

**CHAPTER 4**  
**AREA MOTORCYCLE REFRESHER TRAINING**  
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## CHAPTER 4

### AREA MOTORCYCLE REFRESHER TRAINING

#### 1. POLICY.

- a. Initiation and Scheduling. Area commanders shall establish a quarterly motorcycle training day. A minimum of one shift per quarter shall be utilized to provide the training.
- b. Objective. The objective of the quarterly motorcycle training day is to reduce motorcycle crashes by maintaining and increasing rider skills. It is not intended for the training to be used exclusively as a qualification process. Enforcement riding, safety records, and care of equipment must also be considered when evaluating a rider's suitability for assignment as a motor officer.
- c. Reporting. Each Area will prepare a report to be submitted through channels to the Division Motorcycle Coordinator. This report will contain a list of all riders assigned to motorcycle duty within the Area. The list shall contain those who attended the training, those who did not participate, and the reason why they missed training.

(1) Any rider who fails to participate in more than two training sessions within 12 months shall complete a 40-hour ride-along with a Certified Motorcycle Training Officer (CMTO).

(2) Motorcycle sergeants and CMTOs will participate in and conduct the quarterly training. A CHP 200, Motorcycle Performance Evaluation, will be prepared for each rider assigned to attend the training. Any rider deemed to be deficient will be assigned to ride with a CMTO until proficiency is clearly demonstrated. The CHP 200 will be retained at the local Area for the current year plus one.

#### 2. DEVELOPMENT.

- a. Academy Assistance. The Academy, Motorcycle Training Unit (MTU) staff, in conjunction with field motorcycle supervisors, will develop a refresher training program for Areas which will be consistent with the current in-service training.

(1) The Academy, MTU, staff will present a course of instruction to Area CMTOs and supervisors to assist with the implementation of the standardized refresher training program.

(2) An instructor from the Academy, MTU, will attend each Area's quarterly motorcycle training day at least once annually, as travel permits.

(3) Training seminars will be conducted to assist in the continual upgrading of refresher training programs. Training material and information will be disseminated by the Academy as it becomes available.

b. Program Responsibility. Certified Motorcycle Training Officers shall have the responsibility of conducting the most suitable program for their respective Areas. This does not preclude supervisors from actively engaging in development, administration, and supervision of the training programs.

c. Combined Training Programs. Areas may provide training for their own personnel, or coordinate with adjacent Areas to provide the training jointly.

(1) When two or more Areas conduct combined training programs, a CMTO or a supervisor from one Area shall be designated as the officer in charge.

(2) Coordination between the involved Areas is encouraged in order to obtain the maximum benefit from a scheduled training session.

3. SAFETY. In the interest of safety, officers should ride their regularly assigned motorcycle.

a. Handling characteristics of different makes of motorcycle vary substantially.

b. Motorcycles of the same make and year have individual and somewhat different handling characteristics.

4. PROGRAM.

a. Mandated Training. Four hours of the training day will be dedicated to performing a series of exercises which are consistent with those used at the Academy during initial and in-service motorcycle training. The mandated training will consist of two or three of the warm-up exercises, the mandatory exercises, and any of the optional exercises, time permitting.

(1) Exercises will include close-quarter turning maneuvers, various cone patterns, emergency stopping procedures, and an enforcement tactics shooting exercise.

(2) These exercises are intended to further develop a rider's coordination, balance, control, and reflexes.

(3) Exercises or control techniques which result in unwarranted mechanical damage to motorcycles shall not be used.

b. Elective Training.

(1) The remaining four hours of the training day are to be used as the CMTO deems appropriate, and may include discussion and familiarization with techniques and problems encountered on various roadways (e.g., rural, residential, business, mountainous), a proficiency course, a review and discussion of motorcycle crashes, and/or additional time for mandated training.

(2) Skill development rides/long rides are determined by the CMTO. The proposed route should be evaluated in advance by an Area CMTO. The CMTO shall provide a ride briefing, including the appropriate riding techniques for the roadways involved.

5. EXERCISES.

a. Warm-Ups.

(1) Figure 8. The purpose of this maneuver is to develop head/eye placement, clutch and throttle control, and confidence (see Chapter 3, Annex A, of this manual).

(a) Start in a straight line, turn head to look over shoulder in the direction of the turn. Lean and turn, keeping eyes off the pavement and on the horizon in the direction of the turn. As you near the center point in the Figure 8, turn head in the opposite direction, and repeat in a continuous movement.

(b) Use first gear and smoothly feed the clutch lever within the “gray area” as necessary to maintain control and eliminate jerky movement.

(c) Follow a path that will permit an easy turning movement using approximately 18-foot circles. Do not make elongated circles; with elongated circles, the maneuver becomes a series of U-turns and part of the benefit is lost.

(d) Keep feet on footboards/foot pegs unless it is absolutely necessary to put foot down to correct balance.

(e) Riders with long legs may have to keep their knees outside of the handlebars on the turn.

(2) U-Turn. The purpose of this maneuver is to develop head/eye placement, clutch and throttle control, and confidence.

(a) Start in a straight line, reduce speed using combination braking, and do not use brakes in turn. Turn head to look over shoulder in the direction of the turn; lean and turn, keeping eyes off the pavement and on the horizon in the direction of the turn.

(b) Smoothly feed the clutch within the gray area in the turn to maintain control and eliminate jerky movement.

(c) Keep feet on footboards/foot pegs unless it is absolutely necessary to put foot down to correct balance.

(d) Riders with long legs may have to keep knees outside of the handlebars on the turn.

(e) Start with loose U-turns (approximately 18 feet wide) and progressively get tighter. The goal is to challenge the rider on the exit of the U-turn.

(3) Slow Cone Weaves. The purpose of this maneuver is to develop coordination and the art of shifting weight to make direction changes (Annex A of this chapter).

(a) In-Line. Begin at one end and weave through the cones to the opposite end.

(b) Use low gear and relatively low speed. Use one combination brake speed adjustment prior to the first cone. Smoothly feed the clutch lever within the gray area as necessary to control speed and eliminate jerky movement. No braking during weave; the rider should control the speed of the motorcycle with the clutch and throttle.

(c) Weave to the outside of each cone far enough to permit the rear of the motorcycle to miss the cone (the rear wheel turns in a shorter radius).

(d) Turn the handlebars with a simultaneous leaning of the motorcycle. This is accomplished by shifting the weight of the motorcycle with the "seat of the pants."

(e) Gradually increase speed and develop a rhythmic turning motion from side to side.

(f) Offset Weave. Is the same principle as the in-line weave except more clutch and throttle control and leaning is required.

b. Mandatory Exercises.

(1) Combination Braking (20-30-40 miles per hour). The purpose of this maneuver is to develop skill effectively using the front brake in combination with the rear brake.

(a) Characteristics.

1 The front brake, when used with the rear brake under maximum deceleration, will reduce total stopping distance by approximately one-half at slow speeds and one-third at higher speeds. The majority of all effective braking is accomplished with the front brake.

2 The front brake can lock up on wet or loose surfaces, regardless of rider efficiency. Caution should be used while riding on unpredictable surfaces, and the rider should utilize smooth, progressive combination braking. The same technique shall be used on motorcycles equipped with an anti-lock braking system (ABS).

3 Hard application of the front brake while negotiating a high-speed curve will raise the motorcycle from the leaning position, subsequently increasing the radius of the motorcycle's path and increasing the possibility of a front wheel locking up.

4 Hard application of the front brake while turning at very slow speeds will drop the motorcycle.

(b) Riders must condition themselves to use a combination of both brakes routinely so that they respond instinctively in an emergency.

(c) Begin exercise at 20 miles per hour (mph) to develop skill and confidence. After several stops from 20 mph, increase speed to 30 mph, then to 40 mph, using the appropriate gear for the speed.

(d) At a designated spot, shut down the throttle, simultaneously "clutch in" and apply a combination of front and rear brakes, coming to a smooth, progressive stop.

(e) Reach for the front brake lever with four fingers and squeeze smoothly and progressively, gradually increasing the pressure to a complete stop. Do not grab or lunge at the brake lever, which could cause

the front wheel to lock up or pull the handlebars off course. The same technique shall be used on ABS-equipped motorcycles.

(f) If the front or rear wheel locks up, respond to it immediately by reducing the brake pressure and getting the wheel back to a roll. The rider should maintain brake pressure on the brake that is not locked.

(2) 40 Miles Per Hour Deceleration Turn Through. The purpose of this maneuver is to develop the coordination and reflexes needed to quickly respond to a hazard and utilize an accident-avoidance maneuver (Annex D).

(a) Approach at 40 mph in third gear.

(b) At a designated point, utilize emergency combination braking to maximum without locking up or activating the ABS.

1 Shut down the throttle while clutching in and shifting down to first gear, avoiding engine compression braking.

2 Rider is to apply pressure of 50 to 60 percent of maximum during initial application of the brakes, then continue to apply smooth and progressive pressure to slow and/or stop the motorcycle.

(c) All braking should be achieved while the motorcycle is traveling in a straight line, prior to attempting the turn through.

(d) When the speed is reduced sufficiently, release the brakes and negotiate the cone pattern.

(e) If speed is not reduced sufficiently, the turn should not be attempted; continue straight ahead.

(f) If the turn is attempted while the brakes are applied, the rider will either broad-slide and/or lose control of the motorcycle.

(g) Start the riders from a designated point with a designated signal.

(3) Enforcement Tactics Exercises. The purpose of this maneuver is to familiarize the rider with the uniqueness of the motorcycle.

(a) Learn to handle all controls of the motorcycle, such as side stand, brake controls, lights, etc., without looking down while stopping and dismounting.

(b) Determine if the rider can handle and operate the weapon with gloves on. If not, develop a technique to get gloves off quickly.

(c) Safety. All live ammunition shall be removed from the weapon and ammunition pouches unless the Area has the facilities to conduct a “live fire” exercise.

(d) Weapon/Motorcycle Control. Have half of the class on motorcycles positioned 100 feet from the firing line.

- 1 Weapons in holsters.
- 2 Riding gloves on.
- 3 Code-3 lights activated (siren optional).
- 4 Upon command (whistle), riders will ride to the firing line position, stop the motorcycle, place side stand down, and while remaining astride, draw their weapon.
- 5 Riders will then fire their weapon two times at a designated target.
- 6 Riders will return to the start position. Upon command (whistle), riders will ride to the firing line position, dismount, remove strong hand glove, and draw their weapon.
- 7 Riders will then fire their weapon two times at a designated target.
- 8 Riders will return to start position. Upon command (whistle), riders will ride to the firing line position, dismount, and with their strong hand still gloved, draw their weapon.
- 9 Riders will then fire their weapon two times at a designated target.
- 10 Riders will return to the start position. Upon command (whistle), riders will ride to the firing line position, dismount, remove the glove from their strong hand or leave it on, and draw their weapon.
- 11 Riders will then fire their weapon two times at a designated target.

c. Optional Exercises.

(1) Cone Patterns One, Two, and Three. The purpose of this maneuver is to develop coordination, head/eye placement, and clutch and throttle control while performing slow-speed, close-quarter maneuvers (Annex C).

- (a) Cone Pattern One requires beginning from a stopped position. Cone Patterns Two and Three are entered while rolling. Use first gear and adjust speed with combination brakes while entering the cone pattern.
- (b) Keep head/eye placement up, leading the motorcycle through the pattern.
- (c) Smoothly coordinate the clutch and throttle as necessary to control speed and eliminate jerky movement.
- (d) Keep feet on footboards/foot pegs.
- (e) Do not be afraid to lean the motorcycle in the turns. It is very difficult to balance through the patterns. Momentum is needed to smoothly negotiate the patterns.

(2) 30/35 Miles Per Hour Cone Weave. The purpose of this maneuver is to acquaint the rider with weight transfer of a motorcycle when negotiating a quick direction change and to develop the control required when a quick lane change is needed as a defensive maneuver (Annex D).

- (a) Approach the line of cones at approximately 30/35 mph utilizing third gear.
- (b) Keep eyes up on the horizon; do not look down at the cones.
- (c) Begin weaving by shifting body weight to assist with the change of direction.
  - 1 The motorcycle should be leaned slightly more than the rider's body.
  - 2 Weight shift control is in the seat of the pants, not the head and shoulders.
- (d) Have the riders start from one end of the cone line, allowing sufficient distance from the first cone to attain 30/35 mph, while in third gear.
- (e) When the rider ahead reaches the far end of the cone line, the next rider automatically begins from the starting point.
- (f) If there is sufficient distance to assemble at the opposite end of the pattern, it may be worked from either direction.
- (g) If using a full dress Harley Davidson police motorcycle, speed will remain at 30 mph. If using a full dress BMW police motorcycle, speed will

increase to 35 mph. The inside cone will be removed to provide clearance for the saddlebags.

(3) Diminishing Clearance 180-Degree Turn. The purpose of this maneuver is to develop coordination and reflexes needed for emergency braking and for the head/eye, clutch and throttle discipline required in close-quarter maneuvers (Annex E).

(a) Pick a starting point approximately 125 feet back from the entrance of the cone pattern.

(b) Accelerate aggressively, shift into second gear, and continue to accelerate into the diminishing end of the pattern.

(c) When the motorcycle enters the cone pattern, the rider should clutch in, roll off the throttle, and utilize emergency braking. At the same time, downshift to first gear, but do not compression brake.

(d) All braking should be accomplished in the diminishing portion of the pattern prior to the offset to the right. Do not brake in the offset. If additional speed reduction is necessary, it should be accomplished when the motorcycle is traveling in a straight line and while utilizing good combination braking techniques.

(e) Keep head/eyes up and lead the motorcycle through the pattern.

(f) Smoothly utilize the clutch and throttle as necessary to maintain control and avoid jerky movements.

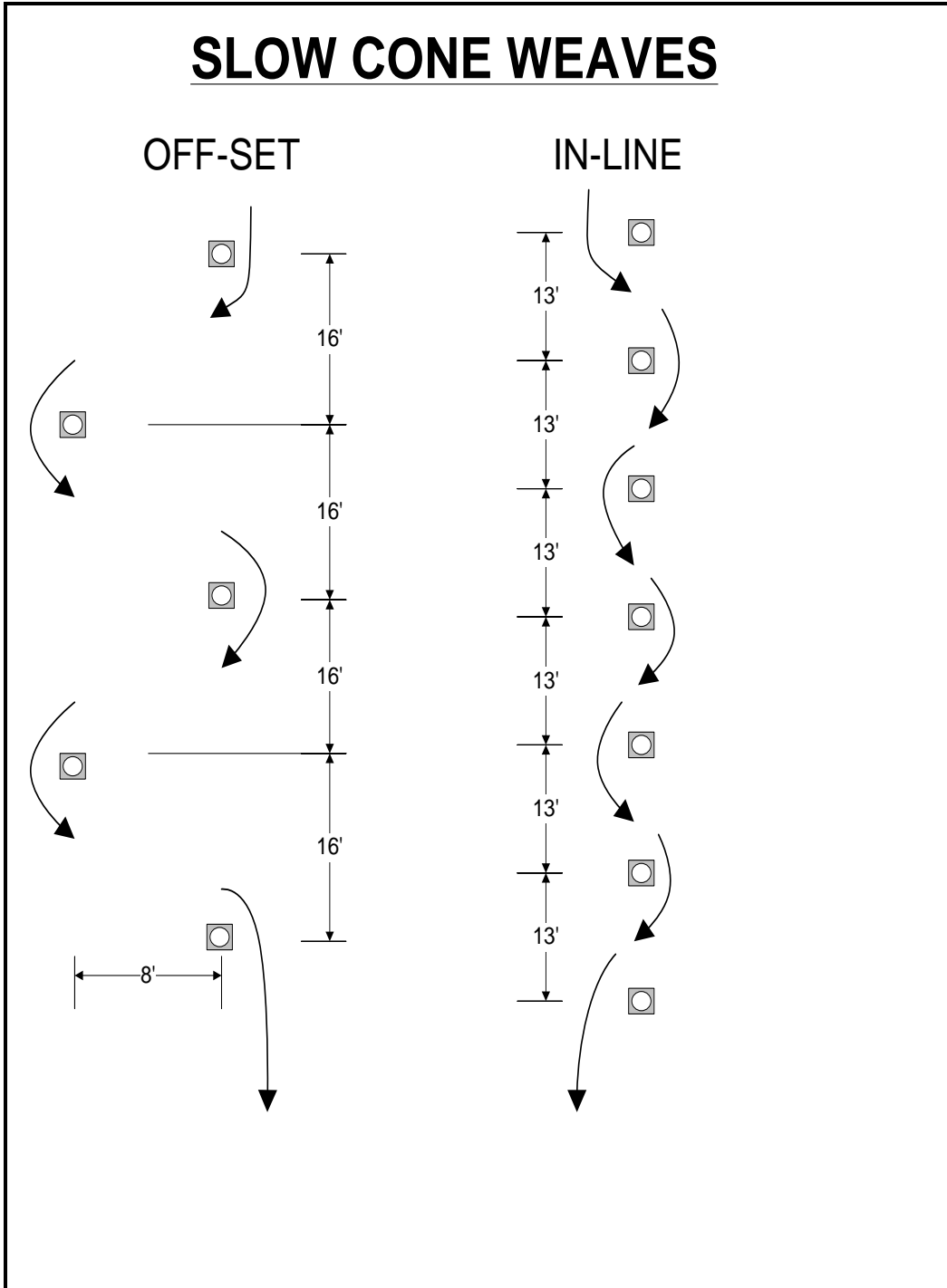
(g) In setting up for the 180-degree turn segment, position the front wheel at the left-most portion of the turn. Turn head and eyes to the right, looking in the direction of the exit. Allow the motorcycle to lean in the turn, as with a U-turn maneuver, using the clutch and throttle to maintain control.

(h) Keep feet on floorboards/foot pegs unless it is absolutely necessary to put a foot down to correct balance.

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ANNEX A

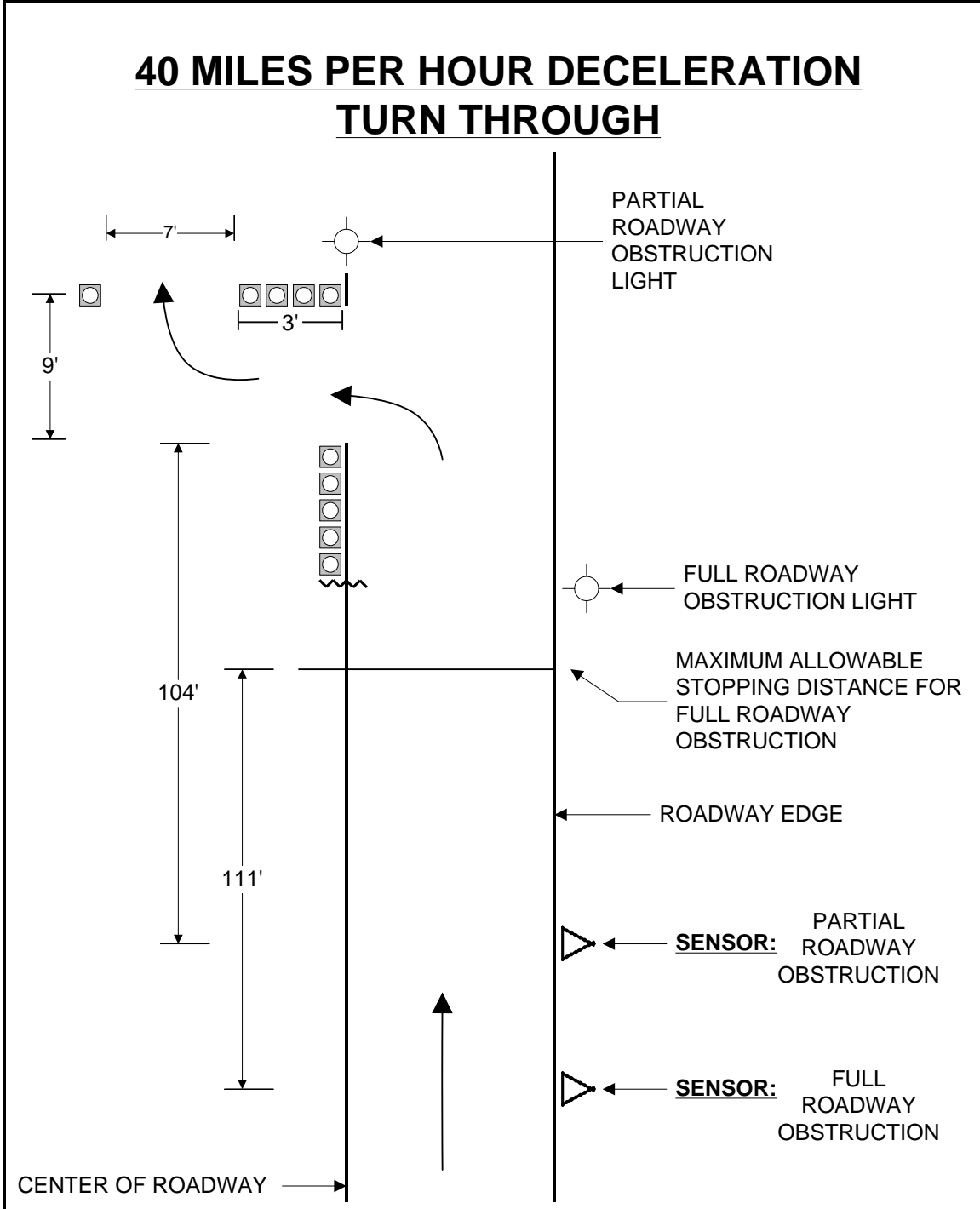
SLOW CONE WEAVE



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ANNEX B

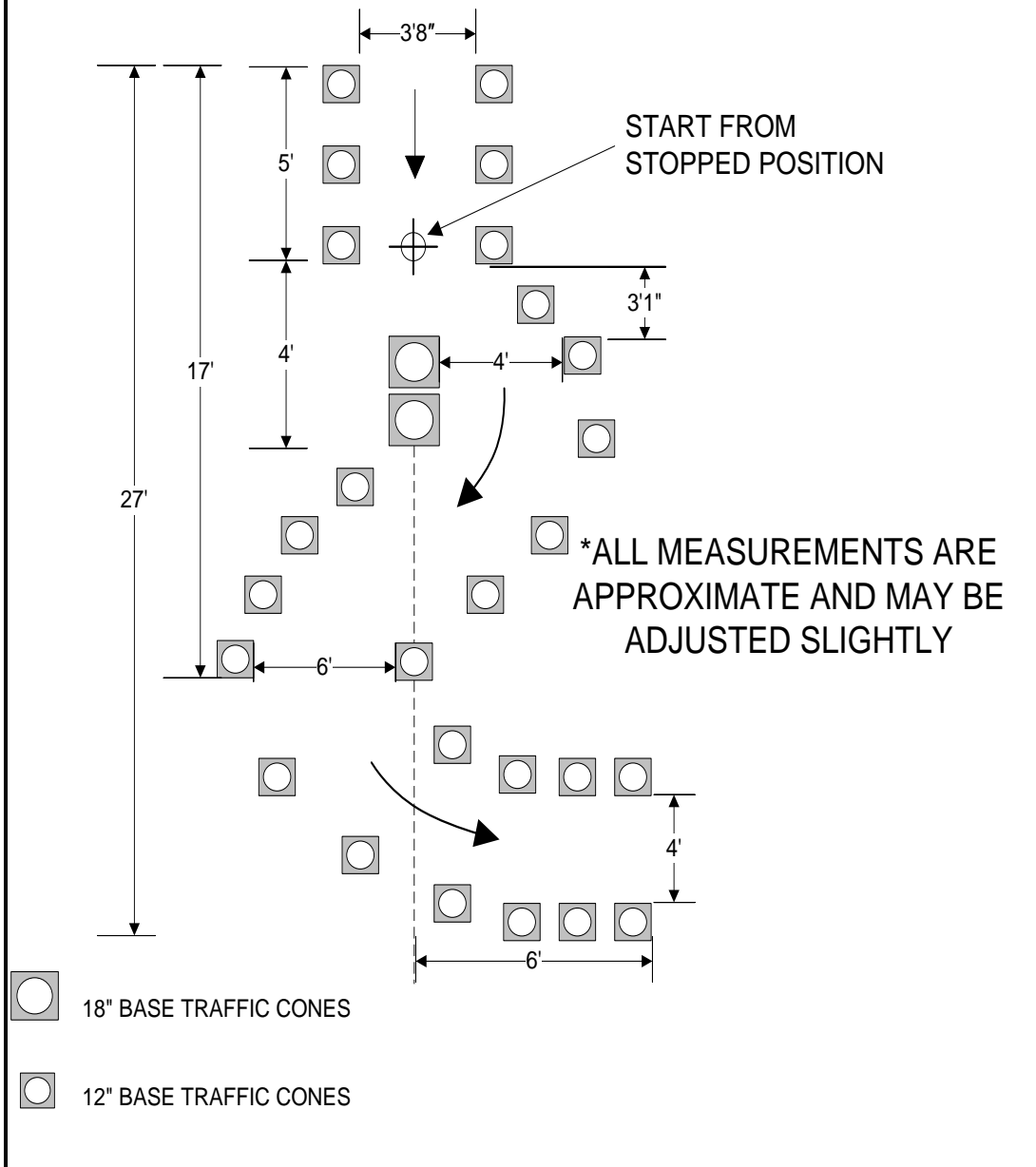
40 MILES PER HOUR DECELERATION TURN THROUGH



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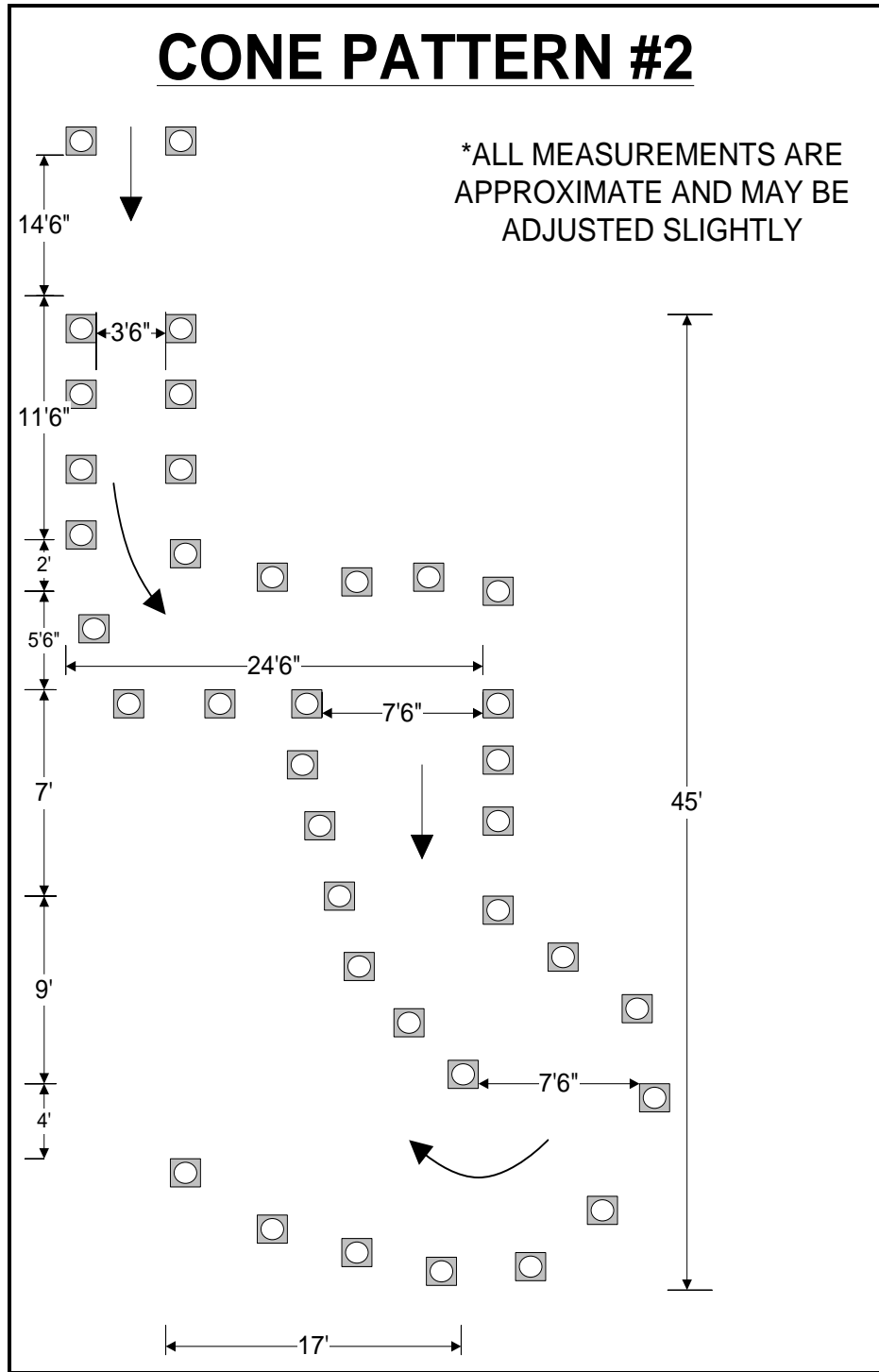
ANNEX C  
CONE PATTERNS

# CONE PATTERN #1



ANNEX C

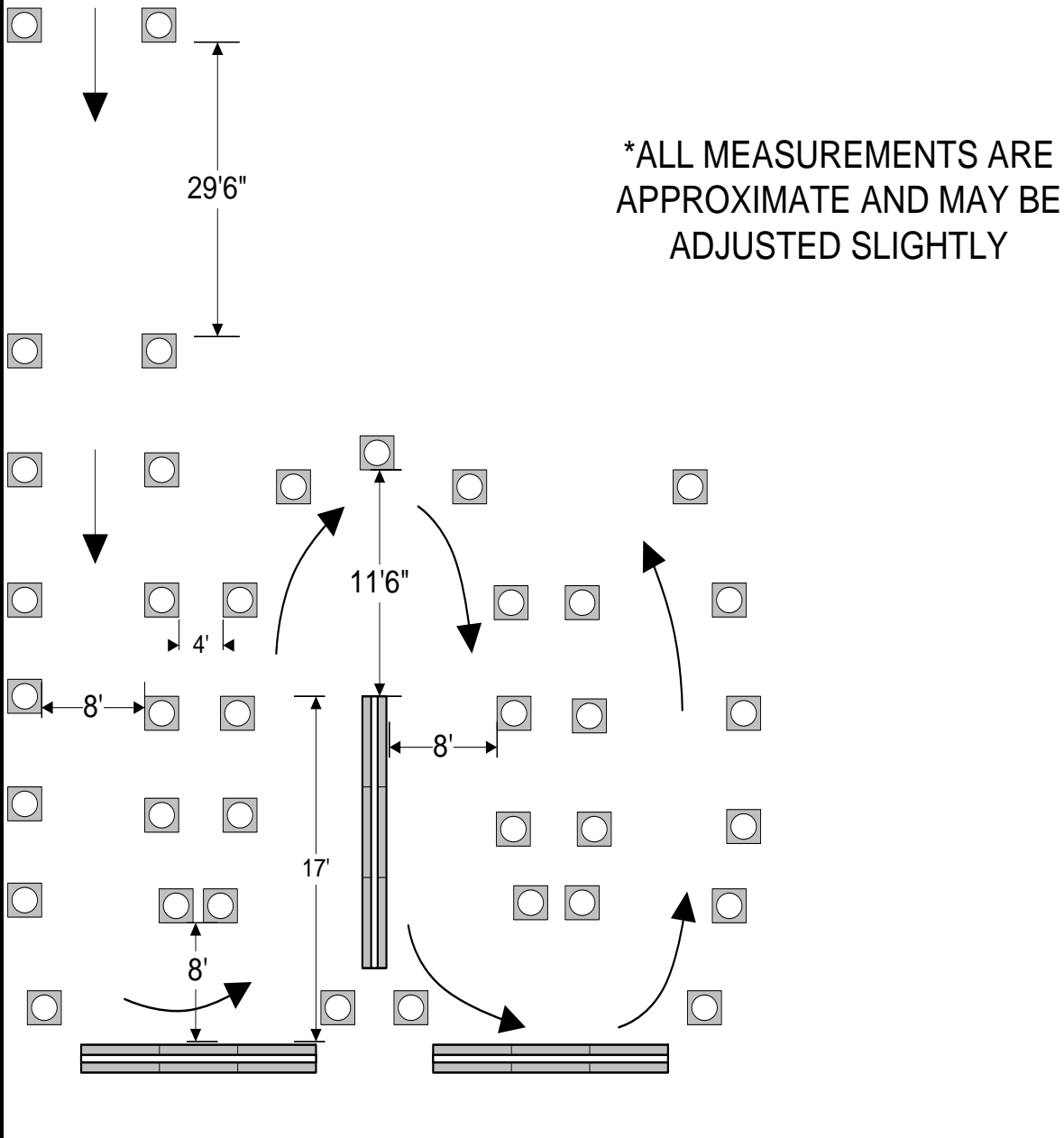
CONE PATTERNS (continued)



ANNEX C

CONE PATTERNS (continued)

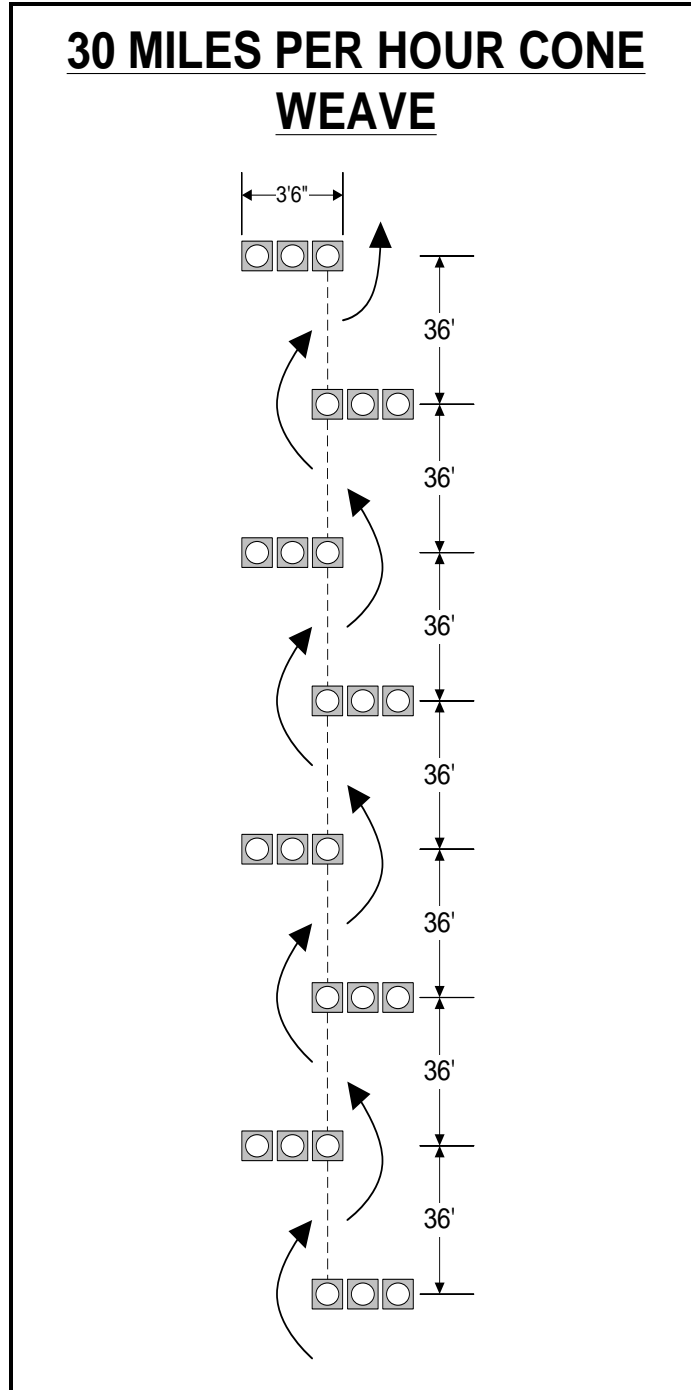
# CONE PATTERN #3



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ANNEX D

30 MILES PER HOUR CONE WEAVE



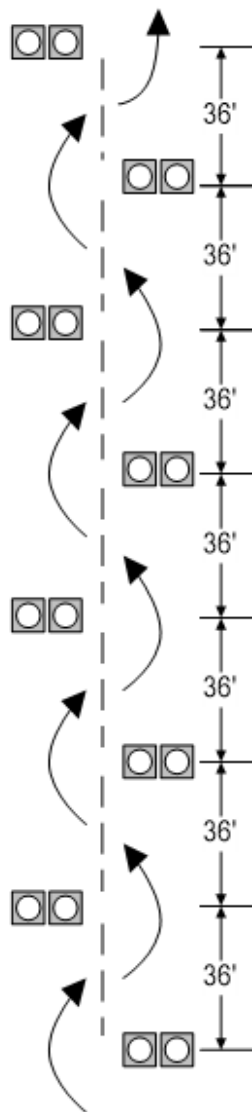
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## ANNEX E

### 30/35 MILES PER HOUR CONE WEAVE

#### 30/35 MILES PER HOUR CONE WEAVE

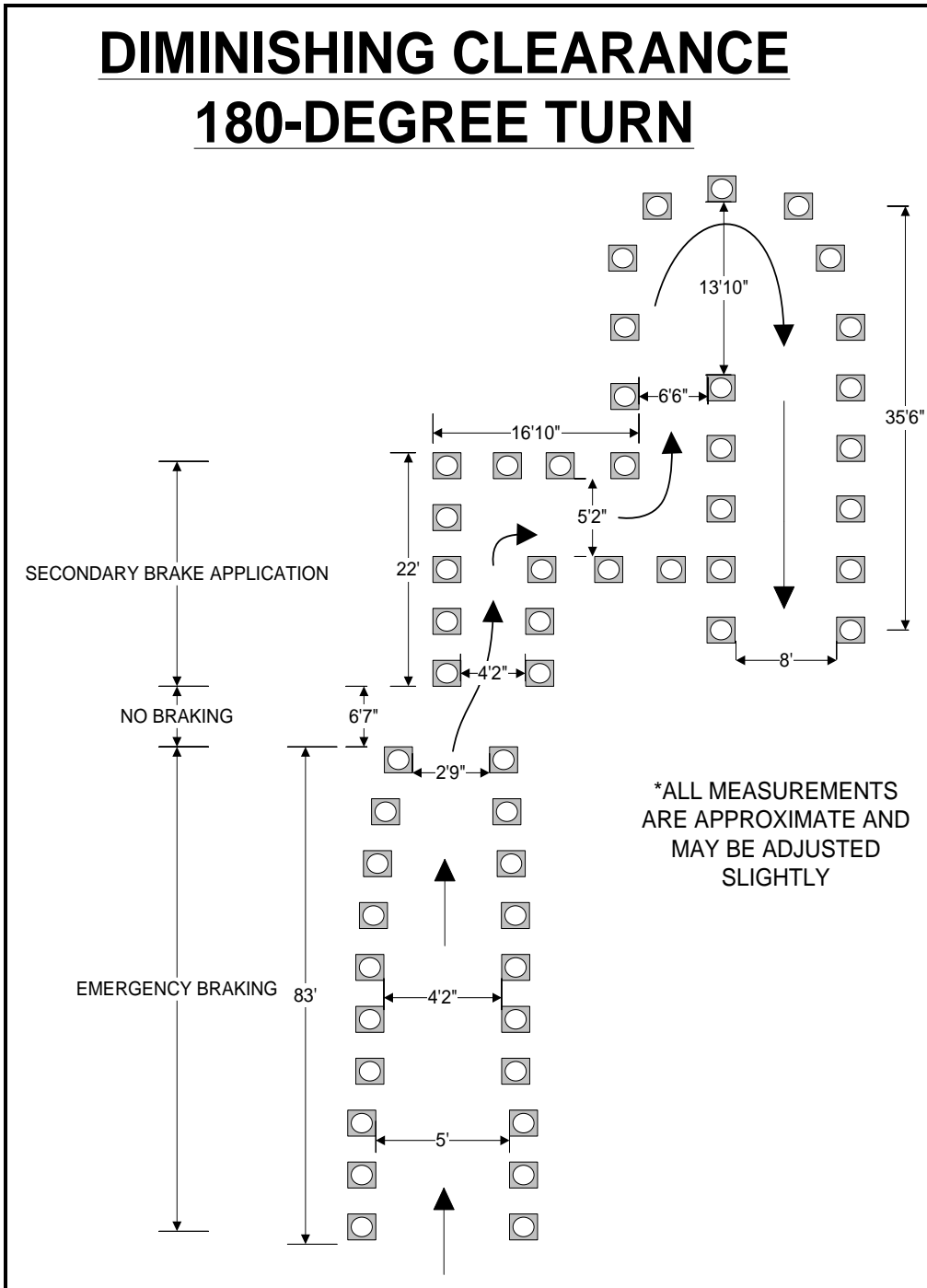
30/35 miles per hour, full-dress, motorcycle cone weave with the center cone removed.  
Harley Davidson (30 mph); BMW (35 mph).



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ANNEX F

DIMINISHING CLEARANCE 180-DEGREE TURN



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