



# SAFETY TIPS

## 2023 Motorcycle Riding Season

Motorcycle riding can be extremely fun but is also inherently dangerous due to no roll cage or air bags, and a smaller profile makes them difficult to see and determine their speed. As the motorcycle riding season quickly approaches, riders must refocus attention to ensure their motorcycle is in optimum condition, training is up-to-date, and they're mentally prepared. The following tips are offered to help prepare and execute a safe motorcycle riding season:

**RISK MANAGEMENT**: Many motorcycle mishaps occur because automobile operators don't see - and impact the riders. Automobile operators must look twice for motorcycles when pulling out into traffic. If you look for them, you will see them. Riders must adhere to the principles of risk management: Identify and assess the risks, make risk decisions, and implement controls.

**RIDER RESPONSIBILITIES**: All operators of street-legal motorcycles, three-wheeled motorcycles, and auto-cycles, must comply with state licensing, registration, insurance, and training requirements.

**TRAINING REQUIREMENTS**: The governing MCO for motorcycle training is the 5100.29 (Vol. 3). It identifies the training levels (Level 1 – Initial/Basic; Level 2 – Intermediate; Level 3 – Advanced).

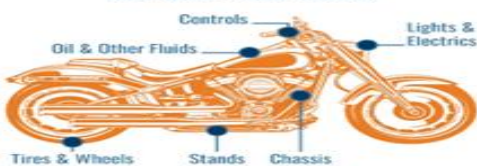
- **Level 1**: All military personnel who plan to purchase or operate a motorcycle, regardless of intent to ride on a DoD installation, are required to successfully complete an initial motorcycle rider safety course. Riders are not required to attend Level 1 if they possess a valid state or host nation motorcycle endorsement. On-base training is at no cost to the rider.
- **Level 2**: All military riders will complete Level 2 training within 180 days of completing Level 1 or being identified as a licensed rider. On-base training is at no cost to the rider.
- **Level 3**: Provides skills practice at realistic speeds with street cornering scenarios in a controlled environment. This training is highly recommended for all military motorcycle riders who have completed Level 2 training. On-base training is at no cost to the rider.
- **Refresher Training** - All military riders will take refresher training every five years from their last date of Level 2/3 training. Refresher training can be any Level 2/3 training that includes classroom and on-motorcycle skills-based instruction offered at USMC/DoD installations.

**Note**: Online training does not meet this requirement.

**SCHEDULING TRAINING**: Motorcycle training can be obtained by logging into the following site: [www.navymotorcyclerrider.com](http://www.navymotorcyclerrider.com) then select the Global Training Registration link. Training views can be tailored to type of training, region, site location, and training dates.

**TCLOCS**: Riding a motorcycle involves more risk than driving a car, so checking the bike's equipment is vitally important. Perform T-CLOCS inspections prior to rides.

NOW IS A GREAT TIME TO DO A  
**T-CLOCS INSPECTION**  
BEFORE YOU RIDE!



**T**-Tires and Wheels  
**C**-Controls  
**L**-Lights and electrical  
**O**-Oil and fluids  
**C**-Chassis  
**S**-Side stand/Kickstand

Get a Copy



Save a copy

**RIDING TIPS:** Be mentally prepared, wear all required PPE, and stay alert; Riders are urged to maintain proper following distances to avoid collisions during abrupt stops. Avoid riding in vehicle blind spots. When riding, know the route, study the curves, and scan for traffic at intersections. Don't exceed your experience levels. Signal well in advance of turning or changing lanes. Stay aware of your surroundings and use scanning patterns to keep eyes moving. Anticipate the actions of others.

**MOTORCYCLE MISHAPS:** Per vehicle miles driven, motorcyclist are 28 times more likely than passenger vehicle occupants to die in motor vehicle crashes, and 4 times more likely to be injured. According to NHTSA in 2020, 5,579 motorcyclists died in the U.S. Of them, 36% were riding without valid motorcycle licenses. The below mishaps occurred within the MFC enterprise.

- SSgt riding motorcycle, **lost control**, impacted rear of an SUV. Died from injuries at hospital.
- Cpl, riding with two other Marines, crashed his cruiser. Cpl wore a half-shell helmet, had a 0.16 BAC. Marine was removed from life support after two weeks in a coma, pronounced deceased.
- LCpl, riding sport bike, **lost control**, crashed and was ejected from motorcycle. Sustained severe road rash. LCpl was licensed but **did not have Level I or Level II training**.
- Cpl, crashed sport bike when a vehicle pulled out in front and blocked the lane. Sustained severe leg injury, hospitalized for 3 weeks.
- Sgt, riding a cruiser with girlfriend on the back. A vehicle in front stopped abruptly and Sgt laid the bike down. Sgt suffered minor injuries, however, the Sgt's girlfriend died from her injuries.

**MOTORCYCLE MENTORSHIP PROGRAM (MMP):** All battalion, squadron, and higher commands will establish an MMP to mentor inexperienced riders and foster respectful riding practices. MMP Presidents **must hold monthly meetings**. Membership in the command's MMP is mandatory, as operational duties permit. Meeting attendance rosters and minutes will be forwarded to the unit XO and Safety Officer. MMP Presidents are urged to utilize the 36 DSOC motorcycle mentorship training modules on the HQMC SD website. These modules are designed to increase rider knowledge and decrease mishaps and fatalities by encouraging riders to think about and discuss the topics openly.

**MOTORCYCLE PERSONAL PROTECTION EQUIPMENT (PPE):** The following minimum PPE is mandatory for all operators and passengers on a motorcycle (per MCO 5100.29C):

- **Helmet:** DOT approved helmet shall be worn, and fastened under the chin;
- **Eye Protection:** Goggles, glasses, or a full-face shield will be properly worn;
- **Foot Protection:** Sturdy, above the ankle shoes or boots that provide support and traction when stopping or starting. Footwear should protect the rider in the event of a crash;
- **Protective Clothing:** A garment or jacket that fully covers the arms, long trousers, and full-fingered or fingerless gloves; wearing a motorcycle jacket and pants containing impact absorbing padding is strongly encouraged, and PPE that incorporates fluorescent colors and reflective material. Proper PPE also reduces dehydration. Remember - dress for the crash!

## **RESOURCES:**

- [Safety Division \(marines.mil\)](https://www.marines.mil/); <https://www.safety.marines.mil/>
- [Pre-ride Inspection Check \(T-CLOCS\) - Instructables](#); [American Motorcyclist Association](#)
- [Motorcycle Safety | NHTSA](#)

Manage the Risk



Protect the Force