

Motorcycle CA DMV Prep Guide

NMCTI Certification Requirements Explained

These steps are designed to reduce the
Motorcycle Driver Fatality Rate

DMV Motorcycle
Tests Included!



www.nmcti.org

National Motorcycle Training Institute's mission is to reduce the fatality rate and morbidity (disabling-injury) rate for motorcyclists.

**Please copy and share this preparation guide
with others!**

edited 04.16.12

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READ THIS!

Having a plan and proper preparation are key parts to motorcyclists reducing risk and increasing fun on any ride!

Approach getting your motorcycle license while learning to ride as successful motorcyclists do; with a plan and proper preparation. Developing this important habit of planning and preparation will help you lower risk and increase your enjoyment of motorcycling.

The purpose of this Motorcycle DMV Prep Guide is to help you create a plan and be prepared for each step along your journey to becoming a knowledgeable and licensed motorcyclist.

Studying and understanding this guide could save you, and your family and friends, unnecessary hardship. NMCTI Motorcycle Operator Certification is specifically designed to decrease the Motorcycle Driver Fatality Rate.

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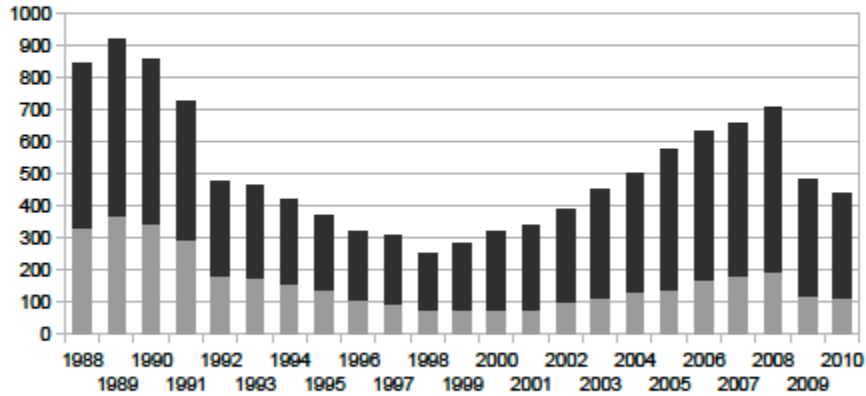
California

Most Motorcycle Drivers Killed have a License

Light Column = Unlicensed MC Drivers Killed

Dark Column = Licensed MC Drivers Killed

Annual Motorcycle Driver Fatalities



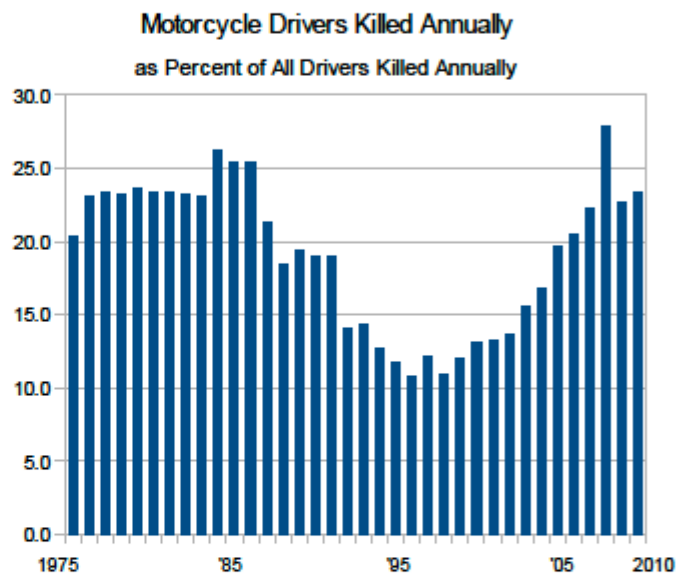
	<u>Not Licensed</u>	<u>Licensed</u>	<u>Percent Licensed</u>
1988	327	514	61 %
1989	365	551	60 %
1990	343	510	60 %
1991	289	438	60 %
1992	180	296	62 %
1993	171	287	63 %
1994	155	260	63 %
1995	134	233	63 %
1996	104	210	67 %
1997	94	208	69 %
1998	70	178	72 %
1999	70	208	75 %
2000	74	245	77 %
2001	70	264	79 %
2002	97	292	75 %
2003	108	343	76 %
2004	129	367	74 %
2005	134	441	77 %
2006	166	463	74 %
2007	178	478	73 %
2008	189	519	73 %
2009	115	363	76 %
2010	107	330	76 %

Prepared 04.16.2012 by National Motorcycle Training Institute, www.nmcti.org
 Data obtained from Fatality Analysis Reporting System (FARS) by NHTSA

CALIFORNIA

Motorcycle Drivers represent less than 1% of All Drivers
 Motorcycle Driver Fatalities Represent 23% of all Driver Fatalities
 All Drivers = Passenger Vehicles Drivers plus Motorcycle Drivers

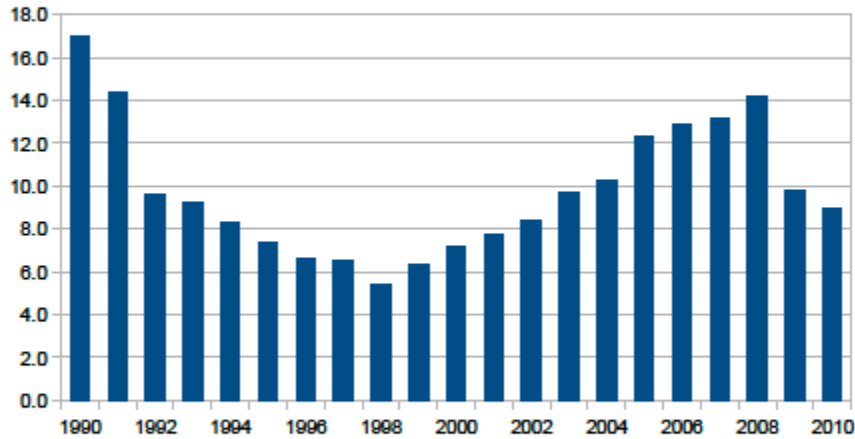
	Motor- <u>cycles</u>	Passenger <u>Vehicles</u>	Percent <u>MC</u>
1975	426	1,674	20.3
1976	517	1,732	23.0
1977	590	1,928	23.4
1978	655	2,173	23.2
1979	704	2,273	23.6
1980	683	2,250	23.3
1981	663	2,172	23.4
1982	585	1,932	23.2
1983	553	1,843	23.1
1984	719	2,028	26.2
1985	677	1,988	25.4
1986	715	2,101	25.4
1987	630	2,331	21.3
1988	514	2,277	18.4
1989	551	2,287	19.4
1990	510	2,168	19.0
1991	438	1,872	19.0
1992	296	1,797	14.1
1993	287	1,714	14.3
1994	260	1,790	12.7
1995	233	1,750	11.7
1996	210	1,740	10.8
1997	208	1,512	12.1
1998	178	1,457	10.9
1999	208	1,531	12.0
2000	245	1,625	13.1
2001	264	1,725	13.3
2002	292	1,833	13.7
2003	343	1,858	15.6
2004	367	1,818	16.8
2005	441	1,803	19.7
2006	463	1,799	20.5
2007	478	1,680	22.2
2008	519	1,351	27.8
2009	363	1,243	22.6
2010	330	1,080	23.4



Prepared by National Motorcycle Training Institute
 12.29.2011 www.nmcti.org/nmctidata.html
 Data obtained from the Fatality Analysis Reporting
 System (FARS) by the National Highway
 Traffic Safety Administration (NHTSA)

CALIFORNIA

Motorcycle Driver Fatality Rate, per Million Population



<u>Year</u>	<u>Motorcycle Drivers Killed</u>	<u>Population</u>	<u>Fatality Rate (per Million)</u>
1990	510	29950111	17.0
1991	438	30414114	14.4
1992	296	30875920	9.6
1993	287	31147208	9.2
1994	260	31317179	8.3
1995	233	31493525	7.4
1996	210	31780829	6.6
1997	208	32217708	6.5
1998	178	32682794	5.4
1999	208	33145121	6.3
2000	245	33994571	7.2
2001	264	34485623	7.7
2002	292	34876194	8.4
2003	343	35251107	9.7
2004	367	35558419	10.3
2005	441	35795255	12.3
2006	463	35979208	12.9
2007	478	36226122	13.2
2008	519	36580371	14.2
2009	363	36961664	9.8
2010	330	37266600	8.9

Prepared 01.29.2012 by National Motorcycle Training Institute, www.nmcti.org
 Data obtained from the Fatality Analysis Reporting System (FARS) maintained by NHTSA.
 Population Estimates obtained from US Census Bureau.

Conclusion from Data Review:

The data shows that **more than** just getting a motorcycle license is needed to reduce your risk of operating a motorcycle! National Motorcycle Training Institute has developed a new **NMCTI Graduated Rider Certification** to help reduce the danger of being a motorcycle operator. Please share this data and information with all who are considering motorcycling.

There are 5 steps for NMCTI Motorcycle Operator Certification .

Step 1: Gather information: Know the risks and the data (data pages 2, 3, and 4). Currently it is **much more risky** to operate a motorcycle than ten years ago. Make an informed choice to pursue street riding. Most motorcycle drivers killed have a valid motorcycle license and were wearing a helmet.

Step 2: The Beginner-time: Know how to operate a motorcycle before you ever ride on the street. Complete Basic Motorcycle Operation training. Graduates of the Begin2ride Course know basic motorcycle operation. Basic motorcycle operation applies to all motorcycles. Do not do this step 2, The Beginner-time, on public roads.

Step 3: The Learner-time: Complete the written test at the DMV for your Learner's Permit/Restricted Motorcycle License, and complete street riding motorcycle operation training. Graduates of the Continue2ride Course learn and practice street riding motorcycle operation on appropriately sized motorcycles. Graduates of the MSF Basic Rider Course also are introduced to street-riding motorcycle operation. Caution, do not skip Steps 4 and 5 even if you receive a "waiver to the skills test." No one can waive the time it takes for knowledge and skill development.

Step 4: Learner-time Practice: Document your first 500 miles and 3 months of riding. Be mindful of your learner-time! Although you may take the short cut and get your license, skipping the learner's permit, by taking the MSF Basic Riders Course, do not try to skip your learner-time. Pick an appropriate motorcycle for your first 500 miles and keep a log of what you learn!

Step 5: Independent Evaluation of Skill: After a minimum of 500 on-street miles and a minimum of 3 months, complete one (or more) independent physical skill evaluations that require successful demonstration of some intermediate skills to pass. It is ok to complete evaluations of your skill during your first 500 miles, just be sure to measure yourself again after completing 500 miles. Many Departments of Motor Vehicles continue to provide excellent independent testing at a nominal cost for the motorcycle license. Graduates of the Test2ride Course have demonstrated some intermediate physical skills. Graduates of the MSF Basic Rider Course (BRC) are NOT required to demonstrate any intermediate skills, so the MSF Basic Rider Course test is NOT a substitute for testing in Step 5.

Step 1: Gather information:

Make an Informed Choice to Pursue Street Riding.

Obtain motorcycling information from more than one source. Be sure to gain basic motorcycle operation knowledge before deciding to ride on the street! Use prudence when gaining any physical knowledge. Know the data such as contained in the beginning of this booklet (also see www.nmcti.org data page). Develop a plan, such as NMCTI Certification, to lower your risks.

It is OK to choose not to ride. Participating in a sport such as driving motorcycles should be made with the understanding that it is a risky sport and will require time, effort and practice to become proficient. Do not get your motorcycle license on impulse.

Certification Step 1: All NMCTI Certified motorcyclists know the how risky operating motorcycles is relative to operating cars. See pages 2, 3 and 4 for data.

Step 2: The Beginner-time:

The Beginner-time: Know how to operate a motorcycle before you ever ride on the street.

The **Begin2ride Course** is specifically designed to provide participants with the physical experience as well as mental techniques to manage their motorcycling journey. Graduates understand Basic Motorcycle Operation. Unlike other motorcycle courses, the Begin2ride Course is for beginners and has a low mishap rate by design.

In step 2, develop operational knowledge so you can confidently control speed and direction of a motorcycle before your first ride on the street. Develop mental skills and strategies to manage risk.

The Begin2ride Course is specifically designed to be completed before you ever try to ride a motorcycle on the street. In addition, the Begin2ride Course is designed to lower the risks for new riders during the training.

Understand basic motorcycle operation **BEFORE** you ride on the street and in traffic. After you know how to operate a motorcycle, you will be able **to make an informed decision** to pursue, or, not to pursue street riding.

Certification Step 2: All NMCTI Certified motorcyclists understand basic motorcycle operation at the Begin2ride Graduate Level, and make an informed choice to continue, or not continue, to pursue street riding. Note: How you get this basic knowledge only matters during your beginner-time. Once you have obtained this knowledge, it does not matter how you got it.

Step 3: The Learner-time:

The Learner-time: Complete the written test at the DMV for your Learner's Permit/Restricted Motorcycle License, and complete street riding motorcycle operation training.

It is inconvenient being a motorcyclist. Come to grips with this fact as soon as you can and your journey will be more enjoyable as well as less risky. We are inconvenienced by weather, mechanical problems, fatigue, poor road surfaces, car drivers not seeing us, having to wear protective gear, having to go to the DMV, etc. etc.

Embrace your DMV experience as a way to test your preparation and planning. At the DMV you must complete some paperwork, get your eyes tested and take one **or more** multiple choice tests. Most likely you will have to re-take a portion of your car written test. Be prepared for this. Be sure you have the DMV Class C car booklet and Motorcycle booklet with you so you may review them while you are waiting in line at the DMV. Note that this is the time to review, not to read the books for first time. Be prepared.

The DMV provides excellent independent and unbiased testing. The civil servant's pay is not affected if you pass or fail the test, or if you register a motorcycle. Their neutrality in your evaluation is of particular importance to the NMCTI Certification process. If you have a concern with the tests from the motorcyclist point of view, please bring it to the attention of an NMCTI instructor. The DMV is expert at testing and licensing; NMCTI has expertise in motorcycle operation training and education. We will gladly share our expertise with the DMV.

You do not need an appointment for the written test. However, plan to go on a day when the DMV is less busy.

Passing the written test qualifies you for the restricted motorcycle license. This license (learner's permit) allows you to ride any motorcycle on the street. The restrictions are not to ride with passengers, or on the interstate, or at night. Follow these restrictions until you have at least completed steps 4 and 5, which includes 500 miles of on-street experience during your learner-time.

Please see Appendix A for DMV locations.

Please see Appendix B for Practice tests.

DMV Preparation Hints:

1. Know the rules for the Child Car Seats questions on the car test. (These questions are on the Class C car test that the DMV may make you complete again.)
2. Don't go to the DMV on Mondays, ever.

3. Tuesdays, Wednesdays and Thursdays are better, although they still may be busy.
4. DMVs are closed most Fridays. Look at the schedule for the DMV you want to use and go on the Friday it happens to be open.
5. Don't let the line at the DMV scare you. Remember you have your booklets with you to review and enjoy. Remember that you set a lot of time aside for this step and it is inconvenient to be a motorcyclist.
6. Know the questions regarding counter-steering to make the motorcycle lean. Note the DMV test question does not use the word counter-steering so as not to tip you off to the correct answer.
7. Know that some of the questions on the DMV test are not perfect, and may not even be accurate. This is why they allow 4 questions to be missed and you can still pass. Try not to worry too much about any particular question.

Certification Step 3: All NMCTI Certified motorcyclists obtain a motorcycling learner's permit and completed a street riding motorcycle operation course such as the Continue2ride Course.

Step 4: Learner-time Practice:

Document your first 500 miles and 3 months of riding.

Are you prepared for your first on-street ride?

AFTER you know how to control speed and direction of a motorcycle,
AFTER you have practiced mental skills to manage risk,
AFTER you have tested your preparation and planning at the DMV
AFTER you have obtained your learner's permit,
and AFTER you know street riding motorcycle operation, you are in a position for your first street ride.

Use an appropriately sized motorcycle and stay in familiar environments. See Appendix C for information about the Dealer Trade-Up program. Be sure to ask the dealership to assist you in your learner-time.

Conduct purposeful practice during your learner-time. Keep a log of each ride during your learner-time. Enter date, miles traveled, and a brief note on what you learned for that ride.

It is OK to stay in your learner-time for more than 500 miles and more than 3 months! **Take as long as you need to develop your skills.**

Certification Step 4: All NMCTI Certified motorcyclists document your first 500 miles and 3 months of riding.

Step 5: Independent Evaluation of Skill:

Complete an independent physical skill evaluation that requires successful demonstration of some intermediate skills to pass.

The DMV provides excellent independent and unbiased testing. The civil servant's pay is not affected if you pass or fail the test, or if you register a motorcycle. Their neutrality in your evaluation is of particular importance to the NMCTI Certification process. If you have a concern with the tests from the motorcyclist point of view, please bring it to the attention of an NMCTI instructor. The DMV is expert at testing and licensing; NMCTI has expertise in motorcycle operation training and education. We will gladly share our expertise with the DMV. The videos for completing the DMV on-bike test are available on YouTube.com.

Transitioning to the ongoing-rider-time is more than just getting a motorcycle endorsement. We know that the license/endorsement will not make us safe! We know that motorcyclists who have methodically acquired operational knowledge and mental strategies for motorcycling are at lower risk and have increased enjoyment participating in this exciting sport.

Certification Step 5: All NMCTI Certified motorcyclists complete an independent physical skill evaluation that requires a successful demonstration of some intermediate skills to pass.

APPENDIX A:

A. DMV locations in San Diego County

Plan to just walk-in for your written test. Don't go on Mondays.

Oceanside DMV:

4005 Plaza Drive
Oceanside, CA 92056-4620

Poway DMV:

13461 Community Road
Poway, CA 92064

Clairemont DMV:

4375 Derrick Drive
San Diego, CA 92117-4944

El Cajon DMV:

1450 Graves Avenue
El Cajon, CA 92021-2953

University Heights DMV:

3960 Normal Street
San Diego, 92103

Chula Vista DMV:

30 North Glover Avenue
Chula Vista, CA 91910-1040

San Ysidro DMV:

6111 Business Center Court
San Diego, CA 92154-5604

APPENDIX B:

500cc or Less: Motorcycle Trade-Up Program for New Riders

This promotion, endorsed by National Motorcycle Training Institute, encourages new riders to operate an appropriately sized motorcycle during their street riding learners-time. The learners-time is defined as the period starting with a new rider entering the street for the first time and covers, **at a minimum**, the first 6 months and the first 500 miles of on-street riding.

This program will include **new** and **used** motorcycles purchased from the participating dealer. Riders in the learners-time experience greater enjoyment and enhanced learning while lowering risk when using an appropriately sized motorcycle.

After the new rider completes the learners-time and is ready to **trade-up** to a larger motorcycle, the dealer agrees to accept the originally purchased motorcycle as trade-in and **will credit trade-in at the original purchase price**.

The original purchase price does not include taxes and fees. The trade-in motorcycle must be properly maintained. High wear items such as tires, if in need of replacement before dealer can resell trade-in, will be paid for by the owner. The dealer reserves the right to refuse trade-in if the trade-in motorcycle is damaged or has excessive wear, at the dealer's sole discretion.

The current 2010 models include:

Honda Kawasaki

Rebel 250 BN125

CRF230 Ninja 250

CBR250 Ninja EX500

Yamaha Suzuki

V Star 250 DR200

TW 200 GS 500

XT 250

All **used** motorcycles of **500cc** sized engine or **less** are also included.

This program is encouraged and endorsed by National Motorcycle Training.

Please see nmcti.org for a list of participating dealers.

APPENDIX C. CA DMV Motorcycle Practice Questions:

Test 1:

1. Not turning off a turn signal:
 - a. Encourages other drivers to pull into your path.
 - b. Keeps other drivers from seeing your brake light.
 - c. Reduces your chances of a crash because other drivers stay clear.
2. Your motorcycle has two brakes. Use both brakes:
 - a. Only for normal stops.
 - b. Only for emergency stops.
 - c. Every time you slow or stop.
3. When you turn:
 - a. Keep you head and eyes straight to maintain balance.
 - b. Look through the turn where you want to go.
 - c. Always lean at the same angle as the motorcycle.
4. Picture question. Rider B should return to the right portion of the lane behind rider A.
5. Which of the following statements is correct?
 - a. Press left, lean right, and go right.
 - b. Press left, lean left, go right.
 - c. Press left, lean left, go left.
6. In slow, tight turns:
 - a. Lean the motorcycle only and keep your body straight.
 - b. Lean your body more than the motorcycle.
 - c. Do not lean.
7. When riding with a passenger:
 - a. Start slowing sooner.
 - b. Use only your front brake to slow.
 - c. Start in the center portion of the lane.
8. Following closely to a vehicle in front of you:
 - a. Protects you in heavy traffic.
 - b. Helps you see hazards in the road.
 - c. Is a factor in crashes caused by motorcyclists.
9. While in a turn, it is best to:
 - a. Maintain steady speed or gradually accelerate.
 - b. Slow down.
 - c. Accelerate and look straight ahead.
10. Alcohol enters the bloodstream and quickly reaches the brain. Which of the following is affected first?
 - a. Speech.
 - b. Balance.
 - c. Judgement.
11. Vehicle/motorcycle crashes are most common:
 - a. At intersections.
 - b. On freeways.
 - c. At night.
12. Make a special point to use your mirrors when:
 - a. Riding through an intersections.
 - b. Following a vehicle.
 - c. Slowing or stopping.
13. Before changing lanes to the left:
 - a. Check you left mirror and look left.
 - b. Check your right mirror and turn your head left.
 - c. Use your horn and speed up.
14. When carrying loads:
 - a. Keep the load low and as far forward as possible.
 - b. Keep the load to the rear of the motorcycle.
 - c. Fasten the load to the frame on the back of the seat.
15. Most crash-involved riders:
 - a. Over brake the rear tire.
 - b. Under brake the rear tire.
 - c. Were experienced riders.
16. To make good judgements in traffic, you need to first:
 - a. Know how to stop quickly.
 - b. Be able to swerve.
 - c. Search ahead.
17. (Picture not available) In the Picture. Slow down and move away from the vehicle after entering the intersection.
18. Wearing a helmet:
 - a. Increases your chance of a neck injury.
 - b. Reduces your chances of neck and head injuries.
 - c. neither reduces nor increases your chances of a head injury.
19. (Picture not available) In the picture: Pass the car on your left.

20. To reduce speed before turning:
- Close the throttle and apply both brakes.
 - Pull the clutch and use both brakes.
 - Apply the rear brake only.
21. Riding in the center portion of the lane:
- Should be avoided if possible.
 - Keeps other drivers from seeing you.
 - Keeps others from sharing your lane.
22. To operate the throttle:
- Start with your wrist flat.
 - Sit forward with your arms straight.
 - Twist it forward and down for more power.
23. When swerving, it is important to:
- Always brake before swerving.
 - Swerve in the direction of the hazard.
 - Separate braking from swerving.
24. When the front tire goes flat:
- Apply the rear brake and steer to the edge of the road.
 - Steer to the right and apply both brakes.
 - You will not be able to control the motorcycle.
25. You plan to make a right turn after stopping and at an intersection. Usually, it is best to turn from which portion of the lane?
- The left portion.
 - The center portion.
 - The right portion.

Test 2:

1. If you must stop quickly while turning and you are unable to straighten the motorcycle first, apply the:
- Front brake and increase your lean angle.
 - Brakes harder as the lean is reduced.
 - Brakes first and then lean away from the turn.
2. When carrying loads:
- Fasten the load against the frame on the back of the seat.
 - Keep the load low and as far forward as possible.
 - Keep the load behind the rear seat.
3. When following a vehicle, you should try to:
- Ride the right portion of the lane.
 - Ride where the driver can see you in the rear view mirror.
 - Ride in the left portion of the lane.

4. If you have a flat tire while riding, hold the handle grips firmly and:
- use the brake on the good tire or avoid braking.
 - Gently apply both brakes.
 - Use only the brake that controls the flat tire.
5. To ride over an object on the road:
- Stay seated until you have crossed the object.
 - Rise slightly off the seat.
 - Edge across the object.
6. If your throttle sticks:
- Squeeze the clutch and use the engine cutoff switch.
 - Shift to neutral and apply both brakes.
 - Downshift and apply the brakes.
7. With a properly adjusted mirror, you can see:
- the lane beside you.
 - Everything behind and to the side of you.
 - Part of the lane beside you and behind you.
8. To see better when following a vehicle at night:
- Increase your following distance and use your low beam.
 - Drop far back and use your high beam.
 - Use the headlights of the vehicle ahead.
9. When swerving, it is important to:
- Always brake before swerving.
 - Swerve in the direction the hazard is traveling.
 - Separate braking and swerving.
10. (Picture not available) Ride straight across the metal bridge grating.
11. The single most important thing you can do to improve your chances of surviving a crash is to:
- Wear a securely fastened helmet.
 - Be familiar with the motorcycle.
 - Ride in the center portion of the lane.
12. Of the following, which one gives the most eye and face protection while riding?
- A windshield.
 - Goggles.
 - a face shield.
13. A group of riders move from a staggered formation into a single file when:
- Traffic is heavy.
 - Turning corners.
 - Riding at night.

14. On a paved two-lane road, sand and gravel are most likely to collect:

- A. Near the center of the road.
- b. Near the sides of the road.
- c. In the left wheel track.

15. To cross the tracks that run parallel to your course:

- a. Edge gradually across.
- b. Move away, then turn and cross at an angle of at least 45°.

c. Move into the opposite lane to cross at 90°.

16. (Picture not available.) Slow and increase space.

17. To predict how a hazard may affect you, it's important to:

- a. Watch for brake lights or turn signals.
- b. Adjust speed to get around the hazard.
- c. Know the speed, distance, and direction the hazard is moving.

18. (Picture not available.)

19. You are being pursued by a police vehicle with its lights and siren activated. You have deliberately ignored the officer's warning to stop and have sped away. During the pursuit a person is killed. You are subject to:

- a. A fine of not less than \$10,000.
- b. Imprisonment in a state prison for six years.
- c. Being jailed in the county jail for not more than one year.

20. (Picture not available.) Turn your head to the left.

21. On a wet road, it will usually be most slippery:

- a. In the left wheel track.
- b. On loose gravel.
- c. In the center portion of the lane.

22. In a normal turn, lean your:

- a. Body more than your motorcycle.
- b. Motorcycle more than your body.
- c. Motorcycle and you body at the same lean angle.

23. The ability to think clearly and ride safely is affected by as little as:

- a. 6 drinks.
- b. 3 drinks.
- c. 1 drink.

24. When carrying a passenger:

- a. Your motorcycle will react the same.
- b. It takes longer to brake and accelerate.
- c. Let some air out of the tires for better traction.

25. When you are being followed too closely, it is usually best to:

- a. Move closer to the vehicle ahead.
- b. Move to the right portion of the lane.
- c. Drop back farther from the vehicle ahead.

Test 3:

1. What are the requirements for wearing a helmet?

- a. Passengers only are required to wear helmets.
- b. All motorcycle riders and passengers are required to wear helmets at all times.
- c. Helmets are not required while driving on city streets.

2. Grabbing the front brake or jamming down on the rear brake:

- a. Can cause the brakes to lock.
- b. Is the best way to stop in an emergency.
- c. Is the best way to slow down when the streets are wet.

3. Passengers on motorcycles should:

- a. Put their feet on the ground when the motorcycle is stopped.
- b. Not ride without a back rest.
- c. Should sit as far forward as possible without crowding you.

4. When riding with a group of motorcyclists, a staggered formation:

- a. Is recommended at all times.
- b. Should not be used when entering or exiting a highway.
- c. Should be used when riding on curves.

5. Eye protection:

- a. Is not needed if your motorcycle is equipped with a windshield.
- b. Is only needed when riding in bad weather.
- c. Should give a clear view to either side.

6. A primary cause of single vehicle motorcycle accidents is:

- a. Motorcyclists' tendency to drive too fast for weather conditions.
- b. Motorcyclists running wide in a curve or turn and colliding with the roadway or a fixed object.
- c. Motorcyclists running off the road while trying to avoid a collision with another vehicle.

7. The best lane position for a motorcycle:
a. Is in the left part of the lane, next to the center line.
b. Is in the right part of the lane, next to the curb.
c. Can vary depending on road and/or traffic conditions.

8. When riding at night you should:
a. Move closer to the vehicle in front of you to use its lights to see farther down the road.
b. Keep driving at your normal speed because slowing down would increase the chance of being struck from behind.
c. Reduce your speed because it is harder to see something lying in the road.

9. You should operate the engine cut-off switch and pull in the clutch when:
a. The throttle is stuck and you can't free it.
b. You start to lose control in a curve.
c. The motorcycle starts to wobble.

10. To operate a moped you must have at least a _____ license.
a. Class M1
b. Class M2
c. Class C

11. Upshifting or downshifting in a curve:
a. Should only be done if it can be done smoothly.
b. Is better than shifting before the curve.
c. Is the best way to control your speed.

12. To avoid confusing other drivers you should:
a. Increase the following distance between your motorcycle and the vehicle in front of you if you are being tailgated.
b. Make sure your turn signal turns off after you finish a turn.
c. Use your horn only in emergency situations.

13. _____ is a major factor in accidents caused by motorcycles.
a. Following too closely
b. Lane sharing
c. Not being seen by other drivers

14. If your motorcycle starts to wander back and forth while riding over metal bridge gratings you should:
a. Downshift immediately to a lower gear to improve traction.
b. Proceed in a zigzag pattern until you cross the bridge.
c. Relax, stay on course and ride straight across.

15. If you must carry a load it should be:
a. Either over or in front of the rear axle.
b. Carried on the gas tank in front of the driver.
c. Piled up against a sissy bar or frame on the back of the seat.

16. Grabbing the front brake or jamming down on the rear brake:
a. Can cause the brakes to lock.
b. Is the best way to stop in an emergency.
c. Is the best way to slow down when the streets are wet.

17. What is the best way to stay out of trouble while riding a motorcycle?
a. To see it coming by looking well ahead.
b. By avoiding high density traffic areas.
c. By increasing the following distance between your motorcycle and the vehicle in front of you.

18. A motorcycle rider has an advantage over an automobile driver when passing parked vehicles because:
a. A motorcycle can accelerate faster than a car.
b. A motorcycle rider can avoid the problems of opening doors and people stepping out from between vehicles by driving in the left part of the lane.
c. Motorcycles have a shorter stopping distance.

19. Brightly colored, reflective helmets and clothing:
a. Should only be worn while riding at night.
b. Can make motorcycle riders easier to see.
c. Do not increase a motorcycle rider's safety.

20. To execute a turn safely a motorcycle rider should always:
a. Lean the motorcycle in the direction of the curve or turn
b. Slow down in the turn.
c. Turn using the handle bars only.

Test 4:

1. Picture not available. Rider B

2. Wearing a helmet can reduce the chance of a fatal head injury in:
a. Low speed crashes only.
b. High speed crashes only.
c. Any crash, regardless of speed.

3. When you are being followed too closely, it is usually best to:
a. Move closer to the vehicle ahead.
b. Drop back further from the vehicle ahead.
c. Pass the vehicle ahead.

4. To discourage other drivers from sharing your lane, it is usually best to ride:

- a. In the left portion of your lane.
- b. In the center portion of your lane.
- c. Next to another vehicle.

5. Picture not available: A car may pull out.

6. When riding where sand and gravel have collected on paved roads, you should:

- a. Avoid sudden changes in speed and direction.
- b. Only use the rear brake to slow down.
- c. Pull in the clutch.

7. Riders in a staggered formation will be passing a car. After the lead rider passes, he /she should return to the _____ of the lane.

- a. Left portion.
- b. Right portion.
- c. Center portion.

8. When you carry a passenger:

- a. It will take longer to accelerate and brake.
- b. You will have more balance.
- c. You will have less chance of skidding.

9. When you ride over a pothole, it is usually best to:

- a. Keep a normal seat position.
- b. Lean forward as much as possible.
- c. Look straight ahead and rise slightly off the seat.

10. Before changing lanes to the left, you should:

- a. Check your left mirror and turn your head left.
- b. Check the right mirror and turn your head left.
- c. Use your horn and speed up.

11. When the front tire goes flat:

- a. the steering will feel heavy.
- b. The back of the motorcycle will jerk from side to side.
- c. You will lose power to the brakes.

12. Alcohol first affects you:

- a. Balance.
- b. Vision.
- c. Judgement.

13. At intersections, the most common cause of motorcycle/vehicle collisions is:

- a. Drivers entering a rider's right of way.
- b. Riders not yielding to oncoming traffic.
- c. Drivers tailgating riders.

14. To make a normal stop, use:

- a. The rear brake only.
- b. The rear brake first.

c. Both Brakes and downshift.

15. If an approaching car driver is signaling for a left turn, you should:

- a. Hold your speed steady and center lane position.
- b. Slow down and move away from the approaching vehicle.
- c. Increase your speed and stay in the center lane.

16. When you ride at night:

- a. Wear reflective clothing.
- b. Always ride in the center portion of the lane.
- c. Follow the vehicle ahead more closely for safety.

17. While riding an unfamiliar motorcycle:

- a. Stay in the right portion of the lane.
- b. Allow extra room for stopping.
- c. Do not shift above third gear.

18. To make good judgements in traffic, you need to first:

- a. Be able to swerve.
- b. Know how to stop quickly.
- c. Search ahead.

19. For higher-speed turns, you should:

- a. Lean more than you would at low speeds.
- b. Lean less than you would at low speeds.
- c. Lean the same amount as you would at low speeds.

20. When entering a road on a merge ramp, the light most likely to make your motorcycle more visible to other drivers is the:

- a. Brake light.
- b. Tail light.
- c. Turn signal.

21. Picture not available.

22. When adjusting your mirrors to carry a passenger, the passenger should:

- a. Sit on the seat with you.
- b. Stand behind the motorcycle.
- c. Adjust the mirror while you sit on the motorcycle.

23. If you lock the front wheel while stopping:

- a. Release the rear brake.
- b. Keep the front brake locked until stopped.
- c. Release and reapply the front brake.

24. To avoid causing a rear-end collision when following another vehicle:

- a. Ride in the right wheel track.
- b. Stay at least two seconds behind.
- c. Tap your brakes lightly.