

COMMANDER'S AND LEADER'S GUIDE

to Motorcycle Loss
Prevention



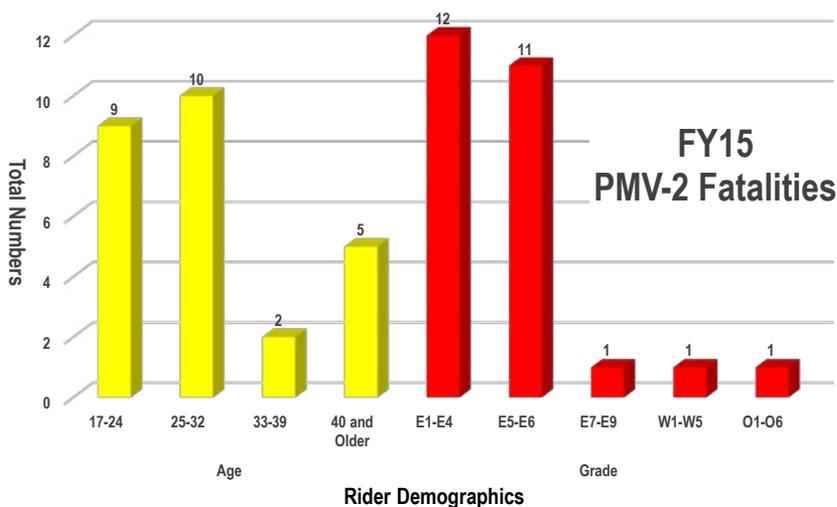


Commander and Leaders Guide to Motorcycle Loss Prevention

Leader emphasis is a cornerstone to an effective unit-level motorcycle safety program. Leaders have the responsibility to ensure fully trained Soldiers are riding operationally safe motorcycles in a disciplined manner and complete all mandatory motorcycle training as required under the Progressive Motorcycle Program per AR 385-10.

Since the inception of the Progressive Motorcycle Program (PMP) in FY11, motorcycle fatalities have declined steadily from a high of 45 that fiscal year to a low of 26 in FY15. Engaged leadership and responsible ridership have greatly contributed to this decline.



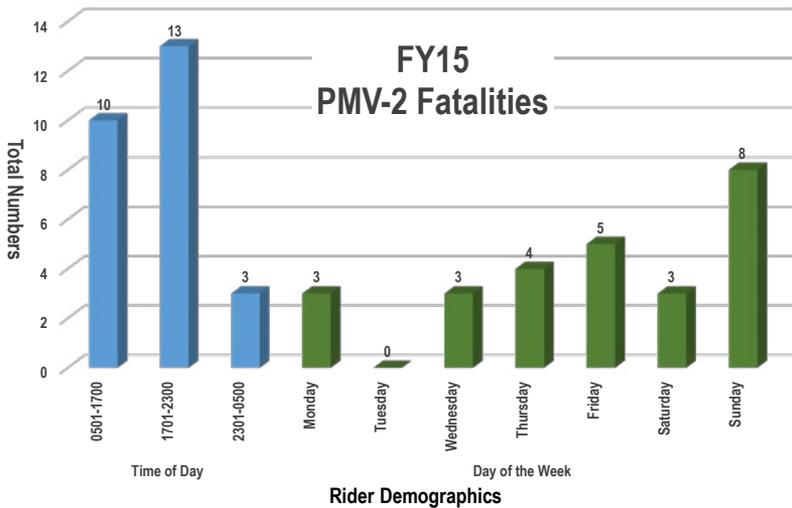


However, in FY15 the Army experienced 26 fatal motorcycle mishaps; 11 of those were due to rider indiscipline. Speed, failure to attend training, failure to wear PPE (helmet) and alcohol use while riding were predominant factors. Of those accidents, 62 percent occurred over a weekend, 54 percent involved a leader in the grade of E-5 or above and 65 percent were over the age of 25. Eighty- eight percent of those accidents occurred between 5 a.m. and 11 p.m. with 50 percent occurring between 5 and 11 p.m. Leaders have been involved in more than 50 percent of all fatal PMV-2 accidents for the last 10 years. Leaders checking leaders is essential to reduce this disturbing trend.

As a commander you should be familiar with motorcycle safety requirements to ensure that your motorcycle riders are properly licensed and trained. The following information explains the basic requirements for conducting a successful motorcycle safety program:

Getting started: Soldiers must have a valid and endorsed motorcycle license, insurance and training. Every state has their own licensing/learners permit/endorsement process, if you are

stationed in CONUS you must check with the state licensing agency to determine their requirements. If you are stationed outside the U.S., for example in Germany, USAREUR requires you to arrive with a license that includes a motorcycle endorsement.



There are only six states that require some form of formal motorcycle training in order to obtain a motorcycle endorsement regardless of age. They are; Connecticut, Florida, Maine, Oregon (phased in beginning in 2011), Rhode Island and Texas. Twenty five states require no training in order to obtain a license or endorsement. There are 18 states that have age-based requirements. Sixteen states require training if a rider is under 18 years of age and two states, California and Idaho, require it if the rider is under 21 years of age. If you are over the age limit in those states, there is no requirement for training. For additional information on the latest individual state training and licensing requirements, see Table 1. Motorcycle learner permit information is available in Table 2.

Regardless of state requirements, the Army requires mandatory training under the Progressive Motorcycle Program as outlined in AR 385-10 prior to operating a motorcycle. Training should be scheduled through the unit training NCO using the Digital

Training Management System (DTMS).

PMP training consists of:

- A requirement to complete the Basic Riders Course (BRC) prior to operating a MC. State-approved curriculum for a motorcycle basic course is also acceptable.
- Complete the Experienced Riders Course (ERC) or BRC-II or Military Sportbike Riders Course (MSRC) on the operator's motorcycle within 12 months of completing the BRC. State-approved curriculum for a motorcycle advanced course is also acceptable.
- Soldiers deployed for more than 180 days must complete Motorcycle Refresher Training prior to operating their motorcycle.
- Motorcycle Sustainment Training is based on the type of MC a Soldier owns or operates. They are required to complete MC sustainment training within five years of completing an ERC/ BRC-II or Military Sportbike Riders Course /Advanced Rider Course (ARC), which consists of, at a minimum, retaking an ERC/ BRC-II or MSRC/ARC. A Soldier can meet the sustainment training requirement, at no expense to the government, by taking an Army-vetted, advanced level MC course.

Advanced motorcycle riding courses that meet the sustainment training requirement outlined in paragraph 11-7 and 11-9 of AR 385-10, The Army Safety Program (dated 27 Nov 13) can be accessed at: <https://safety.army.mil/OFF-DUTY/PMV-2/Training/AdvancedMotorcycleTraining.aspx>.

A Soldier can meet the sustainment-training requirement, at no expense to the government, by taking an advanced-level motorcycle course. The intent of listing the advanced courses is not to teach an Army rider to race; it's to teach them how to better control a motorcycle by applying advanced techniques that transfer to street riding.

For more information on motorcycle safety, contact the U.S. Army Combat Readiness Center via email at usarmy.rucker.hqda-searmy.list.safe-army-rider-educ@mail.mil.

As a leader, you should encourage your riders to sign the MC/ATV Operator Agreement before they ride. A copy of that agreement can be found on the USACRC website, visit https://safety.army.mil/Portals/0/Documents/OFF-DUTY/PMV-2INFORMATIONFORLEADERS/Standard/Example_Motorcycle-ATV_Counseling.pdf for details.



Driver improvement/remedial driver training Riders of both privately owned or government owned motorcycles are subject to participation in an operator/driver improvement program due to “high risk” behavior or if they are at fault in a traffic mishap or receive a citation.

To reinforce positive driving behaviors, commanders will:

- Provide Army-approved driver improvement courses to military or civilian personnel who, while operating a government motor vehicle, have been convicted of a moving traffic violation, or have been determined to be at fault in a traffic mishap.
- Require personnel as described in paragraph (1), inside or outside normal duty hours, to attend the courses or lose

installation-driving privileges. State-approved driver Improvement programs may be used to fulfill the requirement where an Army standardized course is not provided.

■ May refer Soldiers to attend remedial drivers training due to high risk driving activity. Examples of high risk driving activities may include:

- o The accumulation of five or more traffic points over a 12-month period (AR 190–5).
- o Warning traffic citation(s) for moving and non-moving infraction(s).
- o Letter(s) of counseling or reprimand for driving; or
- o Confirmed witness statements of driving infraction(s).

Inspections Chapter 11-8 of AR 385-10 requires that private motor vehicle inspections be performed at least every six months and motorcycle inspections should also be conducted prior to the start of riding season. Periodic spot checks are highly recommended.

Inspections should cover:

- Administrative requirements include a check of:
 - o License
 - o Insurance
 - o Appropriate level training
 - o State/host nation inspection (if required)
- Condition of Motorcycle (TCLOCS):
 - o Tires
 - o Controls
 - o Lights
 - o Oil
 - o Chassis
 - o Stand
- Condition of PPE



Leaders should be able to identify illegal and unsafe modifications to the motorcycle. Modifications to a motorcycle may be a sign of “high risk” behavior. Legal modifications vary from state to state. If a commander is not sure if a motorcycle has been modified, consult your motorcycle mentor or use the leaders tab on the USACRC website under motorcycles at <https://safety.army.mil/OFF-DUTY/PMV-2/InformationforLeaders.aspx> for Motorcycle Safety 101 –Basics for Non-Riding Leaders. This presentation contains information on the most common modifications to motorcycles.

Motorcycle Mentorship Program (MMP)

Leaders should encourage riders to join an MMP which is a voluntary unit-level motorcycle group where less experienced riders are paired with seasoned riders to create a safe and disciplined riding culture for the organization. MMPs are among the most effective mitigation strategies to prevent motorcycle mishaps. Motorcycle mentors are the commander’s subject matter experts.

Motorcycle mentors should be:

- Licensed and current with PMP requirements.
- Ride on a frequent or routine basis.
- Have several years of experience on different types of motorcycles such as sport, cruiser, touring and dirt in varying environments such as city, country hilly and under various weather conditions.
- Be committed to reducing motorcycle mishaps.
- Want to take on the responsibility of a mentor.

Age and rank should not be the sole criteria when selecting a motorcycle mentor. Riding experience and motorcycle knowledge are far more important.

Engaged leadership, command emphasis and support is key for organizing a responsive and robust mentor program.

Leaders should conduct an interview with prospective mentors.

Some potential questions to ask include, but are not limited to:

- Do you believe in the MMP concept?
- How many years have you had a motorcycle license/endorsement?
- Have you received a ticket for a moving violation within the last five years?
- Has your motorcycle license ever been suspended or revoked? If so why?
- Do you know what the Army regulatory requirements are for motorcycle training and wearing of personal protective equipment (PPE)?
- Did you ride a motorcycle as a child/teenager? (Off-road experience may enhance street riding skills)
- What type riding do you currently do – street, touring, dirt, track and commuting or other? A weekend or fair weather rider may not possess the skills needed to mentor a less experienced rider.

There are numerous MMP related products available on the USACRC website to assist in forming an MMP in your organization. For example:

- Leaders Guide to Selecting a Mentor
- Motorcycle Basics for Non-Riding Leaders (pamphlet and PowerPoint presentation)
- Tires, Controls, Lights, Oil, Chassis, and Stand (TCLOCS) inspection checklist
- Sample MMP charter
- Sample Rider Packets
- 36 Defense Safety Oversight Council Motorcycle Mentorship Modules

Mentors should be considered your first line of defense when developing and tracking training for your riders. All motorcycle

training can be tracked using the Digital Training Management System. All traffic safety training can be entered in either the military or private motor vehicle licensing tabs in DTMS. DTMS has the capability to track and forecast upcoming training requirements which will assist in training no-shows and riders who are missing the required follow-on training. They can assist in conducting motorcycle refresher training, reinforcing formal training, initial bike selection and PPE selection.

Rider Coaches: There is no requirement for rider coach credentialing as a mentor in a MMP. A rider coach conducts training on a certified range and must maintain currency, per the issuing authority. Should a unit elect to send a mentor to a rider coach class, they are responsible for the funding.

Contracted Training: The current U.S. Army Installation Management Command contract pays for all training under PMP except for Motorcycle Refresher Training. The contract also allows organizations, having a surge or backlog of training, with options to work through the contractor and IMCOM Contracting Officer (COR) to resolve those issues. Soldiers, at no expense to the government should they elect to do so, can attend alternative training such as the free Harley Davidson training course to receive PMP credit and, as indicated above, the USACRC screens and monitors other training providers that Soldiers can attend to meet their sustainment-training requirement. IMCOM can assist with other options to receive training.

The Army National Guard personnel should contact their state safety office for course funding and availability.

U.S. Army Reserve personnel should contact their reserve regional support command safety office for course funding and availability.

Allowing for the completion of the Riders Course while awaiting training is at the discretion of the individual commander.

If the unit commander elects to allow attendance for pay during scheduled battle assembly, or as rescheduled training, it should be clearly spelled out in a policy letter or Safety SOP to ensure all soldiers are afforded the same opportunity and equal treatment.

For additional information, visit <https://safety.army.mil/OFF-DUTY/PMV-2/USARARNGInfo.aspx>.

Command Support: Command support is essential for an effective MMP. Leaders should encourage higher-level MMP participation and oversight (battalion, brigade and installation). Creativity, innovation and feedback from riders also play a vital role when making plans for meetings, supplemental training, events and group rides. Leaders should encourage riders to meet and ride frequently, as interaction fosters a safe riding culture and provides an opportunity for mentors and riders to discuss issues, trends and dangerous riding locations. Group rides are one way mentors can help reinforce formal training and help determine a rider's overall capability and gauge readiness for future training and have the biggest effect on rider behavior.

Based on assessments conducted by the USACRC, there are several best practices that you should consider when developing a mentor program. The III Corps Motorcycle Safety Program utilizes Motorcycle Safety Program Coordinators in lieu of mentors and has requirements that are more stringent. The United States Army Special Operations Command model relies heavily on the use of supplemental funding for additional mentor training using the Advanced Street Skills Military Mentor Training Program offered by Puget Sound Safety. They also require their riders to attend some form of Motorcycle Safety Foundation or advanced training every three years and every two years if assigned to their headquarters.



Table 1

STATE MOTORCYCLE OPERATOR LICENSING – 2014

State	Operator Licenses		Vehicle Registrations (2012)		Tiered Licensing System	Rider Education Required for Licensing
	Auto	Motorcycle	Auto	Motorcycle		
Alabama	3,545,479	1,716,364	2,042,469	132,465	Yes, ≤ 5 bhp or ≤ 150 cc (4)	No
Alaska	544,941	48,822	193,151	31,940	No	No
Arizona	4,717,470	333,162	2,124,041	148,756	Yes, ≤ 100 cc	(2)
Arkansas	2,199,164 (10)	156,114 (8)	881,272	76,085	Yes, ≤ 250 cc (4)	No
California	23,952,181	1,376,298	13,223,822	787,521	No	Yes, under age 21
Colorado	3,706,276	382,291	1,746,188	183,381	No	No
Connecticut	2,536,675	209,921	1,387,079	83,332	No	Yes
Delaware	595,276	51,415	442,113	30,730	No	Yes, under age 18
D.C.	330,363 (10)	168,064 (10)	207,048	4,144	No	No
Florida	15,378,206	1,080,655	7,535,856	619,152	Yes, ≤ 150 cc (4)	Yes
Georgia	7,304,140	320,433	3,321,507	201,207	No	No
Hawaii	904,500	55,611	521,804	35,527	No	No
Idaho	1,038,992	77,057	577,382	63,964	No	Yes, under age 21
Illinois	8,870,311	669,214	4,717,657	364,655	Yes, < 150 cc (4)	Yes, under age 18 for > 150 cc
Indiana	4,926,277	233,434	2,439,141	223,103	No	No
Iowa	2,229,451	258,675	1,343,336	180,063	No	Yes, under age 18
Kansas	1,974,238	160,000	959,718	81,578	No	No
Kentucky	2,985,234 (10)	155,177 (6)	1,533,919	100,506	No	No
Louisiana	2,923,744 (10)	130,624 (8)	1,499,813	68,297	No	No
Maine	1,009,780	96,998	474,622	53,268	No	Yes
Maryland	4,029,787 (10)	248,938 (10)	1,968,035	121,306	No	Yes, under age 18
Massachusetts	4,410,639	329,738	2,481,462	124,121	No	Yes, under age 18 or failed test twice
Michigan	7,099,512	483,130	3,408,669	266,489	No	Yes, under age 18
Minnesota	4,079,256	409,943	2,148,272	241,768	No	Yes, under age 18
Mississippi	1,965,464	54,804	847,669	28,264	No	No
Missouri	4,292,781	362,435	2,398,353	175,887	Yes, ≤ 250 cc (4)	No
Montana	757,812 (10)	108,000 (3)	433,264	158,873	No	No
Nebraska	1,178,474	74,428	732,238	52,853	No	No
Nevada	1,788,031	136,348	932,805	69,641	No	No
New Hampshire	998,214	120,987	560,416	79,877	No	Yes, under age 18
New Jersey	6,039,623 (10)	264,100 (1)	3,971,265	332,470	Yes, ≤ 500 cc (9)	Yes, under age 18
New Mexico	1,430,475 (10)	58,400 (3)	675,737	66,666	Yes, ≤ 100 cc (4)	Yes, under age 18
New York	11,248,617 (10)	593,268 (3)	5,076,204	345,412	No	No
North Carolina	6,539,740 (10)	391,000 (10)	3,445,365	199,205	No	Yes, under age 18
North Dakota	550,270	63,965	249,181	34,011	Yes, ≤ 250 cc (4)	Yes, under age 16 (limited to < 250 cc)
Ohio	7,950,483 (10)	699,912 (10)	4,738,058	339,698	No	Yes, under age 18
Oklahoma	2,650,608 (10)	219,932 (10)	1,361,339	127,681	Yes, ≤ 250 cc (4)	No
Oregon	3,109,057	259,094	1,455,989	86,123	No	Yes (7)
Pennsylvania	8,804,349 (10)	846,466 (10)	4,774,517	419,282	No	Yes, under age 18
Rhode Island	712,890	35,495	456,426	33,078	No	Yes
South Carolina	3,506,933	189,534	1,712,854	112,239	No	Yes
South Dakota	613,912	82,313	331,662	73,352	No	No
Tennessee	4,573,871 (10)	161,032 (8)	2,232,584	167,566	Yes, ≤ 5 bhp or ≤ 125 cc (4)	No
Texas	15,252,192 (10)	853,000 (6)	7,821,859	448,399	Yes, ≤ 250 cc (4)	Yes
Utah	1,931,235	177,120	832,197	62,819	Yes, 90 cc; 249 cc; 649 cc (5)	No
Vermont	509,317	61,917	251,437	30,691	No	No
Virginia	5,547,180	310,721	3,305,911	199,489	No	Yes, if failed twice
Washington	5,359,469	379,805	2,542,747	217,301	No	Yes, under age 18
West Virginia	1,327,569	76,709	537,131	57,921	No	No
Wisconsin	4,056,649 (10)	475,248 (8)	2,221,497	280,974	Yes, ≤ 125 cc (4)	Yes, under age 18
Wyoming	435,452	59,702	212,788	31,319	No	No
Totals	214,422,559	16,267,813	111,289,910	8,454,939		

Blanks intentional due to no response from state.

(1) 2002 Information

(2) For under 18, rider education or parental certification of 30 hours of supervised motorcycle practice required.

(3) 2006 Information

(4) May obtain motorcycle license at younger age for small displacement motorcycles.

(5) License restricted based on cc size of motorcycle upon which rider tested.

(6) 2008 Information

(7) Phase-in beginning 1/1/11

(8) 2010 Information

(9) If tested on < 251 cc, license/endorsement restricted to operation ≤ 500 cc. No restriction on license/endorsement if operator has completed approved rider education course.

(10) 2012 Information

Table 2

STATE MOTORCYCLE OPERATOR LICENSING – 2014

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