

RIDE SMART



Please read this booklet
before riding your motorcycle



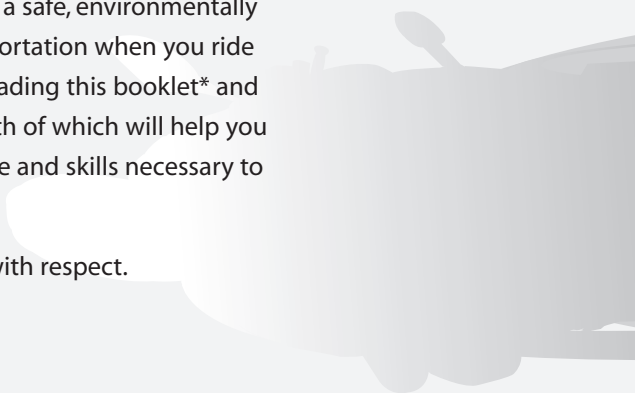
SMART RIDING IS SAFE RIDING.

SAFE RIDING WILL ALLOW YOU TO ENJOY YOUR MOTORCYCLE TO ITS FULLEST.

There are four factors you must consider to become a smart rider: yourself, your vehicle, your environment, and the rules of the road. This booklet will offer some ideas to help you begin to understand these factors.

Your Honda motorcycle can be a safe, environmentally friendly, and fun form of transportation when you ride smart. Start your journey by reading this booklet* and getting some rider training, both of which will help you begin to acquire the knowledge and skills necessary to operate a motorcycle safely.

Ride smart, ride safe, and ride with respect.



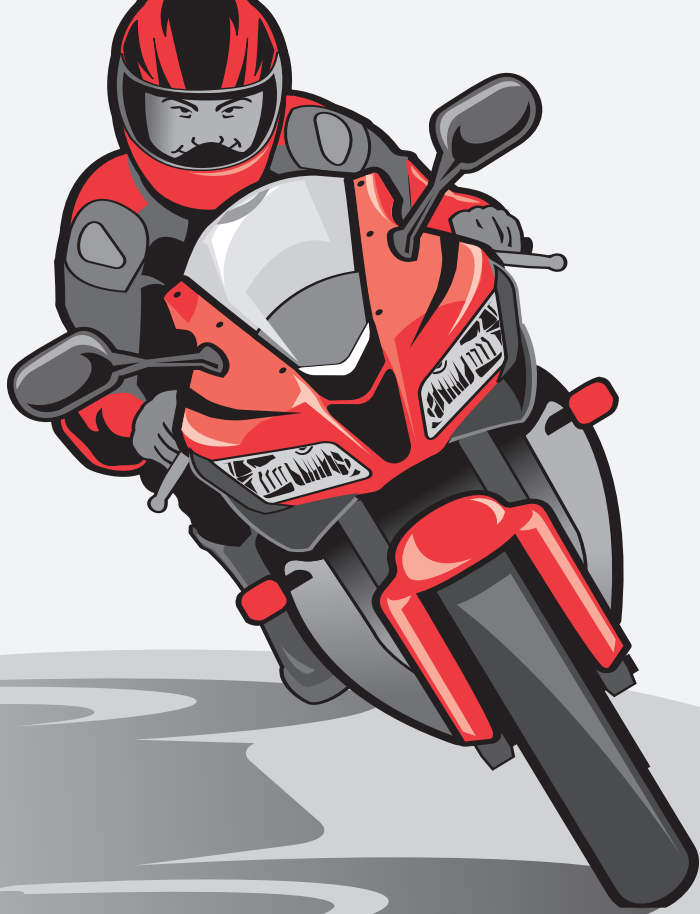


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**This booklet is simply a place to start. It is not a replacement for proper rider training, nor does it contain all the traffic laws pertaining to your area. Learn those laws and abide by them whenever you are riding.*

RIDING POSTURE

Good posture makes for a comfortable ride.

Riding with the correct posture allows you to use the handlebars easily and gives you a better view of your surroundings. A good posture makes riding comfortable and less fatiguing. The first step to an enjoyable and safe ride is to learn the correct riding posture. There are many types of motorcycles, such as sport, cruiser, touring, and off-road models, but the basics are the same, with minor variations. Get to know the characteristics of your motorcycle and enjoy the ride!

Seven key points of riding posture: SPORTBIKE

SHOULDERS Don't be tense. Keep your shoulders relaxed as you ride.

BODY Choose a position that allows full control of the handlebars. Knees should not be too bent or too outstretched.

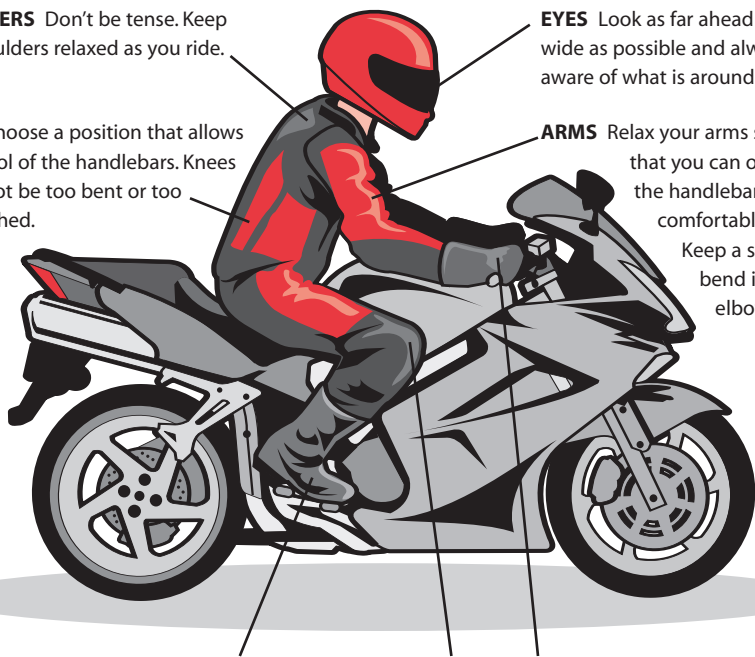
EYES Look as far ahead and as wide as possible and always be aware of what is around you.

ARMS Relax your arms so that you can operate the handlebars comfortably. Keep a slight bend in your elbows.

FEET Place the arches of your feet on the footrests and the tip of your toes on the brake lever and clutch lever, ready to use your controls.

KNEES Hold your knees firmly against the gas tank.

HANDS Hold the handlebars at natural angles for a smooth operation of the throttle.





SCOOTERS Relaxed posture with upright upper body. Knees should be closer and feet on the floorboards should point straight forward.



CRUISERS The footrests tend to be positioned closer to the front. The handlebars are generally higher and the seat is lower. Arms should not be over-extended.



OFF-ROAD The handlebars turn very sharply, so position your body so as not to block the handlebars, but don't sit too far back

ATTENTION

Characteristics of motorcycles

THE SHAPE OF A MOTORCYCLE REVEALS ITS CHARACTERISTICS

The handling characteristics of a motorcycle depend on its shape. Wheelbase and steering geometry as described in the specifications are two contributing factors. For example, the wheelbase refers to the distance between the centres of the front and rear wheels. Generally, the longer the distance, the more stable it is in straight riding. Conversely, the shorter the distance, the easier it is to make a turn. Other properties, such as the shape of the handlebars, size of the tires and even engine type can also affect the way a motorcycle feels. When you ride a new motorcycle, take some time to learn its characteristics before riding it at full speed.

PERFORM A DAILY INSPECTION TO HELP KEEP YOUR BIKE IN TOP CONDITION.

Inspect brakes, tires, battery, engine, lights and gas before riding. Your owner's manual will have a complete schedule of maintenance to be performed by your Honda dealer.

RIDING GEAR

Proper clothing will protect you. Nobody intends to fall on the street.

High-quality riding gear is worn to protect you. Remember, you'll never plan to fall and you likely never will, but always dress for it, just in case. Avoid exposing your skin by, at minimum, always wearing long sleeves and long pants when riding. This will protect you in case of a fall, as well as against fatigue caused by sun exposure or a drop in body temperature due to windchill.

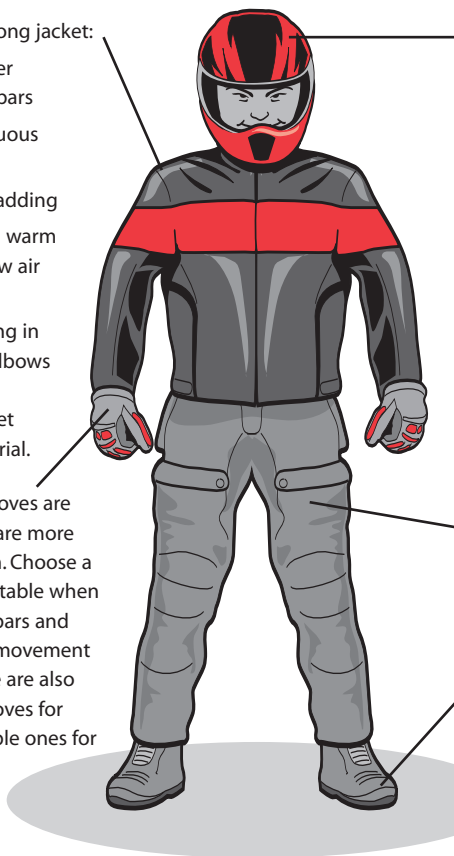
Additional caution is advised when riding in light clothes in summer, in cold weather or at night. Wearing appropriate riding gear will ensure a comfortable and safe ride.

JACKET Choose a long jacket:

- 1 that will not hinder control of handlebars
- 2 in bright, conspicuous colours
- 3 with protective padding
- 4 that will keep you warm in winter and allow air flow in summer.

A jacket with padding in the shoulders and elbows is ideal. For riding at night, choose a jacket with reflective material.

GLOVES Leather gloves are the best since they are more resistant to abrasion. Choose a pair that are comfortable when holding the handlebars and will not hinder any movement of your hands. There are also insulated leather gloves for winter and breathable ones for summer.



HELMET Always choose a helmet with "DOT" or "SNELL" approvals. Select the size that fits you snugly, but comfortably and tighten the strap. Inspect the shield for scratches or damage. A scratched shield may diffuse the light and affect your vision. If you are riding at night, avoid dark-coloured shields.

PANTS Wear leather pants or jeans that are well-made in solid material. Flared or wide-leg styles are not suitable. Avoid wearing skirts.

BOOTS Choose a model with low heels and sides that are high enough to cover your ankles. Boots with padding at the ankle and over the toes where the shift lever comes into contact are recommended.

What to wear on rainy days

RAIN GEAR Choose water-proof rain gear that breathes well. It is preferable that the seams be sealed for best water proofing. Visibility is poor on rainy days, so choose bright, conspicuous colours. Opt for rain gear one size larger than you would usually choose, allowing you to wear a protective jacket underneath.

RAIN GLOVES AND BOOT COVERS When you get wet in the rain, extremities such as fingertips and toes become cold first. It is difficult to ride a motorcycle when your fingers and toes feel stiff and frozen. Highly water-proof rain gloves and boot covers are a must. Choose those that allow easy movements and that are made of solid, heat retaining material.

Tips for comfortable cold-weather riding

LAYERED CLOTHING Layered clothing will keep heat in while eliminating overly thick clothes. Consider some longjohns with good heat retention. Inner layers should be warm; fleece, for example, is a good choice. Choose a jacket that prevents wind from entering up through the sleeves or in around the neck. It should also be well insulated and warm. Make sure that you can control the handlebars easily.

KEEPING YOUR FEET WARM Pay attention to your lower body as well. Overpants built specifically for motorcycling, or even your wind-proof rain pants will keep you warm. Use warmer socks, or consider a second pair to help keep your toes warm.

ATTENTION

Wind and windchill

CANADIANS KNOW WINDCHILL. THE FASTER THE WIND BLOWS, THE COLDER YOU FEEL.

Windchill is determined by temperature, wind, and humidity. Wind lowers the effective temperature. So wearing short sleeves and exposing the skin lowers your body temperature increasing fatigue.

Sun exposure also causes fatigue. Long sleeves protect you not only from the wind, but also from the sun's rays.

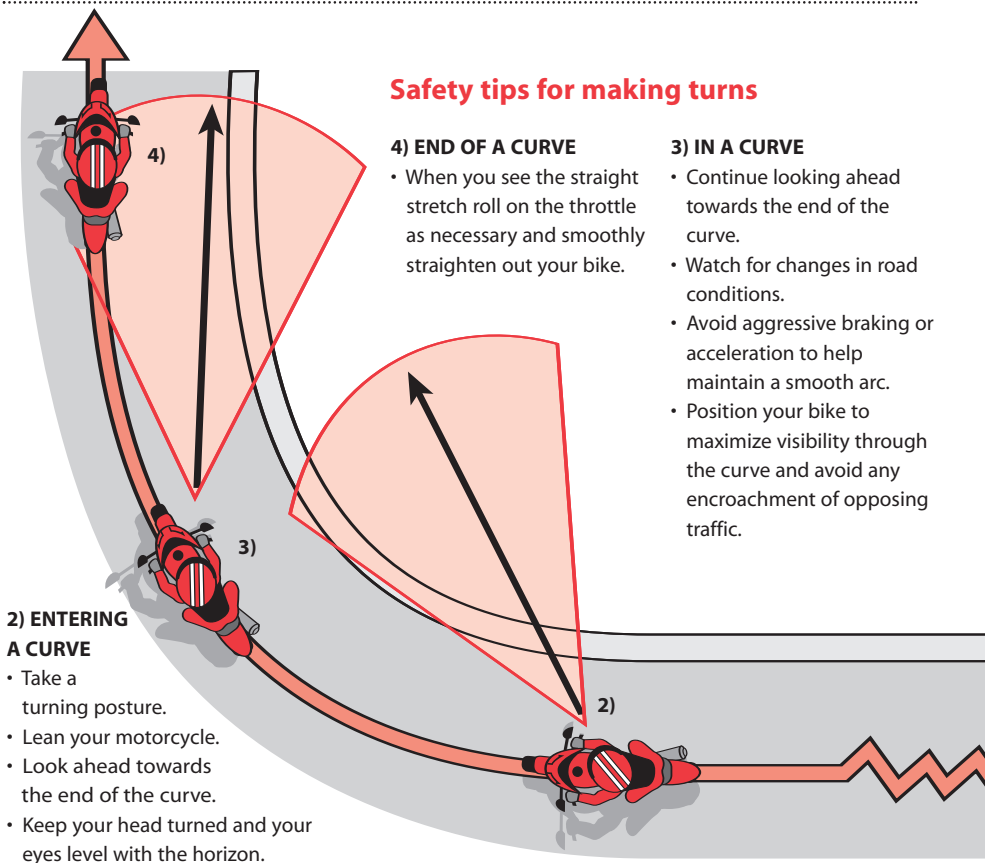
Both of these situations could lead to delayed perception, judgement, and reaction



TURNING

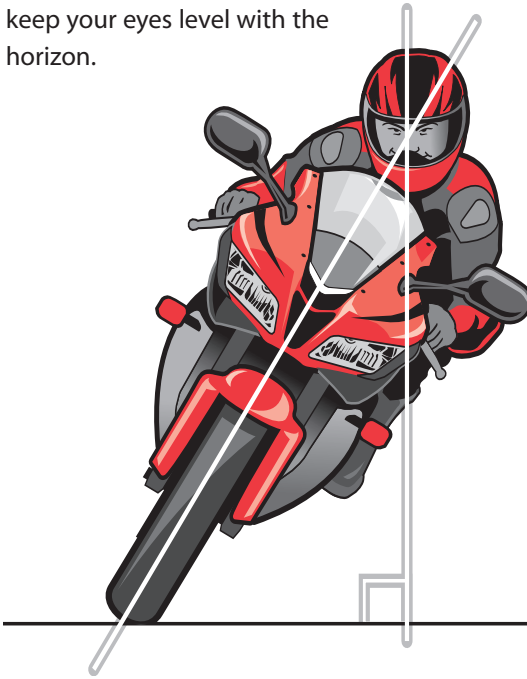
Slow down sufficiently before entering a curve

There is always a speed the driver must not exceed when entering a curve. This maximum speed depends on the width and the surface condition of the road. In a curve with poor visibility, it takes longer to see obstacles and changes in road condition. Sudden braking in the middle of a curve can cause a loss of control and may even cause you to fall. Be sure to reduce your speed before entering a curve. The same rule applies to making turns at intersections. Always pay attention to what is ahead of you.



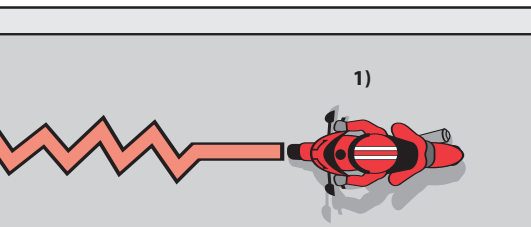
Always look ahead

Relax your arms and hold the handlebars lightly. As you lean, keep your eyes level with the horizon.



1) STRAIGHT STRETCH APPROACHING A CURVE

- Determine the speed at which to enter the curve based on the road width and condition (including weather conditions).
- Predict unseen dangers such as changes in road condition or parked vehicles.
- Be sure to reduce your speed to a safe level in anticipation.



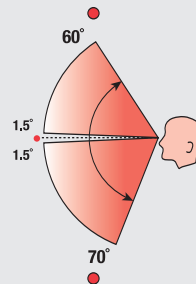
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Where to look when in a curve

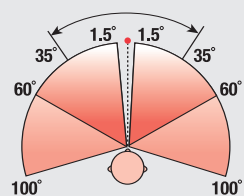
LOOK AS FAR AS POSSIBLE AROUND THE BEND

The horizontal angle you can see without moving your eyes (also described as peripheral vision) is generally said to be about 180 to 200 degrees, while the vertical angle is about 140 degrees. However, the angle you can clearly distinguish objects is only 1.5 degrees on both sides from the centre of your vision. Therefore, it is important to turn your head towards the end of the curve so that you can clearly see what is ahead. Also, you have to maintain your face perpendicular to the road and keep your eyesight horizontal in order to have a clear view of the road.

AVERAGE VERTICAL FOCAL RANGE



AVERAGE HORIZONTAL FOCAL RANGE



From "SAFETY RIDING" published by Honda Driving Safety Centre

MAIN ROADS

Cars have blind spots and drivers have false perceptions. Be alert and keep yourself visible to others. You must “see and be seen.”

Cars, bicycles and pedestrians share the road with you. Traffic can be especially heavy and unpredictable at intersections of main roads. The key is to carefully observe the traffic and road conditions ahead. Try to gather as much information as possible and to predict what others might do.

Another key is to imagine how you are seen by others. Understanding how and when other drivers see you will help you ride your motorcycle safely. Communication between drivers is very important.

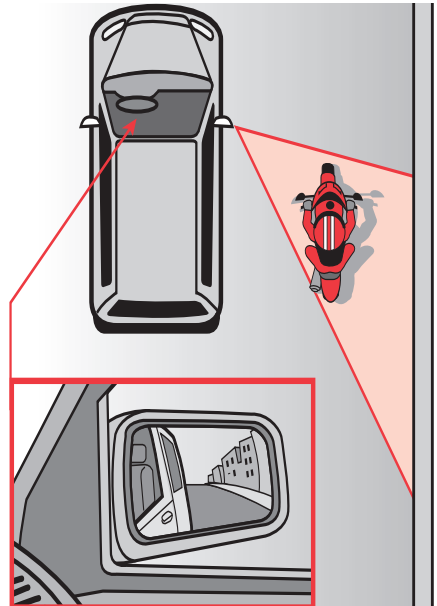
Blind spots for a car

When you are riding right beside or slightly behind and to the side of a car, you tend to believe that the driver can see you. Even when the driver is checking mirrors to see what is behind him or her, there is almost always a blind spot where that driver cannot see you. Keep in mind that there are drivers who don't even check their rear-view mirrors.

DO NOT POSITION YOURSELF IN THE BLIND SPOT OF A CAR In addition to avoiding the blind spot, always keep a safe distance from the car in front of you so that you won't have a problem if the car suddenly changes direction or stops. Ensure that the driver of the car can see you in his rear-view mirrors.

MAKE YOURSELF VISIBLE It is important to make yourself visible by always having your headlights on and wearing bright colours.

CAR'S BLIND SPOT There is always a blind spot, an area the driver is unable to see in his rear-view mirrors. The shaded area in the illustration (below) shows where the right-side blind spot usually is.



What the driver can see in his rear-view mirror.

ATTENTION

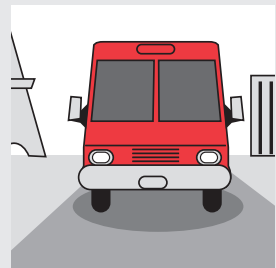
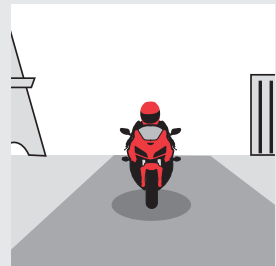
Size and perceived distance

MOTORCYCLES LOOK FARTHER AWAY THAN TRUCKS

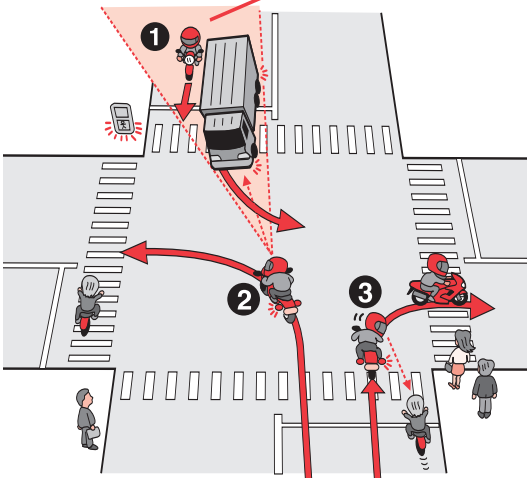
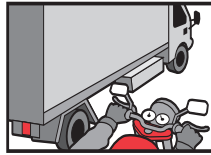
Intersections can be dangerous even when you are visible to others.

A car coming from the opposite direction may suddenly make a left turn because the driver misjudges the distance. A motorcycle, which is relatively small, looks farther than it actually is. It also looks slower.

The difference in the size creates these false perceptions of distance and speed. Especially in heavy traffic, keep in mind that other drivers are in a hurry and tend to overlook or misjudge the situation around them.



"Can I see?
Can I be seen?"



Danger is where you can't see

Don't pass a car in front of or adjacent to you simply because it slows down. Make sure that there is nothing hidden in an area you can't see.

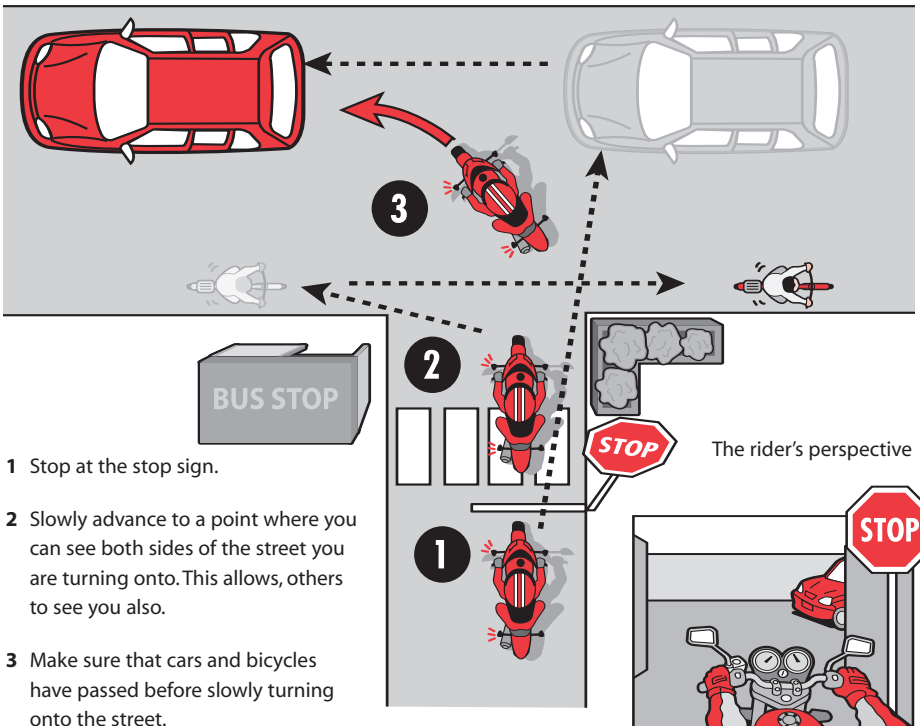
- 1 THERE MAY BE ANOTHER VEHICLE HIDDEN BY THE CAR IN FRONT** When a vehicle in the next lane or in front of you slows down, it may be because there is an approaching vehicle coming in the opposite direction that is trying to make a turn across your path. Even when the light is green, do not continue forward blindly simply because you have the right-of-way. Slow down and check to make sure if it is safe to proceed.
- 2 YOU MAY BE IN A BLIND SPOT** When you are making a left turn, there may be another vehicle coming through in the opposite direction that is hidden by the opposing vehicle that you see. Check to make sure if it is safe to turn left after the first visible vehicle has passed.
- 3 TRY TO GET AS MUCH INFORMATION AS POSSIBLE** It is important both to see and to be seen. At an intersection, in particular, vehicles and pedestrians move around in unpredictable ways. Look around and make sure it's safe to proceed.

LOCAL ROADS AND STREETS

Turning on side roads can be just as dangerous as on high-traffic roads. Stop and make sure the way is clear on both sides.

Do not assume smaller, local streets are safer because there is less traffic. Danger lies in this false perception of safety. At intersections with poor visibility, assume there is something you can't see. Always stop and look left, right and left again before entering an intersection. Taking a moment to stop and look around, also gives others a chance to see you.

At intersections with no stop signs or traffic lights, slow down as necessary, determine appropriate right-of-way and be ready to stop before proceeding.

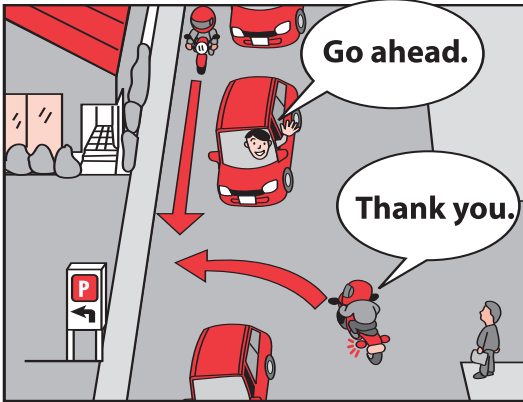


ATTENTION

Protecting children

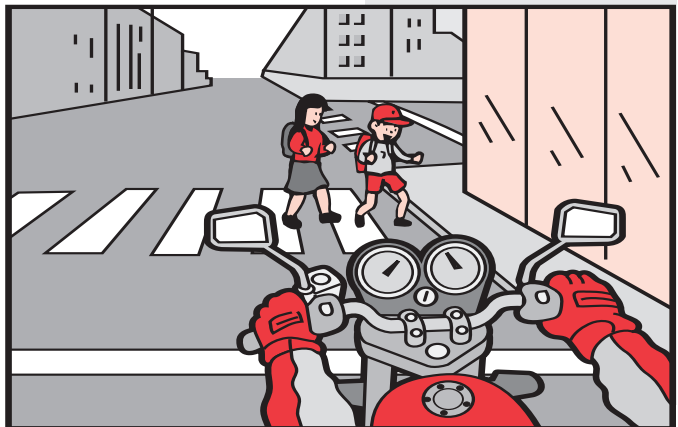
PUT YOURSELF IN THEIR POSITION AND DRIVE CAREFULLY

Children love motorcycles. Whether it is the relation to their own bicycles or simply the fact that kids know fun when they see it, they are fascinated with the look, sound, and obvious freedom associated with riding. Don't be surprised to see kids smiling, pointing or waving as you ride by. If you are riding in a neighbourhood near parks or school zones, keep an eye out for excited toddlers at the road's edge, and be prepared to react.



Be careful of “thank you” accidents

Suppose that you want to turn into the parking lot of a family restaurant, but it is difficult to make the left turn because the approaching traffic is very heavy. A courteous driver coming in the opposite direction may slow down and signal you to make the turn. You could start turning immediately, but be careful. There may be an approaching vehicle or even a bicycle hidden by his car. Don't be distracted by feelings of trust, relief or gratitude. In some countries, this kind of accident is called a “thank you” accident. Be sure to double check in such a situation.



PREDICTING HAZARDS

If you can foresee an invisible hazard, you can avoid a dangerous situation.

In a motorized society, the number of accidents can be kept at a minimum level by predicting dangerous situations. Please refer to the two illustrations on this page that show two everyday situations. Point out potential dangers and find solutions to avoid them. An experienced rider should be able to foresee potentially dangerous situations, such as those listed below, and minimize the possibility of an accident by preparing to react.

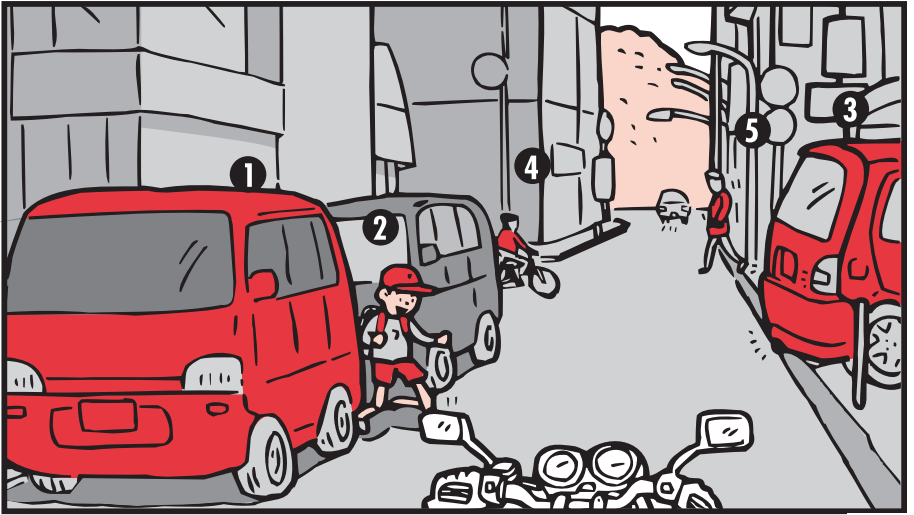
You are riding towards an intersection with a main road. The traffic in the left-turn lane is heavy.

POTENTIAL DANGERS

- 1 SUDDEN RIGHT SWERVE** Some drivers don't signal before they make sudden turns or lane changes.
- 2 LEFT TURN BETWEEN TWO CARS** When a driver finds a space wide enough to pass through between two cars in a traffic jam, he may make a left turn across your path from the opposite lane.
- 3 CARS COMING OUT OF A PARKING LOT** A car may come out of a parking lot without checking to make sure the way is clear.



KEY POINT On a crowded road, cars go slowly, giving the false impression of safety. However, motorcycles are small, and when you are surrounded by cars, poor visibility can make it difficult to be completely aware of the traffic situation. Be conscious of, and try to avoid riding in cars' blind spots to help avoid any unexpected lane changes. Don't forget to be very careful around parking lot entrances near intersections or any place where approaching drivers may sneak between two cars to make a left turn across your path.



You are riding down a busy and narrow street with a lot of restaurants and stores. There are many side streets and a number of cars are parked in the street.



POTENTIAL DANGERS

- 1 A PARKED CAR STARTS MOVING** A car door may suddenly open, or a driver may start to pull out without signalling.
- 2 THERE IS SOMEONE BETWEEN THE TWO CARS PARKED ON THE LEFT-HAND SIDE AHEAD OF YOU**
A child may jump onto the street from between the parked cars.
- 3 A CAR IS REVERSING OUT OF A PARKING LOT**
A car driver backing up onto the street does not have a good view of the street. The car may suddenly veer onto the street.
- 4 BICYCLES ARE COMING FROM SIDE STREETS**
A bicycle may enter the street from a small side street hidden by a parked car.
- 5 PEDESTRIANS ARE CROSSING THE STREET**
Pedestrians often cross the street where there are no crossing signs.

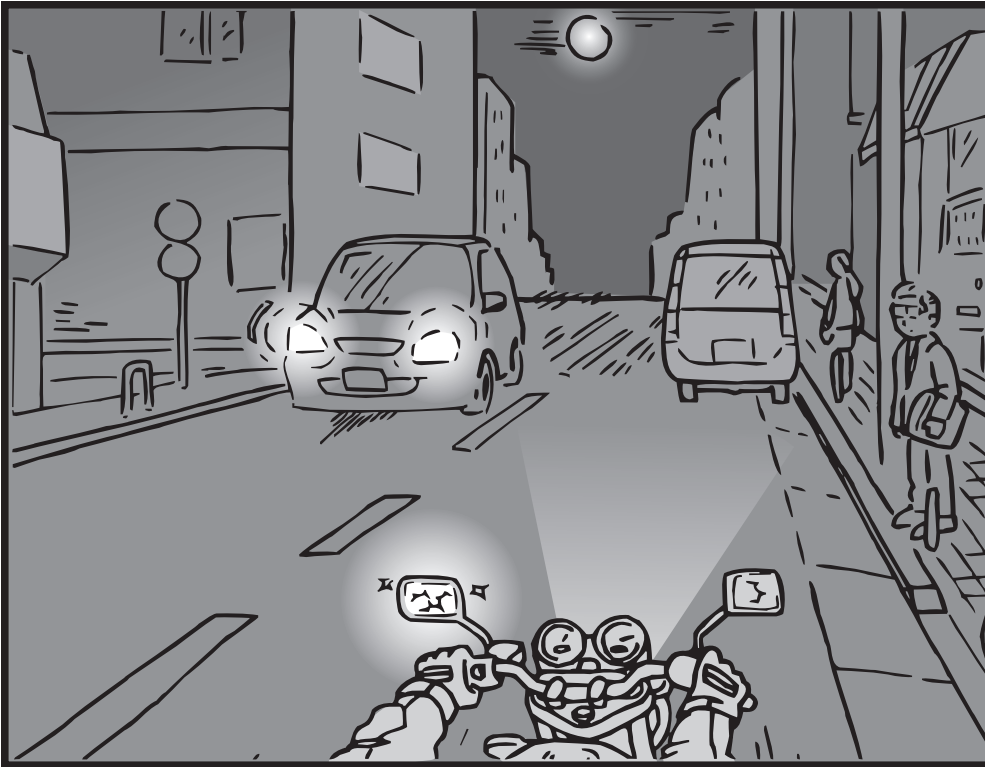
KEY POINT Accidents often happen on busy shopping streets crowded with many cars and people. Be vigilant and try to foresee potential accidents. Pay attention to pedestrians as well.

RIDING AT NIGHT

Visibility is reduced at night – slow down after dark

Streetlights and headlights are the only sources of light at night. Some streets are not lit up at all. You must change how you ride when it is dark. Reduce your speed so that you can respond to situations that may occur. Switch between low and high beams as appropriate to ensure visibility.

Glare from any car headlights coming from the opposite direction can momentarily blind you. Headlights reflected in your side mirrors can also blind you. Beware of these blinding effects.



ATTENTION

Clothes can make a difference

REFLECTIVE MATERIALS MAKE YOU HIGHLY VISIBLE AT NIGHT

It is important that you be visible both during the day and at night when riding a motorcycle. Wear bright and conspicuous colours. At night, choose clothes with reflective material to increase visibility.

Test results show that reflective material is better than white, some types claiming to be up to 1500x brighter than white cotton. In addition to choosing yellow or white clothes, put on reflective wear.

There may be something you cannot see

There are many things that are difficult to see at night: cars parked on the street with their lights turned off, bicycles without lights, pedestrians wearing dark clothes, ruts or sand on the street, etc. When you cannot see well, slow down. Use your high beams when there is no one else around you to increase visibility even when riding on a street you are familiar with.

Beware of blinding lights and “disappearing” pedestrians at night

Do not look at headlights of on-coming cars or stare at the glare reflected in your side mirrors. Pedestrians seem to “disappear” and cannot be seen when they are between two sets of headlights coming in the opposite directions.

Be respectful of other drivers, make sure to switch off your high beams when there are cars approaching.



CARRYING PASSENGERS

For a pleasant ride consider your passenger

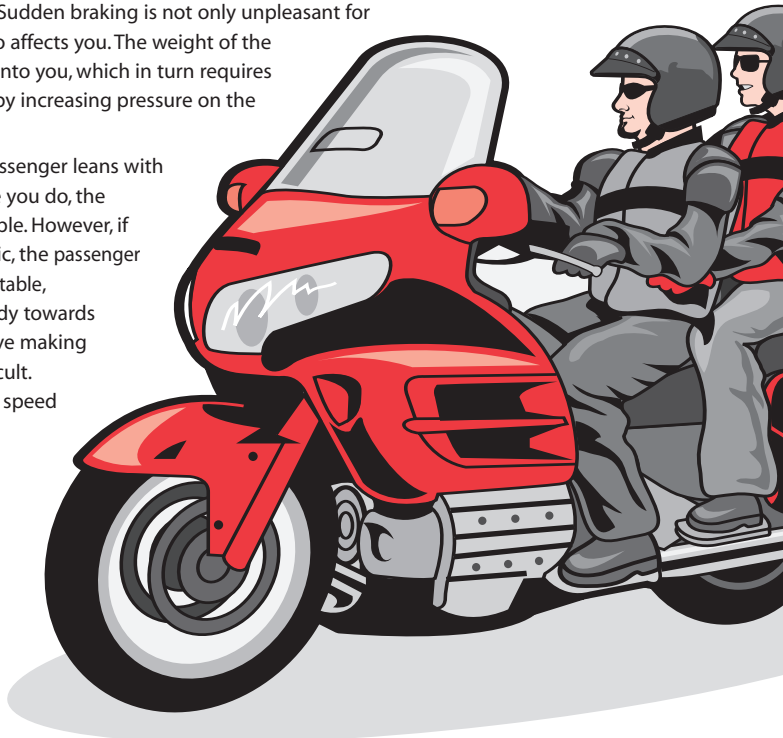
In most provinces, you can carry passengers immediately after you obtain your motorcycle licence, though it is advisable to wait until you have some experience and confidence on your bike. Your passenger's weight and behaviour can influence your bike's behaviour, and therefore, your riding. Steering may feel heavier, acceleration may be slower and braking distances may be increased. It is important to teach your passenger proper posture and behaviour. Be considerate when riding so as to not scare your passenger.

RIDER Stick to the basics when changing speed and in curves

1 ACCELERATION It is important not to scare the passenger or make him or her uncomfortable. Do not make sudden movements. Rapid acceleration from a stop can be quite unsettling for a passenger, particularly one who is unfamiliar with the feel or performance of your motorcycle. Of course, there is also the risk that they may fall off.

2 SLOWING DOWN Sudden braking is not only unpleasant for the passenger, but also affects you. The weight of the passenger is pushed onto you, which in turn requires you to brace yourself by increasing pressure on the handlebars.

3 TURNING If the passenger leans with the bike in a curve like you do, the motorcycle will be stable. However, if the lean is too dramatic, the passenger may become uncomfortable, straightening their body towards the outside of the curve making accurate steering difficult. Maintain a reasonable speed so as to not make the passenger anxious.



PASSENGER Put arms around the driver's body and clasp hands

The basic posture for the passenger is to put their arms around the driver's body and to clasp their hands while pressing their knees lightly against the driver's hips. When making a turn, the passenger must lean with the motorcycle the same way the driver does.

The passenger may also hold the "grab bar" or put both hands on the driver's shoulders, creating space between the passenger and the driver. This posture is less imposing on the driver, but the passenger may not be ready for a quick or an emergency maneuver.

SEVEN KEY POINTS FOR PASSENGER'S RIDING POSTURE:

- 1 EYES** Look as far ahead as possible like the driver does.
- 2 SHOULDERS** Relax your shoulders.
- 3 ELBOWS** Relax your elbows and put them beside the driver's sides.
- 4 HANDS** Clasp your hands in front of the driver's torso.
- 5 HIPS** Maintain a natural position not too far away from the driver.
- 6 KNEES** Press knees lightly against the driver's hips.
- 7 FEET** Place your arch in the centre of the footrest, toes pointing straight ahead.



ATTENTION

Communication

INFORM YOUR PASSENGER ABOUT YOUR PLANS

If the passenger is not used to riding a motorcycle, teach them about riding posture, turning, and getting on and off.

Even if the passenger is experienced, let them know of your plan, including destinations, routes, and roads that you will take.

It may be useful to agree on certain cues that will not interfere with the riding to ensure communication. For example, two taps on the thigh can mean "Let's stop and rest."

On freeways, make frequent stops to rest.

GETTING ON

- 1 Keep the handlebars straight without starting the engine.
- 2 With the side stand lowered and after having checked behind you for potential danger, mount the motorcycle, put your left foot or both feet on the ground, and apply the front brake.
- 3 When ready, tell the passenger to mount.
- 4 Tell the passenger to slowly mount from the left (the side of the side stand) after having checked behind them for potential danger. (The passenger may use the footrest to mount)
- 5 Make sure to raise the side stand.

GETTING OFF

- 1 Turn the engine off and put it into low gear.
- 2 Lower the side stand and slowly tilt the motorcycle.
- 3 Firmly support the motorcycle with your left foot or both feet, then tell the passenger to get off when ready.
- 4 Tell the passenger to dismount from the left side (the same side as the side stand) after having checked behind them for potential danger.

EXPRESSWAYS

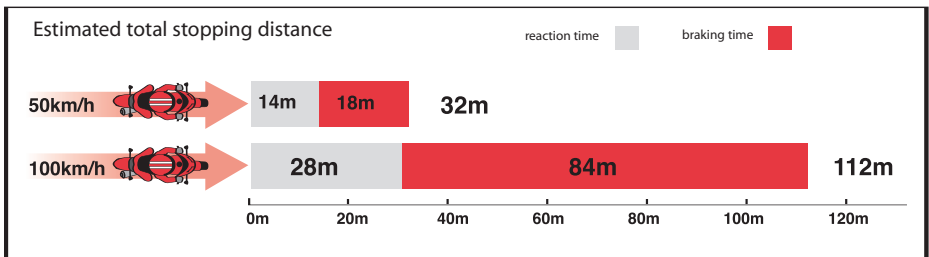
When a vehicle's speed doubles, the distance required to stop it quadruples! Keep a safe distance from the vehicle in front of you on a freeway

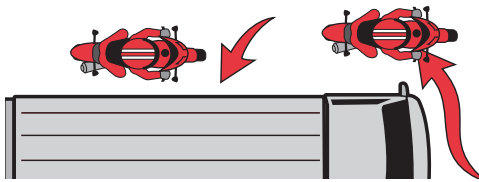
Expressway riding differs from riding in town because of the higher speeds.

The first thing to keep in mind is the distance between you and other vehicles. When you are riding twice as fast as you might in town, your braking distance (the distance travelled from the moment the brakes are applied to the moment the vehicle comes to a complete stop) quadruples. Therefore, you must keep more space than you usually would between you and the vehicle in front of you. Make sure you maintain a minimum of 2-3 seconds from that vehicle in front.

The second thing to keep in mind is the effect of the wind. The higher the riding speed, the stronger the wind pressure and wind noise, both of which can lead to early fatigue.

KEEP A SAFE DISTANCE FROM THE CAR IN FRONT OF YOU On an expressway, or anywhere the riding speed is high, you clearly need longer from the moment you perceive a danger to the moment your motorcycle comes to a complete stop. Typical braking distance for an average rider on a dry road might be about 18 metres from 50 km/h, and 84 metres at 100 km/h (these estimations may differ dramatically, dependant on the bike and the rider's skill). When the speed doubles, the braking distance quadruples. Therefore, it becomes all the more important to maintain a safe distance from other vehicles on a freeway. Take road conditions into consideration in determining the necessary distance and enjoy your ride.





ATTENTION

Touring and rest

AS SOON AS YOU FEEL TIRED, YOU SHOULD REST

At higher speeds when the wind pressure can be significant, in addition to the physical strain of that pressure you tend to lose your body heat more rapidly and may start to feel stiff. This drains your energy unexpectedly. To a new rider, riding at 100 km/h without a windshield or some type of air-deflector can seem particularly fatiguing. If you're travelling a long distance, don't rush, and be sure to plan a few stops for some rest.

Wind rushing past your helmet can be surprisingly noisy at those speeds, which can also lead to premature fatigue. Often this noise is amplified and can even be damaging to your hearing if you are wearing a low-quality or poorly fitting helmet. Talk to your dealer about solutions for you or your bike, such as windscreens or better helmets and enjoy some comfortable touring.

STAY RELAXED IN CROSS-WINDS When you feel pushed off-line due to cross-winds or wind pressure, don't panic, just lean gently into the wind. Sudden movements may further disturb your balance. Possible places and occasions where cross-winds or wind pressure may make you uncomfortable are: 1) roads crossing open fields, 2) on high bridges, 3) between tall buildings, 4) in narrow passages, and 5) around large vehicles. Ride at an appropriate speed that will allow you to keep your composure and maintain your balance when you are hit by lateral winds or wind pressure.

Carrying passengers on expressways



PASSENGERS MAY BECOME TENSE AS A RESULT OF SUDDEN MOVES AS THE SPEED INCREASES "Sudden" movements, such as sudden braking, sudden acceleration or sudden lane changes, tend to make for an uncomfortable ride for your passenger. On expressways where the riding speed is higher than on local roads, keep a safe distance and ride smart.

PAY ATTENTION TO YOUR PASSENGER'S COMFORT

You cannot easily find a safe place to make a quick stop while riding on expressways. Pay close attention to your passenger's condition, more often than you do on local roads. Make occasional stops at parking areas or rest areas for a break.

BE AWARE OF YOUR SPEED Right after you exit an expressway, you may have difficulty judging your speed, as city speeds may now feel quite slow. Therefore, make sure you aren't speeding and keep an eye on the speedometer to be sure.



MEDIUM AND LARGE SCOOTERS

Understand the characteristics for riding, turning and stopping, and ride comfortably

Scoters are different from traditional motorcycles in a number of ways, including their automatic transmissions, floor-type footrests, and smaller radius front and rear tires. Therefore, it is important to understand the key points of riding such as acceleration, deceleration and turning to ride scooters safely.

In addition, various riding postures are possible because the position of the footrests is not fixed. Learn the basic posture which is most effective in controlling a scooter.

RIDING POSITION

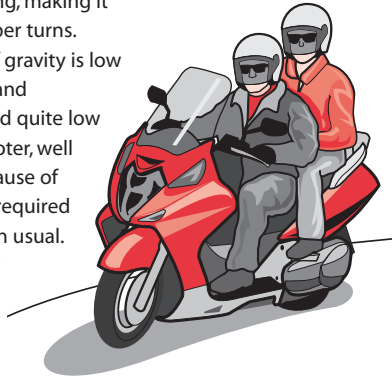
TOES SHOULD POINT TO THE FRONT Turn the handlebars completely to the right and to the left and determine a seating position you sit that will allow you easy handlebar, throttle and brake operations. Both feet should be within the frame, toes pointing to the front.



SEVEN KEY POINTS FOR RIDING:

- 1 EYES** Set your eyesight high to have a better view.
- 2 SHOULDERS** Relax your shoulders.
- 3 ELBOWS** Bend your arms slightly and relax.
- 4 HANDS** Hold the grips comfortably, but not too tight. Keep all fingers on the grips when not using the brakes.
- 5 SEAT** Choose a comfortable seating distance so that you can easily turn the handlebars.
- 6 KNEES** Be sure that your knees do not stick out from the scooter body.
- 7 FEET** Place your feet on the footrests right below your knees, toes pointing straight ahead.

TURNING The wheel base of a large scooter is generally long, making it favour wider, not sharper turns. However, the centre of gravity is low since the fuel, engine and transmission are carried quite low in the body of the scooter, well beneath the rider. Because of this, the angle of lean required to turn will be less than usual. Do not lean your body excessively, and avoid sudden acceleration. Turn smoothly.



CARRYING PASSENGERS When carrying passengers on scooters, the passenger's posture is important for safe riding. Explain the following to your passenger:

- 1 HANDS** Put their arms around your body and clap their hands in front of your torso.
- 2 HIPS** Keep natural position not too far from you.
- 3 KNEES** Squeeze your hips lightly.
- 3 FEET** Keep their feet on the passenger footrests and their toes pointed to the front.



RIDING
ACCELERATE GRADUALLY
Because scooters have no clutch, even beginners can ride them easily. However, as with motorcycles, coordinated movements are necessary: Always make sure it is safe to move forward, twist the throttle slowly to increase engine speed gradually, and move off smoothly.

TURNING
SLOW DOWN SUFFICIENTLY
Before reaching the corner, slow down using the front and rear brakes and reduce your speed to a rate that is comfortable for turning. Pay attention to what is going on in front of you and through the turn.

ATTENTION

Combined Braking Systems (linking front and rear brakes)

SPEED CONTROL IS THE KEY

In order to shorten your braking distance and make a stable stop, you must apply well-balanced pressure to the front and rear wheels. To do this, sound judgement based on sufficient experience is required. Honda has developed a "Combined Braking System" (CBS) that assists riders, including beginners, to stop more efficiently. The system is presently available on Honda motorcycles and scooters. Applying only the rear brake results in proportional braking at both front and rear wheels, reducing stopping distances. Honda has further developed a "Dual Combined Braking System" (Dual CBS) that functions differently depending on front or rear brake application.

STOPPING
BRAKE SLOWLY Keep a safe distance between you and the car in front of you and use the brakes properly. Apply more a little more pressure to the rear brake than you might on a traditional motorcycle because the rear load is larger.

SAFETY INFORMATION

CONTINUING YOUR EDUCATION

Honda encourages you to improve your skills

Honda believes that rider education is never complete. No matter what your experience, take advantage of opportunities to practice and further your skills at your local motorcycle rider training school.

If your experience in motorcycling has been limited to a particular category so far, try something new. Street riders could try a day at an off-road school. Off-road riders or cruiser riders might look into a day at a sportbike or road-race school. Experiment a little, and enjoy more of what motorcycling has to offer.

If you're just entering motorcycling in Canada, remember that each province has its own legislation dealing with rider licensing and motorcycle registration. Check with the appropriate government ministry or agency responsible in your province, or simply ask your local Honda dealer for details. A summary of provincial licensing requirements are available on the website of the Motorcycle and Moped Industry Council (www.mmic.ca)

For further information please visit:

www.honda.ca

<http://world.honda.com/safety>

www.mmic.ca

www.ridesmart.ca



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