



## Basic I Classroom Transparency Objectives

### **Welcome Transparency**

- Have this transparency displayed as your students arrive

### **T1 – Introductions**

- To create an open and comfortable atmosphere
- For the instructor to learn who is in their class and understand their expectations and concerns

### **T2 – Reflective vs. Retro-reflective**

- To illustrate how with normal reflective material, the light is reflected at opposite angles from the source but with retro-reflective material, the light is reflected directly back to the source

### **T3 – Friction Zone**

- To illustrate how the clutch feeds power to the rear wheel

### **T4 – Proper Posture**

- To illustrate the elements of good riding posture

### **T5 – Proper Posture for Cornering**

- To illustrate leaning with the bike (normal turns) and leaning the bike only (low speed/tight turns)

### **T6 – Upshift**

- To illustrate the steps for upshifting
- Note that the buzzwords are on the slide

### **T7 – Downshift**

- To illustrate the steps for downshifting
- Note that the buzzwords are on the slide

### **T8 – Principles of Braking**

- To illustrate the steps for stopping
- To illustrate the distance advantage of using both brakes
- Note that the buzzwords are on the slide

### **T9 – Range Rules**

- To clearly convey the rules and requirements for riding on the range

### **T10 – Lines of Sight**

- To illustrate how far ahead to scan
- To illustrate the difference between scanning distance (the star) and the immediate path of travel (“illuminated area”)

### **T11 – Following Distance**

- To demonstrate the minimum following distance
- To help illustrate how to measure following distance (fixed object count-off)

### **T12 – See and Be Seen**

- Part of the Lane Placement discussion
- To illustrate how lane placement can help a rider see and be seen

### **T13 – Space Cushion**

- Part of the Lane Placement discussion
- To illustrate how lane placement can help a rider maintain a space cushion

### **T14 – Escape Route**

- Part of the Lane Placement discussion
- To illustrate how lane placement can help a rider maintain an escape route
- Note the time sequence of the images (see the Rider’s Guide). The image on the left is the starting point. The images in the center and on the right are two different version of what the rider might do when the truck slows suddenly

### **T15 – Lane Placement**

- Summary of the lane placement discussion
- To reinforce the strategy for selecting a lane position; this slide helps to answer the question “How do you select a good lane position?”

### **T16 A-F – SIPDE application slides**

- To reinforce the SIPDE process
- To force the students to practice an aggressive scan
- The process is what’s important – not so much the specific details of the slides

### **T17 – Skillful Cornering (Ready)**

- To introduce “Ready-Aim-Fire”
- To introduce the concept of completing all transitions before the turn

### **T18 – Skillful Cornering (Aim 1)**

- To stress the importance of looking all the way through the turn before entering the turn

### **T19 – Skillful Cornering (Aim 2)**

- To illustrate the ‘information gathering’ advantage of a good head turn

### **T20 – Skillful Cornering (Fire)**

- To illustrate the final step of entering a curve
  - Roll on the throttle
  - Then press to initiate lean

### **T21 – Choose a Good Line**

- To illustrate the outside-inside-outside path through a turn
- To identify and define the “apex” (the point at which the rider is closest to the inside line)

### **T22 – Decreasing Radius Turn**

- To illustrate a late apex turn as is appropriate for a decreasing radius turn
- To show that the rider should begin to move from the outside to the apex only when they can see through the turn to the exit

### **T23 – Linked Curves**

- To introduce the concept of linking curves (the exit of curve 1 lines the rider up for the entrance to curve 2)
- To introduce the concept that it is a late apex that allows the rider to link turns smoothly
- NOTE: We do not expect most students to really understand these concepts. Our job is to plant the seed so as they gain experience their understanding will grow

### **T24-26 – Cornering Strategy**

- To emphasize strategies for handling common problems encountered when cornering - help overcome fear in cornering to produce smarter responses to situations

### **T27 - Maximum Braking**

- To illustrate the procedure for maximum braking
- To illustrate how a rider takes advantage of the principle of weight transfer to stop in the shortest distance

### **T28 – Swerve/Brake**

- To illustrate the separation of swerving and braking (in this case, since the sequence is given, press left-press right-straighten-then brake)

**T29 – Brake/Swerve**

- To illustrate the separation of swerving and braking (in this case, since the sequence is given, brake-release the brakes-press right-press left)

**T30 – Wind**

- To illustrate the two sources of wind; nature and other vehicles
- To help illustrate how a rider can compensate

**T31 – Field Sobriety Testing**

- To illustrate effects of alcohol that a person cannot control (law enforcement looks for these effects for that reason)

**T32 – Pathway to Impairment**

- To illustrate that no matter the source, impairments lower a rider's physical and mental abilities – how much impairment are you willing to accept?