



## Position Statement – **Motorcycle ABS**

The Federal Government has made ABS on motorcycles over 125cc mandatory and either ABS or Combined Braking System (CBS) mandatory on motorcycle between 125cc and 50cc.

### **Where we are now:-**

A Regulation Impact Statement (RIS) released by the Department for Infrastructure and Regional Development predictions that the introduction of ABS on motorcycles will result in reduction of 33% of all injury crashes and 39% of serious and fatal crashes.

Such a significant reduction seems “too good to be true” as it requires a locked wheel to be involved in a third of all crashes prior to the introduction of ABS. An assumption the MCC has difficulty comprehending.

When ABS was introduced on cars in the 1980's, it was predicted that it would result in a significant reduction in crashes. The reality is that mandatory ABS has not resulted in any significant change in the number of crashes. It was found that drivers didn't understand how ABS worked and over compensated, believing that ABS will reduce stopping distances. Advice to drivers included practicing activating the ABS so they are familiar with how the brake pedal feels when the ABS activates so as to reduce the likelihood of the driver releasing pressure on the pedal.

### **Where do we want to be:-**

Riders need to be taught how to use the ABS to best effect. The RIS does not propose to provide riders with education or training on ABS. Practicing on their own, on public roads will be less than ideal. Riders need to be taught in a controlled environment by trainers who can demonstrate how ABS works. On rough surfaces the ABS, the suspension and weight of the rider interact so riders need to practice on real world road surfaces on the motorcycle that they own.

If a reduction of 33% of all injury crashes and 39% of serious and fatal crashes is to be realised, then every effort needs to be made to ensure this significant reduction is achieved.

The lessons learnt from the introduction of ABS on cars should be heeded so this opportunity to potentially significantly improve motorcycle safety is not squandered.

The education and training needs to be provided and include:-

- Information on how ABS works
- Information on stopping distance with and without ABS on a range of surfaces commonly encountered on the road network.
- Demonstrations by expert riders
- Video clips on how ABS works and how it should be used to gain the best benefit.
- Opportunities to practice on motorcycles equipped with outriggers and ABS.
- Opportunities for riders to test their motorcycles on simulators. These simulators would need to be developed.

In support of this education and training program a Working Group of stakeholders needs to be formed to oversee the program and to monitor the reduction in road trauma to ensure that the predicted 33% of all injury crashes and 39% of serious and fatal crashes is achieved.

ABS does not perform well on dirt roads so it needs to be able to be switched off on bikes that are likely to be used on dirt roads.

#### **How do we get there:-**

The MCC to continue to advocate for government to provide education and training on ABS.