

CNRJ Motorcycle Licensing Guidance for CFA Sasebo, CFA Yokosuka and NAF Atsugi

(Installations where CNRJ oversees motorcycle licensing. Motorcycle licensing for NAF Misawa is run by Misawa AFB, and licensing for CFA Okinawa is run by Camp Foster)

Table of Contents

| | |
|---|----|
| Section 1: Overview (All Please Read) | 2 |
| Section 2: Training Requirements (All Please Read) | 3 |
| Section 3: New Riders (Individuals that have never ridden before or do not have motorcycle endorsement on current US license or any documented training at any level) | 4 |
| Section 4: Experienced Riders (Riders that have a motorcycle endorsement on current US license or Level 1 training but no documented Level 2 training) | 5 |
| Section 5: Fully Qualified Riders (Riders that have a motorcycle endorsement on current US license or current in all levels of COMNAVSAFECOM training) | 6 |
| Mentorship Ride Form and Instructions | 8 |
| Motorcycle Safety Foundation (MSF) T-CLOCs inspection sheet | 10 |
| Section 6: How to enroll in Motorcycle Safety Training | 11 |
| Section 7: Things to know prior to shipping your motorcycle to Japan | 13 |
| Frequently Asked Questions | 14 |

Section 1: Overview

Who Should Use This Guide?

This guide applies to all SOFA-sponsored personnel, including:

- SOFA-sponsored individuals and their dependents listed on their orders or letter of employment.
- Individuals with a US Form 4EJCI license and their dependents listed on their orders or letter of employment.
- Individuals whose vehicles have "Y" or "A" license plates and their dependents listed on their orders or letter of employment.

This guide does not apply to Japanese Master Labor Contractors (MLCs), Japanese Contractors, or military retirees (and their dependents) with Japanese residency.

What Establishes These Requirements?

This is an informal guide written in plain language to ensure clarity. You are encouraged to consult the following reference documents:

OPNAV M-5100.23

USFJINST 31-205

CNRJINST 5800.9S

Local Installation Licensing Instruction(s)

Your patience is appreciated.

Obtaining a motorcycle license is a complex process for both new and experienced riders due to the need to comply with multiple Navy, United States Forces Japan, Regional, and Installation policies. We understand that individual situations may vary, so please be prepared to ask specific questions, provide the required documentation, and remain patient. If you have questions not addressed in the Frequently Asked Questions section, contact your installation licensing office or email them at:

CFA Sasebo: cfaslicense@us.navy.mil

CFA Yokosuka: license@us.navy.mil

NAF Atsugi: randall.l.mills4.civ@us.navy.mil

Commander Navy Region Japan: cnrj_motorcycle_training@us.navy.mil

Another great resource for information is talking with other motorcycle riders on your installation who have completed the process.

Section 2: Training Requirements

Note: OPNAV M-5100.23 states that Level 1 training does not need to be completed for riders that already hold a valid State motorcycle license endorsement or certificate from MSF, State-approved, or DoD Component-approved motorcycle course.

Training Level Definitions:

Level 1 (Beginner). All SOFA Sponsored motorcycle riders will complete Level 1 training. Level 1 courses include: Basic Rider's Course (BRC 1), any COMNAVSAFECOM approved entry Level 1 course or any host-nation or state approved curriculum intended to provide novice riders the skills and knowledge needed to obtain a motorcycle endorsement on their driver's license.

Level 1 motorcycle training will consist of both classroom and range time training on:

- Motorcycle Controls and Devices
- Basic Riding, Balance and Maneuvers
- Street Skill Sets (e.g., intersections, cornering, positioning)
- Handling Characteristics
- Navy Compliance and Local Laws
- Proper Use of Required PPE

Level 2 (Intermediate or Sport bike). All SOFA sponsored motorcycle riders will complete Level 2 training prior to receiving an endorsement on their US Form 4EJ license. Riders will use their personally owned motorcycle to complete the training. These courses are intended to build upon the skills and knowledge that riders obtained in Level 1 courses. Curriculum will consist of both classroom and range time to include practice maneuvers at slower speeds before progressing to street or highways speeds, providing instruction in challenging cornering techniques, advanced braking and other realistic scenarios. The BRC 2, Military Sport bike Rider Course (MSRC) and Advanced Rider Course (ARC) are examples of Level 2 courses approved for riders.

Refresher Training. All military members who operate motorcycles will complete refresher training at least once every five years. The selected refresher course must meet or exceed the training curriculum of Level 2 training. It's strongly recommend that more experienced riders select refresher training suited to their level of skill and motorcycle type.

At CFA Sasebo, CFA Yokosuka and NAF Atsugi civilian motorcycle operators are encouraged to complete the BRC-2 training or other level 2 training after 5 years of inactivity, the acquisition of a new motorcycle, or a major geographic relocation.

Section 3: New Riders

Definition: Individuals who have never ridden before or do not have a motorcycle endorsement on their current U.S. license, or lack documented training at any level.

Note. New riders are limited to an engine size of 400cc's or below for the first year.

- Obtain your US FORM 4EJ Personally Owned Vehicle (POV) license.
- If completing training on your own motorcycle, obtain insurance before attending.
- Complete Basic Rider Course 1 (BRC 1) or any acceptable Level 1 training. See Section 6, "How to Enroll in Motorcycle Safety Training."
- Purchase a motorcycle (if needed), and have it delivered to an on-base location.
- Take your motorcycle, BRC 1 course completion record, current US FORM 4EJ license, JCI and liability insurance paperwork along with your enrollment confirmation email for the BRC 2 class you enrolled in to your licensing office to receive a temporary on-base license and on-base license plate. The on-base plate must be returned within 90 days from the date of issue.
- Complete 250 kilometers and 30 days of riding on base.
- Sign up for and attend Basic Rider Course 2 (BRC 2). See Section 6.
- Take your BRC 2 course completion record to the licensing office and receive your license and turn in temporary plates.
- Go to the Vehicle Registration Office (VRO) and register your motorcycle.
- Military members must complete Level 2 or equivalent Level 2 training every 5 years.

Section 4: Experienced Riders

Definition: Riders that have a motorcycle endorsement on current US license or completed Level 1 training but no documented Level 2 training.

- Obtain your US FORM 4EJ POV license
- Obtain insurance for your motorcycle.
- Take motorcycle, current US FORM 4EJ license, U.S. license, Level 1 training certificate (if applicable) and JCI and Liability insurance paperwork along with your enrollment confirmation email for the BRC 2 class you enrolled in to your licensing office to receive temporary on-base license and on-base plate (CFAS does not require an on-base plate for BRC 2). The on-base plate must be returned within 90 days from the date of issue.
- Complete BRC 2 class. See section 6 “How to enroll in motorcycle safety training”
- (CFA Yokosuka and NAF Atsugi only) Upon completion of BRC 2 class, take course completion record and motorcycle to licensing office to let them check your odometer and complete 50 kilometers on base.
- Take BRC 2 course completion record to licensing office and receive your license.
- Go to Vehicle Registration Office (VRO) and register your motorcycle.
- Military members must complete Level 2 or equivalent Level 2 training every 5 years.

Note: OPNAV M-5100.23 states that Level 1 training does not need to be completed for riders that already hold a valid State motorcycle license endorsement or certificate from MSF, State-approved, or DoD Component-approved motorcycle course.

Section 5: Fully Qualified Riders

Definition: Riders that have a motorcycle endorsement on current US license or current in all levels of COMNAVSAFECOM training.

CNRJINST 5800.9S, Chapter 4, paragraph 4.d. states: Operators arriving to Japan that have a motorcycle endorsement on their valid U.S. license and are current in their COMNAVSAFECOM approved motorcycle training, are only required to complete local hazards awareness training and a mentorship ride with a command motorcycle mentor prior to licensing. These operators will be licensed up to and including an engine size of 400cc unless they can provide prior proof of operation of a larger motorcycle (registration or insurance card not over 12 months old identifying the engine size), or complete a local Basic Riders Course 2 course to demonstrate their ability to operate a motorcycle with a larger sized engine.

Step 1. Do you qualify?

- Orders/Letter of Employment: Arrived in the past 12 months
- Valid U.S. License with motorcycle endorsement or record of completion of Level 1 or equivalent course.
- Current SOFA Vehicle License, Form US FORM 4EJ
- Active duty: Completion of MSF Level 2 or equivalent training course taken within the past 5 years.
- SOFA Civilian: Completion of Level 2 or equivalent training course.
- Prior proof of operation of a larger motorcycle (printed registration or insurance card not over 12 months old identifying the engine size) for the engine size requested*.
- Mentorship Rides must be taken on a motorcycle you own, no rentals or loaner motorcycles allowed.

*If you are missing a document showing the engine size you may be eligible for a mentorship ride but you can only be licensed up to a motorcycle engine size of up to 400cc. If you are not eligible you must complete the requirements in the Section 4 "Experienced Riders" section. There are no exceptions to this policy.

Step 2. Print and Fill out Sections 1 and 2 of COMMANDER NAVY REGION JAPAN MOTORCYCLE MENTORSHIP RIDE FORM found in this section.

Step 3. Print and self-check your motorcycle using the MSF T-CLOCS inspection sheet in this guide. Do not wait until the day prior or day of to start your motorcycle.

Step 4. Obtain Liability and JCI Insurance. Motorcycle does not have to be registered to be insured.

Step 5. Bring all documents in Steps 2 to 4 to the Installation Licensing Office for verification. If all information is correct the licensing office will sign off Section 3 of the mentorship ride form and issue you a temporary license and on base only license plate.

Step 6. Request a mentorship ride by:

CFA Sasebo and NAF Atsugi: contacting your licensing office.

CFA Yokosuka: After licensing office review email completed forms to:
cnri_motorcycle_training@us.navy.mil

NOTE: Mentorship rides are conducted by volunteers and you need to work with their schedule.

Step 7. A mentor will be assigned and you are responsible for coordinating a time and location to meet to conduct the mentorship ride. Mentorship rides can only be conducted on base.

Step 8. The day of your scheduled Mentorship Ride bring your form and completed T-CLOCS self-inspection sheet. Conduct mentorship ride, ensure assigned mentor completes and signs form.

Step 9. Bring mentorship form and temporary plates back to Licensing Office and receive motorcycle license. For active duty military, your license can not exceed 5 years past completion of your last documented Level 2 or equivalent training course.

Step 10. Register your motorcycle with VRO

NOTE: The licensing office does not control VRO, you can complete the Mentorship Ride without your motorcycle being registered as long as you complete the above steps.

COMMANDER NAVY REGION JAPAN MOTORCYCLE MENTORSHIP RIDE FORM

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974) PRIVACY ACT STATEMENT

AUTHORITY : Title 10, United States Code, 8013

PRINCIPLE PURPOSE : To gather information for member requesting motorcycle licensing IAW CNFJ/CNRJINST 5800.9S CH-1 and USFJI 31-205

ROUTINE USES : Applications will be provided by and maintained by the Unit Motorcycle Safety Representative in hard copy or digitally

DISCLOSURE : Voluntary; however, failure to provide requested information may result in non-recommendation for motorcycle licensing.

SECTION 1. PERSONAL/MOTORCYCLE DATA (FILLED OUT BY THE INDIVIDUAL)

| | | | |
|---------------------------|----------|------------------|---------|
| 1. NAME (Last, First, MI) | 2. GRADE | 3. ORGANIZATION | 4. DATE |
| 5. TELEPHONE NUMBER | | 6. EMAIL ADDRESS | |
| 7. MOTORCYCLE MAKE | 8. MODEL | 9. ENGINE SIZE | |

SECTION 2. LICENSE/COURSE COMPLETION (FILLED OUT BY THE INDIVIDUAL)

| | | | |
|---|----------|--|------------------------------------|
| 1. U.S. LICENSE NUMBER | 2. STATE | 3. EXPIRATION DATE | 4. MOTORCYCLE ENDORSEMENT (Yes/No) |
| 4. USFJ FORM 4EJ LICENSE NUMBER | | 5. EXPIRATION DATE | |
| 6. BASIC RIDERS COURSE 1 CERTIFICATE NUMBER AND COMPLETION DATE | | 7. BASIC RIDERS COURSE 2 CERTIFICATE NUMBER AND COMPLETION DATE | |
| 8. LOCAL HAZARDS AWARENESS TEST COMPLETION DATE | | 9. PREVIOUS ENGINE SIZE PRIOR PROOF OF OPERATION (NO PROOF MAX IS 400cc) | |
| 10. LIABILITY INSURANCE EXPIRATION DATE | | 11. JCI EXPIRATION DATE | |
| 12. ACTIVE DUTY MILITARY MUST HAVE THEIR MOTORCYCLE SAFETY REPRESENTATIVE (MSR) ENTER RIDER INTO ESAMS OR RMI | | 13. COMMAND MSR NAME, DATE, SIGNATURE: | |

SECTION 3. LICENSE/COURSE COMPLETION VERIFICATION (VERIFIED BY LICENSING OFFICE)

| | | |
|---------------------------------|---------------------------------|---|
| 1. SECTION 2 VERIFIED? (Yes/No) | 2. LICENSE OFFICE NAME AND DATE | 3. MOTORCYCLE ONBASE LICENSE EXP DATE AND PLATE # ISSUED? |
|---------------------------------|---------------------------------|---|

SECTION 4. MENTOR DATA AND SKILLS REVIEW (MENTOR APPROVED BY INSTALLATION SAFETY OFFICE)

| | | |
|---|-------------|---|
| 1. NAME | 2. LOCATION | 3. MENTORSHIP RIDE DATE |
| 4. T-CLOCS INSPECTION | PASS/FAIL | REMARKS |
| 5. STOPPING | PASS/FAIL | REMARKS |
| 6. CORNERING | PASS/FAIL | REMARKS |
| 7. U-TURN | PASS/FAIL | REMARKS |
| 8. SWERVE | PASS/FAIL | REMARKS |
| 9. GROUP RIDING | PASS/FAIL | REMARKS |
| 10. PROVIDE LOCAL AWARENESS DISCUSSION (LANE SPLITTING, LOCAL LAWS, UNIQUE EXPERIENCES, ETC.) | | |
| 11. MENTORS SIGNATURE | | 12. RECOMMENDATION FOR LICENSE (YES/NO) |

INSTRUCTIONS

This form is to be used to verify newly reporting motorcycle operators qualifications that meet all requirements of CNFJ/CNRJINST 5800.9S CH-1, Chapter 4, paragraph 2.d. This form does not apply to any other personnel applying for a USFJ Form 4EJ Motorcycle Operators permit endorsement.

Step 1. Do you qualify?

- Orders/Letter of Employment: Arrived in the past 12 months
- Valid U.S. License with motorcycle endorsement or record of completion of Level 1 or equivalent course
- Current SOFA Vehicle License, Form US FORM 4EJ
- Active duty: Completion of MSF Level 2 or equivalent training course taken within the past 5 years.
- SOFA Civilian: Completion of Level 2 or equivalent training course
- Proof of operation of a motorcycle registration/insurance card not over 12 months old identifying the engine size.*
- Mentorship Rides must be taken on a motorcycle you own, no rentals or loaner motorcycles allowed.

*If you are missing a document showing the engine size you can only be licensed up to a motorcycle engine size of up to 400cc.

Step 2. Fill out Sections 1 & 2

Step 3. Complete MSF T-CLOCKS inspection, this is your own self-inspection to ensure your motorcycle is ready

Step 4. Obtain Liability and JCI on your motorcycle

Step 5. Bring all documents in Steps 2 - 4 to the Installation Licensing Office for verification. If all information is correct the licensing office will sign off Section 3 of the mentorship ride form and issue you a temporary license and on base only license plate.

Step 6. Request a mentorship ride

CFA Sasebo and NAF Atsugi: contacting your licensing office.

CFA Yokosuka: After licensing office review email completed forms to: cnrj_motorcycle_training@us.navy.mil

Step 7. A mentor will be assigned.

You are responsible for coordinating a time and location to meet to conduct the mentorship ride. Mentorship rides can only be conducted on base.

Step 8. Bring form and T-CLOCKS inspection self-inspection sheet to mentorship ride.

Step 9. Bring mentorship form and temporary plates back to Licensing Office and receive motorcycle license. For active duty military, your license can not exceed 5 years past completion of your last documented Level 2 or equivalent training course.

MENTOR GUIDANCE

1. The Installation Safety Office can approve any individual to be a mentor that meets the following:
 - Valid USFJ or Japanese licensed motorcycle operator that has 5 years of riding experience
 - Has no record of moving violations or license suspension in the past year (Installation Security check required)
 - Military mentors must be current on their COMNAVSAFECOM required motorcycle training
 - Military mentors' records in ESAMS must identify them as a motorcycle rider
2. Mentors will only complete mentorship rides on base. At no time can an unregistered motorcycle or unlicensed individual operate a motorcycle off base.
3. All approved mentors agree their name and contact information being provided to personnel requesting a mentorship ride.
4. There is no designated area for mentorship rides. The mentor should select an onbase location were they observe all skills while avoiding areas of high traffic of trafficked.

T-CLOCS Inspection Checklist

| T-CLOCS ITEM | WHAT TO CHECK | WHAT TO LOOK FOR | CHECK-OFF | |
|----------------------|------------------------------|--|------------|-------------|
| T-TIRES & WHEELS | | | | |
| Tires | Condition | Tread depth, wear, weathering, evenly seated, bulges, embedded objects. | Front | Rear |
| | Air Pressure | Check when cold, adjust to load. | Front | Rear |
| Wheels | Spokes | Bent, broken, missing, tension, check at top of wheel: “ring” = OK — “thud” = loose spoke | Front | Rear |
| | Cast | Cracks, dents. | Front | Rear |
| | Rims | Out of round/true = 5mm. Spin wheel, index against stationary pointer. | Front | Rear |
| | Bearings | Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning. | Front | Rear |
| | Seals | Cracked, cut or torn, excessive grease on outside, reddish-brown around outside. | Front | Rear |
| C-CONTROLS | | | | |
| Levers and Pedal | Condition | Broken, bent, cracked, mounts tight, ball ends on handlebar levers, proper adjustment. | | |
| | Pivots | Lubricated. | | |
| Cables | Condition | Fraying, kinks, lubrication: ends and interior. | | |
| | Routing | No interference or pulling at steering head, suspension, no sharp angles, wire supports in place. | | |
| Hoses | Condition | Cuts, cracks, leaks, bulges, chafing, deterioration. | | |
| | Routing | No interference or pulling at steering head, suspension, no sharp angles, hose supports in place. | | |
| Throttle | Operation | Moves freely, snaps closed, no revving when handlebars are turned. | | |
| L-LIGHTS | | | | |
| Battery | Condition | Terminals; clean and tight, electrolyte level, held down securely. | | |
| | Vent Tube | Not kinked, routed properly, not plugged. | | |
| Lenses | Condition | Cracked, broken, securely mounted, excessive condensation. | | |
| Reflectors | Condition | Cracked, broken, securely mounted. | | |
| Wiring | Condition | Fraying, chafing, insulation. | | |
| | Routing | Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean. | | |
| Headlamp | Condition | Cracks, reflector, mounting and adjustment system. | | |
| | Aim | Height and right/left. | | |
| | Operation | Hi beam/low beam operation. | | |
| Tail lamp/brake lamp | Condition | Cracks, clean and tight. | | |
| | Operation | Activates upon front brake/rear brake application. | | |
| Turn signals | Operation | Flashes correctly. | Front left | Front right |
| | | | Rear left | Rear right |
| O-OIL | | | | |
| Levels | Engine Oil | Check warm on center stand on level ground, dipstick, sight glass. | | |
| | Hypoid Gear Oil, Shaft Drive | Transmission, rear drive, shaft. | | |
| | Hydraulic Fluid | Brakes, clutch, reservoir or sight glass. | | |
| | Coolant | Reservoir and/or coolant recovery tank — check only when cool. | | |
| | Fuel | Tank or gauge. | | |
| Leaks | Engine Oil | Gaskets, housings, seals. | | |
| | Hypoid Gear Oil, Shaft Drive | Gaskets, seals, breathers. | | |
| | Hydraulic Fluid | Hoses, master cylinders, calipers. | | |
| | Coolant | Radiator, hoses, tanks, fittings, pipes. | | |
| | Fuel | Lines, fuel valve, carbs. | | |
| C-CHASSIS | | | | |
| Frame | Condition | Cracks at gussets, accessory mounts, look for paint lifting. | | |
| | Steering-Head Bearings | No detent or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks. | | |
| | Swingarm Bushings/Bearings | Raise rear wheel, check for play by pushing/pulling swingarm. | | |
| Suspension | Front Forks | Smooth travel, equal air pressure/damping, anti-dive settings. | Left | Right |
| | Rear Shock(s) | Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated. | Left | Right |
| Chain or Belt | Tension | Check at tightest point. | | |
| | Lubrication | Side plates when hot. Note: do not lubricate belts. | | |
| | Sprockets | Teeth not hooked, securely mounted | | |
| Fasteners | Threaded | Tight, missing bolts, nuts. | | |
| | Clips | Broken, missing. | | |
| | Cotter Pins | Broken, missing. | | |
| S-STANDS | | | | |
| Center Stand | Condition | Cracks, bent. | | |
| | Retention | Springs in place, tension to hold position. | | |
| Side stand | Condition | Cracks, bent (safety cut-out switch or pad equipped). | | |
| | Retention | Springs in place, tension to hold position. | | |

Section 6: How to Enroll in Motorcycle Safety Training

1. LOGIN to ESAMS at https://esams.cnic.navy.mil/ESAMS_GEN_2/Login

NOTE: For active duty, or SOFA civilian members if your ESAMS account is not active contact your Safety Department to have it activated. For dependents or contractors that are not supported by a command Safety program please go to your local Installation Safety Office for assistance.

2. Within ESAMS click on the “GLOBAL TRAINING” link on the bar at the top of the page.

3. Under Class Search choose the following:

- a. Type of Training choose “TRAFFIC SAFETY”
- b. Region choose “JAPAN”
- c. Month choose the “MONTH” you are looking for training in
- d. Hit the “SEARCH” button
- e. Choose course you are looking for, at the installation you want and click “ADD ME TO WAITLIST”. NOTE. If there are no classes listed keep checking periodically, most classes are advertised 1 month prior to the class start date.
- f. Before clicking on the CONTINUE ENROLLMENT link, download the student attachment listed.
- g. Click “CONTINUE ENROLLMENT”
- h. You are now on the waitlist but not guaranteed a seat. Please see below to be enrolled.

4. TO BE ENROLLED you need to complete the following forms that you downloaded:

- CNRJ Motorcycle Safety Training Request*
- Safety Course - General Release, Waiver & Indemnification Agreement*

*Both forms are contained in the file you downloaded from the Student Attachment section in ESAMS

5. Email your completed forms to:

Yokosuka and Atsugi email them to: cnrj_motorcycle_training@us.navy.mil

Sasebo email them to: cfaslicense@us.navy.mil

6. ACTIVE DUTY MILITARY can request to borrow a trainer motorcycle for BRC 1 only (They are only available at the NAF ATSUGI range). There are only 5 available, you must request to use one via email when returning your enrollment forms, do not request to use one via ESAMS. All others will be need to use their own motorcycle or rent a motorcycle from a local shop. Borrowing a motorcycle from a friend is not authorized to complete the training

7. Once the forms are received you will receive a confirmation email saying that you have been enrolled and have a confirmed seat in the class. You will also receive follow-on guidance and any additional requirements you may need to include:

- Link to MSF eCourse completion (BRC 1 only)
- Map of Range location
- Personal Protective Equipment requirements
- Any additional information and documentation you are required to bring with you for training.

Additional NOTES:

1. If you “no-show” for a class without 72 hours’ notice or fail to remove yourself from the ESAMS waitlist 72 hours prior to the start of the class you will only be able to attend future classes in a standby status. This means you will submit your enrollment documents, show up to the course and only be allowed to participate if a seat is available.

2. If you register for multiple BRC classes in ESAMS you will be removed from all but the first class you waitlisted for. Also you cannot sign up for Level 2 training prior to completing Level 2 training.

3. To reiterate paragraph 6 above for the NAF Atsugi range, you must state in your email when submitting the enrollment forms that you are requesting to use a training motorcycle. If one is available it will be annotated on the return enrollment email.

Section 7: Things to know prior to shipping your motorcycle to Japan

This section provides a general overview on Government of Japan (GoJ) requirements. We cannot provide specific requirements for each motorcycle make, model, and year, nor can we guarantee registration or estimate the associated costs. Therefore, thorough research on your part is essential. Even for Japanese-brand motorcycles purchased in the U.S., registration costs can easily reach in excess of \$4,000-\$6,000.

Finding a local motorcycle shop to get the required testing completed can be challenging in some areas, and the process can take several months. Shops offering these services are particularly scarce in the Sasebo (Kyushu) area, though slightly more common in the Yokosuka/NAF Atsugi (Kanagawa) area. You are paying the shop for services such as parts adjustments/replacements, transportation, test monitoring, and retesting if necessary. The majority of the testing can only be done in the Tokyo area.

The following Government of Japan (GOJ) requirements need to be met to register the motorcycle you ship into Japan:

Brake Test/Certificate. The GoJ requires motorcycles/mopeds over 250cc manufactured on or after July 1, 1999, to comply with GoJ brake standards. The brake test costs 130,000 yen. If you fail the test you will have to repay to retake the test each time it fails. In order to avoid the required Brake testing, the issuance of a Brake Certification issued by the motorcycle manufacturer in the country of origin is required. You must contact the motorcycle manufacturer to receive this as the local shop will not be able to provide. The brake certification should state that is okay for export to Japan.

Emission Test. Motorcycles/mopeds over 250cc manufactured on or after April 1, 2001, must pass GoJ emission testing and meet emission control standards. The emission testing cost varies, you can expect to pay approximately \$2,000 to \$4,000 and it can be taken twice on the same day. The emission testing consist of testing when the motorcycle engine is cold and again when the engine is hot (2 tests).

Noise Test. It is mandatory for vehicles manufactured after 2008 to complete noise testing. Close-range exhaust noise, steady-speed running noise, and accelerating running noise are measured. The noise test include measured exhaust noise as well as intake system, road noise, and engine noise. The cost for this test is approximately 100,000 yen.

Note: If you previously had your motorcycle registered in Japan, you will need the Japanese Deregistered Title for Shipping. If you don't have it, you will need to get a duplicate from the Land Transportation Office (LTO). Customs Form/Export Certificate 380EJ; If motorcycle was listed as part of your household goods, you will have to get a separate 380EJ that only shows the motorcycle information to include the full VIN within six months of arriving.

Frequently Asked Questions

General

Question: I am a SOFA sponsored civilian, why do I have to complete the same training as the military?

Answer: USFJINST 31-205 requires Level 1 and Level 2 Motorcycle Safety Training for all SOFA personnel prior to receiving a motorcycle endorsement on their US Form4EJ license.

Question: Is there any cost for this course?

Answer: The instruction is free, there may be out of pocket expenses if you need to rent a motorcycle to attend Level 1 training or if you need specific PPE for this course (See PPE requirements in this section). Starting 1 October the Motorcycle Safety Foundation (MSF) will begin charging \$19.99 for their online eCourse which is required prior to MSF BRC 1 (Level 1) training.

Question: I have a motorcycle endorsement on my US driver's license or have completed Level 1 training. How can I get a Motorcycle endorsement on my SOFA license?

Answer: See Section 4, Experienced Riders.

Question: I don't have a motorcycle endorsement on my valid U.S. license or completed Level 1 training but I would like to get one on my SOFA license. What do I need to do?

Answer: See Section 3, New Riders.

Question: How can I enroll myself in the motorcycle safety training class?

Answer: See Section 6, How to Enroll in Motorcycle Safety Training

Question: As a civilian (USCS, NAF, family member, etc.), do I need pay out of pocket to attend the motorcycle course?

Answer: No, the course is free but if you do not own a motorcycle you will have to rent one to attend. Starting 1 October the Motorcycle Safety Foundation will begin charging \$19.99 for their online eCourse which is required prior to MSF BRC 1 (Level 1) training.

Question: I am a contractor, am I able to attend the motorcycle course?

Answer: If you are SOFA sponsored, Yes.

Question: Why are licensing policies different at other bases in Japan?

Answer: USFJINST 31-205 allows Installation Commanders to “add to” but not “take away” from the minimum training requirements.

Question: I do not currently own a motorcycle, but would like to attend the Basic Rider Course. Are there motorcycles available?

Answer: There are currently only 5 Navy owned motorcycles available at NAF Atsugi available to Active Duty military members, these were received from DRMO and we are not authorized to purchase any additional ones.

Question: I PCS'd from an overseas duty location. What paperwork is required to obtain the motorcycle endorsement?

Answer: It all depends on your level of experience and documented training/licensing. Please review New Rider, Experienced Rider and Fully Qualified Rider sections

Question: I PCS'd from a stateside duty location. What paperwork is required to obtain the motorcycle endorsement?

Answer: It all depends on your level of experience and documented training/licensing. Please review New Rider, Experienced Rider and Fully Qualified Rider sections.

Question: I have been riding for 20 years and do not have any of the training required, what can I do?

Answer: If you have a valid U.S. license with motorcycle endorsement, start in the "Experienced Riders" section, if not your only option is to start as a "New Rider."

Question: I am assigned to a ship and my BRC 2 qualification will expire in 2 weeks, can you help?

Answer: Go to the "How to enroll in Motorcycle Safety Training section" and enroll in a class that meets your schedule. We cannot schedule classes based on a deployable units schedule as there are too many deployable ships/units to track and a limited number of volunteer instructors.

Question: My ship/unit requires me to complete BRC 2 within 30 days of BRC 1 but there is no class schedule available?

Answer: That is not an OPNAV, USFJ, CNRJ or installation policy, please bring that to the attention of your ship/unit and let them know that most class schedules offered may not meet their requirement.

Question: I am a single E-4 or below. Am I eligible to obtain a US FORM 4EJ solely to purchase and drive a motorcycle?

Answer: Installations have different policies based on paygrade on who can obtain the US FORM 4EJ license. Please verify your eligibility with your installation licensing office.

Question: Why do I have to send my forms in before getting off the waitlist and being enrolled?

Answer: The forms require a department head in your chain of command to allow you to attend the training, prior to requiring the forms we had to cancel classes because people sign up and forget about the class or their command does not let them off to take the training.

Question: I am a civilian taking this training on my day off, why does my supervisor have to sign the enrollment form.

Answer: SECNAV requires that all commanding officers are aware of all motorcycle safety training being conducted, your supervisor or a department head will brief your CO/OIC or civilian equivalent that they have folks attending high risk training.

Question: Can I take the same training at Yokota AFB or MCAS Iwakuni and still get licensed at a CNRJ Installation?

Answer: Yes, if you are assigned to a CNRJ Installation we accept all MSF training from all other installations inside and outside of Japan.

Question: Can my dependent children attend MSF training and become licensed on a motorcycle?

Answer: Yes, but the minimum age for motorcycle training and licensing is 18.

Question: I am eligible and available for a Mentorship Ride today, how come I have to wait.

Answer: Many motorcycle mentors are volunteers that work full time jobs, most like to do it on the weekend. We understand your need but we recently made this change to the instruction so if you arrived fully qualified then you could get a mentorship ride vice attending a local BRC 2 class.

Class locations and Motorcycles you can attend class with

Question: Where are the training ranges located?

Answer: Within CNRJ we currently have training ranges located at:
NAF Atsugi and CFA Sasebo.

Question: Why is there no range at CFA Yokosuka?

Answer: Due to the limited size of the facility we have been unable to find a location at CFAY or Ikego Housing Area that meet the minimum Motorcycle Safety Foundation (MSF) standards to conduct training on.

Question: Can I borrow a friend's motorcycle to attend BRC 1 with?

Answer: No, due to an issue with liability and damage issues this is not allowed.

Question: Why does only NAF Atsugi have training motorcycles and at other locations students have to rent motorcycles?

Answer: Navy policies do not allow for the purchasing of motorcycles, NAF Atsugi worked with DRMO to receive the training motorcycles they have we continue to search for other DRMO motorcycles in good condition for other locations.

Question: Can I borrow a friend's motorcycle or rent a motorcycle to take BRC 2 with?

Answer: No, You cannot borrow a motorcycle due to liability and damage issues, you must take BRC 2 on your own motorcycle.

Question: What size motorcycle can I attend BRC 1 with?

Answer: New riders are only allowed to be licensed up to 400cc for their first year.

Question: After 1 year what do I need to do to upgrade to a larger motorcycle?

Answer: Complete BRC 2 on your larger engine size motorcycle.

Question: Can you provide a list of local shops that will rent motorcycles for training?

Answer: No, as government employees we cannot endorse any shop(s). We recommend you speak with other riders at your installation, they can normally provide you the information on which local shops in your areas that rent motorcycles.

Transportation of motorcycles for training

Question: I need to transport my motorcycle for training. Is there equipment that I may use to load the bike onto a truck?

Answer: Some installations have donated material (ramps, straps) but not all. Verify with your licensing office.

Question: Can I ride my motorcycle from my house or work to the training range.

Answer: ONLY if you reside or work on the installation where the range is located, have an on-base plate, temporary license and insurance and have completed BRC 1. NO, if you do not reside or work on the same installation. If you ride up to the range without all the requirements you will not be allowed to attend the class.

Question: The training range is not located on my base, how can I transport my motorcycle to the training range?

Answer: There are multiple ways, rental trucks (from on or off base), local motorcycle shops, some commands allow you to use their duty van or ask a friend if they have a van/truck they can move the motorcycle with. We recommend you ask other riders on your installation how they did it.

Personal Protective Equipment (PPE) required for the course

Question: What PPE is required to attend the class?

Answer: See below PPE requirements:

Helmets. Operator must wear a properly fastened (under the chin) protective helmet that provides a minimum of $\frac{3}{4}$ coverage. Helmets must meet, at a minimum, U.S. Department of Transportation (DOT) standards. Helmets may also meet other standards such as the Snell Memorial Foundation or the American National Standards Institute. Personnel may use host-nation certified equivalent helmets. Japanese Bureau of Safety Standards (green & white "Safety Goods" sticker attached) approved helmets meet these standards. $\frac{1}{2}$ Helmets and fake or novelty helmets are prohibited. We have a few helmets available for use that meet all the requirements but they need to be cleaned prior to and after use. Please request the use of a helmet when submitting your enrollment documents.

Goggles and Face Shield. Operator must wear impact or shatter resistant goggles, or full-face shield, properly attached to the operator's helmet.

Clothing. Riders shall wear a long sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens (constructed of abrasion resistant materials) designed for use on a motorcycle.

Footwear. Sturdy **over the ankle** footwear that affords protection for the toes, feet, and ankles.

Question: Will I be prevented from taking the training without the required PPE to include footwear?

Answer: Yes

Government of Japan Motorcycle License

Question: I am licensed by the Government of Japan to operate at 400cc motorcycle, can that be converted to a US FORM 4EJ (SOFA) motorcycle license?

Answer: Yes, we consider the training required by the Government of Japan to be equivalent to the training required by USFJINST 31-205. If you or your SOFA sponsored dependents already have a motorcycle license issued by the Government of Japan, you will can be issued a US FORM 4EJ license with motorcycle endorsement up to and including the engine size identified on your Japanese License as long as you meet all requirements for a US FORM 4EJ license.

Transfer between USFJ installations

Question: I have a valid US FORM 4EJ license with motorcycle endorsement from another USFJ installation, is that endorsement valid when I transfer installations.

Answer: Yes, if your USFJ4EJ license and U.S. license has not lapsed, you have completed the local hazards class, and you are current with your COMNAVSAFECOM required training. If your license has lapsed, you need to renew that first and then be required to complete a Mentorship Ride as long as meet the requirements in Section 5.