

## MOTORCYCLE SAFETY INTERVIEW AND COUNSELING WORKSHEET

NAME (Last, First, MI)		GRADE	AGE
UNIT		DUTY SECTION	DUTY PHONE
Do you currently own a motorcycle? <input type="checkbox"/> YES <input type="checkbox"/> NO		Do you currently have a motorcycle endorsement? <input type="checkbox"/> YES <input type="checkbox"/> NO	
If Yes, State and Date Issued.			
YEAR AND MAKE (Honda, Suzuki, etc)?	MODEL (Ninja, Softtail, etc)?	ENGINE SIZE (350, 750, etc)?	TYPE <input type="checkbox"/> STREET <input type="checkbox"/> OFF-ROAD
How many years of experience do you have operating a motorcycle? <input type="checkbox"/> Less than a year <input type="checkbox"/> 1-2 YRS <input type="checkbox"/> 3-4 YRS <input type="checkbox"/> 5-6 YRS <input type="checkbox"/> OVER 6 YRS		Do you own all required PPE? <input type="checkbox"/> YES <input type="checkbox"/> NO	
Is it registered on post? <input type="checkbox"/> YES <input type="checkbox"/> NO	Is it your only means of transportation? <input type="checkbox"/> YES <input type="checkbox"/> NO	Have you completed a Motorcycle Safety Foundation (MSF) Course? <input type="checkbox"/> YES <input type="checkbox"/> NO	
<b>MOTORCYCLE SAFETY FOUNDATION COURSE (MSF) COURSE COMPLETED</b>		<b>DATE COMPLETED</b>	
MSF EXPERIENCED RIDER COURSE (ERC) Provide a copy of your card.			
MSF BASIC RIDERS COURSE (BRC) Provide a copy of your card.			
<b>RIDING HISTORY:</b> Include additional training and classes, as well as past accidents and tickets.			
<b>SUMMARY OF COUNSELING.</b> (Discussion points on reverse)			
DATE	SIGNATURE OF INDIVIDUAL		
DATE	NAME AND TITLE OF COUNSELOR		SIGNATURE

# RECOMMENDED DISCUSSION POINTS

## This is an official counseling statement as required for all US Army motorcycle riders

AR 385-10, Chapter 11-9, DODI 6055.4, and FL Reg 190-5 require anyone operating a motorcycle or moped on any Army installation, including Fort Lewis will:

- Have a valid state motorcycle license with a motorcycle endorsement
- Satisfactorily complete a Motorcycle Safety Foundation Basic Rider Course before operating a personal motorcycle
- Have headlights turned on at all times.
- Wear a properly fastened, DOT approved helmet wherever (on or off post) you operate or ride a motorcycle or moped.
- Wear proper PPE.
- Failure to comply with these standards can lead you being found not in the line of duty, should you be involved in an incident.

### Motorcycle Safety Training

- The requirement is to complete the Motorcycle Safety Foundation Basic Rider Course.
- If you have not completed an MSF course before, or don't have your proof of completion, you must complete the Basic Riders Course before riding.
- Motorcycle safety training for Fort Lewis personnel is provided under the Installation Management Command's (IMCOM) Army Traffic Safety Training Program contract. This training currently includes both the MSF Basic Riding Course (BRC) and Experienced Rider Course (ERC). Novice riders and those who have not taken a MSF course will take the BRC, where motorcycles are provided.
- You can sign up for these courses by calling Puget Sound Safety at 253-531-4585. Any questions about enrollment should be directed to the Installation Safety Office Building 2007, Room 214, 967-6764.

### General Motorcycle Operations

- Use good judgment while riding. Don't discount accidents as something that happen to the other guy.
- Keep your motorcycle skills current. The Basic Rider Course will give you a solid foundation, but go back after six months or a year and take the Experienced Rider Course. The ERC will sharpen your skills and make you face bad habits you might have developed.
- Alcohol shows up in 43% of all fatal motorcycle crashes. 11% of the motorcyclists who have fatal accidents have BACs below the 0.1 percent used to define "drunk" in most states. WA state is 0.08 percent.
- Most two-vehicle accidents involving motorcycles are the fault of the driver of the other vehicle, who typically fails to see the biker. Motorcyclists who make a point of positioning themselves in their lanes to be more visible can help overcome this visibility issue.
- A motorcyclist has to be more alert at intersections, where most motorcycle-vehicle collisions occur. Motorcyclists must anticipate that drivers making left turns may not see them and prepare to make defensive maneuvers.
- Washington, permits pavement ridges of an inch and a half which can easily upset a motorcycle. These ridges, slippery pavement sealers, potholes and roadside hazards are motorcyclist-killers. Be aware of and prepared for these hazards.
- Major causes of motorcycle accidents are (And these are all covered in the Basic Rider Course):
  - a. lack of basic riding skills
  - b. failure to use special precautions while riding
  - c. failure to use defensive driving techniques
  - d. failure to follow speed limit
  - e. failure to appreciate the inherent operating characteristics of a motorcycle
  - f. failure to appreciate the limitations of the motorcycle
  - g. lack of specific braking and cornering skills

**Protective Clothing And Equipment:** Studies show that the head, arms and legs are most often injured in a crash. Protective clothing and equipment serve a three-fold purpose for motorcyclists comfort and protection from the elements; some measure of injury protection; and through use of color or reflective material, a means for other motorists to see the motorcyclist. Safe motorcyclists wear good, protective gear religiously, favoring great boots, gloves, and jackets or suits with good armor.

- Wear a real, DOT approved, helmet: No other strategy offers significant life-saving protection once an accident has begun. More than 80 percent of all reported motorcycle crashes result in injury or death to the motorcyclist. Head injuries are the leading cause of death in motorcycle crashes, occurring in more than 50% of all motorcycle-related fatalities. The motorcycle itself provides no head injury protection to the rider or passenger. Ejection from the motorcycle is a common injury pathway. Your passengers must also wear a DOT approved helmet.
- Eye Protection:** Any motorcyclist who has been hit in the face by a stone or an insect while riding can tell you about the benefits of face protection. Since many motorcycles don't have windshields, riders must protect their eyes against insects, dirt, rocks or other airborne matter. Choose good quality goggles, with plastic or safety lenses, or a helmet equipped with a face shield. Goggles, glasses, and face shields should be scratch free, shatter proof, and well ventilated to prevent fog buildup. Even if your motorcycle has a windshield, You must wear eye protection.
- Jackets and Trousers:** Clothing worn when riding a motorcycle should provide some measure of protection from abrasion in the event of a spill. These should be of durable material (e.g., special synthetic material or leather). Jackets should have long sleeves. Trousers (not shorts) should not be baggy or flared at the bottom to prevent entanglement with the chain, kick starter, foot- pegs, or other protrusions on the sides of a motorcycle.
- Gloves:** Wear durable gloves. They should be of the non-slip type, not too bulky, to permit a firm grip on the controls. Leather gloves are excellent, as are special fabric gloves with leather palms and grip strips on the fingers.
- Footwear:** Proper footwear affords protection for the feet and ankles. Has to be leather boots or over-the-ankle durable shoes.
- Upper body clothing:** The minimum requirement is to wear the required bright colored (day) and retro reflective (night) clothing. Some riders wear lightweight reflective orange or yellow vests over their jackets. Retro-reflective material used on clothing, helmet, and the motorcycle helps to make the rider visible to other motorists, especially at night.

**Mentoring.** Suggest the Soldier seek out and accept guidance from more experienced riders. If your unit has formed a motorcycle program, or has identified experienced riders for mentoring, make sure the Soldier knows who to contact.