Acknowledgements

Thanks to the entire RumbleOn and RideNow team for making this book possible, and a special thanks to the CEO and President of RumbleOn, Marshall Chesrown and Peter Levy, as well as Mike Pfab, Michelle Hains of RideNow—who helped jumpstart my journey to riding motorcycles.

Additionally, I would like to thank all those who helped edit and contribute to this book: Andrew Connolly, Carlos Fabre, Ericka Ellis, Hailee Lawson, Hayden Clark, Howard Huang, Phil Rieck, Robert Colin, and Tanner Garza.

Lastly, I would like to thank my family and friends for all of their support.

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Intro

Why We Ride Motorcycles

There are many reasons people enjoy riding motorcycles. For some, it's the sense of freedom and independence that comes with being on the open road. For others, it's the thrill of the wind rushing past them as they zip down the highway. Still, others enjoy the camaraderie that comes with being part of a motorcycle club or community. Whatever the reason, motorcycle riding is a popular pastime for people all over the world. And it's not just a recent phenomenon–motorcycles have been around for over a century. The first motorcycle was built in 1885 by Gottlieb Daimler, and since then, they have become an iconic symbol of freedom and rebellion. Whether you're a seasoned rider or just thinking about getting your first bike, there's no doubt that motorcycles offer a unique and exciting way to experience the world.

Most people who ride motorcycles understand the risks and statistics that come along with the sport. However, many motorists would argue one fact of life–one that outweighs these risks. That being, nothing about life is guaranteed. We have no say in when, how, or why we go or why we live. If we decide to live without taking some risks in life, have we truly lived? While for some, the enjoyment is undoubtedly not this deep, motorcycle riding is simply something they like to do. However, for many, this sentiment holds true, nonetheless. The spiritual value of feeling the wind on your face and the roar of the engine beneath you is hard to recreate, thus creating the need to ride that is inside of us.

Chapter I: Risk Acceptance & The Risk Of Riding

Many people choose to accept the risks of riding motorcycles because they enjoy the freedom and exhilaration that comes with it. For some, the risk is worth the reward. Others may choose to accept the risks because they feel that it is necessary to get where they need to go. Regardless, risk acceptance is a personal choice that everyone must make for themselves.

For most riders, the thrill and freedom that comes with riding motorcycles simply leave them undeterred by the risks of the road. Riding a motorcycle is a great lifestyle, but it also comes with a certain level of risk attached to it. Riders accept this risk, knowing that the possibility of severe injuries is really due to the limited protection that riding a motorcycle offers. Throw in inattentive drivers, road hazards, construction zone challenges, bad signage, and other obstacles, and it's easy to see why motorcycle riders are extremely vulnerable to injuries ranging from a bad case of road rash to broken bones and internal injuries, and in some cases, death.

While there are some ways to minimize risk—such as wearing gear and riding with caution—as with many things in life, there is no guarantee that each ride will end perfectly. As a motorcycle rider, this is a reality that must be accepted. While riding a motorcycle comes with many dangers, it is also important to note that individual riders can choose to take risks or not while on the road. This is called risk management, and it is highly dependent on everyone's internal skill assessment of their riding ability and knowing their limits.

For newbies and experienced riders alike, it is important to know the dangers of riding a motorcycle. A lot of the time, we can get in over our heads, or even get overconfident—which is a danger to riding within itself. One way to keep yourself safe is to know the statistics surrounding motorcycles. In 2020 alone, 5,579 motorcyclists died, an 11% increase from 2019.

While motorcycles account for only 3% of all registered vehicles in the United States, 14% of all vehicle crashes were by motorcycles (National Highway Traffic Safety Administration)[1]. To make matters worse, riding a motorcycle has been proven to be 28 times more fatal in accidents than that of passenger vehicles. Although these stats seem scary, it is important to make mental note of them before you get out on the open road. When we're aware of the dangers of riding, it makes us even more cautious and even more responsible riders, which in turn makes us a lot safer.

Chapter II: Motorcycle Safety - Are Motorcycles Dangerous?

Motorcycle riding is one of the most freeing and fun means of transportation. With a community rich in culture, and filled with passionate people, it's a sport that's easy to fall in love with. However, for new riders, riding around on your bike for the first time can be a little intimidating and even dangerous, especially if you don't know what to look out for. Luckily, there are many safety measures you can take to keep riding fun and safe.

Top Dangers To Motorcyclists

While we all love riding for how fun and exhilarating it is, there are many different types of dangers for riders looming on roads. According to the National Highway Traffic Safety

Administration (NHTSA), riding a motorcycle is 28% more fatal in accidents than cars[2]. This may be an alarming fact to many, but riders typically understand the risks every time we throw a leg over the bike. Of course, accidents can happen to anyone, anywhere, at any time. However, knowing the major dangers to expect when you're on a motorcycle can help keep you safe.

Distracted Drivers

The biggest danger to motorcyclists is other distracted car drivers. One reason for this is that usually, drivers aren't even expecting to see a person on a motorcycle; their brains aren't even thinking to look out for riders. So, when you factor that in with a driver that's texting or trying to queue up their favorite song from their playlist, it increases the chances of them hitting a person on a bike they couldn't see.

Distracted drivers can cause accidents in many ways, often causing a chain reaction that incites more danger on the roads for riders. The NHTSA reported in 2018 that distracted drivers killed nearly 3,000 people nationwide.[3] They also reported that texting while driving was one of the most underlying factors. The reason distracted drivers are so deadly to motorcyclists is because of how vulnerable riders are—there are no airbags, windows, or doors to protect riders. Besides gear, all that is left in our line of defense is quick thinking and reaction time. What could be a small fender bender for a car, could be a life-changing injury for a biker.

Knowing what a distracted driver may look like could be the difference between life and death. In case you are wondering what exactly a distracted driver looks like, a major giveaway is if they are swerving. The CDC (Centers for Disease Control and Prevention) cites three main distraction categories drivers can fall under.

- Visual: This is typically your texting and driving; the driver's eyes are pulled away from the road.
- Manual: Drivers taking their hands off the steering wheel; perhaps to get a French fry from a fast-food bag, or to change the dial on the radio.
- Cognitive: Drivers failing to focus on the task at hand; maybe they're upset and not thinking straight or they're getting distracted by a backseat conversation.

If you're on a motorcycle, however, noticing these details may be hard to do, as we must be completely focused on our riding alone. Here are some key giveaways that are easy to identify for riders: Is the driver making jerky movements, so they stay in their lane? If you take a quick peek inside their car, can you see their head looking down at their phone? Trying to get a few bites of some fast food? That's a distracted driver. If you find yourself in this situation, the best thing you can do is stay focused, keep behind them or keep your distance. This way, if something were to go wrong you have given yourself plenty of time and space to react accordingly.

Low Visibility

Motorcycles only make up 3% of the vehicles on the road.[4] The rest? Cars, trucks, and everything else. Drivers of those vehicles are not looking out for motorcycles; they're making sure they're not hitting another car. When they make a left turn at an intersection, they probably don't even see you, even if it's your right of way to go. What happens next usually is that they side-swipe you.

Since bikes are smaller and leaner, they're harder to see for drivers in general, regardless of if they're distracted or not. There are some precautions you can take to make yourself more

visible. The first is, wearing bright colors. According to a study published by the *British Medical Journal*, wearing a bright-colored helmet, in comparison to a black one, can cut a rider's crash risk by nearly 25%[5]. Further, they found similar statistics when riders wore the colors red, yellow, and orange colors. Additionally, the crash risk was also lowered to 37% when the rider wore reflective and fluorescent colors.

With that being said, it would be wise to choose gear that makes you stand out, whether that be neon colors, white or red. Anything that makes you pop out, will help you be seen by drivers. Beyond wearing high-vis gear, lane positioning is a huge part of motorcycle visibility. Riders can break up their lane into three positions (Left, Middle, and Right). Depending on the situation, you can change your lane positioning, to give you greater visibility, and space and to avoid hazards.

Intersections/Curves

Intersections and curves are the most dangerous places for motorcycle riders, as most accidents occur in these places. Even driving at slower speeds can prove to be dangerous in some cases. Cars tend to go over lines, or have blind spots to riders, enabling them to make turns and passes in which we are put into scary situations.

For curves, it is good practice to keep towards the outer edge and stray from the center lane, unless your line of sight is compromised. Either way, just take your time, stay calm, and be level-headed throughout all your riding. This will make your riding effortless and smooth and not taxing. At intersections, choose your lane position based on if other drivers can see you, your safety, and the direction you're heading. That way, you won't have to worry about getting blindsided by a driver who didn't see you. We'll get more into detail about intersections later.

Drinking and Riding

A big part of the motorcycle culture is not just riding, it's the bars, hanging out with friends, crews, and being social—which can sometimes involve alcohol. One common denominator that proves time and time again to be dangerous and even fatal to riders, is drinking. In 2020, 41% of motorcyclists who were involved in fatal single-vehicle accidents were alcohol-impaired, which was 27% more than any other vehicle, according to a study conducted by the National Highway Traffic Safety Association[3].

Riding a motorcycle takes an amount of concentration and present awareness than no other vehicle requires. If you're riding under the influence of alcohol or any other drug for that matter, your awareness and focus are dangerously impaired. Not only do you lose control of your motor skills, but you lose control of your bike. As stated above, if our quick thinking is one of your only defenses, being alcohol-impaired would jeopardize your safety even more.

Plan for your safety and most importantly don't become a statistic. Never drink and ride, it's just not worth it.

Poor Mentality

A commonly underestimated danger to riders is a poor mentality. A repeated concept taught in the MSF, or any other motorcycle training program is to never ride when you're under distress. While many motorcycle riders use riding as a way to clear their heads, you must be mindful when riding upset or severely stressed. Be present enough to keep your focus and cool. Whether that be anger or sadness, when your mind is not at 100%, your riding won't be either. If

your mind is constantly wandering elsewhere, you won't be present and attentive on the road, which is a necessity when riding.

Thinking rationally is key to motorcycle safety. Don't let a bad day put you or someone else in danger. Ride with a peaceful and positive mindset. That's easier said than done sometimes, but a few seconds of inattention could be extremely dangerous on a motorcycle. Another thing that needs to be said: If you have a close call while riding, don't push yourself to immediately keep going or brush it off. Pull over and take a breather if you need to. Never let your ego get the best of you and ride safely each time you hit the road.

Riding Above Skill Level

Being overconfident can be a threat to your safety and on the contrary, being an insecure rider can lead you to make poorly timed decisions. It's super important to be self-aware and level-headed when you're on a motorcycle to ensure you're in control at all times. Before you buy a motorcycle, be honest with your riding capabilities. Yes, you may look cooler on a heavy Street Glide, but are you strong enough to control it? Do you have the experience to handle a heavy, powerful motorcycle? If you're a beginner, the answer to those questions is most likely no.

Beyond riding a motorcycle that doesn't fit you properly, many don't take the time to properly learn, or even get a license. One should always be realistic about the skill level one possesses. This reduces frustration, making for lifelong riders that are having fun and staying safe. If you feel as though you're in this boat, take a rider course that will help you improve your skills. Practice at least 30 minutes a day, whether that be around the neighborhood or a parking lot.

Small practice sessions at low speeds will help you develop your control and coordination skills when riding, far better than practicing at only high speeds. Once you get to a confident point in your skill development, then you can start buying more powerful bikes.

Road Obstacles

When you're on your bike, you're hyper-aware of the road conditions more so than any other vehicle that's out there with you. Despite this, you're still ten times more vulnerable to road obstacles given the fact that motorcycles have lowered stability and protection.

Some obstacles you may come across on the road are: animals, debris, and potholes—and they can come out of nowhere. Keep your eyes open and attention focused. Give yourself plenty of time to react, a last-minute swerve could make you lose traction and control.

Your Own Motorcycle & Maintenance

Your bike is not as invincible as you think. As you start riding more and more, your bike will slowly start to need some touch-ups here and there. A danger to riders that is not discussed enough is how your own motorcycle may perform poorly. Whether it may be a wonky chain, old tires, or poor brakes, make sure your bike is maintained well and often. Don't succumb to an unpleasant travel journey, at the hands of a faulty motorcycle; something a quick pre-check could have prevented.

If it's been a while since you last gave your motorcycle a quick pre-ride maintenance check, you might want to revisit T-CLOCS℠ (courtesy of the Motorcycle Safety Foundation) and give your

bike a solid review, as it seems like motorcycle hardware turns sour on us when we least expect it. Here is the motorcycle pre-ride checklist that will help you go all throughout your bike and give it a nice inspection.

T - Tires & Wheels

C - Controls

L - Lights & Electrics

O - Oil & Other Fluids

C - Chassis & Frame

S - Stands

If you want to go above and beyond just a pre-check, there are some small maintenance tasks riders can do themselves which can save you money in the long run.

Oil Change

Changing your oil is one of the most rewarding tasks you can do yourself, and is a good gateway to learning how to do other maintenance jobs. It is arguably easier than changing the oil of say, a car or truck, simply because motorcycles are smaller and more open. It's best to change your motorcycle's oil every several thousand miles, but depending on your specific brand and model of bike, you might want to refer to your user's manual.

To change your motorcycle's oil, you should start up your bike for a few minutes to get the oil warm. Then, turn your bike off, remove the drain plug (to the oil canister) and allow the oil to

drain into a pan. Next, take out the drain filter. Once the old oil and filter are drained completely, replace the old filter with a new one, then using a funnel, replace the oil and the fill cap. After that, just recycle your old oil or dispose of it how you see fit and you should be good to go. You should check your oil before you ride every week or so, depending on how much you ride.

Air Filter

Your motorcycle's air filter does a pretty important job. It collects all the debris, mud, bugs and grime from the road and wind and keeps it all from getting to your engine. If your bike's air filter is due for a change, you may notice that your bike isn't running as smoothly as it usually does. A clogged air filter may be to blame. On some motorcycles, the air filter can be fairly easy to access, however on others you may need to take apart some fairing and your gas tank—which shouldn't be too troublesome anyways.

There are three different types of air filters you can choose to buy, each with various mileage. Paper and oiled cotton gauze filters should be replaced every 15,000 miles (or less if you ride a lot in dusty terrains). Foam filters can be washed and reused, however with these filters, you will need to clean them more often and will have to replace them once they start falling apart. Replacing your air filter should only take a few minutes, and the following will show you how.

First, get your new filter, locate the airbox of your motorcycle and replace the old one. Read up on your bike's manual to make sure you're using the right tools and equipment. Then, just put everything else back into place and your engine should be up and running in no time.

Tires

Tires are very important parts to your motorcycle, as they help you maintain balance, control and power on the road. If your tires are out of shape (are flat, have eroded traction or simply just

worn out) you're going to want to do one of the following. That is: fill up the air in your tires or replace your tires. I recommend the latter to be done by an actual mechanic. However, filling up your tires and checking to wear and pressure can be done yourself. To check your tire's air pressure and tread, simply find the valve stem on your wheel, remove the top, and apply an air pressure gauge and depending on your bike, you will need to match up that number with correct tire pressure your bike should maintain. Then just head to a gas station and fill up your air until that number matches. For the tread, just check the knobs on your tires and if they're worn down to the same level as the grooves, you're in for a replacement.

Chain

While motorcycle chains are expensive, cleaning them is not. All you need is a few products and about 15 minutes, and you should be up and riding around in no time. You can use your favorite brand chain cleaner, to get the grime off. You'll want to be liberal and generous with said cleaner to really get the job done. Then you should scrub the chain all around with a chain brush to get the product in the small cracks and crevices, as well as take some of the existing crud off. Lastly, give your chain one last spray down and dry it with a microfiber towel, so that it doesn't rust, and the chain lube sticks to the chain.

Chapter III: Acquaint Yourself With Motorcycles - Get To Know The Controls

Knowing what dangers, you may face when out on the road can make a huge difference in your safety. When you're aware of these dangers, you place yourself ahead of the curve. Besides wearing gear and having a solid skillset, being prepared is another important way to stay safe when riding a motorcycle. Hopefully, the next time you get to riding, you'll know what to look out for on the road and avoid all the dangers listed above, more efficiently.

Before you get started riding a motorcycle, there are six major controls that you absolutely need to know. You can see them listed in the infographic above. Knowing all the controls and how they function with one another is an invaluable skill when it comes to riding, as it gives you more control and leverage over your motorcycle. You will combine the motor use of both hands and feet when operating a motorcycle. It's crucial to understand and be able to differentiate between each function and also to know which limb they apply to. For the most part, these controls are universal and can be applied across all motorbikes that maintain a manual transmission and are gasoline-powered.

Clutch Lever

The clutch lever is located in front of the left handgrip. You can use this lever by pulling in and releasing slowly with the fingers of your left hand. Its function is to connect and disconnect power from the engine to the rear wheel. Squeezing in the clutch disconnects the engine power and easing it out engages it. Unlike cars, most motorcycles don't have automatic transmissions (besides scooters and the small number of motorcycles). It is very common that in your MSF courses one of the first things you will do upon mounting the motorcycle is to learn how to use the clutch. One key aspect you will need to get a solid understanding of is something called the *friction zone*. On the clutch, this is the space where the clutch is slipping, and the transmission is gripping. You'll find yourself using this area a lot at slower speeds and on hills.

Handlebars

Handlebars are used to control which direction you want to go (for the most part). On each end is a handgrip. The handlebars are connected to a front fork. Handlebars also help you find your balance on the bike. Handlebars come in a variety of packages, depending on what style you want or your comfort level. These factors can be customized, but before you decide on changing your motorcycle handlebars, think critically about your skill level and comfort. Some handlebars positionings offer more control than others.

Front Brake Lever

On the right side of the handlebars, in front of the right handgrip is the front brake lever. You'll operate this control by using the fingers of your right hand. In your MSF course, you'll be taught to use all four fingers, but it is widely practiced to just use the first 2-3, depending on your grip

strength. A major point to be aware of is how it is different from the clutch lever. Although they look the same, they are to be maneuvered differently. Unlike the clutch, you do not want to pull the front brake lever as fast as possible. This is a gradual, smooth, and slow pull. If you were to yank it in, you can lock up the tires and skid, which is extremely dangerous, especially in situations where there is a lot of traffic. In some bikes, the weight displacement is 50/50 (between rear brakes and front brakes). However, in sportbikes and cruisers, this displacement can vary and is usually higher on the front brake. When you're first starting it is good to get into the habit of using both brakes. Keep your fingers curved over the throttle until you need to reach and apply your front brakes. This gets you into the habit of being smoother with front brake applications and prevents you from panic-braking.

Throttle

On the right handgrip is the throttle, which controls the engine speed by rotating. To increase speed, pull the throttle inwards smoothly, and to decrease speed twist the grip away from you. When you let the throttle go, it releases back into its neutral position. There are many advanced techniques you can use when applying throttle that can give you other options to operate the bike, such as clutch-less gear shifting. However, for new riders, it is recommended to use the throttle just to apply more engine speed to the bike. Further, when you're just starting, it's good to note that you do not need to twist the throttle so fast that you rotate the grip too much. This will cause you to have a jerky reaction and can get scary for new riders. Just gently give the bike some throttle, not even more than a millimeter or two of pressure. It may even be a good idea to get a feel for your bike's throttle in an empty parking lot because all motorcycles can have different ranges of motion.

Gearshift Lever

On the left side, just in front of your left foot peg is the gearshift lever. You control this with the top side of your left foot (to shift up) and the bottom pads of your foot (to shift down). To shift up—either from neutral or first—lift the lever firmly until you hear a click. For downshifting place your foot over the lever and push downwards as if you're pointing your toes to the floor. On most motorcycles, you will find that they have up to five or six gears. However, for beginners, you will pretty much stick to 1-3 and potentially 4 depending on where you are driving.

Rear Brake Pedal

The rear brake pedal is located in front of the right foot peg. You operate this very similarly to car pedals. When working through curves or tight turns, you may find that using the rear brake pedal can help immensely with controlling the bike, as well as maintaining your balance. As stated before, utilizing this brake along with the front brake lever all depends on how you ride, and the type of bike you have.

Other Key Motorcycle Controls

Besides the six primary controls we talked about above, there are some other important controls you need to know for riding motorcycles.

Fuel Supply Valve

In your Motorcycle Trainer Course, you might've learned an acronym that details how one can start their motorcycle called 'FINE-C'. The first part of this acronym (F) stands for the fuel; turning on your fuel supply valve is the first thing you must do to start your motorcycle. This is usually located under the fuel tank. This valve controls the flow of gasoline to the engine. On most motorcycles, there will be three positions on a fuel supply valve. When you're riding your motorcycle (and before you turn it on) you must have the fuel supply valve switched to 'On'. If you run out of fuel, you can switch to 'Res', which stands for reserve tank. When you're not using your bike for an extended period of time, make sure the switch is in the 'Off' position; if this step is forgotten, your fuel can leak and overflow the carburetor.

Ignition Switch

The ignition switch on a motorcycle is very similar to that of a car. You simply put in the key and turn the ignition on, and if your Fuel Valve is on, the bike is in neutral, you can then simply flip the engine cut-off switch and your motorcycle should roar to life.

Choke Control

The choke control on a motorcycle is used to enrich the fuel mixture to help start a cold engine. The choke lever is usually located on the right side of the high/low beam buttons on your motorcycle. It works by restricting airflow from the carburetor to the engine, which enriches the fuel-air mixture, helping a cold engine to start. This is especially useful in colder temperatures, as it gets the engine warmed up quickly. Once your engine is warmed up, you should turn off the choke as soon as you can. If you have a fuel-injected motorcycle, you do not have to worry about this control.

Engine Cut-off Switch

The engine cut-off switch, more commonly known as the kill switch, is the big red button located on the right side of your bike near the right handgrip. When you're starting up your motorcycle, pushing this button on will be your last step (besides making sure your clutch is pulled in). As well as turning on your bike, this button works to cut the engine off just by the press of your thumb.

Turn Signal Switch

The turn signal switch is simply a switch or button that signals your turn to other motorists on the road. You operate it with your thumb, and once the turn/lane switch is made, it cancels out on its own (on most bikes). This button is located on your left-hand side.

Chapter IV: Basic Motorcycle Operation

This next section talks all about your basic motorcycle operation tactics. As a new rider, there are a few key concepts that will help you understand how to operate your motorcycle on a very simple level. However, these are the foundations of riding that will eventually become so natural to you, that it will become muscle memory. To pass the threshold of being a beginner rider, you must get a solid understanding of the following concepts.

Now that you have a decent understanding of all the important controls on the motorcycle, the next step is to apply that knowledge to foundational motorcycle operations.

If you already have a dirt bike or motorcycle at home and wish to self-teach instead of taking the MSF, here are some tips that'll help you get started.

Mounting

When you mount a motorcycle, it's best to put your weight on your left leg, as you swing over your right leg. You then want to center the bike under your body by aligning the handlebars into a neutral, straight-facing position. Then the next step is to lean the bike slightly, and keeping it upright with your right leg, kick up the kickstand with your left leg—this is much like if you were to do this action on a regular bicycle. Hopefully, you've chosen a bike that fits your height and body frame, so you don't put strain on yourself.

Turning On A Motorcycle

The next step is to turn on the motorcycle. To initiate this, you should follow the 'FINE-C' method.

F - *Fuel* (Make sure your fuel supply valve is in the ‘On’ position)

I - Turn your *ignition* on

N - Make sure your bike is in *neutral*

E - Make sure your *engine cut-off* is properly on

C - If you’re in a cold climate or need to warm up the engine, turn on your *choke & hold in your clutch.*

Once you’re done riding, simply reverse the process (except the choke part, as you should have this turned off already).

Clutch Control

One of the basic steps in riding a motorcycle is learning clutch control. There are different levels within the range of motion that a clutch engages in. When riding at slow speeds, you will need to have a firm grasp of this concept. You should practice this while in first gear, finding your bike’s friction zone and using both your throttle, clutch, and brakes to maneuver your bike in turns and at slow speeds. Your left hand is in control of the clutch. One should never let go of the clutch fast, you should always release it slowly. If not, you will stall your bike.

Avoid Panic Braking, Learn Emergency Braking

Panic braking is among the worst habits you can form on a motorcycle. There is a fine line between emergency braking and panic braking, and the latter is extremely dangerous. This is because your brakes will lock up causing you to lose control. However, if your bike has ABS (anti-lock braking system), this can be prevented.

One way to get your braking under control is to always brake gradually—never squeeze in your right front-hand lever rapidly and all at once. It is all about timing and control. This prevents the torque, force, and speed at which you're going to transfer all the weight to your front brake, which will throw off balance and leave you on a high side.

Another important tactic to keep in mind when riding is to go slow on your curves. You never truly know what lies around the corner, it could be a deer, another vehicle, or even road debris. Always make sure you leave yourself ample room in front of you, as it will give you enough time to brake effectively.

Sometimes in the motorcycle community, there are contradicting beliefs and strategies regarding riding. For example, many riders believe using solely your rear brake is all you need. For beginners, you should try and steer away from that kind of braking and use the following tactic. That is, to use both brakes at a rate of ½. This means, don't just rely completely on your front brake or rear brake. Gradually apply both brakes about 50% each. There will be cases where you're driving slow enough to only use one or the other, however, when traveling at higher speeds, use both brakes to establish a stabilized center of gravity and balanced weight distribution. Additionally, traction plays a big part in how motorcycles can stay upright. Whenever one relies on only the rear brake, when weight is transferred from the back break to the front brake, the rear traction significantly reduces when one is slowing down, which increases your stopping time.

Be aware of your surroundings; as a rider, you'll hear that phrase thousands of times. But if you're constantly aware of the environment around you, you won't be shocked whenever something ends up in front of you. That surprise factor that happens to everyone is minimized significantly when you are 100% present and focused on your surroundings. Being surprised

while riding can be a little dangerous, as your psyche and human reaction will enable you to panic brake–it's just in our nature. Be sure you're constantly aware of everything that is happening around you. This makes you a safer rider in general and keeps you from making miscalculated decisions on the road.

Don't bail unless you must. While braking into impending doom may seem like the not smart thing to do, trust your bike and your instincts. Hold onto your braking as long as possible until you're able to make your stop. Even if you're unable to, slowing down as much as you can, will reduce impact speed injuries. What will cause some broken bones at 50 mph, will probably only be a few scratches and bruises at 25 mph (with gear on!). The more time you give yourself to brake and slow your speed can save your life.

One way to get good stopping habits is by practicing emergency braking. Find an empty parking lot or some flat pavement and start riding at around 15-18 mph and practice your clean stopping. This means as you reach about 15 mph, squeeze in your clutch and apply your front and rear brakes gradually and at the same time. Make sure your front tire is completely straight.

Eventually, through this practice, you will be able to slowly increase your speeds until you can reach 20 mph and enable your emergency braking. Making a quick and safe stop is an essential skill that all riders must have.

Cornering

One basic motorcycle operation skill that riders should be familiar with is proper cornering techniques. There are a few key things to keep in mind when learning how to corner on a motorcycle. First, always enter a turn using the brakes. This will help you slow down and

maintain control of your bike. Second, lean your body into the turn. This will help keep the bike balanced and prevent it from tipping over. Third, keep your gaze up and look ahead to where you want to exit the turn. This will help you stay focused and avoid obstacles. Finally, exit the turn using the throttle. This will help you accelerate out of the turn and maintain control of your bike.

There are two forms of steering motorists should be aware of: direct steering and countersteering. While riding at slower speeds, you may be able to execute a proper turn/corner by direct steering (turning your handlebars to where you want to go). However, at higher speeds, your best bet on properly entering a corner is countersteering (a technique that works by turning toward a given direction by momentarily steering counter to the desired direction.

By countersteering into a turn or curve, your body will naturally want to go the opposite way, thus making the bike gradually come back upright. Using the clutch control method from above will help you execute this method. It’s super important to not speed through a curve—motorcycle statistics show that curves are some of the most frequent spots of rider accidents, behind intersections.

Chapter V: Tactics For Basic Street Riding

Intersections

As mentioned above, intersections are commonly known as some of the most dangerous places for motorcycle riders. What constitutes an intersection varies for us motorists. Anything from driveways, alleys, roundabouts, crosswalks, and all medians that allow for left turns should be considered an intersection. These are places where other vehicles are more likely to hit motorcycles, as we are usually in their blind spots.

When you're approaching an intersection, it is always smart to either have an escape route or give yourself enough time to stop, swerve or speed out of the way. Always make sure you can be seen by other drivers—that is your best chance at keeping safe.

When you come to a stop, say at a stop sign, red light, or construction zone, keep in first gear and use your brakes to keep your rear brake lights flashing; this is especially important when someone is encroaching behind you.

Again, always be aware of your surroundings. This goes for cars pulling out of parking spots or driveways. Even parked cars can be of danger to motorcyclists, as people can open doors without seeing you coming.

Highways

Riding your motorcycle at highway speeds can be a little testing at times, especially if you're not familiar with certain aspects of high-speed riding, such as whistling wind or cars whipping past

you. When you're first entering the highway there are some important things you should do that will protect yourself and others.

First, when merging onto the highway, you should enter the speeds of the cars around you quickly. Luckily, motorcycles give us riders some crucial advantages over the cars and trucks we share the road with. Quick acceleration and sharp control over our vehicle allows us to respond quickly and better avoid dangerous situations. However, motorcycles do not have the luxury of simply relying on only our mirrors to guide us. Instead of just trusting your mirrors, give a quick head check. This will ensure you have enough space and time to enter the highway, as well as make sure that you're not in any car's blind spots.

Second, make sure you use your turn signals. It may seem obvious that you're getting on the highway if you're in the merging lane, however, you should never assume drivers will see you. Instead, assume you're invisible—using your blinkers will give drivers notice of your presence on the road.

Riding In Traffic

Being stuck in bumper-to-bumper traffic is the absolute worst for every vehicle involved, but it especially sucks for motorcycle riders. This is because there is always the possibility of a cager not checking their blind spots and getting in your space, hitting you, or just causing more traffic in general. Further, traffic can be really dangerous for bikers due to overheating, fatigue, and lack of space for emergency exiting.

It is super crucial that you know how to safely make your presence on the road known in the most obvious ways. Whether that be using your signals as mentioned before, wearing super bright gear, or knowing how to position yourself within your lane.

The best thing to do if you're in traffic is to be overly alert to everything going on around you. There are always going to be car drivers that are on their phones, not paying attention, or simply just driving recklessly. These are all dangers to you. Being aware of your surroundings will save your life.

Another pro tip for riding in traffic is to have an exit route. Give yourself as much distance and reaction time as possible. This will help you have an extra exit lane in case drivers try speeding past you or getting in your way. Stay ahead. We'll talk about lane filtering next, which is another way to help you in traffic.

Lane Filtering vs. Lane Splitting

In the motorcycle community, there seems to be a split on whether riders should lane split *and* lane filter, or just lane filter. I'm a believer in lane filtering, but I'm not too keen on lane splitting.

Lane filtering in my opinion is the safer option, as opposed to lane splitting. Lane filtering allows riders to 'filter' their way to the front of the line, at red lights, intersections, or any instance where cars are stopped and are lining up. This is beneficial to both riders and drivers, alike. Lane filtering allows for traffic to have breathing room and flow faster. It works like this: the motorcycle rider filters between the stopped cars and makes their way to the top of the traffic, while the cars behind can take their place and move up more lanes. Thus, the flow of traffic is sped up, just slightly—which is better than nothing.

Lane splitting follows this same concept and applies it to moving cars. The reason many are not too fond of this idea is that sometimes riders and drivers can make unnecessary mistakes that can make splitting extremely difficult to execute. Lane splitting takes place when both cars and motorcycles are moving and sometimes at high speeds. Motorcyclists maneuver between moving cars, to get to where they want, faster. This can help the flow of traffic but it's just too dangerous. There are many variables that can go wrong and at high speeds, splitting can be fatal. Cars can merge into different lanes, can open their doors when riding on city streets, and can even get angry with motorcyclists if they're unaware of the concept.

Check your state laws to see if lane filtering/lane splitting is legal, where you live. Ultimately it is your choice and responsibility to ride your motorcycle the way you'd like. Just make sure you keep yourself safe by riding with purpose and principle.

Lane Positioning

Last but not least, is lane positioning. This is a fundamental skill you learn in rider school that I encourage you to take time to master. It's a simple, yet lifesaving, practice that riders often overlook and dismiss as common sense. As stated before, making yourself seen on the road is one of the most important things you can do to keep yourself safe on the road. Positioning yourself in certain ways within your lane can help you accomplish this, very efficiently.

Some different circumstances require different lane positions. Usually, riders should stick to either the left or right lane position. This is due in part to oils on the road surface typically being in the middle position, which can cause tire traction failure.

Depending on if you're driving on city streets, highways, or back roads, this lane position suggestion may change. If you're on a two-way for example, it might be best to stick in the right position, unless you're entering a blind curve (a curve that you cannot see through until the end). Then, position yourself to where you can have the most range of sight, as well as the safest distance from drivers (In this case you should implement timing).

Curves

While every biker finds joy in riding through 'twisties' and curves, they are still dangerous to riders who don't know how to properly maneuver through them. The greatest risk of curves is running off the road.

There are three components to a curve: the entry, the apex, and the exit. Using the knowledge we now know about lane positioning, you will be able to perfectly navigate a curve.

If there are obstacles such as trees obstructing your view to the exit of the curve, it is best to use the "outside-inside-outside" strategy—meaning you will enter the curve on your outside lane position (position 1). As you ride through the apex of the curve, you'll want to close in on the inside of the curve (position 3). Exiting the curve is as easy as going back and realigning your motorcycle with the outside position once more (position 1). This strategy allows you to see more through the curve and reduces the lean required to balance the bike.

Another scenario that you may find yourself in is the "middle-middle-middle" strategy. This is a very common strategy that gives riders space on all three components of the curve. However, you may find it harder to see through the curve as you will have to lean and turn your body more

to execute the turn. As long as you look where you're going, reduce your speed and maintain good speed, there should be no problems.

Swerving

As a motorcycle rider, more often than not, will you find yourself needing to swerve out of harm's way. Learning how to swerve is a huge foundational skill that riders must learn early on. To swerve the correct way without causing damage to you or your bike, two main factors must be present. One being traction, and the other being a clear path. While making a swerve at high speed, do not apply any braking, as you will lose traction and will lose your balance.

The mechanics of swerving are very similar to countersteering. You must press into the handlebars the way you want to go while keeping your body upright and your knees pressed into the gas tank. Wherever you want to go, you must look in that direction. Target fixation is very common and it's important to never keep your eyes focused completely on the object you wish to avoid. Then bring the bike gradually back upright as you implement braking as you wish to slow down or come to a complete stop.

Hills

Starting on hills on a motorcycle is all about timing, clutch engagement, and knowing your bike's capabilities. When riding on hills, motorcycle riders should be extra careful. You should use lower gears to help with braking and control and should avoid going too fast around corners. Be

especially careful of loose gravel or sand. If possible, you should ride in the tracks of other vehicles.

Be sure to keep your weight balanced and centered on the bike. As you come to an uphill stop, use either your front or rear brake to stop, and shift down to first gear. Depending on what engine your bike has you may need to apply more throttle to get you up the hill, however, if you have a powerful V-Twin bike, you may find that you don’t need to apply too much power, as the heavy weight and lower torque will help push you along just fine. And finally, don't use the front brake too much when going down the hill, as this can cause the bike to become unstable.

Night riding

When motorcyclists are planning to ride at night, certain precautions should be taken to stay safe. Motorcyclists should make sure that their headlights and taillights are in working order and are properly illuminated. You should also wear reflective gear so that they are more visible to other motorists. Additionally, it is important to be aware of one's surroundings and to avoid riding in areas that are not well-lit. Avoid driving farther than you can see, and when driving on empty roads, use your high beams for a better vantage. Another good tip is to pay attention to the taillights of cars in front of you. If you see they are shaking or bouncing, that can indicate some bumpy roads ahead. By taking these precautions, motorcyclists can help to ensure their safety while riding at night.

Passenger

Motorcycle riders should take extra care when riding with passengers. They should be sure to communicate with their passengers about the ride, and what to expect. They should also be sure to go over the basic safety rules, such as holding on tight and keeping their feet on the foot pegs.

Before you think about having a passenger or even hauling cargo, you have to be a skilled rider. Additionally, your bike should be able to handle the weight and have enough space to seat them. When riding with a passenger, because of the added weight, some things like leaning on turns, starting from a stop, and getting up to speed may be slightly hindered and slowed down. Take into consideration your skills, your bike’s capabilities, and your passenger's limits. Never operate your motorcycle in a way that will endanger your passenger or yourself. Communication is key, and if you’re feeling like you need a break, your passenger will likely need a rest stop as well.

Have your passenger hold onto your waist or hips and make sure they know to keep their feet on the footrests, so as not to burn their legs or feet from the exhaust and engine.

Escape route

Having an escape route when riding a motorcycle is imperative to your safety.
When motorcycle riders are involved in an accident, they often suffer serious injuries because they have nowhere to go. An escape path is a designated route that motorcycle riders can take to avoid oncoming traffic and other hazards.

Group riding

When riding in a group, it’s best to maintain a staggered formation. The staggered formation is the most popular and safest way for group motorcycle riders to ride. When riding in a staggered formation, each rider should be offset from the rider in front of them, and no two riders should be in line with each other. This offset allows each rider to have a clear view of the road ahead, and also allows each rider to have their own space on the road. Additionally, riding in a staggered formation makes it easier for the group to communicate with each other, and to make any necessary changes to the formation.

Communication is key, and motorists for years have come up with a method of how to do just that with only hand signals. Make sure you memorize these and use them when you’re out riding with your buddies, they will come in handy.

When joining a motorcycle group ride, it is important to stay prepared to have a safe and enjoyable experience. Make sure your motorcycle is in good working condition and that you have a full tank of gas and all the necessary safety gear. Part of preparation means knowing your route. Finally, be sure to pack any snacks or drinks you may need, as well as any extra gear in case of an emergency. By following these simple steps, you can ensure that you will have a great time on your next group ride.

Special Riding Conditions

Gravel/Dirt

A motorcycle needs traction at all times, for its rider to maintain control. When gravel gets added to that mixture, things can get tricky. Even for seasoned riders, going over gravel can be a little intimidating and stressful. However, all riders should be prepared, as it is inevitable. Use your brakes sparingly and keep a slow and steady pace in first gear if needed. Minimize your lean and try to keep your bike as straight as possible to maximize traction. As long as you keep calm and refrain from braking, swerving, or leaning, you will be fine.

Animals

There are a few ways animals can be troublesome for bikers. The two most common animals to watch out for are deer and dogs. When riding at night or in a secluded wooded area, deers are likely to appear seemingly out of thin air. Because motorcycle riders are so vulnerable to obstacles, hitting a deer can be a very fatal accident—especially when you're going fast. If you ever find yourself in areas that are known to have high deer populations, ride slowly and cautiously.

Dogs on the other hand love to chase after motorcycles. When in residential areas or suburbs, this scenario is most common, and the best plan of action would be to try and speed up and away from the animal.

Other animals you may encounter are roadkill. If you're lucky enough to see roadkill up ahead, you can swerve out of the way. But sometimes you're just going to have to ride over it. If this is the case, then lift yourself slightly by the pegs, as if you're almost standing, keep a steady throttle, and roll over the animal as if it were a piece of wood.

Wind

When motorcyclists are caught in a crosswind, the best thing to do is lean into the wind. This will help keep the bike stable and prevent it from being blown over. It is also important to keep your speed down and be extra cautious when changing lanes or passing other vehicles. If there is ever an instance where the wind is simply too strong to pass through, there is no shame in having to wait it out. Never ride through the elements if you're not confident enough of your bike's capabilities or even your own. Always trust your instincts.

Rain

If you must ride in the rain, keep it slow and try not to lean on turns, as this minimizes your tire-to-road surface area. Give yourself ample space and time to react to others. Much like rain, ice can be another slippery scenario you may encounter.

Ice

When crossing over ice patches your best course of action is to pull in the clutch, drive slowly and keep your tires flat on the surface to avoid leaning.

Extreme temperatures

In other weather conditions, such as high temperatures, make sure you're hydrated and take breaks as needed. For colder weather, you may want to wear thicker gear and warm layers, especially on your hands and chest areas.

Chapter VI: Guide To Different Motorcycle Types

If you're new to the world of motorcycles, then knowing the difference between all of them can get confusing. While many types of motorcycles ultimately have similar functions, certain nuances can make one fit your riding style better than the other. The following guide

History of Standard Motorcycles

Simplicity at its best. The standard motorcycle, also known as naked or roadster, is commonly used for commuting. While the origins of the standard are often disputed, the most recognized origin of the first mass-produced motorcycle dates to 1894 in Germany. The rise of the modern-day motorcycle was widely influenced by the wars in Europe. A fast, fuel-efficient, and discreet vehicle was needed for soldiers to move across war fronts, and thus the new-age motorcycles were built.

Standard Use

Just like the standards of the late 1800s, modern bikes too have wide-ranging capabilities that make them perfect for maneuvering down highways and city streets. Most standards have a straight-up seating position, with varying engine sizes ranging from 150cc-1000cc. The height differentiates depending on the brand you ride, but most standards stay in the short-middle range of seat heights. If you’re a beginner a standard bike would be a solid choice for you to learn on.

Best Standard Motorcycles For Beginners

- Honda NC750X
- Kawasaki Z650
- Husqvarna Svartpilen 401
- Royal Enfield Continental GT 650
- Yamaha MT07

History of Cruisers

As given away in its name, cruisers are a more laid-back style of motorcycle. These motorcycles were first popularized in the 1930s and saw a global boost in production throughout the 1950s-60s. The cruisers of today were all inspired by the two American powerhouse motorcycle companies of the early 1900s. Indian Motorcycle and Harley-Davidson motorcycles both were fashioned during World War I, and their popularity in style and speed influenced many generations of cruiser bikes to come. In fact, for both these companies, their widely popular competing cruisers, the Indian 101 Scout and Harley-Davidson Model D, pushed them through the Great Depression.

Cruiser Use

Despite cruisers in today's markets being produced by nearly every international motorcycle company, they're all still made with the iconic American style. You might find some variants of cruisers such as choppers, bobbers, baggers, and power cruisers. Each of these is modified to maximize the rider's comfort and improve style. With a lower frame and seat, you can take

cruisers around town, commute to work, or take it for a weekend getaway. They're often powered by large V-twin engines and were popularized by Americanized styles and adopted around the world. These bikes offer some of the best comfort and style. Cruisers feature swept-back handlebars, rear-leaning seating, and forward footrests that allow riders to feel supported. You can often point them out with their chrome finishes and their classically-cool style. Since cruisers aren't meant to blaze through the track or down the trail, these bikes are another good selection for a beginner seeking to ride.

Best Cruiser Motorcycles

- Honda Rebel 500
- Yamaha VMAX
- Harley-Davidson Softail
- Triumph Bonneville Bobber
- Indian Chief Dark Horse

History of Sportbikes

The 1970s brought the modernization of what we now know as sportbikes. Until then, the lineage and usage of sportbikes were closely tied to that of standards. For a long period, sportbikes were traditionally used for racing and competitions. By the 70s and 80s, the popularity of sportbikes grew exponentially with the rise of affordable and powerful bikes such as the 1969's Honda CB750 and other bikes such as the 1983 Honda VF750 Interceptor. In these years, the designs would include more fairings, more power, and better ergonomics.

These were called ‘race replicas’ but the attachment of this term to sportbikes would evolve into a subclass of bikes known as superbikes/sports. The rush of adrenaline sportbikes give riders, has made them increasingly popular amongst younger riders.

Sportbike Use

Sport bikes are built for speed and sharpness. These bikes err on the taller side when it comes to height, but they are some of the lightest in weight. Designed with forward-facing ergonomics, sport bikes carve corners and are sleek enough to help you cut through traffic. Most sport bikes have higher power and can reach higher speeds, so if you’re a beginner looking to get a sport bike, do your research. Additionally, they are equipped with rear-positioned footrests. While most would not recommend a sport bike as a first choice, there are a few beginner-friendly ones out there that could potentially fit your riding style better than some other beginner bikes.

Best Sportbikes

- Yamaha YZF-R1
- Honda CBR600RR
- Kawasaki ZX-10R Ninja
- Ducati Panigale V4
- BMW S 1000 XR

History Of Touring

When it comes to touring motorcycles, there is one model in particular that stands out as the grandfather of touring bikes, and that is the iconic Harley-Davidson FL ‘Knucklehead,’ which was first introduced in 1941. Since then, Harley-Davidson has influenced motorcycle brands on an international level to create world-class heavy-hitter touring motorcycles. Some other important touring motorcycles that would be the foundation of this class are the H-D Hydra-Glide, Honda Gold Wing, and the Electra Glide.

Touring Use

Touring motorcycles are some of the heavier and more expensive motorcycles, given all the amenities that come with them. These big bikes offer comfort and mileage for long-distance touring, thanks to their larger engine sizes. Most touring motorcycles come with decent storage compartments and even passenger seats available. The ergonomics on these bikes allow riders to truly go the distance. A good portion of touring bikes also come with weather-resistant features such as large wind fairings, hand grip warmers, and larger wheels (more traction surface). For beginners, you can probably find a solid touring bike used for under $10,000. For beginners, it is not recommended to go for a brand-new touring bike, as these models can cost you anywhere from $15,000-$45,000.

Best Touring Motorcycles

- Harley-Davidson Road Glide
- Honda GL1800 Gold Wing
- BMW R1200RT

- KTM 1290 Super Duke GT
- Kawasaki Vulcan 1700 Voyager

History of Scooters

Scooters are some of the oldest types of motorcycles to date. Some of the very–first motorcycles that were invented in the late 1800s, featured similar step-through frames that we see in today's scooters. The Motoped is said to be the first scooter, made in 1915. By 1919, scooters that resemble the same frames as modern scooters began production across the United States and the United Kingdom. However, after both World Wars was when motorized scooters got to see improvements in engineering and popularity, especially among those returning from war. By the 1940s and 1950s, Japanese, Italian and German brands took over the market with the famed Fuji Rabbit, Italian Vespa, and NSU Prima, forever changing the scooter class.

Scooter Use

Scooters, while not as mighty, are still part of the motorcycle family. These vehicles are funky and perfect for metropolitan areas and commuting around dense cities. They'll get you from point A to B promptly, while not compromising safety and style. Scooters often feature a step-through design that has storage compartments beneath the driver's seat. One key difference between other motorcycles and scooters is that they more often than not have an automatic transmission, which makes these perfect for beginner riders living in the city, as they get to enjoy the two-wheeled experience all while skipping the sometimes strenuous process of

shifting. Scooters are very lightweight and have low seating, which makes them easily operable and very forgiving. Most engine sizes range from 50cc to 250cc but some scooters have 500cc.

Best Scooter Motorcycles

- Honda Metropolitan
- Honda Ruckus
- Yamaha SMAX
- Vespa GTS Super 300
- Aprilia SR GT

History Of Dual Sports

The evolution of dual sports is synonymous with the rise of motorcycles. In the early 1900s, there were hardly any roads that spanned nationwide, as cities were still being developed. With the first models of motorcycles, they of course had to be able to drive on pavement and dirt roads—thus giving way to the class of dual-sports. However, as more laws regarding motorcycles were created, dual-sports had to evolve to become both street-legal and off-road friendly. Some of the earliest true dual-sports were the Yamaha DT-1, made in 1968. Despite dual-sports being around for decades, it wasn't until Suzuki released the DR350 and marketed it as 'DualSport,' that we saw the term dual-sport be adopted by riders globally.

Dual-Sport Use

The Dual-Sport offers motorcycle riders the best of both worlds. Designed with the qualities of a dirt bike and street-legal bikes, dual-sports (also called Dual-Purpose) give riders the experience of off-roading adventures as well as a general commute. Some key features include knobbed tires for extra traction, higher suspension for ground clearance, and tall seating. There are many dual-sport options available for beginner riders, as these motorbikes have a wide range of engine sizes and frame sizes/weights.

Best Dual Sport Motorcycles

- Honda CRF1100L Africa Twin
- KTM Super Adventure 1290 R
- Kawasaki KLX 250
- Suzuki DR-Z400S
- Yamaha WR250R

Off-Road Motorcycles

The following section includes the most common off-roading bikes. These are all very similar bikes if you're just considering looks but there are slight differences that could potentially make your riding experience change for better or worse. Off-roads offer riders more adventure and a grittier riding experience.

History Of Enduros

Enduros were originally made solely for competition and endurance. The International Six Days Enduro competition which first took place in 1913, was one of the first events that included enduros. This event would go on for years and inspire the progression of these bikes. It wasn't until the 1970s that the commercialization of enduros would hit the market, enabling manufacturers to create road legal enduros. For some time, enduros were marketed as dual sports. Motorcycle legends Steve McQueen and Bud Ekins would eventually make popular enduros with the Greenhorn Enduro competition. This would give way to enduros being developed and separated into their respective class.

Enduro Use

Enduros are used for recreational and adventurous activities like riding through forest or desert trails. One key difference between enduros and the other two off-roading bikes is that they sometimes feature a headlight and taillight. Another reason enduros are so popular is that many of them are street-legal, meaning you get the best of both worlds with these

Best Enduro Motorcycles

- Honda CRF450RL
- Beta 500 RR-S
- KTM 350 EXC-F
- KTM 300 EXC TPI
- Yamaha WR450F

History Of Motocross

The seeds of motocross were first planted in the United Kingdom in the 1900s, where timed trials would be hosted by Auto-Cycle Clubs. Eventually, these competitions, called ‘Scrambles,’ would pop up around the UK and the popularity of motocross bikes would grow as well. As is the case for many of these motorcycles, the war effort would help push innovation of motocross bikes, specifically the suspension, engine capacity, and swinging arms. As motocross races reached across the Atlantic and into the United States in the 1970s, the international popularity of these bikes would soar to never before reached heights. Today motocross is one of the most popular motorcycle industries globally and innovations are constantly pushing the limits of these motorbikes.

Motocross Use

Motocross bikes are best used for competitions on closed courses. Their high suspension and gritty tires make them perfect for closing out on obstacles such as jumps and bumps that may appear on the track. Due to motocross popularity, there are many motocross bikes made for riders from age five and beyond. With good research, beginner riders can certainly find a good bike to get their racing started.

Best Motocross Motorcycles

- Yamaha YZ250F

- Kawasaki KX450F
- KTM 350 SX-F
- Suzuki RM-Z450
- Honda CRF250RX

History Of Trials Motorcycles

The origin of the trials motorcycle begins in Scotland, just before 1910. The trials bikes of these times were typically four-stroke singles. Just like the competitions of the early 1900s, modern trials are not so much focused on speed, but rather on efficiency and capabilities to clear obstacles. During the mid-century, the specialization of these bikes took place, further pushing the craft of trials racing, as well as engineering. During the late 50s and the 1960s, Spanish companies asserted their dominance in the trials industries, with brands such as Bultaco and Montesa. By the 1970s, countries outside of Europe began to see the potential in these bikes and raced to release their best versions of trials motorcycles, such as the Honda TL125 and TL250. Throughout the following decades to present-day, trials bikes would see great new designs and improvements and eventually come to a peak during the 2000s. Some popular brands of trials bikes include Montesa, GasGas, and Beta.

Trials Use

Trials motorcycles are used for slower, obstacle-based performance racing. These bikes are designed without seats, as riders are usually expected to be in a standing position that makes it possible to clear obstacles and jumps. One obvious giveaway is the big back tire.

Best Trials Motorcycles

- Montesa Cota 4RT
- Beta Evo 300 SR
- GasGas TXT Racing 300
- SCORPA 250 SC RACING
- TRS ONE R

Chapter VII: Gear Up - ATGATT

The easiest way to keep yourself safe and less injury-prone is to wear your gear…yes even during the sweltering summer. Your gear, no matter how annoying, bulky or hot it may be, can quite literally save your life. Another pro tip is to pick out gear that makes you stand out. Most accidents happen when car drivers don't see us. To get ahead of this curve, it's a good idea to make yourself visible, as most drivers are not even thinking about us on the roads. A great way to do this is by wearing bright colors. We know stocking up on gear can get pricey, but that price is surely not worth more than your life; a sentiment told time and time again by experienced riders. When you're putting together savings for buying your first bike, be sure you budget for some gear as well.

If you're just getting into motorcycle riding, it may be hard to fully understand the importance of gear, if you haven't ridden around before. When you're out on a motorcycle, the stakes are

much higher. You're more vulnerable to the hazards of your environment and because you don't have the protection that a car has, your only line of defense is your skills and your gear.

Helmets

While all motorcycle riding gear is necessary, the number one most crucial piece of gear that you should have above all else is a helmet. If you're a beginner seriously looking into riding motorcycles, you should budget for a quality helmet. No one ever plans on having an accident, but what you should plan on is being prepared. It has been statistically proven that helmets prevent death.

Types of Motorcycle Helmets

- Full Face Helmet: These are the safest helmets, as they cover the entire face, chin, and upper neck.

- Modular Helmet: These helmets are good for people who want breathability as well as decent coverage.

- ¾ Helmet: Popular among the cruiser crowd; covers your head and ears, but leaves your face and chin exposed.

- ½ Helmet: Only covers the top of your head, forehead to eyebrows, and may offer some neck support.

Although you can find DOT, Snell, and ECE-certified modular, ¾ or ½, for beginners, you should consider getting a full-face helmet. According to the CDC (Centers for Disease Control), wearing a helmet reduces the risk of head injury on motorcycles by 69%. All beginner riders are different, so below are three top-rated motorcycle helmets for beginners that are at different price points; no matter your budget, all riders deserve quality helmets that will protect them.

Motorcycle Helmet Laws

Now, some states do not even require riders to use a helmet. Some require those just under 18 to wear a helmet. Some states require all riders, no matter their age to wear helmets.

Despite these laws, I encourage riders to just wear one anyway. You'll hear the same in any MSF courses you plan on taking—you can't prevent accidents from happening, but you can prevent injury, and that is by wearing your gear and especially a helmet.

States that don't require helmets:

Illinois

Iowa

New Hampshire

States with age requirements for wearing helmets (Under 18):

Alaska

Arizona

Arkansas (Under 21)

Colorado

Connecticut

Delaware (Under 19)

Florida (Under 21)

Hawaii

Idaho

Indiana

Kentucky (Under 21)

Maine

Michigan (Under 21)

Minnesota

Missouri (Under 26)

Montana

New Mexico

North Dakota

Ohio

Oklahoma

Pennsylvania (Under 21)

Rhode Island (Under 21)

South Carolina (Under 21)

South Dakota

Texas (Under 21)

Utah

Wisconsin

Wyoming

States that require all riders to wear helmets:

Alabama

California

Georgia

Louisiana

Maryland

Massachusetts

Mississippi

Nebraska

Nevada

New Jersey

New York

North Carolina

Oregon

Tennessee

Vermont

Virginia

Washington

Washington, D.C.

West Virginia

Jackets

Motorcycle jackets give riders a wide range of protection from both accidents and the elements. To put the importance of motorcycle jackets into perspective, a human's instinct when falling is to throw our arms out in front of us, to brace ourselves for impact. At motorcycle riding speeds, this impact will cause severe abrasions to your arms, elbows, and even your chest. Instead of having your skin be injured by asphalt, you can wear a jacket with materials such as Kevlar and leather, which will help to break your fall and absorb the impact of accidents.

Types of Motorcycle Jackets

- Sport/Street Jackets: Often the more casual option of racing jackets, Sport Jackets are great for sport bike riding or even just daily commuting, thanks to their added features. These jackets are usually made of textiles.

- Cruiser Jackets: Classically styled jackets, that are usually made of leather. Rarely have the features and armor of the other jackets. People choose these jackets for fashion, comfort, and warmth.

- Racing Jackets: Motorcycle racing jackets are designed with high abrasion-resistant materials due to the risk of high-speed accidents. Thick cowhide materials as well as some armor and other features make this a great choice for racing.

- Adventure/Dual Sport: Adventure jackets are usually made to accommodate a wide range of riding styles. Usually factored into the design are waterproof/resistant materials, as well as armor and airflow.

Depending on your riding style, climate, and size, you may need a different type of jacket. If you're a beginner you're going to want a jacket that can get you through all seasons of riding. Above all else, get a jacket that will ultimately keep you safe, then of course the kind of style you like is always a good secondary factor—buy something that you would want to wear every single time you get to riding.

Gloves

Motorcycle gloves are unsurprisingly one of the most important pieces of safety gear for riders. They offer protection, and comfort and help with grip strength and control. Gloves also help alleviate effects from vibrations of the road and handlebars and uncomfortable tension in your hands. When you're falling the first instinct you have is to hold your hands out to brace your fall, as stated before.

Types of Gloves

- Street gloves: Street gloves are best used for commuters or street riders. Usually, these gloves are made of leather or textile and offer riders decent protection. Some even come with armor around the knuckles. Some styles that go over the wrist are called gauntlet gloves.

- Dirt Gloves: Dirt gloves offer very little protection and are typically made of textile materials and little to no armor. This is so dirt bike riders can get a more tactile feel of their bike; lightweight gloves work better for maneuverability.

- Race Gloves: Race gloves are often made of the best protective material such as leather and a blend of abrasion-resistant textiles. Some other features that race gloves have are a gauntlet fit and reinforced knuckle and finger guards.

- ADV Gloves: Adventure gloves are usually made with a blend of textile and leather, offer the most versatility, and are typically lightweight.

If you're a beginner rider, you probably won't need to buy an ultra-professional and expensive pair of race gloves. So below are some of the best-rated gloves for beginners, that offer some of the best-in-class protection and versatility, all in three different price ranges.

Boots

Motorcycle boots offer protection to riders' feet and ankles from heat and potential accidents/injury. 30% of all motorcycle injuries were reported to happen to the lower extremities and feet, according to the CDC. Despite these statistics, motorcycle riders usually don’t invest much into boots as much as they do helmets, jackets, and gloves. That is because you don’t necessarily need motorcycle boots; any sturdy, generally protective, supportive boot that goes around your ankle will do you good. However, motorcycle boots are the best. They are specifically designed to protect those that ride motorcycles.

Types of Boots

- Street/Cruiser boots: These are your typical leather boots with silver studs or buckles, they offer great ankle support and are heat resistant.

- Riding shoes: Riding shoes offer a more comfortable and casual look. They can be worn even off the bike and give riders protection and style.

- Racing boots: Racing boots go up the ankle and to the lower shin. These are for high-performance racing and give riders ultimate protection at high speeds.

- Touring/ADV boots: These are similar in look to sport boots, however, are shorter and give riders a versatile range of protection against the weather and obstacles.

Riding Pants

If you've taken an MSF course, they may have mentioned that riding with denim jeans would suffice for the course. This may even hold to your everyday riding, and many riders would agree. However, based on motorcycle accident data, the place where riders have the most injury is in the lower extremities. So with that knowledge in mind, maybe getting actual riding pants isn't such a bad idea.

Types of Riding Pants

- Street Pants: Street pants are usually made of denim, Kevlar, or other protective textiles that give riders protection and comfort on a more casual level.

- Racing Pants: Racing pants offer riders premium protection and are good for sports riders and track riders who are more likely to experience high-speed abrasions.

- Touring Pants: Touring pants are usually made of weatherproof materials and give riders optimum comfort for long days of riding.

- Off-road Pants: Off-roading pants are designed for flexibility and protection and offer riders the movement to get through obstacles and trails they encounter.

For beginner riders, you may not even need to get riding pants when you're just starting. If you're riding at slower speeds and are taking it easy, some nice durable jeans will do you just fine. If you're riding at higher than 30 mph (50 kph), consider getting riding pants.

Backpacks

Motorcycle backpacks are the perfect way to carry your belongings while riding your motorcycle. They are designed to be comfortable and secure, and they come in a variety of styles to suit your needs. Whether you are looking for a backpack to hold your gear while riding off-road, or you need a backpack that will keep your belongings safe and dry while you are on the road, there is a motorcycle backpack out there for you.

Why Riders May Need Motorcycle Backpacks

While not all riders need motorcycle backpacks, certain riders such as commuters and adventure riders should consider investing in one. There are many benefits that commuter motorcycle riders can get from motorcycle backpacks. For one, motorcycle backpacks make it easier to carry things while riding. This is especially useful for carrying tools, spare parts, and other items that may be needed while on the road. Additionally, motorcycle backpacks can also help to keep riders more organized. By having everything in one place, riders can easily access whatever they need while on the go. Finally, motorcycle backpacks can also help to protect riders from the elements. By keeping riders' belongings close to their body, backpacks can help to shield them from wind, rain, and sun.

Types of Motorcycle Backpacks

Hard Shell

Hard shells are your typical motorcycle backpacks that feature two main components to their outer shell: Aerodynamic ability meant to reduce drag and waterproof shell. The insides of these bags are pretty much similar to regular backpacks but feature a better design that allows for an evenly distributed weight throughout the wear. Overall these are best for commuters who only need something to ride through the city for quick trips. Additionally, some hard shell bags feature added rider protection such as padding and straps.

Tactical Bags

Tactical bags are similar to regular backpacks, however, they have the ability for more storage and security implemented into the design. Also, they are not only used for motorcycle riding but can also be used for things such as hiking, military purposes, and camping. The reason tactical bags are so popular amongst the motorcycle community is that they provide great, lightweight storage as well as a backpack that can handle the harsh weather of the road, since most are weather/water resistant.

Tail Bag

Most tail bags do not function exactly as backpacks (although some have a dual-purpose design). They attach to the tail of motorcycles and function more as luggage/carry-on bag that is both waterproof and durable. These bags are better for cruisers, tourers, and adventure riders, as they have more storage space for supplies and tools, that you may need for longer rides.

Hydration Packs

Hydration packs are the smallest kind of backpack. They serve one purpose, and that is to hold your hydration system. Many come pre-equipped with hydration bladders and most have very minimal storage, especially as you get smaller. However, some motorcycle backpacks feature hydration packs included, as well as pretty decent storage compartments. These are usually your bigger and more expensive bags, but they do exist and aren't hard to find at all. These smaller backpacks are best for your quick commuters and off-roaders/racers. As they can only hold a limited amount of supplies but a ton of water, they work perfectly for short-term purposes.

Buying Second-Hand

Sometimes, we might be required to find cheaper options for our needs. For many things, buying second-hand is a great, viable option. However, in the motorcycle world, there is certain gear that you need to have new. This is so you don't get the leftovers of a helmet that could potentially have a history of damage to it, for example.

But, if you see a riding jacket that is in pretty good shape, then second-hand might not be that bad and could even financially benefit you. The same goes for pants and boots. However, for gloves, hygiene and fit might be at stake.

Style of riding can determine what kind of gear you will wear. As a beginner, you may not have the experience to know what to buy, or even the wide-ranging budget to get nice gear. And, while there are many other types of motorcycle gear that you may see, such as ear protectors, anti-theft devices, and more, for beginners, the gear that matters the most is the one that will save your life and help reduce injury. Once you get to ride more and get deeper into the motorcycle community, then you can make purchases that make sense for your needs.

You shouldn't be too concerned about trying to buy the absolute best gear that is highly-priced, especially if you need to buy other gear. There are plenty of options for budget-friendly gear online, and you can even do some research on YouTube and find detailed information about your gear needs. That being said, what is important is wearing gear that is good quality, provides value, and will protect you.

Chapter VIII: Motorcycle First Aid

It's a moment you never want to see happen. You're out riding with your buddy, and in a blur, they go down pretty gnarly.

The best things a rider can prepare for are the worst. Knowing the basics of first aid—specifically, some things that are helpful to motorcycle riding can be extremely useful and even life-saving. Here are some tips that'll help you become a lifesaver.

Motorcycle First Aid Kits

First and foremost, get a first aid kit. This will come in handy, whenever you get the most minor scrapes or if you have a rough fall that causes you some road rash. Either way, a solid first aid kit is an essential piece of gear riders should always carry with them.

Take A First Aid Class

What To Do On The Scene

If you do ever find yourself in an emergency while out riding, there are three things you should immediately do.

1. Assess the area for oncoming danger. Usually, for motorcycle riders, this is oncoming traffic. If you're out riding with your buddies, and they go down, take it upon yourself to get your buddy out of the way, if you can. However, if it is a bad injury, leave it to the professionals—as you could unintentionally cause more injury to someone if they're moved. Some other dangers include: leaking oil, fire, debris, animals, or even angered people.

2. Call emergency services. This part is crucial and should be done almost immediately if the situation is serious enough. If you're unable to, assign someone by name/description to call the authorities. "Joe call 911" or "Blue shirt call 911". If you just yell out "someone, call 911," sometimes no one will, because they believe the next person will take that initiative.
3. The next thing after these two tasks are complete is to provide first aid care, if you can. If the person is in their right mind, allow them to guide you through where they are hurting/if they can hear/see/feel. These are all important because it helps you decide if you can implement some kind of first aid care yourself, or if you should wait for the professionals to arrive.

ABC'S Of First Aid

A - Airway

Sometimes airways can get blocked. One way to help is to gently tilt someone's head back and open the airways by raising their chin.

B - Breathing

Gently press your ears to the injured person's mouth and nose to check for breathing. If they're not breathing, open their airways using the direction above and provide them with rescue breaths. If they need CPR, administer that as well. Some first aid kits, such as the one mentioned above, feature CPR kits that help you enable this procedure.

C - Compression

If a person isn’t breathing, you may need to start chest compressions. Take a CPR or First Aid Class, to get the proper training on this. Chest compressions are vital for getting the blood flowing throughout the body.

D - Deadly Bleeding

Unfortunately, a lot of motorcycle accidents can result in someone bleeding profusely. It is important to recognize such an injury and to do what you can to stop the bleeding. Whether this is through a tourniquet or just providing them with pressure on the wound. With the proper training, motorcycle riders can learn how to assess a situation, provide lifesaving interventions and make decisions that could mean the difference between life and death. First aid classes also teach riders how to properly use any first aid equipment they may have with them, such as an AED or defibrillator. In the event of a serious accident, first aid knowledge can help riders keep themselves and their passengers safe until help arrives. First aid kits can help riders keep themselves equipped with materials that will save lives and first aid knowledge will help them utilize their kits with the utmost efficiency.

Chapter IX: Take An Instructor Course - Learning The Rules Of The Road

Let’s face it. Most accidents that occur amongst riders involve people who don’t have their license (36%)[6] and those who simply don’t understand their skill level. All riders can get something out of a Motorcycle Safety Course, however for new riders taking a course like the MSF (Motorcycle Safety Foundation) is extremely beneficial. Whether you have zero riding experience or 40 years of it, you will still most likely pick up some new skills you didn't have in your repertoire, making you a better-equipped rider. Not only is it required in most states, but a certificate under your belt makes the process of getting your license so much easier. Apart from getting your insurance rates lowered, the MSF is a great way for new riders to become immersed in the world of motorcycle riding, in a supervised and forgiving environment. Even if you walk in not knowing the slightest thing about motorcycles (much like myself) you will walk out with the knowledge and skills it takes to pick up the bike and get going. While different states

have different requirements to obtain a Motorcycle License, including various Motorcycle Safety Courses, the MSF is the most recognized course nationwide.

What Is The MSF?

The MSF (Motorcycle Safety Foundation) is a United States-based non-profit organization that acts as the country's leading safety resource for motorcycle riders. One of their most popular services is a nationwide Basic Rider Course.

The MSF's BRC is a 2–3-day class that walks riders through common situations they may encounter on a motorcycle. This course encourages riders to maintain safe standards when operating a bike under various conditions.

Usually, most states require riders to take a course to get their license. The reason the MSF is the most popular class to take is due to its transferability amongst most states and simplicity. The course typically gives riders around 10-15 hours of riding time and 10 hours of classroom time. The rubric varies from state to state, but for most, it is almost the same standard.

Additionally, the MSF can cost anywhere from $50-$300, and if you happen to live in a state such as Pennsylvania, the course is free. Depending on your state and age, your DMV may or may not even require you to take an approved safety course such as the MSF BRC.

Why You Should Take The MSF Course (Benefits)

There are many reasons to take the MSF basic rider course. For one, it can help you become a better, safer rider. The course covers topics like how to properly handle your motorcycle, how to avoid accidents, and what to do in case of an emergency. It's a great way to learn the basics of riding or to brush up on your skills if you're a more experienced rider. Taking the course may even help you get a discount on your motorcycle insurance.

Once you complete (and pass) the course, you get your endorsement right there. Thus, skipping through all the permit and test-taking nonsense at the DMV.

If you’re a seasoned rider, the MSF can teach you new skills, or help you brush up on forgotten skills.

What To Expect

Once you decide to take the course there are some expectations, you may not have been aware of before.

Although this class is only 2 days (usually), it still can be physically and mentally taxing, especially if you’ve never ridden a motorcycle before. Depending on where you live, the

best seasons to take the MSF course would be in the Spring or Fall. It can be especially grueling in very hot or cold weather.

There are a total of 14 modules, for the hands-on portion of the course, each varying in difficulty as you move through the process. On the last day, you will take your riding and writing test, all featuring complex maneuvers derived from each module you've just learned.

MSF courses offer solo or group lessons, at different price points. Group lessons may take longer, as there are more people to get through the testing processes, and you may feel as though you haven't gotten the proper attentiveness. However, in general, you will find there's a great deal to learn and take from the course.

The top things you will learn are: Clutch control, shifting gears, braking, acceleration, swerving around objects, U-turns, and changing lanes. Before you attend the course, perhaps watch helpful videos about each of these topics, to give you a better understanding of them before the course.

As for classroom time, it is just like any other class. The stuff you learn on the motorcycle will just be reinforced through textbook material and at a more in-depth/structured level. If you even pay a little bit of attention to the classroom time, you will be able to pass the knowledge exam.

What To Bring

You may be wondering if you need to bring anything to class. While different MSF courses have different gear available, in general, it's best to just bring your own. That way you can have more time at home getting accustomed to the feeling of wearing each piece, it will be hygienic and clean, and you don't have to worry about gear running out.

At the very minimum, bring a helmet, gloves, and boots/sturdy shoes that cover the ankle. You can also invest in a jacket, but most states do not require motorcycle jackets to take the course. You will however need to wear long pants, such as denim, and refrain from wearing shorts or shoes that won't be of any help in the event you crash.

If you're in a warmer climate, it may be wise to invest in a Camelbak or a good hydration system/water bottle, as the physicality of the class can be a tough obstacle to get through, for some.

The course will provide you with a motorcycle that is fitted to your height and weight. You must tell the instructors if a bike is too heavy/short/tall/small for you, as comfort is an important factor to control.

Do You Have To Take MSF?

In many states, the answer to this question is yes. Although other state-approved tests aren't run by the Motorcycle Safety Foundation, the MSF is the most popularized. In

states such as Alabama, for example, it is not required to take an approved course to get a license. Most states do require an approved course to obtain a license or permit, especially if you're under 18.

Tips For Taking The MSF

1. Read up on the MSF manual beforehand. There are a lot of good tips that will help get you through the course smoothly.
2. Watch videos about motorcycle controls, U-turns, and other modules that will be featured in the course.
3. Bring your own gear. It'll save you time in the long run, if you're serious about motorcycle riding.
4. Study the controls, and then study them some more. Many people who have never ridden motorcycles get so tripped up over the controls, given that most people, in general, aren't familiar with manual controls.
5. Ride a bicycle. If you haven't been on a bicycle since you were a kid, it will be beneficial to go for a quick ride. You will need that same balance you use to ride a bike, to ride a motorcycle. Go for a quick bike ride around your neighborhood and re-familiarize yourself with balance.
6. Lastly, don't be late! Some places will charge you or cancel your lesson if you're even 15 minutes late.

Riding a motorcycle is a thrilling experience, but it also comes with a great deal of responsibility. All riders should take the MSF Basic Rider Course to learn the basics of

safe riding. The course covers everything from how to start the engine to how to make emergency stops. It also teaches riders how to avoid common mistakes that can lead to accidents. Taking the MSF Basic Rider Course is the best way to ensure that you have the skills and knowledge you need to ride safely.

Chapter X: How To Get Your Motorcycle License In the

United States - State By State Guide

So, you've decided the time has come to buy your first motorcycle and get a license! If you're researching information on how to get a motorcycle license, here is a guide that can serve as your ultimate resource.
Just use the drop-down menu to find the motorcycle license requirements in your state!

For legal reasons, the DMV considers a "motorcycle" a motorized vehicle with an engine size larger than 150cc, and no more than three wheels. A motorcycle that meets these specifications must be registered, and the driver must have an (M1) motorcycle license.
These laws and requirements are not the same as M2 endorsements (for motorized bicycles that are 50cc or less, and cycles that are 250 ccs or less). M1 license holders may operate any motorized bicycle, moped, or motor scooter without an M2 endorsement.

Alabama

How To Get Your Motorcycle License In Alabama

The minimum age for a motorcycle license in Alabama is 16 years old. To legally operate a motorcycle, first, you must either pass a motorcycle safety course or DPS motorcycle knowledge exam when you learn how to ride a motorcycle and then apply for a motorcycle endorsement (M) with the DPS.

The DPS Knowledge Test

If you would like to take the DPS knowledge test, here's what you need to do:

- Study the Alabama Motorcycle Operator Manual. You can pick one up at any DPS station, State Trooper Office, Probate Judge, or License Commissioner's Office.
- It's recommended that you take at least one practice test before taking Alabama's motorcycle knowledge exam or scheduling your Alabama driver's license test appointment.

To take the exam, or to schedule your Alabama driver's license test appointment, contact your local Alabama DPS office.

Learn How To Ride A Motorcycle With An MSF Course

If you would rather take a motorcycle safety course, visit the Motorcycle Safety Foundation website for information.

Apply For Your Motorcycle Endorsement

When you're ready to apply for your motorcycle (M) endorsement, bring the following documents to your local DPS office:

- Birth certificate.
- Social Security card.
- The third form of acceptable secondary identification.

At the DPS office, be prepared to:

- Take the written knowledge exam or present proof that you've completed a motorcycle safety course.
- Pay the $5 testing fee (if applicable) and the $36.25 licensing fee (checks are not accepted).

Alaska

How To Get Your Motorcycle License In Alaska:

The minimum age for a motorcycle license in Alaska is 16 years old. To legally operate a motorcycle, you must hold a motorcycle instruction permit for 6 months, complete a Motorcycle Safety Foundation education course, or pass the on-road motorcycle skills test. If you're under 18 years old, you'll need written permission from a parent or legal guardian to apply for a motorcycle permit and/or license.

Motorcycle Instruction Permit

To get a motorcycle license in Alaska, you must first earn your motorcycle instruction permit. To do so, go to your local Alaska DMV office and:

- If you already have a standard driver’s license, you just have to take the motorcycle license exam. If you don’t already hold a standard driver’s license, you must pass the written knowledge exam for a standard driver’s license as well as a motorcycle license exam.
- Take a vision screening.
- Submit a completed application for an Alaska Driver's License, Permit or Identification Card.
- Provide proof of your date of birth, legal name, Alaska residence, and Social Security Number. If you don’t have these documents, then check out this list of acceptable documents.
- Pay the $15 motorcycle permit fee.

That’s all it takes to earn your Alaska motorcycle instruction permit. This permit will be valid for 2 years and may be renewed once. The instruction permit allows you to legally practice riding

your motorcycle as long as you're accompanied by a licensed adult who's at least 21 years old and can see you at all times.

After you hold your instruction permit for six months, you are allowed to take your road skills exam to get a full Alaska motorcycle license. You can schedule online for your road test with the Alaska DMV, here. The testing times are restricted to dry weather, and the test may not be taken in the winter.

When you take the test, bring a motorcycle with proper insurance and registration documents, and payment for the $15 testing fee. (If you have taken a motorcycle safety education course before your exam, your testing fee will be waived.)

Apply For A Motorcycle License

After you have taken your skills test, it's time to apply for your Alaska motorcycle license. Visit your area DMV office in Alaska and bring the following:

- Either a completion certificate for a motorcycle education course or written proof you passed the on-road skills test.
- A filled-out license, permit, or identification card application.
- Provide proof of your birth date, full legal name, Alaska residence, and Social Security Number. If you don't have these documents, then check out this list of acceptable documents in Alaska.
- Pay the $20 motorcycle license fee.

After this, you will be issued your motorcycle license in Alaska! This license will be valid for five years and will expire on your birthday. If you want some study guides for a motorcycle license in Alaska check out the Alaska driver's handbook and motorcycle manual.

Arizona

How To Get Your Motorcycle License In Arizona:

The minimum age for a motorcycle license in Arizona is 16 years old. If you are over 18 years old, to legally operate a motorcycle, pass a knowledge test, an on-cycle skills test, a vision exam, and pay your licensing fee. If you are under 18 years old, you have additional requirements including getting your motorcycle instruction permit.

How To Get Your Arizona Motorcycle Instruction Permit

If you live in Arizona and want to know how to get your license at 15, if you are under the age of 18 years old, you are required to obtain an instruction permit before getting your (Class M) motorcycle license. To apply, you must be 15 years old and 6 months, and go to your local Motor Vehicle Division (MVD) office to:

- Pass a vision screening.
- Pass a written test consisting of questions from the Motorcycle Operator Manual.
- If you do not have a current Class D driver's license or instruction permit, you will also need to take a written driver licensing exam.
- Pay the $7 permit fee.

You will then receive a motorcycle permit that is valid for 7 months and may be renewed one time within two years. During this time, you will need to complete either an MVD-approved motorcycle training course or at least 30 hours of riding practice to receive your full Class M motorcycle license.

How To Apply for an Endorsement Or Motorcycle License In Arizona

If you are over 18 years old and want to apply for your motorcycle license or endorsement (which means it is added to an existing vehicle driver's license), you will need to hold an instruction permit for at least six months and:

- Complete any MVD-approved motorcycle driver education program.
- Pass a knowledge test.
- Pass a vision exam.
- Pass an on-cycle skills test.

In this exam, you'll need to demonstrate basic control skills, safety measures, and a thorough understanding of your vehicle's operating maneuvers. You can prepare by reading through the Arizona Motorcycle Operator Manual, but be sure to also bring the following:

- DOT-approved motorcycle helmet in good condition.
- Gloves that permit freedom to operate controls.
- Proper clothing, including long pants and a protective jacket.
- Protective footwear that covers your ankles.
- Proper eye protection.
- Pay your licensing fee, which is based on age and type:
- 16 to 39 years old—$25

- 40 to 44 years old—$20
- 45 to 49 years old—$15
- 50 years old and over—$10
- Motorcycle Endorsement—$7
- Instruction Permit—$7

After you have passed both exams, you will be issued your motorcycle endorsement on an existing license or motorcycle license in Arizona. This will be valid until you turn 65 years old, and you will need to retake your vision exam every 12 years.

Arkansas

How To Get Your Motorcycle License In Arkansas:

The minimum age for a motorcycle license in Arkansas is 16 years old.

- To legally operate a motorcycle, you must hold an instruction permit, pass the required exams, and provide documentation at your area OMV location.

How To Get Your Motorcycle Permit In Arkansas

To get your motorcycle instruction permit, you need to:

- Provide proof of your identity with these acceptable documents.
- Pass the written knowledge exams and vision test at your local ASP troop testing location.
- Pay the required motorcycle license fee.

Your motorcycle instruction permit will be valid for one year and cannot be renewed. If you want to study for the written tests, check out the Arkansas motorcycle manual.

Once you have your instruction permit, you can practice for your road test that is administered by the Arkansas State Police. All applicants for both Class M and Class MD licenses must pass this exam which will test:

- Your communication with other drivers.
- Turns and stops.
- Ability to choose the safest routes.

How To Apply For An Arkansas Motorcycle License

Visit your local State Police troop testing station to apply for a motorcycle license. If you have completed a Motorcycle Safety Foundation Rider Course, you can waive the road skills exam fee.

Once you present documentation that you've completed the road skills exam or a Motorcycle Safety Foundation Rider Course, you will be given a certificate of completion. Then, take the following documents to your local Arkansas Revenue Office:

- Certificate of your road test or MSF safety course completion.
- Required licensing documents.
- Payment for the required licensing fees. For the most recent and accurate information about these fees, contact the DFA's Office of Driver Services at (501) 371-5581.

California

How To Get Your Motorcycle License In California:

To legally obtain a motorcycle license, California requires you must first get a motorcycle learner's permit, complete your rider training course, or schedule a driver's test. If you are under the age of 21, you must also complete a motorcycle safety course.

How To Apply For A Learner's Permit And Motorcycle License

Contact your area California DMV office to schedule when you can apply for your license and take the licensing exam. Here is what you should expect to bring/complete at the DMV:

- Form DL 44.
- DL 44 Form requires an original signature and cannot be completed online. Before your appointment, call (800) 777-0133 to request DMV Form DL 44 or pick up a copy at the DMV when you arrive for your appointment.
- Pass a vision test.
- Give a thumbprint.
- Present birth certificate as proof of identity or legal presence.
- Pass the written traffic laws and signs test for the standard license you now have, unless you took it within the last year.
- Provide proof you completed a motorcycle safety course if under age 21.
- Pass the motorcycle laws test. You can study for this test with the California Motorcycle Handbook before your appointment. This handbook contains all rules and laws that apply to motorcycles and will be covered on your exam.
- Pay the $33 fee.

Your $33 learner's permit application fee will be good for 12 months. You may take the written and skills tests three times. If your application expires before you pass the tests and are issued a license, you must restart the application process.

After you pass your tests and pay your fee, you will be given a 90-day interim license until your official license arrives in the mail.

Colorado

How To Get Your Motorcycle License In Colorado:

Motorcycle riders are required to have a standard driver's license with a motorcycle endorsement. To get an endorsement, you must have a valid driver's license and either pass a written exam, buy an instruction permit, schedule and pass an on-road skills test, OR complete a Motorcycle Safety Foundation course.

Get a Motorcycle Permit in Colorado

A motorcycle permit is required for all applicants under 18 years old, but it is still recommended for riders over the age of 18. To get a permit:

- Go to your local Colorado DMV office
- Submit proof of your identity, age, and residency.
- Pass the written motorcycle test.
- Pay the $16.80 fee.

Get a Motorcycle Endorsement in Colorado

You must be over 16 years old to get a motorcycle endorsement in Colorado. If you are under the age of 18, you must have held a learner's permit for one year before getting your endorsement. If you are over 18:

- Go to your area Colorado DMV office

- Pass the written exam. You can study for it with the Motorcycle Operator Handbook. If you do not already have a standard driver's license, you will need to pass a basic written test for drivers and prove your identity.
- Pass a vision test.
- Pass an on-cycle driving test. You may do this beforehand with a certified third-party tester and bring proof of completion, or you can schedule an appointment and complete this test at the DMV.
- Pay the $27 fee for a new standard license and an extra $2 for the M endorsement.

If you completed a Motorcycle Operator Safety Training (MOST) program, then you do not have to take the written and driving exams at the DMV. Just bring your MSF certification card and cover the cost of the license fees.

Connecticut

How To Get Your Motorcycle License In Connecticut

To legally get a motorcycle endorsement in Connecticut, applicants over the age of 16 must complete a (novice) motorcycle training course, vision, and knowledge exams. Or you may obtain a motorcycle permit and take an MSF training course to receive an endorsement for no additional cost.

Apply for a Motorcycle Permit

Bring the following items to your Connecticut DMV office :

- Proof of valid Connecticut driver's license.
- If under the age of 18, you must bring a notarized certificate of parental consent.

- Complete a Non-Commercial Driver's License application.
- Complete the knowledge and vision tests. To study for these exams, check out the Connecticut Motorcycle Manual.
- Pay the exam's $40 fee.
- Note: If you fail the knowledge exam, you can retake it the following business day, but will have to pay another $40 exam fee.
- Pay the $16 permit fee.
- Note: you can only pay the permit fee if you pass both tests.

This Connecticut motorcycle permit will be good for 60 days and comes with rider restrictions.

How to Get a Motorcycle License with a Motorcycle Permit

- Go to your area DMV office.
- Bring your valid motorcycle permit.
- Bring a valid Connecticut driver's license.
- Proof of completing an approved Motorcycle Safety Training course.

You may then receive the motorcycle endorsement on your driver's license at no extra cost and no driving exam.

How to Get a Motorcycle License without a Motorcycle Permit

- Go to your area DMV.
- Bring your valid Connecticut driver's license.
- If under the age of 18, you must bring a notarized certificate of parental consent.
- Complete a Non-Commercial Driver's License application.
- Complete the knowledge and vision tests. To study for these exams, check out the Connecticut Motorcycle Manual.
- Pay the exam's $40 fee.

- Note: If you fail the knowledge exam, you can retake it the following business day, but will have to pay another $40 exam fee.
- Pay the $16 permit fee.
- Note: you can only pay the permit fee if you pass both tests.

After you pass the exams, you must complete a motorcycle training course and bring proof to your DMV office. After this, they will put a motorcycle endorsement on your license for a $30 fee.

Delaware

How To Get Your Motorcycle License In Delaware:

The minimum age for a motorcycle license is 17 years old.

To get a motorcycle license in Delaware, you need to apply for a motorcycle endorsement on a current driver's license. First, get a learner's permit by passing the written knowledge, road sign, and vision Delaware road skills test, or take a motorcycle education course.

How To Get A Motorcycle Permit In Delaware

If you are over 18 years old, you can get a motorcycle permit in Delaware by going to your local DMV office and:

- Pass a written knowledge, road sign, and vision test.
- Provide identification with approved documents.
- Pay the motorcycle licensing fee.

You will be given your motorcycle permit and may practice riding a motorcycle as long as you adhere to the state's restrictions on operation times, passengers, protective gear, and highway travel.

How to Get a Motorcycle Endorsement in Delaware

Those under 18 will have different requirements, found here. However, If you are over 18 years old, then to apply for a motorcycle endorsement, go to your area DMV office and:

- Show your motorcycle permit that you've held for at least 10 days.
- Pass the Delaware road skills test or present the certificate of completion for a Delaware motorcycle rider education course.
- Submit the required identification documents.
- Pay the motorcycle licensing fee.

Florida

How To Get Your Motorcycle License In Florida

The minimum age for a motorcycle license in Florida is 16 years old.

There are different requirements whether you want to get a motorcycle endorsement in Florida or a motorcycle-only license. Both require passing motorcycle education exams and payment of fees.

How do I Get a Motorcycle Endorsement in Florida?

If you have a Class E Florida driver's license, you must complete a Motorcycle Safety Foundation Basic Rider Course. This course will teach you:

- How to communicate with drivers on the road.
- Turn safely.
- Deal with emergencies.

Once you take the MSF Basic Rider Course, go to your local DHSMV driver licensing office or tax collector location and bring:

- Required identification.
- Certificate of completion of your MSF Basic Rider Course. You must apply for your endorsement within one year of completing the Course.
- Payment for licensing and endorsement fees.

After this, you will be granted your motorcycle endorsement in Florida.

How to Get a “Motorcycle Only” License in Florida

If you are over 18 years old and hold a Class E license or learner’s permit, go to your local driver's license office or tax collector office:

- Pass a vision test.
- Pass a written knowledge exam, which you can study for with the Florida motorcycle manual.

After this, it’s required that you take a Basic Rider Course. Once you have your certificate of completion, visit your driver's license office or tax collector's office to provide:

- Course certificate of completion.
- Identification documents.
- Payment for licensing and endorsement fees.

After this, you will be issued your motorcycle-only license which should be renewed and updated as a standard state driver’s license.

Georgia

How To Get Your Motorcycle License In Georgia

The minimum age for a motorcycle license in Georgia is 17 years old.

If you are over 16 years old in Georgia, you can get a learner's permit and practice before taking a road test, or you can enroll in an MSF Basic Riders Course before applying for a Class M Motorcycle license with the DDS.

Get a (Class MP) Motorcycle Learner's Permit in Georgia

You must be 16 years old to get a learner's permit. To apply for a Georgia Motorcycle Permit make an appointment at your local DDS office and:

- Bring proof of your identity, birthday, address, and U.S. citizenship or lawful presence, as well as your social security card.
- Submit a license application.
- Pass a vision test.
- Pass a motorcycle knowledge test.
- Pay the $10 permit fee.

If you are 16 years old, you must also:

- Provide proof you completed a Georgia Driver Training and Driver Education Course as well as the Alcohol and Drug Awareness Program.
- You must bring a high school diploma or GED, or a certificate of attendance (Form DS-1) from within the last 30 days.
- Submit a license application that is signed by your parent or guardian.

This permit is valid for six months and provides you the ability to practice riding a motorcycle with certain restrictions on riding times, passengers, safety equipment, and roadways.

Get a (Class M) Motorcycle License in Georgia

If you already have a learner's permit, you may schedule an appointment with the DDS.

Otherwise, if you do not have a permit and you are at least 17 years old, to apply for a Class M Georgia motorcycle license, go to your local DDS Customer Service Center and:

- Bring proof of your identity, birthday, address, and U.S. citizenship or lawful presence.
- If you have your Class MP learner's permit, bring it.
- Submit a license application. If you are under 18, your parent or guardian must sign it.
- Your certificate of completion from a Basic Riders Course, if applicable.
- If you have taken and completed a Basic Riders Course, you will earn a waiver for both written exams that are good for 90 days.
- If applicable, bring proof of insurance and registration of the motorcycle will be tested on.
- Pass a vision exam.
- Pass a written knowledge exam and road skills test (will be waived if you take a Basic Riders Course).
- Pay the $32 fee for an 8-year license.

To take a Basic Riders Course, you may enroll through the DDS online registration portal.

If you are under 18 years old, you must meet these requirements as well as:

- You must bring a high school diploma or GED, or a certificate of attendance (Form DS-1) from within the last 30 days.
- Submit a license application that is signed by your parent or guardian.

Hawaii

How To Get Your Motorcycle License In Hawaii

To get a motorcycle license in Hawaii, you must complete a Motorcycle Safety Foundation rider course (this is mandatory for riders 16 to 18 years of age), earn a motorcycle instruction permit, pass a road skills exam if you opt out of the MSF course, and pay a fee.

How To Get A Motorcycle Permit In Hawaii

To get a motorcycle license in Hawaii, you must hold an instruction permit. To get a permit, you must go to your local driver's license office and:

- Provide proof of your full name, date of birth, citizenship, and social security.
- Pass the written knowledge exams for both a standard driver's license and a motorcycle license.
- Pay the required motorcycle permit fee (varies per county):
- Hawaii: $1
- Maui: $5
- Honolulu: $2
- Kauai: $2

Once you have your permit, you'll be able to practice riding a motorcycle. If your permit expires before you get your license, you must wait 90 days before applying for another.

If you are between the ages of 16 and 18 years old, you must hold your permit for 90 days before you can apply for your official license and enroll in an MSF course.

Go to your area driver's license office and provide proof of your full name, date of birth, citizenship, and social security.

Then you may either:

- Provide a certificate of completion for an approved Motorcycle Safety Foundation education course, or
- Provide written proof of passing a motorcycle road skills test.

After paying the required motorcycle license fee, you will be issued your motorcycle license.

Idaho

How To Get Your Motorcycle License In Idaho

You must already have a standard Idaho driver's license, this can be either Class A, B, C, or D. You must first get a motorcycle permit in Idaho, and if you are under the age of 21 you must complete an Idaho Skills Training Advantage for Riders Motorcycle Education Course (if you are over the age of 21, completing this course will waive the road skills exam with the DMV), and complete a road skills exam (if you opt out of the STAR Motorcycle Education Course).

How To Get A Motorcycle Permit In Idaho

If you already hold a standard driver's license in Idaho, then you will still need to get a motorcycle permit. To do this, go to your area DMV Licensing Office and:

- Provide proof of your age, identity, U.S. citizenship, social security number, and residency.
- Pass a written motorcycle knowledge exam based on the Idaho Motorcycle Operator's Manual.
- Pay the $3 fee for the written exam and the $15 fee for the permit.

After this, you will be issued your motorcycle permit. It comes with certain restrictions on passengers, riding times, and freeways.

Get a Motorcycle Endorsement in Idaho

Once you have your motorcycle permit, you have two options. Either:

- Complete and pass a STAR motorcycle safety education course (this course is required for all applicants under the age of 21), or
- Practice riding with your motorcycle permit and pay $10 to pass a DMV road skills test.

After you have completed your motorcycle safety course or passed your DMV road skills test, go to your area DMV office and bring:

- Proof of your age, identity, U.S. citizenship, social security number, and residency.
- Your STAR motorcycle safety course completion certificate or your written proof of passing the DMV road exam.
- Pay the $15 endorsement fee.

After this, you will be issued a motorcycle endorsement on your standard driver's license.

Illinois

How To Get Your Motorcycle License In Illinois

The minimum age to get a motorcycle (Class M) instruction permit is 18 years old. If you are under 18, you must complete a 24-month instruction permit class and a motorcycle training course. Completion of a motorcycle education course or a written and driving exam is required before you may get a motorcycle license in Illinois.

How To Get A Motorcycle Permit In Illinois

If you are over 18 years old and want to get a motorcycle permit in Illinois, then go to your local Illinois Secretary of State (SOS) Driver Services Office and:

- Present your standard Illinois driver's license.
- If you do not have a driver's license, you must provide proof of your identity and residency.
- Submit a permit application.
- Complete any required test which may be a written basic, vision, and/or written motorcycle exam.
- Pay the motorcycle permit fee.

If you are under 18 years old and want to get a motorcycle permit in Illinois, you are required to have completed a driver's education course and be enrolled in a 24-month instruction permit class. After these requirements are met, then go to your local Illinois Secretary of State (SOS) Driver Services Office and:

- Provide proof of your identity and residency.
- Apply for a permit.
- Proof of enrollment in a motorcycle training course approved by IDOT.
- Pay the permit fee.

A motorcycle permit will last 12 months and comes with certain restrictions on riding hours and supervision.

How To Get a Motorcycle License in Illinois

To get your motorcycle license (Class M) in Illinois, go to an SOS Driver Services office and:

- Provide proof of your identity.
- If applicable, present your certificate of completion for an IDOT Motorcycle Rider Education course. If you complete this course, you are exempt from taking the written and driving exams.
- If you have not taken an IDOT Motorcycle Rider Education course, then you must pass the written and driving exams.

- If you don’t have a standard driver’s license in Illinois, then you are required to also pass a basic written and driver’s test for standard vehicles.
- Pass a vision test.
- Pay the $10 motorcycle license fee.

Indiana

How To Get Your Motorcycle License In Indiana

You must be 18 years old or have a parent or guardian provide written permission for you to get a motorcycle permit or license in Indiana. You must get a motorcycle permit before you get a motorcycle license in Indiana unless you complete a Motorcycle Operator Safety Education course.

How To Get A Motorcycle Permit In Indiana

Go to your area BMV licensing office and:

- Provide a valid base or standard driver’s license.
- Provide proof of identity, social security number, U.S. citizenship, and two documents that prove your Indiana residency.
- If you are under 18, you must provide an application signed by your parent or guardian.
- Pass a vision and written knowledge exam.
- Payment for the $9 permit fee.

After this, you will be provided with a motorcycle learner’s permit. It is good for one year as long as you adhere to the restrictions on safety gear, riding hours, and passengers. If you do not get

your motorcycle endorsement before the expiration of your permit, then you must wait one year to apply for another permit.

How to Get a Motorcycle Endorsement in Indiana

You must either have a valid motorcycle permit and pass a skills exam or provide a certificate of completion from a motorcycle safety course that is approved by the state (Ride Safe Indiana). If you are under 18 years old, you must also submit an application for endorsement that has been signed by your parent or guardian.

If you have a motorcycle permit and want to get a motorcycle endorsement, you must first pass a skills test. Contact Ride Safe Indiana to schedule an appointment and:

- Bring your permit.
- Insurance and registration proof of the motorcycle you will be testing on.
- Payment for the testing fee.

If you do not pass the test after three tries, you will need to wait two months from your last testing date to retake it.

After you pass your skills test, or if you took a motorcycle safety course, then contact Ride Safe Indiana to schedule an appointment and:

- Provide proof of identity, social security number, U.S. citizenship, and two documents that prove your Indiana residency.
- Provide either your learner's permit and proof you passed your on-cycle exam OR proof you completed an RSI motorcycle safety course.
- Pass a vision exam.
- Pay the endorsement fee.
- Riders under 75 years old: $19 for a 6-year endorsement.
- Riders between 75 and 84 years old: $11 for a 3-year endorsement.

After this, you will receive a new standard license with a motorcycle endorsement on it. Your endorsement will expire when your license expires.

Iowa

How To Get Your Motorcycle License In Iowa

The minimum age for a motorcycle permit is 14 years old. The minimum age for a motorcycle license and endorsement is 16 years old.

You must earn a motorcycle permit, complete a Motorcycle Safety Foundation education course (required for riders under 18, but will waive the motorcycle road skills test if you take it), and MVD road skill test.

How To Get A Motorcycle Permit In Iowa

Before you may get an endorsement or motorcycle license in Iowa, you have to get a motorcycle instruction permit. To get one, just find your closest MVD licensing office and:

- Provide proof of your Iowa residency, date of birth, U.S. citizenship, legal name, and social security number.
- Pass the vision and written tests.
- Pay the motorcycle permit fee.
- Instruction permit—Varies based on license type:
- Motorcycle endorsement permit: $2 per each year your existing license is valid.
- Motorcycle-only license permit: $14 flat fee.

After that, you will receive your motorcycle permit which is good for four years. Note that your permit can't be renewed and comes with certain restrictions on accompaniment.

How To Get A Motorcycle License In Iowa

If you haven't completed a motorcycle safety course, then contact your closest MVD office to schedule an MVD motorcycle road skills test. After you complete the MVD skill test (if applicable) go to the license office with the following:

- Provide proof of your Iowa residency, date of birth, U.S. citizenship, legal name, and social security number.
- Proof you completed a motorcycle safety course or MVD motorcycle road skill test.
- Pay the licensing fees.
- Motorcycle endorsement: $2 per each year that your standard license is valid.
- Motorcycle Only (Class M) license: $6 each year your standard license is valid.

Kansas

How To Get Your Motorcycle License In Kansas

The minimum age to get a motorcycle permit in Kansas is 14 years old.
The minimum age to get a Less Restricted motorcycle license in Kansas is 16 years old.
There are two versions of motorcycle licenses for minors, restricted and less restricted class M.
To get a motorcycle endorsement on a current driver's license, you must apply and pass knowledge/ skill exams at your area DMV, or complete a Motorcycle Driver's education course.

How To Get A Motorcycle Permit In Kansas

Your motorcycle permit will be good for one year and allows you to ride a motorcycle at any time as long as you have a licensed adult motorcycle operator riding within your proximity. To get your instruction permit, you must be at least 14 years old. If you are under 16, your parent or guardian must sign the application for your permit. To get a Class M permit:

- Go to a County Treasurer's office.
- Pass a vision test and written knowledge exam.
- Provide proof of your identity, age, and Kansas residency.
- Pay the $2 fee for the permit and an additional $8 fee for a photo. (Sometimes there are additional fees, it's best to ask before you go to the Treasurer's office.)

Get a Less Restricted License for Minor Drivers

If you are 16 or younger, then you will have to first get a "less restricted" Class M license until you are old enough to have a non-restricted license (the age of 17).

To get a less restricted license in Kansas, you must be 16 (not yet 17) years old and:

- Have had an instruction permit for at least one year.
- Have completed at least 50 hours of driving, ten of those hours at night, under licensed adult supervision.
- Present a certificate of completion from an approved motorcycle education course (if applicable).
- Pass both a written and driving skills test (if you completed a motorcycle education course, you are exempt from taking these tests).

Once you get your restricted license, you must carry it for at least six months and submit an affidavit proving that you have completed all 50 hours of supervised driving before you may get a non-restricted license. Certain requirements come along with a Less Restricted license, including:

- You may only drive to and from authorized school activities.

- Driving between 5 am - 9 pm. You must be accompanied by a licensed adult outside of these hours.
- No passengers are allowed under 18 years old.
- No phones are allowed to be used, unless for emergency help.

Get a (Class M) Motorcycle Endorsement in Kansas

To get a Class M Endorsement in Kansas, you must be at least 17 years old and have a valid standard driver's license in Kansas. Then, schedule an appointment with an area Kansas Driver's license exam station and:

- Provide proof of your identity and residence in Kansas.
- Pass a written knowledge exam that covers material in the Kansas Motorcycle Manual.
- Pass a vision test.
- Present a certificate of completion from an approved motorcycle education course (if applicable).
- Pass a driving skills test (if you completed a motorcycle education course, you are exempt from taking these tests).
- Pay the motorcycle license fee:
- License for drivers under 21 years old: $20.
- License valid for 4 years (drivers 65 years old or older): $9.
- License valid for 6 years (drivers 21 to under 65 years old): $12.

If you are under the age of 18, you must submit an affidavit proving that you have completed all 50 hours of supervised driving before you may get a motorcycle endorsement.

Kentucky

How To Get Your Motorcycle License In Kentucky

The minimum age to get a motorcycle in Kentucky is 18 years old, or under 18 years old if you hold a valid driver's license.

You must earn a motorcycle instruction permit or complete a Kentucky Motorcycle Safety Education (MSE) safety course or pass a road skills exam.

How To Get A Motorcycle Permit In Kentucky

To get a motorcycle permit in Kentucky, go to your local Circuit Court Clerk's office to:

- Pass a vision test as well as a written knowledge exam that covers material in the Kentucky Motorcycle Manual.
- Provide proof of your Kentucky residency, full legal name, date of birth, and social security number.
- Pay the $12 permit fee.

Your motorcycle permit will be valid for one year and may be renewed once. You are also required to hold your permit for at least one month before you can apply for a motorcycle license.

Get a Motorcycle License in Kentucky

Contact your Kentucky State Police office (KSP) driver testing branch to take your motorcycle road skill test, then:

- Provide a certificate of completion for a motorcycle education course, if applicable.

- Written proof you've passed a motorcycle road skills test administered by the KSP, if applicable. (If you completed a motorcycle education course, you are exempt from taking this test.)
- Provide proof of your Kentucky residency, full legal name, date of birth, and social security number.
- Pay the $24 Kentucky motorcycle license fee.

Louisiana

How To Get Your Motorcycle License In Louisiana

To get a motorcycle license in Louisiana, you must already have a standard driver's license. You will simply add a motorcycle endorsement to it to operate a motorcycle.

Get a Motorcycle Endorsement in Louisiana

Go to your nearest local Office of Motor Vehicles (OMV) in Louisiana and:

- Submit a completed License Application.
- Provide proof of identification such as a Louisiana photo ID, or one of the acceptable forms of identification.
- Pass a motorcycle knowledge test and an on-cycle exam.
- If you are under 17 years old, you must be accompanied by a parent or guardian.
- Pay the $12 endorsement fee.
- You must pass an on-cycle skills exam unless you have completed a Motorcycle Safety Course (in which the on-cycle skill exam will be waived). For this you will need to schedule an appointment and bring:

- Your own motorcycle.
- An approved helmet.
- Eye protection such as goggles or safety glasses unless your motorcycle has a windshield.

After this, you will be granted a motorcycle endorsement which will go on your new license. It should be renewed whenever your standard license expires.

Maine

How To Get Your Motorcycle License In Maine

The minimum age to get a motorcycle in Maine is 16 years old.

If you are under 18 years old, you must pass a basic driver's education course before completing a basic motorcycle rider course. If you are over 18 years old, you must complete a basic motorcycle rider course that includes 15 hours of instruction. At the end of your basic rider course, you will be eligible to take a written exam to earn a motorcycle permit and, eventually, a license.

How To Get A Motorcycle Permit In Maine

After you complete your basic motorcycle rider course and pass the exam, go to the closest BMV office and:

- Provide proof you completed the rider course.
- Submit a Motorcycle or Moped Application.
- Provide proof of your identity (two documents), Maine residency, and U.S. citizenship. If you are under the age of 23, you must provide your birth certificate.

- Pass a vision test and a BMV written knowledge exam.
- Pay the $10 permit and exam fee.

This permit is valid for two years and comes with certain restrictions on safety gear and passengers. Bring your permit when you take your road test before applying for a motorcycle license.

Get a Motorcycle License in Maine

You must first pass written and skills tests in your basic rider course. After that, go to the closest BMV office and:

- Submit a certificate of completion for your rider course as well as proof of the skills exam testing.
- Submit a completed Motorcycle or Moped Application. If you are under 18 years old, this must be signed by your parent or guardian.
- Provide proof of your identity (two documents), Maine residency, and U.S. citizenship. If you are under the age of 23, you must provide your birth certificate.
- Pay the $35 fee.

Please note that the cost of the basic rider training class may vary by state, but the average is $325.

Maryland

How To Get Your Motorcycle License In Maryland

The minimum age to get a motorcycle in Maryland is 16 years and six months.

The minimum age to get a motorcycle permit in Maryland is 15 years and nine months.

If you want to get your Maryland driver's license for age 18 and under, you must complete a motorcycle safety course.

How To Get A Motorcycle Permit In Maryland

If you choose to take a motorcycle safety course, you can skip getting a motorcycle permit and simply apply for your motorcycle license. If you have not taken a motorcycle safety course, then: Go to your closest full-service Motor Vehicle Administration office.

- Bring your Maryland driver's license.
- If you want to get your Maryland driver's license age 18 and under, or do not have a standard driver's license, then you must bring your motorcycle safety course completion certificate.
- Pass a vision test, road sign test, and written motorcycle exam.
- Bring proof of your Maryland residency and identification.
- Payment for the permit fee, if applicable. It is recommended that you call ahead and see if any fees apply to you.

After this, you will get your motorcycle permit which comes with certain restrictions on supervision and riding times.

How To Get a Motorcycle License in Maryland

Once you have practiced with your motorcycle permit, you just have to pass a road test to get your motorcycle license. You can take this road test either through the Maryland MVA or with a motorcycle safety course (which is required for those under 18 years old). If you choose to take the test through the MVA office:

- Schedule an appointment with your nearest MVA office.
- Bring your Maryland driver's license.
- Pay the motorcycle license fee.

If you have taken the motorcycle safety course instead, then:

- Go to your closest MVA office.
- Bring proof of your course completion.
- Prove your age, identity, lawful status, social security number, and Maryland residency.
- Pay the licensing fee.

After this, you will be sent your new motorcycle license in Maryland within seven business days.

Massachusetts

How To Get Your Motorcycle License In Massachusetts

The minimum age to get a motorcycle in Massachusetts is 18 years old.

The minimum age to get a motorcycle permit in Massachusetts is 16 years old.

Age to get a Junior Operator License in Massachusetts: between 16 ½ and 18 years old.

How To Get A Motorcycle Permit In Massachusetts

You need to get a motorcycle permit in Massachusetts before you can apply for a motorcycle license, regardless of age. If you are under the age of 18, then you must also complete a Massachusetts Rider Education Program.

If you already have a Class D license, then to get a permit you need to be over the age of 16 and:

- Complete an application (Form T21042). If you are under the age of 18, then this must be signed by your parent or guardian who must also provide documentation of authority.

- Pass a vision and written knowledge test. You can prepare for the written knowledge test with the RMV Motorcycle Manual.
- Present valid identification that includes separate documents that prove your date of birth and signature, proof of Massachusetts residency, and proof of your social security number (photocopies will not be accepted).
- Pay the $30 fee.

If you do not have a Class D license, then you must pass a Class D knowledge test along with the motorcycle knowledge test. Your issued permit will be good for two years and comes along with certain restrictions on hours of operation, passengers, and safety gear. To get your motorcycle license, you need to pass an official road test before your permit expires.

Get A Motorcycle License In Massachusetts (Class M)

To get a motorcycle license in Massachusetts, you must be over 18. If you are under 18, but over the age of 16 ½, you must first get a Junior Operator License before you can get your official motorcycle license. If you are under the age of 18, then:

- Complete a Massachusetts Rider Education Program Basic Rider Course.
- Make sure you meet all requirements for a Junior Operator License (held a learner's permit for at least 6 months before your road test, and maintained a clean driving record for at least 6 months before your road test).
- Completed 40 hours of supervised driving with a parent or guardian providing a certified statement of hours.

Once you meet the above requirements, go to your closest RMV office and:

- Provide proof of identification (photocopies are not allowed), date of birth, Massachusetts residency, and social security number.
- Have your parent or guardian sign your license application.
- Pay the $50 fee.

- Pass a road test or submit your certificate of completion from the Basic Rider Course. Please note that you must call the RMV Telephone Center to schedule your road test. The RMV absolutely will not accept in-person requests for road tests.

After this, you will receive your Junior Operator License. This license comes with certain restrictions on hours of operation, passengers, and mobile phones.

If you are over 18 years old and already have a valid motorcycle permit, then you can apply for a motorcycle license in Massachusetts with no restrictions. To do this, go to your area RMV office and:

- Provide identification and documents that prove your date of birth and signature, residency, and social security number. Photocopies are not allowed.
- Pay the $50 fee.
- Pass a road test or provide a certificate of completion for a Motorcycle Rider Education Program Motorcycle Safety Course. If you choose to complete a Rider Education Program Course, you will have the option to waive the RMV road test and applicable fees.

To schedule a road test, call the RMV Telephone Center. The RMV does not accept in-person requests to take a road test. At your road test, you must:

- Bring your motorcycle that is insured and registered, has the proper equipment, and an inspection sticker.
- Bring your helmet and eye protection (eye protection is not needed if your motorcycle has a windshield or screen)
- Your valid Class M permit.

Apply For A Motorcycle Endorsement In Massachusetts (Class M)

If you already have a valid Massachusetts driver's license, then you can add a Class M Endorsement to it. To do that you must already hold a motorcycle permit and :

- Learn how to ride a motorcycle and pass the road test or present a certificate of completion for the Motorcycle Rider Education Program. If you choose to complete a Rider Education Program Course, you will have the option to waive the RMV road test and applicable fees. (To schedule a road test, call the RMV Telephone Center. The RMV does not accept in-person requests to take a road test.)
- You must give up your motorcycle permit and standard driver's license to get a new license with your Class M endorsement.
- Pay a $15 endorsement fee.

Michigan

How To Get Your Motorcycle License In Michigan

The minimum age to get a Temporary Instruction Permit (TIP) is 16 years old.
The minimum age to get a motorcycle endorsement in Michigan is 16 or 17 years old (as long as you hold a TIP).
If you are younger than 18 years old and wish to get a TIP, you must take a motorcycle safety training course before applying for your TIP or endorsement.
Check with your local driver's license office if you want to take a motorcycle safety course. Michigan locations provide training and courses to those who are interested.

Get A Temporary Instruction Permit (TIP) in Michigan

A TIP will let you practice riding a motorcycle on public roadways which is required before you can get a motorcycle endorsement in Michigan. To get your TIP, you must:

- Be at least 16 years old.
- If you are under the age of 18, you need to complete a motorcycle safety training course to get a TIP. If this applies to you, then you must also provide proof of enrollment in such a course or a completion certificate from an approved motorcycle safety course.
- Hold a valid, standard driver's license in Michigan.
- If you are under 18 years old, you need to have a Level 2 or 3 Graduated Driver's License. Read more here.
- Pass a vision test and a written motorcycle exam.
- Pay the $13.50 fee.

Your TIP will remain valid for 180 days. It may be renewed, but you will need to repeat these steps to do so.

Get A Motorcycle Endorsement In Michigan

There are different requirements to get a motorcycle endorsement in Michigan, it depends on the age of the rider.

If you are under 18 years old and want to get a motorcycle endorsement:

- You must hold a Level 2 or 3 Graduated Driver's License.
- Make an appointment at your local Secretary of State office.
- Provide a completion certificate from an approved motorcycle safety course.
- Pay the $13.50 endorsement fee.
- Pass the written exam. (The on-cycle exam will be waived since you have completed a motorcycle safety course.)

If you are over 18 years old and want to get a motorcycle endorsement:

- You must have a valid driver's license in Michigan to add an endorsement.
- Make an appointment at your local Secretary of State office.
- Pass the written test.

- Pass an on-cycle skills exam given by a third-party testing organization that is approved, or provide a certificate of completion from a motorcycle safety course (which will waive the on-cycle skills exam).
- To take your skills test, you need to bring a registered motorcycle and an approved helmet.

After that, you will receive a new standard license with a Class M endorsement.

Minnesota

How To Get Your Motorcycle License In Minnesota

The minimum age to get a motorcycle in Minnesota is 16 years old.
You must first have a valid Minnesota driver's license before you can get a motorcycle permit and apply for a motorcycle license. If you are under the age of 18, you must complete a basic rider course before applying for your permit and license.

How To Get A Motorcycle Permit In Minnesota

To get a motorcycle permit in Minnesota, go to your closest Minnesota DVS office to:

- Show your standard Minnesota driver's license.
- Provide a certificate of completion for a basic rider course if applicable (mandatory if you are under the age of 18).
- Take a motorcycle knowledge exam.
- Pay $21 for the permit fee.

After this, you will be issued a motorcycle permit with allows you to practice riding on a motorcycle. However, the permit comes with certain restrictions on passengers, gear, interstate

driving, and riding times. Your permit will be valid for one year, and if it expires before you can get your proper license, you must repeat the permit process and repay the fee.

How To Get a Motorcycle Endorsement in Minnesota

Schedule a road test with your closest DVS exam station and:

- Bring your standard Minnesota driver's license
- Bring your valid motorcycle permit
- Provide a certificate of completion for a basic rider course if applicable (mandatory if you are under the age of 18).
- Provide an insured and registered motorcycle as well as a DOT-approved helmet and eye protection.

If you are over 18, you may waive this portion of the exam by completing an approved basic rider course. Remember, those under the age of 18 MUST complete a basic rider course before applying for a motorcycle permit and endorsement.

You need to apply for a duplicate license before you can get a motorcycle endorsement on your current license. This requires paying the fees for both the duplicate license and the endorsement.

Motorcycle fees for licenses, classes, and permits:

- Motorcycle instruction permit: $21.
- Motorcycle endorsement: $21.
- Duplicate driver's license: $14.75.
- Basic rider course: $180.

Mississippi

How To Get Your Motorcycle License In Mississippi

The minimum age to get a motorcycle in Mississippi is 17 years old.

You must first have a standard Mississippi driver's license before you can apply for a motorcycle permit and endorsement.

How To Get A Motorcycle Permit In Mississippi

Go to your closest Mississippi DPS office that offers testing to take a written motorcycle knowledge exam. To do this, don't forget to:

- Bring your Mississippi standard driver's license or proof you applied for a standard driver's license.
- Pay the knowledge exam fees and take the test.
- Pay the $1 permit fee.

After this, you have the option to immediately take a motorcycle road test or get your permit to practice with. So, it's up to you whether you choose not to get your permit and go directly to the motorcycle road test, or if you want time to practice with your permission before taking the road test.

Get A Motorcycle Endorsement In Mississippi

To get a motorcycle endorsement on your regular driver's license, you need to take an on-cycle road skills test. You can prepare for the road test with the Mississippi Motorcycle operator's manual, and you have the option to take the road test at the same time you take the knowledge test, or at a separate appointment. To take the road test, schedule an appointment with a nearby DPS office and:

- Bring your Mississippi standard driver's license or proof you applied for a standard driver's license.

- Payment for the endorsement fee.

After that, you will be issued a motorcycle endorsement in Mississippi. Congrats!

Missouri

How To Get Your Motorcycle License In Missouri

The minimum age to get a motorcycle in Missouri is 15 ½ years old.

If you want to know how to get your license at 15, there are different requirements and restrictions to get a motorcycle permit, depending on your age. If you are younger than 16 years old, you need to complete a Motorcycle Rider Training Course before you can get your permit, and ultimately, your motorcycle license.

How To Get A Motorcycle Permit In Missouri: Under the Age Of 16

Make an appointment at your local Department of Revenue office. Bring your parent or legal guardian with you to sign a permission statement. Then:

- Provide proof of your name, date, place of birth, social security number, residence, and identification.
- Provide a certificate of completion for an approved motorcycle safety course.
- Pass the Class M and Class F written tests.
- Pass a vision exam.
- Pass a road sign exam.
- Pay the $6.25 permit fee.

Permits come with certain restrictions, and minors need to hold their permit for 182 days and maintain a clear traffic record before they can apply for a license or endorsement.

How To Get A Motorcycle Permit In Missouri: Over The Age Of 16

Make an appointment with your closest (DOR) Department of Revenue office and:

- Provide proof of your name, date, place of birth, social security number, residence, and identification.
- Provide a certificate of completion for an approved motorcycle safety course.
- Pass the Class M written test. (If you don't already hold a Class F license, then you will need to pass a Class F exam in addition to the Class M test.)
- Pass a vision exam.
- Pass a road sign exam.
- Pay the $3.50 permit fee.

Get A Motorcycle License Or Endorsement In Missouri

You must be at least 18 years old to get a motorcycle license or Class M endorsement. To do this, make an appointment with your closest (DOR) Department of Revenue office and:

- Pass the Class M and Class F written exams, and the on-cycle skills test. If you provide a certificate of completion for an approved motorcycle safety course, you can waive the on-cycle portion of the exam.
- Pass a vision exam.
- Pass a road sign exam.
- Provide proof of your name, date, place of birth, social security number, residence, and identification.
- Pay the applicable fee depending on the length of your license
- $10 for a 3-Year Class M license
- $20 for a 6-Year Class M license

Montana

How To Get Your Motorcycle License In Montana

The minimum age to get a motorcycle permit in Montana is 16 years old, or 15 years old if you pass a DOJ-approved education course for drivers.

You need to have a Montana standard driver's license before you can get a motorcycle permit and, ultimately, a motorcycle license.

Getting Your Motorcycle License In Montana

Make an appointment at your closest Montana MVD office and:

- Provide your standard Montana driver's license.
- Pass a vision and written knowledge test.
- Pay a fee that is based on your age and how many years your license is valid.

After this, you will be issued a motorcycle permit that will be valid for one year and comes with certain restrictions on supervision. You will need to get your motorcycle license in Montana before your permit expires or you will have to repeat the process.

How To Get A Motorcycle License Endorsement In Montana

You have two options before you get your motorcycle license, either you can bypass the on-cycle skills exam by taking an approved Motorcycle Education Course, or you can Schedule an appointment with the closest Motor Vehicle Division office and:

- Bring proof of identification and residency.
- Bring your valid motorcycle permit.
- Bring an eligible motorcycle that is inspected and registered for your on-cycle test.

- Provide safety equipment and gear for your on-cycle test.

After the test, you will be eligible for a motorcycle endorsement, your MVD office will provide more details on your next steps.

Again, you can waive the on-cycle skills test by taking a state-approved motorcycle education course. If you take the course instead of the skills test, bring proof of your completion to your MVD, and, after you pay the required fees, you will be given your motorcycle endorsement.

Nebraska

How To Get Your Motorcycle License In Nebraska

The minimum age to get a motorcycle in Nebraska is 17 years old.

Depending on your age and whether or not you already hold a standard license, the process to get a motorcycle license in Nebraska varies. If you take a Nebraska motorcycle safety course, the process can bypass most of the DMV requirements and make it simpler.

If you choose not to take a Nebraska motorcycle safety course and would rather get a motorcycle license at your area DMV, then:

- Bring proof of your identity and two documents that prove your Nebraska residency.
- Provide a completed Permit and State ID Card Form.
- Pay the fee.
- Pass a vision exam.

If this is your first Nebraska license and you do not hold a standard driver's license, then you will have to complete these steps in addition:

- Passing a written test. (This could be waived if you currently hold a valid learner's permit, or if it expired less than one year ago.)
- Take an on-cycle motorcycle test at one of the approved locations.

It's important to note that you should ask your local DMV about requirements for testing fees and periods, as these may differ depending on how old you are and how long you will need your license.

If you would like more information on motorcycle education courses in Nebraska, here is a list of available classes. If you have any other questions, contact your local DMV.

Nevada

How To Get Your Motorcycle License In Nevada

The minimum age to get a motorcycle permit in Nevada is 15 ½ years old.

The minimum age to get a motorcycle in Nevada is 16 years old.

To get a motorcycle license in Nevada, you can get a motorcycle permit or pass the required tests either through the DMV or by taking a motorcycle education course.

How To Get A Motorcycle Permit In Nevada

The first step to getting a motorcycle permit in Nevada is to go to your local DMV office to take a written exam, or you can take the test through a state-approved driving school after taking a motorcycle education course.

If you choose to go to your closest full-service DMV to take the test, then:

- Bring proof of your name, age, and social security number.

- Complete an application. If you are under 18 years old, you will need to have your parent or guardian present.
- Take a vision test.
- Pass a written motorcycle exam.
- Pay the required fees:
- $26 testing fee
- $23.25 permit fee

Once you pass the exam, your permit will be good for one year. The permit allows you to practice on the road but comes with certain restrictions on supervision, driving time of day, and area.

Getting Your Motorcycle License In Nevada

- Schedule an appointment with the DMV, and be sure to ask if the motorcycle skills test is available at that location.
- Pass the on-cycle motorcycle skills test.
- Submit proof of your name, age, and social security number.
- Provide a completed application. If you are under 18, you must have your parent or guardian present.
- Turn in your motorcycle permit.
- Provide the certificate of completion for a motorcycle safety course, if applicable.
- Take a vision test.
- Pay the applicable fees.

After that, you will be issued your motorcycle license in Nevada. If you have any questions or would like additional information, contact your local DMV.

New Hampshire

How To Get Your Motorcycle License In New Hampshire

The minimum age to get a motorcycle license is 16 years old.

You must first get a motorcycle permit before you can get a motorcycle license in New Hampshire. There are additional requirements for those under the age of 18 who want to get a motorcycle license, including taking a motorcycle safety course.

How To Get A Motorcycle Permit In New Hampshire

You must take a written exam to get your motorcycle permit. You can take this at your local DMV office or through a basic rider course when you take a motorcycle education class.

Before you visit your DMV to take the written exam, applicants under the age of 18 must:

- Have a valid New Hampshire driver's license.
- Pass a driver's education course.
- Bring a completed Parent or Guardian Authorization Certificate.

If you are over the age of 18, you can go to the DMV to take your written exam straightaway.

When you visit your DMV to take the written exam, you must:

- Bring your current New Hampshire driver's license, it must be valid.
- Provide a completed application.
- Take a vision test.
- Pass a written motorcycle knowledge test.
- Pay the $30 permit fee.

After this, you will be given your motorcycle permit. It will be valid for 45 days and comes with restrictions on driving times and passengers.

After you get your motorcycle permit, you just need to pass a motorcycle skills test to get your license. To do this:

- Schedule an appointment to take the exam at the DMV by calling (603) 227-4020
- Through a basic rider motorcycle safety education course. This is required for all riders under the age of 18.

If you choose to go to your area DMV to apply for a motorcycle license, then:

- Bring your current New Hampshire driver's license.
- A completed application.
- Proof you passed your skills test, including the DMV skills test results or a completion certificate from a motorcycle course. A safety course certificate is good within one year of course completion.
- Pay the $30 fee. The fee may be waived if you take a motorcycle education course.

If you have any questions or would like additional information, contact your area DMV.

New Jersey

How To Get Your Motorcycle License In New Jersey

The minimum age to get a motorcycle in New Jersey is 17. After that, you can get a motorcycle license or permit.

How To Get A Motorcycle Permit In New Jersey

Go to your local MVC (Motor Vehicle Commission) office and:

- Apply for a permit. They will supply these at the office.

- Provide proof of your identity and residency in the state of New Jersey.
- Take a vision test.
- Pass a written motorcycle knowledge test which covers material found in the New Jersey Motorcycle Manual.
- Pay the fee of $5.

After this, you will be issued a motorcycle permit that allows you to practice riding. There are certain restrictions in place for permit holders regarding riding times, passengers, and highways. If you are under 21 years old, you must hold your permit for 6 months before applying for a license. If you are over 21 years old, you must hold it for 3 months. If you simply want to apply for a motorcycle endorsement, you only need to have your permit for at least 20 days.

Getting Your Motorcycle License In New Jersey

If you are younger than 18 years old, you must complete a motorcycle education course before you can apply for a motorcycle endorsement or license. If you are over 18 years old, the course is not required, although it is encouraged. Here's what you need to do to get a motorcycle license:

- Schedule an appointment with the MVC road testing facility by calling (609) 292-6500.
- Bring your own insured and registered motorcycle to your scheduled test.
- Pass the motorcycle road skills exam.

After you pass the skills exam, go to your local MVC office and:

- Provide a valid motorcycle permit.
- Certificate of completion from a motorcycle safety course (if applicable).
- Provide proof of your identity and residency in the state of New Jersey.
- Pay the $24 license fee.

After that, you will be given a probationary motorcycle license which will let you ride without supervision for one year, although there are still restrictions placed that you will need to abide by. After one year, you will receive your unrestricted license which will be good for four years.

How To Get A Motorcycle Endorsement In New Jersey

If you did not take a motorcycle education course and want to get a motorcycle endorsement instead of a license, you must first get a motorcycle permit and practice with it. After some time practicing:

- Schedule an appointment with the MVC road testing facility by calling (609) 292-6500.
- Bring your own insured and registered motorcycle to your scheduled test.
- Provide proof of your identity and residency in the state of New Jersey.
- Pay the $18 license fee.

New Mexico

How To Get Your Motorcycle License In New Mexico

To qualify for a motorcycle license minimum age requirement: is 13 years old to apply for a Class M license with a Z or Y endorsement.

15 years old to apply for a Class M license with a Z, Y, or W endorsement, or have these endorsements added to a standard license.

Complete a motorcycle safety course (optional for riders over the age of 18).

There are different categories of motorcycle endorsements in New Mexico.

- Class M License: a standard motorcycle license in New Mexico in which you can receive a letter of endorsement.
- W Endorsement: For displacement of 100cc or more, and for motorcycles and vehicles that have two or three wheels.
- Y Endorsement: For displacement between 50cc and 100cc, and for motorcycles and vehicles that have two or three wheels.
- Z Endorsement: For displacement less than 50cc, for motorcycles and vehicles with two or three wheels.

Getting Your Motorcycle License In New Mexico

Once you meet the eligibility requirements to get a license or endorsement, you need to go to your closest New Mexico Motor Vehicle Division (MVD) office and:

- Certificate of completion from a motorcycle safety course (if applicable).
- Proof you have passed the written and on-cycle exams. (Note, the MVD will not accept highlighted documents.)
- Proof of your social security number, residency in New Mexico, and identity.
- Payment for the licensing fees. Contact your local branch of the MVD for details on fees.

If you have any questions regarding the New Mexico driving test handbook, or would like additional information on how to get a motorcycle license in New Mexico, contact your MVD office.

New York

How To Get Your Motorcycle License In New York

Minimum age to get a limited, junior license (Class MJ): is 16 years old.

Minimum age to get a standard motorcycle license (Class M): 17 years old with driver's education.

You need to get a motorcycle learner permit and pass a DMV on-road skills test before you can be issued a motorcycle license in New York.

How To Get A Motorcycle Permit In New York

Go to your area DMV office and:

- Provide your class D permit or standard driver's license (if applicable).
- Pass a written knowledge exam that is based on the New York motorcycle manual.
- Provide a completed application.
- Provide proof of your date of birth and identity. For a list of acceptable documents.
- Pay the permit fees.

After this, you will be issued a learner's permit in the state of New York, and it will come with certain restrictions on passengers, supervision, and riding areas.

Getting Your Motorcycle License In New York

If you DON'T already have a standard New York driver's license of any kind, then here is what you need to do:

- Pass a DMV-approved pre-license course and get a learner's permit at your nearest New York DMV.
- Schedule a road test appointment at your DMV. There, you will need to:
- Provide a completion certificate of a pre-license class and a motorcycle learner's permit.

- A completed license application.
- Provide proof of your date of birth and identity.
- Your Class MJ or Class M learner’s permit.
- Payment for the licensing fees.

After you pass the road test, you will receive your official license in the mail in about two weeks. It is valid for 8 years.

If you DO already hold a standard New York driver’s license, then:

- Go to your area DMV office branch and provide a certificate of completion for a motorcycle safety course, or your temporary license you got after you passed the road test.
- Provide proof of your age and identity. For a list of acceptable documents.
- A completed license application.
- Your Class MJ or Class M learner’s permit.
- Payment for the licensing fees.

For details on fees, more information, or if you have any questions contact your local DMV.

North Carolina

How To Get Your Motorcycle License In North Carolina

Minimum age to apply for a motorcycle endorsement: is 16 years old.

Before you can apply for a motorcycle endorsement in North Carolina, you need to already have either a full provisional license in the state of North Carolina, a standard North Carolina driver’s license or a North Carolina commercial driver’s license. You must also pass a written knowledge test and an on-cycle skills test.

There are additional requirements for applicants between the age of 16 and 18 years old: you must earn a motorcycle permit, and complete a motorcycle education course through the North Carolina Motorcycle Safety Education Program or the Motorcycle Safety Foundation.

How To Get A Motorcycle Permit In North Carolina

If you're eligible to apply for a motorcycle permit in North Carolina, then go to your closest DMV office and:

- Provide proof of your name, date of birth, residency in North Carolina, legal presence in the U.S., and social security number.
- Pass a written knowledge test.
- Take a vision screening.
- Pay the $20 permit fee.

After this, you will receive your learner's permit which will be valid for 12 months and comes with certain restrictions, including on passengers.

How To Get A Motorcycle Endorsement In North Carolina

If you're eligible to apply for a motorcycle permit in North Carolina, then go to your closest DMV office and do the following:

- If you are under the age of 18, provide a certificate of completion from a motorcycle safety course.
- Provide proof of your name, date of birth, residency in North Carolina, legal presence in the U.S., and social security number.
- If you did not have to get a motorcycle permit, then you must pass written knowledge exams.
- Pass an on-cycle motorcycle skills exam.
- Pay the endorsement fee: $2.30 for each year the endorsement is valid.

If you have any questions or need more information, contact the North Carolina DMV.

North Dakota

How To Get Your Motorcycle License In North Dakota

The minimum age to get a motorcycle inNorth Dakota is 14 years old.

To get a motorcycle license in North Dakota, you must earn a permit first by passing a written knowledge test and practicing riding. If you are under 15 years old, you are required to complete a motorcycle education course. If you are over 15 years old and complete the course, you will be able to waive the on-cycle portion of your license exam.

How To Get A Motorcycle Permit In North Dakota

Go to your local DOT (Department of Transportation) office and provide:

- Proof of your identity, social security number, and residency in North Dakota.
- If you are under 16 years old, you must provide a certificate of enrollment or completion of a motorcycle education course.
- Pass a vision screening and written knowledge tests.
- Pay the permit and exam fees.

After that, you will have your motorcycle permit in North Dakota. The permit comes with certain restrictions on riding times, areas, passengers, and safety gear.

Getting Your Motorcycle License In North Dakota

After you have practiced on the road with your motorcycle permit, you can apply for a motorcycle license in North Dakota. To do that, schedule a motorcycle road test with the

Department of Transportation either online or by calling (855) 633-6835. If you completed a motorcycle safety course, you can waive the portion of the on-cycle road test.

To apply for your license, visit your local driver's license office and:

- Provide a certificate of completion of a motorcycle safety course, or written proof you have completed the on-cycle road test with the Department of Transportation.
- Proof of your identity, social security number, and residency in North Dakota.
- Pay the $15 licensing fee.

If you would like more information, contact your closest DOT office.

Ohio

How To Get Your Motorcycle License In Ohio

In Ohio, there are many different types of motorcycle licenses you can get, and each of them comes with different requirements.

How To Apply For An Ohio Temporary Instruction Permit Identification Card (TIPIC)

Minimum age: 15 ½ years old.

Make an appointment at your local exam station to take a motorcycle knowledge exam and a vision screening. You can prepare for the knowledge exam by studying the Ohio Digest Motor Vehicles Laws and the Motorcycle Operations Manual.

After you complete these tests, you will have 60 days to turn in a receipt of completion to a deputy registrar agency and get a waiver for a skills test. If you are under the age of 18, you need to bring a parent or guardian to the registrar agency.

- Provide two forms of proof of identity, date of birth, and social security number.
- Pay a $22 fee.

After that, you will get your TIPIC which is valid for one year. This comes with certain restrictions on protective gear, highways, passengers, and riding hours.

How To Apply For A Motorcycle-only License In Ohio (under 18 years old)

These are the requirements for applicants under the age of 18. There are different requirements for those older than 18.

If you are under 16, but at least 15 ½ years old, then you are required to have held your TIPIC for at least six months before you can get a motorcycle-only license. If you have had your permit for more than 6 months, then:

- Complete an education course for drivers. For information.
- Complete a Fifty Hour Affidavit form and license application. If you are younger than 18, you need to bring your parents or guardian to co-sign your license application. They must also provide acceptable forms of identification.
- Schedule a skills test.
- Present your valid TIPIC and supply a street-legal motorcycle in which to take the on-cycle portion of the exam.
- Once you pass the exam, go to the deputy registrar's office and provide proof of your social security number. After that, you will surrender your TIPIC and pay the license fees (which are determined by age).

Apply For A Motorcycle-only License In Ohio (over 18 years old)

- Schedule a skills test.
- Present your valid TIPIC and supply a street-legal motorcycle in which to take the on-cycle portion of the exam.

- Once you pass the exam, go to the deputy registrar's office and provide proof of your social security number. After that, you will surrender your TIPIC and pay the license fees (which are determined by age).
- If you are over 18 and take a basic rider's course, you can waive a portion of the process to get a license.
- Bring a course completion card to the deputy registrar's office within 60 days.
- Pay your fee and you are done!

Apply For A Motorcycle Endorsement In Ohio

If you have a valid, standard Ohio driver's license, you can apply for a motorcycle endorsement.

- Go to your local exam station and complete a knowledge exam and vision screening.
- Schedule a skills test.
- Present your valid TIPIC and supply a street-legal motorcycle in which to take the on-cycle portion of the exam.

Once you pass the exam, go to the deputy registrar's office and provide proof of your social security number. After that, you will surrender your TIPIC and driver's license, and pay the license fees (which are determined by age) and you will be issued a new driver's license with a motorcycle endorsement on it.

Oklahoma

How To Get Your Motorcycle License In Oklahoma

Oklahoma has a few different types of motorcycle credentials. A motorcycle endorsement in Oklahoma is added to your existing license if it is Class A, B, C, or D. This allows you to operate a motorcycle in addition to your standard automobile driver's license. A motorcycle-only license is just that, it allows you to only operate motorcycles.

Minimum age for a motorcycle endorsement in Oklahoma: is 16 years old.

Minimum age for a motorcycle-only license in Oklahoma: is 14 years old.

To be eligible to operate a motorcycle, you must meet certain requirements such as getting a learner's permit, passing tests, and taking a motorcycle education course if you are under the age of 18.

How To Get A Motorcycle Permit In Oklahoma

To get a motorcycle permit in Oklahoma, you must be at least 14 years of age and visit an Oklahoma DPS driver exam station to:

- Pass a vision and written knowledge exam.
- Provide proof of your full, legal name, date of birth, U.S. citizenship, and identity. For a full list of accepted documents.
- Pay the permit fee of $37.50.

After that, you will receive your motorcycle permit in Oklahoma! A motorcycle permit comes with certain restrictions on it, such as driving hours, passengers, safety gear, and supervision. You are required to hold your permit for 30 days before you can apply for your license or endorsement.

How To Get A Motorcycle Endorsement Or Motorcycle-only License In Oklahoma

To get a motorcycle endorsement in Oklahoma, you must be at least 14 years of age and visit an Oklahoma DPS driver's license examiner station to:

- If you did not take a motorcycle education course, you need to pass an on-cycle road skills test. To schedule your exam. (Note, if you are under the age of 18, you are required to take this course to get a motorcycle license or endorsement in Oklahoma.)
- Prove you hold motorcycle liability insurance.
- If you did take a motorcycle education course, you just need to present the certificate of completion as you may waive the on-cycle skills test.
- If you are under the age of 18, you must have a parent or legal guardian present and provide proof of enrollment in school and reading proficiency.
- Provide proof of your full, legal name, date of birth, U.S. citizenship, and identity. For a full list of accepted documents.
- Pay the license or endorsement fee.
- The fee for a motorcycle endorsement: is $24.
- The fee for a motorcycle-only license: is $37.50.

After that, you will be issued a new driver's license with a motorcycle endorsement or your motorcycle-only license. For a list of motorcycle training schools to take an education course.

Oregon

How To Get Your Motorcycle License In Oregon

Motorcycle licenses in Oregon come in the form of motorcycle endorsements on your standard driver's license.

Minimum age to get a motorcycle endorsement in Oregon: is 16 years old.

You must also meet other requirements such as having a current, standard driver's license and taking a motorcycle education course, payment of fees and earning a motorcycle permit in Oregon.

How To Get A Motorcycle Permit In Oregon

You must be at least 16 years old to get a motorcycle permit in Oregon. If you are over 16, then visit your local DMV office and:

- Provide your current, valid standard Oregon driver's license.
- Provide proof of your name, identity, date of birth, social security number, and Oregon residency.
- Pass a written motorcycle knowledge exam that covers the Oregon driver's handbook.
- Pass a vision test.
- Pay a $23.50 fee for your motorcycle permit.

After that, you will be issued your motorcycle permit in Oregon. It is valid for one year, and you can now use it to practice on a motorcycle and enroll in the required motorcycle education course before you get your license. Your permit comes with certain restrictions on such things as supervision, riding hours, passengers, and safety gear.

Getting Your Motorcycle License In Oregon

First, complete the required motorcycle education course. Then visit your local DMV and:

- Provide your certificate of completion from your motorcycle education course.
- Provide your motorcycle permit.
- Provide your current, valid Oregon driver's license.
- Provide proof of your name, identity, date of birth, social security number, and Oregon residency.

- Pay the applicable motorcycle fee:
- The fee for a motorcycle endorsement on an existing driver's license: is $87.
- The fee for a new driver's license with a motorcycle endorsement: is $144.

After that, you will get your motorcycle endorsement in Oregon. It will go on your new driver’s license and expire at the same time.

Pennsylvania

How To Get Your Motorcycle License In Pennsylvania

The minimum age to get a motorcycle in Pennsylvania is 16 years old.
You must first earn a motorcycle permit in Pennsylvania and pass a motorcycle road exam before you are eligible to get a motorcycle license. If you are under the age of 18, you must also complete a motorcycle safety course.

How To Get A Motorcycle Permit In Pennsylvania

If you are over the age of 16 and want to get a motorcycle permit in Pennsylvania, then go to your area Pennsylvania DOT office that conducts motorcycle testing to:

- Submit a completed permit application. If you are under the age of 18, this application must be signed by your parent or legal guardian.
- Provide proof of your social security number, identity, and residency in Pennsylvania. For a full list of accepted documents.
- Pass a vision screening.
- Pass a written motorcycle knowledge exam that is based on the PennDOT motorcycle manual.

- Pay the permit and license fee.

After that, you will be issued your motorcycle permit in Pennsylvania. This permit is valid for one year and comes with certain restrictions on riding times, supervision, and passengers.

Getting Your Motorcycle License In Pennsylvania

If you are over the age of 16 and want to get a motorcycle license in Pennsylvania, you must already hold a motorcycle permit. If you are under the age of 18, then you must first complete a motorcycle education course.

If you decide not to take a motorcycle safety course, then schedule a motorcycle skills test at your local Pennsylvania Department of Transportation and:

- Pass the motorcycle road exam. (If you take a motorcycle safety course, this exam will be waived.)
- If you are under the age of 18, you must submit a Parent or Guardian Certification that verifies you completed the required 65 hours of riding practice under supervision. If your parent or guardian is not present at the time of this form submission, the signed form must be notarized.
- Present the certificate of completion from your motorcycle safety course, if applicable.
- Provide proof of your social security number, identity, and residency in Pennsylvania. For a full list of accepted documents.
- Provide your motorcycle permit.

After that, you will earn your motorcycle license in Pennsylvania.

Rhode Island

How To Get Your Motorcycle License In Rhode Island

The minimum age to get a motorcycle in Rhode Island is 16 years old.

Motorcycle licenses in Rhode Island come in the form of motorcycle endorsements on your current, standard driver's license. If you are between the age of 16 and 18 years old, you must currently hold a provisional driver's license. If you are over 18 years old, you must hold a standard driver's license. To be eligible for a motorcycle license in Rhode Island, you must also complete a motorcycle education course and hold a motorcycle permit before getting your license.

How To Get A Motorcycle Permit In Rhode Island

First, you must enroll in a motorcycle education course. Note that the Rhode Island DMV only accepts completion certificates of a course from the Community College of Rhode Island. Then:

- Visit your DMV local office branch.
- Provide a valid provisional or standard driver's license.
- Provide a certificate of completion from your motorcycle safety course.
- Submit a completed application.
- Pay the $26.50 permit fee.

After that, you will receive your motorcycle permit. It comes with certain restrictions on highways, supervision, and passengers, and you must hold it for at least 30 days before you apply for your official endorsement.

How To Get A Motorcycle Endorsement in Rhode Island

Visit your DMV local office branch and:

- Provide a valid motorcycle permit.
- Provide a valid driver's license.

- Submit a completed application.
- Pay the $26.50 fee for your license.

After that, you will be issued your motorcycle license in Rhode Island! It comes in the form of an endorsement on your driver's license and will expire when your standard license expires.

South Carolina

How To Get Your Motorcycle License In South Carolina

The minimum age to get a motorcycle in South Carolina is 15 years old.

To get a motorcycle license in South Carolina, you need to pass an on-cycle motorcycle skills exam or take a motorcycle safety education course. If you are younger than the age of 18, you must complete a driver's education and driving course. If you do not already hold a driver's license of another class, you must first get a motorcycle permit before you can get a motorcycle license.

How To Get A Motorcycle Permit In South Carolina

To get a motorcycle permit, you need to visit a South Carolina DMV office to:

- Provide proof of your identity, social security number, South Carolina residency, and legal presence.
- If you are under the age of 18, you must show proof of your parent or legal guardian's consent.
- Submit a completed permit application.
- If you're under the age of 17, show a certificate of attendance for your driver's education school.

- Provide proof of motorcycle insurance.
- Pass a vision test and written knowledge exam.
- Pay the $2 fee for the knowledge exam and the $2.50 fee for the permit.

After that, you will be issued your motorcycle permit in South Carolina! You must hold this permit for at least 180 days before you can apply for your motorcycle license, and the permit comes with certain restrictions on riding hours and supervision.

Getting Your Motorcycle License In South Carolina

Before you can get your license, you must first take and pass an on-cycle road skills test or complete a motorcycle education course. To take the on-cycle road skills test, schedule the exam here and go to your closest DMV testing office. Remember to bring:

- Proof of your social security number, identity, residency in South Carolina, and legal presence in the U.S.
- Your motorcycle permit.
- A motorcycle that is insured and registered.
- Proof of motorcycle insurance and registration.
- Proof of your parent or guardian's consent, if under the age of 18.
- If you're under the age of 17, show a certificate of completion for your driver's education school.
- A completed application for a license
- Payment for the $25 licensing fee.

After that, you will have your motorcycle license!

South Dakota

How To Get Your Motorcycle License In South Dakota

There are three different types of motorcycle credentials offered in South Dakota: Motorcycle instruction permit, motorcycle restricted minor's permit, and motorcycle operator's license. Any applicant under the age of 18 who wants to get motorcycle credentials must obtain a permit before getting a full-operation license.

Minimum age to get an instruction permit: is 14 years old.

Minimum age to get a restricted minor's permit: is 14 years old.

Minimum age to get an operator's license: is 16 years old.

All applicants must pass written and on-cycle road exams or complete a motorcycle education course, pass a vision screening, and pay the required fees.

How To Get A Motorcycle Instruction Permit In South Dakota

If you want to get a motorcycle instruction permit in South Dakota, go to your closest DPS driver's license office with your legal guardian or parent to:

Take a vision test.

Take the written knowledge exams for your standard license (if you do not already have a valid driver's license) and your motorcycle license.

Present proof of your identity, date of birth, social security number, South Dakota residency, and lawful presence in the U.S.

Pay the applicable fee.

After this, you will be given your instruction permit which will be valid for one year. Before you may apply for a motorcycle license, there are restrictions and requirements:

- If you do not enroll in any type of driver's education course, you must hold your permit for 180 days before applying for a motorcycle license.
- If you complete an approved driver's education course, you must hold your permit for 90 days before applying for a motorcycle license.
- If you complete a motorcycle safety course and an approved driver's education course, you only need to hold your permit for 30 days before applying for a motorcycle license.

Instruction permits come with certain restrictions on passengers, supervision, and riding hours.

How To Get A Restricted Minor's Permit In South Dakota

Go to your closest DPS driver's license office with your legal guardian or parent to:

- Take a vision test.
- Take the written knowledge exams for your standard license (if you do not already have a valid driver's license) and your motorcycle license.
- Pass the on-cycle motorcycle skills exam.
- Present proof of your identity, date of birth, social security number, South Dakota residency, and lawful presence in the U.S.
- Pay the applicable fee.

After this, you will be given your restricted minor's permit which will be good for one year. You can hold this permit until you turn 18 when you can transfer to a regular motorcycle license. The restricted permit comes with certain restrictions on riding only with parent or guardian permission, and riding hours.

Getting Your Motorcycle License In South Dakota

Before you can get your motorcycle license, you must have first passed an on-cycle road skills exam or completed a motorcycle safety education course in the past year. It's important to note,

however, you must check with your local licensing office to find which is required for you, as each jurisdiction varies.

Call the DPS at (605) 773-6883 for information regarding testing times and locations. Then go to your local driver licensing office to:

- Take a vision test.
- Provide proof you passed the written and on-cycle road tests, or a certificate of completion for a motorcycle safety course.
- Present proof of your identity, date of birth, social security number, South Dakota residency, and lawful presence in the U.S.
- Pay the $28 fee.

After that, you will have your motorcycle license!

Tennessee

How To Get Your Motorcycle License In Tennessee

There are two different types of motorcycle credentials in Tennessee that you can apply for:

- A motorcycle-secondary license is added to your existing license, and a motorcycle-only license is just that, allowing you to only operate motorcycles.
- Minimum age to get a motorcycle permit in Tennessee: is 15 years old.
- Applicants for a motorcycle license in Tennessee must either complete a motorcycle safety course or pass the written knowledge and skill exams. If you are younger than 18 years old, you should read the additional restrictions for teen applications.

How To Get A Learner's Permit In Tennessee

This is for applicants who are 15 years old and want to get a learner's permit. To do this:

- Go to your closest full-service Department of Safety office.
- Submit proof of school attendance.
- Provide proof of your TN residency, identity, legal presence in the U.S., and social security number.
- Present either a certificate of completion for a motorcycle safety course or pass the written knowledge and road skills exams.
- Pay the $6.50 permit fee.

You will then be issued your learner's permit which is valid for one year. The permit comes with certain restrictions on passengers, highways, displacement size, riding hours, and distance from home. After you turn 16, you may return to a full-service DOS office and get your permit upgraded to an unrestricted permit without having to take any additional tests.

Getting Your Motorcycle License In Tennessee

If you're ready to get your motorcycle license, go to a full-service DOS office and:

- Provide proof of your TN residency, identity, legal presence in the U.S., and social security number.
- Present either a certificate of completion for a motorcycle safety course or pass the written knowledge and road skills exams.
- Pay the applicable license fees, which vary by license type:
- Learner permit: $6.50
- Motorcycle-only license: $29
- Motorcycle-secondary license: $55

After that, you will have your motorcycle license! A motorcycle-only license is valid for 8 years, while a motorcycle-secondary license is valid as long as your standard license is.

Texas

How To Get A Motorcycle License In Texas

To get a motorcycle license in Texas you must have either taken an in-class driver's education course for a Class C license (driver's license) or already hold a Class C license or learner's license. You must also complete an approved motorcycle safety course. Those under the age of 18 are required to complete a written knowledge exam, obtain a learner's license, and pass a road skills exam.

Go to your local DPS driver's license office and:

- Provide a certificate of completion for a motorcycle safety course.
- Provide either a provisional Class C license, a certificate of completion for a driver's education course, or a Class C learner's license.
- Provide proof of your identity, social security number, legal presence in the U.S., and Texas residency.
- Pay the required fees.

If you are under the age of 18, you must also bring your parent or guardian to the DPS office and present verification of school enrollment, and pass a road skills test.

After that, you will have your unrestricted Class M license that will be valid for 6 years for those over 18. For those under the age of 18, the license will have to be renewed when you turn 18.

Utah

How To Get A Motorcycle License In Utah

The minimum age to get a motorcycle in Utah is 16 years old.

Motorcycle certification comes in the form of an endorsement on your standard driver's license. To be eligible to apply for a motorcycle endorsement in Utah, you must already have a standard driver's license, pass a written exam and skills test to earn a motorcycle permit, fill out a medical questionnaire, and pay the required fees. If you take an approved Utah motorcycle rider course, you do not have to take the skills test.

How To Get A Motorcycle Permit In Utah

Go to your closest Driver License Division office to:

- Submit your standard Utah driver's license.
- Two documents that prove your residency.
- Submit a completed license application.
- Complete a medical questionnaire.
- Pass a vision test and a written motorcycle exam. You could be required to pay a fee for the written test. Contact your local office for details.
- Have a photo taken.

After this, you will be given your motorcycle permit which comes with certain restrictions on passengers, riding hours, and riding speed. If you are under 19 years old, you must hold your permit for at least two months before you can take the skills test. If you take a motorcycle rider course, you will be exempt from the skills test.

How To Get A Motorcycle Endorsement In Utah

If you complete a motorcycle rider course, you may skip this next step. If not, then schedule an appointment with the same DLD office where you took your written test and:

- Bring your standard driver's license and your motorcycle permit.
- Pass the on-cycle skills test.

- Fill out an application for a license or ID card.
- Pay the $9.50 endorsement fee.

After that, your new license with your endorsement will be sent to you in the mail within eight weeks!

Vermont

How To Get Your Motorcycle License In Vermont

Minimum age to apply for a motorcycle license in Vermont: is 16 years old. Applicants under the age of 17 must have the signature of a parent or guardian before applying.
You must already have a Vermont driver's license or junior operator license, pass a written exam to earn your motorcycle permit, pass a skills test, and pay the required fees. If you complete a motorcycle education course, you may waive the exams at the DMV as long as you are 16 years old and have a Vermont driver's license.

How To Get A Motorcycle Permit In Vermont

If you complete a motorcycle education course, you may skip this part. Otherwise, schedule an appointment with your closest DMV office to:

- Pass the written motorcycle knowledge exam.
- Pay the required $9 exam fee and the $20 permit fee.

If you do not pass your knowledge exam on the first try, you must wait at least one day before retaking it. Once you pass, you will be given your motorcycle permit to practice riding as long as you adhere to the restrictions on passengers, riding times, and out-of-state riding. Your permit is valid for 120 days.

Getting Your Motorcycle License In Vermont

If you complete a motorcycle education course, you may skip this part. Otherwise, schedule an appointment with your closest DMV office and:

- Provide your standard Vermont driver's license.
- Provide your motorcycle permit.
- Bring a motorcycle that is in good condition, inspected, and insured.
- Bring approved eye protection and a helmet.
- Pay the required $19 road test fee.

If you do not pass on your first try, you must wait one week before you retake the test. After that, you will receive your motorcycle license!

Virginia

How To Get Your Motorcycle License In Virginia

Minimum age to apply for a motorcycle license in Virginia: is 15 years and 6 months.
If you are under the age of 18, you must complete a driver's education program. All applicants must pass a motorcycle knowledge test to earn their motorcycle permit, take a motorcycle skills test, and pay the required fee. As long as you are 19 years old, you can waive the testing and permit process by taking a Virginia Rider Training Program.

How To Get A Motorcycle Permit In Virginia

As long as you are 19 years old and you complete a rider training course, you may skip this part. Otherwise, visit your closest DMV office to:

- Take a vision screening.

- Pass a written motorcycle knowledge test that covers the Virginia Motorcycle Manual and Virginia Driver's Manual. You are required to take this test if you do not already have a driver's license or you are applying for a motorcycle-only license.
- Pay the required $3 permit fee.

After this, you will be issued your motorcycle permit which is valid for one year and comes with certain restrictions on supervision, safety gear, and riding hours. If you are over the age of 18, you are required to hold your permit for 30 days before taking the next step for your license. If you are under the age of 18, you are required to hold your permit for 9 months before you may apply for your license.

Getting Your Motorcycle License In Virginia

As long as you are 19 years old and you complete a rider training course, you may skip this part. Otherwise, contact your closest DMV customer service center that provides on-cycle testing to schedule a testing time. Then:

- Bring your motorcycle permit.
- Bring a motorcycle that has valid plates and inspection stickers.
- Bring an approved helmet, face shield, and eye protection.
- Pay the motorcycle license fee of $6 for each year the license is valid.

After that, you will be given your motorcycle license in Virginia!

Washington

How To Get Your Motorcycle License In Washington

The minimum age to get a motorcycle endorsement in Washington is 16 years old.

A motorcycle license in Washington comes as an endorsement on your current license. Applicants under the age of 18 must pass a motorcycle education course and have the permission of a parent or guardian to get their endorsement. Applicants must pass a motorcycle knowledge and skills exam either by taking a motorcycle safety course or through a training school and pay the required endorsement fees.

How To Get A Motorcycle Permit In Washington

To get a motorcycle permit in Washington, you must first pass a motorcycle knowledge exam at a motorcycle training school. After that, take your score sheet within 180 days to your local DOL office and:

- Bring your Washington driver's license.
- Pay the $15 fee for the permit.

After that, you will be issued your motorcycle permit which is good for 90 days and comes with restrictions on passengers and riding times.

Getting Your Motorcycle License In Washington

To get a motorcycle permit in Washington, you must first pass a motorcycle knowledge exam at a motorcycle training school or a motorcycle safety course. After that, take your score sheet or certificate of completion to your local DOL office within 180 days.

To get your license:

- Go to your area licensing office and submit either your completion certificate from your motorcycle safety course or your score sheet from a motorcycle training school.
- Provide your Washington driver's license.
- Provide your motorcycle permit, if applicable.
- Pay the motorcycle endorsement fee.

After that, you will be given your motorcycle endorsement in Washington!

West Virginia

How To Get Your Motorcycle License In West Virginia

The minimum age to get a motorcycle in West Virginia is 16 years old.

If you are under the age of 18, you must also complete all the requirements to get an intermediate driver's license before you apply for a motorcycle license. All applicants must pass a written knowledge exam to get a motorcycle permit and pass a motorcycle driving test either with the DMV or through a motorcycle education course.

How To Get A Motorcycle Permit In West Virginia

Go to your local DMV office and:

- Provide proof of your identity and West Virginia residency.
- Pass a written motorcycle knowledge exam.
- Pay the required fee of $5.

After that, you will be given your motorcycle permit which is good for 90 days and comes with restrictions on passengers and riding hours. You must hold your permit for seven days before you are allowed to test for your motorcycle license in West Virginia.

Getting Your Motorcycle License In West Virginia

Before you can apply for your license, you need to pass an on-cycle skills test. You can take this test either through the DMV or through a motorcycle education course. To take this test at the DMV, call to schedule a testing appointment.

After you pass your skills test, then go to the DMV and bring:

- Your standard driver's license.
- Your motorcycle permit.
- Proof you completed the motorcycle skills exam either through the DMV or through a motorcycle education course.
- Payment for the motorcycle licensing fee.

You have the option to get a motorcycle endorsement on your standard driver's license or to get a motorcycle-only license which only allows you to operate a motorcycle. After you choose which license you would like, it will be issued to you.

Wisconsin

How To Get Your Motorcycle License In Wisconsin

The minimum age to get a motorcycle license in Wisconsin is 16 years old.
If you are under the age of 18, you must have a sponsor sign your permit or license, complete a driver's education course, and provide a certificate of completion or proof of enrollment in a basic motorcycle rider course. All applicants must pass a Wisconsin motorcycle driving test, and exams for knowledge, road signs, and vision to earn their motorcycle permit. After you earn your permit, you must pass an on-cycle skills test and pay the required fees to get your license.
If you complete a Basic Rider Course, you will be exempt from the on-cycle exam portion with the DMV.

How To Get A Motorcycle Permit In Wisconsin

You must be at least 16 years old to apply for a motorcycle permit. If you are under the age of 18, then you must have a sponsor sign your permit or license, complete a driver's education course, and provide a certificate of completion or proof of enrollment in a basic motorcycle rider course.

To get your motorcycle permit, go to your local DMV office and:

- Bring your valid, standard driver's license.
- Pass a written knowledge and road sign exam and a vision test.
- Pay the $32 permit fee.

After that, you will be issued your permit to practice riding a motorcycle. Your permit is valid for six months and comes with restrictions on safety gear, riding hours, and supervision.

Please note, if you take and pass a Basic Rider Course, you can waive this part of the process.

To take the Wisconsin motorcycle driving test, schedule an appointment with the DMV and bring:

- A motorcycle.
- An approved helmet and eye protection.
- Payment for the $15 fee.

After you pass the test, the last step is to get your license!

Getting Your Motorcycle License In Wisconsin

Visit your area DMV and bring:

- Your valid, standard driver's license.
- Your motorcycle permit.
- A certificate of completion for a Basic Rider Course or proof that you passed your skills exam.
- Payment for the license fee

After that, you will be issued your motorcycle license!

Wyoming

How To Get Your Motorcycle License In Wyoming

The minimum age to get a motorcycle permit in Wyoming is 15 years old. The minimum age to get a motorcycle license in Wyoming is 17 years old.
All applicants must pass a written motorcycle test to earn their permit before they are issued their license. After that, you must pass a skills test to get your full license. If you take a motorcycle education course, you will be exempt from the written and skills test.

How To Get A Motorcycle Permit In Wyoming

If you are at least 15 years old, then go to your closest Wyoming DOT office and:

- Take a written motorcycle test. If you take a motorcycle education course, you will be exempt from this test.
- Pass a vision screening.
- Pay the permit fee of $10 for a restricted instruction permit for riders under 16 years old,
- or $20 for a basic instruction permit for those who are over 16 years old.

A restricted instruction permit is valid for 90 days and restricts you from carrying passengers.

If you take a motorcycle education course, you will be exempt from this test. However, if you would rather take the skills exam through the Department of Transportation, then schedule an

appointment at an office that provides on-cycle testing. There could be additional fees for this portion of the test.

How To Get Your Motorcycle Endorsement

Go to your local Wyoming Department of Transportation office and bring:

- Proof you passed your written and skills test, or a certificate of completion for a motorcycle education course if applicable.
- Your motorcycle permit, if applicable.
- Payment for the $6 endorsement fee.

If this is the first driver's license you have applied for in Wyoming, then you should also bring proper identification and payment for the $40 license fee.

After that, you will be issued your motorcycle endorsement on a new driver's license.

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Motorcycle Safety Courses & Licensing Resources - By State

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https://www.dmv.org/al-alabama/motorcycle-manual.php
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https://training.msf-usa.org/res/street/enroll/sites.aspx?ctgd=KQR6IAigfbpepns%2FZENM7A%3D%3D&zc=MaEJc0dPp2MtILvrvhhhCA%3D%3D

Arizona

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https://www.dmv.org/me-maine/drivers-ed.php
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Ohio

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Index

Acronyms:

ABCDs Of Motorcycling:

ABS: **Anti-Lock Braking System** is a safety anti-skid braking system used on motorcycles and most modern vehicles.

BRC: The **Basic RiderCourse** is designed to teach students the essential skills needed for safely operating a motorcycle.

CDC: **Centers for Disease Control and Prevention** is the federal agency in the United States that protects public health.

DMV: The **Department of Motor Vehicles** is a federal agency in the United States that handles licensing and vehicle registration.

DPS: The **Department of Public Safety** is a federal agency responsible for drivers license administration and law enforcement.

FINE-C: An acronym that represents the five actions riders must do to start a motorcycle (**Fuel, Ignition, Neutral, Engine Cut-Off Switch, and Choke/Clutch**)

MSF: Motorcycle Safety Foundation is an organization that encourages motorcycle safety and education across the United States.

MVD: The **Motor Vehicle Division** is an alternate institution similar to the DMV, however the phrasing is different, and is used in some states such as New Mexico.

NHTSA: The **National Highway Traffic Safety Administration** NHTSA is a U.S. government agency that is responsible for setting and enforcing safety standards for motor vehicles.

T-CLOCS:

The T-CLOCS system is a pre-ride safety check that was developed by the Motorcycle Safety Foundation. It stands for **Tires, Controls, Lights, Oil, Chassis, and Side Stand**.

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