

**MOTORCYCLE TRAINING**  
**Santa Clara County, Office of the Sheriff – 2270**  
**CCN: 32550 | POST Certification II | Reimbursable Plan IV | 80 Hours**

**COURSE GOAL:**

The course will teach basic motor skills, judgment, safety, proficiency and patrol procedures for the on and off road gas/zero emission motorcycle trainee to become qualified as a motor officer. The course will also provide the trainee with the minimum topics of Driver Training/Awareness required in the POST Perishable Skills Training Program including: Basic Driving Principles, Legal and Moral Aspects, Defensive Driving and Maneuvering Course Exercises. This course provides updated legislative content of Penal Code Section 835a.

The course consists of a hands-on/practical Driver Training/Awareness for in-service officers.

**MOTORCYCLE DRIVER TRAINING/AWARENESS**

**Minimum Topics/Exercises:**

- a. Safety Policy/Orientation
- b. Policy, legal and moral issues
- c. Vehicle Dynamics
- d. Defensive driving
- e. Intersections exercise(s)
- f. Backing/parking exercise(s)
- g. Behind the wheel exercises to improve driving skills – judgment and decision making
- h. Class Exercises, Student Evaluation, and or optional Testing

**COURSE OBJECTIVES:**

The trainee will:

1. Demonstrate knowledge of their Motorcycle Driver Training/Awareness skills and techniques
2. Demonstrate a minimum standard of psychomotor skills with every technique and exercise to include:
  - A. Judgment and Decision Making
  - B. Policy, Legal and Moral Issues
  - C. Basic Driving Principles and Vehicle Dynamics
  - D. Basic Motor skills
  - E. Patrol procedures for on/off road, gas/zero emission motorcycle
  - F. Defensive Driving

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**Minimum standards of performance shall be tested by an instructor observing the trainee during their performance of each technique and exercise. If the trainee does not meet minimum standards, as established by the presenter, remediation will be provided until the standard is met.**

**EXPANDED COURSE OUTLINE**

- I. INTRODUCTION/ORIENTATION
  - A. Introduction, Registration and Orientation
    - 1. Course Roster
    - 2. Facility Overview
  - B. Course Objectives/Overview/Exercises, Evaluation/Testing
    - 1. Course Objectives
    - 2. Safety Policy/Orientation
  - C. Uniform
    - 1. BDU, class “D” Uniform or equivalent
  - D. Gloves
    - 1. Leather
    - 2. Appropriate for the weather.
    - 3. Must not interfere with motorcycle controls
  - E. Footwear
    - 1. Leather boots which cover ankles.
  - F. Eyewear
    - 1. Safety glass
    - 2. Scratch free
    - 3. No obstruction to peripheral vision.
    - 4. Appropriate to lighting conditions.
  - G. Helmet
    - 1. D.O.T. approved
    - 2. Good condition
    - 3. Properly fitted
    - 4. Properly strapped
- II. LEGAL AND MORAL ASPECTS
  - A. California codes
    - 1. 17001 CVC
    - 2. 17004 CVC
    - 3. 17004.7 CVC
    - 4. 21052 CVC
    - 5. 21055 CVC
    - 6. 21056 CVC
    - 7. 21057 CVC

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- 8. 21806 CVC
  - 9. 21807 CVC
  - 10. 22350 CVC
  - 11. 13519 CVC
  - B. Penal Code Section 835(a)
  - C. Case law
    - 1. Brower v. Inyo (1989)
    - 2. Lewis v. Sacramento Co (1998)
    - 3. Cruz v. Briseno (2000)
    - 4. Nguyen v City of Westminster (2002)
    - 5. Scott v. Harris (2007)
    - 6. Additional case law as determined by instructor
  - D. Agency policy
    - 1. Emergency Response Policy
    - 2. Pursuit Policy
    - 3. Additional agency policies
  - E. Moral aspects
    - 1. Risk v Reward
    - 2. Letter of the law v Spirit of the law
- III. Riding the public roadways
- A. Lane positions
    - 1. Be seen
      - a. Use headlights
      - b. Don't ride in blind spots
        - 1) Mirrors on large trucks, etc.
      - c. Don't depend on eye contact with other drivers
        - 1) If a car wants to enter your part of the lane, it probably will
      - d. Whenever possible use lane position that will afford the best view of approaching traffic
      - e. Be aware of the oily strip in the middle of a lane
        - 1) Not usually a concern unless wet
      - f. Consider lane position at toll booths due to grease accumulation
      - g. Avoid surface hazards
        - 1) After stopping behind traffic, and before starting again, consider anti-freeze spills, etc.
          - A) Start slow until front vehicle provides sufficient surface view for objects
      - h. Communicate your intentions
        - 1) Especially lane changes
      - i. There is no best lane position (dictate by conditions)
      - j. Always provide an escape route!

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- IV. Surface appraisal
  - A. Appropriate braking for conditions, *etc.*
  - B. Various surface concerns
    - 1. Bumps, dips, crowns, steep slopes, *etc.*
    - 2. Foreign objects
      - a. Mufflers, large rocks, lumber spills, *etc.*
    - 3. Gravel, mud, sand, wet concrete, antifreeze, painted lines
    - 4. Steel surfaces
      - a. Bridges, temporary metal covers, *etc.*
    - 5. Rain grooves
      - a. Relax, they safe to ride over; the slight wobble motion of the motorcycle is normal
    - 6. Railroad tracks
      - a. Cross with as much right angle as possible
    - 7. Wet leaves
      - a. Can be very dangerous
        - 1) Commonly found on curving mountain roads
    - 8. Dirt roads
  - C. Consider appropriate braking techniques for above surfaces
  - D. Speed reduction might be necessary
  - E. Consider another route for:
    - 1. Extended construction zones, *etc.*
- IV. Lane Sharing/Splitting (Refer to hand-out from Motorcycle Cruiser Magazine)
  - A. Legal in California (not all states)
  - B. Considerations
    - 1. Riding between rows of stopped or moving cars leaves you vulnerable to drivers wanting to:
      - a. Change lanes or pass
      - b. Get angry at you and squeeze the lane
  - C. You can be cited for unsafe speed for conditions
    - 1. Generally, don't split any faster than 10 mph past any other vehicle
    - 2. At no time should you split if vehicles are traveling 30 mph, or faster.
- V. Night Riding
  - A. More difficult to see, and to be seen by others
    - 1. Reduce your speed
    - 2. Increase Distance
      - a. 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

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- coming. These contrasts are missing or distorted under artificial lights at night
3. Open up a three-second following distance or more. And allow more distance to pass and be passed
  4. Watch & use cars ahead
    - a. The headlights of the cars ahead can give you a better view of the road than even your high beam can
  5. Use your high beam whenever possible
  6. Consider lane position
    - a. Change to whatever portion of the lane is best able to help you see, be seen, and keep an adequate space cushion
- VI. Maintenance / components / Pre-ride checklist
- A. Controls
    1. Cables/Hoses
      - a. Brakes, clutch, & throttle
  - B. Chain / belt
    1. Lubricated/adjusted properly
  - C. Safety equipment
    1. All required lighting
      - a. Headlight(s)
      - b. Tail & brake lights
      - c. Turn signals
      - d. Auxiliary lights
      - e. Horn
      - f. Mirror(s)
      - g. Brakes
  - D. Fluids
    1. Oil
    2. Antifreeze
    3. Fuel
  - E. Tires
    1. Matching:
      - a. Correct matching of front and rear tires is critical to obtaining optimum performance and handling
      - b. Use the tires recommended by the motorcycle manufacturer to reduce/negate the possibility of high speed wobble
      - c. Never mount a rear tire in front or vice versa. By combining a new tire with a worn rear tire you may cause handling instability
    2. Air Pressure: Shocks
    3. Air Pressure: Tires

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- a. Check air pressure while tires are cold
  - 4. Use pressures recommended by the motorcycle manufacturer and never exceed the maximum pressure stamped on the tire sidewall
    - a. Front & rear tires will not necessarily have the same pressure
    - b. Air pressure too low can build up excessive heat which may result in:
      - 1) Adversely affect cornering
      - 2) Reduction of the tire's life
      - 3) Result in premature sidewall fatigue cracks
    - c. Too high an air pressure could result in a blowout, which might not occur when impacting an object while operating within pressure guidelines
  - 5. Tread depth:
    - a. Tires with a tread depth of 1/32<sup>nd</sup> inch or less must be discarded and replaced immediately
  - 6. Tire failure:
    - a. React quickly
      - 1) Maintain a tight grip on the handlebars and maintain balance.
      - 2) Steer as straight as possible
      - 3) Use only the brake to the tire that is not affected by the flat to slow motorcycle until slowly exiting the roadway
      - 4) A front flat will cause the steering to feel "heavy" and sluggish.
    - b. A rear flat will make the motorcycle feel like the rear tire is swinging from side-to-side.
- VII. Pre-ride Instruction
- A. The student will demonstrate the ability to put the police motorcycle on and take it off the center stand and side stand.
  - B. With the engine not running, the student will upright a police motorcycle that is lying on the ground
  - C. The student will demonstrate the ability to safely mount and dismount from both sides of the police motorcycle
  - D. While standing next to and/or straddling a police motorcycle, the student will demonstrate the ability to push the motorcycle forward and backward
  - E. While straddling the motorcycle, the student will push the motorcycle backward against a minimum uphill grade of six percent. Time and distance may be considered

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VIII. Basic Riding Techniques

- A. All practical exercises will be practiced on paved roadways. Many of the exercises will also be conducted in selected dirt areas, and other difficult terrain so as to acclimate the operator to proper surface appraisal and varying riding techniques
- B. All exercises shall be demonstrated by the instructor(s) prior to the student's demonstration of the exercise
- C. All exercises will require the operator to read each pattern and demonstrate proper wheel placement in order to attain an error free negotiation. While occasional errors are expected, the advanced operator is expected to demonstrate an increasing proficiency in each exercise
- D. All patterns are designed to reinforce the operator's ability to safely accelerate, turn, stop, and shift (up & down) in extreme situations via proper applications
- E. The following standardized patterns will be utilized:
  - 1. Offset cone weave
    - a. The student will learn & maintain proper eye position
      - 1) By looking ahead at the high horizon
    - b. Ensures that the student "hinges" properly at waist during each weave transition
    - c. Identifies the student with eye positioning and improper hinge concerns
    - d. Teaches proper front wheel placement for turning movements
  - 2. Flat pattern #3 exercise
    - a. The student will learn & maintain proper eye position
    - b. Identifies student's tendency to favor either right turns over left turns, or *vice versa*
      - 1) Allows instructor to take immediate remedial action
    - c. Teaches student to make quick, smooth turn transitions
    - d. Teaches proper front wheel placement for turning movements
  - 3. Flat box exercise
    - a. Provides training instrument for circles, U-turns, and figure eights
      - 1) The student will learn & maintain proper eye position
      - 2) Identifies the student with eye positioning concerns and ensures immediate corrective action
    - b. Teaches proper front wheel placement for turning movements
  - 4. Flat pattern #1 exercise

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- a. Teaches student the proper transition of power to vehicle movement via the proper use of clutch, throttle, accelerator, and rear brake
  - b. Insures that the student maintains proper eye position
  - c. Teaches slow speed balance
  - d. Teaches proper front wheel placement so as to effect maximum tight turn movements.
5. 4-way intersection weave
- a. The student will learn & maintain proper eye position
  - b. Identifies student's tendency to favor either right turns over left turns, or *vice versa*
    - 1) Allows instructor to take immediate remedial action
  - c. Teaches student to make quick, smooth turn transitions
  - d. Teaches proper front wheel placement so as to effect maximum tight turn movements
6. 180 degree deceleration exercise
- a. The student will learn proper braking and downshifting techniques from varying speeds
    - 1) Proper application of front & rear brake without lock-up
    - 2) Hazards associated with lock-up of front brake
    - 3) Hazards associated with releasing locked rear brake during rear end slide
  - b. The student will learn & maintain proper eye position, coupled with maintaining a high horizon
  - c. The student will learn proper wheel placement so as to effect maximum tight turns
7. Flat pattern #2 exercise (Ryan Express)
- a. Teaches student the proper transition of power to movement via the proper use of clutch, throttle, accelerator, and rear brake
  - b. Insures that the student maintains proper eye position
  - c. Teaches slow speed balance
  - d. Teaches proper front wheel placement so as to effect maximum tight turn movements
8. Incline / decline exercises
- a. The student will learn the proper transition of power to vehicle movement via the proper use of clutch, throttle, accelerator, and rear brake while riding on paved inclined & declined roadways
    - 1) The exercises will incorporate circles, U-turns, & figure eights



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- b. The student will learn & maintain proper eye position
  - c. Teaches slow speed balance
- 9. 90 degree pull-outs
  - a. The student will learn to make immediate right & left turns with forward movement limited to a fixed distance
    - 1) To be accomplished with free-space on either side of the student, and with motorcycles on both side of the student
  - b. The student will learn the proper transition of power to vehicle movement via the proper use of clutch, throttle, accelerator, and rear brake
  - c. The exercise will incorporate incline and decline riding
  - d. The student will learn & maintain proper eye position
  - e. Identifies student's tendency to favor either right turns over left turns, or *vice versa*
    - 1) Allows instructor to take immediate remedial action
  - f. Teaches student to make quick, smooth turn transitions
- 10. 40 mph deceleration exercise
  - a. The student will learn to make emergency turns or stops to avoid hazards in the roadway
  - b. The student will learn proper braking and downshifting techniques from varying speeds
    - 1) Proper application of front & rear brake without lock-up
    - 2) Hazards associated with lock-up of front brake
    - 3) Hazards associated with releasing locked rear brake during rear end slide
- 11. Off-road exercises
  - a. Exercises to be determined by instructor based on the prevailing available terrain
  - b. Will acclimate the student to the severe handling characteristics of the motorcycle often associated with off-road riding
  - c. The student will learn to assess varying riding surfaces and situations
- 12. Formation riding
  - a. The student will demonstrate the ability to safely ride in formation (i.e. single file and side-by-side, to include proper sudden braking techniques)
- 13. Traffic Stops
  - a. Using a police motorcycle on a selected roadway, the student will utilize proper techniques when stopping simulated violators. The demonstration techniques should include proper speed,

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distance, placement, positioning, and control of surrounding traffic.

- b. AB392 and SB230 / Use of Force Legal Issues
  - 1. Emphasis on de-escalation / Tactical repositioning
  - 2. Emphasis on duty to intervene
  - 3. Policy Considerations / Changes
  - 4. Duty to warn
  - 5. At Risk Populations

IX. High Speed Wobble (refer to handout)

X. Braking

- A. The student will use a law enforcement motorcycle to successfully complete a series of exercises using the front brake controls only, the rear brake controls only, and the front and rear brake controls in combination.

XI. Assessment

- A. A proficiency test to measure the critical skills of basic riding techniques will be administered to each student. Patterns will be designed to challenge the capabilities of the rider and the motorcycle.
  - 1. Testing Exercises
    - a. Emergency braking exercise
    - b. Evasive maneuver exercise
    - c. A collision avoidance exercise
    - d. Tight, slow, multi-transitioning cone pattern exercise
- B. Students should demonstrate a minimum of 80% performance score throughout the testing categories of motor operations. Students should display proficiency through consistent successful runs.