

DID YOU KNOW?

USMC SAFETY & FORCE PRESERVATION



MOTORCYCLE SEASON HAS ARRIVED

Spring is here and summer is rapidly approaching. This means one thing - motorcycle riding season has arrived. The majority of Marine Corps motorcycle mishaps and fatalities are still occurring on sport bikes, and although we have come a long way, there is still work to be done. This means the Marine Corps will continue to focus our training and education efforts in this area. Many of our motorcycle fatalities involve excessive speed, loss of control, or impact with other vehicles, and the primary causal factors are often the rider's lack of training or riding experience. However, mishaps are also occurring when our riders have all of the right training and PPE, and become too confident on their bike. Every motorcycle rider must know their own limits on a bike, regardless of experience, training, or skill level. We must all continue to reinforce the importance of motorcycle safety, training, and mentorship programs.



Reckless behavior often triggered by other stressors is also becoming a serious concern. Marines with other significant stressors in their lives such as relationship troubles, going through a divorce, or Marines pending ADSEP may be more likely to make a reckless decision on a motorcycle or behind the wheel of a car.

This "Did You Know" features a few of the dangers of motorcycle riding and highlights the training and proper PPE that is required before any of your Marine riders hit the streets on their bikes. It is critical that leaders at all levels continue to mentor and educate Marines to keep them aware of the risks involved each and every time they get on a motorcycle.

DANGEROUS PRACTICES ON A MOTORCYCLE

- Lane splitting although legal and a common practice in many states, is very dangerous. When choosing to split lanes, all riders should consider the consequences; a Marine was recently lost while splitting lanes in California.
- Texting, Cell phones, and iPods can all be distractive, even to motorcycle riders. Watch out for drivers – not watching out for you!
- Stunting and other foolishness on the road will not be tolerated. If interested in these types of activities, take it to the track or other sanctioned event. Perform stunts and tricks in a controlled environment with appropriate support. ***The street is NOT the place to test your limits – take it to the track.***
- Marines should ALWAYS wear an approved motorcycle helmet when on a motorcycle. The Marine Corps does not have any other recognized helmet law or order, there are NO exceptions for any Marine, state residency, or duty status.

California has no laws explicitly prohibiting lane splitting, and is the only U.S. state for which official statements state that lane splitting, when done safely, is legal.



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PERSONAL PROTECTIVE EQUIPMENT (PPE) REQUIREMENTS

Marine Corps Motorcycle Personal Protective Equipment (PPE) requirements are:

- DOT approved helmet, eye protection, full face shield or approved motorcycle glasses or goggles, full fingered gloves, long sleeves, long pants, over the ankle foot wear. **Remember, dress for the crash - not for the ride.**
- Off-road riders shall adhere to all PPE requirements above with additional items such as approved riding boots and shin guards. Chest protectors, neck restraints and other additional protection measures are also highly encouraged.
- New motorcycle safety course graduates (BRC, ERC, and ARC) are eligible for a 25% off motorcycle PPE coupon good at any MCX. Coupons are received from the instructor upon completion of applicable training. Two rules for the coupons:
 - 1) Recipients must have MCX or PX privileges.
 - 2) Successful completion of an installation/base sponsored motorcycle course.



SEMPER RIDE™

Where to Ride: Stay updated on Marine Corps track days, other local resources, and links to the country's best riding spots.

Forums: Where riders talk, share experiences and get help. Have a close call? Share with fellow Marines so they can learn from your experience.

Semper Ride TV: See SemperRide excerpts, the latest PSAs, and interviews by the country's top riders from the Film.

Events: Is there a riding event near you? Find it at SemperRide.com.

Bikes and PPE: Still deciding which bike you want? This is a great resource. Already have a bike? Find out more about it, and what kind of PPE will help keep you safe in the saddle.

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<http://www.marines.mil/unit/safety/Pages/welcome.aspx>

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MOTORCYCLE TRAINING REQUIREMENTS

- All Marine motorcycle riders must have a valid motorcycle endorsement or license to operate any motorcycle on all public roads or highways.
- Within 120 days of completing the BRC, all riders must attend the next level of training, (e.g. the ERC or ARC.) Ideally, advanced training should be completed immediately after the BRC – **the sooner the better!**
- All riders must complete follow on, continual education and training every 3 years.
- All motorcycle riders should become active members in a command sponsored motorcycle mentorship program or club.
- Off - Road Riders
 - Use the MSF Dirt Bike course for beginners
 - Seek other advanced training as your skills develop
 - Appropriate PPE is required

Level I Training

- MSF Basic Rider Course (BRC), Experienced Rider Course (ERC), Scooter School (SS1), Dirt Bike School (DBS)
- ASVI - ATV Rider Course
- CBIRF - LUV Course
- MCBQ - LUV Course

Level II Training

- MSF Military Sport Bike Rider Course (MSRC), Advanced Rider Course (ARC)
- CR Gittere Dirt Bike School
- Coach2Ride Off-Road Training
- American SuperCamp – Motorcycle Technique School
- SYSCOM/TECOM -MILMO Operators School

Level III Training

- Keith Code Super Bike School – AMOS
- Lee Parks Total Control
- American SuperCamp – Motorcycle Advanced Technique School
- CR Gittere Advanced Dirt Bike School

OTHER TRAINING CONSIDERATIONS

- The course curriculum of all MSF courses is universal. (e.g. installation sponsored classes, other DoD services sponsored MSF courses, or local community college courses.)
- Advanced Rider Track Day is intended to help riders understand the limitations of their bikes and themselves, as riders. It can be used to meet the 3 year refresher training requirement; however it is NOT Level III training and does not qualify the rider to be a mentor.
- There are no additional classes, training, or courses required between installations beyond proof of successful completion, such as a signed MSF completion card, a card or completion certificate for advanced training or other training approved by [CMC Safety Division](#).
- Check with your insurance provider for discounts related to additional motorcycle safety training.
- Commanders are encouraged to take advantage of the motorcycle surveys available on the Marine Corps Climate Assessment Survey System (MCASS). Visit <http://www.semperisurveys.org> for more information and to set up a survey for your command or unit.



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AFTER MOTORCYCLE COURSE COMPLETION

- Graduates of an MSF course, or other motorcycle safety courses approved by CMC SD, must ensure that the correct completion codes are entered into the MCTFS and/or their unit diary system.
- All riders should retain a record of attendance, a completion card or a course completion certificate for motorcycle training for future entry into MCTFS or the unit diary system. Always retain proof of beginner, intermediate and advanced training, to include any off road training.
- Visit SemperRide.com and become a fan of [SemperRide on Facebook](#) for motorcycle blogs, gear, group rides in your area and a whole lot more.

TYPES OF MOTORCYCLES



CRUISERS are the largest class of bikes. Cruisers mimic the style of American motorcycles from the 1930s to 1960s, such as Harley-Davidsons and Indians.



STANDARDS have basic designs and upright riding positions, with low power-to-weight ratios that result in a user-friendly motorcycle.



SUPERSPORTS are consumer versions of racing motorcycles. Reduced weight and increased power allow for quick acceleration, nimble handling, and high speeds.



SPORT motorcycles are closely related to supersports. Sport bikes are capable of high speeds but don't have the acceleration, stability, and handling of supersports. They generally have lower power-to-weight ratios than supersports.



UNCLAD SPORT motorcycles are similar to sport bikes and supersports in design and performance but without plastic body fairings or windscreens.



A MOTOCROSS bike or "dirt bike" is perfect for the beginning rider regardless of age. A lower seat height and lighter weight give it a lower center of gravity.



TOURING motorcycles have big engines and fuel tanks plus room to haul luggage. They're often outfitted with antilock brakes, audio systems, and cruise control.



SCOOTERS have small wheels, automatic transmissions, and small engines, but larger scooters are becoming more popular.

