

Motorcycle Rider Training and Collision Avoidance

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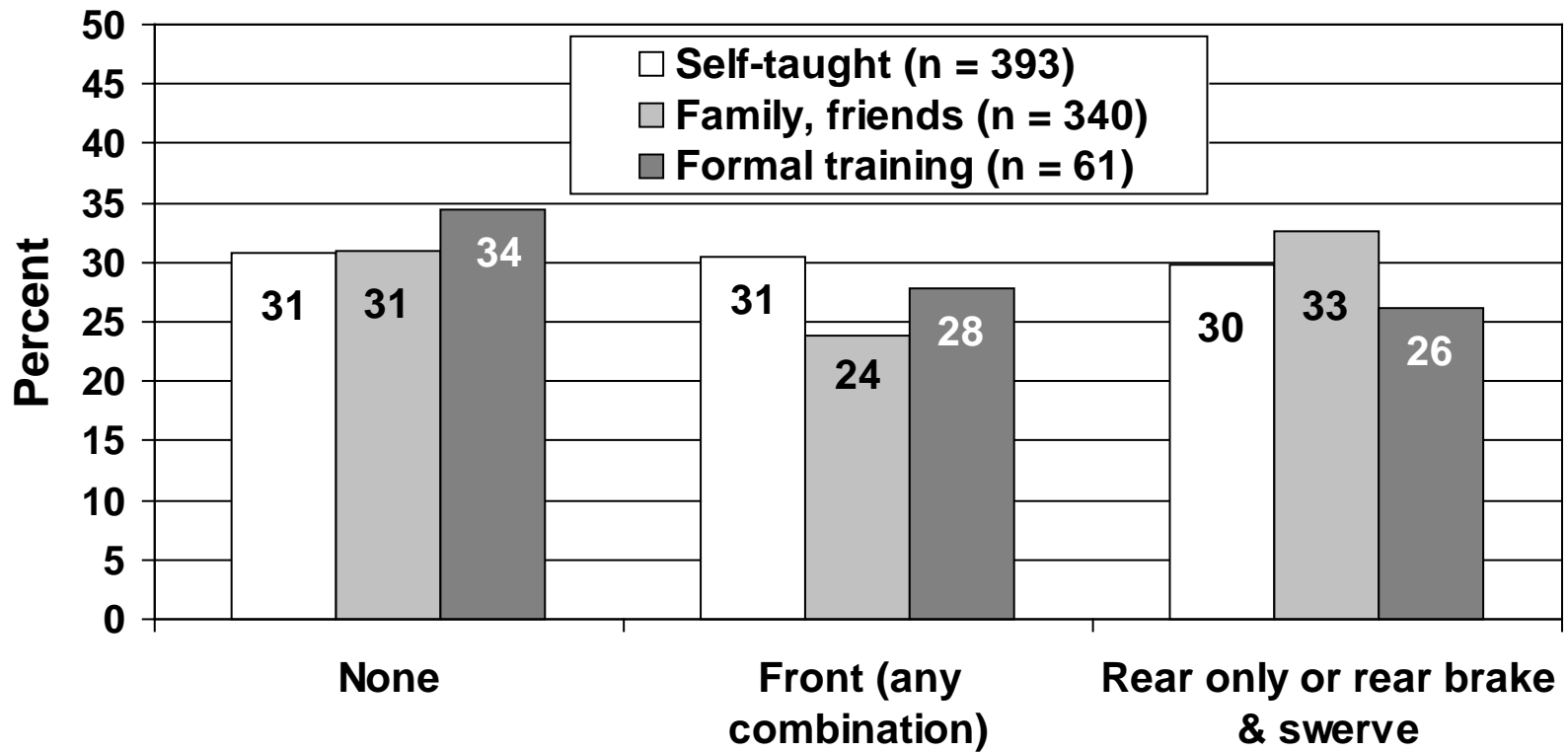
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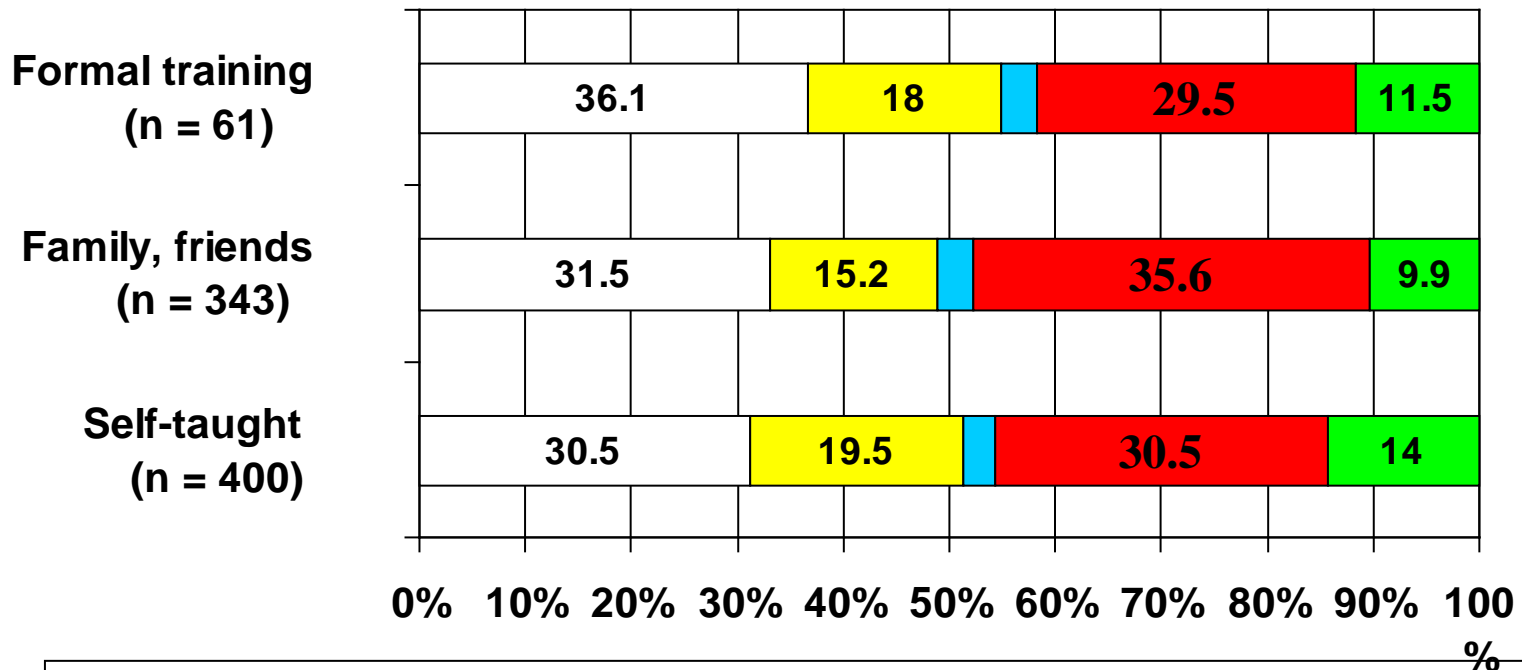
**Does rider training
improve collision
avoidance performance?**

- “Formally trained” riders in the Hurt study were mostly LAPD or CHP motor officers, who had far more rigorous training than most rider training courses and more riding experience.
- In Thailand, only one rider had any formal training.

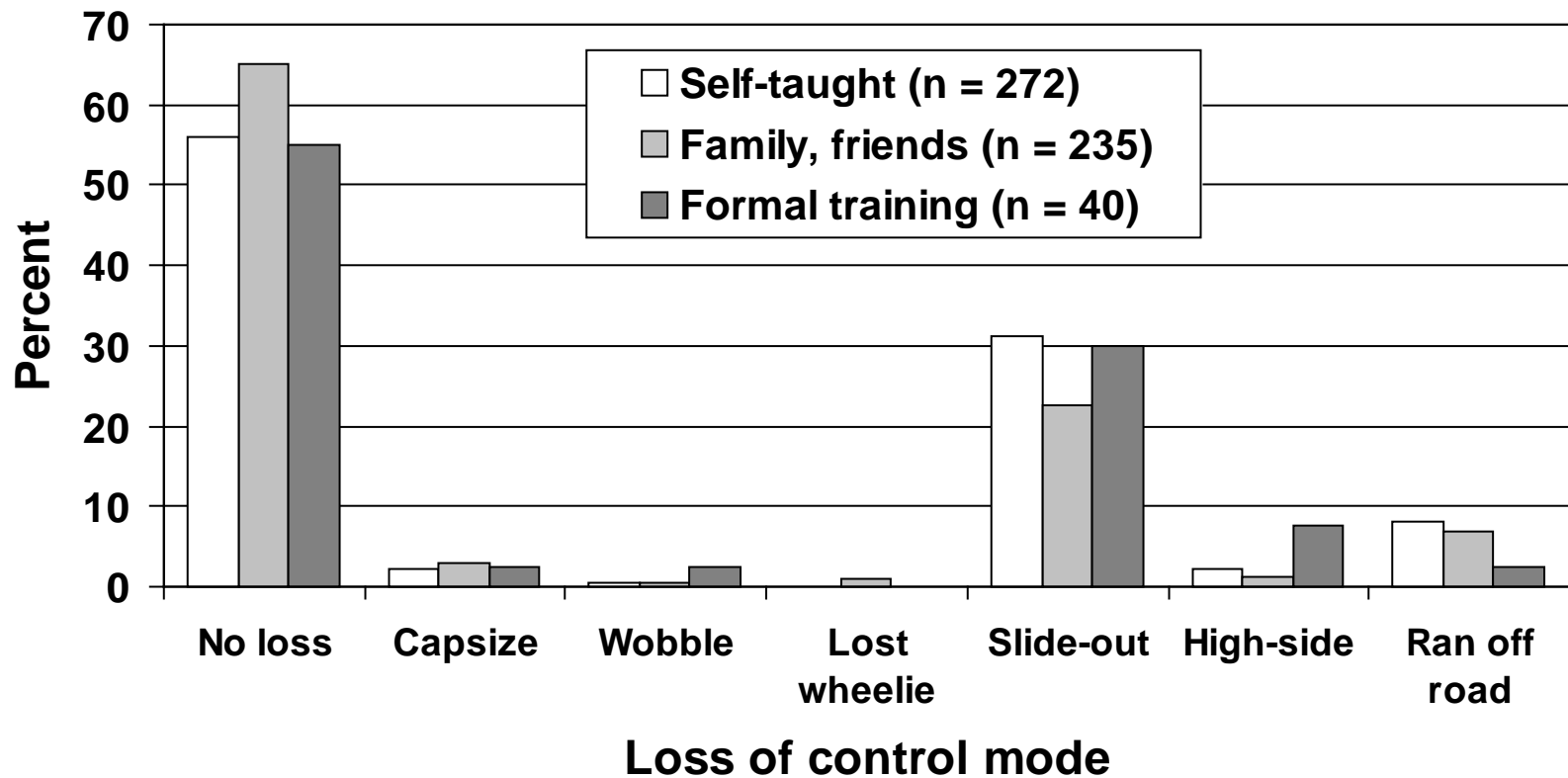
Rider collision avoidance braking by rider training, Hurt Study



Rider evasive action choice & execution by rider training, Hurt study

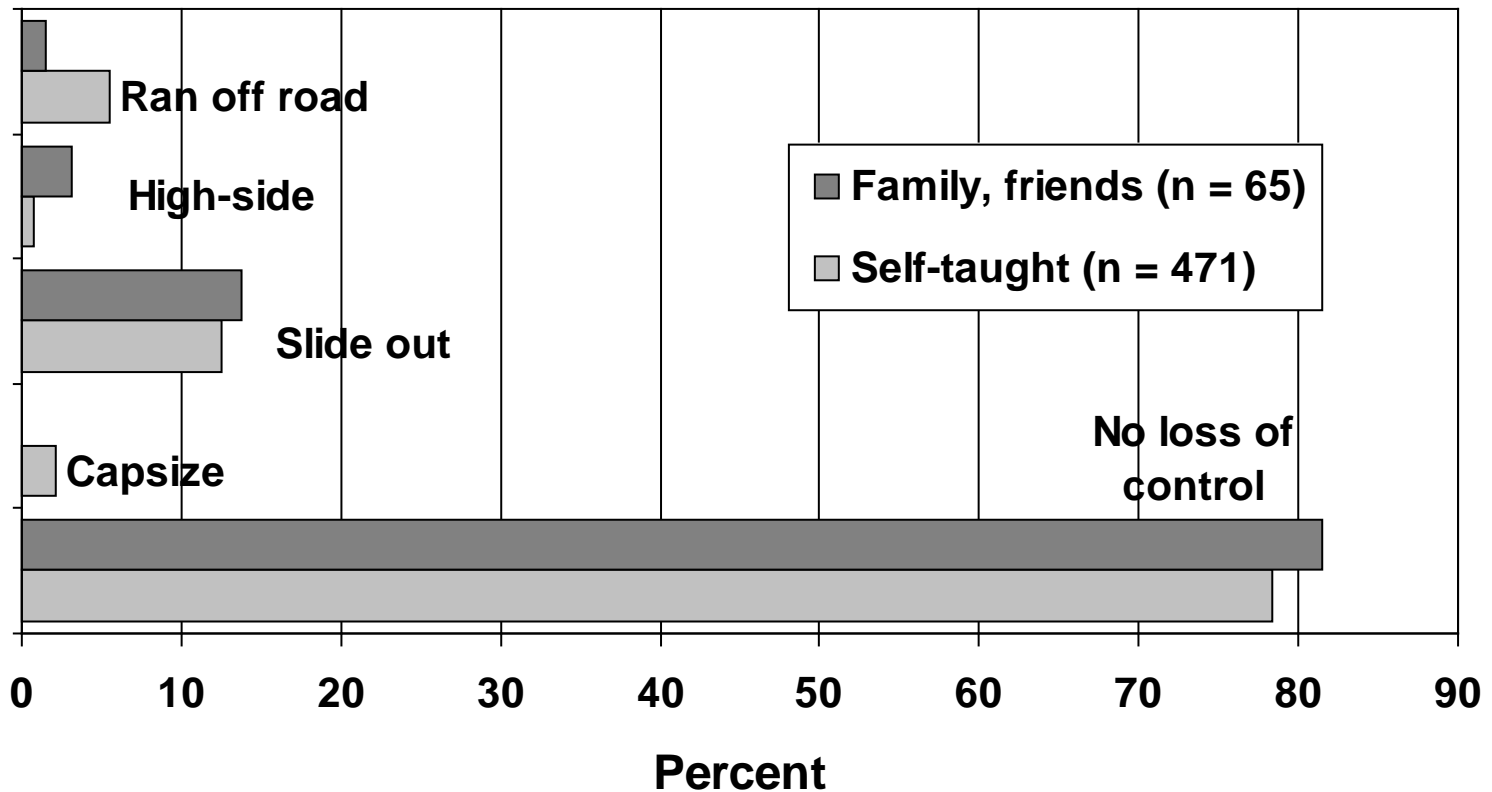


Loss of control mode by rider training for riders who took evasive action, Hurt study

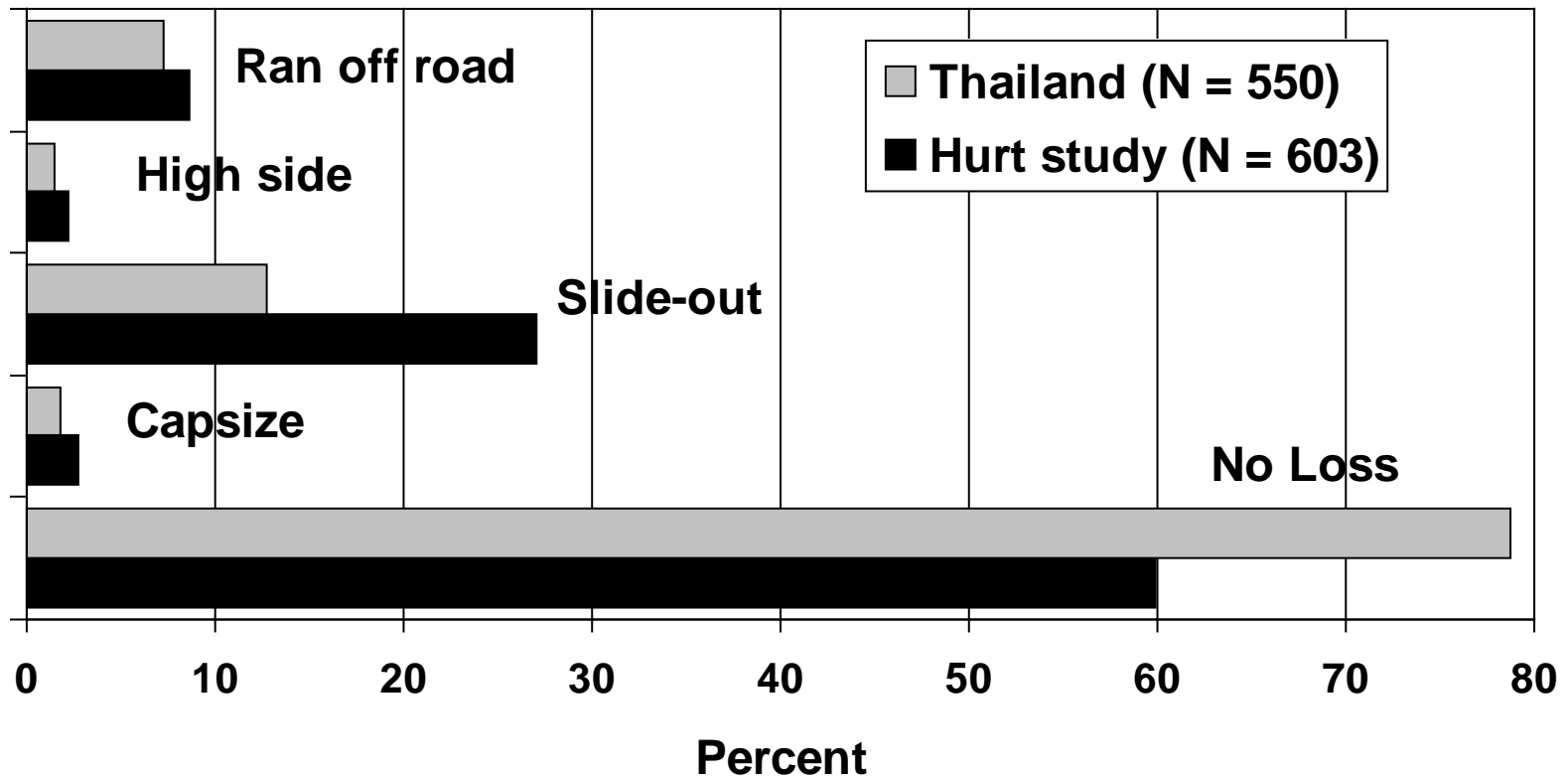




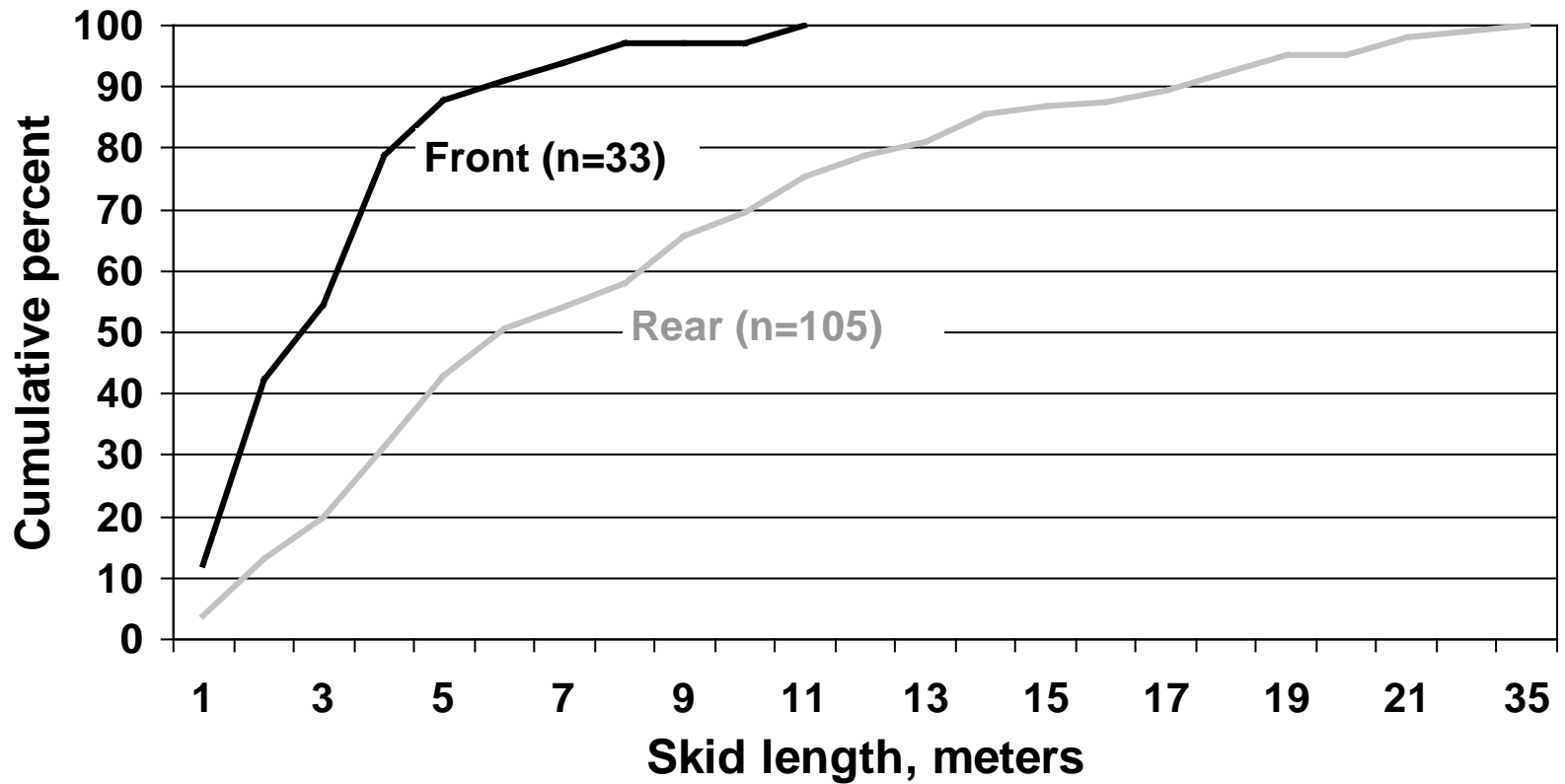
Loss of control mode by rider training for Thailand riders who took evasive action



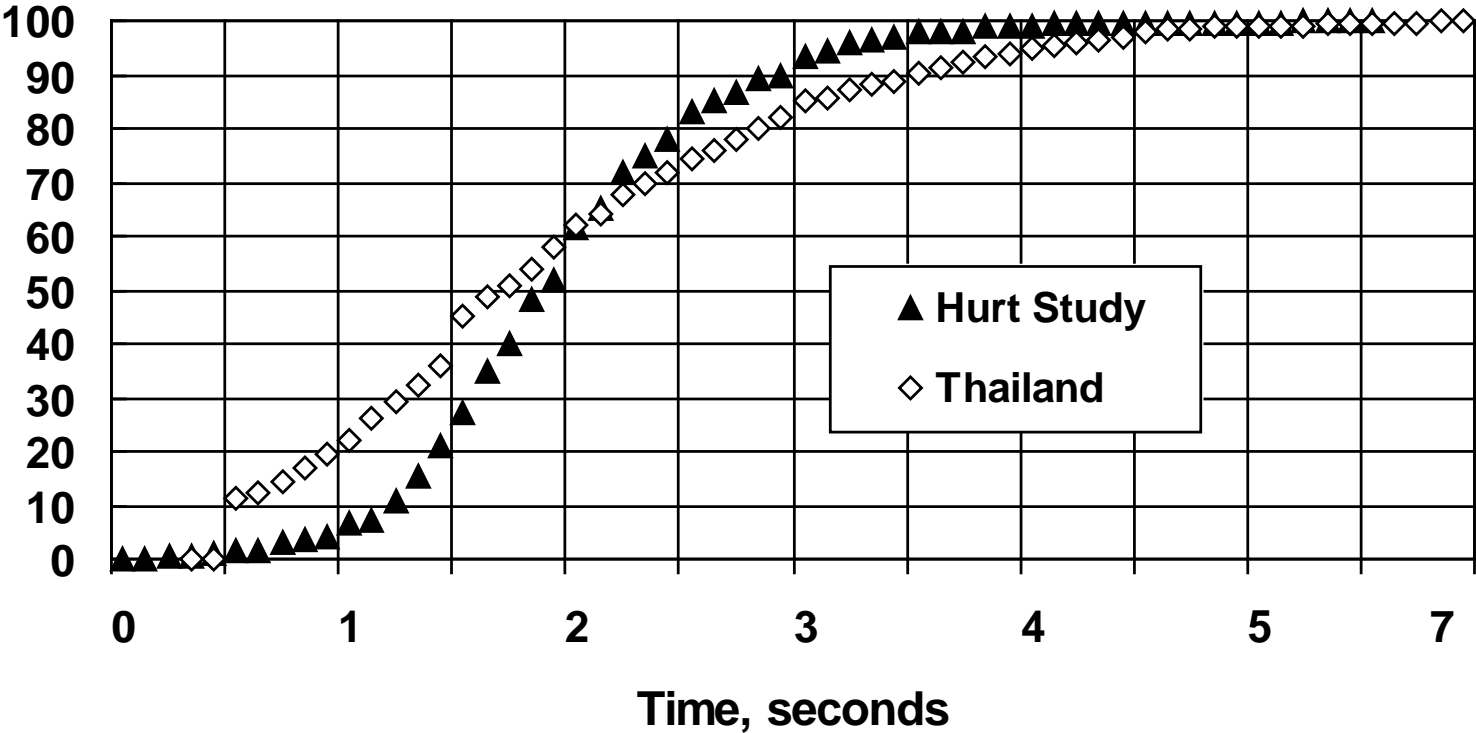
Loss of control mode among riders who took evasive action



Thailand, cumulative percent distribution, front and rear skid mark length



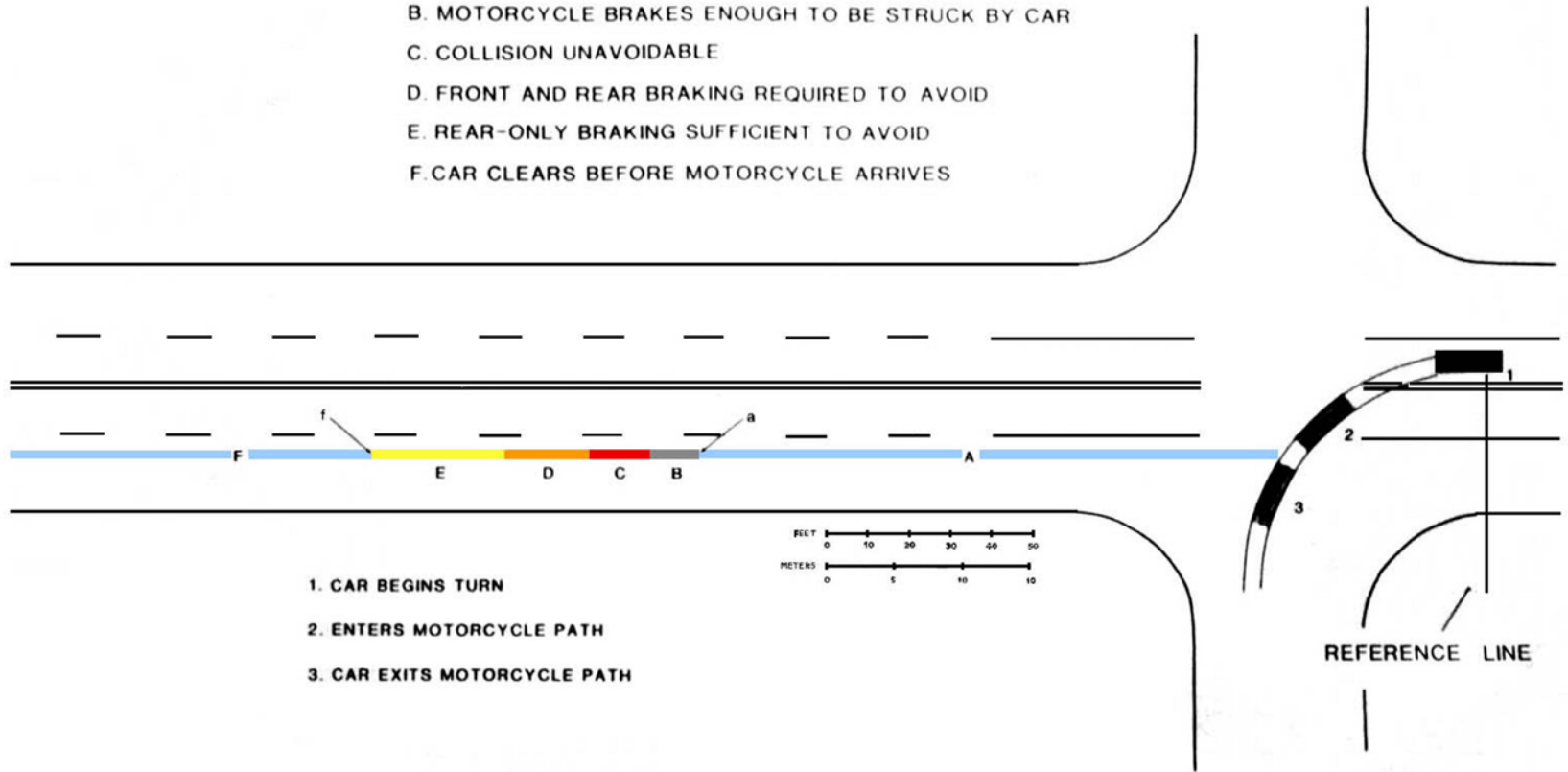
Time from Precipitating Event to impact, Thailand & Hurt studies



But lower crash speeds mean
less severe injuries, right?
Right?

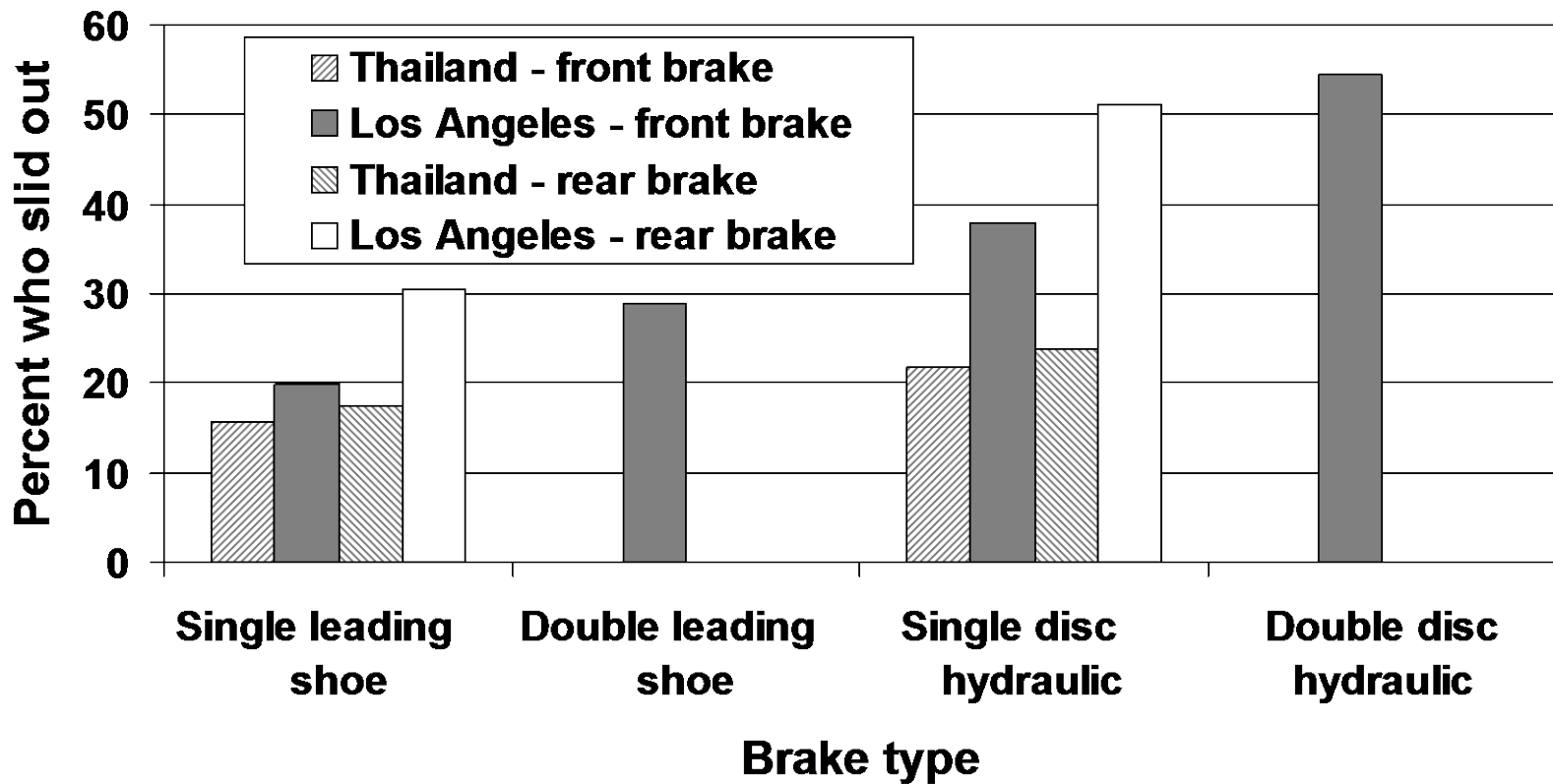
AT-RISK ZONES FOR MOTORCYCLE IN LANE 2, CAR LEFT TURN

- A. MOTORCYCLE CLEARS BEFORE CAR ENTERS
- B. MOTORCYCLE BRAKES ENOUGH TO BE STRUCK BY CAR
- C. COLLISION UNAVOIDABLE
- D. FRONT AND REAR BRAKING REQUIRED TO AVOID
- E. REAR-ONLY BRAKING SUFFICIENT TO AVOID
- F. CAR CLEARS BEFORE MOTORCYCLE ARRIVES



1. CAR BEGINS TURN
2. ENTERS MOTORCYCLE PATH
3. CAR EXITS MOTORCYCLE PATH

Brake type and frequency of braking slide-out



Thailand, rider training and collision avoidance action

