

**\*USAREUR Regulation 190-1  
USNAVEUR Instruction 11240.6K  
USAFE Instruction 31-202**

**Military Police**

**Registering and Operating Privately Owned Motor Vehicles in Germany**

**22 February 2000**

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**\*This regulation supersedes USAREUR Regulation 190-1/USNAVEUR Instruction 11240.6J/USAFE Instruction 31-202, 1 November 1996, and rescinds AE Form 190-1W (Vehicle Operations Licensing Score Sheet), March 1987.**

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**Summary.** This regulation is a revision that—

- Combines published changes and updates procedures.
- Supersedes and combines the USAREUR traffic code for installations in Germany.
- Prescribes policy and procedures for licensing privately owned vehicle (POV) drivers and registering POVs in Germany (GE) under the Supplementary Agreement to the NATO Status of Forces Agreement. USEUCOM Directive 30-12 delegates this authority to the Commanding General, USAREUR/7A.

**Applicability.** This regulation applies to—

- Members of the U.S. Forces (Army, Navy, and Air Force) and the civilian component (including family members) who are assigned or employed within the geographic boundaries of Germany and who are authorized a USAREUR certificate of license and POV registration privileges under USAREUR Regulation 600-700.
- Persons assigned to nonappropriated fund organizations and other authorized organizations (USAREUR Reg 600-700) in Germany.
- Members of the U.S. Forces and civilian component on temporary duty in Germany for 30 or more consecutive days. According to AR 190-5/OPNAV 11200.5C/AFR 125-14, the policy and procedures in this regulation apply in cases of conflict.

- USAFE personnel in Germany, but only for policy and procedures on licensing POV drivers in Germany and for registering POVs with the USAREUR Registry of Motor Vehicles (RMV). USAFE personnel will refer to Air Force Instruction 31-204 for all other aspects of motor vehicle traffic supervision. USAFE will notify the USAREUR RMV of all suspensions, revocations, and traffic point assessments.

- Heads of military organizations who want to register nontactical vehicles (NTVs) with USAREUR POV license plates. Permission to register NTVs must be granted in writing from the area support group or base support battalion provost marshal, chief of security police, or director of logistics, as applicable. The written approval must be submitted with the application to register the NTV.

**Supplementation.** Commanders will not supplement this regulation without Commander, USAREUR/7A (AEAPM-S-VR), approval.

**Forms.** Appendix B lists forms prescribed by this regulation. USAREUR and higher-level forms (printed and electronic) are available through the USAREUR Publications System at <http://upubs.army.mil>.

**Suggested Improvements.** The proponent of this regulation is the Office of the Provost Marshal, HQ USAREUR/7A (AEAPM-S-VR, 386-7271). Users may send suggestions to improve this regulation on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander, USAREUR/7A, ATTN: AEAPM-S-VR, Unit 29230, APO AE 09102.

**Distribution.** This regulation is available only in the Electronic Library of USAREUR Publications and AE Forms.

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## CHAPTER 1 INTRODUCTION

### 1-1. PURPOSE

This regulation prescribes policy and procedures for licensing privately owned vehicle (POV) drivers and registering POVs in Germany (GE) under the Supplementary Agreement to the NATO Status of Forces Agreement (SOFA).

### 1-2. REFERENCES

- a. Appendix A lists references.
- b. Appendix B lists forms, pamphlets, posters, and label prescribed by this regulation.

### 1-3. ABBREVIATIONS AND TERMS

- a. **Abbreviations.** The alphabetical glossary on the left side of the screen defines abbreviations.
- b. **Terms.** The glossary explains terms used in this regulation.

### 1-4. RESPONSIBILITIES

- a. **Deputy Chief of Staff, Personnel, USAREUR.** The Deputy Chief of Staff, Personnel (DCSPER), USAREUR, will—

(1) Recommend changes to the Deputy Chief of Staff, Logistics (DCSLOG), USAREUR, and Provost Marshal (PM), USAREUR, for incorporation into this regulation. Recommendations should be based on changes in traffic laws, vehicle safety requirements, and accident analyses.

(2) Develop a standard POV Driver Training and Testing Program with the Office of the Provost Marshal (OPM), HQ USAREUR/7A, and security police (SP), HQ USAFE.

(3) Develop and enforce motorcycle orientation and proficiency course requirements.

- b. **DCSLOG, USAREUR.** The DCSLOG, USAREUR, will—

(1) Establish criteria, in coordination with the Logistics Transportation Office (LGT), HQ USAFE, for operating POV inspection stations and enforcing POV mechanical and safety inspection standards (app C).

(2) Provide safety-inspection stamps (para C-4) for approved stations.

(3) Enforce appendix C of this regulation with LGT, HQ USAFE as it pertains to—

(a) Standards required of POV inspection stations.

(b) Situations not addressed in this regulation that may occur at POV inspection stations.

(4) Provide overall staff supervision of POV inspection stations established and operated by USAREUR.

(5) Inspect POV inspection stations (with LTG, HQ USAFE) to ensure they are managed and operated properly.

**c. PM, USAREUR.** The PM, USAREUR, through the USAREUR Registrar, will—

(1) Establish policy and procedures for issuing USAREUR certificates of license, registering POVs, and disposing of POVs. The LGT, HQ USAFE, will oversee POV registration and driver testing facilities and inspect POV inspection stations operated by USAFE units. USAFE has its own policy for disposing of POVs and procedures for motorcycle orientation and proficiency course requirements.

(2) Develop procedures for preventing the operation of unregistered, improperly registered, or uninsured POVs.

(3) Develop procedures for POV driver training and testing.

(4) Operate a central registry to—

(a) Issue USAREUR certificates of license and POV registrations.

(b) Maintain information storage facilities to identify people allegedly involved in crimes and offenses associated with operation of motor vehicles.

(5) Maintain central records of the items in (4)(a) and (b) above at the USAREUR Registry of Motor Vehicles (RMV).

(6) Evaluate requests for opening community registration and driver testing stations, inspect stations periodically, and certify their continued operation or initiate other appropriate actions.

(7) Take administrative actions to assess points and suspend, revoke, or declare a person ineligible for a USAREUR certificate of license (chap 2, sec II) when he or she commits—

(a) A traffic offense reported by German authorities.

(b) An action reported by the military police (MP), SP, or United States Army Criminal Investigation Command that is not acted on within 60 days after receipt by the suspending or revoking authority (para 2-22b) and the suspending authority fails to respond within 60 days or takes “no action” on DA Form 4833 (Commander’s Report of Disciplinary or Administrative Action) with no explanation or finding of innocence.

(8) Notify German- and U.S.-law-enforcement officials of adverse actions taken against an individual’s driving or registration privileges.

(9) Charge the appropriate fees for RMV services (for example, requests for translation letters, history research, applications for registration and certificates of license, renewals).

(10) Enforce customs requirements addressed in this regulation.

(11) Follow the procedural guidelines for operating a field registration station (FRS) and a drivers testing station (DTS) according to the USAREUR Vehicle Registry Field Registration Station/Drivers Testing Station Training Manual. This manual will be provided to the FRSs and DTSs directly from the RMV.

**d. Area Support Group and Base Support Battalion Commanders.** Area support group (ASG) and base support battalion (BSB) commanders will—

(1) Establish, staff, and operate community FRS, DTS, and POV inspection stations on approval from appropriate authorities.

(2) Ensure internal controls in appendix D for registration and driver testing stations are maintained.

(3) Implement instructions for disposing of abandoned POVs according to appendix E.

**e. Commanders and Supervisors.** Commanders and supervisors will ensure their personnel insure and register POVs properly and have valid USAREUR certificates of license for the types of vehicles they register or operate (app F).

**f. Suspending, Revoking, and Appellate Authorities.** Suspending, revoking, and appellate authorities will take actions listed in appendix G.

**g. Local PMs, MP, and SP.** Local PMs, MP, and SP will—

(1) Spot-check POVs and POV drivers in U.S.-controlled areas for compliance with this regulation.

(2) Cite violators.

(3) Confiscate license plates as required (app H).

**h. Persons Subject to This Regulation.** Persons subject to this regulation will—

(1) Comply with it.

(2) Present, on request of an MP, SP, unit commander, or German or U.S. law-enforcement official, a U.S. Forces identification card, USAREUR certificate of license, and POV registration.

## **1-5. DISPOSITION OF POVs UNDER NONCOMBATANT EVACUATION OPERATIONS**

a. USAREUR Regulation 525-27 explains the Noncombatant Evacuation Operations (NEO) System and how it relates to POVs.

b. POV owners will keep a copy of the yellow POV registration in their NEO packet.

c. POV owners will keep the blue copy of the POV registration as proof of ownership. The blue copy of the POV registration will be used to process a claim at a later date.

## **CHAPTER 2**

### **ACQUISITION AND LOSS OF DRIVING PRIVILEGES**

#### **SECTION I**

#### **ACQUIRING A USAREUR POV CERTIFICATE OF LICENSE**

##### **2-1. LICENSING POLICY**

a. Military and civilian personnel and their family members must have a USAREUR certificate of license to drive in Germany. This does not include the operation of Government vehicles, which can be operated using an OF 346 (U.S. Government Motor Vehicle Operator's Identification Card). To get a USAREUR certificate of license, military and civilian personnel and their family members must have a valid stateside or country drivers license. Military and civilian personnel may also use OF 346 in place of a current stateside or country drivers license to apply for a USAREUR certificate of license. The minimum age to apply for a USAREUR certificate of license with a valid country drivers license is 17 years of age (app I, table I-1). Individuals may operate only the class or classes of POVs indicated on their license. Appendix I lists vehicle classifications.

b. ASG and base support group (BSG) (USAFE) commanders may, on a case-by-case basis, grant an exception to a above for new arrivals to drive in Germany without a USAREUR certificate of license for up to 30 days when all of the following requirements are met:

(1) The new arrival is a sponsor.

(2) The new arrival previously had a USAREUR certificate of license or, based on his or her position or age, is considered to be mature and responsible.

(3) The new arrival has a valid U.S. drivers license and an international drivers license or an official German translation (for example, from ADAC) of a U.S. drivers license. Individuals who have lost their driving privileges for any reason will not be granted this authorization; these individuals will be prohibited from driving under any circumstance until their driving privileges have been restored.

c. ASG and BSG commanders will not delegate the authority to grant the exception to policy in b above. When granted, the written authorization to drive without a USAREUR certificate of license must specify—

(1) How long (not to exceed 30 days) the individual is authorized to drive without a USAREUR certificate of license.

(2) That it applies to German-plated or AAFES-rental vehicles and to POVs that have been properly registered and insured.

(3) That it applies only to the class or classes of vehicles indicated on the individual's U.S. drivers license. This authorization, however, will not be granted for motorcycles. Appendix I of the reference lists and defines vehicle classes.

(4) That it must be prepared in English and German. Individuals granted this authorization must have both copies (English and German) in their possession when operating a vehicle and present both copies to authorities when requested.

## 2-2. LICENSING REQUIREMENTS

a. USAREUR certificates of license are valid for 6 years. To obtain a class 2 or class 3 USAREUR certificate of license, a person must—

(1) Complete AE Form 190-1T (Application for USAREUR POV Certificate of License and Allied Transactions).

(2) Present an approved AE Form 190-1T, a U.S. Forces identification card, and a valid stateside license, country license, or OF 346 to the local community DTS clerk for the class of vehicle for which the applicant is applying.

(3) Attend a drivers orientation. The orientation will be at least a minimum 2-hour course. USAFE military and civilian personnel and their family members applying for a USAREUR certificate of license must also complete Course II, Local Conditions (AFI 91-207.)

(4) Pass the following tests:

**(a) International Road-Sign Test.** The International road-sign test has a 20-minute time limit and will be administered before the 100-question written test. Applicants are required to identify 50 traffic signs using one of the test forms (AE Forms 190-4A, B, C, or D). This test will be waived if the applicant has a valid host-nation license or a valid drivers license issued by another command belonging to the U.S. Forces in Europe, or if the applicant is a member of a non-U.S. military force assigned to NATO.

**(b) Required Written Test.** USAREUR Pamphlet 190-34/USAFE Pamphlet 125-11 is the drivers handbook to use when studying for this test. The pamphlet includes a sample written test. Applicants will write their test answers on AE Form 190-1X (Answer Sheet-Driver Examination for Germany for Privately Owned Motor Vehicle Operators). Written tests will be waived if the applicant has a valid class 2 or 3—

1. Host-nation drivers license or is a member of a non-U.S. military force assigned to NATO. The test waiver does not apply to a suspended or revoked USAREUR certificate of license.

2. License issued by another U.S. Forces command in Europe. In this case, the applicant must submit AE Form 190-1T to the local community DTS within 30 days after arriving in Germany.

**(c) Road Test.** U.S. Forces authorities will not administer a road test except for military licenses. Applicants for military licenses must possess one of the following:

1. OF 346 for a 1¼-ton truck or high mobility multipurpose wheeled vehicle (HMMWV), military sedan, or military bus.

2. Class 2 or 3 license issued by civil authorities of a country or by any state or territory of the United States.

3. POV license issued by another U.S. Forces command in Europe.

**(d) Eye Test.**

(5) Pay the prescribed licensing fee by check or money order.

b. Applicants who fail the same test (for example, written or road-sign recognition) twice in 2 weeks will be ineligible for retesting for another 2 weeks. If an applicant fails the test a third time, the applicant will be declared ineligible for retesting of all tests for 60 days. (In cases of exceptional hardship, the 60-day waiting period may be waived. Normally, a waiver will be granted only if recommended by the commander or supervisor and approved by the officer responsible for operating the testing station.) Retesting will begin with the test the applicant failed.

c. Additional requirements for motorcycle applicants are as follows:

**(1) USAREUR Requirements.**

(a) U.S. Army military and civilian personnel and their family members applying for a motorcycle license (app I) must—

1. Complete requirements in a paragraph a(1) through (4) above.

2. Attend a 4-hour motorcycle orientation course.

(b) Applicants with valid class 1, 1a, 1b, 4, or 5 German drivers licenses are exempt from written and proficiency course tests.

(c) Novice applicants (those who have never been licensed to operate the class of motorcycle for which they are applying, or who cannot show proof of such license) must—

1. Complete motorcycle training at a local German drivers school (*Fahrschule*). Applicants will pay for this training.

2. After receiving a German motorcycle license, apply to the local community DTS for the class of USAREUR motorcycle license for which they are licensed by Germany.

(d) Experienced applicants (those who can provide proof of having a previous license to operate the class of motorcycle for which they are applying) must—

1. Have a valid country or state license (or one issued by another U.S. Forces command in Europe) for a motorcycle. AE Form 190-1T must be submitted within 30 days after arrival in Germany.

2. Pass a 30-question motorcycle test. (This test is given in one of three versions: AE Form 190-1AK (Motorcycle Examination (Version 1) for Privately Owned Motor Vehicle Operators of the U.S. Forces), AE Form 190-1AL (Motorcycle Examination (Version 2) for Privately Owned Motor Vehicle Operators of the U.S. Forces), and AE Form 190-1AM (Motorcycle Examination (Version 3) for Privately Owned Motor Vehicle Operators of the U.S. Forces)).

3. Pass a motorcycle proficiency course.

**NOTE:** Applicants who fail either the test (2 above) or course (3 above) will complete the requirements of (c) above.

**(2) USNAVEUR and USAFE Requirements.**

(a) Navy and Air Force military and civilian personnel and their family members applying for a motorcycle license (app I) must complete the requirements in 1 or 2 below.

1. Novice applicants ((1)(c) above) must—

a. Attend Course IVA (Motorcycle Rider Course: Riding and Street Skills (MRC:RSS) (AFI 91-207). Course IVA has 7 hours of classroom instruction and 8 hours of hands-on training and evaluation.

b. Complete motorcycle training at a German drivers school (*Fahrschule*). Applicants will pay for training. After receiving a German drivers license, applicants will return to the local community drivers testing station and apply for an additional class of license.

2. Experienced applicants ((1)(d) above) must—

a. Have a valid country license, have an OF 346 for the appropriate class of motorcycle, or attend a local German drivers school for licensing. After receiving a German motorcycle license, applicants must have this information transferred to a USAREUR certificate of license.

b. Attend Course IVB (Experienced Rider Course (ERC) (AFI 91-207). Course IVB has 4 hours of classroom instruction and 4 hours of hands-on training and evaluation.

(b) Applicants for mopeds, motor-assisted bicycles, and motorscooters must have these classes on a valid country license or OF 346 to be transferred to USAREUR certificate of license. Without proof, applicants must complete training at a German drivers school for licensing of these classes. After receiving a German motorcycle license, applicants must have this information transferred to a USAREUR certificate of license. The installation motorcycle instructor will determine the degree of training needed based on the applicants riding experience.

d. The local community DTS will issue AE Form 190-1G (Temporary USAREUR Certificate of License) (valid for 60 days only) and send the AE Form 190-1T and fee to the USAREUR RMV for processing.

e. The permanent USAREUR certificate of license will be mailed to the applicant.

f. Licenses are not valid until signed in ink by the licensee.

**2-3. SPECIAL ISSUE OF USAREUR CERTIFICATES OF LICENSE**

a. Members of the U.S. Forces and civilian component on temporary duty (TDY) in Germany for 30 or more days and in possession of a valid country license or an OF 346 may take the USAREUR tests to obtain a USAREUR certificate of license to operate a USAREUR-registered POV.

b. Personnel whose driving privileges have been suspended or revoked may request restricted driving privileges under paragraph 2-20c.

c. Personnel whose driving privileges have been revoked but who need to move a POV in connection with a permanent change of station (PCS) may apply through the revoking authority for a 5-day temporary USAREUR certificate of license.

## **2-4. DISABLED PERSONS**

a. When applying for a USAREUR certificate of license, a person with physical disabilities must present a written statement from a physician stating that the disabilities are not likely to interfere with the person's ability to operate motor vehicles safely.

b. Disabilities that occur after a USAREUR certificate of license is issued (for example, broken bones in casts) will require the driver to carry a statement from a physician stating that the disability is not likely to interfere with normal and safe POV operation.

c. Military physicians will notify the USAREUR RMV about patients with newly diagnosed seizure disorders and about patients arriving in Germany with previously diagnosed seizure disorders. A physician's review and recommendation following a seizure-free period of 3 years is required before these persons may apply or reapply for a USAREUR certificate of license.

d. Applicants who are incapable of taking the road-sign or written test because of a physical or mental infirmity are automatically ineligible for a USAREUR certificate of license. Applicants with English-language problems or physician-cleared conditions will be allowed to take the examination orally.

## **2-5. RENEWING A USAREUR CERTIFICATE OF LICENSE**

a. Applicants will apply for a license renewal 60 days before the license expires. This 60-day period applies to all vehicle classes.

b. Applicants for renewal must complete licensing requirements in paragraph 2-2a(1) and (2) and the eye test (para 2-2a(4)(d)).

c. While stationed in Europe, applicants may submit AE Form 190-1T to renew an expired USAREUR certificate of license up to 90 days after the license has expired without having to take the test; after 90 days, applicants are required to take the test. U.S. Forces personnel who have USAREUR certificates of license and live in the United States may apply for license renewal by writing to the USAREUR RMV (Commander, USAREUR/7A, ATTN: Drivers License Section, Unit 29230, APO AE 09102-0013). AE Forms 190-1T sent from the United States after the license has expired will not be renewed.

## **2-6. REPLACING A USAREUR CERTIFICATE OF LICENSE**

If a USAREUR certificate of license is lost, mutilated, or destroyed, the licensee must complete the requirements of paragraph 2-2 (except for a (3) and (4)) to request a replacement.

## **2-7. ADDITION OF VEHICLE CLASS**

Additions of vehicle classes on a USAREUR certificate of license may be made only if the individual has a valid country license or an OF 346 indicating the class to be added (except for addition of Class 2, truck license, taken from an OF 346). Licensees applying for addition of a vehicle class to their existing USAREUR certificate of license will—

a. Complete the requirements of paragraph 2-2a(1) and (2).

b. Turn in their existing license.

## **2-8. PERSONAL INFORMATION CHANGE**

a. Licensees will report changes to personal information (for example, name, unit address) to obtain a new USAREUR certificate of license.

b. Requirements of paragraph 2-2 (except for a(3), (4), and (5)) apply.

## **2-9. ELIGIBILITY FOR GERMAN DRIVERS LICENSE**

a. Family members who register POVs with German authorities and wish to have a German drivers license may obtain a translation of their USAREUR certificate of license for a German drivers license by sending the following to the USAREUR RMV:

- (1) Copy of German vehicle registration.
- (2) USAREUR certificate of license number.
- (3) Administrative fee (by check or money order).

b. U.S. Forces members who do not have a valid country drivers license may enroll in a German drivers school and obtain a German drivers license on completion.

## **2-10. LOSS OF ELIGIBILITY**

a. People who retire or who are discharged or terminated from military or civilian service lose their eligibility to have a USAREUR certificate of license at 0001 the day following termination, USAREUR-wide bar, or retirement (USAREUR Reg 550-175/USNAVEUR Inst 5840-1D/USAFE Inst 51-702 and USAREUR Reg 600-700).

b. Family members lose eligibility on termination of their sponsor's eligibility or by divorce or loss of family-member status (USAREUR Reg 550-175/USNAVEUR Inst 5840-1D/USAFE Inst 51-702 and USAREUR Reg 600-700).

c. People in a and b above may apply for a translation of their USAREUR certificate of license to obtain a German drivers license (except for Class 2 vehicles). The translation should be requested 60 days before loss of eligibility by sending the following to the USAREUR RMV:

(1) Copy of German residency permit (*Aufenthaltsgenehmigung*) or German police registration (*Polizeiliche Anmeldung*). Applicants who are German citizens must provide a copy of their German passport or identification card (*Personalausweis*).

(2) A document that shows loss of eligibility (for example, statement of retirement, expiration of term of service (ETS) orders, statement of termination, divorce documents).

(3) USAREUR certificate of license number.

(4) Prescribed administrative fee (by check or money order).

d. Individuals who have been separated for cause or misconduct, discharged for less than honorable conditions, or on a USAREUR-wide bar are not eligible for a USAREUR certificate of license translation. These individuals will have to complete standard German testing procedures to get a German drivers license.

e. Family members who remain in GE after the rotation or death of the sponsor retain driving privileges for 90 days (USAREUR Reg 550-175/USNAVEUR Inst 5840-1D/USAFE Inst 51-702 and USAREUR Reg 600-700). These family members may apply for a German drivers license during this period by completing the requirements in c above.

f. When a licensee again becomes eligible to hold a USAREUR certificate of license (for example, on PCS to Germany) and has a USAREUR certificate of license that has not yet expired, the license will be reactivated.

## **2-11. IMPLIED CONSENT PROVISION**

a. Persons who have a USAREUR certificate of license or who operate a POV are understood to have given their consent to chemical tests for alcohol or other drugs on their breath or in their blood or urine if lawfully stopped, apprehended, or cited for any offense allegedly committed while driving or otherwise in physical control of a motor vehicle while under the influence of intoxicants. The chemical test, administered by either U.S. Forces or German civil authorities, is sufficient evidence for action under this regulation. If a chemical test is administered by German civilian authorities, U.S. Forces

authorities also may administer a test. If multiple tests are administered, the results of the test administered closest to the time of the incident normally will be used to determine necessary administrative action. U.S. Forces or German civil authorities will determine which chemical test will be administered. Licensees cannot determine which chemical test will be given.

b. Licensees who refuse to submit to chemical testing will be informed that failure to submit to and complete tests administered by U.S. Forces authorities will result in revocation of their USAREUR certificate of license.

c. Administration of chemical tests may be delayed following a POV accident or offense. When administered, the results of the test will be considered valid under this regulation despite the delay. For example, if someone drinks an alcoholic beverage after an accident but before administration of a chemical test, the results of the test will be used for purposes of suspension or revocation.

d. German civil authorities may forcibly administer chemical tests according to their laws.

## **SECTION II LOSS OF DRIVING PRIVILEGES**

### **2-12. GENERAL**

a. Actions to declare personnel ineligible for a USAREUR certificate of license or to suspend or revoke driving privileges will be done under paragraphs 2-14, 2-15, and 2-16 of this regulation. The glossary defines suspending and revoking authorities, and appendix G summarizes responsibilities of these authorities.

b. Commanders and supervisors will inform subordinates in writing of actions taken to declare them ineligible for a USAREUR certificate of license or to suspend or revoke their driving privileges (AE Form 190-1L, Commander's Notice). This written notice will include, but not be limited to, the following information:

(1) Nature and sequence of events and the actions taken.

(2) The period the suspension or revocation action will be in effect.

(3) What is required before a person may get a USAREUR certificate of license (for example, attendance at an Alcohol and Drug Abuse Prevention and Control Program (ADAPCP) or completion of licensing requirements at a German drivers school).

(4) Rebuttal, appeal, and reinstatement procedures (para 2-18 through 2-20).

(5) A summary of disposition instructions for the handling of the USAREUR certificate of license and USAREUR license plates, if applicable.

c. USAREUR commanders and supervisors will use DA Form 4833 or AE Form 190-1K (Report of Administrative Action) to inform the USAREUR RMV of actions.

d. USAFE elements will use AE Form 190-1K to notify the USAREUR RMV of action taken against a person licensed under this regulation.

e. Commanders and supervisors may exercise the prerogative of their subordinate commanders and supervisors. This action, however, will prevent that superior commander or supervisor from acting as appellate authority in any resulting appeal. In such cases, the next higher-level commander or supervisor will take action on an appeal.

f. When the USAREUR certificate of license of a person subject to this regulation has been suspended or revoked, he or she will not drive any vehicle (except Government vehicles for which properly licensed) in Europe.

g. The suspending or revoking authority of the sponsor will be the same for family members.

h. USAREUR driving privileges will be immediately suspended pending resolution of incidents involving intoxication or drugs for personnel covered by this regulation. Driving records will be “flagged” at the RMV until the offense is resolved by the offender’s immediate chain of command.

## **2-13. DECLARATION OF INELIGIBILITY FOR A USAREUR CERTIFICATE OF LICENSE**

a. Revoking authorities will declare a person ineligible for a USAREUR certificate of license for at least 90 days for—

- (1) Making a false statement in an attempt to get a USAREUR certificate of license.
- (2) Operating a POV without being licensed as required by this regulation or after the license has expired.

b. Revoking authorities will declare a person ineligible for a USAREUR certificate of license for the same applicable period of suspension or revocation for—

- (1) Committing a violation while unlicensed that would be grounds for suspension or revocation if licensed.
- (2) Having a military license (OF 346) suspended or revoked.
- (3) Driving a POV after the person has been declared ineligible for a USAREUR certificate of license (para. 2-15b(1)).

c. Officers in charge of local DTSs will declare a person ineligible for a USAREUR certificate of license for the following periods:

- (1) One year for using unauthorized assistance during an examination.
- (2) Sixty days for failing to pass the written examination after three attempts. Any failure thereafter will result in an additional 60-day ineligibility (para 2-2c).

d. Persons declared ineligible will remain ineligible until they successfully petition the revoking authority for authorization for a USAREUR certificate of license.

## **2-14. SUSPENSIONS**

Suspensions will be discretionary or mandatory and for periods specified in a and b below. The period of suspension begins on the date the USAREUR certificate of license is confiscated. Offenses involving alcohol or controlled substances will require the licensee to attend and successfully complete an ADAPCP.

**a. Discretionary Suspension.** Discretionary suspensions may be assessed for periods not to exceed 1 year. The suspending authority may suspend a licensee’s driving privilege for—

(1) A period of time necessary to—

(a) Evaluate a licensee’s physical or mental disability after a physician has submitted a statement that the person is incapable of safely operating a POV. A USAREUR certificate of license will be returned only when a physician provides a statement that the person has recovered.

(b) Assess a licensee’s driving skill. When the suspending authority determines that the person lacks the necessary driving skill or knowledge, the authority may suspend a USAREUR certificate of license until the licensee has retaken and passed tests required by this regulation. If a person fails to pass the tests for a Government drivers license (OF 346), his or her USAREUR certificate of license may be suspended. (This suspension only applies to Navy and Air Force personnel.)

(c) Investigate incidents involving the licensee. The driving privileges of involved persons may be suspended until the investigation is completed and final action is taken. In alcohol-related incidents, the commander or supervisor must immediately suspend the licensee’s USAREUR certificate of license pending resolution.

(d) Review the licensee's failure to remove or cover indecent or obscene matter on a POV or to move the POV displaying indecent or obscene matter from the installation after being asked to do so (para 3-26).

(2) Owning or operating an unregistered and uninsured POV.

(3) A maximum of 180 days for—

(a) Displaying a lack of good judgment about safe and prudent operation of a POV.

(b) Misconduct that indicates the licensee's poor qualifications as a driver. Examples are—

1. Abuse of alcohol or controlled substances.

2. Habitual acts of violence.

3. Numerous (three or more) nonmoving violations.

4. Allowing someone to operate a POV without a USAREUR certificate of license or without a USAREUR certificate of license valid for the vehicle class operated (except as provided for in para 4-10).

(c) Violating provisions of this regulation, paragraphs 3-23 and 3-26.

(4) A maximum of 1 year for—

(a) Committing two or more offenses in (2) above or b below in a 180-day period.

(b) Committing a traffic offense outside Germany that would require suspension or revocation under this regulation if committed in Germany.

(c) Using or allowing someone else to use a USAREUR certificate of license in an unlawful or fraudulent manner.

(d) Fleeing or attempting to flee a police officer after committing a traffic violation.

**b. Mandatory Suspension.** Mandatory suspensions will be assessed for 7 days, 30 days, 90 days, or 180 days as indicated below. The suspending authority will suspend driving privileges for—

(1) 7 days for failing to wear a seatbelt or for failing to require passengers to wear seatbelts or restraining devices while riding in a POV.

(2) 30 days for—

(a) A second offence of (1) above. This also requires a counseling letter.

(b) Not paying the license fee within the time specified after notification that the initial check was returned for insufficient funds.

(3) 90 days for—

(a) Operating a POV with a breath- or blood-alcohol content (BAC) of 0.5 milligrams (mg) (0.05 g/100 ml) to 0.79 mg (0.079 g/100 ml) of alcohol per 1.0 milliliter (ml) (0.10 g/ 100 ml) of whole blood or breath.

(b) Operating a class of vehicle other than the class for which licensed.

(c) Owning or operating an unregistered or uninsured POV (two or more offenses).

(4) 180 days for—

(a) Operating a POV with a 0.8 mg (0.08 g/ 100 ml) to 0.99 mg (0.099 g/100 ml) of alcohol per 1.0 ml of whole blood or breath.

(b) Having two convictions or having received two nonjudicial punishments for reckless driving in a 1-year period.

(c) Accumulating 12 or more traffic points in a 1-year period or 18 traffic points in a 2-year period.

(d) Failing to wear a seatbelt or to require passengers to wear a seatbelt or restraining device while riding in a POV (third and subsequent offenses).

(e) Disposing of a POV in a manner not authorized by this regulation. (This paragraph does not apply to renewing POV registration within 30 days after the registration expires.)

## **2-15. REVOCATIONS**

Revocations are mandatory, take effect immediately, and remain in effect indefinitely. The period of revocation begins on the date the USAREUR certificate of license is confiscated. Offenses requiring mandatory revocation are listed in a and b below. Petitions for reinstatement are authorized only after 1 year for offenses in a below and only after 5 years for offenses in b below.

a. A petition for reinstatement is authorized after 1 year for—

(1) Refusing to take or complete a lawfully requested chemical test under implied consent provisions of paragraph 2-11.

(2) Operating any vehicle with a BAC of 1.0 mg (0.10 g/100 ml) or more of alcohol per 1.0 ml (0.10 g/100 ml) of whole blood or breath.

(3) Testing positive for a substance listed in the Uniform Code of Military Justice (UCMJ), Article 112a, as a result of a chemical test administered under paragraph 2-11.

(4) Being convicted by a military or civilian court of or receiving nonjudicial punishment for—

(a) Manslaughter or negligent homicide resulting from operating a POV.

(b) Drunken driving or driving while impaired by a substance described in the UCMJ, Article 112a.

(c) Any offense in which a motor vehicle is used if the same or a closely related offense carries a maximum punishment of confinement at hard labor for 1 year or more or a punitive discharge under the UCMJ.

(d) Fleeing the scene of an accident that resulted in death or personal injury (hit and run).

(e) Committing perjury or making a false affidavit or statement to responsible officials about owning or operating motor vehicles.

(f) Obtaining a USAREUR certificate of license or helping someone else get a USAREUR certificate of license through unauthorized means or by using false pretenses to avoid licensing requirements.

b. A petition for reinstatement is authorized after 5 years for—

(1) Driving a POV while the license was suspended, revoked, or after being declared ineligible.

(2) Committing, for the second time within the last 5-year period, the offenses of—

(a) Operating a POV with a BAC of 0.5 mg (0.05 g/ 100 ml) or more per 1.0 ml (0.10 g/100 ml) of whole blood or breath.

(b) Refusing to take a chemical test.

(c) Testing positive for a substance described in the UCMJ, Article 112a, as a result of a chemical test administered under paragraph 2-11.

## **2-16. REVOCATION BY CIVIL AUTHORITIES**

a. U.S. Forces authorities must notify the USAREUR Registrar immediately on receiving information or reports from civil authorities that a person has been prohibited from driving in Germany (privileges withdrawn, suspended, or revoked). On receiving these reports, the USAREUR Registrar will suspend or revoke the person's driving privileges. If required by this regulation, the USAREUR Registrar will suspend or revoke driving privileges for a period longer than requested by the civil authorities.

b. If privileges have been suspended by a German court, requests for restricted driving privileges will not be granted until the German suspension has expired.

c. Persons subject to this regulation will not drive any vehicle in Europe if their privileges to drive have been withdrawn by civil authorities. Military commanders may exempt a suspension or revocation of a subordinate only if they decide that they need the servicemember to operate a military vehicle for a military mission.

## **2-17. REPRIMANDS, REPORTS, AND DISPOSITION PROCEDURES**

**a. General Officer Reprimands.** A general officer will issue a written reprimand that is administrative in nature to active-duty Army commissioned officers, noncommissioned officers (including soldiers in the rank of E4 appointed on official orders to corporal), and warrant officers for offenses cited in paragraphs 2-15a(1), (2), and (4)(b), and 2-15b. Reprimands issued under this paragraph will be administered under area jurisdiction (USAREUR Reg 27-10). General court-martial convening authorities (GCMCAs) may develop local implementation plans (using area or command lines) in their geographic areas of responsibility. GCMCAs also may make agreements to handle reprimands for specific units, elements, or individual soldiers along command lines. If no agreement can be reached among GCMCAs, area jurisdiction will apply. Navy and Air Force personnel will be reprimanded according to their respective directives.

**b. Reports to the USAREUR Registrar.** Any authority who assesses traffic points, or who suspends, revokes, or declares a person ineligible for a USAREUR certificate of license, will immediately report the action to the PM or the SP. Reports will be made using DD Form 1408 (Armed Forces Traffic Ticket), DA Form 4833, or (for Air Force) AE Form 190-1K. The PM or SP will review the action for propriety and send the completed action to the USAREUR RMV. When a temporary suspension is based on physical or mental disability, the physician's statement will accompany the report. For revocations, the individual's USAREUR certificate of license must accompany the report.

### **c. Disposition of USAREUR Certificates of License and License Plates.**

(1) Following suspension, the suspending authority will keep the USAREUR certificate of license until the suspension expires.

(2) Following revocation, the revoking authority will send a USAREUR certificate of license to the USAREUR RMV (b above).

(3) After revocations, the POV will be registered as nonoperational (para 3-8d). License plates will be returned to the USAREUR RMV for destruction unless a family member has a valid USAREUR certificate of license and the POV is registered in the family member's name.

## **2-18. REBUTTAL PROCEDURES**

a. The suspending or revoking authority will evaluate each case to determine appropriate action. Only pertinent facts may be used to determine the appropriate action to be taken. An individual's character or service record will not be used to determine action. Whether administrative action is taken or not, the RMV must be immediately informed of the decision. If a decision is made to impose administrative sanctions, the suspending or revoking authority will—

(1) Notify the person in writing that he or she has 10 days to submit a rebuttal. A request for a hearing may be granted at the discretion of the suspending or revoking authority.

(2) Suspend the person's driving privileges pending the outcome of rebuttal proceedings.

b. Once the rebuttal is reviewed, the suspending or revoking authority will notify the USAREUR RMV in writing of the action taken.

c. In cases in which an individual is charged with operating a POV with a BAC of 0.5 mg (0.05 g/100 ml) or more per 1.0 ml (0.10 g/100 ml) of whole blood or breath, or operating a POV while under the influence of any controlled substance, the imposition of administrative action to suspend or revoke the certificate of license is mandatory regardless of whether or not UCMJ action is taken. The suspending or revoking authority can "find in favor" of the person (that is, not declare a person ineligible, not suspend, or not revoke the license) only if the person was not operating the POV or the BAC results were incorrect or invalid.

## **2-19. APPEALS**

Adverse actions against a person may be appealed through command channels to the appellate authority. Appellate authority is defined in the glossary of terms and a summary of appellate actions is at appendix G. A copy of actions taken by appellate authorities will be sent to the USAREUR RMV. If the RMV does not receive the appeal by the suspense date indicated on the RMV notification letter, the notification letter date will be used as the final action date against the offender.

## **2-20. PETITIONS FOR REINSTATEMENT**

a. An individual whose driving privileges have been revoked may petition for reinstatement of driving privileges through the revoking authority to the reinstating authority 1 year after the date of revocation. A prerequisite of reinstatement in actions involving alcohol or controlled substances is successful completion of an ADAPCP.

b. If a petition for reinstatement is approved, the individual must successfully complete the requirements in paragraph 2-2 and have a valid country license or an OF 346 for the vehicle class.

c. The revoking or reinstating authority may grant restricted driving privileges if the individual has a valid country license or an OF 346 as follows:

(1) An individual whose driving privilege has been suspended may request approval from the revoking authority except for 7-day suspensions. If approved, the revoking authority will provide a written statement specifying exact hours of operation to the USAREUR RMV and the licensee.

(2) An individual whose driving privilege has been revoked (with petition for reinstatement authorized after 1 year) may request approval from the reinstating authority. If approved, the individual will retake tests (para 2-2) if he or she has a valid country license or an OF 346 for the vehicle class revoked and has completed an ADAPCP. The reinstating authority will provide a written statement specifying exact hours of operation to the local PM, RMV, and the licensee.

d. The written statement (c(1) and (2) above) and restricted USAREUR certificate of license must be in the person's possession when operating a POV.

e. People whose driving privileges have been revoked indefinitely (with petition for reinstatement authorized only after 5 years) will not be granted restricted driving privileges.

## **2-21. TRAFFIC-POINT ASSESSMENT SYSTEM**

a. Table 2-1 is the traffic-point table. The traffic-point assessment system will not be modified or altered (for example, giving more or fewer points than indicated in table 2-1). If the driver commits more than one offense at a time, only the highest-point offense will be used plus 1 point if the driver is at fault for the offense. The point system applies to everyone holding a USAREUR certificate of license who has been found by commanders, supervisors, or military or German civilian courts to have committed violations. Points will be assessed for violations committed while operating either military vehicles or POVs. On receipt of a traffic ticket, the unit commander or supervisor will conduct an inquiry and initiate a report of action (b below). Subordinates and their family members have the right to appeal any adverse action taken against them (para 2-19).

An appeal must be filed within 60 days after the offense. If an appeal is not filed within 60 days, the offense will become permanent.

b. The suspending authority will assess traffic points and sign DD Form 1408, DA Form 4833, or AE Form 190-1K, and send the form to the PM or SP within 45 calendar days. If the suspending authority fails to respond within 60 days after receiving DD Form 1408, DA Form 3946 (Military Police Traffic Accident Report), or DA Form 3975 (Military Police Report), the PM or SP will assess traffic points and send the form to the USAREUR RMV. Local PMs and SP will advise suspending authorities of assessments. To cancel a PM or SP action, the commander or supervisor will send a written notice to the USAREUR RMV within 60 days after notification.

c. Commanders or suspending authorities who take “no action” on DA Form 4833 must provide an explanation (for example, investigation revealed that the soldier did not commit the offense and is innocent). If no explanation is provided, the PM, USAREUR, will take administrative action to properly assess points and advise the suspending authority of the assessment.

d. Traffic points will be posted on DA Form 3626 (Vehicle Registration/Driver Record) (para 2-22).

e. The USAREUR Registrar will notify the commander or supervisor concerned when a subordinate’s point assessments reach a total of—

(1) 12 or more points in 1 year.

(2) 18 or more points in 2 years.

f. Suspension of a USAREUR certificate of license for 180 days (para 2-14b(4)(c)) is mandatory for e(1) and (2) above.

g. Points assessed against an individual will remain in effect for 2 years. The USAREUR RMV will maintain driving record entries as required by AR 190-5/OPNAV 11200.5C/AFR 125-14.

## **2-22. REPORTS OF ACTION TAKEN**

a. Commanders and supervisors will use DA Form 3626 to record point accumulation, counsel erratic drivers, and suspend or revoke driving privileges.

b. Use of DA Form 3626 does not relieve commanders and supervisors from reporting revocations, suspensions, declarations of ineligibility, or traffic point assessments. For these actions DD Form 1408, DA Form 4833, or AE Form 190-1K will be sent to the PM or SP, who will send it to the USAREUR RMV. The PM or SP will assess traffic points when the commander or supervisor fails to respond within 60 days after receiving DD Form 1408, DA Form 3946, or DA Form 3975. The PM or SP will send the appropriate form to the USAREUR RMV.

c. The PM, USAREUR, will administratively assess points if the commander or supervisor returns DA Form 4833 with “no action taken,” but failed to complete the remarks block to explain why no action was taken (para 2-21c).

<b>Table 2-1 Traffic-Point Table</b>	
<b>Violation</b>	<b>Points Assessed</b>
Reckless driving (willful and wanton disregard for the safety of people or property (UCMJ, Art 111)).	6
Owner knowingly and willfully permitting a person to operate a motor vehicle when unlicensed or mentally or physically impaired (for example, intoxicated).	6
Fleeing the scene of an accident after causing property damage.	6
Driving a motor vehicle when mentally impaired by alcohol consumption (a BAC 0.5 mg (0.05 g/100 ml) to 0.99 mg (0.099 g/100 ml) of alcohol per 1.0 ml (0.10 g/100 ml) of whole blood or breath).	6
Taking part in speed contests.	6
Exceeding stated speed limits:	
a. 1 to 10 miles per hour (mph) (1 to 16 kilometers per hour (kph)) over the posted speed limit.	3
b. 11 to 15 mph (17 to 25 kph) over the posted speed limit.	4
c. 16 to 20 mph (26 to 32 kph) over the posted speed limit.	5
d. 20 mph (33 kph) over the posted speed limit.	6
Speed too fast for conditions.	4
Speed too slow for conditions.	3
Following too closely.	4
Failing to yield right-of-way to an emergency vehicle.	4
Failing to stop for schoolbus or at a school crossing signal.	4
Failing to obey traffic signals or traffic instructions of a law-enforcement officer or traffic warden or any official regulating-traffic device requiring drivers to stop, yield the right-of-way, not enter, or follow a specified direction of travel.	4
Passing improperly.	4
Failing to yield right-of-way (no official sign involved).	4
Failing to report involvement in an accident.	3
Turning improperly (no official sign involved).	3
Overtaking improperly.	3
Committing other moving violations.	3
Operating an unsafe motor vehicle (that is, one not meeting mechanical standards in app C). (To be assessed against all holders of a USAREUR certificate of license).	2
Owning or operating an unregistered or uninsured POV.	2
Operating a POV while wearing headphones.	2
Failing to use available restraint-system devices or not requiring all passengers to use restraint-systems; allowing children 11 years of age or younger to occupy the front seat without authorized safety equipment suitable for the child and permitted for use in front seats (U.S. Department of Transportation (DOT)-approved or approved in Germany under Economic Commission for Europe (ECE) Regulation 44); allowing children 11 years of age or younger, or shorter than 150 centimeters (4 feet 11 inches), to sit in the back seat without DOT-approved restraint equipment suitable for the child; failing to require any passenger on a motorcycle to wear required safety devices (for example, protective eye device, helmet) on or off military installations.	2
Causing an accident (used only as an addition to points assessed for a specific offense).	1
Failing to have USAREUR certificate of license and identification card in possession when operating a POV.	1
Operating a POV without corrective lenses when the USAREUR certificate of license requires wear of lenses.	1
Parking a POV where prohibited.	1
<b>NOTE:</b> If alcohol is involved in any the above violations, ADAPCP attendance will be required.	

## CHAPTER 3 POV REGISTRATION

### 3-1. POLICY AND ENTITLEMENT

a. The following will register their POVs immediately after taking possession of them:

(1) Military and civilian personnel.

(2) Nonappropriated fund (NAF) organizations. NAF organizations must initially register and pay the registration fee for POVs that the NAF organization owns. No registration fee or POV inspection is required for renewals. Registration fees, however, must be paid when plates or decals are issued.

(3) Other authorized agencies or organizations (USAREUR Reg 600-700).

b. USAREUR-registered POVs will not be used for commercial enterprises (USAREUR Reg 210-70/USAFE Reg 211-16).

c. Family members may register their POVs with the German authorities. These POVs are not entitled to tax-free gasoline coupons. For security purposes, the POV make, year, body type, color, chassis number, and German-registration-plate date for all POVs registered in the German system must be reported to the local PM or SP within 1 week after being registered.

d. Persons transferred from another European command to Germany whose POVs have been registered with civil or U.S. Forces registration authorities must register POVs within 30 days after arriving in Germany.

e. License plates will be issued for the vehicle specified on the POV registration certificate and will not be transferred to any other vehicle.

### 3-2. LIMITS ON NUMBER OF REGISTERED POVs

a. The number of POVs a person may register at any one time is limited as follows:

**(1) Accompanied Personnel.** Accompanied personnel are limited to two POVs and two motorized or non-motorized recreational POVs.

**(2) Unaccompanied Personnel and Single Parents.** Unaccompanied personnel and single parents are limited to one POV and one motorized or non-motorized recreational POV.

b. The limits in a above do not apply to—

(1) NAF custodians.

(2) Other authorized agencies and organizations.

(3) Racing vehicles (para 3-24).

c. Unit commanders may approve waiver requests for an additional vehicle for personnel (military and civilian) in their commands. Civilian personnel assigned to units or organizations that do not have a military commander may request approval for additional vehicles from the ASG, BSG (USAFE), BSB, or AST commander in the area where they are assigned. Approval authority will not be delegated. Personnel in all grades must request a waiver to exceed the limit of POVs registered (AE Form 190-1AG-R (Request for Waiver to the Limit of POVs Authorized to Register)). Only one POV will be included in a waiver request.

### 3-3. MECHANICAL STANDARDS

a. To register a POV as operational, the driver must ensure it meets the mechanical standards in appendix C.

b. POVs will meet the minimum standards of exterior condition acceptable in the military and civilian community. Deficiencies (for example, extensive body damage, missing component parts, deterioration) will prevent a POV from meeting these standards.

c. USAREUR first-line supervisors or platoon sergeants will visually inspect subordinates' POVs every 180 days for basic safety standards (for example, worn or bald tires, inoperative lights, broken windshields and glass, dangerous projections caused by rust, accidents) and record their findings on DA Form 3626. Supervisors will enforce basic safety standards by ensuring their subordinates do not operate unsafe vehicles until they repair them, register them as nonoperational, or dispose of them.

### **3-4. INSPECTION REQUIREMENTS**

a. A mechanical inspection must be completed not more than 75 days before initial registration or renewal. Inspections older than 75 days will not be accepted as proof of inspection.

b. Inspection requirements (app C) must be met before registering a POV as operational.

c. An inspection is required when the POV registration has been canceled for failure to renew registration (AE Form 190-1A (USAREUR POV Registration/Title Certificate)), failure to provide proof of liability insurance, or on request of the USAREUR RMV.

d. Mechanical inspection requirements when POV ownership is transferred are as follows:

(1) The buyer may have the POV inspected and receive a 1-year POV registration and expiration decal or accept the seller's inspection (unless it is within 60 days before expiration) and receive a POV registration with the seller's expiration date. No expiration decal will be issued in the second case.

(2) POVs must be inspected if the transfer occurs within 60 days before the seller's POV registration expiration date.

(3) Appendix C, paragraph C-3, lists actions to take if the buyer elects to have the POV inspected and it fails.

e. New POVs that have been purchased within 90 days before being registered are exempt from the initial mechanical inspection for the first 2 years. Registrants of new POVs must, however, show a first-aid kit and warning triangle to the FRS. A copy of the manufacture's certificate of origin or manufacture statement of origin must be presented to the local FRS for chassis confirmation by the FRS clerk.

f. Inspection stamps from other military communities on AE Form 190-1AA and AE Form 190-1O (Renewal Application for Motor Vehicle Registration) will be accepted by all FRSs for processing.

g. The POV inspector will—

(1) Inspect every POV for installation of a catalytic converter. The inspector will indicate the results of the inspection on AE Form 190-1AA or AE Form 190-1O in the Specification block by checking the appropriate block: w/cat 1, w/cat 3, no cat, or diesel, as appropriate. Based on this inspection, a "Smog" decal will be issued for the POVs that comply with emission standards. The inspector will initial the entry.

(2) Determine whether a POV has U.S. or foreign specifications and stamp AE Form 190-1AA or AE Form 190-1O.

### **3-5. REGISTRATION REQUIREMENTS**

a. To obtain a USAREUR POV registration, applicants will—

(1) Complete AE Form 190-1AA.

(2) Provide proof of—

(a) Ownership (para 3-6a).

(b) Mechanical inspection (para 3-4).

(c) Third-party-liability insurance. A “double-white” insurance card (DWIC) from an authorized insurance company is the only acceptable proof of insurance for registration under this regulation.

1. The insurance must be in effect at the time of registration. DWICs will show either an effective or issue date that is less than 120 days before the date of application. DWICs with a future effective date will be rejected.

2. If the effective date is left blank or noted “DOR” (date of registration) or “*Tag der Zulassung*” (date of registration), the DWIC will be accepted if the issue date is not older than 120 days.

3. The name of the POV owner must match the name on AE Form 190-1AA.

4. The POV make and chassis number must match those on AE Form 190-1AA.

(d) Customs clearance, if necessary (USAREUR Reg 550-175/USNAVEUR Inst 5840-10/USAFE Inst 51-702).

(3) Have a valid USAREUR certificate of license.

(4) Have a valid identification card.

(5) Pay the registration fee (check or money order).

b. The FRS will give the applicant the POV registration, license plates, and decals.

c. For used POVs purchased from vehicle dealerships in Germany, the FRS will verify the POV—

(1) Chassis number to ensure there is no previous lien.

(2) Has cleared customs (if applicable).

(3) Is not presently registered in the USAREUR registration system or the German system.

### 3-6. PROOF AND TYPES OF OWNERSHIP

**a. Proof of Ownership.** The following documents are proof of ownership:

(1) POV registration or title document.

(2) Bill of sale from the seller (for example, post or base exchange, German national) to the registrant. When purchasing a new POV and the final bill of sale has not been issued, the owner will use AE Form 190-1AJ-R (Suspense/Clearance Form).

(3) A valid purchase order. If delivery of the registered POV has not been made, AE Form 190-1AC-R (Certification of Nondelivery of Vehicle) will be completed by the registrant and a representative of the company that sold the vehicle.

(4) A copy of written authority from the U.S. leasing company to transport a leased vehicle to the new duty station in a foreign land and a copy of the lease agreement specifying the dates for which permission to use the leased vehicle has been granted.

**b. Co-Ownership.** A co-ownership registration may be issued to two people if at least one of them has a valid USAREUR certificate of license, the vehicle has a valid annual registration (that is, a registration that is not nonoperational or temporary), and if both people—

(1) Are eligible to register with USAREUR.

(2) Transfer one-half interest of the POV to each other.

- (3) Complete and sign the personal information on AE Form 190-1AA.
- (4) Sign the POV registration, renewal, or transfer.
- (5) Have been authorized by the lien holder as co-owners (if applicable).

**c. Joint Ownership.** Joint ownership registrations will be issued only to a sponsor and spouse. Either may act for the other in any matter concerning the POV within the scope of this regulation. Joint ownership requires the following:

- (1) At least one person is eligible to register the POV.

- (2) A person wishing to delete his or her name from the joint ownership must submit a letter of authorization to the local FRS before new registration documents are issued. Otherwise, the new documents will include both names.

**d. Transfer of Ownership.** Ownership will not be changed or transferred while the vehicle is registered temporarily or as nonoperational.

### **3-7. FIVE-DAY AND SPECIAL TEMPORARY REGISTRATION**

a. Five-day registrations will be issued for POVs that will go through the mechanical inspection. To apply for a 5-day registration, the applicant will—

- (1) Complete two copies of AE Form 190-1AA.
- (2) Fulfill other requirements in paragraph 3-5 (except for a(2)(b)).
- (3) Report back to the same FRS issuing the temporary plates for finalization of this transaction.

b. Five-day registrations are valid initially for only 5 workdays. During the 5-day period, the POV must pass the mechanical inspection.

- (1) If the POV fails the inspection for an immediate safety hazard, it must be registered as nonoperational immediately. A 5-workday extension may be granted only if the applicant provides proof that the POV is in a garage for repair (for example, garage work order) and only if the POV can be repaired and pass the mechanical inspection within the 5-workday extension.

- (2) If the POV fails the mechanical inspection for a minor deficiency, an extension equal to a total of 30 calendar days from the initial registration date may be granted. This extension will be granted when the applicant provides proof that the POV is being repaired (for example, garage workorder or parts order slip). If the POV does not pass the mechanical inspection within the 30 days it must be registered as nonoperational.

c. FRSs will issue the POV registration with license plates. After the POV passes the mechanical inspection, the permanent POV registration document, matching verification decal, and expiration decal will be issued.

d. POVs that cannot pass the mechanical inspection will be registered as nonoperational. Normally, 5-day license plates will be issued not more than twice during the 3-month nonoperational-registration period. The PM or SP commander will determine how long the individual must wait to obtain the next set of 5-day license plates.

e. Applicants may be denied operational registration privileges up to 60 calendar days by the PM or SP if 5-day or temporary license plates are not returned on the specified date.

f. No POV will be transferred in ownership while temporarily registered.

g. The following are eligible to apply for a special temporary registration:

- (1) Persons whose driving privileges have been revoked but who must move a POV in connection with a PCS move. These persons may apply through the revoking authority for a 5-day temporary registration.

(2) Persons who do not have a class 1, 1b, 4, or 5 USAREUR certificate of license allowing them to take the motorcycle proficiency course test. These persons may request a 1-calendar day temporary registration through their commander or supervisor. The motorcycle may be transported or ridden to the proficiency course site only by a person licensed to drive a motorcycle in USAREUR.

(3) USAFE military and civilian personnel and their family members applying for a motorcycle license. These persons may request a 5-calendar day temporary registration beginning 1 day before they attend the 4-hour motorcycle orientation course. The installation safety office, SP, and transportation office will develop and publish joint written procedures to use during the time between purchase of a two-wheeled vehicle and completion of AFR 127-7 training requirements. Motorcycles of unlicensed riders may be transported or ridden to the proficiency course by a person who is properly licensed.

### **3-8. NONOPERATIONAL REGISTRATION**

a. POVs will be registered as nonoperational when—

- (1) The POV does not meet or ceases to meet the mechanical standards in appendix C.
- (2) USAREUR driving privileges are suspended or revoked for longer than 30 days.
- (3) The POV registration is canceled (for example, failure to reregister, lack of third-party-liability insurance).

b. A nonoperational registration (AE Form 190-1AA) is valid for 3 months. Vehicles registered nonoperational may not be operated except when moving a POV from a delivery site to the local community holding lot for nonoperational POVs. POVs moved under these circumstances will be issued license plates only for 1 day. A DWIC will be required to obtain the 1-day license plates.

c. To apply for a nonoperational registration using AE Form 190-1AA, the applicant must meet registration requirements in paragraph 3-5a (except (2)(b) and (c) and (3)). ASG and BSB commanders may require—

(1) First-time nonoperational applications to be approved by an installation agency (for example, assistant and installation coordinator (AIC), directorate of logistics (DOL)).

(2) That the POV be parked in a designated area before the owner can process the application at the local FRS.

d. When a person's USAREUR POV driving privilege is suspended or revoked for longer than 30 days and the POV must be registered nonoperational, the nonoperational registration will be valid for the period of suspension or revocation, but will not exceed 1 year. Because nonoperational registrations are valid for 3 months, applicants who need a nonoperational registration longer than 3 months will submit their requirements in writing to the USAREUR RMV with appropriate documentation (e below). Paragraph 2-17c(3) lists conditions under which POV owners may retain an operational registration.

e. Requests for nonoperational registration will not exceed 6 months. Requests for nonoperational registration for longer than 3 (but no more than 6) months require approval of the ASG or BSB commander (USAREUR) or the BSG commander (USAFE). If the request is approved, applicants will take a copy of the approved request, the AE Form 190-1AA, and the prescribed fee to the local FRS.

f. To maintain a POV in a nonoperational status, the owner will—

- (1) Park the POV in an authorized area (para 4-9).
- (2) Remove the license plates and return them to the local FRS. Place the nonoperational decal so that it is clearly visible on the front windshield.
- (3) Ensure the POV registration is renewed or the POV is properly disposed of before the nonoperational registration expires.

g. No POV will have more than two consecutive nonoperational registrations without the approval from the ASG or BSB commander (USAREUR) or BSG (USAFE) for the second and subsequent consecutive nonoperational registrations.

h. POV ownership will not be transferred while the POV is registered as nonoperational.

### **3-9. TRANSFERRING A POV TO ANOTHER PERSON ELIGIBLE TO REGISTER A POV IN USAREUR**

a. When ownership of a POV is transferred, the buyer and seller will appear together at the local FRS. A valid POV registration will be used to transfer ownership. If the POV registration is lost or not available, a bill of sale may be used as long as the registration is valid. A buyer cannot transfer a POV if there is a lien on the POV. A clear title or a letter of release from the lending institution is the only acceptable proof that there is no lien. The letter must specify the vehicle's year, make, model, and chassis number.

b. If registering the POV as operational, the buyer must meet requirements in paragraph 3-5 at the time of the transaction. The license plates and verification decal will remain on the POV.

c. If registering a POV as nonoperational, the buyer must meet requirements in paragraph 3-8c.

### **3-10. TRANSFERRING OR DISPOSING OF A POV TO PERSONS NOT ELIGIBLE TO REGISTER IN USAREUR**

POVs will not be transferred or otherwise disposed of if encumbered by a lien. The only proof of lien-release is a clear title or a letter of release from the lending institution. The letter must specify the vehicle's year, make, model, and chassis number.

a. A POV will not be transferred while temporarily registered. A vehicle registered as nonoperational may be transferred only to a morale, welfare, and recreation (MWR) stripping lot; a DOL; or a German junk dealer.

b. A POV acquired in or imported to Germany under tax-exempt conditions will not be sold, given away, or otherwise disposed of unless customs-clearance requirements are met. This does not apply when a U.S. Forces member registers a POV purchased from a dealer but never takes delivery of that POV (this reg. para 3-6a(3); USAREUR Reg 550-175/USNAVEUR Inst 5840-1D/USAFE Inst 51-702).

c. When a POV is transferred or disposed of, vehicle documents (for example, stateside title, German title book (*Kraftfahrzeugbrief*)) and the blue copy of the POV registration will be given to the new owner.

d. Once the POV is transferred or disposed of, the USAREUR plates and decals will be removed and turned in to the local FRS. The owner will also submit a bill of sale or other proof of disposition, the white copy of registration, customs clearance (if applicable), and lien release, in order to be cleared by the FRS.

### **3-11. RENEWAL REGISTRATION**

a. POV registration for each operational POV will be renewed each year before it expires. Approximately 75 days before the expiration date, the USAREUR RMV will send the owner a partially completed AE Form 190-1O as a reminder of the upcoming expiration.

(1) On receipt of AE Form 190-1O, the POV owner will immediately—

(a) Complete AE Form 190-1O. If the owner does not receive AE Form 190-1O, AE Form 190-1AA must be completed.

(b) Provide proof of mechanical inspection.

(c) Hand-carry the completed AE Form 190-1O or 190-1AA with the registration fee to the FRS. Applications for renewal will include other appropriate documentation (for example, a new DWIC, lien release).

(2) POV registrations that are renewed within 30 days after they expire will be renewed by completing all renewal requirements. Requirements include an inspection, payment of a late fee, and the normal renewal fee. The original plates will be renewed and remain on the POV.

(3) POV registrations that have expired over 30 days after expiration will not be renewed. These POVs must be registered as nonoperational.

(4) Military personnel on operational deployments may have their POV registrations extended at no cost on verification of deployment from their chain of command. Operational extensions will not be permitted beyond 24 months of the last inspection.

b. Applicants may obtain nonoperational registrations by submitting one of the following to the USAREUR RMV:

(1) A written approval according to paragraph 3-8e.

(2) A signed AE Form 190-10.

c. After the POV passes the inspection and the information has been verified, the individual will bring the application to the FRS for processing. If the applicant wants the renewal mailed, the applicant may drop the application in FRS drop-box, provided the following requirements are met:

(1) The applicant has the FRS clerk verify his or her logistic support before placing the application in the drop-box.

(2) The registration will not expire for at least 2 weeks after the date the application is to be dropped in the box. If the registration will expire in less than 2 weeks, the applicant must go to the FRS to renew the registration and provide proof of continued logistic support by showing a valid USAREUR certificate of license and an identification (ID) card (DD Form 2765 (Uniformed Services Identification and Privilege Card) or AE Form 600-700A (USAREUR Privilege and Identification Card), as appropriate).

### **3-12. REQUIREMENT TO PROVIDE PROOF OF CONTINUING INSURANCE**

a. The DWIC is the only acceptable proof of third-party-liability insurance for registration under this regulation. Once a DWIC is submitted with the AE Form 190-1AA, no further proof of insurance is necessary, unless coverage is canceled by the insurance company. Whenever coverage is canceled, the owner will submit a new DWIC and meet the requirements of paragraph 3-5a(2)(c). The date the DWIC is received will be used to determine whether or not the insurance-coverage card has expired.

b. Under German law, insurance companies must notify the USAREUR RMV when coverage on any POV expires or is canceled for any reason (for example, failure to pay premium, failure to renew policy, change of insurance companies). On receipt of a cancellation notice, the USAREUR RMV will check records to determine whether or not the POV owner has already submitted a new DWIC under paragraph 3-13.

c. If the USAREUR RMV receives a notice of cancellation and the POV owner has not submitted a new DWIC, the USAREUR RMV will notify the owner of the requirement to provide a valid DWIC within a specified time. If a new DWIC is not received by the date specified, the USAREUR Registrar will cancel the POV registration and notify the owner's commander or supervisor. The PM or SP will immediately remove the license plates of the vehicle to ensure the POV is not operated on or after the date specified by the USAREUR RMV until it is properly registered (para 3-5).

d. Transactions between a POV owner and an insurance firm are private business matters. The USAREUR RMV will not be liable or responsible for any situation caused by an alleged act or omission on the part of an insurance firm (for example, failure to provide a DWIC, change of policy number, cancellation of insurance without notifying the POV owner).

### **3-13. REQUIREMENT TO REPORT CHANGES IN REGISTRATION INFORMATION**

a. Owners will immediately report any change in registration information (for example, lien information, vehicle information, new insurance company, name or unit address change). To report lien, vehicle, or personal information changes, owners will complete AE Form 190-1AA and take it to the FRS for processing together with documented proof of the change and the white copy of the POV registration.

b. If reporting a name change, the owner will submit a DWIC showing the new name.

c. If reporting a change in insurance, the owner will either—

(1) Follow the procedures in a above and submit a new DWIC.

(2) Send only the new DWIC to the Registry of Motor Vehicles, ATTN: Insurance Section, Unit 29230, APO AE 09102, or through the German mail (*Bundespost*) to *Amerikanische Zulassungsstelle*, ATTN: Insurance Section, Taylor Barracks, Havelland Strasse, Gebäude 335, 68309 Mannheim. This method allows for faster processing, but the POV registration will not be updated until renewal. DWICs submitted to update the registration file are subject to the requirements in paragraph 3-5a(2)(c).

d. No fee is charged for issuing amended registration documents.

### **3-14. INLAND AND COMMERCIALY SHIPPED POVs**

#### **a. Inland POV Movement.**

(1) On notification of POV arrival, owners will provide the following documents to the local FRS:

(a) Valid USAREUR certificate of license.

(b) Valid DWIC.

(c) DD Form 788.

(d) DD Form 1173, DD Form 2764, and an ID card (DD Form 2765 or AE Form 600-700A, as appropriate).

(e) AE Form 190-1AA.

(f) Proof of ownership.

(2) Owners will get 5-day temporary plates at the local FRS. See paragraph 3-7a through e for 5-day registration instructions.

(3) Owners without a valid USAREUR certificate of license will register their POVs as nonoperational. If the community policy will not allow the owner to leave the POV at the delivery site, the owner will obtain the required liability insurance, obtain license plates that are good for 1 day (they must be returned the same day they are issued), and provide a licensed driver to move the POV to an approved site. When 1-day plates are returned, the registration clerk will provide copies of the nonoperational registration to the owner.

#### **b. Government or Commercial Shipment of POVs (Bremerhaven and Other European Ports).**

(1) Oversized POVs and second POVs shipped at Government expense can be picked up at the port after the owner has obtained 5-day plates from the local FRS. The owner must have the POV inspected immediately on return to the duty station and provide the FRS the items listed in a(1)(a) through (f) above.

(2) Commercially shipped POVs may be picked up at the port after the owner has obtained 5-day plates from the local FRS. The owner must have the POV inspected immediately on return to the duty station and provide items in paragraph 3-14a(2) to the FRS. Customs clearance must be completed if required (UR 550-175/USAFE Inst 51-702).

### **3-15. REPORTING LOST, STOLEN, OR RECOVERED VEHICLES AND LICENSE PLATES**

a. If a POV or one or both of the license plates are lost, stolen, or recovered, the owner will make an immediate oral report to the nearest MP or SP station. If the station is not within a reasonable distance, the local civilian authorities will be notified. The MP or SP must be notified as soon afterwards as possible.

b. The MP and SP will act on these reports as indicated in appendix J.

### **3-16. REPLACING LOST, STOLEN, OR MUTILATED LICENSE PLATES, DOCUMENTS, AND DECALS**

a. If one or both plates are lost or stolen, the owner must—

(1) Report the theft (para 3-15).

(2) Complete AE Form 190-1AA.

(3) Return the white copy of the POV registration and license plate (if any) to the local FRS.

(4) Pay a registration fee (check or money order). The owner will receive permanent plates and documents valid for the remainder of the registration period or for 1 year with a new inspection.

b. If one or both plates are mutilated, the procedures in a(2) through (4) above apply.

c. If documents are lost, stolen, or mutilated, the procedures in a(2) and (4) above apply.

d. If the license-plate verification decal is lost, destroyed, or mutilated because of windshield damage, the applicant may pay the prescribed fee, complete the mechanical inspection, and apply for a new 1-year POV registration and new license plates, or decline the mechanical inspection and use the time remaining on the registration.

### **3-17. POV REGISTRATION CERTIFICATES**

The two types of POV registration certificates are as follows:

#### **a. AE Form 190-1A (USAREUR POV Registration/Title Certificate).**

(1) AE Form 190-1A is a 4-part form issued for permanent operational and nonoperational registration.

(2) Each copy is proof of vehicle ownership. The white copy contains the petroleum, oils, and lubricants (POL) rations for 1 year. POL rations are based on the horsepower (*Pferdestärke (PS)* or kilowatt (kW)) of the POV (USAREUR Reg 600-17/USAFE Reg 147-10).

(3) Either the white or the blue copy of the POV registration must be in the POV while it is being operated. Any of these copies may be used for proof of registration during re-inspection.

(4) If the POV is nonoperational, the pink copy of the POV registration will be kept as proof of nonoperational registration. The nonoperational decal must be attached to the inside (drivers side) of the windshield (except trailers and motorcycles). The installation nonoperational storage facility may require owners of POVs registered as nonoperational to provide the pink copy of the registration.

(5) The yellow copy will be placed in the NEO packet.

(6) The blue and white copies will be used to transfer ownership of the POV.

(7) The POV registration must bear the official USAREUR RMV stamp to be valid.

#### **b. AE Form 190-1B (USAREUR POL Authorization Certificate) for Leased Vehicles.**

(1) AE Form 190-1B is valid for 1 year and may be issued only by the RMV.

(2) AE Form 190-1B permits individuals to obtain POL authorization for leased vehicles they have leased for an extended period (1 year or longer).

(3) Customers will provide the local FRS a valid ID card, USAREUR certificate of license, copies of the original leasing contract, a German registration form, and the registration fee.

(4) The local FRS must verify logistic support and all required documents before sending them to the RMV for processing.

### 3-18. DISPLAYING LICENSE PLATES

a. License plates will be attached to the front and rear of the POV so that both plates are clearly visible. The rear plate will be centered under a light or placed between lights on either side. Motorcycles and trailers will display one plate attached to the rear. License plates will be attached firmly to the POV using bolts, screws, or brackets. Use of string or wire to secure license plates is prohibited.

b. Drilling holes through the face of license plates for attachment is authorized as long as the license-plate letters and numbers are not obstructed.

c. POVs will not be operated with license plates obscured by mutilation, dirt, or grime, except for short periods (for example, after a traffic accident or during bad weather).

d. Attaching old license plates or signs to USAREUR license plates is not authorized.

e. Owners who operate a POV displaying license plates that are covered (for example, with plastic, glass), canceled, altered, defaced, forged, or not clearly visible and properly secured are subject to—

(1) Removal of license plates by commanders, MP, or SP.

(2) Reregistering the POV according to paragraph 3-7.

f. The transfer of license plates to other POVs is prohibited. License plates are issued only for the vehicle specified on the registration certificate. Personnel will not transfer or allow to be transferred or otherwise dispose of license plates other than as prescribed in this regulation.

### 3-19. REGISTRATION DECALS

Only the following valid decals may be displayed:

**a. Verification Decal.** A verification decal will be issued with each set of license plates and will have the same number as the plates. The decal will be placed on the inside, lower-left corner of the POV windshield when sitting in the drivers seat.

**b. Temporary Verification Decal.** The expiration date and license-plate number will be written on the decal. (See a above for decal placement.)

**c. Expiration Decal.** An expiration decal will be issued with initial and renewal registrations. This decal shows the day, month, and year the permanent POV registration expires. The expiration decal will be placed above the left side of the verification decal. Expiration decals for motorcycles, trailers, and European-style plates will be affixed to the license plate.

**d. Community Decals.** An additional measure of security may be attained through use of community decals. These decals will be placed to the immediate right of the expiration decal.

**e. International Decals.** In addition to decals in a through d above, an oval international “USA” decal (which the owner has to obtain) is required if the POV crosses international borders. No other international decal is permitted on a USAREUR-plated POV.

**f. Smog Decal.** POVs authorized to have a smog decal may be operated during ozone alerts. The “Smog” decal will be placed in the front windshield (passenger side) in the upper-right corner.

**g. Handicap Decal.** “Handicap” decals may be displayed when authorized by appropriate officials. If approved, the decal will be placed in the top of the rear window on the drivers side of the POV.

**h. POL Authorization Decal.** POL authorization decals are issued to drivers of leased vehicles when registered by authorized members of the U.S. Forces. The decal will be placed in the bottom of the rear window on the drivers side.

### **3-20. REPOSSESSION OF POVs BY LIENHOLDERS**

a. Lien-holders who are eligible to register POVs with the USAREUR RMV will do so immediately on repossession of a POV.

b. Lien-holders who are not eligible to register POVs with the USAREUR RMV are responsible for complying with applicable German laws. When a USAREUR-plated POV is repossessed on a U.S. facility, the responsible U.S. authority will ensure that the license plates and all U.S. Forces decals are removed and turned in to the local FRS, MP station, or SP station.

### **3-21. PROCEDURES FOR CLEARING A POV**

a. For POVs shipped or transported from Germany—

(1) The owner will request an AE Form 190-1S (Request for POV Registration/Insurance Cancellation) for each POV shipped or otherwise removed from Germany. The AE Form 190-1S will be completed at the local FRS.

(2) The local FRS will verify the AE Form 190-1S and send it to the USAREUR RMV for processing.

(3) POVs may retain permanent USAREUR license plates. The validity of permanent plates varies between military and civilian jurisdictions.

b. For POVs disposed of by other methods (para 4-11a)—

(1) The owner must submit AE Form 190-1S to the FRS and—

(a) If the POV was sold to a person without logistic support (UR 600-700), present a customs clearance.

(b) If the POV was sold to a person with logistic support, make the transfer together at the FRS.

(c) If the vehicle was donated to the local MWR fund, provide proof that the POV has been donated. (A copy of 190-1Z-R (Certification of Release/Donation of POV) or the back of the POV registration may be used for proof.)

(2) The local FRS will complete the steps in a(2) above.

c. The responsible ASG, BSG (USAFE), BSB, or AST commander who has completed abandoned-vehicle procedures for a POV must notify the local FRS of the procedures that were followed to dispose of and remove the POV from the U.S. Forces system.

### **3-22. DISPOSITION BY AN AGENT**

a. If an owner is unable to dispose of a POV before departing the command, an agent may be appointed on AE Form 190-1AD-R (Special Power of Attorney to Operate, Register, Sell, or Otherwise Dispose of a Privately Owned Vehicle (POV)). AE Form 190-1AD-R is valid for 90 days. Only AE Form 190-1AD-R, witnessed and dated at the FRS or the local staff judge advocate office, will be accepted as agent appointment. An agent can only be an agent for one POV at a time.

b. A power of attorney is granted when both owner and agent appear at the FRS and complete AE Form 190-1AD-R in the presence of the station clerk. The clerk will verify the identities of both people and ensure the agent is eligible to register a POV with the USAREUR RMV. The agent must read and sign AE Form 190-1AF-R (Agent's Responsibilities).

c. If the owner is clearing, the owner and agent must complete AE Form 190-1AA. The FRS clerk will then issue the agent a POV registration valid for 90 days. AE Form 190-1AA must include personal information of both the owner and agent. During the 90-day appointment, the agent must ship, transfer, or otherwise properly dispose of the POV. The agent must properly dispose of the POV before clearing the command.

d. If the requirements in c above have not been met in 90 days, the agent will register the POV in his or her name. If the POV is registered as operational, the agent will submit a DWIC in his or her name. If there is a lien on the POV, the agent must obtain a lien release from the lien holder before registering the POV solely in the agent's name.

e. A general power of attorney will be accepted only when made between a husband and wife.

### **3-23. WITHDRAWAL OF REGISTRATION PRIVILEGES**

a. Operational registration privileges may be suspended for a period of at least 30 days, but not to exceed 180 days, if the owner does one of the following:

(1) Fails to register or reregister a POV 30 days or more after the expiration date.

(2) Operates a POV that does not meet mechanical standards (app C).

(3) Operates a POV without insurance. The Vehicle Registry Information Network (VERINET) provides the latest valid insurance status.

(4) Abandons a POV.

(5) Alters license plates or fails to secure them properly (para C-6c).

(6) Fails to submit payment within the time specified for the registration fee after notification that the initial check was returned for insufficient funds.

(7) Refuses to remove or cover indecent or obscene bumper stickers, signs, writings, or graphic depictions on a POV (para 3-26a).

b. Suspending authorities acting under this paragraph will notify the PM or SP of suspensions.

c. Owners may appeal suspensions of registration privileges to the appellate authority if they believe the suspending authority has acted unjustly. The decision of the appellate authority is final.

### **3-24. REGISTRATION OF VEHICLES USED EXCLUSIVELY FOR RACING EVENTS**

a. POVs used exclusively for racing events will be registered. Requirements for racing-vehicle registration are the same as those for regular-POV registration (para 3-5) except—

(1) The completed AE Form 190-1AA and a written request will be sent through the chain of command for the approval by the ASG, BSB, or BSG (USAFE) commander. AE Form 190-1AA requires ASG, BSB, or BSG (USAFE) commander approval regardless of the applicant's rank.

(2) Proof of insurance or mechanical inspection is not required.

(3) Neither license plates nor decals will be issued, since racing vehicles cannot be operated or towed on public roads. Racing vehicles will be transported to and from racing sites only on a trailer or dolly.

b. Owners will comply with the requirements of German law and local racing-club regulations. This includes provisions concerning third-party-liability insurance and mechanical standards.

c. AE Form 190-1A issued by the USAREUR RMV will be over stamped with "Racing Vehicle" and be valid for 1 year.

### **3-25. LOSS OF ELIGIBILITY**

a. People who have retired, are discharged, are placed on a USAREUR-wide bar, or have terminated military or civilian service lose their eligibility for USAREUR POV registration at 0001 hours the day following the termination or retirement. Family members lose eligibility on termination of their sponsor, by divorce, or by loss of status (USAREUR Reg 550-175/USNAVEUR Inst 5840-1D/USAFE Inst 51-702, USAREUR Reg 600-700, USAFE Inst 36-3001).

b. Personnel may register their POVs with German authorities after losing their eligibility. Personnel who have been separated for cause, misconduct, placed on a USAREUR-wide bar, or discharged under other than honorable conditions are

not eligible for a registration translation. Others who wish to register with German authorities will request a translation for a German registration from the USAREUR RMV and—

(1) Turn in license plates and the white and blue copies of the USAREUR POV registration to the local FRS up to 60 days before loss of eligibility. Registration personnel will note on the blue copy that the license plates were returned.

(2) Obtain a German drivers license (para 2-10c).

(3) Send the following to the USAREUR RMV:

(a) A copy of the German residency permit (*Aufenthaltsgenehmigung*).

(b) Proof of loss of USAREUR logistic support.

(c) A translation fee.

c. Family members who remain in Germany after rotation or death of the sponsor retain eligibility for POV registration for 90 days after a sponsor's rotation or death (USAREUR Reg 550-175/USNAVEUR Inst 5840-1D/USAFE Inst 51-702 and USAREUR Reg 600-700). Unaccompanied family members who remain in Germany after their sponsor's departure on a PCS will receive full logistic support for 90 days after the sponsor's departure. These family members may register with the German authorities during this 90-day period by completing the requirements in b above.

### **3-26. RESTRICTIONS ON DISPLAY OF WRITTEN OR GRAPHIC MATERIAL ON POVs**

a. USAREUR-registered POVs (including those registered as nonoperational) displaying indecent or obscene bumper stickers, license plates, signs, writing, or graphic depictions of any sort will not be permitted on any area under the control of U.S. Forces that has—

(1) Army and Air Force Exchange Services or other retail-sales facilities.

(2) Athletic facilities.

(3) Childcare facilities.

(4) Commissaries.

(5) Department of Defense Dependents Schools facilities.

(6) Family housing.

(7) Libraries.

(8) Playgrounds.

(9) Recreational facilities.

(10) Theaters.

(11) Youth services facilities.

b. POVs displaying indecent or obscene matter will be denied entry to areas in a above until the indecent or obscene matter is removed or covered. Drivers and owners of POVs displaying indecent or obscene matter in the areas in a above will be asked to remove or cover the indecent or obscene matter or to move the POV from the area.

c. Drivers and owners of POVs displaying indecent or obscene matter are subject to having their USAREUR certificates of license suspended (para 2-14) if they—

(1) Allow the POV to enter the areas in a above after being informed that they are denied entry until the matter is removed or covered.

(2) Fail (after being given the option) to—

(a) Remove or cover indecent or obscene matter on the POV located on the area in a above.

(b) Move the POV from the areas in a above.

## **CHAPTER 4 MISCELLANEOUS PROVISIONS AND REQUIREMENTS**

### **SECTION I TRAFFIC LAWS AND REGULATIONS**

#### **4-1. GENERAL**

a. USAREUR POV licensed drivers will comply with German traffic laws and regulations when operating POVs in Germany. Operation of POVs—

(1) In other countries is governed by the laws of those countries.

(2) On U.S.-controlled property is governed by German traffic laws as well as U.S. regulations and procedures.

b. Displaying a USA decal and providing an international insurance (green) card is mandatory for entry into all European countries.

c. Possession of an international drivers license is recommended when traveling to other European countries. The international license is not valid in the country where it is issued.

#### **4-2. RESERVED POV PARKING**

Reserved POV parking spaces for specific people or activities will be as designated by the ASG, BSB, or BSG (USAFE) commander. Parking by permit number rather than name, rank, or position number is strongly recommended for security reasons.

#### **4-3. POV SECURITY**

POV owners will secure their vehicles when parked and unattended. Failure to secure a POV may result in a citation from law-enforcement personnel.

#### **4-4. SAFETY EQUIPMENT REQUIREMENTS FOR GERMANY**

German law requires the following safety equipment:

a. Emergency-warning devices, first-aid kits, and seatbelts. Appendix C provides requirements for these items.

b. Seatbelts that meet the following specifications:

(1) Shoulder belts must cross the shoulder and chest, not the face or neck. Lapbelts must be low over the hips, snug, and not twisted.

(2) German law states that children 11 years of age or younger, or shorter than 150 centimeters (4 feet, 11 inches), are required to use suitable child-restraint devices that are approved by either ECU Regulation 44 or by the U.S. Department of Transportation (DOT) when these children are transported in a USAREUR-plated POV; these children also must be seated in the rear seat if the POV has one.

(3) Children weighing more than 22 kilograms (48 pounds) will use booster seats or other suitable approved devices designed for use with a vehicle's three-point (lap and shoulder) seatbelts.

(4) Booster seats will not be used with two-point seatbelts (lapbelts).

(5) Owners of POVs equipped only with two-point seatbelts in the rear seats should consider having three-point systems professionally installed.

(6) POVs equipped only with two-point seatbelts in the rear seats must transport a child weighing over 22 kilograms (48 pounds) in a suitable approved device secured in the front seat with a three-point seatbelt. Additional children weighing over 22 kilograms (48 pounds) will be secured using the two-point seatbelts in the rear seat.

c. Motorcycle helmets and eye-protection devices will be used when operating two-wheeled motorized vehicles.

#### **4-5. SCHOOLBUSES**

POV drivers must stop when passengers are getting on or off schoolbuses on U.S. Forces-controlled property, regardless of whether the POV is following or approaching the schoolbus.

#### **4-6. LENDING AND BORROWING POVs**

a. If POV owners permit other USAREUR-POV-licensed drivers or drivers authorized in paragraph 4-10 to operate their POV, the drivers must carry the appropriate registration certificate for that POV.

b. If the POV will be operated outside Germany, the owner must provide the driver with written permission and the international insurance (green) card in addition to the POV registration.

#### **4-7. ACTION IN CASE OF AN ACCIDENT**

a. Germany has a Good Samaritan Law that requires everyone, in case of an accident or common danger or distress, to render the appropriate aid expected under the circumstances. Failure to render aid can result in a fine or imprisonment.

b. POV drivers will immediately notify MP or SP of accidents on U.S. installations. If the accident occurs off a U.S. installation, drivers will—

(1) Notify the German police. German police may, however, not respond to accidents if no injuries are involved.

(2) Report the accident to the MP within 72 hours. This will help drivers if they have to appear in court and when insurance companies need information.

c. AE Form 190-1Y (What To Do If You Have An Accident) explains specific actions to take when involved in an accident. This form is available from the local FRS and should be kept in the POV to be readily available.

## **SECTION II**

### **PROVISIONS, REQUIREMENTS, AND PROHIBITIONS ON POV OPERATION AND DISPOSAL**

#### **4-8. USE OF TAX-FREE POL IN RENTED AND LEASED VEHICLES**

a. People who rent German-registered vehicles may use tax-free POL products in these vehicles when authorized by commanders according to USAREUR Regulation 600-17/USAFE Regulation 147-10.

b. AE Form 190-1B (USAREUR POV Authorization Certificate) may be issued only from the RMV for leased vehicles registered in the German or European community system. The leasing contract must be valid for at least 1 year and the vehicle must be registered in the name of the leasing company. Proof of insurance must be established in accordance with host-nation law.

c. The PM, USAREUR, may approve certain NATO liaison-office-team members of the Allied Land Forces Central Europe keeping their national license plates and registrations on their POVs and operating their POVs with their national drivers licenses. These personnel must, however, use AE Form 190-1B to buy tax-free POL for their POVs.

#### **4-9. PROHIBITIONS ON UNREGISTERED OR UNLICENSED POVs**

a. Persons subject to this regulation will not operate or park a POV or permit a POV to be operated or parked on any public highway, public area, family housing area, or military installation unless it is properly registered under this regulation.

b. POVs with a nonoperational or racing registration will be parked on U.S.-controlled property as designated by the ASG, BSB, or BSG (USAFE) commander or on property owned or rented by the POV owner if authorized by the ASG, BSB, or BSG (USAFE) commander.

#### **4-10. OPERATION OF USAREUR-REGISTERED POVs BY PERSONS NOT LICENSED UNDER THIS REGULATION**

a. Operation of a POV registered under this regulation by persons not holding a valid USAREUR certificate of license is prohibited except—

(1) By persons employed and licensed under German law as chauffeurs (including chauffeurs and drivers employed under contract by a person subject to this regulation) to move motor vehicles to and from a port in the course of their employment. These people must have a valid German drivers license and written permission from the employer to operate the POV.

(2) By local national employees employed by NAF and other authorized organizations. These people must have a valid drivers license that is recognized by German authorities and written permission from their employer. The written permission will be in English and German and note the number of the individual's drivers license.

(3) For short and reasonable periods by garage attendants, driving instructors, testing personnel, or mechanics licensed by German authorities.

(4) By guests of POV owners when both of the following apply:

(a) A USAREUR-licensed member of the POV owner's household is present while the vehicle is operated.

(b) The guest who operates the POV has a valid drivers license that is recognized by German authorities.

(5) By armed forces members of other sending states in Germany (for example, Canada, United Kingdom) if these members have a valid license recognized by German authorities.

(6) By exception as prescribed in paragraph 2-1b.

b. The independent operation of USAREUR-plated POVs by visiting nondependent family members and guests is subject to USAREUR Regulation 550-175/USNAVEUR Instruction 5840-1D/USAFE Instruction 51-702. Requests for permission for such visitors to operate USAREUR-plated POV independently will be presented in person to the appropriate local customs field office.

#### **4-11. DISPOSING OF POVs**

a. USAREUR-registered POVs will be properly disposed of before the owner leaves Germany. This may be accomplished in the following ways:

(1) Ship it at Government or personal expense.

(2) Transfer it to a person with logistic-support privileges.

(3) Transfer it to a person without logistic-support privileges in compliance with German tax or customs requirements.

(4) Donate it to the local MWR fund using AE Form 190-1Z-R (Certification of Release/Donation of POV)), according to AR 215-1, paragraph 3-13h. The MWR-approving official accepts donations on an individual basis. The registrant is responsible for delivering the POV to the appropriate person or facility when donating a POV.

(5) Appoint an agent (AE Form 190-1AD-R) to exercise any of the options in (1) through (4) above before the owner departs (para 3-22).

b. The POV must be operational (not registered nonoperational) to be eligible for a(2) above.

c. Owners will not abandon POVs. Abandoning a POV violates German law, this regulation, and USAREUR Regulation 600-1; is punishable under the UCMJ; and may serve as the basis for adverse administrative action. Owners will clear and provide proof of disposition of POVs before they depart, according to appendix E, paragraph E-4. FRS clerks will not clear registrants (UR 612-1) who have not properly disposed of their POVs according to this regulation.

d. USAREUR commanders will process abandoned POVs according to appendix E, paragraph E-5.

e. USAFE elements will dispose of POVs according to Air Force Instruction 31-204.

#### **4-12. LOSS OF LOGISTIC SUPPORT**

Commanders and supervisors of individuals who have registered POVs with USAREUR must notify the USAREUR RMV in writing when any of those individuals has obtained logistic support to register their POVs through employment or service in their organization and is reassigned to another country, terminates (voluntary or involuntarily) from his or her duty position, or loses entitlement to logistic support in any manner and does not properly clear through central clearance. This serves as an additional control to protect the Forces from illegal use of tax-free privileges and protects the U.S. Government from insurance claims for POVs that are being operated in Germany without entitlement and insurance. These notifications may be sent to the Commander, USAREUR/7A, ATTN: AEAPM-RMV, Unit 29230, APO AE 09102, or faxed to DSN 386-7273.

#### **4-13 EXCEPTIONS TO POLICY**

The USAREUR Provost Marshal may grant exceptions to policy in this regulation unless prevented by international agreements or other directives. Requests for exceptions to policy will be sent through command channels to the Commander, USAREUR/7A, and ATTN: AEAPM-S-VR, Unit 29230, and APO AE 09102.

**APPENDIX A  
REFERENCES**

AR 11-2, Management Control

AR 190-5/OPNAV 11200.5C/AFR 125-14/MCO 5110.1C/DLAR 5720.1, Motor Vehicle Traffic Supervision (AFR 125-14 was superseded by AFI 31-204, Air Force Motor Vehicle Traffic Supervision.)

AR 190-45, Law Enforcement Reporting

AR 215-1, Morale, Welfare, and Recreation Activities and Nonappropriated Fund Instrumentalities

AR 600-55, The Army Driver and Operator Standardization Program

AFI 91-207, US Air Force Traffic Safety Program

USAREUR Regulation 27-9, Misconduct By Civilians

USAREUR Regulation 27-10, Military Justice

USAREUR Regulation 550-175/USNAVEUR Instruction 5840.1E/USAFE Instruction 51-702, Border Crossings and Customs Control in Germany

USAREUR Regulation 600-1, Regulated Activities of Members of the U.S. Forces, Civilian Component, and Family Members

USAREUR Regulation 612-1, Community Centralized In- and Outprocessing Facilities

USAREUR Pam 190-4-1, Driver Examination for Germany (Version 1) for Privately Owned Vehicle Operators of the U.S. Forces (FOUO)

USAREUR Pam 190-4-2, Driver Examination for Germany (Version 2) for Privately Owned Vehicle Operators of the U.S. Forces (FOUO)

USAREUR Pamphlet 190-34/USAFE Pamphlet 31-206, Drivers Handbook and Examination Manual for Germany

USAREUR Pamphlet 550-160/USAFE Pamphlet 31-205, Insuring Your Car in Germany

USAFE Supplement 1 to AFI 31-204, Air Force Motor Vehicle Traffic Supervision

**APPENDIX B  
FORMS**

This appendix lists forms, pamphlets, posters, and a label prescribed by this regulation. Source codes are explained at the end of this appendix.

<b>Form or Label</b>	<b>*Source Code</b>	<b>Title</b>
AE Form 190-1A	V	USAREUR POV Registration/Title Certificate
AE Form 190-1B	V	USAREUR POL Authorization Certificate
AE Form 190-1F	V	USAREUR Certificate of License/The United States Forces in Germany
AE Form 190-1G	Y	Temporary USAREUR Certificate of License
AE Form 190-1H	I	Vehicle Mechanical Safety Inspection Record
AE Form 190-1I	I	Vehicle Mechanical Safety Inspection Record (Motorized Two Wheeled Vehicle)
AE Form 190-1K	A	Report of Administrative Action
AE Form 190-1L	V	Commander's Notice
AE Form 190-1O	V	Renewal Application for Motor Vehicle Registration
AE Form 190-1R	V/I	USAREUR POL Authorization Application
AE Form 190-1S	T	Request for POV Registration/Insurance Cancellation
AE Form 190-1T	A	Application for USAREUR POV Certificate of License and Allied Transactions
AE Form 190-1X	D	Answer Sheet-Driver Examination for Germany for Privately Owned Motor Vehicle Operators
AE Form 190-1Y	D/T	What To Do If You Have an Accident
AE Form 190-1Z-R	R	Certification of Release/Donation of POV
AE Form 190-1AA	A	Application for Motor Vehicle Registration and Allied Transactions
AE Form 190-1AB-R	R	Community Daily Activity Report (CDAR)
AE Form 190-1AC-R	R	Certification of Nondelivery of Vehicle
AE Form 190-1AD-R	R	Special Power of Attorney to Operate, Register, Sell, or Otherwise Dispose of a Privately Owned Vehicle (POV)
AE Form 190-1AF-R	R	Agent's Responsibilities
AE Form 190-1AG-R	R	Request for Waiver to the Limit of POVs Authorized to Register
AE Form 190-1AH-R	R	Vehicle Disposal Cost Report
AE Form 190-1AJ-R	R	Suspense/Clearance Form
AE Form 190-1AK	D	Motorcycle Examination (Version 1) for Privately Owned Motor Vehicle Operators of the U.S. Forces
AE Form 190-1AL	D	Motorcycle Examination (Version 2) for Privately Owned Motor Vehicle Operators of the U.S. Forces
AE Form 190-1AM	D	Motorcycle Examination (Version 3) for Privately Owned Motor Vehicle Operators of the U.S. Forces
AE Form 190-4A	D	International Road Sign Answer Sheet-Version 1
AE Form 190-4B	D	International Road Sign Answer Sheet-Version 2
AE Form 190-4C	D	International Road Sign Answer Sheet-Version 3
AE Form 190-4D	D	International Road Sign Answer Sheet-Version 4
USAREUR Pam 190-4-1	D	Driver Examination for Germany (Version 1) for Privately Owned Vehicle Operators of the U.S. Forces (FOUO)
USAREUR Pam 190-4-2	D	Driver Examination for Germany (Version 2) for Privately Owned Vehicle Operators of the U.S. Forces (FOUO)
USAREUR Poster 190-4A	D	International Road Sign Test, Version 1
USAREUR Poster 190-4B	D	International Road Sign Test, Version 2
USAREUR Poster 190-4C	D	International Road Sign Test, Version 3
USAREUR Poster 190-4D	D	International Road Sign Test, Version 4
AE Label 190-1A	I	POV Inspection Reject Label

<b>Source Code Explanation</b>	
<b>Code</b>	<b>Supply Source</b>
A	For Army units: Director, United States Army Publications Distribution Center, Europe (USAPDCE), Unit 25310, APO 09090-5310 For Air Force units: Headquarters, United States Air Forces in Europe, ATTN: DAP-RPDC, APO AE 09012
D	Only for driver testing stations: Director, USAPDCE, Unit 25310, APO AE 09090-5310
I	Only for POV inspection stations: Director, USAPDCE, Unit 25310, APO AE 09090-5310
V	Only for USAREUR Registry of Motor Vehicles use
T	Only for field registration stations: Director, USAPDCE, Unit 25310, APO AE 09090-5310
R	Form may be reproduced locally
Y	Accountable forms procured from USAREUR Registry Motor Vehicles

## **APPENDIX C POV INSPECTION STATIONS**

### **SECTION I REQUIREMENTS AND RESPONSIBILITIES**

#### **C-1. GENERAL**

a. This appendix prescribes—

- (1) Responsibilities and requirements for establishing privately owned vehicle (POV) inspection stations.
- (2) POV mechanical and safety inspection standards.
- (3) Lead-test procedures for catalytic converters.

b. Procedures for and exceptions to POV mechanical and safety inspection standards in this appendix are the responsibility of the Office of the Deputy Chief of Staff, Logistics (ODCSLOG), HQ USAREUR/7A, (AEAGD-TR). Clarifications may be obtained from the Commander, USAREUR/7A, ATTN: AEAGD-TR, Unit 29351, APO AE 09014 (370-9446/9449) or from HQ USAFE, ATTN: LGT, Unit 3050, APO AE 09094.

c. Inspectors will use AE Form 190-1H (Vehicle Mechanical Safety Inspection Record) or AE Form 190-1I (Vehicle Mechanical Safety Inspection Record (Motorized Two Wheeled Vehicle)) as appropriate.

d. Mechanical and safety inspections will be conducted at no expense to the POV owner.

e. The use of an Army post office (APO) designation, unit or geographic location, or other nonmaterial factors will not be used as cause to deny POV owners a safety inspection.

f. U.S. Forces members may obtain a courtesy inspection before selling or buying a USAREUR or German registered POV.

g. USAREUR-registered POVs must carry a first-aid kit that meets or exceeds German legal requirements and standards of German industry norm (*Deutsche Industrienorm (DIN)*) 13164. POV inspectors will check for a first-aid kit in the POV during the inspection. Inspectors will not open the kit.

h. USAREUR-registered POVs must carry an approved portable, reflectorized warning triangle. Inspectors will not open the warning triangle. Vehicles weighing over 2.8 metric tons will be rejected if they are not equipped with an approved warning triangle, four-way flasher, or portable flashing lamp.

i. The person (officer, noncommissioned officer, or civilian) in charge of the inspection facility should attempt to resolve disagreements between inspectors and POV owners when applying standards in this appendix. Disagreements that cannot be resolved locally will be referred to the Commander, USAREUR/7A, ATTN: AEAGD-TR, Unit 29351, APO AE 09014 (370-9446/9449); or to HQ USAFE, ATTN: LGT, Unit 3050, APO AE 09094, as appropriate.

#### **C-2. INSPECTION FACILITIES REQUIREMENTS**

a. Facilities for mechanically inspecting POVs will be established and maintained based on local needs, as determined by the area support group (ASG) or base support battalion (BSB) commander and the installation commander for Air Force units.

b. ASG commanders will request approval to establish or discontinue POV mechanical inspection facilities from the Commander, USAREUR/7A, ATTN: AEAGD-TR, Unit 29351, APO AE 09014. U.S. Air Force activity commanders should send requests to HQ USAFE, ATTN: LGT, Unit 3050, APO AE 09094.

c. Commanders will include the following information in approval requests (b above):

(1) The distance (one way) to the nearest POV inspection station.

(2) The average number of monthly inspections.

(3) The availability of adequate inspection and testing facilities and equipment. An inspection station will be in an enclosed building and have at least the following equipment available for the inspector:

(a) A pit, ramp, or lift.

(b) Adequate drop-lights.

(c) A U.S. Department of Transportation (DOT)-approved (or equivalent) headlight-alignment board or mechanical headlight-alignment device.

(d) A hydraulic pit-jack.

(e) Access to a paved brake-test strip or a brake-testing machine.

(4) The availability of qualified inspectors to operate the inspection facility. The BSB commander will designate (in writing) personnel authorized to inspect POVs. The names of POV inspectors will be posted in a clearly visible place at the POV inspection station. To qualify as an inspector, a person must hold—

(a) The military pay grade of E5 or civilian (U.S. or local national) equivalent.

(b) The Army military occupational specialty (MOS) 63B, Air Force equivalent of Army MOS 63B, or equivalent U.S. or local national civilian job series.

### **C-3. RESPONSIBILITY WHEN A POV FAILS INSPECTION**

a. Before inspecting a U.S.-Forces-registered vehicle, the POV inspector will stamp AE Form 190-1A (USAREUR POV Registration/Title Certificate) with the official inspection stamp and enter the date inspected in the signature block of the white, blue, and pink copies. If the vehicle owner has lost the white copy of the POV registration, the blue and pink copy will be stamped. For a German-registered vehicle, the back cover of the vehicle registration book (*Kraftfahrzeugbrief (KFB)*) (or the remarks section in the new version) will be stamped and dated. This provision does not apply to courtesy inspections. For vehicles registered in countries other than Germany, the original copy of the bill of sale will be stamped and dated. In all cases, the POV inspector will stamp and date the AE Form 190-1H or AE Form 190-1I and give it to the POV owner.

b. If a POV fails a thoroughly completed mechanical inspection, the inspector will—

(1) Deface or remove the expiration decal and replace it with AE Label 190-1A (POV Inspection Reject Label).

(2) Stamp AE Label 190-1A with the official stamp of the inspection station.

(3) Date AE Label 190-1A not later than the expiration date of the POV registration or 60 days later than the date of inspection, whichever comes first. The POV may be operated until the date on AE Label 190-1A. If the deficiency constitutes an immediate safety hazard, the AE Label 190-1A will be dated 5 workdays from the inspection date and operation of the vehicle will be authorized only from the inspection station to a designated place or garage.

c. A previously inspected vehicle will be re-inspected only for the deficiencies listed on the validated AE Form 190-1H or AE Form 190-1I. AE Form 190-1I will be used only if the white copy of the POV registration, *KFB*, or bill of sale bearing the stamp of the original inspection station is present. If the stamp is missing from either document, a complete mechanical inspection will be done.

### **C-4. PROCEDURES FOR ISSUING SAFETY STAMPS**

a. The Transportation and Troop Support Division, ODCSLOG, HQ USAREUR/7A, will procure, issue, control, and dispose of POV safety-inspection stamps. The Nontactical Vehicle Office (NTVO), ODCSLOG, will manage these stamps.

(1) Safety inspection stamps are controlled and accountable items. They will be kept in a locked container at the end of the business day or at other times when they are not being used. The NTVO will maintain one safety stamp for each facility conducting safety inspections.

(2) The NTVO will issue stamps using DA Form 410 (Receipt for Accountable Form). Requests to replace stamps that are lost, stolen, mutilated, or worn will be in writing. BSB commanders will report loss or theft to military police, security police, the office of special investigations, or a criminal investigation division. Requests by telephone for stamps will be accepted only as exceptions. Requests by telephone will be followed by written requests within 10 calendar days after the call.

(3) The NTVO will provide replacement stamps on a one-for-one basis within 2 workdays after receipt of the written request. The stamp and DA Form 410 will be sent by registered mail or picked up by a courier with a valid DD Form 577 (Signature Card). Not more than one stamp is authorized per station.

b. On receipt of stamps, the receiver will—

(1) Inventory stamps.

(2) Sign one copy of DA Form 410 and return it with the old stamp (or what is left of the old stamp) to the NTVO by registered mail.

c. The NTVO mailing address is: Commander, USAREUR/7A, ATTN: AEAGD-TR, Unit 29351, APO AE 09014.

## **SECTION II POV MECHANICAL STANDARDS**

### **C-5. GENERAL REQUIREMENTS**

a. The chassis number on the vehicle being inspected must be the same as the chassis number on AE Form 190-1AA (Application for Motor Vehicle Registration and Allied Transaction).

b. The manufacturer's serial number will not be removed, altered, or defaced.

c. Receipts for ordered replacement parts will not be acceptable substitutes for repairs required to meet mechanical standards in this appendix, except when the part does not pose an immediate safety hazard (for example, broken glass, cracked lens of a turn-signal light).

d. Vehicles with automatic transmissions that start when the gearshift lever is in gear will be rejected.

e. If excessive oil is leaking from the engine or transmission, the vehicle may be rejected. For the purposes of this regulation, an excessive leak is anything that allows for three or more drops in 60 seconds.

f. POV inspectors will not use sharp instruments (for example, screwdrivers, tire tools, razor blades) when checking for body or frame rust or other body condition. Only hand pressure or a small rubber mallet may be used.

### **C-6. EXTERIOR CONDITION OF POVS**

a. POVs must meet the minimum standards of exterior condition considered acceptable in the local military or civilian community. POVs that have deficiencies (for example, missing grill or fenders; broken windows; extensive body damage; and deteriorated tailgates, engine covers, trunk lids, or running boards) will be rejected.

b. License plates must be completely visible and the rear plate centered under the light (para C-11f). Both license plates will be attached securely by bolts, screws, or brackets so that no part of the plate is obscured. String or wire will not be used to secure license plates.

c. POVs with license plates (permanent or temporary) that are not affixed properly (for example, placed on the vehicle dashboard or on the rear window ledge), are not clearly visible, or that are altered in any way, will be rejected. Drilling holes through the face of license plates for placement is authorized if the license plate numbers are not obstructed.

d. License plates may be bent forward only to conform to the vehicle configuration.

### **C-7. BUMPERS**

POVs (except motorcycles and motorbikes) should have bumpers of the kind provided by the manufacturer firmly attached to both the front and rear of the vehicle. Any repair to or modification of the original bumpers will be examined for safety and strength. Exceptions include bumpers, bumper mounts, and other protrusions that have been removed, or vehicles that are manufactured without bumpers. Bumpers will not be removed if they have build-in lights (for example, turn signals, taillights).

### **C-8. DOORS AND FRAMES**

a. Latching devices, including locks on doors, must be operational. Nonoperational electrically operated door locks will not cause a POV to be rejected if all doors can be locked and unlocked manually.

b. Frames and one-piece bodies must not be broken, bent, or corroded to an extent that the chassis is weakened or the wheel tracking is impaired. The undercarriage will be inspected for rust damage. Structural parts of floorboards that are rusted through and frames rebuilt with filler or riveted sheet metal will cause the POV to be rejected. POVs with body damage will not be driven if the damage impairs POV accessories (for example, broken or misaligned headlights, loose exhaust system, broken mirrors, inoperable hood).

c. POVs that have body rust and corrosion on doors or frames that weaken areas protecting the driver or passengers will be rejected. Crucial areas are door panels, doorposts, and rocker panels. POVs that have metal posts and panels repaired by body putty or other filler material will be rejected. Rust damage that does not threaten safety is allowed.

### **C-9. DANGEROUS PROJECTIONS**

POVs with dangerous projections (for example, bumpers bent out of place, loose running boards, protruding molding and body trim, bent or torn hood or fenders) will be rejected.

### **C-10. PAINTING AND MARKING**

a. Painting or markings resembling those normally used on U.S. Government-owned vehicles, and markings that might associate a POV with a foreign government, are prohibited.

b. After-market reflectorized paintings or markings may be used only on the rear of a POV.

### **C-11. LIGHTS**

a. Installed and required lights specified in this paragraph must work properly. Optional lights offered by the manufacturer are not required to be operational. Exterior lights with broken or missing lenses are not considered as working properly. Lenses with small cracks will not be considered broken. A cracked tinted lens (for example, taillight, turn signal) allowing emission of white light is—

(1) Not considered acceptable on vehicles manufactured with European specifications.

(2) Acceptable on vehicles manufactured with DOT specifications if the glass has been glued properly, the owner has proof that the part is on order, and the repair will be made within 60 days.

b. Headlights (high and low beams) must be adjusted so that the light pattern strikes the mechanical headlight-alignment device or alignment board within the specified range. Tinted headlight lenses (for example, yellow lenses commonly used in France (not to be confused with factory-installed foglights mounted next to headlights)) are prohibited. Foglights installed as headlights are not authorized. Unsealed headlights corroded to an extent that the emission of light is insufficient are not acceptable.

c. Foglights are not required. If foglights are mounted, they should be installed only to operate with low-beam headlights. POVs with foglights that operate with high-beam headlights or that are not operational will not be rejected, nor will the POV owner be required to have the wiring altered. The owner will be advised, however, that nonoperational foglights and foglights with high-beam headlights violate German law.

d. An installed rear foglight (red)—

(1) Must be mounted on the left rear of the POV, separated by at least 4 inches (100 millimeters (mm)) from the taillights.

(2) Must be mounted so that the upper edge of the light emission surface is no more than 32 inches (800 mm) above the road surface.

(3) Should be capable of being turned on by a separate switch and have an indicator light inside the vehicle that remains on while the rear foglight is on.

e. Class 3 POVs must have two or more taillights and stoplights. Taillights must emit a red light visible from 100 feet (30 meters) in sunlight. Stoplights must emit a red light visible from 500 feet (150 meters) in normal sunlight. Class 1, 1b, 4, and 5 POVs (app I) must have at least one taillight and stoplight that comply with the requirements for class 3 POVs.

f. A taillight or separate lamp must light up the rear license plate and make it clearly legible from 82 feet (25 meters). This light must be wired to work when headlights or parking lights are on. All lamps must work.

g. Backup lights, if installed, must be operational and function only when the transmission is in reverse gear.

h. POVs (except for class 4 and 5 vehicles with an engine capacity of 50 cubic centimeters (cc) or less) must be equipped with directional signals as part of the lighting system. Directional lights, light indicators, switches, flashers, and wiring must be operational. The external directional lights must be positioned to be visible for at least 100 feet (30 meters) in normal daylight to the front and rear of the POV.

i. The four-way flasher system (hazard lights) on POVs with more than two wheels (except motorcycles with sidecars) must be operational. The hazard light must operate with the ignition on or off, be able to be turned on and off from inside the vehicle, and have an indicator light inside the vehicle to alert the POV operator that the system is on. The four lights must flash at the same time 60 to 120 times per minute.

j. Installing any of the following types of lighting is prohibited:

(1) White, amber, or any other color lights behind the grill for the purpose of lighting up the grill.

(2) Lights in the wheelwells, under fenders, or behind the tires.

(3) Additional lighting in or around the vehicle windshield, windows, or rear window that does not enhance vehicle safety. Vehicles must not have more than two original or additional stoplights affixed in the rear window.

(4) Decorative lighting around the license plate.

## **C-12. REFLECTORS**

a. All POVs and trailers must be equipped with at least two rear red reflectors.

b. Motorcycles and motorscooters must be equipped with at least one rear red reflector.

c. Reflectors required by a or b above may be attached separately or combined with taillights.

### **C-13. GLASS**

a. POVs must be equipped with safety glass, except when Plexiglas is used by the vehicle manufacturer. For the purposes of this appendix, safety glass is glass treated or combined with other materials to reduce the likelihood of injury.

b. Vehicle glass must not have breaks. Glass in the front, rear, and side windows directly to the right or left of the driver must not have cracks that impair or distort the driver's vision. The windshield must be free of damage (except for scratches and chips) in that part of the windshield located in the driver's windshield-wiping area. Cracks outside the driver's windshield-wiping area that are over 6 inches (150 mm), star-shaped fractures over 1 inch (25 mm) in diameter, or any condition concerning glass breaks or cracks cited in this paragraph will be determined to obstruct the driver's visibility and will cause the POV to be rejected.

c. Transparent or tinted (after-market) material attached to the rear or side windows to reduce glare must be of a professional nature and must not distort the driver's vision. When after-market material is used on the windshield, it may be placed on the top edge only and must not extend more than 4 inches (100 mm) downward on a horizontal plane from the top where the windshield and car body connect.

d. Decals that distort or impair the driver's view must not be attached to the front, rear, or side windows of the vehicle. Authorized stickers, labels, and decals attached to the windshield must not extend upward into the driver's field of vision.

### **C-14. MIRRORS**

a. Each passenger car must have an inside rearview mirror and an outside rearview mirror of unit magnification on the driver's side. The inside mirror must provide a maximum field of view 200 feet (61 meters) to the rear of the vehicle on a level road surface. The outside mirror must provide the driver with a view of a level road surface extending 8 feet (2.5 meters) out from the tangent plane 35 feet (11 meters) behind the driver's eyes.

b. POVs with inside rearview mirrors that do not meet the field-of-view requirements in a above, or that have tinting material applied on the side or rear windows, must have an outside mirror of unit magnification or a convex mirror installed on the passenger side.

c. The mirror mounting must provide a stable support for the mirror and allow for mirror adjustment by tilting in both the horizontal and vertical directions. Neither the outside mirror nor the mirror mounting may protrude farther than the widest part of the vehicle body except to the extent necessary to produce a field of view meeting or exceeding the requirements in a and b above.

d. A motorcycle must be equipped with two rearview mirrors. Each mirror must be mounted with a stable support so that the horizontal center of the reflective surface is at least 11 inches (275 mm) outward of the longitudinal centerline of the motorcycle. The mirrors must be adjustable by tilting in both the horizontal and vertical directions.

e. Mirrors must not be discolored, cracked, or broken.

### **C-15. WINDSHIELD WIPERS**

a. Windshield wipers must be operational and the wiper blades serviceable to ensure visibility. If installed, defrosters must be functional.

b. Windshield wipers are not to be confused with headlight washers and wipers. POVs that have nonoperational headlight wipers will not be rejected.

### **C-16. HORNS**

POVs must be equipped with horns or other authorized warning devices capable of being heard from at least 200 feet (61 meters) away. The horn must be controlled by a button or other device installed on the steering wheel, unless the POV was equipped differently by the manufacturer.

### **C-17. SPEEDOMETERS**

POV speedometers must be operational. Inspectors will check operation of speedometers during the road test.

## C-18. SEATBELTS

- a. Passenger cars manufactured to U.S. specifications after 1 January 1968 must comply with Federal Standard 208 (49 Code of Federal Regulations). Federal Standard 208 requires a seatbelt for each forward-facing seat position or passive protection at all positions (for example, buses with padded seats).
- b. All vehicles made to foreign specifications or American vehicles made before 1 January 1968 must be equipped with at least a lapbelt for driver and front-seat passenger positions.
- c. If a vehicle is designed and equipped with a customized kit including single point-mounted chairs (“captains chairs”), all of the chairs must be equipped with at least a lapbelt. If a vehicle is equipped with seats (except rotating) not facing the front, no seatbelts are required.

## C-19. STEERING SYSTEMS

**a. Lash or Free Play.** Lash or free play in the steering system must not exceed values shown in table C-1. With the engine running and the wheels in the straight-ahead position, the inspector will turn the steering wheel in one direction until there is a perceptible movement of a front wheel. If a point on the steering-wheel rim moves more than the value shown in table C-1 before perceptible return movement of the wheel under observation, there is excessive lash or free play in the steering system, which will cause the vehicle to be rejected.

<b>Table C-1 Lash or Free-Play Values</b>	
<b>Steering Wheel Diameter (Inches)</b>	<b>Lash (Inches)</b>
16 or less	2
18	2L'
20	2L'
22	2LI

**b. Linkage Play.** Free play in the steering linkage must not exceed one quarter of an inch (6.25 mm). The inspector will—

(1) Elevate the front end of the vehicle to load the ball joints. If the vehicle was manufactured in the United States before 1973 it will be inspected with ball joints unloaded.

(2) Ensure the wheel bearings are correctly adjusted.

(3) Grasp the front and rear of a tire and attempt to turn the tire and wheel assembly left and right. If the free movement at the front or rear tread of the tire exceeds one-quarter of an inch, there is excessive steering linkage play.

**c. Free Turning.** Steering wheels must turn freely through the limit of travel in both directions. The inspector will—

(1) Turn the steering wheel through the limit of travel in both directions.

(2) Feel for binding or jamming in the steering-gear mechanism.

**d. Power-Steering System.** The power-steering system must be operational. The vehicle will not be rejected for cracked or slipping belts; however, the POV owner will be told to correct the deficiency.

**e. Miscellaneous.** The POV will be rejected when—

(1) Tie-rod steering-arm assemblies (steering arms, idler arms, drag links), ball joints, and kingpins have excessive play or are damaged or worn.

- (2) The rear axle is bent or the wheels are positioned improperly or not aligned with the axles.

## **C-20. SHOCK ABSORBERS AND SPRINGS**

- a. Installation of automatic level control, air or gas shock absorbers, or coil spring airbags is authorized if it does not change the handling characteristics of the vehicle.
- b. Shock-absorber mountings, shackles, and U-bolts must be attached securely. Inspectors will—
  - (1) Examine shock absorbers for air, gas, or oil leaking from within.
  - (2) With the vehicle on a level surface, push down on one end of the vehicle and release and note number of cycles of free rocking motion. Vehicles may not rock more than two cycles.
  - (3) Repeat process ((2) above) at other end of the vehicle.
- c. Shock absorbers that fail to meet the criteria in b above will be considered defective and the POV will be rejected.
- d. Leaf and coil springs, shackles, and U-bolts must be attached securely. They must not be broken, modified, or extended above the vehicle manufacturer's design height. Spacers, if installed, must be installed on both front springs, both rear springs, or all four springs.

## **C-21. BRAKES**

- a. Compliance with one of the performance criteria in (1) or (2) below for service brakes will satisfy the requirements of this paragraph. Brake-test machines will be used where available and operational. When brake-test machines are not available or operational, a road test will be conducted.

**NOTE:** Tire inflation pressure should be within the limits recommended by the tire manufacturer before either the brake-machine test or road test is conducted.

**(1) Brake-Machine Test (Roller-Type or Drive-On Platform).** The force applied by the brake on a front wheel must not differ by more than the percentage of the force applied by the brake on the other front wheel according to the test equipment manufacturer's specifications. The same criterion applies to rear wheels.

**(2) Road Test.** The road test will be conducted on a level (not to exceed plus or minus 1 percent grade), dry, smooth, hard-surfaced road that is free from loose material, oil, or grease. The test is restricted to a designated area in the vicinity of the inspection station. Refusal of the POV owner to permit a road test of the POV will result in the immediate termination of the inspection. The service brake will be applied and the vehicle will be brought to a stop as specified in (a) or (b) below.

(a) Vehicles with a gross vehicle weight rating (GVWR) of 10,000 pounds (4,500 kilograms) or less: The service brake system must stop the vehicle in a distance of 25 feet (7.6 meters) or less from a speed of 20 mph (32 kilometers per hour (kph)) without leaving a 12-foot (3.7 meters) wide lane.

(b) Vehicles with a GVWR of more than 10,000 pounds (4,500 kilograms): The service brake system must stop single-unit vehicles, except truck-tractors, in a distance of not more than 35 feet (10.6 meters), and combination vehicles and truck-tractors in a distance of not more than 40 feet (12 meters), from a speed of 20 mph (32 kph) without leaving a 12-foot (3.7 meters) wide lane.

- b. Inspectors will inspect front brake hoses and brake lines through all wheel positions from full left to full right for defects. Brake lines must not be cracked, chafed, corroded, cut, badly rusted or worn, or flattened. Any of these conditions could result in brake failure and will cause the POV to be rejected.

- c. The master brake cylinder and wheels will be examined for signs of brake-fluid leakage. Brake-fluid leakage could result in brake failure and will cause the POV to be rejected.

d. When the brake pedal is fully depressed, the distance that the pedal has traveled from its free position must not be greater than 80 percent of the total distance from its free position to the floorboard, or to any other object that restricts pedal travel.

e. The main purpose of the parking (hand) brake is to hold the vehicle in a stationary position while it is parked. If tested on the brake-test machine, the applied force variance will not cause the POV to be rejected. Application of the parking (hand) brake must prevent the vehicle from rolling on a 6-degree incline.

f. Motorcycles must have a split-service brake system or two independently activated service brake systems. Motorcycle-brake tests will be conducted by the owner under the supervision of the POV inspector (a(2) above).

## **C-22. TIRES AND RIMS**

a. The tread depth of the vehicle tires must be at least 1/16 of an inch (1.6 mm). Inspectors will use a tread-depth gauge at any two adjacent major grooves at three areas spaced approximately equally around the outside of the tire. If at any point the tire tread is less than 1/16 of an inch (1.6 mm), the tire is excessively worn. Tires must be free from chunking, breaks, bumps, knots, or bulges showing cord or tread separation from the casing or other adjacent materials. The use of regrooved tires is prohibited. Tire cords or belting materials must not be exposed to the naked eye or when cuts or abrasions on the tire are probed.

b. Spare tires, including emergency space-saving tires, will be subject to inspection. Any condition likely to cause injuries to personnel or faulty component parts (for example, excessively worn tires, deeply cut or exposed cords, cracked rubber, flat tire, missing spare tire) will be grounds to fail the POV during the inspection. POV owners must be advised that if they have a defective spare tire or missing spare tire while traveling on the autobahn, they will be in violation of German traffic law and could be fined. Newer-model POVs with no-flat safety, self-inflating tires that do not come equipped with a spare tire are exempt from this requirement.

c. Two snow-tires on the drive axle and two summer tires on the other axle are authorized if all four tires are radial or all four tires are bias-ply.

d. POVs with tires that extend beyond the outermost portion of the fender well when viewed from above are not authorized.

e. Studded tires are prohibited in Germany.

f. Tires and rims other than the size recommended by the manufacturer will not cause the POV to be rejected if they do not compromise safety. Speed-rated tires are not required.

g. A tire rim (wheel or disc) must have no visible cracks, elongated bolt holes, or indication of repair by welding. Wheel nuts and bolts must be in place and tight.

## **C-23. EXHAUST LINE**

a. The exhaust system will be secured tightly and free of leaks. Tailpipes must extend behind the rear wheels or beyond the side edge or rear of the vehicle body unless prevented by the manufacturer's specifications.

b. Muffler cutouts and other similar devices that are not factory-installed (including fiberglass-packed, straight-through mufflers) that permit passage of excessive noise are prohibited. Muffler replacements will be similar to the manufacturer's specifications and will not be loud.

c. The POV may be rejected if it emits excessive smoke.

d. All parts of the exhaust line will be strong enough to resist normal hand pressure applied by the inspector.

## **C-24. FUEL TANKS AND LINERS**

Fuel tanks will be DOT-approved or an equivalent design and permanently attached to POVs. The fuel tank filling spout will be closed by a cap of noncombustible material. POVs with a missing fuel-tank cap or fuel leaks will be rejected.

## **C-25. MOTORCYCLES**

Inspectors will reject motorcycles that have been altered to change the center of gravity or wheelbase from that established by the manufacturer. Motorcycles with alterations hazardous to other highway users (for example, missing chain-guards or fenders) will be rejected.

## **C-26. TRAILER-TOWING VEHICLES**

a. Trailer-towing vehicles must be equipped with—

(1) Electrical receptacles for connecting trailer lights (taillights, directional lights, and stoplights). This does not apply to class 1, 1b, 4, and 5 vehicles when the taillights, directional lights, and stoplights of the towing vehicle can be clearly seen over the towed trailer from the distances specified in paragraph C-11.

(2) Two outside rearview mirrors.

b. Commercially designed trailer hitches will be attached to the vehicle framework for vehicles towing trailers with a gross weight (trailer weight including load) of more than 2,000 pounds (900 kilograms). The hitches will be attached to the vehicle according to the manufacturer's specifications.

## **C-27. TRAILERS**

a. Commercially manufactured and homemade trailers will be registered. For homemade trailer frames, the shape of the metal frame structural parts must be U, I, L, or box. The frame must support the intended load without bending or swaying. Commercial axles and suspension-system components capable of supporting loaded trailers will be used. The suspension system must support the intended load without swaying or dipping.

b. Trailer wheels will be covered or equipped with fenders that prevent trailer tires from throwing objects into the path of following vehicles.

c. Trailer taillights, directional lights, stoplights, and reflectors will meet the same requirements as those for the towing vehicle. This does not apply to trailers towed by class 1, 1b, 4, and 5 vehicles when the taillights, directional lights, and stoplights of the towing vehicle can be clearly seen over the towed trailer from the distances specified in paragraph C-11.

d. The owner is responsible for the strength of all welds and bolts used for attachments on homemade trailers. All nuts must be secured with lock washers or cotter keys.

e. The trailer hitch or coupling will be of commercial make.

f. Trailers with commercial tandem axles are acceptable.

g. A safety chain or cable is required to restrain the trailer in the event it detaches from the towing vehicle.

h. Brakes are required on trailers when the gross weight exceeds 1,650 pounds (750 kilograms) or one-half of the weight of the towing vehicle. The owner may be required to provide verified written proof of gross weight. Trailers that exceed 1,650 pounds (750 kilograms) gross weight will be equipped with brakes and a safety chain or cable that would (if the trailer became detached)—

(1) Restrain the trailer.

(2) Function to engage the brakes.

i. A trailer brought in for inspection will be accompanied by the vehicle that will tow it. This will allow the inspector to check for proper connections, mountings, and compatibility.

## **APPENDIX D**

### **INTERNAL CONTROLS, REVIEWS, AND AUDITS**

#### **D-1. PURPOSE**

This appendix prescribes the essential elements of internal controls for driver testing and field registration stations.

#### **D-2. APPLICABILITY**

This appendix applies to all Army and Air Force driver testing and field registration stations.

#### **D-3. RESPONSIBILITIES**

Area support group (ASG), base support battalion (BSB), and base support group (BSG) (USAFE) commanders will—

- a. Set up an adequate system for internal controls.
- b. Provide supervision to ensure the continued operation of internal controls.
- c. Review, evaluate, and update the internal control system to ensure its adequacy.

#### **D-4. OBJECTIVES**

- a. Internal controls make up the plan of an organization and methods and measures adopted within an organization to—
  - (1) Safeguard its assets and information.
  - (2) Check the accuracy and reliability of its accounting and management information.
  - (3) Promote operational efficiency.
  - (4) Encourage adherence to prescribed managerial policy, laws, and regulations.
- b. No amount of internal controls can absolutely prevent fraud and wrongdoing. An effective internal control system will produce an environment that ensures—
  - (1) Prescribed procedures are carried out.
  - (2) Changes in operating conditions are recognized.
  - (3) Corrective actions are taken when the system breaks down.

#### **D-5. FIELD REGISTRATION STATIONS (FRS)**

- a. Inspections will be conducted according to the basic regulation, paragraphs 1-4c(1) and (5).
- b. The internal control system and application will be examined annually during the technical inspections.
- c. If an inspector detects fraud, mismanagement, or wrongdoing while inspecting FRS operations, the USAREUR Registrar will be notified immediately. The USAREUR Registrar will send a written notice to the station commander through the ASG, BSB, or BSG (USAFE) commander that deficiencies must be corrected within 60 days or the station's operational certification will be withdrawn.
- d. Within 60 days after receiving the written notice (c above), the ASG, BSB, or BSG (USAFE) commander will—
  - (1) Evaluate the findings and recommendations reported by the inspectors.
  - (2) Determine proper action in response to inspector findings and recommendations.
  - (3) Complete actions to correct or resolve matters.

e. If deficiencies exist after re-inspection, the FRS operational certification will be withdrawn.

#### **D-6. INTERNAL CONTROL STANDARDS**

ASG, BSB, or BSG (USAFE) commanders will ensure—

a. All sensitive items (for example, license plates, validating stamps, testing material, documents, and decals) are—

(1) Inventoried and reconciled monthly.

(2) Accounted for at all times.

(3) Secured in a locked container after duty hours.

(4) Issued only with properly documented transactions and a receipt of fees (where applicable).

(5) Inventoried each year by a disinterested person in grade E7 or above.

b. Applications are completed and processed according to this regulation. The POV registration must be computer-generated, not handwritten or typewritten.

c. The daily fees will be included with the automated AE Form 190-1AB-R (Community Daily Activity Report) and sent to the USAREUR Registry of Motor Vehicles (RMV) daily.

d. USAREUR POV driver tests are administered properly.

e. Applications and associated documents are sent to the USAREUR RMV daily.

f. Information protected under the Privacy Act is released only to authorized persons.

g. Certificates of destruction are prepared and verified monthly.

## **APPENDIX E**

### **PROCEDURES FOR DISPOSING OF UNWANTED POVs**

#### **E-1. APPLICABILITY**

The policy and procedures in this appendix apply only to USAREUR units in Germany. USAFE Supplement 1 to Air Force Instruction 31-204 provides policy and procedures for Air Force units.

#### **E-2. POLICY**

a. USAREUR-registered privately owned vehicles (POVs) will be properly disposed of before the owner leaves Germany. This may be done in any of the following ways:

- (1) Export (ship) the POV at Government or personal expense.
- (2) Sell or give the POV to another person with Status of Forces Agreement (SOFA) tax and customs privileges.
- (3) Sell or give the POV to a person without SOFA tax and customs privileges after settlement of German tax or customs liabilities.
- (4) Donate the POV to the local morale, welfare, and recreation (MWR) fund using AE Form 190-1Z-R (Certification of Release/Donation of POV). The MWR approving official accepts POVs on an individual basis.
- (5) Appoint an agent by using AE Form 190-1AD-R (Special Power of Attorney to Operate, Register, Sell, or Otherwise Dispose of a Privately Owned Vehicle (POV) exercise any of the options in a(1) through (4) above after the owner leaves. Only the field registration station is authorized to complete AE Form 190-1AD. Procedures for disposition of the POV by an agent are in this regulation, paragraph 3-22.

b. The POV must be operational (not registered as nonoperational) to be eligible for a(2) above.

c. Registrants will properly dispose of their POVs before leaving Germany. POVs will not be abandoned. The registrant is responsible for delivering the POV to the appropriate person or facility when donating it. Abandoning a POV violates German law, this regulation, and UR 600-1. Vehicle abandonment is punishable under the Uniform Code of Military Justice (UCMJ) and may serve as the basis for adverse administrative action. Registrants will clear POVs before departure according to the guidance in the basic regulation, paragraph 3-21.

d. If a registrant fails to dispose of a POV properly before departing, the ASG, BSB, or BSG (USAFE) commander will process the vehicle according to paragraph E-5.

#### **E-3. RESPONSIBILITIES**

a. **ASG, BSB, and BSG (USAFE) Commanders.** ASG, BSB, and BSG (USAFE) commanders, as applicable, will—

- (1) Ensure community clearance procedures require departing personnel to clear USAREUR-registered POVs according to USAREUR Regulation 612-1 and this regulation.
- (2) Designate a POC for administering a program to dispose of vehicles left in USAREUR by departing personnel.
- (3) Appoint a disposal officer (c below) to process POVs of unknown status according to paragraph E-5.
- (4) Appoint a board of officers (d below) to process POVs determined to be abandoned by the disposal officer according to paragraph E-5d.
- (5) Designate a secure holding lot to store POVs being processed for disposal according to paragraph E-5. If the same agency is responsible for controlling the community nonoperational, impoundment, and holding lots, POVs may be stored in the same secure area as long as they are identified appropriately. MWR stripping lots may not be used as holding lots.

**b. Provost Marshal and Security Police.** Provost marshals and security police will—

- (1) Provide physical security support to holding lots where POVs are stored pending disposition under paragraph E-5.
- (2) Provide information on the last known owners of POVs to the board of officers.
- (3) Prepare DA Forms 3975 (Military Police Report) on POVs moved to holding lots for disposal.

**c. Disposal Officer.** A disposal officer is an officer or noncommissioned officer in the grade of E7 or above, or civilian equivalent, appointed by the ASG, BSB, or BSG (USAFE) commander. Disposal officers will—

- (1) Examine and inventory the condition of each POV entering the holding lot. Photographs of all four sides may be used for this purpose.
- (2) Determine the POV owner's identity and process the POV according to paragraph E-5.
- (3) Act on telephonic requests from lien-holders to delay processing to the Defense Reutilization and Marketing Region-Europe (DRMR-E) fund.
- (4) Maintain records of actions taken on each vehicle for 2 years after disposition.

**d. Board of Officers.** A board of officers will be made up of one or more commissioned officers, noncommissioned officers, or civilian employees appointed by the ASG, BSB, or BSG (USAFE) commander to process disposal of abandoned POVs. According to DOD 4160.21M, the board will—

- (1) Ensure the disposal officer made diligent inquiries to find and locate the owner or the owner's heirs, next of kin, or legal representative.
- (2) Conduct an inventory of the vehicle, including its estimated current fair-market value. The inventory will be made in writing and dated by the board.
- (3) Process the vehicles for DRMR-E disposal according to paragraph E-5d.

#### **E-4. CLEARANCE PROCEDURES**

a. Departing personnel will clear through the field registration stations according to guidance in the basic regulation, paragraph 3-21, and this appendix, E-2a(1) through (4).

b. Departing personnel will provide documentation to prove that their USAREUR-registered POVs have been disposed of using one of the methods in paragraph 4-11, or that an agent has been appointed according to paragraph 3-22.

#### **E-5. PROCEDURES FOR POV DISPOSAL**

Figure E-1 shows POV disposal procedures.

**a. Identification.** If circumstances indicate a POV has been stationary for an extended period or the license plates or other evidence of ownership are missing, persons designated by the community POC for POV disposal will—

- (1) Attach DD Form 2504 (Abandoned Vehicle Notice) to the POV. DD Form 2504 informs the owner that the POV will be towed to a specified holding lot if not moved within 24 hours.
- (2) After 24 hours, complete a condition inventory and move the POV to the community holding lot.
- (3) File a DA Form 3975.

# ABANDONED VEHICLES

Title 10, U.S. Code, Section 2575

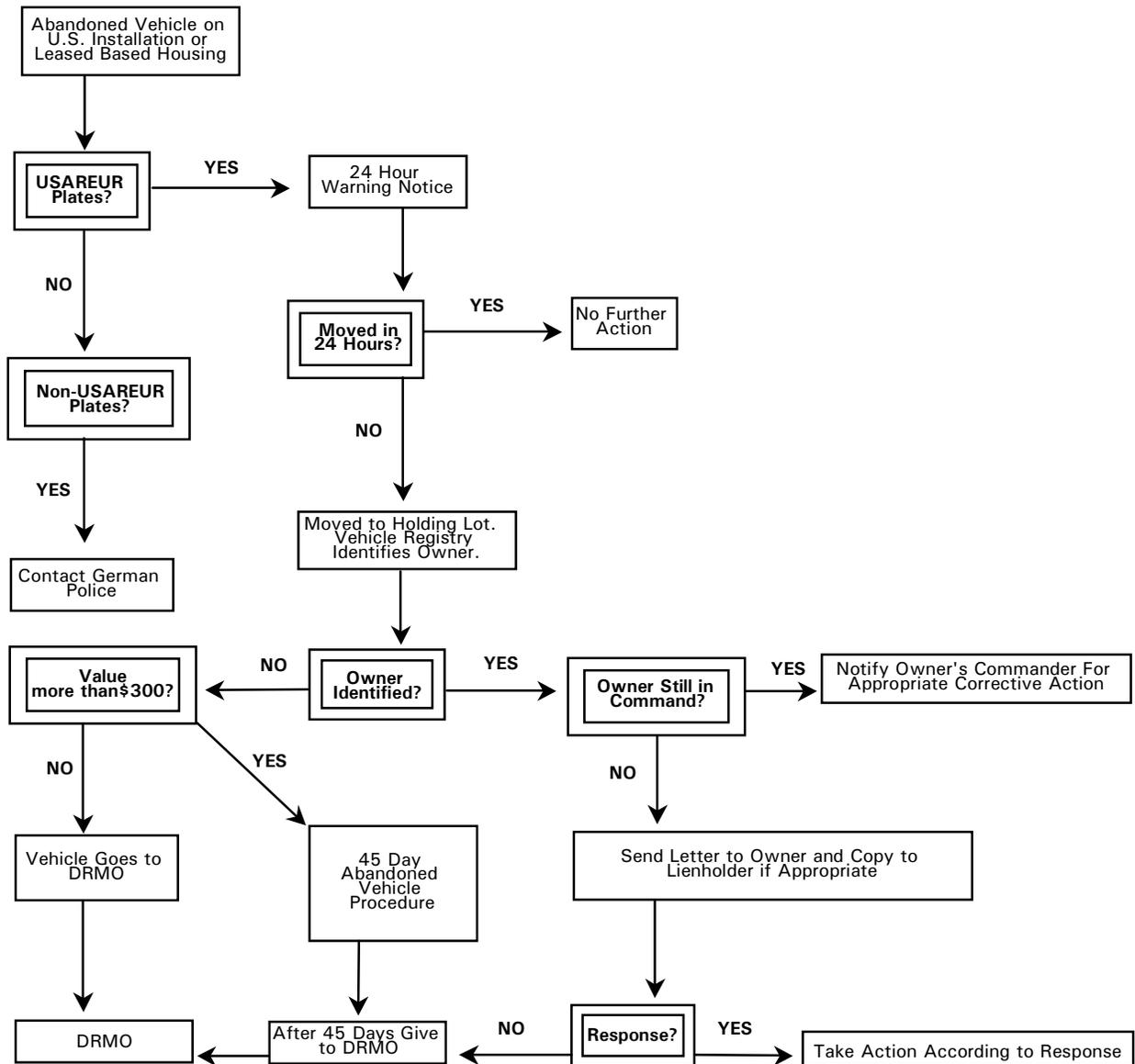


Figure E-1. POV Disposal Procedures

**b. Determining Status and Ownership.** The disposal officer (para E-3c) will do the following for POVs moved to the community holding lot:

(1) Access the Vehicle Registry Information Network (VERINET) by chassis number or, if available, by license number to determine ownership. If VERINET is not available, contact the USAREUR Registry of Motor Vehicles (RMV) with the chassis or license number to determine the identity of the last known registrant.

(2) If the owner or agent is identified, determine—

(a) Owner or agent status and location.

(b) Whether an agent has been appointed to dispose of the vehicle (basic reg, para 3-22).

(c) Whether there is a lien on the vehicle.

**c. Procedures When Owner is Determined.**

**(1) Notification of Owner in the Command.**

(a) If the owner is temporarily absent, do not process the POV for disposal.

(b) If the owner is determined to be in the command, the disposal officer will contact the owner's unit commander and inform the commander that he or she must take administrative actions (basic reg, paras 2-14b(4)(e) and 3-23a(4)) and possibly take punitive actions (USAREUR Reg 600-1) against the owner.

**(2) Notification of Absent Owner.** If the owner is no longer in the command, the disposal officer will notify the owner by certified mail (return-receipt requested) that the POV has been found and will be turned over to the DRMR-E unless other instructions are received within 45 days. Figure E-2 shows the format of the notification letter.

**(3) Notification to Lienholder.** If USAREUR RMV records indicate a lien is on the vehicle of an absent owner, the disposal officer will send a copy of the notification ((2) above) to the lienholder.

**(4) Disposal.**

(a) If no disposition instructions are received from the owner or lienholder within 45 days after the date the notification was mailed, the vehicle will be turned over to the MWR strip-yard. The disposal officer will get a receipt.

(b) If the owner replies with disposition instructions that are permitted by the basic regulation, the vehicle will be disposed of immediately according to those instructions.

(c) If the local directorate of logistics (DOL) disposes the POV, the RMV must be notified of the disposal by informing the RMV of the make, chassis number, color, name of disposal agency and, if known, the license-plate number and name of owner.

**d. Procedures When Owner is Not Determined.** If the disposal officer cannot determine the owner, the POV will be treated as an abandoned vehicle and disposed of according to section 2575, title 10, United States Code and DOD 4160.21M.

(1) If the board of officers (para E-3d) determines the POV fair-market value is under \$300, the POV may be released to DRMR-E for disposal.

(2) If the board of officers determines the POV fair-market value is \$300 or more, the POV must be held for 45 days from the date it was placed in the holding lot. During this time, the board will post a notice of the vehicle's intended disposition in the community bulletin for at least 1 month. At the end of 45 days, the vehicle may be released to the DRMR-E for disposal.

(3) If the local DOL disposes of the POV, the RMV must be notified of the disposal and of the make, chassis number, and color of the POV, the name of disposal agency, and, if known, the license-plate number and name of owner.

**e. Procedures for DRMR-E.**

(1) DRMR-E will first try to dispose of abandoned and unclaimed POVs through onsite sales.

(2) ASGs must provide a military interdepartmental purchase request (MIPR) to cover the disposal costs of POVs that cannot be disposed of through onsite sales.

(a) The cost of disposing of an abandoned POV will come from the ASG base operations supply account.

(b) The cost of disposing an unclaimed POV will come from the operating funds of the unit to which the owner is or was assigned.

(3) Each quarter, ASG commanders will complete AE Form 190-1AH-R (Vehicle Disposal Cost Report) and send it to the Commander, USAREUR/7A, ATTN: AEAGD-TR, Unit 29351, APO AE 09014.

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(Name and address)

1. Our records show that you are the owner of a (describe vehicle, including serial number, motor number, year, make, and any other details considered necessary). This vehicle has been found at (location) and is now in the custody of (name, address, and telephone number of disposal officer).

2. In accordance with USAREUR Regulation 190-1/USNAVEUR Instruction 11240.6K/USAFE Instruction 31-202 and your instructions on AE Form 190-1AA (Application for Motor Vehicle Registration and Allied Transactions), the vehicle described above will be given to the (name of community) morale, welfare, and recreation fund strip lot on (date, not less than 45 days after mailing date of letter).

3. If you desire an alternative disposition, you must notify me no later than (the date specified in the preceding sentence). Only disposition instructions permitted by USAREUR Regulation 190-1/USNAVEUR Instruction 11240.6K/USAFE Instruction 31-202 will be honored. Notification received after the date specified above will be honored only if disposition has not already been made.

4. If there is a lien on this vehicle, it is your responsibility to inform the lienholder of the intended disposition of the vehicle. Requests from lienholders to hold disposal procedures pending repossession will be honored.

(Signature block of disposal officer)

copy furnished:  
(lienholder, if appropriate)

---

**\*Figure E-2. Format for Notification Letter to the Owner of a Found POV**  
**\*This format will be used only as a guide and will not be printed, reproduced, or stocked.**

## **E-6. REPOSSESSION BY LIENHOLDER**

a. When repossessing an abandoned POV, the lienholder must—

(1) Provide evidence of ownership to the U.S. releasing authority.

(2) Send written notification of repossession to the Registrar, Registry of Motor Vehicle, USAREUR, Unit 29230, APO AE 09102, with the name of the person who had the loan and the circumstances of the POV's abandonment.

b. U.S. financial institutions operating in Germany must register repossessed POVs in USAREUR immediately on repossession.

c. Lienholders who are not eligible to register POVs with USAREUR must comply with customs-clearance requirements. Before transfer or disposal, the USAREUR license plates and all U.S. Forces decals will be removed and turned in to the local field registration, MP, or SP station.

**APPENDIX F**  
**SUMMARY OF RESPONSIBILITIES FOR COMMANDERS AND SUPERVISORS**

Table F-1 summarizes responsibilities for commanders and supervisors with subordinates who have AE Form 190-1F (USAREUR Certificate of License/The United States Forces in Germany) or AE Form 190-1A (USAREUR POV Registration/Title Certificate). This summary does not relieve commanders and supervisors of the need to establish specific administrative procedures to ensure actions are carried out properly. Throughout this appendix, the USAREUR Registrar, Registry of Motor Vehicles, is referred to as the Registrar.

<b>Table F-1</b>	
<b>Commander and Supervisor Responsibilities</b>	
<b>Responsibility</b>	<b>Paragraph</b>
Confiscate the USAREUR certificate of license and send it through the area support group or base support battalion provost marshal or chief, security police, to the registrar when a subordinate's driving privileges are suspended or revoked by the registrar.	2-17b and c
Take appropriate corrective action when a subordinate fails to comply with this regulation.	1-4h, 2-12b
Ensure that a subordinate does not operate a POV when his or her POV registration has been canceled. Remove canceled license plates from the POV and return them to the Registrar.	3-11, 3-12
Advise the suspending authority when a subordinate has accumulated 12 or more traffic points in 1 year or 18 points in 2 years.	2-14b(4)(c)
Approve applications for racing vehicles (AE Form 190-1AA (Application for Motor Vehicle Registration and Allied Transactions)) regardless of an applicant's rank or grade.	3-24a(1)
Notify the Registrar when a subordinate's USAREUR POV driving privileges have been suspended or revoked.	2-17b
Ensure that first-line supervisors or platoon sergeants visually inspect the POVs of subordinates at least every 180 days and that identified deficiencies are corrected.	3-3c
Maintain a DA Form 3626 (Vehicle Registration/Driver Record) for each subordinate holding a valid USAREUR certificate of license and POV registration.	2-22
Counsel and provide a written statement for a subordinate who has been declared ineligible for a USAREUR certificate of license or whose driving privileges have been suspended or revoked.	2-12b
Ensure that subordinates—	
a. Have proof of ownership and valid insurance when applying for POV registration.	3-5
b. Maintain proper registration and insurance on POVs.	3-5
c. Possess a valid USAREUR certificate of license for the class of POV registered (except nonoperational).	2-1b
d. Notify the Registrar when personal or vehicle information change.	2-8, 3-13
e. Provide satisfactory evidence of proper clearance for their POVs.	3-21
f. Properly display USAREUR POV license plates.	3-18
g. Have their POVs inspected once a year and when it is determined that the POVs do not meet standards.	Para 3-3, app C
h. Promptly and properly dispose of unwanted POVs.	App E

**APPENDIX G  
SUMMARY OF SUSPENDING, REVOKING, AND APPELLATE AUTHORITY RESPONSIBILITIES**

**G-1. GENERAL**

a. USAFE personnel will refer to Air Force Instruction 31-204 for actions requiring administrative due process.

b. Tables G-1 through G-3 list responsibilities prescribed in the basic regulation. Suspending, revoking, and appellate authorities may base their programs on the guidance in this appendix. This appendix is not intended to relieve authorities of the need to establish specific administrative procedures to ensure responsibilities are carried out properly. The position of the suspending, revoking, or appellate authority must be as close as possible in the chain of command to the licensee. The glossary defines suspending, revoking, and appellate authorities.

**G-2. SUSPENDING AUTHORITY**

Table G-1 lists actions to be taken by suspending authorities.

**G-3. REVOKING AUTHORITY**

Table G-2 lists actions to be taken by revoking authorities.

**G-4. APPELLATE AUTHORITY**

Table G-3 lists actions to be taken by appellate authorities.

<b>Table G-1 Suspending Authority Responsibilities</b>	
<b>Responsibility</b>	<b>Paragraph</b>
Investigate accidents or incidents of misconduct and suspend driving privileges when appropriate.	2-14
The following are the two categories of suspensions.	
a. Discretionary.	
(1) Suspend for appropriate period of time.	2-14a
(2) Suspend for periods not to exceed 180 days or 1 year.	2-14a(2) and (3)
b. Mandatory. Suspend for periods of 7, 30, 90, or 180 days.	2-14b
Review rebuttals and notify the USAREUR Registry of Motor Vehicles if appropriate.	2-18
Review licensee appeals to adverse actions and send rebuttals to the revoking authority.	2-12b, 2-18, 2-19
Assess traffic points.	2-21
Withdraw registration privileges.	3-23

<b>Table G-2 Revoking Authority Responsibilities</b>	
<b>Responsibility</b>	<b>Paragraph</b>
Declare a person ineligible for an AE Form 190-1F (USAREUR Certificate of License/The United States Forces in Germany) for the period of time noted for offenses.	2-13a and b
Revoke driving privileges indefinitely, with petition to reinstate authorized only after—	
a. 1 year.	2-15a
b. 5 years.	2-15b
Review adverse actions against personnel in the revoking authority’s chain of command. If adverse action is taken, DD Form 1408 (Armed Forces Traffic Ticket), DA Form 4833 (Commander’s Report of Disciplinary or Administrative Action), AE Form 190-1K (Report of Administrative Action) must be completed, signed, and sent through the local provost marshal or chief, security police, to the USAREUR Registry of Motor Vehicles.	2-12b, 2-17
Review petitions for reinstatement of revoked USAREUR certificates of license.	2-20

<b>Table G-3 Appellate Authority Responsibilities</b>	
<b>Responsibility</b>	<b>Paragraph</b>
Establish, with the revoking and suspending authorities, administrative procedures for ensuring appropriate action is taken against violators of this regulation.	1-4f
Rule on appeals of adverse actions taken by revoking authorities.	2-19
Advise licensees whose driving privileges have been either suspended or revoked, based on the action or request of civil authorities, that such decisions are final.	2-16
Rule on appeals of actions to withdraw registration privileges.	3-23c

**APPENDIX H**  
**SUMMARY OF RESPONSIBILITIES FOR PROVOST MARSHALS AND SECURITY POLICE CHIEFS**

Table H-1 summarizes responsibilities of provost marshals and chiefs of security police.

<b>Table H-1</b>	
<b>Provost Marshal and Chief, Security Police, Responsibilities</b>	
<b>Responsibility</b>	<b>Paragraph</b>
Assess traffic points when a response is not received from a commander or supervisor within 60 calendar days after receipt of DD Form 1408 (Armed Forces Traffic Ticket), DA Form 3946 (Military Police Traffic Accident Report), or DA Form 3975 (Military Police Report).	2-17b, 2-22b
Confiscate an individual's AE Forms 190-1F (USAREUR Certificate of License/The United States Forces in Germany) at the time of detention or apprehension for operating a privately owned vehicle (POV) with a breath- and blood-alcohol content (BAC) over 0.5 milligram (0.05 g/100 ml) alcohol to 1.0 milliliter (0.10 g/100 ml) of whole blood/breath or for refusing to submit to a chemical test. Confiscated licenses will be turned over immediately to the person's commander pending resolution.	2-14, 2-15
Review DD Form 1408, DA Form 4833 (Commander's Report of Disciplinary or Administrative Action), or AE Form 190-1K (Report of Administrative Action) (Air Force personnel) for appropriateness and send completed forms to the USAREUR Registry of Motor Vehicles.	2-17b
Monitor hours of operation for people with restricted driving privileges.	2-20c
Deny operational registration privileges up to 60 days when-	
a. Temporary plates are not returned on the specified date.	3-7e
b. Permanent plates issued on a 5-day basis through the inland POV processing or field registration station are not returned on the specified date.	3-14a(3)
Confiscate license plates on notification of a report that the POV registration has been canceled because of lack of third-party-liability insurance.	3-12c
Act on reports of lost, stolen, or recovered POV or license plates.	App J
Remove license plates that are defaced, altered, or forged.	3-18

## **APPENDIX I**

### **USAREUR CERTIFICATE OF LICENSE AND MOTOR VEHICLE CLASSIFICATION SUMMARY**

#### **I-1. GENERAL**

This appendix lists requirements for the different classes of privately owned vehicles (POVs). Persons with a suspended or revoked AE Form 190-1F (USAREUR Certificate of License/The United States Forces in Germany) will not operate any class of vehicle until their suspended or revoked license is reinstated.

#### **I-2. CLASSES OF VEHICLES**

Vehicle classes are defined as follows:

- a. Class 1.** Motorcycle, with or without sidecar. Engine capacity exceeding 250 cubic centimeters (cc).
- b. Class 1a.** Motorcycle. Engine capacity between 80 cc and 250 cc and not more than 20 kilowatts.
- c. Class 1b.** Motorcycle. Engine capacity less than 80 cc. Speed 51 to 79 kilometers per hour (kph) (32 to 50 miles per hour (mph)).
- d. Class 2.** Vehicles with more than eight seats (except for drivers seat); trucks and POVs with trailers weighing more than 7.5 tons or having more than 3 axles (under German law, trailer axles not more than 1 meter apart are considered one axle).
- e. Class 3.** All vehicles other than classes 1, 1a, 1b, 2, 4, and 5.
- f. Class 4.** Motorcycle. Engine capacity less than 50 cc. Speed not exceeding 50 kph (32 mph).
- g. Class 5.** Motorcycle. Engine capacity less than 50 cc. Speed not exceeding 25 kph (16 mph).

### I-3. REQUIREMENTS FOR USAREUR CERTIFICATE OF LICENSE

Table I-1 lists classes of vehicles and requirements for obtaining a USAREUR certificate of license.

<b>Table I-1 USAREUR Certificate of License Requirements</b>							
<b>Class</b>	<b>Class 1 (note 1)</b>	<b>Class 1a (note 1)</b>	<b>Class 1b (notes 1, 2, &amp; 8)</b>	<b>Class 2 (note 1)</b>	<b>Class 3 (note 1)</b>	<b>Class 4 (note 2)</b>	<b>Class 5 (note 2)</b>
Minimum age to operate (note 3)	18 years	18 years	16 years	21 years	18 years	16 years	15 years
USAREUR certificate of license required	Yes (note 4)	Yes (note 4)	Yes (note 4)	Yes	Yes	Yes (note 4)	Yes
USAREUR registration required (AE Form 190-1A (USAREUR POV Registration/Title Certificate))	Yes	Yes	Yes	Yes	Yes	No (note 5)	No (note 5)
USAREUR license plates required	Yes	Yes	Yes	Yes	Yes	No (note 6)	No (note 6)
Insurance plates required	NA	NA	NA	NA	NA	Yes (note 5)	Yes (note 5)
Protective helmets/eye protection required (note 7)	Yes	Yes	Yes	NA	NA	Yes	Yes

**NOTES:** 1. Family members may register class 1, 1a, 1b, 2, and 3 vehicles with German or USAREUR authorities. Family members who choose to register a POV with German authorities may obtain a German driver's license if they desire.

2. Mopeds may be classified as either class 1b, 4, or 5, depending on the motor size or speed capacity.

3. The minimum age to obtain a USAREUR certificate of license is—

- 15 years for class 5.
- 16 years for classes 1b and 4.
- 18 years for class 1 and 1a.
- 18 years for class 3 (unless the applicant has a valid country or state drivers license for class 3, in which case the minimum age is 17 years).
- 21 years for class 2.

4. People with a class 1, 1a, or 1b license may operate class 4 and 5 vehicles. People with class 4 licenses may operate class 5 vehicles. Proof of having attended the USAREUR motorcycle orientation course and, if required, German certification for Army military and civilian personnel and their family members, is a prerequisite to obtaining a USAREUR certificate of license for this class.

5. Registration documents are prepared and provided by German insurance companies.

6. People with class 4 and 5 vehicles will have them mechanically inspected at a USAREUR POV inspection station and have AE Form 190-II (Vehicle Mechanical Safety Inspection Record (Motorized Two Wheeled Vehicles)) in their possession when operating the vehicle.

7. Approved motorcycle protective equipment is defined in the glossary.

8. Individuals under 25 years old applying for a German class 1a license must wait 2 years before they can progress to a class 1 license. Individuals must show proof of having operated a class 1b motorcycle for 4,000 kilometers.

**APPENDIX J**  
**REPORTING LOST, STOLEN, OR RECOVERED POVs AND LICENSE PLATES**

**J-1. GENERAL**

This appendix prescribes procedures for—

- a. Receiving and recording lost, stolen, or recovered privately owned vehicles (POVs) and license plates.
- b. Informing applicable agencies of action in a above.

**J-2. PROCEDURES**

- a. If a POV or one or both license plates are lost, stolen, or recovered, the owner will immediately report to the nearest military police (MP) or security police (SP) station. POVs in nonoperational status will be reported by chassis number.
- b. When MP or SP stations are not near the scene of the incident, the owner will notify local civilian authorities. The owner will report the incident to the nearest MP or SP station within 24 hours of returning to his or her duty station.
- c. The MP or SP will report thefts and losses by filling out AE Form 190-45A (Report of Stolen/Lost/Recovered Vehicle/License Plates). AE Form 190-45A will be kept in the local files. A copy will be immediately carried to the nearest German police station or given to an attached German police liaison officer, if available.
- d. The MP and SP will immediately use the USAREUR Vehicle Registration Hotline (DSN 386-7299) to report the information on AE Form 190-45A when lost, stolen, or recovered POV or license plates are reported.

**J-3. RECOVERED VEHICLES AND LICENSE PLATES**

- a. Recovered vehicles and license plates will be reported the same way as lost or stolen vehicles and license plates.
- b. License plates (if any) remaining on a recovered vehicle will be turned in immediately to the local field registration station or the nearest MP or SP station. After notifying the MP or SP, the owner must apply for replacement of USAREUR plates through the community or field registration station (basic reg, para 3-16a).
- c. Recovered license plates that have been reported as lost or stolen will be returned to the USAREUR Registry of Motor Vehicles for destruction and will not be reissued.

**APPENDIX K**  
**USAREUR TRAFFIC CODE FOR INSTALLATIONS IN GERMANY**

**SECTION I**  
**GENERAL**

**K-1. PURPOSE**

This appendix regulates activities of drivers and pedestrians who are under Commanding General, USAREUR/7A, jurisdiction while driving on USAREUR installations. This appendix does not supersede German law or other directives (for example, safety regulations or installation traffic codes), which may be more restrictive.

**K-2. RESPONSIBILITIES**

Commanders will ensure that personnel subject to this regulation follow its requirements and prohibitions.

**SECTION II**  
**RULES OF THE ROAD**

**K-3. TRAFFIC CONTROL DEVICES**

- a. Drivers will obey traffic-control devices, unless traffic authorities direct otherwise.
- b. Enforcement action will not be taken against an alleged violator if an official traffic-control device is not in proper position and is not sufficiently visible to the driver.
- c. When official traffic-control devices are placed according to this or other governing regulations, such devices will be presumed to have been placed at the direction of proper authorities.

**K-4. LANE POSITIONING**

- a. Drivers will drive only on the right-hand side of divided roads unless traffic-control devices or traffic authorities direct otherwise.
- b. On roads that are wide enough, drivers will drive vehicles on the right half of the road, except when—
  - (1) Passing a vehicle traveling in the same direction (paras K-5 and 6).
  - (2) An obstruction makes it necessary to drive to the left of the center of the road. Drivers will yield the right-of-way to vehicles traveling in the proper direction on the unobstructed portion of the road.
  - (3) The road is divided into three marked lanes for traffic. When driving on three-lane roads, drivers will follow the guidance in USAREUR Pamphlet 190-34, paragraph 7b.
  - (4) The road is restricted to one-way traffic.
- c. Vehicles traveling slower than the normal speed of traffic will be driven in the right-hand lane. Exceptions are when—
  - (1) Overtaking and passing another vehicle moving in the same direction.
  - (2) Turning left at an intersection or into an alley or driveway.
- d. On roads having four or more lanes with two-way traffic, vehicles will not—
  - (1) Be driven to the left of the center line unless—
    - (a) Authorized by traffic control devices.
    - (b) Permitted by paragraph K-5.

- (2) Impede the normal flow of traffic by traveling side-by-side in adjacent lanes, unless required by congested traffic.

## **K-5. PASSING**

**a. General Guidance.** The following rules apply to drivers who are passing other vehicles moving in the same direction:

- (1) The driver of the passing vehicle will pass to the left at a safe distance from the vehicle being passed. The driver of the passing vehicle will not return to the right side of the road until the passing vehicle is clear of the overtaken vehicle.

- (2) The driver of an overtaken vehicle will—

- (a) Give the overtaking vehicle room to pass.

- (b) Not increase speed until the passing vehicle has completely passed (unless passing on the right is permitted).

- (3) Drivers will not pass vehicles that are stopped at marked crosswalks.

**b. Passing on the Left.** Drivers of vehicles will not pass—

- (1) To the left of vehicles moving in the same direction, unless the left side of the road is visible and free of oncoming traffic for a safe distance. Passing must not interfere with the operation of vehicles approaching from the opposite direction or vehicles being overtaken.

- (2) On the left side of a road authorized for oncoming traffic when the driver's view of oncoming traffic is limited and could create a hazard if a vehicle approaches from the opposite direction.

**c. Passing on the Right.** Drivers of vehicles may pass to the right of another vehicle when—

- (1) The vehicle overtaken is making a left turn.

- (2) Traffic conditions on a road with at least two lanes designated for travel in the same direction cause traffic in the right lane to be traveling faster than traffic in the left lane.

- (3) The pass may be made safely. Vehicles will not drive on the road's shoulder or off the road.

**d. No-Passing Zones.** Drivers will not drive on the left side of the road where signs or markings indicate a no-passing zone. This rule does not apply to drivers turning left into or from a driveway or alley.

**e. One-Way Roads and Traffic Circles.**

- (1) Drivers will drive in the direction shown on roads marked for one-way traffic.

- (2) Drivers in a traffic circle will pass on the right.

## **K-6. DRIVING ON ROADS WITH MARKED TRAFFIC LANES**

When a road is divided into two or more clearly marked traffic lanes, the following rules apply:

a. Drivers will drive in a single lane. Drivers will not leave that lane until they are sure they can do so safely.

b. On roads that are divided into three lanes that provide for two-way traffic (two lanes in one direction), drivers will not drive in the center lane except—

- (1) When passing vehicles moving in the same direction, provided the center lane is clear of traffic for a safe distance. Drivers in the center lane have the right-of-way when passing vehicles moving in the same direction.

- (2) When making a left turn.

(3) When the center lane is marked with traffic control devices or stripes for traffic moving in the same direction.

c. Traffic-control devices may—

(1) Direct specific types of vehicles (for example, buses or trucks) to use a certain lane.

(2) Mark lanes to be used in a particular direction.

(3) Prohibit changing lanes on sections of roads.

#### **K-7. FOLLOWING TOO CLOSELY**

Drivers will not follow other vehicles closer than is safe. To judge a safe distance, drivers should consider the—

a. Amount of traffic.

b. Road conditions.

c. Speed of the vehicles ahead.

#### **K-8. ENTERING INTERSECTIONS**

**a. Right-of-Way.** When drivers approach an unmarked intersection from different directions at approximately the same time, the driver on the left will yield the right-of-way to the driver on the right.

**b. Left Turns.** Drivers turning left at an intersection, an alley, or a driveway will yield the right-of-way to oncoming vehicles or to vehicles that are close enough to the intersection to be hazardous.

**c. Stop Signs.** Except when traffic authorities direct otherwise, drivers approaching a stop sign will stop—

(1) At a marked stop line.

(2) Before entering a crosswalk.

(3) At the point nearest the intersecting road where the driver has a view of approaching traffic. After stopping, the driver will yield the right-of-way to vehicles that are in the intersection, or vehicles that are close enough to be a hazard if the driver enters the intersection.

**d. Yield Signs.**

(1) Drivers approaching a yield sign will slow to a speed reasonable for existing conditions. If required for safety, drivers will stop—

(a) At a clearly marked stop line.

(b) Before entering a crosswalk.

(c) At a point where the driver has a view of approaching traffic.

(2) After slowing or stopping, the driver will yield the right-of-way to vehicles that are in the intersection or close enough to be a hazard if the driver enters the intersection. If a driver fails to yield the right-of-way and is involved in a collision with a vehicle in the intersection, the collision will be “presumptive evidence” of the driver’s failure to yield the right-of-way.

#### **K-9. ENTERING OR CROSSING A ROAD**

Drivers entering or crossing a road will yield the right-of-way to vehicles already on the road.

### **K-10. EMERGENCY VEHICLES**

Drivers will yield the right-of-way to emergency vehicles using visible or visible and audible signals by immediately driving to the far-right edge of the road, clear of any intersection, and stopping. Drivers will remain stopped until the emergency vehicle has passed.

### **K-11. CONSTRUCTION VEHICLES**

Drivers will yield the right-of-way to any authorized construction or maintenance vehicle and to pedestrians working on highway construction or maintenance areas, as indicated by traffic-control devices.

### **K-12. HEADPHONES AND EARPHONES**

Wearing headphones or earphones is prohibited when operating a U.S. Government vehicle, a privately owned vehicle (POV), a motorcycle, or self-propelled vehicles/sports equipment (for example, bicycles, skates, skateboards) and while jogging or walking. Hearing-protection devices may be worn when conditions or good judgment dictate their use.

## **SECTION III TRAFFIC MANEUVERS**

### **K-13. TURNING**

The following rules apply to drivers when they turn:

- a. Right Turns.** Drivers of vehicles turning right will turn as close as practical to the far-right curb or edge of the road.
- b. Left Turns.** Drivers of vehicles turning left will turn from the furthest-left lane available to them.
- c. U-Turns.** Drivers of vehicles who want to go in the opposite direction may make a U-turn—
  - (1) Where permitted by a sign.
  - (2) If the turn can be made safely and will not interfere with other traffic.

### **K-14. SIGNALING**

Drivers must signal before turning or changing lanes. Drivers will signal turns or lane-changes early enough to warn other drivers.

### **K-15. STOPPING OR PARKING**

- a. Procedures.** Drivers of vehicles will park or stop parallel to the curb or shoulder of the road in the direction of authorized traffic movement. On a one-way road, drivers will park or stop as close to the right or left curb or shoulder as practical. On a two-way road, drivers will stop or park as close to the right curb or shoulder as practical.
- b. Prohibited Parking.** Except when necessary to avoid an emergency vehicle or to comply with traffic-control devices or traffic authorities, drivers will not stop or park vehicles—
  - (1) In an intersection or crosswalk.
  - (2) On a sidewalk, unless permitted by a sign.
  - (3) On railroad tracks.
  - (4) On the road-side of any vehicle that is stopped or parked at the edge of a curb or shoulder (double-parking).
  - (5) In a way that blocks a parked vehicle.
  - (6) In a way that blocks street construction.
  - (7) Where official signs prohibit parking or stopping.

(8) Within 15 feet of a fire hydrant.

(9) Within 20 feet of an intersection.

(10) Reserved parking as designated by the ASG, BSB or BSG (USAFE) commanders.

(11) In a manner that straddles two or more marked parking spaces so as to deny use of the other parking space.

**c. Disabled Vehicles.** The rules in b above do not apply to vehicles that are disabled (broken down).

**d. Schoolbuses.** Drivers approaching a schoolbus in either direction in U.S.-controlled areas will stop before reaching the schoolbus if the bus is stopped and children are getting on or off the bus. Drivers will not proceed until the schoolbus proceeds. German law does not require stopping for schoolbuses on public roads off U.S.-controlled areas. Stopping for schoolbuses off U.S.-controlled areas may subject drivers to a fine for impeding traffic.

**e. Moving Parked Vehicles.** Drivers in parked or stopped vehicles will not resume driving until they can safely do so.

## **K-16. MISCELLANEOUS RULES**

**a. Reckless Driving.** Drivers will not operate vehicles in a reckless manner.

**b. Driving in Reverse.** Drivers will not drive in reverse unless it is safe to do so and does not interfere with other traffic. Driving in reverse while on an autobahn is strictly prohibited.

**c. Obstructing the Driver's View.** Drivers will not operate vehicles if cargo or passengers obstruct the driver's view or the driver's control of the vehicle.

**d. Maximum Number of Passengers.** Vehicles will carry only the number of passengers for which there are permanently installed seats.

**e. Opening Vehicle Doors.** Doors of vehicles will be opened only when it is safe and only when it will not interfere with traffic.

**f. Secure Loads.** Drivers will not move vehicles unless cargo in or on the vehicle is secured and will not fall.

**g. Seatbelts and Other Restraint Systems.**

(1) Drivers and passengers of U.S.-Government vehicles and POVs on or off U.S.-controlled property will wear or use available restraining systems.

(2) Children 11 years of age or younger or shorter than 150 centimeters (4'11") are required to sit in the back seat using restraint equipment suitable for the child and approved by either the U.S. Department of Transportation or Economic Commission for Europe Regulation 44.

**h. German Buses.** Most state laws in the United States require cars from either direction to stop when a schoolbus is stopped and has its warning signals on. (Warning signals are red in the United States). German traffic law requires the following:

**(1) Following a Bus.** Drivers must—

(a) Stop (on a two-lane road) when the bus has its left warning signal flashing to indicate that it is about to pull out and merge with traffic.

(b) Slow down to a walking speed (7 kmh) when the bus has both signals flashing and has stopped to allow passengers to cross the street safely.

(c) Drive carefully (at a reduced but not designated speed) when the bus has its right signal on to indicate that it is about to reach a bus-stop.

**(2) Encountering a Bus From the Opposite Direction.** Proceed with caution (at walking speed (7 kmh)) when the bus has stopped and has both warning indicators on to allow passengers to exit the bus.

#### **K-17. HEADLIGHTS**

- a. Drivers will use vehicle headlights in the following conditions:
  - (1) One half hour after sunset to one half hour before sunrise.
  - (2) When raining.
  - (3) When people or vehicles 500 feet ahead cannot be clearly seen.
- b. Drivers will dim headlights at a distance—
  - (1) Within 500 feet from an oncoming vehicle.
  - (2) Within 200 feet behind a vehicle.

#### **SECTION IV SPEED RESTRICTIONS**

##### **K-18. BASIC RULES**

Drivers will not drive faster than it is safe under the driving conditions. Drivers must consider actual and potential hazards.

##### **K-19. MAXIMUM SPEED**

- a. Unless otherwise determined by the ASG, BSB, or BSG (USAFE) commander, the maximum speed limit for vehicles in U.S.-controlled areas is 30 kilometers per hour (kph).
- b. Changes to the 30-kph limit must be posted prominently in all areas affected by the change.
- c. The maximum speed for passing marching troops (including physical-training formations) is 15 kph.

##### **K-20. MINIMUM SPEED**

Drivers will not drive so slow that they impede the normal flow of traffic unless conditions indicate a slow speed is necessary.

##### **K-21. RACING**

Except in an officially recognized event approved by an appropriate authority, no one will participate in the following events on U.S.-controlled areas:

- a. Attempts to set a speed record.
- b. Exhibitions of speed or acceleration.
- c. Races.

#### **SECTION V MOTORCYCLES AND SIMILAR VEHICLES**

##### **K-22. GENERAL**

A motorcycle operator has the same rights and responsibilities as the driver of any other vehicle under this regulation. This section gives additional guidance unique to operating motorcycles.

### **K-23. MOTORCYCLE SAFETY**

a. Motorcycle operators will ride only on the permanently attached seat. Operators will not carry another person on a motorcycle unless the motorcycle is designed to carry more than one person. Passengers must ride on the permanent and regular seat (if designed for two persons) or on another seat firmly attached to the motorcycle at the rear or to the side of the operator.

b. Persons riding a motorcycle must sit facing forward with one leg on each side of the motorcycle.

c. Motorcycle operators will not carry bundles, packages, or other articles that prevent them from keeping both hands on the handlebars.

d. Motorcycle passengers will not interfere with the operation or control of the motorcycle or the view of the operator.

e. Motorcycle riders will not attach themselves or the motorcycle to any other vehicle on the road.

f. Motorcycle operators and passengers will wear—

(1) A helmet properly fastened under the chin. Helmets must meet the American National Standards Institute standard Z90-1 or the Economic Commission for Europe Norm 22-02.

(2) Shatterproof eye protection. Eye protection must meet the Vehicle Equipment Safety Commission Regulation, standard 8.

(3) Protective clothing. Clothing will include—

(a) Full-fingered gloves.

(b) High-visibility garments (bright-colored clothing for day travel and reflective clothing for night travel).

(c) Leather boots or over-the-ankle shoes.

(d) Long-sleeved shirt or jacket.

(e) Trousers.

### **K-24. MOTORCYCLE OPERATION ON ROADS WITH TRAFFIC LANES**

Motorcycle operators—

a. May use a full lane. Drivers of other vehicles will not deprive motorcycles of a lane.

b. Will not drive between lanes of traffic or between adjacent lines of vehicles.

c. Will not travel side-by-side in the same lane.

### **K-25. MOTORCYCLES AND OTHER VEHICLES WITH MOTORCYCLE-TYPE ENGINES**

The following traffic rules apply to motorcycles and other self-propelled, open, two-wheel, three-wheel, and four-wheel vehicles powered by a motorcycle-type engine:

a. Headlights and taillights will be turned on when the vehicle is in operation.

b. Each side of the handlebars will have a rearview mirror.

## **SECTION VI BICYCLES**

### **K-26. RIDING**

a. Bicyclists will—

- (1) Ride only on a seat attached to the bike.
- (2) Carry only the number of people the bicycle is designed and equipped to carry. Passengers must sit in an authorized, attached seat.
- (3) Not ride side by side.
- (4) Not carry bundles, packages, or other articles that prevent the bicyclist from keeping at least one hand on the handlebars.

b. People riding bicycles, scooters, roller skates, sleds, skateboards, or toy vehicles will not attach themselves to other moving vehicles.

### **K-27. RIDING AREAS**

Bicyclists will—

- a. Ride as far to the right of the road as possible.
- b. Be careful when passing a stopped vehicle or a vehicle going in the same direction.
- c. Use paths, sidewalks, or parts of the road marked for bicycle use, when available.

### **K-28. SAFETY EQUIPMENT**

- a. Bicycles ridden during hours of darkness must have a headlight that emits a white light and a taillight that emits a red light.
- b. Bicycles must have brakes that, when applied, cause the wheels to skid on dry, level pavement.
- c. Bicycle wheels must have two reflectors mounted 180 degrees apart on the spokes. Bicycle pedals must have reflectors designed and placed to be visible from the front and rear of the bicycle during darkness.
- d. Bicycle operators and passengers on DOD and USAREUR installations must wear an approved helmet properly fastened under the chin. Helmets must meet the American National Standards Institute, Snell Memorial Foundation Standards, or the Economic Commission of Europe for bicycle helmets.

## **SECTION VII PEDESTRIANS**

### **K-29. TRAFFIC-CONTROL DEVICES**

Pedestrians will obey traffic-control devices that apply to them, unless a person authorized to direct traffic directs otherwise.

### **K-30. CROSSING STREETS**

**a. On Crosswalks.** Pedestrians on a marked crosswalk will yield the right-of-way to a vehicle that is so close that the driver cannot stop.

**b. Without a Crosswalk.**

- (1) Pedestrians crossing a road without a marked crosswalk will yield the right-of-way to vehicles.

(2) Pedestrians will not cross an intersection diagonally unless authorized by official traffic-control devices.

### **K-31. DRIVER RESPONSIBILITIES**

Drivers will—

- a. Be careful when driving near—
  - (1) Children.
  - (2) Obviously confused, incapacitated, or intoxicated persons.
- b. Warn pedestrians by sounding the horn if necessary.

### **K-32. WALKING ON ROADS**

- a. Pedestrians will not walk on the road if a sidewalk is available.
- b. If a sidewalk is not available, but a shoulder is, pedestrians will walk on the shoulder as far from the road as possible.
- c. If a sidewalk or a shoulder is not available, pedestrians will walk as near to the outside edge of the road as possible. On a two-lane road with two-way traffic, pedestrians will walk on the left side of the road, facing traffic.
- d. Except as otherwise provided in this section, pedestrians on roads will yield the right-of-way to vehicles on the roads.
- e. Pedestrians will not walk through a gate crossing, a barrier at a railroad crossing, or a bridge when the gate or barrier is closed or in the process of opening or closing.

### **K-33. RIGHT-OF-WAY ON SIDEWALKS**

Drivers entering or leaving an area that requires them to drive across a sidewalk or bicycle lane will yield the right-of-way to pedestrians and bicyclists.

### **K-34. AUTHORIZED EMERGENCY VEHICLES**

- a. When an emergency vehicle using an audible or visual signal approaches, pedestrians will yield the right-of-way to the emergency vehicle.
- b. Drivers of emergency vehicles must drive with regard to other drivers and pedestrians using the road.

### **K-35. IN-LINE SKATES AND SKATEBOARDS**

- a. **General.** Skaters and skateboarder riders will—
  - (1) Use the right side of paths, trails, and sidewalks or other designated approved areas.
  - (2) Not skate or ride skateboards in traffic.
  - (3) Yield to pedestrians.
  - (4) Not carry anyone while skating.
  - (5) Not ride the skateboard with more than one person on the board.
- b. **Safety Equipment.** Skaters and skateboard riders will wear—
  - (1) Protective gear in accordance with standards for bicycle helmets (para K-28d).
  - (2) Kneepads, elbowpads, and wristguards.

## GLOSSARY

### SECTION I ABBREVIATIONS

ADAPCP	Alcohol and Drug Abuse Prevention and Control Program
AFI	Air Force instruction
AFR	Air Force regulation
APO	Army post office
AR	Army regulation
ASG	area support group
BAC	breath- and blood-alcohol content
BSB	base support battalion
BSG	base support group (USAFE)
BBP	Better Biking Program
cc	cubic centimeter
CDAR	Community Daily Activity Report
CONUS	continental United States
DCSLOG	Deputy Chief of Staff, Logistics, USAREUR
DCSPER	Deputy Chief of Staff, Personnel, USAREUR
<i>DIN</i>	<i>Deutsche Industrienorm</i>
DOD	Department of Defense
DOR	date of registration
DOT	United States Department of Transportation
DRMR-E	Defense Reutilization and Marketing Region-Europe
DTS	drivers training station
DWIC	double-white insurance card
ERC	Experienced Rider Course
ETS	expiration of term of service
FRS	field registration station
GE	Germany
GCMCA	general court-martial convening authority
GVWR	gross vehicle weight rating
HMMWV	high mobility multipurpose wheeled vehicle
<i>KFB</i>	<i>Kraftfahrzeugbrief</i>
kph	kilometers per hour
LGT	Logistics Transportation Office, HQ USAFE
mg	milligram
MIPR	military interdepartmental purchase request
ml	milliliter
MOS	military occupational specialty
MP	military police
mph	miles per hour
MRC	motorcycle rider course
MRC:RSS	motorcycle rider course: riding and street skills
MWR	morale, welfare, and recreation
NAF	nonappropriated fund
NEO	noncombatant evacuation operations
NTV	nontactical vehicle
NTVO	Nontactical Vehicle Office, Office of the Deputy Chief Staff, Logistics, HQ USAREUR/7A
ODCSLOG	Office of the Deputy Chief of Staff, Logistics, HQ USAREUR/7A
OF	optional form
OPM	Office of the Provost Marshal, HQ USAREUR/7A
PCS	permanent change of station
PM	Provost Marshal, USAREUR
POL	petroleum, oils, and lubricants
POV	privately owned vehicle

<i>PS</i>	<i>Pferdestärke</i>
RMV	Registry of Motor Vehicles
SOFA	Status of Forces Agreement
SP	security police
TDY	temporary duty
UCMJ	Uniform Code of Military Justice
U.S.	United States
USAFE	United States Air Forces in Europe
USAREUR	United States Army, Europe
USNAVEUR	United States Naval Forces, Europe
VERINET	Vehicle Registry Information Network

## **SECTION II TERMS**

### **abandoned vehicle**

A vehicle that has gone through the procedures in section 2575, title 10, United States Code (restated in this reg, app E). Vehicles that have been stationary for an extended period and vehicles missing license plates or other evidence of ownership are vehicles that will become officially “abandoned vehicles.”

### **alley**

A street or highway intended to provide access to the rear or side of buildings or lots. Alleys are not intended for through-vehicle traffic.

### **appellate authority**

An officer (06 or above) or civilian supervisor of equivalent grade next above the revoking authority in the chain of command of the licensee. A civilian appellate authority takes no action relating to military personnel and their family members. Such cases are referred to the military chain of command.

### **authorized emergency vehicle**

An ambulance; a motor vehicle belonging to a fire department; or a motor vehicle belonging to a federal, state, or host-nation law-enforcement agency, provided the vehicle is authorized to be used as an emergency vehicle.

### **authorized insurance company**

Companies licensed and regulated or otherwise authorized by German authorities to sell the mandatory third-party-liability insurance in the Federal Republic of Germany.

### **commander**

A commissioned or noncommissioned officer in command of a unit or organization.

### **country license**

A valid license from any sovereign country or any state of the United States.

### **crosswalk**

A portion of a road marked for pedestrian crossing by painted lines or other markings on the road surface.

### **divided highway**

A highway divided into two or more roads by an intervening space, a physical barrier, or a dividing section clearly marked to impede vehicular traffic.

### **divided road**

A road that is divided into two or more clearly marked lanes for vehicular traffic.

### **driver**

The person driving or in physical control of a motor vehicle.

**driving privilege**

The privilege extended to a person permitting the operation of a privately owned vehicle in Germany. This privilege, once extended, is subject to administrative suspension or revocation by appropriate authorities.

**highway**

A public thoroughfare for vehicular traffic; a main direct road.

**immediate safety hazard**

A mechanical deficiency that could cause harm to the operator, occupants, other traffic users, or the environment.

**indecent and obscene material**

Written or graphic material that describes or depicts sexual or excretory activities or organs in terms or in a way that is offensive, as measured by contemporary community standards. Such material is obscene if, taken as a whole, the material is intended to arouse interest in sex; is offensive because it affronts contemporary community standards relating to the description or representation of sexual matters; and is utterly without redeeming social value.

**ineligible**

A status that indicates loss of driving privileges when the offender does not have a valid license to suspend. The sanction will be the same as that for suspendable and revocable offenses.

**intersection**

A place where two or more streets meet. The junction of an alley or driveway with a street or highway is not an intersection.

**motorcycle**

A vehicle designed to travel with no more than three wheels in contact with the ground. Included in this category are mopeds, motorscooters, mopeds, trikes, and motorbikes that are propelled by an engine and require the operator to have a class 1, 1a, 1b, 4, or 5 USAREUR certificate of license.

**motorcycle eye protection**

An eye protective device that meets Vehicle Equipment Safety Commission Regulation, standard 8.

**motorcycle helmet**

A helmet that meets American National Standards Institute standard Z90-1 or Economic Commission for Europe Norm 22-02 for foreign-made helmets.

**operation of privately owned vehicle**

Driving or in physical control of a motor vehicle. A person is in physical control when in a position to regulate or restrain the vehicle's operation or movement.

**park**

To bring a vehicle to a stop and keep it at the edge of a public way; to temporarily leave the vehicle on a public way or in a parking lot or garage.

**privately owned vehicle (POV)**

a. A vehicle that can be either driven or drawn by mechanical power and was manufactured primarily for use on public roads. As used in this regulation, the term POV includes motor vehicles that are the property of nonappropriated fund activities and other agencies and organizations.

b. Any class of vehicle used exclusively in racing events (racing POVs).

c. Vehicles (motorized and nonmotorized) primarily used for recreation and not as primary transportation are recreational vehicles (for example, motorcycles, motorized homes and trailers, campers). POVs in this category normally are used only during certain seasons.

**racing**

The use of one or more vehicles in an attempt to out-distance other vehicles or to prevent other vehicles from passing to arrive at a destination first.

**railroad**

A permanent road having a line of rails fixed to ties and laid on a roadbed. The railroad provides a track for cars or equipment drawn by locomotives or propelled by self-contained motors. A streetcar track is not a railroad.

**railroad signs or signals**

Signs, signals, or devices intended to give notice of railroad tracks or an approaching train.

**reinstating authority**

For other than Navy and Air Force personnel, the authority to reinstate revoked driving privileges for driving while intoxicated will be the area support group (ASG) or authority designated in writing by the ASG commander (not below the base support battalion (BSB) commander). For Navy and Air Force personnel, the authority to reinstate revoked driving privileges will be according to AFR 125.4/OPNAV 11200.5C. For a person whose license was revoked for causes other than driving while intoxicated, the authority to reinstate revoked driving privileges is limited to the BSB commander.

**restraining device**

A device designed to hold a person steady in a seat (for example, seatbelt, lapbelt, shoulder belt, child-restraining device).

**revocation**

Loss of driving privileges for an indefinite period up to 5 years.

**revoking authority**

An officer (O4 or above) or GS-12 (or equivalent) civilian supervisor, next above the suspending authority in the chain of command of the licensee. If a commander has designated an O4 or GS-12 (or equivalent) to act as suspending authority for a unit, organization, or group of people, the commander will be the revoking authority. With the exception of the USAREUR Deputy Registrar, a civilian revoking authority will not revoke driving privileges of military personnel or their family members. Such cases will be referred to the military chain of command.

**right-of-way**

A precedence in passing accorded to one vehicle over another by custom, decision, or statute; the legal right of traffic to take precedence; the legal right to take precedence over others.

**road**

The portion of a road used for vehicular travel. A berm or shoulder is not part of the road.

**sidewalk**

A usually paved walkway intended for pedestrians.

**sponsor**

A person entitled to logistic support in USAREUR or USAFE, because of employment by the U.S. Forces or by a civilian component of the U.S. Forces. Dual-status persons entitled to have two identification cards, because they or their spouses are employed and considered overseas sponsors while they rely on another sponsor for uniformed-service benefits. Persons employed by DOD on family-member appointments do not have dual status and are entitled to privileges only because they have an overseas sponsor.

**stop**

Complete cessation of movement.

**street**

A thoroughfare for vehicular traffic, especially in a city, town, or village, that is wider than an alley or lane and that usually includes sidewalks.

**streetcar**

A vehicle on rails used primarily for transporting passengers and typically operated on city streets.

**supervisor**

A commissioned officer or civilian employee of equivalent grade exercising supervisory responsibilities over military or civilian personnel. This authority may be delegated to a noncommissioned officer.

**suspension**

Loss of driving privileges for a specific period from 7 days to 1 year.

**suspending authority**

An officer or civilian equivalent immediately senior to the licensee in the chain of command or an officer who has been designated by a commander (O4 or above, but normally the company commander) to act as suspending authority for a unit or organization.

**traffic**

The movement of vehicles and pedestrians through an area or along a route.

**traffic-control devices**

Signs, signals, and markings used by authorities to regulate, warn, or guide traffic.

**train**

A steam, electric, or other type of motor vehicle, with or without other cars, operated on rails. A streetcar is not a train.

**truck**

A motor vehicle designed, used, and maintained primarily to transport cargo.

**USAREUR-wide ban**

A form of personal status in which logistical support is taken from an individual, including government employment in Germany and entrance privileges to United States Army installations in Germany.

**unclaimed POV**

A vehicle that has not been properly disposed of and for which the owner can be identified.

**verifying authority**

The local community driver testing or registration clerk who examines applications for correctness and verifies logistic support.