



REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY**  
HEADQUARTERS, III CORPS AND FORT HOOD  
1001 761ST TANK BATTALION AVENUE  
FORT HOOD, TEXAS 76544-5000

## COMMAND POLICY

### SAFETY-02

**JUN 15 2009**

AFZF-SAFE

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: III Corps and Fort Hood Command Motorcycle Safety Program

#### 1. REFERENCES:

- a. Department of Defense Instruction 6055.4, DoD Traffic Safety Program, 20 April 2009.
- b. AR 385-10, The Army Safety Program, 23 August 2007.
- c. Chief of Staff of the Army memorandum, 28 December 2005, subject: Motorcycle Mentorship – Ride Smart Ride Safe, Team Up!
- d. FORSCOM Commander memorandum, 26 December 2007, subject: Privately-Owned Vehicles/Motorcycle Safety.
- e. III Corps Commander, General Order Number 1, Motorcycle Safety Requirements, 21 August 2008.

2. **APPLICABILITY.** This policy applies to all personnel assigned to, attached to, or under the operational control of III Corps and Fort Hood.

3. **PURPOSE.** To establish the III Corps and Fort Hood Command Motorcycle Safety Program to promote and foster an environment of safe motorcycle usage both on and off duty.

#### 4. POLICY.

a. **General.** Motorcycle accidents continue to be a leading cause of Soldier fatalities and serious injuries. Recent accident trends suggest excessive speed, reckless operation and operator inexperience as the most common reasons. Every leader and Soldier must be committed to and actively involved in accident prevention, especially the prevention of motorcycle accidents. Training, leader involvement and enforcement

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of standards, leader and Soldier mentorship, along with the integration of composite risk management, will mitigate our ongoing concern over motorcycle operation.

b. Concept of Operations. Reducing the number of motorcycle accidents requires the dedicated support of every Commander, Leader, and Soldier. This policy includes mandatory training, leader mentorship, and the reinforcement of a Soldier's personal responsibility to keep safe.

(1) Mandatory Training. Motorcycle training consists of Basic Rider Course (BRC), Experienced Rider Course (ERC), Military Sport Bike Rider Course (MSRC), and Motorcycle Refresher Training (MRT). Active duty personnel, Reservists, DoD civilians, Retirees, and Family Members who operate a motorcycle on the installation will successfully complete a Motorcycle Safety Foundation approved motorcycle rider safety course. All training is provided on the installation at no cost to the motorcycle riders. Civilian "visitors" and contractors must be properly licensed to operate a motorcycle, but are not required to complete a motorcycle safety course in order to ride on the installation. Military dependents, Retirees, and DoD civilians are not considered civilian "visitors" and are required to complete a motorcycle safety course in order to ride on the installation. A Motorcycle Training Sequence chart for military members is enclosed (Encl 1) and training can be scheduled through the installation Army Traffic Safety Training Program (contact the installation Safety Office). All military motorcycle riders will complete the progressive training described in the following paragraphs.

(a) BRC. The BRC is the initial training for all motorcycle riders which provides basic motorcycle skills and prepares them for licensing procedures. A state licensed motorcycle operator who has passed the BRC is then permitted to register their motorcycle for up to 180 days on the installation.

(b) MSRC. Motorcycle manufacturers categorize specific models as "Sport" and "Sport Touring" motorcycles. In order to obtain the skill set necessary to operate a high-performance sport bike, all military "Sport" and "Sport Touring" motorcycle riders will complete the MSRC as soon as possible after completing the BRC. Unit Commanders have the responsibility for tracking sport bike riders and the successful completion of this command directive.

(c) ERC. Within 180 days of completing the BRC, motorcycle riders will complete the ERC. Successful completion of the ERC will permit a rider to obtain long term installation vehicle registration and access.

(d) MRT. All redeployed (six month and greater deployments) military motorcycle riders will attend the MRT within 30 days of their return.

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(2) Commanders/Leaders Mentorship.

(a) Support and promote unit level motorcycle safety activities within regulatory limits.

(b) Promote activities that reinforce positive training, mentorship and riding.

(c) Identify unit motorcycle riders and ensure face-to-face counseling (to include a brief on this policy) between first-line supervisors and Soldiers. Riders must be identified by type of motorcycle and assigned to the appropriate mentor. Soldiers shall execute a written motorcycle safety contract with their commander (sample at Encl 2).

(d) Enforce motorcycle training requirements outlined in paragraph 3b(1). Commander/1SG will provide a memorandum authorizing the Soldier to attend the required training course. The Soldier will present this memorandum when registering for the appropriate course.

(e) Establish unit mentorship programs at brigade or battalion level. Select and appoint suitable mentors (both standard/cruiser and sport/sport touring motorcycles) to coach unit motorcycle riders. Each program will have a Senior Mentor to administer the program. Unit mentors will:

(1) Be an experienced (five years or more on the appropriate motorcycle type) and current motorcycle rider in good standing. Mentor should be mature and a leader.

(2) Complete the BRC and ERC. Sport bike mentors will complete the MSRC.

(3) Act as a conduit of information to Soldiers for motorcycle safety education and awareness.

(4) Set the standard for responsible motorcycle riding.

(5) Mentor Soldiers in purchasing, riding and maintaining motorcycles.

(6) Monitor and evaluate Soldier's skill development and recommends appropriate training. Ensure Soldiers attend appropriate training.

(7) Track and inform the commander of Soldier's riding progress and completed training.

(8) Organize and promote activities to enhance motorcycle safety by unit affiliation or riding events.

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(9) Promote command objectives related to motorcycle safety.

(3) Individual Responsibilities.

(a) Comply with installation, local, state, and Army motorcycle training, licensing and operating requirements. The Motorcycle Safety Foundation card issued as proof of course completion shall be carried at all times while operating a motorcycle and be presented when entering the installation. Civilian "visitors" and contractors are not required to show proof of motorcycle safety course completion in order to ride on the installation.

(b) Use composite risk management in purchasing, riding, and maintaining motorcycles.

(c) Properly maintain and wear the appropriate Personnel Protective Equipment (PPE) for both on and off post riding. Operators must ensure that passengers comply with these PPE requirements. Anyone operating or riding a motorcycle on military installations must wear the required PPE. Minimum required PPE consists of:

(1) A Department of Transportation approved motorcycle helmet properly fastened under the chin.

(2) Full fingered gloves or mittens designed for use on a motorcycle.

(3) Long sleeved shirt/jacket and long trousers.

(4) Boots or sturdy over the ankle shoes.

(5) Impact or shatter resistant goggles, wraparound glasses or full face shield attached to the helmet. Windshields, eyeglasses, and fairing do not meet this requirement. The goggles may be darkened for daylight use; however, they must be clear during the hours of darkness or adverse weather conditions.

(6) A brightly colored (white, yellow, orange, silver, etc.) upper garment (vest or jacket) during the day and a reflective upper garment during dusk/dawn and at night. Outer garments will be properly secured, clearly visible, and not covered. Items (backpacks) may be worn on top of the outer garment, but they must meet the same visibility requirements of the outer garment. Brightly colored/reflective belts do not meet the outer garment requirement.

(d) Support installation and unit motorcycle safety initiatives.

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(e) Identify themselves to their chain of command at the time of assignment to the unit, or when planning to purchase a motorcycle.

(f) Seek out mentorship from skilled, responsible, and positive riders.

**Demonstrate self discipline and defensive driving when operating a motorcycle.**  
**Recognize the inherently dangerous nature of motorcycle operation and do not join or participate in activities that contribute to high risk behavior.**

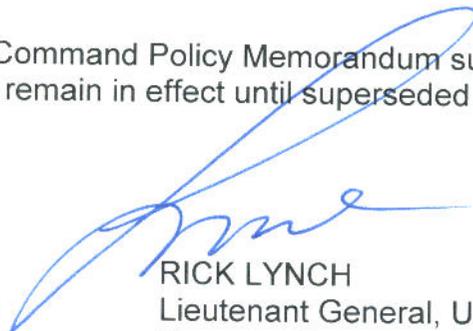
5. The number of Soldier motorcycle riders continues to increase. Our current concerns over motorcycle operation will require the personal involvement of leaders at all levels and the personal discipline of motorcycle operators. Across III Corps we must foster an environment for safe motorcycle operation. Together, we keep our Soldiers safe.

6. PUNITIVE ORDER. Soldiers who fail to comply with the requirements of this policy are subject to adverse administrative action and/or punishment under the Uniform Code of Military Justice (UCMJ).

7. EXPIRATION. This III Corps Command Policy Memorandum supersedes the 2 September 2008 policy and will remain in effect until superseded or rescinded.

2 Enclosures

1. Motorcycle Training Sequence
2. III Corps Motorcycle Operator's Contract



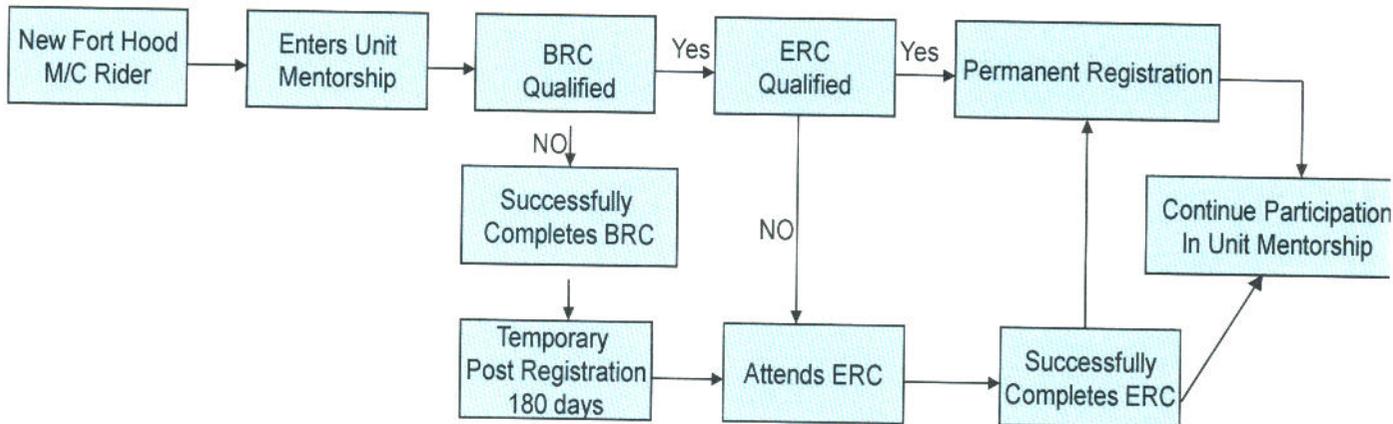
RICK LYNCH  
Lieutenant General, USA  
Commanding

DISTRIBUTION:

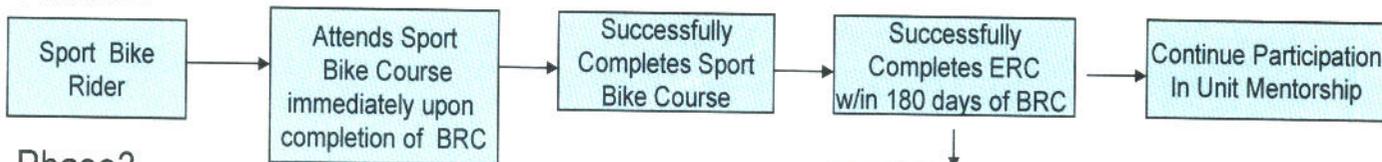
IAW FH Form 1853: A

# Motorcycle Training Sequence

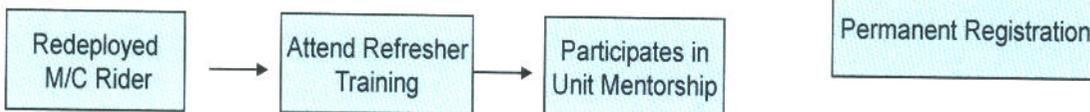
## Phase 1



## Phase 2



## Phase 3



BRC = Basic Rider Course    ERC = Experienced Rider Course

### III Corps Motorcycle Operator's Contract

I understand that I am a Soldier 24 hours a day and the following actions are required for me to operate a motorcycle on- or off-post:

- ✓ I must register my motorcycle with the installation Provost Marshal.
- ✓ I must complete the required motorcycle safety courses.
- ✓ My personal protective equipment (PPE) will consist of a Dept. of Transportation (DOT) approved helmet (properly fastened under the chin) w/face shield or impact/shatter resistant goggles, full-fingered gloves or mittens designed for use on a motorcycle, a long sleeve shirt or jacket, long pants, boots or sturdy over the ankle shoes, and a brightly colored (white, yellow, orange, silver, etc.) upper garment (vest or jacket) during the day and a reflective upper garment during dusk/dawn and at night.
- ✓ PPE also applies to any passenger.
- ✓ No matter what the state law is, I will always wear a DOT approved helmet.

I understand that failure to comply with Army regulations could result in my loss of motorcycle driving privileges. If I am involved in a motorcycle accident and I have violated any of the military regulations governing motorcycles, I could be held liable for all medical costs that I incur. Additionally, if I violate any of the requirements and sustain fatal injuries, my survivors could be denied military benefits, including SGLI.

I will always operate my motorcycle in a safe and disciplined manner.

Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Engine (cc displacement) \_\_\_\_\_

I am associated with the following motorcycle organization(s) :

Name of organization \_\_\_\_\_

Address of organization \_\_\_\_\_

At any time I purchase a different (or additional) motorcycle or become associated with a motorcycle organization, I will update this contract with my chain of command (within 72 hours).

I understand that motorcycle organization rules on operating a motorcycle or wear of PPE do not take precedence over Army or III Corps and Fort Hood policies or regulations. Additionally, motorcycle organization rules do not relieve me from personal responsibility to operate a motorcycle safely and not to engage in dangerous activities on a motorcycle, both on or off post.

\_\_\_\_\_  
Date \_\_\_\_\_  
**Operator Signature**

\_\_\_\_\_  
Date \_\_\_\_\_  
**1SG Signature**

\_\_\_\_\_  
Date \_\_\_\_\_  
**Commander Signature**

**Enclosure 2**