

## Transportation Safety

All Army Motor Vehicle (AMV) drivers will be trained and tested per AR 385-10 and AR 600-55.

Accident avoidance training and the Army Motorcycle Safety Course are designed to reduce motor vehicle accidents by training and motivating personnel to drive defensively. All military personnel desiring to operate a motorcycle or moped either on or off Fort Knox must first attend an Army-approved Motorcycle Safety Course.

DoD civilians must attend an Army-approved Motorcycle Safety Course before operating a motorcycle or moped on Fort Knox. A class roster will be provided to security personnel for entrance on to Ft Knox to attend the course.

*NOTE: Only qualified drivers, experienced on the vehicle to be utilized, will be used to transport personnel. Before transporting personnel, drivers will receive a briefing on the route and hazards they may expect to encounter.*

Personnel will be transported in passenger type vehicles, such as sedans, vans or buses, to the maximum extent possible. When these type vehicles are not available, cargo vehicles may be used. Personnel may be transported without fixed seating for short distances on post (cantonment area) provided each passenger remains seated wholly within the body of the vehicle and the body of the vehicle is equipped with stakes or sideboards, along with a fully enclosed cargo canvas that is fully secured. Flatbed trucks without stakes or sideboards will not be used to transport personnel. Bus passengers will be seated and bus capacity will not be exceeded. Field gear and equipment will not be placed in bus aisles.

Personnel will not ride in vehicle cargo area when transporting equipment or any other materials.

The passenger carrying capacities listed below are for normal passenger carrying operations and are consistent with safety policies and design features of the vehicles. The passenger capacities apply only when the vehicle is properly equipped with fixed seats. The maximum number of passengers authorized and the maximum speed limit will be stenciled on the dashboard of tactical vehicles. The following is derived from TB 9-639; Passenger-carrying capacity of Tactical and Administrative Vehicles commonly used to Transport Personnel.

<u>Vehicle</u>	<u>Passenger Capacity</u>
2 ½-Ton Cargo Truck	14
2 ½-Ton Extended Cargo Body Truck	18
2 ½-Ton Dump Truck	10
5-Ton Cargo Truck	16

5-Ton Extended Cargo Body Truck	20
5-Ton Dump Truck	12
5/4-Ton HMMWV Troop Carrier	08
5/4-Ton M880, M88I, M882	08
GSA Cargo Truck W/ stakes or sideboards, along with a fully enclosed cargo canvas that is fully secured.	14

*NOTE: The passenger capacity does not include the operating crew. Refer to the operator's manual for vehicles not listed above.*

A vehicle commander (VC) will be on-board all tactical wheeled vehicles; the only exception is command HMMWV's. A VC will be on-board all training unit non-tactical vehicles operated off-post or on range roads; exceptions may be granted by a 05 level commander/director on a case by case basis and will include risk assessment. Only the lead vehicle must have a VC when more than one vehicle is traveling together. Positive communication such as a cell phone or radio must be carried in vehicles for use in an emergency.

Drivers will be trained, qualified, and licensed on the vehicle they are operating. In addition, drivers transporting personnel or hazardous materials must receive training required by AR 600-55. Transportation of personnel and hazardous material training and certification for drivers is in TC 21-305-100; The Military Commercial Driver's License Driver's Manual.

Each tracked vehicle will have a driver and a track commander (TC) who will ride in the commander's hatch. The TC must be a licensed driver who is experienced and competent in track vehicle operations. The TC and driver of a tracked vehicle must maintain communication while operating the vehicle. Before powering up and moving a track vehicle, the TC will clear all personnel from around the vehicle. In the event of an emergency, the TC will follow all safety precautions described in the technical manual (TM) and unit SOPS pertaining to that particular vehicle. Units will use ground guides to move a track vehicle when communications are inoperable or there is no TC.

All personnel will wear either an issue Combat Vehicle Crewman (CVC) helmet or a Kevlar helmet with earplugs. Personnel supporting vintage vehicle displays will adhere to the uniform requirements established for the event. Personnel participating in authorized Opposing Force activities will wear the appropriate protective headgear identified by the supporting battalion/squadron commander.

Tracked vehicle emergency evacuation drills will be conducted quarterly to ensure crew proficiency. This requirement applies to instructors and mechanics, as well as tank crews, since they are also subject to emergency evacuations.

Riding on the outside of vehicles is prohibited. Request for exception to this requirement, along with a risk assessment, must be submitted to the Garrison Safety Office - Fort Knox for review and approval. Personnel riding in hatches will be at nametag defilade, e.g., only head and shoulders exposed.

POV accidents constitute the Army's most common cause of fatalities and serious injuries. While commanders or supervisors do not control POV operators similar to those operating Army motor vehicles, there are numerous areas of influence, which may be used to reduce losses. The following elements shall be included in unit POV safety programs:

- a. The Army Six-Point POV Accident Prevention Program. This is a comprehensive program designed to aid commanders in reducing the risk of POV accidents. It consists of the following elements: command emphasis, discipline, risk management, standards, provide alternatives, and commanders assessment.
- b. The POV Inspection Program. This program will be established in all military organizations and conducted before to all holiday weekends. POV inspections will be conducted by a competent person, selected by the chain of command, using USAARMC Form 4650-E (POV Inspection Checklist.) or equivalent unit specific checklist.
- c. Safety Briefings. Commanders will conduct quarterly POV safety briefings that emphasize seasonal driving hazards. Briefings will also emphasize the use of restraint systems, driving while fatigued, use of alcohol, and speeding. Commanders will also conduct safety briefings before holidays, TDY travel, PCS moves and any passes or leaves.
- d. Safety Restraint Usage.
  1. Soldiers will use a restraint system while driving or riding in a POV with a restraint system required by Department of Transportation (DOT) or other equivalent transportation authority. The restraint system will be worn at all times, both on and off federal installations.
  2. All civilian personnel, including visitors, will use a restraint system while driving or riding in a privately owned or Government owned vehicle. The restraint systems will be used on federal installations at all times and off federal installations when the vehicle is used for official business.
  3. Individuals will not ride in seats from which manufacturer-installed occupant restraints have been removed or rendered inoperative.

- e. POV Risk assessment. Prior to all long distance trips (leaves, vacation, TDY, PCS) a POV risk assessment will be completed. Use FK Form 5069-E or automated version at <https://crc.army.mil>, and select the ASMIS-1 tab.

## References

- DODI 6055.4
  - <http://www.dtic.mil/whs/directives/corres/pdf/605504p.pdf>
- AR 600-55
  - [http://www.army.mil/usapa/epubs/pdf/r600\\_55.pdf](http://www.army.mil/usapa/epubs/pdf/r600_55.pdf)
- AR 385-10
  - [http://www.apd.army.mil/pdf/r385\\_10.pdf](http://www.apd.army.mil/pdf/r385_10.pdf)