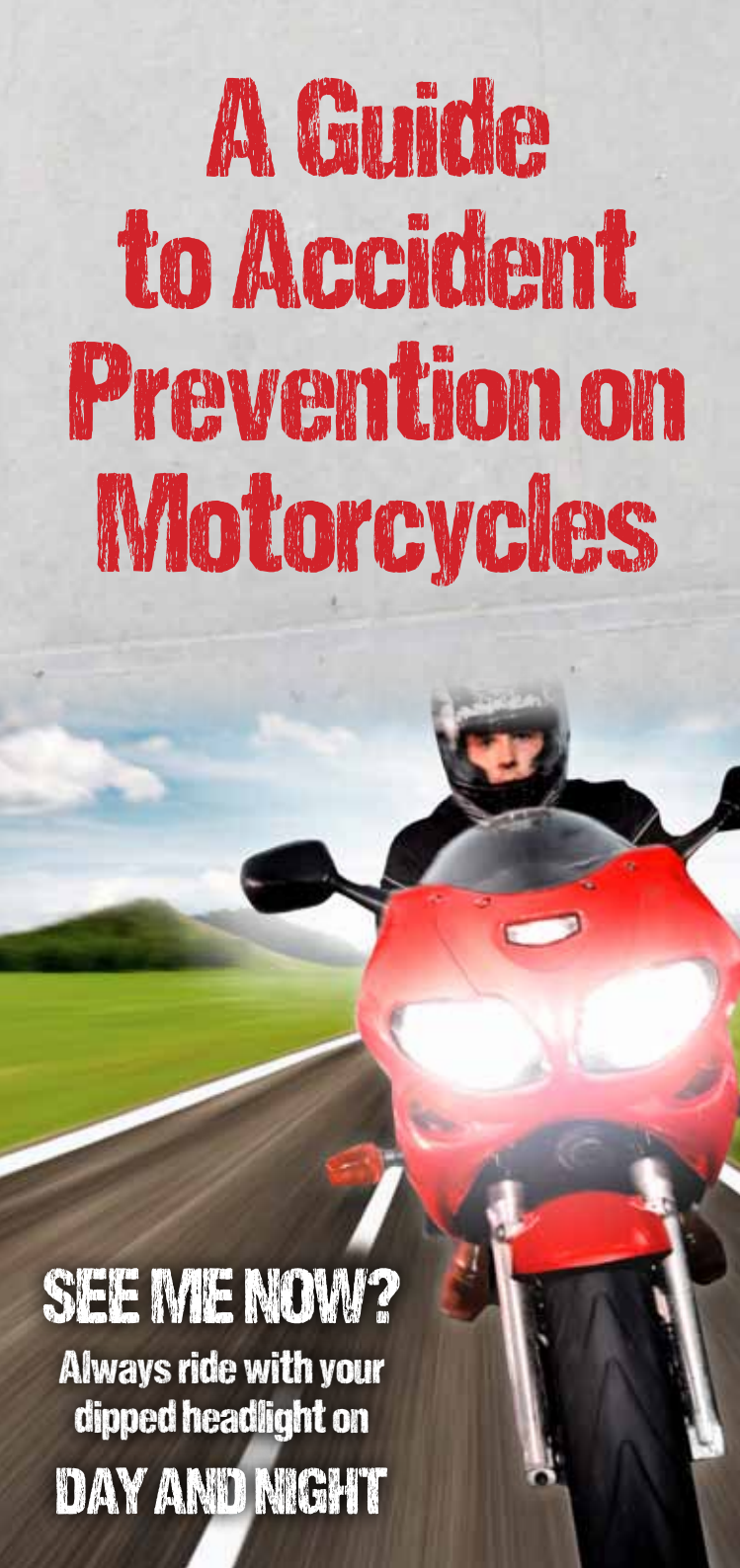


A Guide to Accident Prevention on Motorcycles

SEE ME NOW?

Always ride with your
dipped headlight on

DAY AND NIGHT



Avoiding the 5 most common motorcycle accidents...

1 Collisions at Junctions...

These can be down to a driver failing to give way at T-junctions and roundabouts and other intersections. Some road users are desperate to take any opportunity to join the flow of traffic. They may not spot your bike in the traffic even though you think you are easy to see.



Always remember that if there is a collision between a car and your bike, you and the bike will come off worst whoever is at fault. Consider how you would deal with the vehicle unexpectedly pulling out in front of you.

2 Shunts...

These are usually down to riding too close to the vehicle in front, or the vehicle behind you being too close. Remember:



- leave plenty of room between you and the vehicle in front (2 seconds in dry conditions and 4 seconds in the wet, assuming good brakes and tyres)
- be able to stop in the distance you can see to be clear
- if the vehicle behind is too close, give yourself more room in front.

3 Road Conditions...

Part of the challenge of using a motorbike is adjusting your riding to deal with different road conditions. Some examples that can lead to loss of control of the bike are:



- poor weather conditions
- diesel spills / mud
- painted road markings
- manhole covers

Look out for these and for road signs warning you of hazards ahead. There may be other clues to the presence of hazards; diesel spills, near building sites or mud from farm entrances. Make sure your tyres are in good condition and at the correct pressure and always allow yourself the time and space to see what is ahead of you and take avoiding action.

4 Collisions while Overtaking...

There are two issues here. Overtaking stationary or slow moving traffic and overtaking other traffic at speed. Overtaking not only requires the skill to judge speed and distance, but a good knowledge of your bike's acceleration.



Overtaking slow moving or stationary traffic has hazards of its own. Pedestrians are likely to appear that were hidden by vehicles, traffic may turn in front of you without warning. Heavy traffic can reduce your visibility, manoeuvrability and reaction time and a lot of drivers will not know that you are there and may move across in front of you or open a car door.

Don't overtake when approaching:

- bends
- junctions
- lay-bys
- pedestrian crossings
- hills or dips in the road
- double white lines

To overtake safely you need a view of everything going on around you. You have no idea how a driver or rider will react when they see you overtaking them. You can't assume they will slow down to let you in. They may do the opposite. Remember, snap overtaking decisions are dangerous.

5 Parish roads and green lanes...

Parish roads and green lanes are different to those in town so we need to apply our skills, knowledge and ability in a different way. You have to consider many of these lanes will be used by children, families and tourists walking or on bikes.



Some bends on our lanes are smooth and even, opening up once you are into them, but others tighten up dramatically. If you have gone into a bend at too high a speed you will find yourself with a major problem. If the road gives you clues on how it bends then use them. You may see:

- the line of trees
- the path of telegraph poles
- hedges at the side of the road copying the path of the road.

Take care and remember to have something in reserve in case things are not as they appear. If in any doubt, lose more speed before the bend so you have greater room for manoeuvring.

What you should and s

Helmet

This is the most important piece of protective gear a rider can wear. It protects against head injury, windblast, cold and flying objects. Full-face helmet recommended.



Your safety helmet must be up to current B.S.I. or E.U. standards. Should the helmet become damaged accidentally or in an accident, it must be discarded and a new one purchased. Never purchase a second hand helmet, you never know what has happened to it.

Gloves

Keep hands comfortable, functional and protected. They come in an infinite variety for all seasons and weather.

Make sure you wear proper motorcycle gloves, even when the weather is hot. Make sure they offer extra protection to the palms and knuckles of your hands. If you are involved in an accident, the most likely thing you will do is put your hand down to save yourself. If you do not ensure you have the extra protection on your palms and knuckles, your hands will be seriously injured.



Footwear

Boots provide protection against foot and ankle injuries. They also provide a good grip on foot pegs and road surfaces when you put your foot down.

You should always wear footwear that will protect your feet and ankles – definitely not trainers, flip-flops or sandals.



should not be wearing

Eye and face protection

Saves face. Any rider who's been hit in the face by stones, insects or debris can tell you the benefits.

Visors should be cleaned regularly and free of scratches, as these impede your vision. If you use a tinted visor during daylight, always change it to a clear visor for night riding.

Clothing

Long sleeves and trousers resist abrasion and protect against sunburn, windburn, dehydration and hypothermia. Light colours or reflectivity increase a rider's visibility.

Buy the best you can afford. It is not uncommon to see people on mopeds, light or heavy motorcycles riding in t-shirts and shorts during the summer. If you come off your bike, even at slow speeds, you can be in big trouble.

A good set of leathers is best. They come in one or two piece, are durable and abrasion resistant, giving good protection against injury.

A wide variety of robust jackets are available which are waterproof, designed to keep you warm in cold weather as well as having inner removable linings to help keep you cool in summer. They often have built-in reflective material to help you be seen at night, and special armour sewn into the coat at the elbows, shoulders and back to protect your body from damage should you fall from your machine.

Trousers are also available with built-in armour to offer protection from falls.



The equipment suggested in this leaflet is meant as a guide. There is a varied line of motorcycle equipment available. Motorcycle dealers can be helpful in answering questions you may have regarding the beneficial properties of the different types of equipment. Personal riding habits, budget, and local weather conditions will influence your choice of purchase. Shop wisely, making sure your purchase is strong enough to resist abrasions.

Why didn't that driver see me?

Don't assume that you are visible to a driver.

As a motorcyclist, it is your responsibility to make your presence known to the driver. Select and wear an appropriate helmet with retroreflective materials. Wear bright, contrasting protective clothing. If you choose darker clothing, wear a fluorescent vest.

Proper lane position is important to being seen and for protecting your riding space. If you can see the driver in the side view mirror, the driver can see you! Don't hide in the driver's blind spot!

Clearly, communicate your intentions by signaling appropriately. Let the driver know what you intend to do.

Ride with your dipped headlight on by day and night.

Even in good light, dipped headlights can help you get spotted. If your motorcycle was built or sold after 2002 you'll have dipped headlights. Check your motorcycle does too.

What are some situations when crashes are most likely to occur?

Car making a left turn:

A driver is attempting a left turn in front of you.

Riding in a driver's blind spot:

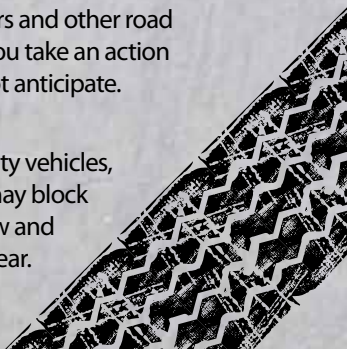
You are riding in the driver's blind spot and the driver may not see the motorcycle. Additionally, the driver may fail to adequately check blind spots before changing lanes or making a turn.

Hazardous road conditions:

Potholes, wet leaves, drain covers and other road obstructions may dictate that you take an action that a driver may not or does not anticipate.

Obstructed line of sight:

Light vehicles, such as sport utility vehicles, delivery vans and large trucks may block a motorcycle from a driver's view and you may seem to suddenly appear.



What you should and should not be wearing

**B.S.I or E.U.
approved
helmet**

**Eye and face
protection**

**Reflective
stripes**

**Sturdy
abrasion
resistant
jacket
with
armour**

**T-shirt
LEAVES
forearms
exposed**

**Well
fitting
gloves**

**No gloves
MEANS no
protection
for hands**

**Abrasion
resistant
trousers**

**Shorts
LEAVE legs
exposed**

**Sturdy,
over the
ankle
boots**

**Sandals
MEANS open
toes AND
no ankle
protection
or grip**



Returning to biking after a break?

If you are returning to motorcycling after a long break, why not consider undergoing some refresher training with the Jersey School of Motorcycling.

T: 01534 747431

E: jsmotorcycling@yahoo.co.uk

*For more information visit us at
www.jsmotorcycling.co.uk*



**Always ride defensively
and keep within the
speed limits!**



Road Safety

*Try our driver and rider knowledge challenge at
www.crash.je*

The Motorcyclists Handbook is available from all good bookstores and is produced by the Driving Standards Agency (DSA).