

ARMY LOGISTICIAN

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Army Accepts XM1



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ABOUT THE COVER

The Army recently accepted delivery of the first two XM1, General Creighton W. Abrams, main battle tanks from the contractor. The ceremony at the Lima Army Tank Center is shown on the front cover. The back cover pictures the men and machines producing this awesome weapon system. The article, "Machines for Building the XM1," begins on page 32.

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Army Logician is devoted to the publication of timely, authoritative information on Army and Defense logistics for the Active Army, Army National Guard, Army Reserve, civilian employees of the Army, and the public. Our purpose is to increase knowledge and understanding of logistics and to encourage and stimulate innovative thought in areas of logistics by providing a forum for those ideas. The views expressed in the articles are those of the authors and not necessarily those of the Department of Defense or the Department of the Army.

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feminine genders. Any exceptions will be indicated in the text.

Articles, photographs, illustrations, and items of interest on any facet of Army logistics are invited. Direct communication is authorized to: Editor, *Army Logician*, Army Logistics Management Center, Fort Lee, Va. 23801.

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Reserve component annual training—

Licensing Drivers for USAREUR

by Major James M. Dickson, Jr.

Many Army National Guard and Army Reserve units will undergo annual training with U.S. Army, Europe (USAREUR), in the months ahead. In addition to transportation, billeting, and similar tasks, Reserve component commanders must arrange to license their drivers to operate vehicles in Europe.

Operating Army motor vehicles in Europe requires drivers to drive defensively and be familiar with local traffic laws and police officers' traffic signals and directions. Traffic density in Germany, for instance, compares with that of New York City or Los Angeles, and driving requirements in USAREUR differ from those in the United States.

When Reserve commanders are notified that their units will train in Europe, they must begin a program to train, test, and license their drivers. The training program must follow guidance contained in Forces

Command (FORSCOM) supplement 1 to AR 600-55. Annex B, USAREUR supplement 1 to AR 385-55 contains a suggested driver orientation. Each driver must have a valid Standard Form 46, U.S. Government Motor Vehicle Operator's Identification Card, and must attend a 2-hour orientation on the peculiarities of driving in Europe.

The Army readiness region is responsible for appointing test control officers to administer USAREUR drivers' tests to Reserve component personnel. Test control officers can also help the unit obtain study materials to prepare drivers for the tests.

When the drivers' training is completed, the unit commander notifies the test control officer that his drivers are ready for testing. The test control officer obtains test material from the Commander, Headquarters, FORSCOM, Attn: AFAG-ASP, Fort McPherson, GA 30330,

to test the number of drivers in the unit.

The first test, AE-PRT-100-M, measures a driver's knowledge of European traffic regulations and safe driving practices. This test has no time limit, but drivers can have no more than four errors and pass the test. Drivers who pass are then given FORSCOM Test 200-M which requires them to correctly identify within 20 minutes at least 45 of the 50 traffic signs that are common in Europe.

When a driver has passed both tests, the test control officer records the results on the individual's DA Form 348, Equipment Operator's Qualification Record, and signs the appropriate block on the form. Drivers who fail either or both tests may be retested later. Retesting, however, must be completed not later than 35 days after initial testing and is limited to testing those drivers who failed. When a driver fails either or both tests, the test control officer notifies the unit commander to withdraw the driver's SF 46 before the unit departs for Europe.

The unit commander must insure that each driver's DA Form 348 accompanies the unit to annual training. On arrival in Europe, the form must be certified by USAREUR licensing officials.

This completes the Reserve component units' licensing process and unit drivers are now qualified to operate Army motor vehicles in Europe during their annual training.

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