Safety

EIGHTH ARMY TACTICAL VEHICLE MOVEMENTS, DRIVER’S TRAINING, TESTING, AND LICENSING IN THE KOREAN THEATER OF OPERATIONS

*This regulation supersedes AK Regulation 385-11, dated 13 September 2018.

FOR THE COMMANDER:

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Summary. This regulation provides policy and procedure for the safe movement of tactical vehicles within Eighth Army areas of operation. This regulation has significant revisions and should be reviewed in its entirety.

Summary of Change. Changes and updates include:

- Added all Soldiers will wear helmets when operating tactical vehicles/equipment.
- Added NSNs for Fish Eye Mirrors and Delineator Plates.
- Clarified ratios for drivers, driving in periods of 24 hours.
- Clarified TC/VC requirements.
Added all tactical vehicle must have the DD Form 2977.

Added Appendix H, 8A TC/VC/CC Flowchart.

Added Appendix I/J, 8A Track/Vehicle/Convoy Commander Card.

Added Appendix K, TC/VC/CC Memorandum of Record (MFR) Example.

Added Appendix L, TMP License MFR Example (USAG-Humphreys).

Added Appendix M, Delineator Plate Reference Guide.

Added Appendix N, Warning Triangle Placement Guide.

Added Appendix O, Toll Booth Ticket Examples.

Added Appendix P, 8A Basic Driver’s Training Course (BDTC) POI.

Updated Glossary

**Applicability.** This regulation is applicable to all military commands and activities assigned, attached, under operational control (OPCON), or Direct Support to Eighth Army. This regulation also applies to all Army personnel on temporary duty within the Korean Theater of Operations (KTO) who are conducting training operations. All other Army personnel within the KTO must comply with the guidance of this regulation IAW other command agreements.

**Records Management.** Records created as a result of the processes prescribed by this regulation must be identified, maintained, and disposed of according to AR 25-400-2. Record titles and descriptions are available on the Army Records Information Management System website at https://www.arims.army.mil.

**Deviations.** Deviations from mandatory provisions of this regulation require a waiver, with full justification, and will be submitted to Commander, Eighth Army, Command Safety Office, Unit #15236, APO AP 96271.

**Interim Changes.** Interim changes to this regulation are not official unless the Assistant Adjutant General, Eighth Army, authenticates them. Users will destroy interim changes on their expiration date unless superseded or rescinded.

**Suggested Improvements.** The proponent agency of this regulation is the Eighth Army Command Safety Office. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to Commander, Eighth Army Command Safety Office (EASF), Eighth Army, Unit #15236, APO AP 96271.

**Restrictions.** Approved for public release. Distribution unlimited. Local reproduction is authorized.

**Forms.** AK and higher-level forms are available at http://8tharmy.korea.army.mil/g1_AG/Programs_Policy/Publication_Records_Reg_AK.htm.

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Descriptions are available on the Army Records Information Management System website at [https://www.arims.army.mil](https://www.arims.army.mil).

**Internal Control Provisions.** This regulation does not contain management control checklists.

**Disclaimer.** This regulation is not an all-inclusive document. It is a supplement to the policies and procedures established in the manual listed in the References section contained in this document, as they pertain to Eighth Army.

**Distribution.** Electronic Media Only (EMO).
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Chapter 1
Introduction

1-1. Purpose
This regulation provides the requirements, policies, procedures, and licensing for the safe movement of tactical vehicles within Eighth Army areas of operation, on and off post.

1-2. References
Required and related publications and prescribed and referenced forms are listed in appendix A.

1-3. Explanation of Abbreviations
Abbreviations used in this publication are explained in the glossary.

1-4. Responsibilities
A successful program depends upon everyone fulfilling his or her responsibilities.

a. Eighth Army Command Safety Office.

   (1) Proponent for this regulation.

   (2) Executive Agent for the oversight of subordinate unit execution of the policy and procedures contained within this regulation.

   (3) Establish and direct policy and procedures that govern route movements.

   (4) Develop and publish convoy guidelines, vehicle operator and convoy commander checklists, commonly used route risk assessments, and commonly used route hazard areas for tactical vehicles.

   (5) Establish education programs for vehicle operators and convoy commanders. Develop programs for units with tracked and wheeled vehicles and for units with wheeled vehicles only.

   (6) Monitor compliance of this regulation by incorporating into the Command Inspection Program.

   (7) Monitor the execution of this regulation and advise U.S. Forces, unit commanders and leaders on training movement safety.

b. Eighth Army Major Subordinate Commands (MSC).

   (1) Ensure subordinate units establish tactical standard operating procedure (TACSOP) movement control procedures in accordance with this regulation.

   (2) Ensure all vehicle movements comply with the safety requirements in chapter 3 of this regulation.

c. MSCs/Separates.

   (1) Ensure the safe movement of all vehicles/convoys.

   (2) Establish TACSOP movement control procedures.
(3) Follow and establish a vehicle/convoy commander certification program directed by 8A.

(4) Ensure vehicle/convoy commanders are trained in conducting risk management assessments of vehicle routes prior to and during vehicle movement operations.

(5) Establish a driver’s training program in accordance with AK Regulation 350-1 (appendix F) that provides specific guidance down to the company level.

(6) Coordinate for Combined Highway Clearance Request approval through servicing U.S. MCT. See appendix F.

d. Senior Occupant Responsibilities for Tactical Vehicles. See also AR 385-10.

(1) Ensure that the driver is licensed on the vehicle to be operated.

(2) Ensure that drivers follow the headphone and listening devices, operator distraction, and alcohol consumption restrictions specified in paragraph 3-2b (2).

(3) Prevent drivers who appear fatigued or physically, emotionally, or mentally impaired from operating a vehicle.

(4) Ensure one dedicated driver is assigned per vehicle and that an additional driver per three vehicles is on stand-by during 24 hour operations to mitigate driver fatigue.

(5) Ensure vehicle occupants use seatbelts or appropriate restraint systems, if installed, while the vehicle is in motion.

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

(7) Assist the driver in recognizing unsafe mechanical conditions of the vehicle. Report hazardous operating conditions of vehicles according to the organization’s maintenance SOPs.

(8) Ensure the driver does not interrupt the flow of civilian traffic by making sudden halts, unauthorized U-turns, or other unauthorized driving maneuvers on the road.

(9) Require the drivers to comply with road signs and speed limits as dictated by road conditions.

(10) Ensure the driver’s vision is not obstructed by ice, snow, blurred windshields, electronic devices or other items in the vehicle. Identify road and/or other driving hazards.

(11) Identify road and/or other driving hazards.

e. Vehicle Commander Responsibilities.

(1) Brief vehicle occupants/crew on the situation and the enemy. The briefing will be conducted using the Convoy Commander Briefing contained in appendix B of this document.

(2) Check the status of the vehicle.

(a) Ensure the vehicle has been PMCS’d IAW the appropriate –10 manual.
(b) Ensure that the vehicle is properly dispatched and has all required documentation in the Equipment Record Folder. If using a DA Form 5987E, make sure the driver and alternates are digitally printed on the dispatch.

(c) Ensure the vehicle's deficiencies are known and the vehicle has been approved for movement (if applicable).

(d) Ensure the vehicle has adequate fuel for the next movement.

(e) Ensure a 100% accountability check for all equipment has been conducted.

(f) Ensure all equipment has been secured/tied-down prior to movement.

- Ensure the crew has been briefed on the route, checkpoints, and rally points.
- Have a detailed strip map (off installation driving).
- Ensure the driver/crew knows the route and maintains situational awareness.
- Ensure the driver knows the order of march.
- Ensure the crew knows what to do in case of vehicle breakdowns, malfunctions or accidents.
- Commo checks have been made and verified.
- Driver and crew trained in procedures for vehicle rollover.
- Appropriate flags are displayed for lead, trail, and convoy commander vehicles.
- Supervisors of Army Motor Vehicles (AMVs) will adhere to the guidance as prescribed in AR 385-10, paragraph 11-2b.

(3) Ensure one dedicated driver is assigned per vehicle and that an additional two drivers per vehicle are on stand-by during 24 hour operations to mitigate driver fatigue.

(4) If operating an FMTV and HEMTT series vehicle, ensure appropriate “Fish-eye” mirror is installed and adjusted to minimize blind spot in front of the vehicle.

FMTV NSN: Mirror: 2540-01-494-4311; Arm: 2540-01-494-4298  
HEMTT NSN: Mirror: 2540-01-494-4311; Arm: 2540-01-542-0902

(5) If operating a MATV, RG31, MRAP series vehicle, ensure appropriate spotter mirrors are installed and adjusted to minimize blind spot in the front and sides of the vehicle.

(6) Ensure vehicle crew complies with 8A CG's guidance on vehicle break down procedures to include the following:

(a) Vehicle will engage emergency flashers “four ways” immediately when there has been an identified physical or mechanical issue. Report the issue to the Convoy Commander and move the vehicle as directed, to the safest and farthest right side of the road.
Note: If possible, pull vehicle into the closest rest area off the highway or major road.

(b) Occupants will exit from the passenger side of the vehicle, if practicable, in order to avoid traffic.

(c) Upon exiting the vehicle, occupants will get off the road and get over the road-side barrier, as soon as it is safely practicable.

(d) Set up warning triangles (once traffic has cleared the area) in the safest manner possible, keeping soldier and civilian safety in mind.

f. Convoy Commander Responsibilities for Tactical Vehicles.

(1) Conduct convoy rehearsals.

(2) Conduct convoy briefing (see appendix B).

(3) Conduct safety briefing.

(4) Ensure communications between all radio-equipped vehicles in the convoy are operational and properly secured.

(5) Ensure that vehicles equipped with internal communications have their system 100% functional. If any failure of internal communications during a convoy movement occurs, the vehicle will stop immediately and report by external communications, hand signals, or verbally that a communications problem exists. If safe, the vehicle with no internal communications will move in between vehicles that has working communications and be monitored throughout the convoy.

(6) Determine size of component elements, not to exceed 25 vehicles per march unit or four march units per serial.

(7) Determine convoy speeds.

(8) Receive approval before deviating from any approved movement or convoy clearance (i.e. change of departure time, composition of convoy, etc.) prior to movement.

(9) Brief and maintain normal convoy intervals between vehicles.

(10) Ensure lead and trail vehicles of a convoy are labeled properly. They will be identified by removable convoy signs, written in both Hangul and English, with black letters on a yellow background. If possible, use the reflex-reflective background.

(11) Ensure the convoy clearance number is chalked clearly and conspicuously on both sides of each vehicle in the convoy. The convoy clearance number will be promptly removed upon completion of that particular movement.

(12) Ensure placards are displayed on all four sides of the vehicle(s), if transporting hazardous/dangerous materials.

(13) Ensure cargo and passengers are properly loaded and secured. Cargo must be tied down and/or blocked and braced to prevent shifting. When passengers and cargo are transported in
the same vehicle, separate cargo from passengers and restrain with rope or other tie down devices. Passengers will not be permitted to ride forward or on top of cargo. Vehicle operators and passengers will use restraint systems when available. When transporting passengers in HMMWV and FMTV series vehicles:

(a) Ensure that the vehicle does not exceed the total passenger limit and maximum capacity.

(b) Make sure all troop seats are operational and all passengers are seated.

(c) Vehicle must have an operational troop strap, it will be secured above the tailgate.

(d) The vehicle must have a serviceable covered tarp, secured on the sides, but the rear flap could be rolled up and secured.

(e) Cargo must be secured in the same area where the passengers are seated.

(f) All trailer series will not be transported, only off installation.

(g) All passengers will receive a separate safety brief by the driver or TC.

(14) Ensure all personnel are fully briefed on the route of march, traffic regulations, speed limits, control procedures, critical points, individual responsibilities, and hazards to military vehicles and civilians along the route.

(15) Ensure one dedicated driver is assigned per vehicle and that an additional two drivers per vehicle is on stand-by during 24 hour operations to mitigate driver fatigue.

(16) Ensure convoy flags are displayed on the left front of each designated vehicle.

(a) BLUE – Lead vehicle.

(b) GREEN – Trail vehicle.

(c) BLACK/WHITE – Convoy Commander.

(d) Convoy flags DO NOT have to be displayed between the hours of 2000-0600.

Note: The convoy commander can be the lead vehicle, but should ride where the convoy can be best controlled.

(17) Ensure all convoy vehicles use their service drive lights (headlights).

(18) Reconnoiter the route prior to movement to verify speeds, determine critical points, locate tracked vehicle bypasses, and ensure the safety of the route. Pay special attention to bridge crossings, bridge underpasses, and rock drops. Recon should be conducted as close to SP time as possible to mirror what the route will look like at movement time. **Route recons are required prior to movement.**

(19) Ensure all convoy elements stop prior to crossing railroad tracks. The instructions of the Korean National Railroad Crossing Guard supersede any other considerations. Trains always have the right of way.
g. Higher Commander Responsibilities.

(1) Establish procedures within the TOC to schedule, monitor, and control all convoy movements within the unit area of operations.

(2) Establish a contingency plan and assign responsibilities for a white cell within the TOC to respond to accidents/incidents involving the civilian population.

(3) At a minimum, conduct a map reconnaissance of routes to be used by subordinate units.

(4) Brief the mission/plan/scenario to higher headquarters.

(5) Establish TCPs at hazard points along routes.

(6) Employ MP support when available to augment TCP.

(7) Ensure all convoys are conducted under a movement order and controlled by the TOC.

(8) Ensure that contact with the closest MP unit is established and contact that office immediately in case of an accident/incident.

(9) Ensure that no two opposing training convoys are scheduled by the TOC that causes them to pass one another during movement.

1-5. Definitions

a. Range and Training Area. These areas have been granted to Eighth Army either under the auspices of the Status of Forces Agreement (SOFA) or on a temporary basis by a proper ROK authority for the purpose of conducting training. Due to the nature of their primary use, (e.g. tactical training) the road networks within these areas are ruggedly constructed and lack some of the features normally found on high use roadways (e.g. built up shoulders, emergency lanes, etc.). Training Support Activity Korea (TSAK) manages and operates all Eighth Army range and training infrastructure. Each range and training area has published rules and guidance regarding the safe use of these facilities, including directions regarding safe convoy procedures. As units plan their use of these training enablers, they must ensure they include any special guidance contained in the facility Standard Operating Procedures (SOP) during the risk assessment process.

b. Approved Route. Defined as roads that provide the most satisfactory route from all US Installations, Training Areas, or Ranges. The routes taken will be approved by 25th MCT or routes designated by higher, within the KTO, upon which the bulk of traffic flows in support of military operations.

c. Maneuver Rights Area (MRA). An area provided by the ROK Government or its duly appointed agency, that is not normally classified as training land or necessarily owned by the ROK Government that is used in conjunction with a scheduled Range and Training Area for a specified training event and/or for a specified period of time.

d. Training Routes. Roads or trails running through, and within the confines of the training area or MRA, that are used to conduct training movements. The principle route between a MRA and the Range and Training Area it services, is considered to be a training route. By their nature, training areas are generally in remote or semi-remote areas and roadways and trails within them are
maintained to a lesser standard than those found outside of these areas. As such, roads in these areas normally do not have shoulders, may have buildings and homes along their edges, are highly convoluted, and are the only source over which people, farm implements, or vehicles can travel.

e. Driver. Primary operator of a military vehicle. Drivers will be properly licensed on the vehicle they are operating. Military personnel whose duties require them to drive but who do not possess a valid U.S. state license or have not completed the 8A Basic Driving Course, will only be authorized to operate a tactical vehicle in connection with a military operation on post only. Military operations are considered to be any operation required for military purposes, which has approval of the unit commander.

(1) The following are required to operate a tactical vehicle ON POST ONLY:

(a) USFK Test with Tactical/TMP Test, taken with a certifying official

(b) LEARNERS OF 346

(c) DA Form 5984-E (LEARNER, INCIDENTAL, LIMITED)

(2) The following are required to operate a tactical vehicle ON/OFF POST:

(a) Valid U.S. state driver’s license

(b) USFK Test with Tactical/TMP Test, taken with a certifying official

(c) STANDARD OF 346

(d) DA Form 5984-E (LEARNER or STANDARD)

Note: Operating with a LEARNER Permit, TC/VC will be an NCO, licensed on the specific vehicle.

(3) To operate only a tactical vehicle OFF POST, without a state driver’s license, see appendix O.

f. Vehicle Commander (VC). Soldier with overall responsibility for the operation of a military vehicle and is certified under a unit’s VC certification program. VCs must be in the grade of E-4 and above. Korean Augmentation to the United States Army (KATUSA) in the rank of Corporal (E-4) and above may also serve as VCs, as long as they have completed the required training. All tactical vehicles driven, on or off installations are required to have at least two personnel, one of whom must be VC certified. Vehicle Commander should be licensed on the vehicle, if there is a possibility that they may have to operate. The VC may also be the operator of the vehicle depending on the mission (e.g. continuous operations) or for safety purposes. VC’s must be familiar with the vehicle in which they are the vehicle commander, to include the vehicle limitations, characteristics, and blind spots.

Note: If the VC is also the operator, the other Soldier in the vehicle, must be either licensed or TC/VC qualified.

g. Senior Occupant. The senior occupant is highest-ranking Soldier in a military vehicle and normally serves as an assistant driver or VC. The senior occupant may also serve as the driver. They have overall responsibility for the safe movement of the vehicle. Under most circumstances, the senior occupant and the VC are the same person. The only time this will not be the same
person is, if the senior occupant is not certified under the unit’s VC certification program.

h. Assistant Driver. Personnel that aid the primary operator of a military vehicle during extended hours of operation. Assistant drivers may be the senior occupant or the VC. However, a convoy commander may not serve as an assistant driver. Assistant drivers must be licensed on the type and variant of the vehicle.

i. Convoy Commander. Noncommissioned officer, warrant officer, or commissioned officer that is overall responsible for the safe movement of a military convoy and is certified under the unit’s convoy commander certification program. Convoy commanders will be in the grade of E-7 or above. An E-6 serving in the duty position of an E-7 may be certified as a convoy commander as long as it is documented in a certification memorandum signed by the battalion commander. The convoy commander will not be the operator of a vehicle in a convoy for which they are the commander. Splitting wheeled-vehicle convoys in order to alleviate the requirement for convoy commanders is a direct violation of the spirit and intent of this regulation.

j. Convoy. A formation of military tactical vehicles that contains at least one (1) tracked vehicle, or five (5) wheeled vehicles, but less than 25 vehicles, with a lead and trail vehicle. All convoys require a certified convoy commander.

k. Outsized vehicles. Outsized vehicles (HEMTT series and above) are made up of vehicles that fall into either oversized or overweight categories. An oversized vehicle is a vehicle that is greater than 100” in width, 154” in height, or 704” in length. An overweight vehicle is a vehicle that exceeds 45 short tons (90,000 lbs.). See 8A Command Policy Letter #16.

l. Army Traffic Safety Training Program. Required training for all Army personnel. The training is established to reinforce a positive attitude toward driving, individual responsibility, and correct response to routine and emergency driving situations.

Chapter 2
Vehicle/Convoy Commander Certification Program

2-1. Introduction

a. This chapter contains requirements for establishing vehicle/convoy commander certification programs.

b. VCs will be certified at the company commander level. Personnel to be certified will be in the grade of E-4 or above and will have successfully completed the required training listed at Table 2-1. Once certified, trained individuals will have the certification placed in the remarks column on their government driver’s license (DA Form 5984-E) via GCSS-A or will be provided an 8A TC/VC Certified Card. This certification is only valid for one (1) year. All VCs must complete the required training in table 2-1 each year to be certified.

c. Convoy commanders will be certified at the battalion commander level, will be in the grade of E-7 or above and will have successfully completed the required training listed at table 2-2. Once certified, trained individuals will have the certification placed in the remarks column on their government driver’s license (DA Form 5984-E) via GCSS-A or will be provided an 8A CC Certified Card. The battalion commander may certify personnel in the grade of E-6 that are serving in an E-7 position, provided that they fulfill the training requirements in table 2-2 and the duty position is documented on certification memorandum. This certification is valid for one (1) year and renewable.
annually.

d. Commanders will ensure that the convoy commanders and vehicle commanders understand that they are directly responsible for the safety of all personnel and equipment during any convoy/vehicle movement.

e. Once the training is complete, the certifying unit will update their Soldier’s government driver’s licenses (DA Form 5984-E) via GCSS-A. Battalion commanders and company commanders will sign convoy commander and vehicle commander appointment orders, respectively. Battalion commanders may delegate signature authority to the Battalion Executive Officer; company commanders may NOT delegate signature authority. However, the battalion commander retains overall responsibility for the Convoy Commander Certification Program. Units are required to maintain certification records (MFR and 8A Cards issued) of authorized vehicle and convoy commanders for inspection purposes. See appendix I & J for examples.

2-2. Required Training for Vehicle/Track/Convoy Commanders

Table 2-1  
Required Training - Vehicle Commander

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Army Traffic Safety Training Program</td>
<td>Unit Driver’s Training Program</td>
</tr>
<tr>
<td>(in accordance with AR 385-10)</td>
<td></td>
</tr>
<tr>
<td>TC/VC Responsibilities &amp; Test</td>
<td>AK Reg 385-11 &amp; AK Reg 385-10</td>
</tr>
<tr>
<td>Winter Driving Course</td>
<td>***PPT- ”Winter Driving in Korea”</td>
</tr>
<tr>
<td>Safe Driving in Korea (FY18)</td>
<td>***Video- ”Safe Driving in Korea”</td>
</tr>
<tr>
<td>**FMTV Familiarization</td>
<td>***Video-”Operating the FMTV in the</td>
</tr>
<tr>
<td></td>
<td>Republic of Korea”</td>
</tr>
<tr>
<td>Vehicle Operational Hazards</td>
<td>Unit (Vehicle Technical Manual (TM))</td>
</tr>
<tr>
<td>Vehicle Maintenance Training</td>
<td>Unit (Vehicle TM)</td>
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<td>*Track Vehicle Communications Requirements</td>
<td>Unit (Vehicle TM)</td>
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Table 2-2  
Required Training – Convoy Commander

<table>
<thead>
<tr>
<th>Requirement</th>
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<tbody>
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<td>Army Traffic Safety Training Program</td>
<td>Unit Driver’s Training Program</td>
</tr>
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<td></td>
</tr>
<tr>
<td>Winter Driving Course</td>
<td>***PPT-”Winter Driving in Korea”</td>
</tr>
<tr>
<td>Convoy/Type Vehicle Operational Hazards</td>
<td>Unit (Vehicle TM)</td>
</tr>
<tr>
<td>Safe Driving in Korea (FY18)</td>
<td>***Video- “Safe Driving in Korea”</td>
</tr>
<tr>
<td>Convoy Commanders’ Responsibilities &amp; Test</td>
<td>AK Reg 385-11 &amp; AK Reg 385-10</td>
</tr>
<tr>
<td>**FMTV Familiaration</td>
<td>***Video-”Operating the FMTV in the</td>
</tr>
<tr>
<td></td>
<td>Republic of Korea”</td>
</tr>
<tr>
<td>*Track Vehicle Communications Requirements</td>
<td>Unit (Vehicle TM)</td>
</tr>
<tr>
<td>Conducting Risk Assessments</td>
<td>Unit</td>
</tr>
<tr>
<td>Conducting Running Risk Assessments</td>
<td>Unit</td>
</tr>
<tr>
<td>Common Training Route Risk Familiarization</td>
<td>Unit</td>
</tr>
</tbody>
</table>

Note:
*This requirement is not applicable for units that do not have tracked vehicles.
**This requirement is not applicable for units that do not have FMTV series vehicles.
***These videos/PPTs can be viewed on the Eighth Army Command Safety Office website at http://8tharmy.korea.army.mil/safety/home/Motor_Vehicle_Safety_Resources.asp.

Chapter 3
Vehicular Training Movements Procedures

3-1. Introduction

a. This chapter provides procedures for the conduct of vehicle and convoy movements.

b. Commanders at all levels will ensure a proactive program to train and sustain competency in the conduct of safe vehicle/convoy movement during training events.

3-2. Wheeled and Tracked Vehicle Requirements

a. Commanders will ensure--

   (1) Army motor vehicle operators are selected, trained, tested, and licensed to operate vehicles, including tracked vehicles, in accordance with the following publications:

      (a) AR 600-55
      (b) DA PAM 750-8
      (b) USFK Reg 190-1
      (c) USFK Reg 55-37
      (d) USFK Pam 385-2
      (e) TMs for the specific vehicles they are operating.

   (2) Vehicles have received appropriate mechanical inspections in accordance with vehicle operators manuals (-10 manuals) and any additional SOP requirements specific to a particular vehicle, before leaving their perspective motor pool.

   (3) Safety-related deficiencies on vehicles are corrected before an exercise.

   (4) Vehicle operators check the following prior to any movements. No vehicle will be operated if a failure in any of the areas below is noted.

      (a) Internal and external communications (as applicable).
      (b) Brakes.
      (c) Directional signals.
      (d) Exhaust system.
(e) First aid kit.

(f) Fuel system.

(g) Headlights.

(h) 2 x Delineator Plates (Appendix L).

(i) Seatbelts (if installed).

(j) Taillights.

(k) Tires.

(l) Trailer hitch, electrical and air hose connections, as applicable.

(m) 3 x Warning triangles.

(n) 2 x Reflective Vests (with the vehicle, ie. located on seats or worn).

(o) Windshield wipers.

(p) Fire extinguisher(s).

(q) Valid dispatch for current road conditions.

(r) Tire Chains (based on season and weather conditions).

(5) “Fish-eye” mirrors are located on appropriate vehicles to include the FMTV and HEMTT series, so that it minimizes the amount of blind spots by the driver and vehicle commander. To obtain the spotter mirrors and/or fisheye mirrors, coordinate with the Eighth Army G4 ground maintenance manager at 755-8220.

(6) Before operating a tactical/tracked vehicle at any time, on or off any Garrison/Installation, or Range in the Republic of Korea, all personnel will wear ACH, Kevlar, hardhat or crewmember helmet. The senior occupant is fully responsible for all personnel in the tactical vehicle and to make sure all helmets are properly worn and secured.

**Note:** All Commanders are responsible for what type of helmet is authorized for use, per variant of vehicle type.

(7) Ground guides are required when backing wheeled and tracked vehicles. Ground guides will not stand between the vehicle being guided and another object where an inadvertent engine surge or momentary loss of vehicle control could cause injury or death. Ground guides will be trained in accordance with FM 21-60, TC 21-305-20, and TC 21-306. The vehicle driver will stop the vehicle immediately if--

(a) He/she loses sight of the ground guide.

(c) The ground guide is standing between the vehicle and another object.

(d) The ground guide will not stand directly in front of the vehicle.
(c) Communication is not understood between the driver and ground guide.

(7) These procedures are followed for ground guiding engineer vehicles operating at supervised or controlled access construction sites. Before starting vehicle engines, drivers of grader, bulldozers, and other engineering vehicles will--

(a) Walk around the vehicle to ensure the area is free of obstructions. Ground guides are not necessary for back engineer equipment operating at supervised or controlled access construction sites.

(b) Sound the vehicle horn before backing or ensure the automatic backup alarm (29 CFR 1926.602) is operational.

(8) Drivers of engineer vehicles/equipment operating outside supervised or controlled access construction sites use the standards and number of ground guides required for vehicle types.

(9) Wheeled and tracked vehicles, trailers, and towed equipment are marked at the rear with retro-reflective red and yellow delineator plates.

(10) Exterior radio antennas are tied down to a height of not more than 13 feet and at least 8 feet from the ground before movement. Antenna tips (national stock number 5800-00-437-2363) will be installed. Antennas will be secured under the clip and clipped from below in the quick-release position.

(11) Soldiers may be transported without fixed seating for short distances, only on the Garrison/Installation if each passenger remains seated and wholly within the body of the vehicle. Restraining/Safety straps must be utilized. They will not be transported in the bed of an Army truck, off post, unless the truck is specifically designed to carry troops, with seatbelts. When transporting soldiers in cargo trucks in which cargo is loaded, ensure that they are seated in fixed seats and the cargo is adequately secured (AR 385-10).

(12) Wheeled-vehicle tailgates are locked in the up position. Ensure restraining/safety straps extending across rear cargo beds will be secured before vehicle movement, only with personnel.

(13) Soldiers are not transported on top or on the sides of tracked vehicles. Soldiers will sit in crewmember compartments, use available seatbelts, and wear Kevlar or crewmember helmets.

(14) Vehicle operators will chock block vehicles with chock block pairs when vehicles are parked. If chock block pairs have not been issued, they may be made locally using 8-inch wood stock cut at 45-degree angles. Chock blocks will be used as pairs, placing one block in front of and one block behind the tire being chocked.

(15) Drivers of wheeled vehicles will not wear mission-oriented protective posture (MOPP) masks, vinyl NBC protective over boots, or night vision goggles on public roads or access roads that lead to and from training areas.

(16) Broken-down vehicles are moved as far as possible to the side of the roadway. Special precautions (including posting guards and using reflectors) will be taken to warn approaching drivers of potential danger when vision is limited. Military personnel have no authority to direct civilian traffic on public highways. Posted guards must wear reflective vests and will warn drivers of traffic accidents, oversized and broken-down vehicles, and other hazards on highways. Host nation police
may be called for assistance by using an orange emergency telephone. During recovery operations, vehicles will have four-way flashers “hazard lights” on in order to provide maximum situational awareness for other vehicles on the road, to include civilians that may be driving in the area.

(17) All personnel are briefed on the convoy speed limits for the convoy routes. Posted speed limits are not to be exceeded.

(18) Procedures are established to control vehicle operations during adverse road conditions.

(19) When a convoy must cross a surfaced road from a trail, road guards must be posted on either side of the crossing point to block on-coming traffic. The road guards will wear safety vests and carry lighting devices, such as flashlights or chem lights. Once the convoy has crossed the road, a detail will remove any mud, dirt or debris on the roadway as an accident prevention measure.

(20) Appropriate additional visual aids (e.g. “Fish-eye” mirrors, convoy signs, RAWLS, Delineator Plates, Flags) are installed on all applicable vehicles.

(a) Established operator-level maintenance TTPs to ensure that visual aids are adjusted to minimize blind spots before vehicle operation.

(b) Ensure that FMTV and HEMTT series vehicles are not dispatched without the authorized “Fish-eye” mirror installed.

(21) Ensure Vehicle Commander and Convoy Commander Certification requirements are maintained on every person who is assigned to a vehicle.

(22) Ensure sustainment training is provided to operators and vehicle commanders by qualified personnel in accordance with AR 600-55, chapter 4-4.

b. Crew Rest and Safe Driving.

(1) Drivers will not be assigned to drive an Army wheeled or tracked vehicle for more than 10 continuous hours (AR 385-10). Commanders should restrict driving periods when adverse road or weather conditions exist. Other factors, such as the amount of driver training and the type of vehicle should be considered before mission execution. Unit commanders will develop, approve, and enforce unit crew rest and assistant driver scheduling policies using the following guidance.

(a) There will be a minimum of 1:3 drivers per vehicle when conducting 24 hour operations.

(b) It is highly recommended that drivers receive eight (8) hours of rest during a 24-hour period. However, due to tactical considerations, it is the immediate supervisor’s responsibility to ensure drivers have sufficient rest prior to operating military vehicles. Commanders include sleep plan development as part of their planning and orders process.

(c) A qualified assistant driver will be assigned to a vehicle when more than 10 hours are needed to complete operations.

(2) Drivers will—

(a) Take at minimum, 15-minute breaks after every 2 to 3 hours of driving or after driving every 100 to 150 miles (160 to 240 kilometers), whichever comes first.
(b) Inspect their vehicles and ensure equipment and cargo are secure during in accordance with – 10 manuals.

(c) Not use headphones or earphones while driving Army motor vehicles. The driver and passengers will wear hearing protection, if so stated in the vehicle Technical Manual.

(d) Not consume intoxicating beverages within 8 hours before scheduled duty or during normal duty.

(e) Not eat, drink or use tobacco products in an Army vehicle while it is moving at any time.

(f) Not operate cellular phones, global positioning systems (GPS), or personal data assistants (PDAs) while operating Army motor vehicles.

(g) Maintain 75-100m separation distance during convoy operations during the day on highways. Drivers will maintain 50m separation distance at night, if travelling at slower speeds, when traveling in built-up areas, or when visibility is limited (rain, fog, snow, etc).

(3) Commanders may determine that additional rest periods are necessary when—

(a) Drivers encounter unusually poor weather or road conditions.

(b) Hazardous materials (HAZMATs) are being transported.

(c) Drivers are involved in prolonged or unusually difficult exercises or operations.

3-3. Operating Tracked Vehicles

a. Commanders will ensure tracked vehicles are escorted at all times while traveling on public highways, roads, or trails, off installation. The escort vehicles will be wheeled vehicles and will follow the following guidelines in performing escort duties:

(1) Will lead and follow tracked vehicles by 100 meters during the day.

(2) Will lead and follow tracked vehicles by 50 meters during the night and during times of limited visibility, at slower speeds.

(3) Will have a warning light system such as a rotating amber warning light system (RAWLS) or a strobe light warning system.

(4) Will be marked at the rear with retro-reflective red and yellow delineator plates.

b. Ground-Guiding Tracked Vehicles. Two ground guides are required to guide tracked vehicles backward or moved within an assembly area or motor pool. If only one ground guide is available, a tracked vehicle may only be guided forward. Ground guides will be properly trained in according to FM 21-60, TC 21-305-20, and TC-306. (AR 385-10)

c. Engineer Vehicles Operating at Supervised- or Controlled-Access Construction Sites. Before starting vehicle engines, drivers of graders, bulldozers, and other engineer vehicles will walk around the vehicles to ensure the area is free of obstructions. When backing or maneuvering in controlled
access construction sites, a signal person will be provided when the point of operation (includes area of load travel and area immediately surrounding the load placement) is not in full view of the vehicle, machine, or equipment operator; when vehicles are backed more than 100 feet; when terrain is hazardous; or when two or more vehicles are backing in the same area. Drivers of engineer vehicles will sound vehicle horns before backing. The sounding of horns before backing, will be SOP while operating at supervised or controlled access construction sites, per AR 385-10.

d. Safety Requirements. Commanders will ensure--

1. Communications between driver and track commander are fully operational.

2. Drivers are on “internal” only communications.

3. Every tracked vehicle will have a RAWLS.

4. There are no individual movements of tracked vehicles; vehicles that cannot maintain pace or break down will move off of the roadway and await escort vehicles or integrate into a follow-on serial.

5. Operators of tracked vehicles are to follow all licensing requirements for wheeled vehicles.

6. Drivers of tracked vehicles do not wear protective masks during operations on public roads.

7. Drivers use parking lights and their warning light system when tracked vehicles are stopped on or near public highways during dusk, dawn, or darkness.

8. Personnel warn approaching motorists of a stopped vehicle by turning on the vehicles hazard lights.

9. Track commanders will use extreme caution and yield the right-of-way when making left turns on public roads.

10. Disabled tracked vehicles being towed are escorted and illuminated properly.

11. Highway warning devices, including three warning triangles, are issued to every vehicle and are used according to HN requirements in emergencies.

12. Tracked vehicles are not started by towing. Slave cables with threaded male-to-female couplings will be used. Bare cable leads will not be used. Only vehicles parked side by side may be joined with slave cables. Vehicles parked front to front will not be joined with slave cables.

13. Equipment stored in a vehicle is secured in accordance with unit standard load plans.

14. Leaders enforce the wearing of appropriate hearing protection devices and protective headgear. Decals that state, "hearing protection required" will be placed in the crew compartments of tracked vehicles.

15. Track commanders alert the driver and crew and ensure they are out of the way before moving a gun turret.
(16) Observation personnel in tracked vehicles stay low (not higher than uniform-nametag level on the rim of the hatch cover).

(17) Tracked vehicle ramps are not lowered until the rear of the vehicle is clear.

(18) Safety latches are installed and used on tracked vehicles.

(19) Crewmembers will ensure combat-vehicle crewman helmets are functional and worn at all times when operating tracked vehicles.

(20) Personnel are briefed and trained on roll-over procedures prior to convoy movements.

(21) Personnel enter armored personnel carriers only through the rear door or ramp. Climbing on tracked vehicles will be restricted to mission-essential activities.

(22) Their units have a written standard operating procedure (SOP) for vehicle recovery operations.

(23) Heaters in tracked vehicles have no leaks in the heater or exhaust ducts. At least one hatch will be open to prevent carbon monoxide buildup.

(24) Operators are at the controls when the engine of a tracked vehicle is running.

(25) Operators will not start tracked vehicles, unless the portable and fixed fire extinguishers are present and in operating condition.

(26) Smoking in tracked vehicles, or within 50 feet of tracked vehicles, is prohibited. Riding on top of tracked vehicles is prohibited.

(27) When vehicles and dismounted Soldiers are training together during darkness, the dismounted Soldiers will notify vehicle operators and TCs of the marking system in use.

(28) Personnel will not rest or sleep under tracked vehicles or within 50 feet of tracked vehicles.

(29) Prior to leaving a vehicle park or bivouac area, the TC will walk completely around the vehicle to check for personnel or other hazards in the vicinity of the vehicle.

e. Towing Tracked Vehicles. Commanders will ensure--

(1) Vehicles are not towed if they can be repaired on site.

(2) The decision to tow a vehicle is made by one of the following:

   (a) An officer.

   (b) A senior noncommissioned officer (NCO) (sergeant first class and above, or specific staff sergeants when authorized by their battalion commander by name).

   (c) A qualified unit motor sergeant.

(3) Towed vehicles have the final drive input shafts disconnected to prevent further damage.
Only approved tow bars will be used. Cables or chains will not be used for towing when final drives are disconnected.

(4) Personnel do not ride on or in a tracked vehicle that is being towed.

3-4. Operating Wheeled Vehicles
Commanders will ensure—

a. Lead and trail vehicles are used for convoy operations.

b. Escort vehicles are equipped with a warning light system, such as a RAWLS or strobe light warning system, mounted, so it is visible to approaching and passing vehicles.

c. Drivers operating vehicles carrying hazardous cargo (fuel or explosives) are briefed on DD Form 836 (Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles). The DD Form 836 is available electronically at: http://www.apd.army.mil. Completed DD Forms 836 and other applicable forms will be given to drivers by the issuer of the hazardous cargo and maintained as part of the vehicle movement package. Drivers in convoys and individual vehicles transporting HAZMAT will be instructed to use the information in the package as a checklist in an emergency. The drivers will be trained within the drivers training and annotated on their license.

d. Headlights, taillights, reflectors, and reflecting tape are wiped clean at each stop.

e. Convoys moving on highways use the right traffic lane. Hard shoulders (divided by a solid white line) should be used only for emergency stops. Controls are established to prohibit smoking within 50 feet of vehicles carrying explosives or flammable material.

f. Trailers are towed with safety chains attached to the towing vehicle. Trailer signals and brake lights must work. Drivers will attach 2½- and 5-ton trailer air hoses, according to the applicable operator's manual.

g. Pre-accident plans are developed and briefed prior to operations.

h. All FMTV and HEMTT series vehicles are fitted with appropriate “Fish-eye” mirrors prior to dispatching and that these mirrors are adjusted by the driver and vehicle commander to ensure minimization of the blind spot in front of the vehicle.

3-5. Oversized Vehicle Escort Requirements

a. Oversized Vehicle. An oversized vehicle is a vehicle that is greater than 100" in width, 154" in height, or 704" in length.

b. All oversized vehicle convoys, serials, and march units, consisting of one oversized vehicle or more, require an escort. An O-6 Commander (on Peninsula units only) is authorized to certify designated unit escorts to conduct the oversized vehicle escort mission. The Commander will ensure that all oversized vehicle escorts are in compliance with this regulation. These escorts will meet the following requirements:

c. Escorts will consist of a lead and trail vehicle. The lead vehicle will be commanded by the convoy commander who will be trained in accordance with this regulation. The lead vehicle will have direct communication with the crews of the vehicles and will be responsible for warning the
crews of risks along the route. If a risk is identified along the route, the lead vehicle will either remove it or stop the convoy until the risk can be removed or mitigated. The trail vehicle will validate that the proper interval is being maintained and that the vehicle behind has not fallen out of the convoy. They will keep all crews notified of any situation that might pose a risk to the vehicle or the civilian population.

d. As per the Convoy Commander’s Checklist (appendix C), all convoys of 25 or more vehicles are split into serials and serials into march units, as required. Every convoy element that contains one or more oversized vehicle, requires a separate escort due to the time interval between serials and march units.

e. All escorts vehicles will have communications with all other escort vehicles.

f. The convoy commander will have communications with the vehicles being escorted.

g. Escort vehicles will be a HMMWV series vehicle or smaller, as long as there is a RAWLS.

h. All escort vehicle identification, such as lights, flags, placards, etc. will be in accordance with this regulation.

i. MP support or an identified escort team should be utilized for oversized convoy escort missions, if available.

j. Units will coordinate with the KNP through the local Provost Marshall prior to oversized vehicle movements. Such coordination should include the use of TCPs, when and where needed. If KNP support for TCPs is unavailable, MSCs are required to establish TCPs along the movement route of oversized vehicle convoys.

3-6. Convoy Clearance Procedures

a. Convoy Clearance Numbers (CCN). CCNs are required for the movement of five (5) or more vehicles outlined in this paragraph when traveling on any Korean road, no matter how short the duration of the move. CCNs are granted to units via the MSC from the ROK Army Corps and Army movement control agencies based on the origin, destination, time, size, number and type of vehicles involved.

b. Any convoy movement that crossing ROK Army Boundaries, units need to submit a Combined Highway Clearance Request (CHQ Form 26EK), no more than three working days prior to the movement to receive a CCN. The Combined Highway Clearance Request will be submitted to 25th Transportation Battalion. To get the most up to date information, their website for reference is: https://army.deps.mil/army/cmds/19ESC/MSCK/25th/SitePages/Home.aspx.

c. The following are the requirements (off installation):

   (1) One or more tracked vehicles operating under own power.

   (2) Any oversized/overweight vehicle. Oversized vehicles are 18m/58’6” long, and/or 3.9m/12’8” high, and/or 2.54m/8’3” wide. Vehicles 45 tons or heavier are considered overweight. HEMT Ts are considered oversize vehicles.

   (3) Five or more wheeled vehicles.
(4) Any vehicle, during peacetime only, carrying weapons, armed Soldiers, or towing weapons, which is not part of a convoy.

(5) Any vehicle carrying high ammunition explosives.

(6) Any vehicle transporting hazardous cargo. The following are examples:

(a) Bulk fuel vehicles.

(b) Any vehicle carrying ammunition larger than .50 cal. rounds.

**Note:** Five ton vehicles or below, carrying ammunition .50 caliber and below, not meeting any other requirement for a convoy clearance, do not require a convoy clearance number.

d. Emergency CCN Request.

(1) Units submit emergency CCNs (i.e. recovery missions and emergency re-supply) requiring CCNs through their MSC, BDE, or BN S4s to the SPO and will process the required paperwork and coordinate with the Branch Movement Control Teams (BMCT) for the CCNs.

(2) Late CCN requests must be accompanied by a letter of lateness signed by the Battalion Executive Officer or the first O-4 in the chain of command. Recovery and emergency resupply missions do not require a letter of lateness.

3-7. Other Requirements

a. All movements will be rehearsed prior to any movement. The rehearsal can be conducted on a sand table or a detailed map that can portray all critical points along the route. Moving unit’s rehearsals will be supervised by a leader at a minimum of one echelon above the level of the unit doing the rehearsal, for example, the company grade officer will supervise a platoon movement. When time does not allow for a rehearsal by a leader one echelon above, the convoy commander will rehearse the move with the drivers and track commanders as a minimum.

b. A thorough risk assessment (DD Form 2977) will be completed prior to any movement. The risk assessment will be tailored specifically to the mission taking into consideration the experience of the drivers, the age and condition of the vehicles, amount of sleep drivers have had, and other risks specific to the mission. Units will not use a standard pre-assembled risk assessment of general threats that might occur during the move.

c. Prior to any movement, the convoy commander will execute a convoy/safety briefing. The briefing may be given from a pre-printed form addressing the route, time of movement, weather conditions, and current physical situation of the route. A written record of the safety briefing will be maintained for seven days after the movement. See appendix B for a sample convoy brief, which includes information, to include in the convoy brief.

e. Convoy commanders will turn in completed checklist (appendix C) to the battalion or separate company headquarters prior to movement. These checklists will be retained on file for one year. Convoy checklist must be in compliance and will be included in vehicle accident investigations.

f. As the movement is executed, the parent unit will call in the start point (SP) and release point (RP) report to their unit TOC. The initial SP report will include confirmation that a safety briefing was conducted.
g. All tactical vehicles are required to have working tactical comms (Cell phones are not considered tactical comms). If units are in the process of acquiring tactical comms normally used in vehicles, MBITRs or Motorolas may be used in the interim, per 8A CoS guidance.

3-8. Movement Times for Tracked and Wheeled Vehicles

a. Tracked vehicles. Tracked vehicle movements will only take place with prior approval of the Battalion Tactical Operations Center (TOC). Currently, the Republic of Korea Army (ROKA) prefers that Eighth Army move tracked vehicles during hours of decreased traffic, specifically between the hours of 2300-0500. However, tactical training scenarios determine vehicle movement times and these may be at any hour of the day and movements conducted during other than these hours will be carefully planned and controlled by the MSC TOC.

b. Wheeled vehicles. There is no restriction on movement times for wheeled vehicles except for Heavy Equipment Transports (HET). Due to the size and weight of the HET, the hours of 2300-0500 are preferred. Commanders will prepare a risk assessment to determine the safest and most efficient times to conduct wheeled vehicle movements factoring in the number of vehicles involved, proposed routes, weather conditions, traffic congestion, and traffic control point (TCP) requirements.

c. Peak traffic periods.

(1) Weekdays -- 0745-0930, 1145-1330, and 1615-1900.

(2) Saturday -- 0745-0930 and 1145-1900.

(3) Sunday -- 1700-2000

d. Dusk and Dawn. Units need to insure that they incorporate measures to reduce hazards associated with light transition in their risk assessment. This may include adjusting convoys away from these times.

e. Holiday periods. Specific holidays create Black road conditions in Korea. Lunar New Year and Chuseok are the two most severe traffic-congested holidays. During these holidays, military movements, even within training areas, must be kept at a minimum.

3-9. Maximum Speeds for Normal Driving Conditions

a. Vehicle operators will not drive at a speed greater than is reasonable or prudent under road and weather conditions and with regard to the actual and potential hazards. The maximum speed limits per USFK Reg 190-1 are shown below. Military vehicle operators will not exceed maximum speed limits.

(1) Within a city, community, or built-up area: 35 miles per hour (MPH)/56KPH.

(2) Outside a city, community, or built-up area: 40 MPH/64 KPH.

(3) School zones: 15 MPH/24 KPH.

(4) Parking areas, motor pools, and aircraft parking areas: 5 MPH/8 KPH.

(5) Expressways and toll roads. The minimum speed will be as posted. The maximum
speeds are as follows:

(a) Tactical vehicles (excluding M880/M890/M998/M1000 series vehicles): 40 MPH/64 KPH.

(b) Speed limits by expressway for privately owned, commercial and TMP (passenger type) vehicles are shown in table 3-1.

b. Vehicles will not be operated at such a slow speed that they impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with the law.

c. Vehicle operators will not participate in any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition of speed or acceleration, or any event for the purpose of setting a speed record. Additionally, operators are prohibited from participation in any race, competition, contest, test, or exhibition unless approved as an authorized sporting competition by appropriate ROK or U.S. authorities.

d. In accordance with USFK Pam 385-2, a warning device (triangle or flares) will be placed on the roadway at least 100 meters during the day and 200 meters at night, to the rear of any traffic hazard such as a disabled vehicle, construction activity on post, or other repair work such as telephone or electrical line. On U.S. military installations where 50 meters is not always practical, warning devices will be placed at a distance where oncoming traffic is warned as they approach the traffic hazard. See appendix M.

Table 3-1
Expressways and Toll Roads Maximum and Minimum Speeds for POV, Commercial, and TMP (Passenger Type) Vehicles

<table>
<thead>
<tr>
<th>Expressway No. &amp; Name</th>
<th>Maximum – Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 Chungbu (Seoul-Daejeon)</td>
<td>66 MPH/110 KPH – 36 MPH/40 KPH</td>
</tr>
<tr>
<td>1 Gyongbu (Seoul-Choenan)</td>
<td>66 MPH/110 KPH – 36 MPH/40 KPH</td>
</tr>
<tr>
<td>1 Gyongbu (Choenan-Busan)</td>
<td>62 MPH/100 KPH – 31 MPH/50 KPH</td>
</tr>
<tr>
<td>2 Gyongin (Seoul-Incheon)</td>
<td>62 MPH/100 KPH – 31 MPH/50 KPH</td>
</tr>
<tr>
<td>8 Ulsan (Ulsan-Eonyang)</td>
<td>62 MPH/100 KPH – 31 MPH/50 KPH</td>
</tr>
<tr>
<td>3 Honam (Hwedoek-Suncheon)</td>
<td>50 MPH/80 KPH – 25 MPH/40 KPH</td>
</tr>
<tr>
<td>4 Yongdong (Saemal-Kangreung)</td>
<td>50 MPH/80 KPH – 25 MPH/40 KPH</td>
</tr>
<tr>
<td>5 Donghae (Kangreung-Mukho)</td>
<td>50 MPH/80 KPH – 25 MPH/40 KPH</td>
</tr>
<tr>
<td>6 Namhae (Busan-Suncheon)</td>
<td>50 MPH/80 KPH – 25 MPH/40 KPH</td>
</tr>
<tr>
<td>7 Guma (Daegu-Masan)</td>
<td>50 MPH/80 KPH – 25 MPH/40 KPH</td>
</tr>
<tr>
<td>9 Olympic</td>
<td>50 MPH/80 KPH – 25 MPH/40 KPH</td>
</tr>
</tbody>
</table>

* This table lists travel speeds for privately-owned and commercial vehicles on these roadways. Military vehicles will adhere to the travel speeds prescribed in paragraph 3-8a.
Chapter 4
Risk Management/Risk Assessment

4-1. Training Route Risk Assessment Process

a. Risk Management. Risk management is a process that assists decision makers in reducing or offsetting risk by systematically identifying, assessing, and controlling risk arising from operational factors and making decisions that weigh risks against mission benefits. Risk is an expression of a possible loss or negative mission impact stated in terms of probability and severity. The risk management process provides leaders and individuals a method to assist in identifying the optimum course of action. Risk management must be fully integrated into planning, preparation, and execution. Commanders are responsible for the application of risk management in all military operations. Risk management facilitates the mitigation of the risks of threats to the force-any opposing force, condition, source, or circumstance with the potential to negatively impact mission accomplishment and/or degrade mission capability. Managing risk is critical for all operations.

   (1) No unnecessary risk is acceptable. An unnecessary risk is a risk that could be reduced or eliminated without changing essential mission values. Leaders who have the authority to accept risk are responsible for protecting their Soldiers from unnecessary risk.

   (2) Risk decisions will be made at the appropriate level of command. Leaders who will be held directly responsible for decisions should make the decisions. Small-unit commanders and leaders will make risk decisions in combat and should make risk decisions in training.

   (3) A risk is acceptable only when the risk benefits outweigh the risk costs. Leaders will understand and be prepared to take necessary risks to accomplish their missions.

b. Risk Mitigation. Roadways in the ROK are highly congested with traffic and personnel. At any time of the day or night, people of all ages are walking along roadways. Leaders and vehicle operators assigned to Korea must learn to fully appreciate the hazards associated with the mix of pedestrians and traffic and take action to mitigate this factor at all times during vehicle operations on public accessible roads.

c. Leader Responsibilities - General.

   (1) Employ the five-step risk management process as outlined in ATP 5-19. Detect hazards and risks associated with operations. Identifying risks involves looking closely at each phase of training or operations.

   (2) Assess risks and determine risk implications. Leaders will consider the likelihood of a mishap and the degree to which injury or equipment damage is possible. A low chance of something happening with a high probability of minor injury is a low risk. A low chance of something happening with a high probability of a fatality is a high risk. Leaders must understand facts before deciding whether or not to take a risk.

   (3) Commanders must ensure that a risk assessment has been made of each wheeled and track vehicle mission, regardless of the number of vehicles involved, and controls implemented, before starting the mission.

      (a) The assessment will focus on:

         • Vehicle operator experience.
• Vehicle operator training.
• Vehicle operator rest and work cycle.
• Availability and necessity of assistant drivers.
• Distance, duration, and complexity of mission.
• Expected seasonal and other environmental factors (rain, snow, mud, fog, etc.).
• Expected physical factors, such as routes and available rest areas.

(b) For each hazard identified during the risk assessment, develop one or more controls that will eliminate or reduce the risk of the hazard.

(c) If the hazards are not eliminated and residual risk remains, make a risk decision at the appropriate level of authority.

(d) Evaluate the mission to determine if the risk controls and related decisions were effective. Revise future controls if indicated. Share lessons learned. Develop risk control alternatives and make risk decisions. When risk elimination is not possible, the leader will control risks without sacrificing essential-mission requirements.

• Risk control alternatives may include--
  o New or revised task standards.
  o Operational procedures and parameters.
  o Training requirements.
  o Maintenance standards.

• Making decisions may include--
  o Selecting controls.
  o Trading off mission elements against risk controls.
  o Making a final decision as to whether or not controls are adequate to make a risk acceptable, considering mission benefits.

(e) Implement risk control measures. Leaders will integrate procedures for controlling risk into plans, orders, standing operating procedures (SOP), preliminary training, and other channels that ensure procedures are used during operations. The chain of command will be involved in implementation.

(f) Supervise operations. Leaders will employ supervision techniques used for overall operations (such as spot checks and performance indicators) for risk control. Identification of ineffective countermeasures restarts the risk assessment process.
(g) Evaluate operational results, including the effectiveness of risk management controls.

(h) Responsible for ensuring all tenants of this regulation are met for the movement of all tactical vehicles.

(i) Risks associated with vehicle and convoy operations in the KTO.

- Pedestrians walking along or crossing major highways, roads, and trails.
- Pedestrians and vehicles operating along narrow roads and alleys through villages and town areas.
- Slow moving farm vehicles and construction equipment traveling on major highways, roads, and trails at all hours of the day and night. Korean farm vehicles do not always have rear lights or markers. This is particularly hazardous during the planting or harvest seasons. Expect these farm vehicles to deposit mud or debris along highways and roadways while traveling between fields and towns.
- Fast moving and erratic vehicular traffic on all roads and even trails.
- Road construction sites without warning devices.
- Road construction and building activities initiated at any hour of the day or night that evade route reconnaissance and impede or endanger convoy movements.
- Intersections without traffic control (TC) systems.
- Heavy fog in isolated valley areas within which indigenous personnel do not take extra safety precautions.
- Traditional vacation and cultural sites where large groups of indigenous personnel gather and move about at will night and day (for example, mountain climbing areas, parks, and streams).
- Center or shoulder lines are not always marked on Korean roadways.
- Four-way intersections may be marked with yellow flashing lights on all four sides. This requires special attention as to the other drivers’ intent prior to entering the intersection.
- Shoulders of Korean roads are not always present because of erosion and farming, and may pose a hazard under all driving conditions, particularly at night.
- School buses are not always equipped with flashing lights or stop signals. In some cases, there are civilian vans that are not marked as school buses. Special attention should be taken when passing any small or large bus, as it may be a school bus that may stop without warning and discharge children.
- During monsoon season, flooding is common on roadways near streams and rivers. Flooding also occurs in low-lying urban area where water runoff accumulates.
• Power and/or telephone lines are not a standard distance above or from the road and should be considered during route reconnaissance.

• Awnings of buildings may protrude over the road.

4-2. Planning/Risk Management Factors

a. Training convoy movements will be conducted as safely as possible while ensuring the least possible degradation to the realism of the training being conducted. We “train as we fight” and must not conduct training that has no value or becomes negative reinforcement. In developing convoy movement plans and risk assessments, unit commanders and convoy commanders must consider the following factors below when developing training convoy movement risk assessments and establishing control measures.

(1) Type of movement.

(a) Tactical move. Does the movement directly relate to the tactical scenario being conducted? Tactical movements directly related to the training scenario normally occur in areas where public access is low or non-existent. Movements in these areas will be conducted as safely as possible. However, to ensure “train as you fight” standards are applied; movements must be as unburdened as possible. Examples of these type of training events include movement to contact, logistics re-supply to forward forces, retirement of forces from the scenario to a rear area, and repositioning of forces from a tactical assembly area (TAA) to the forward area in preparation for employment.

(b) Administrative move. Is the movement administrative, but in support of the training being conducted? Movements either indirectly related or not related at all to the scenario will normally will be performed in areas where public access to roads is high. Safety will be emphasized in these areas. Examples of these types of training events include, moving logistics between locations in the rear area, moving units into the training area in preparation for future employment, and administrative movements between the training area and home station.

(2) Type of vehicles within the convoy. Heavy equipment, tracks, and oversized vehicles require special consideration when conducting movements in training areas. Vehicles that are constructed, such that they prevent full driver view ahead must have special precautions in place to ensure their safe movement. Vehicles with hazardous cargo will still be required to meet the provisions of those regulations that govern HAZMAT movement.

(3) Type of routes to be used by the convoy. Each type of route that the convoy will encounter requires varying levels of safety application.

(a) Training only. These routes have no public access and safety requirements normally applied during training events will apply.

(b) Routes with public access. Safety requirements on these routes must be stringent. By their nature and due to their isolation over the years, minimal road improvements have been made and next to no safety measures instituted (such as crosswalks, walkovers and railings). Roadways are normally narrow two-lane hardtop roads with no shoulders. They are widely used by pedestrians, farm implement traffic, farm-to-market vehicles, cross-corridor personal vehicular traffic, and by construction equipment. These routes are winding with numerous blind corners and extremely narrow in built up areas with buildings/structures adjacent to the roadway. In some cases,
building doorways literally open into the traffic zone. Traffic warning signs are limited and TC measures (such as stop signs, yield signs and traffic lights) are minimal.

(4) Route characteristics.

(a) Bridges and bypasses. Does the route have bridges that are not crossable by a vehicle(s) in the convoy? The convoy commander must establish procedures that maintain convoy integrity and prevent hazards to the general public.

(b) Restrictive terrain. Does the route traverse a built up area that is restrictive for a vehicle(s) in the convoy? HET and Heavy Expanded Mobility Tactical Trucks (HEMTT), for example, cannot negotiate turns in many small village or town areas. Detours must be planned in these cases that ensures safety of personnel and property, and maintains convoy integrity.

(c) Road surface. Many public access roads within training areas are dirt surfaced. Convoys of heavy vehicles or tracks create heavy dust that severely limits driver visibility. In all cases, speed limits on these type roads must be kept at a minimum. Convoy commanders must be especially cautious when encountering civilian traffic or pedestrians.

(d) Fog areas. Fog occurs in predictable areas and, in many cases; the local populace knows exactly where it will occur during each season. The predominance of vehicular traffic in Korea does not take extra precautions when driving in fog and present a definite hazard. Unfortunately, pedestrian traffic is much the same way. Convoy movements during fog are generally prohibited except when visibility is at least 100 meters. For planning purposes, routes that are normally susceptible to fog will not be used in high-fog condition periods.

(5) Time of movement. Public access roads in Korea have density periods as everywhere else. When planning convoy movements, consider the following times and type densities of traffic to avoid high-risk moves.

<table>
<thead>
<tr>
<th>Time of Movement</th>
<th>Traffic Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>0600-0700</td>
<td>Pedestrians, commuters, construction equipment, and farm implements.</td>
</tr>
<tr>
<td>0700-0900</td>
<td>Children, pedestrians, commuters, transports, farm implements, and construction equipment.</td>
</tr>
<tr>
<td>0900-1400</td>
<td>Commuters, transports, and pedestrians.</td>
</tr>
<tr>
<td>1400-1600</td>
<td>Children, pedestrians, commuters, and transports.</td>
</tr>
<tr>
<td>1600-1800</td>
<td>Commuters, transports, construction equipment, and farm implements.</td>
</tr>
<tr>
<td>1800-2400</td>
<td>Commuters and pedestrians (some inebriated), and transports.</td>
</tr>
<tr>
<td>2400-0600</td>
<td>Transports and construction equipment.</td>
</tr>
</tbody>
</table>

4-3. Running Risk Assessments

In most cases, common sense applies when conducting convoy movements. However, this requires that convoy commanders are aware of the risks involved and the consequences of not addressing each one. For Korea, there are numerous risks that evolve minute by minute on roadways that cannot be recognized during an earlier route reconnaissance. It is incumbent upon the convoy commander to recognize risks immediately and take the proper action to ensure safety. It is also incumbent upon vehicle commanders to recognize these risks and take appropriate action as well.

a. Common risks include--
(1) Pedestrians stepping onto the roadway from a blind area. This can occur at any point along the convoy and not necessarily in front of the lead vehicle. Each vehicle operator must be aware of this possibility and ready to react if it occurs.

(2) Pedestrians walking in dark clothing along narrow roadways without shoulders in the same direction as the convoys are moving. These pedestrians culturally expect the vehicles to take appropriate actions to avoid them - and not the reverse.

b. Other risks include:

(1) High speed vehicles.

(2) Disabled commercial vehicles.

(3) Farm animals.

(4) Blind curves.

(5) Uncontrolled intersections.

(6) Unattended children.

(7) Demonstrations.

c. Actions upon encountering unexpected risks. First and foremost – stop the convoy and assess the situation.

Chapter 5
Training Movements Accidents/Incidents Procedures

Accident Reporting and Emergency Procedures

a. In the event of an accident, notification and reporting requirements and suspense’s are codified in AR 385-10 and DA PAM 385-40. In addition to the requirements in AR 385-10 and DA PAM 385-40, the convoy commander or senior person on the scene will—

(1) Determine if anyone is injured.

(2) Render immediate emergency first aid.

(3) Move injured personnel to a safe area if additional injuries will not occur.

(4) Call for additional medical assistance or MEDEVAC, if necessary, using the standard nine line.

(5) Notify the unit chain of command (including the unit TOC) of the accident per unit SOP.

b. Unit will contact the MPs and prepare an initial Serious Incident Report (SIR).

c. If the accident involves a Korean National or the property of a Korean National or the Korean
Government, the MP or Civil Military Affairs office will immediately contact the Korean National Police.

d. Personnel involved in the accident are recommended to wait for the MPs to arrive. However, if personnel need to confront any local civilian personnel involved in the accident, they will not get aggressive or hostile. If the situation becomes hostile, the personnel involved in the accident/incident will get back into their vehicle, if safe to do so.

e. Prepare and fill out accordingly the SF 91 and/or DD Form 518.
Appendix A

References

Section I. Required and Related Publications

AR 190-5, Motor Vehicle Traffic Supervision.

AR 385-10, The Army Safety Program.

AR 611-5, Personnel and Classification Testing.

AR 600-55 w/ Eighth Army Supplement, The Army Driver and Operator Standardization Program.

ATP 5-19, Risk Management.

ATP 4-11, Army Motor Transport Operations.


DA Pam 385-1, Small Unit Safety Officer/NCO Guide.

DA Pam 385-10, Army Safety Program.

DA Pam 385-30, Risk Management.

DA Pam 385-40, Army Accident Investigations and Reporting.

DA Pam 40-501, Medical Services (Hearing Conservation Program).

DA Pam 750-8, The Army Maintenance Management System (TAMMS).

DODI 6055.04, DoD Traffic Safety Program.

DODM 4500.36, Acquisition, Management, and Use of DoD Non-Tactical Vehicles.

DODD 5525.4, Enforcement of State Traffic Laws on DoD Installations.

FM 4.01, Army Transportation Operations.

FM 21-60, Visual Signals.


USFK Reg 55-37, Korea Traffic Management.

USFK Reg 385-1, USFK Safety Program.

USFK Pam 385-2, Guide to Safe Driving in Korea.

USFK Reg 190-1, Motor Vehicle Traffic Supervision.

AK Reg 350-1, Training and Leader Development.
AK Reg 385-10, Eighth Army Safety Program.

AK Reg 600-2, Republic of Korea Army Personnel with the Army in Korea.

AK Reg 700-3, Conventional Ammunition.

ROKA Reg 403, Transportation Service.

Section II. Referenced Forms

AK Form 385-11 A-R-E, Convoy Commander’s Checklist.

AK Form 385-11 A-E, Convoy Commander Card.

AK Form 385-11 B-R-E, Vehicle Commander’s Checklist.

AK Form 385-11 B-E, Track/Vehicle Commander Card.

CHQ Form 25EK, Combined Highway Clearance Request.

AK Form 385-11 C-R-E, 8A Tactical Vehicle Roadside Inspection Checklist.
Appendix B
Convoy Commander’s Briefing

All crewmembers will be trained on rollover drills prior to convoy operations. Before a convoy departs on a mission, the convoy commander will brief all members of the convoy. The following format should be used and represents the subjects that should be covered:

CONVOY COMMANDER BRIEFING

The purpose of this mission brief is to establish a system that ensures all vehicle movements are planned, prepared, executed, and supervised to a minimum standard. Establishing this minimum standard ensures that leaders fulfill their supervisory responsibilities and mitigate the risk associated with vehicle operations.

ADMINISTRATIVE DATA

<table>
<thead>
<tr>
<th>Bumper Number</th>
<th>Type of Vehicle</th>
<th>Operator (print name, last, first and rank)</th>
<th>Vehicle Commander (print name, last, first and rank)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

MISSION INFORMATION
(BRIEFER – PLT SGT, PLT LDR, 1SG, COCDR)

<table>
<thead>
<tr>
<th>Date of brief</th>
<th>Task Organization (Vehicles on mission by type and number)</th>
<th>Origin (SP)</th>
<th>Destination (RP)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

1. Situation: Threats

Weather Forecast and effects of weather.

Road Conditions (Circle)
Green Amber Red Black

Known hazards or enemy along route:

Likelihood of threat (circle) NA
Imminent high probable improbable

2. Mission Statement:
(Who, What, When, Where, Why)

Mission Start Time (DTG)
Scheduled Rest Stops:
Procedure for requesting deviations during mission
Actions of Contact (Accident, Enemy, Loss of Commo)

Mission End Time (DTG)

Order of March:

Route (Primary & Alternate)

Route Recon (Y / N) Date:
Conducted By:
Recon Notes:

Reporting Requirements

Road March Rehearsal Y / N Date
Attendees: PLT: 0-5
CDRCO/TRP/BTRY: 0-6
CDR BTN/ SQDN: ADC-MIS

8 Elements of Crew Coordination
1. Communicate Positively
2. Direct Assistance
3. Announce Actions
4. Offer Assistance
5. Acknowledge actions.
6. Be explicit.
7. Provide control and Obstacle advisories.
8. Coordinate action sequence and timing

TCPs / CPs:
<table>
<thead>
<tr>
<th>PCI/PCC (RSIP Checklist) Checked by</th>
<th>Checklist Complete</th>
<th>Date Completed</th>
<th>Outstanding Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supervisor – SSG or Above</td>
<td>Y / N</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Route Strip Map (Unit Specific) Checked by | Vehicle(s) have strip map on hand | Crew(s) Briefed on route | Special Route Restrictions Briefed | Alternate Route |
| Supervisor – SSG or above             | Y / N              | Y / N          | Y / N               | Y / N |

<table>
<thead>
<tr>
<th>Strip maps are required for all vehicle movements and convoy operations</th>
<th>Initial Risk</th>
<th>Residual Risk</th>
<th>Assessment Signed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Y / N</td>
<td>Y / N</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Composite Risk Assessment (signed by appropriate risk decision authority)</th>
<th>Initial Risk</th>
<th>Residual Risk</th>
<th>Assessment Signed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low CO/TRP Commander</td>
<td>Y / N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>Medium Battalion Commander</td>
<td>Y / N</td>
<td>Y / N</td>
<td></td>
</tr>
<tr>
<td>High Brigade Commander</td>
<td>Y / N</td>
<td>Y / N</td>
<td></td>
</tr>
<tr>
<td>Extremely High Division Commander</td>
<td>Y / N</td>
<td>N</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>4. Service Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I:</td>
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<tr>
<td>Class II:</td>
</tr>
<tr>
<td>Class IV:</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>5. Command Signal:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Succession of Command:</td>
</tr>
<tr>
<td>Convoy Commander (if applicable) Rank &amp; Name:</td>
</tr>
<tr>
<td>Convoy Commander Card on/hand: Y / N</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maintenance / Breakdown Procedures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency Phone Numbers:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MEDEVAC Procedures (LZ Locations):</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNIT EOC:</td>
</tr>
<tr>
<td>MP Desk:</td>
</tr>
<tr>
<td>911 Desk:</td>
</tr>
<tr>
<td>MEDEVAC:</td>
</tr>
<tr>
<td>TMC:</td>
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</tbody>
</table>

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<tr>
<th>Frequencies and Call signs:</th>
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</thead>
</table>

| UNIT EOC: |
| AIR MEDEVAC: 43.200 (Dust off) |

| Mission Briefer’s Signature: |
| (print rank name (last, first)/duty position) |
| Supervisor’s Signature: |
| (print rank, name (last, first)/duty position) |
# Appendix C
## Convoy Commander's Checklist

<table>
<thead>
<tr>
<th>CONVOY</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Risk Management. Complete the five-step Risk Management Process.</strong></td>
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<tr>
<td>Plan Primary and Alternate Routes, Conduct Map and route recon with key leaders.</td>
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</tr>
<tr>
<td>a. Hazards identified and assessed in terms of severity and probability. Based on previous accident history, map and route reconnaissance, and METT-TC factors.</td>
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<tr>
<td>b. Controls developed that either eliminate the hazards or reduce the risk of a hazardous incident. Has the appropriate approval authority made the risk decision? The approval authority must decide if the controls are sufficient and acceptable and whether to accept the resulting residual risk.</td>
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<tr>
<td>c. Control measures implemented. Ensure PCIs, rehearsals, rock drills have been conducted. Conduct mission and safety briefs; disseminate routes, rally points and order of movement to TCs.</td>
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<tr>
<td>d. Establish a plan to ensure that the movement is supervised throughout the formation during the operation. Communicate the need to conduct a &quot;running risk&quot; assessment.</td>
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<tr>
<td>e. Ensure one dedicated driver is assigned per vehicle and that an additional driver per three vehicles is on stand-by during 24 hour operations to mitigate driver fatigue.</td>
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<tr>
<td>f. Ensure drivers and vehicle commanders are aware of the characteristics, limitations, and blind spots of the vehicle they are operating. In addition, ensure each FMTV series vehicle has the appropriate &quot;Fish-eye&quot; mirror and that the driver and vehicle commander of that vehicle have adjusted that mirror to minimize the blind spot prior to operation</td>
<td></td>
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<tr>
<td><strong>2. Route Selection. Complete map reconnaissance, and provide strip maps, checking the entire route for the following:</strong></td>
<td></td>
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</tr>
<tr>
<td>a. Bridges, underpasses, tunnels, overhead clearances, and weight limitations for all vehicles. Designate alternate routes if required.</td>
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<tr>
<td>b. Vehicles' ability to maintain minimum speed of roadways.</td>
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<tr>
<td>c. Potential congested-areas and peak traffic periods.</td>
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<tr>
<td>d. Restrictions regarding the transportation of hazardous cargo.</td>
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<tr>
<td>e. Start, Check, and Release Points. Easily identified checkpoints for reporting of convoy position. Arrival time established at release point. Adequate space for safe vehicle release.</td>
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<tr>
<td>f. Adequate space for vehicle organization and lineup at start point.</td>
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<tr>
<td>g. Civilian Police Assistance. Major intersections or congested areas, entrances and exits of expressways and rest areas identified that may require the assistance of civilian police. Personnel designated to coordinate with civilian police.</td>
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<tr>
<td>h. Rest areas along route for 15 minute halts every 2 to 3 hours of driving or after driving every 100 to 150 miles (160 to 240 kilometers), whichever comes first.</td>
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<tr>
<td>(1) Halts planned at designated rest areas, physically reconnoitered to ensure sufficient capacity, and scheduled to avoid overloading. Halt selection criteria:</td>
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<tr>
<td>(a) Away from urban or heavily congested areas.</td>
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<tr>
<td>(b) Terrain that permits vehicles to completely pull clear highway traffic lanes.</td>
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<tr>
<td>(c) Avoid curves or reverse sides of hills (blind spots from approaching vehicles).</td>
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<tr>
<td>(d) Permits a minimum of 3 feet between parked vehicles.</td>
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<tr>
<td>(2) Areas for meal halts should have sufficient area for cooking, eating, sleeping, waste disposal facilities, and latrines.</td>
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<tr>
<td><strong>3. Convoy Organization and Operation.</strong></td>
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</tr>
<tr>
<td>a. All drivers and assistant drivers have a current government driver’s license on hand; VCs have proper certification on hand, and be assigned to each vehicle. Alternate drivers arranged. If enough are not available, use of experienced drivers maximized with less experienced drivers.</td>
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<tr>
<td>b. Drivers and assistant drivers scheduled to split driving periods.</td>
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<tr>
<td>c. Convoy scheduled to operate no more than 12 hours per 24-hour period. 8 hours rest per 12 hours of driving duty scheduled in each 24-hour period.</td>
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<tr>
<td>d. Convoy of 25 or more vehicles are split into serials and serials into march units if required.</td>
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</tr>
<tr>
<td>CONVOY</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>-----</td>
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</tr>
<tr>
<td>e. Convoy element size based on capacity of halt/bivouac areas. Weather effects included in planning halts, meals, and bivouacs.</td>
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<tr>
<td>f. Vehicles transporting troops are not the last vehicle in a serial or march unit. Empty vehicles or those carrying cargo used as buffers.</td>
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<tr>
<td>g. Convoy organized initially with 5 minutes between march units and 10 minutes between serials.</td>
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<tr>
<td>h. Convoy element commanders positioned for best convoy control.</td>
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</tr>
<tr>
<td>i. The following vehicle intervals planned:</td>
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<tr>
<td>(1) Highway during daytime – 100m.</td>
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<tr>
<td>(2) Highway during night or limited visibility- 50m</td>
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<tr>
<td>(3) Through built-up areas – 50m.</td>
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<tr>
<td>j. Timely submission of convoy clearance to S4 and/or TOC</td>
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</tbody>
</table>


5. Convoy signs placed on first and last vehicle.

6. Fire extinguishers, BII, warning triangles, and first aid kits are in every vehicle.

7. Ground guides have road guard vests and a flashlight.

8. Vehicle/convoy ID and Communications.
   - a. Lead, rear, and element commander vehicles identified with correctly mounted flags, signs (bilingual) and lights in accordance with AR 385-10, and FM 55-30. Rotating lights must have 360 degree visibility.
   - b. Each convoy identified with a convoy clearance number properly mounted on vehicles.
   - d. Personnel briefed on visual and audio signals.
   - e. If required, road signs and messages constructed and placed.
   - f. Maintenance, wrecker, and recovery vehicles marked IAW AR 385-10.

   - a. Medical personnel in rear of convoy, if required.
   - b. Verify qualified Combat Lifesaver personnel are on hand with stocked CLS bag.
   - c. Sufficient food, mess personnel and facilities are available.
   - d. Emergency phone numbers and MEDEVAC Frequency.
   - e. If required, road signs and messages constructed and placed.
   - f. Maintenance, wrecker, and recovery vehicles marked IAW AR 385-10.

    - a. Supervisory personnel provided the following instructions:
       (1) Parking on roadside permitted only in emergency halts.
       (2) Only guards and maintenance personnel on permitted traffic side of convoy halts on conventional highways.
       (3) Drivers and assistant drivers perform vehicle operation maintenance and cargo security check at every stop. Vehicles off highway, reflectors and warning devices in place before beginning maintenance.
       (4) Have guards stand 50 yards or 150 feet behind departing convoy to warn traffic on conventional highways.
CONVOY

<table>
<thead>
<tr>
<th>(5) Warning lights used during periods of darkness or low visibility.</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>(6) Convoy begins only at convoy commander’s signal.</td>
<td></td>
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<tr>
<td>(7) All drivers have a minimum of 8 hours rest within 12 hours after departure.</td>
<td></td>
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</tr>
<tr>
<td>(8) In event of accident, main column does not stop to provide assistance. The next following vehicle provides immediate assistance to accident vehicle. The first officer or NCO at accident scene takes charge and makes maximum effort to clear traffic lanes of accident vehicles.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>(9) Personnel have proper clothing and equipment for expected conditions.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(10) Weather briefing and updates provided prior to and for duration of the convoy.</td>
<td></td>
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</tr>
</tbody>
</table>

b. The following instructions in addition to that provided to the supervisory personnel above given to all drivers or assistant drivers.

(1) Always follow civilian police instructions when given.

(2) Maintain close interval, proper following distance for speed and visibility until reaching main convoy route.

(3) Use acceleration lane, when available, to reach convoy speed and gradually attain proper vehicle interval once on main convoy route.

(4) Weather permitting, drive with windows and vents open to prevent fatigue.

(5) Operate all vehicles with headlights on at all times and when required, use warning devices correctly.

11. Refueling and Maintenance Halts. Sufficient supplies of gasoline and oil must be available. Place maintenance vehicles and equipment at rear of convoy.

12. Vehicles transporting explosive and hazardous materials shall be inspected and provided a DD Form 626 (Motor Vehicle Inspection) and DD Form 836.

13. Pre-accident plans include reporting and trail officer to care for injured and damaged vehicles.

EXECUTION

GENERAL ORGANIZATION OF CONVOY: BY BUMPER NUMBER

<table>
<thead>
<tr>
<th>TIME SCHEDULE</th>
<th>SP</th>
<th>RP</th>
<th>ETA</th>
</tr>
</thead>
</table>

CONVOY COMMANDER’S SIGNATURE

DATE:

AK Form 385-11 A-R-E, 15 MAR 19
### Appendix D

#### Vehicle Commander’s Checklist

<table>
<thead>
<tr>
<th>VEHICLE CHECKLIST</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. BRIEF THE DRIVER/ CREW</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Friendly Situation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Enemy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2. VEHICLE STATUS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. The vehicle has been dispatched properly and PMCS’s in accordance with the appropriate – 10 manual</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. If necessary, vehicle commander has approved a deficient vehicle for movement through the convoy commander or alternate approving authority</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Ensure that the vehicle has adequate fuel for the next movement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. 100% accountability of all equipment has been conducted and all deficiencies have been annotated</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. All equipment has been tied-down/ secured prior to movement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Ensure one dedicated driver is assigned per vehicle and that an additional driver per three vehicles is on stand-by during 24 hour operations to mitigate driver fatigue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. Ensure you and the driver are aware of the characteristics, limitations, and blind spots of the vehicle you are operating. In addition, if you are operating a FMTV series vehicle, ensure it has the appropriate &quot;Fish-eye&quot; mirror and that you and the driver have adjusted that mirror to minimize the blind spot prior to operation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3. DRIVER AND CREW KNOW:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Next location</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Route to next location</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Checkpoints</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Rally points</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Order of march</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Procedures for vehicle malfunction/ vehicle breakdown</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4. VC HAS A MAP</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>5. COMMO CHECKS HAVE BEEN MADE AND VERIFIED</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>6. DRIVER AND CREW ARE TRAINED IN PROCEDURES FOR:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Blocked ambush</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Unblocked ambush</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Vehicle rollover</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>7. APPROPRIATE FLAGS ARE DISPLAYED FOR:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Lead vehicle</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Trail vehicle</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Convoy commander</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

AK Form 385-11 B-R-E, 15 MAR 19
Appendix E
Emergency Points of Contact List

Convoy Commanders may utilize this listing for emergency points of contact if problems occur during their movement.

<table>
<thead>
<tr>
<th>CONTACT INFORMATION: LOCATION</th>
<th>DSN</th>
<th>Commercial or Cell Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camp Casey MP</td>
<td>730-4417/4418</td>
<td>05033-30-4417</td>
</tr>
<tr>
<td>Traffic Section</td>
<td>730-4409</td>
<td>05033-30-4409</td>
</tr>
<tr>
<td>Seoul/Yongsan Garrison MP</td>
<td>724-4275/4276</td>
<td>02-7914-4275/4276</td>
</tr>
<tr>
<td>Camp Humphreys MP</td>
<td>755-9917</td>
<td>0503-355-9917</td>
</tr>
<tr>
<td>Camp Carroll MP</td>
<td>765-8310</td>
<td>0503-365-8310</td>
</tr>
<tr>
<td>Camp Walker MP</td>
<td>764-4141</td>
<td>0503-364-4141</td>
</tr>
</tbody>
</table>
## Combined Highway Clearance Request

### COMBINED HIGHWAY CLEARANCE REQUEST

<table>
<thead>
<tr>
<th>1. CLEARANCE NO.</th>
<th>승인번호</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2. DEPART DTG</th>
<th>ETA</th>
<th>RTN DTG</th>
</tr>
</thead>
<tbody>
<tr>
<td>출발일시</td>
<td>도착예정일시</td>
<td>복귀일시</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3. MOVING UNIT</th>
<th>POC</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>이동부대</td>
<td>담당자</td>
<td>전화번호</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4. PURPOSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>목적</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5. ORIGIN</th>
<th>DESTINATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>출발지</td>
<td>도착지</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6. PERSONNEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>병력</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7. CARGO</th>
<th>MAX VEHICLE WEIGHT / Length, Width, Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>화물</td>
<td>최대차중(적재물 포함)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8. NUMBER / TYPE VEHICLE(S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>차량수 / 차량종류</td>
</tr>
<tr>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>9. REQUESTED ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>계획노정</td>
</tr>
<tr>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>10. MAJOR CHECKPOINT/TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>주요지점 / 통과시간</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>11. ASSIGNED ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>지정노정</td>
</tr>
<tr>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>12. CONVOY COMMANDER</th>
</tr>
</thead>
<tbody>
<tr>
<td>인솔자</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>13. REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>비고</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>14. OFFICE CONTACTED</th>
<th>DATE</th>
<th>TIME</th>
<th>TEL NUMBER</th>
<th>RANK/NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>관련부서</td>
<td>일자</td>
<td>시간</td>
<td>전화번호</td>
<td>계급/명</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
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</tbody>
</table>

CHQ FORM 25EK, 1 MAR 95
INSTRUCTION
For
Combined Highway Clearance Request (CHQ Form 25EK)

Follow this guide in filling out CHQ Form 25EK, the Combined Highway Clearance Request form for ground transportation support in the Korean Theater of Operations.

Block 1: Leave Blank.

Block 2:
Departure DTG: Zulu Time Date Group (DTG) of the movement.
ETA: Leave Blank.
RTN DTG: Leave Blank.

Block 3:
Moving Unit: Full name of the moving unit at the battalion/squadron level. In example 1st BN 6th Marines, or Marine Attack Squadron 224. Also include TPFDD ULN(s) this form will move.
POC: Rank and Name of unit Embarkation Officer or NCOIC. In example MAJ Love or SGT Allen.
Phone Number: Full DSN phone number of the requester (in example: 725-3030). Requester cell phone numbers must be provided via the LMCC once deployed.

Block 4: Purpose:
For Deployment: Port of entry to exercise lodgment movement.
For Redeployment: Exercise lodgment to departure port movement.

Block 5:
Origin (Coordinates): Name of specific camp, port or airfield and an identifiable location aboard that node (Pyongtaek Port, parking lot adjacent Building 2304).
Destination (Coordinates): Name of specific camp, port or airfield and an identifiable location aboard that node (Camp Humphreys, Football Field near base gym building 21).

Block 6: Personnel: If a passenger movement, specify the number of officers and enlisted to be transported.

Block 7: Cargo: If a passenger movement, identify the number and type of bags per passenger (in example, 1 sea bag and 1 ruck sack per passenger). If a cargo movement, describe the equipment, supplies or vehicles in English (in example, 25 warehouse pallets of MREs, 25 light trucks, 17 tracked vehicles).

Block 8:
Number/Type Vehicle (s): List quantity for each type of vehicle. Describe the vehicles using model number and nomenclature, do not use TAMCN or abbreviations (in example, 10 X M998 5/4 ton utility truck).
Max V WT/LOA: Enter weight in kilograms, length, width and height in meters.

Block 9: Requested Route: Provide your desired route on approved Main Supply Routes (MSR) or Alternate Supply Route (ASR) using USFK map identified MSR’s and ASR’s.

Block 10: Major Checkpoint / Time: Leave Blank.

Block 11: Assigned Route: Leave Blank.
Block 12: **Convoy Commander:** Rank and Name of Convoy commander.

Block 13: **Remarks:** Any amplifying information or further description of the requirement, if necessary.

Block 14: Leave Blank.
# Appendix G
## 8A Tactical Vehicle Roadside Inspection Checklist

### Eighth Army Tactical Vehicle Roadside Inspection Checklist

<table>
<thead>
<tr>
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</tr>
</tbody>
</table>

**WITH TRAILER:** YES  [ ]  Bumper [ ]

**EVALUATION RESULTS** Evaluators are required to brief operators on the deficiencies noted on this checklist. My signature acknowledges that I was briefed on the results and have been instructed to inform my chain of command of the proceedings.

<table>
<thead>
<tr>
<th>COM</th>
<th>SAT</th>
<th>UNSAT</th>
<th>OPERATOR’S SIGNATURE</th>
</tr>
</thead>
</table>

### Administrative Checks

<table>
<thead>
<tr>
<th>N/A</th>
<th>Go</th>
<th>Go/Go</th>
<th>INITIALS</th>
</tr>
</thead>
</table>

- **References Used:**
  - AR 600-55, CHP 6, PARA 6-1, DA PAM 750-8, FIG 2-5, PG 18.
  - AR 600-55, CHP 6, PARA 6-1 (a), DA PAM 750-8, FIG 2-5, PG 18.
  - AR 600-55, CHP 6, PARA 6-2 (b) 1.
  - AR 600-55, CHP 6, PARA 6-1 (b) 1.
  - USFV REG 106-1, PARA 2-9 (c) 1.
  - AR 385-11, PARA 2-1. b.

### Operational Forms & Records

- **A. Equipment Records Folder (Logbook)**
  - Is there an SF 91 Operator’s Report of Motor Vehicle Accident (1ea) & DD Form 518 Accident ID Card (2ea)?
  - DA PAM 750-8 PARA 2-2038

- **B. Equipment Dispatch Form (DA Form 5987-E) / Risk Assessment**
  1. Is the DA Form 5987-E present, properly completed, with correct operators and signed by the commander or designated representative applicable?
  2. Is the DA Form 5987-E dispatch dates in compliance with current MSG policy guidelines for length of dispatch?
  3. Is there a properly filled out risk assessment, signed by commander or authorized person?
  - DA PAM 750-8 PARA 2-7
  - AK 385-11, PARA 3-7. b.

- **C. Equipment Maintenance and Inspection Worksheet (DA Form 5988-E)**
  - Is there a DA Form 5988-E that lists current PMCS, filled out correctly and list any deficiencies, if any?
  - DA PAM 750-8 PARA 2-8

- **D. Technical Manual**
  - Is there an Operator level TM on hand (PMCS portion, at minimum, hard copy or digital)?
  - DA PAM 750-1 PARA 6-4

### Safety Equipment Checks

### Vehicle Safety Equipment

- **A. Serviceable and charged fire suppression system for applicable vehicles?**
  - AR 385-10 PARA 11-3a(4)

- **B. Serviceable fire extinguisher(s) with safety seal?**
  - AR 385-10 PARA 1-4 g(6), AK REG 385-11, PARA 3-2, a. (4, e)

- **C. First Aid Kit or CLS Bag is present?**
  - AR 385-10 PARA 1-4 g(6), AK REG 385-11, PARA 3-2, a. (4, m)

- **D. 3 Highway Warning Triangles present?**
  - AR 385-10 PARA 1-4 g(6), AK REG 385-11, PARA 3-2, a. (4, m)

- **E. At least one check block on hand (specific size for vehicle)?**
  - AR 385-10 PARA 11-5c(2)

- **F. Is there access to the vehicle’s BIL?**
  - Applicable -10/20 manual

- **G. Is the BIL complete?**
  - Applicable -10/20 manual

- **H. Does the vehicle have reflective vest(s)?**
  - AK REG 385-11, PARA 3-2. a. (4, n)

- **I. Does the vehicle have 2 Reflective Sheets (Delineator Plates) on the rear of vehicle?**
  - AK REG 385-11, PARA 3-2. a. (4, h)

**Comments:**

- [ ] GO / SERVICABLE / NO ISSUES
- [x] NO-GO / NOT SERVICABLE / NOT PRESENT
- [ ] GO / PASSED, BUT HAD A FAULT
# EIGHTH ARMY TACTICAL VEHICLE ROADSIDE INSPECTION CHECKLIST

## VEHICLE / EQUIPMENT CHECKS

### 4. AR 385-10 SAFETY CHECKS

**A) Service lights and horn**

1. Are all service lights / signals operational?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AR 385-10 PARA 11-3.2(a) and applicable -16 manual

2. Is the horn operational? And annotated as a safety deadline, if inoperative?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AR 385-10 PARA 11-3.2(a) and applicable -16 manual

**B) Tires & wheels**

Are all tires and wheels operational?  
- [ ] Go  
- [ ] No/Go  
- [X] N/A  
- REFERENCES USED: AR 385-10 PARA 11-3.2(b) and applicable -16 manual

**C) Windshields & Mirrors**

1. Is there any damage, cracks or blurriness on the windshield that would impair the driver’s vision?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AR 385-10 PARA 11-3.2(e) and applicable -16 manual

2. Is the windshield wiper / washer system operational? And annotated as a safety deadline, if inoperative?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AR 385-10 PARA 11-3.2(b) and applicable -16 manual

3. Is the "Fish eye" mirrors located on appropriate vehicles (FMTV series and above)?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AK REG 385-11, PARA 3-2 (a, 5), AK 385-10 PARA 10-6, 6.

**D) Occupant Restraint systems / Vehicle Parking Brakes**

1. Are seat belts present and serviceable?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AR 385-10 PARA 11-3.2(c)(6) and applicable -16 manual

2. Is the hand brake / parking brake operational?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AR 385-10 PARA 11-3.2(a)(2)(c) and applicable -16 manual

**E) Fluid leaks**

Is there any Class III leaks?  
- [ ] Go  
- [ ] No/Go  
- [X] N/A  
- REFERENCES USED: AR 385-10 PARA 11-3.2(g) and applicable -16 manual

**F) Any unsafe condition that endangers personnel and/or equipment**

1. Unsafe transport of personnel (troop strap when transporting personnel)?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AR 385-10 PARA 11-3.2(b)(6) and applicable -16 manual

2. Unsecured load or vehicle loaded beyond capacity?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AR 385-10 PARA 11-3.2(b) and applicable -16 manual

3. Exterior antennas extending more than 13 ft above ground are tied down and secured under clip, if applicable?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AK REG 385-11, PARA 3-2 (a, 10)

### 5. AK REG 385-11 Specific Requirements

**CONVOYS ONLY-Additional Requirements (5 OR MORE VEHICLES)**

1. Is a Convoy Commander's Briefing on hand IAW Appendix B?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AK REG 385-11, Appendix B.

2. Was a safety/convoy brief conducted?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AK REG 385-11, PARA 1-4, q.

3. Convoy Commander must be in the rank of E-7 or E-6 serving in an E-7 position.  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AK REG 385-11, PARA 2-1, c.

4. Is the Convoy Commander Certification within one year and annotated on the DA Form 5884-E or 8A Card?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AK REG 385-11, PARA 2-1, e.

5. The Convoy Commander is not a driver in the convoy.  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AK REG 385-11, PARA 2-1, l.

6. Are vehicles with internal communications 100% functional (off post ONLY)?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AK REG 385-11, PARA 1-4, q, 5.

7. Is there convoy signs for the lead and tail vehicles?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AK REG 385-11, PARA 1-4, q, 10.

8. Is there a strip map to their destination in the vehicle (off post ONLY)?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AK REG 385-11, PARA 1-4, f, 2, f.

9. Does the driver know the route?  
   - [ ] Go  
   - [ ] No/Go  
   - [X] N/A  
   - REFERENCES USED: AK REG 385-11, PARA 1-4, f, 2, f.

10. Is the driver trained in roll-over procedures (at minimum, given during convoy brief)?  
    - [ ] Go  
    - [ ] No/Go  
    - [X] N/A  
    - REFERENCES USED: AK REG 385-11, PARA 1-4, f, 2, f.

11. Other requirements as outlined in AK REG 385-11 Specify in comments below  
    - [ ] Go  
    - [ ] No/Go  
    - [X] N/A  
    - REFERENCES USED: AK REG 385-11

**Comments:**

[ ] GO / SERVICEABLE / NO ISSUES  
[ ] X NO-GO / NOT SERVICEABLE / NOT PRESENT  
[ ] / PASSED, BUT HAD A FAULT

**RECORDER NAME:**  
**EVALUATOR NAME:**  
**DATE:**

---

**AK Form 385-11 C-R-E, 15 MAR 19**

**AK REG 385-11, 1 April 2019**
Appendix H
8A Track/Vehicle/Convoy Commander (TC/VC/CC) Flowchart

Basic License/Training Process

Driver Identified

USFK/TMP TEST TRAINING

USFK/TMP TEST

STATESIDE LICENSE (NEW SM)

ISSUE OF 346 (STANDARD)

ISSUE Tactical License (LEARNER)

40 HRS BN Drivers Training

ON POST ROAD TEST

CERTIFICATE OF TRAINING (40 HRS)

ISSUE DA 5984-E TACTICAL LICENSE (STANDARD)

STATESIDE LICENSE (SEASONED SM)

ISSUE OF 346 (STANDARD)

ISSUE Tactical License (LEARNER)

KOREA Refresher Course (16 HR)

TC/VC COURSE/TEST (E-4/ABOVE)

ON POST ROAD TEST

ISSUE DA 5984-E TACTICAL LICENSE (STANDARD)

NO LICENCE

TC/VC (E-4/ABOVE)

CONDUCT COURSE/TEST

MFR AND TC/VC CARDS (SIGNED BY CO)

ISSUE 8A TC/VC CARDS AND/OR ANNOTATED ON 5984E

CONVOY COMMANDER (E-7/ABOVE)

CONDUCT COURSE/TEST

MFR AND CC CARDS (SIGNED BY BC)

ISSUE 8A CC CARDS

Legend

CO MASTER DRIVER
BN MASTER DRIVER
SDE MASTER DRIVER
TMP OFFICE

OPR: 8A SAFETY AS OF: 171700JUL2018 UNCLASSIFIED
TC/VC CERTIFICATION

I have successfully completed the required training as outlined in AK Regulation 385-11 and was certified by my Company Commander. I also understand my responsibilities as a Track/Wheeled Vehicle Commander.

__________________________
Soldier Signature
Appendix J
8A Convoy Commander (CC) Card

CONVOY COMMANDER CERTIFICATION

I have successfully completed the required training as outlined in AK Regulation 385-11 and was certified by my Battalion Commander. I also understand my responsibilities as a Track/Wheeled Convoy Commander.

__________________________________________
Soldier Signature

CONVOY COMMANDER CERTIFICATION

I have successfully completed the required training as outlined in AK Regulation 385-11 and was certified by my Battalion Commander. I also understand my responsibilities as a Track/Wheeled Convoy Commander.

__________________________________________
Soldier Signature
MEMORANDUM FOR RECORD

SUBJECT: 8A Track Commander/Vehicle Commander Certification

1. The following personnel have completed all requirements to be a TC/VC in tactical vehicles, per AK 385-11, Chap 2-2, Table 2-1.

<table>
<thead>
<tr>
<th>NAME</th>
<th>RANK</th>
<th>UNIT</th>
</tr>
</thead>
</table>

2. The certification is good for one year and will expire 11 June 19.

3. POC for this memorandum is XXX XXXXXX, XXXXX at DSN 7XX-XXXX or xxxxx.x.xxxxxx.mil@mail.mil.

XXXXX X. XXXXX
CPT, XX
Commanding
K-2. Example MFR for CC Certification

MEMORANDUM FOR RECORD

SUBJECT: 8A Convoy Commander Certification

1. The following personnel have completed all requirements to be a CC in tactical vehicles, per AK 385-11, Chap 2-2, Table 2-2.

<table>
<thead>
<tr>
<th>NAME</th>
<th>RANK</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>XXXXX X. XXXXX</td>
<td>LTC, XX</td>
<td>Commanding</td>
</tr>
</tbody>
</table>

2. The certification is good for one year and will expire **xx XXX xx (1 year from issue date)**.

3. POC for this memorandum is XXX XXXXXX, XXXXX at DSN 7XX-XXXX or xxxxx.x.xxxxxx.mil@mail.mil.
MEMORANDUM FOR: Commander, Area III Support Activity, ATTN: 403rd AFSB, IMKO-AB-LGT, Drivers Testing, Camp Humphreys.

SUBJECT: Request for Written Examination.

1. I authorize the following individual to take the written TMP/GOV test at the AREA III TMP licensing office at USAG-Humphreys.

   NAME | RANK | SSN | UNIT
   ----------------- | --- | ---- | ----
   LAST, FIRST MI | XXX | LAST 4 | XXX, XXXX

2. A Commander's interview has been conducted.

3. POC for this memorandum is the undersigned at DSN 7XX-XXXX or xxxxxx.x.xxxxxx.mil@mail.mil.

   XXXXXX X. XXXXXX
   CPT, XX
   Commanding
## ORDERING INFORMATION

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<th>Description</th>
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<td>9390-01-382-8308</td>
<td>Item: SHEETING, REFLECTIVE Description: (MVD) 25 each 7.87-in square red/yellow delineator, self-adhesive, no backing plate</td>
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<tr>
<td>9390-01-382-8369</td>
<td>Item: SHEETING, REFLECTIVE Description: (MVD) 25 each 15.75-in square red/yellow delineator, self-adhesive, no backing plate</td>
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<td>9390-01-382-8325</td>
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<td>9390-01-382-8460</td>
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</tbody>
</table>
Appendix N
Warning Triangles & Placement

HIGHLAND PLACEMENT

CITY PLACEMENT

200 METER

100 METER

50 METER

25 METER
### Appendix O

**Toll Booth Tickets**

**O-1. Tactical Vehicle**

| 봉담영업소 | 031-227-1873 | 서오산영업소 | 031-373-0283 |
| 정남영업소 | 031-8059-0730 | 북평택영업소 | 031-684-0663 |
| 향남영업소 | 031-8059-0768 | 북오산영업소 | 031-375-0930 |

※한국도로공사 교통정보 안내 : 1588-2504

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**BN, UNIT, BUMPER #**

---

**O-2. GOV/TMP Vehicle**

| 봉담영업소 | 031-227-1873 | 서오산영업소 | 031-373-0283 |
| 정남영업소 | 031-8059-0730 | 북평택영업소 | 031-684-0663 |
| 향남영업소 | 031-8059-0768 | 북오산영업소 | 031-375-0930 |

※한국도로공사 교통정보 안내 : 1588-2504

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**LICENSE PLATE NUMBER**
Appendix P
Sample of Standing Operating Procedures (8A Basic Driver’s Training Course)

Standing Operating Procedures

8A BASIC DRIVER’S TRAINING COURSE
15 MAR 2019
MEMORANDUM FOR RECORD

SUBJECT: Eighth Army (8A) Basic Driver’s Training Course (BDTC) Standing Operating Procedures (SOP).

1. PURPOSE. This SOP standardizes the training outline and schedule for an 8A BDTC.

2. APPLICABILITY. This SOP is specifically for Soldiers within Eighth Army with no valid state driver’s license and the Brigade (BDE)/Battalion (BN) Master Drivers (MDs) to instruct and have oversight of training.

3. COMMANDER’S INTENT. Improve unit readiness by licensing Soldiers with no valid state driver’s license to allow them to drive only tactical vehicles on/off post for mission support and sustaining safety throughout the command by providing an aggressive command emphasis in implementing and maintaining an effective BDTC that meets all governing regulations.

4. REVISIONS. Specifically, the 8A Master Driver and the 8A Safety Office will review AR 600-55, AR 385-10, SOFA Agreements and USFK Regulations, as they might change in the future. All other Master Drivers will also assist with regulation review and updates, to make sure that we are in compliance with Korean Law.

G. SCOTT TAYLOR
COL, GS
Chief of Staff
CONTENTS

Chapter 1
Introduction

1-1. Purpose
1-2. References
1-3. Responsibilities

Chapter 2
Training

2-1. Course Materials
2-2. Records
2-3. Safety
2-4. Licensing Program

Chapter 3
Program Administration

Chapter 4
Course Outline

4-1. Introduction
4-2. Training
4-3. Point of Instruction (POI)

Appendixes

A. Flow Chart (PHASE I, II, III)
B. Course Layout
C. Example MFR's
D. Example Certificate
E. Road Test ROUTES
F. References
Chapter 1
Introduction

1-1. Purpose
This program establishes general responsibilities, policies and procedures for the conduct of operator and driver training, testing and licensing. Guidance contained herein supersedes all previously published guidance from this headquarters and the previous command.

1-2. References
Required and related publications and referenced forms are listed in appendix F.

1-3. Responsibilities

a. Brigade Master Driver (BDE MD):

   (1) Authorized to train and test on NTV's and train, test and license operators on the HMMWV series, but is able to delegate this authority to the Battalion level.

   (2) BDE MD under direction from the Brigade Commander will ensure that the necessary equipment, test materials and qualified instructors are available and certified.

   (3) If delegation is desired below the Battalion level for a unit MD, this command will be contacted for approval BEFORE the delegation is affected.

   (4) BDE MD under command authority will ensure all personnel authorized to conduct testing/training for the BDTC are qualified and appointed in writing. This headquarters will be provided a listing, by unit, of those personnel.

   (5) After Phase I and II is complete, conduct off post road test in a HMMWV on the prescribed authorized route, listed in Appendix E.

   (6) After passing the road test, Brigade Commander will sign MFR of course completion.

b. Battalion Master Driver (BN MD):

   (1) Authorized to train and test on NTV’s and train, test and license operators on the HMMWV series.

   (2) May further delegate this authority to units operating away from the parent testing station, but training and testing will occur at the highest level possible. The final off post road test will be conducted by the BDE MD.

   (3) BN MD under direction from the Battalion Commander will ensure that the necessary vehicles, test materials and qualified instructors are available.

   (4) If delegation is desired below the Battalion level, BDE MD will be contacted for approval BEFORE the delegation is affected.
(5) All delegation for testing/issuing permits below Battalion level will be in writing.

(6) BN MD under command authority will ensure all personnel authorized to conduct driver testing/training are qualified and appointed in writing. BDE MD will be provided a listing, by unit, of those personnel.

c. Company/Battery Master Driver(s) (UMD):

(1) Must be authorized in writing to conduct training and will be provided an outline of the BDTC.

(2) Commanders will stay informed of the BDTC and who in the unit will attend the course. Training, licensing and completion will be documented on DA Form 348, section III.

(3) The permit issuing authority is the unit commander, if they have been granted written authority to train, test and qualify operators. The issuing authority will maintain a permit ledger in accordance with paragraph 5-1d, AR 600-55. The qualifying official will be designated by the commander in writing and is required to be qualified to operate the vehicles in which he/she conducts driver performance testing in accordance with Appendix F – AR 600-55.

(4) Paragraph 3-3b, AR 600-55 requires administration of this physical test before issuance of a permit and upon renewal of permits. Results will be entered on DA Form 348.

(5) Preparation and maintenance of the OF 346 and DA Forms 348 will be in accordance with AR 600-55. GCSS-Army printouts DA Form 5983-E and 5983-1-E may be substituted for DA Form 348 for personnel coming from units outside of the organization.

(6) All licenses (permits) will be prepared and maintained strictly in accordance with Chapter 6, AR 600-55.

d. Operators.

(1) Military operators of government vehicles will be trained, tested and licensed by issuing an OF 346, US Government Motor Vehicle Operator’s Identification Card, a DA Form 348, Qualification Record and a DA Form 5984-E.

(2) Ensure when they are operating a military vehicle, they are with a seasoned Vehicle Commander.

(3) If any doubt they feel like they are not capable or comfortable driving off the installation, they need to inform their chain of command.

Chapter 2
Training

2-1. Course Materials
Course materials will be explained to students to avoid confusion about requirements for passing the course. Demonstrations will be done when practical. Conditions and Standards will be established for each phase.

2-2. Records
A record of training results will be placed in the individual’s training file. This information will also be used to schedule training for students receiving a “NO GO” in the course.

2-3. Safety
The operation of motorized equipment is inherently dangerous. First-line supervisors will ensure that adequate safety precautions are taken during all phases of operator training to prevent accidents from occurring.

2-4. Licensing Program
Driver/Operator licensing program consists of three phases:

a. PHASE I w/NTV:

(1) After driver has obtained an OF346 (LEARNER) License, they will begin Phase 1 training.

(2) Conduct classroom and intro training with POI overview.

(3) Classroom instruction will include various training films to enhance the training requirement.

(4) Conduct the following hands-on training with BN MD or UMD:

(a) Straight line/Offset backing.
(b) Alley docking.
(c) Parallel Parking.
(d) 40 hours driving logged; minimum 2 weeks (ON POST ONLY).

(5) After specified training is conducted, the BN MD will complete the following:

(a) Control Tests (3 stations).
(b) On Post Road Test.
(c) MFR of completion, signed by the BC (O-5).

(d) Take MFR to TMP Testing facility and get issued a new OF346 (LIMITED).
(6) UMD will submit Driver’s Packet to attend BN Driver’s Training.

b. PHASE II (BN Driver’s Training): This training will be conducted per their Battalion’s Master Driver Training Program SOP.

(1) After training has been conducted, road test performed and passed to standard with an appointed Licensed Examiner, the Soldier will then be authorized to receive a DA Form 5984-E (STANDARD).

(2) The BN MD will get MFR signed by BC (O-5), take MFR to TMP License Facility and get issued a new OF346 (LIMITED).

(3) After OF346 (LIMITED) has been issued, the BN MD will schedule with the BDE MD for an off post road test.

c. PHASE III (Road Testing and Licensing):

(1) Road Test will be conducted IAW AR 600-55 and the prescribed authorized route, listed in Appendix E.

(2) BDE MD examiners will use DA Form 6125-R located in the back of AR 600-55 and place it in the individual’s training file upon completion of the test. The qualifying official will annotate on the students DA Form 348 successful completion of a road test for that piece of equipment.

(3) Upon completion of Phase I, II, & III, the examiner or qualifying official will annotate all training/testing results on DA Form 348/ GCSS-Army system. Ensure the individual is properly added to the unit’s permit ledger.

d. PHASE IV (Equipment Training):

(1) In order for the Soldier to be licensed on other military vehicles, they must conduct separate training which may consist of hands-on and classroom training both IAW AR 600-55 and established POIs. Brigade should implement instruction on when, where, why and how the units should conduct equipment training. Driver/Operator education is a continuous process. Each Brigade should ensure units establish advance training POIs IAW TC 21-305 Series for each piece of unit organic equipment.

(2) Company Commanders will authorize these specific drivers/operators to be trained on other equipment/vehicles.

Chapter 3
Program Administration

a. A record of training, DA Form 348/ GCSS-Army system, will be maintained IAW AR 600-55. Certificate of course completion, MFR’s signed by Commanders, will also be maintained.

b. Appropriate entries will be made in Section III of the Soldier’s manual DA Form 348/ GCSS-Army system, (i.e., 8A Basic Driver’s Training Course completion, Road Test, etc.).
c. Certificate of Training example is listed in appendix D.

d. Falsification, erasures, whiteout or reproductions of DA Form 348 and/or OF 346 will invalidate the form. Errors should be lined out and the correction entered on the next line. Any deliberate falsification or misrepresentation may result in suspension or revocation of the individual’s license, and judicial/non-judicial punishment under the Uniform Code of Military Justice (UCMJ).

Chapter 4
Course Outline

4-1. Introduction
This guide outlines the responsibilities of the BDE/BN MD’s in managing and instructing this course accordingly and to standard. It will provide company and detachment commanders with licensed drivers/operators for tactical vehicles. The POI listed below, are guidelines put in place for the Master Drivers. This will also make the Commanders aware of the training and lastly, to ensure their soldiers are receiving standardized and quality training.

4-2. Training
Training consists of classroom, hands-on and driving practice. All instructors must be appointed in writing by the commander and meet all other selection criteria IAW AR 600-55.

4-3. Point of Instruction (POI)
Operators must successfully complete the following POI, found at: https://8tharmy.korea.army.mil/safety/home/Motor_Vehicle_Safety_Resources.asp

a. Introduction, organization of course, and materials review.

b. Driving responsibilities.

c. State, local, host nation, and post traffic regulations and laws.

d. Defensive driving/Accident prevention.

e. The Effect of Natural forces on the vehicle.

f. Human Physical and Psychological Issues.

g. Alcohol and drugs.

h. Rules of the Road.

i. Military driving operations, including night driving.

j. Vehicle inspection; Preventive Maintenance Checks and Services (PMCS).

k. Use of Army publication and blank forms (to include DD Form 1970 (Motor Equipment Utilization Record), DA Form 2404 (Equipment Inspection and Maintenance Worksheet), DA Form 2408-14 (Uncorrected Fault Record), DD Form 518 (Accident Identification Card, and SF 91 (Operator Report on Motor Vehicle Accidents).

l. Basic Control Test, outlined in appendix B.
Appendix B  
Course Layout  

B-1. Alley Docking

ALLEY DOCKING

45 DEGREE REFERENCE CONE

GROUND GUIDE

12' 50' 3-6" 7'

AK REG 385-11, 1 April 2019
B-2. Straight Line/Off Set Backing

STRAIGHT LINE / OFF SET BACKING

B-3. Parallel Parking

PARALLEL PARKING
MEMORANDUM THRU COMMANDER, FOR AUTHORIZED TMP LICENSING FACILITY

SUBJECT: Eighth Army Approved Basic Driver’s Training Course Completion (Phase 1)

1. The following Soldier has conducted and completed all listed requirements:
   a. 40 hours logged driving time.
   b. Basic Control Test.
   c. On Post Road Test.

   NAME  RANK  SSN  UNIT
   Last, First, MI  XXX  Last 4  XXX, XX

2. The Soldier is now ready to continue on to Phase 2, with the BDE Master Driver.

3. SM’s OF346 will be changed from a LEARNER to a LIMITED license, stating for tactical vehicle use only, expiration date is one year from the issuance date.

4. POC for this memorandum is SFC/SSG XXXX,XXXXX (BN Master Driver) at DSN XXX-XXX-XXXX-XXXX or xxxxx.x.xxxxxxxx.mil@mail.mil.

       XXXXX X. XXXXXXXXX
       LTC, XX
       Commanding
MEMORANDUM FOR COMMANDER

SUBJECT: Eighth Army Approved Basic Driver’s Training Course Completion

1. The following Soldier has conducted and completed all listed requirements:
   a. 40 hours logged driving time.
   b. Basic Control Test.
   c. BN Driver’s Training Course.
   d. On and Off Post Road Test.

2. The Soldier is authorized to operate/drive Tactical Vehicles off installation, with a seasoned and certified TC/VC.

3. POC for this memorandum is SFC XXXXX,XXXXX (BDE Master Driver) at DSN XXX-XXX-XXXX or xxxxx.x.xxxxxx.mil@mail.mil.

NAME: Last, First, MI
RANK: XXX
SSN: Last 4
UNIT: XXX, XX

XXXXX X. XXXXXXXX
COL, XX
Commanding
Appendix D
Example Certificate

DEPARTMENT OF THE ARMY
CERTIFICATE OF TRAINING

THIS IS TO CERTIFY THAT

HAS SUCCESSFULLY COMPLETED

The 8A Basic Driver's Training Course IAW AR 600-55, USFK 190-1, SOFA, and AK 385-11.
Soldier has successfully met all Programs of Instruction requirements

GIVEN AT Camp Humphreys, Korea 27 - 31 Aug 2018

JOE SMITH
COL, GS
Commanding

DA FORM 87, 1 OCT 1978
Appendix E
Road Test Routes

E-1. Camp Humphreys Off Post Route

DRIVE TIME: 30 MINUTES

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<thead>
<tr>
<th>Segment</th>
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<tr>
<td>Do Du Ri Gate to CP1</td>
<td>.6 mi</td>
<td>1 km</td>
</tr>
<tr>
<td>CP1 to CP2</td>
<td>2.5 mi</td>
<td>4 km</td>
</tr>
<tr>
<td>CP2 to CP3</td>
<td>1.8 mi</td>
<td>3 km</td>
</tr>
<tr>
<td>CP3 to CP4</td>
<td>2.5 mi</td>
<td>4 km</td>
</tr>
<tr>
<td>CP4 to CP5</td>
<td>3.7 mi</td>
<td>6 km</td>
</tr>
<tr>
<td>CP5 to CP2</td>
<td>4.3 mi</td>
<td>7 km</td>
</tr>
<tr>
<td>CP2 to CP1</td>
<td>2.5 mi</td>
<td>4 km</td>
</tr>
<tr>
<td>CP1 to Do Du Ri Gate</td>
<td>.6 mi</td>
<td>1 km</td>
</tr>
</tbody>
</table>
1. Exit do du-ri gate, follow road to hwy 17.
2. get onto 43 and take exit 1.
3. stay in left lane and follow 38 to pyeongtaek.
4. Take next exit right to 315, veer right, follow to rt 6 (anjung).
5. follow rt 6, Keep going straight.
6. follow rt 6, keep going straight, take next left ahead.
7. follow 43 and take cp humphreys exit.
8. follow road, veer left and do du-ri gate ahead.
E-2. Camp Casey Off Post Route

WAITING STRIP FROM BDE MAP
E-3. Camp Carroll Off Post Route

WAITING STRIP MAP FROM BDE
Appendix F
References

AR 385-40, Accident Reporting and Records.

AR 611-5, Army Personnel Selection and Testing.

AR 600-85, Alcohol and Drug Prevention and Control.

AR 600-55, The Army Driver and Operator Standardization Program (Selection, Training, Testing and Licensing) (Cited in Chapter 1, para 1-4.a.(7)).

AK REG 385-10, Eighth Army Safety Program. (Cited in Chapter 10, Prevention of Motor Vehicle Accidents)

DA PAM 738-750, The Army Maintenance Management System (TAMMS) (Cited in Chapter 1, para 1-4.c.(6)(b)).

FM 21-305, Manual for Wheeled Vehicle Driver (Cited in Chapter 6, para 6-1.e.(9)).

FM 55-30, Army Motor Transport Units and Operation.

TC 21-305, Series Training Programs for Vehicles (Cited in Chapter 2, para 2-1.d.(4)(b).


DA Form 348, Operator’s Qualification Record.

DA Form 2-1, Personnel Qualification Record.

DD Form 1970, Motor Equipment Utilization Record.

DA Form 2404, Equipment Inspection.

DA Form 2408-14, Uncorrected Fault Record.

DA Form 6125-R, Road Test Score Sheet.

DD Form 518, Accident Identification Card.


**Glossary**  
**Abbreviations**

<table>
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<th>Description</th>
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<tr>
<td>8A</td>
<td>Eighth Army</td>
</tr>
<tr>
<td>ACoS</td>
<td>Assistant Chief of Staff</td>
</tr>
<tr>
<td>AD</td>
<td>Assistant Driver</td>
</tr>
<tr>
<td>AK</td>
<td>Army in Korea</td>
</tr>
<tr>
<td>CC</td>
<td>Convoy Commander</td>
</tr>
<tr>
<td>DRAW</td>
<td>Deliberate Risk Assessment Worksheet</td>
</tr>
<tr>
<td>FMTV</td>
<td>Family of Medium Tactical Vehicles</td>
</tr>
<tr>
<td>HAZMAT</td>
<td>Hazardous Material</td>
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<tr>
<td>HEMTT</td>
<td>Heavy Expanded Mobility Tactical Truck</td>
</tr>
<tr>
<td>HET</td>
<td>Heavy Equipment Transports</td>
</tr>
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<td>HN</td>
<td>Host Nation</td>
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<tr>
<td>KATUSA</td>
<td>Korean Augmentation To the United States Army</td>
</tr>
<tr>
<td>KPH</td>
<td>Kilometer Per Hour</td>
</tr>
<tr>
<td>KTO</td>
<td>Korean Theater of Operations</td>
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<tr>
<td>MATV</td>
<td>MRAP All-Terrain Vehicle</td>
</tr>
<tr>
<td>MFR</td>
<td>Memorandum for Record</td>
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<td>MP</td>
<td>Military Police</td>
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<tr>
<td>MPH</td>
<td>Miles Per Hour</td>
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<td>MRA</td>
<td>Maneuver Rights Area</td>
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<tr>
<td>MRAP</td>
<td>Mine-Resistant Ambush Protected</td>
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<tr>
<td>MSC</td>
<td>Major Subordinate Command</td>
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<tr>
<td>OPCON</td>
<td>Operational Control</td>
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<tr>
<td>PMCS</td>
<td>Preventative Maintenance Checks &amp; Services</td>
</tr>
<tr>
<td>RAWLS</td>
<td>Rotating Amber Warning Light System</td>
</tr>
<tr>
<td>ROK</td>
<td>Republic of Korea</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
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<tr>
<td>ROKA</td>
<td>Republic of Korea Army</td>
</tr>
<tr>
<td>SOFA</td>
<td>Status of Forces Agreement</td>
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<tr>
<td>SOP</td>
<td>Standing Operating Procedure</td>
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<td>SP</td>
<td>Start Point</td>
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<td>TAA</td>
<td>Tactical Assembly Area</td>
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<td>TACSOP</td>
<td>Tactical Standing Operating Procedures</td>
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<td>TC</td>
<td>Training Circular</td>
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<td>TCP</td>
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<td>Technical Manual</td>
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<td>TMP</td>
<td>Transportation Motor Pool</td>
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<td>Tactical Operations Center</td>
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<td>TSAK</td>
<td>Training Support Activity Korea</td>
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<td>USFK</td>
<td>United States Forces Korea</td>
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<tr>
<td>VC</td>
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