

RPM Academy

Rider Course Instructor Candidate Pre-Course Skill Evaluation - ARC

| Evaluator | | | _ N | 1IT- | | _ L | OC: | atior | າ | | Date | | | | | | | | | | | | | | |
|--|-----------------|----------------|--------|--------|------------------|--------------|--------------|---------|-------|-------|-------|--------|------|--------|---------|----------|-------|---------|-------|---------|------|---------|------|---------|--|
| EVALUATION/Candidate # | 1 | L | : | 2 3 | | | 4 5 | | 5 | 6 7 | | 7 | 8 | | 9 | | 10 | | 11 | | 1 | .2 | | | |
| 1. Apex in a Curve (Right tum portion o | f ARC | Exe | ercise | e 2) | Targ | et 2 | 0-2 | 5 mp | h (3 | 2-40 | kph |) Tir | ning | : curv | e en | try to | cur | ve ex | it co | ne | | | | | |
| Outside-Inside-Outside" path of travel | 5 | 5 | - | 5 | | 5 | | 5 | | 5 | - | 5 | | 5 | Ĺ | 5 | | 5 | | 5 | | 5 | ļ | 5 | |
| Looks down or no head turn | 5 | 5 | ! | 5 | | 5 | | 5 | | 5 | - | 5 | | 5 | Ĺ | 5 | ! | 5 | | 5 | | 5 | ! | 5 | |
| Deceleration in turn | 5 | 5 | ! | 5 | | 5 | | 5 | | 5 | - | 5 | | 5 | Ĺ | 5 | ! | 5 | | 5 | | 5 | ! | 5 | |
| Crosses line in turn | 10 | 0 | 1 | .0 | 1 | .0 | | 10 | 1 | 0 | 1 | 0 | 1 | .0 | 1 | 0 | 1 | .0 | 1 | .0 | 1 | .0 | 1 | .0 | |
| Time: | | | | | | | | | | | | | | | | | | | | | | | | | |
| Speed Penalty | | | | | | | | | | | | | | | | | | | | | | | | | |
| Turning Total (Max 15) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Quick Stop in a Straight Line (Left to Entry Speed 20-25 mph (32-40 kph) ADD 2 cones 20 ft past ARC Ex. 1 "Initiate state that timing area. New cones will become | Stop" Initia | cone ite Si | s. Us | se Ini | itiate er for | Stop eval | cor uati | ne dots | s (wi | thout | con | es) fr | om A | ARC E | X 1 c | ıs be | ginni | ing o | f the | 20 | | | | | |
| standard maximum stopping distance | | | _ | | | | _ | | _ | _ | | • | | | | • | | _ | | | | | | | |
| Beyond 30 ft standard | 10 | | | .0 | _ | .0 | | 10 | _ | 0 | | 0 | | .0 | 1 | - | | .0 | | .0 | | .0 | 1 | | |
| Not using both brakes | _ | 5 | | 5 | 5 | | 5 | | | 5 | | 5 | | 5 | 5 | | 5 | | 5 | | 5 | | | 5 | |
| Not stopped in 1 st gear Incorrect speed (2 nd attempt) >0.85 sec | 10 | | | .0 | | .0 | | 5 10 | | 0 | | 0 | 10 | | 5 10 | | | 5 10 | | 5 10 | | 5 10 | | 5 10 | |
| Anticipation (2 nd attempt) | 10 | 0 | 1 | .0 | 1 | .0 | | 10 | 1 | 0 | 1 | 0 | 1 | .0 | 1 | 0 | 1 | .0 | 1 | .0 | 1 | .0 | 1 | 0 | |
| Quick Stop Total (Max 15) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Obstacle Avoidance and Swerving (2) | nd hal | f usi | ng c | asca | ding | SWE | erve | boxe | s fro | m A | RC E | x. 6 | and | ARC | Ex 9 | Sta | rtine | g box | x) | | | | | | |
| ADD 2 timing dots 20 feet prior to first swe | | | | | | | | | | | | | | | | | | , | -, | | | | | | |
| Hits cone (hits obstacle) | 10 | | | .0 | | .0 | - | 10 | _ | 0 | | 0 | | .0 | 1 | <u> </u> | | .0 | 1 | .0 | 1 | .0 | 1 | .0 | |
| Brakes during swerve | 5 | 5 5 5 | | | | 5 | | 5 5 | | 5 | 5 | | 5 | | 5 | | 5 | | 5 | | | | | | |
| Misses swerve box | 10 | 0 | 1 | .0 | 1 | .0 | | 10 | | | 1 | 10 10 | | 10 | | 1 | 10 | | .0 | 10 | | 1 | .0 | | |
| Decelerates during swerve | 5 | 5 | | 5 | | 5 | | 5 | | 5 | 5 | | 5 | | 5 | | 5 | | | 5 | 5 | | 5 | | |
| Improper Speed (2 nd attempt) | 10 | 0 | 1 | .0 | 1 | .0 | _ | | 10 | | 10 10 | | 10 | | 10 | | 10 | | 10 | | 10 | | | | |
| Swerve Total (Max 15) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Tight U-Turns, Sharp Corners, Sharp | Turi | ns B | oth | Dire | ctio | ns (| ARC | Ex. 9 |) Ta | rget | 20-2 | 25 m | ph (| 32-4 | 0 kp | h) o | n str | aigh | tawa | ау | | | | | |
| Candidate | 1 | L | | 2 | 3 | 3 | | 4 | | 5 | 6 | | 7 | | 8 | | 9 | | 10 | | 11 | | 12 | | |
| Number of times | Once | More | Once | More | Once | More | Once | More | Once | More | Once | More | Once | More | Once | More | Once | More | Once | More | Once | More | Once | More | |
| Crosses Lines | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | |
| Puts foot down (other than required stop and go) | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | |
| Fails to square handlebars at stop | 5 | | 5 | | 5 | | | 5 | | 5 | | 5 | | 5 | | 5 | | 5 | | 5 | | 5 | | 5 | |
| Sub Total (Max 15) | | | | | | | | | | | | | | | | | | | | | | | | | |
| Automatic Failure (fall/drop bike) | 21 | | 21 | | 21 | | 2 | 21 | | 1 21 | | | 21 | | 21 | | 21 | | 21 | 21 | | 21 | | 21 | |
| Subtract Total Points from 100 Total Score (Passing is ≥ 80) | | | | | | | | | | | | | | | | | | | | | | | | | |
| Anaving In a Cumo Sta | | _1 | | | | | | | | | | | F | tru C | | -1 C+- | | _ | | | | | | | |

| Apexing In a (| Curve Standard | Entry Speed Standard | | | | | | | |
|----------------|----------------|---------------------------|------------------------|--|--|--|--|--|--|
| Time (sec) | Penalty Points | Quick Stop | Swerve | | | | | | |
| 2.95 - 3.09 | 1 | 0.85 seconds or lower (If | 0.68 seconds or lower | | | | | | |
| 3.10 – 3.28 | 3 | < 0.54 seconds, one | (one rerun is allowed) | | | | | | |
| ≥ 3.29 | 5 | re-run is allowed) | · | | | | | | |