

Army Regulation 600-55

S/S by AR 600-55, 31 Dec 1993

Personnel-General

**Motor Vehicle
Driver and
Equipment
Operator Selection,
Training, Testing,
and Licensing**

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SUMMARY of CHANGE

AR 600-55
Motor Vehicle Driver and
Equipment Operator Selection,
Training, Testing, and
Licensing

This revision--

- o Adds a requirement for commanders to provide training for Army motor vehicle drivers and ground support equipment operators (paras 1-4 and 1-5f).

- o Adds standards for training Army military and civilian wheeled vehicle and tracked vehicle operators (para 1-5f and chap 3).

- o Adds standards for selecting, training, testing, and licensing Army military and civilian ground support equipment operators (chap 3).

- o Updates policies and standard procedures (throughout).

Effective 27 October 1986

5/s by 31 Dec 1993

Personnel—General

Motor Vehicle Driver and Equipment Operator Selection, Training, Testing, and Licensing

This UPDATE printing publishes a revision which is effective 27 October 1986. Because the structure of the entire revised text has been reorganized, no attempt has been made to highlight changes from the earlier regulation dated 25 January 1968.

By Order of the Secretary of the Army:

JOHN A. WICKHAM, JR.
General, United States Army
Chief of Staff

Official:

R. L. DILWORTH
Brigadier General, United States Army
The Adjutant General

Summary. This regulation governs the selection, training, testing, and licensing of motor vehicle drivers and equipment operators.

Applicability. This regulation applies to the Active Army, the U.S. Army Reserve, and the Army National Guard. It also applies to all Department of the Army (DA) civilian employees, nonappropriated fund employees, Youth/Student Assistant Program employees, foreign nationals directly and indirectly employed by DA, and contractor personnel operating Army vehicles and equipment.

Impact on New Manning System. This regulation does not contain information that affects the New Manning System.

Internal control systems. This regulation is not subject to the requirements of

AR 11-2. It does not contain internal control provisions.

Supplementation. Supplementation of this regulation and establishment of forms other than DA forms is prohibited without prior approval from HQDA (DAPE-HRS), WASH DC 20310-0300.

Interim Changes. Interim changes to this regulation are not official unless they are authenticated by The Adjutant General. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

Suggested improvements. The proponent agency of this regulation is the Office of the Deputy Chief of Staff for Personnel. Users are invited to send comments and suggested improvements on DA Form 2028

(Recommended Changes to Publications and Blank Forms) directly to Commander, U.S. Army Safety Center, ATTN: PESC-PR, Fort Rucker, Alabama 36362-5363.

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* This regulation supersedes AR 600-55, 25 January 1968.

RESERVED

Chapter 1 Introduction

1-1. Purpose

This regulation establishes policies and procedures for the selection, training, testing, and licensing of operators of Army wheeled and tracked vehicles and equipment.

1-2. References

Required and related publications and prescribed and referenced forms are listed in appendix A.

1-3. Explanation of abbreviations and terms

Abbreviations and special terms used in this regulation are explained in the glossary.

1-4. Responsibilities

a. The Deputy Chief of Staff for Personnel (DCSPER) will develop policy concerning selection, testing, and licensing of equipment and vehicle operators.

b. The Deputy Chief of Staff for Operations (DCSOPS) will develop policy concerning driver training.

c. Commanding General, U.S. Army Materiel Command (AMC), will—

(1) Acquire vehicles and equipment that foster maximum safe operations and that are crashworthy.

(2) Develop operator procedures, including emergency procedures, for vehicles and equipment.

d. Commanding General, U.S. Army Training and Doctrine Command (TRADOC) will develop training packages and support products for generic wheeled and tracked vehicle operator training, including critical tasks, prescribed conditions, and standards as necessary.

(1) The hardware proponent will obtain input from Commander, U.S. Army Transportation School (USATSCH), ATTN: ATSP-TDI, Fort Eustis, VA 23604-5401, on the general aspects of driver training and submit the training packages and products to USATSCH for approval. However, specific vehicle-oriented training packages and training support materials will be the responsibility of the TRADOC school that is the hardware proponent.

(2) The mission proponent will develop mission-specific training, such as Military Police, firetrucks/crash-rescue vehicles, and ambulances. As part of the developmental process of wheeled, tracked, or ground support equipment, USATSCH will identify and provide critical operator/driver tasks, conditions, and standards to the TRADOC hardware proponent. Final products will be coordinated with USATSCH for approval.

e. Installation commanders and the Army National Guard (ARNG) State/Territory adjutant general will—

(1) Select, train, test, and license vehicle and equipment operators.

(2) Staff driver testing stations.

(3) Ensure that sufficient qualified and experienced vehicle operators are available to support mobilization requirements.

(4) Implement this regulation, imposing additional requirements (not in conflict with this regulation) made necessary by local traffic conditions, civil restrictions, accident experience data, and desired standards of operator performance and preventive maintenance. The installation transportation officer has staff responsibility for operator training programs. In organizations without a transportation officer, the motor/maintenance officer or a designated individual may be assigned this function.

f. U.S. Army reception station commanders and ARNG recruiting and retention officers will administer Motor Vehicle Driver Selection Battery I to recipient personnel without a valid State drivers license as part of reception station processing. Test administration and disposition of test scores will be supervised in accordance with provisions of this regulation, AR 600-200, AR 611-5, and AR 612-201.

1-5. General driver selection, training, testing, and licensing

Motor vehicle driver testing procedures will include the following:

a. *Motor Vehicle Driver Selection Battery I (MDB I)*. MDB I is a series of written tests (specified in DA Pam 611-16) to determine driving aptitude and basic knowledge of motor vehicle operation. Replacement stream enlisted personnel processed through reception stations will be administered MDB I as a part of reception processing in accordance with this regulation and AR 612-201.

(1) Test results (raw score) of MDB I will be converted into a standard score as specified in DA Pam 611-120. The standard score will be entered in block 10 of DA Form 2-1 (Enlisted Qualification Record) in accordance with AR 600-200. A score below 85 will be considered a failing grade.

(2) The MDB I standard score will also be entered on DA Form 348 (Equipment Operator's Qualification Record (Except Aircraft)) prior to an individual's being licensed as a vehicle or ground support equipment operator.

b. *Motor Vehicle Driver Selection Battery II (MDB II)*. MDB II is a series of written and manual tests (specified in DA Pam 310-8) to determine operator judgment, visual dexterity, and eye-hand coordination. As a minimum, MDB II testing is required for licensing personnel (including Reserve Components) who attained a score of less than 85 on MDB I, who did not receive MDB I at a reception station, or who do not possess a valid State driver's license. Successful completion of MDB II must be accomplished by these personnel prior to receiving an SF 46 (U.S. Government Motor Vehicle Operator's Identification Card).

(1) If a person fails any portion of the test, retesting will begin on the failed portion of the test provided appropriate retraining has been given.

(2) Standard scores for MDB II will be entered in block 10 of DA Form 2-1 for military personnel, or in the appropriate

personnel file for civilian employees and contractor personnel, and on DA Form 348 (Equipment Operator's Qualification Record (Except Aircraft)) prior to the individual being licensed as a vehicle operator.

(3) A passing score for MDB II is 80. A higher passing score on MDB II may be prescribed for operators of emergency vehicles (police patrol, firefighting, and ambulances); nontactical personnel carriers such as buses or vehicles carrying nine or more passengers; vehicles carrying hazardous cargo; or where warranted by accident experience or special operations. A score below 82 on the Emergency Judgment Test (see DA Pam 611-125) indicates a need for special training.

c. *Physical evaluation measures*. A series of psychophysiological tests will be administered by means of a standard driver testing and training device to evaluate an applicant's physical qualifications and limitations and to provide a basis for counseling and guidance.

(1) Every 5 years (years divisible by five), qualified medical personnel at the installation/State ARNG level will administer the physical examination to each operator applicant as follows:

(a) SF 78 (United States Civil Service Commission Certificate of Medical Examination).

(b) SF 88 (Report of Medical Examination).

(c) SF 93 (Report of Medical History).

(2) This examination will determine if there are any medical (pathological, psychological, or physiological) restrictions that would limit the applicant's ability to operate vehicles or equipment. Any restrictions noted will be reported to the individual's commander or supervisor as appropriate; the restriction will be entered on the SF 46 and DA Form 348.

(3) Anyone who fails any portion of the examination will be referred to the appropriate medical officer for judgment as to whether or not he or she is physically qualified for driving. (These provisions will not be used as a basis for disqualifying civilian operators who meet the physical standards for civilian motor vehicle operators and incidental operators listed in the Federal Personnel Manual, chapter 930.) An individual selected as an operator trainee must pass the physical evaluation measures unless, in the opinion of medical authorities, weaknesses indicated may be corrected or compensated for by means of counseling and guidance incident to training.

d. *Driver interviews*. Driver interviews to determine attitude, maturity, and past driving record are an important part of the program for selecting, training, qualifying, and retaining Army vehicle or equipment operators. They will be conducted by the commander or supervisor of the potential operator, and the testing or training organization will complete DA Form 348 prior to issuance of a permit. Information obtained during interviews, together with test scores and other data, will be recorded on DA

Form 348 before the individual is licensed as a vehicle or equipment operator. If the applicant is suspected of suffering from a psychological disorder, the commander or supervisor will refer the applicant to the appropriate medical officer for judgment as to whether or not he or she is qualified for driving.

e. National Driver Register (NDR).

(1) The Department of Transportation (DOT) provides a central driver records identification facility that contains information on drivers whose licenses have been denied, suspended, or revoked. Each State provides DOT with data for the register. Army commanders will not provide DOT with data on SF 46 suspensions or revocation actions.

(2) Driver examiners may use data compiled in the NDR in evaluating applicants for an SF 46. As a minimum, driver examiners will use the NDR to verify driving records on initial applicants for an SF 46 when the applicant does not possess a valid State driver's license, or when the issuing activity has reason to suspect a poor driving record of an applicant with a valid State license. Driver examiners may also use the NDR when issuing a new or renewal SF 46. Data received from the NDR will be used by the issuing agency to deny or approve SF 46 issue or renewal actions.

(3) Driver examiners may obtain instructions and materials for participation in the NDR by contacting the National Drivers Register, National Highway Traffic Safety Administration, U.S. Department of Transportation, WASH, DC 20590.

f. Vehicle or equipment operator training programs.

(1) Before taking performance tests, initial military operator applicants will complete advanced individual training (AIT) and/or unit driver or operator training that has prescribed critical tasks on the vehicles or equipment for which they are to be licensed. Equipment operators will be required to successfully complete a written evaluation test to substantiate technical knowledge of the equipment for which the license is desired.

(2) Installation, activity, ARNG, and USAR commanders may require individuals to complete retraining for remedial and/or administrative reasons (para 3 6a) or for failure to pass the annual performance evaluation. This training will be based on prescribed critical tasks.

g. Driver performance evaluation.

(1) *Initial.* Each applicant must successfully complete a driver or operator performance evaluation after initial training based on the prescribed critical tasks for each vehicle or equipment series.

(2) *Annual.* All operators will be required yearly (every other year for U.S. Army Reserve (USAR) and ARNG) to successfully complete a performance test based on prescribed critical tasks for the particular series of vehicles or equipment they are required to operate. Retesting is to be completed within 30 days following reissue of

State driver's license or within 90 days before the end of the operator's birth month. Failure to successfully complete the evaluation will result in suspension of the license until successful retraining and retesting is completed.

h. Testing and retesting. Applicants for new and renewed permits who do not have a valid State driver's license will be administered the appropriate battery tests, physical evaluation measures, driver interviews, and driver performance test. A documented record of successful completion of either MDB I, MDB II, or possession of a valid State driver's license will exempt the applicant from retaking the battery tests. Failure to pass any required battery or phase of testing will result in disqualification and will stop further testing of the individual at that time. Retesting of MDB II will begin at the phase in which the applicant failed, provided appropriate retraining has been given. Retesting with MDB I is not authorized.

i. Records. A DA Form 348 and DA Form 348-1R (Continuation Sheet), as appropriate, will be maintained on every person who operates a vehicle or equipment owned or leased by the Army in accordance with FM 55-30. (DA Form 348-1R is located at the back of this regulation. It will be locally reproduced on 8½-by-11-inch paper.) The DA Form 348 will be withdrawn from the Military Personnel Records Jacket maintained on military vehicle driver and equipment operators, if included, and from official personnel files (OPFs) maintained on U.S. Government civilian employees. The DA Form 348 will be forwarded to the supervisor responsible for control of unit or organization vehicle or equipment operation. A copy of the DA Form 348 will be presented upon application for renewal of permit. A system will be established among the drivers' supervisors, safety offices, provost marshal offices, and motor pools to ensure accurate, timely recording on DA Form 348 of accidents, moving traffic violations, training, and driving awards. The forms will be reviewed and updated as follows:

(1) Annually by a driver's supervisor or personnel responsible for motor vehicle operations to determine a driver's eligibility for safe driving awards, expiration of permits, and refresher training requirements.

(2) By a driver's supervisor after an accident or moving traffic violation involving an Army motor vehicle to determine the need for—

- (a) Remedial or refresher driver training.
- (b) Reexamination.
- (c) License suspension.
- (d) Other corrective measures.

(3) When an operator is released or transferred from regular driver or operator duties, the proper personnel officer must ensure that a posted DA Form 348 is provided before giving clearance for transfer. The following must be entered on the form:

- (a) Information on official qualification.
- (b) Background and experience.
- (c) Examination findings.

(d) Performance record.

(e) Driver awards.

(f) All chargeable moving traffic violations while driving a military or privately owned vehicle.

(g) Suspension or revocation of State or Host Nation driving privileges.

(h) Accident history.

j. Counseling, guidance, and retraining.

The applicant should be assisted in overcoming or correcting psychophysiological handicaps or poor driving or equipment operating habits. Counseling and retraining are a necessary part of the licensing process that must be accomplished before issuing permits. Upon completion of a test phase, review of the SF 78, SF 88, and SF 93, and the driving performance test, the applicant will be advised of deficiencies (without divulgence of item scores or relaxation of standards) and how to correct errors. In no case should scores on the MDB I or MDB II be used for counseling purposes. The applicant may be referred to the medical officer in appropriate cases, or the individual may be given retraining to correct deficiencies. After receiving such assistance the applicant may be retested for qualification.

1-6. Test administration and supply

a. Specific procedures for administering all testing phases are prescribed 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 to the administration of motor vehicle driver selection tests.

b. Test materials, including booklets, answer sheets, scoring keys, and manuals required to administer motor vehicle driver selection tests, are contained in DA Pam 611-16. Test materials should be requisitioned by the installation or activity test control officer (appointed in accordance with AR 611-5) from the U.S. Army Publications Center, 2800 Eastern Boulevard, Baltimore, MD 21220-2896. Motor vehicle driver selection tests materials will be secured in accordance with AR 611-5.

Chapter 2 Driver Categories

2-1. General

a. Applicants for certification as drivers of administrative, tactical, and/or emergency vehicles will complete prescribed training that is equal to or greater than that listed under licensing requirements (table 2-1) before taking the performance test on the vehicle the applicant will operate. No one will operate a vehicle unless properly licensed.

b. Commissioned officers and warrant officers may be tested and licensed at their request.

c. Civilians may be referred to the testing station by the civilian personnel officer in

connection with examination for appointment to Office of Personnel Management (OPM) positions requiring operation of Army motor vehicles and equipment.

d. Contractor personnel will be referred to the testing station by their supervisor upon appointment to contractor positions that require operation of Army motor vehicles and equipment.

2-2. User-drivers

No exceptions to this regulation will be made in the case of persons who regularly operate vehicles or equipment in connection with other work or incident to other duties. A person employed either as a part-time or full-time operator for the Army must successfully complete the appropriate series of required test.

2-3. Civilian drivers

a. Successful completion of OPM requirements is adequate for civilian applicants who are not required to drive tactical or special military equipment. Performance test procedures contained herein so closely parallel OPM requirements that duplicate performance testing should not be necessary. A person who initially meets OPM motor vehicle operator appointment requirements and has passed either the Army or OPM road test is qualified for employment as a DA driver. OPM requirements for the operation of a Government motor vehicle include-

- (1) An experience requirement.
- (2) A safe driving record.
- (3) A practical road test.
- (4) Possession of a valid driver's license issued by the State, District of Columbia, or possession in which domiciled or principally employed.

b. Where an OPM applicant is to be considered for a position requiring the operation of other than administrative or commercial vehicles, Army performance test procedures will be imposed. In such

cases, the special or additional requirements must be stated in the position description and must be met before appointment.

c. Contractor employees and civilians appointed under direct-hire authority in the absence of OPM registers and in cases of reinstatement, position change or transfer, and noncompetitive job appointment must comply with the provisions of this regulation.

2-4. Physically handicapped persons

Certain physical handicaps may be compensated for or corrected so that they alone are not sufficient grounds for refusal of a standard license. Other handicaps may restrict the individual to operation of specific vehicles or equipment under specific conditions. The DA Form 348 and SF 46 will be annotated with such restrictions. Provisions of AR 750-10 apply concerning modification to vehicles and equipment when hand controls or other driver-aid devices are necessary. Medical restrictions will be noted in the individual's personnel file. Driver and operator responsibilities of a physically handicapped person are the same as those of other licensed drivers and operators.

2-5. Foreign national drivers

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

(1) The published booklet for the licensing test will contain no reference to the Department of the Army 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 AR 600-55, paragraph 2-5. Not to be reproduced without permission of (appropriate area command)."

(2) DA form numbers, DA pamphlet numbers, and DA personnel research tests will not be used as form designations.

(3) To the extent possible, the order of test items in each test will be rotated to prevent compromise of the official scoring key. Such adaptations should be forwarded to U.S. Military Personnel Center, DAPC-MSP-T, Alexandria, VA 22332-0400 for reference and possible use elsewhere.

b. Limitations imposed on foreign operators as a matter of security will be stated on permits and enforced accordingly. (See para 5-3d on limited permits).

c. Agreements with allied Armies regarding joint employment of U.S. Army vehicles, equipment, or operators will incorporate essential features of this regulation and be approved by HQDA (DAPE-HRS) WASH DC 20310-0300.

2-6. Contractor-employed and other-Service operators

The following applies to non-Army operators at military installations:

a. When contractor-employed operators are used, a statement will be included in the basic contract agreement that provisions of this regulation apply.

b. 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 ensure that such persons are aware of local requirements.

Table 2-1
Licensing requirements

Type Permit	Applies to	Interview	Applicable Tests	Physical Measures	Performance Test	Remarks
Army standard ¹	Military and civilian	X	X	X ²	X ³	
Army learner	Driver trainees	X	X	X ⁴		Good only during course of training
Army incidental ^{1,3}	Occasional drivers	X ⁵		X	X ³	Certificate of need
Army limited	Physically limited or prisoner drivers	X	X	X	X	Medical certificate
Army expert ⁶	Exceptionally qualified drivers	X	X	X	X	Issued as recognition of merit

- Notes:
1. May be waived to operate administrative vehicles up to 10,000 pounds with possession of a valid State drivers license.
 2. Minor physical defects of a correctable nature.
 3. For all series of tactical vehicles and administrative vehicles above 10,000 pounds; motorcycles; mopeds; mechanical/ground support equipment; and vehicles with standard transmissions.
 4. Obtained during course of training.
 5. Limited interview, must have valid State drivers license.
 6. High performance and safety for 1 year

Chapter 3 Driver Training

3-1. General

a. Driver and operator training programs will be conducted at battalion level or above. For installations or commands below battalion size (for example, ARNG and USAR), operator training will be conducted at the highest level possible. The course will be geared specifically toward the safe and legal operation of Army motor vehicles on and off the installation.

(1) Course topics will include those listed in appendix B as well as relevant information in AR 55-29, AR 190-5, AR 385-40, AR 385-55, AR 672-74, AR 735-11, DA Pam 738-750, FM 21-305, and FM 21-306.

(2) This course must be successfully completed and entered on DA Form 348 before issuance of an SF 46. The local commander may exempt personnel whose records show completion of a similar classroom course from all or part of this training. However, all vehicle operators must receive documented instruction in local policies, procedures, and hazards relating to traffic safety on the installation.

b. Suitable training areas will be provided to support the driver training mission. The choice of training area and availability of facilities will depend upon the size and location of the installation and the degree of certification of the training program. Guidelines for establishing these facilities are contained in FM 21-17, FM 55-30, TB 600-1, TB 600-2, AR 385-55, and FM 21-305.

c. Wherever possible, motor vehicle driver training should be supervised by motor transport personnel. The commissioned officer, warrant officer, or noncommissioned officer responsible for the operator training program will supervise the selection and training of instructors in accordance with evaluation criteria in FM 21-17 and FM 55-30.

3-2. Tactical vehicle driver training

a. Minimum standards for selecting, training, testing, and licensing Army motor vehicle (wheeled) operators are contained in this regulation, FM 55-30, FM 21-305, AR 385-55, and appropriate soldiers manuals.

b. Minimum standards for selecting, training, testing, and licensing Army combat vehicle (tracked) operators are contained in this regulation, FM 21-17, and appropriate soldiers manuals.

c. Criteria for selecting, training, testing, and licensing mechanical/ground support equipment operators are contained in this regulation, TB 600-1, and TB 600-2.

d. Before an applicant takes the local commander's road test on the vehicle he or she will operate, the applicant will be required to complete a basic driver training program for the tactical vehicle or be a school-trained tactical-vehicle driver. The basic tactical vehicle driving course should include instruction on the basic and military driving subjects in the sample vehicle driver training course outlined in appendix B.

3-3. Emergency-vehicle driver training

A driver applicant who is to be certified to drive emergency vehicles will be required to complete an emergency-vehicle driver training program before taking the road test in the vehicle he or she will operate. The emergency vehicle training should include instruction in the subjects in the sample training course outlined in appendix C.

3-4. Mechanical or ground support equipment training

a. Commanders will take advantage of Army service schools for training operators of mechanical and ground support equipment identified in paragraph 6-1 by requesting school quotas in accordance with DA Pam 351-4. Commanders without school quotas may request technical assistance to establish training procedures in accordance with AR 700-4.

b. Commanders conducting unit training will use TB 600-1, TB 600-2, and appropriate TMs and soldiers manual to develop training programs for each type of equipment.

3-5. Specialized training

Specific driver or operator training required by installation or activity commanders for other than tactical and emergency vehicles will be conducted at no lower than battalion level in accordance with training guidelines provided by the respective mission proponents.

3-6. Retraining

a. The unit commander, or supervisor for Army civilian or contractor personnel, will require retraining of a vehicle driver or equipment operator when—

(1) Warranted by accident record, training needs, or other reasons.

(2) Operating performance deteriorates.

(3) Records are not available to establish proof of operator's successful completion of prescribed tests.

(4) Competency appears to be impaired by physical defect or condition or other limitation.

(5) An individual fails the annual operator performance evaluation.

b. Upon completion of prescribed training and retraining, the individual will be administered the appropriate qualification or certification test by a qualified road-test examiner based on the critical tasks pertinent to the vehicle or equipment.

Chapter 4 Driver Testing Stations and Teams

4-1. Location and functions

a. Driver testing stations or teams will be established at Army installations, State ARNG headquarters, major USAR commands, and within organizations on a permanent, part-time, or temporary basis. Stations normally will be established as follows:

(1) At installations or organizations employing 50 or more nontactical 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 operator turnover, stations will be established as part of the personnel processing, training, or motor pool functions.

(3) Armies, corps, divisions, reserve components, 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) Continental United States (CONUS) armies and area or section commands overseas will establish and be responsible for stations as needed to process operators 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. Commanders 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 operators. In such cases, appropriate headquarters will make available necessary equipment, test materials and qualified test supervisors.

c. The primary functions of driver testing stations will be to conduct driver tests (except for MDB I) and issue motor vehicle operator permits. This may include the related functions of operator interviews, counseling, and guidance; recording, review, and evaluation of operators' 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 OPM requirements.

d. Each battalion/testing station will maintain a ledger of all permits issued. The ledger will include, in numerical sequence, the number of the permit issued, the name and social security number (SSN) of the person to whom issued, date of issue, type of permit, type of equipment authenticated (qualified to operate), authority or certification signature, and a remarks block. This ledger, maintained on a calendar-year basis, will serve as a reference to ensure that permit numbers are not duplicated and to identify personnel qualifications and currency as to the vehicle or equipment the individual is required to operate. Battalions with isolated units under their command may authorize the units to maintain their own ledgers. The

ledgers will list all issued permits in numerical order. Permit numbers can be either allotted by the battalion or developed by the detached unit.

4-2. Driver testing personnel

a. Transportation motor pools and motor transport units will provide testing personnel on a full-time or part-time basis within the capabilities of existing tables of distribution and allowances (TDA) and tables of organization and equipment (TOE) positions. Augmentation, however, will be required for trainers, personnel specialists, and other personnel at stations processing more than 100 applicants per month. The following is a guide for the staffing of a permanent-type testing station:

(1) The station will normally be supervised by a Transportation Corps commissioned or warrant officer or a qualified civilian.

(2) Enlisted or civilian personnel will be qualified in the following military occupational specialties (MOSS) and have the additional qualifications required in paragraph 4-4:

- (a) Testing station supervisor (64C40).
- (b) Driver counselor or trainer (64C30).
- (c) Test administrator (64C30).
- (d) Road test examiner (64C20).

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

c. ARNG vehicle driver and equipment operator testing team personnel will be established at battalion and higher level. Battalion-trained testing teams may be established at more than one location.

(1) ARNG battalion, company, and detachment officer and warrant officer personnel may be delegated responsibility for this program. Responsibilities will include the following:

- (a) Prepare the testing program for personnel assigned to the command.
- (b) Organize and train test team personnel.
- (c) Provide equipment and material required for testing.

(d) Conduct tests as required in TB 600-1, TB 600-2, AR 385-55, FM 55-30, and FM 21-305.

(e) Provide unit commanders the results of tests.

(2) ARNG enlisted personnel assigned to testing teams will be qualified in the following MOSSs. They also will have the additional qualifications required in paragraph 4-4.

- (a) Testing station supervisor (64C40).
- (b) Driver counselor or trainer (64C30).
- (c) Test administrator (64C30).
- (d) Performance test checker (64C30).

(3) The ARNG testing team will require the part-time services of traffic control personnel, and test assistants or proctors. Qualified civilian specialists may be used in any of the positions listed above.

4-3. Driver testing station facilities

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

4-4. Examiner qualifications

a. The effectiveness of the motor vehicle driver testing and licensing program depends upon the qualifications of the examiners. Each examiner will be a reliable, responsible individual who possesses knowledge of test administration. The examiner must be qualified in proper driving techniques and 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 (MOS 64C30) for conducting the selection batteries and motor transport operators (MOS 64C20) for conducting the driver performance tests. Equivalent civilian technicians may be used. Personnel management specialists will be assigned by the appropriate unit personnel officer as required. In every case, however, personnel must be specially selected and given additional training for their duties as driver examiners. So they may be used interchangeably throughout the testing process, examiners should be qualified in both written and performance test procedures.

c. An evaluation chart for the selection of instructors and examiners is contained in FM 55-30 and FM 21-17 and should be followed in determining examiner qualifications.

d. The consistency of test evaluations by road test examiners assigned to a station should be checked by having different examiners simultaneously rate the same driver applicant. Afterward, the ratings should be compared and an effort made to bring the findings to a single, consistent standard. Road test examiners must be qualified on and licensed to operate each type of equipment they verify.

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

Chapter 5 Licensing

5-1. General

a. All Active Army, ARNG, USAR, and civilian personnel operating buses, tactical vehicles, hazardous material transport vehicles, law enforcement vehicles, ambulances, patient transport vehicles, or fire emergency vehicles for the Army must possess a valid permit (SF 46) obtained under the provisions of this regulation.

b. Installation commanders may waive the requirement for military and civilian personnel to possess an SF 46 to operate

certain government owned, leased, or rented commercial or administrative (nontactical) vehicles. (For the purposes of this regulation, commercial or administrative vehicles do not include military or civilian two-, three-, or four-wheeled vehicles powered by motorcycle-type engines, mopeds, the M151 truck series, and the combat utility cargo vehicle (CUCV).)

(1) These vehicles must be under 10,000 pounds gross vehicle weight and must be in full control and accountability of the U.S. Government.

(2) If the SF 46 requirement is waived, alternate measures (for example, disposition forms or rosters) must be developed to identify those drivers or operators who are qualified and authorized to operate these vehicles for official business and to certify that the driver or operator possesses a valid State driver's license.

c. Commanders may waive the requirement for a road test in commercial or administrative (nontactical) vehicles equipped with an automatic transmission. However, drivers or operators should be required to demonstrate their proficiency in operating vehicles equipped with a manual transmission. The provisions of this paragraph do not apply to overseas commands having a Status of Forces Agreement (SOFA) that requires possession of an SF 46 for operation of all types of government vehicles.

d. Military personnel whose duties require them to operate government-owned or leased vehicles should have a valid civilian drivers license issued by a State or U.S. possession; that is, Virgin Islands, Puerto Rico, or Guam. Personnel who do not have a civilian license or whose license has been suspended or revoked may be authorized by their commander to operate a tactical vehicle in connection with a military operation on- or off-post. However, this should be done only in exceptional circumstances based on military necessity. These personnel will not, under any circumstances, operate tactical vehicles for administrative purposes or operate any administrative or commercial type vehicle.

e. All military and civilian personnel, including those with a valid State driver's license, must also have an SF 46 and a road test when operating any tactical vehicle, including:

- (1) Vehicles over 10,000 pounds gross weight.
- (2) Military two- and three-wheeled motorcycles and mopeds.
- (3) Combat utility cargo vehicles.
- (4) The ¼-ton truck series (M-151).

5-2. Standard permits

a. The SF 46 should cover all vehicle drivers or equipment operators except those for whom special provisions are made in paragraph 5-1b. Action to procure permits for personnel will be initiated by the unit commander, or an individual may make application with the approval of the unit commander.

b. The issuing authority for vehicle drivers and equipment operators is the operator's commanding officer. The commander may delegate this authority to a commissioned officer, warrant officer, or authorized supervising civilian acting as or performing the duties of motor officer or senior non-commissioned officer (SFC and above motor sergeant). Facsimile signatures are authorized in accordance with AR 340-15; however, they do not relieve the individual whose signature is used from responsibility for proper precautions, including numbering and recording the issue of permits, against misuse.

c. The qualifying official is the person designated by the commander who verifies the initial driver performance qualification. This person may be the unit motor officer, unit motor sergeant or road test examiner (SSG and above), qualified civilian personnel, or senior equipment operator. In any case, the qualifying official must also be qualified in that series of vehicle or equipment. The qualifying official's signature verifies that the individual was actually trained and qualified on the specific equipment. Before a signature is rendered in the appropriate block of the SF 46, the individual's DA Form 348 must be checked for accuracy.

d. Driver or operator permits will be completed and authenticated for each type of vehicle or equipment the holder is qualified to drive or operate. Normally, a person will be trained and tested to drive or operate all vehicles or equipment of the same chassis type, up to and including those of the weight class of the vehicle on which he or she passed the performance test. However, where the characteristics of the testing vehicle are such that full driving ability is not ascertained (for example, automatic transmission vehicles), the specific nomenclature and/or characteristics of the vehicle will be entered on the permit. This will indicate that the operator is qualified on the specific vehicle or equipment rather than all vehicles or equipment of its weight or chassis type. For example—

(1) Truck, 2½-ton, 6×6 (automatic transmission only, TRK, 2½ T, AT).

(2) Truck, 10-ton, 6×4 (straight truck only; not qualified for tractor-semitrailers (STRK, 10T)).

e. The SF 46 will be stamped conspicuously on the front or otherwise legibly marked with the words "Army Standard," "Army Learner," "Army Incidental," "Army Limited," or "Army Expert" to denote the type of permit issued. The information entered on the SF 46 must be accurate. Strikeovers, erasures, use of correction fluid or tape, obscuring, or otherwise making an entry illegible are not permitted. Lamination of the front side of the SF 46 is authorized, but other alterations will void the permit. Entries will be substantiated by the individual's DA Form 348 before authentication and issue.

f. Unless revoked, the initial SF 46 is valid for 4 years. It will expire on the licensee's

fourth birthday after issue or will coincide with the expiration of the State driver's license whichever comes first. It is renewable 90 days prior to the expiration date. Renewal permits will be valid for no more than 4 years. Validity of permits issued for operation of materials-handling and like equipment will be in accordance with TBs 600-1 and 600-2. Commanding officers may prescribe shorter periods of validation.

g. An operator will retain his or her SF 46 upon transfer to a new assignment. However, newly assigned vehicle drivers or equipment operators will be instructed in local regulations and operating procedures before operating vehicles and/or equipment. In addition, their qualifications will be reviewed to determine the advisability of continuing the SF 46 without reexamination. Commanders may reexamine any or all personnel assigned or reassigned to their command. Military personnel, upon separation from the military service, may retain their SF 46 provided the words "NOT VALID" are over stamped or otherwise legibly marked on the front and back of the form. Military personnel transferring from active duty to Active Reserve status may retain their valid SF 46.

h. Civilian personnel will surrender their SF 46 upon separation from the Service as required by Federal Personnel Manual Supplement 990.1, book III section 930.114(c). Upon termination of their employment, contractor personnel will surrender their SF 46 to their administrative personnel officer or officer in charge of the transportation motor pool.

5-3. Other permits

a. *General.* The driver or operator will have a valid State driver's license or SF 46, regardless of type, in his or her possession at all times while operating an Army owned or leased vehicle. Limited provision is made for the issuance of special permits for specifically stated purposes. These will consist of an SF 46 conspicuously stamped with the appropriate designation. Such permits will be kept to the minimum consistent with requirements, and, except for expert driver or operator permits, will not be issued in lieu of standard permits when the latter would otherwise apply.

b. *Learner permits.*

(1) Learner permits will be issued only to those undergoing a course of vehicle driver or equipment operator training. Successful completion of the required training and testing, excluding a performance test, is a prerequisite to receiving a learner permit (SF 46). The words "Army Learner" will be stamped or otherwise marked on the face of the SF 46. Learner permits become invalid and must be surrendered upon completion of the course or after 90 days, whichever occurs first.

(2) Learner permits are valid only during regular training periods (not to exceed 90 days) and only under any one of the following conditions:

(a) When a qualified driver or equipment instructor or examiner accompanies the trainee in the vehicle or equipment.

(b) When the vehicle or equipment is operated within a controlled driving range or training area under the supervision of a licensed driver.

c. *Incidental driver permits.*

(1) Commissioned officers, warrant officers, noncommissioned officers, and civilian personnel who must operate tactical vehicles, vehicles over 10,000 pounds gross vehicle weight, or any two- or three-wheeled powered vehicles for short periods of time, such as for exercises, maneuvers, or major emergencies will be issued an SF 46 with the words "Army Incidental" stamped on the face of the permit.

(2) Installation commanders may waive the requirement for the issuance of incidental driver permits (SF 46) for operation of commercial or administrative (nontactical) vehicles under 10,000 pounds gross vehicle weight provided the driver or operator possesses a valid State driver's license. However, alternate measures must be adopted to identify those drivers or operators who are qualified and authorized to operate these vehicles. An applicant for an incidental permit may be licensed without taking MDB I or MDB II if he or she—

(a) Possesses a certificate signed by an authorizing individual to the effect that occasional vehicle driving or equipment operation is necessary to the performance of official duties.

(b) Holds a valid State vehicle driver or equipment operator's license or has been licensed as a driver or chauffeur under OPM regulations.

(c) Satisfactorily passes the vehicle driver or equipment operator performance test on the type of tactical vehicle or equipment for which the license is required.

(3) The expiration date of the incidental permit will be the date of completion of the duty for which it was issued, if of a one-time nature, but will not exceed 6 months.

(4) Commanders may require that incidental driver or equipment operator permits be issued to drivers or operators of non-Army vehicles or equipment operated on post. Further restriction on the use of incidental permits is authorized when the privilege has been abused.

d. *Limited permits.*

(1) Limited vehicle driver or equipment operator permits will be issued only to otherwise qualified drivers or operators who for reasons of physical deficiency, occupational status, training limitations, or other reasons should be limited to the operation of specific vehicles or equipment, under specific conditions, or within a specific area. Limited permits will be kept at the minimum consistent with the proper use of personnel. Their purpose is to make limited use of otherwise qualified individuals whose status or condition precludes issuance of a full permit. Amputees, combat wounded personnel, prisoners, and prisoners of war are in this category.

(2) Limited permits will not be issued to cover minor restrictions. For example, they will not be issued to drivers or operators who have been qualified to drive only one or a few vehicles. They will not be issued to civilian personnel by reason of their being restricted to administrative or nontactical 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) The SF 46 will be stamped or otherwise legibly marked on the face of the form with the words "Army Limited," and in each case the specific limitation will be stated. Sample remarks for limited permits include—

(a) "Valid only for vehicles with automatic transmission."

(b) "Valid only under guard."

(c) "Limited to post."

e. *Expert driver or operator permits.* Army vehicle drivers or operators of special mechanical equipment (construction and materiel-handling) who have had exceptional driving or operating performance and safety records for at least 12 consecutive months are eligible for safety awards under appropriate provisions of AR 672-74 and may have "Army Expert" stamped on their permits in recognition of merit. Nonvehicular equipment operators may have "Master Operator" stamped on their SF 46.

5-4. Renewals, suspensions, and revocations.

a. Initial operator permits must be renewed within 90 days of the operator's fourth birthday after issue. Subsequent operator permit renewals will coincide with the expiration of the State driver's license or every 4 years within 90 days before the end of the operator's birth month unless otherwise prescribed. In those States in which military personnel's State driver's license does not expire while they are on active duty, the individual's SF 46 will expire each 4 years after issue.

b. A performance test will be given whenever a licensed driver is to qualify on an additional type vehicle or equipment. An SF 46 will be updated whenever a licensed operator has been qualified for an additional type of vehicle or equipment.

c. Renewals will be accomplished after examination of the operator's qualification record; review of SF 78, SF 88, and SF 93, as appropriate; administration of prescribed physical evaluation measures; and the operator performance evaluation. Renewals may be denied on the basis of accident records, traffic violations, upon recommendation of medical officers, or recommendation of the commander.

d. Army installation commanders, State adjutants general, USAR commanders, or their designated representatives will revoke or suspend vehicle licenses or permits in accordance with AR 190-5.

e. Civilian employees whose vehicle driver or operator permits are suspended or revoked for cause or for failure to use personnel restraint systems will be subject to adverse action in accordance with Civilian Personnel Regulation (CPR) S1.4.

5-5. Operator responsibilities

Each licensed operator of a vehicle or equipment owned by or leased to the U.S. Army will—

a. Operate vehicles or equipment in a safe and prudent manner.

b. Report unsafe operating conditions of vehicles or equipment.

c. Report all accidents to his or her supervisor.

d. Comply with all municipal, State, and military motor vehicle or equipment regulations.

e. Ensure that vehicles or equipment and their contents are properly secured when left unattended.

f. Ensure that the vehicle or equipment is properly serviced during the course of operation.

g. Observe and comply with all posted speed limits on and off post.

h. Wear installed restraint systems.

5-6. Reassignment of personnel and replacement of permits

Issuance of duplicate permits to replace those lost or stolen is authorized. However, verification of the individual's operating qualifications is required for issuance of a duplicate permit without examination. Duplicate permits will be stamped or otherwise marked on the face with the word "DUPLICATE." Reassigned personnel may retain their valid driver or operator permit upon reassignment. Driver or operator qualifications will be reviewed to determine the advisability of continuing SF 46 without examination. Prior to entry on duty, drivers or operators will be instructed in local driver or operator procedures.

Chapter 6 Mechanical/Ground Support Equipment

6-1. General

a. All military and civilian personnel, including those personnel with a valid State driver's license, must have an SF 46 and demonstrate their proficiency in order to operate the following mechanical or ground support equipment:

(1) Electrical-power generating equipment—0.5 KW and above (electric motor driven, diesel engine driven, gasoline engine driven, and gas turbine driven sets).

(2) Gas generating equipment—all sizes and capacities (such as oxygen, nitrogen, and acetylene).

(3) Water purification sets—all sizes and capacities.

(4) Air compressors—all pressures (not to include installed automatically controlled units).

(5) Materials/cargo handling equipment—all sizes and capacities (forklift trucks, warehouse tractors and cranes, straddle trucks, and flightline tugs).

(6) Railroad equipment—all sizes and capacities (locomotives, locomotive cranes, and motor cars).

(7) Bridging equipment—all bridge erection boats, mobile assault float bridge/ferry, transporters, and outboard motors.

(8) Amphibious equipment—all sizes and capacities (LARC 5, 15, and 60 and LACV 30).

(9) Construction type equipment/off-road equipment—all sizes and capacities (including but not limited to tractors, wheeled or tracked; cranes, wheeled or tracked; front loaders; motorized or self-propelled scrapers, rollers, sweepers, and earth augers; saw mills; chain saws; snow plow-rotary; ditching machines; rock crushing and screening plants; asphalt batch plants; concrete mixers and plants; asphalt and concrete spreaders; water and bituminous distributors; hot oil heaters; and hydraulic or mechanical vibrating tampers).

(10) Heating and cooling equipment—all sizes and capacities (such as air conditioning and refrigeration units powered by liquid fuel engines, space and duct-type heaters using liquid fuel and steam cleaning equipment).

(11) Pumping equipment—all pumps 50 gallons per minute (GPM) and above when powered by liquid fuel engines.

(12) Printing presses and paper cutters—all makes and models, excluding manually operated paper cutters.

(13) Mine-detecting equipment, truck mounted—all makes and models.

(14) Utility element (powerplant) used with the medical unit, self-contained, transportable hospital elements—all makes and models.

(15) Miscellaneous equipment—all equipment determined by the local commander or higher authority to warrant licensing such as powered lawn mowers; agricultural machinery; food preparation equipment; field ranges; immersion heaters; laundry equipment; detecting sets, mine portable, AN/PRS-7 and AN/PSS-11.

b. Application of these procedures will begin with the selection of persons to be licensed. The tests prescribed herein will be given throughout the Army. Successful completion of the prescribed tests will not automatically qualify a person for retention as an Army vehicle or equipment operator if, for medical, disciplinary, or other reasons (including prior accident record, attitude toward driving, use of intoxicants or pathogenic drugs), he or she appears to be incapable of continuing as a safe and competent vehicle or equipment operator. The supervisor may revoke an operator's SF 46 based on the recommendations of safety or medical personnel.

c. Training and education programs designed to establish and reinforce positive attitudes toward driving are requirements for motor vehicle licensing and apply to all operator personnel. Minimum training requirements are included in chapter 4 for vehicles and chapter 6 for other equipment. Major Army command (MACOM) commanders may establish more stringent training programs.

6-2. Procedures

a. Equipment or operator testing and licensing procedures for self-propelled equipment will conform with this regulation. Additional procedures for materiel-handling equipment are contained in TB 600-2. MBD I and II, physical evaluation measures, and operator performance tests will be used.

b. Equipment and operator testing and licensing procedures for nonself-propelled equipment will conform to the requirements contained in TB 600-1 and TB 600-2.

c. Equipment operators will be required to successfully complete a written evaluation test to substantiate their technical knowledge of the equipment for which the license is desired.

d. Applicants will be required to satisfactorily demonstrate their proficiency in the operation of each piece of equipment for which they are to be licensed.

e. Qualification on nonself-propelled equipment will be entered in section I of DA Form 348.

Appendix A References

Section I Required Publications

AR 55-29
Military Convoy Operations in CONUS. (Cited in para 3-1a(1).)

AR 190-5
Motor Vehicle Traffic Supervision. (Cited in para 3-1a(1).)

AR 385-40
Accident Reporting and Records. (Cited in para 3-1a(1).)

AR 385-55
Prevention of Motor Vehicle Accidents. (Cited in paras 3-1a(1), 3-2a, 4-2c(1)(d), app B, and app C.)

AR 611-5
Army Personnel Selection and Classification Testing. (Cited in paras 1-4f, 1-6b, and 4-3.)

AR 672-74
Army Accident Prevention Awards. (Cited in paras 3-1a(1) and 5-3e.)

DA Pam 611-120
Administering and Scoring the Army Motor Vehicle Driver Classification Battery MDB I. (Cited in para 1-5a.)

DA Pam 611-125
Testing Procedures for Licensing Drivers of Army Vehicles. (Cited in paras 1-5b(2) and 1-6a.)

DA Pam 738-750
The Army Maintenance Management System (TAMMS). (Cited in paras 3-1a(1), app B, and app C.)

FM 21-17
Driver Selection, Training, and Supervision, Track Combat Vehicles. (Cited in paras 3-1b, 3-1c, and 4-4c.)

FM 21-305
Manual for the Wheeled Vehicle Driver. (Cited in paras 3-1a(1), 3-1b, 3-2a, 4-2c(1)(d), app B, and app C.)

FM 21-306
Manual for the Tracked Vehicle Driver. (Cited in para 3-1a(1).)

FM 55-30
Army Motor Transport Units and Operations. (Cited in paras 1-5i, 3-1b, 3-1c, 3-2a, 4-2c(1)(d), 4-4c, app B, and app C.)

TB 600-1
Procedures for Selection, Training, Testing, and Qualifying Operators of Equipment/

Systems Excluding Selected Watercraft and Aircraft Managed/Supported by U.S. Troop Support and Aviation Materiel. (Cited in paras 3-1b, 3-2c, 3-4b, 4-2c(1)(d), 5-2e, 5-2f, and 6-2b.)

TB 600-2
Procedures for Selection, Training, Testing, and Qualifying and Licensing Operators of Construction Equipment, Materiel Handling Equipment and Armor Vehicle Launched Bridge (AVLB) Managed/Supported by U.S. Army Tank-Automotive Materiel Readiness Command. (Cited in paras 3-1b, 3-2c, 3-4b, 4-2c(1)(d), 5-2f, 6-2a, and 6-2b.)

Section II Related Publications

A related publication is merely a source of additional information. The user does not have to read it to understand this regulation.

AR 340-15
Preparing Correspondence

AR 600-200
Enlisted Personnel Management System

AR 612-201
Processing Procedures at U.S. Army Reception Stations and Training Centers and Control and Distribution of Trainees

AR 700-4
Logistic Assistance Program

AR 735-11
Accounting for Lost, Damaged, and Destroyed Property

AR 750-10
Modification of Materiel and Issuing of Safety of Use Messages and Commercial Vehicle Recall Campaign Directives

DA Pam 351-4
U.S. Army Formal Schools Catalog

DA Pam 611-16
Handbook of Army Personnel Tests

Section III Prescribed Forms

DA Form 348
Equipment Operator's Qualification Record (Except Aircraft). (Cited in paras 1-5a(2), 1-5b(2), 1-5c(1), 1-5d, 1-5i, 1-5i(3), 2-4, 3-1a(2), 5-2c, 5-2e, 6-2e.)

DA Form 348-1R
Equipment Operator's Qualification Record (Except Aircraft) Continuation Sheet. (Cited in paras 1-5i.)

SF 46
U.S. Government Motor Vehicle Operator's Identification Card. (Cited in paras 1-5b(2), 1-5c(1), 1-5e, 1-5e(2), 2-4, 3-1a(2), 5-1a,

5-1b, 5-1b(2), 5-1c, 5-1d, 5-1e, 5-2a, 5-2c, 5-2e, 5-2f, 5-2g, 5-2h, 5-3a, 5-3a(1), 5-3c(1), 5-3c(2), 5-3d(3), 5-3e, 5-4b, 5-6, 6-1a, 6-1b, app C.)

Section IV Referenced Forms

DA Form 2-1
Enlisted Qualification Record

DA Form 201
Military Personnel Records Jacket

SF 78
United States Civil Service Commission Certificate of Medical Examination

SF 88
Report of Medical Examination

SF 93
Report of Medical History

Appendix B

Sample of Wheeled-Vehicle Driver Training Course

B-1. Trainee prerequisites

- a. Recommend possession of a valid civilian drivers license.
- b. Physical evaluation in accordance with DA Pamphlet 611-125.

B-2. Program of instruction

- a. Unit A—Introduction, organization of course, and materials review.
- b. Unit B—Driver responsibilities and government liability.
- c. Unit C—State, local, and post traffic regulations and laws.
- d. Unit D—Use of Army publications.
- e. Unit E—Vehicle inspection; operator maintenance.
- f. Unit F—Accident reporting.
- g. Unit G—Driver energy-conservation methods.
- h. Unit H—Introduction to ¼-ton trucks and trailers (to include viewing TF 55-3707 and TF 55-4247).
- i. Unit I—Introduction to ¾- to 1¼-ton trucks and trailers.
- j. Unit J—Introduction to 2½-ton trucks and trailers.
- k. Unit K—Military convoy operations, including night driving (for example, black-out, blackout marker, and no lights).
- l. Unit L—Off-road operations.
- m. Unit M—Vehicle recovery methods.
- n. Unit N—On-site inspection of tactical vehicles.
- o. Unit O—Vehicle driver performance evaluation.
- p. Unit P—Response to emergency situations; vehicle malfunctions.
- q. Unit Q—Driving range as set up by local commands. Over-the-road training with a skilled driver in the vehicle can be substituted.
- r. Unit R—Road test (after completion of training).

Table B-1
Proposed schedule for wheeled-vehicle driver training course

Hours	Day 1 Unit	Day 2 Unit	Day 3 Unit	Day 4 Unit	Day 5 Unit
0800-0900	A	H	O	P	R
0900-1000	B			Q	
1000-1100	C	M			
1100-1200	D	I			
1200-1300	Break	Break	Break	Break	Break
1300-1400	E	L	H	E	R
1400-1500			N	Q	
1500-1600	F	J			
1600-1700	G				
1700-1800	Break	Break	Break	Break	Break
1800-1900		K		Q	
1900-2000					
2000-2100					
2100-2200			K,L		
2200-2300			O		
2300-2400				O	

Note
 Times shown for various units are examples. The allocation of instruction time to specific units is up to the installation/activity commander and may be determined by factors such as geography, availability of resources, and mission needs. Day 5 is optional; most students would be referred to the testing station for a road test.

Appendix C Sample of Emergency-Vehicle Driver Training Course

C-1. Trainee prerequisites

- a. Possession of an SF 46 for the class of vehicle to be driven (e.g., sedan, van, truck) for the emergency service.
- b. Possession of a valid civilian drivers license.

C-2. Program of instruction

- a. Unit A. Introduction, organization of course, and materials review.

- b. Unit B. Local and state traffic regulations.

- c. Unit C. Selection of routes and building identification.

- d. Unit D. Vehicle inspection, operator maintenance, and TAMMS.

- e. Unit E. Use of radios and communication procedures.

- f. Unit F. Emergency vehicle driving.

- (a) Lights and sirens.
- (b) Parking and backing.
- (c) Negotiating traffic.
- (d) Intersections.
- (e) Turns.

- (f) Following.

- (g) Road conditions.

- (h) Yielding right of way.

- (i) Negotiating curves.

- g. Unit G. Handling unusual situations.

- (a) Adverse weather.

- (b) Collisions.

- (c) Skids.

- (d) Vehicle malfunctions.

- (e) Placement of warning devices.

- h. Unit H. Specialized instruction.

- (a) Section I—Ambulances.

- (1) Responsibilities.

- (2) Route planning.

- (3) Inspection and maintenance of medical supplies and life support equipment.

- (4) Driving to the scene.

- (5) At the scene.

- (6) Directing traffic.

- (7) Driving with a patient aboard.

- (b) Section II—Police vehicles.

- (1) Responsibilities.

- (2) Emergency communications.

- (3) Pursuit driving.

- (4) Making a traffic stop.

- (5) Emergency escort of another vehicle.

- (6) Directing traffic.

- (c) Section III—Fire apparatus.

- (1) Responsibilities.

- (2) Inspection and maintenance of specialized equipment.

- (3) Vehicle characteristics.

- (4) Selecting routes.

- (5) Operating systems.

- (6) Special considerations.

- (a) Vehicle dynamics.

- (b) Size and weight.

- (c) Speed.

- (7) Basic control tasks.

- (a) Steering.

- (b) Braking.

- (c) Shifting.

- (d) Backing.

- (e) Parking.

- (f) Intersections.

- i. Unit I. Introduction to driving range and safety briefing.

- j. Unit J. Driving range (See reference material if a local range has not been established.)

- k. Unit K. Operator's performance evaluation. Note. For lesson plans and driving range setup, refer to DOT training programs for operation of emergency vehicles, which can be obtained through the Government Printing Office. These include—

- (1) Course Guide—Publication #050-003-00330-1.

- (2) Instructor's Lesson Plans—Publication #050-003-00332-8.

- (3) Trainee Study Guide—Publication #050-003-00331-0.

- (4) Pursuit Driving—Publication #050-003-00364-6.

Table C-1
Proposed schedule for conducting emergency-vehicle driver training course

Hours	Day 1 Unit	Day 2 Unit	Day 3 Unit	Day 4 Unit	Day 5 Unit
0800-0900	A	F	J	J	K
0900-1000	D				
1000-1100	C	G			
1100-1200					
1200-1300	Break	Break	Break	Break	Break
1300-1400	D	H	J	J	Open
1400-1500					
1500-1600	A	I			
1600-1700					

Note:
 Times shown for various units are examples. The allocation of instruction time to specific units is up to the installation/activity commander and may be determined by factors such as geography, availability of resources, and mission needs.

Glossary

Section I Abbreviations

AIT
advanced individual training

AMC
U.S. Army Materiel Command

ARNG
Army National Guard

CUCV
combat utility cargo vehicle

DA
Department of the Army

DCSOPS
Deputy Chief of Staff for Operations

DCSPER
Deputy Chief of Staff for Personnel

DOT
Department of Transportation

GPM
gallons per minute

MACOM
major Army command

MDB
Motor Vehicle Driver Selection Battery I

MDB II
Motor Vehicle Driver Selection Battery II

MOS
military occupational specialty

NDR
National Driver Register

OPF
official personnel file

OPM
Office of Personnel Management

SOFA
Status of Forces Agreement

SSN
social security number

TDA
tables of distribution and allowances

TOE
tables of organization and equipment

TRADOC
U.S. Army Training and Doctrine
Command

USAR
U.S. Army Reserve

USATSCH
U.S. Army Transportation School

Section II Terms

Civilian personnel

All Department of the Army civilian employees; that is, *Senior Executive Service*, *General Merit*, *General Schedule*, and *Wage Grade* employees (including *Army National Guard* and *Reserve technicians*); *nonappropriated fund* employees; *Youth/Student Assistant Program* employees; *foreign nationals* directly or indirectly employed by DA; and contractor personnel operating Army vehicles or equipment.

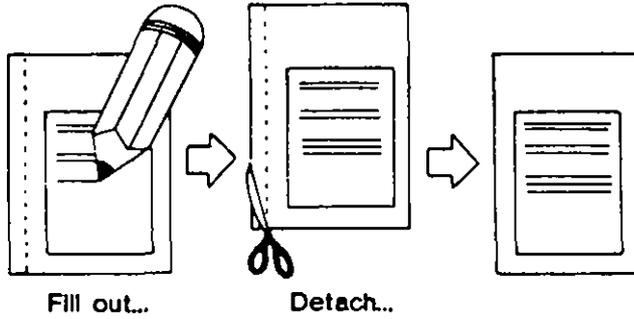
Military personnel

All soldiers; that is, U.S. Army active duty personnel; U.S. Army Reserve or Army National Guard personnel on active duty or in a paid drill status; *Service Academy* cadets; *Reserve Officer Training Corps* cadets when engaged in directed training activities; and foreign national military personnel assigned to DA.



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