

Oregon Motorcycle and Moped Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 - 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. In downshifting, what is the action described as the second step?**
 - A. Roll off throttle as you squeeze in the clutch lever again.**
 - B. Ease the clutch out as you roll on the throttle.**
 - C. Release the shift lever after each shift is completed.**
 - D. Press down firmly (but don't stomp) on shift lever.**

- 2. Which SIPDE step involves deciding on a course of action?**
 - A. Decide**
 - B. Identify**
 - C. Scan**
 - D. Execute**

- 3. According to Oregon law, can motorcycles ride between rows of stopped or moving vehicles?**
 - A. Yes, in certain situations**
 - B. NO, motorcycles CANNOT**
 - C. Only during rush hours**
 - D. Only if the vehicle is signaling**

- 4. Which statement about riding in the center portion of your lane is true?**
 - A. It helps discourage others from sharing your lane**
 - B. It makes it harder to see your own mirrors**
 - C. It increases your likelihood of being hit from behind**
 - D. It has no impact on safety**

- 5. What happens on downhill riding with a three-wheel motorcycle?**
 - A. Gravity reduces braking requirement; accelerate downhill.**
 - B. Gravity increases the amount of braking force to slow/stop vehicle. Begin slowing earlier for cornering or stopping.**
 - C. You should brake later on downhill to avoid skidding.**
 - D. Downhills require same braking as flat, no adjustment.**

- 6. The lift of the sidecar during a right turn is greater when the sidecar is empty or light.**
- A. Not specified**
 - B. True**
 - C. False**
 - D. Depends on speed**
- 7. Tell your passenger to tighten their hold when you...**
- A. Approach surface problems, are about to start from a stop, or are about to stop or make a sharp turn.**
 - B. Turn on the turn signal lights.**
 - C. Take a photo.**
 - D. Open the throttle.**
- 8. Which statement best describes the choke and engine warm-up?**
- A. The choke should be left ON after warming up.**
 - B. The choke is not necessary on any motorcycle.**
 - C. The choke is used to enrich the fuel and should be turned OFF when warmed.**
 - D. The choke increases fuel consumption.**
- 9. What is lane splitting?**
- A. Sharing a lane with a car while passing them**
 - B. Riding in parallel in the same lane as another motorcyclist**
 - C. Riding between two lanes**
 - D. Riding in a bike lane**
- 10. Using both your front and rear brakes, what effect does it have on stopping distance?**
- A. Shortens stopping distance.**
 - B. Lengthens stopping distance.**
 - C. Has no effect.**
 - D. Causes wheel lock.**

Answers

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1. D
2. B
3. B
4. A
5. B
6. B
7. A
8. C
9. A
10. A

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Explanations

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1. In downshifting, what is the action described as the second step?

- A. Roll off throttle as you squeeze in the clutch lever again.**
- B. Ease the clutch out as you roll on the throttle.**
- C. Release the shift lever after each shift is completed.**
- D. Press down firmly (but don't stomp) on shift lever.**

In downshifting, after you prepare the bike for a lower gear, the next distinct action is to press down firmly on the shift lever to engage that lower gear. This deliberate downward press is what actually changes the gear, and doing it with control (not stomping) helps the gears mesh smoothly and avoids a grunt or missed shift. After the gear is engaged, you can smooth the clutch release and apply throttle to match engine speed for a clean, connected shift. The other actions describe throttle or clutch movements that occur around the shift but do not represent the gear-change step itself.

2. Which SIPDE step involves deciding on a course of action?

- A. Decide**
- B. Identify**
- C. Scan**
- D. Execute**

Decide is the stage where you choose a safe course of action based on what you've predicted about how other road users and conditions will behave. After you've scanned the road to spot hazards and identified them, you predict how those hazards might respond. Then you weigh options and pick the best maneuver to stay safe—like easing off the throttle, changing your position or lane to open space, or slowing to a stop if needed. The next step would be to carry out that chosen action. Scanning is about looking ahead, identifying is recognizing hazards, and predicting is estimating what will happen next; none of those involve selecting and committing to the actual maneuver you'll perform.

3. According to Oregon law, can motorcycles ride between rows of stopped or moving vehicles?

- A. Yes, in certain situations**
- B. NO, motorcycles CANNOT**
- C. Only during rush hours**
- D. Only if the vehicle is signaling**

In Oregon, motorcycles may not ride between rows of stopped or moving vehicles. You must stay in your own lane and avoid weaving through traffic between lanes. This rule exists because riding between cars significantly increases the risk of being sideswiped, hit by a door, or caught off guard by a driver's lane change or signal misperception. Therefore, there are no legal situations in which riding between rows is permitted, regardless of rush hour or whether other drivers are signaling. If you need to pass, do so with a legal and safe lane change using proper signaling and spacing.

4. Which statement about riding in the center portion of your lane is true?

- A. It helps discourage others from sharing your lane**
- B. It makes it harder to see your own mirrors**
- C. It increases your likelihood of being hit from behind**
- D. It has no impact on safety**

Positioning the motorcycle in the center of the lane is a safety tactic that increases your visibility and the space you have to maneuver. When you ride in the center, other drivers see you more clearly and there's less room for someone to squeeze into the lane beside you, which helps deter them from trying to share your lane. This center position also gives you a wider buffer on both sides to react to hazards, open doors, or vehicles drifting into your lane. It doesn't make it harder to check your mirrors—you can still monitor traffic effectively—and it doesn't raise the risk of being hit from behind; being more visible generally reduces that risk. So, the center lane position is a practical way to discourage lane sharing and enhance safety.

5. What happens on downhill riding with a three-wheel motorcycle?

- A. Gravity reduces braking requirement; accelerate downhill.**
- B. Gravity increases the amount of braking force to slow/stop vehicle. Begin slowing earlier for cornering or stopping.**
- C. You should brake later on downhill to avoid skidding.**
- D. Downhills require same braking as flat, no adjustment.**

When you ride downhill, gravity adds speed and momentum, so the braking system has to work harder to slow you down. That means you should begin braking earlier so you can smooth out your speed before you reach a corner or a stop, giving you control and time to respond to changes in the road. Even though a three-wheel motorcycle can feel more stable in straight-line braking, waiting to brake until you're near the bottom or the turn increases the risk of losing control or skidding. The right approach is to plan and start braking sooner on a grade, then modulate smoothly as you descend and approach turns or stops.

6. The lift of the sidecar during a right turn is greater when the sidecar is empty or light.

- A. Not specified**
- B. True**
- C. False**
- D. Depends on speed**

When a sidecar rig corners, the forces from turning cause the motorcycle to lean and transfer weight across the wheels. The sidecar is fixed to the frame, so the amount of downward force on its wheel depends on how much weight is on that side. If the sidecar is empty or light, there isn't much weight to press the wheel into the ground, so the lean and lateral forces of the turn can lift the sidecar off the ground more easily. A heavier sidecar adds downward force and inertia, making it harder for the wheel to rise. So, in a right turn, the sidecar tends to lift more when it's empty or light, even though speed can influence the overall amount of lift.

7. Tell your passenger to tighten their hold when you...

- A. Approach surface problems, are about to start from a stop, or are about to stop or make a sharp turn.**
- B. Turn on the turn signal lights.**
- C. Take a photo.**
- D. Open the throttle.**

The important idea here is knowing when your passenger should brace for stability. You tell them to tighten their hold in situations where the bike's balance is about to be challenged—like when you're approaching surface problems (potholes, gravel, uneven pavement), when you're about to start from a stop, when you're about to stop, or when you're about to make a sharp turn. In these moments your speed and lean can change quickly, and a firm grip helps the rider and passenger stay coordinated and reduces the chance of a stumble or injury. Turning on turn signals, taking a photo while riding, or merely opening the throttle aren't the moments you cue a tighter grip. Signals are a separate safety step, photos are dangerous while moving, and while acceleration is a part of riding, the brace-to-stability cue is most needed for those specific changes in motion or road conditions.

8. Which statement best describes the choke and engine warm-up?

- A. The choke should be left ON after warming up.**
- B. The choke is not necessary on any motorcycle.**
- C. The choke is used to enrich the fuel and should be turned OFF when warmed.**
- D. The choke increases fuel consumption.**

The choke's job is to enrich the fuel-air mix to help a cold engine start and run smoothly until it reaches operating temperature. When the engine is warm, you should turn the choke OFF so the mixture returns to normal. Leaving it on after warming up makes the mixture too rich, which can cause rough idle, black exhaust, fouled plugs, and wasted fuel. Some bikes today use electronic cold-start enrichment or no choke at all, but for carbureted engines the practice is to disable the choke once warm. This is why the statement about the choke enriching the fuel and being turned off when warmed is the best description.

9. What is lane splitting?

- A. Sharing a lane with a car while passing them**
- B. Riding in parallel in the same lane as another motorcyclist**
- C. Riding between two lanes**
- D. Riding in a bike lane**

Lane splitting is riding between two lanes of traffic in the same direction, slipping through the gaps between vehicles to pass slower cars. This is different from sharing a lane with a car, where you stay in the same lane as the car. It's also not riding side by side in the same lane with another motorcyclist, which would be traveling parallel within one lane. And it isn't riding in a bike lane, which is a separate space up beside or near the roadway. Laws about lane splitting vary by state, so it's important to know the local rules and ride with care.

10. Using both your front and rear brakes, what effect does it have on stopping distance?

- A. Shortens stopping distance.**
- B. Lengthens stopping distance.**
- C. Has no effect.**
- D. Causes wheel lock.**

Using both brakes increases the total braking force you can apply, which shortens your stopping distance. The front brake provides most of the stopping power because braking transfers weight forward, pressing the front tire harder into the road. The rear brake adds additional deceleration and helps keep the bike stable, reducing the chance of skidding as you slow. When you apply both smoothly, you reach maximum deceleration sooner and stop sooner than you would by using only one brake. In wet or slippery conditions, you still want to use both but with careful, gradual pressure to avoid locking the wheels; locking wheels can dramatically increase stopping distance. So, braking with both brakes properly is the most effective way to reduce stopping distance.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://oregonmotorcyclemoped.examzify.com>

We wish you the very best on your exam journey. You've got this!

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