

July 22, 2014

[REDACTED]
[REDACTED]
Liverpool, New York
[REDACTED]

National Highway Transportation Safety Administration
Attn: David J. Friedman, NHTSA Administrator
1200 New Jersey Avenue S.E., West Building
Washington, DC 20590

JUL 31 2014

Subject: Motorcycle Center-Stand danger.

Hello Mr. Friedman,

I was recently injured while attempting to use a motorcycle center stand, which brought to my attention the issue of how unsafe I believe these devices are since their first conception with earlier and lighter motorcycles. Now, on modern bigger and heavier motorcycles, I believe they may need to be scrutinized for the amount of human force to create leverage on all types of surfaces (asphalt, concrete, rough surfaces, as well as smooth showroom floors where this is often demonstrated to consumers) in order to deploy them in a steady and safe manner.

I hurt my leg trying to do this maneuver with a 2014 Triumph Trophy SE in a showroom that happened to have an artificial rough rock textured floor covering. Months earlier, with a 2013 Triumph Trophy in another dealership's showroom with smooth tiled flooring, the motorcycle went up on the center stand smoothly. There isn't suppose to have been any real changes between the Triumph Trophy SE 2013 and 2014 models, except for a Center-stand recall due to them breaking which caused the motorcycles to fall over. So, I don't know if the center-stand recall and re-design changes to fix that problem changed the characteristics and forces needed to raise the 2014 Triumph Trophy SE onto the center-stand? Maybe your agency can determine that?

Furthermore, on internet Triumph Trophy forum website, many Triumph Trophy SE owners also have commented about the difficulty they have putting this motorcycle on the Center-stand, and mention how they have gone so far as to modify (cut down) the center-stands, made ramps, or drive a wheel(s) onto wooden boards to raise the motorcycle up higher and make using the center-stand easier to swing down into place. Some people have to try it a few times, won't even try it with out another person there to assist, and some won't try it at all. I can't imagine that the engineers designed the center-stand with customers having to make all these adjustments to be able to use it!

NM
81114
SMD

My injury isn't isolated to the Triumph Trophy SE motorcycle. On the BMW K1600 motorcycle forum website, another guy injured himself about one week after my injury, the same way (ruptured Achilles Tendon) doing the same thing! See excerpts below from,

<http://www.k1600forum.com/forum/bmw-k1600-rider-improvements-techniques/60417-careful-i-think-i-pulled-muscle.html>

06-26-2014, 08:18 PM

#1

Member

Join Date: May 2014
Location: South Georgia
Posts: 42

Careful I think I pulled a muscle

Last Thursday I was putting my motorcycle on the center stand and I heard a "POP".

It felt like I had pulled a muscle in my **Calf**. I don't think I was pushing hard but I was having a little trouble and I may have pushed harder than I thought. Anyway today I am walking with a limp. The pain is in my **Calf** and my ankle is purple. There is a small amount of swelling. This has never happened to me before but I have never been 65 either.

06-27-2014, 07:45 PM

#9

Member

Join Date: May 2014
Location: South Georgia
Posts: 42

Thanks

Great information..... The injury is getting much better. The swelling is going down and I am walking better. I am undecided about the Doctor visit. I plan to ride it out a few more days. If something out of the ordinary occurs or if I don't see continued improvement I will (reluctantly) go see a Doctor.

I was very surprised by the injury. I was pushing harder than usual but it really wasn't all that hard. I read on the internet this morning that often this is common with this type of injury. If I use the center stand again I will definitely use the arch of my foot and not the ball. Thanks again for the replies

Last edited by [REDACTED] 06-27-2014 at 08:53 PM.

07-09-2014, 06:57 AM

#17

Member

Join Date: May 2014
Location: South Georgia
Posts: 42

Thank you for your reply and concern. Your response has left me with little doubt that I have ruptured my Achilles tendon. Like you I am no sissy. At 65, 5'8" and 175 lbs., I ride a bicycle (or did) 12 miles twice a week, I bench my weight 40 times,(4 sets of 10's) and do the dumbbells(3 sets 10's 50 lbs. each). This was a weird accident and I would encourage others to be careful. **While I will never put it on the stand again there is little reason for me to believe this could not happen to anybody.**


MemberJoin Date: May 2014
Location: South Georgia
Posts: 42

The trick to putting it on the center stand, as suggested by another, is to roll the back tire on a 1 X 6. It makes all the difference in the world.

I am going to contact www.safecars.gov. and we will see where that goes. Maybe we can prevent someone from the same fate. Thanks for the Heads Up

In conclusion: Perhaps there needs to be a standard for how much force is required, verses how much a modern motorcycle weights, in respect to depending on human tissue limitations, body weights, and muscle strength to deploy a center-stand across the industry? And possibly a recall issued to retrofit these motorcycles with some kind of mechanical assisted center-stand so others won't have to resort to making un-approved modifications, or need auxiliary devices, or extra person helping, or just give up trying to use the center-stands. Or worse yet; un-expectantly rip their Achilles tendon apart like  and I did; which are now more susceptible to this injury again.

2014 Triumph Trophy SEWet weight 301 kilo / **663 pounds**

REF:

<http://www.triumphmotorcycles.com/bikes/trophy/2014/trophy-se>**2014 BMW K1600GTL Exclusive (heaviest in this model class)**Unladen weight, road ready, fully fuelled: **794 pounds**

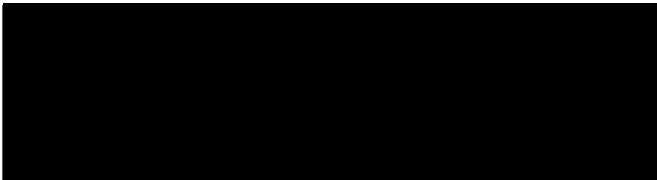
REF:

http://www.bmwmotorcycles.com/us/en/index.html?content=http://www.bmwmotorcycles.com/us/en/bike/tour/k1600gtlexclusive/k1600gtlexclusive_overview.html

My brother's 2009 Yamaha touring motorcycle is **900 pounds**.

Included is a letter I sent to the USA Triumph CEO and the dealership's principal owner where my injury occurred, to make them aware of the dangerous situation, which you can review as well.

Sincerely,


Chief Warrant Officer Two / Senior Aviator
US Army (Retired)

Date Complaint Filed: 06/18/2014
Component(s): UNKNOWN OR OTHER

Date of Incident: 06/17/2014
NHTSA ID Number: 10599166

All Products Associated with this Complaint ▲

Vehicle Make	Model	Model Year(s)
TRIUMPH	TROPHY	2014

Details ▲

0 Associated Documents

Crash: No **Fire:** No **Number of Injuries:** 1 **Number of Deaths:** 0

Manufacturer: Triumph Motorcycles America, LTD

Vehicle Identification No. (VIN): Not Available

SUMMARY:

YESTERDAY (17 JUN 2014 ABOUT 4 PM) AT A TRIUMPH MOTORCYCLE DEALERSHIP, LOOKING AT A NEW 2014 TRIUMPH TROPHY SE MOTORCYCLE IN THE SHOWROOM: STANDING ON THE LEFT SIDE OF THE MOTORCYCLE: I WENT TO PUT IT UP ON THE CENTER STAND WITH MY RIGHT FOOT/BODY WEIGHT (6'-2" & 185 LBS) ON THE PROTRUDING PUSH-DOWN PEG OF THE CENTER STAND, AND LIFT THE REAR OF THE BIKE SIMULTANEOUSLY BY HOLDING ON TO THE LEFT PASSENGER HAND HOLD, WITH MY RIGHT HAND (AS DIRECTED BY SALES PERSON WITH ME). WHEN INSTEAD OF THE MOTORCYCLE SHIFTING UP ONTO THE CENTER STAND, MY RIGHT LEG ACHILLES TENDON POPPED /RUPTURED. I HEARD A POPPING/TEARING NOISE AND IMMEDIATE PAIN, LIKE HIT THERE BY A HAMMER. I WORK OUT REGULARLY AND DO TOE RAISES (20 X 3 SETS) WHILE HOLDING 80 PDS OF WEIGHTS 3X WEEK - STRONG LEGS AND MUSCLES, ALONG WITH GOOD STRETCHING OF THE ACHILLES TENDONS AND CALVE MUSCLES. I WAS GIVEN A ZIP LOCK BAG WITH ICE TO APPLY: THEN I WAS TAKEN TO THE LOCAL URGENT CARE CENTER FOR DIAGNOSIS AND IMMEDIATE TREATMENT BY ANOTHER EMPLOYEE. SO, I FIGURE THIS MIGHT BE A NEW CENTER STAND DESIGN FLAW, I'VE PUT MANY MOTORCYCLES ON CENTER STANDS BEFORE WITHOUT BEING INJURED IN THE PROCESS; MAYBE A RE-DESIGN NOT THOROUGHLY TESTED AFTER THE PREVIOUS RECALL, THAT ISN'T LEVERED PROPERLY FOR APPROPRIATE HUMAN FORCE TO DO IT WITHOUT POSSIBILITY OF INJURY, THUS SHOULD BE REPORTED FOR FURTHER SCRUTINY TO PREVENT SIMILAR INJURY TO OTHERS. IS THERE A STANDARD FOR HOW MUCH FORCE IS REQUIRED TO PUT A MOTORCYCLE ON A CENTER STAND? SHOULD THERE BE ELECTRIC OR HYDRAULIC ASSISTS MECHANISMS FOR DOING THIS AND REDUCING THE RISK OF INJURY OR MOTORCYCLE TIPPING DAMAGE IN THE PROCESS TO MAKE DOING THIS CENTER-STAND SUPPORT PROCEDURE SAFER?

To protect the privacy of individuals, NHTSA does not make medical records available to the public without authorization. For this reason, documents falling into this category have not been included in this complaint record.

July 16, 2014

[REDACTED]
Liverpool, New York [REDACTED]
[REDACTED]

Triumph Motorcycles North America
Attn: Mr. Mark Kennedy, CEO
100 Hartsfield Centre Parkway, Suite 200
Atlanta, GA 30354
Main Telephone: (678) 854-2010: <http://www.triumphmotorcycles.com>

CANANDAIGUA MOTORSPORTS
ATTN: Principal Owner/Partner: Mr. Robert Colf
2366 Route 332
Canandaigua, NY 14424
Phone: 585-394-7490
Toll Free: 888-717-7066

Dear Mr. Mark Kennedy and Mr. Robert Colf,

This letter is to notify you that I am (still) a prospective Triumph Trophy SE motorcycle customer, which had a very bad experience with a 2014 Triumph Trophy SE in the CANANDAIGUA MOTORSPORTS dealership's showroom (with a rock textured floor covering) on Tuesday, June 17, 2014 at approximately 4 PM EST; when I sustained a significant leg injury while inter-acting with the motorcycle.

Minutes before this injury occurred, the sales person, Ms. Watson offered me a much anticipated and desired Triumph Trophy SE test ride the next Friday; and I was finally going to ride the last motorcycle on my list of considerations for imminent purchase, and riding fun this summer. A little over an hour before this incident, I test rode a 2014 BMW K1600 GTL, and formed my opinion of pro's and cons about that motorcycle. Two weeks ago I got to ride two other 2014 motorcycles in the Sports/Touring class motorcycles on my list of possible purchase candidates: Kawasaki Concours14 and Yamaha/Star FJR1300. Neither of those motorcycles felt right for me (too forward/sporty). The BMW K 1600 GTL was a pretty good fit, and I really wanted to take the Triumph Trophy SE for a comparison spin if it was anything like the BMW! I've done a lot of on-line research, and was ready to soon make a purchase; I just needed one more test ride on a 2014 Triumph Trophy SE to help me make a final decision. Thus, I wanted to sit on the dealership's Triumph Trophy SE in the upright position on the center-stand and gage the motorcycle's fit to me and my long legs.

In retrospect, I believe my injury is related to inadequate design of the Triumph Trophy's motorcycle's center-stand leverage capacity, and possibly its ineffectiveness when deployed on rough surfaces. I know in 2013 there was a recall for Triumph Trophy SE center-stands failing and causing the motorcycle to fall over; which prompted a redesign to fix the problematic part.

Well, trying to employ the center-stand under the supervision and instruction of a Triumph sales person Ms. Watson, caused me to have a severely injured leg, due to the force employed while trying to put the motorcycle on the center-stand.

I was following the procedure highlighted below as described in the Triumph Trophy Owner's Handbook.

Ref: http://assets1.triumphmotorcycles.com/files/content/en-us/VH_VJ_OHB_US_EN.pdf
Page, 74

Note: Before starting, I placed the motorcycle in an upright balanced position, and using my right foot lowered the center stand's two feet to contact the showroom floor simultaneously.

"Center Stand

To set the motorcycle on the center stand, step down firmly on the foot finder part of the stand (**with my right foot**), then lift the motorcycle up and to the rear using the handhold in the rear footrest hanger or the pillion grab handle (**with my right hand/arm**).

(My left foot was also on the ground for balance as I shifted my weight to my right leg stepping down on the foot finder during the process, and left hand was holding left handlebar grip for balance). The motorcycle didn't move up onto the stand at all before the injury happened/right leg Achilles tendon ruptured).

Caution

Do not use body panels or the seat as a hand-hold when placing the motorcycle on the center stand as this will cause damage."

Now, I'm not a 90 pounds soak and wet weakling! I am actually a former US Army Airborne-Paratrooper, Special Forces "Green Beret", and 20+ years career with two combat tours/wars in Iraq, veteran soldier (retired now); and I workout regularly (cardio and weights) at my local YMCA (190 LBS / 6'-2").

I am also not a novice motorcycle rider and owner: been motorcycle licensed since 1984, and have owned and ridden motorcycles regularly since 1985. From June 2-6th, 2014 last month I actually just completed a week of riding a multitude of motorcycles from several manufacturers (Honda, Harley-Davidson, Kawasaki, Victory, Suzuki, Star/Yamaha...) for five days at the Americade Motorcycle Rally at Lake George, NY; which Triumph was disappointingly conspicuously absent; many of them bigger and heavier than the Triumph Trophy SE, and I put many on their center-stands if they had them. So, putting motorcycles on the center-stand is not a new experience for me either.

So, the only reason I can conclude that lead to this totally unexpected injury with this motorcycle (2014 Triumph Trophy SE) is a unique center-stand leverage force required design flaw.

So, I'm highly agitated because while trying to place a Triumph Trophy SE on the center-stand proved to be so difficult, that the effort put forth exceeded the limitations of my physically fit leg's abilities to accommodate the effort/pressure under normal conditions, when suddenly and un-expectantly, without warning caused a rupture/tearing of my right Achilles tendon. I actually heard popping noises like several musical instrument strings breaking at once, or bubble-wrap popping from being stomped on, which Ms. Watson standing near the front of the motorcycle heard similar sounds too, along with immediate intense pain when this happened; instead of the motorcycle responding as expected and setting up on the center-stand.

In retrospect, research on the www.Triumph-Trophy.com forum there are other Triumph Trophy SE current owners also complaining about how hard it can be to place the motorcycle up on the center-stand. Some people on the forum have gone so far as to build ramps, ride up on pieces of wood with one tire, and modify the center-stand so they can use it; some owners replaced the original center-stand with another after-market center-stand, because deploying the stock Triumph center-stand normally has also been too difficult for them.

I whole heartedly concur! I believe that this center-stand is a dangerous component of this motorcycle and should be re-designed once again to ensure its ease of use by all sizes and shapes of riders. Thus, I submitted a report of this incident to the National Highway Traffic Safety Administration (NHTSA) via their www.safercar.gov website to perhaps begin officially tracking this consumer safety issue.

I had Achilles tendon rupture repair surgery on June 28th, 2014, wore a no weight bearing cast for two weeks, and just switched to an immobilization boot after first post-surgery doctors office visit on July 14, 2014; and riding a pair of crutches now. My estimated recovery to start physical therapy and maybe walking again might be about September 1st, 2014.

So, I may not get a chance to ride a Triumph Trophy SE this year and buy one if it turns out to be the best candidate for me. But, if I do buy one in the future, I'm replacing the center-stand with an electrically extended/retracted aftermarket one! Maybe Triumph can add an electrically controlled/operated worm-gear assisted, solenoid thrusting, or something like that by then to make it easier and safe, and save me the trouble?

Call me paranoid but one leg injury/surgery, and now a summer of no more motorcycle riding, or even bicycle riding while my leg heals, is all I'm willing to risk. Additionally, I have to cancel/postpone my college enrolled commercial/instrument airplane flight training qualification lessons as well because of this injury; hope I don't lose the tuition (\$14K)!

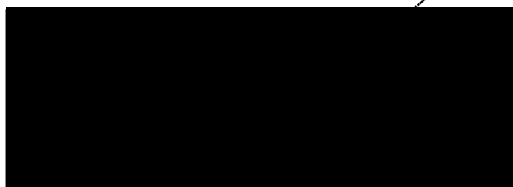
I have to wonder if this center-stand was thoroughly field tested by a variety of people (men, women, younger, older, heavy, lighter...), on a variety of surfaces (concrete, rough flat-stone, tile, asphalt/blacktop, grass...? Some combinations might be easier than others). With so many on-line complaints about how difficult it is to use this motorcycle's center-stand, I highly

doubt it, especially now as I'm paying a severe price for discovering how hard it is to use myself.

See why I'm highly agitated (P*ssed off actually) with Triumph! My leg hurts! And I'm recuperating, not riding or flying – anything now! Hard to even just hobble about! Additionally, you lost a very possible sale this year!

Please re-evaluate the mechanics of the Triumph Trophy's center-stand, hopefully improve the design to make it easier to overcome the amount of weight and inertia needed, and prevent others from the possibility of unexpected injuries from trying to use it; because, injuries really spoil the summer riding fun! And now I have to wait even longer to take a Triumph Trophy SE out for a test ride – so frustrating!

Sincerely,



Chief Warrant Officer Two
US Army (Retired)

Attached or see below:

- Picture of me post-test ride sitting on a 2014 BMW 1600 GTL same day about 1 hour and 15 minutes prior to injury on Triumph Trophy SE.
- Pictures of my right injured, and left uninjured leg for comparison (approx 48 hours post injury).
- Pictures of leg, post surgery (with cast and surgical repair incision dressing)
- Diagnosis from Urgent Care immediately after the incident occurred.
- Copy of my NHTSA report about this incident.
- Copies of dealership personnel business cards involved (salesperson / witness with me when this injury occurred and brought me an ice pack, Ms. Alyssa Watson; another employee that transported me to Urgent Medical care and back to the dealership (my vehicle), Mr. Andrew Toulson / Parts and General Manager: see pictures below).
- See what others on the internet are saying about the using the Triumph Trophy's center-stand exerts.



Alyssa Watson in Sales (witness)



Parts and General Manager Andrew Toulson

ALYSSA WATSON

**CANANDAIGUA
MOTORSPORTS**

HONDA **Kawasaki** **SUZUKI**
TRIUMPH

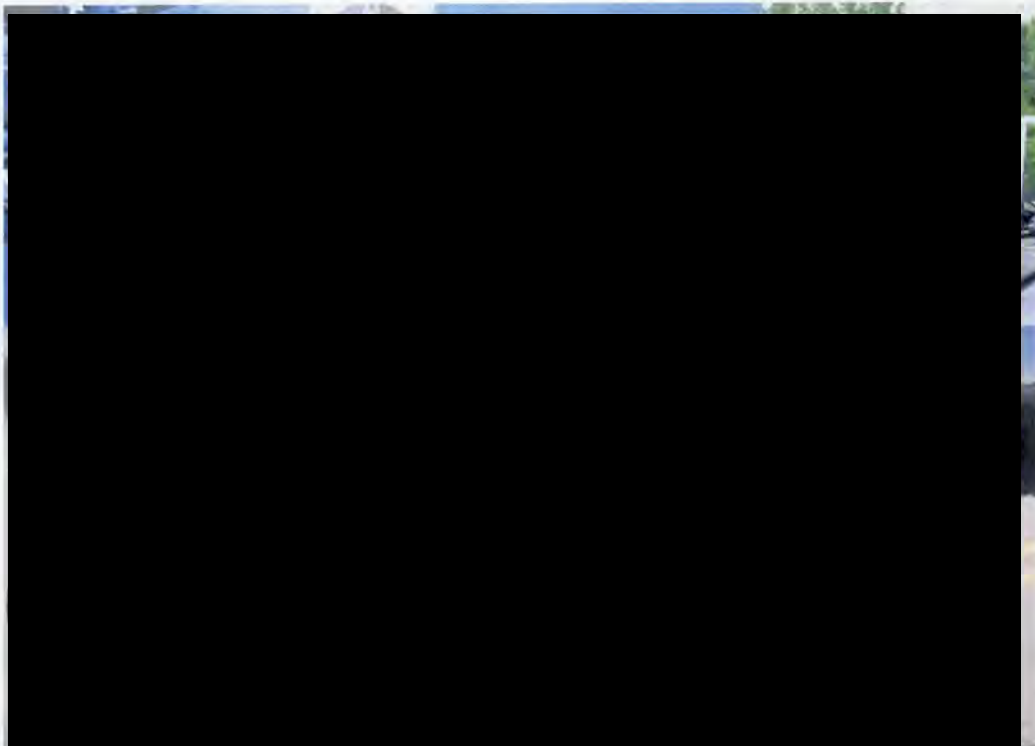
2366 Rochester Rd. (585) 394-7490
Canandaigua, NY 14424 FAX (585) 394-4042
www.canandaiguamotorsports.com

ANDREW TOULSON

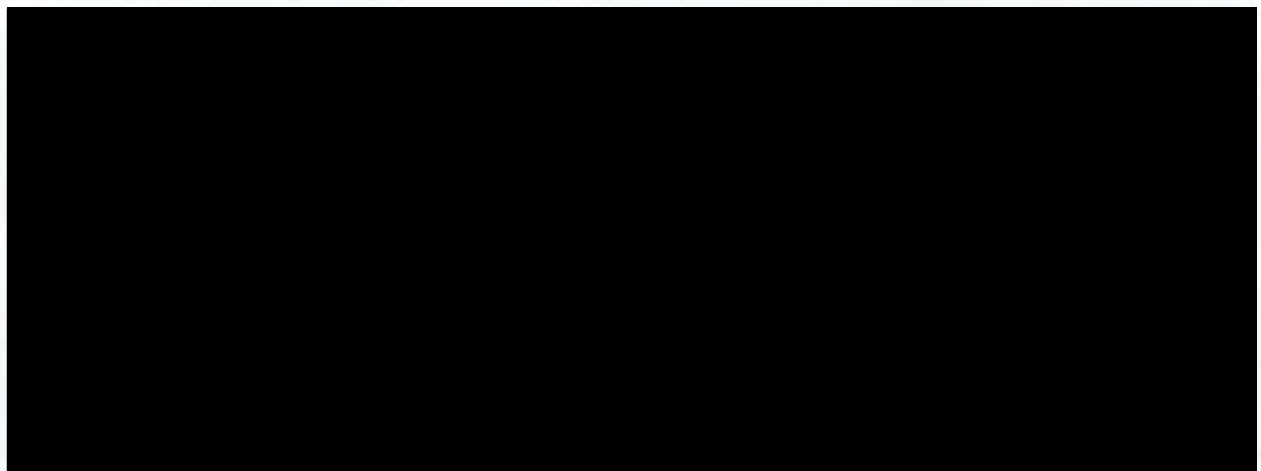
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HONDA **Kawasaki** **SUZUKI**
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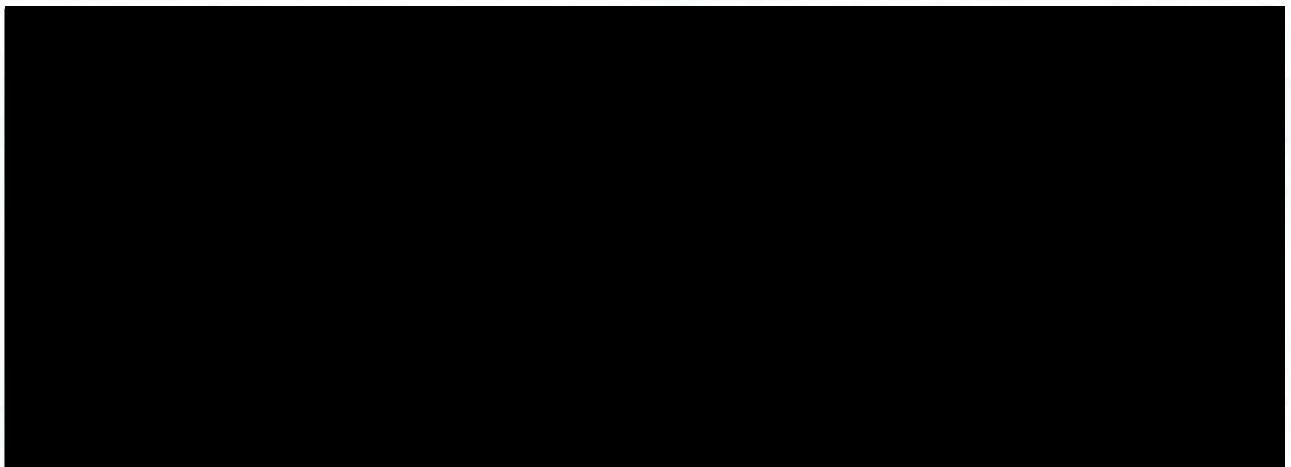
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Canandaigua, NY 14424 FAX (585) 394-4042
www.canandaiguamotorsports.com



Me: Pre-injury same day (June 17, 2014) after test riding a BMW K1600 GTL in Rochester, NY



2 days post injury swelling and bruising



Last day wearing post surgery cast

In Dr. Office: Surgical Incision dressing check

What others are saying about their difficulties with the 2013/2014 Triumph Trophy's Center-Stand?

Quotes from discussion threads started on <http://www.triumph-trophy.com/>

Is it me? Center stand issue « on: November 19, 2013, 07:16:21 PM »

2014 Trophy Center Stand issues... « on: June 19, 2014, 11:00:18 PM »

- Bike: Triumph Trophy SE
- City / Town: Marlton
- Country: USA

Don't know what is the deal...

Does anyone else have trouble getting the Trophy, with panniers and trunk with a full tank of gas onto the center stand? Occasionally I can get it onto the stand without problems. I'm wondering if a full gas tank is making me struggle.....

- Bike: 2013 Triumph Trophy
- City / Town: Houston Texas
- Country: USA

I wouldn't call it easy peasy. I find that even after 6 months and 10000 miles of ownership that I still need to remove the left side pannier. Then it comes up OK.

- Bike: 2013 TrophySE
- City / Town: McDonald
- Country: USA

I struggle with the girl....at 146 lbs soaking wet I think I have a mass problem...

- Bike: TTSE Blue (fastest)
- City / Town: Annville, Pa
- Country: USA

I find it difficult to get it on the center stand and I get completely off ground and stand on the lever. Unlike [REDACTED] I am 245lbs or 17.5 stone, to those across the pond, and it still is a struggle.

- Bike: Trophie SE
- City / Town: Epsom
- Country: UK

I've built a small wooden ramp, 15 inches long, 12 wide and about 2-3 inches from the ground at the front for when I park the bike in the garage on the center stand.

I've always had heavy bikes and I found this method exceptionally easy and effective.

-I just push the front wheel onto the small ramp, doing so lifting it from the ground changing the center of gravity

-Apply front break when front wheel is on top of the ramp

-With the right foot lower the center stand and hold it firmly to the ground making sure that both feet are touching

-Release the front break (still pushing down with the right foot on the center stand to stop the bike rolling back)

-Helping with the right hand on the passenger handle, slightly push the bike applying pressure to the center stand

The bike will roll backwards from the top of the ramp and almost come up on its own 🙌👍👍

I've come up with this after purchasing a Mat Turntable to be able to turn the bike around 360 degrees inside the garage.

The turntable is less than 1 inch thick, but made it significantly more difficult to put the bike on

the center stand on top of it, so I came up with the small ramp idea to help, and it works brilliantly.

- Bike: Triumph Trophy SE
- City / Town: Superior Wisconsin
- Country: USA

This is one of the niggling issues I have with the Trophy (I have a " !@# \$" list I plan to sent to The Big T some day soon)..

I find the stand too high and too narrow. First bike I've ever had that made it difficult to get on the C-stand. I don't like having to stand on it with my full weight as I fear eventually the lever will fail from dealing with all my tonnage. Best bike was an R1150RT, easy to get on the stand, perfectly balanced when up. But so much else was poo-poo...

Getting it off, well, I always keep the side stand down for safety, but watch for the 'bounce' and keep the bike vertical, as if it hits the side stand on the bounce it'll want to go over away from you.

What helps getting it on the stand is to put a small block under either wheel, makes no practical difference which. I have one just the right thickness to make checking the oil singlehandedly doable, place it under the front wheel. I use a piece of 'bullnose' 1 1/4" thick decking, just right..

(there's another irritation, which guy decided you have to check the oil level NOT on the c-stand, as you cannot SEE the oil window if you are holding the bike vertical from the right - I digress)

I took this block and cut a small 'ramp' on the front and screwed a narrow strip of wood for a 'stop' on the rear edge and completed buy drilling a hole and attaching a string to pull it out from under the bike. Anal I know, I know... Plan on fabricating an aluminum one 'some day'...

I need this even more as I installed lowering links from Lust, and that made it pretty much impossible to use the C-stand...

Not quite sure what the issue is here and I guess it comes down to the size and strength of the rider. I've never had any problem with the C stand either on or off. I am a large version of our species and **I know my brother who is half my size won't even attempt to move it let alone get it on or off the C Stand.** The only time I really notice the size of the TT is when I put my Kawasaki Concours on its C Stand. I used to think that was a large bike. Now it feels like a Sport Bike in comparison.

- Bike: '14 TTSE
- City / Town: Miami
- Country: USA

I have yet to try it on my own, the dealer tried teaching me (first bike with stand) and it didn't come naturally...

Not looking to risk "dropping" it without further practice with another buddy next to me...

- Bike: Triumph Trophy SE
- City / Town: Grand Cane, LA
- Country: USA

When my bike is on 1 up rider on the load setting I can't get the bike on the center stand to save my life. But if I change the setting to 2 up on the load, it will pop up on the stand real easy for those having problems with the center stand. The rear suspension raises quite a bit on 2 up.

- Bike: Triumph Trophy SE
- City / Town: Superior Wisconsin
- Country: USA

Sorry your were injured, I can totally see where that might happen.

I still maintain the C-stand it too far rearward and lifts the bike too much.

All other bikes save the TTSE I just rolled them gently backwards and stepped down on the pedal and they'd pop right up, even my portly ST1300.

The TTSE requires me to put my full weight on the pedal and pull up with all my might.

That said, it's easier if you first set the TES Load to two-up and/or run the rear wheel up on a 1" board before lifting.

With a flat tire you'd NEVER get the bike on the C-stand without help or gorilla balls. Maybe a crane.

There is a post on here where a member shortened the C-stand. It's on my list of things to do....

- ██████████
- City / Town: Staffordshire
 - Country: UK
- Hi ██████████

Sorry to hear of your injury - there certainly is a "knack" for getting the Trophy on the Centre Stand.

Having a little extra body weight on your side helps 😊

I'm not saying I'm overweight - Just a few feet "under-height" 😊
but I could get mine onto the stand without having to use my hands at all,
just by planting the centre stand so both its feet were on the ground,
then standing with all of my weight on the sole plate, up she went !

Hope you recover soon 🙏🙏

- ██████████
- Bike: 2013 TTSE + 3 others
 - City / Town: SSF, CA or Reno, NV
 - Country: USA

While I can get my TTSE off and on the centerstand, it's the most difficult of all the bikes I ever owned. Even my 1984 Venture, which weights more than the TTSE, is significantly easier.

I have tried different shock settings and such, that others have mentioned, and I could not even tell any difference.

What works best for me to get my TTSE up on the centerstand, is to first roll the rear wheel up on a hockey puck and then use the centerstand. However, it is still a hassle to get off the centerstand while parked in my garage, because it slips with any forward movement.

I only use the TTSE's centerstand for working on the bike and such. **It's just too much hassle to use.** I also use it to check the engine oil by keeping the bike level by moving the hockey puck to under the front wheel, which then gives the same indication as when both wheels are on the ground. I am glad to report that my TTSE has not used a drop of oil in ~5,000 miles. BTW, my 84 Venture with 80K on it also uses up no noticeable amount of engine oil. I hope the TTSE does as well after some real miles are on it.

██████████ Reno, NV

- ██████████
- Bike: 2014 Trophy in blue
 - City / Town: Chillicothe, Ohio
 - Country: USA

My 2014 is harder to get on the stand than any bike I have owned including a 1500 wing. My issue is finding a place for my right hand. There is a hand hold of sorts at the side cover but I am to tall and have to bend too much to use it. When I bend to reach it that puts the work on my back instead of my legs. No good. The passenger hand hold is too far back for me to get proper leverage with it. I manage to get it up on the stand, but not as smoothly as other bikes I have owned. When my wife is with me and we want it on the stand she can lend a hand and no problem. My Beemer had a spring loaded handle that folded out at just the right spot. I like the Trophy much better, but miss that stupid little handle 😊

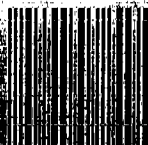


Liverpool, NY

CERTIFIED MAIL™



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13090
JUL 24 2004
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\$4.70

NATIONAL HIGHWAY TRANSPORTATION SAFETY ADMINISTRATION
(NHTSA)

ATTN: ADMINISTRATOR MR. DAVID J. FRIEDMAN

1200 NEW JERSEY AVENUE S.E., WEST BUILDING
WASHINGTON, DC

20590

W40-384