for the signal to begin.

Diagram:

