Army Regulation 600–55

Personnel-General

The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing)

Headquarters
Department of the Army
Washington, DC
1 May 2017

UNCLASSIFIED
SUMMARY of CHANGE

AR 600–55
The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing)

This major revision, dated 1 May 2017---

o Outlines responsibilities for conducting the motor vehicle driver program to support the contemporary operational environment (para 1–4).

o Establishes responsibilities for Assistant Chief of Staff, Installation Management (para 1–4e).

o Establishes responsibilities for Brigade and Battalion commanders (para 1–4h).

o Redefines contractors’ licensing requirements (para 2–1b).

o Updates requirement to display only the last four digits of Social Security number (para 3–1b).

o Establishes policy for port operations (para 6–5).

o Updates the Army Wheeled Vehicle Fleet Classification System (app C).

o Includes a sample Motor Vehicle Operator written examination (app E).

o Outlines requirements to become a master driver trainer (app F).

o Adds Internal Control Evaluation (app J).

o Updates requirement for use of the DA Form 348 (Equipment Operator’s Qualification Record (Except Aircraft)) (throughout).
History. This publication is a major revision.

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 Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve, unless otherwise stated. It also applies to all Department of the Army civilian employees, non-appropriated fund employees, Youth/Student Assistant Program employees, foreign nationals directly and indirectly employed by Department of the Army, and contractor personnel, where stated, operating Army vehicles and equipment. This regulation is applicable during full mobilization.

Proponent and exception authority. The proponent of this regulation is the Deputy Chief of Staff, G–3/5/7. The proponent has the authority to approve exceptions or waivers to this regulation that are consistent with controlling law and regulations. The proponent may delegate this approval authority, in writing, to a division chief within the proponent agency or its direct reporting unit or field operating agency, in the grade of colonel or the civilian equivalent. Activities may request a waiver to this regulation by providing justification that includes a full analysis of the expected benefits and must include formal review by the activity’s senior legal officer. All waiver requests will be endorsed by the commander or senior leader of the requesting activity and forwarded through their higher headquarters to the policy proponent. Refer to AR 25–30 for specific guidance.

Army internal control process. This regulation contains internal control provisions in accordance with AR 11–2 and identifies key internal controls that must be evaluated (see appendix J).

Supplementation. Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from the Deputy Chief of Staff, G–3/5/7, (DAMO–TRI), 450 Army Pentagon, Washington, DC 20310–0200.

Suggested improvements. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to the Deputy Chief of Staff, G–3/5/7, (DAMO–TRI), 450 Army Pentagon, Washington, DC 20310–0200.

Distribution. This publication is available in electronic media only and is intended for C, D, and E command levels for the Active Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve.

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Glossary
Chapter 1
Introduction

1–1. Purpose
This regulation establishes standards, policies, and procedures for the selection, training, testing, and licensing of operators of Army Government-owned or Government-leased vehicles and equipment.

1–2. References
See appendix A.

1–3. Explanation of abbreviations and terms
See the glossary.

1–4. Responsibilities
a. On behalf of the Chief of Staff of the Army, the Director of Army Safety will manage Armywide safety policy and guidance for safe vehicle operations.

b. The Assistant Secretary of the Army (Installations, Energy, and Environment) supervises the development of Armywide safety and occupational and environmental health risk management policy, and maintains oversight of the Army Driver and Operator Standardization Program.

c. The Deputy Chief of Staff, G–1 will develop policy to recruit individuals for driver initial entry training and manage distribution of military occupation specialty (MOS) trained drivers.

d. The Deputy Chief of Staff, G–3/5/7 will develop policy for—
   (1) Selecting, testing, and licensing vehicles and equipment operators.
   (2) Training drivers and operators in initial entry training and MOS producing programs.

e. The Assistant Chief of Staff for Installation Management will—
   (1) Establish standardized road test courses capable of accommodating all vehicle types located at installations.
   (2) Provide resource required specialized vehicle training on those installations which permit the operation of specialized vehicles, such as all-terrain vehicles, “Mules” and “Gators.”
   (3) Require commanders to ensure personnel have completed the online AMMO–67–DL Course before allowing drivers to transport hazardous materials.

f. Commanding General, U.S. Army Materiel Command will—
   (1) Acquire vehicles and equipment that foster maximum safe operations, are crashworthy, and are equipped with required occupant restraint systems.
   (2) Develop operator procedures, including emergency procedures for vehicles and equipment.

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

   (1) Institutional training conducted by TRADOC organizations is for the purpose of training Soldiers in required MOS skills during initial entry training, Noncommissioned Officer Education System courses, and Officer Education System courses. It will include sequential and progressive instruction in academic subjects and on driving in accordance with an approved program of instruction (POI). Student operators will not participate in any hands-on vehicle or operators’ training without a valid OF 346 (U.S. Government Motor Vehicle Operator’s Identification Card) or DA Form 5984–E (Operator’s Permit Record) (see chapter 6). DA Form 5984–E is generated electronically through SAMS–I/IE.

   (a) Academics and driving. The POI provides requirements and guidelines for commanders to use in implementing training programs, to include academic subjects as well as hands-on training.

   (b) Accident avoidance course. All student operators will complete the wheeled vehicle accident avoidance course offered through the Army Learning Management System in accordance with this regulation, prior to performing hands-on training.

   (c) Evaluation. During training, the student operator must successfully complete the performance-based (written) tests and performance tests required by the POI. Student operator’s DA Form 348 (Equipment Operator's Qualification Record (Except Aircraft)) will be annotated with test results as a record of training. Equipment proponent will obtain input from Commandant, U.S. Army Transportation School (USATSCH), (ATZF–ADSO), Fort Lee, VA 23801–2102 on the general
aspects of driver training and submit the training packages and products to USATSCH for commandant’s approval. However, specific vehicle-oriented training packages and training support materials will be produced by the TRADOC school that is the hardware proponent.

(2) The Commandant, U.S. Army Transportation School (USATSCH), is the proponent for wheeled vehicle driver training, Army Driver’s Training Strategy, Master Driver Training (additional skill identifier (ASI) M9), and the Army Motor Vehicle (AMV) Wheeled Vehicle Accident Avoidance Training Course www.transschool.lee.army.mil/adso/adso_index.htm.

(3) The mission proponent for military police vehicles, fire trucks, crash or rescue vehicles, and ambulances will develop mission specific training. As part of the developmental process for wheeled vehicles, USATSCH will identify (upon request) and provide critical operator or driver tasks, conditions, and standards to the TRADOC hardware proponent. Final products will be coordinated with USATSCH for approval.

h. Commanders of Army commands, Army service component commands and direct reporting units:

(1) Garrison commanders (continental United States), area support group commanders (outside the continental United States), U.S. Army Reserve (USAR) operational and functional commands (O&F) along with regional support commands (RSCs), DRUs, and Army National Guard (ARNG) State/territory adjutant generals will—

(a) Select, train, test, and license vehicle and equipment operators.
(b) Staff driver testing stations (driver testing within the ARNG will be accomplished by the supporting headquarters staff).

(c) Although an authorization for a master driver trainer (MDT) is not currently required or authorized within every unit’s manning structure document, units with this capability should at all times ensure they have ASI M9 qualified MDTs in their authorized positions. MDTs are the subject matter experts, identified in this regulation as the individuals responsible for the implementation of the commander’s drivers training program. The MDT must be, where applicable, assigned to the proper position listed on the unit modified table of organizations and equipment or table of distribution and allowances structure. If a unit does not have a valid MDT M9 position then commanders must use their best judgment in selecting an appropriate competent noncommissioned officer to execute this requirement. All MDTs must be appointed in writing.

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

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

(2) Brigade, battalion, and company commanders will—

(a) Delegate to subordinate commanders (battalion level or higher) in writing the authority to train, test, and license noncommercial vehicle and equipment operators. Senior commanders may delegate in writing to company level commanders the authority to conduct driver and operator training, testing, and licensing at company level. For installations or commands below company size, operator training will be conducted at the highest level possible.

(b) Develop and publish guidance for interviewing and selecting driver candidates. Suggested interview questions are in appendix B.

(c) Ensure vehicle and equipment operators are properly licensed and trained according to this regulation and other local requirements. Training will include driver responsibilities and Government liability, laws and regulations, vehicle inspection and maintenance, accident avoidance, environmental considerations, convoy operations, off-road operations, and all other topics necessary for safe and proficient military driving.

(d) Ensure all records and forms as listed in appendix A, section III are maintained according to this regulation. Records may be automated using the Standard Army Maintenance System-Enhanced/Logistics Information System centralized for administrative ease. Responsible individuals will be appointed in writing.

(e) Ensure sustainment training is provided by qualified personnel according to this regulation (see chap 4).

(f) Ensure driver candidates meet state (host nation) driver licensing requirements.

Note. Commanders must request a driver’s record for individual drivers, from the local military police. Review operator forms and records as listed in appendix A, section III for accuracy and completeness as required by the chain of command.

(g) Develop standard operating procedures to ensure subordinates adhere to established procedures for operating vehicles and equipment.
Chapter 2
Driver Applicants

2–1. License requirements
   a. This chapter identifies licensing requirements of applicants for motor vehicle operator positions. All Department of Defense (DOD) military and civilian personnel (excluding contractors) to include foreign nationals whose position requires them to operate a Government-owned or Government-leased vehicle will be selected, trained, tested, licensed, and recorded in accordance with this regulation and AR 385–10.

   b. DOD contractor employees assigned to operate Government-owned or Government-leased equipment in the performance of their contract will be in compliance with the licensing requirements of the State and local motor vehicle laws and certified, by the contractor and at the contractor’s expense, as being fully qualified to operate the equipment which they are assigned. They will not be issued an OF 346 or DA Form 5984–E. The prime contractor must document all operator qualifications and provide this documentation (commercial drivers’ license (CDL) if required for operating equipment) to the administrative contracting officer prior to the contract employee engaging in equipment operation. Contract employees must also complete the Army’s Accident Avoidance Course or a similar course produced by the contractor and approved by the local Government administrative contracting office. The administrative contracting officer will retain this documentation.

   c. 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 tests.

   d. Civilians appointed under direct-hire authority in cases of Office of Personnel Management (OPM) registers, reinstatements, position changes or transfers, and noncompetitive job appointments must comply with the provisions of this regulation.

   e. OF 346 cannot be placed on the Web site for security reasons. Federal agencies can place an order for this form at https://www.gsaglobalsupply.gsa.gov or https://www.gsaadvantage.gov with either a Government purchase card or AAC (Activity Address Code). The stock number is 7540–00–634–3999.

Note. Government contractors will need to have their Government department, agency, or office sponsor their request before placing an order.

2–2. Commercial drivers’ license
   a. The CDL program was established by the Commercial Motor Vehicle Safety Act of 1986, Title 49 United States Code (USC) 31301. This Act is applicable only within the United States and applies to every person who operates a commercial motor vehicle in interstate, foreign, or intrastate commerce, to all employers of such persons, and to all States.

   b. DA Civilian operators who transport hazardous materials by Government-owned or Government-leased motor vehicles, rail locomotives, or vessels, exclusively within a contiguous Federal facility boundary where public access is controlled or restricted will not be required to obtain a CDL but must be trained, licensed and possess a valid OF 346 or DA Form 5984–E. The DA Civilian must also be trained in accordance with 49 Code of Federal Regulation (CFR) 383.121. If the movement of hazardous materials is on or crosses a public road or is on rail track that is part of the general railroad system of transportation within a Federal facility, and the road or track cannot be controlled or restricted from public use by means of signals, lights, gates, or similar controls, DA Civilians must obtain a CDL and follow the Hazardous Materials Regulations (49 CFR, Defense Logistics Agency Instruction (DLAI) 4145.11, and DA Pam 385–64).

   c. Military operators of equipment-owned or equipment-leased by the DOD are granted a waiver of the Commercial Motor Vehicle Safety Act of 1986’s requirements (that is, are not required to obtain a State CDL). This waiver applies to any active duty military personnel and members of the USAR and ARNG on active duty; including personnel on full-time National Guard duty, personnel on part-time National Guard training, and ARNG military technicians (civilians who are required to wear military uniforms and are subject to the Uniform Code of Military Justice). This exception is not applicable to U.S. Reserve technicians.

   d. DA Civilians and DA contractor-employed civilian operators who are employed on a full-time, part time, or temporary basis who, in the course of employment directly affect hazardous materials transportation safety, will be trained in accordance with 49 CFR 172.704. Hazardous materials employee is defined as an employee who, during the course of employment—
      (1) Loads, unloads, or handles hazardous materials.
      (2) Designs, manufactures, fabricates, inspects, marks, maintains, reconditions, repairs, or tests a package, container, or packaging component that is represented, marked, certified, or sold as qualified for use in transporting hazardous material in commerce.
(3) Prepares hazardous materials for transportation.
(4) Is responsible for safety of transporting hazardous materials.
(5) Operates a vehicle used to transport hazardous materials.

e. Hazardous materials employee training shall include the following:
   (1) **General awareness/familiarization training.** General awareness/familiarization training designed to provide familiarity with the requirements of 49 CFR 172.704, and to enable the employee to recognize and identify hazardous materials consistent with the hazard communication standards.
   (2) **Function-specific training.** Training specifically applicable to the functions the employee performs.
   (3) **Safety training.** Each hazardous materials employee will receive safety training concerning:
      (a) Emergency response information required by 49 CFR 172, Subpart G.
      (b) Measures to protect the employee from the hazards associated with hazardous materials to which they may be exposed in the work place, including specific measures the hazardous materials employer has implemented to protect employees from exposure.
      (c) Methods and procedures for avoiding accidents, such as the proper procedures for handling packages containing hazardous materials.
   (4) **Security Training.** Security awareness training and in-depth security training, if applicable.
   (5) **Occupational Safety and Health Administration or Environmental Protection Agency training.** Training conducted by employers to comply with the hazard communication programs required by the Occupational Safety and Health Administration of the Department of Labor (29 CFR 1910.120) or the Environmental Protection Agency (40 CFR 311.1), to the extent that training addresses the specifications in paragraph e (1) and (2) above may be used to satisfy the training requirements, in order to avoid unnecessary duplication.

f. Commanders will determine the requirements for on-installation (controlled roads) transportation of hazardous materials in accordance with 49 CFR 172. At a minimum, commanders will address operator training, driver licensing, minimum blocking and bracing requirements, minimum placarding requirements, proper securing of loads/tie downs, and emergency notification procedures. Hazardous materials transporters should be trained and certified as per the AMMO–67–DL course in ATTRS.

   (1) A road is considered controlled if access to the road is restricted at all times through the use of gates, guards, or escort vehicles.
   (2) A road is considered uncontrolled if it is used by the general public with no DOD affiliation.

g. Contractor-employed civilians must have a CDL to operate Government-owned or Government-leased vehicles off Government installations (see appendix C).

h. Refer to appendix C for further details on the CDL program, and for The Wheeled Vehicle Fleet Classification System, which categorizes Army tactical wheeled vehicles according to CDL vehicle classes.

i. Additional CDL qualification requirements are contained in 49 CFR 383.

### 2–3. Army drivers

The following minimum licensing requirements apply to military operators of AMVs:

a. **Driving off the installation.** Within the United States or U.S. possessions, operators must have—
   (1) A valid OF 346 or DA Form 5984–E.
   (2) A valid civilian driver’s license issued by a State (not necessarily the State in which the activity is located), the District of Columbia, or a U.S. possession (Virgin Islands, Puerto Rico, or Guam).
   (3) Proof of completion of the Accident Avoidance Training Course (through the Army Learning Management System (ALMS)) within the past 4 years.
   (4) Medical clearance from a provider qualified by the national Registry of Medical Examiners if driving a class A, B, or C vehicle off the installation.

b. **Driving exclusively on the installation.** Within the United States or U.S. possessions (as a prerequisite for awarding an MOS), operators—
   (1) Are not required to have a civilian driver’s licenses.
   (2) Must have a valid OF 346 or DA Form 5984–E.

c. **Driving outside the United States or U.S. possessions.** Operators must—
   (1) Have a valid OF 346 or DA Form 5984–E.
   (2) Meet any additional host nation and operational Army command (ACOM) or Army service component command (ASCC) requirements.

### 2–4. Department of the Army civilian drivers

The following licensing requirements apply to DA Civilians operating AMVs.
Driving within the United States or U.S. possessions, including those who exclusively drive Army motor vehicles on the installation. Operators must have—
(1) A valid OF 346.
(2) A valid civilian driver’s license issued by a State or U.S. possession for the size and class of vehicle to be operated.
(3) Proof of completion of the Accident Avoidance Training Course (through Army Learning Management System (ALMS)) within the past 4 years.

Driving outside the United States or U.S. possessions. Operators must—
(1) Have a valid OF 346.
(2) Meet any additional host nation and operational ACOM or ASCC requirements.

2–5. Department of Defense Service operators and other U.S. Government agencies
Valid operator’s permits of active members of other U.S. military Services or Government agencies may be honored as a matter of reciprocal courtesy by garrison/senior mission commanders provided local military and civilian requirements have been met.

2–6. Waivers
Garrison/senior mission commanders, USAR operational and functional command commanders along with RSCs, or ARNG State or territory adjutant generals may waive issuance of an OF 346 for DOD military and civilian personnel to operate non-tactical administrative DOD motor vehicles, provided that the gross vehicle weight is less than 10,000 pounds.

a. For the waiver to apply, DOD military and civilian personnel must have a valid DA Form 348 and have in their possession:
(1) A valid State or host nation motor vehicle operator’s license (whichever applies) for the size and class of vehicle they will operate.
(2) DOD identification card (also known as a common access card).
(3) Accident Avoidance Training completion certificate.
(4) A CDL with proper endorsements if transporting hazardous materials (Army civilian personnel).
(5) A valid dispatch.

b. This waiver does not apply to—
(1) Operation of forklifts, emergency vehicles, or buses/vans (over 12 passengers).
(2) Motorcycles, mopeds, all-terrain vehicles.
(3) Tactical vehicles or transporting hazardous materials.

c. Commanders who choose to waive the OF 348 will develop, implement, and maintain measures (for example, rosters, identification cards, and computer generated rosters) to identify those operators who are qualified and authorized to operate these vehicles for official business and to certify that the operators possess a valid state driver’s license.

2–7. Foreign national drivers
a. Foreign or local nationals and military personnel of allied armies required to operate U.S. Army vehicles or equipment must possess a valid civilian driver’s license issued by the host nation and be trained, tested, and issued an OF 346 according to this regulation.

b. Limitations imposed on foreign operators as a matter of security will be stated on permits and enforced accordingly (see para 6–4c).

c. Agreements with allied armies regarding Joint employment of U.S. Army vehicles, equipment, or operators will incorporate essential features of this regulation.

Chapter 3
Driver or Operator Selection

3–1. Records review
a. The selection process for non-school trained operators begins when the commander or authorized representative screens the individual’s current DA Form 2166–9–1A (NCO Evaluation Report Support Form), DA Form 67–10–1A (Officer Evaluation Report Support Form) or DA Form 4037 (Officer Record Brief), DA Form 348 (Equipment Operator’s Qualification Record (Except Aircraft)), and medical profiles. A poor driving record, mental or emotional instability, physical handicaps (that cannot be accommodated), and alcohol or drug-related incidents are factors to be considered.

b. The Army will the Standard Army Maintenance System-Enhanced generated number on all forms associated with this regulation.
3–2. Driver interviews
   a. Interviews will be conducted by the commander or authorized representative by using a standardized format or the
      checklist in appendix B. The interviews will be conducted in person and documented in writing. Areas of concern are
      maturity, attitude, past driving record, hearing, extreme nervousness, or any abnormal characteristics. Medication, if used
      on a regular basis, that causes drowsiness, impairs vision, or affects coordination, will also be taken into consideration.
      The supervisor or commander will check with appropriate medical personnel regarding doubts or concerns about any
      medications.
   b. See appendix B for a sample driver interview.

3–3. Physical examination and evaluation
   a. Physical characteristics. Review technical manual requirements and evaluate the physical characteristics of pros-
      ectsive operators to ensure they can effectively and safely control the vehicle while occupying the driver’s compart-
      ment.
   b. Physical examinations. Military personnel are required to undergo periodic medical examinations by qualified med-
      ical personnel according to AR 40–501 and (49 CFR 383.71). Results of physical examinations will be annotated in Section
      IV of the DA Form 348. Civilians who are required to obtain a CDL must meet the physical standards set forth in accordance
      with 49 CFR 391.41 through 49 CFR 391.49.
   c. Physical limitations.
      (1) Certain physical limitations may be compensated for or corrected so that they alone are not sufficient grounds to
      deny a standard license. Other limitations may restrict the individual to operation of specific vehicles or equipment under
      specific conditions; the DA Form 348 (Equipment Operator’s Qualification Record (Except Aircraft)) and OF 346 or DA
      Form 5984–E 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 person with physical limitations are the same as those
      of other licensed drivers and operators.
      (2) A driver applicant with any medical (pathological, psychological, or physiological) restrictions that would limit his
      or her ability to operate vehicles or equipment will report these restrictions to his or her commander or supervisor as soon
      as they are known. The commander or supervisor will verify this information with appropriate medical personnel. The
      restrictions will be annotated on the OF 346 or DA Form 5984–E and DA Form 348.
      (3) Persons who fail any portion of the medical examination will be evaluated by appropriate medical authorities to
      determine if they are physically or mentally qualified for driving. Such personnel may be qualified to drive if, in the opinion
      of the medical authorities, weaknesses may be corrected or compensated for with counseling or other corrective measures
      prior to licensing.
   d. Physical evaluation measures. Physical evaluation measures are a series of physical tests using a standard driver
      testing and training device to evaluate an applicant’s physical qualifications or limitations and to provide a basis for coun-
      seling and guidance by commanders or supervisors. This test will be conducted by qualified driver testing personnel prior
      to issuing a license (OF 346 or DA Form 5984–E) and upon renewal of permits (see appendix D for testing procedures).

3–4. Operator license inquiries
   a. The Department of Transportation (DOT) maintains the National Drivers Register at a central driver records facility
      that contains information on drivers whose civilian 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 OF 346 or DA Form 5984–E.
      Suspension and revocation information will not be provided to the DOT.
   b. Agencies that issue OFs 346 or DA Forms 5984–E will conduct a prompt, thorough inquiry whenever there is any
      reasonable doubt regarding the authenticity or validity of an individual’s state motor vehicle operator’s license, when the
      agency has reason to suspect a poor driving record, or when the applicant does not possess a valid state driver’s license.
      The licensing agency must conduct the inquiry prior to issuing or renewing the individual’s OF 346 or DA Form 5984–E.
      This applies to both military and civilian employees.
      (1) When an individual without a State license is awaiting issue of an OF 346 or DA Form 5984–E, and there is no
      reason to believe he or she has had a State license revoked or suspended, issuing agencies are permitted to issue the
      individual an OF 346 or DA Form 5984–E, and a limited permit for operation on the installation only while awaiting the
      inquiry results.
      (2) A driver who has had their State license revoked will have their OF 346 or DA Form 5984–E revoked as well, and
      may not be issued a new OF 346 or DA Form 5984–E during the period of revocation.
c. Upon completion of training, the operator must successfully complete a written examination for each piece of equipment and an operator performance test. Figure 3–1 provides an overview of operator selection, training, testing, and licensing.

**Figure 3–1. Operator selection, training, testing, and licensing procedures**

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**Chapter 4**

**Driver or Operator Training Program**

4–1. **Documentation**

a. Unless otherwise stated, the provisions of this chapter apply to both military and civilian (except contractor) operators of Government-owned or Government-leased vehicles and equipment.

b. All training for vehicles and equipment which require licensing under this regulation will be documented on a DA Form 348 prior to issuing an OF 346 or DA Form 5984–E (see app E and local policies for training topics). The unit will maintain a copy of the manual DA Form 348 and return the original form to the Soldier. Upon permanent change of station or expiration of term of service, Soldiers will receive the updated DA Form 348 as part of the individual Soldier’s outprocessing (see DA Pam 750–8 for more information on DA Form 348 use).

(1) A DA Form 348 provides a means for recording the complete history of an individual’s qualification and previous driving and equipment-operating experience. A DA Form 348 will be maintained by the unit on every individual who operates a vehicle or equipment owned or leased by the U.S. Army except for those personnel designated by the commander in paragraph 2–6. The individual’s DA Form 348 will be presented upon application for the renewal of an OF 346 or DA Form 5984–E. When the Soldier or Civilian executes a permanent change of station or leaves post permanently, the
Soldier or Civilian will take the original DA Form 348 and OF 346 or DA Form 5984–E with them to their next duty station.

(2) DA Form 348 and DA Form 348–1 (Equipment Operator’s Qualification Record (Except Aircraft)) are permanent records and will not be destroyed or reproduced. Reproductions of manual DA Form 348 or DA Form 348–1 are not authorized for official purposes. All manual entries will be in black ink or typed unless otherwise stated. Rubber stamps may be used providing they fit within the space or block. Erasures, correction fluid (white-out), and correction tape will not be used to make corrections. Ink or typed corrections will be made by drawing one line through the incorrect entry and reentering the correct entry on the next open line in that section.

(3) The logistics information system assigns equipment by model specific end item codes. When end item codes are not available, command unique codes UA–UZ and ZA–ZZ (DA Form 348 only) will be used. All qualifications entered for vehicles and/or equipment will be model specific (except for specialized training required by local command) and the words series, family, or below (for example, M113 Family, Generators 200 kilowatt and below, Bus 90 pass and below, Backhoe-all models) will not be used.

(4) A DA Form 348 will be initiated when the individual is first examined before issuing an OF 346 or DA Form 5984–E.

(5) The DA Form 348 will be reviewed annually for—
   (a) Safety awards.
   (b) Expiration of permits.
   (c) Accidents and moving traffic violations.
   (d) Remedial, required, or refresher training.
   (e) Reexamination.
   (f) License suspension.
   (g) The individual (designated by the commander) who conducts the review will sign and date in section III of the DA Form 348 if all required entries are present and correct. Procedures for incorrect or missing entries are covered below.

(6) When individuals are transferred or released from regular driver or operator duties, the designated records reviewer will ensure all required information has been accurately posted to the DA Form 348, to include the following:
   (a) Information on official qualifications.
   (b) Background and experience.
   (c) Examination findings.
   (d) Performance record.
   (e) Driver or operator awards.
   (f) All chargeable moving traffic violations while operating a military or privately owned vehicle.
   (g) Suspension or revocation of state or host nation driving privileges.
   (h) Accident history.

(7) When sections of the DA Form 348 are to be continued, a DA Form 348–1 will be initiated and attached to the original DA Form 348. DA Form 348–1 is prepared in the same manner as the DA Form 348.

(8) If a Soldier reports in from another unit with incorrect or illegible entries on his or her DA Form 348 and DA Form 348–1, the gaining unit will correct the entries as follows:
   (a) Verifiable entries. Some incomplete or illegible data may be verified by reviewing other documents or contacting the losing unit. For example, if section III states that the driver received winter driving training, but the entry is not dated or not initialed, the Soldier may have a training certificate to verify the date that he or she received the training. For these types of errors, the gaining unit may add the missing information or line through the illegible entry and rewrite the entry on the next line and initial next to the correction.
   (b) Non-verifiable entries. Incorrect, incomplete, or illegible information which cannot be verified will be lined through and initialed by the gaining unit. A Soldier will not receive credit for non-verifiable entries on the driving record. In order to receive credit, the Soldier must be retested or retrained.

4–2. Instructors
Skilled noncommissioned officers, experienced drivers or operators, and qualified maintenance personnel do not necessarily make good driving instructors without special training. Selecting the best instructors available to conduct “hands-on” performance oriented training is essential. See appendix F for an outline to assist in selecting instructors and examiners.
   a. Selecting instructors. All prospective instructors and assistant instructors must—
      (1) Be appointed in writing to train or instruct on an authorized type of vehicle or equipment.
      (2) Be licensed to operate the vehicle or equipment.
      (3) Have technical knowledge and experience as outlined in appendix F.
b. Instructor certification. Commanders will certify instructors in writing to ensure proper knowledge of subject material and teaching ability.

Note. When feasible, commanders are encouraged to have instructors TRADOC Instructor Training course certified.

c. Training materials. The instructors will use training materials and tools developed and/or approved by TRADOC. These tools include training circulars (TCs), computer-based training devices, simulators, and the other materials made available through the U.S. Army Transportation School drivers training Web site: http://www.transschool.lec.army.mil/adso/adsoindex.htm.

4–3. Qualification training
Qualification training will include sequential and progressive instruction in academic subjects and on driving. Operators will not participate in any hands-on vehicle or equipment training without a valid OF 346 or DA Form 5984–E (see chap 6, see also fig 3–1).

a. Accident avoidance training. All operators will take and passed the Accident Avoidance Course through the Army Learning Management System every 4 years.

b. Academics and driving. Appendix E provides requirements for commanders to use in designing training programs, to include incorporation of driving ranges, simulators, simulations, as well as classroom and hands-on training.

c. Qualification. Upon completion of training, the operator must successfully complete a written examination (sample examination provided at app E) and a driver performance test (see app G for wheeled vehicles). Refer to TC 21–306 for requirements for tracked vehicle training. Upon passing these tests, the student may be issued an OF 346 or DA Form 5984–E standard permit or limited permit according to chapter 6.

4–4. Sustainment training

a. Sustainment training is periodic driver training conducted to maintain a high level of driver skill proficiency and to prevent drivers from acquiring poor driving habits. Commanders will develop and implement a sustainment training program to be conducted at least annually (every 2 years for USAR and ARNG) for any driver with a valid OF 346 or DA Form 5984–E. Sustainment training should incorporate simulators, if available, especially for the performance of dangerous emergency procedures, or to replicate hazardous driving conditions.

b. Certified personnel will conduct an annual check ride (every 2 years for USAR and ARNG) for each driver to assess driving proficiency and identify weaknesses. Sustainment training will focus on individual weaknesses as well as other topics identified by the commander (that is, may be based on local seasonal conditions, mission, equipment, and so forth). If the first line supervisor is not licensed or is unable to perform the check ride, the commander or supervisor will ensure a qualified individual performs the check ride and assessment. Annual check rides will incorporate activities on dedicated ranges, test tracks, or simulators, if available, in order to check driver/operator proficiency in extreme or dangerous procedures or maneuvers and will be recorded on a DA Form 6125 (Road Test Score Sheet) for wheeled vehicles.

c. Completion of sustainment training will be annotated on DA Form 348, section III.

4–5. Remedial training
Commanders will establish a remedial training program for drivers or operators who have had driver at-fault accidents or traffic violations, misused equipment, or otherwise demonstrated a need for additional training on military vehicles or equipment. “Roadrageous” is an example of a course the Army Safety Center has acquired for training. This training will be directed towards identifying and correcting individual weaknesses and not as a form of punishment. Remedial training will be documented on DA Form 348, section III. Use of training aids, devices, simulators and simulations, (for example, driver’s simulators) is encouraged when and where available.

4–6. Tracked vehicles
See TC 21–306 for specific guidance on tracked vehicle operator training.

4–7. Mechanical or ground support equipment
Criteria for selecting, training, testing, and licensing mechanical or ground support equipment operators are contained in technical bulletin (TB) 600–1 and TB 600–2. For training and testing see the appropriate TM, TB, or operator’s manual for commercial off the shelf items.
4–8. Emergency vehicles
Emergency vehicles are defined in the glossary. Emergency vehicle operators must complete an emergency vehicle training program prior to assuming operator duties and every 3 years thereafter. This training will include instructions on the subjects outlined in appendix H and will be annotated on DA Form 348, section III, upon completion. Commanders will also include training on local, State, or host nation requirements as applicable. Appendix H provides information for obtaining training materials for an emergency vehicle training program.

4–9. Hazardous materials
a. Per 49 CFR, civilian vehicle operators transporting hazardous materials are required to have a hazardous materials endorsement to their CDLs (see appendix C).

b. Training in transporting hazardous materials will be consistent with 49 CFR 172 and this regulation. Military vehicle operators must meet the licensing requirements in paragraph 2–3 and must receive, as a minimum, introductory or familiarization training in the following areas:
   (1) Definition of hazardous materials.
   (2) Placarding requirements.
   (3) Handling (loading and unloading) hazardous materials.
   (4) Regulations and procedures pertaining to transporting hazardous materials.
   (5) Operation of emergency equipment, to include fire extinguishers.
   (6) Forms and records in appendix A, section III (includes accident reporting).
   (7) Blocking and bracing.
   (8) Emergency response procedures (for example, spillage).
   (9) Vehicle parking rules.
   (10) Route selection.
   (11) Host nation requirements (if applicable).
   (12) Risk assessment.
   (13) Accident reporting.
   (14) Security awareness training.

c. Commanders may obtain the following materials to assist in developing a training familiarization program for drivers and operators who may be exposed to hazardous materials during the operation of vehicles/equipment (for example, fuel, lubricants, and anti-freeze):
   (1) DA Pam 385–64.
   (3) DLAI 4145.11 available through normal publication channels.

   d. Unit instructors must be trained in accordance with the subjects in paragraph 4–9b (above), and must be certified in writing by the commander as qualified instructors for familiarization training on transporting hazardous materials.

4–10. Vehicle flight line operations
Refer to field manual (FM) 3–04.300 for special vehicle and driver requirements for ramp operations.

4–11. Drivers’ Badge award
Soldiers are eligible to receive a Drivers’ Badge award if they possess an OF 346 or DA Form 5984–E, issued as prescribed by regulation, and are assigned as a driver or assistant driver of an AMV for a minimum of 12 consecutive months, or have driven a minimum of 8,000 miles, without an adverse incident (traffic violation) or accident recorded on the Soldier’s DA Form 348.

Chapter 5
Testing

5–1. Location and functions
a. Driver testing stations or teams will be established at Army installations, State ARNG headquarters, USAR operational and functional commands and RSCs, and within organizations on a permanent, part-time, or temporary basis. Stations will be established as follows:
(1) At installations or organizations with 50 or more non-tactical vehicles, stations will be established in connection with or as part of transportation motor pools.

(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 department, or centralized facility that services all training departments requiring personnel to operate vehicles or equipment.

(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 or as part of the installation level transportation motor pool functions.

b. Commanders will ensure local requirements and situations are integrated into driver training and testing. Mobile testing teams may be desirable in some areas. Organizations and units operating away from the parent testing station may be granted authority (in writing) by the commander with testing authority, to test and qualify their own operators. In such cases, appropriate headquarters will make available necessary equipment, test materials, or qualified test supervisors.

c. The primary functions of driver testing stations will be to conduct driver tests and issue motor vehicle operator permits. This may include the related functions of—

(1) Operator interviews, counseling, and guidance.
(2) Recording, review, and evaluation of operator records.
(3) Security, issuance, and scoring of test materials.
(4) Preparation for and control over the use of testing devices, equipment, and routes.
(5) Preparation, authentication, renewal, and revocation of licenses (to include administering driver tests to civilian personnel) in accordance with OPM requirements.

d. Each issuing authority will maintain a ledger of all permits issued. The ledger will be organized by date sequence and will include date of issue, expiration date, permit number, name of the licensee, type of equipment qualified to operate, and a remarks block. The ledger will be maintained on a calendar year basis and will identify personnel qualifications and individual license currency on vehicles and equipment. Automated versions of the ledger are authorized as long as they include all data fields listed above. End item codes and equipment class codes (UA–UZ & ZA–ZZ) may be used to identify the type of equipment qualified; however, if class codes are utilized an updated copy of the unit end item codes and equipment class codes must be attached to the ledger.

e. 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) he or she appears to be incapable of continuing as a safe and competent vehicle or equipment operator. The issuing authority may revoke an operator’s OF 346 or DA Form 5984–E based on the recommendations of safety or medical personnel.

f. Training and education programs designed to establish and reinforce safe operating habits and positive attitudes toward driving are required for motor vehicle licensing and apply to all operators. Minimum training requirements are contained in chapter 4 for vehicles and chapter 7 for other equipment. ACOM and USAR operational and functional commanders along with RSCs may establish more stringent training programs. Commanders and trainers are encouraged to use innovative techniques and venues for training to include the use of dedicated driving ranges, advanced skill training and vehicle simulators.

5–2. Facilities
The testing station will provide facilities in accordance with AR 611–5, plus necessary training media and clinical demonstrations.

5–3. Examiners
a. The effectiveness of the motor vehicle driver testing and licensing program depends upon the qualifications of the examiners.

b. Each examiner will be—

(1) A reliable, responsible individual who possesses knowledge of test administration.
(2) Qualified in proper driving techniques.
(3) Licensed and qualified on any vehicle or equipment on which he or she will conduct driver testing.
(4) Appointed, in writing, by the commander.

c. Road test examiners must be qualified on and licensed to operate each type of equipment on which they test operators.

d. At those stations processing OPM driver applicants, examiners must also be qualified as OPM examiners; this will simplify the processing of OPM applicants for employment as DA drivers.
5–4. Test administration
   a. Specific procedures for administering the driver’s performance test and physical evaluation measures are contained in appendices G and D, respectively. General testing conditions prescribed in AR 611–5 apply to the administration of motor vehicle driver selection tests. A copy of DA Form 6125 (Road Test Score Sheet) to be used in administering the road test is available in electronic format.
   b. Test materials, including booklets, answer sheets, scoring keys, and manuals required to administer motor vehicle driver selection tests will be secured according to AR 611–5.
   c. The consistency of test evaluations by road test examiners assigned to a station must be checked periodically by having different examiners simultaneously rate the same driver applicant. Afterward, the ratings must 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 on which they test operators.

Chapter 6
Licenses

6–1. Control of issuance
   a. The issuance of vehicle driver and equipment operator permits will be controlled at the battalion or higher level of command. The issuing authority is the driver testing station, unit, or activity that has been granted authority, in writing, to test and qualify drivers and operators. The issuing official is the commanding officer or representative authorized in writing by the commanding officer. Facsimile signatures are authorized per AR 25–50. Permit ledgers will be maintained according to paragraph 5–1d, above.
   b. The qualifying official is the examiner, who is a person designated in writing by the commanding officer to conduct driver testing and to verify driver performance qualification. This person must be licensed and qualified on any vehicle or equipment on which he or she will conduct driver testing. The qualifying official’s signature on the OF 346 verifies that the proper training has been accurately annotated on the individual’s DA Form 348 and that the individual has been qualified on the equipment through written and performance testing.
   c. The OF 346 will be stamped or marked legibly on the front with the words, “ARMY STANDARD,” “ARMY LEARNER,” “ARMY INCIDENTAL,” or “ARMY LIMITED,” to denote the type of permit issued. This stamp will be placed over the title of the form so that it does not interfere with the information contained in the blocks. The information can be typed or written, but must be in black ink. Codes used on the OF 346 are the same as those used for DA Form 348.

6–2. Standard permits
   a. The OF 346 or DA Form 5984–E standard permit applies to all vehicle drivers or equipment operators. The words “Army Standard” will be placed over the title of the form so that it does not interfere with the information contained in the blocks. The information can be typed or written, but must be in black ink.
   b. The standard permit expires—
      (1) For Active Army, USAR, ARNG, and Army civilian personnel on the same date the individual’s State driver’s license expires, or 5 years from issue date whichever is sooner.
      (2) For foreign and local nationals and allied army members, 4 years (or less if applicable) from date of issue.
   c. An operator will retain their manual DA Form 348 upon transfer to a new assignment. The operators’ losing unit command will also provide the operator a printed or electronic copy of their total miles driven while assigned to that unit. The gaining commanders may give a diagnostic operator performance test to any or all reassigned or visiting personnel to include Reservists and National Guard members to identify a need for any additional training or retraining. This diagnostic performance test must take place before a qualified person (who possesses a DA Form 348) is placed in any additional driver or operator skill training courses. Annotate any additional training or retraining on the DA Form 348.
   d. All newly assigned or visiting drivers or equipment operators will be instructed in local regulations and operating procedures before operating vehicles or equipment.
   e. Military personnel, upon separation from the military service, may retain their OF 346 provided the words, “NOT VALID, SEPARATED FROM SERVICE,” are overstamped or otherwise legibly marked on the front and back of the form. Military personnel transferring from active service to active Reserve status may retain their valid OF 346.

6–3. Expert driver or master operator permits
Army vehicle drivers or operators of special mechanical equipment (construction and materiel handling) who have exceptional driving or operating performance and safety records are eligible for safety awards under appropriate provisions of
AR 385–10 and may have “ARMY EXPERT” stamped on their permits and annotated on DA Form 348 in recognition of merit. Non-vehicular equipment operators may have “Master Operator” stamped on their permits.

6–4. Restricted permits

These permits may be issued in a limited number of instances for specifically stated purposes. A special purpose permit will consist of an OF 346 or DA Form 5984–E conspicuously stamped with the appropriate designation. Such permits will be issued only when necessary to meet requirements and, except for expert driver or operator permits, will not be issued instead of standard permits when the latter would otherwise apply.

a. Learner permits.

(1) Learner permits will be issued to persons undergoing a course of vehicle driver or equipment operator training. Prior to being issued an OF 346 or DA Form 5984–E, individuals must pass all physical evaluation measures listed in appendix D and successfully complete introductory classroom training. At minimum this training will consist of—

(a) Vehicle or equipment orientation.

(b) Safety briefing, to include the importance of driver attitude.

(c) Vehicle characteristics and associated hazards.

(d) Familiarization with local laws and road conditions.

(2) The words “ARMY LEARNER” will be placed over the title of the form so that it does not interfere with the information contained in the blocks. The information can be typed or written, but must be in black ink.

(3) Learner permits become invalid and must be surrendered upon completion of the course, or after 90 days for active duty personnel and DA Civilians, whichever comes first.

(4) Learner permits for USAR and ARNG will remain valid as long as the individual is assigned to the unit and is participating in an active driver training program.

(5) Learner permits are valid only during regular training periods (for the period as stated above) and only under the following conditions:

(a) A qualified driver, equipment instructor, or examiner accompanies the trainee in the vehicle or on the equipment.

(b) The vehicle or equipment is operated within a controlled driving range (no other vehicular traffic) or training area under the supervision of a licensed driver or operator.

b. Incidental driver permits. Military and civilian personnel, who must operate vehicles or equipment for short periods of time, such as for major training exercises, maneuvers, or major emergencies, will be issued an OF 346 with the words “ARMY INCIDENTAL” placed over the title of the form so that it does not interfere with the information contained in the blocks. The information can be typed or written, but must be in black ink. An applicant for an incidental permit must—

(1) Possess a certificate signed by an authorizing individual (commander or supervisor) stating that occasional vehicle driving or equipment operation is necessary to perform official duties.

(2) Satisfactorily pass the vehicle driver or equipment operator written and performance tests on the type of vehicle or equipment for which the license is required.

Note. Except for emergency vehicles, the road test is not required for non-tactical vehicles with a GVWR of 10,000 lbs or less, provided the individual has a valid state or host nation driver’s license.

(3) The expiration date of the incidental permit will be the date of the 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 restrictions on the use of incidental permits are authorized when the privilege has been abused.

c. Limited permits.

(1) Limited vehicle driver or equipment operator permits will be issued only to otherwise qualified drivers or operators who, because 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 issued only when necessary. They make limited use of otherwise qualified individuals whose status or condition precludes issuance of a standard 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 for the sole reason that they are 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) The expiration date for Army limited permits will not exceed 1 year from the date of issue.

(4) The OF 346 or DA Form 5984–E will be stamped or legibly marked with the words “Army Limited” placed over the title of the form so that it does not interfere with the information contained in the blocks. The information can be typed
or written, but must be in black ink and, in each case, the specific limitation will be stated. Sample remarks for limited permits include—
   (a) “Valid only under guard.”
   (b) “Limited to post or installation.”

6–5. Special operations within the confines of the port facility
   a. This paragraph applies to operations within the physical confines of the port facility and does not supersede the requirements outlined in 29 CFR 1917, relating to longshoring activities nor does it preclude the requirement for hazardous material training.
   (1) The Surface Deployment and Distribution Command (SDDC) battalions in charge of port operations will verify all personnel loading or discharging equipment, to include longshoreman, at a minimum, are trained in the following areas prior to operating equipment:
      (a) Basic hand and arm signals.
      (b) Emergency stopping procedures.
      (c) Start-up and shutdown procedures.
      (d) Location of controls.
      (e) Demonstration of vehicle blind spots.
      (f) Preventive maintenance checks and services.
   (2) Deploying ACOMS will assist the SDDC in providing qualified instructors to train those personnel that need this training.
   (3) The SDDC battalion in charge of the port will maintain the names and dates of those that have received the training and will conduct sustainment training every 2 years.
   (4) Contract operators must hold a valid medical certificate and State driver’s license in accordance with 49 CFR 391.41 through 49 CFR 391.49 before they receive training on any Government-owned equipment.
   (5) DOD military and civilian personnel will be properly trained and licensed in accordance with this regulation prior to operating equipment. Exception: In extreme circumstances, when there is an uncommon or newly-fielded piece of equipment for loading or discharge and no one is specifically licensed to operate it, the commander of the SDDC battalion in charge of the port can waive this requirement provided—
      (a) A thorough risk assessment is completed and they have considered military and like equipment operator experience. While it may not specify the equipment the individual is going to operate, DOD personnel should have a valid operator’s permit (OF 346 or DA Form 5984–E) on hand before receiving any training specific to port operations.
      (b) Required training for the specified equipment is received prior to operating the equipment.
      b. Paragraph a, above only pertains to equipment that is loaded or discharged from ships or other transportation and does not apply to any material handling equipment used to assist in loading or discharging. DOD military, civilian and contract personnel who operate Government-owned material handling equipment or powered industrial vehicles within port facilities will require the standard qualifications and training outlined in chapters two and four of this regulation, as applicable.

6–6. Renewals, suspensions, and revocations
   a. Operator permits may be renewed up to 90 days before the expiration date. For those individuals who possess a valid State license as well as an OF 346 or DA Form 5984–E, (military personnel operating off-post and DA Civilians at a minimum), the OF 346 or DA Form 5984–E will not be renewed if state license has been revoked.
   b. A performance test will be given whenever a licensed driver needs to qualify on an additional type of vehicle or equipment. DA Form 348 and OF 346 or DA Form 5984–E will be updated whenever a licensed operator has qualified on an additional vehicle or piece of equipment.
   c. Renewals will be issued after examination of DA Form 348 and medical profiles, administration of prescribed physical evaluation measures, and the operator performance test. Rather than performance testing an individual on every type of vehicle or equipment, a qualified examiner may test the operator on the largest or most complex vehicle or piece of equipment for which his or her license is to be renewed. In cases where all skills and knowledge cannot be evaluated by testing on one type of vehicle or equipment, additional performance testing is required. For example, if the individual is tested on a tractor-semitrailer with an automatic transmission, additional testing is required to renew the license for a cargo truck with a manual transmission. The tester could not evaluate the driver’s skills and knowledge on a manual transmission with the tractor-semitrailer performance test. Renewals may be denied on the basis of accident records, traffic violations, and recommendations of medical officers or supervisors.
   d. Army garrison commanders, senior commanders, brigade, battalion and company commanders, as delegated, State adjutants general, USAR operational and functional commanders along with RSCs, or designated representatives with
license issuing authority will revoke military driver’s licenses or permits when an individual’s state or host nation driver’s license is revoked.

   e. Interim Driving Restrictions. Military and civilian personnel will not be authorized to operate any motor vehicle on-base, or any Government vehicle on- or off-base, during—
   (1) Periods of suspension or revocation of an operator’s license by any State or host nation.
   (2) Periods while base-driving privileges are suspended or revoked for driving under the influence of alcohol or other drugs, or for other traffic violations that constitute a “moving violation” as defined by applicable Federal, State, local, installation, or host-nation traffic codes.

6–7. Replacement of permits
Issuance of duplicate permits to replace those lost or stolen is authorized. The qualifying official must verify the individual’s DA Form 348 before a duplicate permit can be issued without examination. Duplicate permits will be stamped or marked on the face with the word “Duplicate” and will be signed by the qualifying official and issuing official.

6–8. Strikeovers, erasures, and alterations
Strikeovers, erasures, use of correction fluid or tape, obscuring, or otherwise making an OF 346 or DA Form 5984–E entry illegible are not permitted except for the first five digits of SSN. Commanders may authorize lamination of the OF 346 or DA Form 5984–E, but other alterations will void the permit. If parts 1 and 2 are separated, this will not void the OF 346 or DA Form 5984–E as long as both parts are available and have the same card number. Entries will be substantiated by the individual’s DA Form 348 before authentication and issue.

Chapter 7
Mechanical or Ground Support Equipment

7–1. Qualifications to operate
All military personnel and DA Civilians must have an OF 346 or DA Form 5984–E and demonstrate their proficiency in order to operate the following mechanical or ground support equipment:
   (1) Electrical power generating equipment, 0.5 kilowatts and above (for example, electric motor driven, diesel engine driven, gasoline engine driven, and gas turbine driven sets).
   (2) Gas generating equipment, all sizes and capacities (for example, 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) Materiel or cargo handling equipment (including attachments), all sizes and capacities (for example, forklift trucks, warehouse tractors and cranes, straddle trucks, and flight line tugs).
   (6) Railroad equipment, all sizes and capacities (for example, locomotive, locomotive cranes, and motor cars).
   (7) Bridging equipment, all bridge erection boats, mobile assault float bridge or ferry transporters, and outboard motors.
   (8) Self-propelled amphibious equipment, all sizes and capacities.
   (9) Construction equipment or off-road equipment, all sizes and capacities (including but not limited to tractors, wheeled or tracked; cranes, wheeled or tracked; front loaders; small emplacement excavators; 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 (for example, air conditioning and refrigeration units powered by liquid fuel engines, space duct-type heaters using liquid fuel, and steam cleaning equipment).
   (11) Pumping equipment; all pumps 50 gallons per minute 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 or other explosive detecting equipment, all portable, hand held, or truck mounted models (including but not limited to AN/PSS–12 and AN/PSS–14).
   (14) Utility element (power plant) used with the medical unit, self-contained, transportable hospital elements, all makes and models.
   (15) Any equipment determined by the local commander or higher authority to warrant licensing (for example, powered lawn mowers, agricultural machinery, food preparation equipment, field ranges, immersion heaters, laundry equipment, and snowmobiles).
7–2. Procedures
   a. Equipment operator testing and licensing procedures for self-propelled equipment will conform to this regulation. Additional procedures for materiel-handling equipment are contained in TB 600–2. Physical evaluation measures and operator performance tests will be used.
   b. Equipment operator testing and licensing procedures for non-self-propelled equipment will conform to the requirements contained in TB 600–1 and TB 600–2.
   c. Applicants will be required to satisfactorily demonstrate their proficiency in operating each piece of equipment for which they are to be licensed.
   d. Qualification on non-self-propelled equipment will be entered on DA Form 348, section I and training will be entered in section III.

Chapter 8
Night Vision Devices

8–1. Standardized training, testing, and licensing
This chapter provides commanders with standardized training, testing, and licensing requirements for use of night vision devices (NVDs) by motor vehicle operators. NVDs include image intensification and thermal imaging devices (less weapon sights).

8–2. Training strategy
   a. Commanders will manage NVD training programs according to this regulation and other applicable publications (see para 8–3 to determine what type of night training program best supports the unit mission).
   b. Commanders will establish speed limitations for all modes of driving with NVDs. In addition, commanders at all levels must understand the devices’ limitations to conduct effective risk assessments for NVD training (see TC 21–305–20, TC 21–305–2, and TM 11–5855–311–12&P–2 for technical information on NVDs to assist in making these important decisions and assessments).
   c. The ability to drive with NVDs is a highly perishable skill. Proficiency can be developed and maintained only through continuous hands-on training. Units will conduct qualification and refresher training per guidance in paragraphs 8–5 and 8–6.

8–3. Training materials
The following are useful training materials:
   a. TC 21–305–20: night vision goggle (NVG) driving techniques and procedures, mission planning, safety factors, training programs, and guidance on unit standard operating procedures for wheeled vehicle, motorcycle, and all-terrain vehicle operators.
   b. TC 21–305–2: NVG lesson plans, training calendar, written exam, eye charts, and paper transparencies.
   c. TC 21–306: Procedures for the tracked vehicle operator.
   d. Technical manuals (TMs) pertaining to specific types of NVDs provide maintenance and operator instructions.

8–4. Night vision device instructors
   a. Instructor training for wheeled and tracked vehicles will comply with TC 21–305–2 and the guidelines in this chapter for qualification and refresher training.
   b. Instructors must be NVD qualified and licensed on the vehicles on which training is conducted, and must be designated in writing by the commander as certified NVD instructors.
   c. Instructors will implement the commander’s program, conduct qualification and refresher training, administer road tests, and keep the commander informed on the overall status of the unit’s NVD profile.
   d. Instructors will document qualification and refresher training on the individual’s DA Form 348, section III, and annotate on the OF 346 or DA Form 5984–E and DA Form 348, section I, the specific type of NVD on which the individual is qualified.
   e. Vehicle simulators which include NVGs or NVDs may be employed to enhance training.

8–5. Qualification training
Qualification training will include sequential instruction in both academic and night driving tasks. A qualified NVD instructor must supervise all instruction.
a. **Night vision device academics.** During NVD qualification, the operator will receive instruction in academic subjects (see appendix I) and must pass a written examination (see TC 21–305–2).

b. **Night vision device driver training.** The operator will receive hands-on instruction in order to demonstrate proficiency while driving with the use of NVDs (see app I for task list). An NVD-equipped instructor will be in the vehicle during night driver training.

c. **Qualification requirements.** To be qualified and licensed on NVDs, motor vehicle operators must—
   1. Be licensed and current on the vehicle in which they will receive NVD training.
   2. Complete the academic and driving requirements outlined in “a” and “b” above.
   3. Successfully complete an NVD driver performance test given by an NVD instructor.

d. **Night vision device performance tests.** The testing of one vehicle utilizing NVDs will not qualify an individual for all other vehicles. A performance test will be conducted for each model of vehicle/equipment to be driven by the operator.

8–6. **Refresher training**

Refresher training will be conducted for motor vehicle operators who have not participated in an NVD driving mission in the past six months (USAR and ARNG: 12 months) to maintain or regain proficiency. Minimum requirements for NVD refresher training are—

a. Demonstrate proficiency in all qualification training tasks identified in appendix I.

b. Successfully complete an NVD driver performance test given by an NVD instructor.
Appendix A

References

Section I

Required Publications

AR 385–10
The Army Safety Program (Cited in para 2–1a.)

AR 611–5
Personnel and Classification Testing (Cited in para 5–2.)

FM 3–04.300
Airfield and Flight Operations Procedures (Cited in para 4–10.)

TB 600–1
Procedures for Selection, Training, Testing and Qualifying Operators of Equipment/Systems, Excluding Selected Watercraft and Aircraft,Managed/Supported by U.S. Army Troop Support and Aviation Materiel Readiness Command (Cited in para 4–7.)

TB 600–2

TC 21–305–2
Training Program for Night Vision Goggle Driving Operations (Cited in para 8–2b.)

TC 21–305–20
Manual for the Wheeled Vehicle Operator (Cited in para 4–9c(4).)

TC 21–306
Tracked Combat Vehicle Driver Training. (Cited in para 4–3c.)

TM 11–5855–311–12 & P–2
Operator’s and Unit Maintenance Manual (Including Repair Parts and Special Tools List) For Driver’s Vision Enhancer (DVE) (Cited in para 8–2b.)

Section II

Related Publications


AR 11–2
Managers’ Internal Control Program

AR 25–30
Army Publishing Program

AR 25–50
Preparing and Managing Correspondence

AR 40–501
Standards of Medical Fitness

AR 58–1
Management, Acquisition, and Use of Motor Vehicles

AR 190–5
Motor Vehicle Traffic Supervision

AR 200–1
Environmental Protection and Enhancement

AR 700–141
Hazardous Materials Information Resource System

AR 700–143
Packaging of Hazardous Material

AR 710–2
Supply Policy Below the National Level

AR 750–10
Army Modification Program

ATP 4–11
Army Motor Transport Operations

DA Pam 385–64
Ammunition and Explosives Safety Standards

DA Pam 750–8
The Army Maintenance Management System (TAMMS) Users Manual

NFPA 30
Flammable and Combustible Liquids Code

29 CFR 1910.101
Compressed Gases (General Requirements)

29 CFR 1910.102
Acetylene

29 CFR 1910.103
Hydrogen

29 CFR 1910.104
Oxygen

29 CFR 1910.105
Nitrous Oxide

29 CFR 1910.106
Flammable Liquids

29 CFR 1910.107
Spray Finishing Using Flammable and Combustible Materials

29 CFR 1910.109
Explosives and Blasting Agents

29 CFR 1910.110
Storage and Handling of Liquefied Petroleum Gases

29 CFR 1910.111
Storage and Handling of Anhydrous Ammonia

29 CFR 1910.119
Process Safety Management of Highly Hazardous Chemicals

29 CFR 1910.120
Hazardous Waste Operations and Emergency Response

29 CFR 1910.123
Dipping and Coating Operations: Coverage and Definitions

29 CFR 1910.124
General Requirements for Dipping and Coating Operations
29 CFR 1910.125
Additional Requirements for Dipping and Coating Operations That Use Flammable Liquids or Liquids with Flashpoints Greater Than 199.4 F (93 C)

29 CFR 1910.126
Additional Requirements for Special Dipping and Coating Operations

29 CFR 1910.1200
Hazard Communication

29 CFR 1917
Marine Terminals

40 CFR
Protection of Environment

49 CFR 171
General Information, Regulations, and Definitions

49 CFR 172

49 CFR 383
Commercial Driver’s License Standards; Requirements and Penalties

49 CFR 383.121
Requirements for Hazardous Materials Endorsement

49 CFR 391.41
Physical Qualifications for Drivers

49 CFR 391.42
Schedule for Use of Medical Examiners Listed on the National Registry of Certified Medical Examiners

49 CFR 391.43
Medical Examination; Certificate of Physical Examination

49 CFR 391.45
Persons Who Must be Medically Examined and Certified

49 CFR 391.47
Resolution of Conflicts of Medical Evaluation

49 CFR 391.49
Alternative Physical Qualification Standards for the Loss or Impairment of Limbs

(Available at http://www.fmcsa.dot.gov/registration-licensing/cdl/cdl.htm.)

DLAI 4145.11
Storage and Handling of Hazardous Materials

DOD 4500.36–R
Management, Acquisition, and Use of Motor Vehicles

DODI 6055.04
DOD Traffic Safety Program

FM 21–60
Visual Signals

SB 700–20
Army Adopted/Other Items Selected for Authorization/List of Reportable Items

TC 7–31
Mine Resistant Ambush Protected (MRAP) Family of Vehicles Driver Training
Section III

Prescribed Forms

Unless otherwise indicated, DA Forms are available on the Army Publishing Directorate Web site (http://www.apd.army.mil) and OFs are available on the GSA Web site (http://www.gsa.gov/portal/forms/type/op).

DA Form 348
Equipment Operator’s Qualification Record (Except Aircraft) (Prescribed in para 1–4g(1)(c).)

DA Form 348–1
Equipment Operator’s Qualification Record (Except Aircraft) (Prescribed in para 4–1h(2).)

DA Form 6125
Road Test Score Sheet (Prescribed in para 4–4b.)

OF 346
U.S. Government Motor Vehicle Operator’s Identification Card (Federal agencies can place an order for this form at https://www.gsaglobalsupply.gsa.gov or https://www.gsaadvantage.gov with either a Government purchase card or AAC (Activity Address Code). The Stock Number is 7540–00–634–3999.) Government contractors will need to have their Government department, agency, or office sponsor their request before placing an order. (See para 1–4g(1).)

Section IV

Referenced Forms

Unless otherwise indicated, DA Forms are available on the Army Publishing Directorate Web site (http://www.apd.army.mil) and DD Forms are available from the OSD Web site (http://www.dtic.mil/whs/directives/infomgt/forms/). SFs are available on the GSA Web site (http://www.gsa.gov/portal/forms/type/sf).

DA Form 11–2
Internal Control Evaluation Certification

DA Form 67–10–1A
Officer Evaluation Report Support Form

DA Form 2028
Recommended Changes to Publications and Blank Forms

DA Form 2166–9–1A
NCO Evaluation Report Support Form

DA Form 2404
Equipment Inspection and Maintenance Worksheet

DA Form 2408–14
Uncorrected Fault Record

DA Form 4037
Officer Record Brief (Stocked and issued through the Commander, USAISC – ARPERCEN)

DA Form 5984–E
Operator’s Permit Record (Generated electronically through SAMS–I/IE)

DA Form 5987–E
Motor Equipment Dispatch (Generated electronically through SAMS–I/IE)

DA Form 5988–E
Equipment Maintenance and Inspection Worksheet

DD Form 518
Accident-Identification Card
Appendix B

Interviews

B–1. Interview factors to consider
When a commander needs to select an individual to be a driver, or when the number of Soldiers available for training exceeds the number needed, an interview can be used to select personnel. Factors to consider are: personnel over 25 years of age are usually more mature than younger people; driving experience of 1 year or more during which the applicant has driven 4,000 accident free miles will usually indicate good judgment and coordination.

B–2. Using DA Form 348
The interview should be informal and the person must understand its purpose. The interview will be conducted in writing and the information recorded. Information from the interview may be entered on the DA Form 348 should read: Commander’s Interview in accordance with paragraph 3–2 of this regulation and the date of the interview. Inform the individual of the Privacy Act provisions.

B–3. Suggested interview questions
The interview may be opened with remarks such as the following, “You are going to be asked a number of questions about yourself and your driving experience. Answers dealing with your record of accidents and violations may be checked against official records. Your answers will be used to help place you in work for which you are best suited.” The following questions are suggested for use in the interview:

a. How old are you?
b. How many years of schooling have you completed?
c. Do you have a valid State operator’s permit?
d. Have you had any previous driving experience?
e. What type of vehicles have you driven?
f. Have you ever driven a manual shift vehicle?
g. How much experience have you had driving a passenger car?
h. Approximately how many miles have you driven during the past 12 months?
i. How much experience have you had driving a truck of 2.5 ton capacity or greater?
j. Have you ever driven a front-wheel drive vehicle? Have you ever driven a four-wheel drive vehicle?
k. Have you ever driven a tractor-trailer combination?
l. How many accidents have you had in which someone was injured or in which the property damage exceeded $2,000?
m. Explain who was at fault and how, in your opinion, the accident could have been avoided.
n. How many times have you been cited for a traffic violation? Describe each of these incidents.
o. How do you account for your good or poor driving record?
p. What do you think is the major cause of traffic accidents?
q. What do you think should be done to reduce the number of traffic accidents?
r. Have you had any experience as an automobile mechanic or in related work?
s. Have you any personal objections to becoming a military motor vehicle operator? (If so explain.)
t. Do you think you would make a good military driver? Why?
u. Do you wear corrective lenses or do you have any problems with your eyes?
v. Do you have any hearing problems?
w. Have you ever been involved in a drug or alcohol offense?
x. Do you know of any physical defects that might affect you as a driver?
y. Are you taking any medications which may affect or impair your ability to drive?
Appendix C

The Army Wheeled Vehicle Fleet Classification System

C–1. Classification system categories
The Army Wheeled Vehicle Fleet Classification System categorizes Army tactical wheeled vehicles using the CDL structure as classes A, B, or C, with vehicles outside of that system specifically identified as class D. Table C–1 contains a list of all Army wheeled vehicles by model or types which fall into each of the respective classes discussed below.

C–2. Certain driving circumstances may require a commercial driver’s license
A DA Civilian or DOD affiliated contractor operating a class D vehicle exclusively on post normally does not require a CDL. However, when these vehicles are used to haul hazardous materials or to transport 16 or more passengers (including the driver) off the installation, they are automatically classified as class C vehicles and the driver requires a CDL. A cargo truck is normally a class D vehicle, but under some circumstances is classified as a class C vehicle, and the driver must have a class C CDL with the required endorsements. Examples of this are—
   a. When it is used to transport passengers.
   b. When it is used to transport ammunition in quantities that require placarding.
   c. When a tank and pump unit is mounted in the cargo bed.

C–3. There are four basic classes of wheeled vehicles
   a. Class A. Any combination of vehicles with a gross combination weight rating of 26,001 or more pounds provided the GVWR of the vehicle or vehicle being towed exceeds 10,000 pounds.
   b. Class B. Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.
   c. Class C. Any single vehicle, or combination of vehicles, that meets neither the definition of class A or class B as defined above, but is either designed to transport 16 or more passengers including the driver, or is used to transport hazardous materials or waste in any amount, regardless of class, must have a hazardous material endorsement.
   d. Class D. Those vehicles outside of the current CDL classification system (all others). Certain endorsements and restrictions apply, as discussed below.

C–4. Three kinds of endorsements that may be required
There are three kinds of endorsements that may be required; these depend on the type of equipment being driven or the type of cargo transported.
   a. Tank vehicles. Drivers of vehicles used to haul liquids in bulk must have specialized knowledge and skills to drive safely. Liquids in bulk cause driving control problems because the cargo is heavy, shifts, and has a high center of gravity. These drivers must obtain tanker endorsements to their licenses showing they have passed a written examination and a performance test on the special problems posed by large volume liquid cargo.
   b. Passengers. Any driver operating a vehicle designed to transport 16 or more passengers, including the driver, must have a passenger endorsement. He or she must pass a written examination on special safety considerations when transporting passengers. An applicant for a license to drive a bus in any category must have this endorsement.
   c. Hazardous materials. Any driver hauling hazardous material or waste in amounts requiring placards, regardless of the vehicle class, must have a hazardous material endorsement. The endorsement will state: Hazardous materials training must be in accordance with this regulation. Personnel must pass a written examination on how to recognize, handle, and transport hazardous materials.

C–5. Two restrictions in the classification scheme
There are two restrictions in the classification scheme; these reflect the type of braking and transmission systems on the vehicle being driven.
   a. Air brakes. Most drivers of heavy vehicles will have trucks or buses equipped with air brakes. These drivers must pass a written examination dealing with the operation and critical parts of air brake systems. All class A vehicles and most class B vehicles have air brakes. Drivers of vehicles without air brakes (or those who do not pass the air brakes test or test on a vehicle without air brakes) will have a restriction placed on the CDL showing that they are not qualified to operate a vehicle with air brakes.
   b. Manual transmission. Some class A and B vehicles have manual transmissions. However, most class A and B vehicles have automatic or semiautomatic transmissions. Driving a heavy motor vehicle with a manual transmission requires more knowledge and skill than driving vehicles with automatic transmissions. Therefore, any applicant who takes the CDL
performance test in a vehicle with an automatic transmission will have a restriction placed on the license showing that he or she is not qualified to operate vehicles with manual transmissions.

Table C–1  
The Army Wheeled Vehicle Fleet Classification System (M series only)

<table>
<thead>
<tr>
<th>FAMILY/MODEL</th>
<th>NOMENCLATURE</th>
<th>BRAKES</th>
<th>TRANSMISSION</th>
<th>RESTRICTION</th>
<th>CLASS</th>
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Table C–1
The Army Wheeled Vehicle Fleet Classification System (M series only)—Continued

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| HEMTT/M984A4 | TRK Wrecker:  
Tactical 8X8  
HVY Expanded  
Mobility W/Winch | AIR | AUTO | - | A |
| HEMTT/M985   | TRK Cargo:  
Tactical 8X8  
HVY Expanded  
Mobility W/MED  
Crane | AIR | AUTO | - | B |
| HEMTT/M985E1 | TRK Cargo:  
8X8 57000 GVW  
High Mobility | AIR | AUTO | - | B |
| HEMTT/M985A2 | TRK Cargo:  
8X8 57000 GVW  
High Mobility | AIR | AUTO | - | B |
| HEMTT/M985E2 | TRK Cargo:  
8X8 57000 GVW  
High Mobility | AIR | AUTO | - | B |
| HEMTT/M985A4 | TRK Cargo:  
8X8 57000 GVW  
High Mobility  
LTAS +IMPR PERF | AIR | AUTO | - | B |
| HEMTT/M1120A2 | TRK Cargo:  
Tactical 8X8  
HVY Expanded  
Mobility W/LHS | AIR | AUTO | - | A |
| HEMTT/M1120A4 | TRK Cargo:  
Tactical 8X8 HVY  
Expanded Mobility W/  
LHS LTAS +IMPR PERF | AIR | AUTO | - | A |
| HEMTT/M1142  | TRK: Tactical  
Firefighting  
8X8 HVY EXP MOV | AIR | AUTO | - | A |
| HEMTT/XM1158 | TRK: HEMTT  
Based Water  
Tender | AIR | AUTO | - | A |
| HEMTT/M1977A2 | Transporter  
Common Bridge | AIR | AUTO | - | A |
| PLS/M1075    | TRK Cargo:  
HVY PLS  
Transporter  
15–16.5 ton 10X10 | AIR | AUTO | - | A |
| PLS/M1075A1  | TRK, Cargo:  
HVY PLS  
Transporter  
15–16.5 ton 10X10  
LTAS +IMPR PERF | AIR | AUTO | - | A |
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**Legend**
- ARMD – armored
- ARMT – armament
- ASV – armored security vehicle
- ATGM – anti tank guided missile
- ATV – all terrain vehicle
- AUTO - automatic
- BAE – battlefield area evaluation
- CAT – category
- CS – counter strike
- CV – command vehicle
- CUCV – commercial UTIL cargo vehicle
- ECV – expanded capacity vehicle
- ENG – engineer
- FP – force protection
- FSV – fire support vehicle
- GVM – gross vehicle mass
- GVW – gross vehicle weight
- HEMTT – heavy expanded mobility tactical TRK
- HET – heavy equipment transporter
- HMMWV – high mobility multi-purpose wheeled vehicle
- HVY – heavy
- HYD – hydraulic
- IAV – interim armored vehicle
- ICV – infantry carrier vehicle
- IAP – integrated armor package
- JERRV – Joint EOD rapid response vehicle
- LET – light equipment transport
- LMTV – light medium tactical vehicle
- LWB – long wheel base
- MAN – manual
- MAXXPRO – maximum protection
- MGS – mobile gun system
- MRAP – mine resistant ambush protected
- MTV – medium tactical vehicle
PLS – palletized load system
RCV/FPI – remote control vehicle/field presence indicator
TRAC – tractor
TRK – truck
TVS – towed vehicle system
UTIL – utility
UP ARM – up armor
W/E – with equipment
W/W – with winch
Appendix D
Physical Evaluation Measures

D–1. Evaluation objectives
Physical evaluation measures will ensure that all operators of motor vehicles possess at least minimum physical requirements for safe driving. In addition, they are intended for diagnostic, guidance, and counseling purposes.

D–2. Equipment
The driver testing and training device (national stock number 6930–00–526–3639) contains all the materials and instructions necessary to conduct the physical evaluation measures listed in this appendix (see TM 5–6930–600–12P for instructions). Equivalent testing instruments may be constructed locally, provided they are made to measure accurately the physical characteristics as prescribed.

D–3. Testing conditions
The general conditions of the test situation will be as prescribed in AR 611–5. In addition, the rooms in which the tests are given must be well-lit (without glare) and well-ventilated. The examinee should be made comfortable in order that physical discomfort will not affect test results. If it is necessary to test more than one examinee at a time, and if the same room is used for more than one test, testing should be conducted so as to minimize distractions. The reaction time test must be given under conditions which are free from noise and other distractions.

D–4. Supplementary instructions to examiners
The following instructions apply to all measures of physical abilities and supplement the specific instructions accompanying the equipment:

a. Before giving any test, one must know the purpose of the test, the equipment to be used, and the prescribed procedure. Give a number of trial tests in order to become familiar with them.

b. Before each test, explain its purpose to the examinee. Inform him or her of the expectations.

c. On completion of testing, specific physical limitations should be called to the attention of the examinee. Describe compensating measures which may be taken.

d. Physical characteristics will be measured in the order in which they are listed in this appendix.

e. Measurements are recorded on DA Form 348.

D–5. Visual acuity

a. This test determines whether the examinee can see well enough to drive safely.

b. The minimum standard is uncorrected distant visual acuity of any degree which is correctable to not less than 20/40 in the better eye. Visual acuity tested with both eyes open must also be correctable to at least 20/40 with corrective lenses. All Army drivers who can attain 20/40 or better acuity with corrective lenses will be required to wear the lenses while operating an Army vehicle. Operator permits will be annotated to reflect this requirement. Examinees who do not meet the visual acuity standard will be referred to appropriate medical personnel to determine if vision can be corrected to a level safe for driving.

D–6. Field of vision

a. This test determines whether the examinee can see to the side while looking straight ahead.

b. The minimum acceptable standard is a lateral range of 75 percent on each side of the focus line for each eye. If the standard is not met, the examinee will be referred to appropriate medical personnel to determine if his or her lateral vision is sufficient for safe driving.

D–7. Depth perception

a. This test determines how well the examinee can judge distances.

b. There is no minimum standard. The results of this measure are used in driver counseling and training.

D–8. Color perception

a. This test determines if the examinee is color-blind.

b. The examinee will not be disqualified for a vehicle operator’s license because of color blindness. However, if color-blindness is indicated, he or she will be given additional training on traffic light sequence, observation of other traffic, and so forth, which will enable him or her to drive safely.
D–9. Foot reaction time
   a. This test determines whether the examinee can move his or her foot quickly enough in response to driving conditions.
   b. The minimum acceptable reaction time is up to and including .60 seconds. If the examinee’s reaction time is faster than .40 seconds, he or she will be cautioned about the possibility of rear end collisions. With this fast reaction time, any sudden application of brakes particularly invites collision from following vehicles driven by persons with slower reactions. If one’s reaction time is between .50 and .60 seconds, he or she will be made aware of this slower time and told to allow extra following distance to compensate for the deficiency. If the reaction time of the examinee is slower than .60 seconds, he or she will be referred to appropriate medical personnel to decide if this reaction time is too slow to permit him or her to drive safely.

D–10. Hearing test
   a. This test determines whether the examinee can hear well enough to drive safely.
   b. A test is required for military personnel with a numerical designator of “3” or “4” under the “H” factor of the physical profile serial. This test is done by referral to appropriate medical personnel to determine if the examinee’s hearing is sufficient for safe driving. All personnel are required to have an annual hearing conservation examination conducted by appropriate medical personnel. If the examinee maintains a numerical designator of “1” or “2” under the “H” factor of the physical profile serial, no other hearing tests are required.
Appendix E

Motor Vehicle Operator Driver Training Course

E–1. Study materials
TC 21–305–20 (wheeled vehicles), TC 21–306 (tracked vehicles) and TCs referenced in paragraph 4–2c may be used to supplement qualification and sustainment training. These TCs are generic to all MOSs and contain risk assessment matrices, lesson outlines, sample training schedules and training area designs, paper copies of transparencies, written and hands-on performance tests, and a listing of associated video programs.

E–2. Trainee prerequisites
a. Possession of a valid state driver’s license in accordance with paragraphs 2–3 and 2–4.
b. Physical evaluation in accordance with appendix D of this regulation.
c. Possession of a valid OF 346 or DA Form 5984–E (except contractors) “ARMY LEARNER” upon successful completion of academic examination in accordance with paragraph 6–4.

E–3. Program of instruction
a. Unit A–Introduction, organization of course, and materials review (classroom).
b. Unit B–Driver responsibilities and Government liability (classroom).
c. Unit C–State, local, host nation, and post traffic regulations and laws (classroom).
d. Unit D–Use of Army publications and blank forms (to include DA Form 5987–E (Motor Equipment Dispatch), DA Form 5988–E (Equipment Maintenance and Inspection Worksheet), DA Form 2408–14 (Uncorrected Fault Report), DD Form 518 (Accident-Identification Card), and Standard Form (SF) 91 (Motor Vehicle Accident Report) (classroom)).
e. Unit E–Vehicle inspection; PMCS (classroom and motor pool).
f. Unit F–Accident avoidance (online and through ALMS).
g. Unit G–Driver energy and environmental considerations (classroom).
h. Unit H–Introduction to specific vehicles (classroom, simulators, and motor pool).
i. Unit I–Military convoy operations, including night driving (classroom, simulators, ranges, and roads).
j. Unit J–Off-road operations (simulators and ranges).
k. Unit K–Self-recovery methods (classroom and motor pool).
l. Unit L–Vehicle driver performance evaluation (simulators, ranges, and roads).
m. Unit M–Response to emergency situations; vehicle malfunctions (simulators and ranges).
n. Unit N–Driving range as set up by local commands (virtual simulated ranges and live ranges).
o. Unit O–Written examination (vehicle specific).
q. Unit Q–Road test (after completion of training).

E–4. Army Traffic Safety Program
Successful completion of Army Traffic Safety Training Program in accordance with AR 385–10 is required for all Soldiers. The following are sample questions and answer key of the written examination for a HMMWV—
a. True or false questions:
   (1) The transfer case shift lever should be in “H/L” (high lock) range when driving in snow or on ice.
   (2) Use the transmission range selection “2” (second) for hill climbing and for engine braking when descending steep hills.
   (3) Air cleaner service is required when the air restriction gauge yellow indicator reaches the YELLOW ZONE of the gauge.
   (4) Before the horn will operate, the light switch must be in the STOPLIGHT or SERVICE DRIVE position.
   (5) The hazard warning (emergency flashers) do not override the brake lights.
   (6) The coolant temperature gauge indicates a normal engine temperature of 230 to 250 degrees Fahrenheit.
   (7) You can use the hand throttle as a cruise control device.
   (8) After operating the HMMWV in mud, you should clean the air cleaner dump valve.
b. Multiple choice questions:
   (1) The HMMWV is equipped with—
      (a) A turbo charger.
      (b) Limited slip differentials.
      (c) Torque biasing differentials.
(d) Posi-traction differentials.

(2) If your vehicle starts to skid, which should you do?
(a) Step on the brakes and hold the steering wheel straight.
(b) Nothing.
(c) Let up on the accelerator pedal and steer in the direction of the skid.
(d) Release the gas pedal and steer in the opposite direction of the skid.

(3) How should you dry wet brake linings?
(a) Continue to drive at a slow speed with enough pressure on the brake pedal to cause a slight drag on the brakes until uneven braking ceases.
(b) Pump the brake pedal.
(c) Pull over and wait 25 to 30 minutes to allow the brakes to dry out.
(d) Increase speed to allow more air to flow through the brakes.

(4) For extra traction when driving in snow or on ice, you should—
(a) Steer the vehicle diagonally up hills.
(b) Install tire chains (four-wheel set).
(c) Install tire chains (two-wheel set).
(d) Turn the vehicle quickly when on slippery surfaces.

(5) During after operation PMCS, you must drain the fuel filter of all contaminated fuel. What do you do with the contaminated fuel?
(a) Drain on the ground.
(b) Drain on the wash rack.
(c) Drain into a suitable container.
(d) Pour it in your fuel tank.

(6) The HMMWV is equipped with a wait-to-start lamp. This lamp illuminates when the—
(a) Engine is ready to start.
(b) Engine is running.
(c) Glow plugs are activated.
(d) Head lights are on.

(7) Use the hand throttle to increase engine speed—
(a) When towing a trailer.
(b) To drive through deep snow, sand, or mud.
(c) To test brake modulation.
(d) During cold weather starting or winch operation.

(8) The brake warning lamp illuminates when—
(a) The parking brake is released.
(b) The parking brake is applied.
(c) The parking brake is wet and stays on until it has dried.
(d) The vehicle is new and stays on until the disc brakes need replacing.

(9) The voltmeter indicates the charging level and activity of the battery charging system. If the charging system and gauge are operating properly, the voltmeter should register in the—
(a) Green area.
(b) Yellow area.
(c) Red area.
(d) Blue area.

(10) By applying light pressure to the brake pedal while at the same time depressing the accelerator pedal, you are—
(a) Checking the operation of the blackout drive lights.
(b) Attempting to stop.
(c) Performing brake modulation.
(d) Checking the operation of the stop lights.

(11) When you ford the HMMWV, the vehicle speed should be—
(a) 20 miles per hour or less.
(b) 15 mile per hour or less.
(c) 10 miles per hour or less.
(d) 5 miles per hour or less.

(12) You achieve maximum efficiency and torque output of the engine at—
(a) The lower revolutions per minute range.
(b) The mid-revolutions per minute range.
(c) The higher revolutions per minute range.
(d) At all ranges.
(13) When you are driving the HMMWV on a dry paved highway, the transfer case shift lever should be in what range?
   (a) “H” (high).
   (b) “L” (low).
   (c) “H/L” (high lock).
   (d) “N” (neutral).
(14) The slave receptacle on the HMMWV is located at the—
   (a) Outside rear of the battery box.
   (b) Outside front of the battery box.
   (c) Floor board under the driver’s seat.
   (d) Right front of the vehicle, under the hood.
(15) The HMMWV can safely ford water up to inches deep without using a fording kit.
   (a) 30.
   (b) 40.
   (c) 50.
   (d) 60.
(16) If the vehicle starts to slide while climbing a hill, your first action is to—
   (a) Let up on the accelerator pedal.
   (b) Steer the vehicle in the direction of the slide until the vehicle stops.
   (c) Slowly press the accelerator pedal and steer the vehicle on a straight course.
   (d) Hit the brakes.
(17) Place the transfer case shift lever in the position only when continuous wheel slippage is evident.
   (a) “H” (high).
   (b) “H/L” (high lock).
   (c) “L” (low).
   (d) “N” (neutral).
(18) Place the transfer case shift lever in the position when the vehicle is stuck in deep snow or mud.
   (a) “H” (high).
   (b) “H/L” (high lock).
   (c) “L” (low).
   (d) “N” (neutral).
(19) As a general rule when driving the HMMWV cross-country, you should—
   (a) Never use the transfer case and transmission to assist the engine for braking purposes.
   (b) Use the brakes only when towing a trailer.
   (c) Use the brakes only when going down a steep hill.
   (d) Not use the vehicle brakes.
(20) Damage to the drive train will result if the transfer case is operated in on high traction surfaces where little or no
wheel slippage is evident.
   (a) “N” (neutral position).
   (b) “D” (drive position).
   (c) “H/L” (high lock range).
   (d) “H” (high range).
(21) Before starting the HMMWV, you must place the transmission shift lever in—
   (a) “N” (neutral).
   (b) “D” (drive).
   (c) “P” (park).
   (d) “2” (second).
(22) The HMMWV is equipped with run flat devices, allowing the vehicle to be driven with one or more tires flat. The
maximum distance the vehicle can travel during run flat operations is—
   (a) 10 miles (16 km).
   (b) 20 miles (36 km).
   (c) 30 miles (48 km).
   (d) 40 miles (64 km).
   c. Table E–1 is the answer key for the sample written examination.
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Appendix F

Evaluation for selecting Master Driver Trainer, Instructors, and Examiners

F–1. Criteria
Well-qualified, high-quality instructors and examiners are important to maintaining safe and effective driver training and testing programs. Commanders who select and appoint MDT instructors and examiners should consider a number of factors to obtain the best qualified personnel. These include technical knowledge, experience, and character. In these areas, it is valuable to assign a degree of fitness. Do this by rating an individual’s desirable attributes on a scale of 1 to 5, rather than rating “yes” or “no.”

F–2. Driver Permit (OF 346 or DA Form 5984–E)
As stated in chapter 4, one of the prerequisites for any MDT, instructor or examiner is they must possess a license for the vehicle or equipment on which he or she will train or test. However, it is also worthwhile for the commander to consider other types of equipment on which the individual is licensed, and whether the individual is an “ARMY EXPERT” driver.

F–3. Education and experience
Evaluation of an individual’s education and experience as both a driver and maintenance technician and as an instructor or examiner may be helpful in predicting success as a MDT, instructor or examiner. Written and oral comprehension and communication skills are important in developing lesson plans and examinations and presenting training and instructions. Some factors to consider are—
   a. High school diploma.
   b. College credits or degree.
   c. Motor vehicle operation experience.
   d. Maintenance experience.
   e. Supervisory or teaching experience, especially in vehicle operation or maintenance.
   f. Completion of a formal instructor training course.

F–4. Technical knowledge
All MDT, instructor and examiner candidates must be licensed on their respective vehicles or equipment and should also be skilled noncommissioned officers. In addition, the commander should evaluate the technical competence of each candidate. One way to perform this evaluation is by administering an objective written, (and possibly also a performance) test. A score of 80 or above should be a minimum requirement for selection.

F–5. Aptitude
Commanders should consider above average scores in appropriate aptitude areas based on the Army classification battery (for example, general technical score of 100 or above).

F–6. Personality
Consider any pertinent character and personality traits which may influence a candidate’s communication ability, trustworthiness, leadership ability, and similar attributes. Important traits to consider are—
   a. Military appearance and bearing.
   b. Clear and coherent speech.
   c. Dependability.
   d. Leadership qualities.
   e. Enthusiasm.
   f. Emotional stability.
   g. Ability to work with others.
   h. Ability to present technical information clearly and simply.
   i. Ambition and imagination, the drive and ability to improve continually in a task.
Appendix G

Driver’s Performance Test (Road Test)

G–1. Test requirements
   a. The test specified in this appendix is to be given according to the principles of test administration set forth in AR 611–5. In addition, the specific directions for this test are to be followed without deviation. No omissions or changes in the wording of these directions are permitted.
   b. The purpose of the road test is to evaluate the driver’s ability to drive safely in most on-the-road situations. It serves as the basis for issuing an operator’s permit and provides instructional reinforcement and counseling. Driving weaknesses that surface as a result of the test must be called to the attention of the examinee so that specific steps can be taken to eliminate these weaknesses.
   c. Final evaluations will be recorded on DA Form 348. Once this transfer of information has been accomplished, the completed DA Form 6125 will be maintained in the operator’s file.
   d. The examiner will be a thoroughly qualified operator of the vehicle in which the testing takes place. Furthermore, he or she will be familiar with the road test route and the testing procedures, as set forth in this regulation. Before administering the test to any examinees, the examiner must practice administering the test to a regular licensed driver qualified on that type vehicle. This practice administration will help him or her become acquainted with the test route and testing procedures.
   e. The road test will consist of three scored phases: the preventive maintenance checks and services test, the vehicle control test, and the on-the-road driving test. The driver will be tested on these phases in the order listed and will not move on to the next phase until successfully testing on the previous phase. If the driver fails any phase of the test, the entire road test will be terminated at that point, and the examiner will annotate the DA Form 6125 and conduct an after-action review with the driver. This procedure will help to ensure only safe and proficient drivers get behind the wheel of a vehicle to drive.

G–2. Setting up the road test
For the road test the driver drives a predetermined route. To set up the test, plan the route to be used. It may be necessary to develop different routes to accommodate the various types of vehicles or varied conditions desired. However, once a route is established (in a given locality) it should be used for all examinees that are to be tested in the same type of vehicle. Should it prove necessary to vary the route, care should be taken that the different kinds of route requirements, as well as the number of requirements, remain the same. Every road test route will meet the following requirements (to the extent possible):
   a. A vehicle control test area with the following maneuvers:
      (1) Forward stop. Pull the vehicle forward through a straight alley and then stop the vehicle so that the front bumper is within 2 feet of the forward stop line.
      (2) Straight line backing. Back the vehicle through a straight alley and then stop the vehicle so that the front bumper is within 2 feet of the stop line.
      (3) Right turn. Drive the vehicle forward approximately 30–50 feet, and then turn the vehicle right around a cone or other point. Bring the rear of the vehicle within 6–12 inches from the cone without touching it.
      (4) Alley dock. Pull the vehicle forward past the alley, keeping the alley entrance on the left. Back in a 45 degree curve into the alley without touching the sides, and stop the rear of the vehicle within 2 feet of the stop line at the rear of the alley.
      (5) Eight left and eight right turns. Include turns at traffic lights, stop signs, and uncontrolled intersections. The turns should range from easy to somewhat difficult for a heavy vehicle. Try to include a mixture of types of intersections so that they vary in complexity
      (6) A straight section of urban business streets. The section should be 1 to 2 miles long. It should contain through intersections, and intersections with traffic lights, and have moderate traffic density. Try to get a section where the driver can make lane changes somewhere along the route. The section should be one that demonstrates how the driver copes with traffic in a typical business area.
      (7) Two through intersections, and two intersections where a stop has to be made. If possible, these intersections should be included in the urban section.
      (8) Two railway crossings. Try to get at least one uncontrolled crossing. The crossing should have enough sight distance to determine if the driver makes head search movements when approaching each crossing. The driver’s attempt to look left and right down the track will often be the only way to tell if the driver noticed the crossing. If the test area does not have any railway crossings, simulate this exercise.
(9) Two curves, one to the left and one to the right. Try to get curves tight enough to produce noticeable off-tracking on a tractor-trailer.

(10) A two-lane rural or semi-rural road. This section should be about 2 miles long. If there is no rural road near the motor pool, an industrial street with few entrances and a higher speed limit is a good substitute. An undeveloped suburban road is also a good substitute. In general, use any road that has characteristics similar to a rural road.

(11) A section of expressway. The section should start with a conventional ramp entrance and end with a conventional ramp exit. The section should be long enough for a heavy vehicle to make two lane changes during the section. A section of highway can be used if there is no expressway available.

(12) A downgrade. The grade should be steep enough and long enough to require gearing down and braking. A steep short hill is the next best choice if a long grade cannot be found. If the area does not have any steep grades, simulate this exercise.

(13) An upgrade. The grade should be steep enough and long enough to require gear changing to maintain speed. A steep short hill is the next best choice if a long grade cannot be found. Use the same grade for both the downgrade and the upgrade if it is hard to find steep grades in the area.

(14) A downgrade for stopping. This is a grade where a vehicle can safely stop (or pull off) and park for a minute or so. The grade only needs to be steep enough to cause a vehicle to roll forward or backward if the driver does not park properly. If the area does not have any steep grades, simulate this exercise.

(15) An upgrade for stopping. This is another grade where a vehicle can safely stop and park for a minute or so. If necessary, use the same grade as for the downgrade stop.

(16) One underpass or low clearance, and one bridge. The underpass should have a posted clearance height. The bridge should have a posted weight limit. If there are no underpasses or bridges with posted limits, use ones that do not have posted limits. If necessary, substitute a bridge for an underpass, or an underpass for a bridge. If there are no low clearances or bridges, look for places that have signs a heavy vehicle driver should see. Examples of such signs are: "No Commercial Vehicles after 11:00 PM," or "Bridge with 10 Ton Weight Limit in 5 Miles."

b. When designing a route, try to get all of the specified maneuvers into the route. If there is no ideal example for a maneuver, find the closest substitute. Do not drop a maneuver because there is no ideal example of it. The important thing is to have a route that tests the driver in as wide a variety of situations as possible.

c. There is no minimum length for a route and no minimum amount of time that a route must take. A route is acceptable whenever it has all the specified maneuvers. It is also a good idea to have at least two routes available so that the alternate route is available if construction or traffic prevents using the original route.

G–3. Administration of the road test


(1) Road tests should normally not be given if road or weather conditions present a hazard such as ice, snow, rain, or blowing dust. The exception is when testing is specifically for driving under such conditions.

(2) Be prepared to take control of the vehicle at a moment’s notice. Always watch traffic conditions and warn the examinee of dangers which he or she appears not to see. If the driver becomes involved in a dangerous or unlawful moving traffic incident or an accident, the test is to be terminated immediately and the examiner will drive the vehicle back to the start point, once on-scene responsibilities are fulfilled.

b. Beginning the road test.

(1) Fill in the driver’s name, and the examiner’s name, on the front of the DA Form 6125. DA Form 6125 is found on the Army Publishing Directorate Web site.

(2) Read the following instructions to the driver at the beginning of the test:

(a) “During the road test, I will give you directions as we go along.

(b) I will always give directions for turns and so on as far in advance as possible.

(c) There will be no trick directions to get you to do something illegal or unsafe.

(d) Keep in mind that you are always in charge of the vehicle. Don’t follow a direction if it turns out at the last minute to lead to an unsafe act.

(e) As we go along, I will be making various marks on the test form. When you see this, it doesn’t necessarily mean you have done anything wrong. It is best for you to concentrate on driving, and not worry about what I am doing.

(f) Your scored test begins with before operations PMCS. If you are successful in that portion of the test, you will proceed to the vehicle control test, and finally to the on-the-road driving test.

(g) Are there any questions?”

(c. The road test preventive maintenance checks and services. The road test actually begins when the driver starts the before operations PMCS using DA Form 2404 (Equipment Inspection and Maintenance Worksheet) or DA Form 5988–E to record vehicle deficiencies. If the examinee performs the PMCS to appropriate standards, the examiner will annotate in
the “Notes” section “Before operations PMCS satisfactory.” If the examinee does not perform PMCS to the examiner’s satisfaction, the examiner will stop the road test at that point and fail the examinee. In this situation, the examiner will annotate “Before operations PMCS unsatisfactory” in the “Notes” section of the test form, list specific deficiencies if possible, and refer the driver back to his or her unit for further training. The examiner will follow the same procedures for grading during and after operations PMCS.

d. Successful completion of preventive maintenance checks and services. If the driver successfully completes the before operations PMCS, he or she will proceed to the vehicle control test. It is important to ensure that the driver is proficient in basic vehicle control skills before taking him or her on the road with other traffic.

(1) Upon arrival at the vehicle control test site, give the driver an overview of all four exercises (forward stop, straight line backing, right turn, alley dock). Use a diagram of the site to show the driver what to do, and explain that you will give detailed instructions for each exercise as it comes up. When the driver is ready, he or she may get into the vehicle and proceed to the first exercise for instructions.

(2) The examiner will evaluate the exercises from outside the vehicle, and observe the driver’s ability to control the vehicle during each maneuver. If the driver demonstrates satisfactory vehicle control skills, the examiner will indicate in the “Notes” section of the DA Form 6125, “Vehicle Control Test Satisfactory.” If the driver is unable to satisfactorily negotiate the course, the examiner will stop the road test and fail the driver at that point. The examiner will indicate in the “Notes” section, “Vehicle Control Test Unsatisfactory,” indicate specific weaknesses if possible, and refer the driver back to his or her unit for further training.

(3) If the driver satisfactorily completes the vehicle control test, he or she will proceed to the driving portion of the road test. When the driver is ready, get into the vehicle with the driver, and start giving directions for following the road test route. Give the directions in this form: At the (location), make (maneuver). For example—

(a) "At the next intersection, turn right."
(b) "At the stop sign, turn left."

(4) If necessary, give combined directions (for example, "Immediately after you complete your right turn, you will have to turn left into that road over there.")

(5) Avoid using commercial signs or buildings as landmarks for directions unless there is no alternative. Do not assume that the driver is familiar enough with the area that he or she knows such landmarks.

(6) Give directions well before the maneuver is to be performed. Always give a direction at a point where the driver can see where he or she will do the maneuver. However, give the directions close enough to the location so the driver can be sure of where to do the maneuver. For example, do not tell the driver to turn at the next intersection if there is another intersection before the one where you want the driver to turn.

(7) In addition to directions for getting the driver around the route, there are some directions to give for the expressway, urban street, and rural sections.

(a) At the beginning of the expressway section say, “We will be driving along this expressway for about (two or however many) miles. When it is safe to do so, make a lane change to the left. Then when it is safe to do so, make a lane change to the right.”

(b) At the beginning of the urban street section, say, “We will be driving along this street for about (two or however many) miles. When it is safe to do so, make a lane change to the left. Then when it is safe to do so, make a lane change back to the right. When we get near the end of this section, I will tell you what to do next.”

(c) At the beginning of the rural section, say, “We will be driving along this road for about (two or however many) miles. When we get near the end, I will tell you what to do next.”

(8) In general, give all directions in a way that avoids distracting the driver. Also, avoid unnecessary conversation.

G–4. Scoring the road test

a. The scoring form for the road test, DA Form 6125, is a two sided single sheet which is located at the Army Publishing Directorate Web site. The main headings in the boxes give the names of the different maneuvers. For each maneuver there is a list of driver behaviors to be scored. Beside each behavior, there is a block used for marking the driver for the behavior. In cases where a maneuver is done several times on the route, there is a column of blocks for each time the maneuver appears on the route.

b. To score a behavior, draw a stroke through the block whenever the driver’s performance is unsatisfactory. Make no mark if the driver performs the behavior correctly. For each maneuver, there is a "No Errors" category at the bottom of the list of behaviors. There is a space beside "No Errors" to enter a checkmark if the driver is satisfactory on all behaviors. These checkmarks will show that you scored the driver even if the driver made no errors.

c. The only other marking that needs to be done on the test is to indicate maneuvers that were not done. A maneuver might not be done because you missed it for some reason; or because there was no opportunity for it on the route. To show
that a maneuver was not performed, draw a vertical line down through the entire column of blocks used for marking that maneuver.

d. When scoring the maneuver, follow these steps:
   (1) Find the maneuver on the score sheet so you will be ready to mark it.
   (2) Check the driver and the traffic. When the driver can pay attention, give the directions for the next maneuver.
   (3) Watch the driver perform the maneuver.
   (4) Mark the score sheet.

e. It is important to mark the driver’s score sheet immediately after each maneuver. Do not try to remember what the driver does, and mark the sheet later on in the route, or back at the office.

f. The following paragraphs describe how to mark the score sheet for each type of maneuver.

   (1) **Stop or start on a grade.** There are two columns of blocks to mark. One column is for the upgrade stop and one column is for the downgrade stop. The columns are labeled “Up” and “Down”. The behaviors are organized in three groups: approach, stop, and resume. Normally score each group separately as the driver does them. Score the approach as soon as the driver comes to a stop. Then check the stop behaviors, and score them before telling the driver to continue. After the driver pulls away, score the rest of the behaviors.

   (2) **Expressway.** Score the expressway section in three phases: merge on, lane changes, and exit. Mark each phase as the driver completes it. There are two columns of blocks for the lane changes. Mark the one labeled "Left" for the lane change to the left. Mark the one labeled "Right" for the lane change to the right.

   (3) **Driving upgrade and driving downgrade.** Driving up a grade and driving down a grade are scored separately. Observe how the driver handles the grade, and score the behaviors listed. It is especially important that the driver use the proper gear and appropriate signals and speed on grades because these can affect other traffic.

   (4) **General driving behavior.** General behaviors such as gear changing, should be marked at the end of the test. Specific actions such as traffic violations can be marked when they happen. There is also space to write notes. Use this space to make notes of things that do not fit into any scoring categories, or to record any unusual events during the test. Also, remember to draw a vertical line through behaviors which are not graded, such as use of clutch when grading on a vehicle with automatic transmission.

   (5) **Turns.** There are nine columns of blocks on the left of the box; nine columns of blocks on the right (see DA Form 6125). The columns on the left are for left turns. The ones on the right are for right turns. The columns are numbered according to the order in which the turns occur on the route. Column 1 of the left turn columns is for the first left turn on the route. Column 2 is for the second turn, and so on. The first few times a route is used, it is a good idea to write the names of the locations of the turns at the tops of the columns. This will help you to keep track of the turns until you have the route completely memorized.

      (a) Mark a turn in four steps: approach, if vehicle stops, turning, and completes turn. The "if vehicle stops" section is marked only if the driver has to make a legal stop before starting the turn. This would be at a traffic light, a stop sign, or yield sign. Do not mark this section if the driver stops for some other reason, such as being blocked by other vehicles partway around the turn.

      (b) It is important to observe whether the driver is aware of his or her vehicle position throughout the turn, especially for tractor/trailers, because it can affect other traffic. If there is more than one left turn lane, the driver should start his or her turn from the right most turn lane.

   (6) **Railway crossing.** This section has three columns for scoring. The ones labeled 1 and 2 are for actual railway crossings on the route. Column 3 is for the simulated crossing. Vehicles hauling passengers or hazardous cargo are required by law to stop between 15 and 50 feet from the nearest rail and take whatever actions are necessary to look and listen for trains (for example, open window, and open door).

   (7) **Bridge or underpass.** There is one space for marking a bridge, and one for marking an underpass.

   (8) **Curves.** There are two columns for scoring curves. The one labeled Left is for a curve that turns to the left. The column labeled Right is for a curve that turns to the right. Drivers should reduce to a safe speed before entering the curve, and then maintain that speed during the curve.

   (9) **Urban and rural straight sections.** This section has two columns. Use the one labeled urban for the urban section. Use the one labeled rural for the rural section. In most cases, mark the driver when he or she gets to the end of the section. However, if the driver makes an error while driving along the section, such as driving in the wrong lane, mark the error immediately. The driver should drive in the right lane if it is clear or the center lane if the right lane is blocked, or has a large volume of merging traffic.

   (10) **Lane changes.** The column labeled “Left” is for a lane change to the left. The column labeled “Right” is for a lane change to the right. The lane changes are part of the urban section. Mark each lane change as soon as the driver makes it.

   (11) **Intersections.** There are six columns for marking the driver on intersections. Columns 1 and 2 under Stopping are for intersections where the driver has to make a legal stop; for example, at a traffic light or a stop sign. Columns 1 through
4 under Driving Through are for marking intersections that the driver goes straight through. There are two phases to marking a stop intersection: stopping and driving through. For a stop intersection, driving through items cover the time when the driver starts off from the stop until the driver resumes normal traffic speed. For a driving through intersection, mark only columns 1 through 4 under “Drive Through”.

Note: Usually the urban straight section has more than enough intersections to score. Start scoring the intersections as soon as the driver begins driving along the section. Score stop and through intersections in whatever order they come up in as you drive along. It does not matter if an intersection with traffic lights is sometimes scored as a stop intersection, and sometimes scored as a through intersection.

(12) Search, direction, and speed. Most of the grading blocks discussed above have areas for grading "search," "direction," and "speed" in addition to the other behaviors listed. These are general categories which the examiner should be monitoring through each exercise.

(a) Search. At all times during the road test, the driver must be constantly checking the front, sides, and rear of his or her vehicle for traffic, pedestrians, obstructions, emergencies, and so forth. During each maneuver, the examiner must observe whether the driver is checking around him or her, and yields right of way to other road users when appropriate.

(b) Direction. The driver must be aware of the position of his or her vehicle at all times. During each maneuver, the examiner must observe vehicle position in lane, whether the vehicle is in the correct lane, and whether the driver maintains the appropriate distance from traffic, stop lines, and so forth.

(c) Speed. The driver must be aware not only of his or her speed in comparison with the speed limit, but how it affects other traffic. During each maneuver, the examiner must watch to see that the driver maintains posted speed limits, accelerates and decelerates smoothly, uses the proper gear for his or her speed, blends in with the traffic flow, and that he or she does not lug or race the engine, coast the vehicle, change gears or brake on tracks or in the middle of intersections, stall the engine, and so forth.

(13) Driver errors at non-marking locations. Since scoring is done at predetermined locations, there will be occasions when the driver makes an error at some place other than one of these locations. Score the error in the General Driving Behavior section of the form if it is something that fits in that section. Otherwise ignore the error. If the route has a lot of places where you cannot score the driver, you probably have an inefficient route. If the driver makes errors in places where you don’t score, he or she will likely make errors in places where you do score. Do not decide where to score a driver based on when the driver makes an error. Stick to scoring at the predetermined locations.

G–5. Computing the driver’s score

a. Road test score sheet. At the end of the test, make sure all driver and examiner information is completed. Check that everything is marked clearly and correctly. Be sure to cross out maneuvers that were not done on the test. Review the scored maneuvers for repeated errors and score errors in the general driving behavior. Carefully add the number of marked blocks and write the total in the "SCORE" space on the front of the form. A passing score is 25 errors or less. The driver fails the road test if he or she has 26 or more errors (errors accumulated on the Vehicle Control Test do not count toward the score on the driving portion of the Road Test). If the score is close to a failing score, double check to be sure addition is correct.


(1) Any unsafe driving act.
(2) Failure to properly perform PMCS.
(3) Not knowing location and function of gauges and controls.
(4) Unsatisfactory performance on Vehicle Control Test.
(5) Undue nervousness.
(6) Failure to achieve minimum passing score.
(7) If the individual scores 24 errors or less, but the examiner feels that the individual needs additional training, the examiner has the right not to issue a license.

C. After Action Report. Whether the driver passes or fails, the examiner will review the results of the road test with him or her, and bring to the driver’s attention any weaknesses which require further practice or training. If the driver failed, explain what caused the failure. Advise him or her that an Army Standard OF 346/DA Form 5984–E cannot be issued and he or she will have to retake the entire performance test at a later date. Pass or fail, the results must be recorded on the DA Form 6125 (Road Test Score Sheet).
Appendix H

Emergency Vehicle Driver Training Course

H–1. Trainee prerequisites
   a. Possession of a valid state driver’s license in accordance with paragraphs 2–3 and 2–4.
   b. Possession of an OF 346/DA Form 5984–E for the class of vehicle to be driven (for example, sedan, van, or truck for the emergency service).

H–2. Program of instruction
   a. Unit A–Introduction, organization of course, and material review.
   b. Unit B–State, local, host nation, and post traffic regulations and laws.
   c. Unit C–Selection of routes and building identification.
   d. Unit D–Use of radios and communications procedures.
   e. Unit E–Emergency vehicle driving.
      (1) Lights and sirens.
      (2) Parking and backing.
      (3) Negotiating traffic.
      (4) Intersections.
      (5) Turns.
      (6) Following distance.
      (7) Road conditions.
      (8) Yield right of way.
      (9) Negotiating curves.
   f. Unit F–Handling unusual situations.
      (1) Adverse weather.
      (2) Collisions.
      (3) Skids.
      (4) Vehicle malfunctions.
      (5) Placement of warning devices.
   g. Unit G–Specialized instruction.
      (1) Section I–Ambulances.
         (a) Responsibilities.
         (b) Route planning.
         (c) Inspection and maintenance of medical supplies and life support equipment authorized for the type of ambulance the individual is being tested.
         (d) Driving to the scene.
         (e) At the scene.
         (f) Directing traffic.
         (g) Driving with a patient aboard.
      (2) Section II–Police vehicles.
         (a) Responsibilities.
         (b) Emergency communications.
         (c) Pursuit driving.
         (d) Making a traffic stop.
         (e) Emergency escort of another vehicle.
         (f) Directing traffic.
      (3) Section III–Fire apparatus.
         (a) Responsibilities.
         (b) Inspection and maintenance of specialized equipment.
         (c) Vehicle characteristics.
         (d) Selecting routes.
         (e) Operating systems.
         (f) Special considerations.
      (4) Vehicle dynamics.
      (5) Size and weight.
(6) Speed.
(7) Basic control tasks.
(a) Steering.
(b) Braking.
(c) Shifting.
(d) Backing.
(e) Parking.
(f) Intersections.
h. Unit H–Introduction to driving range and safety briefing.
i. Unit I–Driving range.
j. Unit J–Operator’s performance evaluation.
Appendix I

Mandatory Academic and Driving Tasks for Night Vision Devices

I–1. Night vision device academics
As a minimum, NVD academics will cover the following topics:
   a. An introduction to NVDs (specify type or model).
   b. Awareness of the device’s diminished effectiveness in rain, fog, snow, or smoke, and the debilitating effects of any bright light (such as vehicle headlights or flares).
   c. Depth perception, visual acuity, and field of vision.
   d. Illumination requirements.
   e. Speed limitations.
   f. Night vision scanning techniques.
   g. Emergency procedures while driving with NVDs.
   h. Driver or assistant driver responsibilities; crew coordination.
   i. Self-imposed stresses (for example, smoking, alcohol, or driver or crew fatigue).
   j. Care and security of the NVD. TC 21–305–20, TC 21–306, TC 21–305–2, and TM 11–5855–311–12&P–2 may be used to supplement NVD qualification and refresher training.

I–2. Night vision device task list
The following tasks will be performed in the sequence shown and under the supervision of a qualified NVD instructor:
   a. Phase I task. Drive vehicle without the device over a known range during daylight conditions; become comfortable with the actual road and terrain.
   b. Phase II task. Using headlights, drive vehicle without the NVD over the same range at night.
   c. Phase III tasks.
      (1) Perform preoperational NVD system checks.
      (2) Check for proper wear and fitting.
      (3) Focus the device.
      (4) Perform vehicle PMCS while wearing the NVD.
      (5) Refocus the NVD immediately prior to phase IV.
   d. Phase IV tasks.
      (1) With all external and internal lights off, drive vehicle over the same range while wearing the NVD. Pay particular attention to the distance between the vehicle and familiar objects in front.
      (2) Identify road signs.
      (3) Detect route markers, if any.
      (4) Identify and negotiate ditches or other rough road conditions.
      (5) Judge distances to road junctions.
      (6) Identify the edge of the road.
      (7) Distinguish shadows from other features (for example water puddles).
   e. Phase V tasks.
      (1) Perform post-operation vehicle PMCS while wearing the NVD.
      (2) Perform post-operation NVD system checks.
      (3) Conduct after action report.
Appendix J

Internal Control Evaluation Checklist for the Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing)

J–1. Function
The function of this checklist is for conducting the motor vehicle driver program under the contemporary operational Environment.

J–2. Purpose
The purpose of this evaluation checklist is to assist the proponent Deputy Chief of Staff, G–3/5/7 in evaluating ACOMs, Army service component commands (ASCCs), and DRUs in the selection, training, testing, and license issuance for Army personnel, DA Civilians, and contractors.

J–3. Instructions
Answers must be based upon the actual testing for licensing procedures to support driver’s qualifications and training (for example, physical evaluation measures, examinations, direct observation, interviewing, and license issuance). Answers that indicate deficiencies must be explained and the corrective action indicated in the supporting documentation. These internal controls must be evaluated at least once every 5 years and then certified on DA Form 11–2 (Internal Control Evaluation Certification).

J–4. Test questions
a. Did ACOMs, ASCCs, and DRUs develop operator procedures, including emergency procedures, for vehicles and equipment?
   b. Did the U.S. Army Materiel Command acquire vehicles and equipment that foster maximum safe operations, are crash worthy, and equipped with required occupant restraint systems?
   c. Did ACOMs, ASCCs, and DRUs ensure personnel are trained in operator PMCE safe driving practices and correct lading techniques?
   d. Did ACOMs, ASCCs and DRUs ensure driver candidates meet state or host nation driver licensing requirements?

J–5. Supersession
No previous checklist exists for this publication.

J–6. Comments
Help make this a better tool for evaluating management controls. Submit comments to the Deputy Chief of Staff, G3/5/7, 450 Army Pentagon, Washington, DC 20310–0500.
Glossary

Section I
Abbreviations

ACOM  Army command
AMV  Army motor vehicle
AR  Army Regulation
ARMD  Armored
ARMT  armament
ARNG  Army National Guard
ASCC  Army service component command
ASI  additional skill identifier
ASV  armored security vehicle
ATGM  anti tank guided missile
ATV  all-terrain vehicle
AUTO  automatic
BAE  battlefield area evaluation
CAT  Category
CDL  commercial drivers’ license
CFR  Code of Federal Regulation
CS  counter strike
CUCV  commercial utility cargo vehicle
CV  command vehicle
DA  Department of the Army
DCS  Deputy Chief of Staff
DOD
Department of Defense

DOT
Department of Transportation

DRU
direct reporting unit

ECV
expanded capacity vehicle

ENG
engineer

FM
field manual

FP
force protection

FSV
fire support vehicle

GVM
gross vehicle mass

GVW
gross vehicle weight

GVWR
gross vehicle weight rating

HEMTT
heavy expanded mobility tactical truck

HET
heavy equipment transporter

HMMWV
high mobility multipurpose wheeled vehicle

HVY
heavy

HYD
hydraulic

IAP
integrated armor package

IAV
interim armored vehicle

ICV
infantry carrier vehicle

JERRV
Joint EOD rapid response vehicle

LET
light equipment transport

LMTV
light medium tactical vehicle

LWB
long wheel base
MAN
Manual

MAXXPRO
maximum protection

MDT
master driver trainer

MGS
mobile gun system

MOS
military occupational specialty

MRAP
mine resistant ambushed protected

MTV
medium tactical vehicle

NVD
night vision device

NVG
night vision goggle

OF
Optional Form

OPM
Office of Personnel Management

PLS
palletized load system

PMCS
preventive maintenance checks and services

POI
program of instruction

RCV
route clearance vehicle

RCV/FPI
remote control vehicle/field presence indicator

RSC
Regional Support Command

SDDC
Surface Deployment and Distribution Command

SSN
social security number

TB
technical bulletin

TC
training circular

TDA
table of distribution and allowances

TM
technical manual
TRAC
tractor

TRADOC
United States Army Training and Doctrine Command

TVS
towed vehicle system

USAR
United States Army Reserve

USATSCH
United States Army Transportation School

W/E
with equipment

W/W
with winch

Section II
Terms

Army motor vehicle
Any vehicle that is owned, leased, or rented by the DA and/or Reserve Components.

Combat vehicles
Land or amphibious vehicles, with or without armor or armament, designed for specific functions in combat or battle. They are designed to be highly mobile in off-road operations. Some typical combat vehicles are tanks, self-propelled artillery, missile launchers, and armored cars.

Commerce
Any trade, traffic, or transportation within the jurisdiction of the United States between a place in a state and a place outside of such state, including a place outside of the United States.

Contemporary operational environment
The contemporary operational environment is the overall operational environment that exists today and in the near future (out to the year 2020). The range of threats during this period extends from smaller, lower-technology opponents using more adaptive, asymmetric methods to larger, modernized forces able to engage deployed U.S. forces in more conventional, symmetrical ways. In some possible conflicts (or in multiple, concurrent conflicts), a combination of these types of threats could be especially problematic.

Department of the Army personnel
Active Army, ARNG, USAR, DA civilian personnel (to include foreign nationals).

Emergency vehicles
Police vehicles (see police patrol vehicles), ambulances, fire trucks, and crash-rescue vehicles.

Generic
Relating to or descriptive of an entire group or class.

Master driver trainer/manager
Skilled noncommissioned officers or civilians in the case of a master driver memorandum, whose character and outstanding performance have exemplified them as a true professional and a master in the area of wheeled or combat vehicle operations, and as a trainer. This subject matter expert is the command driver’s training manager, designated in writing, to plan, manage, and execute an effective driver/operator training program at the organization or higher level.

Military design vehicles
Motor vehicles (excluding general purpose commercial design) designed according to military specifications to meet transportation requirements for the direct support of combat or tactical operations, or for training of troops for such operations.
Motor vehicle
An item of equipment, mounted on wheels, which is designed for highway or land operations or both, and which derives power from a self-contained power unit, or is designed to be towed by and used together with such self-propelled equipment.

Motor Vehicle Driver Program
Outlines the command responsibilities for establishing and conducting driver training programs at installations across the Army.

Non–tactical vehicle
A motor vehicle or trailer of commercial design (to include motorcycles, mopeds, and all-terrain vehicles) acquired for administrative, direct mission, or operational support of military functions.

Physical evaluation measures
A series of physical tests using a standard driver testing and training device.

Police vehicles
Those vehicles used to perform day-to-day military police patrol duties.

Senior occupant
The senior ranking individual present or in the case of a combat vehicle, the vehicle commander; responsible for the overall safety of the occupants.

Service school
An MOS producing school.

Tactical vehicle
A motor vehicle of military design (to include all terrain vehicles, mopeds, and motorcycles) used to provide transportation in direct support of combat and tactical operations or the training of troops for such operations.