



PRE-PERMIT TEST INSTRUCTIONS

[Read to all applicants]

- Welcome to the Washington Two-Wheel Motorcycle Permit Skills Test. Here are your pre-test instructions:
- This test has 5 runs that assess your basic motorcycle operational skills.
- To pass the test you must ride all 5 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 5 test runs, or ride unsafely.
- Your test will be ended if you no longer have a passing score.
- You may choose to end your test at any time.
- You will receive instructions and a diagram of the path of travel before each run.
- You may ask questions about instructions I give you and walk the path of travel after the instructions for each run are read.
- 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.



Test Instruction Procedures

- Instructors must 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 (e.g., Start T, weave cones, stop box, cue cones, corner, etc.).
- While showing the diagram for each run, the instructor should 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 IV, Permit/Endorsement Testing*

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, completing the 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

- 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

- 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

- In a timing zone, the same reference point on the motorcycle 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; walking the U-Turn.
 - 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.

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 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 & U-Turn

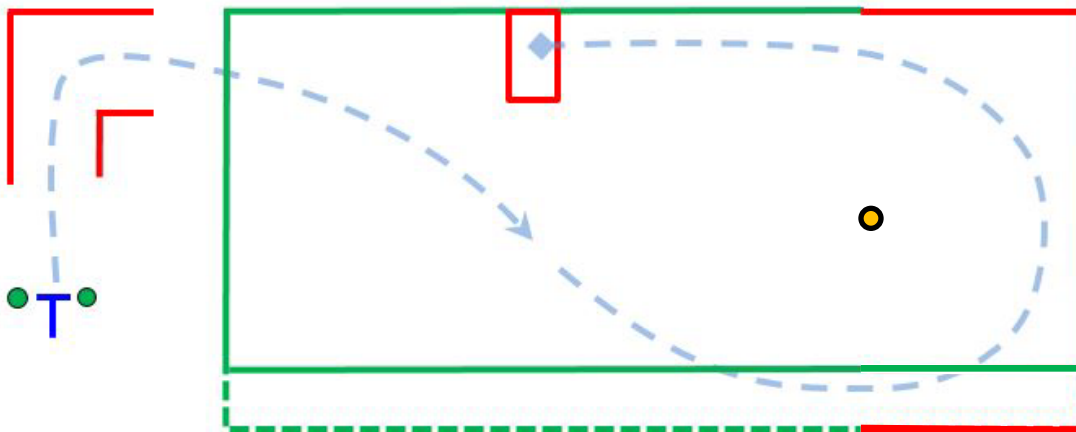
Objective: In this run, you will demonstrate your ability to turn while staying in your lane and then your ability to complete a U-turn.

Set-up: This run has a right turn area, a U-turn area, and a stop box - marked by boundary lines and 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.
- Ride to the U-Turn area and complete a U-turn to the left - around the [color] cone. 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 two 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:

- **Scoring Area** - scoring area for all motorcycles is the far 15' x 24' end of the BRC U-Turn area.
- **Path** – scored from when rider's front tire passes the guide cone and enters the end-of-box scoring area until rear tire passes the guide cone upon exiting the end-of-box scoring area.
- **Foot Down** - scored from when rider's front tire passes the guide cone and enters the end-of-box scoring area until rear tire passes the guide cone upon exiting the end-of-box scoring area.
- **Stall** – scoring begins when rider is signaled to leave the Start T, 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.

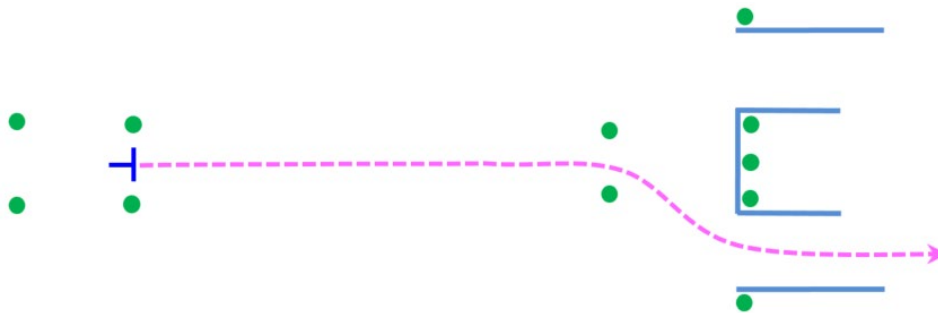
Set-up: This run has areas for staging, starting, and swerving - marked by boundary lines and cones.

Directions:

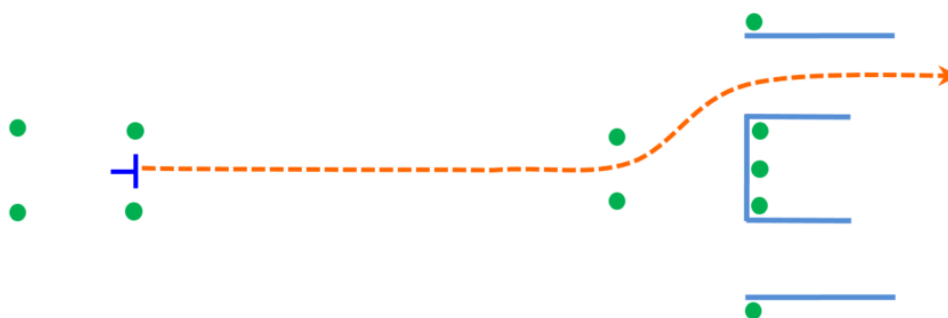
- You will begin this run in line at the staging cones.
- When signaled, pull forward to the center of the “Start T” and wait.
- When signaled again, quickly accelerate straight up the path to a speed of 12-18 mph.
- After your front tire passes the [color] cue cones, swerve to the left or swerve to 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 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 <i>Time as A10</i>	Score <i>Path</i> and score <i>Time as A10</i>
Too Fast <0.72 sec	No points scored	Score <i>Path</i> and <i>Time [speed]</i>
Anticipation	Score <i>Time as A10</i>	Score <i>Path</i> and score <i>Time as A10</i>
Brakes Within Swerve	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 a 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. (1 pt. per foot; 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 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

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 2nd attempt.



Instructions for Run #5: Cornering

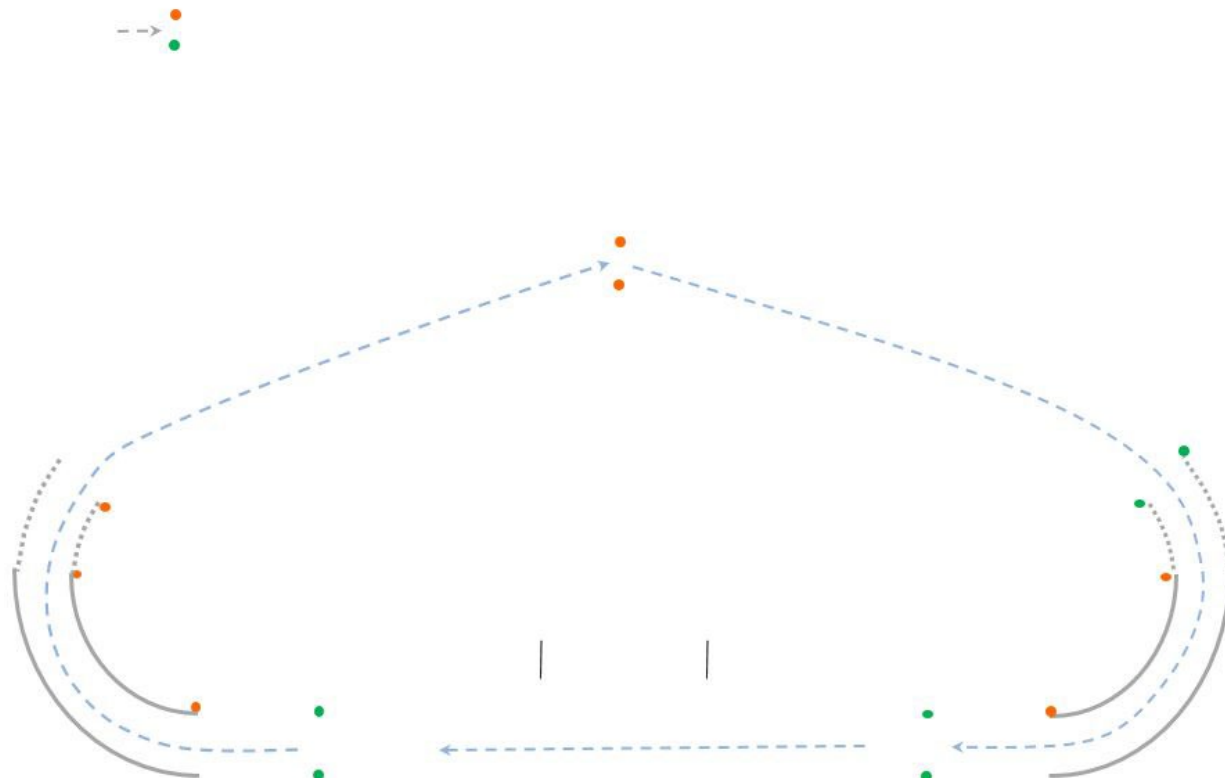
Objective: In this run, you will demonstrate your ability to ride smoothly through curves.

Set-up: This run has two curves to the right, marked by boundary lines and 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 2nd 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 2nd 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 (Permit)

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



2-Wheel Post Permit Test Instructions

- Congratulations on successfully passing the Washington State motorcycle permit skills test!
- If you have passed the permit knowledge test within the last 180 days, you are eligible to add a 2-Wheel motorcycle permit to your Washington Driver License. You must add the permit 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 permit to your driver license.
- Your test scores are valid for 180 days from the date you took the test. You must add the permit to your driver license before the 180 days expire. Failure to do so will require you to retake the 2W permit tests. A permit is valid for 180 days and can be renewed one time before it expires. Failure to do so will require you to retake the 2W permit tests. You may not have more than two (2) permits within a 5-year period.
- The next step will be for you to take the endorsement knowledge and skills tests. Be sure to study the Motorcycle Operator Manual closely. You must ride two (2) skills elements in one session to pass the skills test: a quick stop and a left/right cornering element at higher rates of speed. You should practice these skills before taking the endorsement skills test.
- Visit the DOL website for more information. Are there any questions before you leave?