



# CVMA 20-1



## Motorcycle Safety Briefing

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# CVMA 20-1 Safety Brief Agenda

- PPE on Military Installations
- Suggested Gear (*Only a Suggestion!*)
- Hazards riding in Florida
- Benefits of Motorcycle Training
- Consequences
- T-CLOCK, Tires, Controls, Lights, Oil, Chassis and Kickstand



# Motorcycle Rider Briefing

## Personal Protective Equipment required while on military installations

- Mandatory at all times on military installations.
- Mandatory at all times for all passengers on a motorcycle while on military installations.
- Head Protection: A helmet designed to meet or exceed Department of Transportation (DOT) standards, shall be worn and properly fastened under the chin while on military installations.
- Eye Protection: Goggles, wrap around glasses, or a full-face shield (properly attached to helmet) designed to meet or exceed American National Standards Institute (ANSI) Standard Z87.1 for impact and shatter resistance will be worn while on military installations.



# Motorcycle Rider Briefing

## Personal Protective Equipment required while on military installations

- Protective Clothing: Wear of long sleeved shirt or jacket, long trousers, and full-fingered gloves are required.
- Garment and Motorcycle Visibility: A brightly colored or contrasting vest, jacket or outer upper garment during the day and a reflective upper garment during the night are highly suggested.
- Gloves should be sturdy, non-slip type to permit a firm grip on the controls.
- Wear of a motorcycle jacket and pants constructed of abrasion resistant materials such as leather, Kevlar<sup>®</sup>, and/or Corduroy<sup>®</sup> containing impact absorbing padding are strongly encouraged.
- Foot Protection: Riders will wear sturdy over the ankle footwear that affords protection for the feet and ankles (durable athletic shoes that cover the ankles may be worn).
  - Sandals, low quarter sneakers, and similar footwear will not be used.



# Motorcycle Rider Briefing

## *Suggested Motorcycle Riding Gear*

- For all motorcycle riders while riding anywhere. *Not required, just suggested!*
  - Approved helmet (DOT or Snell)
  - Eye Protection
    - Face Shield or Goggles (ANSI Z87.1 Approved)
  - Brightly colored outer upper garment or reflective upper garment during darkness is *highly suggested.*
  - Long sleeves
  - Full finger gloves
  - Long trousers
  - Over the ankle sturdy footwear



# Motorcycle Rider Briefing

## *Hazards of Riding in Florida*

- Rain... puddling, oil on surface
- Sand on road Surface, slick
- Slick roads surfaces when dry (sand based)
- Soft berms
- Tourists
- Sharing road with Distracted drivers...Eating/make-up/texting
- Year Round riding season significantly increases riding time
- Daily weather changes
- Elderly
- Speed/flat roads
- Snakes, alligators, armadillos etc...



# Motorcycle Rider Briefing

## *Benefits of Motorcycle Training*

- Increased knowledge of safe motorcycle riding practices.
- Proven to significantly reduce mishaps by training riders how to negotiate and avoid riding hazards which they may encounter.
- Reduced insurance rates for most major insurance companies.
- Satisfies Florida's mandatory requirement for Motorcycle Safety training.
- Satisfies written and driving test for Florida Department of Vehicles.



# Motorcycle Rider Briefing

## Consequences

- First and Foremost: Failure to ride without proper training or required PPE could cause serious bodily injury or even death.
- Bottom Line...It is your responsibility to follow the rules – we don't need to lose you due to you taking unnecessary risks.
- For additional questions or information contact the Safety Representative, if you have additional questions or comments contact the 20-1 Chapter Executive Board (CEB).





# MSF Inspection Checklist

## T-CLOCK, which stands for Tires, Controls, Lights, Oil, Chassis and Kickstand.

### Tires and wheels

Since these are what separate you and the road, they're probably the most important things to look over. A problem here will affect handling, sometimes severely.

Are your rims free of dings? Are your spokes tight and straight? Check pressures in both tires. Since most manufacturers specify pressures for cold tires, this is the only accurate way to check them, as they heat up quickly on the road, raising the pressure. Consult your owner's manual or call your tire manufacturer's hotline for the proper pressures for your particular bike.

If you own multiple bikes, it may be difficult to remember all those different tire specs. And since this is one of those critical things you should check often, you may want to make a [checklist](#) with each tire's recommended pressure, then hang it on your garage wall, or anywhere that's handy.

While you're down there checking the tires, make sure you've got plenty of tread. You should have more than 1/16 of an inch, about the distance between Lincoln's head and the top of a penny. Remove foreign objects that may have lodged in the treads, and make sure there aren't any cuts in the tire. A scuff is nothing to be worried about, but if it's a deep scratch, you might want to have it checked.



## MSF Inspection Checklist

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### Controls and cables

A snapped throttle or clutch cable can leave you on the side of the road, so check them, Operate anything connected to a cable and make sure that levers and cables feel smooth and don't bind. Apply the front brake and push the bike forward. The brake should feel firm, and the front wheel should not move. Check the rear brake in the same fashion.



## MSF Inspection Checklist

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### Lights

- Seeing and being seen are the two best ways to avoid unwanted incidents on the road, so making sure your lights work is imperative to your safety.
- Start by turning on your ignition. Are the headlight's high beam and low beam working? Does the taillight come on? Does the brake light come on when you depress the brake pedal and lever? Check left and right turn signals, front and rear. Remember that the cause of a malfunction here could be a relay or bulb... Lastly, don't forget to check your horn.



## MSF Inspection Checklist

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### Oil and fuel

- Running out of gas is a drag, but since many motorcycles don't have gas gauges, it's a very real possibility. Check the gas level in the tank, and be sure your fuel petcock isn't on "reserve," which could leave you with a big surprise if you roll to a stop thinking you've still have gas in reserve. And don't forget to reset the trip meter every time you fill up.
- Running out of gas can be inconvenient, but running out of oil can turn your bike into an inert display of public art. Even some new bikes can use enough oil to be down a quart between oil changes, so check it before every ride.



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### Chassis

- Though an improperly adjusted suspension may not seem critical, imagine your surprise as your bike behaves differently in the middle of a curve because you forgot to reset it after picking up your friend last night.
- Sit on the bike and rock it, making sure that everything moves smoothly and relatively slowly. If the front or rear end behaves like a pogo stick, a trip to your trusty mechanic should be in your immediate future.
- If you have an adjustable suspension, remember to read your owner's manual and adjust it properly for the load you'll be carrying and the type of riding you'll be doing.



## MSF Inspection Checklist

**T-CLOCK, which stands for Tires, Controls, Lights, Oil, Chassis and Kickstand.**

### **Kickstand and center stand**

- The kickstand is a handy little item, it's what keeps your motorcycle off the ground. Make sure it's not cracked or bent. Check the spring or springs. Are they in place, and do they have enough tension to keep the kickstand safely up?
- Don't forget to look at the engine cut-out switch or pad, if so equipped.
- If everything's in place and operating properly you're done, and you're ready to roll. Enjoy the day!