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The I.P.S.G.A. System

System of Motorcycle control where you actively look for **Information** to make sure you are in the correct **Position**, at the correct **Speed**, in the correct **Gear**, and allows you to apply correct Acceleration (I. P. S. G. A.)

Information

Take in information , **Use** to produce riding plan , **Give** information to other road users = T.U.G.

Assessing the 3 types of hazards: Road/Weather conditions & visibility. Road layout. Other road users.

Observations: What can be seen, what cannot be seen, and what may be reasonably expected to happen. These produce your riding plan and that determines your road position and speed.

Forward: Far/middle/near distance – the faster you ride the further you need to look ahead.

Side: Look into junction prior to arriving.

Mirror checks: Identifying a hazard. Before changing speed. Frequency 7-10 seconds in town, 10-15 seconds on open roads.

Blind spot check: Before changing road position or manoeuvre to the side you are moving to.

Observation links: Use what you see to predict what to expect.

Dead Time: When stationary at traffic lights etc. continue your observation sequence (front/side/rear/shoulder checks) for new hazards and other road users.

Road Position

The correct position maximises your safety, view & visibility to others.

Speed

Be able to stop on your side of road in the distance you can see to be clear.

Avoid braking on poor surfaces/when banked/cornering.

Consider use both brakes – dry 75% front 25% rear; wet 50% front 50% rear

Use gentle, then firmer, then gentle pressure during the braking phase for smooth deceleration.

Avoid using front brake when at low speed, coming to a stop, slippery surface, turning or banked.

Gears

Correct to allow deceleration (engine braking), in that gear only, and acceleration.

Block changing: Allows for greater slowing by use of brakes & block change to appropriate gear avoiding skidding/destabilising effect of sequential changing.

Acceleration

Apply appropriate acceleration to negotiate hazard.

Make good progress by increasing speed promptly once past the hazard If safe to do so and no further hazard observed.

REAR OBSERVATIONS



A

B

C

A MIRROR CHECK

B BLIND SPOT CHECK BEFORE LANE CHANGE (HIGHER SPEED)

C BLIND SPOT CHECK BEFORE TURNING OR MOVING OFF (LOW SPEED)

