

All leaders have the responsibility to ensure fully trained Soldiers are riding operationally safe motorcycles in a disciplined manner.

Disciplined

- A fully trained, counseled and mentored Soldier who is directly involved with leadership.

Undisciplined

- An untrained Soldier who has not received counseling or mentorship and is not directly involved with leadership.

Indisciplined

- A fully trained, counseled and mentored Soldier who is directly involved with leadership but operates a motorcycle in an unsafe manner and disregards requirements, often resulting in mishaps or fatalities.



Key Tip: Leader involvement in administrative requirements, mentorship, inspection and PPE develops disciplined riders!

Administrative

Soldiers must have a valid and endorsed motorcycle license, insurance and training as outlined in the Progressive Motorcycle Program (PMP). They are strongly encouraged to sign the motorcycle/ATV operator agreement before they ride.

- **Basic RiderCourse (BRC)** – Required prior to operating a motorcycle. Training may be conducted on contractor-provided motorcycles.
- **Advanced RiderCourse (ARC)** – Completed on operator's own motorcycle within 12 months of the BRC.
- **Motorcycle Refresher Training (MRT)** – Soldiers deployed for more than 180 days must complete MRT prior to riding their motorcycles.
- **Motorcycle Sustainment Training** – Required every five years after completion of the ARC or after five years of inactivity or acquisition of a new motorcycle. Schedule through the unit training NCO using the Digital Training Management System.

Key Tip: Oversight of administrative requirements establishes the foundation of a safe unit riding culture!

Leaders must establish a safe unit riding culture based on disciplined riding.

Inspections and Mentorship

Private motor vehicle inspections must be performed at least every six months, and motorcycle inspections should be conducted prior to the start of the local riding season. Inspections should cover administrative requirements, motorcycle condition and personal protective equipment (PPE). Minimum areas to inspect include tires, controls, lights, oil, chassis and stand (T-CLOCS). Leaders should be able to identify illegal and unsafe modifications to the motorcycle (legal modifications vary from state to state). If you are unsure whether a motorcycle has been modified, consult your Motorcycle Safety Program Coordinator (MSPC).



Key Tip: Modifications may be a sign of a high-risk rider!

Motorcycle Safety Program Coordinator: An MSPC can guide new riders through their transition from novice to more experienced rider through teaching, training and coaching. When supported and encouraged by the command, an MSPC can influence a safe riding culture within the organization.

Key Tip: MSPCs are your subject matter experts!

Personal Protective Equipment

Soldiers riding motorcycles on or off military installations must ALWAYS wear PPE. Leaders must know, encourage and enforce the use of proper PPE. At a minimum, proper PPE includes:

- Department of Transportation (DOT)-certified helmet
- Impact- or shatter-resistant goggles, or a properly attached full-face shield
- Sturdy, over-the-ankle footwear
- Long-sleeved shirt or jacket
- Long trousers
- Full-fingered gloves or mittens made of leather or abrasion-resistant material

Key Tip: Encourage riders to select PPE constructed of abrasion-resistant materials containing impact-absorbing padding and incorporating bright colors and retro-reflective materials!