The American Legion Legacy Run

Standard Operating Procedure (SOP)

Flight Motorcycle Safety Inspection (MSI)

MSF T-CLOCS-Based Inspection Process

Applies To	All motorcycles participating in the Legacy Run, including 2-wheel motorcycles, trikes, and sidecar configurations.
Executed By	Flight Road Captain (RC), Assistant Road Captain (ARC), and Tail Gunner (TG).
Objective	Verify that each motorcycle meets minimum safety standards before staging/launch and remains safe throughout the day.
Effective Date	3 May 2026
Version	1.0
Owner	ALR / Legacy Run Operations

Core Rule: No PASS marker = no staging = no roll.

1. Purpose

This SOP establishes a consistent, repeatable motorcycle safety inspection process for the American Legion Legacy Run. It is based on the Motorcycle Safety Foundation (MSF) T-CLOCS method: Tires & Wheels, Controls, Lights & Electrics, Oil & Fluids, Chassis, and Stands.

The purpose is to identify preventable mechanical risks before they become roadside breakdowns, formation disruptions, or crash hazards. The inspection focuses on the items most likely to affect safe group movement: tires, brakes, lights, controls, leaks, chassis integrity, and load security.

This SOP is a minimum safety screen. It does not replace rider responsibility, scheduled maintenance, state inspection requirements, or evaluation by a qualified motorcycle mechanic.

2. Scope

2.1 Baseline Full Inspection - Required Before the Legacy Run Starts

- A full MSI using the T-CLOCS sequence will be conducted one time before the Legacy Run begins, normally during check-in, Day 0 staging, or another designated pre-run inspection window.
- The baseline inspection establishes a documented mechanical safety baseline for each motorcycle and supports consistent go/no-go decisions across all flights.

2.2 Daily Reduced Inspection - Required Each Day Before Departure

- A reduced daily MSI will be conducted each day before launch for all motorcycles.
- The daily inspection focuses on high-risk items that can change quickly: tire pressure and condition, leaks, lights, brake light, basic controls, load security, and stand position.

2.3 Focused Recheck Triggers

A focused recheck is required whenever any of the following occur:

- A motorcycle was previously marked RECHECK or was repaired.
- Significant weather change, including heavy rain, extreme heat, or cold conditions.
- After a long highway leg or any rough-road segment where tire/load issues are more likely.
- The rider reports wobble, vibration, smoke, fluid leak, abnormal braking, warning lights, or unusual handling.
- A flight leader, road guard, support team member, or rider observes a possible mechanical safety concern.

3. Definitions

Term	Definition
Flight	Managed riding element under an RC/ARC/TG team.
Cold Tire Pressure	Tire pressure measured before riding, or after the motorcycle has been parked long enough for tires to cool.
PASS / RECHECK / NO-GO	Inspection outcomes used to control participation and staging.
PASS Marker	Visible indicator, such as a zip tie or sticker, showing that the motorcycle is cleared for staging for that inspection period.

4. Roles and Responsibilities

4.1 Road Captain (RC) - Flight Lead and Final Authority

- Runs the inspection lane, rider flow, and recheck area for the flight.
- Makes final PASS, RECHECK, or NO-GO decisions for the flight.
- Ensures corrective actions are completed and reinspected before a PASS marker is issued.
- Documents safety issues, rechecks, and NO-GO decisions.
- Elevates recurring or serious issues to Legacy Run Operations as needed.

4.2 Assistant Road Captain (ARC) - Primary Inspector

- Performs the inspection using this SOP and the applicable MSI checklist.
- Measures tire pressure and tread depth during the baseline inspection and as required during rechecks.
- Identifies safety concerns and immediately notifies the RC of critical hazards.
- Records required inspection data and initials the inspection form.

4.3 Tail Gunner (TG) - Final Verify and Sweep

- Confirms every motorcycle has a visible PASS marker before movement.
- Performs a quick final walk-around at staging, with emphasis on leaks, load security, and stand position.
- Monitors the rear of the flight during movement and initiates a safe pull-off when a mechanical concern is reported or observed.
- Supports focused rechecks en route.

4.4 Rider - Owner/Operator Responsibility

- Arrives with a motorcycle that is properly maintained, legal, fueled, and ready for long-distance group riding.
- Provides manufacturer tire pressure specifications when requested.
- Corrects deficiencies before staging and immediately reports any mechanical concern during the ride.
- Understands that passing MSI does not guarantee future mechanical performance and does not transfer responsibility for the motorcycle from the rider/owner to the inspection team.

5. Safety Principles and No-Go Conditions

Safety over schedule: departing late is acceptable; departing unsafe is not.

Automatic NO-GO until corrected: The following conditions require the motorcycle to be held from formation until corrected and reinspected:

- Fuel leak or active fluid leak that creates fire, traction, braking, or control risk.
- Major brake issue, including no brake light, loss of hydraulic pressure, severe sponginess, dragging brake, or obvious brake fluid leak.
- Tire cord or belt visible, bulge, bubble, active leak, severe dry rot/cracking, sidewall damage, or sidewall repair.
- Tread depth below Legacy Run minimums: front tire below 4/32 inch or rear tire below 3/32 inch.
- Missing or nonfunctioning critical lighting required for safe formation movement, especially brake light and headlight.
- Throttle that sticks or does not snap closed.
- Load, luggage, trailer, or strap condition that can contact a tire, brake, belt/chain, drive shaft, or exhaust.
- Any condition that, in the RC's judgment, creates an unacceptable risk to the rider, passenger, flight, or public.

6. Required Equipment Per Flight

- Tire pressure gauge capable of reading the motorcycles in the flight.
- Tread depth gauge, preferably marked in 32nds of an inch.
- Flashlight or inspection light.
- Rag or paper towels for leak checks and wiping inspection areas.
- PASS and RECHECK markers, such as colored zip ties, stickers, or tags.
- Pen, clipboard, and MSI forms/logs.
- Access to air, either through a pump, support vehicle, dealership, or planned air station.

7. Inspection Operations

7.1 Lane Setup

- Stage motorcycles in multiple lanes with engines OFF and motorcycles stable on side stand, center stand, or trike parking brake.
- Keep the front wheel accessible for tire checks.
- Establish a separate air/recheck area so corrections do not block the inspection lane.
- Keep riders clear of moving motorcycles and hot exhaust areas.
- Brief all riders: No PASS marker, no roll.

7.2 Inspection Levels

Level	When Used	Focus
Level 1 - Full MSI	One time before the Legacy Run begins.	Full T-CLOCS inspection with PSI, tread depth, disposition, and signatures.
Level 2 - Daily Reduced MSI	Each morning before departure.	High-impact daily verification: tires, brakes/brake light, lights, leaks, controls, load, and stands.
Focused Recheck	Any time a trigger occurs.	Only the affected T-CLOCS areas plus any related safety items.

8. Level 1 - Full MSI Procedure

Perform the full T-CLOCS sequence and record results on the Baseline MSI Checklist.

8.1 T - Tires and Wheels

1. Tire pressure: Use the motorcycle manufacturer's recommended cold PSI from the placard/label, owner's manual, or rider-provided verified specification. Tires should be within +/- 10% of the recommended cold PSI and must not exceed the tire sidewall maximum pressure.
2. Tread depth: Measure the main grooves at three points - center, left, and right - and record the lowest reading.
3. Legacy Run minimum tread depth: front tire 4/32 inch or greater; rear tire 3/32 inch or greater. For trikes and sidecars, inspect and record all tires and apply the same threshold logic to each applicable tire position.
4. Condition: Inspect for cord/belt exposure, bulges, bubbles, embedded objects, active leaks, severe uneven wear, cupping, significant cracking/dry rot, sidewall damage, and sidewall repairs.
5. Wheels: Inspect for obvious rim damage, cracks, loose/broken spokes if applicable, and obvious bearing play or wobble.
6. Brakes at the wheel: Confirm front and rear brakes stop the motorcycle from rolling during a controlled test. Check for obvious pad/rotor problems or hydraulic leaks.

8.2 C - Controls

- Throttle moves freely and snaps closed.
- Handlebars are secure and move full lock left/right without binding.
- Levers, pedals, cables, and hoses are secure and not frayed, kinked, chafed, or leaking.
- Clutch and brake controls feel normal for the motorcycle.

8.3 L - Lights and Electrics

- Headlight low and high beam function.
- Tail light functions.
- Brake light activates from both front brake lever and rear brake pedal.
- Turn signals and hazards function if equipped.
- Mirrors are present, secure, and usable.
- No obvious exposed/frayed wiring that creates an immediate safety hazard.

8.4 O - Oil and Other Fluids

- No active fuel, oil, coolant, brake fluid, or hydraulic leaks.
- Fluid levels checked as practical without disassembly.
- Fuel level sufficient for the planned leg or next fuel stop.

8.5 C - Chassis

- No obvious cracks, structural damage, or missing critical fasteners.
- Drive system appears serviceable: chain, belt, or shaft drive.
- Axle, brake, exhaust, luggage, trailer hitch, and accessory mounts are visibly secure.
- Suspension does not show obvious damage or fluid leakage.

8.6 S - Stands

- Side stand and/or center stand is secure, not bent or cracked, and springs hold the stand firmly in the up position.
- Trikes or sidecars have appropriate parking brake/stability controls functioning as applicable.

9. Level 2 - Daily Reduced MSI Procedure

The daily inspection is a high-impact verification designed to be completed quickly before launch. Target time is approximately 1-2 minutes per motorcycle when the flight is organized and riders are prepared.

7. Tires: Check cold PSI, quick visual condition, and any nails/screws, bulges, cracking, or obvious wear. If a tire is near minimum or looks suspect, conduct a focused tread and condition recheck.
8. Brakes and brake light: Confirm front/rear lever or pedal feel is firm and brake light activates from both controls.
9. Lights: Confirm headlight, tail light, and turn signals/hazards if equipped.
10. Leaks: Scan ground under the motorcycle and inspect around engine, fuel, brake, and cooling areas.
11. Controls: Confirm throttle snap-back and visibly secure bars/controls.
12. Load and stands: Confirm bags/compartments are latched, straps are clear of wheels/exhaust/drive components, and the stand is secure and fully up before roll.

10. Tire Tread Guidance for Rider Planning

Depth	Guidance
5/32 inch or greater	Preferred for long-distance group riding and wet-road confidence.
4/32 inch	Minimum for Legacy Run front tire; replacement planning is recommended, especially before multi-day wet-weather riding.
3/32 inch	Minimum for Legacy Run rear tire; warning zone with reduced wet grip. Replacement planning is strongly recommended.
2/32 inch or less	NO-GO for Legacy Run. Replace before participation.

11. Disposition, Marking, and Documentation

11.1 PASS

- Motorcycle meets the applicable inspection standard.
- Apply PASS marker in a visible location, preferably left handlebar, left mirror, or another location visible to the TG at staging.
- Rider and inspector sign or initial the applicable checklist.

11.2 RECHECK REQUIRED

- Correctable issue identified, such as low air pressure, loose mirror, unsecured load, or inoperative noncritical signal.
- Rider corrects the issue in the recheck area.
- ARC or RC reinspects affected items and records disposition.
- No PASS marker is issued until the recheck is cleared.

11.3 NO-GO

- Critical safety issue cannot be corrected before launch.
- RC documents the reason and directs rider to repair, recovery, or alternate transportation plan.
- Motorcycle does not depart with the flight.
- The RC may consult Legacy Run Operations, but safety decisions are not delayed when risk is clear.

12. En-Route Mechanical Issue Procedure

13. Rider reports concern immediately by the established communication method or hand signal.
14. TG initiates a controlled pull-off only at a safe location and in accordance with route/LEO conditions.
15. RC/ARC conducts a focused recheck of the affected T-CLOCS items.
16. If safety is in doubt, convert to NO-GO and coordinate recovery or support.
17. Do not limp a questionable motorcycle in formation.

13. Records and Retention

- Baseline Level 1 MSI: record rider name, motorcycle information, front/rear PSI, tread depth, disposition, recheck notes, and signatures/initials.
- Daily Level 2 MSI: record rider name or bike number, disposition, recheck/NO-GO notes, and PSI when checked or adjusted.
- RC retains records in a binder or scanned upload for event documentation.
- Any NO-GO decision should be logged with the reason and final disposition.

14. References

- Motorcycle Safety Foundation (MSF), T-CLOCS Pre-Ride Inspection Checklist, used as the baseline inspection framework for this SOP.
- Motorcycle owner’s manual and tire placard/label remain the controlling source for manufacturer-specific tire pressure and maintenance requirements.

Appendix A - RC Quick Brief (20-30 Seconds)

Riders, before we roll, we are doing a quick pre-ride safety inspection using T-CLOCS - tires, controls, lights, fluids, chassis, and stands. This catches problems early and helps keep the rider, the flight, and the public safe. Once you pass, you will receive a PASS marker. No PASS marker, no staging, no roll.

Appendix B - Baseline Full MSI Checklist

Item	Pass	Recheck	No-Go	Initials	Notes
Tires: PSI matches manufacturer spec (+/-10%)	☐	☐	☐	☐	
Tires: tread depth meets Legacy Run minimums	☐	☐	☐	☐	
Tires: no cord, bulge, bubble, severe dry rot, or sidewall damage	☐	☐	☐	☐	
Wheels/brakes: no obvious rim damage; brakes stop bike	☐	☐	☐	☐	
Controls: throttle snap-back; bars/levers/pedals secure	☐	☐	☐	☐	
Lights: head/tail/brake; brake light from front and rear	☐	☐	☐	☐	
Fluids: no active leaks; fuel sufficient	☐	☐	☐	☐	
Chassis/drive: no loose critical fasteners; drive system serviceable	☐	☐	☐	☐	
Load/accessories: luggage/straps/trailer secure	☐	☐	☐	☐	
Stand/parking brake: secure and functional	☐	☐	☐	☐	

Rider Name: _____ Bike #: _____ Make/Model: _____

Front PSI: _____ Rear PSI: _____ Lowest Front Tread: _____/32 Lowest Rear Tread: _____/32

Disposition: ☐ PASS ☐ RECHECK ☐ NO-GO Inspector: _____ Rider: _____ Date: _____

Appendix C - Daily Reduced MSI Pocket Checklist

Daily Item	Pass	Recheck	No-Go	Notes
Tires: PSI and quick visual	☐	☐	☐	
Brakes: feel plus brake light front/rear	☐	☐	☐	
Lights: head/tail/signals	☐	☐	☐	
Leaks: ground and bike scan	☐	☐	☐	
Controls: throttle snap-back	☐	☐	☐	
Load: bags/straps/trailer secure	☐	☐	☐	
Stands: secure/up before roll	☐	☐	☐	

Flight: _____ Date: _____ Inspector: _____ Final Gate Check by TG: _____

Appendix D - Recheck / No-Go Log

Date	Bike #	Rider	Issue	Disposition	RC Initials

AMERICAN LEGION RIDERS

Legacy Run | Flight Motorcycle Safety Inspection Checklist (MSI)

OVERALL DISPOSITION (RC FINAL)
☐ PASS ☐ RECHECK ☐ NO-GO

Event/Run: _____ **Date:** _____ **Flight:** _____

RIDER / MOTORCYCLE INFORMATION

Rider Name: _____ Phone: _____
Emergency Contact: _____ EC Phone: _____
Bike Make: _____ Model: _____
Year: _____ Plate/Reg #: _____
Odometer: _____ Two-up? ☐ No ☐ Yes Passenger: _____
Rider notes: _____

A) TIRES & WHEELS (REQUIRED)

Recommended cold PSI source: ☐ Placard/Label ☐ Owner's Manual ☐ Verified by Rider ☐ Other

TIRE	RECOMMENDED (psi)	MEASURED (psi)	RESULT
Front	_____	_____	☐ PASS ☐ RECHECK ☐ NO-GO
Rear	_____	_____	☐ PASS ☐ RECHECK ☐ NO-GO

Tread depth (lowest of 3 points): Front ____/32 Rear ____/32 (min: Front 4/32, Rear 3/32)

☐ No cracks/dry rot ☐ No bulges/bubbles ☐ No cords showing
☐ Valve stems OK ☐ Caps on ☐ Wheels/rotors secure; no wobble/play

B) BRAKES (REQUIRED)

☐ Front brake firm ☐ Rear brake firm ☐ Pads adequate (no metal)
☐ No brake fluid leaks ☐ Brake light (front) ☐ Brake light (rear)

Result: ☐ PASS ☐ RECHECK ☐ NO-GO

C) LIGHTS / SIGNALS / HORN

☐ Headlight low/high ☐ Tail/brake light ☐ Turn signals F/R
☐ Hazards (if equipped) ☐ Horn works

Result: ☐ PASS ☐ RECHECK ☐ NO-GO

D) CONTROLS / STEERING

☐ Throttle returns ☐ Clutch operates ☐ Handlebars secure
☐ Steering smooth lock-to-lock ☐ Mirrors secure ☐ Foot controls secure

Result: ☐ PASS ☐ RECHECK ☐ NO-GO

E) FLUIDS / LEAKS / DRIVE

☐ No fuel leak ☐ No oil leak ☐ No coolant leak (if applicable)
☐ Drive (belt/chain/shaft) serviceable ☐ Exhaust secure / not contacting bags

Result: ☐ PASS ☐ RECHECK ☐ NO-GO

F) LOAD SECURITY / LUGGAGE

☐ Bags/cases latched ☐ Straps clear of wheels/exhaust ☐ Nothing loose
☐ Passenger seat/pegs secure (if two-up)

Corrective actions / notes (if RECHECK or NO-GO): Result: ☐ PASS ☐ RECHECK ☐ NO-GO

Pressure: set to motorcycle recommended cold PSI (within +/-10% and <= sidewall max).
Tread minimum for organized long-distance ride: Front >= 4/32, Rear >= 3/32.

Inspector Name / Initials: _____ **RC Final Signature:** _____