

cargo vehicles in “ over-the-road ”service will be restricted to the designated seating capacity.

d. Riding on loads or partial loads of nonhazardous material will be permitted only when it would be dangerous to ride in the cab or front seat, or when guard or servicing personnel are involved. Personnel will ride on loads only when—

(1) Loads are adequately secured.

(2) Riders are provided with enough room to keep their bodies entirely within the top and sides of vehicles and loads.

(3) Appropriate safety devices are attached to the vehicle to provide safe carrying. (Examples are hanging steps on the rear of garbage trucks or a spanner board that permits seating all personnel.)

e. Before starting the engine, drivers transporting passengers in cargo trucks must place the vehicle in first gear, or park if automatic, and set the handbrake, then—

(1) Walk to the rear of the truck to ensure that the tailgate, safety device, or safety strap is in place and that all passengers are seated. (After stopping, the driver will walk to the rear of the vehicle and release the safety device or lower the tailgate before permitting passengers to dismount.)

(2) Warn personnel not to jump from cargo beds and, after dismounting, to move away from traveled portions of the roadway.

(3) Refuse to move a motor vehicle in which anyone is in an unsafe position. (An unsafe position could be standing; attempting to ride between the cab and body; hanging on sides, running boards, or fenders; sitting on tailgates or sides of the truck; or extending arms or legs.)

f. Drivers will not back any type of vehicle before first checking for clearance and giving warning. If rear visibility is blocked by cargo or otherwise limited, drivers will use ground guides. (Drivers of all buses with a passenger-carrying capacity greater than 12 and of 2½-ton and larger trucks will use ground guides when backing.) Ground guides must be in view of the driver at all times. If ground guides are not available, the driver will dismount, go to the rear of the vehicle, and check clearance before backing.

g. Additional guidance on the safe transportation of personnel is in FM 21–305.

2–18. Safe tactical vehicle operations

a. Tactical operations put special demands on vehicle operators because of adverse environmental factors (rain, snow, mud, and dust), fatigue, and blackout operations. The following safety requirements apply:

(1) Before a tracked vehicle is started in an assembly area, a crewmember will walk completely around the vehicle to ensure that no one is in danger.

(2) Tracked vehicle movement within or through an assembly area requires ground guides front and rear. Guides must be able to see each other and be visible to the driver.

(3) Wheeled vehicles will normally require one ground guide; however, two ground guides will be used when backing a wheeled vehicle when vision is restricted.

b. Commanders responsible for conducting tactical operations (actual or training) that involve motor vehicles and equipment will apply all normal safety standards (including speed limits, passenger transportation standards, and vehicle maintenance) unless it is necessary to deviate to accomplish a mission. In training situations, such deviations may be authorized only by the unit commander. Commanders will evaluate the significance of the assumed risk versus the training benefit.

c. Safety procedures will be included in standing operating procedures for training related to vehicle operations.

2–19. Emergency services—medical and accident site control

Commanders of Army installations will ensure that there are procedures to—

a. Provide prompt detection of and response to traffic accidents or incidents.

b. Sustain and prolong life through proper first aid measures.

c. Provide prompt medical evacuation of injured personnel to the nearest medical facility.

d. Ensure that the accident site is secured and preserved to the maximum extent possible to determine the need for centralized accident investigation, ground (CAIG). While this preservation must not compromise local highway safety, accident site physical evidence is vital to CAIG. If the accident occurs on a public highway or major intersection that precludes securing the site, local safety personnel must make maximum use of color photographs (other than self-developing) and diagrams before wreckage removal.

e. Ensure rapid, orderly, and safe removal of accident wreckage, spills, and debris from roads. Whenever appropriate, Army personnel will work with local authorities to remove debris safely from off-post accidents that involve Army equipment.

f. Move disabled vehicles off the roadway or as far to the side as possible until they can be towed away or repaired. Disabled vehicles will be towed, not pushed, per applicable technical publications and at speeds safe for the size and condition of the vehicle and road surface. Only the driver will ride in a towed vehicle and only when absolutely necessary. However, safety devices (chains/cables) will be connected to the towing vehicle to prevent the towed vehicle from breaking loose in the event the tow bar fails or becomes disconnected.

2–20. Motor vehicle operations in the vicinity of aircraft

Drivers must use extreme caution when operating vehicles in the vicinity of parked or operating aircraft. As a minimum, vehicle drivers will—

a. Not approach operating aircraft without clearance from the aircraft commander.

b. Stow vehicle radio antennas before approaching an aircraft parking or operational area.

c. Not drive vehicles directly toward an aircraft. Brake failure or accelerator malfunctions could cause a serious accident.

d. Keep at least 10 feet between vehicles and aircraft. Vehicles with catalytic converters should stay at least 50 feet from aircraft.

e. Not back a vehicle into a position near an aircraft. If a vehicle must be backed into position, the driver should come to a full stop at least 20 feet from the aircraft or helicopter rotor blades, use a ground guide, and follow the guide’s signals.

f. Not leave vehicles unattended close to an aircraft unless the vehicle engine is off, the transmission is in low gear, or park if automatic, and the parking brake is set.

g. Conduct refueling operations in accordance with FM 10–68.

Chapter 3 Prevention of Privately Owned Vehicle Accidents

3–1. General

a. POV accidents most often occur off duty and on post, outside the presence of Army supervision. Commanders can provide direct influence through information, motivation, and guidance given to POV operators before they leave Army control. These efforts will be on a cost-effective basis within the overall accident prevention program.

b. Soldiers have a duty to avoid unnecessary injury to themselves by using safety devices and equipment. When a violation occurs, commanders should consider a full range of possible actions before selecting the appropriate courses of action to deal with the violation. Such actions include but are not limited to suspension or loss of on-post driving privileges, removal of the vehicle from the installation, and additional training in the particular aspect of the safety violation.

c. National Safety Council statistics have consistently shown that the use of restraint systems may reduce by 50 percent the chance of death or serious injury in an automobile accident and may prevent injury during sudden braking. In addition, using the restraint system

may prevent accidents by assisting the driver in maintaining control of the automobile.

3-2. Requirements for POV accident prevention

Most Army personnel killed or injured in POV accidents are involved in single-vehicle accidents at night as a result of excessive speed, alcohol or other drug use, or fatigue. Commanders will ensure that other factors in accidents that apply to their individual installations are identified. They will direct their POV accident prevention programs to these factors. Their programs will include the following:

a. Training. Commanders will ensure that their soldiers know the main causes of Army POV accidents.

(1) *Four-wheel motor vehicles.* Major topics to be covered include the following:

- (a) Causes of accidents.
- (b) Emotions and accident causation.
- (c) How to avoid a collision with another vehicle.
- (d) The effects of drugs and alcohol on driving skills.
- (e) How to control fatigue when driving.
- (f) Pedestrian safety precautions.
- (g) Driver's view of motorcycling.

(2) *Motorcycles.* Each driver of a military or privately owned motorcycle or moped who is authorized to operate on an Army installation will be required to complete an Army-approved motorcycle safety course. The course will consist of classroom instruction, hands-on training, and successful completion of a hands-on written evaluation.

b. Safety restraint usage.

(1) Soldiers will use a restraint system while driving or riding in a POV that is equipped with a restraint system required by Department of Transportation (DOT) or other equivalent transportation authority. Restraint systems will be worn at all times, both on and off Federal installations. Removal of such restraint systems from POVs does not excuse the soldier from the requirement to use the restraint system.

(2) All civilian personnel, including visitors, will use a restraint system while driving or riding in a privately owned or Government-owned vehicle with manufacturer-installed restraint systems. The restraint systems will be used on Federal military installations at all times and off Federal military installations when the vehicle is used for official business. Individuals will not ride in seats from which manufacturer-installed occupant restraints have been removed or rendered inoperative.

(3) Privately owned, rented, or leased vehicles requiring seat restraint use are automobiles, vans, trucks, motor homes, and recreational vehicles. Powered or unpowered two-wheeled or three-wheeled vehicles; motorcycle-type, four-wheeled vehicles; and off-road agricultural vehicles are not required to have an installed restraint system.

(4) Installation commanders will—

(a) Install signs at each military installation entry and exit point to remind personnel of the requirement to wear the restraint system. The sign should be large enough to be read easily in normal traffic conditions.

(b) Use such media as daily or weekly bulletings, post and local newspapers, and bulletin boards to publicize this requirement and provide followup educational programs to continually encourage restraint system use.

(c) Ensure that the requirements of AR 190-5 are followed for repeat offenders.

(d) Ensure the use of passenger and child restraint systems on Army installations are consistent with State or host nation laws.

c. Counseling of traffic law offenders. Commanders will establish procedures to identify Army personnel (military, DA civilian, and local national employees) who have been determined by competent legal authority to be at fault in on-duty traffic accidents or who have committed major traffic offenses. Professional or supervisory counseling will be provided for these personnel. Use of drug and alcohol abuse counselors or mental health counselors will be stressed.

d. Enforcement. On-post traffic law enforcement will be directed at the principal causes of POV accidents identified through local analyses. Liaison with local police will assist in identifying the major causes of accidents in their area. Drivers involved in offenses will be counseled as outlined above. Disciplinary or administrative action associated with traffic accidents or violations will comply with the provisions of AR 190-5.

e. Inspection and registration of POVs. Commanders will ensure that the inspection and registration requirements of AR 190-5 are met.

f. Special requirements (motorcycles and mopeds). Commanders will—

(1) Require motorcycle and moped operators and passengers to comply with HSPS No. 3 (app B).

(2) Require the instructor of the Army Motorcycle Safety Course to be certified and be a current motorcycle operator.

g. Other prevention programs. Commanders will consider other measures likely to be effective against specific POV accident causes. These include—

(1) Promotional activities, campaigns, training programs, enforcement efforts, and related programs.

(2) Emphasizing safety to military and civilian personnel while traveling on pass or leave, particularly during holiday periods by—

(a) Encouraging the use of commercial transportation.

(b) Ensuring that appropriate safety talks are given by commanders during formations.

(c) Establishing reasonable distance limitations.

(d) Traveling, whenever possible, during daylight and the hours of least congestion.

(e) Operating safe and reliable vehicles (to include pretrip safety inspections).

(f) Stressing the effects of drugs and alcohol on the driver's ability to operate a vehicle safely.

h. Wearing of headphones or earphones. The wearing of headphones or earphones while driving POVs (two or more wheels) on Army installation roads and streets is prohibited.