

Wisconsin Motorcyclists' Handbook



June 2023

START YOUR JOURNEY

Take a rider course—get skills waived

If you are applying for, or interested in applying for, a motorcycle license, we strongly recommend that you complete a motorcycle rider course. Under certain circumstances, a rider course is required. The Basic RiderCourse and Three-Wheel Basic RiderCourse are designed for beginning riders. The courses were developed, and the rider coaches are certified, by the Motorcycle Safety Foundation and approved by the Wisconsin Department of Transportation (WisDOT). The courses are taught off-street, out of traffic, and motorcycles and helmets are provided. Learn more on page 53 or visit [Wisconsin Motorcycle Safety Program](#) for detailed information.

Note: This manual is intended to inform the user of the Rules of the Road (Wisconsin state laws and Administrative Rules), as well as important safety tips. Information in this and other handbooks and manuals published by the Division of Motor Vehicles is not all-inclusive and is subject to change at any time due to new or revised laws.

DMV home page: wisconsindmv.gov

Motorcycle license requirements: wisconsindmv.gov/cycle

Motorcycle training providers and locations: [Motorcycle training](#)

Motorcycle safety program: wisconsindmv.gov/motorcycle-courses

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INTRODUCTION

Studying this manual, taking a motorcycle rider course and practicing your riding skills can reduce your risk and increase your safety.

This manual shows safe riding techniques and contains what you need to know to pass the motorcycle knowledge test. You should also study the **Wisconsin Motorists' Handbook** for safe driving tips and additional information.

Contributing organizations

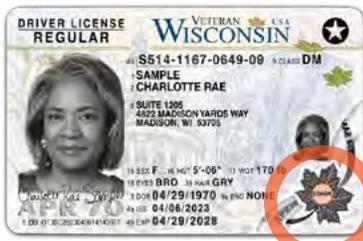
Many organizations worked together to develop the material in the following pages:

- Wisconsin Department of Transportation
- National Public Service Research Institute
- Motorcycle Safety Foundation, with support from
- The National Highway Traffic Safety Administration
- Motorcycle Safety Advisory Council

Consider saving a life by becoming an organ donor

You will be asked if you wish to register as an organ, tissue and eye donor when you apply for or renew your identification (ID) card, instruction permit or driver license. Upon death, donors help save and improve lives through transplanted, therapy,

research or education. If you are 18 or older, checking the box indicates



your legal consent for donation. Check the box to include your name in the donor registry every time you update your driver record. Please share your decision with your family. You can also register online at: www.DonorRegistry.wisconsin.gov.

If you need accommodations, visit our website at: wisconsin.dmv.gov for more information on driver licensing products and services. If you have additional questions, email information.dmv@dot.wi.gov or call (608) 264-7447.

All Wisconsin residents who plan to operate a motorcycle on public roads must have a Class M (motorcycle) license.

Most Class M license holders also hold a Class D—car and light truck—license. However, if you want to operate only a motorcycle, a “motorcycle only” license is available.

TYPES OF CYCLES

Motorcycle

See [Wisconsin Motorcycle Safety Program](#) for information on personal protective equipment and more.

Definition (**WI statute**)

- Has an engine or battery
- Has a seat or saddle requiring the rider to sit astride
- Not more than three wheels
- Steering controlled by handlebars
- Acceleration and braking is controlled with handlebar and foot controls
- Capable of speeds in excess of 30 miles per hour

To operate

- A valid [Class M motorcycle license](#) or valid [motorcycle instruction permit](#) is required to operate a motorcycle.
- Completing only a 3-Wheel Basic RiderCourse or passing a road test using a three-wheel motorcycle restricts the Class M driver license to “three-wheel cycle only”
- You may need to pass a [motorcycle rider course](#) to obtain a driver license with a class M

Title and plate

- Motorcycle owners are required to [apply for Wisconsin title](#). A motorcycle must have a [license plate](#) to be driven in Wisconsin.
- See [Homemade motorcycle](#)

Traffic laws

- Operator must follow all traffic laws. (See [Motorist Handbook](#))

Autocycle



Definition ([WI Statute](#))

- Has three wheels
- Driver and occupant sit in seats, not straddle a seat
- Has a steering wheel

To operate

- A valid [Class D driver license](#) is required to operate an autocycle.

Title and plate

- Autocycle owners are required to apply for [Wisconsin title](#). An autocycle must have a [license plate](#) to be driven in Wisconsin.

Traffic laws

- Operator must follow all traffic laws. (See [Motorist Handbook](#))
- Local ordinances may have other restrictions

Moped



See [Wisconsin Motorcycle Safety Program](#) for information on personal protective equipment and more.

Definition ([WI Statute](#))

- The engine is an integral part
- Has an engine less than 50 cubic centimeters (CCs) with an automatic transmission, or 130 CCs if it is a bicycle type with fully operative push pedals. (See [Electric bicycle](#))
- mopeds are designed for only one person. It is illegal to carry a passenger on a moped.

To operate

- Anyone with a valid [Class D Driver license](#) can drive a moped

Title and plate

- Moped owners are required to apply for [Wisconsin title](#). A moped must have plates to be driven in Wisconsin.

Traffic laws

- Mopeds are subject to all traffic laws just like any other motor vehicle. You must obey traffic signals and stop signs, yield to pedestrians in crosswalks and slow down in school zones.

- On roads where the speed limit is 25 MPH or less, two mopeds may operate side-by-side if both riders agree. On roads where the speed limit is more than 25 MPH, mopeds must ride single file. On roads with two or more lanes in each direction, mopeds must operate in the right lane except when turning left.
- Mopeds are not allowed on freeways or roads where mopeds are specifically prohibited (including private property without owner's permission), sidewalks, along fence lines or off the traveled surface of the roadway.
- Mopeds are entitled to a full traffic lane but may not impede traffic.
- Mopeds may park in spaces designated for other motor vehicles, in bicycle racks or on sidewalks, unless otherwise prohibited.
- See [Wisconsin Motorists' Handbook](#) for more specific rules for the road.

Protective gear for motorcycle operation

Required:

- Helmet, meeting standards, if you are under 18 years of age or if you are 18 or older you have a motorcycle instruction permit
- Eye protection (face shield/goggles/glasses or an approved windshield)

*All ages, all circumstances

"...eye protection worn during hours of darkness **may not be tinted or darkened.**" Section 347.485(2) Wis. Stats. (emphasis added). In other words, faceshields, goggles, glasses worn at night must be clear. **Prescription photosensitive corrective lenses** are acceptable. The wearing of other tinted or darkened eye protection while operating a motorcycle during hours of darkness is illegal.

Recommended:

- Helmet highly recommended if you are 18 or older
- Gloves
- Jacket designed for motorcycle operation
- Sturdy/heavy-duty long pants
- Boots that cover the ankles
- Face shield or goggles are recommended for better eye protection, even if you have glasses or an approved windshield*
- Hearing protection, even when wearing a helmet

WISCONSIN LICENSING INFORMATION

Exemptions to rider course requirements for persons under 18:

- If you live more than 50 road miles from a basic rider course site.
- If you have a valid motorcycle license from another jurisdiction. Non-residents must have appropriate licensing for motorcycle operation from their home state. New Wisconsin residents with a driver license from another jurisdiction authorizing operation of motorcycles may be able to get a Wisconsin Class M license without taking the knowledge or skills tests.

CLASS M LICENSE IN FOUR STEPS

1. Get cycle instruction permit

- Study this handbook.
- Be at least age 16.
- If under 18, you must have sponsorship of a parent or guardian, and you must have proof you have completed driver education.
- If under 18, you must provide proof of enrollment in a basic rider course. To obtain proof of enrollment, you will need to enroll in a basic rider course and pay the required course fees. Ask your basic rider course provider for this document, which you can show at the DMV Service Center as proof of enrollment. at the DMV Service Center as proof of enrollment.
- Pass a test of knowledge of traffic laws as they relate to cycle operation.

- Depending upon what other instruction permits or licenses you have, or wish to have, you may need additional tests such as a Class D knowledge test, highway signs test or vision and hearing screening.
- Upon meeting all requirements and paying a fee, you will receive a Cycle Instruction Permit (CYCI) which is valid for 6 months.

Note: If you complete a department-approved basic rider course, you are not required to hold a motorcycle instruction permit unless you do practice street riding. If you have held three CYCIs, you must successfully complete, or be enrolled in, a basic rider course before applying for a 4th CYCI.

- If you do not reside within 50 road miles, by the most direct route, of a basic rider course site, you may obtain a 4th CYCI without the rider course requirement.
- If you choose to take the basic rider course and **NOT** obtain a CYCI prior to successfully completing it, the fee for the CYCI is not required when you apply for your Class M.

2. Practice riding

- You **must** wear an approved helmet, with the chin strap properly fastened, whether operating the cycle or riding as a passenger ([see Protective Gear](#))
- You must have eye protection ([see Protective Gear](#))

- You may carry a licensed person as a passenger. However, DMV does not recommend carrying passengers until you are experienced. (see Carrying Passengers and Cargo)

The licensed person must:

- » Have at least two years licensed driving experience
- » Have a Class M License
- During hours of darkness, you **must** be accompanied by a licensed person who:
 - » Is at least 25 years old
 - » Has at least two years licensed driving experience
 - » Has a Class M license. (The licensed person does not need to be a passenger on your cycle, but must be nearby)
- Practice on low speed, low traffic volume streets first, then gradually move to higher speed, higher traffic volume streets and highways as skill progresses.

3. Take motorcycle skills test

Skills test

*Schedule an appointment for a [skills test \(road test\) online](#). For the skills test, you must:

- » Provide a cycle in safe, legal operating condition
- » Wear eye protection
- » Wear an approved helmet
- » Be at least 16

Note: If you have failed two motorcycle-in-traffic skills tests. If you still wish to obtain a Class M license, you must successfully complete a basic rider course. Then, upon application, your skills test will be waived.

3a. Or complete course

Successfully complete an [approved basic motorcycle rider course](#) online.

Upon satisfactory completion of the skills test, **or** upon presentation of a motorcycle skills test waiver form, and payment of a fee, a Class M license will be issued to you.

Note: Cycle riders with a physical impairment or disability will need to demonstrate their ability to safely operate a motorcycle at a DMV Service Center. This evaluation will determine if restrictions are necessary and cannot be waived by presenting a motorcycle skills test waiver form.

4. Obtain Class M license:

Upon satisfactory completion of the skills test, or upon presentation of proof of completion of motorcycle safety skills test waiver course, and payment of a fee, a Class M license will be issued to you.

Note: Cycle riders with a physical impairment or disability will need to demonstrate their ability to safely operate a motorcycle at a DMV Service Center. This evaluation will determine if restrictions are necessary and cannot be waived by presenting a motorcycle skills test waiver.

THE MOTORCYCLE SKILLS TEST

The pre-test inspection

Your cycle will be inspected before the test. The test will not be given if any of the following equipment defects are found:

- Handlebars defective, repaired or improvised, or handlebars rising more than 30" above the lowest part of the top of the seat when occupied
- No headlight
- Defective mechanical signals (if cycle was manufactured with signals, they must be installed and operating)
- Defective or no horn
- Inadequate seat
- Missing foot pegs or rest
- Defective/noisy muffler
- Defective brakes (front or rear). Cycle must have both brakes if manufactured with two brakes.
- No brake light
- No speedometer
- Excessively worn tires (tire cord visible or inadequate tread depth)
- No left rear view mirror
- Expired or no registration. After 30 days expiration, you must show proof that you have applied for registration.

Note: If you take the test on a three wheel cycle you will be restricted to operating on that type cycle.

The skills test

The Motorcycle-in-Traffic Test is a series of traffic situations designed to measure how you respond to road and traffic conditions. You will be given a small radio receiver that is worn under the helmet. The examiner will follow several car lengths behind you, giving directions over the radio. During the test, the examiner will score your speed, attention while riding, skill and position in the lane and through intersections, and a number of right and left turns.



Topics Covered in Skills Test

- Crossing a blind intersection from a stop sign
- Turning at a blind intersection from a stop sign
- Crossing an intersection from a stop sign on a street with two-way traffic
- Turning right and left from a stop sign
- Crossing blind intersection with right of way
- Turning at a blind intersection with right of way
- Entering and leaving the street or roadway
- Controlling speed
- Making a quick stop
- Changing lanes
- Making a U-turn
- Turning left from a one-way street
- Crossing an intersection on a one-way street from a stop sign
- Stopping and starting on a hill
- Turning left across traffic
- Preparing for oncoming vehicles turning in front of cycle
- Stopping behind other vehicles
- Observing behind the cycle using the mirrors
- Passing parked vehicles or roadway hazards
- Meeting and being overtaken by other vehicles
- Observing proper following distance

While you ride, the driver license examiner will observe your:

- Use of front and rear brakes
- Observation of potential traffic and pedestrian hazards
- Obeying stop signs, speed signs and other laws
- Use of proper lane position when turning
- Position for seeing and being seen
- Use of turn signals, and possibly hand signals
- Proper selection of gaps when entering traffic or turning across traffic
- Speed control
- Mirror usage and checking blind spots (use of head checks)
- Keeping a proper following distance
- Lane selection
- Foot position on pegs, when in motion

If you have any questions please ask the driver license examiner.



MOTORCYCLE LAWS

Only motorcycles certified by the federal government for highway operation are permitted on the highway. Cycles cannot be attached to any other moving vehicle unless the cycle is being towed for repair.*

No person may operate a motor vehicle in Wisconsin, including a motorcycle, unless the owner or operator of the vehicle has liability insurance in effect for the vehicle being operated and carries proof of insurance when driving.*

Law enforcement may ask for proof of insurance at any traffic stop or crash. Failure to have insurance could result in up to a **\$500 fine**.*

You do not need proof of insurance when registering a vehicle or obtaining a driver license, unless DMV specifically requested proof of financial responsibility (SR-22) after a revocation or suspension. Refer to Section 344.61-344.65 Wis. Stats. for full details.*

Riding “side saddle” is forbidden.*

Riding

A single passenger may ride upon the motorcycle if the passenger:

- Rides on the seat designed for passengers
- Does not ride in front of the operator
- Rests his/her feet on standard equipment foot rests or pegs. (The passenger must be tall enough so his/her feet reach the pegs.)

More than one passenger may ride upon the motorcycle if the motorcycle is designed for more than one passenger.

See the definition of a motorcycle.

Lane use

Motorcyclists are entitled to use a full traffic lane. You may not ride in any part of a lane occupied by another vehicle except when two cyclists agree to ride side by side in one lane.

- Operators and passengers under 18 or with a cycle instruction permit must wear approved helmets (U.S. DOT standard at minimum) with the chin straps properly fastened.*
- All operators must wear eye protection except when the cycle is equipped with a windshield rising at least 15 inches above the handlebars.*
- During darkness or times when little light is available, eye protection must not be tinted or darkened.*
- When riding on a highway, headlight and taillight must be on at all times. During daylight hours, motor driven cycles may be ridden to a repair shop for replacement of a defective headlamp.*
- Motor driven cycles may be equipped with modulating headlamps and deceleration warning lights.*

Moped

Mopeds may not be allowed on highways. Check with your local police department.

Operators of mopeds are subject to the same rules of the road as motorcycle operators, with the following exceptions:

- Helmets and eye protection are not required (they are, nevertheless, highly recommended)

- Mopeds may be operated two abreast in a single lane **only** where the speed limit is 25 mph or less
- Where speed limit is more than 25 mph, mopeds may be operated only single file, in right lane
- A moped may not carry any passengers

Driving

When facing a red light, you may proceed **CAUTIOUSLY** through the intersection when the light is still red if **ALL** of the following conditions are present:

- ✓ You reasonably believe the signal is vehicle activated (if the signal is timed, you may not proceed through a red light no matter how long it takes to change to green)
- ✓ No other vehicles are present to activate the signal
- ✓ You have stopped at the signal for at least 45 seconds
- ✓ You yield right of way to vehicles proceeding through on a green signal and to pedestrians and bicycles in the crosswalk or intersection

A driver convicted of failure to yield right of way (FYR) is required to attend traffic safety school.

Parking

Motorcycles may park at an angle in a parallel parking area. If parallel or angle parking spaces are marked, three cycles may park in a space. If there is a parking meter installed for the space, and parking regulations are violated, the operator of each cycle parked in the

space will receive a citation for violation of time restriction (parking ticket).

Mopeds are considered bicycles for the purposes of parking. Mopeds may be parked on a sidewalk, in a bike rack, or other area designated for bicycle parking. They may not impede the flow of pedestrian traffic.

Lane position (turning)

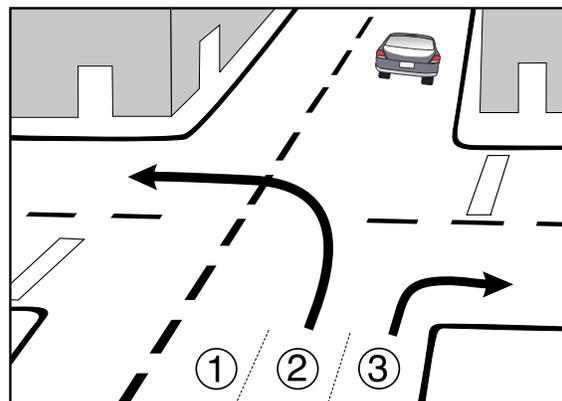
You are entitled to full use of a traffic lane. However, incorrect positioning within the lane as you approach a turn can be hazardous. Knowing how to make a safe turn is a vital part of safe riding.

Proper lane position will increase visibility, communicate your intentions and protect your lane. As you ride, mentally divide your traffic lane into thirds. As you approach the turn, evaluate which path is safest.

Select the proper lane position

When making a RIGHT turn, you should position yourself so traffic cannot fit between you and the curb.

In addition, you want to control your lane of traffic so others do not try to squeeze through on the left side as well. However, you will also need to evaluate the condition



of the roadway—loose gravel, parked cars, etc., when determining the best path.

For a LEFT turn, the approach should be similar to prevent other drivers from sharing your lane or passing you in the turn

Navigating roundabouts

Roundabouts provide safer and more efficient traffic flow than standard intersections. When driving a roundabout, the same general rules apply as for maneuvering through any other type of intersection.

- Slow down and obey traffic signs
- Yield to traffic on the left and enter when there is a safe gap in traffic
- Give large trucks extra room
- Use your right turn signal as you approach your exit
- Yield to pedestrians and bicyclists

See the [Wisconsin Motorist's Handbook](#) for more safe driving recommendations for roundabouts.

Diverging diamond interchanges

A Diverging Diamond Interchange (DDI) is designed to intuitively guide motorists through an interchange, increasing capacity and safety, while decreasing congestion.

At the interchange:

- Follow the overhead signs, traffic signals and pavement markings to cross through the intersection at the first set of traffic lights. Traffic appears as if on a one-way street.
- All left turns onto the freeway are free flow, meaning vehicles do not stop to access the ramp.
- Vehicles going straight proceed through a second set of traffic lights.

See the [Wisconsin Motorist's Handbook](#) for more safe driving recommendations for DDI.

FARM SAFETY/ RURAL DRIVING

You should be aware of special hazards in rural areas of Wisconsin. These may include slow moving tractors, horse drawn wagons or carriages, farm machinery exiting fields or on the roadway, wide machinery, debris on the road (such as mud and manure), and livestock on or crossing the highway. Farm machinery operators may have difficulty seeing or hearing other traffic, and the machinery may not have brake lights or turn signals.

Be alert for deer, especially during the dusk to dawn hours and when you see “Deer Crossing” signs. If you see one deer, it's highly likely there may be more waiting to cross.

Scan the sides of the road for motion during the day and the reflection of your headlight in the eyes of deer at night.

- Reduce speed and sound the horn if you see a deer near the road. There may be other deer nearby.
- If you must avoid a deer, brake first, then swerve if necessary. Do not combine braking with swerving. Separate the two to maintain control.



Railroad crossings

Motorcyclists should approach all highway-rail intersections VERY slowly and be alert to the possibility of rough crossings.

Expect a train on any track in any direction at every highway-rail intersection.

Never ride onto a railroad crossing until you are sure you can clear the tracks on the other side without stopping. Do not stop on the tracks and DO NOT SHIFT gears while crossing tracks.

If the gates are down, stay in your lane and do not cross the tracks until the gates are raised and the red lights stop flashing. It is against the law to drive around gates.

When you are at a multiple-track crossing and the last car of the closest train passes by, before starting to cross, look and listen carefully for another train on another track coming from either direction.

A train is often moving faster than it may appear to other motorists. Do not take a chance and try to beat a train at a crossing. If there is any doubt, stop and wait for the train to pass.



PREPARING TO RIDE

What you do before you start a trip goes a long way toward determining whether you'll get where you want to go safely. Before taking off on any trip, a safe rider makes a point to:

- Wear the right gear, including an approved helmet, face or eye protection and protective clothing
- Become familiar with the motorcycle
- Be a responsible rider
- Ensure all components of the motorcycle are working properly

Helmet use

Crashes are not rare events, particularly among beginning riders. Research shows that, with few exceptions, head and neck injuries are reduced by the proper wearing of an approved helmet.

Helmets are required for operators and passengers under the age of 18.

While Wisconsin doesn't have a law to require helmet use for all motorcyclists, it's up to the individual rider to protect themselves. Protective clothing, including a helmet, is strongly encouraged for all riders to prevent serious injury in a crash.

Helmet selection

There are two primary types of helmets, providing two different levels of coverage—full face and three-quarter.

Whichever style you choose, you can get the most protection by making sure the helmet:

- Meets U.S. Department of Transportation (DOT) and state standards. The Motorcycle Safety Foundation (MSF) recommends helmets with a label from the Snell Memorial Foundation which gives you an added assurance of quality
- Fits snugly, all the way around
- Has no obvious defects such as cracks, loose padding or frayed straps

Whatever helmet you decide on, keep it securely fastened on your head when you ride. Otherwise, if you are involved in a crash, it's likely to fly off your head before it gets a chance to protect you. Consult with a professional to find the best fitting helmet.



Eye and Face Protection

A plastic shatter-resistant faceshield can help protect your whole face in a crash. It also protects you from wind, dust, dirt, rain, insects, and pebbles thrown up from cars ahead. These problems are distracting and can be painful. If you have to deal with them, you can't devote your full attention to the road.

Goggles protect your eyes, though they won't protect the rest of your face like a faceshield does. A windshield is not a substitute for a faceshield or goggles. Most windshields will not protect your eyes from the wind. Neither will eyeglasses or sunglasses. Glasses won't keep your eyes from watering, and they might blow off when you turn your head while riding.

To be effective, eye or faceshield protection must:

- Be free of scratches
- Be resistant to penetration
- Give a clear view to either side
- Fasten securely, so it does not blow off
- Permit air to pass through, to reduce fogging
- Permit enough room for eyeglasses or sunglasses, if needed



Clothing

The right clothing protects you in a collision. It also provides comfort, as well as protection from heat, cold, debris, and hot and moving parts of the motorcycle.

- Jacket and pants should cover arms and legs completely. They should fit snugly enough to keep from flapping in the wind, yet loosely enough to move freely. Leather offers the most protection. Sturdy synthetic material provides a lot of protection as well. Wear a jacket even in warm weather to prevent dehydration. Many are designed to protect without overheating, even on summer days.
- Boots should be high and sturdy enough to cover your ankles. Soles should be made of hard, durable slip resistant material. Keep heels short so they do not catch on rough surfaces-tuck laces in.
- Gloves allow a better grip and help protect your hands in a crash. Your gloves should be made of leather or similar durable material.

In cold or wet weather, your clothes should keep you warm and dry, as well as protect from injury. You cannot control a motorcycle well if you are numb.

Riding for long periods in cold weather can cause severe chill and fatigue. A winter jacket should resist wind and fit snugly at the neck, wrists and waist. Good-quality rainsuits designed for motorcycle riding resist tearing apart or ballooning up at high speeds.

1. Test Yourself

A plastic shatter-resistant faceshield:

- A. Is not necessary if you have a windshield.
- B. Only protects your eyes.
- C. Helps protect your whole face.

Answers appear on page 51.

Know your motorcycle

There are plenty of things on the highway that can cause you trouble. Your motorcycle should not be one of them. To make sure that your motorcycle won't let you down:

- Read the owner's manual first
- Start with the right motorcycle for you
- Be familiar with the motorcycle controls
- Check the motorcycle before every ride
- Keep it in safe riding condition between rides
- Avoid add-ons and modifications that make your motorcycle harder to handle

The right motorcycle for you

First, make sure your motorcycle is right for you. It should fit you. Your feet should reach the ground while you are seated on the motorcycle.

At minimum, your street-legal motorcycle should have:

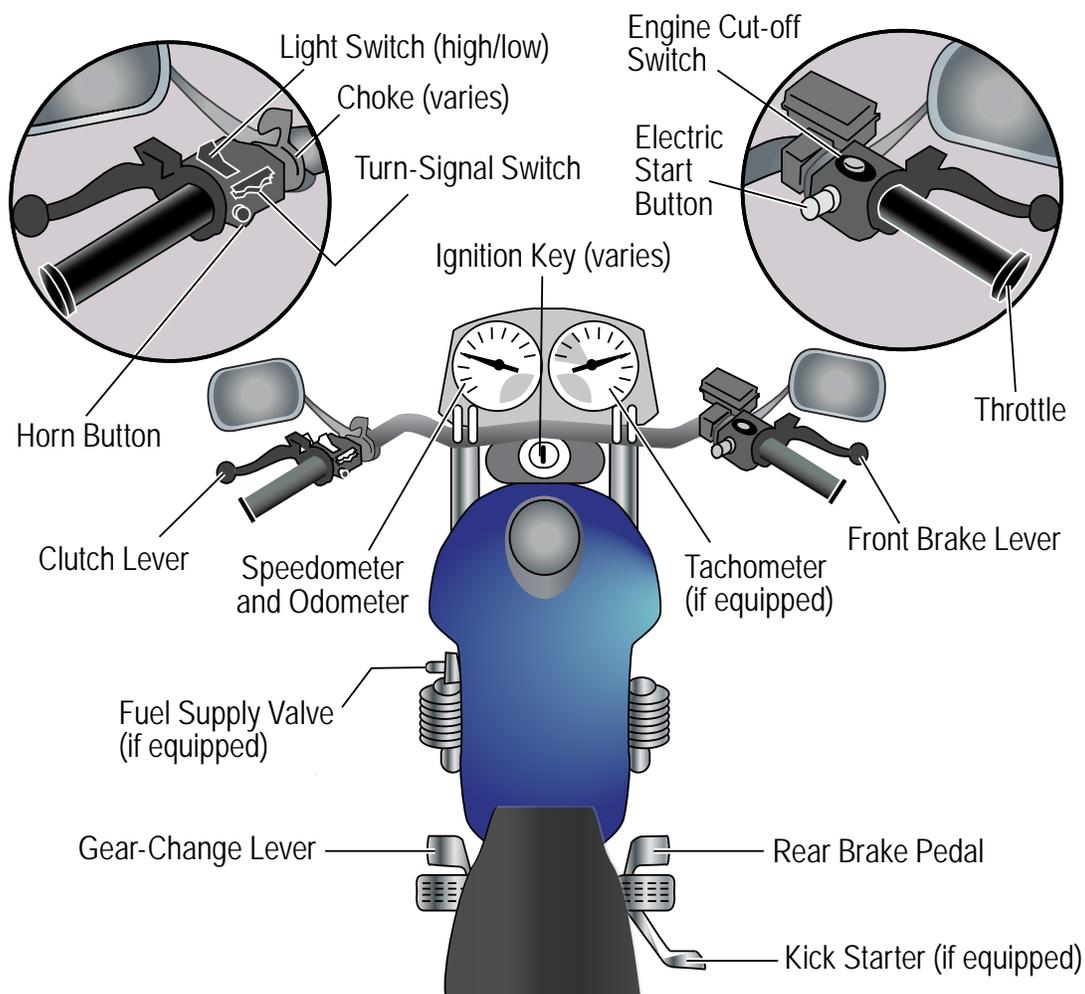
- Headlight, taillight and brakelight
- Front and rear brakes
- Turn signals
- Horn
- Two mirrors

Borrowing and lending

Borrowers and lenders of motorcycles, beware. Crashes are fairly common among beginning riders. Riding an unfamiliar motorcycle adds to the risk.

If you borrow a motorcycle, get familiar with it in a controlled area. If you lend your motorcycle to friends, make sure they are licensed and know how to ride before allowing them out into traffic.

No matter how experienced you may be, ride extra carefully on any motorcycle that's new or unfamiliar to you.



Get familiar with the motorcycle controls

Make sure you are completely familiar with the motorcycle before you take it out on the street. If you are going to use an unfamiliar motorcycle:

- Make all the checks you would on your own motorcycle
- Find out where everything is, particularly the turn signals, horn, headlight switch, fuel-control valve, and engine cut-off switch. Find and operate these items without having to look for them.
- Know the gear pattern. Work the throttle, clutch, and brakes a few times before you start riding. All controls react a little differently.
- Ride very cautiously and be aware of surroundings. Accelerate gently, take turns more slowly, and leave extra room for stopping.

Check your motorcycle

A motorcycle needs more frequent attention than a car. A minor technical failure in a car seldom leads to anything more than an inconvenience for the driver.

If something's wrong with the motorcycle, you'll want to find out about it before you get in traffic. Make a complete check of your motorcycle before every ride.

Before mounting the motorcycle make the following checks:

- **Tires:** check the air pressure, general wear and tread.
- **Fluids:** oil and fluid levels. At a minimum, check hydraulic fluids and coolants weekly. Look under the motorcycle for signs of an oil or gas leak.
- **Headlights and taillight:** check them both. Test your switch to make sure both high and low beams are working.
- **Turn signals:** turn on both right and left turn signals. Make sure all lights are working properly.
- **Brake light:** try both brake controls, and make sure each one turns on the brake light.

Once you have mounted the motorcycle, complete the following checks before starting out:

- **Clutch and throttle:** make sure they work smoothly. The throttle should snap back when you let go. The clutch should feel tight and smooth.

- **Mirrors:** clean and adjust both mirrors before starting. It's difficult to ride with one hand while you try to adjust a mirror. Adjust each mirror so you can see the lane behind and as much as possible of the lane next to you. When properly adjusted, a mirror may show the edge of your arm or shoulder, but it's the road behind and to the side that's most important.
- **Brakes:** try the front and rear brake levers one at a time. Make sure each one feels firm and holds the motorcycle when the brake is fully applied.
- **Horn:** try the horn. Make sure it works.

In addition to the checks you should make before every trip, check the following items at least once a week: wheels, cables, fasteners, and fluid checks.

Impairment

If you drink alcohol or other drugs, even a little, your chances of getting in a crash are much greater than if you ride sober.

Because impaired driving is so dangerous, the penalties are very high. People who ride after drinking risk arrest, heavy fines, higher insurance rates, loss of their driving privilege and jail.

Why is drinking and riding so dangerous?

Alcohol reduces all the important skills you need to drive safely, affecting the areas of your brain that control judgment and skill.

Alcohol slows your reflexes and reaction time, reduces your ability to see clearly and makes you less alert. As the amount of alcohol in your body increases, your judgment worsens and your skills decrease. You will have trouble judging distances, speeds and the movement of other vehicles. You will also have trouble controlling your motorcycle.

Wisconsin's alcohol laws

Absolute sobriety or "Not A Drop": Cyclists under age 21 can be arrested for riding with any amount of alcohol in their body.

Operating While Intoxicated (OWI)

You can be arrested for operating while intoxicated if you have a Prohibited Alcohol Concentration (PAC), or a detectable amount of a restricted controlled substance, in your blood. If you are found guilty of an OWI violation and it is your first conviction, you will be fined. Your license will be revoked for at least six months and you'll face other sanctions. The penalties become more severe for a second conviction. You face a minimum one-year revocation. You will spend time in jail. All vehicles that have your name on the title or registration may be subject to immobilization or Ignition Interlock Device (IID.) If it is your third or greater conviction, your vehicle could be seized. OWI convictions remain on your driving record for 55 years.

Implied consent: if a police or traffic officer asks you to take a PAC test, you must comply. If you refuse, the officer must arrest you for violation of the Implied Consent Law. You will lose your driving privileges for at least one year and face other sanctions.

Other impairment

Besides alcohol, there are many other things that can affect your ability to ride a motorcycle safely. Many prescription drugs and even over the counter medications can make you drowsy and affect your driving. Some prescription drugs can affect your reflexes, judgement, vision and alertness in ways similar to alcohol.

If you will be riding, before you take a medication, check the label for warnings about its side effects. If you are not sure whether it is safe to take the medication and ride, ask your doctor or pharmacist about any side effects. Never drink alcohol while you are taking medications. Medications may multiply the effects of alcohol or have additional effects of their own. These effects not only reduce your ability to ride safely, but could cause serious health problems, even death. It is illegal to ride under the influence of any drugs (including prescription drugs) that may negatively affect your driving. Illegal drugs affect your ability to ride safely.

Under Wisconsin's Drugged Driving law, use of ANY measurable amount of a controlled substance is considered operating impaired and will be treated the same as an Operating While Intoxicated (OWI) offense. Examples of restricted controlled substances are marijuana, heroin, LSD, PCP, cocaine, hallucinogens, narcotics and methamphetamine.



If you are stopped and an officer believes you are under the influence of a controlled substance, they may ask you to take a blood test which will be used to identify a detectable amount of a controlled substance. Refusal to take this blood test will be treated the same as refusal to take a test for alcohol. Your license will be revoked. Should you have a valid prescription for a controlled substance, you can claim a defense by providing proof you had a valid prescription for that drug at the time of the incident.



2. Test Yourself

If you wait an hour for each drink before riding:

- A. You cannot be arrested for drinking and riding.
- B. Your riding skills will not be affected.
- C. Side effects from the drinking may still remain.

Answers appear on page 51.

Fatigue

Riding a motorcycle is more tiring than driving a car. On a long trip, you'll tire sooner than you would in a car. Avoid riding when you are tired. Fatigue can affect your control of the motorcycle.

- Protect yourself from the elements: wind, cold, and rain make you tire quickly. Dress warmly. A windshield is worth its cost if you plan to ride long distances.
- Limit your distance: experienced riders seldom try to ride more than about six hours a day.
- Take frequent rest breaks: stop, and get off the motorcycle at least every two hours.
- Don't drink or use drugs: artificial stimulants often result in extreme fatigue or depression when they start to wear off. Riders are unable to concentrate on the task at hand.

3. Test Yourself

More than half of all crashes:

- A. Occur at speeds greater than 35 mph.
- B. Happen at night.
- C. Involve riders who have ridden their motorcycles less than six months.

Answers appear on page 51.

KNOW YOUR RESPONSIBILITIES

As a rider you can't be sure that other operators will see you or yield the right of way. To lessen your chances of a crash:

- **Be visible:** wear proper clothing, use your headlight, ride in the best lane position to see and be seen.
- **Communicate your intentions:** use the proper signals, brake light, and lane position.
- **Maintain an adequate space cushion:** following, being followed, lane sharing, passing and being passed.
- **Scan your path of travel** 12 seconds ahead.
- **Identify and separate** multiple hazards.
- **Be prepared to act:** remain alert and know how to carry out proper crash-avoidance skills.

Blame doesn't matter when someone is injured in a crash. There is rarely a single cause of any crash. The ability to ride with awareness of potential hazards, make critical decisions, and carry them out separates responsible riders from all the rest. Remember, it is up to you to keep from being the cause of, or an unprepared participant in, any crash.

RIDE WITHIN YOUR ABILITIES

This manual cannot teach you how to control direction, speed, or balance. That's something you can learn only through practice. Control begins with knowing your abilities and riding within them, along with knowing and obeying the rules of the road.

Basic vehicle control body position

To control a motorcycle well:

- **Posture:** sit so you can use your arms to steer the motorcycle rather than to hold yourself up.
- **Seat:** sit far enough forward so that arms are slightly bent when you hold the handlegrips. Bending your arms permits you to press on the handlebars without having to stretch.
- **Hands:** hold the handlegrips firmly to keep your grip over rough surfaces. Start with your right wrist flat. This will help you keep from accidentally using too much throttle. Also, adjust the handlebars so your hands are even with or below your elbows. This permits you to use the proper muscles for precision steering.
- **Knees:** keep your knees against the gas tank to help you keep your balance as the motorcycle turns.
- **Feet:** keep your feet firmly on the footpegs to maintain balance. Don't drag your feet. If your foot catches on something, you can be injured and it could affect your control of the motorcycle. Keep your feet near the controls so you can get to them quickly if needed. Also, don't let your toes point downward—they may get caught between the road and the footpegs.





Shifting gears

There is more to shifting gears than simply getting the motorcycle to pick up speed smoothly. Learning to use the gears when downshifting, turning, or starting on hills is important for safe motorcycle operation.

Shift down through the gears with the clutch as you slow or stop. Remain in first gear while you are stopped so that you can move out quickly if you need to.

Make certain you are riding slowly enough when you shift into a lower gear. If not, the motorcycle will lurch, and the rear wheel may skid. When riding downhill or shifting into first gear you may need to use the brakes to slow enough before downshifting safely. Work towards a smooth, even clutch release, especially when downshifting.

It is best to change gears before entering a turn. However, sometimes shifting while in the turn is necessary. If so, remember to do so smoothly. A sudden change in power to the rear wheel can cause a skid.

Braking

Your motorcycle has two brakes—one each for the front and rear wheels. Use both of them at the same time. The front brake is more powerful and can provide at least three-quarters of your total stopping power. The front brake is safe to use if you use it properly.

Remember:

- **Use both brakes** every time you slow or stop. Using both brakes for all stops will permit you to develop the proper habit or skill of using both brakes properly in an emergency. Squeeze the front brake and press down on the rear. Grabbing at the front brake or jamming down on the rear can cause the brakes to lock, resulting in control problems.
- If you **know the technique**, using both brakes in a turn is possible, although it should be done very carefully. When leaning the motorcycle some of the traction is used for cornering. Less traction is available for stopping. Also, using the front brake incorrectly on a slippery surface may be hazardous. Use caution and squeeze the brake lever, never grab.
- Some motorcycles have **integrated**

braking systems that link the front and rear brakes together by applying the rear brake pedal.



Turning

Riders often try to take curves or turns too fast. When they can't hold the turn, they end up crossing into another lane of traffic or going off the road. Or, they overreact and brake too hard, causing a skid and loss of control. Approach turns and curves with caution.

Use four steps for better control:

SLOW: reduce speed before the turn by closing the throttle and, if necessary, applying both brakes.

LOOK: look through the turn to where you want to go. Turn just your head, not your shoulders, and keep your eyes level with the horizon.

LEAN: to turn, the motorcycle must lean. To lean the motorcycle, press on the handgrip in the direction of the turn. Press left—lean left—go left. Press right—lean right—go right. Higher speeds and/or tighter turns require the motorcycle to lean more.

ROLL: roll on the throttle through the turn to stabilize suspension. Maintain steady speed or accelerate gradually through the turn. This will help keep the motorcycle stable. In slow tight turns, counterbalance by leaning the motorcycle only and keeping your body straight.

4. Test Yourself

When riding, you should:

- A Turn your head and shoulders to look through turns.
- B Keep your knees away from the gas tank.
- C Turn just your head and eyes to look where you are going.

Answers appear on page 51.

Keeping your distance

The best protection you can have is distance—a “cushion of space”—all around your motorcycle. If someone else makes a mistake, distance permits you:

- Time to react
- Space to maneuver



In normal turns, the rider and the motorcycle should lean together at the same angle.



In slow tight turns, counterbalance by leaning the motorcycle only and keeping your body straight.

Lane positions

In some ways the size of the motorcycle can work to your advantage. Each traffic lane gives a motorcycle three paths of travel, as indicated in the above illustration.

Your lane position should:

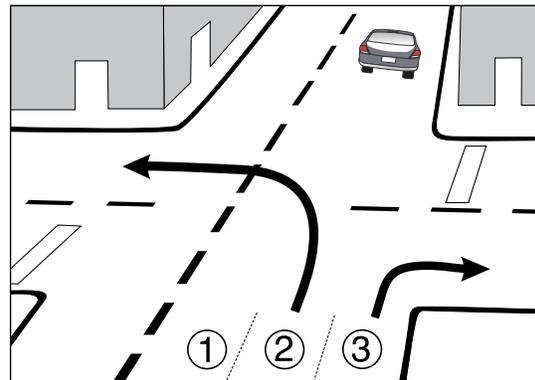
- Increase your ability to see and be seen
- Avoid others' blind spots
- Avoid surface hazards
- Protect your lane from other drivers
- Communicate your intentions
- Avoid wind blast from other vehicles
- Provide an escape route

Select the appropriate path to maximize your space cushion and make yourself more easily seen by others on the road.

In general, there is no single best position for riders to be seen and to maintain a space cushion around the motorcycle. No portion of the lane need be avoided—including the center.

Position yourself in the portion of the lane where you are most likely to be seen and you can maintain a space cushion around you. Change position as traffic situations change. Ride in path 2 or 3 if vehicles and other potential problems are on your left only. Remain in path 1 or 2 if hazards are on your right only. If vehicles are being operated on both sides of you, the center of the lane, (path 2), is usually your best option.

The oily strip in the center portion that collects drippings from cars is usually no more than two feet wide. Unless the road is wet, the average center strip permits adequate traction to ride on safely. You can operate to the left or right of the grease strip and still be within the center portion of the traffic lane. Avoid riding on big buildups of oil and grease usually found at busy intersections or toll booths.



Lane position

Following another vehicle

Following too closely is a major factor in crashes involving motorcyclists. A minimum of four seconds following distance is recommended under ideal driving conditions. Less than perfect riding conditions require increasing available time and space.

To gauge your following distance:

- Pick out a marker, such as a pavement marking or lamppost, on or near the road ahead.
- When the rear bumper of the vehicle ahead passes the marker, count off the seconds: “one-thousand-one, one-thousand-two, one-thousand-three, one-thousand-four.”
- If you reach the marker before you reach “four,” you are following too closely.

A four-second following distance leaves space to stop or swerve if the driver ahead stops suddenly. It also permits a better view of potholes and other hazards in the road.

A larger cushion of space is needed if your motorcycle will take longer than normal to stop. If the pavement is slippery, if you cannot see through the vehicle ahead or if traffic is heavy and someone may squeeze in front of you, open up more following distance.

Keep well behind the vehicle ahead even when you are stopped. This will make it easier to get out of the way if someone bears down on you from behind. It will also give you a cushion of space if the vehicle ahead starts to back up for some reason.

When behind a car, ride where the driver can see you in the rearview mirror. Riding in the center portion of the lane should put your image in the middle of the rearview mirror—where a driver is most likely to see you.

Following

Riding at the far side of a lane may permit a driver to see you in a sideview mirror. But remember that most drivers don't look at their sideview mirrors nearly as often as they check the rearview mirror. If the traffic situation allows, the center portion of the lane is usually the best place for you to be seen by the drivers ahead and to prevent lane sharing by others.



Following

Being followed

Speeding up to lose someone following too closely only ends up with someone tailgating you at a higher speed.

A better way to handle tailgaters is to get them in front of you. When someone is following too closely, change lanes and let them pass. Another option is to slow down and open up extra space ahead of you to allow room for both you and the tailgater to stop. This will also encourage the tailgater to pass. If they don't pass, you will have given yourself and the tailgater more time and space to react in case an emergency does develop ahead.

PASSING AND BEING PASSED

Passing and being passed by another vehicle is not much different than with a car. However, visibility is more critical. Be sure other drivers see you, and that you see potential hazards.

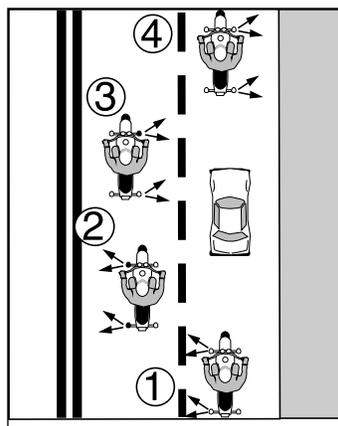
Passing

Ride in the left portion of the lane at a safe following distance to increase your line of sight and make you more visible. Signal and check for oncoming traffic. Use your mirrors and turn your head to look for traffic behind.

1. When safe, move into the left lane and accelerate. Select a lane position that doesn't crowd the car you are passing and provides space to avoid hazards in your lane.

2. Ride through the blind spot as quickly as possible.
3. Signal again, and complete mirror and headchecks before returning to your original lane and then cancel signal.
4. **Remember, passes must be completed within posted speed limits, and only where permitted. Know your signs and road markings!**

Be extra cautious when passing slow moving vehicles like tractors, horse drawn wagons or carriages, farm machinery exiting fields or on the roadway, and wide machinery. Agriculture equipment operators may have difficulty seeing or hearing other traffic and the machinery may not have brake lights or turn signals.



Passing

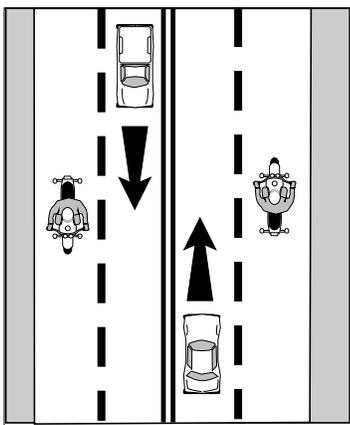
Being passed

When you are being passed from behind or by an oncoming vehicle, stay in the center portion of your lane. Riding any closer to them could put you in a hazardous situation.

Avoid being hit by:

- **The other vehicle:** a slight mistake by you or the passing driver could cause a sideswipe.
- **Extended mirrors:** some drivers forget that their mirrors hang out farther than their fenders.
- **Objects thrown from windows:** even if the driver knows you're there, a passenger may not see you and might toss something on you or the road ahead of you.
- **Blasts of wind from larger vehicles:** they can affect your control. You have more room for error if you are in the middle portion when hit by this blast than if you are on either side of the lane.

Do not move into the portion of the lane farthest from the passing vehicle. It might invite the other driver to cut back into your lane too early.



Being passed

Lane sharing

Cars and motorcycles need a full lane to operate safely. Lane sharing is usually prohibited.

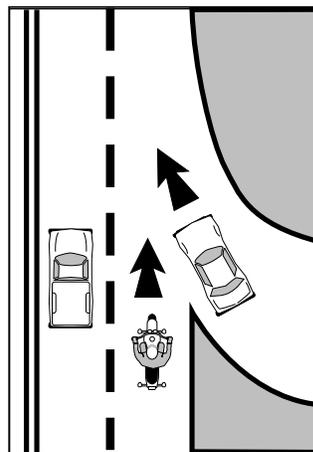
Riding between rows of stopped or moving cars in the same lane can leave you vulnerable to the unexpected. A hand could come out of a window; a door could open; a car could turn suddenly. Discourage lane sharing by others. Keep a center-portion position whenever drivers might be tempted to squeeze by you.

Drivers are most tempted to do this:

- In heavy, bumper-to-bumper traffic.
- When they want to pass you
- When you are preparing to turn at an intersection
- When you are getting in an exit lane or leaving a highway

Merging cars

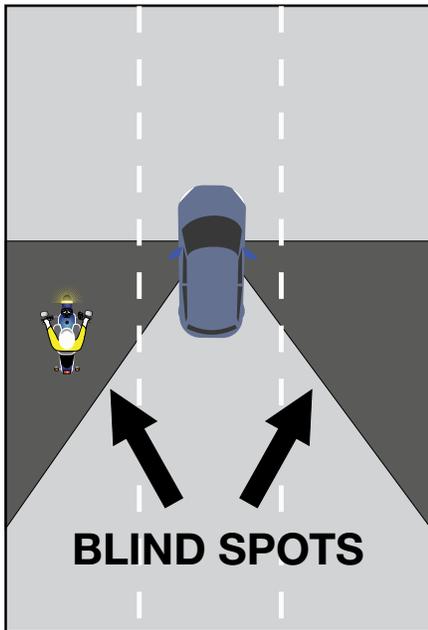
Drivers on an entrance ramp may not see you on the highway. Give them plenty of room. Change to another lane if one is open. If there is no room for a lane change, adjust speed to open up space for the merging driver.



Merging

Cars alongside

Do not ride next to cars or trucks in other lanes if you can avoid it. You might be in the blind spot of a car in the next lane, which could switch into your lane without warning. Cars in the next lane also block your escape if you come upon danger in your own lane. Speed up or drop back to find a place clear of traffic on both sides.



Blind spots

5. Test Yourself

Usually, a good way to handle tailgaters is to:

- A. Change lanes and let them pass.
- B. Use your horn and make obscene gestures.
- C. Speed up to put distance between you and the tailgater.

Answers appear on page 51.

S.E.E.

Good experienced riders remain aware of what is going on around them. They improve their riding strategy by using S.E.E., a three-step process used to make appropriate judgments, and apply them correctly in different traffic situations:

- Search
- Evaluate
- Execute

Search

Search aggressively ahead, to the sides and behind by checking mirrors and blind spots to avoid potential hazards even before they arise. How assertively you search, and how much time and space you have, can eliminate or reduce harm. Focus even more on finding potential escape routes in or around intersections, shopping areas and school and construction zones.

Search for:

- **Oncoming traffic that may turn left** in front of you.
- **Traffic coming from the left and right.**
- **Traffic approaching from behind.**
- **Hazardous road conditions.**

Be especially alert in areas with limited visibility. Visually “complex” surroundings could hide you and your motorcycle from others.

Evaluate

Think about how hazards can interact to create risks for you. Anticipate potential problems and have a plan to reduce risks.

- **Road and surface characteristics:** potholes, guard rails, bridges, telephone poles and trees may influence your riding strategy.
- **Traffic control devices:** look for traffic signals, including regulatory signs, warning signs, and pavement markings to help you evaluate circumstances ahead.
- **Vehicles and other traffic:** may move into your path and increase the likelihood of a crash.

Think about time and space requirements in order to maintain a margin of safety. You must leave yourself time to react if an emergency arises.

Execute

Carry out your decision.

To create more space and minimize harm from any hazard:

- **Communicate** your presence with lights and/or horn.
- **Adjust your speed** by accelerating, stopping or slowing.
- **Adjust your position** and/or direction.

Apply the old adage “one step at a time” to handle two or more hazards. Deal with them one at a time as single hazards. Decision making becomes more complex with three or more hazards. Weigh the consequences of each and give equal distance to the hazards.

In potential high risk areas, such as intersections, shopping areas and school and construction zones, cover the clutch and both brakes to reduce the time you need to react.

6. Test Yourself

To reduce your reaction time, you should:

- A Ride slower than the speed limit.
- B Cover the clutch and the brakes.
- C Shift into neutral when slowing.

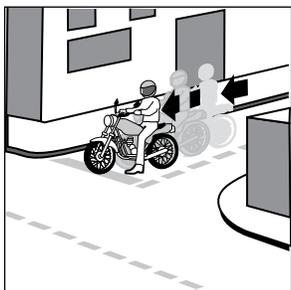
Answers appear on page 51.

Blind intersections

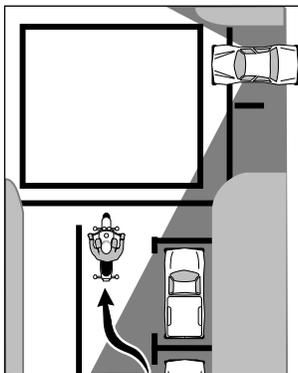
If you approach a blind intersection, move to the portion of the lane that will bring you into another driver's field of vision at the earliest possible moment. In this picture, the rider has moved to the left portion of the lane—away from the parked car—so the driver on the cross street can see them as soon as possible.

Remember, the key is to be seen as soon as possible and remain visible to others while protecting your space.

If you have a stop sign or stop line, stop there first. Then edge forward and stop again, just short of where the cross-traffic lane meets your lane. From that position, lean your body forward and look around buildings, parked cars, or bushes to see if anything is coming. Just make sure your front wheel stays out of the cross lane of travel while you're looking.



Stop line



Blind intersections

PARKING

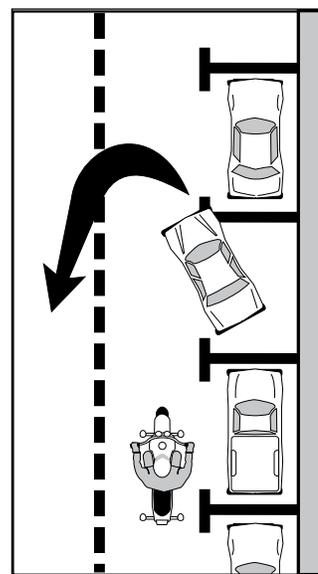
Passing parked cars

When passing parked cars, stay toward the left of your lane. You can avoid problems caused by doors opening, drivers getting out of cars, or people stepping from between cars. If oncoming traffic is present, it is usually best to remain in the center-lane position to maximize your space cushion.

A bigger problem can occur if the driver pulls away from the curb without checking for traffic behind. Even if the driver does look, they may fail to see you.

In either event, the driver might cut into your path. Slow down or change lanes to make room for someone cutting in.

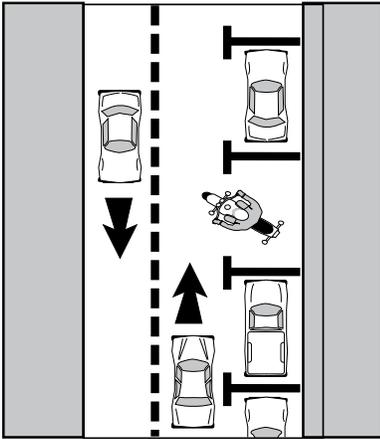
Cars making a sudden U-turn are the most dangerous. They may cut you off entirely, blocking the whole roadway and leaving you with no place to go. Since you can't tell what a driver will do, slow down and get the driver's attention. Sound your horn and continue with caution.



Parked cars

Parking at the roadside

Park at a 90° angle to the curb with your rear wheel touching the curb.



Parking at curbs

7. Test Yourself

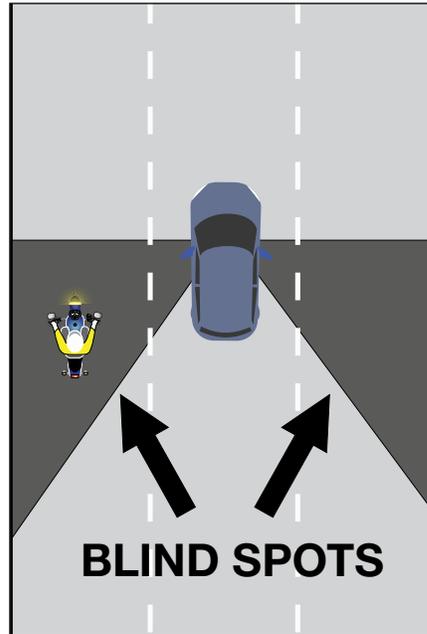
Making eye contact with other drivers:

- A Is a good sign they see you.
- B Is not worth the effort it takes.
- C Doesn't mean that the driver will yield.

Answers appear on page 51.

STAYING VISIBLE

In crashes with motorcyclists, drivers often say that they never saw the motorcycle. From ahead or behind, a motorcycle's outline is much smaller than a car's. Also, it's hard to see something you are not looking for, and most drivers are not looking for motorcycles. More likely, they are looking through the skinny, two-wheeled silhouette in search of cars that may pose a problem to them.



Blind spots

Even if a driver does see you coming, you aren't necessarily safe. Smaller vehicles appear farther away, and seem to be traveling slower than they actually are. It is common for drivers to pull out in front of motorcyclists, thinking they have plenty of time. Too often, they are wrong. However, you can do many things to make it easier for others to recognize you and your cycle.



Clothing

Most crashes occur in broad daylight. Wear bright colored clothing to increase your chances of being seen. Remember, your body is half of the visible surface area of the rider/motorcycle unit.

Bright orange, red, yellow or green jackets or vests are your best bets for being seen. Your helmet can do more than protect you in a crash. Brightly colored helmets can also help others see you.

Any bright color is better than drab or dark colors. Reflective, bright colored clothing (helmet and jacket or vest) is best.

Reflective material on a vest and on the sides of the helmet will help drivers coming from the side spot you. Reflective material can also be a big help for drivers coming toward you or from behind.

Headlight(s)

The best way to help others see your motorcycle is to keep the headlight(s) on—at all times. Use of the high beam during the day increases the likelihood that oncoming drivers will see you. Use low beam at night, in inclement weather and when meeting and following other traffic.

Signals

The signals on a motorcycle are similar to those on a car. They tell others what you plan to do.

However, due to a rider's added vulnerability, signals are even more important. Use them anytime you plan to change lanes or turn. Use them even when you think no one else is around. It's the car you don't see that's going to

give you the most trouble. Your signal lights also make you easier to spot.

When you enter onto a freeway, drivers approaching from behind are more likely to see your signal blinking and make room for you.

Once you turn, make sure your signal is off or a driver may pull directly into your path, thinking you plan to turn again.

Brake light(s)

Your motorcycle's brake lights are usually not as noticeable as the brake lights on a car—particularly when your taillights are on. (They go on with the headlight). If the situation will permit, help others notice you by flashing your brake light before you slow down. It is especially important to flash your brake light before:

- You slow more quickly than others might expect (turning off a high-speed highway).
- You slow where others may not expect it (in the middle of a block or at an alley).

If you are being followed closely, it's a good idea to flash your brake light before you slow. The tailgater may be watching you and not see something ahead that will make you slow down. This will hopefully discourage them from tailgating and warn them of hazards ahead.

Using your mirrors

Traffic conditions change quickly. Knowing what's going on behind is essential for you to make a safe decision about how to handle trouble ahead.

Frequent mirror checks should be part of your normal scanning routine. Make a special point of using your mirrors:

- **When you are stopped at an intersection.** Watch cars coming up from behind.
- **Before you change lanes.** Make sure no one is about to pass you.
- **Before you slow down.** The driver behind may not expect you to slow, or may be unsure about where you will slow.

- Some motorcycles have rounded (convex) mirrors. These provide a wider view of the road behind than do flat mirrors. They also make cars seem farther away than they really are. If you are not used to convex mirrors, get familiar with them.

(While you are stopped, pick out a parked car in your mirror. Form a mental image of how far away it is. Then, turn around and look at it to see how close you came.)

Practice with your mirrors until you become a good judge of distance.

Head checks

Checking your mirrors is not enough. Motorcycles have blind spots like cars. Before you change lanes, turn your head, and look to the side for other vehicles.

On a road with several lanes, check the far lane and the one next to you. A driver in the distant lane may head for the same space.

Frequent head checks should be your normal scanning routine. Only by knowing what is happening all around you, are you prepared to deal with it.

Horn

Be ready to use your horn to get someone's attention quickly.

Here are some situations:

- **A driver in the lane next to you** is driving too closely to the vehicle ahead and may want to pass.
- **A parked car** has someone in the driver's seat.
- **Someone is in the street**, riding a bicycle or walking.

In an emergency, press the horn button for a longer time. Be ready to stop or swerve away from the danger. Keep in mind that a motorcycle's horn isn't as loud as a car's, therefore, use it, but don't rely on it.

Riding at night

At night it is harder for you to see and be seen. Picking your headlight or taillight out of the car lights around you is not easy for other drivers. To compensate, you should:

- **Reduce your speed:** ride even slower than you would during the day—particularly on roads you don't know well, this will increase your chances of avoiding a hazard.
- **Increase distance:** distances are harder to judge at night than during the day. Your eyes rely upon shadows and light contrasts to determine how far away an object is and how fast it is coming. These contrasts are missing or distorted under artificial lights at night. Open up a greater following distance than during daylight. Allow more distance to pass and be passed.
- **Use the car ahead:** the headlights of the car ahead can give you a better view of the road than your high beam. Taillights bouncing up and down can alert you to bumps or rough pavement.
- **Use your high beam:** get all the light you can. Use your high beam whenever you are not following or meeting a car.
- **Be flexible about lane position:** change to whatever portion of the lane is best able to help you see, be seen, and keep an adequate space cushion.



8. Test Yourself

Reflective clothing should:

- A. Be worn at night.
- B. Be worn during the day.
- C. Be worn day and night.

Answers appear on page 51.

Crash avoidance

No matter how careful you are, there will be times when you find yourself in a tight spot. Your chances of getting out safely depend on your ability to react quickly and properly. Often, a crash occurs because a rider is not prepared or skilled in crash-avoidance maneuvers.

Know when and how to stop or swerve, two skills critical to avoiding a crash.

It is not always desirable or possible to stop quickly to avoid an obstacle. Riders must also be able to swerve around an obstacle. Determining the skill necessary for the situation is important as well.

Quick stops

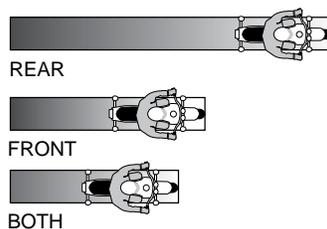
To stop quickly, apply both brakes at the same time. Don't be shy about using the front brake, but don't "grab" it, either. Squeeze the brake lever firmly and progressively. If the front wheel locks, release the front brake then reapply it firmly.

At the same time, press down on the rear brake. If you accidentally lock the rear brake on a good traction surface, keep it locked until you have completely stopped. Even with a locked rear wheel, you can control the motorcycle on a straightaway if it is upright and going in a straight line.

Stopping distance

Always use both brakes at the same time to stop. The front brake can provide 70% or more of the potential stopping power.

If you must stop quickly while turning or riding a curve, the best technique is to straighten the bike upright first and then brake. However, it may not always be possible to straighten the motorcycle and then stop. If you must brake while leaning, apply light brakes and reduce the throttle. As you slow, you can reduce your lean angle and apply more brake pressure until the motorcycle is straight and maximum brake pressure is possible. You should straighten the handlebars in the last few feet of stopping, the motorcycle should then be straight up and in balance.



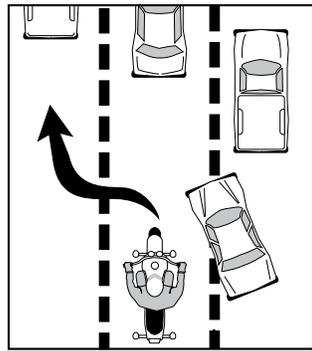
Stopping distance

Swerving or turning quickly

Sometimes you may not have enough room to stop, even if you use both brakes properly. The only way to avoid a crash may be to turn quickly, or swerve around it.

A swerve is any sudden change in direction. It can be two quick turns, or a rapid shift to the side. Apply a small amount of hand pressure to the handgrip located on the side of your intended direction of escape. This will cause the motorcycle to lean quickly. The sharper the turn(s), the more the motorcycle must lean.

Keep your body upright and allow the motorcycle to lean in the direction of the turn while keeping your knees against the tank and your feet solidly on the pegs. Let the motorcycle

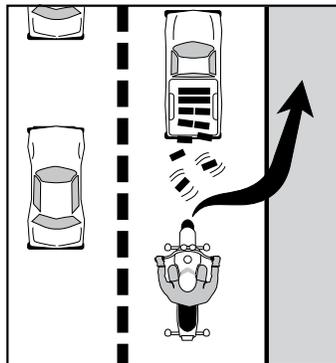


Swerve, then brake

move underneath you. Make your escape route the target of your vision. Press on the opposite handgrip once you clear the obstacle to return to your original direction of travel. To swerve to the left, press the left handgrip, then press the right to recover. To swerve to the right, press right, then left.

IF BRAKING IS REQUIRED, SEPARATE IT FROM SWERVING.

Brake before or after— ever while swerving.



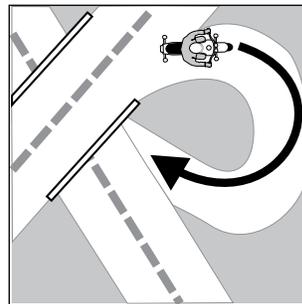
Brake, then swerve

Cornering

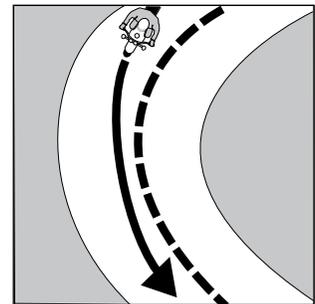
A primary cause of single-vehicle crashes is motorcyclists running wide in a curve or turn and colliding with the roadway or a fixed object.

Every curve is different. Be alert to whether a curve remains constant, gradually widens, gets tighter, or involves multiple turns. Ride within your skill level and posted speed limits.

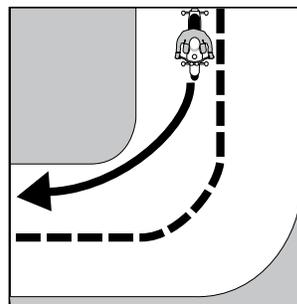
Your best path may not always follow the curve of the road. Change lane position depending on traffic, road conditions and curve of the road. If no traffic is present, start at the outside of a curve to increase your line of sight and the effective radius of the turn. As you turn, move toward the inside of the curve, and as you pass the center, move to the outside to exit.



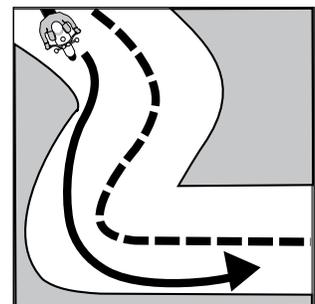
Decreasing curves (tighter turns)



Widening curves



Constant curves



Multiple curves

Another alternative is to move to the center of your lane before entering a curve—and stay there until you exit. This permits you to spot approaching traffic as soon as possible. You can also adjust for traffic crowding the center line, or debris blocking part of your lane.

9. Test Yourself

The best way to stop quickly is to:

- A. Use the front brake only.
- B. Throttle down and use the front brake.
- C. Use both brakes at the same time.

Answers appear on page 51.



HANDLING DANGEROUS SURFACES

Uneven surfaces or obstacles

Slippery surfaces

Railroad tracks

Grooves and gratings

Uneven surfaces and obstacles

Watch for uneven surfaces such as bumps, broken pavement, potholes, or small pieces of trash.

Try to avoid obstacles by slowing or going around them. If you must go over the obstacle, first, determine if it is possible. Approach it at as close to a 90° angle as possible. Look where you want to go to control your path of travel. If you have to ride over the obstacle, you should:

- **Slow down as much as possible** before contact.
- **Make sure the motorcycle is straight.**
- **Rise slightly off the seat** with your weight on the footpegs to absorb the shock with your knees and elbows, and avoid being thrown off the motorcycle.
- **Just before contact, roll on the throttle slightly to lighten the front end.**

If you ride over an object on the street, pull off the road and check your tires and rims for damage before riding any farther.

Slippery surfaces

Motorcycles handle better when ridden on surfaces that permit good traction. Surfaces that provide poor traction include:

- **Wet pavement**, particularly just after it starts to rain and before surface oil washes to the side of the road.
- **Gravel roads**, or where sand and gravel collect.
- **Mud, snow, and ice.**
- **Lane markings, steel plates and manhole covers**, especially when wet.

To ride safely on slippery surfaces:

- **Reduce speed:** slow down before you get to a slippery surface to lessen your chances of skidding. Your motorcycle needs more distance to stop. It is particularly important to reduce speed before entering wet curves.
- **Avoid sudden moves:** any sudden change in speed or direction can cause a skid. Be as smooth as possible when you speed up, shift gears, turn or brake.
- **Use both brakes:** the front brake is still effective, even on a slippery surface. Squeeze the brake lever gradually to avoid locking the front wheel. Remember, gentle pressure on the rear brake.

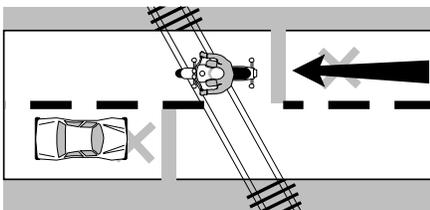
- **The center of a lane** can be hazardous when wet. When it starts to rain, ride in the tire tracks left by cars. Often, the left tire track will be the best position, depending on traffic and other road conditions as well.
- **Watch for oil spots** when you put your foot down to stop or park. You may slip and fall.
- **Dirt and gravel** collect along the sides of the road, especially on curves and ramps leading to and from highways. Be aware of what's on the edge of the road, particularly when making sharp turns and getting on or off freeways at high speeds.
- **Rain dries and snow melts faster** on some sections of a road than on others. Patches of ice tend to crop up in low or shaded areas and on bridges and overpasses. Wet surfaces or wet leaves are just as slippery. Ride in the least slippery portion of the lane and reduce speed.

Cautious riders steer clear of roads covered with ice or snow. If you can't avoid a slippery surface, keep your motorcycle straight up and proceed as slowly as possible. If you encounter a large surface so slippery that you must coast, or travel at a walking pace, consider letting your feet skim along the surface. If the motorcycle starts to fall, you can catch yourself. Be sure to keep off the brakes. If possible, squeeze the clutch and coast. Attempting this maneuver at anything other than the slowest of speeds could prove hazardous.

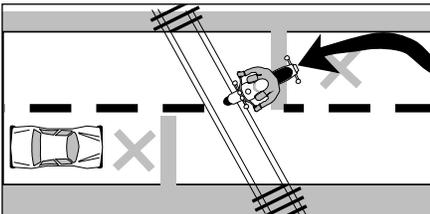
Railroad tracks, trolley tracks and pavement seams

Usually it is safer to ride straight within your lane to cross tracks. Turning to take tracks head-on (at a 90° angle) can be more dangerous—your path may carry you into another lane of traffic.

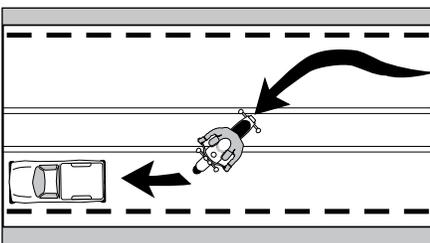
For track and road seams that run parallel to your course, move far enough away from tracks, ruts, or pavement seams to cross at an angle of at least 45°. Then, make a quick, sharp turn. Edging across could catch your tires and throw you off balance.



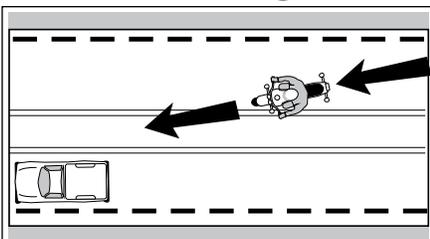
Cross tracks - right



Cross tracks - wrong



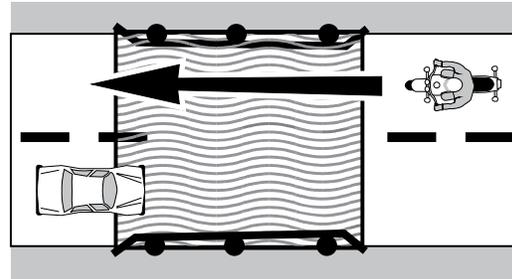
Parallel tracks - right



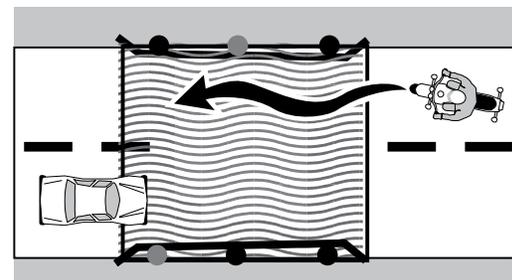
Parallel tracks - wrong

Grooves and gratings

Riding over rain grooves or bridge gratings may cause a motorcycle to weave. The uneasy, wandering feeling is generally not hazardous. Relax, maintain a steady speed and ride straight across. Crossing at an angle forces riders to zigzag to stay in the lane. The zigzag is far more hazardous than the wandering feeling.



Grate crossings - right



Grate crossings - wrong

10. Test Yourself

When it starts to rain it is usually best to:

- A. Ride in the center of the lane.
- B. Pull off to the side until the rain stops.
- C. Ride in the tire tracks left by cars.

Answers appear on page 51.

Flying objects

Riders can be struck by insects, cigarette butts thrown from cars or pebbles kicked up by the tires of the vehicle ahead. If you are wearing face protection, it might get smeared or cracked, making it difficult to see. Without face protection, an object could hit you in the eye, face or mouth. Whatever happens, keep your eyes on the road and your hands on the handlebars. When safe, pull off the road and repair the damage.

MECHANICAL PROBLEMS

You can find yourself in an emergency the moment something goes wrong with your motorcycle. In dealing with any mechanical problem, take into account the road and traffic conditions you face. Here are some guidelines that can help you handle mechanical problems safely.

Tire failure

You will seldom hear a tire go flat. If the motorcycle starts handling differently, it may be a tire failure. If one of your tires suddenly loses air, react quickly to keep your balance. Pull off and check the tires.

If the front tire goes flat, the steering will feel heavy. A front-wheel flat is particularly hazardous because it affects your steering. You have to steer well to keep your balance.

If the rear tire goes flat, the back of the motorcycle may jerk or sway from side to side.

If either tire goes flat while riding:

- **Hold handlegrips firmly**, ease off the throttle, and keep a straight course.
- If braking is required, however, **gradually apply the brake of the tire that isn't flat**, if you are sure which one it is.
- **When the motorcycle slows**, edge to the side of the road, squeeze clutch and stop.

Stuck throttle

Twist the throttle back and forth several times. If the throttle cable is stuck, this may free it. If the throttle stays stuck, immediately operate the engine cut-off switch and pull in the clutch at the same time. This will remove power from the rear wheel, though engine noise may not immediately decline. Once the motorcycle is under control, pull off and stop.

After you have stopped, check the throttle cable carefully to find the source of the trouble. Make certain the throttle works freely before you start to ride again.



Wobble

A wobble occurs when the front wheel and handlebars suddenly start to shake from side to side at any speed. Most wobbles can be traced to improper loading, unsuitable accessories, or incorrect tire pressure.

If you are carrying a heavy load, lighten it. If you can't, shift it.

- Center the weight lower and farther forward on the motorcycle.
- Make sure tire pressure, spring pre-load, air shocks, and dampers

are at the settings recommended for that much weight.

- Make sure windshields and fairings are mounted properly.
- Check for poorly adjusted steering; worn steering parts; a front wheel that is bent, misaligned, or out of balance; loose wheel bearings or spokes; and swingarm bearings.
- If none of these are determined to be the cause, have the motorcycle checked out thoroughly by a qualified professional.

Trying to accelerate out of a wobble will only make the motorcycle more unstable.

Instead:

- Grip the handlebars firmly, but don't fight the wobble.
- Close the throttle gradually to slow down. Do not apply the brakes; braking could make the wobble worse.
- Move your weight as far forward and down as possible.
- Pull off the road as soon as you can to fix the problem.

11. Test Yourself

If your motorcycle starts to wobble:

- A. Accelerate out of the wobble.
- B. Use the brakes gradually.
- C. Grip the handlebars firmly and close the throttle gradually.

Answers appear on page 51.

Chain problems

A chain that slips or breaks while you're riding could lock the rear wheel and cause your cycle to skid. Chain slippage or breakage can be avoided by proper maintenance.

- **Slipping:** If the chain slips when you try to speed up quickly or ride uphill, pull off the road. Check the chain and sprockets. Tightening the chain may help. If the problem is a worn or stretched chain or worn or bent sprockets, replace the chain, the sprockets, or both before riding again.
- **Breakage:** You'll notice an instant loss of power to the rear wheel. Close the throttle and brake to a stop.

Engine seizure

When the engine locks or freezes it is usually low on oil. The engine's moving parts can't move smoothly against each other, and the engine overheats. The first sign may be a loss of engine power or a change in the engine's sound. Squeeze the clutch lever to disengage the engine from the rear wheel. Pull off the road and stop. Check the oil. If needed, oil should be added as soon as possible or the engine will seize. When this happens, the effect is the same as a locked rear wheel. Let the engine cool before restarting.

Getting off the road

If you need to leave the road to check the motorcycle (or just to rest for a while), be sure you:

- **Check the roadside:** make sure the surface of the roadside is firm enough to ride on. If it is soft grass, loose sand, or if you're just not sure about it, slow way down before you turn onto it.
- **Signal:** drivers behind might not expect you to slow down. Give a clear signal that you will be slowing down and changing direction. Check your mirror and make a head check before you take any action.
- **Pull off the road:** get as far off the road as you can. It can be very hard to spot a motorcycle by the side of the road. You don't want someone else pulling off at the same place you are.
- **Park carefully:** loose and sloped shoulders can make setting the side or center stand difficult.

Carrying passengers and cargo

Only experienced riders should carry passengers or large loads. The extra weight changes the way the motorcycle handles, balances, turns, speeds up, and slows down. Before taking a passenger or heavy load on the street, practice away from traffic.

Equipment

To carry passengers safely:

- **Equip and adjust** your motorcycle to carry passengers.
- **Instruct the passenger** before you start.
- Adjust your riding technique for the added weight.
- While your passenger sits on the seat with you, adjust the mirror and headlight according to the change in the motorcycle's angle.

Equipment should include:

- **A proper seat** large enough to hold both of you without crowding. You should not sit any farther forward than you usually do.
- **Footpegs** for the passenger. Firm footing prevents your passenger from falling off and pulling you off, too.
- **Protective equipment:** the same protective gear recommended for operators.

(Check your owner's manual for appropriate settings.)

Instructing passengers

Even if your passenger is a motorcycle rider, provide complete instructions before you start. Tell your passenger to:

- **Get on** the motorcycle only after you have started the engine.
- **Sit as far forward as possible** without crowding you.
- **Hold firmly** to your waist, hips, or belt.
- **Keep both feet on the pegs**, even when stopped.
- **Keep legs away** from the muffler(s), chains or moving parts.
- **Stay directly behind you**, leaning as you lean.
- **Avoid unnecessary** talk or motion.

Also, tell your passenger to tighten his or her hold when you:

- **Approach** surface problems.
- **Are about to start** from a stop.
- **Warn that you will** make a sudden move.

Riding with passengers

Your motorcycle will respond more slowly with a passenger on board. The heavier your passenger, the longer it will take to slow down, speed up, or turn—especially on a light motorcycle.

- **Ride a little slower**, especially when taking curves, corners, or bumps.
- **Start slowing earlier** as you approach a stop.
- **Open up a larger cushion of space** ahead and to the sides.
- **Wait for larger gaps** to cross, enter, or merge in traffic.

Warn your passenger of special conditions—when you will pull out, stop quickly, turn sharply, or ride over a bump. Turn your head slightly to make yourself understood, but keep your eyes on the road ahead.

12. Test Yourself

Passengers should:

- A. Lean as you lean.
- B. Hold on to the motorcycle seat.
- C. Sit as far back as possible.

Answers appear on page 51.

Carrying loads

Most motorcycles are not designed to carry much cargo. Small loads can be carried safely if positioned and fastened properly.

- **Keep the load low:** fasten loads securely, or put them in saddle bags. Piling loads against a frame on the back of the seat raises the motorcycle's center of gravity and disturbs its balance.
- **Keep the load forward:** place the load over, or in front of, the rear axle. Tank bags keep loads forward, but use caution when loading hard or sharp objects. Make sure a tank bag does not interfere with handlebars or controls. Mounting loads behind the rear axle can affect how the motorcycle turns and brakes. It can also cause a wobble.
- **Distribute the load evenly:** load saddlebags with about the same weight. An uneven load can cause the motorcycle to drift to one side.
- **Secure the load:** fasten the load securely with elastic cords (bungee cords or nets). Elastic cords with more than one attachment point per side are more secure. A tight load won't catch in the wheel or chain, causing it to lock up and skid. Rope tends to stretch and knots come loose, permitting the load to shift or fall.
- **Check the load:** stop and check the load every so often to make sure it has not worked loose or moved.

GROUP RIDING

If you ride with others, do it in a way that promotes safety and doesn't interfere with the flow of traffic. Ask about, and become familiar with, the group's unique hand signals.

Keep the group small

Small groups make it easier and safer for car drivers who need to get around them. A small number isn't separated as easily by traffic or red lights. Riders won't always be hurrying to catch up. If your group is larger than four or five riders, divide it up into two or more smaller groups.

Keep the group together

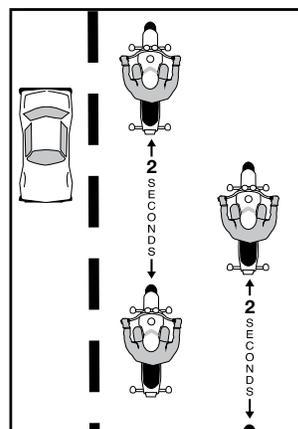
- **Plan:** the leader should look ahead for changes and signal early. Start lane changes early to permit everyone to complete the change.
- **Put beginners up front:** place inexperienced riders just behind the leader.
- **Follow those behind:** let the tailender set the pace. Use your mirrors to keep an eye on the person behind. If a rider falls behind, everyone should slow down a little to stay with the tailender.
- **Know the route:** make sure everyone knows the route. If someone is separated they won't have to hurry to keep from getting lost or taking a wrong turn. Plan frequent stops on long rides.

Keep Your distance

Maintain close ranks but at the same time keep a safe distance to allow each rider in the group time and space to react to hazards. A close group takes up less space on the highway, is easier to see and is less likely to be separated. However, it must be done properly.

- **Don't pair up:** never operate directly alongside another rider. There is no place to go if you need to avoid an oncoming vehicle in your lane, pothole or something lying in the road. To talk, wait until you are both stopped.
- **Staggered formation:** this is the best way to keep ranks close yet maintain an adequate space cushion. The leader rides in the left side of the lane, while the second rider stays one second behind in the right side of the lane.

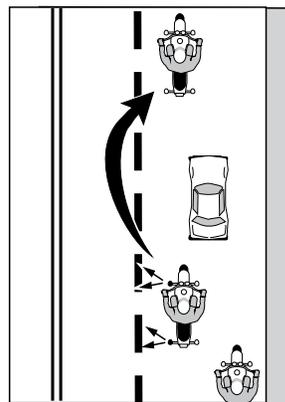
A third rider maintains in the left position, two seconds behind the first rider. The fourth rider would keep a two-second distance behind the second rider. This formation keeps the group close and permits each rider a safe distance from others ahead, behind and to the sides.



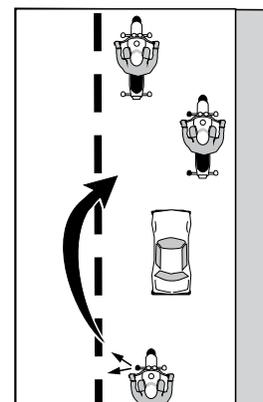
Staggered formation

- **Passing in formation:** riders in a staggered formation should pass one at a time.
- **First, the lead rider** should change lanes and pass when it is safe. After passing, the leader should return to the left position and continue riding at passing speed to open room for the next rider.
- **After the first rider passes safely,** the second rider should move up to the left position and watch for a safe chance to pass. After passing, this rider should return to the right position and make room for the next rider.

Some sources suggest that the leader should move to the right side after passing a vehicle. This is not a good idea. It encourages the second rider to pass and cut back in before there is a large enough space cushion in front of the passed vehicle. It's simpler and safer to wait until there is enough room ahead of the passed vehicle to allow each rider to move into the same position held before the pass.



**Group passing
(Stage 1)**



**Group passing
(Stage 2)**

Single-File Formation

It is best to move into a single-file formation when riding curves, turning, entering or leaving a highway.

13. Test Yourself

When riding in a group, inexperienced riders should position themselves:

- Just behind the leader.
- In front of the group.
- At the tail end of the group.

Answers appear on page 51.

Sample knowledge test questions

1. It is MOST important to flash your brake light when:

- A. Someone is following too closely.
- B. You will be slowing suddenly.
- C. There is a stop sign ahead.

2. The FRONT brake supplies how much of the potential stopping power?

- A. About one-quarter.
- B. About one-half.
- C. About three-quarters.

3. To swerve correctly:

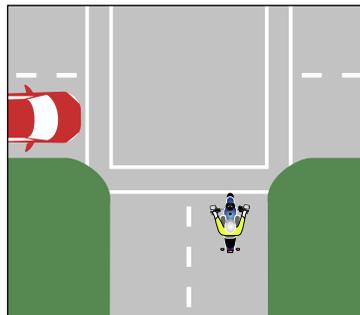
- A. Shift your weight quickly.
- B. Turn the handlebars quickly.
- C. Press the handgrip in the direction of the turn.

4. If a tire goes flat while riding, and you must stop, it is usually best to:

- A. Relax on the handlegrips.
- B. Shift your weight toward the good tire.
- C. Brake on the good tire and steer to the side of the road.

5. In the image to the right, the car on the left is waiting to enter the intersection. It is best to:

- A. Make eye contact with the driver.
- B. Reduce speed and be ready to react.
- C. Maintain speed and position.



ON-CYCLE SKILLS TEST

Basic vehicle control and crash-avoidance skills are included in on-cycle tests to determine your ability to handle normal and hazardous traffic situations. You may be tested for your ability to:

- Know your motorcycle and your riding limits
- Accelerate, brake, and turn safely
- See, be seen and communicate with others
- Adjust speed and position to the traffic situation
- Stop, turn and swerve quickly
- Make critical decisions and carry them out

Examiners may score on factors related to safety such as:

- Selecting safe speeds to perform maneuvers
- Choosing the correct path and staying within boundaries
- Completing normal and quick stops
- Completing normal and quick turns, or swerves

Answers to sample Knowledge test (above)

1. B	2. C	3. C	4. C	5. B
------	------	------	------	------

MOTORCYCLE RIDER COURSES

Learn from the pros

Motorcycling requires skill, concentration and reasonable precautions.

Although it's possible to learn to ride a motorcycle on your own, trial and error is a tough teacher of motorcycling skills.

Learning to ride

Basic RiderCourse (BRC) A great start to learn the basic skills needed to operate a motorcycle. The successful completion of the course includes the use of an E-course and/or approximately five hours of classroom activities and 10 hours of motorcycle / scooter riding exercises. This course gives the student the opportunity to obtain their waiver of the road test at the DMV when applying for the Motorcycle License.

The **3-Wheel Basic RiderCourse (3WBRC)** is the best place for new riders to start once they have made the decision to ride a three-wheel motorcycle. This course includes approximately three hours of classroom and 10 hours of on-cycle riding exercises.



The **Basic RiderCourse 2**

(BRC2) For riders who already possess basic riding skills and are either returning to riding or are seeking a refresher course to practice and renew basic riding skills. The course includes approximately three hours of classroom or online education and five hours of on-cycle riding exercises. This course may also be used to waive the road test when applying for the Wisconsin Motorcycle license, as long as the student also completes the E-Course.

Improving riding skills

The **Ultimate Bike-Bonding RiderCourse (UBBRC)** For experienced or seasoned riders and is designed to improve a rider's overall riding performance through smooth and precise control operation as well as body positioning on the motorcycle. Short classroom segments are woven into a full day (total of eight hours) of a wide variety of riding exercises and skills development exercises.

Specialized courses

The **Introductory Motorcycling Experience (IME)** is a 'first-touch' experience and familiarization with a motorcycle. It is not intended to teach an individual to ride a motorcycle. This experiential course is approximately 90 minutes in length. It helps potential riders make the decision about whether motorcycling is for them.

The Safe Motorcyclists Awareness and Reaction Trainer (SMARTRAINER) teaches basic motorcycle controls and enhances hazard awareness. Riders learn in a safe and controlled motorcycle-trainer environment how to respond quickly to roadway and environmental factors.

Some training locations may have additional courses available.

RiderCoaches

Rider coaches for the Basic and Advanced RiderCoaches are certified by the Motorcycle Safety Foundation and approved by the Wisconsin Department of Transportation (WisDOT).

[WisDOT Training locations](#)

Provided for you

A helmet will be provided for you. Lightweight motorcycles are provided for class use for the BRC and may be provided for use during the BRC2. You must provide your own vehicles for the experienced riders/ advanced rider classes. All student- owned vehicles must be street-legal and insured.

You provide

You should provide the following protective clothing:

- Sturdy boots, high enough to cover ankles
- Long pants of denim or other heavy material
- Full fingered, heavy-duty gloves
- Long sleeved jacket or shirt made from denim or other heavy material
- You may provide your own helmet and eye protection if you choose

Who can attend

Any Wisconsin resident 15 1/2 years of age or older may attend. However, you must be 16 and have proof that you have completed driver education before you can obtain a CYCI and/or Class M license. It is necessary that you know how to balance and ride a bicycle.



Waiver of skills test

The motorcycle skills test may be waived if you successfully complete an approved WisDOT rider education course. Other requirements for the waiver are:

- You must pass the motorcycle knowledge test and be at least 16 years of age.
- If taking the course on a three-wheel vehicle, the Class M license will be restricted to three-wheel vehicles only.

Note: An approved Basic RiderCourse taken outside Wisconsin may be sufficient for waiver of Wisconsin skills test. Be sure to bring your waiver form or course completion card to DMV when you apply for your Class M license.

Point reduction

Successful completion of either the Basic RiderCourse or Advanced RiderCourse may be used to reduce up to three demerit points on your driving record for motorcycle violations of which you have been convicted in the previous 12 months.

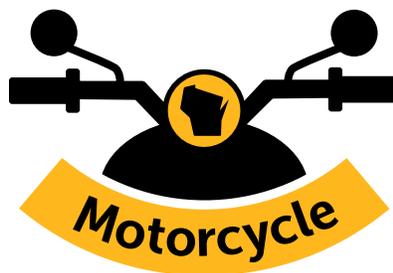
Motorcycle training providers

The Wisconsin Technical College System as well as privately-owned training sites provide WisDOT-approved motorcycle training throughout the state.

Schedules vary from site to site, but in most cases evening, daytime and weekend courses are scheduled to meet local needs. Contact a provider near you for their exact schedule and fees.

Answers to "Test Yourself" (throughout the book)

1. C	2. C	3. C	4. A	5. A
6. C	7. C	8. C	9. C	10. C
11. C	12. A	13. A and B		



SAFETY PROGRAM

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