

MOTORCYCLE SAFETY HANDBOOK

FOR LEADERS AND RIDERS

A Note to Leaders and Riders

Motorcycles are unlike any other recreational vehicle. Boats, Jet skis, snowmobiles, and others have their own areas, and environments that allow them to be enjoyed in relative isolation. Motorcycles, on the other hand, constantly interact with the local population. They share the same roads, and environments that everyone else populates. This puts motorcycles at an extreme disadvantage. Motorcycles are harder to see, and require the motorcyclist to be a “smarter” and “better” driver than those of the 4-wheeled world. Motorcycles are like helicopters- they require constant input and constant response. They also require the rider to respond to quickly. Motorcycles will not “drive” themselves. From the time you start your motorcycle to the time you park it, you are working against many laws- the law of gravity, and the laws of physics. To prove this point, Take a motorcycle off its center stand, and let it go. It will just fall over. Try taking a curve on a motorcycle, and not counter steer, you will just go straight and crash. These are only 2 examples. We all know how challenging it is to drive a car, now add all of the challenges of riding a motorcycle, and you have a full plate.

Motorcyclists as a rule ride for many reasons. It could be financial; it could be for fun, or an expression of personal freedom. Most riders agree that Personal freedom is the biggest reason. But just like any other Freedoms, especially in this case, freedom isn't free. Riding a motorcycle comes at a cost. The cost is responsibility; Responsibility to ride in a legal mature manner and as soldiers to ride within the Military Rules, and regulations. AR 385-55, and AR 190-5 give soldiers and their leaders the basic guidelines on riding safely. DOD regulation 6055.4 gives civilian employers guidance for their employees. Local post policy letters add to the regulation or make clarifications to the regulation for their areas. These regulations are made to keep us safe- and just like any other regulation, if they are not followed, the motorcyclist can be injured, or killed. This leaders book is designed to help leaders and riders better understand the rules, and regulations for motorcycles. It also contains a motorcycle checklist for leaders, so they can inspect motorcycles quarterly. This information should be in a motorcyclists' counseling packet.

Soldiers and Leaders have a Responsibility; to become educated, by supporting our senior leaders, by demanding that our soldiers and fellow riders set the standards of conduct while on a motorcycle and by accepting nothing less from our riders and Leaders. ***Remember- If a soldier purchases a motorcycle- they have 10 days to enroll into an approved MSF class.*** III Corps Safety has a contract with an approved Motorcycle Safety Foundation (MSF) contractor to administer the MSF course; for further information call 254.287.4639.

It is your duty and responsibility to ensure they attend an approved MSF class. It is also the leadership's duty to make sure they are licensed to operate the motorcycle and the motorcycle is insured. The motorcycle needs to be inspected regularly, especially during holiday weekends. If the soldier displays conduct on the motorcycle that shows a disregard for safety- counsel that soldier and have them attend the MSF class again. Soldier skills are based on standards, and we always train and retrain to that standard.

Motorcycle Safety Rules and Enforcement

1. Purpose: To provide information on Department of Defense (DOD) and Army (DA) requirements to operate a motorcycle and the methods available to enforce these requirements.

2. References:

- a. DODI 6055.4, Department of Defense Traffic Safety Program, 20 July 1999.
- b. AR 190-5, Motor Vehicle Traffic Supervision, 8 July 1988.
- c. AR 385-55, Prevention of Motor Vehicle Accidents, 12 March 1987.

3. Summary of Relevant Directives and Regulations:

a. Any person who operates a motorcycle on an Army installation must be appropriately licensed to operate a motorcycle on a public highway, (DODI 6055.4, paragraph E3.2.1). Additionally, before operation of any motorcycle (except motorcycles with three wheels or an attached sidecar) on an Army installation, DOD personnel must successfully complete an approved rider or operator safety course, (DODI 6055.2, paragraph E3.2.3). The approved Army Motor Cycle Safety Course will consist of classroom instruction, hands-on training, and successful completions of a hands-on written evaluation, (AR 385-55, paragraph 3-2a(2)).

b. All motorcycles and all-terrain vehicles (ATV) operated on a DOD installation must have their headlight(s) on at all times except when prohibited by local law or Status of Force Agreement (SOFA), and have rear view mirrors mounted on the handlebar or fairing, (DODI 6055.4, paragraphs 3.2.5 and 3.2.6). Army requirements reflect the instruction except that Army regulation specifies that motorcycles and mopeds operated or registered on an Army installation must have a rear view mirror on each side of the motorcycle, (AR 385-55, Appendix B, paragraphs B-3c and B-3f).

c. All soldiers, DA civilians in a duty status, and all persons on a DA installation, must properly wear the personal protective equipment (PPE) listed below while operating or riding a motorcycle, (DODI 6055.4, paragraph E3.2.7.1). Army requirements reflect the DOD requirements discussed below except where differences are noted, (AR 385-55, Appendix B, paragraph B-3).

(1) A motorcycle helmet that meets standards established by the U.S Department of Transportation. The helmet must be fastened under the chin.

(2) Impact or shatter resistant goggles or full-faced shield properly attached to the helmet.

(3) Sturdy footwear. The Army specifically requires the wear of leather boots or over-the-ankle shoes, (AR 385-55, Appendix B, paragraph B-3e).

(4) Long sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens designed for use on a motorcycle.

(5) A brightly colored outer upper garment during the day and a reflective upper garment during the night.

e. Motorcycle operators may not use headphones or earphones while driving a motorcycle on a DOD installation, (DODI 6055.4, paragraph 6.6; AR 385-55, Appendix B, paragraph B-3h).

4. Requirements for Installation Traffic Codes:

a. Installation or activity commanders are required to establish an installation traffic code for operation of motor vehicles on the installation, (AR 190-5, paragraph 4-2a.)

b. Commanders must ensure that the traffic code is consistent with the applicable SOFA, (AR 190-5, paragraph 4-2a).

c. Commanders should where possible conform to the laws of the State or host nation where the installation is located, (AR 190-5, paragraph 4-2a).

d. Installation traffic codes must contain the following provisions concerning the operations of motorcycle and ATVs, (AR 190-5, paragraph 4-2c(1)):

(1) Headlights will be on at all times while being operated.

(2) A rear view mirror will be attached to each side of the handlebars. (NOTE: AR 385-55 permits mirrors on the fairing or handlebars.)

(3) Approved protective helmet, eye protection, and highly reflective clothing or vests will be worn by operators and passengers when in operation.

5. Analysis and Practice Notes.

a. None of the publications cited above are punitive.

b. The commander promulgating an installation traffic code may make its provisions punitive. However, it is currently Army policy that only administrative action may be initiated against service members for off-post violations of installation traffic codes, (AR 190-5, paragraph 4-2d).

c. Potential actions to Promote Compliance with Motorcycle Safety Standards.

(1) Judicial and Non-judicial 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.

(2) 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, (AR 190-5, paragraph 2-1).

(3) 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 twelve traffic points are accumulated within a twelve-month period, or eighteen points are accumulated within a twenty-four month period. This system is not intended to interfere with the commander's prerogative to suspend or revoke installation-driving privileges, (AR 190-5, paragraphs 5-2 through 5-4, and Table 5-2).

(4) 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:

(a) Reasonably in furtherance of or connected to military needs (promotes morale, discipline and usefulness of command)

(b) Specific as to time and place, and definite and certain in describing the act or thing to be done or omitted, and

(c) 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).

(5) 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, (DODD 5200.8, paragraph 3.2.2). Failure to comply with motorcycle safety regulations may justify the exercise of this authority.

(6) 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, (AR 190-5, paragraphs 6-2a and 6-2c). 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.

(7) 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.

(8) 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, (AR 190-5, paragraph 2-13). 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.).

(9) Other Administrative Measures. Other actions include oral or written counseling, a memorandum of admonition or reprimand, or similar measures.

d. 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.

e. 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.

MOTORCYCLE INSPECTION WORKSHEET

Operator

Rank _____ / Last _____ / First _____ / MI _____ /

Vehicle Description

_____ / _____ / _____
 Make Model Year

Driver's License

_____ / _____ / _____ / _____
 State License Number Exp Date M/C Endorsed (Y/N)

Insurance

_____ / _____ / _____
 Date Company Policy Number Expires

Date Completed MSF COURSE _____ / _____
 MSF Card No. Good for 5 yrs.

Post Vehicle Registration _____ /Y/N_____
 Decal Number properly placed

MOTORCYCLE SAFETY INSPECTION CHECKLIST			T —
TIRES & WHEELS			
Item	Check	Look for	Check off
Tires	Condition	<i>Tread depth, wear, weathering, evenly seated, bulges, imbedded objects. 2/32 inch min.</i>	Front - Rear
	Air Pressure	<i>Check when cold, adjust to load/speed.</i>	Front - Rear
Wheels	Spokes	<i>Bent, broken, missing, tension, check at top of wheel: "ring" == OK, "thud" == loose spoke.</i>	Front - Rear
	Cast	<i>Cracks, dents.</i>	Front - Rear
	Rims	<i>Out of round/true == 5mm. Spin wheel, index against a stationary pointer.</i>	Front - Rear
	Bearings	<i>Grab top and bottom of tire and flex: No free play (click) between hub and axle, no growl when spinning</i>	Front - Rear
	Seals	<i>Cracked, cut or torn, excessive grease on outside,</i>	Front - Rear

		<i>reddish-brown outside.</i>	
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C — CONTROLS			
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Item	Check	Look for	Check off
Levers	Condition	<i>Broken, bent, cracked, mounts tight, ball ends on handlebar lever.</i>	Front - Rear
	Pivots	<i>Lubricated.</i>	
Cables	Condition	<i>Fraying, kinks, lubrication; ends and length</i>	
	Routing	<i>No interference or pulling at steering head, suspension; no sharp angles, wire looms in place.</i>	
Hoses	Condition	<i>Cuts, cracks, leaks, bulges, chafing, deterioration.</i>	
	Routing	<i>No interference or pulling at steering head, suspension, no sharp angles, and wire looms in place.</i>	
Throttle	Operation	<i>Moves freely, snaps closed, no revving.</i>	

L — LIGHTS			
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Item	Check	Look for	Check off
Battery	Condition	<i>Terminals clean and tight, electrolyte level, held down securely.</i>	
	Vent Tube	<i>Not kinked, routed properly, not plugged.</i>	
Lenses	Condition	<i>Cracked, broken, securely mounted, excessive condensation.</i>	
Reflectors	Condition	<i>Cracked, broken, securely mounted.</i>	
Wiring	Condition	<i>Fraying, chafing, insulation.</i>	
	Routing	<i>Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.</i>	
Headlamp	Condition	<i>Cracks, reflector, mounting and adjustment system.</i>	

	Aim	<i>Height and right/left.</i>	
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O — OIL			
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Item	Check	Look for	Check off
Levels	Engine Oil	<i>Check warm on centerstand, dipstick, sightglass.</i>	
	Hypoid Gear Oil	<i>Transmission, rear drive, shaft.</i>	
	Hydraulic Fluid	<i>Brakes, clutch, reservoir or sight glass.</i>	
	Coolant	<i>Reservoir and/or coolant recovery tank — cool only.</i>	
	Fuel	<i>Tank or gauge.</i>	
Leaks	Engine Oil	<i>Gaskets, housings, seals.</i>	
	Hypoid Gear	<i>Gaskets, seals, breathers.</i>	
	Hydraulic Fluid	<i>Hoses, master cylinders, calipers.</i>	
	Coolant	<i>Radiator, hoses, tanks, fittings, pipes.</i>	
	Fuel	<i>Lines, fuel taps, carbs.</i>	

C — CHASSIS			
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Item	Check	Look for	Check off
Frame	Condition	<i>Cracks at gussets, accessory mounts, look for paint lifting.</i>	
	Steering-Head Bearings	<i>No Detent or tight spots through full travel, raise front wheel, check for play by pushing/pulling forks.</i>	
	Swingarm Bushings/Bearings	<i>Raise rear wheel, check for play by pushing/pulling swingarm.</i>	
Suspension	Forks	<i>Smooth travel, equal air pressure/damping and anti-dive settings.</i>	
	Shock(s)	<i>Smooth travel, equal preload, air-</i>	

		<i>pressure and damping settings, linkage moves freely and is lubricated.</i>	
Chain/belt	Tension	<i>Check at tightest point.</i>	
	Lubrication	<i>Side plates when hot. Note: do not lubricate belts!</i>	
	Sprockets	<i>Teeth not hooked, securely mounted.</i>	
Fasteners	Threaded	<i>Tight, missing bolts, nuts.</i>	
	Clips	<i>Broken, missing.</i>	
	Cotter Pins	<i>Broken, missing.</i>	
K — KICKSTAND			
Item	Check	Look for	Check off
Centerstand	Condition	<i>Cracks, bent.</i>	
	Retention	<i>Springs in place, tension to hold position.</i>	
Sidestand	Condition	<i>Cracks, bent (safety cut-out switch/pad if equipped).</i>	
	Retention	<i>Springs in place, tension to hold position.</i>	

Additional Items To Inspect:

ARE ALL TURN SIGNALS IN PLACE AND WORKING

DOES SOLDIER HAVE A DOT APPROVED HELMET WITH PROTECTIVE EYEWEAR OR
FACESHIELD

ARE BOTH MIRRORS IN PLACE

(REFER TO 385-55 FOR FURTHER GUIDANCE)

I understand that as a soldier riding a motorcycle, both on and off post, I must abide by the rules and regulations covering motorcycles and motorcycle safety. I understand it is my duty and responsibility to wear my personal protective equipment at all times. I am in possession of a DOT helmet, full-fingered gloves, and a retroreflective vest. I am also aware that in order ride within the regulation, I must also wear, a long sleeve shirt or jacket, long pants, and over the ankle leather shoes. Even though the state of Texas has laws that allow motorcyclists to ride without a helmet. AR 385-55 and local post policies dictate that I will wear my helmet when riding my motorcycle, both on and off post. Failure to comply with Army regulations could result in my loss of motorcycle driving privileges. If I am involved in a motorcycle accident and it is found that I have violated the regulation, I could be held liable for all medical costs that I incur as a result of that accident. If I loose my life, and found to have violated the UCMJ, My survivors could be denied my SGLI benefits.

Operator and Inspector Signatures

Operator Signature _____ / _____
Date

Inspector

Print / Signature / Date