
First Army Motorcycle Mentorship Program



First Army Safety Office
v1.09, 5 Dec 11

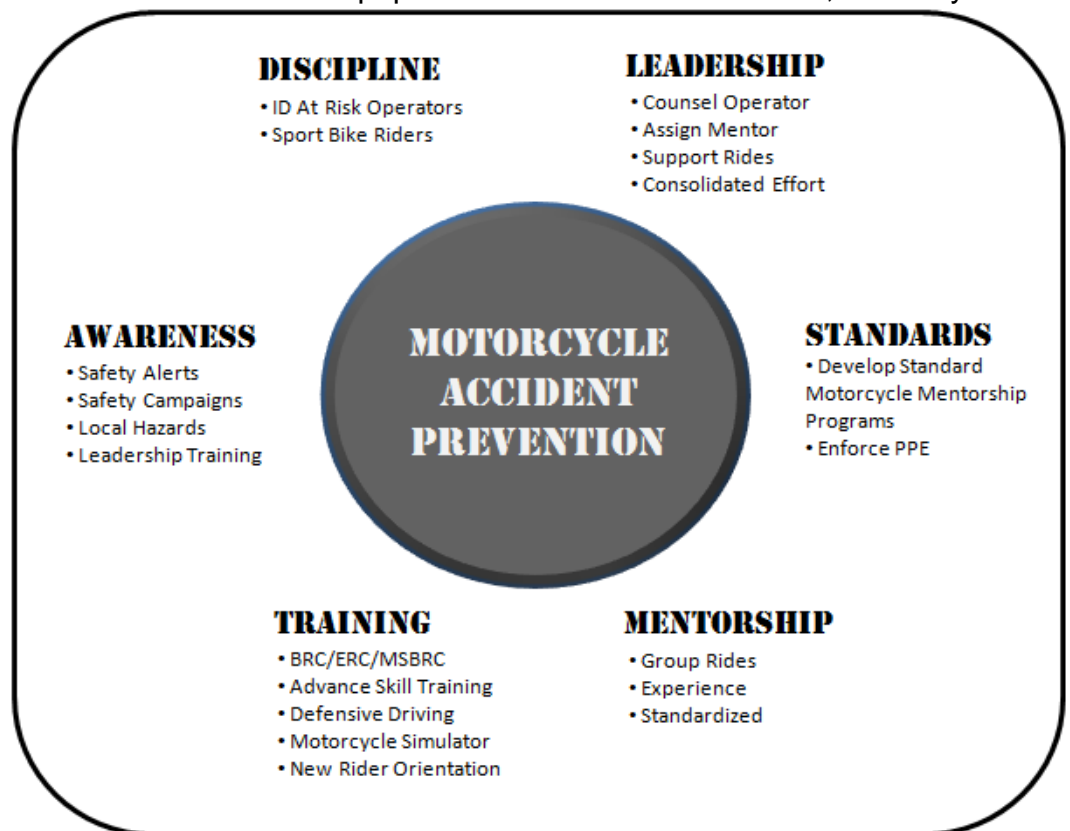
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Introduction

There is no doubt that motorcycles are gaining popularity across the country, our Army, and First Army. Privately owned motorcycle (POM) accidents are the number one killer of our First Army teammates! 80% of all First Army fatalities are a result of motorcycle mishaps. Motorcycle mishaps across the Army resulted in 235 Soldier fatalities from FY 04 through FY 09. Collected accident data revealed that more than half of the motorcycle fatalities were the result of single vehicle accidents that involved riders exercising poor risk management, poor judgment and indiscipline. Historically, riders between the ages of 18 and 25 are the Army's 'at risk' population. However, over the last four years, there has been an increase in the risk age group, which now includes the 23 to 33 year old riders. AR 385-10 outlines requirements for both government/privately owned motorcycles and all terrain vehicles (ATV). FORSCOM Regulation 385-1 dated 01 May 11, has additional requirements, one of which is that all commanders establish a motorcycle mentorship program that, as a minimum, ensures inexperienced riders are mentored. This document is a collection of best practices and lessons-learned provided by some of our senior motorcycle mentors within First Army. Other available tools include the *First Army Motorcycle Safety Riding Guide*, the best practices lists available at <https://safety.army.mil/mmp> and the Motorcycle Safety Foundation (MSF) Website at <http://online2.msf-usa.org/msf/Default.aspx>. These resources are integral to creating safe riders and highly successful Motorcycle Mentorship Programs (MMPs). Motorcycle mentorship is one way leaders can stay engaged; it provides a direct link to the rider populations within our formations, and truly makes a

difference. There is no doubt that motorcycles are inherently dangerous to ride, but with proper training, sound decision-making skills, PPE, peer pressure, and mentoring, our Soldiers can enjoy a better and safer riding experience and that will allow them to remain Army Strong!



Responsibilities

First Army/Division Commanding Generals

- Work closely with IMCOM to ensure best utilization of training resources/funding
- Appropriate funds to support motorcycle training for our First Army teammates if not provided thru IMCOM channels

Brigade Commanders

- Develop written motorcycle mentorship programs
- Identify and place on orders a primary and alternate brigade motorcycle mentor
- Allocate training resources for motorcycle mentors
- Develop a policy letter directing motorcycle mentorship/safety expectations

Battalion/Company Commanders

- Identify and personally counsel all motorcycle operators within their command in any status, i.e. active, mobilized, or Troop Program Unit (TPU)
- Track the following minimum data for all POM operators:
 - Motorcycle Safety Foundation (MSF) Course Certification(s)
 - T-CLOCS inspections
 - Privately Owned Motorcycle (POM) Counseling
 - State Drivers License info to include Motorcycle Operators Endorsement
- Support and promote unit-level motorcycle mentorship programs/training events
- Hold individual POM operators accountable for all actions/inactions

Safety Team

- Promote periodic motorcycle safety messages in conjunction with Public Affairs Office
- Investigate accidents, produce Safety Alerts and provide predictive analysis
- Provide oversight of unit-level MMPs during OIP/SAVs

PAO

- Increase motorcycle safety awareness
- Review and publish pertinent motorcycle safety messages

Motorcycle Mentors

- Manage the Motorcycle Accident Prevention Program for the commander

- Coordinate/oversee motorcycle mentorship program training events
- Assist command in identifying 'at-risk riders' and provide training options

Motorcycle Operators

- Self-report status as a motorcycle operator
- Seek training that meets and preferably exceeds standards
- Actively participate in Motorcycle Mentorship Program
- Welcome and deliver positive peer-to-peer counsel on behavior changes for safety
- Choose the appropriate motorcycle based on size, weight, and purpose
- Self-assess risk and inform supervisor

Directives and Regulations

Excerpt of DoDI 6055.4, *DoD Traffic Safety Program* dated 20 April 2009 w/Change 1 dated 02 April 2010, Paragraph 4f, 4g, 4h:

Motorcycle Operator Training

Provide entry-level rider training addressing the minimum skills necessary to begin street riding safely, and provide opportunities for renewal training (i.e., life-long learning) for motorcycle operators throughout their riding careers.

(1) Initial Training

(a) Require all military personnel who ride or intend to ride a motorcycle, regardless if the military member intends to register their vehicle on the installation, and all operators of Government-owned motorcycles to attend and complete the motorcycle rider training required in paragraph 4.f.(1)(c) of this enclosure.

(b) Absent exceptional circumstances, provide training within 30 days of requests for training. Installation commanders may authorize properly licensed or permitted operators awaiting training to ride on an installation roadway subject to any restrictions imposed by such permit.

(c) Include an appropriate Motorcycle Safety Foundation (MSF) course or DUSD (I&E) endorsed, State-approved, curriculum for motorcycle operator's safety training. Provide certified or licensed rider coaches and include hands-on training, a riding skills evaluation, and a knowledge-based evaluation. Accept the completion card of any MSF course or DUSD (I&E)-endorsed course that includes written and riding evaluations as proof of successful completion of the required training.

(d) Civilian visitors or contracted laborers that are properly licensed to ride a motorcycle shall not be required to receive service sponsored training, or to prove that they have taken other motorcycle training in order to operate a motorcycle on a DoD installation.

(2) Refresher Training

Encourage operators to complete refresher training after 5 years of inactivity, the acquisition of a new motorcycle, or a major geographic relocation.

(3) Failure to Attend Scheduled Training

Take appropriate administrative or disciplinary actions for personnel who fail to attend scheduled training including restricting operation of the motorcycle.

Off-Road Training

Require additional performance-based training for on-installation operation of off-road vehicles controlled by morale, recreation, and welfare organizations and privately owned off-road vehicles. Encourage personnel who operate privately owned all-terrain vehicles (ATVs) or off-road motorcycles off-installation to complete appropriate operator safety training.

Tactical Motorcycle and ATV Training

Provide operators of Government-owned tactical motorcycles with initial training for motorcycles as required in paragraph 4.f.(1) of this enclosure and with training tailored to satisfy specific mission objectives. Government-owned ATV operators shall complete the Specialty Vehicle Institute of America-based course and training tailored to satisfy specific mission objectives.

Excerpt of AR 385-10, *The Army Safety Program w/RAR* dated 4 October 2011, Paragraph 11–9, Motorcycle Safety:

a. Licensing.

(1) Operators of Government-owned and privately owned motorcycles (both street and off-highway versions) on Army installations must be appropriately licensed to operate on public highways except where not required by the applicable SOFA or local laws.

(2) A valid Optional Form (OF) 346 or DA Form 5984E (Operator's Permit Record) fulfills the licensing requirement for operators of tactical motorcycles.

(3) Where state or local laws applicable to the installation require special licenses to operate privately owned motorcycles, motorized bicycles (mopeds), motor scooters, or all-terrain vehicles (ATVs), such license requirements, at a minimum, shall be required for operating those vehicles on Army installations.

(4) Minibikes, pocket bikes, and similar vehicles do not meet Federal highway safety standards and, therefore, will not be operated on installation roads. These vehicles may be operated in designated areas (off-installation roads) as designated by the senior commander.

(5) Motorcycle riders who operate motorcycles on or off post must comply with the skills training, licensing, and permit requirements of their state, HN, or SOFA.

(6) All civilian personnel or contracted laborers that are properly licensed to ride a motorcycle shall not be required to receive service-sponsored training or to prove that they have taken other motorcycle training in order to operate a motorcycle on a DOD installation.

(7) DOD civilians and authorized dependants may attend Army-provided training at no cost to the individual on request. However, priority of training must be—

- (a) Soldiers and other Service members on Joint bases.
- (b) Department of the Army civilians who request training.
- (c) DOD civilians on Joint bases who request training.
- (d) Authorized dependants.

(8) Retirees on a space available basis at no cost to the government.

b. Progressive Motorcycle Program. The Army Progressive Motorcycle Program is designed to consistently keep motorcycle operator training current and sustain or enrich rider skills. The program consists of the following courses: BRC, ERC, MSRC, and MRT.

(1) Prior to operating any motorcycle, Soldiers will successfully complete an appropriate MSF-based BRC course or DUSD(I&E)-endorsed, State-approved curriculum for motorcycle operator's safety training.

(2) Based on the type of motorcycle(s) owned and operated, Soldiers complete either ERC or the MSRC within 12 months of completing the BRC.

(3) The Army standard basic motorcycle riders course is an appropriate MSF-based BRC or DUSD(I&E)-endorsed, State-approved curriculum for motorcycle operators' safety training. Training must be conducted by certified or licensed rider coaches and include classroom instruction on technical and behavioral subjects, hands-on training, a riding skills evaluation, and a knowledge-based evaluation. Installations will accept the completion cards of the MSF BRC course or DUSD(I&E)-endorsed course that includes written and riding evaluations as proof of successful completion of the required training.

(4) The MRT will be provided for any (motorcycle licensed and endorsed) Soldier owning the motorcycle and returning from a deployment greater than 180 days. The

MRT will be conducted prior to any Soldier operating his or her motorcycle on a public or private street or highway with the exception of riding to the training site or location. The MRT will be conducted on the individual's own motorcycle to confirm ability to safely handle their motorcycle versus taking training on a smaller size/cc training motorcycle. Training will be provided through the Army Traffic Safety Training Program contractor or may be conducted at the unit level using the USACR/SC MRT DVD, which is available on request.

(5) Absent exceptional circumstances, provide training within 30 days of requests for training. Senior commanders may authorize properly licensed or permitted operators awaiting training to ride on an installation roadway subject to any restrictions imposed by such a permit.

(6) Every 3 years following completion of the ERC or the MSRC, operators shall complete motorcycle sustainment training. Sustainment training shall mirror motorcycle course selection as outlined in paragraph 11-9b(2), or another State-approved motorcycle safe riding course. Additionally, if after a 3-year period of inactivity, the acquisition of a new or change in motorcycle(s), or a major geographic relocation, operators shall complete sustainment training. Sustainment training shall be mandated as of 1 October 2011. Operators may take advanced level training at no expense to the government to meet the sustainment training requirement. Commanders are not authorized to waive or defer sustainment training.

(7) Personnel who operate privately owned ATVs or motorcycles off road should complete appropriate operator safety training.

c. Motorcycle vehicle equipment.

(1) When operated on any DOD installation, in both on- and off-road modes, all Government-owned or privately owned motorcycles, mopeds, motor scooters, and ATVs (when equipped) must have headlights turned on at all times, except where prohibited by military mission, the SOFAs, or local laws.

(2) Motorcycles shall be equipped with both a left-hand and right-hand rearview mirror mounted on the handlebar or fairing. (Note that Government-owned off-road motorcycles on tactical missions or training are exempt from this requirement.)

d. Motorcycle and all-terrain vehicle rider protection. Commanders will ensure that all individuals covered by this regulation and all persons at any time on an Army installation wear the following PPE while riding motorcycles and ATVs. Commanders are highly discouraged from adding PPE requirements at the local level.

(1) *Helmets.*

(a) For personnel riding motorcycles and ATVs in the United States, helmets shall be certified to meet DOT Federal Motor Vehicle Safety Standard No. 218, United Nations Economic Commission for Europe Standard 22-05, British Standard 6658, or Snell

Standard M2005 in accordance with DODI 6055.04, April 20, 2009, references (v), (w), (x), and (y).

(b) For personnel riding motorcycles and ATVs outside the United States, helmets must meet the HN standards. In those instances where the HN has no standard, helmets must, at a minimum, meet the DOT Federal Motor Vehicle Safety standard.

(c) All helmets shall be properly fastened under the chin.

(2) *Eye protection.* Eye protection designed to meet or exceed ANSI Z87.1, reference (z) for impact and shatter resistance includes goggles, wraparound glasses, or a full-face shield (properly attached to a helmet). A windshield or fairing does not constitute eye protection.

(3) *Foot protection.* Foot protection includes sturdy over-the-ankle footwear that affords protection for the feet and ankles (durable leather or ballistic-type cloth athletic shoes that cover the ankles may be worn).

(4) *Protective clothing.* Protective clothing includes long-sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens made from leather or other abrasion-resistant material. Motorcycle jackets and pants constructed of abrasion-resistant materials such as leather, Kevlar®, or Cordura® and containing impact-absorbing padding are strongly encouraged. Riders are encouraged to select PPE that incorporates fluorescent colors and retro-reflective material.

(5) *Tactical motorcycle and Government-owned tactical ATV rider protection.* The PPE for Government-owned motorcycle and ATV operators during off-road operations should also include knee and shin guards and padded gloves.

(6) *Off-road operations.* During off-road operations, operators and riders must use additional PPE, such as knee and shin guards and padded full-fingered gloves.

e. Tactical motorcycle and all-terrain vehicle operations.

(1) Unit commanders may authorize the use of combat helmets for operating tactical vehicles (for example, motorcycles and ATVs) during operations and training based on an operational risk assessment.

(2) Prior to tactical motorcycle and ATV operations, operators will be trained on the tactical operations and on the controls that have been implemented to mitigate hazards. Curriculum and proficiency training for tactical motorcycles and Government-furnished (tactical and nontactical) ATVs will be tailored to satisfy specific mission objectives. In addition to the above training, government motorcycle operators will have completed the training required in paragraph 11–9b(2), above. Government ATV operators will complete the Specialty Vehicle Institute of America-based course.

f. Can-Am Spyders and three-wheeled motorcycles.

(1) Powered nonenclosed three wheelers shall be considered a motorcycle unless the owner submits to HQDA Combat Readiness/Safety Center, via their chain of command, all documentation that the vehicle is classified by vehicle identification number as an automobile by NHTSA.

Note. State Department of Motor Vehicles interpretations will not suffice.

(2) All PPE requirements applicable to motorcycles remain applicable to three-wheeled variants.

(3) The requirement for BRC, as modified by the MSF interim guidance applicable to three-wheeled motorcycles, applies to exclusive three-wheeled motorcycle operators until the pending the MSF three-wheeled basic rider course is released by the MSF and evaluated or adopted by the U.S. Army. This guidance will be provided on the United States Army Combat Readiness/Safety Center Web site.

(4) If a modified MSF-BRC curriculum is not available, novice three-wheel operators shall be allowed to complete one of the following: take the BRC (using a two-wheeled trainer motorcycle) or a State-sponsored "Sidecar and Trike Education Program course that can help generally associate them with the risks and handling characteristics of threewheeled vehicles.

(5) All three-wheeled operators shall familiarize themselves with and follow the manufacturer's instructions and safety precautions pertaining to their vehicle.

(6) Installation vehicle registration processes remain unaffected by this guidance. Installations shall obtain reference copies of manufacturer's recommendations and precautions applicable to three wheelers registered on their installation. This information may be shared as necessary and shall be considered authoritative in addressing issues with post law enforcement and members who own or are contemplating purchase of a three wheeler.

(7) Consistent with the anticipated context and applicability of the MSF three-wheeled basic rider course, conventional motorcycles with sidecars will continue to be regarded as two-wheeled motorcycles with BRC requirements. (Sidecars are generally a removable component, leaving the motorcycle operable in a conventional manner.)

Excerpt of FORSCOM Regulation 385-1, Safety, dated 01 May 2011, Paragraph 11–9:

Motorcycle Safety

a. See AR 385-10 for the licensing, training, vehicle equipment, and personal protective equipment (PPE) standards for operators of Government-owned and privately owned motorcycles and all-terrain vehicles (ATV).

b. Personnel that operate motorcycles that are not licensed for on-road use must complete AR 385-10 identified on-road basic rider training, or an appropriate off-road course. However, they are not required to complete additional on-road courses, including motorcycle refresher training (MRT). Sustainment training will be IAW AR 385-10.

c. See AR 385-10 for Can-Am Spyder and three wheel motorcycle requirements.

d. ATV operators must attend Installation provided ATV training if they have had no previous ATV safety training.

e. Commanders are authorized to use appropriated funds for Soldier off-road, three-wheel, MSF rider coach, ATV, and on-road training when such training is not provided by the Installation.

f. Commanders are required to conduct an initial face-to face counseling with all Soldier motorcycle and ATV riders, during which the operator will sign a rider's agreement. A sample agreement may be found on the USACR/SC website at [https://safety.army.mil/povtoolbox/RiderSafety/MotorcycleATVOperator Agreement/tabid/1794/ Default.aspx](https://safety.army.mil/povtoolbox/RiderSafety/MotorcycleATVOperatorAgreement/tabid/1794/Default.aspx).

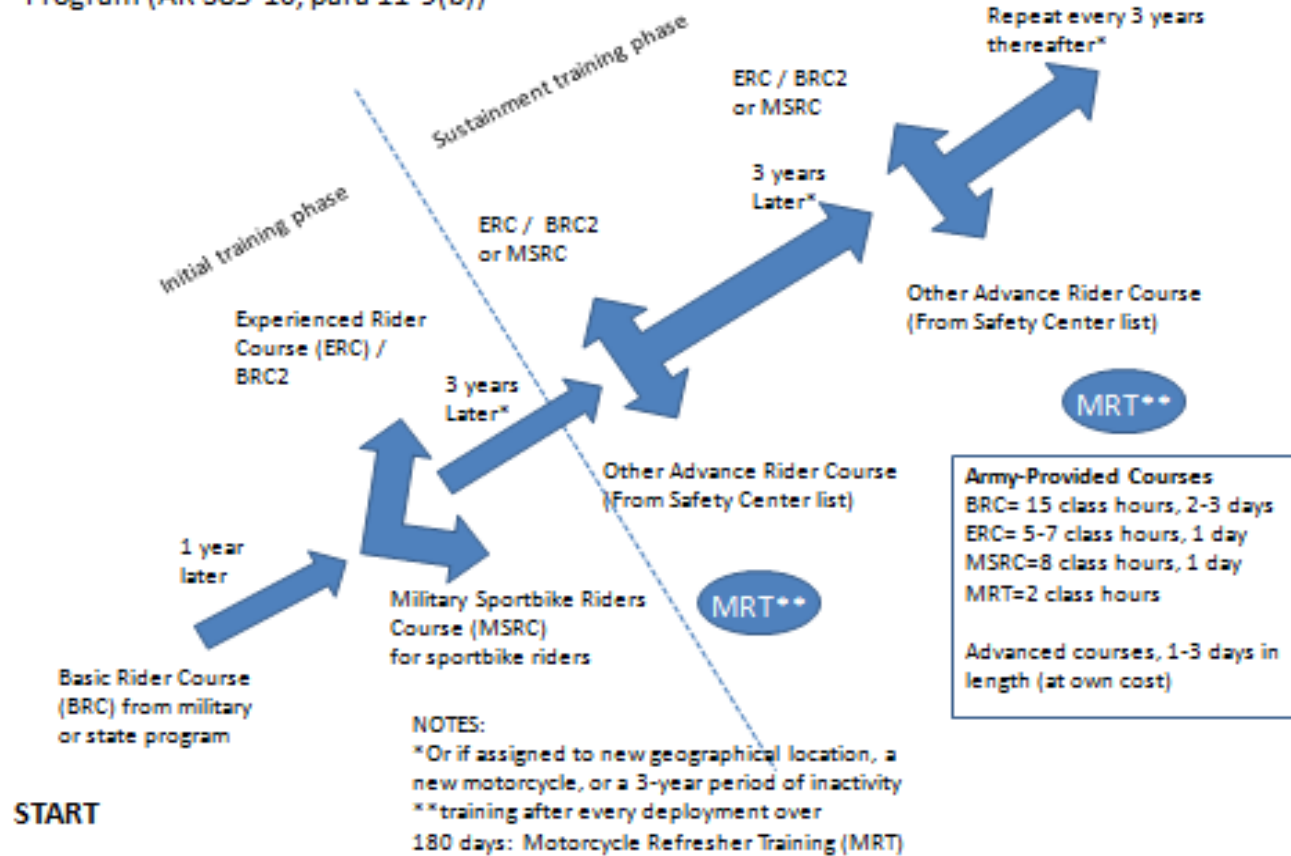
g. Commanders will establish a motorcycle mentorship program that, as a minimum, ensures inexperienced riders are mentored.

Rider Education

Overview

Rider education is a key component to any comprehensive motorcycle safety program. Commanders should support the Progressive Motorcycle Program as outlined in AR 385-10. Motorcycle mentorship programs should, mission permitting, include all assigned military and DoD civilians. FORSCOM Regulation 385-1 (FORSCOM Safety Program) authorizes commanders to use appropriated funds for Soldier off-road all terrain vehicles, three wheel training, and MSF RiderCoach training when such training is not provided by the installation.

New AR 385-10 Progressive Motorcycle Program (AR 385-10, para 11-9(b))



Motorcycle Safety Foundation (MSF) Courses

(see <http://msf-usa.org/>)

- **Basic RiderCourse (BRC)** Successful completion of this course and its knowledge and skill tests, which consists of approximately five hours of classroom and 10 hours of on-cycle instruction (conducted over two or three sessions), may serve as a license test waiver program in some states.
- **Expert RiderCourse (ERC)** Also named Basic RiderCourse 2, a one-day course that complements a rider's basic skills and helps with personal risk assessment. It includes a fast-paced classroom segment with several interactive activities to improve perception and hazard awareness. Range exercises enhance both basic skills and crash avoidance skills. Improving braking and cornering finesse is emphasized. The course is beneficial for riders on any type of street motorcycle.
- **Military SportBike RiderCourse (MSRC)** This course adds specific language for sport bikes, includes military references, and has a video introduction and summary by Nick Ienatsch who is the author of *Sport Riding Techniques*. Riders receive the MSF booklet: *SportBike Survival Guide*.
- **Safe Motorcyclist Awareness and Recognition Trainer (SMARTrainer)** a computer-based tool that will enhance hazard recognition and help the rider be able to respond earlier to a variety of roadway and environmental factors. Offers traffic simulation for one-on-one coaching in several different riding scenarios.

Unit Motorcycle Mentorship Program Training Topics

- Local terrain, laws, and regulations
- Group riding techniques
- Defensive driving
- Aggressive vehicles
- Emergencies, breakdowns and accidents
- Functional requirements (T-CLOCS)
- Sight distance
- Crash avoidance
- DUI, OWI prevention
- Safety gear
- Equipment modifications

Maintenance Inspection Criteria

T-CLOCS inspections conducted by supervisor (March/July/ October)

Tires and Wheels

- ✓ Check air pressure
- ✓ Tread
- ✓ Spokes
- ✓ Bearings
- ✓ Brakes

Controls

- ✓ Check Levers
- ✓ Switches
- ✓ Cables
- ✓ Hoses
- ✓ Throttle

Lights and Electrical

- ✓ Check that lights and electric switches are in working condition

Oil and other Fluids

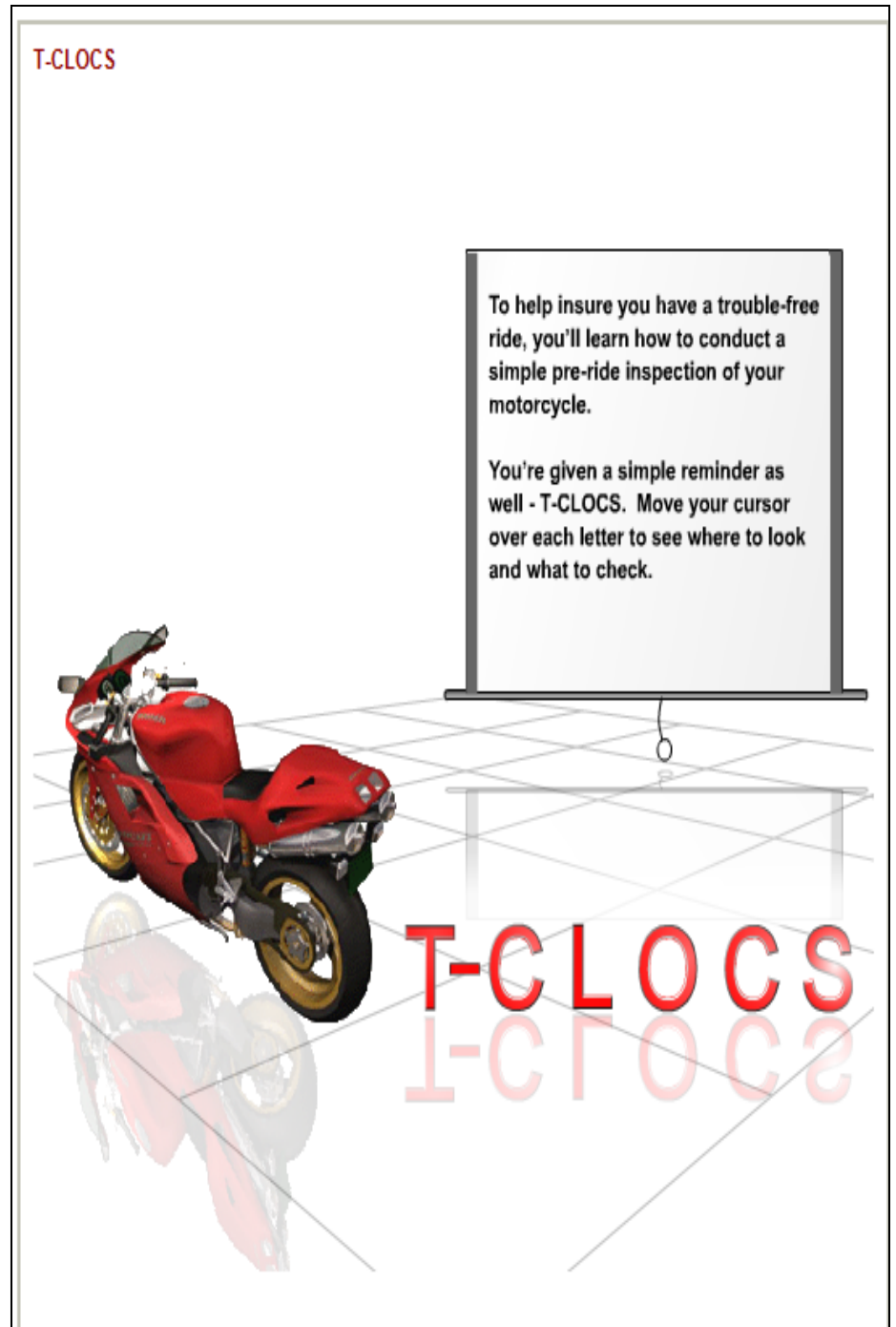
- ✓ Check oil
- ✓ Coolant
- ✓ Hydraulic Fluid
- ✓ Fuel Levels-look for leaks

Chassis

- ✓ Check the suspension and drive components. Adjust for any passenger load. Motorcycle operator's manual will list suspension settings for your motorcycle.

Side stand

- ✓ Check the tension spring.



Personal Protective Equipment (PPE)

Helmet

The Department of Transportation (DOT) sets minimum standards for which all helmets sold for motorcycling on public streets must meet. Helmets are required and are the single most important item of PPE.

Eye Protection

Eye protection is required. A windshield or fairing does not constitute eye protection.

Foot Protection

Foot protection includes sturdy over-the-ankle footwear that affords protection for the feet and ankles (durable leather or ballistic-type cloth athletic shoes that cover the ankles may be worn). Army boots meet the requirement.

Protective Clothing

Protective clothing includes long-sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens made from leather or other abrasion-resistant material. Riders are encouraged to select PPE that incorporates fluorescent colors and retro-reflective material.

Commanders are highly discouraged from adding PPE requirements at the local level.

BE WISE. STAY ALIVE. WEAR YOUR PPE!

All U.S. Army personnel are required by regulation to wear Personal Protective Equipment (PPE) when riding as the operator or a passenger on a motorcycle. This applies to all Soldiers and Army civilians in a duty status, on or off a DOD installation, and all persons at any time on an Army installation.

Helmets
Must meet DOT standards and be properly fastened under the chin. Full face helmets offer the best protection. NHTSA estimates that helmets reduce the likelihood of a crash fatality by 37% and brain injury by 67%.*

Eye protection
A windshield alone is not proper eye protection. Impact or shatter resistant face shield, goggles, or wraparound glasses that meet ANSI Standard Z87.1 are required. Tinted lenses may be worn during the day, but clear lenses should be used at night.

Clothing
Dress for the SLIDE not the ride! Garments made from leather or abrasion resistant fabric provide a high level of protection. AR 385-10 requires the use of full fingered gloves or mittens designed for riding a motorcycle.

Sturdy footwear
Sturdy footwear, leather boots or over the ankle shoes must be worn. Motorcycle footwear with low heels and oil resistant soles provide a good grip on the pavement.

BE SEEN AND PROTECTED

Clothing designed for riding a motorcycle generally offers both protection and visibility. If black is chosen, a conspicuous enhancement should be worn. Reflective quality and location on the rider is more important than the amount of reflective material.

Local requirements may differ slightly. Riders should check with their installation safety office for details.

*NHTSA Traffic Safety Facts DOT HS 810 887W

ARMY STRONG. <https://cro.army.mil>

MSF
MOTORCYCLE SAFETY FOUNDATION

Motorcycle Mentor Selection Criteria

- Desire, ability to serve as a mentor for a year from time of appointment
- Be civilian or military
- Have sincere desire to help reduce motorcycle accident, injuries and deaths
- Be of proper character and display sound judgment
- Have excellent driving record
- Ride on a routine seasonal basis
- Possess the ability to properly read, interpret, explain, and provide advice in layman's terms all associated safety and riding concepts
- Ability to efficiently plan and coordinate training and events
- Have several years of varied riding experience and be familiar with the area
- Have read and understands all aspects associated with developing and conducting a motorcycle mentorship program
- Understand Composite Risk Management
- Will complete Experienced Riders Course (ERC)
- Be ready to complete RiderCoach Preparation Course within four months of appointment.
- Will conduct at least three motorcycle mentorship rides within calendar year.

MSF RiderCoach Training

- Meet all Motorcycle Mentor criteria noted above
- Division and brigade motorcycle mentors that complete RiderCoach Course and meet other requirements will become a MSF RiderCourse Certified Instructor.
- First Army Safety Office will work through division safety offices to coordinate RiderCoach Courses for brigade and division motorcycle mentors. Course dates will be published by First Army Safety Office periodically and sent through the division safety offices. Resources can be found at www.msf-usa.org.

Monthly Motorcycle Safety Focus Areas

First Army will focus on motorcycle safety through the use of monthly safety campaigns. Monthly safety campaigns are general guides. Brigades should develop safety campaigns with regard to local environment.

<p>February</p> <ul style="list-style-type: none"> -Publish Motorcycle DOD Regulations -Publish Unit Motorcycle Mentor POC 	
	<p>March</p> <ul style="list-style-type: none"> -Road Conditions -Licensing/TNG Requirements -Maintenance (T)
<p>April</p> <ul style="list-style-type: none"> -No Zone -Personnel Protective Equipment -Maintenance (C) 	
	<p>May</p> <ul style="list-style-type: none"> -Load Planning -GRP Riding -Maintenance (L)
<p>June</p> <ul style="list-style-type: none"> -Trailer Safety -High Visibility Equipment -Maintenance (O) 	
	<p>July</p> <ul style="list-style-type: none"> -Long Trips -GRP Safety Briefs -Maintenance (C)
<p>August</p> <ul style="list-style-type: none"> -Intersections -Hand and Arm Signals -Maintenance (S) 	
	<p>September</p> <ul style="list-style-type: none"> -Wildlife -Avoiding Hazards
<p>October</p> <ul style="list-style-type: none"> -Winterization -Cold Weather Gear -High Performance Add-ons 	
	<p>November</p> <ul style="list-style-type: none"> -Road Conditions -Licensing/TNG Requirements

Motorcycle Safety Standards Compliance Command Options

- **Judicial and Nonjudicial Punishment**

A Soldier can receive judicial or non-judicial punishment for an on-post violation of the motorcycle safety requirements established in the references and installation regulations. If the installation has not promulgated a punitive installation traffic code the action may be based on a dereliction of duty under Article 92, UCMJ. Violation of a punitive local regulation or traffic code promulgated by a general officer, however, will allow the command to take action based on the Soldier's failure to obey a lawful general order or regulation under Article 92, UCMJ.

- **Suspension or Revocation of Installation Driving Privileges**

Driving a motor vehicle on a military installation is a privilege. A commander can revoke or suspend this privilege if a person fails to comply with relevant laws and regulations governing the operation of motor vehicles.

- **Assessment of Installation Traffic Points**

Army installations must use a traffic point system to assess violations against a Soldier's installation driving privileges. The system applies to operators of government owned vehicles regardless of locale and to any person committing a traffic violation on the installation. The system mandates that operators of motorcycles or all-terrain vehicles who fail to wear an approved helmet be assessed three points. Suggested guidelines provide that driving privileges be suspended or revoked when 12 traffic points are accumulated within a 12-month period or 18 points are accumulated within a 24-month period. This system is not intended to interfere with the commander's prerogative to suspend or revoke installation-driving privileges.

- **Command Directive to Refrain from Operating a Motorcycle Off-Post**

The referenced regulations do not address a commander's ability to order a Soldier, on a case-by-case basis, not to operate a privately owned vehicle outside of a military installation. However, a superior officer's order is presumed to be lawful and the burden is upon the appellant to show that the order was unlawful. Generally to be lawful, an order must be:

- Reasonably in furtherance of or connected to military needs (promotes morale, discipline and usefulness of command)
- Specific as to time and place, and definite and certain in describing the act or thing to be done or omitted, and not otherwise contrary to established law or regulation. Situations may arise in which an order not to operate a motorcycle on or off post would be militarily justified because of the need to preserve the life and safety of the Soldier, and unit readiness. See *United States v. McDaniels*, 50 M.J. 407, 409 (1999).

- **Denial of Installation Access**

Military commanders have the inherent authority to remove or deny access to individuals who threaten the orderly administration of the installation. Failure to comply with motorcycle safety regulations may justify the exercise of this authority.

- **Impoundment of Motorcycle or Ignition Keys**

Impoundment may be appropriate to preserve public safety or convenience, or if the property has been used in a crime or contains evidence of criminal activity. Commanders may only impound property in the specified situations. The command should consider every reasonable alternative before impounding property. The command must balance its interest in traffic safety against the vehicle owner's constitutional right to freedom from deprivation of private property without due process. Commanders should consult their legal advisor prior to impounding any property.

- **Motorcycle Safety Training**

Army personnel must successfully complete an approved rider or operator safety course in order to operate a motorcycle on an Army installation. Personnel who do not absorb the information the first time, as evidenced by non-compliance with the safety standards, may be directed by the command to receive additional training on the subject.

- **Reciprocal State Action and Exchange of Information with Civilian Authorities**

Some installations may have agreements with the relevant state(s) for reciprocal suspension or revocation of driving privileges and driver's licenses. Even where such agreements do not exist commanders should establish a system for receiving information related to off-post traffic infractions by Soldiers. Such information may form the basis for command action (e.g. adverse action, extra training, etc.).

- **Other Administrative Measures**

Other actions include oral or written counseling, a memorandum of admonition or reprimand, or similar measures.

- If the violation of the regulation or instruction is not a violation of state law, then only administrative action can be taken against a civilian.
- Depending on the nature of the federal jurisdiction at a particular installation, civilians and Soldiers may be subject to prosecution in the Federal Magistrate Court, if state laws governing motor vehicle operation are violated.

Operators Name: _____

Operators Signature: _____

Unit: _____

Inspectors Name: _____

Inspectors Signature: _____

DTD of Inspection: _____

T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
T-TIRES & WHEELS				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: "ring" = OK — "thud" = loose spoke	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
Brakes	Function	Each brake alone keeps bike from rolling.	Front	Rear
C-CONTROLS				
Levers and Pedal	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar levers, proper adjustment.		
	Pivots	Lubricated.		
Cables	Condition	Fraying, kinks, lubrication: ends and interior.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, hose supports in place.		
Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned.		
L-LIGHTS				
Battery	Condition	Terminals; clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.		
	Aim	Height and right/left.		
	Operation	Hi beam/low beam operation.		
Tail lamp/brake lamp	Condition	Cracks, clean and tight.		
	Operation	Activates upon front brake/rear brake application.		
Turn signals	Operation	Flashes correctly.	Front left Rear left	Front right Rear right
Mirrors	Condition	Cracks, clean, tight mounts and swivel joints.		
	Aim	Adjust when seated on bike.		
Lenses & Reflectors	Condition	Cracked, broken, securely mounted, excessive condensation.		
Wiring	Condition	Fraying, chafing, insulation.		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.		
O-OIL				
Levels	Engine Oil	Check warm on center stand on level ground, dipstick, sight glass.		
	Hypoid Gear Oil, Shaft Drive	Transmission, rear drive, shaft.		
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass.		
	Coolant	Reservoir and/or coolant recovery tank — check only when cool.		
	Fuel	Tank or gauge.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Hypoid Gear Oil, Shaft Drive	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, calipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel valve, carbs.		
C-CHASSIS				
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.		
	Steering-Head Bearings	No detent or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.		
	Swingarm Bushings/Bearings	Raise rear wheel, check for play by pushing/pulling swingarm.		
Suspension	Front Forks	Smooth travel, equal air pressure/damping, anti-dive settings.	Left	Right
	Rear Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated.	Left	Right
Chain or Belt	Tension	Check at tightest point.		
	Lubrication	Side plates when hot. Note: do not lubricate belts.		
	Sprockets	Teeth not hooked, securely mounted		
Fasteners	Threaded	Tight, missing bolts, nuts.		
	Clips	Broken, missing.		
	Cotter Pins	Broken, missing.		
S-STANDS				
Center stand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Side stand	Condition	Cracks, bent (safety cut-out switch or pad equipped).		
	Retention	Springs in place, tension to hold position.		

DEVELOPMENTAL COUNSELING FORM

For use of this form, see FM 6-22; the proponent agency is TRADOC.

DATA REQUIRED BY THE PRIVACY ACT OF 1974

AUTHORITY: 5 USC 301, Departmental Regulations; 10 USC 3013, Secretary of the Army.
PRINCIPAL PURPOSE: To assist leaders in conducting and recording counseling data pertaining to subordinates.
ROUTINE USES: The DoD Blanket Routine Uses set forth at the beginning of the Army's compilation of systems or records notices also apply to this system.
DISCLOSURE: Disclosure is voluntary.

PART I - ADMINISTRATIVE DATA

Name <i>(Last, First, MI)</i>	Rank/Grade	Date of Counseling
Organization	Name and Title of Counselor	

PART II - BACKGROUND INFORMATION

Purpose of Counseling: *(Leader states the reason for the counseling, e.g. Performance/Professional or Event-Oriented counseling, and includes the leader's facts and observations prior to the counseling.)*

Personally Owned Motorcycle (POM) Counseling

PART III - SUMMARY OF COUNSELING

Complete this section during or immediately subsequent to counseling.

Key Points of Discussion:

The purpose of the counseling is to provide information regarding requirements for motorcycle safety.

"First Army Motorcycle Mentorship Program" has important information regarding motorcycle safety including excerpts of the applicable regulations (DoDI 6055.4, DoD Traffic Safety Program; 385-10, The Army Safety Program; and FORSCOM Regulation 385-1, Safety.

Licensing. Meet the requirements of AR 385-10 para 11-9a.

Progressive Motorcycle Program. Meet the requirements of AR 385-10 para 11-9b. In particular note:

"...Soldiers will successfully complete an appropriate MSF-based BRC course ... Soldiers complete either ERC or the MSRC within 12 months of completing the BRC ... Every 3 years following completion of the ERC or the MSRC, operators shall complete motorcycle sustainment training."

Motorcycle vehicle equipment. Meet the requirements of AR 385-10 para 11-9c.

Motorcycle rider protection. Meet the requirements of AR 385-10 para 11-9d. Helmets, eye protection, foot protection, and protective clothing are all required.

Assess your skill level and that of those with whom you ride. Do not attempt to keep up with more skilled and experienced riders.

OTHER INSTRUCTIONS

This form will be destroyed upon: reassignment (*other than rehabilitative transfers*), separation at ETS, or upon retirement. For separation requirements and notification of loss of benefits/consequences see local directives and AR 635-200.

State Motorcycle Endorsement Codes

Alabama	M	Nebraska	M
Alaska	M1, M2	Nevada	M, MX, MZ, MU
Arizona	M	New Hampshire	MC
Arkansas	MD, M	New Jersey	M, E
California	M1, M2	New Mexico	Y, W
Colorado	M	New York	M, MJ
Connecticut	104, 106, 204, 206, AM, BM, CM	North Carolina	M
Delaware	M	North Dakota	M
Florida	MTCY	Ohio	M, R
Georgia	MR, MU, MX	Oklahoma	M
Hawaii	Class 2	Oregon	M, Q, M1, M2
Iowa	M, 8	Pennsylvania	M
Idaho	No Requirement	Rhode Island	H
Illinois	L, M	South Carolina	M, 4
Indiana	MC	South Dakota	2, 3
Kansas	D, M	Tennessee	M, MP
Kentucky	M	Texas	M
Louisiana	4	Utah	M, O, U
Maine	I, J	Vermont	M
Maryland	M	Virginia	M
Massachusetts	M	Washington	M1, M2, M3
Michigan	CY	Washington D.C.	M
Minnesota	M	West Virginia	F
Mississippi	E	Wisconsin	M, CY
Missouri	M	Wyoming	M
Montana	M		