



DMV CHEATS and TIPS!

MOTORCYCLE QUESTIONS

1. Make a special point of using your mirrors:

- When you are stopped at an intersection. Watch cars coming up from behind. If the driver isn't paying attention, he can be on top of you before he sees you.
- Before you change lanes. Make sure no one is about to pass you.
- Before you slow down.

2. If you don't keep a center-portion position in your lane, drivers may be tempted try to squeeze by you:

- In heavy, bumper-to-bumper traffic.
- When they want to pass you.
- When you are preparing to turn at an intersection.
- When you are getting in an exit lane or leaving a highway.

3. To prevent your escape route from being blocked by cars or trucks in the lane next to you:

- Speed up or drop back to find a place clear of traffic on both sides.

4. In any crash, you have a far better chance of avoiding serious injury if you wear:

- An approved helmet.
- Face or eye protection.
- Protective clothing.

5. When carrying a passenger:

- Ride a little slower, especially when taking curves, corners or bumps.
- Start slowing earlier as you approach a stop.
- Open up a larger cushion of space ahead and to the sides.
- Wait for larger gaps to cross, enter or merge in traffic.

6. When using the Evaluate portion of the S.E.E. method to evaluate vehicles and other traffic:

- Anticipate that vehicles and other traffic may move into your path and increase the likelihood of a crash.
- Think about your time and space requirements in order to maintain a margin of safety.
- Leave yourself time to react if an emergency arises.

7. Using the front brake incorrectly on a slippery surface:

- May be hazardous. - Use caution and squeeze the brake lever, never grab.

8. To gauge your following distance:

- Pick out a marker, such as a pavement marking or lamppost, on or near the road ahead.
- When the rear bumper of the vehicle ahead passes the marker, count off the seconds: "one-thousand- one, one thousand-two."
- If you reach the marker before you reach "two," you are following too closely.

9. If you are chased by a dog:

- Downshift and approach the animal slowly.
- As you approach it, accelerate away and leave the animal behind.
- Don't kick at an animal.
- Keep control of your motorcycle and look to where you want to go.



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10. At minimum, to be street-legal, your motorcycle should have:

- Headlight, tail-light and brake-light.
- Front and rear brakes.
- Turn signals.
- Horn.
- Two mirrors.

11. A primary cause of single-vehicle crashes is:

- Motorcyclists running wide in a curve or turn and colliding with the roadway or a fixed object.

12. The major effect alcohol has is to:

- Slow down and impair bodily functions — both mental and physical.

13. Your abilities and judgment can be affected by:

- One drink.

14. Many over-the-counter, prescription and illegal drugs:

- Have side effects that increase the risk for riders.

15. The Search portion of the S.E.E. method requires that you:

- Search aggressively ahead, to the sides and behind to avoid potential hazards even before they arise.
- Focus even more on finding potential escape routes in or around intersections, shopping areas, school and construction zones.

16. When preparing to pass another vehicle ahead:

- 1. Ride in the left portion of the lane at a safe following distance to increase your line of sight and make you more visible. Signal and check for oncoming traffic. Use your mirrors and turn your head to look for traffic behind.
- 2. When safe, move into the left lane and accelerate. Select a lane position that doesn't crowd the car you are passing and provides space to avoid hazards in your lane.
- 3. Ride through the blind spot as quickly as possible.
- 4. Signal again, and complete mirror and head checks before returning to your original lane and then cancel the signal.

17. If either tire goes flat while riding:

- Hold handle grips firmly, ease off the throttle, and keep a straight course.

18. The front brake on a motorcycle is:

- More powerful and can provide at least three-quarters of your total stopping power.

19. Instead of trying to "accelerate out of a wobble":

- Grip the handlebars firmly, but don't fight the wobble.
- Close the throttle gradually to slow down. Do not apply the brakes; braking could make the wobble worse.
- Move your weight as far forward and down as possible.
- Pull off the road as soon as you can to fix the problem.

20. Position yourself in the portion of the lane where you:

- Are most likely to be seen and you can maintain a space cushion around you.



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21. To lean the motorcycle into a turn:

- Press on the handle-grip in the direction of the turn.

22. A motorcyclist's biggest danger is from:

- Cars that turn left in front of you, including cars turning left from the lane to your right, and cars on side streets that pull into your lane.

23. Research shows that _____ injuries account for a majority of serious and fatal motorcyclist injuries.

- Head and neck

24. Surfaces that provide poor traction include:

- Wet pavement, particularly just after it starts to rain and before surface oil washes to the side of the road.
- Gravel roads, or where sand and gravel collect.
- Mud, snow, and ice.
- Lane markings, steel plates and manhole covers, especially when wet.

25. Most wobbles can be traced to:

- Improper loading,
- Unsuitable accessories, or;
- Incorrect tire pressure.

26. If someone else makes a mistake, distance or a "cushion of space" permits you:

- Time to react.
- Space to maneuver.

27. When riding as a group, don't:

- Pair up.
- Pass as a group.

28. When you are being passed from behind or by an oncoming vehicle:

- Stay in the center portion of your lane.

29. When there is ice, wet spots, or wet leaves on the road:

- Ride on the least slippery portion of the lane and reduce speed.

30. When selecting the best portion of a lane to maximize your space cushion and make yourself more easily seen:

- No portion of the lane need be avoided — including the center.

31. In the last few feet of stopping, you should:

- "Straighten" the handlebars - the motorcycle should then be straight up and in balance.

32. Riding alongside another rider:

- Leaves no place to go if you have to avoid a car or something on the road.



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33. When encountering merging traffic:

- Give them plenty of room.
- Change to another lane if one is open.
- If there is no room for a lane change, adjust speed to open up space for the merging driver.

34. Tell your passenger to tighten his or her hold when you:

- Approach surface problems.
- Are about to start from a stop.
- Warn that you will make a sudden move.

35. To lessen your chances of a crash occurring:

- Be visible — wear proper clothing, use your headlight, ride in the best lane position to see and be seen.
- Communicate your intentions — use the proper signals, brake light and lane position.
- Maintain an adequate space cushion — following, being followed, lane sharing, passing and being passed.
- Scan your path of travel 12 seconds ahead.
- Identify and separate multiple hazards.
- Be prepared to act — remain alert and know how to carry out proper crash-avoidance skills.

36. To make it easier for others to recognize you and your cycle:

- Wear bright-colored clothing to increase your chances of being seen - reflective, bright-colored clothing (helmet and jacket or vest) is best.
- Wear a brightly colored helmet.
- Wearing reflective material on a vest and on the helmet will help drivers spot you.

37. The Execute portion of the S.E.E. method requires that you:

- Carry out your decision.

38. The center of a lane can be hazardous when wet so if it starts to rain:

- Ride in the tire tracks left by cars.
- Often, the left tire track will be the best position, depending on traffic and other road conditions as well.

39. When dealing with three or more hazards:

- Weigh the consequences of each and give equal distance to the hazards.

40. Before mounting the motorcycle, make the following checks:

- Tires — Check the air pressure, general wear and tread.
- Fluids — Oil and fluid levels. At a minimum, check hydraulic fluids and coolants weekly. Look under the motorcycle for signs of an oil or gas leak.
- Head-lights and Tail-light — Check them both. Test your switch to make sure both high and low beams are working
- Turn Signals — Turn on both right and left turn signals. Make sure all lights are working properly.
- Brake-Light — Try both brake controls, and make sure each one turns on the brake light.

41. When entering a curve, if no traffic is present:

- Start at the outside of a curve to increase your line of sight and the effective radius of the turn.
- As you turn, move toward the inside of the curve, and as you pass the center, move to the outside to exit.



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42. Moving to the center of your lane before entering a curve allows you to:

- Spot approaching traffic as soon as possible.
- Adjust for traffic "crowding" the center line.
- Adjust for debris blocking part of your lane.

43. The Evaluate portion of the S.E.E. method requires that you:

- Think about how hazards can interact to create risk for you.
- Anticipate potential problems and have a plan to reduce risk.

44. When riding as a group, the best way to keep ranks close yet maintain an adequate space cushion is to:

- Ride in a staggered formation.

45. Using both brakes for even "normal" stops will permit you to:

- Develop the proper habit or skill of using both brakes properly in an emergency.

46. Even if a driver does see you coming:

- You aren't necessarily safe because smaller vehicles appear farther away and seem to be traveling slower than they actually are.
- It is common for drivers to pull out in front of motorcyclists, thinking they have plenty of time.

47. A plastic shatter-resistant face shield can:

- Help protect your whole face in a crash.
- It also protects you from wind, dust, dirt, rain, insects and pebbles thrown up from cars ahead.

48. Use your signals:

- Anytime you plan to change lanes or turn.
- Even when you think no one else is around.
- Even when what you plan to do is obvious.

49. When someone is following too closely:

- Change lanes and let them pass.