



INSTRUCTIONS

HDSCDOC1

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RIDER SAFETY ENHANCEMENTS / CORNERING RIDER SAFETY ENHANCEMENTS

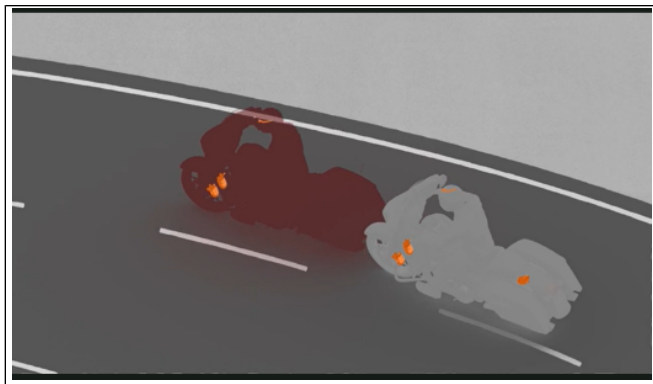
Rider Safety Enhancements / Cornering Rider Safety Enhancements (formerly known as Reflex Defensive Rider System or RDRS) are a collection of technologies designed to match motorcycle performance to available traction during acceleration, deceleration and braking. The systems are designed to aid the rider in controlling the vehicle while accelerating and braking in a straight line or while in a turn⁽¹⁾. A rider may find the systems most helpful when riding in adverse road conditions and in urgent situations. The systems are electronic and utilize the latest chassis control, electronic brake control and powertrain technology. The enhancements below vary by model and may not be available in some markets. See your Owner's Manual for information on your motorcycle's vehicle control systems.

1 - If equipped with Cornering Rider Safety Enhancements

Enhancements

Electronically Linked Braking (ELB) applies braking effort to both wheels when the rider uses either the hand lever (front) or foot pedal (rear) brake control, which can help many riders achieve better braking performance.

Cornering Electronically Linked Brakes (C-ELB) takes into account the motorcycle lean angle or Trike lateral acceleration. C-ELB will alter the proportioning of brake pressure between the front and rear brakes when braking while cornering in an attempt to improve the ability of the bike to maintain the rider's intended path.

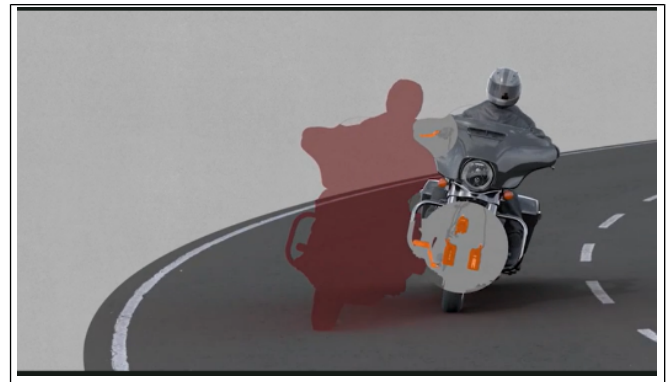


Video 1. Electronically Linked Braking

Anti-lock Braking System (ABS) is designed to prevent the wheels from locking under braking and helps the rider maintain control when braking in a straight-line, urgent situation.

Cornering Anti-lock Braking System (C-ABS) is a variant of ABS that takes into consideration the lean angle of a two-wheel motorcycle, or the lateral acceleration of a Trike model. The brake pressure required to limit wheel slip when cornering is

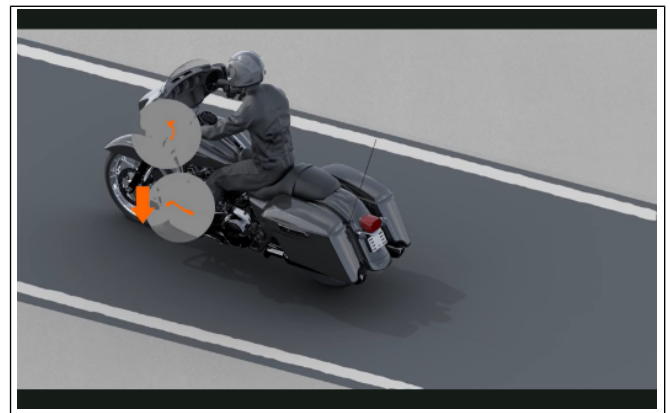
typically or lower than the pressure required under straight line operation.



Video 2. Anti-lock Braking System

Drag-Torque Slip Control System (DSCS) is designed to reduce excessive rear-wheel slip under deceleration, which typically occurs when the rider makes an abrupt down-shift gear change or decelerates on wet or slippery road surfaces.

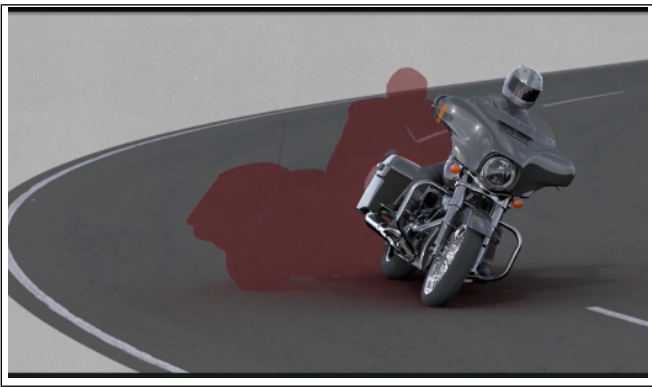
Cornering Drag-Torque Slip Control System (C-DSCS). On models equipped with C-DSCS the action of DSCS may be tailored when cornering, based on detected lean angle (two-wheel motorcycles) or lateral acceleration (Trike models).



Video 3. Drag-Torque Slip Control System

Traction Control System (TCS) is designed to prevent the rear wheel from excessive spinning under acceleration when travelling in a straight line.

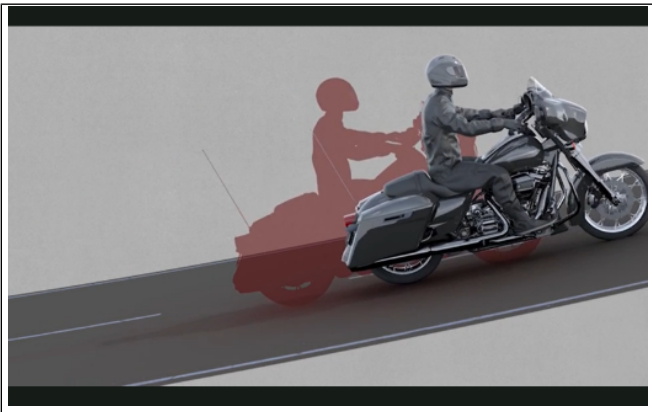
Cornering Traction Control System (C-TCS) is designed to prevent the rear wheel from excessive spinning under acceleration when going straight or cornering.



Video 4. Cornering Traction Control System

directly influence vehicle direction. This is a key difference between motorcycle Cornering Rider Safety Enhancements and Automotive Stability Control. The rider is ultimately responsible for speed, steering and path corrections.

Vehicle Hold Control (VHC). The primary function of VHC is to keep the motorcycle from rolling, making it easier to ride away when starting on a hill, a bridge or a parking ramp.



Video 5. Vehicle Hold Control

Tire Pressure Monitoring System (TPMS) alerts the rider to low tire air pressure. Maintaining proper tire air pressure is important both for vehicle performance and tire life.



Video 6. Tire Pressure Monitoring System

Full Disclaimer

Available traction is determined by the road/tire interface. The systems bundled into the Rider Safety Enhancements are only able to adjust brake pressure or powertrain torque in an attempt to keep the forces at the tire from exceeding available grip. These technologies do not have the ability to increase grip, or to intervene when the rider has not made a brake or throttle application (e.g., coasting through a corner with the clutch disengaged). Cornering Rider Safety Enhancements cannot