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MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Training Year 2023 (TY23) Army Motor Vehicle (AMV) Operations

1. References:

- a. AR 385-10, The Army Safety Program, 24 February 2017.
- b. DA Pam 385-40, Army Accident Investigations and Reporting, 18 March 2015.
- c. National Guard (NG) Supplement Number 1 to AR 385-10, The Army Safety Program, 12 February 2015.
- d. ATP 4-11, Army Motor Transport Operations, 14 August 2020.
- e. ATP 5-19, Risk Management. 9 November 2021.
- f. TC 3-21.60 (FM 21-60), Visual Signals, 17 March 2017.
- g. 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 Department of the Army (DA) Pam 385-40, is any vehicle that is owned, leased, or rented by the DA 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, refueling vehicles, but also includes rental passenger cars, box trucks, and buses. Army Combat Vehicles consist of tanks, self-propelled weapons, armored personnel carriers, Strykers, and Mine Resistant Ambush Protected vehicles.

3. Army Motor Vehicles are the primary means of personnel and cargo movement within the New York Army National Guard (NYARNG). In order 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 Standing Operating Procedures 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 accidents 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 area, Commanders, and Leaders will establish and enforce specific rest and duty hour limits for AMV operators in accordance with AR 385-10 para 11-4.

a. Operators will be provided with at least **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).

c. If more than 10 hours are needed to complete operations, Commanders will assign a qualified Assistant Driver to each vehicle.

5. Convoy Operations: 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 MPH.** 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 in AMVs are permitted by AR 385-10, para 11-5 a.(1). **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 minimum general safety requirements must be met:

a. Fixed seating is installed, and passengers are seated wholly within the body of the truck.

b. The vehicle body is equipped with stakes or sideboards, rear safety strap or tailgate protection, and a tailgate step or ladder.

CONVOY
SPEED!
50MPH!

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c. Canvas tops are in place with the sides rolled down when the cargo space is used for passengers (at the discretion of the commander).

d. The last vehicle in the convoy will not be used to carry passengers in the cargo area.

e. Transporting troops in the bed of dump trucks will only occur on an emergency basis and with extreme caution. Fixed seating will be installed and positive locking devices will be used to prevent accidental activation of dump bed lift controls.

f. Troop movement operations on a military installation may be conducted for short distances without fixed seating, provided the passengers remain seated and wholly within the bed of the vehicle. Post regulations may prohibit this operation and should be checked prior to troop transport.

g. Head protection will be worn by all personnel operating or riding as a passenger in Army tactical vehicles in the field. Commanders at company, troop, and battery level may determine the headgear worn in garrison.

7. Fording Operations will only be conducted in order 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.

8. The use of dismounted ground guides in congested or confined areas is required by AR 385-10, para 11-10, d.(4) to promote safe vehicle operations. These congested and confined areas are defined as motor pools, construction access sites, assembly areas, bivouac sites, parking areas, hazardous terrain, or any other situation where visibility is restricted. Before moving AMVs in these areas, the operator and the dismounted ground guide should have the same clear understanding of what the hand and arm signals mean. Operators and crew are required to receive instruction on ground guiding in accordance with TC 21-305-20 and TC 3-21.60. This training is best conducted during training events such as driver's training, and will receive periodic refresher training to ensure that proficiency is maintained. 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>

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9. 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.

10. 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 take into account specific mission requirements and vehicles involved.

11. 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.

12. The point of contact for this subject is Alicia Howard at 518-86-6097 or email alicia.l.howard.civ@army.mil.



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HIGHER PRIORITY THAN UNIT STRENGTH.
SAFETY IS #1! DON'T GET ANYONE
INJURED FOR A TRAINING EVENT.