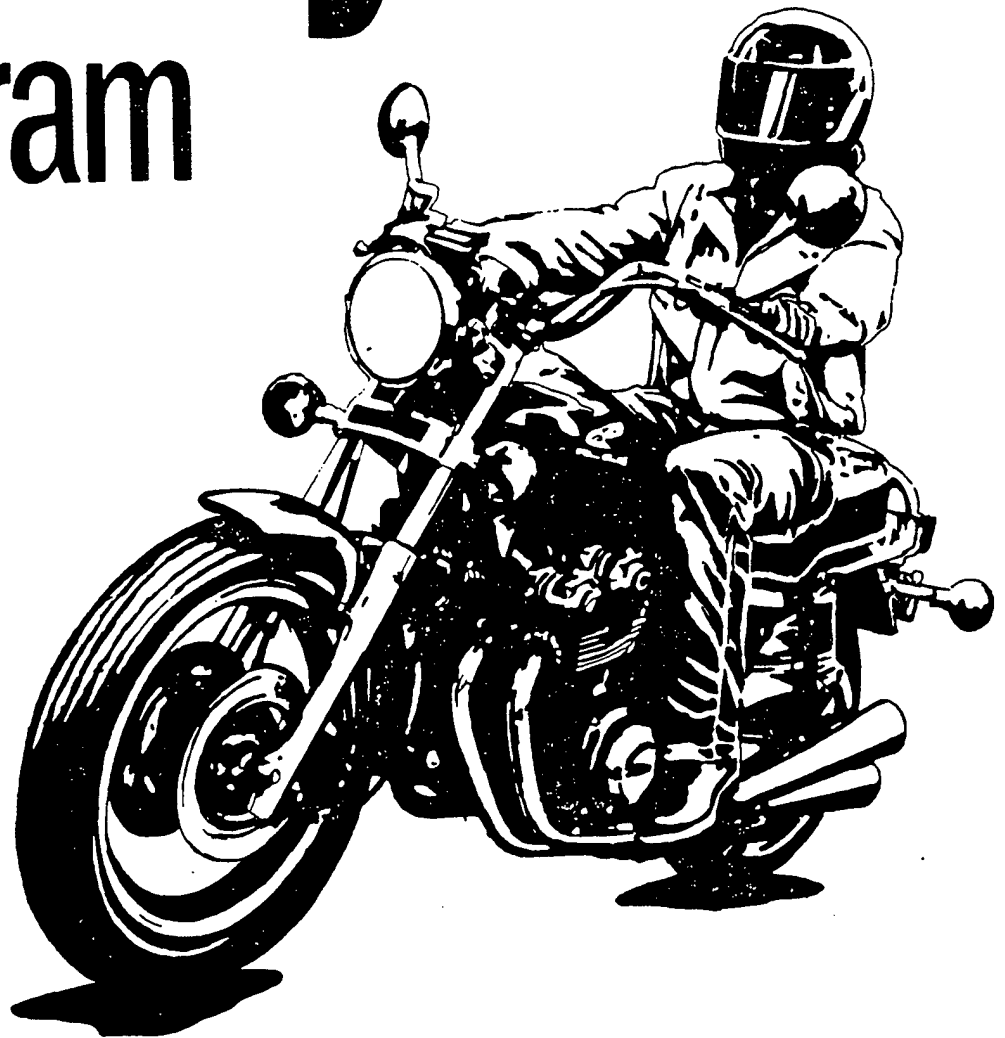


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Army Motorcycle Safety Program



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Army Motorcycle Safety Program

Introduction

AR 385-55: Prevention of Motor Vehicle Accidents requires each driver of a military or privately owned motorcycle or moped who is authorized to operate on an Army installation to complete an Army-approved motorcycle safety course. This pamphlet contains the provisions of that course.

The Army Motorcycle Safety Program (AMSP) has been developed to reduce the number and severity of the Army's privately owned vehicle (POV) motorcycle accidental losses. The systemic cause factors identified in DODI 6055.7: Mishap Investigation, Reporting, and Recordkeeping are not reported for off-duty accidents. However, most motorcycle accidents are the result of driver error as shown by loss of control, excessive speed, and alcohol abuse. Severity of injuries are increased by drivers not wearing the proper protective equipment. The Army Motorcycle Safety Program addresses these general errors.

Studies have shown that rider education can reduce the probability of being involved in an accident. The AMSP provides a comprehensive program of training courses, media awareness (posters, brochures, pamphlets), and technical support to improve the safety of motorcycling within the Army.

The U.S. Army Safety Center is the proponent for POV motorcycle safety and the approving authority for course curriculum. The Safety Center evaluates installation motorcycle programs and courses.

Installation safety offices administer the installation Motorcycle Safety Program, supply instructor candidates, set up classrooms and ranges, and track trained instructors.

Army motorcycle safety instructors conduct classroom and hands-on skills training and end-of-course evaluations. The Motorcycle Safety Foundation certifies qualified instructors and records all course completions and certifications.

MACOM Responsibilities

The major Army commands will be responsible for providing a Motorcycle Safety Coordinator (MSC) to provide an interface with the USASC MSC. At a minimum the MACOM MSC will be knowledgeable in all aspects of motorcycle safety training, the Army Motorcycle Safety Course, the Army Motorcycle Safety Instructor Course, and skill standards required for course completion. The MACOM MSC will be responsible for ensuring the implementation of the Army Motorcycle Safety Program at the installations within their respective MACOMs, and coordinate TDY funding for instructor candidate training. MACOM instructors could be used to assist at the Army's instructor preparation courses. Maintains close liaison with the USASC MSC on matters pertaining to motorcycle safety.

Installation Safety Offices

Installation safety offices will be responsible for administering the Army Motorcycle Safety Program on their installation. The program applies to all military personnel, DOD civilians, contractor personnel, and those dependents authorized to operate motorcycles on Army property. Command involvement will be required to ensure all personnel attend training.

Installation safety offices will be responsible for submitting instructor candidate applications to the USASC for recommendation and selection for training as an Army Motorcycle Safety Instructor (AMSI) (appendix A).

Installations will provide TDY funds and allowable travel expenses for instructor candidates to attend the 10-day instructor preparation course.

Installation safety offices will establish the Army Motorcycle Safety Course. They will:

- Schedule classroom facilities.
- Set up the classroom (appendix B).
- Ensure the 90-minute videotape, Motorcycle Rider Course: Riding and Street Skills, is available through the local audiovisual library.
- Ensure riding range is laid out according to appendix C.
- Issue AMSC completion cards.
- Refer personnel who fail to successfully complete the AMSC to a private learn-to-ride program.

- Retain class rosters of those completing the AMSC for 5 years.

- Track certified instructors. Report losses or gains to USASC.

Installations are encouraged to contact the state motorcycle safety coordinators, community colleges, or other organizations supporting motorcycle safety to obtain assistance in administering their programs. These agencies can be invaluable in referring individuals to local learn-to-ride programs. A list of such organizations is at appendix E. For the closest course available, contact the Motorcycle Safety Foundation (MSF) at 1-800-447-4700.

Local dealers should be enlisted to support the motorcycle safety program. Most dealers are interested in improving the motorcycle's image as a viable means of transportation and are thus interested in motorcycle safety programs. Do not limit your efforts to one dealer. All area dealers are usually willing to help with improving motorcycle safety.

Dealers can support the installation motorcycle safety program by offering discounts on supplies, accessories, and safety equipment to personnel completing the AMSC. Dealer advertising/support of the AMS program in local news media can help strengthen the program.

Dealers should be given recognition for their support of the installation motorcycle safety program. The MSF provides, free of charge, a dealer recognition certificate for dealers loaning motorcycles for rider education programs which can be presented to supporting dealers. Contact the MSF for details on this support.

Army Motorcycle Safety Instructor Preparation Course

The Army Motorcycle Safety Instructor Preparation Course (AMSIPC) is a 72.5-hour curriculum designed to teach experienced riders how to instruct motorcycle safety. It meets the requirements of the MSF for national certification.

The installation safety office will be responsible for submitting instructor candidate applications to usasc for recommendation and selection for training as an Army motorcycle safety instructor (AMSI). The USASC will be responsible for providing instructor training courses and training materials. Installations will be responsible for providing TDY funds for candidates to attend the 10-day instructor preparation course.

Instructor training courses will be open to all military, Department of the Army Civilian, and contractor personnel who have the responsibility to conduct motorcycle safety training. Civilian personnel will be considered for training provided they will be used to train Army personnel and the installation safety office recommends them for training. Personnel selected must be used at the installation-level motorcycle safety program. Application must be completed in full and returned to USASC to be considered for training.

Submission of an application does not guarantee a position in an instructor preparation course. Individuals selected for training should be made aware that the course is demanding and conducted to MSF standards by an MSF certified chief instructor. The course has an average 30-percent elimination rate. Failure of an instructor candidate to complete the course does not necessarily reflect on the individual's effort to complete the course.

Installation safety offices are requested to make widest possible dissemination of applications to ensure a pool of qualified applicants can be maintained at the USASC. The USASC will notify the installation safety office of the individuals selected for training as AMSI. Notification will include date and location of course to be attended.

Candidate requirements

The following basic requirements must be met to be considered for training as an MSF certified instructor:

- Must possess a valid motorcycle operator's license or endorsement (if required by state issuing license).
- Must have a clean driving record for the preceding 3 years.
- Must be an experienced motorcyclist (recommend minimum of 2 years experience).
- Must currently own and operate a motorcycle.

During instructor training, an instructor candidate must successfully complete each of the following phases to continue training:

- Pass a qualifying skill test.
- Pass a written knowledge test.
- Pass the student teaching phase of the course.

AMSC Instructor professional standards

To ensure the highest quality reputation for the Army motorcycle safety professional, all instructors will at all times comply with the following standards:

- Maintain and demonstrate safe personal riding skills.
- Properly wear all personal protective equipment.
- Exhibit professional conduct and appearance.
- Set the example for students and all motorcyclists to respect and admire.

To maintain AMSI certification, an instructor must meet the following requirements:

- Teach a minimum of three MSF certified courses within 3 years of certification.
- Correctly use MSF/AMSC curriculum and guidelines for all rider education programs taught.

- Maintain contact with MSF and the USASC AMSP coordinator and supply change of address/change of instructor status.

- Maintain up-to-date technical knowledge as it relates to motorcycling and rider education programs.

Army Motorcycle Safety Course

The Army Motorcycle Safety Course is not a learn-to-ride program but is designed to teach an experienced rider how to ride safely. AMSC addresses behavioral modification by providing students the necessary mental skills for on-street riding. The AMSC is based on the Motorcycle Safety Foundation's Experienced Rider's Course, and it is recognized by MSF as an approved curriculum. Successful completion of an MSF-approved curriculum qualifies soldiers for insurance premium reductions with several insurance companies.

In localities with two or more installations (Army or other military service) within the same geographical area, a regional training program may be established to conserve resources.

The AMSC is an 8-hour curriculum divided into 4 hours of classroom, 3 hours of range exercises, and 1 hour for a range evaluation based on the Motorcycle Riders Course: Riding and Street Skills Level II evaluation. The Motorcycle Operator's Skill Test (MOST II) may be substituted for the Level II evaluation if MOST II equipment is already on hand. USASC will not furnish MOST II equipment. When MOST II equipment becomes unserviceable, the Level II evaluation shall be implemented.

Personnel will be required to own a motorcycle prior to taking the AMSC. Personal motorcycles will be used during the hands-on and skill evaluation portion of the AMSC.

An AMSC completion card will be issued to those who successfully complete the AMSC.

Completion of the AMSC or proof of completion of equivalent training and evaluation will be required prior to registering a motorcycle on an Army installation.

Equivalent training will consist of at least 4 hours of classroom instruction, 3 hours of hands-on training, and a hands-on evaluation addressing street riding and emergency avoidance skills.

An AMSC completion card will not be issued to personnel using equivalent training for the purpose of registration.

Personnel desiring to use an equivalent course must pass, as a minimum, the evaluation portion of the AMSC.

Courses will be recognized between installations to reduce training requirements.

Personnel failing to successfully complete the AMSC will be referred to private learn-to-ride program (see appendix D).

Army Motorcycle Safety Course Curriculum

Although smaller, lighter training motorcycles normally respond more quickly with less effort than larger machines, basic motorcycle handling dynamics do not change with the size of the motorcycle. However, exercise demonstrations should not be done on training size motorcycles. The assistant instructor demonstrating the maneuver will use his personal machine to maintain credibility. The assistant instructor should demonstrate exactly how the student should ride the exercise. Remember, the conduct of programs for experienced motorcyclists is both challenging and rewarding. Novice riders take directions from instructors at face value; experienced riders want to know the reasons why.

Curriculum

All modules listed refer to the Motorcycle Riders Course: Riding and Street Skills.

Lesson 1. Introduction (Classroom)

- Welcome
- Objectives
- Risk awareness and acceptance
- Protective equipment
- Safety rules

Module #1

(20 min)

Lesson 2. Street Strategies (Classroom) • Introduce "to see and be seen" techniques • Introduce proper lane positioning • Explain street hazards	Module #7	(1 hour)
Lesson 3. Advanced Turning and Braking (Classroom) • Introduce advanced turning and braking techniques • Introduce advanced evasive maneuvers	Module #9	(1 hour)
Lesson 4. Practice (Range) • Exercises 22 through 25	Module #17	(1 hour)
Lesson 5. Braking and Evasive Skills (Range) • Module #8, exercise #17 • Module #10, exercises #18 and #19	Modules #8 and #10	(1 hour)
Lesson 6. Turning Skills (Range) • Exercises 20 and 21	Module #11	(1 hour)
Lesson 7. Level II Evaluation (Range) • The MOST II evaluation may be used in lieu of Module #12 if equipment is already on hand	Module #12	(1 hour)
Lesson 8. Special Situations (Classroom) • Roadway conditions and surfaces • Procedures for carrying passengers • Riding emergencies (blowout, etc.)	Module #13	(1 hour)
Lesson 9. Riding Straight (Classroom) • Riding safety • Alcohol awareness • Legal consequences of DUI • Dangers of excessive speed	Module #14	(30 min)
Lesson 10. Wrap Up (Classroom) • Licensing requirements • Helmet laws • Required equipment • Insurance requirements • Installation registration requirements • Course review • Issue completion cards	Module #14	(10 min)

Total Instructional Time

8 hours

Note: Lessons 8 and 9 may be moved to follow lesson 3 if necessary to facilitate classroom availability.
 Lesson 10 may be conducted at the range site rather than returning to the classroom facilities if desired.

Required Facilities and Equipment

Classroom (based on 12 to 1 student/instructor ratio)

Ideally, the classroom should be located near the practice range to facilitate limited movement of students. If this is not possible, the classroom can be located in a separate area with scheduling of classroom and range to include time needed to travel to each location.

Classroom equipment

- 12 desks/tables with writing space
- 1 instructor's desk or lectern and chair
- Audiovisual table for projector and/or VCR
- Screen/television
- Chalkboard
- Means to adjust lighting
- Overhead projector
- Reproduction equipment for copying test and forms

Riding/Practice Range

Before the range is used for training, it must be certified by the USASC or a designated representative. Temporary waivers may be granted on a case-by-case basis during initial implementation of the AMSP.

All motorcycles will have a safety inspection before operating on the range. This inspection will include but not be limited to: drive train, tires, cables, electrical system, and side stand. Any motorcycle found in an unsafe condition will not be allowed on the range.

Range equipment

- 68 four-inch vinyl cones per range (provided by USASC)
- 1 Class B fire extinguisher (provided by installation)
- 1 first aid kit (provided by installation)
- 1 stopwatch (provided by installation)

Personal Protective Equipment

The following personal protective equipment will be required while riding on the exercise range:

- Approved helmet (required to meet DOT standard)
- Eye protection (face shield, goggles)
- Long pants
- Long-sleeved shirt or jacket
- Gloves
- Leather boots or shoes (over the ankle preferred)

Appendix A
U.S. Army Motorcycle Instructor Preparation
Candidate Application

1. Name: _____
Birth Date: _____
SS Number: _____ Home Phone: _____
Home Address: _____
City/State/Zip: _____
Occupation: _____
Employer: _____
Work Phone: _____
2. MILITARY—
If active military, complete the following:
Military Rank: _____ Military Duty Title: _____
Organization and Office Symbol: _____
Length of Assignment: _____
AUTOVON Number: _____ Comm Number: _____
If Civil Service, complete the following:
Grade: _____ Job Series: _____
Organization and Office Symbol: _____
AUTOVON Number: _____
Comm Number: _____
3. Educational Background:
High School Graduate or GED? Yes _____ No _____
College/University Graduate? Yes _____ No _____
Degree and Major Field of Study: _____
List other educational institutions you attended or any specialized training you have received. Be sure to identify any certificates or advanced degrees you have received.

Teaching Experience? Yes _____ No _____ Explain: _____
4. Drivers License # _____ State: _____
How many years have you had a motorcycle license or endorsement? _____
Have you had your license revoked or suspended? Yes _____ No _____
When _____ Where _____ Why _____

Have you received any traffic tickets or been involved in a traffic accident within the last 3 years? Yes _____ No _____ If yes, explain _____

5. Are you currently operating a motorcycle? Yes _____ No _____

How many years have you been operating a motorcycle? _____

What type of motorcycle do you own? _____

How many miles did you ride in the last year? _____

What type of riding are you currently doing?

Dirt _____ Touring _____ Commuting _____ Other _____

Have you ever been involved in competitive motorcycle racing?

Yes _____ No _____

Type: Motorcross _____ Enduro _____ Flat Track _____ Trail _____

6. Are you familiar with the *Motorcycle Rider Course (MRC:RSS)*?

Yes _____ No _____

Have you completed an MRC? Yes _____ No _____

MRC:RSS? Yes _____ No _____

BBP? Yes _____ No _____

ERC? Yes _____ No _____

When: _____ Where: _____

7. Have you attended any other motorcycle safety course? Yes _____ No _____

If yes, please identify each course and give a brief description: _____

8. Are you currently teaching a rider education course? Yes _____ No _____

Where: _____

Who is sponsoring the course? _____

How many rider education courses have you taught? _____

If it is not the MSF curricula, attach a detailed course outline and schedule of the course you are currently teaching.

9. Describe in detail why you want to become a MSF certified instructor. Be as specific as possible. Use additional paper if necessary. _____

10. Is there an organization who will sponsor you? _____

If so, what assistance will your sponsor provide? _____

11. Will you be able to teach rider training after graduation?

Yes No If yes, where and when? _____

Signature: _____

Date: _____

Supervisor Signature: _____

Date: _____

This application does not guarantee a position in an Instructor Preparation Course. If accepted for training, it should be noted that the course has an average elimination rate of 30 percent. For further information on Instructor Preparation Courses, contact your Installation Safety Manager.

REVIEWED BY:

Installation Safety Manager: _____

Date: _____

U.S. Army Safety Center Program Manager: _____

Date: _____

RECOMMENDED FOR TRAINING: Yes No

Appendix B

Classroom Requirements

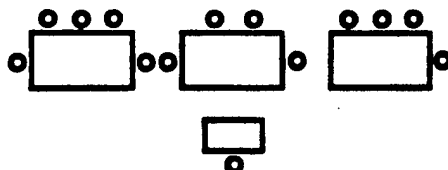
The Classroom

The setup of the classroom is important to the success of your class. It should conform to the type of learning activity. This course relies on the use of all teaching methods and encourages student interaction.

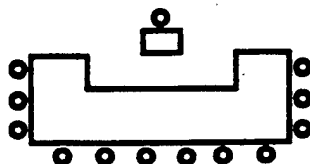
The maximum class number that will encourage learning is 24, although this can be stretched to 30 if the instructor is experienced.

Try to arrange seating so that everyone can see everyone else. Students can be seated in groups around small tables, an open box, a closed box, or in traditional classroom style.

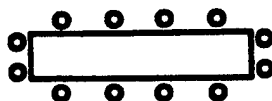
The small tables arrangement gives a central focus for audiovisual equipment, automatically puts students in smaller groups, and encourages interaction.



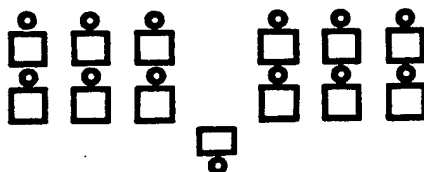
The open box arrangement gives a central focus. It does not provide for small groups but is more likely to encourage interaction between all group members.



The closed box arrangement is the same as the open box but mixes the instructor with the students. This is a more informal arrangement but restricts the ease of audiovisual aid use.



The classroom style is the most common arrangement. This arrangement discourages interaction between students.



Your final decision on seating arrangements will depend on the number of students, the size of your classroom, and the type of lesson you are teaching. Feel free to mix and match—rearranging tables and chairs into a half circle for a discussion period. This can provide a break and be motivational.

Arrive early to ensure the classroom is set up the way you want it. Be sure your flip chart or chalkboard is in front of the group and easily accessible to you. Check to be sure all audiovisual equipment is working properly. Do you have chalk or markers?

Check the heat and ventilation of the room for comfort. If it is a nonsmoking area or a particularly small room, remove the ashtrays. Think of the students' comfort.

Be sure the room is well lighted and can be darkened when you are using audiovisual equipment.

Audiovisual Materials

Effective use of the following classroom aids will enhance your lessons:

- Chalkboard
- Flip chart
- Overhead transparency projector
- 35mm slide projector
- Handout materials

Appendix C

Range Layout

The area selected for practice riding, the range, does need to be large. Usually an existing parking lot or other paved area is adequate for motorcycle instruction. Following are guidelines for selecting an appropriate paved area to accommodate 12 students:

Range selection and layout

The range has been designed to minimize setup time and instructor movement. Every effort should be made to lay out the range as shown. MSF is available to assist those whose facility requires modification of their range layout. Anything other than minor modifications to range design will reduce the overall efficiency of the range activities.

Though there is some flexibility in range design and exercise location, there are certain considerations that **MUST** be addressed. These are:

Selection

- Surface must be paved and free of potholes and other hazards and obstacles.
- No more than a 5-degree slope.
- Range area can be closed to other traffic and pedestrians.
- Large enough to provide a minimum of 20 feet runoff space between intended path of travel and the nearest obstacle. Roughly 150 feet X 300 feet.

Layout

- Circles must be located at least 100 feet apart center to center.
- Exercise 21 must not be marked with cones. If it cannot be painted, then tape, chalk, or cut circles out of a rubber bath mat.
- Exercise 21 requires a minimum of 30 feet runoff from the outside radius.

Equipment/material

1. Tape measure—100-foot or 250-foot (cloth tape is best) or rope marked at 10-foot intervals. Another 10- to 50-foot tape is helpful if available.
2. Two-inch template—for marking cone locations.
3. Lumber crayons—for marking (2 required minimum).
4. Spray paint—color A for Diagram 1 (2 cans)
color B for Diagram 2 (1 can)
color C for Diagram 3 (1 can)

Bright colors such as white, yellow, and orange are more easily seen. Select a color different from existing pavement markings.

Your local dealer will be able to recommend the best type of paint available for your particular range.

5. Chalk line—not necessary but helpful for painting.

Marking procedure

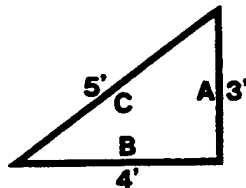
The layout of diagrams 1, 2, and 3 will accommodate all modules in the Motorcycle Rider Course: Riding and Street Skills.

If your program does not use the optional module "Increasing Skills," it is not necessary to lay out diagram 3.

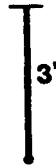
Noncritical cone locations such as starting points and those locations exclusive to the changing lanes portion of exercise 16 are not shown on these diagrams. These locations can be "sighted" based on existing cone locations and the range card diagrams.

Helpful information

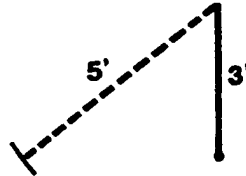
Making a 90-degree corner using a 3-foot, 4-foot, 5-foot triangle (for multiple of) A2 B2 C2



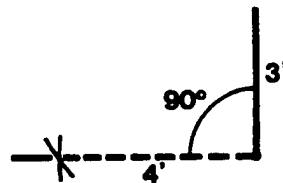
Start with one side and measure 3 feet.



From that point measure 5 feet and strike an arc as shown.



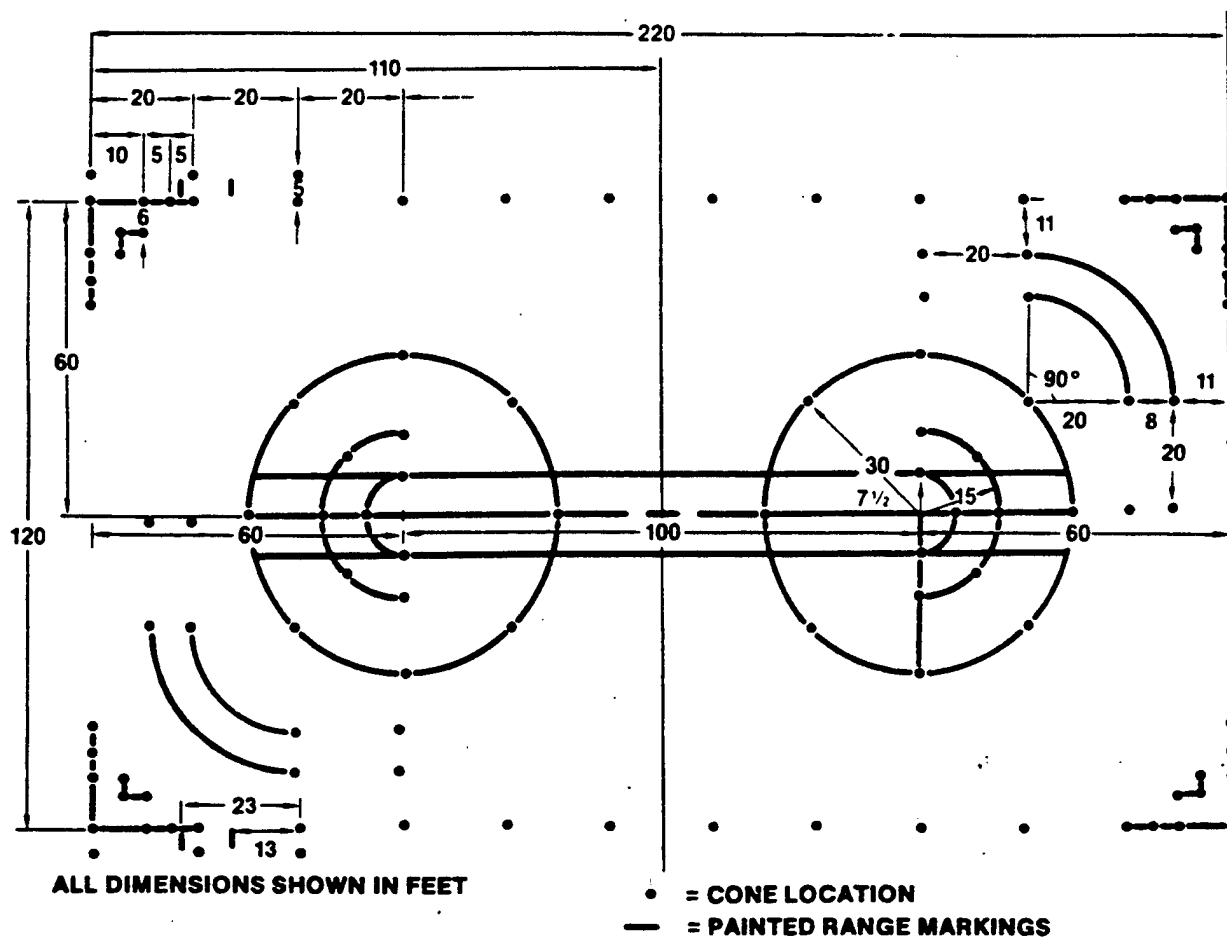
Next, from the initial starting point, measure 4 feet and strike an arc that intersects the 5-foot arc. A line drawn through this intersection from the starting point will form a 90-degree angle.



Using diagram 1 and color A:

1. Mark the corners of a 120' X 220' rectangle. Note: With a true rectangle the diagonal should measure approximately 250'6."
2. On the long 220' sides, mark cone locations at 20-foot intervals as shown in diagram 1.
3. Mark additional cone locations for the four sharp turns as shown in diagram 1.
4. Mark the six cone locations for the two braking chutes and the 13' and 23' braking standard lines.
5. Locate the center points for the two 30-foot radius circles and mark (using chalk or lumber crayons) the cone locations shown or scribe in preparation for painting.
6. Mark the 15' radius and 7 1/2' radius semicircles as shown using the same center point.
7. Locate the center point for the two corners (upper right and lower left on diagram 1) so there is a minimum of 11 feet between the 28' radius and the perimeter.
8. Mark the 20' and 28' radii and cone locations as shown. Note: The radii cannot be marked using cones. If painting is not allowed, then tape, chalk, or cut circles out of a rubber bath mat.

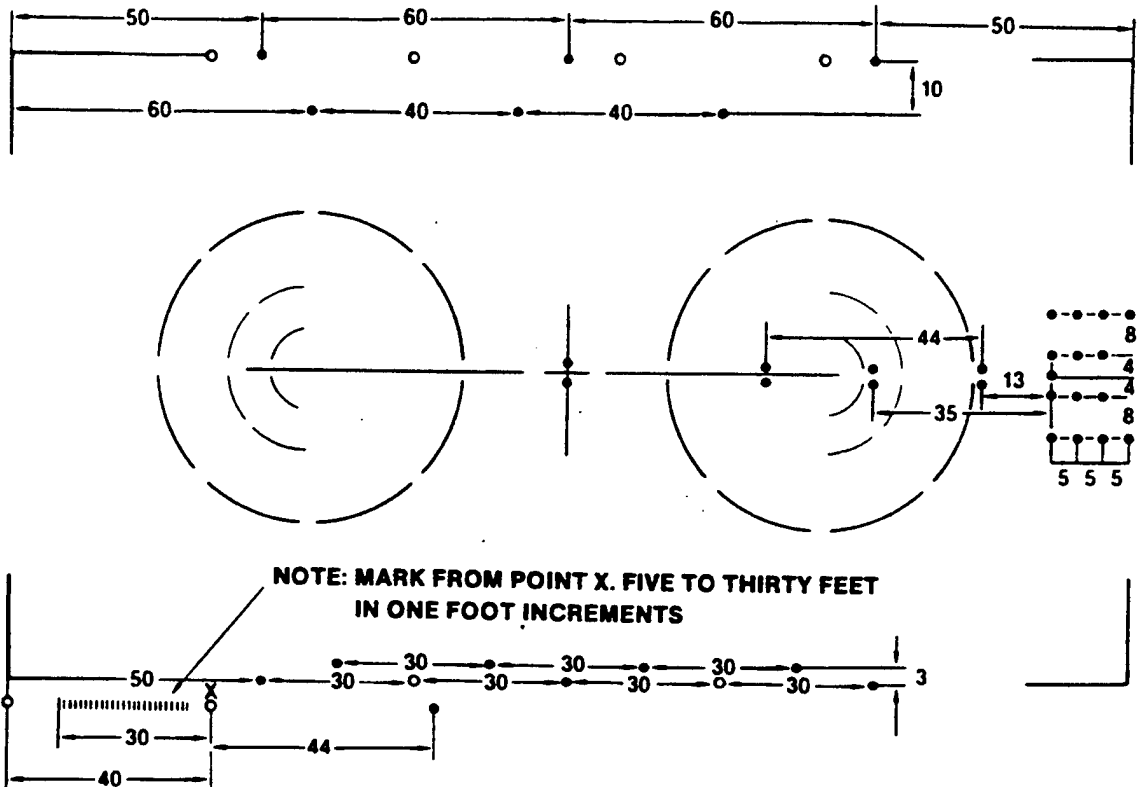
Diagram 1—Range Layout



Using diagram 2 and color B:

1. Mark additional perimeter cone locations (some existing cone locations are shown for reference). A small dot of color B on existing cone locations will be an aid when setting up for these exercises.
2. Mark the 44' timing zone cone using the existing braking chute cones as reference (lower left corner diagram 2).
3. Mark distances from 5 to 30 feet in 1-foot increments for measuring braking performance. For clarity, the markings on diagram 2 are not shown to scale.
4. Mark the obstacle box as shown in diagram 2. Note: Be sure there is sufficient runout behind the box.
5. Mark the cue cones and 44' timing zone for the obstacle box as shown.

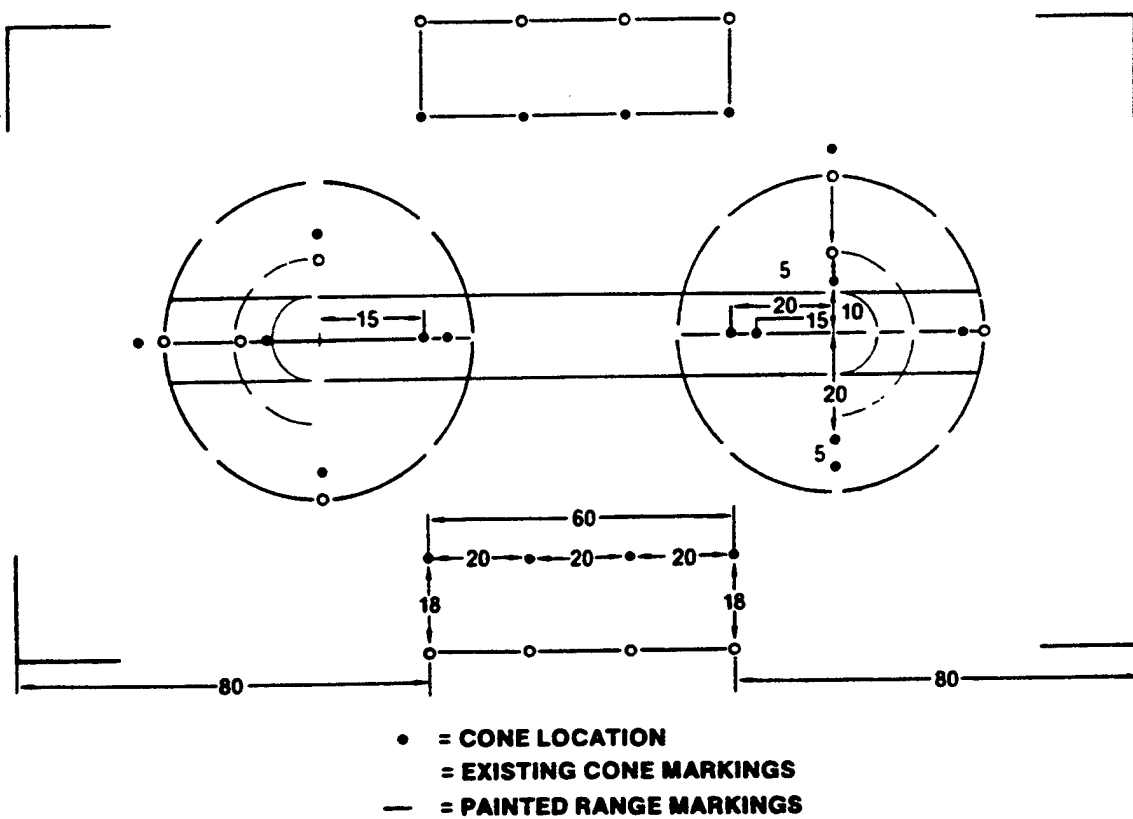
Diagram 2—Range Layout



Using diagram 3 and color C

Mark the cone locations as shown in diagram 3. Note: A small dot of color C on existing cone locations will aid in setup for these exercises.

Diagram 3—Range Layout



Appendix D

Organizations Supporting Motorcycle Safety

American Motorcyclist Association (AMA)

**P.O. Box 6114
Westerville, OH
43081-2425**

Governor's Highway Safety Representative/Motorcycle Safety Coordinator
Contact your state's office of highway/public safety

Local law enforcement agencies
Contact your local police or sheriff's department

Community colleges/schools
Contact local college/school officials

National Highway Traffic Safety Administration (NHTSA)
U.S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C. 20591

National Safety Council
444 N. Michigan Avenue
Chicago, IL 60611

Motorcycle Safety Foundation (MSF)
P.O. Box 5044
Costa Mesa, CA 92628