

Motorcycle Handbook



**Manitoba
Public Insurance**

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This handbook is for general information only. For specific information, see The Highway Traffic Act and/or The Drivers and Vehicles Act and regulations. All charges, additional premiums and fines in this handbook are subject to change.

Basic Class 6 Licensing Requirements

Who must take a driver test

You must take a driver test for the class of vehicle you wish to drive if you:

- have never been licensed for that class of vehicle
- have not held a Manitoba licence within the past four years
- hold a licence from outside Canada, the United States or other jurisdictions whose licences are not exchangeable

You may be required to be retested if you:

- have been involved in traffic collisions or convictions
- have had your licence suspended
- have a medical condition that may affect your ability to drive safely

Graduated Driver Licensing

Drivers who applied for their first Class 6 driver's licence on or after April 1, 2002 are in the Graduated Driver Licensing (GDL) Program and are subject to the GDL stages and restrictions while operating a motorcycle.

Manitoba Class 6 Driver's Licence Stages are:

- M** Motorcycle Training Course—permits operation of a motorcycle only while taking the motorcycle training course
- L** Learner Stage (minimum 9 months)
- I** Intermediate Stage (minimum 15 months)*
- F** Full Stage

**A driver is only required to complete the Intermediate Stage once. Therefore, time served in the Intermediate Stage in Class 5 will be applied to the Intermediate Stage in Class 6.*

Application and test requirements

An applicant for a Class 6 Learner Stage licence must be a minimum of 16 years of age and the holder of a valid Manitoba driver's licence of any class and stage.

A) Knowledge test

- i) A Class 6 supplementary knowledge test on the safe operation of a motorcycle is required. (This is not an open book test.) The test charge is \$10 per test (subject to change). If you are in GDL, there is a seven-day waiting period to retake the knowledge test if you are unsuccessful. Only one knowledge test per class of licence is allowed per day. If you are outside of GDL, you are eligible to repeat a knowledge test the next working day.
- ii) Once you have passed the motorcycle knowledge test you will be issued a Class 6 (M Stage) licence, which will allow you to operate a motorcycle only while taking the motorcycle training course. Once you have passed the motorcycle training course you will be eligible for the Class 6 Learner Stage licence. Time served in the M Stage will not be credited to the nine-month Learner Stage period.

B) Visual and medical requirements

Drivers who fail to meet minimum vision standards, with or without corrective lenses, cannot obtain a driver's licence. If corrective lenses are required for driving, this will be indicated on your licence. Applicants who fail to meet the minimum medical or vision standards may have their licence suspended until further information is filed. A vision and/or medical report may be required.

Before taking a knowledge test, an applicant for a driver's licence who has a medical condition that may affect their ability to drive safely must inform: Driver Fitness, Box 6300, Winnipeg, Manitoba, R3C 4A4, phone 204-985-1900 or toll-free at 1-866-617-6676.

If a medical report is required, it must be approved by Driver Fitness before you can take the knowledge test.

Manitoba Health will **not** pay for third-party requests for a medical report including related examinations, tests, or telephone calls to physicians. Applicants are responsible for these costs.

C) Road test

The Class 6 testing season runs from May 1 to Oct. 30. However, if weather conditions permit, road tests may be scheduled sooner or later.

The road test not only measures your ability to operate a motorcycle, it also identifies errors that need to be corrected. There are two steps in this process:

1. Identify all motorcycle controls, describe their functions and demonstrate their use.
2. Operate your motorcycle in typical traffic situations in a safe and legal manner.








Please ensure you check in 15 minutes before your appointment time. You must supply a motorcycle in good working order and produce a Vehicle Registration Certificate confirming the vehicle is properly registered and insured. Failure to do so will result in cancellation of the road test with your fees not being refunded.

Applicants for a motorcycle driver's licence who have not held a motorcycle driver's licence any time prior to April 1, 2002, from any jurisdiction, are subject to a nine-month learning period before they are eligible to take a motorcycle road test. If you are in GDL and fail the road test, there is a 14-day waiting period to retake it.

Change of name or address

You are required to notify your Autopac agent or Manitoba Public Insurance within 15 days of any change in your name or address.

For more information visit mpi.mb.ca or call: 204-985-7000 (in Winnipeg) or toll-free at 1-800-665-2410 (outside Winnipeg).

Manitoba Licence Class	Allows the Licence Holder to Operate	Minimum Age	Medical Requirements	Requirements	Test Charges	
1		18	<ul style="list-style-type: none"> • Must meet medical and vision standards. • Medical report required on initial application and periodically thereafter based on the age of the driver. Medical report valid for six months from the date completed by physician. Must obtain Authorized Instruction within this six-month time frame. 	<ul style="list-style-type: none"> • Must hold a minimum Class 5I (Intermediate Stage) licence or Class 5A (Authorized Instruction Stage) licence to obtain authorized instruction in Classes 1–4. • Must pass knowledge test. • Requires supervising driver for Authorized Instruction. • Must pass road test. For Classes 1, 2, 3 or 4 (buses and trucks only), the test includes a pre-trip inspection of vehicle (and air brake system if applicable) by the applicant. 	Class 1 Road Test \$50	
	2					Class 2 Road Test \$45
					3	
	4					
5		16 or 15½ if enrolled in a high school driver education course currently in progress	<ul style="list-style-type: none"> • Medical report required when requested. • Must meet vision standards. 	<ul style="list-style-type: none"> • Must pass knowledge test for Class 5L (Learner Stage) licence (must wait seven days for re-test.) • Requires supervising driver for Class 5L (Learner Stage) or Class 5A (Authorized Instruction) licence. • Requires supervising driver for a Class 5I (Intermediate Stage) licence if carrying more than one passenger between the hours of midnight and 5 a.m. • Must pass road test to advance to the Intermediate Stage (Minimum 15 months). (Must wait 14 days for re-test. Professional instruction required if five or more tests are needed.) 	Class 5 Road Test \$30	
					Knowledge Test \$10	
6		16	<ul style="list-style-type: none"> • Medical report required when requested. • Must meet vision standards. 	<ul style="list-style-type: none"> • Driver must hold a valid licence of any class and stage. • Must pass knowledge test (must wait seven days for re-test). • Must obtain Class 6M (Motorcycle Training Course Stage) licence in order to complete motorcycle training course. The course is required before Class 6L (Learner Stage) licence is issued. (Contact Safety Services Manitoba for motorcycle course scheduling and fees.) • Minimum nine-month Learner Stage. • Must pass road test to advance to the Intermediate Stage (Minimum 15 months). (Must wait 14 days for re-test.) 	Class 6 Road Test \$30	
					Knowledge Test \$10	
Air Brake Endorsement				<ul style="list-style-type: none"> • Must pass knowledge test. • Must pass Air Brake practical test for A (Authorized) endorsement. • Must pass adjustment of the manual slack adjusters for S (Slack Adjuster) endorsement. • No additional charge for the Air Brake practical test if it is completed at the same time you are road-tested for a higher class of licence. 	Practical Test \$30	
					Knowledge Test \$10	

1. A semi-trailer truck is a truck tractor and a semi-trailer combined.
2. A bus is any vehicle with a seating capacity of at least 11 persons (including the driver) used primarily to carry passengers. It excludes vehicles used for personal transportation by the owner or with the owner's permission.
3. School bus certificate is required. For further information, contact the Pupil Transportation Unit, Manitoba Education and Training at 204-945-6900.
4. Mopeds are not allowed to be driven on highways with a speed limit exceeding 80 km/h but may cross these highways.

All charges are subject to change.

Graduated Driver Licensing

Graduated Driver Licensing

On January 1, 2003, Manitoba introduced a Graduated Driver Licensing (GDL) Program for Class 5 and 6 driver's licences. Drivers who applied for their first Class 6 driver's licence on or after April 1, 2002 are in GDL and are subject to the GDL stages and restrictions while operating a motorcycle.

GDL is a three-stage licensing process that is designed to help new drivers, regardless of age, acquire the knowledge and skill needed to safely operate a motor vehicle. Whether you are 16 or 60, GDL enables new drivers to gain experience under conditions where the risk of having a collision is lower.

The three stages of GDL are the Learner Stage, the Intermediate Stage and the Full Stage. Each stage has specific restrictions imposed on the new driver that will reduce the opportunity and likelihood of them engaging in risky driving behaviour.

Any person applying for their first motorcycle learner's licence on or after January 1, 2003 must complete an approved motorcycle training course in order to qualify for a Class 6 Learner (L) Stage licence.

This one-day course will provide the new motorcyclist with the basic skills required to operate a motorcycle. This is a user pay course, which is offered province-wide. Contact your nearest Autopac agent or Manitoba Public Insurance Service Centre for further information.

Manitoba Class 6 Driver's Licence Stages are:

- M** Motorcycle Training Course—permits operation of a motorcycle only while taking the motorcycle training course
- L** Learner Stage (minimum 9 months)
- I** Intermediate Stage (minimum 15 months)*
- F** Full Stage

Class 6 Motorcycle Training Course (M) Stage

To be eligible to apply for a Learner licence, you must be at least 16 years of age. You must pass a knowledge test. You will then be issued a Class 6 M Stage licence, which allows you to operate a motorcycle while taking an approved motorcycle training course.

Once you have completed the motorcycle training course, you will be issued a Motorcycle Learner Stage licence. Time served in the M Stage will not be credited to the nine-month Learner Stage period.

Class 6 Learner (L) Stage driving restrictions (minimum 9 months)

- cannot have drugs or alcohol in system while operating a motorcycle
- no passengers
- no nighttime driving (½ hour before sunset to ½ hour after sunrise)
- no towing of vehicles
- no operating of off-road vehicles along or across highways (unless driver holds a minimum Class 5 Intermediate Stage licence)

Class 6 Intermediate (I) Stage (minimum 15 months)*

To graduate to this stage, you must pass the Class 6 road test. While in the Intermediate Stage, you cannot have drugs or alcohol in your system.

Drivers in the Intermediate Stage may carry a passenger, tow a vehicle and operate off-road vehicles along or across highways.

Class 6 Full (F) Stage

After spending a minimum of 15 months in the Intermediate Stage, you will graduate to the Full Stage. For the first 36 months you cannot have drugs or alcohol in your system while operating a motorcycle.

Authorized Instruction (A) Stage (non-GDL Learner Stage)

An Authorized Instruction Stage applies to:

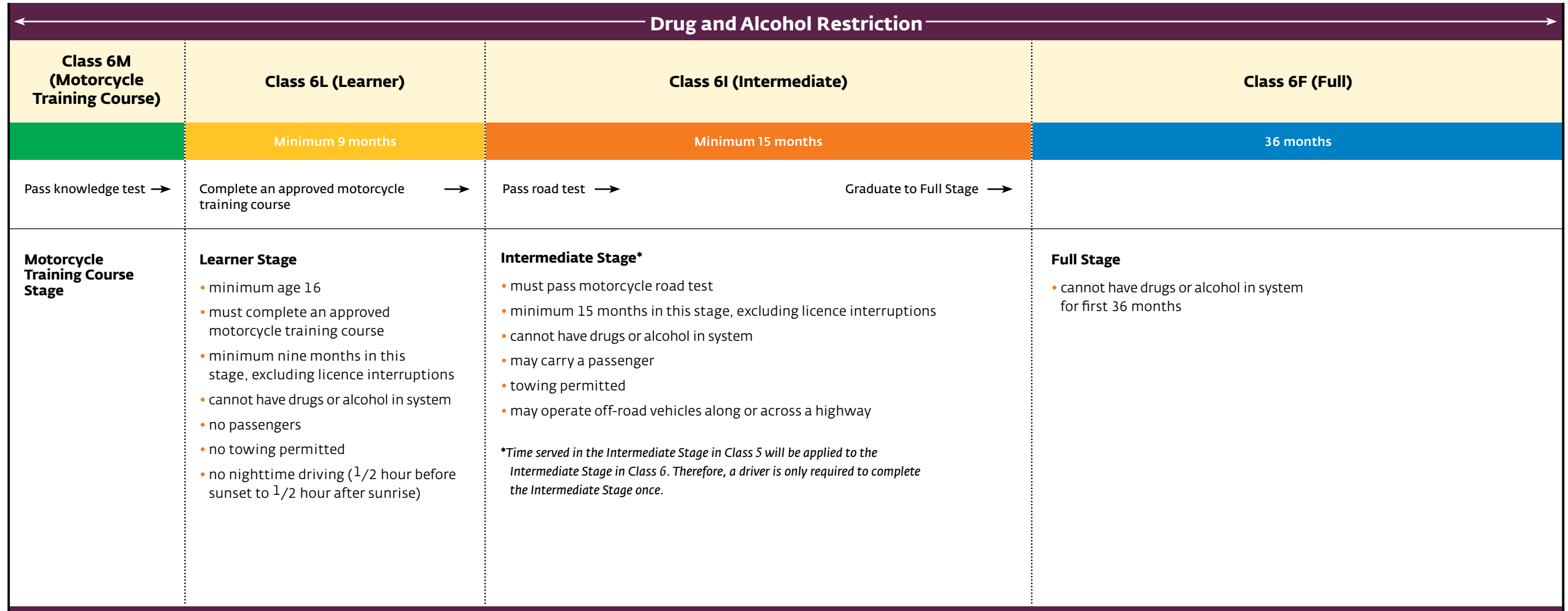
- drivers who held a Motorcycle Instruction Permit prior to April 1, 2002
- experienced Class 6 drivers who have been de-classed
- experienced drivers transferring to Manitoba who require driver examinations

Drivers with Authorized Instruction in Class 6 must adhere to certain conditions. You must:

- not have drugs or alcohol in your system while operating a motorcycle
- not carry a passenger
- not operate off-road vehicles along or across highway (unless you hold a minimum Class 5 Intermediate Stage licence)

**A driver is only required to complete the Intermediate Stage once. Therefore, time served in the Intermediate Stage in Class 6 will be applied to the Intermediate Stage in Class 5.*

Graduated Driver Licensing Class 6



Keep your licence valid!

The Manitoba driver's licence is valid for up to five years. The driver's licence charge and base driver premium are assessed annually and due for payment on your anniversary date (which is four months less 1 day after your birthday, i.e. if your birthday is Sept. 21, your anniversary date is Jan. 20).

If drivers in the Learner or Intermediate Stage do not renew their licences, they will not earn credit for the period of time they are not licensed. If you own a vehicle, your Autopac will be renewed and expire at the same time as your driver's licence.

Test appointments

Scheduling your motorcycle knowledge or road test

- The motorcycle testing season runs from May 1 to Oct. 30. However, if weather conditions permit, road tests may be scheduled sooner or later.
- All knowledge and road tests are by appointment only. Visit an Autopac agent* to pay for your test and to schedule your test appointment.
- You may also book your knowledge and road tests online at mpi.mb.ca. Minors are not eligible to book Class 6 knowledge tests online, but can book the subsequent road test.
- Both knowledge and road tests are conducted during weekdays only (with the exception of holidays). Saturday appointments are available in Winnipeg. For hours of operation and the classes of testing available, please see mpi.mb.ca or contact an Autopac agent.
- Your Autopac agent can provide you with details of available appointments at any testing location.
- You can schedule your test appointment up to eight weeks in advance.
- Knowledge and road tests are available in English and French. Specify your language preference when booking your appointment.

*For a list of Autopac agents, see mpi.mb.ca.

Mobile test units

Mobile Test Unit locations and schedules are available from any Autopac agent or at mpi.mb.ca.

Key points about your tests

Cost*

- A knowledge test costs \$10.
- A motorcycle (Class 6) licence road test costs \$30.

*Cost may change.

General testing information

- Please check in 15 minutes prior to your scheduled appointment time.
- There is a 30-minute time limit to complete a knowledge test.
- The knowledge test is not an open book test.
- Cellular phones and other electronic devices are not allowed in the test area.
- Only one knowledge or road test of the same class may be completed per day.
- If you are in the Graduated Driver Licensing (GDL) Program and are not successful on your knowledge test, there is a seven-day waiting period before you may take the test again.
- If you are not successful on your road test, there is a 14-day waiting period before you may take the test again.

For additional information or assistance, call your Autopac agent or the following numbers:

- In Winnipeg call 204-985-7000
- Outside Winnipeg call toll-free 1-800-665-2410

Introduction

This handbook provides basic information on the safe and legal operation of a motorcycle in Manitoba. When preparing to qualify for a motorcycle operator's licence, you should also refer to the Driver's Handbook.

A valid Class 1, 2, 3, 4, 5 or 6 licensed driver may operate a moped without further licensing, but the rules and safe driving practices outlined in this handbook also apply.

Definition of a motorcycle and a moped

A motorcycle means a vehicle that:

- (a) has a steering handlebar completely constrained from rotating in relation to the axle of one wheel in contact with the ground
- (b) is designed to travel on not more than three wheels in contact with the ground
- (c) has a minimum unladen seat height of 650 millimetres
- (d) has a minimum wheel rim diameter of 250 millimetres
- (e) has a minimum wheelbase of 1,016 millimetres
- (f) has a maximum speed capability of more than 50 kilometres per hour, but does not include a moped or power-assisted bicycle

A moped means a motor vehicle that:

- (a) has two tandem wheels or three wheels, each of which is more than 250 millimetres in diameter
- (b) has a seat or saddle having a minimum unladen height of 650 millimetres, when measured from the ground level to the top of the forwardmost part of the seat or saddle
- (c) is capable of being driven at all times by pedals only if so equipped, by motor only, or by both pedals and motor, and the motor has a piston displacement of not more than 50 cubic centimetres, or is an electric motor neither of which is capable of enabling the moped to attain a speed greater than 50 kilometres per hour

Manitoba's one-piece driver's licence

When you are issued a new Manitoba driver's licence, you will be provided with a temporary driver's licence certificate (valid for up to 45 days). You must carry your temporary driver's licence certificate with you whenever you operate a motor vehicle until you receive your permanent driver's licence in the mail.

When you apply for your first driver's licence, you will be photographed at an Autopac agent or at a Manitoba Public Insurance Service Centre. You'll need a new photo every five years.



About the renewal process

With our convenient driver's licences and Autopac policies, you'll only need to visit an Autopac agent once every five years, unless you want to change or cancel your driver's licence or policy between renewals.

You will receive a renewal notice once every five years when it's time to renew your driver's licence and/or vehicle insurance. You need to visit an Autopac agent to review your coverage and renew your driver's licence and/or vehicle insurance before it lapses.

You still pay for your driver's licence and vehicle insurance every year. In years between renewals (reassessment years), you will receive an annual statement of account, telling you what you owe.

In your reassessment years, you can choose to pay:

- online at mpi.mb.ca with VISA or MasterCard
- online or by telephone through your financial institution
- in person with cash, cheque, debit, VISA or MasterCard wherever Autopac is sold

Keep your licence valid

Your driver's licence expiry date is printed on the front of your licence. It is your responsibility to know when your licence expires and renew it.

Each year your licence will be reassessed. You will be required to pay for your driver's licence every year on your anniversary date, which is four months less a day after your birthday. For example, if your birthday is Sept. 21, your anniversary date is Jan. 20.

If you do not pay the assessed charges for your licence by the anniversary date, your licence will not be valid and can be suspended. This will result in incremental charges to reinstate your licence. You will also not earn credit in the Learner or Intermediate Stage for the period of time you are not licensed.

Illegal use of driver's licence

You may be fined and your driver's licence suspended if you misuse a driver's licence by:

- allowing someone else to use your driver's licence
- misrepresenting yourself when applying for a driver's licence
- using an outdated or otherwise invalid driver's licence
- altering, in any way, a registration card, a driver's licence, a motor vehicle liability insurance card or a certificate of insurance
- providing false identification when applying for a driver's licence or permit
- holding, at any time, more than one valid driver's licence from Canada or the United States

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:

- Snell Memorial Foundation Standard M2010, *2010 Standard for Protective Headgear For Use with Motorcycles and Other Motorized Vehicles*.
- Snell Memorial Foundation Standard M2015, *2015 Standard for Protective Headgear for Use with Motorcycles and Other Motorized Vehicles*.
- United States of America, *Federal Motor Vehicle Safety Standards*, Standard No. 218; *Motorcycle Helmets* (49 CFR Ch. V, section 571.218).
- United Nations Economic Commission for Europe Regulation No. 22, *Uniform Provisions Concerning the Approval of Protective Helmets and of their Visors for Drivers and Passengers of Motorcycles and Mopeds*.

The following persons are exempt from wearing a helmet:

- persons riding motorcycles in a legally-authorized parade
- bona fide members of the Sikh religion



Riding gear

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

Always wear a helmet

A helmet is your only protection against a serious or fatal head injury. Select one that permits the use of prescription lenses if required. Your helmet should be routinely inspected for cracks or damage that may make it useless in a collision.

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. Be sure your eye protection is clean, free of scratches and shatterproof.

Always wear protective clothing

Motorcycle-specific clothing has features like reinforced seams, windproofing and body armour design that provide both safety and comfort. Wear motorcycle-specific leather or textile jackets, pants and gloves. All clothing should fit snugly but allow for full arm and leg movement.

Always wear boots

Boots 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.

Always be visible

Whenever possible, wear bright or fluorescent colours such as yellow, red or orange to make you more visible. Reflective tape can also be added to your clothing, helmet and the motorcycle.

The motorcycle

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:

- ensure the motorcycle is suited to your height and weight
- ensure the motorcycle suits your riding ability

Equipment

All motorcycles must be equipped with:

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

Fenders

- on the front and rear wheels, which effectively reduces the wheel spray or splash of water from the roadway

Frame

- It is illegal to alter the neck angle of the front frame of a 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)



Handlebars

- not more than 92 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)

Horn

- must be audible, under normal conditions, from a distance of 60 m

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

Mirror

- one rearview mirror on the left side (two mirrors are recommended)

Muffler

- must be equipped with a noise muffler in good working order

Speedometer

- in good working order

Tires

- motorcycle tires must have at least .8 mm of tread

Controls

The motorcycle controls should be within easy reach of your hands and feet.

Choke control

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

Light switches

A dimmer switch is generally located on the left handlebar.

Clutch lever

Squeeze the lever to disengage the clutch.

Release the lever to engage the clutch.

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 gear indicator.



Horn

Sound by pressing the button with your thumb.

Front brake lever

Squeeze lever to apply front brakes.

Throttle

Rotate toward you to increase speed. Rotate away from you to reduce speed.

Starter

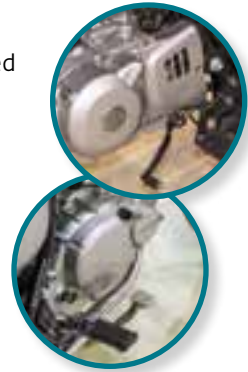
Electric starters are usually located on the right handlebar. Kick-starters (if equipped) are usually located above the right footrest.

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.

Rear brake pedal

Press down to apply rear brakes. On most motorcycles the pedal is on the right, while on some older motorcycles it is on the left.



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 you have passed the motorcycle knowledge test, you will be issued a Class 6M Stage licence, which allows 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 Class 6L Stage licence.

Make sure you choose a safe place to learn to ride, away from vehicles 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 four-point procedure each time before you start your engine:

1. Conduct the motorcycle safety check.
2. Put on all your safety equipment.
3. Mount the motorcycle from the left side, holding both handle grips firmly. Keep the motorcycle upright with both feet on the ground for support.
4. Move the motorcycle off its stand and be sure 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 handlebars. 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 and the rear tire will start to shudder. Practice using your brakes in a controlled setting before riding in traffic.

The front brake provides 70 per cent 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 but a locked front brake rarely can.

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

Keep the following in mind at all times:

- If you are in a line of traffic, first flash your brake lights to alert those behind you and 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 the clutch and put the gear in neutral just as you stop. Use the hand brake as you drop your foot for support.

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

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

Lane position

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

Ride in a position where you can see other traffic and where they can see you. Occupy your lane in a position that 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, which allows time for oil to accumulate.

Dominant riding position

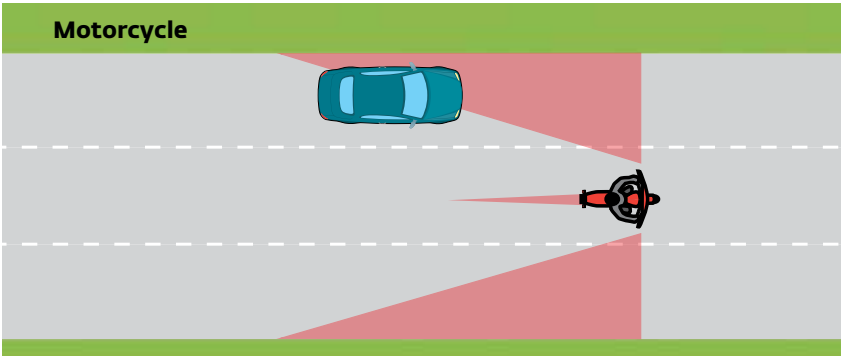
When riding on a multi-lane roadway it is recommended you ride in the dominant position. This is in the tire track that is closest to the line that separates the lanes travelling in the same direction. This will give you an area to manoeuvre into should you be forced out of the tire track you are riding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

Blind spots

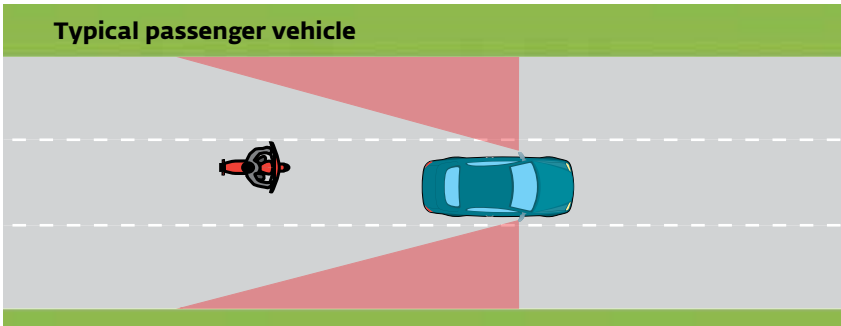
Never ride in other drivers' blind spots when riding behind or beside them. Keep to the right side of your lane when approaching the crest of a hill or when riding around corners. Oncoming drivers may crowd your lane.

Blind spot zones

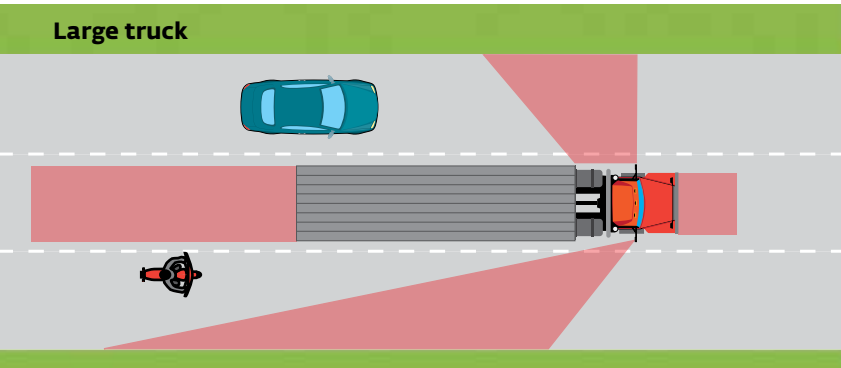
Motorcycle



Typical passenger vehicle



Large truck

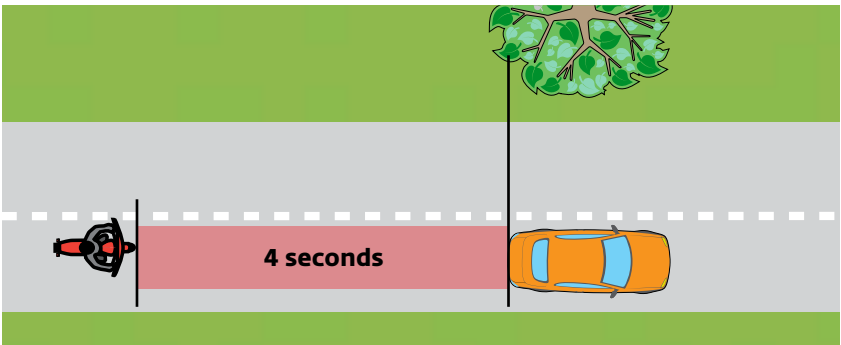


Following

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 driver ahead can see you in their rearview mirror.

Be safe and give yourself plenty of stopping space. Use a four-second following distance when following another vehicle under ideal driving conditions:

1. Wait until the vehicle ahead passes any landmark (such as a shadow, tree, post or 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.



Passing

When passing parked vehicles 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 vehicles. When passing parked vehicles on residential streets, ride a reasonable distance (approximately 1.3 – 1.8 m) from them.

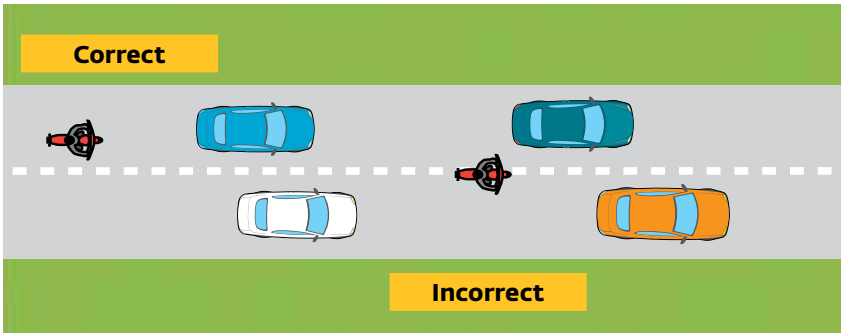
If a vehicle is overtaking or passing you, keep in the left tire track. If you move to the right, you will encourage drivers to share your lane.

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

Passing 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 a vehicle change positions within the lane.

Don't cut in between lanes of traffic.



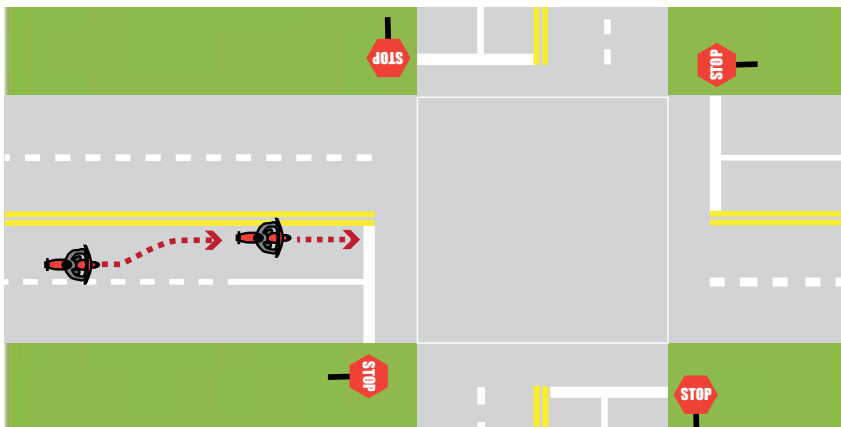
Lane changing, turning and cornering

Lane changing

Signal and shoulder check before changing from one traffic lane to another. The best check of what is behind you is always a shoulder check.

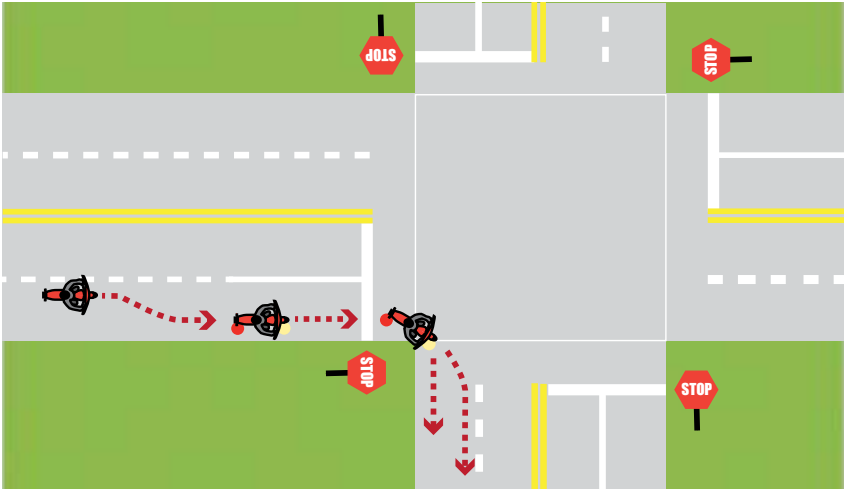
Motorcycle mirrors often provide a limited view that may be blurred by engine or suspension vibration. Multiple lane changes may be made in a single, continuous movement after one clear signal and check.

When changing from one tire track to the next within the same lane you are required to shoulder check prior to moving.



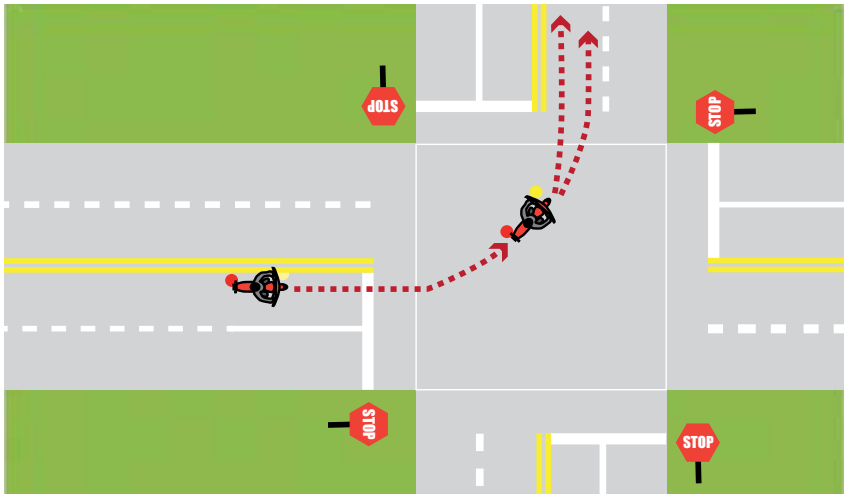
Right turns

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 other road.



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 and keep your right foot poised over the rear brake pedal.

High-speed turns and cornering

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:

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

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.

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.

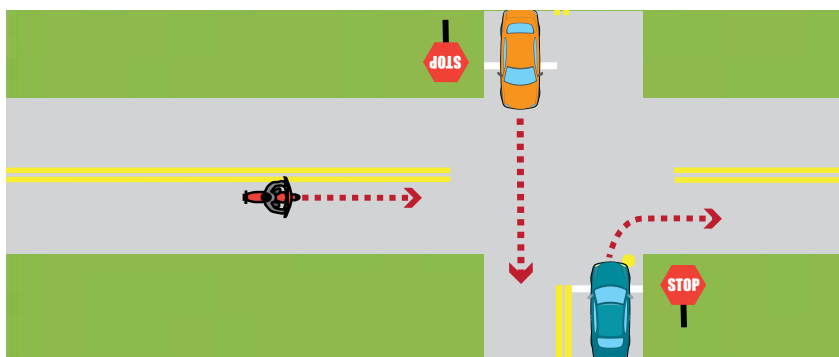
Practise counter-steering on all turns or corners over 20 km/h; it is the quickest way to change direction on a motorcycle. When cornering, if you increase the speed, increase the angle of lean.

Intersections

Most collisions occur at intersections with vehicles making left turns or with vehicles entering from side streets.

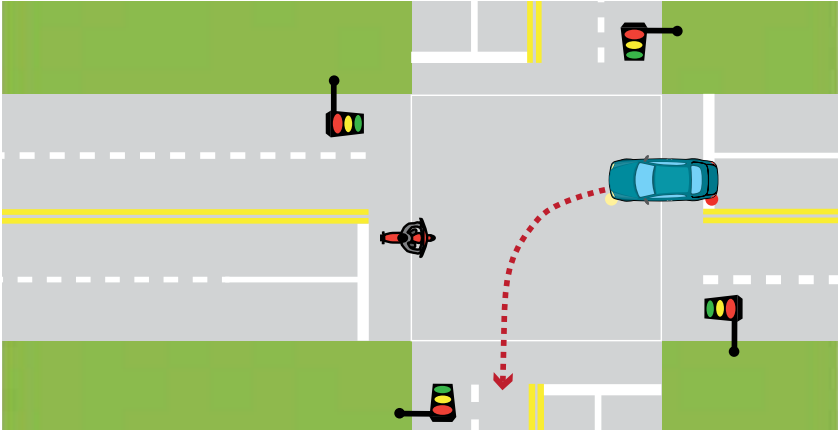
To avoid a collision at an intersection:

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



Vehicles turning left in front of you

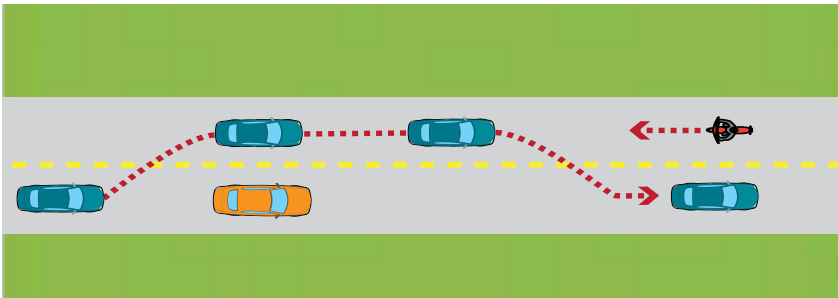
Be aware when entering an intersection of vehicles turning left in the opposite lane. Although you have the right-of-way, the other driver may have trouble determining how close you are and the speed you are travelling.



Highway riding

Because you are travelling at higher speeds, highway riding has its own risks. Drivers in other vehicles often have difficulty judging how far away a motorcycle on the highway is or the speed it is travelling.

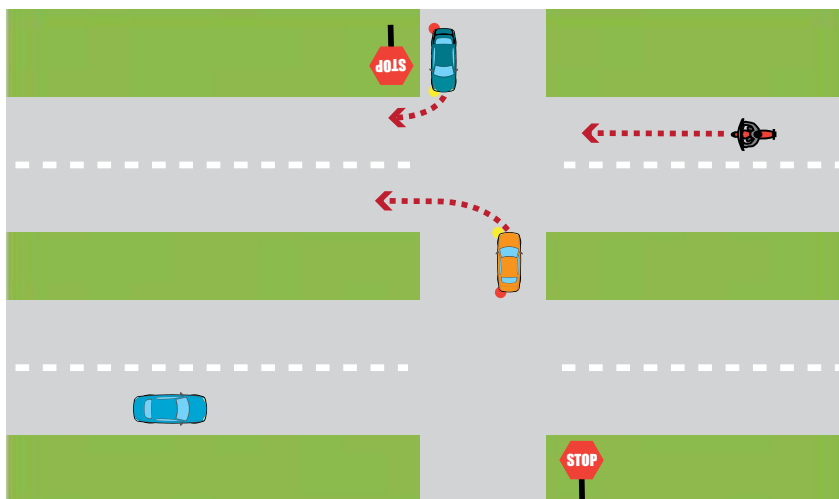
Always be aware of the actions of vehicles behind oncoming vehicles. If you notice a vehicle coming over the line a few times, the driver is probably looking ahead to see if they can pass and are about to pull out.



If someone pulls out to pass in front of you, in most cases your only option is to slow down and move to the shoulder.

- Move as quickly and safely as you can onto the shoulder.
- If the shoulder is not paved, avoid excessive braking as this could cause you to lose control.
- Before getting back onto the paved highway, slow down to a safe speed and re-enter at a 45 degree angle or greater.

Be aware of vehicles turning right onto the highway or crossing at a median, and be prepared to slow down or change lanes.



Keep the following in mind whenever you ride on highways:

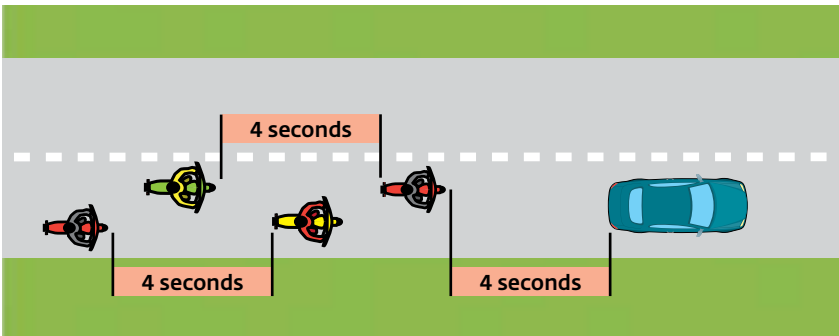
- Keep a safe distance between you and other vehicles.
- Stay out of the blind spots of other vehicles.
- Signal lane changes well in advance.
- Do frequent mirror checks to stay aware of your surroundings.
- Watch out for wildlife (refer to the Wildlife section for more information).

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.

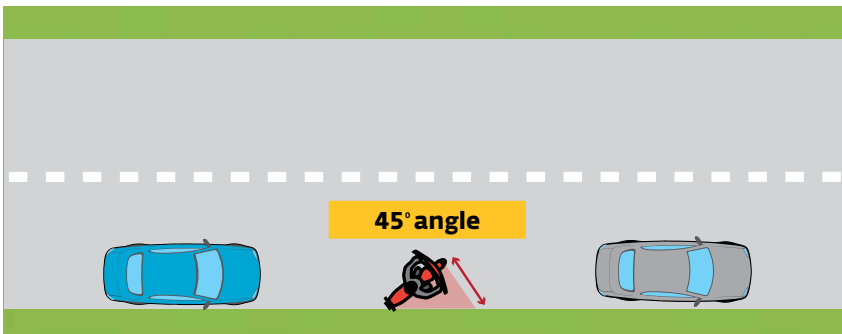
When riding in a group:

- 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 four seconds behind the vehicle in front of you. At highway speeds increase the following distance even more.



Parking

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



Passengers and cargo

Remember, the holder of a Class 6 L (Learner) or Class 6 A (Authorized Instruction) driver's licence is not permitted to carry passengers.

Carrying passengers or cargo will change your motorcycle's balance, steering, acceleration and braking. Avoid carrying passengers or cargo until you are confident of your balance and control of the motorcycle.

Passengers

When carrying passengers, always keep the following in mind:

- 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.
- Allow more room to manoeuvre and brake in traffic.
- Instruct your passenger how to ride with you and not to give hand signals.
- 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.
- Adjust the shock absorbers and check the slack in the drive chain.
- Both of the passenger's feet should always be on the footpegs—even when you are stopped. Hot pipes and mufflers are a major hazard.
- The passenger should sit as far forward as possible without crowding you and hang on securely to your waist or hips.
- You must have a proper seat and footpegs that allow the passenger to sit behind you without moving you from your normal position.
- Adjust the angle of the headlight.
- Make sure the passenger wears protection gear similar to your own.

Cargo

Motorcycles are not designed to carry cargo. Small loads can be carried safely if they are properly positioned and fastened. When you are loading a motorcycle:

- Carry cargo in equipment designed for your motorcycle, such as a tank bag or saddle bags.
- If the cargo is lashed to the tank or seat, be sure it is evenly distributed and well-secured.
- Be sure 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.

Night riding

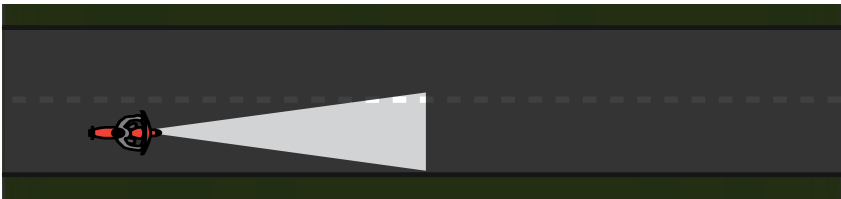
No nighttime driving is allowed in the Class 6 Learner Stage in the Graduated Driver Licensing (GDL) Program. A Class 6 driver can operate a motorcycle only during daylight hours—½ hour after sunrise to ½ hour before sunset.

Reduced visibility

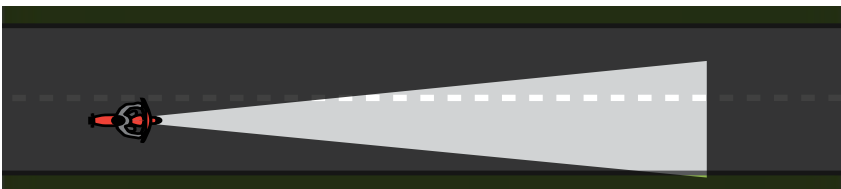
In conditions where visibility is reduced (for example, bad weather), take extra precautions:

- Reduce your speed.
- Allow more distance when following to give yourself more time to react. Keep a following distance of at least four seconds.
- Signal earlier, brake sooner, flash your brake lights.
- Only pass when necessary.
- Use your low beam and high beam lights correctly:

Low beams (regular headlights) illuminate the road directly in front of you. Use them in rain, fog or smoke.



High beams (brighter headlights) allow you to see further ahead. They are generally used for nighttime highway driving. However, high beams may blind you by illuminating rain, fog or smoke too much, so don't use them in these conditions.



Wildlife

According to Manitoba Public Insurance claims data, October and November are the two worst months for wildlife collisions in Manitoba. Colliding with a wild animal is very often catastrophic for a motorcyclist. Here are some tips to help keep you safe:

Slow down

- when you see animal crossing signs
- especially at dawn, dusk and at night when wildlife are most active
- to a speed at which you can stop within the zone of your headlights
- in rural and forested areas, where there are lush grasses, or where a creek crosses under a road



Watch carefully

- Scan the roadside for animals.
- Use your high beams at night, but remember to dim them for traffic coming from the other way and when following another vehicle closely.
- Be alert for the shining eyes of a deer reflecting headlights.
- Remember that deer rarely travel alone—where there is one, others often follow.

If an animal crosses or is near your path

- Slow down immediately and be prepared to stop.
- Dim your headlights—your brights may cause a deer to freeze on the road.
- Blow your horn or try revving your engine to scare the animal away.
- If a crash is imminent, brake firmly to reduce your speed.
- Swerve only if necessary, on a path you know is clear, avoiding oncoming vehicles and other hazards.

Obstacles

If you suddenly come across an obstacle on the road:

- Reduce speed.
- Counter-steer.
- Move to the safest side.
- 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 footpegs with your knees flexed to absorb the impact.
- Lighten the front wheel by leaning slightly backward and accelerating slightly as you meet the obstacle.

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 footpegs to improve control and avoid the shock to your body as you ride over a hazard.

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, which should be completely avoided

If you cannot avoid riding on slippery surfaces:

- Reduce your speed.
- Use both brakes smoothly and gradually.
- Avoid sudden moves.
- 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 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 footpegs.
- After you have reduced your speed, maintain an even and constant throttle position.

Grated surfaces

When riding over grated surfaces such as 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. Stand up slightly on the footpegs with your knees flexed to absorb the impact. Keep your arms relaxed. Maintain a firm grip on the handlebars. Keep your head up. You can lighten the front wheel by leaning slightly backward, accelerating as you meet the bump.

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 more is enough and will eliminate the need for swerving.

Emergency situations

Blowout

If you experience a tire blowout, once you've slowed down, move to the right side of the road.

If the **rear tire** blows, maintain your position on the motorcycle. Don't brake, ease off the throttle instead. If the **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.
- Don't try to stop the wobble.
- Gradually close the throttle.
- Pull off the road as soon as you can.
- 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. If you cannot close the throttle, turn off the engine with the killswitch.
- 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

Impaired drivers usually fail to recognize they are impaired. Alcohol or drug impairment delays reaction times, distorts vision and impairs judgment. Impairment can have costly, and deadly, consequences.

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. Roughly 25 per cent of fatal collisions on Manitoba roads are linked to impaired driving. 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.

Drugs

Consumption of drugs, both legal (i.e. prescription and over the counter medications) and illegal (i.e. cocaine, opioids, etc.), can seriously affect your ability to drive. Commonly observed side effects include delayed reaction times, inability to regulate speed, reduced balance and coordination and a reduced ability to pay attention to changes in the road environment. Driving while impaired by drugs is against the law in Manitoba and may lead to the same Criminal Code charges as driving while impaired by alcohol.

Law enforcement has both the authority and the tools to detect drug impaired drivers. Always discuss the possible effects of any medication with your doctor or pharmacist and never mix drugs and alcohol before you drive.

For more information contact:

Addictions Foundation of Manitoba

Northern Region: 1-866-291-7774

Western Region: 1-866-767-3838

Winnipeg Region: 1-866-638-2561

Email: library@afm.mb.ca

Website: afm.mb.ca

The Canadian Centre on Substance Abuse

Phone: (613) 235-4048

Fax: (613) 235-8101

Email: info@ccsa.ca

Website: ccsa.ca

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

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

- Set up “house rules” that make driving home impaired not acceptable. Tell your guests about these rules before they arrive. Then they can make alternative plans for getting home.
- 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 well before the party ends. Encourage guests to stay for a while by serving food and tea, coffee or other non-alcoholic beverages.
- Encourage guests to take a vehicle for hire, or arrange for a designated driver.
- 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 as the designated driver so they may drive others home.



Impaired driving is a crime

Impaired driving threatens everyone's safety. Manitoba's impaired driving laws apply to the operation of all motorized vehicles, including motorcycles.

What are the consequences?

Manitoba continues to have among the toughest penalties in Canada for driving under the influence of alcohol or drugs.

Drug Impairment

Drivers suspected by police of being under the influence of any drug can receive an immediate 24-hour roadside licence suspension.

Drug and alcohol restriction

Novice drivers cannot have drugs or alcohol in their system.

Anyone who violates this restriction will:

- receive an immediate 24-hour roadside suspension
- be subject to an additional suspension from our Driver Improvement and Control Program
- be required to pay a driver's licence reinstatement charge

Novice drivers who receive a 24-hour suspension for being under the influence of drugs may also be subject to an additional suspension from our Driver Improvement and Control Program and are required to pay a reinstatement charge.

Tiered Administrative Licence Suspensions

Drivers operating a motor vehicle with a blood alcohol concentration between .05 and .079 or who fail a drug screening test, physical coordination test or drug recognition evaluation are subject to an immediate Tiered Administrative Licence Suspension.

Tiered Administrative Licence Suspensions are progressively longer suspensions ranging from 72 hours to 60 days, depending on how many previous suspensions have been issued to the driver within a 10-year period. Drivers will receive a:

- 72-hour driver's licence suspension for a first occurrence
- 7-day driver's licence suspension for a first occurrence with a person under the age of 16 in the vehicle
- 15-day driver's licence suspension for a second occurrence
- 30-day driver's licence suspension for a third occurrence
- 60-day driver's licence suspension for a fourth and subsequent occurrences

Drivers who receive a Tiered Administrative Licence Suspension move down the Driver Safety Rating (DSR) scale five levels and may also be subject to a Driver Improvement and Control intervention. This could range from a warning letter to a further driver's licence suspension. They

would also be required to pay driver's licence reinstatement charge.

Drivers receiving two or more suspensions within a 10-year period are also required to complete an Impaired Driver Assessment at the Addictions Foundation of Manitoba (AFM) at their own expense.

Three-month Administrative Licence Suspension

You will receive a three-month Administrative Licence Suspension if:

- your blood alcohol concentration is equal to or over .08
- your blood drug concentration is over 5 nanograms (ng) of THC
- your combined blood alcohol concentration is over .05 and your blood drug concentration is more than 2.5 ng of THC
- you refuse to provide a breath, saliva or blood sample to police
- you refuse to perform a physical coordination test or drug recognition evaluation, or refuse to follow a police officer's instructions regarding either test
- you have any concentration of illegal drugs in your system

Receiving this suspension moves a driver down the DSR scale five levels.

They will also be required to pay a driver's licence reinstatement charge.

Additional consequences may include:

- being charged under the Criminal Code of Canada
- vehicle impoundment (except infrastructure equipment)
- a mandatory Impaired Driver Assessment at the driver's expense

Criminal Code offences

Criminal Code offences include the following:

- driving, or having care and control of a vehicle, while impaired by drugs or alcohol
- impaired driving causing bodily harm or death
- driving with a blood alcohol concentration equal to or over .08
- driving with a blood drug concentration over 5 ng of THC
- driving with a combined blood alcohol concentration over .05 and blood drug concentration over 2.5 ng of THC
- driving with any concentration of illegal drugs in your system
- refusing to provide a breath, saliva or blood sample to police upon request
- refusing to perform a physical coordination test or drug recognition evaluation, or refusing to follow a police officer's instructions regarding either test

In addition to receiving an immediate roadside suspension, drivers convicted of an impaired driving-related Criminal Code offence may also be subject to a number of sanctions including:

- moving an additional five, 10 or 15 levels down the Driver Safety Rating scale
- a significant court-imposed fine
- possible imprisonment
- a court-imposed driving prohibition
- mandatory driver's licence suspension under The Highway Traffic Act
- possible participation in Manitoba's Ignition Interlock Program
- possible vehicle forfeiture

Note: A discharge under the Criminal Code for certain driving-related offences may be treated as a conviction under The Highway Traffic Act.

Licence suspension for other Criminal Code convictions

Driving a vehicle in Manitoba is a privilege. People convicted of certain offences under the Criminal Code will lose that privilege. Some examples of these offences are dangerous driving, criminal negligence, flight from police, auto arson, auto vandalism, taking a vehicle without owner's consent, auto theft, possession of property obtained by crime, and possession, selling or purchasing 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 ORV. 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.

Driving while suspended—consequences

Vehicles and 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 \$2,000
- 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
- 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 at-fault collisions, driving convictions, alcohol- or drug-related licence suspensions, or are charged with a serious driving offence may be subject to interventions under the Driver Improvement and Control program. Possible interventions include advisory letters, warning letters, driver safety courses and a full driving record review with possible driver licence sanctions.

New motorcycle operators are also subject to GDL restrictions. New drivers who violate any GDL restriction, are convicted of a driving offence or are involved in a collision may have their driving record reviewed by our Driver Improvement and Control Program to determine if an additional suspension or other sanctions should apply.

For more information about Driver Improvement and Control, please refer to the *Driver Improvement and Control Program* brochure or call 204-985-1989 or toll-free at 1-866-323-0545. For more information about the GDL program, please refer to Foldout Two at the front of this handbook.

Driver Safety Rating (DSR)

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 DSR 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.

Safe driving behaviour will move you up the scale. High-risk driving behaviour, including traffic convictions, at-fault claims or alcohol- or drug-related administrative suspensions, will move you down the scale.

Moving up the scale which usually results in lower premiums. Moving down the scale means higher premiums, in most cases.

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

The 36 levels of the DSR scale



Organ and tissue donation

Every year in Canada, thousands of people wait for organ and tissue transplants. You can make the difference in some of those lives. Everyone has the potential to be an organ and tissue donor—generally, donors are healthy people of any age who have suffered an irreversible brain injury, as in a motor vehicle collision or a brain hemorrhage. Organs and tissues that can be donated include kidneys, heart, lungs, liver, pancreas, small bowel, corneas, bones and joints, skin and heart valves.

Transplant Manitoba and Tissue Bank Manitoba offer an online organ donation registry at signupforlife.ca. When you register your intent to be an organ and tissue donor, your decision is recorded in a Manitoba eHealth database. At the appropriate time your donation decision will be shared with your family so they can honour your decision.

It is important that you discuss your wishes regarding organ and tissue donation with your family. Other people you may want to inform are your clergy and family doctor. A Living Will is another place where you can record your wishes.



**Manitoba
Public Insurance**

\$5.00

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Ce document existe aussi en français.

mpi.mb.ca