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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/private 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 dependents 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 dependents.

(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 verses 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.

(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 three-wheeled 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/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.
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 (SMARTTrainer)** 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.
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.

<table>
<thead>
<tr>
<th>Month</th>
<th>Focus Areas</th>
</tr>
</thead>
</table>
| February| - Publish Motorcycle DOD Regulations  
- Publish Unit Motorcycle Mentor POC                                       |
| March   | - Road Conditions  
- Licensing/TNG Requirements  
- Maintenance (T)                                                            |
| April   | - No Zone  
- Personnel Protective Equipment  
- Maintenance (C)                                                             |
| May     | - Load Planning  
- GRP Riding  
- Maintenance (L)                                                             |
| June    | - Trailer Safety  
- High Visibility Equipment  
- Maintenance (O)                                                            |
| July    | - Long Trips  
- GRP Safety Briefs  
- Maintenance (C)                                                            |
| August  | - Intersections  
- Hand and Arm Signals  
- Maintenance (S)                                                            |
| September| - Wildlife  
- Avoiding Hazards                                                           |
| October | - Winterization  
- Cold Weather Gear  
- High Performance Add-ons                                                    |
| November| - 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.
<table>
<thead>
<tr>
<th>T-CLOCS ITEM</th>
<th>WHAT TO CHECK</th>
<th>WHAT TO LOOK FOR</th>
<th>CHECK-OFF</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>T-TIRES &amp; WHEELS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tires</td>
<td>Condition</td>
<td>Tread depth, wear, weathering, evenly seated, bulges, embedded objects.</td>
<td>Front, Rear</td>
</tr>
<tr>
<td></td>
<td>Air Pressure</td>
<td>Check when cost, adjust to load.</td>
<td>Front, Rear</td>
</tr>
<tr>
<td>Wheels</td>
<td>Spokes</td>
<td>Bent, broken, missing tension, check at top of wheel: “ring” = OK — “thud” = loose spoke</td>
<td>Front, Rear</td>
</tr>
<tr>
<td></td>
<td>Cast</td>
<td>Cracks, dents.</td>
<td>Front, Rear</td>
</tr>
<tr>
<td></td>
<td>Rims</td>
<td>Out of round/true = 0.1mm. Spin wheel, index against stationary pointer.</td>
<td>Front, Rear</td>
</tr>
<tr>
<td></td>
<td>Bearings</td>
<td>Grab top and bottom of tire and flex. No freeplay (click) between hub and axle, no growl when spinning.</td>
<td>Front, Rear</td>
</tr>
<tr>
<td></td>
<td>Seals</td>
<td>Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.</td>
<td>Front, Rear</td>
</tr>
<tr>
<td></td>
<td>Brakes</td>
<td>Function. Each brake alone keeps bike from rolling.</td>
<td>Front, Rear</td>
</tr>
<tr>
<td><strong>C-CONTROLS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Levers &amp; Pedal</td>
<td>Condition</td>
<td>Broken, bent, cracked, mounts tight, ball ends on handlebar levers, proper adjustment.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pivots</td>
<td>Lubricated.</td>
<td></td>
</tr>
<tr>
<td>Cables</td>
<td>Condition</td>
<td>Fraying, kinks, lubrication: ends and interior.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Routing</td>
<td>No interference or pulling at steering head, suspension, no sharp angles. Wire supports in place.</td>
<td></td>
</tr>
<tr>
<td>Hoses</td>
<td>Condition</td>
<td>Cuts, cracks, leaks, bulges, chafing deterioration.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Routing</td>
<td>No interference or pulling at steering head, suspension, no sharp angles. Wire supports in place.</td>
<td></td>
</tr>
<tr>
<td>Throttle</td>
<td>Operation</td>
<td>Moves freely, snaps closed, no revving when handlebars are turned.</td>
<td></td>
</tr>
<tr>
<td><strong>L-LIGHTS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Battery</td>
<td>Condition</td>
<td>Terminals: clean and tight, electrolyte level, held down securely.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vent Tube</td>
<td>Not kinked, routed properly, not plugged.</td>
<td></td>
</tr>
<tr>
<td>Headlamp</td>
<td>Condition</td>
<td>Cracks, reflector, mounting and adjustment system.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Aim</td>
<td>Height and right/left.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Operation</td>
<td>Hi beam/low beam operation.</td>
<td></td>
</tr>
<tr>
<td>Tail lamp/brake lamp</td>
<td>Condition</td>
<td>Cracks, clean and tight.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Operation</td>
<td>Activates upon front brake/rear brake application.</td>
<td></td>
</tr>
<tr>
<td>Turn signals</td>
<td>Operation</td>
<td>Flashes correctly.</td>
<td>Front/left, rear left, front right, rear right</td>
</tr>
<tr>
<td>Mirrors</td>
<td>Condition</td>
<td>Cracks, clean, tight mounts and swivel joints.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Aim</td>
<td>Adjust when seated on bike.</td>
<td></td>
</tr>
<tr>
<td>Lenses &amp; Reflectors</td>
<td>Condition</td>
<td>Cracked, broken, securely mounted, excessive condensation.</td>
<td></td>
</tr>
<tr>
<td>Wiring</td>
<td>Condition</td>
<td>Fraying, chafing, insulation.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Routing</td>
<td>Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.</td>
<td></td>
</tr>
<tr>
<td><strong>O-OIL</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Levels</td>
<td>Engine Oil</td>
<td>Check warm on center stand on level ground, dipstick, sight glass.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hydraulic Fluid</td>
<td>Brakes, clutch, reservoir or sight glass.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Coolant</td>
<td>Reservoir and/or coolant recovery tank — check only when cool.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fuel</td>
<td>Tank or gauge.</td>
<td></td>
</tr>
<tr>
<td>Leaks</td>
<td>Engine Oil</td>
<td>Gaskets, housings, seals.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hydraulic Fluid</td>
<td>Gaskets, seals, breathers.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Coolant</td>
<td>Radiator, hoses, tanks, fittings, pipes.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fuel</td>
<td>Lines, fuel valve, carbs.</td>
<td></td>
</tr>
<tr>
<td><strong>C-CHASSIS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frame</td>
<td>Condition</td>
<td>Cracks at gussets, accessory mounts, look for paint lifting.</td>
<td></td>
</tr>
<tr>
<td>Steering Head Bearings</td>
<td>No dents or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swingarm Bushings/Bearings</td>
<td>Raise rear wheel, check for play by pushing/pulling swingarm.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Suspension</td>
<td>Front Forks</td>
<td>Smooth travel, equal air pressure/damping, anti-dive settings.</td>
<td>Left, Right</td>
</tr>
<tr>
<td></td>
<td>Rear Shock(s)</td>
<td>Smooth travel, equal preload/air pressure/damping settings, linkage moves freely and is lubricated.</td>
<td>Left, Right</td>
</tr>
<tr>
<td>Chain or Belt</td>
<td>Tension</td>
<td>Check at tightest point.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lubrication</td>
<td>Side plates when hot. Note: do not lubricate belts.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Spockets</td>
<td>Teeth not hooked, securely mounted</td>
<td></td>
</tr>
<tr>
<td>Fasteners</td>
<td>Theaded</td>
<td>Tight, missing bolts, nuts.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Clips</td>
<td>Broken, missing.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cotter Pins</td>
<td>Broken, missing.</td>
<td></td>
</tr>
<tr>
<td><strong>S-STANDS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Centerstand</td>
<td>Condition</td>
<td>Cracks, bent.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Retention</td>
<td>Springs in place, tension to hold position</td>
<td></td>
</tr>
<tr>
<td>Sidestand</td>
<td>Condition</td>
<td>Cracks, bent (safety cut-out switch or pedal equipped).</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Retention</td>
<td>Springs in place, tension to hold position</td>
<td></td>
</tr>
</tbody>
</table>
**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

<table>
<thead>
<tr>
<th>Name (Last, First, MI)</th>
<th>Rank/Grade</th>
<th>Date of Counseling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organization</td>
<td></td>
<td>Name and Title of Counselor</td>
</tr>
</tbody>
</table>

### 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

**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.

---

DA FORM 4856, AUG 2010

PREVIOUS EDITIONS ARE OBSOLETE.
## State Motorcycle Endorsement Codes

<table>
<thead>
<tr>
<th>State</th>
<th>Code(s)</th>
<th>State</th>
<th>Code(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>M</td>
<td>Nebraska</td>
<td>M</td>
</tr>
<tr>
<td>Alaska</td>
<td>M1, M2</td>
<td>Nevada</td>
<td>M, MX, MZ, MU</td>
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<tr>
<td>Arizona</td>
<td>M</td>
<td>New Hampshire</td>
<td>MC</td>
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<tr>
<td>Arkansas</td>
<td>MD, M</td>
<td>New Jersey</td>
<td>M, E</td>
</tr>
<tr>
<td>California</td>
<td>M1, M2</td>
<td>New Mexico</td>
<td>Y, W</td>
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<tr>
<td>Colorado</td>
<td>M</td>
<td>New York</td>
<td>M, MJ</td>
</tr>
<tr>
<td>Connecticut</td>
<td>104, 106, 204, 206, AM,</td>
<td>North Carolina</td>
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</tr>
<tr>
<td></td>
<td>BM, CM</td>
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<tr>
<td>Delaware</td>
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<td>North Dakota</td>
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<td>Ohio</td>
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<td>MR, MU, MX</td>
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<td>Hawaii</td>
<td>Class 2</td>
<td>Oregon</td>
<td>M, Q, M1, M2</td>
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<td>Iowa</td>
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<td>Pennsylvania</td>
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<td>Idaho</td>
<td>No Requirement</td>
<td>Rhode Island</td>
<td>H</td>
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<td>L, M</td>
<td>South Carolina</td>
<td>M, 4</td>
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<td>MC</td>
<td>South Dakota</td>
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<td>D, M</td>
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<td>M, MP</td>
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<td>Texas</td>
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<td>4</td>
<td>Utah</td>
<td>M, O, U</td>
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<tr>
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<td>I, J</td>
<td>Vermont</td>
<td>M</td>
</tr>
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<td>Virginia</td>
<td>M</td>
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<tr>
<td>Massachusetts</td>
<td>M</td>
<td>Washington</td>
<td>M1, M2, M3</td>
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<tr>
<td>Michigan</td>
<td>CY</td>
<td>Washington D.C.</td>
<td>M</td>
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<td>West Virginia</td>
<td>F</td>
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<tr>
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<td>E</td>
<td>Wisconsin</td>
<td>M, CY</td>
</tr>
<tr>
<td>Missouri</td>
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<td>Wyoming</td>
<td>M</td>
</tr>
<tr>
<td>Montana</td>
<td>M</td>
<td></td>
<td></td>
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</tbody>
</table>