

# Preparing to Ride

## Helmets

All motorcyclists and their passengers must wear an approved helmet that is properly adjusted and securely fastened. The helmet must conform to one of the following standards:

- Canadian Standards Association Standard D230, Safety Helmets for Motorcycle Riders, and bearing the monogram of the Canadian Standards Association Testing Laboratories.
- Snell Memorial Foundation, bearing the certificate of Snell Memorial Foundation.
- United States of America Federal Motor Vehicle Safety Standard 218 with the Symbol DOT.
- American National Standard Specifications for Protective Head-gear for Vehicular User 290.1 with the American Standard Institute label.
- British Standards Institute respecting motorcycle helmets.

The following persons are exempt from wearing a helmet:

- persons riding motorcycles in a legally authorized parade;
- bona fide members of the Sikh religion; and
- persons with certificates signed by a qualified medical practitioner certifying that the person is, during the period stated in the certificate, unable for medical reasons to wear a safety helmet. They must present the certificate to a peace officer on request.

## Riding Gear

Proper riding gear is the only personal protection a rider has against the natural elements and in case of an accident.

**Always Wear a Helmet.** A helmet is your only protection against a serious or fatal head injury.

**Wear Protective Clothing.** Cover up from head to foot. Leather is the best protection against natural hazards like insects or debris and provides the best protection from injury in case of a fall. Heavy nylon and denim are acceptable alternatives to leather. All clothing should fit snugly, with no hanging flaps or laces, and should allow sufficient movement to operate the controls. Clothing should be warm and ventilated.

**Always Wear Eye Protection.** Windshields or fairings are no substitute for proper eye protection. Momentary visual impairment from rain, wind, dust, insects or debris can cause you to lose control. Goggles or clear face shields designed for your helmet provide the best protection. Corrective glasses and sunglasses provide little protection. Tinted shields should not be worn in low light situations and “bubble” shields distort your vision.



**Always Wear Boots.** They should be made of leather and at least cover your ankle to provide good protection. They should be comfortable and allow sufficient movement to operate the controls.

Consider the following points concerning your riding gear:

- Select a helmet that permits the use of prescription lenses if required or sunglasses if desired.
- Your helmet should be routinely inspected for cracks or damage that may make it useless in a crash.
- Be sure your eye protection is clean, free of scratches and shatterproof.
- Bright or fluorescent colours such as yellow, red or orange will make you more visible. Reflective tape can also be added to your clothing, helmet and the motorcycle.
- Avoid rubber clothing. It is often not ventilated and provides little protection in a fall.

## The Motorcycle

### Equipment

All motorcycles must be equipped with:

- Lights**
  - One but not more than two headlamps. For model year 1975 or later, a headlamp must be on at all times when being operated.
  - A red running lamp and a red stop lamp at the rear.
  - A white light that illuminates the rear licence plate.
  - Front and rear signal lights for model year 1975 or later.
- Brakes**
  - On the front and rear wheel, capable of stopping the motorcycle, on a dry, smooth, level road within nine metres from a speed of 30 km/h.
- Mirror**
  - One rearview mirror on the left side. Two mirrors are recommended.
- Tires**
  - Motorcycle tires must have at least .8 mm of tread.
- Horn**
  - Must be audible, under normal conditions, from a distance of 60 m.
- Muffler**
  - Must be equipped with a noise muffler in good working order.
- Speedometer**
  - In good working order.
- Fenders**
  - On the front and rear wheels, which effectively reduces the wheel spray or splash of water from the roadway.
- Handlebars**
  - Not more than 93 cm and not less than 53 cm wide. The height of the handle grips and control may not be more than 39 cm above the seat while the rider is sitting on the motorcycle.
- Front Forks**
  - Not longer than 82 cm as measured from the bottom of the lower triple tree to the centre of the axle. Where a motorcycle is equipped with hydraulic front forks, any extension of the front forks shall be of one-piece construction.
- Frame**
  - It is illegal to alter the neck angle of the front frame of the motorcycle.

## Controls

The motorcycle controls should be within easy reach of the rider's hands and feet.

### 1 **Choke Control:**

Adjusts the mixture of air and gas and is usually used to start a cold engine.

### 2 **Light Switches:**

A dimmer switch is generally located on the left handlebar.

3 **Clutch Lever:** Squeeze the lever to disengage the clutch. Release the lever to engage the clutch.

4 **Horn:** Sound by pressing the button.

5 **Gear Selector:** Shift gears by lifting or depressing the pedal. On most motorcycles the lever is on the left, while on some older motorcycles it is on the right.

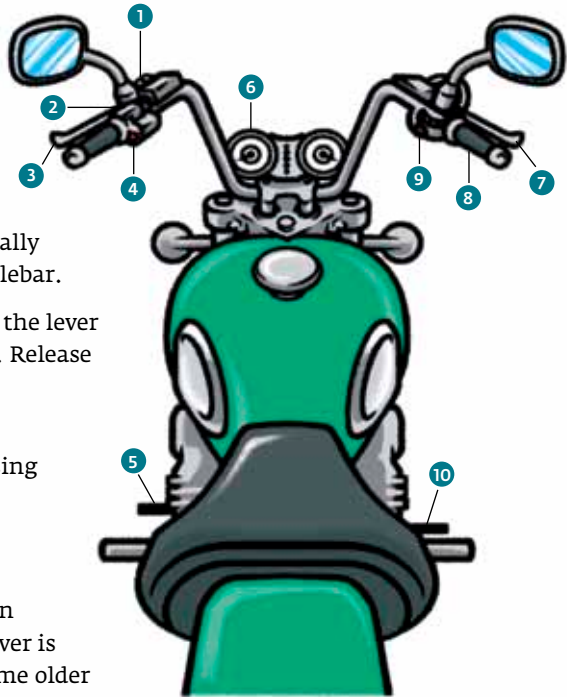
6 **Instruments:** All motorcycles must have a speedometer. Other instruments may include an odometer, tachometer, high-beam indicator light, neutral indicator light, turn-signal indicator light and a gear indicator.

7 **Front Brake Lever:** Squeeze lever to apply front brakes.

8 **Throttle:** Rotate toward you to increase speed. Rotate away from you to reduce speed.

9 **Starter:** Electric starters are usually located on the right handlebar. Kick-starters are usually located above the right footrest.

10 **Rear Brake Pedal:** Press down to apply rear brakes. On most motorcycles the lever is on the right, while on some older motorcycles it is on the left.



## **The Right Motorcycle**

Three important factors in motorcycle control are size, weight and the rider.

**Size.** You should:

- have both feet on the ground when you stand, straddling the saddle.
- feel comfortable with the position of the footpegs and handlebars and be able to manipulate all hand and foot controls easily and accurately when sitting astride the motorcycle.

**Weight.** You should:

- be able to push the motorcycle through a figure eight and place it on both the side and main stand without straining.
- be able to lift your motorcycle upright should it fall over.

**Rider.** You should:

- suit the motorcycle to your height and weight.
- ensure that the motorcycle suits your riding ability.

## **Safety Checks**

Safety-check your motorcycle often and especially before a long trip. Check the motorcycle thoroughly after any collision or spill.

### ***Tire Pressure***

Tire pressure directly affects the handling of the motorcycle. Check the pressure when the tires are cold, and adjust the pressure according to the load you are carrying on the motorcycle. Inspect the tires for cuts and for objects lodged in the treads, which could cause a puncture.

### ***Wheels***

Check wheels and rims for broken or loose spokes, or cracked or damaged castings. Check the bearings or bushings for damages or wear.

### ***Brakes***

Be sure that the brakes are adjusted correctly and are functioning properly.

### ***Nuts, Bolts and Cotter Pins***

Vibration can loosen fasteners. Check each fastener for tightness and security. Pay special attention to all wheel, brake and steering fasteners, as well as extra equipment such as fairings and saddle bags.

**Throttle**

The throttle should spring closed when released.

**Clutch**

Check the clutch operation for clutch “drag” or “slip”. If either condition is noticed, adjust the clutch cable or have the clutch repaired.

**Drive Chain, Drive Shaft or Drive Belt**

When seated on the motorcycle, there should be at least two cm of play at the centre of the chain. Be sure the chain is well lubricated. If the motorcycle is equipped with a drive shaft, check the gear lubricant level. If equipped with a drive belt, check for proper slack.

**Gas, Oil and Coolant Levels**

Check for proper levels and refill if necessary.

**Cables**

Replace if the cables are frayed or if the cable housing is damaged. Be sure they are lubricated.

**Lights**

Clean and adjust the headlight if necessary. Check that the brake light comes on and goes off with the application of each brake and check that all lights and turn signals work properly.

**Mirrors**

Be sure they are clean and properly adjusted.

**Horn**

Check for proper operation.

# Riding Your Motorcycle

Once the knowledge test is successfully completed you will be issued a Class 6, M Stage licence. This M Stage licence will allow you to operate a motorcycle while taking an approved Motorcycle Training Course. Before riding a motorcycle on the road, you must successfully complete the Motorcycle Training Course and be issued a Motorcycle Learner Stage Licence. Make sure that you choose a safe place to learn to ride, free of cars and pedestrians. Give yourself plenty of room to prevent injury or property damage. Before you ride in traffic or on a highway, you should:

- know the position of all your controls and how to use them properly.
- be able to use your clutch and change gears smoothly.
- be able to start and stop in a controlled manner.
- have good balance and control of your vehicle.

## Before You Ride

Follow this 4-point procedure before you start your engine.

- Conduct the motorcycle safety check.
- Put on all your safety equipment.
- Mount the motorcycle from the left side, holding both handlegrips firmly. Keep the motorcycle upright with both feet on the ground for support.
- Move the motorcycle off its stand and be sure that the stand is secure in its upright position.

## Riding Position

When you are on the motorcycle, you should feel comfortable and in control.

- Sit in a position where your elbows are slightly bent when your hands are on the handle bars. Keep your back straight and lean slightly forward to reduce wind resistance.



- Hold the throttle with your wrist lowered, so you can easily reach the brake with your fingers.
- When moving, your feet should be level and firmly on the footpegs and ready to use the foot controls at all times.
- Maintain slight pressure on the fuel tank with your knees.



## Starting

Starting and stopping are two of the most common areas where beginner motorcycle operators lose control.

A controlled start requires smooth coordination of the clutch and throttle. You must be able to start, upshift and downshift without jerking the motorcycle or lugging the engine. When downshifting, pull in the clutch and slightly increase the engine speed. If the engine speed does not match the speed of the motorcycle, the rear wheel may skid when the clutch is released.

When starting on hills:

- Use the front brake to hold the motorcycle from rolling back.
- Start the engine and shift into first gear.
- Change to the foot brake and release the front brake to allow operation of the throttle.
- Gradually release the clutch and foot brake to start off smoothly and to prevent stalling the engine.

## Stopping

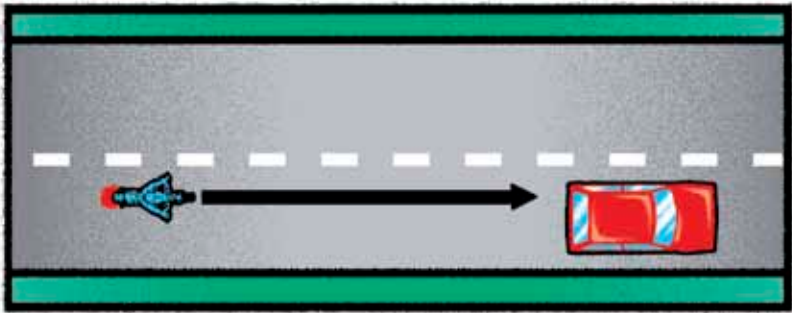
A controlled stop in wet or dry conditions requires that both front and rear brakes be applied at the same time without locking them. Practice will tell you when the brakes are close to locking: the front tire will start to whine; the rear tire will start to shudder. Practice using your brakes in a controlled setting, before riding in traffic.

The front brake provides 70% of the braking force and is the strongest brake on the motorcycle. Squeeze the front brake lever gradually and evenly. Do not apply the lever harshly. A locked rear brake can usually be controlled; a locked front brake rarely can.

Downshifting can also greatly increase the stopping force of a motorcycle. Always downshift when slowing down or when preparing to stop. Downshifting keeps the motorcycle in a gear that will allow you to accelerate quickly if necessary.

Special caution should be taken when braking under the following conditions:

- slippery or rough road surface.
- leaning into a turn.
- turned front wheel.



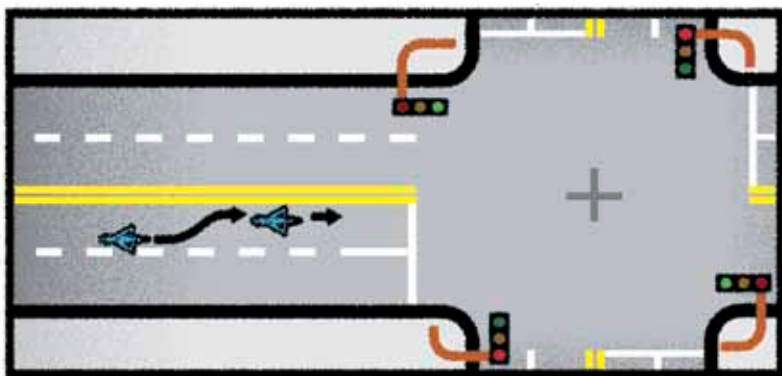
- If you are in a line of traffic, first flash your brake lights to alert those behind you, then apply your brakes steadily.
- Know what is behind you. Most vehicles cannot stop as quickly as you can. You must compensate for this by braking earlier and gradually.
- Always leave plenty of distance between you and the vehicle ahead.
- Always use both brakes. Apply them at the same time.
- Never ride with the brake partly applied; it turns on your brake light, which confuses other drivers and causes premature brake wear.
- When speed drops below 10 km/h, disengage clutch and put gear in neutral just as you stop. Use the hand brake as you drop your foot for support.

## Lane Changing, Turning and Cornering

### Lane Changing

**Signal and shoulder-check before changing from one traffic lane to another.**

Multiple lane changes may be made in a single, continuous movement after one clear signal and check. When changing from one tire track to the next within the same lane you are required to shoulder check prior to moving.

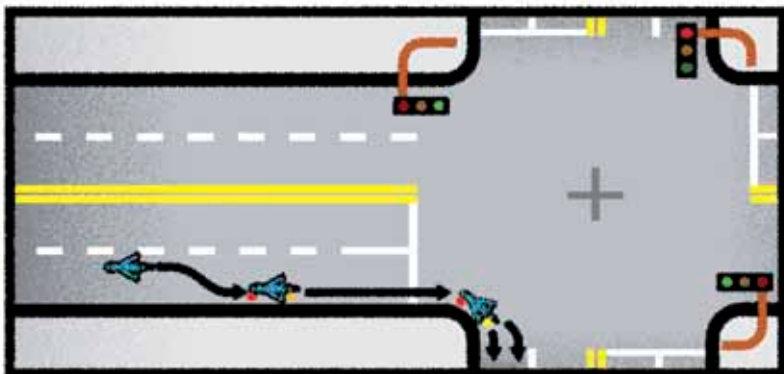


**Remember that the best check of what is behind you is a shoulder check.**

Motorcycle mirrors often provide a limited view that may be blurred by engine or suspension vibration.

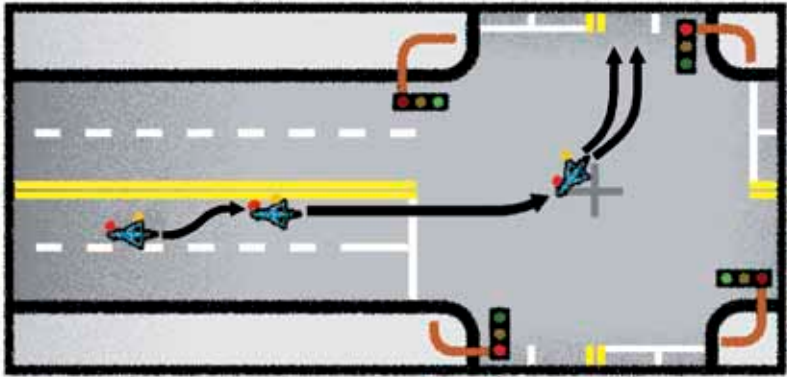
### Right Turns

When turning right, turn from the right tire-track of the right lane onto either tire-track of the right lane of the other road.



## Left Turns

When turning left, turn from the left tire track of the left lane, and turn left of the centre of the intersection, onto either track of the left lane.



## Slow Turns

Slow riding and slow turning require good control and balance. To turn a motorcycle at a slow speed, turn the handlebars in the direction you wish to proceed, just as you would on a bicycle. Lower your right wrist so you do not unintentionally take too much throttle. Keep both feet on the footpegs for balance and control; keep your right foot poised over the rear brake pedal.

## Cornering and Counter-steering

At speeds faster than 20 km/h, a motorcycle must be leaned to turn or corner. The centrifugal force created by the turn pushes the motorcycle outward. To counter the centrifugal force, you must rely on the gravitational force created by leaning inward in the direction of the turn.

Counter-steering is the most effective way to produce the inward lean required in cornering on a motorcycle. To counter-steer, you must push on the handlebar with the hand nearest to the direction you wish to turn:

- To turn right, push on the right handlebar.
- To turn left, push on the left handlebar.

As the motorcycle begins to lean, you will turn the handlebars in the direction of the lean. This will happen automatically as you lean into the turn with the motorcycle.

Counter-steering will help you to avoid debris, potholes or a collision.

## High-Speed Turning

Practise counter-steering on all turns or corners over 20 km/h; it is the quickest way to change directions on a motorcycle. When cornering: if you increase the speed, increase the angle of lean.

When turning at speeds over 20 km/h:

- Keep your head up and look forward to where you want to go.
- Always slow down by braking and/or downshifting before entering the turn.
- Lean in the direction of the turn.
- Keep the throttle position constant.
- Accelerate slightly coming out of the turn to straighten up.

Since the motorcycle has less tire surface on the road and less friction between the road and each tire, when leaning into a turn:

- Avoid shifting gears or braking; an increase or decrease in speed will reduce your control of the motorcycle.
- Watch for debris, sand, potholes, bumps, manhole covers and pavement cracks.
- Reduce your speed when the road surface is wet or has debris on it.

## Passengers and Cargo

Avoid carrying passengers or cargo until you are confident of your balance and control of the motorcycle.

Carrying passengers or cargo will change motorcycle:

- balance
- steering
- acceleration
- braking

### Passengers

When carrying passengers, always:

- Allow more room to manoeuvre and brake in traffic.
- Instruct your passenger how to ride with you and not to give hand signals.



- 1 Sudden movement can cause a change of direction. The passenger should always move when you do: leaning forward when you accelerate, back when you slow down and with you when you are taking a corner.
- 2 Adjust the shock absorbers; check the slack in the drive chain.
- 3 Both of the passenger's feet should always be on the pegs—even when you are stopped. Hot pipes and mufflers are a major hazard.
- 4 Make sure your motorcycle is ready and built for carrying another person. You will need to check the owner's manual. Add the specified amount of air pressure to the tires.
- 5 The person behind you should sit as far forward as possible without crowding you, and hang on securely to your waist or hips.
- 6 You must have a proper seat and footpegs that allow the passenger to sit behind you without moving you from your normal position.
- 7 Adjust the angle of the headlight.
- 8 Make sure your passenger wears protection gear similar to your own.

**Remember, the holder of a Class 6 Stage L (Learner) or Class 6 Stage A (Authorized Instruction) is not permitted to carry passengers.**

## **Cargo**

Motorcycles are not designed to carry cargo. Small loads can be carried safely if they are properly positioned and fastened.

When loading a motorcycle:

- carry cargo in equipment designed for your motorcycle, such as in a tank bag or in saddle bags.
- if the cargo is lashed to the tank or seat, be sure it is evenly distributed and well secured.
- be sure that the tie straps or mounting brackets will not interfere with moving parts like a drive chain, the swing arm or the shocks.
- try to keep the cargo in front of the rear axle.
- do not carry unfastened cargo between your knees or in your hands or arms.
- do not overload the motorcycle.
- check the securing devices frequently.

# Road Position

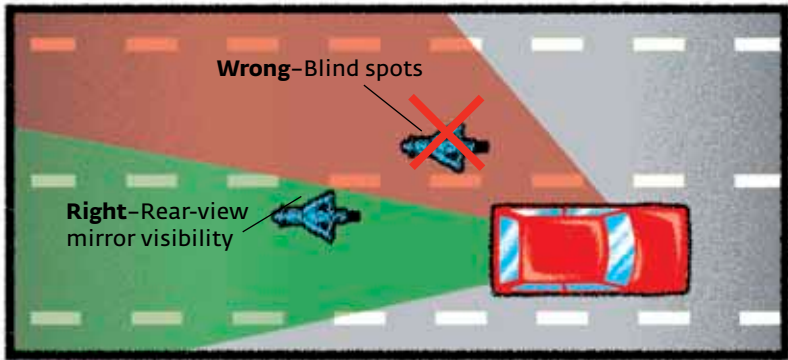
In the eyes of another motorist, a motorcycle approaching from behind or ahead is only one-third to one-half the size of a car. It is vital that a motorcyclist is able to see and be seen.

## Lane Position

**Ride in a position where you can see other traffic and where they can see you.**

Occupy your lane in a position which discourages drivers from moving alongside you. Stay near the centre of your lane, without riding on the centre strip between the two tire tracks. The centre strip may be slippery from oil leaked from vehicles. This is especially true around intersections where vehicles stop and allow time for the oil to accumulate.

Never ride in other motorists' blind spots when riding behind or beside them.

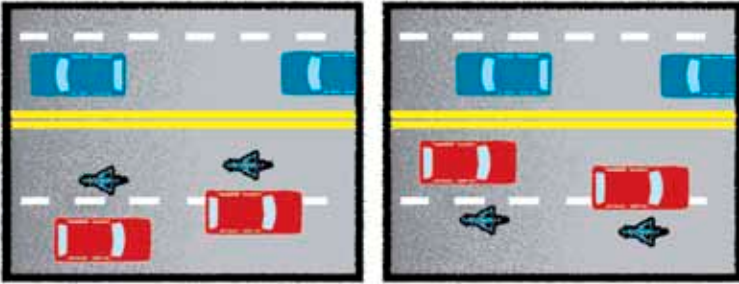


Keep to the right side of your lane when approaching the crest of a hill or when riding around corners. Oncoming motorists may crowd your lane.



## Dominant Riding Position

When riding on a multi-lane roadway it is recommended that you ride in the dominant position. This is in the tire track that is closest to the line that separates the lanes travelling in the same direction. This will give a rider an area that they can maneuver into should they be forced out of the tire track that they are riding in. It also reduces the chance of another motorist from boxing you in and reducing your maneuvering space.

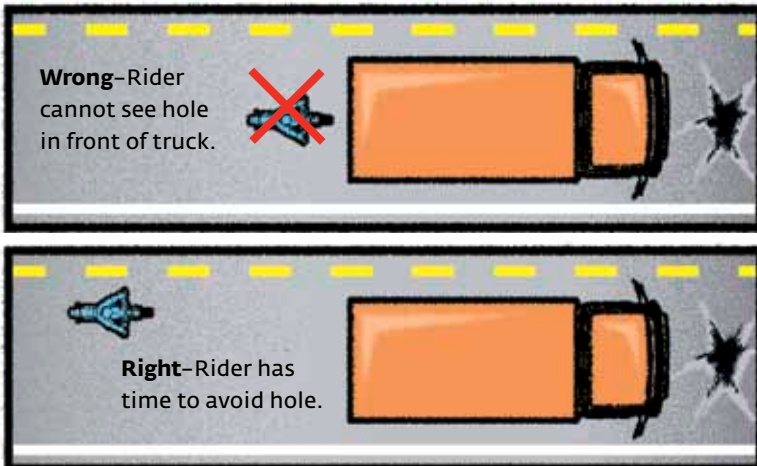


## Following

Following vehicles too closely reduces your reaction time and stopping distance. It also reduces your view of traffic around you and the road surface ahead of you. Ride where the motorist ahead can see you in the rear view mirror.



Don't follow too closely.

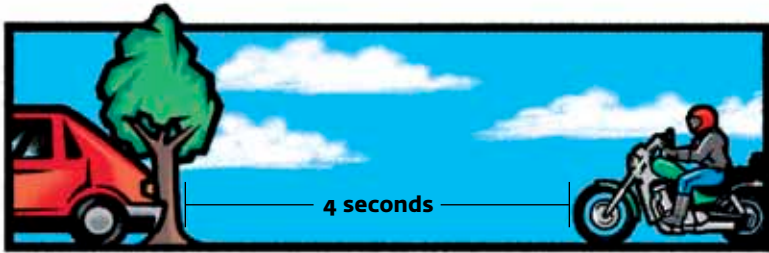


## Following Distance

Use a four-second following distance when following another vehicle under ideal driving conditions. To check yourself for proper following distance:

- 1) Wait until the car ahead passes any landmark (a shadow, a tree, a post, a sign).
- 2) Start counting, “One-thousand and one, one-thousand and two, one-thousand and three, one-thousand and four.”
- 3) You should pass the landmark no sooner than four seconds later. In bad conditions, increase the count.

Be safe, give yourself plenty of stopping space.



## Passing

When passing parked cars on a street with marked lanes, ride in the left track of the passing lane and reduce your speed. This will give you more time and distance to react should a door open in front of you or a pedestrian emerge between parked cars. When passing parked cars on residential streets, ride a reasonable distance (approximately 1.3 to 1.8 m) from the parked cars.

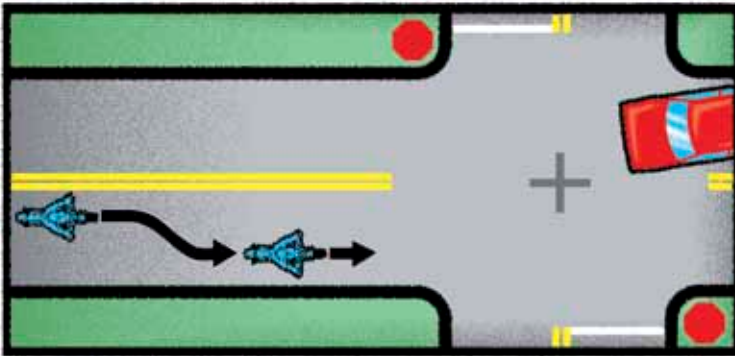
If a vehicle is overtaking or passing you, keep in the left tire track. If you move to the right, you will encourage motorists to share your lane.

When meeting oncoming traffic, especially large vehicles, be prepared to move to the right of your lane to avoid the air turbulence.

## Intersections

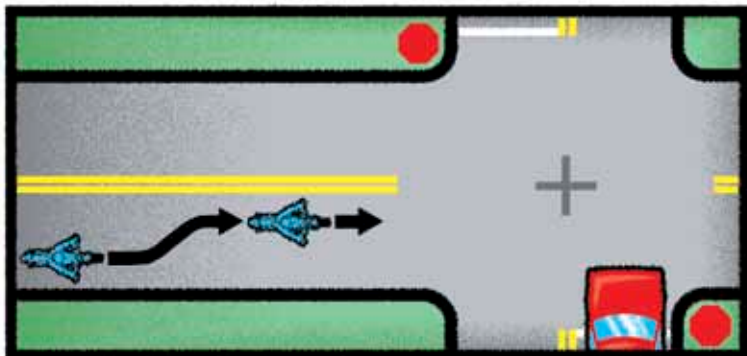
Most collisions occur at intersections with vehicles making left turns or with vehicles entering from side streets. To avoid a collision at an intersection:

- Look ahead, behind, left and right to assess an intersection for potential dangers. Ride in a position where you can be seen. You may have to sound your horn to draw the attention of other motorists who may be looking directly at you or past you.
- Give yourself room to manoeuvre. Never ride in a position where there is no way out.
- Be prepared to stop. Reduce your speed and cover your brakes (have your hand over the front brake lever and your foot over the rear brake pedal). Your right-of-way means nothing if there is a vehicle in your path.
- Always move into position well ahead of the intersection so that other road users know you are not going to turn.
- If an oncoming driver wants to turn left, slow down and approach cautiously.

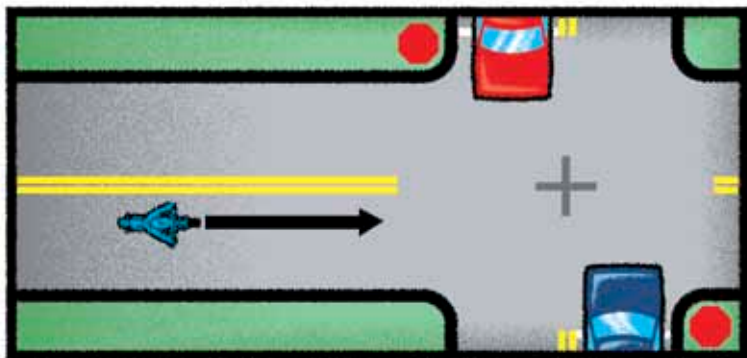


- Slow down and be ready to move to the left or right of your lane, whichever will give you more room.

- If a car is about to enter from the right side of the intersection, move to the left of your lane and be prepared to stop.



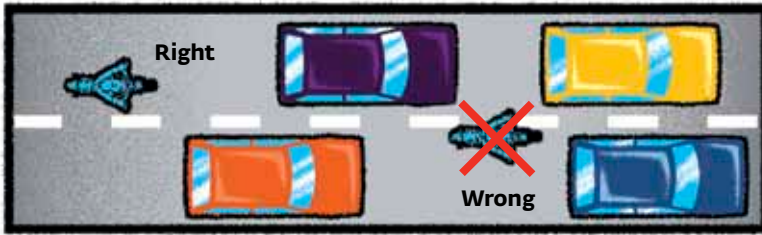
- If traffic is entering the intersection from both sides, stay in the left tire track in your lane to even out the space on either side. Be prepared to stop.



## In Traffic

Never pass vehicles that are slower or stopped by cutting between lanes of traffic. There is no room to manoeuvre and no way out should a door open in front of you or should a vehicle change positions within the lane.

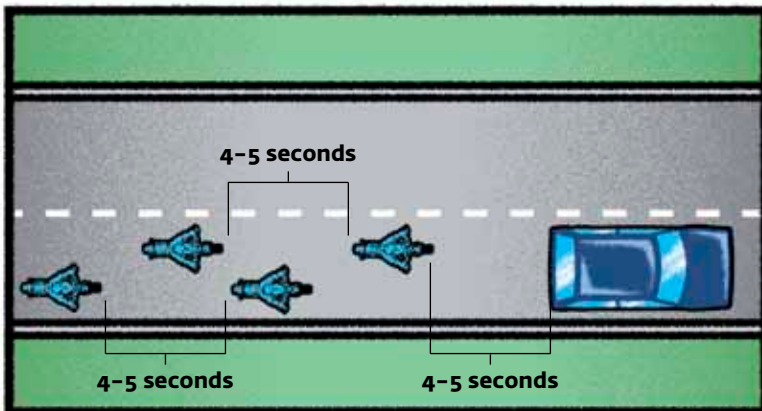
Don't cut in between lanes of traffic.



## Group Riding

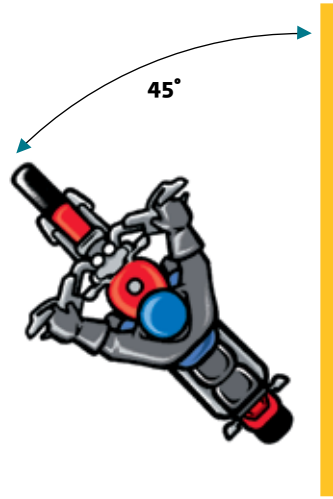
Avoid riding in large groups. They interfere with traffic and are separated easily. If your group is larger than four, divide it into two or more groups.

Plan your route in advance to avoid confusion. Slower or inexperienced riders should lead. Never ride directly beside another motorcyclist. Sharing a lane limits room to manoeuvre and reaction time. Always ride in a staggered formation, following the four second rule. At highway speeds, increase the count to five, and in bad conditions, make it at least six.



## Parking

When parking near a curb, position the motorcycle at a 45 degree angle. The motorcycle will be more visible to motorists looking for a place to park.



# Road Hazards

## Slippery Surfaces

Slippery surfaces reduce the friction between the motorcycle tires and the road surface. Be careful of:

- **Wet pavement**, especially after it starts to rain and before surface oil and dirt are washed away.
- **Oil slicks** created by drippings from other vehicles, especially in the centre portion of the lane.
- **Wet metal** such as manhole covers and bridge gratings. Wet lane markings should also be avoided.
- **Snow and ice** should be completely avoided.

If you cannot avoid riding on slippery surfaces:

- reduce your speed;
- use both brakes smoothly and gradually;
- avoid sudden moves; and
- shift to a lower gear for better traction, and release the clutch gradually.

## Loose Material on Surfaces

You may find paved roads slippery when covered with sand, gravel, mud or leaves. They are similar to wet pavement but they can be even more dangerous.

When approaching loose material on a roadway:

- Reduce your speed.
- Grip the handlebars firmly.
- Raise your body slightly off the seat for better balance, and move slightly to the rear for better traction.
- Keep your arms and wrists loose to permit the front wheel to move a little, as it likely will.
- Keep your feet on the pegs.
- After you have reduced your speed, maintain an even and constant throttle position.

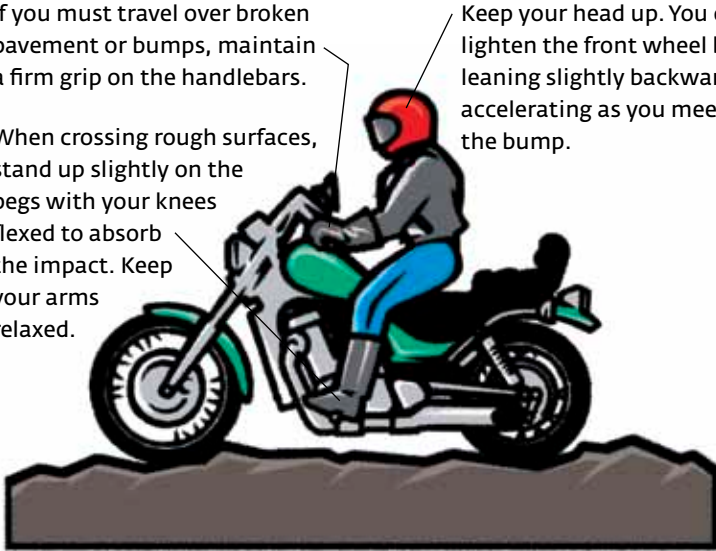
## Rough Surfaces

Try to avoid crossing rough surfaces such as bumps, broken pavement or potholes. If you cannot avoid them, keep the motorcycle as upright as possible and reduce your speed. You can stand on the foot pegs to improve control and to avoid the shock to your body as you ride over a hazard.

If you must travel over broken pavement or bumps, maintain a firm grip on the handlebars.

When crossing rough surfaces, stand up slightly on the pegs with your knees flexed to absorb the impact. Keep your arms relaxed.

Keep your head up. You can lighten the front wheel by leaning slightly backward, accelerating as you meet the bump.

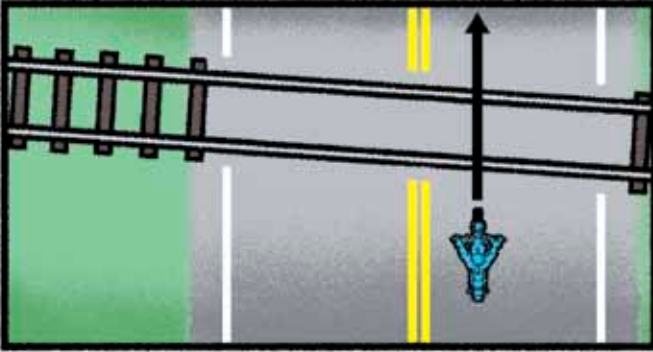


## Grated Surfaces

When riding over grated surfaces such as some bridges, the motorcycle will tend to vibrate and wander back and forth. Do not try to counter this movement. It is usually not dangerous. Keep your speed constant and ride straight across.

## Railway Crossings

It is not necessary to cross railway tracks head on at a full 90 degrees. If there is other traffic, an angle of 45 degrees or better is enough, and will eliminate the need for swerving, a risky manoeuvre.



## Night Riding

No night-time driving is allowed in the Class 6 Learner Stage in CDL. The Class 6 Learner may operate only during daylight hours— $\frac{1}{2}$  hour after sunrise to  $\frac{1}{2}$  hour before sunset.

Since riding conditions are more dangerous at night:

- Reduce your speed.
- Allow more distance when following to give yourself more time to react. Keep a following distance of at least four or five seconds.
- Signal earlier, brake sooner, flash your brake lights.
- Only pass when necessary.
- Do not override your lights.
- Stay alert. Everything is more difficult to see at night. Stop if you are tired.
- Keep your goggles, face shield, and windshield clean. If they are badly scratched, replace them. Do not use tinted lenses.
- Be sure you are visible. Clean your lights and reflectors if they are dirty. Wear bright colours or reflective clothing. Reflective tape can be added to your clothing or the motorcycle.
- Use your low beams in rain, fog or smoke.

Do not use the high beam. It may blind you by illuminating the rain, fog or smoke in the air.



Your low beam illuminates the road directly in front of you.



## Obstacles

If you suddenly come across an obstacle on the road:

- reduce speed;
- counter-steer;
- move to the safest side; and
- stay in your own lane.

If an obstacle cannot be avoided, ride over it in the same manner as riding over rough surfaces:

- meet the obstacle head-on;
- slow down to reduce impact;
- stand up slightly on the pegs with your knees flexed to absorb the impact; and
- lighten the front wheel by leaning slightly backward and accelerating slightly as you meet the obstacle.

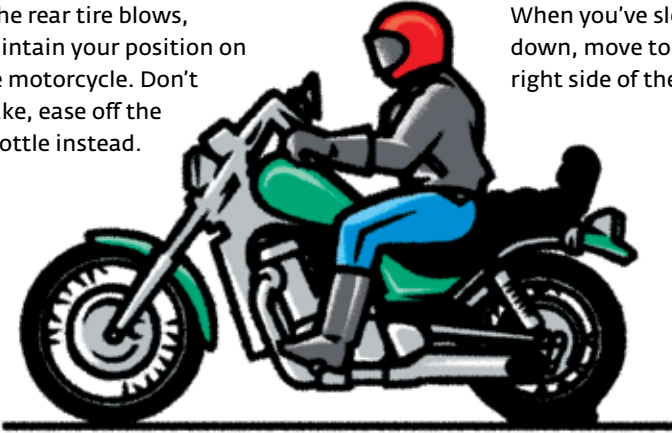
# Emergencies

## Blowout

### Rear Tire

If the rear tire blows, maintain your position on the motorcycle. Don't brake, ease off the throttle instead.

When you've slowed down, move to the right side of the road.



### Front Tire

If a front tire blows, hang on firmly and try to steer straight.



## Speed Wobble

If you develop a speed wobble:

- don't brake;
- hang on firmly to the handlebars;
- do not try to stop the wobble;

- gradually close the throttle;
- pull off the road as soon as you can; and
- check for unequal tire inflation, bent or misaligned wheels, loose bearings, loose spokes or an improperly mounted windshield or fairing. All of these are typical causes of unsteadiness.

## Stuck Throttle

If your throttle sticks:

- immediately squeeze the clutch lever;
- rotate the throttle back and forth several times, and if you cannot close the throttle, turn off the engine with “killswitch;” and
- steer off the road and brake to a stop.

## Skids

Most motorcycle skids are caused by braking too hard with the rear wheel, making it slip sideways.

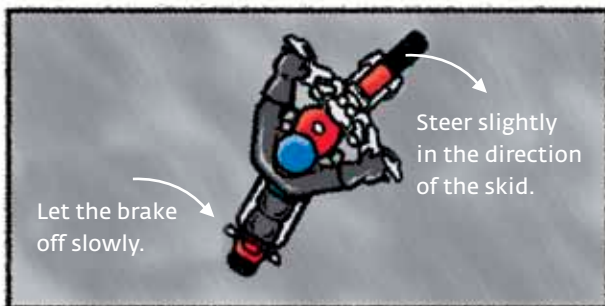
In a slow speed skid:

- steer slightly in the direction of the skid slowly letting up on the brake so the wheel can turn.

In a high speed skid:

- carefully pull the wheel into the turn to counter-steer out of the skid.

Caution should be taken not to oversteer as this may cause the motorcycle to tip over in the direction of the skid.

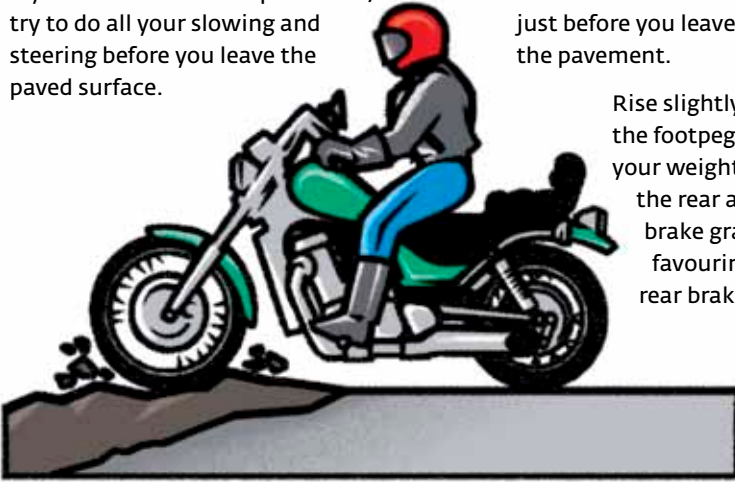


## Leaving the Road

If you have to leave the pavement, try to do all your slowing and steering before you leave the paved surface.

Release the brakes just before you leave the pavement.

Rise slightly on the footpegs, shift your weight to the rear and brake gradually, favouring the rear brake.



# Driving While Impaired

## Alcohol

Alcohol is a depressant, not a stimulant. It reduces alertness and slows normal reflexes. If you've had too much to drink, black coffee, food or a cold shower won't sober you up — only time will eliminate alcohol from your body.

Impaired drivers are among the most dangerous, unpredictable individuals on our roads and account for about half of all traffic fatalities in Manitoba. That explains why, in this province, **the penalties for drinking and driving are severe.**

If your ability to drive is impaired, a charge of impaired driving can be laid regardless of what level of alcohol is found in your blood. Accordingly, the safest rule to follow is: **if you drink—don't drive.**

Impaired drivers usually fail to recognize they are impaired. Alcohol or drug impairment delays reaction times, distorts vision and impairs judgment.

## Drugs

### Prescription Drugs

Tranquillizers, antidepressants, sleeping pills and similar drugs can affect driving ability even if taken in the prescribed dosage. Accordingly, if you continue to drive while impaired by any medication, you can be charged with driving while impaired. This will result in the same consequences as if you were impaired by alcohol. Discuss the possible effects of any medication with your doctor or pharmacist.

### Illegal Drugs

Illicit drugs may cause hallucinations, hostility, and aggressiveness in addition to dulling normal thought processes and slowing down eye-hand coordination.

**Never mix drugs and alcohol — even in small quantities.**

For information contact:

**Addictions Foundation of Manitoba**

General Inquiries call 204-944-6200

Website: [www.afm.mb.ca](http://www.afm.mb.ca)

Email: [library@afm.mb.ca](mailto:library@afm.mb.ca)

## What can you do to prevent other people from driving while impaired?

When you host a party, you can also take steps to discourage guests from driving home if they have had too much to drink. Here are some suggestions:

- Set up “house rules” that make driving home after drinking too much not acceptable. Tell your guests about these rules before they arrive! Then they can make alternative plans for going home if they plan to drink.
- Offer guests fruit juices, mineral water and soft drinks as alternatives to alcoholic beverages.
- Don’t serve “one for the road.” It’s a good idea to close the bar at least one hour before the party ends. Encourage guests to stay for a while by serving food and tea, coffee or other non-alcoholic beverages at this point.
- Have enough spare cash on hand to lend to friends for taxi fare.
- Be prepared to have some guests stay overnight if necessary. A little inconvenience and embarrassment (theirs, not yours) are far better than risking impaired driving.

You don’t have to stop with just yourself or family and friends. Those of us who belong to groups or clubs can challenge other members to share a leading role in preventing impaired driving. Many groups and organizations sponsor parties and other social events where alcohol is served. All members can participate in making sure no one drives after drinking. People can take turns not drinking so they may drive others home.

## Drinking and Driving Anywhere is a Crime

Drinking and driving threatens everyone’s safety. Manitoba’s tough laws on drinking and driving are now even tougher and apply to all motor vehicles including off-road vehicles and special mobile machines (SMM’s). An ORV is any motorized vehicle designed and adapted for cross-country travel on land, water, ice, snow, marsh or other natural terrain. Some examples of ORVs are:

- snowmobiles
- all-terrain vehicles
- dirt bikes

Special mobile machines are heavy and agricultural equipment, and some examples are:

- front-end loaders
- cranes
- forklifts
- graders
- tractors
- combines

If you drink and drive, regardless of whether it's an ORV, special mobile machine or a motor vehicle, you will lose the right to drive these types of vehicles.

### **What are the Consequences?**

Novice drivers who violate the zero blood alcohol restriction will be subject to a 24-hour roadside suspension. They will also be required to attend a show cause hearing where further suspension action will be considered. Novice drivers include drivers in the Learner and Intermediate Stage of GDL, Authorized Instruction in Class 5 or Class 6, and drivers in the first three years of the Full Stage Class 5 or Class 6.



Anyone who operates a motor vehicle or an Off-Road Vehicle (ORV) and has a blood alcohol concentration between .05 and .08 will face a variety of consequences including:

- An immediate 24-hour roadside licence suspension;
- Pay a \$50\* driver licence reinstatement charge;
- A mandatory impaired driver's assessment at your expense, if you have more than one 24-hour roadside suspension in three years.

In addition, any driver with a blood alcohol level over .08 or who refuses to provide a breath or blood sample to police, or refuses a Field Sobriety Test (FST) may face additional consequences including:

- An immediate 24-hour roadside licence suspension;
- An automatic three-month licence suspension;
- A vehicle impoundment (except SMM's);
- A mandatory impaired driver's assessment at your expense;
- Additional driver's licence premium of \$1000 or more.

Drivers convicted\*\* of an alcohol-related driving offence under *The Criminal Code of Canada* will be suspended and disqualified from driving any kind of motor vehicle. A conviction\*\* will result in a court-imposed Canada-wide driving prohibition for a minimum one year, and a mandatory driver's licence suspension from one year to life.

Some licence suspensions, disqualifications and court imposed driving prohibitions can be appealed to the Licence Suspension Appeal Board. If successful in their appeal, drivers may be required to participate in Manitoba's Ignition Interlock Program for alcohol related driving suspensions and/or prohibitions.

\* Charges and additional driver's licence premiums are subject to change.

\*\* A discharge under the *Criminal Code of Canada* for certain driving related offenses may be treated as a conviction under *The Highway Traffic Act*.

# Licence Suspension for Other *Criminal Code of Canada* Convictions

Driving a vehicle in Manitoba is a privilege. People convicted\* of certain offences under *The Criminal Code of Canada* will lose that privilege. Some examples of these offences are: dangerous driving, criminal negligence, flight from police, auto arson, auto vandalism, take vehicle without owner's consent, auto theft, possession of property obtained by crime, and possess, sell or purchase master keys.

A conviction\* of any these offences results in an automatic driver's licence suspension or eligibility to obtain a licence. It also disqualifies you from operating an off-road vehicle. Anyone convicted of any such offence faces a driver's licence suspension ranging from one year to life. Offenders under 16 years of age will have their suspension start on their 16th birthday.

\* A discharge under the *Criminal Code of Canada* for certain driving related offenses may be treated as a conviction under *The Highway Traffic Act*.

# Driving While Suspended — Consequences

Vehicles and off-road vehicles (ORVs) will be immediately impounded for a minimum of 30 days for driving while the person is suspended or prohibited from driving, or if the person is disqualified from operating an ORV.

The vehicle will be impounded even if it is owned or registered by someone other than the operator at the time of the offence. It is the owner's responsibility to ensure that the user is not suspended, prohibited or disqualified. Vehicle owners will be responsible for the costs of towing and storage, plus an impoundment fee, which must be paid before a vehicle is released.

Additional consequences of driving while suspended can include:

- Imprisonment for up to five years and/or fines of up to \$2000;
- A non-appealable licence prohibition under *The Criminal Code* which means that a work licence cannot be obtained;
- A lifetime driver's licence suspension under *The Highway Traffic Act*; and,
- Additional driver's licence premiums once the driver's licence is reinstated.

# Driver Improvement and Control Program

All drivers, including motorcycle drivers, are subject to the Driver Improvement and Control Program. Drivers, who have driving convictions, at-fault accidents or 24-hour alcohol or drug related licence suspensions, are subject to interventions. These interventions include advisory letters, warning letters, driver safety courses and Show Cause Hearings to consider driver licence suspension.

New motorcycle operators are also subject to Graduated Driver Licensing (GDL) restrictions. Should they breach their GDL licence restrictions, they will be required to attend a Show Cause Hearing.

The possible outcome from the Hearing may include one or more of the following:

- Driver licence suspension;
- Requirement to complete a driver's course or driver examinations;
- Further restrictions on their licence; or,
- No action

For more information about Driver Improvement and Control, please refer to the Driver Improvement and Control Program brochure or call 985-1989 or toll-free at 1-866-323-0545. For more information about GDL, please refer to Foldout Two at the front of this handbook.

# Driver Safety Rating

Your Driver Safety Rating is your position on a scale with 36 active levels. Which level you're on depends on your driving record. This affects how much you pay for your Autopac and driver's licence premiums.

If you're a new Manitoba driver with your first driver's licence, you'll be at the "base" level on the Driver Safety Rating scale for both vehicle and driver's licence premiums. After that, for each year you drive safely, you'll move up the scale and start saving.

## How the Scale Works

Each year, we'll send you a notice showing you where you are on the scale, and what you owe for the next year. We place you on the scale using your driving record for the past year.

No traffic convictions or at-fault accidents? You'll move up the scale. If you have traffic convictions or at-fault accidents, you'll move down the scale.

Moving up the scale means more merits, which usually results in lower premiums. Moving down the scale means fewer merits (or more demerits), along with higher premiums, in most cases.

**Remember, each year of safe driving = one level up the scale.**

MERITS FOR  
SAFE DRIVING

+15

+14

+13

+12

+11

+10

+9

+8

+7

+6

+5

+4

+3

+2

+1

0

(BASE)

-1

-2

-3

-4

-5

-6

-7

-8

-9

-10

-11

-12

-13

-14

-15

-16

-17

-18

-19

-20

DEMERITS FOR  
HIGHER-RISK DRIVING

↑  
Safe driving results  
in more merits and  
lower premiums.

↓  
Higher risk driving  
results in more  
demerits and  
higher premiums.