



**DEPARTMENT OF THE NAVY**

COMMANDING OFFICER  
NAVAL AIR STATION LEMOORE  
700 AVENGER AVENUE  
LEMOORE CA 93246-5001

IN REPLY REFER TO:  
NASLEMINST 5100.2B

N35  
17 JUN 2022

NAS LEMOORE INSTRUCTION 5100.2B

From: Commanding Officer, Naval Air Station Lemoore

Subj: MOTORCYCLE SAFETY AND MENTORSHIP PROGRAM

Ref: (a) OPNAV M-5102.1  
(b) OPNAV M-5100.23  
(c) DoDI 6055.07

Encl: (1) NAS Lemoore Motorcycle/ATV Initial Purchase Notification  
(2) NAS Lemoore Divisional Record Entry  
(3) NAS Lemoore Motorcycle/ATV Inspection

1. Purpose. To provide policy and guidance for the implementation of a motorcycle and all-terrain vehicle (ATV) safety program.
2. Cancellation. NASLEMINST 5100.2A.
3. Scope and Applicability. This instruction applies to Naval Air Station (NAS) Lemoore installation and tenant commands.
4. Background. Reference (a) directs the Navy to implement a traffic safety program designated to reduce deaths, injuries, and property damage caused by motor vehicle mishaps. The personnel and financial losses that result from motor vehicle mishaps are significant readiness degraders. Commanders, at all levels, must ensure that effective traffic and safety programs are developed and implemented to minimize losses.
5. Discussion. For the past several years, motorcycle and ATV mishaps have accounted for a significant number of the accidental deaths and injuries to Navy personnel. These mishaps are too costly, both in financial terms and human resources, and are continually degrading the Navy's operational readiness by the needless loss of life.
  - a. It is critical for NAS Lemoore Sailors to become safe motorcycle riders. The key to safe motorcycle operation is experience, and the best way for the novice rider to gain experience is through proper training. The Navy's Basic Rider Course (BRC), Advanced Rider Course (ARC), Experienced Rider Course (ERC), also referred to as Basic Rider Course 2 (BRC2), and Dirt Bike Safety Course (DBS), offered through the Motorcycle Safety Foundation, are excellent training resources available at no cost to all active duty members, retirees, Department of Defense Civilians and dependents onboard NAS Lemoore.

17 JUN 2022

b. Individuals interested in attending the BRC are not required to have an intention to purchase a motorcycle, but are encouraged to use it to aid in the decision-making process of purchasing a motorcycle.

## 6. Definitions

a. Motorcycles are defined as two-wheeled vehicles designed for travel on public or private roads under motor power, or assisted by motor power, to include scooters, off-road/dirt bikes, and mopeds.

b. Sport bikes are dynamically unstable with higher center of gravities and shorter wheel bases to increase maneuverability. The rider's posture is leaned forward, much like a jockey's to reduce drag and these bikes have extraordinary power to weight ratios that ranges from 90-180 horsepower on 350-500 pound package.

c. ATVs are defined as multi-wheeled vehicles designed for travel off-road under motor power or assisted by motor power.

d. Private motorcycles are vehicles owned, leased, rented, or controlled by individuals in their personal capacity.

## 7. Responsibilities

### a. Commanding Officer (CO)

(1) Ensure an effective motorcycle safety program is established in accordance with the traffic safety program outlined in reference (a).

(2) Investigate and report all required motor vehicle incidents per references (a) through (c). These safety investigations are separate and distinct from those required by the Judge Advocate General Manual. Every effort should be made to work with law enforcement, safety, and medical treatment facilities to ensure completeness of mishap investigation reports.

(3) Ensure a motorcycle safety orientation is included in scheduled command check-in briefings generally provided to all new personnel reporting for duty within 30 days of arrival.

### b. Department Heads

(1) Report all motorcycle traffic accidents and infractions within their department to the CO for further investigation.

(2) Identify all individuals who pose the greatest risk for motorcycle mishaps and establish additional measures (i.e. tailored training and mentorship programs) that provide them with the support, skills, and knowledge to be successful. Per reference (a), these individuals may be inexperienced motorcycle riders, those riding machines built for speed vice cruising (sport

17 JUN 2022

bike, etc.), individuals with multiple traffic violation convictions or license suspensions or revocations. Identification as "greatest risk" is non-punitive and does not constitute a basis for non-judicial or adverse administrative action.

c. Division Officers

(1) Ensure all personnel in paygrade E-4 and below, intending to purchase or ride their first motorcycle/ATV, complete the command's initial purchase notification form found in enclosure (1).

(2) Liaise with the divisional motorcycle safety representative for scheduling specialized motorcycle training (e.g., BRC, DBS).

(3) Ensure quarterly motorcycle/ATV safety program training is attended by divisional motorcycle safety representatives.

d. Command Motorcycle Safety Representative

(1) Act as the command Motorcycle Safety Program Coordinator.

(2) Maintain the command motorcycle safety binder to include, at minimum, a copy of NASLEMINST 5100.2B.

(3) Provide a list of the station's motorcycle riders to the Command Master Chief.

(4) Brief the motorcycle safety program at the NAS Lemoore command indoctrination.

e. All Hands

(1) Read and comply with all contents of this instruction.

(2) Notify the Division Motorcycle Safety Representative if they own, are interested in, or intend to own/operate a motorcycle or ATV.

(3) Inform the Division Motorcycle Safety Representative and Division Officers of any motorcycle/ATV mishaps, accidents or traffic infractions, and of any revocation, suspension, or loss of civilian driving privileges.

(4) Use the motorcycle/ATV inspection form found in enclosure (3), especially prior to riding after an extended abstention from riding, the first time on an otherwise unfamiliar motorcycle, and prior to a planned trip of greater than 50 miles from NAS Lemoore.

(5) Understand that a Manual of the Judge Advocate General (JAGMAN) investigation shall be conducted on all mishaps involving injury and hospitalization to determine the cause of the incident, and that all hands shall be held accountable for their actions if they are found in

violation of this instruction, Navy regulations, or state and local laws. Hospital costs incurred may be determined to be the responsibility of the service member and not the command depending on the results of the JAGMAN investigation.

(6) Operate their motorcycle with the understanding that a motorcycle is to be treated with the same limitations as any other street-legal vehicle to include the prohibition of lane sharing or “lane splitting” while used on board NAS Lemoore regardless of California or other states law.

## 8. Requirements

a. Per reference (a), Personal Protective Equipment (PPE) is required for all active duty riders and passengers, whether on or off base, regardless of experience or time of day.

b. Required motorcycle PPE includes, but is not limited to the following:

(1) Department of Transportation approved and properly fastened protective helmet.

(2) Properly worn shatter-proof goggles, safety glasses, or full face shields properly attached to the helmet.

(3) Properly worn long sleeved shirt or jacket.

(4) Long legged trousers.

(5) Fully fingered gloves.

(6) Sturdy footwear that extends above the ankle.

c. Motorcycle riders are authorized to wear any protective garment over their uniform when riding onboard NAS Lemoore to help ensure a safe and comfortable ride; however, the garment may not have a motorcycle club membership/affiliation patch displayed unless specifically authorized by the CO.

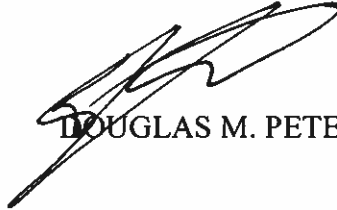
d. All military motorcycle operators onboard NAS Lemoore shall register their motorcycles with NAS Lemoore Pass and Decal office and obtain a Defense Biometric Identification System (DBIDS) card to operate their motorcycle onboard NAS Lemoore.

9. Records Management. Records created, as a result of this instruction, regardless of media and format, must be managed per Secretary of the Navy Manual 5210.1 of September 2019.

10. Review and Effective Date. Per OPNAVINST 5215.17A, the Motorcycle Coordinator and Safety Department will review this instruction annually around the anniversary of its issuance date to ensure applicability, currency, and consistency with Federal, Department of Defense, Secretary of the Navy, and Navy policy and statutory authority using OPNAV 5215/40 Review

17 JUN 2022

of Instruction. This instruction will be in effect for 10 years, unless revised or cancelled in the interim, and will be reissued by the 10-year anniversary date if it is still required, unless it meets one of the exceptions in OPNAVINST 5215.17A, paragraph 9. Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the need for cancellation is known following the guidance in OPNAV Manual 5215.1 CH-2 of July 2019.



DOUGLAS M. PETERSON

**Releasability and Distribution:**

This instruction is cleared for public release and is available electronically only via:  
Commander, Navy Installation Command (CNIC) Global Community Gateway 2.0 (G2)  
website: <https://g2.cnic.navy.mil/naslemooreca/sitepages/home.aspx>



NAS Lemoore Divisional Record Entry

\_\_\_: (Initial) I have attended and graduated from the following Navy-required motorcycle safety courses on the following dates:

Basic Rider: \_\_\_\_\_

Advanced Rider: \_\_\_\_\_

\_\_\_: (Initial) I understand that Personal Protective Equipment (PPE) is mandatory and must be worn while in operation of, or riding on, a motorcycle regardless of location or duty status.

\_\_\_: (Initial) I understand that the Navy's PPE requirements are:

- 1) Department of Transportation approved and properly fastened protective helmet
- 2) Properly worn shatter-proof goggles, safety glasses, or full face shield properly attached to the helmet
- 3) Properly worn long sleeved shirt or jacket
- 4) Long legged trousers
- 5) Fully fingered gloves
- 6) Sturdy footwear that extends above the ankle

\_\_\_: (Initial) I have provided the divisional motorcycle safety representative a copy of my BRC, BRC2, ARC and/or DBS completion certificate(s).

PLEASE ANSWER THE FOLLOWING QUESTIONS

1. What type of motorcycle do you have? (yr./make/model/type)  
[i.e., 2007/Yamaha/R6/Sport]

\_\_\_\_\_

2. When did you purchase your motorcycle? (month/yr.) \_\_\_\_\_

3. Registered on base? Y / N

4. How often do you ride? (circle one) Monthly      Weekly      Daily

5. Select current/planned type of riding:(circle all that apply)

Commuting

Competitive/circuit

Cruising/long ride

Stunt

Recreational/weekend rider

Off-road/trail

6. How long have you been riding?   <6 mo.      6 mo. to 1 yr.      >1 yr.

7. Motorcycle endorsed License \_\_\_\_\_ or Permit \_\_\_\_\_

NAS Lemoore Motorcycle/ATV Inspection

T-CLOCK ITEM	WHAT TO INSPECT	WHAT TO INSPECT FOR
<b>T - TIRES AND WHEELS</b>		
Tires	Condition	Tread, depth, wear, weathering, tires evenly seated, bulges, embedded objects
	Air Pressure	Check when cold. Adjust to load/speed Front Rear
Wheels	Spokes	Bent, broken, missing, tension
	Cast & Rims	Cracks and dents
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside
Brakes	Function	Each brake alone keeps bike from rolling
<b>C - CONTROLS</b>		
Levers & Pedal	Condition	Broken, bent, cracked, tightly mounted, ball ends on handlebar levers, proper adjustment
	Pivots	Lubricated
Cables	Condition	Fraying, kinks, lubrication: ends and interior
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire support in place
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration
	Routing	No interference or pulling at steering head, suspension, no sharp angles, hose support in place
Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned
<b>L - LIGHTS</b>		
Battery	Condition	Terminals; clean and bright, electrolyte level, held down securely
	Vent Tube	Not kinked, routed properly, not plugged
Headlamp	Condition	Cracks, reflector, mounting and adjustment system
	Aim	Height right/left
	Operation	High beam/low beam operation
Tail lamp Brake lamp	Condition	Cracks, clean and tight
	Condition	Activates upon front/rear brake application
Turn signals	Operation	Flashes correctly: Front left/right; Rear left/right
Mirrors	Condition	Cracks, clean, tight mounts and swivel joints
	Aim	Verify/Adjust when seated on bike
Lenses & Reflectors	Condition	Cracked, broken, securely mounted, excessive wear
Wiring	Condition	Fraying, chafing and insulation
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looks and ties in place, connector, tight and clean



<b>O - OILS</b>		
Levels	Engine oil	Check level when warm using dipstick or sight glass
	Hypoid gear oil, shaft drive	Transmission, rear drive, shaft
	Hydraulic fluid	Brakes, clutch, reservoir or sight glass
	Coolant	Check when cool at reservoir and/or coolant recovery tank
	Fuel	Confirm gauge reading by looking in tank. Verify selector switch is not on reserve
Leaks	Engine oil	Check around gaskets, housings, and seals
	Hypoid gear oil, shaft drive	Check around gaskets, seals, and breathers
	Hydraulic fluid	Check hoses, master cylinders, and calipers
	Coolant	Check Radiator, hoses, tanks, fittings, pipes
	Fuel	Lines, fuel valves, carbs
<b>C - CHASSIS</b>		
Frame	Condition	No cracks anywhere! Inspect gussets, mounts, and bolt housings. Look for chipping/lifting paint
	Steering-head bearings	No detent or tight spots through full travel, raise front wheel, check for excessive play when pushing/pulling forks
Suspension	Front Forks	Smooth travel, equal air pressure/damping, anti-dive setting
	Rear shock(s)	Smooth travel, equal air pressure/damping, anti-dive setting, pre-load, linkage is lubricated and moves freely
Chain or Belt	Tension	Should have small amount of give, but not loose
	Lubrication	DO NOT LUBRICATE BELTS; Chains should appear shiny, and be slick
	Sprockets	Teeth are secure and travel smoothly with even rotation. No wobble
Fasteners	Threaded	Should be snug, check for missing bolts, nuts or washers
	Clips	Inspect none are broken, backing out, or missing
	Cotter pins	Ensure none are broken or missing
<b>K - KICKSTAND</b>		
Center Stand	Condition	Cracks or bent
	Retention	Spring is in place, stand is securely held in up/stowed position
Side Stand	Condition	Cracks or bent. Safety Cut-off switch functional
	Retention	Spring is in place, stand is securely held in up/stowed position
	*Note* sport bikes with smaller footpad may sink in soft asphalt during summer. Use a kickstand plate, or crushed soda can to increase surface area and avoid risking the sport bike tipping over under its own weight.	