



BASIC POLICE MOTORCYCLE COURSE

POST CERTIFIED COURSE 7530-32550

FONTANA POLICE DEPARTMENT

Course 7530-32550

BASIC POLICE MOTORCYCLE COURSE

COURSE DESCRIPTION

This course is designed to both mentally and physically prepare motor officers too safely and effectively operate a police motorcycle while performing a variety of law enforcement duties. Extensive time will be utilized by the course instructors towards building the students skill level as well as their confidence level when riding a police motorcycle.

The course curriculum strongly emphasizes the safe, competent operation of the police motorcycle while paying particular attention to acceptable standards of rider capabilities and judgment. This is a “no brake” course in that the use of brakes is restricted to specific exercises that are the subject of braking and exercises specifically authorizing the use of brakes. Emphasis is on clutch-throttle control.

RECOMMENDATION:

1. 80 hours minimum of pre-training by competent motorcycle training officer.

PREREQUISITES:

1. Successful completion of police academy.
2. Possession of valid driver's license with motorcycle M1 endorsement.
3. Sworn Peace Officer.

COURSE REQUIREMENTS: All students must comply with the following requirements to be accepted into this Course:

1. Place balls of feet flat on the ground while sitting back on the seat and both hands on the handlebars.
2. Lift a fully equipped police motorcycle from a fallen position.
3. Place a motorcycle on and off the center stand and side stand.
4. Walk the motorcycle forward and backward while astride the seat.
5. Furnish enforcement motorcycle which meets factory specifications for proper operations.

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MOTORCYCLE REQUIREMENTS

Must be street legal:

Windshield, lights, mirrors, license plates, faring, front and rear crash bars must be on. We recommend that the radio and siren be removed to protect them from damage.

Engine- Good running condition (no abnormal engine noise).

Battery- Charged with electrolyte at normal level.

Steering 0 bearing adjustments (no play, turns freely without binding, no flat spots on bearing, properly lubricated).

WARNING: NUMEROUS M/C'S ARE REJECTED DUE TO BAD BEARINGS, USUALLY THEY RUSTED OUT.

Clutch- Releases properly (no slippage, a new clutch is recommended). To reduce cable breakage, set clutch level free-play to a minimum of ¼ inch and a maximum of ½ inch.

Drive Line- Good condition-No Leaks

Brakes- Brake Fluid up to level, and brake light functioning properly.

To insure that your motorcycle is not rejected (and possible rejection of your trainee) I suggest that your qualified mechanic use the inspection checklist form on the motorcycle that you intend on sending with your trainee to this Motorcycle Training.

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EQUIPMENT REQUIREMENTS

In addition to a fully equipped motorcycle*, each student will be required to provide:

1. Jumpsuit, or class B's fitted, neat and in excellent condition (Dept. approved).
2. Regulation department jacket (lightweight or heavyweight).
3. Leather nylon duty gear and service weapon**
4. Black, plain toe, high top boots. Boots are to be high enough for complete ankle protection. Sharp pointed or cowboy boots are **NOT** permitted. Soles of boots thicker than $\frac{3}{4}$ of an inch will **NOT** be permitted.
5. D.O.T approved motorcycle helmet; must meet SNELL standards.
6. Leather gloves, thin riding type.
7. Sunglasses-Mirrored sunglasses are **NOT** acceptable.
8. Clear glasses (for 80 hour Basic course only-Night ride).
9. Appropriate rain gear (seasonal).
10. 50 rounds of duty ammo for range exercise

**See list of requirements for motorcycles*

***Trainee will not wear service weapons during the training period unless authorized to do so by the instructor.*

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IMPORTANT TRAINING CRITERIA

One of the primary objectives of motorcycle training is to teach the students basic techniques that will make him a better rider, in that, he will gain the expertise to avoid a potential accident or, if unavoidable, minimize the consequences. The following are some of the techniques used by the instructors. Also listed are the corresponding results that usually occur if the student cannot master the technique.

<u>Training Technique</u>	<u>Failure to Learn Leads To:</u>
Head and eye placement (look where you want to go) 2. Lack of control 3. Hitting objects	1. Improper positioning
Coordinated clutch and throttle 2. Motor stalling 3. Dropping motorcycle 4. Damage and injury	1. Lack of control
Controlled barking (proper use of front & rear brake) 2. Locking brake/s 3. Rear brake fade 4. Crashing/damage/injury	1. Not slowing fast enough
Keep both feet on foot boards (not on ground) 2. Injury to foot 3. Poor clutch/throttle control 4. Lack of confidence	1. Lack of control
Surface appraisal (overall awareness of hazards) 2. Hitting objects 3. Dropping motorcycle 4. Damage and injury	1. Sliding in oil or sand

“Safety is the key word in the training program. Every effort is directed towards making the student a safer rider. On the other hand, a failure to properly learn pertinent safety techniques can, and in most cases will, be a determining factor for a student’s failure to pass the course”.

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WEEK ONE – DAY ONE

- I. INTRODUCTION/REGISTRATION/ORIENTATION - CLASSROOM
- II. REGISTRATION/COURSE OBJECTIVES/EVALUATION AND TESTING - CLASSROOM
 1. Safe Operation of a Police Motorcycle
 2. Confidence on a Police Motorcycle
 3. Enforcement on a Police Motorcycle
 4. Students will be immediately remediated after a failed exercise until a passing score can be accomplished. Remediation is offered once to the student and if failure occurs, student must repeat the course.
- III. SAFETY ORIENTATION - CLASSROOM
 1. Always complete a pre-ride inspection of the motorcycle
 2. Ride only when instructors are present
 3. Any time the motorcycle is running, operator must have approved helmet securely attached and gloves, eye protection, and boots on.
 4. If a whistle, airhorn, or siren is sounded, students are to immediately stop their motorcycle, turn off the engine, and await further instruction from an instructor
 5. Speeds will be set by instructors and students will not exceed that limit
 6. If a motorcycle goes down, immediately shut off the engine using the ignition key or kill switch (ignition key preferred)
 7. When aiding an operator who is down, ensure the ignition has been turned off
 8. At least two people will lift a downed motorcycle during training exercises
 9. Immediately notify an instructor of any unsafe condition
 10. Immediately notify an instructor of any injury
 - a. A trauma kit will always be at the training site
 - b. Instructors will always have immediately available a police radio and a cellular telephone for emergency calls
 11. Reckless riding is reason for immediate dismissal from the course
- IV. INTRODUCTION TO THE POLICE MOTORCYCLE – COMPLETE CHECKLIST/SIGN-OFF SHEET - FIELD
 1. Control and gauges
 2. Lighting Equipment
 3. Emergency equipment
 4. Sidestand
 5. ABS indicator
 6. Fuel cap
 7. Detachable saddlebags
 8. Retractable windshield
- V. MOTORCYCLE MAINTENANCE - FIELD
 1. Daily – Check oil level, tire pressure/tread, lights, horn, controls
 2. Keep motorcycle clean and presentable

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- VI. MOTORCYCLE DOWN DEMO AND EXERCISE - FIELD
 - 1. Lay bike down – Demo by instructor
 - a. Immediately turn ignition off
 - b. Assist rider – check for injuries
 - c. If motorcycle is on right side, put sidestand down
 - d. Demonstrate methods to pick bike up by one person
 - e. During future training exercises bike will be picked up by two people
 - 2. Practical Demo by students
 - a. Student will demonstrate procedures detailed above to lift motorcycle
 - b. Pass/Fail – If a student is not able to lift the motorcycle, they will not be allowed to continue in the course
- VII. LECTURE ON BASIC RIDING – CLASSROOM
 - 1. Balance
 - a. Counter Balancing vs. Leaning into a turn
 - b. Proper seat position
 - 2. Head and Eyes
 - a. Head up
 - b. Look where you want to go
 - c. Look before turning
 - 3. Clutch and Throttle
 - a. Smooth transition from clutch to throttle
 - b. Use the minimum amount of throttle
 - 4. Look where you want to go
 - a. Don't look down – Look down, go down
 - b. Scan ahead
 - 5. Leaning
 - a. Aids in turning
 - b. High speed vs. low speed
 - 6. Breaking
 - a. Front break equals about 80% of stopping power
 - b. Interlinked braking system
 - c. Both brakes ABS controlled
 - d. Braking in turns
- VIII. SKILL EXERCISES - FIELD
 - 1. Explain concept of exercise
 - a. Clutch and Throttle
 - b. Head and Eyes
 - c. Turning
 - d. Braking
 - e. Counter Steering
 - f. Collision Avoidance
 - g. Confidence
 - 2. Walk through exercise

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- a. One instructor explains while another walks the exercise
 - b. Key cones are pointed out
 - c. Reference points are noted
 - d. Position in the pattern is stressed
3. Demonstrate the exercise
 - a. One instructor will ride the pattern
 - b. Second instructor will point out key points as the first instructor rides through the exercise
 - c. The exercise may be demonstrated several times so the students can focus on a variety of aspects each time
 4. Circles and Figure Eights – (No Diagram) - This exercise is a basic warm up exercise, allowing the student to demonstrate proper slow speed riding skills in an open, cone free area. Two painted parking stalls will be used for circles and four painted parking stalls will be used for figure eights. Both exercises are “No Brake” exercises.
 - a. Circles – student will enter the parking stalls (two side by side stalls) and complete 2-3 circles in one direction using proper riding skills. This will be repeated for the opposite direction.
 - b. Figure 8’s – student will enter the parking stalls (two stalls wide x two stalls deep) and maneuver the motorcycle in a figure eight pattern by using proper riding skills. The “X” formed in the middle of the four stalls will be used as a guide for proper transition from one side of the figure eight to the other.
 5. Offset 90’s (Flat) – This pattern is designed to teach the student how to maneuver the motorcycle under power using proper riding skills, head turns and peripheral vision. The student will enter the pattern and begin a series of “rolling u-turns” driving the motorcycle through each gate. This exercise is a building block to the “Incline Offset 90’s”. This is a “No Brake” exercise.
 6. Intersection – This pattern is designed to teach the student how to make a u-turn under power in a small confined space utilizing proper riding skills. The student will enter the intersection from a predetermined point and begin a series of u-turns and 90 degree turns while maintaining control of the motorcycle. The student will demonstrate this skill set in both directions. This is a “No Brake” exercise.
- IX. DAILY EVALUATIONS/MOTOR MAINTENANCE/SECURE MOTORS - FIELD
1. Evaluation forms will be completed daily
 - a. Evaluations will be discussed with students
 - b. Evaluations will be signed by both the student and the instructor
 2. Scoring
 - a. Score of (1) – Unsatisfactory; drops motorcycle, rides out of pattern
 - b. Score (2) – Needs improvement; foot down; seven or more checked comments

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- c. Score (3) – Below Standards; six or less checked comments, erratic movements, struggles through pattern but completes the event
- d. Score (4) – Qualified; no checked comments, smooth, steady control, good body placement
- e. Score (5) – Highly Qualified; above average skills demonstrated, confidence and ability to control the motorcycle

WEEK ONE – DAY TWO

- I. INSPECTION OF MOTORCYCLES - FIELD
- II. SKILL EXERCISES - FIELD
 - 1. Warm Up with Circles and Figure Eights
 - 2. Explain concept of new exercises
 - 3. Walk through exercises
 - 4. Demonstrate the exercises
 - 5. 40 Decel (TEST PATTERN) – Collision avoidance exercise. This pattern is designed to teach the student proper emergency braking skills. Student will approach the first set of cones at 40 mph/ 3rd gear. Once the front tire is through the gate, the student will begin emergency braking using demonstrated technique to reduce speed. No movement or braking is allowed prior to the first set of cones. Student will then enter the u-turn portion of the pattern and complete the u-turn under power/control.
 - 6. 30 Cone Weave (TEST PATTERN) – Collision avoidance exercise – This exercise is designed to teach the student to proper and quickest way to avoid a collision at speed. Student will approach the first set of cones (gate) at 30 mph/ 3rd gear. Student will line up to the left of the cones. Just prior to the first gate, student will begin to maneuver the motorcycle to the right by employing the “counter steering” method. The student will continue this maneuver, going back and forth until the student has passed all seven gates. A speed of 28-32 mph must be maintained for the entire run (7 gates).
 - 7. 180 Decel (TEST PATTERN)– This pattern is designed to teach the student how to transition from speed to slow speed maneuvering while controlling the motorcycle in various turns. The student will approach the pattern at a speed of 30 mph/ 3rd gear. As the student enters the pattern, he will decelerate using the braking skills taught previously. As the student approaches the first right hand 45 degree turn, the student will release the brakes and continue through the pattern making various left and right turns under controlled power. Once the student reaches the first turn, no brakes are allowed to be utilized for the remainder of the pattern.
 - 8. Keyhole – This exercise is designed to teach the student to increase the amount of turn learned in the “Intersection”. The Keyhole u-turn is increased so that the rider is exiting at a different location than the entry point. This exercise is a building block for test pattern #3. The student will enter the pattern from one of two gates. The

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student then will make a u-turn and exit in the opposite gate. The student will perform this exercise from both sides. This is a "No Brake" exercise.

9. Long Cone Weave – This exercise is designed to teach the student the fundamentals of balance and moving the bike side to side at slow speeds. This exercise is a building block for the "Short Cone Weave". The student will enter the pattern at the first gate. The student will maneuver the motorcycle through the cones going side to side and around each cone. The student will do this until he exits the gate at the opposite end of the starting gate. This is a "No Brake" exercise.
10. Pullouts (Flat) – This exercise is designed to teach the student how to maneuver the motorcycle in tight spaces from a stop, utilizing proper clutch/ throttle and body placement. The student will enter the gate and come to a stop. The student will raise the inside foot (determined by which direction the rider is to go). Once cleared by an instructor to begin, the student will begin to drive the motorcycle in the designated direction and exit the pattern. This exercise will be completed in both directions. Once the student comes to a stop, no further application of the brakes will be allowed.

III. DAILY EVALUATIONS/MOTOR MAINTENANCE/SECURE MOTORS - FIELD

1. Evaluation forms will be completed daily
 - a. Evaluations will be discussed with students
 - b. Evaluations will be signed by both the student and the instructor
2. Scoring
 - a. Score of (1) – Unsatisfactory; drops motorcycle, rides out of pattern
 - b. Score (2) – Needs improvement; foot down; seven or more checked comments
 - c. Score (3) – Below Standards; six or less checked comments, erratic movements, struggles through pattern but completes the event
 - d. Score (4) – Qualified; no checked comments, smooth, steady control, good body placement
 - e. Score (5) – Highly Qualified; above average skills demonstrated, confidence and ability to control the motorcycle
 - f. Daily Maintenance – Check oil level, tire pressure/tread, lights, horn, controls
 - g. Keep motorcycle clean and presentable

WEEK ONE – DAY THREE

- I. INSPECTION OF MOTORCYCLES - FIELD
- II. SKILL EXERCISES - FIELD
 1. Warm Up with Circles and Figure Eights
 2. Explain concept of new exercises
 3. Walk through exercises
 4. Demonstrate the exercises
 5. Cone Pattern #1 – This exercise is designed to teach the student how to control and maneuver the motorcycle in tight turns beginning from a stopped position

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utilizing proper riding techniques. The student will begin by entering the pattern and coming to a complete stop in the designated area. The student will raise his left (inside) foot. The student will then begin to drive the motorcycle forward and conduct a series of turns, finishing with a u-turn as he exits the pattern. Once the student enters the pattern and comes to a stop, no further application of the brakes will be allowed.

6. Cone Pattern #2 – This exercise is designed to teach the student how to maneuver at slow speed through a series of turns simulating congested traffic. Additionally, the student will learn how “rear wheel cheat” (or how the rear tire does not track where the front tire tracks). The student will learn how to position the motorcycle to compensate for rear wheel cheat. The student will enter the pattern at slow speed and maneuver through several turns under power and exit via a left hand curve. This is a “No Brake” exercise.
7. Cone Pattern #3 – TEST PATTERN – This exercise is designed to teach the student to maneuver the motorcycle under power and in control during a series of tight and consecutive u-turns. The rider will need to utilize proper clutch/ throttle use and head/ eye placement in quick succession. The student will enter on either side of the pattern and conduct a series of three u-turns by placing the motorcycle in the proper position for each turn. The student will perform this exercise from both sides. This is a “No Brake” exercise.
8. Pullouts (Flat) – This exercise is designed to teach the student how to maneuver the motorcycle in tight spaces from a stop, utilizing proper clutch/ throttle and body placement. The student will enter the gate and come to a stop. The student will raise the inside foot (determined by which direction the rider is to go). Once cleared by an instructor to begin, the student will begin to drive the motorcycle in the designated direction and exit the pattern. This exercise will be completed in both directions. Once the student comes to a stop, no further application of the brakes will be allowed.
9. Short Cone Weave – This exercise is designed to build on the skills learned in the “Long Cone Weave”. In addition to those skills, the student will learn how to utilize the rear brake to assist in getting the motorcycle around each cone in a smaller space than used in the “Long Cone Weave”. The entry and performance for this pattern is the same as the “Long Cone Weave” with the addition of utilizing the rear brake.
10. Practice previously demonstrated skill exercises as students’ abilities, skills, and training needs dictate.

III. DAILY EVALUATIONS/MOTOR MAINTENANCE/SECURE MOTORS - FIELD

1. Evaluation forms will be completed daily
 - a. Evaluations will be discussed with students
 - b. Evaluations will be signed by both the student and the instructor
2. Scoring
 - a. Score of (1) – Unsatisfactory; drops motorcycle, rides out of pattern

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- b. Score (2) – Needs improvement; foot down; seven or more checked comments
- c. Score (3) – Below Standards; six or less checked comments, erratic movements, struggles through pattern but completes the event
- d. Score (4) – Qualified; no checked comments, smooth, steady control, good body placement
- e. Score (5) – Highly Qualified; above average skills demonstrated, confidence and ability to control the motorcycle
- f. Daily Maintenance – Check oil level, tire pressure/tread, lights, horn, controls
- g. Keep motorcycle clean and presentable

WEEK ONE – DAY FOUR

- I. INSPECTION OF MOTORCYCLES - FIELD
- II. SKILL EXERCISES - FIELD
 - 1. Warm Up with Circles and Figure Eights
 - 2. Explain concept of new exercises
 - 3. Explain concept of new exercises
 - 4. Walk through exercises
 - 5. Demonstrate the exercises
 - 6. Incline Pullouts – this exercise is designed to teach the student how to safely drive the motorcycle from a stop on an incline surface, utilizing proper amounts of clutch/ throttle and lean angle. The student will enter the gate and come to a complete stop. The rider will hold the motorcycle on the incline by use of the “friction point” (rear brake may be used when the rider is turning to the right). The student will raise his inside foot as determined by the direction the student is to travel. Once stopped, the student will use clutch/ throttle to drive the motorcycle in the intended direction. The student will perform this maneuver in both directions. Once the student has begun his turn, no further application of the brakes is allowed.
 - 7. Incline Offset 90’s – This exercise is designed to further enhance the student’s abilities to maneuver the motorcycle through a series of u-turns with the added challenge of traversing an incline surface. The student will use the rear brake to assist in the downhill portion of the exercise, adding another level of complexity to the exercise. The student will enter through the first gate and begin a series of u-turns, going from an incline direction to a decline direction. This travel will be repeated for a series of turns. As the student begins his decline portion of the pattern, the rear brake should be used to assist the decent of the motorcycle. No use of the brakes will be allowed during the incline portion of the exercise. The student will perform the exercise in both directions.
 - 8. Incline Figure 8 – This exercise is designed to further enhance the student’s abilities to maneuver the motorcycle in a figure eight pattern with the added challenge of traversing an incline surface. The student will use the rear brake to

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assist in the downhill portion of the exercise, adding another level of complexity to the exercise. The student will enter the pattern at the designated entry point and complete a series of figure eight's, exiting at the discretion of the instructor. The student will perform this exercise in both directions.

9. Practice previously demonstrated skill exercises as students' abilities, skills, and training needs dictate.

III. PRE-TEST - FIELD

1. 40 Deceleration, 10 runs maximum
 - a. Speed between 38-42 mph
 - b. Must have 3 consecutive successful runs
 - c. No braking while turning
 - d. Dropping the motorcycle while braking is a failure – retest required
2. 30 Cone Weave, 10 runs maximum
 - a. Speed between 28-32 mph
 - b. Must have 3 consecutive successful runs
3. 180 Deceleration, 10 runs maximum
 - a. Speed between 28-32 at gate
 - b. Must have 3 consecutive successful runs
 - c. No braking past the first turn
4. Pattern #3, 10 runs maximum in each direction
 - a. Must have 3 consecutive successful runs in each direction
 - b. No braking

IV. DAILY EVALUATIONS/MOTOR MAINTENANCE/SECURE MOTORS - FIELD

1. Evaluation forms will be completed daily
 - a. Evaluations will be discussed with students
 - b. Evaluations will be signed by both the student and the instructor
2. Scoring
 - a. Score of (1) – Unsatisfactory; drops motorcycle, rides out of pattern
 - b. Score (2) – Needs improvement; foot down; seven or more checked comments
 - c. Score (3) – Below Standards; six or less checked comments, erratic movements, struggles through pattern but completes the event
 - d. Score (4) – Qualified; no checked comments, smooth, steady control, good body placement
 - e. Score (5) – Highly Qualified; above average skills demonstrated, confidence and ability to control the motorcycle
 - f. Daily Maintenance – Check oil level, tire pressure/tread, lights, horn, controls
 - g. Keep motorcycle clean and presentable

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WEEK TWO – DAY ONE

- I. INSPECTION OF MOTORCYCLES - FIELD
- II. SKILL EXERCISES - FIELD
 1. Warm Up with Circles and Figure Eights
 - a. Practice Test Patterns
- III. RIDING SKILLS TEST – REQUIREMENTS - FIELD
 1. 40 Deceleration, 10 runs maximum
 - a. Speed between 38-42 mph
 - b. Must have 3 consecutive successful runs
 - c. No braking while turning
 - d. Dropping the motorcycle while braking is a failure – retest required
 2. 30 Cone Weave, 10 runs maximum
 - a. Speed between 28-32 mph
 - b. Must have 3 consecutive successful runs
 3. 180 Deceleration, 10 runs maximum
 - a. Speed between 28-32 at gate
 - b. Must have 3 consecutive successful runs
 - c. No braking past the first turn
 4. Pattern #3, 10 runs maximum in each direction
 - a. Must have 3 consecutive successful runs in each direction
 - b. No braking
- IV. RE-TEST (IF NECESSARY)
 1. In the event a student fails a test, they will be allowed to retest after remedial training
 2. Only the failed test needs to be retested
 3. A failure on the retest will result in a student failing the course
- V. INTRODUCTION TO STREET MOTOR (Duty Motorcycle) - FIELD
 1. Officers will be assigned their dress (duty) motorcycles
 2. Adjust seats and controls
- VI. SKILL EXERCISES ON DUTY MOTORCYCLES - FIELD
 1. Practice riding for familiarization of newly assigned motorcycle
- VII. DAILY EVALUATIONS/MOTOR MAINTENANCE/SECURE MOTORS - FIELD
 1. Evaluation forms will be completed daily
 - a. Evaluations will be discussed with students
 - b. Evaluations will be signed by both the student and the instructor
 2. Scoring
 - a. Score of (1) – Unsatisfactory; drops motorcycle, rides out of pattern
 - b. Score (2) – Needs improvement; foot down; seven or more checked comments
 - c. Score (3) – Below Standards; six or less checked comments, erratic movements, struggles through pattern but completes the event
 - d. Score (4) – Qualified; no checked comments, smooth, steady control, good body placement

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- e. Score (5) – Highly Qualified; above average skills demonstrated, confidence and ability to control the motorcycle
3. Daily Maintenance – Check oil level, tire pressure/tread, lights, horn, controls
4. Keep motorcycle clean and presentable

WEEK TWO – DAY TWO

- I. INSPECTION OF MOTORCYCLES - FIELD
- II. LECTURE ON STREET/FREEWAY RIDING – CLASSROOM
 1. Lane Choice
 - a. Decide which lane makes you most visible to other traffic
 - b. Which lane provides the widest range of view; Includes large vehicles and other obstacles/conditions blocking view
 - c. Anticipated turns
 - d. Which lane allows for safety (evasive) movements
 - e. Generally the #1 lane is preferred
 2. Lane placement
 - a. Never use center of the lane due to oil buildup and debris
 - b. #1 track in generally preferred
 - c. Use the track that provides the most safety
 3. Speed
 - a. Match flow of traffic
 - b. Maintain safe distance from vehicle ahead of you
 - c. While Code 3, speed should not prevent evasive maneuvers
 4. Apex
 - a. Enter high, Low at 2/3, Exit high
 - b. Accelerate upon exiting turn
 - c. Look ahead for oncoming traffic
 5. Surface Appraisal
 - a. Be aware of debris, fluid, glass, dirt, loose asphalt, etc.
 - b. Condition of surface: holes, ruts, tar strips, uneven surface, etc.
 - c. Railroad tracks
 6. Traction
 - a. Maximum traction is with motorcycle upright
 - b. Traction diminishes as motorcycle is leaned to the side
 - c. In turns, traction maintained by speed or clutch/throttle
 - d. Tire condition and shape influence traction
 7. SPA (Scan, Predict, Act)
 - a. Scan ahead – 11 second rule (high visual horizon)
 - b. Predict – the actions of other drivers/pedestrians
 - c. Act-decide a course of action and execute
 8. Formation riding

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- a. Pairs – abreast of each other
 - b. Offset – curves, high winds, etc
 - c. Distance between motorcycles depends on speed and conditions
 - d. Lane changes
 - e. Paired U turns
 - f. Parking
9. Night Riding
- a. Recognize limited visibility
 - b. Speed should be reduced at night
 - c. Use other vehicles headlights/ taillights to note their position/ speed
 - d. Use other vehicles lights to detect objects/ defects in roadway
- III. STREET/FREEWAY RIDE
- IV. DAILY EVALUATIONS/MOTOR MAINTENANCE/SECURE MOTORS - FIELD
1. Evaluation forms will be completed daily
 - a. Evaluations will be discussed with students
 - b. Evaluations will be signed by both the student and the instructor
 2. Scoring
 - a. Score of (1) – Unsatisfactory; drops motorcycle, rides out of pattern
 - b. Score (2) – Needs improvement; foot down; seven or more checked comments
 - c. Score (3) – Below Standards; six or less checked comments, erratic movements, struggles through pattern but completes the event
 - d. Score (4) – Qualified; no checked comments, smooth, steady control, good body placement
 - e. Score (5) – Highly Qualified; above average skills demonstrated, confidence and ability to control the motorcycle
 3. Daily Maintenance – Check oil level, tire pressure/tread, lights, horn, controls
 4. Keep motorcycle clean and presentable

WEEK TWO – DAY THREE

- I. INSPECTION OF MOTORCYCLES - FIELD
- II. RE-CAP LECTURE ON STREET/FREEWAY RIDING
- III. STREET/FREEWAY RIDE
 1. Portion of ride to include night conditions
- IV. DAILY EVALUATIONS/MOTOR MAINTENANCE/SECURE MOTORS - FIELD
 1. Evaluation forms will be completed daily
 - a. Evaluations will be discussed with students
 - b. Evaluations will be signed by both the student and the instructor
 2. Scoring
 - a. Score of (1) – Unsatisfactory; drops motorcycle, rides out of pattern

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- b. Score (2) – Needs improvement; foot down; seven or more checked comments
 - c. Score (3) – Below Standards; six or less checked comments, erratic movements, struggles through pattern but completes the event
 - d. Score (4) – Qualified; no checked comments, smooth, steady control, good body placement
 - e. Score (5) – Highly Qualified; above average skills demonstrated, confidence and ability to control the motorcycle
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 4. Keep motorcycle clean and presentable

WEEK TWO – DAY FOUR

- I. INSPECTION OF MOTORCYCLES - FIELD
- II. LECTURE ON TACTICS AND TRAFFIC STOPS – SWAT/CLASSROOM
 1. Solo Enforcement
 - a. Pursuit of violator/ use of equipment
 - b. Location of stop/ dismount
 - c. Driver contact
 - d. Position of advantage for cites
 2. Paired Enforcement
 - a. Communication
 - b. Teamwork during the stop
 - c. Position/ contact
 - d. Tactics
 3. Tactics
 - a. Cover/Concealment
 - b. Response to priority calls
 - c. Mindset/Equipment
- III. SAFETY ORIENTATION - CLASSROOM
 - A. Weapons Safety Orientation, Review of Range and Shooting Safety Rules
(Pre-range weapons unloading procedures and lunch/extended break reload/unload rules)
 1. All Weapons are to be considered loaded
 2. Never point the muzzle at anything you are not willing to shoot at
 3. Keep finger off trigger until you are ready to fire
 4. Be sure of your target and background
 5. Range and Tactical Safety
 - a. Follow Range Rules
 - b. Follow Instructor Commands
 - c. Strict Weapon Discipline and Muzzle Control
 - d. No Lasering of Personal Body Parts

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6. Review of Range Safety Rules
 - a. Cover Primary Elements as a Checklist with Students
 - b. Local emergency/First Aid Trauma kit procedures to include radio/cell phone procedures, closest medical facility
- IV. PRACTICAL EXERCISE ON TACTICS AND TRAFFIC STOPS – CLASSROOM/FIELD
 1. Use of motorcycle for cover/concealment
 2. Simulated traffic stops
 3. To include Sims ammunition if equipment and instructors are available
- V. FIREARMS TRAINING – FPD SHOOTING RANGE
 1. Practical experience shooting firearms while wearing motorcycle safety gear
 2. Deployment of the handgun from the holster while wearing helmet, gloves, and protective eyewear typically worn during motorcycle operations
 3. Shooting drills to include magazine changes/reloading while wearing motorcycle specific protective equipment
 4. Stoppage and malfunction drills
 5. In addition to the listed motorcycle protective equipment, students will wear hearing protection under the motorcycle helmet
 6. Students will load a minimum of three magazines with a total of 36 rounds.
 7. Each magazine will also contain one dummy round in addition to the 36 live rounds.
 8. All strings of fire will be done at the 15 yard line
 9. While wearing all safety gear, and upon the command to do so, the students will draw their weapon and fire 2-4 rounds.
 10. Upon the command to do so, students will holster their weapon and wait for the next command to draw and fire
 11. Students will continue this sequence until all ammunition has been fired.
 12. During the strings of fire, students will reload as necessary.
 13. During the strings of fire, students will correct any malfunctions caused by either dummy rounds or natural stoppage occurrences
 14. When a student is out of ammunition, the student will maintain the firearm at the low ready with the slide locked back until further commands are given
 15. Once all students have depleted their ammunition, the command to holster an unloaded weapon with the slide locked back will be given.
 16. The Range Master will then give a “Cold Range” command. At this time, students may recover their equipment and or magazines.
- VI. STREET/FREEWAY RIDE – FIELD
- VII. EVALUATIONS/MAINTENANCE/GRADUATION – FIELD/CLASSROOM

SPECIAL NOTE – DISQUALIFYING

Students may be disqualified for reasons other than failure to meet the requirements of the riding skills test. Students may fail due to:

1. Violation of safety rules as listed in the Safety Policy/Safety Orientation.

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2. Inability or refusal to follow instruction or direction of instructors.
3. Failing to demonstrate overall competency to operate a police motorcycle.
(Example: timid or erratic riding during street/freeway rides)
4. Preventable collision while on a street/freeway ride

Disqualified students will not be allowed to continue participation in the current course.