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ARMY REGULATION
No. 600-55

HEADQUARTERS
DEPARTMENT OF THE ARMY
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PERSONNEL—GENERAL

MOTOR VEHICLE DRIVER—SELECTION, TESTING, AND LICENSING

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Section I. GENERAL

1. Purpose. This regulation establishes policy and standard procedures for the selection, testing, and licensing of personnel to become Army motor vehicle drivers except full truck combat vehicle drivers. Full truck combat vehicle drivers will be selected, trained, and licensed in accordance with provisions contained in TM 21-301. Additional information on the selection and training of wheeled vehicle drivers will be found in TM 21-300.

2. Applicability. *a.* Every person operating a motor vehicle for the Army must possess a valid permit (SF 46, United States Government Motor Vehicle Operator's Identification Card) secured under the provisions of this regulation. The form will be requisitioned through AG publications supply channels. This specifically includes officers, warrant officers, enlisted personnel, civilians, and indigenous personnel; physically handicapped or limited service personnel for whom special pro-

visions are made; and drivers at joint motor pools serving and controlled by the Army.

b. The application of these procedures will begin with the selection of persons to be licensed. The prescribed tests will be given throughout the Army.

c. Successful completion of the prescribed tests will not automatically qualify a person for retention as an Army driver if, for medical, disciplinary, or other reasons (including prior accident record, attitude toward driving, use of intoxicants, etc.) he appears to be incapable of continuing as a safe and competent driver.

3. Responsibility. *a.* Appropriate commanding officers are responsible for selection, testing, and licensing Army motor vehicle drivers, for staffing driver testing stations, and for implementation of this regulation. They may impose additional requirements, not in conflict with this regulation, made necessary by local traffic conditions, civil re-

*This regulation supersedes AR 600-55, 11 April 1961 including all changes.

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strictions, accident experience data, and desired standards of driver performance and preventive maintenance.

b. U.S. Army reception station commanders are responsible for administering Motor Vehicle Driver Battery I, MDB-I, to recipient personnel as part of reception station processing. Supervision of test administration and disposition of test scores will be in accordance with the provisions of this regulation, AR 600-200, AR 611-5, and AR 612-10.

c. Staff responsibility for the selection, testing, and licensing of drivers normally will be that of the transportation officer. In organizations without a transportation officer, the motor transport officer or other qualified individual may be assigned this function.

d. Administration of motor vehicle driver selection tests as a function of the licensing procedure at installations and organizations other than reception stations should be accomplished by qualified driver testing personnel (para 17 and 19).

4. General driver selection testing and licensing procedure. Motor vehicle driver testing procedures will include the following:

a. *Motor Vehicle Driver Selection Battery I.* A series of written tests (specified in DA Pam 310-8) to determine driving aptitude and basic knowledge of motor vehicle operation. Replacement stream enlisted personnel processed through reception stations will be administered Motor Vehicle Driver Selection Battery I as a part of reception processing in accordance with this regulation and AR 612-10. Administration of these tests will precede immunizations and inoculations. Test results (raw score) of Battery I will be converted into a standard score as specified in DA Pam 611-119. The standard score, regardless of score attained, will be entered on DA Form 20 (Enlisted Qualification Record) in accordance with AR 600-200. It is intended that enlisted personnel who operate Army motor vehicles as an integral part of their primary duties will be only those individuals with standard scores of 85 or higher on Battery I. Military expediency may sometimes require developing drivers from individuals with scores below 85. This will be done only after exhausting the supply of all otherwise qualified persons with standard scores of 85 or higher on Battery I, and will be accomplished by

progressively screening those with standard scores nearest to 85. Battery I is used only at reception stations for replacement stream personnel and is not to be used by, or distributed to, other activities or installations. The Battery I standard score will be entered on DA Form 348 (Equipment Operator's Qualification Record (except Aircraft)) at the time the individual is licensed as a vehicle operator in accordance with AR 385-55.

b. *Motor Vehicle Driver Selection Battery II.* A series of written and manual tests (specified in DA Pam 310-8) to determine driver judgment, visual judgment, and eye-hand coordination. Individuals tested with Battery I who attained a score of 85 or higher will not be required to take Battery II. Testing with Battery II is required only in conjunction with licensing of personnel who attained a standard score of less than 85 on Battery I, or who were not tested with Battery I at a reception station. It is not to be administered at reception stations except to permanent party personnel, as required. Personnel who did not receive Battery I at a reception station (including personnel of Reserve components), and individuals who attained a standard score below 85 on Battery I, may be administered Battery II by the appropriate driver testing station or team (see IV). Standard scores for Battery II will be entered on DA Form 20. The score will be entered on DA Form 348 for military personnel or in the appropriate personnel file for others at the time the individual is licensed as a vehicle operator. A passing score for Battery II is 80. A higher passing score on Battery II may be prescribed by proper authority for operators of emergency vehicles (police patrol, firefighting, ambulances), personnel carriers (buses or vehicles carrying nine or more passengers), vehicles carrying hazardous cargo, or where warranted by accident experience or for special operations. A low score (below 82) on the Emergency Judgment Test (see DA Pam 611-125) is indicative of need for special training.

c. *Physical evaluation measures.* A series of psychophysical tests administered by means of a standard driver testing and training device to evaluate applicant's physical abilities and provide basis for counseling and guidance. The physical evaluation measures will be administered at the installation or within the organization to all driver applicants meeting prior requirements. These

measures serve for purposes of guidance and counseling, as well as for rejecting individuals so handicapped as to present a clear risk to safe driving. Persons who fail to qualify within the specified range on any of these measures will be referred to the appropriate medical officer for judgment as to whether or not they should be qualified for driving. These provisions will not be used as a basis for disqualifying civilian drivers who meet the physical standards for civilian motor vehicle operators and incidental operators contained in appendix A, chapter 930, Federal Personnel Manual. Those individuals selected as driver trainees must pass the physical evaluation measures unless, in the opinion of the medical authorities, weaknesses indicated may be corrected or compensated by means of counseling and guidance incident to training.

d. Driver performance tests. Successful completion of Motor Vehicle Driver Performance and Physical Evaluation Test (see DA Pam 611-125), including the road test, constitutes the final qualifying step in the driver testing program and culminates in the awarding of a driver permit. A passing score on the road test is 70. Driver trainees will take these tests upon completion of driver training. The road test will be administered on the most complex or largest vehicle which the applicant will operate. However, the examinee must demonstrate familiarity with the controls and operation of each type if he is to be qualified to drive.

e. Testing and retesting. Applicants for new and renewed permits will be administered the appropriate tests in the order listed above. Documentary record of successful completion of either Motor Vehicle Driver Selection Battery I or II within the prior 3 years normally will exempt the applicant from retaking the test. Failure to pass any required battery or phase will result in disqualification and preclude the further testing of the individual at that time. Retesting will begin at the phase on which the applicant failed, provided appropriate retraining has been given. Retesting with Battery I is not authorized. When necessary to qualify sufficient individuals as drivers to meet operational requirements, applicants who received a Battery I score of less than 85 and those individuals who have not been processed through reception stations and thereby not given Battery

I will be given Battery II. Applicants must then attain a standard score of at least 80 on Battery II to qualify.

f. Driver interviews and driver qualification records. Driver interviews are an integral part of the program for selecting, training, qualifying and retention of Army drivers. They will be conducted and DA Form 348 initiated, prior to issuance of a driver permit, by the testing or training organization. Information obtained during interviews, together with test scores and other data, will be recorded on DA Form 348 when the individual is licensed as a vehicle operator. This record will be presented upon application for renewal of permit. Disposition of DA Form 348 will be in accordance with AR 385-55.

g. Counseling, guidance, and remedial training. The driver applicant should be assisted in overcoming or correcting physical deficiencies or poor driving habits. Counseling and remedial training are a necessary part of the licensing process which must be accomplished prior to the issuance of permits. Upon the completion of a test phase, involving the physical evaluation measures and the driving performance test, the applicant will be advised as to his deficiencies (without divulgence of item scores or relaxation of standards) and told how to rectify errors. In no case should scores on the Motor Vehicle Driver Selection Batteries I and II be used for counseling purposes. Reference may be made to the medical officer in appropriate cases or the individual may be given remedial driver training to correct deficiencies. After receiving such assistance he may be retested for qualification.

5. Test administration and supply. *a.* Specific procedures for administering all testing phases are prescribed in DA Pam 611-119 and in DA Pam 611-125 which covers the Motor Vehicle Driver Performance and Physical Evaluation Test. General testing conditions prescribed in AR 611-5 will apply for the administration of motor vehicle driver selection tests.

b. Test materials, including booklets, answer sheets, scoring keys and manuals required to administer the motor vehicle driver selection tests are contained in DA Pam 310-8. Test materials should be requisitioned by the installation/activity Test Control Officer (TCO), appointed in accordance with AR 611-5, from the U.S. Army Publications Center, 2800 Eastern Boulevard, Baltimore,

Md. 21220. Motor vehicle driver selection tests materials will be secured in accordance with AR 611-5.

c. The Driver Testing and Training Device (current model, Federal Specification MIL-D-10795) contains all the materials and instructions necessary to conduct the physical evaluation measures listed in the Manual for Motor Vehicle Driver Performance and Physical Evaluation Test

(see DA Pam 611-125). This device, together with its component parts, is a Mobility Equipment Command item of supply, and may be procured by requisition on the Commanding General, U.S. Army Mobility Equipment Command, St. Louis, Mo. 63120. Equivalent testing instruments may be constructed locally, provided they are made to accurately measure the physical characteristics as prescribed.

Section II. DRIVER CATEGORIES

6. General. Individuals not given Battery I at the reception station may make application and be tested to become licensed drivers without taking Battery I. Action to procure driving permits for enlisted personnel will be initiated by the unit commander or the individual may make application with the approval of the unit commander. Officers and warrant officers may be tested and licensed at their request. Civilians may be referred to the testing station by the civilian personnel officer in connection with examination for appointment to Civil Service positions requiring operation of Army motor vehicles.

7. User-drivers and additional-duty drivers. No exceptions to this regulation are made in the case of persons who regularly operate vehicles in connection with other work or incident to other duties. A person employed either as a part or full-time driver for the Army must successfully complete the appropriate series of required tests.

8. Civilian drivers. a. Successful completion of Civil Service requirements is adequate for civilian applicants who are not required to drive tactical or special military equipment. Road test procedure contained herein so closely parallels Civil Service requirements that duplicate road testing should not be necessary. A person who initially meets Civil Service motor vehicle operator appointment requirements which include an experience requirement, a safe driving record, a practical road test, and possession of a valid driver's license issued by the State, District of Columbia, or possession in which domiciled or principally employed for operation of the Government motor vehicle, and has passed either the Army or Civil Service road test, is qualified for employment as an Army driver.

b. Where a Civil Service applicant is to be considered for a position requiring the operation of

tactical vehicles or other special military types of automotive equipment, Army test procedures may be imposed. In such cases the special or additional requirements must be stated in the job specifications and must be met before appointment.

c. The applicable provisions of paragraph 4 may be applied to civilian employees except that the provisions of paragraph 4c will not be used as a basis for disqualifying civilian drivers who meet the physical standards for civilian motor vehicle operators and incidental operators contained in appendix A; chapter 930, Federal Personnel Manual.

d. The provisions of this regulation are applicable to civilians appointed under direct hire authority in the absence of Civil Service registers and in case of reinstatement, position change or transfer and noncompetitive job appointment.

e. See paragraph 13c in regard to incidental operator permits for civilian employees.

9. Physically handicapped persons. Physically handicapped persons who pass the required selection batteries but whose handicaps, as indicated by physical evaluation measures, raise doubt as to their driving ability will be referred to the appropriate medical authority for judgment. Certain physical handicaps may be compensated for, or corrected, so that they alone are not sufficient grounds for refusal of standard license; other handicaps may limit the individual to driving of specific vehicles or under specific conditions. A certificate of the findings will be furnished the testing station for entry on DA Form 348. Notation of the medical report will be included in the individual's personnel file. The responsibilities of a physically handicapped person for the operation of a vehicle are the same as those of other licensed drivers.

10. Indigenous drivers. *a.* This paragraph applies to indigenous drivers, foreign nationals employed as Army drivers, military personnel of allied Armies operating U.S. Army vehicles, prisoners of war. Because of language barriers connected with the employment of foreign drivers, and local driving customs, translations and/or adaptations of the basic testing material may be necessary and are permitted. However, since such translations and/or adaptations are not based upon research, adequacy of the translation or adaptation is a responsibility of the appropriate area command and not of Headquarters, Department of the Army. In this connection, the following guidelines are established for the publication of translated driver selection and licensing tests.

- (1) The published booklet will contain no reference to the Department of the Army or to the Chief of Personnel Operations but will be identified with the area command. In lieu of such reference, the following statement will be printed on the cover of each booklet:

Translated from DA Form ---- in accordance with paragraph 10, AR 600-55. Not to be reproduced without permission of ----- (appropriate area command)

- (2) Department of the Army form numbers, DA pamphlet numbers, and DA PRTs will not be used as form designations.
- (3) To the maximum extent possible, the order of test items in each test will be scrambled to prevent compromise of the

official scoring key. Such adaptations should be forwarded to the Chief of Personnel Operations, ATTN: OPOPMM, Washington, D.C. 20315 for reference and possible use elsewhere. Construction of other driver testing instruments, however, is not authorized.

b. Limitations imposed on foreign drivers as a matter of security should be stated on permits and enforced accordingly. See paragraph 13*d* regarding the issuance of limited permits in such cases.

c. Agreements with allied armies regarding joint employment of U.S. Army vehicles or drivers will incorporate essential features of this regulation and be approved by Headquarters, Department of the Army.

11. Non-Army drivers. The extent of application of this regulation to non-Army drivers at military installations will be left to the discretion of the appropriate commander. These applications are as follows:

a. The incidental driver permit (para 13*c*) may be used for licensing the drivers of private automobiles.

b. When contractor-employed drivers are utilized, a statement will be included in the basic contract agreement as to the applicability of this regulation.

c. Valid permits of active members of other U.S. military services or Government agencies may be honored as a matter of courtesy. Local commanders will ascertain that such persons are made cognizant of local driving requirements.

Section III. PERMITS

12. Standard driver permits. *a.* Standard Form 46 will be issued to persons completing the prescribed tests and qualifying under this regulation. The standard, nonlimited, or full permit will be issued to both military and civilian personnel to be employed as regular, part-time, or additional-duty drivers. The standard permit should cover all drivers with the exception of those few for whom special provision is made in paragraph 13.

b. Operator's permits will be authenticated by the commanding officer or the authorized supervising civilian or commissioned officer. Facsimile sig-

natures are authorized in accordance with AR 340-15, but they do not relieve the officer whose signature is used from responsibility for the proper precautions (including numbering and recording the issue of permits) against misuse.

c. Permits will be completed and authenticated for each type of vehicle the holder is qualified to drive. Normally, a person will be qualified to drive all vehicles of the same chassis type up to and including those of the weight class of the vehicle on which he passed the performance test. However, where the characteristics of the testing vehicle are such that full driving ability is not ascer-

tained (e.g., automatic transmission vehicles), the specific nomenclature and/or characteristics of the vehicle will be entered on the permits. This will indicate that the man is qualified on the specific vehicle rather than all vehicles of its weight or chassis type. For example:

- (1) Truck, 2½-ton, 6 x 6 (automatic transmission only).
- (2) Truck, 10-ton, 6 x 4 (straight truck only: Not qualified for tractor-semitrailers).

d. When licensing is performed in connection with the awarding of military or civilian occupational speciality or when part time vehicle operation is performed as an additional duty, the driver will be rated on vehicles up to and including the 2½-ton truck with manual gear shift for qualification as light truck driver. Vehicle operators will be rated on straight trucks over 2½-ton capacity or on truck-tractor semitrailer combinations for qualification as heavy-truck driver.

e. Permits will be stamped on the front with the word "Army" and on back with "Light" and/or "Heavy", as applicable.

f. Permits will be valid for 3 years from the date of issuance unless revoked earlier for cause. The expiration date entered will be the same date 3 years later, or the earliest workday thereafter. Validity of permits issued for operation of materials handling and like equipment will be in accordance with TM 743-200. Commanding officers may prescribe shorter periods of validation.

g. Military personnel upon separation from the service may retain their SF 46 provided the words "NOT VALID—Separated from the Service" are overstamped or otherwise legibly marked on the front and back of the card. At the time of separation the SF 46 will be brought up-to-date with all pertinent information contained in DA Form 348.

h. Civilian personnel will surrender SF 46 upon separation from the service as required by Federal Personnel Manual Supplement 990.1, Book III Section 930.114(c).

13. Other permits. *a. General.* Limited provision is made for the issuance of special permits for specifically stated purposes. These will consist of SF 46 conspicuously stamped with the appropriate designation. Such permits will be kept to the minimum consistent with requirements, and, except for expert permits, will not be issued in lieu of standard permits when the latter would otherwise be applicable (fig. 1).

b. Learner permits.

- (1) Learner permits will be issued only to those undergoing a course of driver training. Successful completion of the required tests is prerequisite for receiving a learner permit (SF 46). The words "Army-learner" stamped on the face will be used. These permits are valid only during regular training periods, and only under any one of the following conditions:
 - (a) When a qualified driver, instructor, or examiner accompanies the trainee in the vehicle; or
 - (b) When the vehicle is operated within a controlled driving range or training area; or
 - (c) When the vehicle is operated in a controlled motor column in connection with the course of driver training.
- (2) Learner permits become invalid upon completion of the course and must be surrendered.

c. Incidental-driver permits.

- (1) Incidental driver permits are issued to officer, enlisted, and/or civilian personnel who must operate motor vehicles for short periods of time in connection with their duties. SF 46 conspicuously stamped with the words "Army-incidental" on the face of the permit will be used. An applicant for an incidental permit may be licensed without taking driver selection batteries I and II if he meets all the following qualifications:
 - (a) Possesses a certificate signed by an authorizing official to the effect that occasional driving is necessary in performance of official duties.
 - (b) Holds a valid State driver's license, or has been licensed as a driver or chauffeur under civil service.
 - (c) Satisfactorily undergoes the physical evaluation measures and passes the driving performance test on the type of vehicle for which license is required.
- (2) Holders of incidental permits may be restricted to any of the following type vehicles and conditions as specified by the commander:
 - (a) Operation of conventional, four-

wheeled vehicles such as sedans, and utility and pickup-type trucks.

- (b) Operation of vehicles within the command area of the issuing agency, except when otherwise expressly stated on the permit.
 - (c) Operation of vehicles under normal, nontactical, roadway and traffic conditions.
 - (d) Operation of military vehicles by Reserve component personnel during Reserve training activities.
 - (e) Operation of military vehicles during exercises, maneuvers, or major emergencies.
- (3) The expiration date of incidental permits will be the date of completion of duty for which issued if of a one-time nature. In the case of need, incidental permits may be retained for periods not to exceed 1 year. Commanders may authorize incidental permits to drivers of non-Army vehicles operated on the post. Further restriction on the use of incidental permits is authorized when the privilege has been abused.

d. Limited permits.

- (1) Limited permits will be issued only to otherwise qualified drivers who for reasons of physical deficiency, occupational status, training limitations, or other reasons should be limited to the operation of specific vehicles, under specific conditions, or within a specific area. Limited permits will be kept at the minimum consistent with the proper utilization of personnel. Their purpose is to make limited use of otherwise qualified individuals whose status or condition precludes issuance of a full permit. In this category are amputees, combat wounded, prisoners, prisoners of war.
- (2) Limited permits will not be issued to cover minor restrictions. For example, they will not be issued to drivers by reason of their having qualified for only one or a few vehicles. They will not be issued to civilian personnel by reason of their being restricted to administrative or non-tactical driving alone, nor will they be

issued to physically handicapped persons when the nature of the handicap is such that it can be corrected or compensated for by usual means.

- (3) Standard Form 46, stamped on the face with the words "Army-limited", will be used and in each case the specific limitation will be stated on the permit. Sample remarks for limited permits include—
 - "Valid only for vehicles with automatic transmission"
 - "Valid only under guard"
 - "Limited to post"

e. Expert driver or operators' permits. Army vehicle drivers or operators of special mechanical equipment (construction, materials handling) who have had exceptional driving or operators' performance and safety records for at least 12 consecutive months are eligible for safety award under appropriate provisions of AR 385-10, and may have "Army Expert" stamped on their permits in recognition of merit.

14. Renewals, suspensions, and revocations.

a. Driver permits are renewable every 3 years, unless otherwise prescribed. Renewal procedure will be followed whenever a licensed driver is to qualify on an additional type of vehicle. Renewal procedures will consist of an examination of driver's qualification record, administration of the physical evaluation measures, and a limited road test to determine further training needs. Renewals may be denied on the basis of accident record and traffic violations, and upon recommendation of medical officers in cases of physical limitation.

b. Permits may be suspended or revoked for cause at any time. Before reissuance of the permit, the individual will be given remedial training and reexamined for qualification. Retraining and retesting of a driver will be required by the commanding officer, if deemed advisable, when—

- (1) Warranted by accident record, training needs, or other causes;
- (2) Operating procedure is drastically changed;
- (3) Records are not available to establish proof of driver's successful completion of prescribed tests;
- (4) Competency appears to be impaired by physical defect or condition, or other limitation.

c. Civilian employees whose driver permits are suspended or revoked for cause will be subject to adverse action in accordance with CPR S1.4.

15. Reassignment of personnel and replacement of permit. a. A driver may retain his valid operator's permit upon reassignment. His qualifications, however, will be reviewed to determine advisability of continuing permit without reexamination. Commanders are authorized to reexamine and retest any or all personnel reassigned to their

commands. Prior to entry on driving duty, drivers will be instructed in local traffic regulations and operating procedures.

b. Issuance of duplicate permits to replace those lost or stolen is authorized. However, verification of the individual's driving qualifications is required for issuance or duplicate permit without examination. Duplicate permits will be so marked and any record of previous accidents will be recorded.

Section IV. DRIVER TESTING STATIONS AND TEAMS

16. Location and functions of stations. a. Driver testing stations or teams will be established at installations and within organization on a permanent, part-time, or temporary basis. Stations normally will be established as follows:

- (1) At installations employing 50 or more administrative use vehicles, the station will be established in connection with or as a part of the Transportation Motor Pool.
- (2) Within training divisions, service schools, or other organizations or activities having a heavy input or turnover of driver personnel, stations will be established as part of the personnel processing, training, or motor pool functions.
- (3) Armies, corps, divisions, and other organizations down to and including battalions, and service installations such as depots and ports, will provide testing stations in connection with motor transport activities, and/or as part of headquarters motor pool functions.
- (4) CONUS armies and area or section commands overseas will establish and be responsible for stations as needed to process drivers of widely distributed smaller units within their geographical areas.
- (5) Transportation truck battalions normally will provide personnel and facilities for assigned transportation truck units, except where the installation or similar commander requires that other existing testing facilities be used.

b. Major commands are authorized to adapt their driver testing services to local requirements

and situations. Mobile testing teams may be desirable in some areas. Remotely situated organizations and units operating separately may be granted authority to test and qualify their own drivers. In such cases, necessary equipment and test materials and qualified test supervisor(s) will be made available to the unit by the appropriate headquarters.

c. Driver testing stations will have the primary functions of conducting driver tests (except for Battery I), remedial training, and issuing motor vehicle operator permits. This includes the related functions of driver interviews, counseling, and guidance; recording, review, and evaluation of drivers records; security issuance, and scoring of test materials; preparation for and control over the use of testing devices, equipment, and routes; and the preparation, authentication, renewal, and revocation of licenses. It also includes administering driver tests to civilian personnel in accordance with civil service requirements. The stations will perform periodic review of qualifications and reexamination of all driver personnel. They also are authorized to test personnel operating privately owned vehicles on the post.

d. Each testing station will maintain a ledger of all permits issued. The ledger will include the name of the person to whom issued, date, type of permit, and authority or certification.

17. Driver testing personnel. a. Transportation motor pools and motor transport units will provide testing personnel on a full-time or additional-duty basis within the capabilities of existing TD and TOE positions. Augmentation, however, will be required for driver trainers, personnel management technicians (71H20), and for other person-

nel at stations processing more than 100 driver applicants per month. The following is a guide for the staffing of a permanent-type testing station:

- (1) The station will be supervised by a commissioned or warrant officer.
- (2) Enlisted personnel will perform the following testing station duties, be qualified in the indicated MOS's, and have such additional qualifications as may be required (para 19).
 - (a) Testing Station Supervisor (64C40).
 - (b) Driver Counselor or Trainer (64B20).
 - (c) Test Administrator (71H20).
 - (d) Road Test Checker (64B20).

b. In addition to *a* above, the testing station will require the part-time services of medical and traffic control personnel, and test assistants or proctors. The services of qualified civilian specialists may be utilized in any of the positions listed in *a* above.

18. Facilities of driver testing stations. The testing station will provide facilities as indicated in section III, AR 611-5, plus necessary training media and clinical demonstrations.

19. Qualifications of examiners. *a.* The effectiveness of the motor vehicle driver testing and licensing program will depend largely upon the qualifications of the examiners. The ideal examiner should be a reliable, responsible individual and should possess a knowledge of test administration. He should be thoroughly familiar with proper driving techniques and be trustworthy enough to be completely impartial in all examination procedures.

b. Two categories of examiners normally are required to administer the tests prescribed herein. They are personnel management specialists (71H 20) for the conduct of the selection batteries, and motor transport specialists (MOS 64B20) for the conduct of physical evaluation measures and driver performance tests. Equivalent civilian technicians may be used. Personnel management specialists will be provided by the appropriate unit personnel officer as required for performance of this function. In every case, however, personnel must be specially selected and be given additional training for their duties as driver examiners. Examiners should be qualified in both the written and road test procedures so that they may be used interchangeably throughout the testing process.

c. An evaluation chart for the selection of instructors and examiners is contained in TM 21-300 and should be followed in determining examiner qualifications.

d. Periodically, road test examiners assigned to a station should be checked as to the consistency of their test evaluations by having examiners simultaneously rate the same driver applicant. Afterward, the ratings are compared and an effort made to bring their findings to a single, consistent standard. Neither severity nor laxity is desirable in administering these tests.

e. At those stations processing civil service driver applicants, examiners should be qualified also as civil service examiners. This will simplify the processing of civil service applicants for employment as Army drivers.



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Type permit	Applies to--	Requirements					Remarks
		Inter- view	Appli- cable se- lection tests	Physi- cal meas- ures	Road test	Other	
Army-standard..	All military and civil drivers (except as given below).	X..	X..	X..	X..	-----	Minor physical limitations of a correctable nature are not disqualifying.
Army-learner...	Driver trainees.....	X..	X..	(1)	-----	-----	Good only during course of formal driver training.
Army-incidental.	Occasional drivers, non-Army drivers, private auto drivers.	(2)	----	X..	X..	Certificate of Need. 3	For the occasional, non-Army or private driver operating vehicle on or near post.
Army-limited....	Physically limited drivers, prisoner drivers.	X..	X..	(1)	X..	Medical Certificate where applicable. 3	Certain physical requirements may be waived for specific vehicles or specific conditions.
Army-expert....	Exceptionally qualified professional drivers.	X..	X..	X..	X..	High performance and safety for one year. 3	Issued as a recognition of merit.

1 Received during training.

2 Limited Interview.

3 Civilian Drivers must possess a valid State driver's license. Civilians assigned to motor vehicle operator positions requiring Army-Standard permits

must meet the experience and training requirements established by the Civil Service Commission. See paragraph 8.

4 See remarks.

Figure 1. Motor vehicle driver licensing.

The proponent of this regulation is the Office of the ~~Deputy Chief of Staff~~ ~~for Personnel~~. Users are invited to send comments and suggested improvements to ~~Deputy Chief of Staff for Personnel~~, ATTN: DESPER SD, Department of the Army, Washington, D.C. 20310.

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