



Posted by Pete Vander Aa

State of Nevada | Department of Public Safety

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When to Retire Bikes

For those of you who purchase and supply training bikes to some training providers....

Do you replace them when the bikes get to a certain age? Or, are you retiring them after a certain number of miles?

Nevada has been retiring bikes after they've been in service for 10 years. The issue using this method is we send some turn-in bikes to auction with very low mileage. These we get back from less busy providers.

Any thoughts on a better way to manage our new bike distribution/replacement policy?

Pete Vander Aa | Program Administrator

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NEW HAMPSHIRE

NH MRT had been using a 'case by case' basis for retiring a bike in our state ran program. While age was a factor it was not deemed most critical. Condition, miles, ability to source similar size/style bike, frequency of repair, etc. This resulted in a haphazard replacement program. It also resulted in us recently retiring a few 24 year old bikes this year. From a risk management perspective this seemed unacceptable, regardless of the bikes safety condition and ridability. (We will miss those GN125's!) We are moving to a 10 year plan. Seems simple and safe.

Larry Crowe

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Ride Safe--Ride Well--Ride Trained

OREGON

In Oregon our policy is 10K miles or 10 years, contingent on funding. When bikes have higher years but lower miles (or vice versa) we rotate them in and out between high-mileage/low-mileage sites to maximize use before sending them to OSU surplus.

Pat Hahn

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HAWAII

Aloha Peter!

We replace as we need.

I know that they get repaired as long as the bike remains safe.

I don't think we have many bikes that make it past the 5 year mark.

They are assessed by damages and reparability.

They will repair as long as it's still safe to ride or until they can't get the parts easily. Parts are not as easily come by here.

Usually, they are scrapped, not resold due to liability concerns.

Sincerely,

Christy Cowser

Hawaii Department of Transportation

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KANSAS

Kansas does not have a statewide program, only a Department of Education person who is charge of CDLs, driver education, and motorcycle education. My program used to teach all over the state, but now we only teach at two schools in Topeka. We recently learned that Honda has a training program (different than the former dealer loan program) where a dealer can sell the new version of the Rebel for 20% off retail. We bought 6 of them this summer and are selling several of the old bikes, some as old as 1999 models (Honda Nighthawks). Due to limited numbers of coaches and obtaining training dates we don't put a lot of miles on them, most or all are under 4000 miles. We used to do the dealer loan program and then would buy the bikes at a discounted rate, but that apparently has gone away. Anyway, we use them as long as possible, no restrictions other than if their condition deteriorates to the point they have problems.

Steve Christenberry

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VERMONT

Peter,

Vermont replaces motorcycles after 10 years of service. When I took over in 2002 the program did not have a replacement plan for motorcycles. Since adopting the 10 year replacement cycle we have decreased maintenance expenses. I believe we are replacing the motorcycles prior to any major repair issues which results in savings on maintenance.

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TENNESSEE

Tennessee has no formal replacement program and there are some older bikes being used. As long as they are safe run well and are not cost prohibitive to keep running they are kept in service. All our sites are independent contractors and replenish their training bikes continually.

John Milliken
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IDAHO

Hi Peter,

Sorry for the late weigh-in from Idaho.

Prior to 2015, we were on a ten-year rotation plan, regardless of mileage/use. About three years ago, after selling off some very low-mileage, excellent condition assets, we re-evaluated this strategy. With the meticulous care we give to our fleet and the annual service we perform on each bike, we believe they have a much longer shelf-life, as was the consensus among a few mechanics we engaged with.

Before the Buy America Act waiver freeze, we were looking at adopting a 13-year rotation plan (but more on case-by-case condition/mileage). With us being hamstrung on purchasing new bikes, we have not sold or purchased any bikes in the last two years. We plan to stretch this out as long as possible. Oldest bikes in our fleet are 2007's and some are pushing 4,000 miles.

Cheers,
-Sunshine Beer

Sunshine Beer
Director

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