



U.S. ARMY COMBAT READINESS CENTER

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## **Ask Motorcycle Safety ... about training**

**Directorate of Communication and Public Affairs  
U.S. Army Combat Readiness Center**

*Each week during Motorcycle Safety Awareness Month, the U.S. Army Combat Readiness Center will release a question-and-answer feature article with experts from the USACRC Driving Directorate. The directorate collects and analyzes Army accident data, formulates policy and develops tools to aid in preventing and reducing off-duty driving accidents in private motor vehicles.*

*This week's discussion on Army motorcycle training is with Steve Kurtiak, a motorcycle safety specialist with the Driving Directorate.*

### **What is the Army's Progressive Motorcycle Program?**

Chapter 11-7 in Army Regulation 385-10 defines the training requirements for Soldiers who ride motorcycles. The Progressive Motorcycle Program is a training model where riders learn basic motorcycle control, followed by courses with more advanced control techniques and enforced through requirements to sustain those learned skills throughout their riding lives.

### **Why should Soldiers seek more training — isn't the Basic RiderCourse enough?**

In the same manner basic training does not complete the training a Soldier must attend to perform their duties, motorcycling requires a progressive training approach to enhance control skills and remain safe while riding. Motorcycling skills are perishable, and the PMP provides those training opportunities at no cost to the Soldier.

### **Have "no-shows" become a problem in advanced motorcycle training classes?**

In many cases, riders are not returning for required advanced training. There are many reasons for this, including not knowing they have to complete the next-level training within one year and, of course, Army commitments. When riders learn they have to attend advanced training within a year of completing the BRC, it may take some creative planning to schedule the next course. Obviously, deployments and field training exercises might not allow them to attend when they want, but every rider must to keep his or her chain of command informed of the courses they need to be compliant with AR 385-10.

### **Who is responsible for ensuring Soldiers attend advanced classes and/or holding them accountable if they don't show?**

Ultimately, it is the Soldier's responsibility to ensure he or she attends required training and again, informs the chain of command of the next-level training requirement. Leaders must make every effort to afford the Soldier the opportunity to attend as mission allows.

### **How do training no-shows affect other riders?**

As with any course the Army offers, slots are limited, and Soldiers who fail to attend required training create a shortfall that can cost the Army in funding and untrained riders. It also creates a backlog of untrained personnel, and resources may not be available to reduce it in a timely manner, if at all. There is nothing worse than looking at a brand-new motorcycle you cannot ride.

### **Why is indiscipline such a critical issue among motorcyclists in the Army today?**

Bottom line, riding a motorcycle can be dangerous and if a rider is not trained, it increases the chances of being involved in an accident. Since the inception of the PMP training model, we have seen a reduction of skills-based errors in Army motorcycle accidents. Indiscipline in the form of not attending known required training has decreased during the past few years. Where we are seeing an increase in indiscipline is with speeding. Events happen very quickly on a motorcycle; going too fast into an unfamiliar, or even often-traveled, turn can be deadly, as can speeding down a local street or highway.

Ride safe!