



DEPARTMENT OF THE ARMY
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330 OLD NISKAYUNA ROAD
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MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Training Year 24 Army Motor Vehicle Operations

1. References:

- a. AR 385-10, The Army Safety Program, 24 July 2023.
- b. National Guard (NG) Supplement Number 1 to AR 385-10, The Army Safety Program, 12 February 2015.
- c. ATP 4-11, Army Motor Transport Operations, 14 August 2020.
- d. ATP 5-19, Risk Management, 9 November 2021.
- e. TC 3-21.60 (FM 21-60), Visual Signals, 17 March 2017.
- f. TC 21-305-20, Manual for the Wheeled Vehicle Operator, 12 January 2016.

2. Army Tactical Vehicles are separated into two categories; Army Combat Vehicles (ACVs) and Army Motor Vehicles (AMVs). An AMV, as defined by Army Regulation (AR) 385-10, is any vehicle that is owned, leased, or rented by the Department of the Army and/or Reserve components and is primarily designed for over-the-road operation to transport cargo and/or personnel. Examples are High Mobility Multipurpose Wheeled Vehicles, Family of Medium Tactical Vehicles, passenger cars, station wagons, trucks, ambulances, buses, motorcycles, fire trucks, and refueling vehicles. Army Combat Vehicles are defined as tactical motor vehicles, with or without armor, designed for a specific fighting function such as armored security vehicles, light armored vehicles, STRYKERS, Bradelys, M1 tanks, armored personnel carriers, self-propelled Howitzers, armored vehicle-launched bridges, and so forth. Armor protection or armament mounted as supplemental equipment on noncombat vehicles does not change the classification of such vehicles to combat vehicles.

3. Army Motor Vehicles are the primary means of personnel and cargo movement within the New York Army National Guard (NYARNG). To mitigate the risks associated with AMV operations, this document identifies some convoy and troop transport requirements. In addition, the referenced publications above provide additional detailed requirements. Unit Tactical Standard Operating Procedures (TACSOP) should also address these operations to ensure specific equipment and missions are covered in detail.

4. Driver fatigue is one of the most likely causes of mishaps while operating AMVs. Fatigue contributes to poor judgement and inattentiveness putting our Soldiers and potentially civilians at risk. Prior to AMV operations on public roads outside of a military base or NYARNG training

areas, Commanders and Leaders will establish and enforce specific rest and duty hour limits for AMV operators in accordance with AR 385-10 para 13-6.

- a. Provide operators with at least **eight (8) consecutive hours** of rest during any 24-hour period.
- b. An operator will not drive more than **10 hours** in a duty period (including rest and meal breaks). Commanders will assign a qualified assistant driver to each vehicle when more than 10 hours are required to complete operations.
- c. Other operations may require the assistance of an occupant to help the driver in higher risk driving environments. Often, the assistant is senior ranking to the driver, and these individuals are responsible for ensuring the safe operation at all times. At a minimum, these assistants are familiar with the vehicle operations and are trained on ground guide duties.

5. Prior to convoy operations, all units will refer to the above listed references, develop a detailed Deliberate Risk Assessment Worksheet, and **conduct a thorough convoy briefing.**

a. **The maximum speed authorized for military vehicles on expressways is 50 miles per hour.** Military vehicles moving on controlled access highways will maintain the posted minimum speed **or 40 miles per hour**, if a minimum speed is not posted.

b. Vehicles that cannot maintain the posted minimum speed will be routed over an alternate non-controlled access road. Under no circumstances will the posted maximum speed limit be exceeded.

c. Convoy vehicle drivers are not to give "clearance signals" to civilian vehicle operators. Responsibility for determining safe passing conditions rests with the driver desiring to pass.

6. Movement of service members (SMs) in AMVs is permitted by AR 385-10, para 13-7. **However, it should not be the first choice of commanders.** Commercial passenger vehicle assets should be planned and requested in advance of Inactive Duty Training and Annual Training events. When AMVs must be utilized for troop transport operations, the following general movement of personnel requirements must be met:

a. Operators will follow passenger carrying capacities for tactical and administrative vehicles in accordance with the appropriate vehicle technical manual.

b. Passengers must be wholly seated within the body of the truck using properly installed seating.

c. When transporting large numbers of Soldiers for training purposes, use only approved semitrailers (such as vans and personnel carriers for 80 passengers). No other types of semitrailers are considered safe to transport personnel.

d. Prohibit riding on tactical vehicle and ACV exteriors except where an Army technical or field manual allows.

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e. Seated personnel will wear occupant restraints, unless specifically exempted in the unit SOP or by the commander after completing Risk Management for the mission.

7. Movement of personnel in cargo trucks off the installation. The following safety precautions must be in place before transporting passengers in the cargo beds of tactical and administrative trucks off the installation:

a. The cargo body is equipped with stakes or sideboards, properly installed troop seat kit, tailgate, rear safety strap, and tailgate step or ladder.

b. Canvas tops are in place with the sides rolled down and secured to sides of cargo bed.

c. Prior to starting the vehicle, the operator must ensure all passengers are safely seated, tailgate is secure, and safety strap is in place.

d. When transporting personnel in cargo trucks with cargo, the operator ensures personnel are seated in fixed seats and the cargo is adequately secured.

e. The operator must possess a valid operator's permit or DA Form 5984-E (Operator's Permit Record (EGA)) when transporting personnel in cargo trucks. Prospective operators with learner's permits may not transport personnel in the rear cargo bed of trucks.

f. Do not carry passengers in the cargo bed area of the last vehicle in the convoy.

8. The following safety precaution applies to transporting troops in cargo beds solely on the installation:

a. Transport passengers for short distances on the installation without installed troop seat kit, providing passengers remain seated and wholly within the body of the vehicle, the tailgate is secure, and safety strap in place.

b. Transporting troops in the bed of dump trucks will only occur on an emergency basis and with extreme caution. Transport troops in dump trucks only with installed fixed seating and using positive locking devices to prevent unintentional activation of lift controls.

c. Post regulations may prohibit this operation and should be checked prior to troop transport.

9. Safety equipment.

a. Occupants of combat or tactical vehicles will wear Army-approved eye protection (military combat eye protection, Authorized Protective Eyewear List, see <https://www.peosoldier.army.mil/equipment/eyewear/>, or American National Standards Institute /International Safety Equipment Association Z87.1 approved safety goggles or spectacles with side shields) when exposed to eye hazards. Occupants of tactical vehicles with windshields are not required to wear eye protection unless the commander deems eye protection necessary due to environment hazards or for training purposes.

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b. Occupants will wear head protection (combat vehicle crew, approved ballistic helmet, or flight helmet as appropriate) when operating or riding as a passenger in ACVs as determined by the commander.

10. Fording Operations will only be conducted to meet specific driver's training requirements and as a last resort in support of emergency relief. Fording will be accomplished in accordance with the vehicle specific Technical Manual.

a. Prior to conducting fording operations, all drivers will complete training in accordance with vehicle specific Training Circular (TC 21-305 series).

b. Prior to traversing a body of water, drivers will check the bottom to determine how firm it is.

c. If some sinking is expected, the driver will determine if this sinking added to the water depth exceeds the vehicle's fording limit. If the fording limit will be exceeded, another crossing point will be identified. Fording speed will not exceed 5 mph.

11. Ground Guides.

a. Operators must use a dismounted ground guide when moving tactical vehicles in congested areas (motor pools, parking areas, assembly areas, and so forth), bivouac and sleeping areas, or when traversing hazardous terrain. Guides will use flashlights/chemlights to direct vehicles when visibility is reduced. Front and rear ground guides are required when backing in congested areas.

b. Commanders, supervisors, and senior leaders will ensure ground guides are trained in accordance with TC 3-21.60, TC 21-305-20/AFMAN 24-306(I), and TC 21-306.

c. Engineer vehicles operating outside of supervised or controlled access construction sites will use the ground guide standards for tactical or combat-wheeled vehicles. Operators of graders, bulldozers, and other engineer vehicles will walk around the vehicle before starting the engine to ensure that the area is clear of obstructions.

d. Provide a signal person at the point of operation (includes area of load travel and area immediately surrounding the load placement) when:

- (1) Backing or maneuvering in controlled access construction sites.
- (2) Not in full view of the vehicle, machine, or equipment operator.
- (3) Backing vehicles more than 100 feet.
- (4) Terrain is hazardous.
- (5) Two or more vehicles are backing in the same area.

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e. When operating a vehicle, machine, or equipment within a controlled access construction site and the point of operation is in full view, the operator may back without the assistance of a signal person or spotter provided:

(1) The operator walks behind the vehicle, machine, or equipment to view the area for possible hazards.

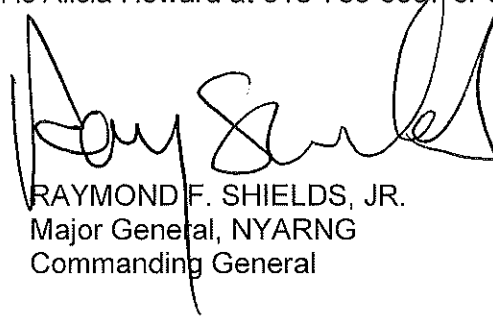
(2) an audible reverse signal alarm is activated above the surrounding noise level according to 29 CFR 1926.602. Ground guide training resources can be found through the U.S. Combat Readiness Center at <https://safety.army.mil/ON-DUTY/Government-Motor-Vehicle/Ground-Guiding>

12. State active duty can present new challenges for AMV operators. Soldiers will often be required to operate different types of rental vehicles and drive in highly congested areas with confusing traffic patterns. To avoid accidents, leaders should choose their most experienced and trained drivers to operate these vehicles.

13. Prior to all AMV operations, Commanders are required to thoroughly perform Risk Management (RM) for all tasks involved in the mission, (ATP 5-19, para 2-1). Through the 5-step RM process, troop movement activities will be assessed to reduce the risk to Soldier and civilian populations to the lowest acceptable level. The RM process will be documented on the DD Form 2977, Deliberate Risk Assessment Worksheet and will consider specific mission requirements and vehicles involved.

14. This document does not relieve Commanders and leaders in the NYARNG of their responsibility to follow all the guidelines, restrictions, and requirements of the referenced publications as well as the Operator Manuals for AMV used in convoy operations and troop movement activities. It merely provides a brief overview of the general safety requirements to perform them.

15. The point of contact for this memorandum is Alicia Howard at 518-786-6097 or email Alicia.I.howard.civ@army.mil.



RAYMOND F. SHIELDS, JR.
Major General, NYARNG
Commanding General

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