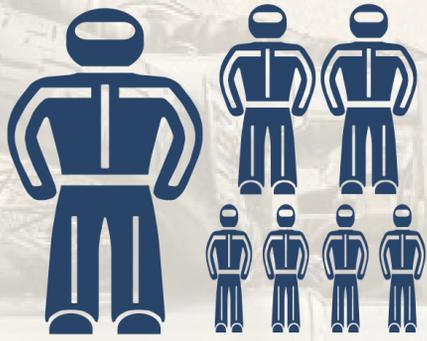


The Dynamics Of Motorcycle Crashes

A Global Survey of 1578 Motorcyclists



Motorcycle riders from 30 countries answered a questionnaire in eight different languages

Overall results highlight issues of training, protective equipment, assistance systems and injuries, as well as how post-crash motions change the patterns of crash occurrence and injury outcome



(53%) of the respondents were under 45 years of age

Female riders made up (8%) of respondents

There were n.106 billion riders

Most billions were female (81%) and adults

Riders with full licences represented (86%) of respondents

(43%) indicated taking post licence training courses

Highest proportion post test training - emergency braking (36.3%)

(44.6%) averaged between 3000 and 10000 kilometres per year



(59%) wore full face helmets
(28%) wore modular (flip ups)
(9%) wore open face helmets



(95%) gloves
(88%) jackets with armour
(85%) boots
(67%) trousers with armour



(25%) of the riders used some form of reflective clothing
(2%) n.31 indicated that they had used an air vest or jacket

The four major Japanese manufacturers made up the bulk of the makes of motorcycles of the riders - n.938 (59%)



Style - Naked Streetbike 31% (n.484); Supersports and Sports Tourers 25% (n.300) Adventure 16% (n.251)

Honda (21.6%)

Yamaha (15.8%)

Suzuki (12%)

Kawasaki (10%)

BMW n.197 (12.5%)

Triumph n.97 (6.1%)

Harley Davidson (5%)

Scooters and mopeds of various makes represented 4.3% (67) of the total

There was one electric motorcycle

Range of modern and older motorcycles, fitted or not fitted, with technology available as standard or optional

The **mechanism** of the crash – how the rider **falls** and what he/she hits, **trumps** the discourse of **speed** versus injuries

CRASHES

(48.7%) with a car
(22.5%) single vehicle (lost control)
(41.6%) occurred on a straight road.
(74.4%) straight road on a highway/motorway
(55.6%) main road
(51.9%) dual carriageway.
(13.5%) left hand bend
(13.1%) right hand bend

CRASH TREATMENT

(5.3%) Declined Treatment
(15.8%) Self Treated
(16.9%) Went to own doctor later
(17%) First aid at scene
(24.8%) emergency room, treated and released
(19.7%) Admitted to hospital
(19.1%) Stayed in hospital
(65%) admitted to hospital speed under 70 kph (44 mph)

COLLIDED

n.58 against a road side barrier
n.6 road side barrier with MC protection
n.36 large animals: bear, moose, herd of cows, kangaroos, deer, sheep and wild boars
n.8 small animal (dog, fox etc)
n.7 flying objects including birds
n.7 pedestrian
n.1 Tuk Tuk (Rickshaw)

RELATED FACTS

(63.5%) Topside over the front crashed with a car
(18.8%) left lowside - (19.3%) Right lowside rider did not crash against an object or vehicle
(35%) did not use their brakes prior to crashing
(46.8%) had ABS brakes fitted
(49%) jacket & armour received injuries to upper limbs
(30%) crashes occurred over the weekend
(7.4%) gravel or loose dirt