

Yongsan Motorcycle Club (MMP)



“Riding in Korea”

Motorcycle Pocket Reference Guide

SPONSORED BY:



**YONGSAN MOTORCYCLE CLUB
PRIVATE ORGANIZATION
AREA II, Support Activity
APO AP 96205-5237**

**YMC REFERENCE GUIDE
1st Edition**

1 August 2006

**Yongsan Motorcycle Club (Roaddragons)
MOTORCYCLE REFERENCE GUIDE**

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SECTION I - INTRODUCTION

1. INTRODUCTION. The Yongsan Motorcycle Club (YMC) is an Area II Private Organization approved by the Area II Commander. YMC follows the U.S. Motorcycle Safety Foundation (MSF) program and has developed a Motorcycle Mentorship Program (MMP) that supports safe and responsible operation of motorized two and three wheeled vehicles. Currently the Army's Combat Readiness Center (CRC), formerly known as the Army Safety Center, uses YMC as the model for other Army motorcycle clubs to emulate. All YMC members must have a Motorcycle Safety Foundation (MSF) rider-course completion card, a motorcycle endorsement on their USFK license, maintain insurance as required by Korean and US law, and comply with the YMC Motorcycle Mentorship Program (MMP), YMC By-Laws, and YMC Constitution. There are ten YMC officers elected annually to manage the MMP and other club functions. These officers consist of the President, Vice President, Secretary, Road Captain, Road Lt's (2), Logistics Officer, Safety-Maintenance Officer, Webmaster, and Historian. YMC officers ensure the MMP is adhered to, and that YMC rides safely and responsibly. YMC has over 100 members worldwide with about 60 active members in Korea comprised of soldiers, retired military, civilians, contractors, family members, Koreans, and other foreigners.

2. MISSION STATEMENT. YMC adheres to, and implements for members a Club MMP which fully supports CRC's MMP directives to further enhance safe and enjoyable riding throughout Korea.

3. PURPOSE. YMC's primary charter is to promote safe and responsible motorcycle riding. As such, the Club has developed a MMP that provides a supportive environment for both inexperienced and seasoned riders focused on riding responsibly. YMC provides mentors to educate and certify New Riders, and improve the riding skills of existing Club members. New Rider mentorship objectives are oriented towards riding safely in Korea, both as an individual rider and while riding as part of YMC-group formations. Seasoned riders also receive instruction on organizing and supervising large motorcycle rides and events while ensuring all riders experience a safe and enjoyable motorcycling experience. The YMC's MMP also provides a forum for continuous motorcycle education and safety awareness by conducting mentorship training seminars to improve all riding skill levels. The YMC leadership will stay abreast of all CRC "Safe Motorcycle Riding" updates and educate riders on Composite Risk Management (CRM). Additionally, YMC focuses on, and conducts motorcycle buyer's and maintenance clinics. YMC conducts special events in support of MMP initiatives to benefit the local military community to include; local Orphanages, Korean events, and rides with other motorcycle clubs. Additionally, YMC supports numerous military community events such as 4th of July and Columbus Day parades, Area II Auto-Bike Show, CFC Organization Day, and the Veteran's Day ride. Korean community supported events include sponsoring an orphanage and participating in the KARP (Korean Association of Retired Persons) and the HI-Seoul City Festival.

4. APPLICABILITY. This handbook applies to all persons who operate a motorcycle and are active members of the Yongsan Motorcycle Club.

5. REFERENCES. All references are listed in the Appendices.

6. ABBREVIATIONS. Abbreviations used in the handbook are explained in the glossary.

7. ENFORCEMENT. This reference guide is used by the Yongsan Motorcycle Club for safe motorcycle riding in Korea. All active members will comply with the rules and regulations governing motorcycle riding in Korea.

SECTION II -YONGSAN MOTORCYCLE CLUB

8. MEMBERSHIP

a. Active Member:

- (1) Any individual who is federal employee, civilian or military.
- (2) Assigned to the United States Forces Korea.
- (3) A U.S. Citizen not affiliated with USFK, e.g., retired, employed by Korean firm or corporation.
- (4) A foreign national sponsored by an active member,

and is an operator of any motorcycle above a 400cc engine. To remain active, members must attend at least one general meeting every quarter in a calendar year, with the exception of a permanent change of station. An active member is authorized to vote upon and discuss all matters in which the member has interests. All active members prior to 1 January 2006 who meet the requirements above, and are accepted in by general membership will continue to be active members.

b. Associate Member: Any individual who accompanies an active member and attends at least one general meeting every quarter in a calendar year. An associate member is authorized to vote upon and discuss all matters in which the member has interests. No active member can sponsor more than two associate members.

c. New Member: Any new member who seeks to become an Active Member and meets 10. a(1)-(4) above and is willing to complete the YMC Mentorship Program. The Safety Officer will appoint a mentor based on concurrence from the President, Vice President and Road Captain. Once the new rider has successfully completed three rides with the standards outlined in the mentorship ride checklist and has complied with all other requirements, the mentor will notify the Club Officers that the new rider has meet all requirements for active membership. The President at the next scheduled meeting will notify club members of the successful completion of the program by the new member, and will recognize the new rider as an active member of YMC.

d. Honorary Member: May be extended to any person with a simple majority vote of the active members present at any membership meeting, except as mentioned below. Such membership shall be restricted to individuals who have taken positive actions that support the YMC's principles, purposes, and objectives. Said members are not authorized to vote.

e. Inactive Member: Any individual mentioned above, whose is no longer assigned to USFK, but requests to stay on the inactive roster and distribution list. An inactive member is not authorized to vote nor make any motions. However, an inactive member may present information that may be critical to the YMC during debates if approved by the President. Individuals will be notified prior to being placed on the inactive member roster.

9. NEW RIDER ORIENTATION

Any new rider wishing membership in the Yongsan Motorcycle Club will;

- (1) Participate in the Motorcycle Membership Program in Section III.
- (2) Read the Yongsan Motorcycle Club By Laws and Constitution.
- (3) Provide an emergency data card.
- (4) Be assigned a mentor/alternate who rides a similar class motorcycle.

SECTION III - MOTORCYCLE MENTORSHIP PROGRAM (MMP)

10. MENTOR REQUIREMENTS

a. Identifying eligible mentors:

- (1) Individual must want to be a mentor.
- (2) A sincere desire to help reduce motorcycle accidents, injuries, and deaths.
- (3) Individual must be a member of YMC and participate in the club's Motorcycle Mentorship Program; and meet all USFK licensing and registration requirements.
- (4) Must show intermediate to advanced motorcycle skills and have at least 5 years of motorcycle riding experience.
- (5) Must be of proper character and display sound judgment.
- (6) Able to properly read, interpret, explain and advise in layman's terms all associated safety and riding concepts.

b. Mentor Qualifications:

- (1) Must ride a 400cc motorcycle or larger and have operated the motorcycle in Korea for a period of one or more years.
- (2) Must currently ride on a frequent, routine basis and have accumulated at least 1500 miles or more on Korean roads and highways.
- (3) Should have several years of varied riding experience and be familiar with navigating in Korea.
- (4) As a mentor, must have good communication skills and be called upon to help mentor new riders to Korea.
- (5) Has read and understands the Motorcycle Mentorship Program and associated references.
- (6) Be recommend by a club member and supported by the Safety Officer.

11. MENTOR TRAINING

a. Have attended the Experience Riders Course (ERC), recognized by the Motorcycle Safety Foundation within one year.

b. At a minimum, view all related videos at www.msf-usa.org on mentoring, RiderCoach and complete the Motorcycle Challenge.

- c. Attend at least 3 general YMC meeting every quarter.
- d. Attend and participate in at least two quarterly maintenance/safety days sponsored by YMC.

12. ASSIGNING A MENTOR

- a. Safety Officer will identify new riders.
 - (1) Determine level of experience.
 - (2) Based on experience, type of motorcycle and general training needs, recommends to the Club Officers two choices for mentor assignment.
- b. A majority of the Club Officers will;
 - (1) Review list of available mentors and current mentor responsibilities.
 - (2) Determine availability and preference for mentor assignment.
 - (3) Assign a primary and alternate mentor to the new rider. Annotate the assignment of mentors on the new riders Emergency Data Card.

13. ORIENTATION RIDE

a. The New Rider Orientation is required to ensure that the new rider is familiar with the Korean Law, USFK Regulations and the Yongsan Motorcycle Clubs rules for group riding. In addition to the orientation, a ride will be conducted by the Primary Mentor, the alternate or a Club Officer. The following guidelines will be used.

- (1) The Orientation Ride Checklist (Appendix A) will be used by the Primary Mentor to observe the riders performance and ability to ride safely in a group environment.
- (2) The alternate mentor and or Club Officer will lead the ride on a predetermined course that will encompass all variables listed on the checklist.
- (3) The route will begin on an Area II Installation continuing onto the Korean road system if all safety measures are in place and all participants are capable as determined by the Primary Mentor.

b. Completion of Orientation Ride:

- (1) On completion of the orientation ride, the mentor will complete the checklist and discuss observations with the new rider.
- (2) If there are no concerns about the new rider's ability to perform safely in a YMC sanctioned group ride, the checklist will be filled out and signed by the mentor and new rider. The checklist will be forwarded to the Safety Officer and the Club Officers notified.

(3) If the mentor identifies some shortfalls, the mentor will discuss with the new rider areas where more experience is needed.

(a) The mentor will prepare a ride schedule to assist the new rider in obtaining more experience in the areas identified.

(b) The mentor will schedule another orientation ride at a later date.

14. ORIENTATION GROUP RIDE

a. The three Orientation Group Rides are required to ensure that the new rider demonstrates safe group riding techniques and complies with the Yongsan Motorcycle Club's group riding procedures. Three separate rides will be conducted by the Primary Mentor, the alternate and/or a Club Officer. The following guidelines will be used.

(1) The Group Ride Orientation Checklist (Appendix B) will be used by the Primary Mentor to observe the riders performance and ability to ride safely in a group environment.

(2) The designated mentor will ride behind the new rider to observe riding technique and compliance with group ride rules.

b. Completion of Group Orientation Rides:

(1) On completion of each of the group orientation rides, the mentor will complete the checklist and discuss observations with the new rider.

(2) If there are no concerns about each of the three rides, the checklists will be filled out and signed by the mentor and new rider. The checklist will be forwarded to the Safety Officer and the Club Officers notified.

(3) If the mentor identifies some shortfalls, the mentor will discuss with the new rider areas where more experience is needed.

(a) The mentor will identify up coming group rides that would assist the new rider on obtaining additional experience.

(b) The mentor will schedule alternative riding dates/times when both are available.

15. ORIENTATION PASSENGER RIDE

a. Available for new riders who have little or no experience with riding passengers. This is not a requirement, but recommended prior to riding a passenger in a group formation. The program is used to assist new riders with additional techniques used when riding with a passenger. The following guidelines will be used;

(1) The mentor will ensure that the rider and passenger have reviewed and understand the Passenger Ride Tips provided by the Motorcycle Safety Foundation at Appendix H.

(2) The mentor will also ride with a passenger to allow the new rider to visualize the correct technique.

(3) The mentor will select a predetermined route based on the new rider's experience and will select a variety of road conditions.

16. CONTINUING EDUCATION REQUIREMENTS

a. Mentors will routinely check the MSF website (www.msf.org) on a routine basis and identify any changes that will need to be incorporated with the Orientation and Group Ride checklists.

b. Mentors will annually attend the MSF Experienced Riders Course conducted by Area II to maintain skills and experience and learn any new changes in motorcycle safety.

17. AUTHORIZING THE WEAR OF MMP PATCH

a. The MMP Patch can be worn by any YMC member that successfully completes the four check rides and is an active member of the club on an annual basis.

b. The MMP Mentor Patch may be worn by any YMC member that has been identified as an active mentor by the club. Once the individual is no longer an active mentor, they must change it to the MMP Patch.

c. Either patch may be worn anywhere on any clothing item and will be displayed in good taste.

SECTION IV -RIDING IN KOREA

18. INTRODUCTION.

Motorcycle riding in Korea offers a great variety of treasured experiences. The mountains, the coast lines, river valleys, and a host of historic sites make every riding opportunity the potential to be truly memorable. But one must also realize that it is a country of extremes: extreme weather conditions, extreme terrain, and extremely bad traffic conditions getting in and out of all the major cities.

19. CITY TRAFFIC.

The major metropolitan areas in Korea saw a dramatic increase in the number of vehicles on the roads as a result of the economic success prior to the International Monetary Fund (IMF) crisis. Riding in city traffic requires the rider maintain situational awareness at all times. If there is a vehicle in the area capable of cutting you off or pulling out in front of you, it probably will. Korean drivers are notorious for entering intersections without looking. Intersections must be treated as major danger areas. Having the right of way is a relative term. It won't matter when a vehicle has pulled out directly in front of you who may have had the right of way.

(1) Working Drivers. The mind set prevails among working Korean drivers that because they drive to make a living they somehow earn the right of way. This select group of extremely aggressive vehicles includes taxis, buses, bongo delivery vans, cement trucks, and even the infamous delivery mopeds. What makes these vehicles particularly dangerous is that lane encroachment from the rear of your bike is a common practice. If any of these vehicles are in your line of sight, and this includes your rear view mirrors, anticipate them invading your riding space and be prepared to conduct evasive moves at all times. Taxi drivers picking up and dropping off passengers will stop directly in front of you without hesitation. Buses realize they are big and will not hesitate to take your lane. Buses will normally travel in the right hand lanes and stop regularly. Riding behind busses can be dangerous. Riding beside buses is dangerous... buses are just dangerous.

(2) Traffic lights. Korean drivers consistently run yellow to beat red lights and most of the time the light will turn red before the vehicle clears the intersection. The rule of thumb at all stops pulling out into an intersection is to use the "3 second rule." This 3 second pause will allow most of the runners to pass through the intersection. But always enter intersections with eyes on the on-coming traffic. The gates leaving post are among the most dangerous, leaving gate 7 turning left toward Itaewon is extremely dangerous.

(3) Right turns. The primary means of express delivery in Korea is the notorious Moped. These mopeds are on a mission and will zig and zag through traffic to get to wherever they are going as quickly as possible. They often travel on the right shoulder of the road in slower traffic and consistently cross intersections from the extreme right side. Always double check the rear view mirror and your blind spots to clear your lane moves and all right hand turns.

(4) Alleys. There is a marked lack of playgrounds and parks in the built up areas of Korea which includes all the major cities. The urban sprawl in these cities has created a labyrinth of

alley ways that motorcycles are great at getting through but they also serve as the only available play ground for many neighborhood kids. Children darting in and out from behind park cars or small entry ways are common. It is better to reduce speed and anticipate the worst than risk an injury to a youngster playing in the vicinity of their home.

20. WEATHER.

Korea is a country that experiences all four seasons but also has two additional ones. Along with spring, summer, fall, and winter there is the monsoon rainy season and the season of the yellow dust. The latter is a phenomenon that occurs every year with unusually high concentrations of dust particles flowing through the peninsula from the Gobi Desert in China. All of these seasons present challenges to the motorcycle rider and his or her safety. On all extended rides ensure that you have emergency contact numbers and adequate won in the event of emergencies. Remember, most places outside of Seoul only use won.

(1) Spring. Is the riding season at its best. The only problem with spring in Korea is that it is relatively short. The weather will begin to warm in late April or early May and remain until late June. The greatest challenge to riding in spring is the increase in the weekend traffic. The traffic concentrations get worse on the weekends with good weather.

(2) Summer. The heat and humidity can be stifling and poses a real danger to both rider and bike. The heat is compounded in traffic when the standing bikes cannot adequately cool off and the heat of the pavement and surrounding cars make the heat index even that much higher. Do not underestimate the ability to dehydrate while riding in hot, humid weather. On extended rides during the summer months it is advisable to start out with extra bottles of water. A technique to ensure that they remain cold is to freeze the bottles the night before. By the time they are ready to drink they will have melted enough to enjoy ice water on the ride. Another technique for staying cool is to use a small wet towel under your shirt and around your neck. The motion of the bike on the road will cool the towel through evaporation.

(3) Fall. The changing color of the mountain foliage is truly spectacular and makes for some of the best rides of the year. The challenge to riding in the fall is that the falling leaves themselves pose a hazard. They create a slick condition that most bikes cannot negotiate on a turn. The mountain curves are great but avoid the falling leaves on the road. Even on even ground, turning over fallen leaves can cause a bike to lose traction and spill.

(4) Winter. Severe cold weather poses a threat to both the rider and the bike. Remember that riding creates its own chill factor. Clothes that may be comfortable sitting still are not adequate on a ride. All exposed areas of the skin are susceptible to frost bite. Quality cold weather riding gear is a worthwhile investment. With the cold is the potential rain. Cold and wet is even more dangerous. Although quality rain gear can be expensive it is well worth the investment. Snow and ice are common depending on how severe the winter is and where you ride. Ice removal is not well developed in Korea anywhere except the main roads. Moving on side streets in the winter, particularly at night, poses the threat of hitting black ice. Mountainous areas will continue to have runoff late into March with temperatures that can freeze at night. These low runoff areas are often found around the shaded bends. All curves during the winter months should be taken anticipating that water, ice, sand, or a combination of all will be on the road. The techniques for riding in winter are to:

(a) always assume the worst road conditions and;

(b) always carry the gear for the most extreme conditions and layer back from there. It is far worse to need it and not have it, then have it and not need it.

(5) Monsoon or rainy season. Korea shares the monsoon season with the rest of the Asian countries in the Pacific Rim. The season usually begins in July and will last for an intense 3 weeks of sporadic torrential downpours. The challenge to riding through this season is having the right wet weather gear and paying close attention to the weather affecting your ride. The rains bring heavy downpours that often lead to flooding of low lying areas. With the flooding brings the backwash of debris that can be strewn across the road. Flooding can also make certain roads impassable. Prior planning is essential for travel throughout the rainy season.

(6) Yellow Dust. Unique to Korea, Yellow Dust is the phenomenon that blows clouds of yellow dust from the Gobi Desert in China across the Korean peninsula. The concentrations can get high enough to pose a health risk. It is compounded by the falling pollen as the season occurs during early spring.

If you have a cover for your ride, this is one time to use it. It will also be time to clean your air filter by the time this is over.

21. TERRAIN.

a. Mountains. The Korean peninsula is composed of extreme terrain. The mountains may not be that high in altitude but make up for it by being precipitous. The challenge here is that the mountains are not confined to the rural areas but are included into the metropolitan landscape. One essential skill for riding in Korea is knowing how to stop, start, and turn your bike on a steep grade. For those inexperienced riders, this is a task that the mentorship program will require that you demonstrate proficiency at before participating in the group rides. Moving up and down steep grades requires that the rider be comfortable leaning into the curves, shifting gears to control speed on down grades, and passing slow traffic.

b. Beaches. The real beauty of Korea is that it is a peninsula which translates into miles of available beaches to visit. The ocean front communities take on a personality of their own and offer distinctive sites and sounds. The considerations when riding the beach front is always the possibility of sand but more important is the crowds. The beaches are a major attraction to the Korean public and during the fair weather seasons the pedestrian traffic will remain crowded. Moving off the main roads into any beach front town one can expect to be moving through pedestrian crowds.

c. Extended stretches of wide-open flat land. There isn't any ... **WELCOME TO KOREA.**

22. DEFENSIVE DRIVING.

(Extract from Virginia Online Defensive Driving Course)

a. Cars and Motorcycles. It is extremely important for you to watch for and pay careful attention to motorcyclists when you are on the road.

(1) Half of all motorcycle accidents involve normal drivers, just like you.

(2) Almost two-thirds of these accidents are the fault of the driver, not the motorcyclist.

(3) The chief reason for accidents between cars and motorcycles is the driver's inability to see the motorcyclist. There are several reasons why a driver may not see a motorcyclist: Motorists tend to look for other cars, not for smaller vehicles like motorcycles, and since the physical profile of a motorcyclist is much smaller than a car, the motorcycle is not noticed.

(4) Estimating a motorcyclist's distance and speed is difficult for many drivers;

(5) Motorcycle riding requires frequent lane movement to adjust to changing road conditions, which makes it harder for drivers to keep track of a motorcyclist's location. Accidents between cars and motorcycles are most likely to occur in the following situations:

(a) Left Turns. The most common accident between cars and motorcycles is at intersections, when an automobile driver is making a left turn in front of an oncoming motorcycle. Over 40% of all motorcycle accidents occur at intersections.

(b) Car's Blind Spot. Motorcyclists riding alongside a lane of cars are often out of the view of the driver in the car's "blind spot." An unsuspecting driver may collide with a motorcyclist as the driver tries to change lanes.

(c) Hazardous Road Conditions. Motorcyclists have to be much more concerned about road obstructions such as potholes, fallen tree branches, and railroad tracks. These may be minor problems for drivers but are serious concerns to motorcyclists that may require them to slow down or change lanes.

(d) Weather Conditions. When the road is wet or icy, motorcyclists' braking and handling abilities are impaired.

(e) Strong Winds. A strong gust of wind can move a motorcycle across an entire lane if the rider is not prepared for it. Wind gusts from large trucks in the other lanes can also be a hazard.

(f) Obscured Visibility. Large vehicles such as vans, buses or trucks can block a motorcyclist from a driver's view. The motorcyclist may seem to suddenly appear from nowhere. Motorcyclists are required to take certain

precautions to protect themselves, although no amount of precaution can protect them from thoughtless drivers.

by: (6) Motorcycle riders are required to make themselves as visible as possible in traffic

(a) Driving with their headlights on;

(b) Riding in the left wheel track of the car ahead of them, so that the driver can clearly see them in the rear-view mirror.

(c) Motorcycle helmets must be clearly marked and indicate that they comply with all applicable safety standards.

(d) Intelligent motorcycle riders wear ample additional body protection including gloves, knee pads, and heavy shoes or boots.

(e) No amount of precautions, however, can protect a motorcyclist from the serious injuries caused by a collision with a four-wheel vehicle.

b. Large Trucks and RVs

(1) To reduce the chances of an accident with a large truck, motorists should be familiar with their physical capabilities and how they maneuver.

(a) Braking. Large trucks take much longer to stop than a car traveling at the same speed. The average passenger vehicle traveling at 55 MPH can stop in about 225 feet (not including reaction time). However, a large truck traveling at the same speed can take more than 400 feet to stop (not including reaction time). Never pull in front of a large truck and suddenly slow down or stop. The trucker will not be able to stop quickly enough to avoid crashing into you.

(b) Turning. For all turning vehicles, the rear wheels follow a shorter path than the front wheels. The longer the vehicle, the greater the difference. This is why truck drivers must often swing out to the left as the first step in making a right turn. When you follow a big rig, look at its turn signals before you start to pass. If you think the truck is turning left, wait a second and check its turn signals again. The driver may actually be turning right.

(c) Trucker's Blind Spots. Many automobile drivers falsely assume that a trucker can see the road better than they can because they are higher off the road. While truckers do have a better forward view and bigger mirrors, they still have serious blind spots where your vehicle can easily get lost from view. If you stay in their blind spots, you eliminate the truck driver's ability to take evasive action to avoid dangerous situations.

(d) Maneuverability. Trucks are not as maneuverable as passenger vehicles. Large trucks have longer stopping and acceleration distances. They take more space for turns and they weigh more. On multi-lane highways and freeways, large trucks usually stay in the center portion of the lane to help the flow of traffic. This also increases the trucker's options in case he or she must change lanes to avoid a hazard. Trucks are not as maneuverable as passenger vehicles. Large trucks have longer stopping and acceleration distances. They take more space for turns and they weigh more. On multi-lane highways and freeways, large trucks usually stay in the center portion of the lane to help the flow of traffic. This also increases the trucker's options in case he or she must change lanes to avoid a hazard.

(2) Here are some of the most common mistakes passenger vehicle drivers must avoid when driving around large trucks:

(a) Cutting off a truck in traffic or on the highway to reach an exit or turn

(b) Cutting into the open space in front of a truck

(c) Speeding up to pass a truck so one can exit the roadway

(d) Linger alongside a truck when passing

(e) Following too closely or tailgating

(f) Underestimation of the size and speed of an approaching tractor-trailer

(g) Cutting off a truck in traffic or on the highway to reach an exit or turn, or cutting into the open space in front of a truck, is dangerous. Trying to beat a truck to a single-lane construction zone, for example, removes the truck driver's cushion of safety and also places you in danger. Slow down and take your turn entering the construction zone.

(h) Don't speed up to pass a truck so you can exit the roadway. Take a moment to slow down and exit behind a truck – it will only take you a few extra seconds.

(i) Don't linger alongside a truck when passing. Always pass a large truck on the left side and, after you have passed the truck, move ahead of it. If you linger beside the truck, you make it very difficult, if not impossible, for the trucker to take evasive action if an obstacle appears in the road ahead.

(j) When you follow behind a truck and you cannot see the truck driver's rearview mirrors, the trucker has no way of knowing you are there. Tailgating a truck, or any vehicle, is dangerous because you take away your own cushion of safety.

(k) Never underestimate the size and speed of an approaching tractor-trailer. A large tractor-trailer often appears to be traveling at a slower speed because of its size. Many accidents involving a passenger vehicle and large truck occur at intersections because the passenger vehicle driver did not realize how close the truck was or how quickly it was traveling.

c. School Buses

(1) When you come upon a school bus stopped on either side of the road with flashing red lights, you must STOP, and remain stopped as long as the red lights are flashing. These lights, located at the top front and top back of the bus, are a warning for you to stop because children are preparing to get on or off of the bus and will be crossing the road. Failure to remain stopped is against the law. You may be fined up to \$1000 and your driving privilege could be suspended for one year.

(2) If the bus is on the other side of the concrete divider of a divided highway, you do not need to stop.

d. Light Rail Vehicles (LRVs)

(1) Light rail vehicles, including trams, trolleys, streetcars, cable-cars and other vehicles on tracks, have the same rights and responsibilities on public roadways as do all other vehicles. Although everyone must follow the same traffic laws, light rail vehicles, because of their size and limited maneuverability, require special consideration.

(2) Here are some specific steps you should take to safely share the road with light rail vehicles:

(a) Be aware of the routes on which light rail vehicles operate. Maintain a safe distance from an LRV if it shares a street with vehicular traffic.

(b) Be aware that buildings, trees, etc. cause blind spots for LRV operators, just like all other drivers.

(c) Never attempt to "beat" an LRV to an intersection. Treat LRV crossing gates the same as you would any railroad gate, and never try to go around them when they are closed. Look both directions for approaching LRVs before you cross their tracks. Never make a turn in front of an oncoming LRV.

(d) When you turn across LRV tracks, if a signal is present, turn only when the signal indicates you may proceed. In many cases, LRVs can preempt traffic signals, so do not proceed forward until the signal light indicates you may do so.

(e) LRV tracks can become extremely slippery and hinder effective steering, particularly when wet. Never drive directly on top of their tracks, wet or dry.

Attempt to cross tracks at a 90 degree angle, a shallower angle may cause your vehicle to lose traction, particularly motorcycles and bicycles.

e. Buses and Streetcars

(1) Do not drive through a mass transit safety zone -- the space that may be set aside for pedestrians and marked by raised buttons or markers on the roadway, near where a mass transit vehicle would slow down or board passengers.

(2) When people are boarding or leaving a mass transit vehicle where there is no safety zone, stop behind the nearest door or vehicle platform and wait until the people have reached safety.

(3) When a bus or streetcar is stopped at a safety zone or at an intersection where traffic is controlled by a police officer or traffic signal, you may pass it at no faster than 10 MPH, and only when it is safe to do so.

f. Safety precautions.

(1) Don't think that once you've learned how to drive you don't need to sharpen your skills. If you compare novice and experienced drivers, it is easy to see that an experienced driver makes fewer mistakes. Experience helps you to stay alive, regardless of the situation. There are two ways of gaining that kind of experience: by having accidents or by learning in a school. We offer you an easy way to mature as a driver: we teach you to be aware of the potential dangers of the move you intend to take, and to be confident on the road.

(2) When you are crawling along behind what you're sure is the slowest car in the world, your first instinct is to pass. Regardless of your motive, you must realize that passing is very risky. In order to pass safely, you must take several precautions – or else your first pass will be your last.

(3) First let's do some math. If the car you wish to pass is driving 45 MPH and you are moving at 65 MPH, you have only 20 MPH to work with. If you weren't able to start passing immediately you'd probably have to slow down to 45 MPH, keeping a 3-second safety distance (approximately 196 feet). If you wish to pass immediately, you must carefully watch the oncoming traffic and make your plan. Safe passing distance consists of the sum of your car length (approximately 12'), the length of the car you wish to pass (another 12'), and the safe distance when moving at 45 MPH (approximately 396'), for a total of 420 feet. At that speed, your car can pass the other car in 14 seconds, but at the same time the distance you will have to cover will increase a little, by about a quarter-mile.

(4) That extra-quarter mile is not the only thing you have to worry about: oncoming traffic should be your main concern, because a head-on collision between two cars, both moving at 65 MPH, is equal to hitting a brick wall at 130 MPH. In that same 14 seconds, an oncoming car driving at 65 MPH covers another quarter mile. All together you have a full half-mile to consider. In other words, before passing, check carefully to see that you have ample space. Also, remember that passing should only be done on a straight, flat (or downhill) road—passing on a curve or uphill is not only unsafe, it's against the law.

(5) To learn how to pass safely, practice calculating the time and distance needed for passing. Choose an oncoming car and measure the time it takes for it to pass you. As you're deciding whether to pass or not to pass, remember that bright sunlight or bad weather will affect your estimation of the amount of room you need to pass. A good rule of thumb to keep in mind is that if you and any oncoming traffic are both moving at 65 MPH, you will need about 30 seconds to pass a car moving at 45 MPH. And if you misjudge an oncoming car's speed, or if you are not sure that you have enough room, then swerve back into place as quickly as possible.

g. Tricky curves.

(1) You always want to predict and prevent unpleasant situations. If a car begins to go out of control, an experienced driver will look for a safe spot to steer for. But it's easier to predict and avoid such situations than it is to learn how to handle them. One of the most difficult situations is negotiating a sharp curve.

(2) The basic rule is not difficult: to be more stable on a curve you should be accelerating slightly, so don't brake unless it is absolutely necessary. This technique has one danger, however: excessive speed can pull your car off the road. To avoid this, enter the curve as close to its outer side as possible, then drive toward the middle of the curve on the inner side of it. As you complete the curve you have to drive toward the outer side of it once again. This technique allows you to make a wider, easier turn on a sharp curve. Don't forget the speed limit – a good practice is to brake a little bit before entering the curve to allow room for accelerating through the curve.

(3) Remember that trucks with long trailers have a tendency to move to the inside of the curve, especially on mountainous roads or steep grades. If you are traveling alongside a truck who is on the outer line of the curve, let it move ahead of you. And it's also dangerous when a truck with a long trailer enters a curve with your car from the opposite direction. The best solution is to keep driving on the inside of the curve.

23. NAVIGATING IN KOREA

Navigating in Korea is as simple as in the United States. Most road signs are in English and the roads are similar to the system used in the US. Some tools to help you navigate are:

(1) Any type of Global Positioning System (GPS) with World Maps. Korean maps are available for most Garmin Products and are compatible with US products. Availability and pricing can be obtained by going to Garmin – Korea at www.garmin.co.kr.

(2) The Post Exchange offers a Korean Map published in English and is a great source for navigating in Korea. The Atlas has a dark blue cover is slightly larger than 8x11 and is titled "Atlas of Korea", it is published by Sung Ji Mun Hwa Co, Ltd, Seoul, South Korea.

24. AGGRESSIVE VEHICLES

Avoid aggressive vehicles, **DON'T CRAMP THEM, YOU WILL LOSE!!!!**. Most vehicles are aware that you are nearby and don't intentionally try to annoy you, however, there is

always the driver who isn't aware or just doesn't like motorcycles. Give them plenty of room, alter your course and have a safe ride.

25. EMERGENCIES, BREAKDOWNS AND ACCIDENTS

a. In case of an Emergency, stay calm and contact the Korean National Police at 117 or an Ambulance at 119. If you are close to a US Military Base, contact the Military Police for accident details. Give your location the best you can or give the phone to a Korean to give the exact location.

b. In case of a breakdown, if alone, contact another officer or member of the club for assistance. Someone will come out and assist as necessary.

c. In case of an accident, call the POLICE, also MP's if close to a US Military Base. Follow the authorities' instructions. Also, call a club member to secure your bike or to assist you. All telephone numbers are available on the Club Business Card.

26. FUNCTIONAL REQUIREMENTS

a. What type of motorcycle is right for you? How do you plan to use your motorcycle? Will it be for riding long distances or for getting around town? Will your motorcycle be your primary vehicle or one you plan to use only for recreational purposes? Depending on your needs, one of the following types of motorcycles will best fit your lifestyle.

(1) Touring. This is the best choice for long trips because of its comfort and its carrying capacity. The touring bike is often equipped with saddlebags or trunks on either side of the back fender, a windshield, and a dashboard.

(2) Cruiser. The cruiser has swept back handlebars, a low seat and forward foot pegs.

(3) Sport. A sport bike has short handlebars and foot pegs below the seat, so the rider has to lean over the tank to operate the motorcycle. This posture is good for executing turns, but puts strain on the lower back so isn't comfortable during long trips.

(4) Traditional. The most versatile and best for daily transportation. The traditional motorcycle is also comfortable enough for long-distance riding.

(5) Off-Highway. If you want a motorcycle for trail rides or off-road racing, you can choose from motocross or off-road styles. Motocross bikes are built for closed-course racing only. Off-road motorcycles will allow you to explore wooded trails, desert, or hilly terrains.

(6) Dual-Purpose. These street-legal dirt bikes are equipped with specialized tires that are good for riding both on and off the pavement. They are equipped with legally required street equipment, including mirrors, turn signals, speedometers, and lights.

b. Determine which motorcycle best suits your needs by doing the following:

(1) Read about motorcycles. You can find motorcycle magazines and books in your library and at bookstores. Many of the magazines specialize in certain types of motorcycles and have online editions, as well.

(2) Visit manufacturers' Web sites. Browsing the sites of motorcycle manufacturers will give you a good feel for what is available. Just keep in mind that the primary purpose of manufacturers' Web sites is to market their products.

(3) Visit motorcycle dealerships. Go to as many as you can. Sit on the motorcycles to get a feel for which riding position is most comfortable. Talk with the sales staff and bring home information to study and to use to compare features and prices.

(4) Talk with people who own motorcycles. Ask how they made their choices. Find out about their bikes. Ask what they like best, and what they would change if they could. Ask yourself how you would use a motorcycle. How would a bike fit into your average week? Would you use it to get to and from your job and around town? Do you plan to spend your free time riding on trails or cruising along the highways to visit friends and family? Will you ride with a passenger?

(5) Assess your skill as a rider. If you are new to riding, you are better off with a less powerful, lighter weight motorcycle. These are easier to handle. You can always trade up as you become more experienced.

c. Finding the right fit:

(1) Motorcycles are designed to fit the average person. Make sure the motorcycle you buy "fits" your body, and your budget. When sitting on the bike, pay attention to the placement of your hands, arms, feet, legs, and head. You should be able to stop at a toll booth or drive-up window and reach into a pocket for your money. The bike is a good fit if:

(a) Your right hand can comfortably reach the throttle and the front brake lever. Your hand should be in the horizontal or down position. To accelerate roll the throttle towards you; to slow down roll it away from you. Your hand should only cover the brake lever when using it for stopping.

(b) Your left hand comfortably reaches the clutch lever. Squeeze the clutch lever to disengage power; ease out for power. This is known as the friction zone.

(c) Your feet are flat on the ground when you're sitting on the seat. You should be able to maneuver the motorcycle using your feet. Test this by turning the handlebars sharply while pushing the bike backward with your feet as you would in a tight parking situation.

(d) Your legs firmly grip the tank. If you are very tall, make sure the foot pegs are positioned so you can grip the gas tank with your legs. This gives you more control over the bike.

(e) You can fully activate the rear break and easily reach lower and higher gears with your feet.

(f) Your motorcycle's levers, foot pegs, and handlebars can be adjusted. Sometimes a minor adjustment will result in a perfect fit. If not, keep looking.

d. Used or new?

(1) When you have narrowed down your choices of motorcycles based on fit and purpose, your next decision will be whether to buy a new bike or a used one. Often this decision will be determined by the amount you can afford and are willing to pay. When figuring out your price range, be sure to factor in

(a) the cost of insurance

(b) license and registration fees

(c) maintenance

(d) protective gear such as a helmet, boots, jacket, and gloves

(e) Also consider your ability as a rider. A smaller, less powerful bike that you can control more easily is a better choice for a beginner rider than a larger, more powerful bike.

(2). If buying new, find out the dealer invoice. This is the amount the dealer paid for the motorcycle and will help you negotiate a fair price. You can buy a dealer invoice price report from an online service, such as www.cyclebuy.com.

(3) Shop around. Find out what the asking price is for comparable bikes and use this information to negotiate with the dealer.

(4) Look up the motorcycle's resale value. You'll find it at Kelley Blue Book www.kbb.com. A motorcycle that commands a high resale price is a better deal than one that doesn't hold its value.

(5) If buying used, shop around and compare prices. Read listings in the newspaper classified ads, search online classifieds and auction sites, and visit dealers. Manufacturers' dealers often have a wide selection of used motorcycles from trade-ins. However, their prices are usually higher than you'll find in a private-party sale.

(6) Get the book value of the motorcycles you're considering. In addition to the Kelley Blue Book, look up the values on the used bike lists at Motorcycle Consumer News (mcnews.com); or in the motorcycle listings of Nada Guides (www.nadaguides.com). Ask the following questions when answering an ad:

(a) What is the condition of the motorcycle?

- (b) How has the bike been used?
- (c) Where has it been stored?
- (d) What is the bike's history? Are you the original owner? If not, how many previous owners have there been?
- (e) How many miles does it have?
- (f) What repairs have been made?
- (g) Why are you selling the bike?
- (h) Check for documentation. When you look at the motorcycle, ask the owner if he or she has its title, registration, and repair and maintenance history. Good documentation is a sign that the owner has been conscientious about taking care of the motorcycle.
- (i) Check the Vehicle Identification Number (VIN). Verify that the bike wasn't stolen by matching the VIN on the title to the one on the motorcycle itself.
- (j) Look for signs of normal wear and tear. These should match the number of miles on the odometer. If the bike shows a lot of wear in the seat, handles, grips, tires, foot pegs, etc., but it has low miles, this may be a sign that the odometer has been tampered with.
- (k) Have a trusted motorcycle mechanic check out the bike.

(7) Most sellers will not allow potential customers to take their motorcycles on test drives for fear they will get into an accident or steal the motorcycle. You may be able to get around this by offering the seller something of value to hold onto, such as your car, while you take the bike for a ride. Or you can work out a written agreement from the seller that he or she will give you a full refund if, within 15 minutes of the sale, you are unhappy with it.

(8) Even if you feel perfectly comfortable on your new motorcycle, drive with extra caution, especially during the first months after buying it. Research shows that the majority of motorcycle accidents happen within five months after the motorcycles were purchased. In many ways, buying a motorcycle will be one of the most important purchases you will make. Buying a motorcycle that matches your skill level, lifestyle, and your personal needs will help keep you safe.

27. KNOWING YOUR MOTORCYCLE

Mastery of your controls, such as shifting, braking and turning, is imperative for safe riding. Balancing, counter steering, quick stops, swerving, and cornering techniques should be practiced regularly. Proficient riders practice them at the beginning of each riding season to ensure they are

developed as habit. Once they are devoted to habit you may discover you have fewer sudden hazards, and it may seem you have more time to deal with problems that do occur.

More information may be found at:

http://www.msfusa.org/index_new.cfm?spl=2&action=display&pagename=Library

a. Mechanical Inspection. This is the most important process the rider should perform. Rule # 1 says, “If it can happen, it usually will,” therefore preventive maintenance is imperative. Mechanical failure during a ride isn’t fun and can be fatal. Taking a few minutes to do a proper inspection will help ensure safe operation of your motorcycle.

The MSF developed the acronym “T-CLOCS” to help you remember the steps necessary to complete a proper inspection. https://crc.army.mil/riskmanagement/driving_pov/Motorcycle_T-CLOCS_poster.pdf

b. Troubleshooting. The best information on troubleshooting your individual motorcycle is provided in the owners manual. The Motorcycle Safety Foundation of the USA offers some information on troubleshooting in their motorcycle operators manual available at: http://www.msfusa.org/index_new.cfm?spl=2&action=display&pagename=Library

28. RIDING TIPS

Every rider should take a look at riding tips periodically we all develop bad habits. Awareness of our tendency to do so can be minimized by practicing correct procedures. The Motorcycle Safety Foundation offers riding tips at:

http://www.msfusa.org/index_new.cfm?spl=2&action=display&pagename=Library

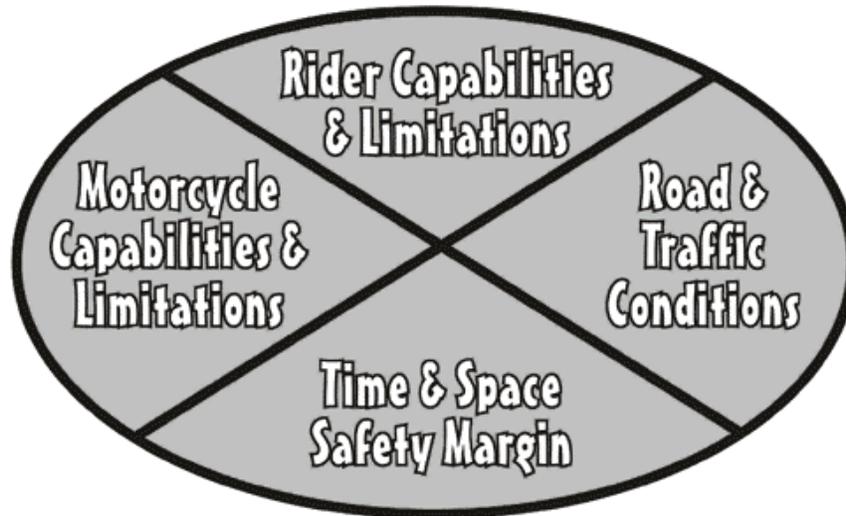
29. SIGHT DISTANCE.

a. Judging distance while riding is very difficult. The pavement is passing by in a blur—much too quickly to make a mental measurement of distance. The best approach is to make time measurements. Pick a reference point such as a signpost or power pole, and count the time it takes to get to that point. Count out loud, “one-thousand-and-one, one-thousand-and-two.” ... When you’ve measured your sight distance and compared it to your speed, you can make an intelligent decision about your own performance. Practice braking and checking your reaction times to see if they are longer or shorter than the time you’ve allowed. Once you’ve measured that for yourself, you can make your own decision on the rule. Here are some guidelines:

SPEED	MINIMUM SIGHT DISTANCE
40 to 50 mph	4 Sec.
50 to 60 mph	5 sec.
60 to 70 mph	6 sec.
70 to 80 mph	7 sec

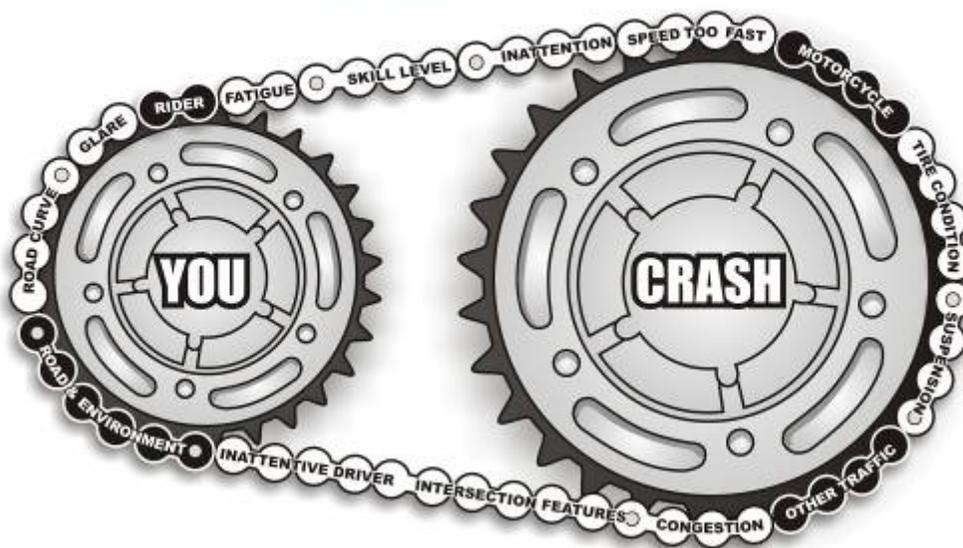
30. CRASH AVOIDANCE.

Oval of Safety



A margin time and space must be maintained for safety. The rider's capabilities and limitations, motorcycle capability and limitations, and road and traffic conditions each play a part. New riders or riders who graduate to a larger, heavier or faster bike should pay special attention to his/her capabilities and limitations. The safety margin is gone if a required maneuver calls for a skill beyond that of the rider. The safety margin is gone if a situation calls for more steering and/or braking than your motorcycle is capable of providing. The safety margin is gone if there is no time or space to maneuver

Crash Chain



A crash can be thought of as a series of conditions that leading to a crash. The process can be illustrated as a chain of conditions. Breaking the chain can prevent or reduce the severity of a crash.

31. DRUGS, ALCOHOL, AND MOTORCYCLES

DO NOT DO IT, IS THAT SIMPLE ENOUGH?

Alcohol and over-the-counter drugs affect your judgment and reaction time. As a rider you cannot afford either to be impaired because bad judgment will get you into trouble and a slowed reaction time may get you killed. This area is primed to make or break your riding career. Remember—fun or fatal.

Motorcycles have evolved a great deal in recent years and continue to change. The changes usually represent an improvement in handling, function, and, often, in safety. Motorists are constantly changing, as are automobiles. And while the mechanical factors have typically improved, the same can't be said for the human factors. Based on this information you cannot know all there is to know about riding. To enjoy riding don't be foolish; be properly clothed, well trained, informed, and safe.

32. ACCIDENT PREVENTION.

a. Accidents can be reduced, or at times prevented, by choosing the correct motorcycle, having the proper equipment and training. Training and equipment requirements are found in DODI 6055.4, and Appendix B of AR 385-55. Riding skills are learned; therefore attendance in a Motorcycle Safety Foundation (MSF) approved course should be the first step for all riders. Motorcycle safety courses are required and provided by U.S. Army installations. All riders must meet the requirements of the MSF course, which is provided to Soldiers and DOD civilians free of charge. Information on MSF courses and their contents can be found at <http://www.msf-usa.org/>. Consult your Installation Safety Office on local classes and policies. Information for commander's use is available at <https://crc.army.mil>, in the POV Tool Box and Six Point Program.

b. To operate a motorcycle on a military installation, riders are required to wear proper personal protective equipment (PPE). Department of Defense Instruction (DODI) 6055.4, para 3.2.7.1,2, and 3 define the requirements, along with Army Regulation 385-55, Appendix B, Para B-3, sub para, a, b, c, d, and e. The US Army Combat Readiness Center offers a poster illustrating proper wear of PPE at: https://crc.army.mil/riskmanagement/driving_pov/Motorcycle_poster.pdf

SECTION V - SUPPORTING GROUPS AND PROGRAMS

33. US ARMY COMBAT READINESS CENTER (CRC)

a. CRC Mission.

The Combat Readiness Center serves as the knowledge center for all losses, helping commanders connect the dots on loss prevention and providing leaders with tools to manage risk through the process known as Composite Risk Management (CRM).

b. About the CRC.

The U.S. Army Combat Readiness Center is a knowledge center that “connects the dots” on all losses. Utilizing CRM, we can better protect our assets and "Own the Edge".

34. MOTORCYCLE SAFETY FOUNDATION (MSF).

Since March 1973, the Motorcycle Safety Foundation (MSF) has set internationally recognized standards of excellence in motorcycle rider education and training. The MSF works with the National Highway Traffic Safety Administration (NHTSA), state governments, the military and other organizations to improve motorcyclist education, training and operator licensing.

The MSF is a national, not-for-profit organization sponsored by the U.S. manufacturers and distributors of BMW, Ducati, Harley-Davidson, Honda, Kawasaki, KTM, Piaggio/Vespa, Suzuki, Vengeance, Victory and Yamaha motorcycles.

a. Objectives and Strategies --The Motorcycle Safety Foundation is the leader in championing the safety of motorcyclists by:

(1) Developing and maintaining a high quality, comprehensive, research-based Rider Education and Training System (MSF RETS) and its individual curriculum products. Establishing national trainer and site certification standards and providing technical assistance for training and licensing programs.

(2) Promoting model or enabling legislation to create state-funded rider training programs.

(3) Actively participating in government relations, research and public awareness partnering with other motorcycling and public organizations to make the nation's streets and highways safer for motorcyclists.

(4) The MSF does not deal with motorcycle design or manufacture; its programs focus on the motorcycle operator.

b. The Five Main MSF Messages for Motorcyclists --to enhance the enjoyment of motorcycling, MSF recommends that riders:

(1) Get trained and licensed.

- (2) Be a lifelong learner.
- (3) Wear protective gear.
- (4) Ride Straight.
- (5) Ride within your limits.

c. The MSF Rider Education and Training System (MSF RETS).

(1) Since 1973, more than 2.5 million motorcyclists have graduated from basic or experienced RiderCourses. Each year throughout the nation and the military, there is an average of 5,500 MSF-certified RiderCoaches actively teaching, each trained by one of a team of 170 MSF-certified RiderCoach Trainers.

(2) The number of RiderCourse students trained both nationally and overseas, at civilian and military sites, has exceeded 230,000 annually in recent years. RiderCourses are available at nearly 1,200 sites in all 50 states, including 48 state-legislated programs. The MSF RETS is a comprehensive curricula system with supporting materials, technical assistance, RiderCourse insurance, RiderCoach certification and training-site/training-sponsor standards. Several of the MSF member companies loan training motorcycles through their local retailers. A national toll-free hotline, (800) 446-9227, links callers with the nearest RiderCourse training site in their area.

(3) The MSF staff work with a number of enthusiast groups nationwide to encourage and support MSF-recognized state motorcycle safety training programs. In 1997, the Motorcycle Safety Foundation began operating the MSF DirtBike School (DBS). Designed as an introduction to off-highway riding, the course is administered by DirtBike School Coaches nationwide. The DirtBike School is MSF's fastest growing program, and is already used by both federal and state agencies to train peace officers, search and rescue personnel, volunteers and others on the safe operation of off-highway motorcycles. In 2001, the DirtBike School also became available at various motorcycle retailers across the country.

Operator Licensing

d. Another important activity for the MSF is operator licensing. The MSF model Motorcycle Operator Manual and written tests were created using the same research-based development process as the curricula; they also serve as a complement to the education and training information contained in the MSF RETS.

(1) More than 30 state licensing agencies use one of five different MSF skill tests as part of their motorcycle endorsement procedures.

(2) More than 40 states use MSF's Motorcycle Operator Manual, and many incorporate the related knowledge test.

(3) Sharing the Roadway, a six-page insert for state driver's manuals, informs car drivers about differing vehicle characteristics and asks them to expect to see motorcyclists on the roadway and respect their right to be there.

(4) MSF licensing assistance to states includes conducting examiner-training programs, qualifying motorcycle license examiners, and providing technical expertise on motorcycle operation.

(5) The MSF partners with the American Association of Motor Vehicle Administrators and the National Highway Traffic Safety Administration to update and improve motorcycle operator licensing systems.

e. Government Relations

The MSF Government Relations office, based near our nation's capital, is the Foundation's advocate for motorcycle safety before the United States Congress and federal regulatory agencies as well as at state legislatures and state regulatory agencies. The Government Relations Office also serves as a clearinghouse for information on federal and state legislation and regulation relating to motorcycle safety, rider education and licensing issues. MSF-developed model Motorcycle Safety Education Program legislation has helped state legislatures craft rider education program laws that have enabled millions of riders to participate in motorcycle safety courses. Staff also works with the motorcycle safety coordinators for the Air Force, Army, Coast Guard, Marines and Navy, recognizing nearly 150 military RiderCourse sites.

f. Awards Program

In 1979, MSF began an awards program to recognize RiderCoaches, licensing examiners, state motorcycle safety and licensing programs and administrators, independent RiderCourse sites and all supporting sponsors such as motorcycle dealers, school districts, community colleges, and journalists, among others.

g. National Motorcycle Safety Fund

Tax-deductible contributions to the National Motorcycle Safety Fund (NMSF) will help build a stronger, safer motorcycling community. This charitable organization was created in 1981 to supplement the work of the Motorcycle Safety Foundation. One hundred percent of contributions to the NMSF go directly toward worthy motorcycle safety projects; there are no administrative, fund-raising or other costs paid from donations. Customary NMSF projects include:

- (a) Supplying helmets to rider-training sites.
- (b) Assisting in the development, production and distribution of educational materials on helmet use and the perils of alcohol/drug use in riding.
- (c) Producing rider-awareness seminars and videos.
- (d) Developing and distributing safety materials like an off-highway motorcycle riding tips booklet.

(e) The NMSF needs people to help ensure a safe future for motorcycling.

35. COMPOSITE RISK MANAGEMENT (CRM).

Risk Management is the process of identifying and controlling hazards to protect the force.

a. Its five steps represent a logical and systematic thought process from which users develop tools, techniques and procedures for applying risk management in their areas of responsibility. It is a continuous process applicable to any situation and environment.

(1) Identify hazards to the force. Consider all aspects of current and future situations, environments, and known historical problem areas.

(2) Assess hazards to determine risks. Assess the impact of each hazard in terms of potential loss and cost based on probability and severity.

(3) Develop controls and make risk decisions. Develop control measures that eliminate the hazard or reduce its risk. As control measures are developed, risks are re-evaluated until the residual risk is at a level where the benefits outweigh the cost. The appropriate decision authority then makes the decision.

(4) Implement controls that eliminate the hazards or reduce their risks. Ensure the controls are communicated to all involved.

(5) Supervise and evaluate. Enforce standards and controls. Evaluate the effectiveness of controls and adjust/update as necessary. Ensure lessons learned are fed back into the system for future planning.

b. Standard

(1) The standard for risk management is leadership at the appropriate level of authority making informed decisions to control hazards or accept risks. Leaders are responsible and accountable for assessing their operation as a total system and ensuring that planning, risk management decisions, and execution proactively identifies hazards, assesses the associated risks, and identifies control measures necessary to reduce the risks to the level commensurate with their commander's intent.

(2) The degree of risk determines the level of acceptance decision authority. When resources to control a high risk are not available, the risk issue must be elevated to the next higher command. This process continues until the information is presented to the level of command that has the resources and authority to eliminate the hazard or control it to an acceptable level. In this manner, a conscious and informed decision is made to commit the resources to control the hazards or accept the risk.

(a) Risk Management - The process of identifying and controlling hazards to protect the force.

(b) Control - Action taken to eliminate hazards or reduce their risk.

(c) Hazard - Any real or potential condition that can cause injury, illness, death of personnel, damage to or loss of equipment or property, or mission degradation.

(d) Risk - Chance of hazard or bad consequences; exposure to chance of injury or loss. Risk level is expressed in terms of hazard probability and severity.

(e) Exposure - The frequency and length of time subjected to a hazard.

(f) Probability - The likelihood that an event will occur.

(g) Severity - The expected consequence of an event in terms of degree of injury, property damage, or other mission impairing factors (loss of combat power, adverse publicity, etc.) that should occur.

(h) Risk Assessment - The identification and assessment of hazards (first two steps of the risk-management process).

(i) Residual Risk - The anticipated level of risk remaining after controls have been identified and selected for hazards that may result in loss of combat power.

(j) Risk Decision - The decision to accept or not accept the risk(s) associated with an action; made by the commander, leader, manager, or individual responsible for performing that action.

SECTION VI - SAFETY GEAR AND AWARENESS

36. SAFETY GEAR

a. Properly fitted and functional PPE makes riding more comfortable and much safer. High visibility PPE is required by the military and preferred in all cases. Information on proper fit and function of PPE can be found at the web sites listed below:

http://www.msfusa.org/index_new.cfm?spl=2&action=display&pagename=Library

<http://www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/motosafety.html>.

b. Today we are discovering some newer composite materials, such as Kevlar. These new items replace such materials as corduroy, denim or leather. Many provide flow-through ventilation and are more comfortable during warmer weather. Information on the performance characteristics of motorcycle clothing can be found at: <http://www.roadsafety.mccofnsw.org.au/a/11.html>.

c. Specific information is below:

(1) Helmet

(a) There are two organizations setting safety standards for motorcycle helmets in the United States, the Department of Transportation (DOT) and the Snell Memorial Foundation. DOT sets minimum standards that all helmets sold for motorcycling on public streets must meet.

(b) Snell Memorial Foundation has independently tested manufacturer's helmets since 1957. Its first safety standards for protective headgear were issued for auto racing in 1959. Subsequently, other specific helmet standards for motorcycling, equestrian sports, bicycling, rollerblading and skateboarding, snowboarding and skiing, and karting have been issued. These standards address performance, not specific materials or design. Periodically, utilizing specially designed test equipment, the Foundation upgrades its specifications on performance characteristics of helmets to keep pace with advances in materials, helmet technology and design. Information on the Snell Standard can be found at: <http://www.smf.org/stds.html>

(c) Helmets are required by DODI 6055.4, para E3.2.7.1.1. and AR 385-55 Appendix B-3, d. must meet DOD standards at a minimum. Helmets are the single most important item of PPE.

(2) Eye Protection. Eye protection is required by DODI 6055.4 para E3.2.7.1.2. and Army Regulation 385-55, Appendix B-3,e.

(3) Jacket. A high-visibility upper garment is required by day and a retro-reflective garment is required at night IAW DODI 6055.4 para E3.2.7.1.5. and Army Regulation 385-55, Appendix B-3,e.

(4) Pants.

(a) Pants are required to cover the entire leg IAW DODI 6055.4 para E3.2.7.1.4. and Army Regulation 385-55, Appendix B-3,e.

(b) Most motorcyclists prefer pants that are similar to their jackets and some are available that zip together. Pants should provide the same protection against abrasion as jackets.

(5) Gloves. Closed-finger gloves are required by DODI 6055.4 para E3.2.7.1.4. and Army Regulation 385-55, Appendix B-3,e. The intent is to protect the riders fingers from strikes from flying objects. The Glove should be made for motorcycle use. Gloves that are not for motorcycle use provide less grip and protection.

(6) Boots. Over-the-ankle footwear is required IAW DODI 6055.4 para E3.2.7.1.3. and Army Regulation 385-55, Appendix B-3,e. Footwear should be made of sturdy leather and have a good oil-resistant sole to reduce slipping hazards. Army boots meet the requirement.

(7) Rain Suit. Rain suits are not required by the military, but riding is much more comfortable and likely safer if you are dry.

(Intentionally left blank)

APPENDIXES

APPENDIX A – ORIENTATION RIDE CHECKLIST

ORIENTATION RIDE CHECKLIST

Mentor will discuss past riding experience/skill level and will verify all required documents.
Provide the rider with the Riding in Korea Motorcycle Pocket Guide

NAME: _____ **OBSERVER:** _____ **DATE:** _____

Review:

- Protective Gear:
- T-CLOCS:
- Risk Management:
- Riders Responsibility:
- Group Riding Techniques:
- Hand Signals:
- Special Riding Situations:
- Alcohol/Drugs:

Observe:

Mounting:	<input type="checkbox"/>	Clutch/Throttle Control:	<input type="checkbox"/>
Familiar w/controls:	<input type="checkbox"/>	Riding Posture:	<input type="checkbox"/>
Starting:	<input type="checkbox"/>	Straight Line Riding:	<input type="checkbox"/>
Stopping:	<input type="checkbox"/>	Turning:	<input type="checkbox"/>
Shifting:	<input type="checkbox"/>	Downshifting:	<input type="checkbox"/>
Limited Space Maneuver:	<input type="checkbox"/>	Counter Steering:	<input type="checkbox"/>
Cornering:	<input type="checkbox"/>	Swerving:	<input type="checkbox"/>
Braking:	<input type="checkbox"/>	Starting/Stopping on Hill:	<input type="checkbox"/>
Slow Ride:	<input type="checkbox"/>	Backing/Parking:	<input type="checkbox"/>
Lane Position:	<input type="checkbox"/>	Maintaining Distance:	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>

(upon successful observation, place a check in the appropriate box)

COMMENTS: _____

Observer's Signature

Rider's Signature

APPENDIX B – GROUP RIDE CHECKLIST

GROUP RIDE CHECKLIST

(Mentor can verify Orientation Ride or alternate Mentor can observe. 3 group rides are required)

NAME: _____ **OBSERVER:** _____ **DATE:** _____

Review:

- Protective Gear:
- T-CLOCS:
- Risk Management:
- Riders Responsibility:
- Group Riding Techniques:
- Hand Signals:
- Special Riding Situations:
- Alcohol/Drugs:

Observe:

Extra Gear:	<input type="checkbox"/>	Clutch/Throttle Control:	<input type="checkbox"/>
Acceleration:	<input type="checkbox"/>	Riding Posture:	<input type="checkbox"/>
Deceleration:	<input type="checkbox"/>	Straight Line Riding:	<input type="checkbox"/>
Proper Use of Hand Signals:	<input type="checkbox"/>	Turning:	<input type="checkbox"/>
Shifting:	<input type="checkbox"/>	Downshifting:	<input type="checkbox"/>
Limited Space Maneuver:	<input type="checkbox"/>	Counter Steering:	<input type="checkbox"/>
Cornering:	<input type="checkbox"/>	Swerving:	<input type="checkbox"/>
Maintaining Lane:	<input type="checkbox"/>	Backing/Parking:	<input type="checkbox"/>
Maintaining Speed:	<input type="checkbox"/>	Maintaining Distance:	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>

(upon successful observation, place a check in the appropriate box)

COMMENTS: _____

 Observers Signature

 Rider's Signature

APPENDIX C – EMERGENCY DATA CARD

Rider & Emergency Information

Personal Information

Full Name: _____
Last *First* *M.I.*

Address: _____
Street Address *Apartment/Unit #*

_____ *APO* _____ *AP* _____ *ZIP Code*

Home Phone: () _____ Cell Phone: () _____

E-mail Address: _____

Unit/Employment: _____

Work Phone: () _____ Work POC: _____

Work Email: _____

Age: _____ DOB: _____

Motorcycle Information

Make: _____ Model: _____ Year: _____

Insurance CO: _____ Ins Phone: _____

Motorcycles owned: _____ Years of Experience: _____

Mentor Assigned: _____ Orientation Ride: BRC/ERC Completed: _____
Orientation Group Ride: MMP Completed: _____

Additional Qualifications: (circle) MSF Instructor MMP Mentor MSF RiderCoach

Emergency Contact Information

Full Name: _____
Last *First* *M.I.*

Address: _____
Street Address *Apartment/Unit #*

_____ *City* _____ *State* _____ *ZIP Code*

Primary Phone: () _____ Alternate Phone: () _____

Medical Condition: _____

APPENDIX D – SAFETY AND ROUTE BRIEFING CARD

YONGSAN MOTORCYCLE CLUB SAFETY OFFICER BRIEFING

1. Identify New Riders/Identify Mentors
2. Always Ride your own ride.
3. Ambassadors of the US.
4. Road Etiquette.
5. Road Conditions (wet roads/leaves/white lines/ice)
6. Weather Forecast: _____
7. Obstacles: _____
- Precautions: _____
8. Group Formation/Position/Distance:
9. Riding Gear/Accessories.
10. T-CLOCS.
11. Alcohol/Adequate Sleep.
12. Taxi/Buses/Mopeds.
13. Emergency Numbers are available on the Club Card which are available from all the Officers.

YONGSAN MOTORCYCLE CLUB
ROAD CAPTAIN BRIEFING

1. Route/Speed: _____

2. Rest Areas/Breaks:(1 per hour) _____

3. Identify Lead/Trail Riders/Sweepers.

4. Hand Signals.

5. Emergencies.

6. Weather Stops/Road Conditions.

7. Communications Check.

8. Staggered Formation.

- Breaks in/out of formation.
- Adjustments based on road conditions.
- On/Off Ramps.

9. Riding with other clubs (YMC Integrity).

- Additional Hazards.

10. Fuel/Support Vehicles.

Road Captain	
Safety Officer	
Road LT	
Sweeper 1	
Sweeper 2	
Sweeper 3	

APPENDIX E – HIGHWAY/INSTALLATION ROAD CONDITION MATRIX

CODE	WILL BE IMPOSED TO/WHEN:	RESTRICTIONS IMPOSED	APPROVING AUTHORITY
GREEN	Highway conditions are normal	N/A	
AMBER	Anticipated high-density traffic causing 2-hour delay as measured by a normal 1-hour trip under Green conditions (Korean holidays, major events) Visibility diminished to 50 meters on roads due to weather (fog, heavy rain). Patch-ice accumulation over 10%-20% per kilometer of driving-surface. 2” or less snow accumulation over 20%-30% per kilometer of driving-surface. Prevent further damage to roads and to prevent accidents by reducing traffic during periods when road surfaces or weather conditions are hazardous and extreme caution must be used. Area Commander deems other appropriate factors exist to warrant additional caution.	Regulate traffic to relieve congestion. Consider the use of TCPs or barricades. Consider rescheduling unit movements or exercises that would require serious disruption if road conditions become Red category while movements are in progress. Where possible, spot check to ensure compliance. Command bus service will continue to operate on schedule. POVs, AAFES-K taxi vehicles, and contract buses are operated only for necessary trips. These vehicles will not be prevented from entering or leaving military installations. Early dismissal and movement of any nonessential USFK personnel to their residence should be considered, but not required.	Initiated/ Downgraded by the Area and Support Group Commanders or higher. Approval for “Authorized Amber” is company/detachment commander, an officer with the rank of captain (O-3) or above, warrant officer in the grade of CW3 or above, or civilian supervisors in the grade of GS-10 or KGS-10 or above.

RED	<p>Anticipated high-density traffic causing at least 3-hour delays as measured by a normal 1-hour trip under Green conditions. Visibility diminished to less than 25 meters on roads due to weather (fog, heavy rain). Patch-ice accumulation over 30% - 50% per kilometer of driving-surface. More than 2” of snow accumulation over at least 50% per kilometer of driving-surface, and near total snow coverage of driving-surface.</p>	<p>Military vehicles (including command vehicles, staff cars, messenger, mail and ration vehicles), other than those required for essential/emergency business, will not be driven. Buses operating on scheduled runs may proceed to the next terminal if safety conditions permit. When highway conditions constitute a safety hazard, the bus driver will report to the commander of the nearest military facility. All U.S. Government (including NAF) vehicles required to travel during Red highway conditions, declared due to ice or snow conditions, will use tire chains or other similar device designed for heavy snow conditions.</p>	<p>Initiated/Downgraded by the Area and Support Group Commanders or higher. Approval for “Authorized Red” is company/ detachment commander, an officer with the rank of lieutenant colonel (O-5) or above, or civilian supervisors in the grade of GS-13 or KGS-13 or above.</p>
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RED cont.	<p>Area Commander deems other appropriate factors exist to warrant additional caution.</p>	<p>POVs, AAFES-K taxi vehicles, and contract buses, will ensure that their vehicles are operated only for essential trips. These vehicles will not be prevented from entering or leaving military installations. These vehicles should also have snow chains or similar devices designed for heavy snow use. Vehicles which appear unable to safely navigate while driving on military installations will be directed to the nearest available parking space and operators ordered to park the vehicle until road conditions improve.</p>	
	<p>Anticipated or unexpected high-density traffic causing 4 hour or longer delays longer, as measured by a normal 1-hour trip under Green conditions.</p>	<p>Responding emergency vehicles ONLY. When snow or ice is the basis for the road condition, tire chains or equivalent are required (no waiver authorized). All U.S. Government</p>	<p>Initiated/Downgraded by the Area and Support Group Commanders or higher.</p>

<p>BLACK</p>	<p>Ice accumulation over 50% or more per kilometer of driving-surface. More than 4” of snow accumulation over all or nearly all of driving-surface. Area Commander deems other factors exist to warrant additional caution.</p>	<p>owned/leased/operated</p> <p>vehicles are prohibited from movement. Commercial vehicles are denied access to the installation, but are allowed to exit the installation.</p> <p>Privately owned vehicles entering the installation are directed to the nearest available parking space inside the installation or denied entry if they are unwilling to park. Vehicles found in movement on the installation are ordered to park in the nearest available parking space. SOFA plated POVs are not allowed to exit the installation, unless the Installation Commander determines the areas outside the installation are in substantially safer condition.</p>	<p>Commanders in the grade of colonel (O-6) or above must personally authorize the use of emergency vehicles.</p>
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APPENDIX F – MSF GROUP RIDING TIPS



QUICK TIPS: MSF's Guide to Group Riding

Motorcycling is primarily a solo activity, but for many, riding as a group -- whether with friends on a Sunday morning ride or with an organized motorcycle rally -- is the epitome of the motorcycling experience. Here are some tips to help ensure a fun and safe group ride:

Arrive prepared. Arrive on time with a full gas tank.

Hold a riders' meeting. Discuss things like the route, rest and fuel stops, and hand signals (see diagrams on next page). Assign a lead and sweep (tail) rider. Both should be experienced riders who are well-versed in group riding procedures. The leader should assess everyone's riding skills and the group's riding style.

Keep the group to a manageable size, ideally five to seven riders. If necessary, break the group into smaller sub-groups, each with a lead and sweep rider.

Ride prepared. At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that they might encounter.

Ride in formation. The staggered riding formation (see diagram below) allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same pattern. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.

Avoid side-by-side formations, as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so. You don't want handlebars to get entangled.

Periodically check the riders following in your rear view mirror. If you see a rider falling behind, slow down so they may catch up. If all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without pressure to ride too fast to catch up.

If you're separated from the group, don't panic. Your group should have a pre-planned procedure in place to regroup. Don't break the law or ride beyond your skills to catch up. **For mechanical or medical problems,** use a cell phone to call for assistance as the situation warrants.

APPENDIX G – MSF HAND SIGNALS

<p>Stop - arm extended straight down, palm facing back</p> 	<p>Single File - arm and index finger extended straight up</p> 	<p>Turn Signal On - open and close hand with fingers and thumb extended</p> 
<p>Slow Down - arm extended straight out, palm facing down</p> 	<p>Double File - arm with index and middle finger extended straight up</p> 	<p>Fuel - arm out to side pointing to tank with finger extended</p> 
<p>Speed Up - arm extended straight out, palm facing up</p> 	<p>Hazard in Roadway - on the right, point with right foot; on the left, point with left hand</p> 	<p>Refreshment Stop - fingers closed, thumb to mouth</p> 
<p>You Lead/Come - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front</p> 	<p>Highbeam - tap on top of helmet with open palm down</p> 	<p>Comfort Stop - forearm extended, fist clenched with short up and down motion</p> 
<p>Follow Me - arm extended straight up from shoulder, palm forward</p> 	<p>Pull Off - arm positioned as for right turn, forearm swung toward shoulder</p> 	

APPENDIX H – MSF PASSENGER TIP SHEET



QUICK TIPS: Guidelines For Carrying A Passenger On Your Motorcycle

Legal Considerations

1. All state laws and requirements for carrying a passenger must be followed.
2. Some states have specific equipment requirements. Examples: the motorcycle must have passenger footrests, passengers must be able to reach the footrests, and a motorcycle must have a separate seating area for a passenger.
3. The decision to carry a child, assuming all safety and legal factors have been considered, is left to the parent or guardian. Ensure that the child is mature enough to handle the responsibilities, tall enough to reach the footrests, wears a properly fitted helmet and other protective gear, and holds onto you or the passenger hand-holds. Check your state's laws; a few states have set minimum ages for motorcycle passengers.

Operator Preparation

1. Passengers should be considered as a second “active” rider so they can help ensure that safety and procedural operations are correctly followed.
2. A passenger will affect the handling characteristics of a motorcycle due to the extra weight and independent motion.
3. A passenger tends to move forward in quick stops and may “bump” your helmet with theirs.
4. Starting from a stop may require more throttle and clutch finesse.
5. Braking procedures may be affected. Braking sooner and/or with greater pressure may be required.
6. More weight over the rear tire may increase the usefulness and stopping power of the rear brake, especially in quick stop situations.
7. Riding on a downgrade will cause braking distance to increase.
8. Extra caution is called for in a corner because of the extra weight.
9. Cornering clearances may be affected.

10. More time and space will be needed for passing.
11. The effects of wind, especially side wind, may be more pronounced.

Motorcycle Preparation

1. The motorcycle must be designed to accommodate a passenger.
2. The motorcycle owner's manual should be reviewed for manufacturer's tips about motorcycle setup as well as any related operational recommendations.
3. The motorcycle's suspension and tire pressure may need adjustment.
4. Care should be taken to not exceed the weight limitations specified in the owner's manual.

Passenger Preparation

1. Passengers should be tall enough to reach the footrests and mature enough to handle the responsibilities.
2. Passengers should wear proper protective gear.
3. Passengers should receive a safety briefing (see #7 below).
4. Passengers should consider themselves a second operator and share responsibility for safety.

General Safety Considerations

1. You need to be experienced in the motorcycle's operation and have a safety-oriented attitude before taking on the added responsibility of carrying a passenger.
2. Practice low-speed clutch/throttle control as well as normal and emergency braking in a low-risk area like an open parking lot, with a passenger.
3. Use caution in cornering and develop cornering skills over time to ensure passenger comfort and safety.
4. Use caution in corners as clearance may be affected.
5. Use a Search, Evaluate, Execute (S.E.E.) strategy to increase time and space safety margins.
6. Allow time for a passenger to adjust to the sense of speed and the sensation of leaning; speeds should conservatively safe and reasonable until a passenger acclimates to the proper riding techniques.
7. Ensure passengers follow safety procedures:
 - a. Complete personal protective gear is properly in use.

- b. Hold operator's waist or hips, or motorcycle's passenger hand-holds provided.
 - c. Keep feet on footrests at all times, including while stopped.
 - d. Keep hands and feet away from hot or moving parts.
 - e. When in a corner, look over the operator's shoulder in the direction of the corner.
 - f. Avoid turning around or making sudden moves that might affect operation.
 - g. If crossing an obstacle, stand on the pegs with the knees slightly bent and allow the legs to absorb the shock upon impact.
8. Allow more time for passing.
9. Be ready to counter the effects of wind.
10. Avoid extreme speeds and dramatic lean angles.
11. Be ready for a passenger "bump" with their helmet when stopping quickly.
12. Start the motorcycle before the passenger mounts.
13. Have the passenger mount after the motorcycle's stand is raised and the motorcycle is securely braced.
14. Annually complete an ERC Skills Plus *RiderCourse*SM with a passenger.
15. Have frequent passengers complete a Basic *RiderCourse* so they can better understand the operator's task.

APPENDIX I – T-CLOCS INSPECTION CHECKLIST

T-CLOCS Inspection Checklist

T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
T-TIRES & WHEELS				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel; "ring" = OK — "head" = loose spoke	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex. No freplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish brown around outside.	Front	Rear
C-CONTROLS				
Levers and Pedal	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar levers, proper adjustment.		
	Photo	Lubricated.		
Cables	Condition	Fraying, kinks, lubrication: ends and interior.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chaffing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, hose supports in place.		
Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned.		
L-LIGHTS				
Battery	Condition	Terminals clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Lenses	Condition	Cracked, broken, securely mounted, excessive condensation.		
Reflectors	Condition	Cracked, broken, securely mounted.		
Wiring	Condition	Fraying, chaffing, insulation.		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.		
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.		
	Aim	Height and right/left.		
	Operation	Hi beam/low beam operation.		
Tail lamp/brake lamp	Condition	Cracks, clean and tight.		
	Operation	Activates upon front brake/rear brake application.		
Turn signals	Operation	Flashes correctly.	Front left Rear left	Front right Rear right
O-OIL				
Levels	Engine Oil	Check warm on center stand on level ground, dipstick, sight glass.		
	Hypoid Gear Oil, Shaft Drive	Transmission, rear drive, shaft.		
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass.		
	Coolant	Reservoir and/or coolant recovery tank — check only when cool.		
	Fuel	Tank or gauge.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Hypoid Gear Oil, Shaft Drive	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, calipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel valve, carbs.		
C-CHASSIS				
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.		
	Steering Head Bearings	No detent or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.		
	Swingarm Bushings/Bearings	Raise rear wheel, check for play by pushing/pulling swingarm.		
Suspension	Front Forks	Smooth travel, equal air pressure/damping, anti-dive settings.	Left	Right
	Rear Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated.	Left	Right
Chain or Belt	Tension	Check at tightest point.		
	Lubrication	Side plates when hot, Note: do not lubricate belts.		
	Sprockets	Teeth not hooked, securely mounted.		
Fasteners	Threaded	Tight, missing bolts, nuts.		
	Clips	Broken, missing.		
	Cotter Pins	Broken, missing.		
S-STANDS				
Center Stand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Side stand	Condition	Cracks, bent (safety cut-out switch or pad equipped).		
	Retention	Springs in place, tension to hold position.		

APPENDIX J – AREA II, POLICY LETTER 10-1 (SAFETY)



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
HEADQUARTERS, AREA II SUPPORT ACTIVITY
UNIT #15333
APO AP 96205-5333

IMKO-AB-SO

14 July 2005

COMMAND POLICY #10-1

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Community Safety for Joggers, Bicycles, Skateboards, Skates, Roller Blades, Non Motorize Vehicles, Motorcycles and Mopeds

1. REFERENCE: United States Forces Korea Regulation 190-1, 27 April 2005, Motor Vehicle Traffic Supervision.
2. PURPOSE: To establish safety policies for individuals jogging, operating motorcycles, mopeds, bicycles, and other non-powered vehicles for transportation and recreation on US military installations within Area II.
3. APPLICABILITY: This memorandum applies to all personnel using military installations located within the geographical responsibility of the Area II Support Activity.
4. RESPONSIBILITIES:
 - a. Commanders and activity chiefs will ensure that all assigned sponsors and family members are aware of and comply with the policies and recommendations outlined in this policy letter.
 - b. All personnel running, jogging, operating motorcycles, mopeds, bicycles, or riding skateboards, scooters or skates on US military installations/off post must comply with traffic rules and regulations set forth in USFK Reg 190-1.
 - c. Drivers of Army motor vehicles and privately owned vehicles will exercise due caution when encountering runners, joggers, bicyclists, skateboarders or skaters adjacent to roadways.
 - d. All guests to the installation will be briefed to comply with traffic rules and regulations set forth in USFK Reg 190-1.

IMKO-AB-SO

SUBJECT: Community Safety for Joggers, Bicycles, Skateboards, Skates, Roller Blades, Non Motorize Vehicles, Motorcycles and Mopeds

5. GENERAL:

a. Motorcycles and Mopeds all personnel are required to wear the following protective equipment while operating or riding as a passenger motorcycle/moped on Area II Installations: a properly fastened approved helmet that meets DOT standards, eye protection (clear goggles or a face shield attached to the helmet), full-fingered gloves, long trousers, long-sleeved shirt or jacket, leather boots or over the ankle shoes.

b. Headphones or earphones will not be used when operating motorcycles, mopeds, bicycles, skateboards, skates, roller blades, or when running, jogging or walking.

c. Reflective Vest: When Jogging, Bicycling, Skateboarding, Rollerskating, Rollerblading or operating a Motorcycle or Moped a high-visibility retro-reflective vest (bright colors for day and reflective for night i.e orange road guard type vests with white reflective striping) will be worn. Reflective belts, arm bands or sleevelets may not be used in lieu of reflective vests. If wearing a backpack, the vest must be worn over the backpack.

6. SAFETY POLICIES AND GUIDELINES:

a. Individual Jogging: The safety of joggers or runners is an individual responsibility. Joggers are pedestrians and must observe the same precautions as those who are walking when crossing roads.

(1) Traffic signals and/or stop signs will be obeyed and pedestrian crosswalks will be used when crossing roads.

(2) Joggers will avoid the use of the main streets and run in single file to the maximum extent possible. Joggers will use jogging paths or sidewalks where available or run on the far-left side of the road, facing traffic when jogging paths or sidewalks are not available.

(3) Challenging or obstructing vehicular traffic is forbidden. Joggers should yield the right of way to vehicular traffic.

(4) Jogging during the hours of darkness or inclement weather is discouraged. Joggers or runners who run will wear reflective safety vest visible in a 360 degree arc around the runner. Riding skateboards, scooters, or roller blades at night is prohibited.

(5) Jogging, skateboarding or skating off the installation is highly discouraged. Extreme care must be given to riding bicycles off post in consideration of the heavy traffic volume on the city streets in the metropolitan area.

IMKO-AB-SO

SUBJECT: Community Safety for Joggers, Bicycles, Skateboards, Skates, Roller Blades, Non Motorize Vehicles, Motorcycles and Mopeds

b. **Bicycle Safety:** Bicycles are hard to see, and vehicles may change lanes or turn unexpectedly. Bicycle safety requirements and tips for safe operation of bicycles are as follow:

(1) Bicycles used during hours of darkness will be equipped with front and rear operational lights. The front light will emit visible light a minimum distance of at least 500 feet (150 meters). The rear light will emit visible light a minimum distance of 100 feet (30 meters).

(2) Reflective vest will be worn when riding a bicycle at all times.

(3) Ride close to the right side of the roadway and exercise caution when passing vehicles or pedestrians. Use a bicycle path whenever one is located adjacent to the roadway. Do not ride abreast except on paths or parts of roadways designated for the exclusive use of bicycles. Do not ride a bicycle on sidewalks.

(4) Do not carry anything which prevents the operator from keeping both hands free to control the bicycle. Do not cling to a vehicle or otherwise be propelled by a vehicle. Reckless riding of a bicycle is also prohibited.

(5) Reduce speed during inclement weather, traffic and pedestrian congestion. Always use hand signals when there is no danger of losing control of the bicycle. Be alert for car doors which could be opened suddenly.

(6) Organized MWR runs. During organized daytime MWR events, such as, fun runs or bicycling events, where numbers are used for identification, vests do not need to be worn. Vests will be used for all MWR events conducted at night. Vests will be worn by all road guards used to support MWR events.

c. **Scooters, Skateboard/Skating Safety:** Sponsors are responsible for the conduct of their dependents and guest while riding, scooters, skateboards or skating. To ensure that scooters, skateboarding and skating (to include roller blades) is conducted safely and to prevent skating/motor vehicle accidents, the following rules are established:

(1) Persons riding scooters, skateboards or skating must obey all traffic control devices, unless otherwise directed or posted. It is essential for skaters to show courtesy and respect for others, especially pedestrians.

IMKO-AB-SO

SUBJECT: Community Safety for Joggers, Bicycles, Skateboards, Skates, Roller Blades, Non Motorize Vehicles, Motorcycles and Mopeds

(2) Pedestrian crossing areas will be used when skaters cross the roadways. Persons skateboarding will dismount their skateboards when crossing roadways.

(3) No person riding a skateboard or skating will be pulled or otherwise propelled by motorized vehicles or bicycles. Challenging or obstructing vehicular traffic is strictly prohibited.

(4) In addition to mandatory wearing of helmets, skaters are encouraged to use other protective equipment, such as, elbow and kneepads. Youth Service (YS) has a limited amount of safety equipment, available for daily check-out for YS registered youths at Hannam Youth Services and the Yongsan Youth Services Centers.

(5) No persons will propel or ride scooters, skateboards or skates on Yongsan Main Post, Camp Coiner, Camp Kim, UN Compound, TMP, Eighth Army Drive, X Corps Blvd, sidewalks on Eighth Army Drive and X Corps Blvd, or parking lots with a high degree of traffic in the South Post area (i.e., Dragon Hill Lodge, Four Seasons, Walker Center, Commissary, Hospital).

(6) Parking lots within housing areas, unoccupied open areas, such as, basketball courts, unused parking lots and paved playgrounds, parking lots after facility has closed for the day, i.e., Commissary, Toyland, Walker Center, Hannam Village ACS, etc., are the only authorized areas designated for scooters, skateboard and skating usage.

(7) Motorized Skateboards and Kickboards will not be operated on Area II installations. The manufacture of these items is not regulated by standards and specifications that insure the safety of the operator or the public and as such pose a hazard to the Area II community. These items are marketed under many different names some of which include the word scooter but are not to be confused with regular "motor scooters".

7. Violations should be reported to the Military Police Desk at 99-797-4096. In addition, the requirements outlined above will be strictly enforced by military police. Violators and sponsors of dependents who violate this policy will be subject to administrative sanctions.



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APPENDIX K – MOTORCYCLE MENTORSHIP PATCHES

MMP Patch



MMP Mentor Patch



ABBREVIATIONS

AAFES-K	Army and Air Force Exchange Service-Korea
COR	Contracting Office Representative
CSF	Chief, Security Forces
DEROS	Date Eligible for Return from Overseas
DOD	Department of Defense
EOD	Explosive Ordnance Disposal
IAW	In Accordance With
ITO	Installation Transportation Office
JPIC	Joint Police Information Center
JUSMAG-K	Joint United States Military Affairs Group-Korea
KATUSA	Korean Augmentation to the United States Army
KPH	Kilometers Per Hour
MP	Military Police
MPH	Miles Per Hour
NAF	Non-appropriated Fund
PCS	Permanent Change of Station
POV	Privately Owned Vehicle
ROK	Republic of Korea
SMV	Special Mission Vehicle
SOFA	Status of Forces Agreement
SP	Security Police
TDY	Temporary Duty
TMP	Transportation Motor Pool
UCMJ	Uniform Code of Military Justice
UNC	United Nations Command
U.S.	United States (of America)
USACIDC	United States Army Criminal Investigation Command
USAF	United States Air Force
USFK	United States Forces, Korea

DEFINITIONS

Adult. Male or female 18 years of age or older.

Alley. A street or highway intended to provide access to the rear side or lots or buildings in an urban district and not intended as a thoroughfare.

Authorized emergency vehicle. Fire department, police, and EOD vehicles, ambulances, and other POVs designated by the ROK authorities.

Bus. Every motor vehicle designated to carry more than 10 passengers when used to transport persons; every motor vehicle other than a taxicab, designed and used to transport persons for compensation.

Chauffeur. An employee hired or authorized to operate a USFK registered POV to accomplish official or personal business of the sponsoring individual or agency. A personal chauffeur is an employee hired to operate a motor vehicle in a non-business capacity.

Conviction. In addition to the definition in AR 190-5/OPNAV 112000.5C/AFR 31-204/ MCO 5110-1C/DLAR 5720.1, a conviction includes a finding of guilty by a ROK court.

Drag race. The operation of two or more motor vehicles from a point side by side at accelerating speeds in a competitive attempt to outdistance each other, or the operation of one or more vehicles over a common selected course from the same point for the purpose of comparing relative speed or power of acceleration of the vehicles within a certain distance or time limit.

Driver's license. License or permit to operate a motor vehicle used under, or granted by, the laws of the U.S., the ROK, or this regulation.

Fiscal responsibility. The inherent responsibility of the owner to have monetary capability to pay for a vehicle or to make payments prescribed by contracts, and to have the financial capability to make or have repairs made to a vehicle so that it meets minimum safety standards, to include continued possession of required liability insurance.

Hours of darkness. From 30 minutes before sunset to 30 minutes after sunrise.

Identification number. The identifying number, serial number, engine number, or other distinguishing number or mark placed on a vehicle or engine by its manufacturer; or, marks prescribed by ROK law.

Intersection.

a. The portion of roadway common to two or more intersecting highways or streets.

b. Where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of the divided highway by an intersecting highway is regarded as a separate intersection.

If the intersecting highway also includes two roadways 30 feet or more apart, then every crossing of the two roadways of the highways are to be regarded as a separate intersection.

c. The junction of an alley with a street or highway does not constitute an intersection.

Joint domicile. When two military personnel are assigned to the theater under the guidelines of the parent service joint assignment policy.

Moped. Any two or three wheel device having operative capability by—

- a. Human propulsion power (or no pedals if powered solely by electrical energy).
- b. An automatic transmission.
- c. A motor that produces less than gross brake horsepower, and
 - (1) Propels the device at a maximum speed of not more than 30 miles per hour on level ground.
 - (2) Has a maximum engine size of 50 cubic centimeters.

Motor vehicle recorders. Those authorized by HQ USFK to register motor vehicle IAW the ROK/US SOFA.

- a. Provost Marshal, USAG, Yongsan, APO AP 96205-0010.
- b. Provost Marshal, Camp Humphreys, APO AP 96271-0153.
- c. Provost Marshal, Taegu, APO AP 96212-0180.
- d. Provost Marshal, Pusan, APO AP 96259-0259.
- e. Chief, Security Police, Osan AB, APO AP 96570-5000.
- f. Chief Security Police, Kunsan AB, APO AP 96264-5000.

New vehicle. Any motor vehicle which is less than two years old at the time of registration according to the manufacture date, or model year, whichever is older.

Official traffic control devices. All signs, signals, markings, lights, and devices placed or erected by ROK or U.S. authorities to regulate, warn or guide traffic.

Owner. A person, other than the lien holder, having a property right in, or title to, a vehicle. (includes person entitled to the use of and possession of a vehicle subject to a security interest another person but excludes a lessee under lease not intended as a security.)

Passenger car. Every motor vehicle, except motorcycles, used to transport persons, but designed for carrying 10 or less passengers.

Railroad sign or signal. Any sign, signal, or device erected by the ROK or U.S. authorities to give notice of the presence of railroad tracks or the approach of a railroad train.

School bus. Every motor vehicle clearly marked as a school bus used to transport students to or from school or in connection with school activities. (Does not include buses operated by a common carrier in urban transportation of school children.)

Semi-trailers. Every vehicle, other than pole trailer, designed for carrying persons or property and for being drawn by a major vehicle and so constructed that some part of its weight and that of its load rests upon, or is carried by, another vehicle.

Sponsor. Any member of the U.S. Armed Forces on active duty, members of the civilian component, employee of an invited contractor, or technical representative.

Tactical vehicle. A military vehicle used primarily off the roadway in support of military operations and training events. For example, an M880 would be considered a tactical vehicle when operated during a training exercise but would not be considered a tactical vehicle during an office administrative run.

Through highway. Every highway, or portion thereof where vehicular traffic is given the right-of-way over other vehicular traffic at entrances and intersection.

Trailer. Every vehicle designed to be drawn by a motor vehicle for carrying persons or property.

USFK NAF activities. Those activities established to administer funds not appropriated by the Congress for the benefit of military personnel or civilian employees of the military service.

REFERENCES

AR 190-1, Motor Vehicle Traffic Supervision
USFK Reg 190-1, Motor Vehicle Traffic Supervision
USFK Pam 385-2, Driving in Korea
Memo, Chief of Staff, U.S. Army Memo on Motorcycle Mentorship
www.crc.army.mil/mmp
www.msf-usa.org
www.amadirectlink.com
www.ridestraight.com
www.gwrra.org