

## Chapter 1 Introduction

### 1-1. Purpose

This regulation establishes standards, policies, and procedures for the selection, training, testing, and licensing of operators of Army wheeled and tracked vehicles and equipment. (See TC 21-306 for specific guidance on tracked vehicle operators.)

### 1-2. References

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

### 1-3. Explanation of abbreviations and terms

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

### 1-4. Responsibilities

*a.* The Assistant Secretary of the Army (Installations, Logistics and Environment) (ASA(IL&E)) establishes overall Army Safety and Health policy and maintains oversight of the Army Driver and Operator Standardization Program.

*b.* The Director of Army Safety (DASAF), Office of the Chief of Staff, Army (OCSA), will—

(1) Manage Armywide safety policy and guidance for the Army Driver and Operator Standardization Program.

(2) Develop policy for selecting, testing, and licensing vehicle and equipment operators.

*c.* The Deputy Chief of Staff for Personnel (DCSPER) will develop policy to recruit individuals for driver Initial Entry Training (IET) and manage distribution of Military Occupation Specialty (MOS) trained drivers.

*d.* The Deputy Chief of Staff for Operation (DCSOPS) will develop policy to train drivers and operators in IET and MOS producing programs.

*e.* Commanding General, U.S. Army Materiel Command (AMC), 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.

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

(1) The hardware proponent will obtain input from Commandant, U. S. Army Transportation School (USATSCH), ATTN: ATSP-TDX, Fort Eustis, VA 23604-5397, on the general aspects of driver training and submit the training packages and products to USATSCH for approval. However, specific vehicle-oriented training packages and training support materials will be produced by the TRADOC school that is the hardware proponent.

(2) 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 and provide critical operator or driver tasks, conditions, and standards to the TRADOC hardware proponent. Final products will be coordinated with USATSCH for approval.

*g.* Installation commanders, Major U.S. Army Reserve Command (MUSARC) commanders, and Army National Guard (ARNG) State or territory adjutants general will—

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

(2) Staff driver testing stations (driver testing within the ARNG will be accomplished by the supporting headquarters staff).

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

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

(5) 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.

*h.* Company commanders will—

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

(2) 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.

(3) Ensure all records and forms are maintained according to this regulation. Records may be automated using the Unit Level Logistics System (ULLS) and centralized for administrative ease. Responsible individuals should be appointed in writing.

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

*i.* Squad leader or first line leader/supervisor will—

(1) Ensure personnel are trained in operator preventive maintenance checks and services (PMCS), safe driving practices, and correct loading techniques.

(2) Continually spot check and supervise personnel in the areas listed in g(1) above.

(3) Review operator forms and records for accuracy and completeness as required by the chain of command.

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

(1) Operate vehicles or equipment in a safe and prudent manner.

(2) Report unsafe operating conditions of vehicles or equipment.

(3) Report all accidents to his or her supervisor and to the motor pool that dispatched the equipment.

(4) Comply with all municipal, State, and military motor vehicle or equipment regulations, as required.

(5) Ensure cargo (including personnel) is properly loaded, secured, and protected from the elements prior to transport.

(6) Ensure vehicles or equipment and their contents are properly secured when left unattended.

(7) Ensure vehicles or equipment are properly serviced.

(8) Wear installed restraint systems.

(9) Back vehicles and use ground guides according to the provisions of AR 385-55 and FM 21-305.

(10) Inform supervisor if using medication that may adversely affect vision or coordination, or cause drowsiness.

*k.* The senior occupant in a military vehicle is the ranking individual present. The senior occupant will—

(1) Ensure the driver does not exceed the maximum operating hours listed in AR 385-55 without a rest break.

(2) Not permit a driver who appears fatigued or physically, mentally, or emotionally impaired to operate a vehicle.

(3) Ensure the authorized seating capacity of the vehicle is not exceeded.

(4) Ensure vehicle occupants wear installed restraint systems when the vehicle is in motion.

(5) Assist the driver in recognizing unsafe traffic situations and unsafe mechanical conditions of the vehicle.

(6) Assist the driver in backing or executing other difficult maneuvers.

(7) Ensure the driver complies with road signs and posted speed limits and adjusts as dictated by weather, traffic, and road conditions.

(8) Ensure highway warning devices are properly displayed when the vehicle is stopped on or beside the traveled portion of the street, road, or highway (see FM 21-305).

(9) Post personnel, if applicable, to warn approaching traffic when the vehicle is halted or disabled in a manner that may obstruct traffic.

(10) When traveling in convoy, relay to the last vehicle information received from the convoy commander and ensure compliance with march discipline when at a halt.

(11) Ensure tire chains are used when needed and are removed when no longer needed.

(12) Ensure the driver maintains proper interval between vehicles.

(13) Ensure driver's vision is not obstructed.

(14) Ensure that only authorized personnel are allowed to travel in Government vehicles, and that Government vehicles are used for official purposes only.

(15) Be responsible for the overall safety of the occupants according to AR 385-55.