

AE Pamphlet 190-34
USAFE Pamphlet 31-206

Military Police

Drivers Handbook and Examination Manual for Germany

Headquarters
United States Army Europe and Seventh Army
United States Army Installation Management Command
Europe Region
Heidelberg, Germany

Headquarters
United States Air Forces in Europe
Ramstein, Germany

27 February 2009

PROPERTY OF THE U.S. GOVERNMENT

Personnel who borrow this pamphlet from a drivers testing station will not be tested or issued a license until they return it.

Headquarters
United States Army Europe and Seventh Army
United States Army Installation Management Command
Europe Region
Heidelberg, Germany

Headquarters
United States Air Forces in Europe
Ramstein, Germany

Army in Europe
Pamphlet 190-34*

USAFE
Pamphlet 31-206*

27 February 2009

Military Police

Drivers Handbook and Examination Manual for Germany

***This pamphlet supersedes AE Pamphlet 190-34/USAFE Pamphlet 31-206, 15 February 2006.**

For the Commander:

BYRON S. BAGBY
Major General, US Army
Chief of Staff

ROGER A. BRADY
General, USAF
Commander

Official:



DWAYNE J. VIERGUTZ
Chief, Army in Europe
Document Management



NEIL E. RADER
Colonel, USAF
Chief, Security Forces

Summary. This pamphlet is a digest of military regulations, European laws, and practices pertaining to the registration and operation of motor vehicles in Germany. This pamphlet implements Air Force Policy Directive 31-1.

Summary of Change. This pamphlet has been revised to—

- Update references and incorporate administrative changes (throughout).
 - Update procedures for obtaining a U.S. Forces certificate of license (para 8).
 - Update policy on ineligibility for a certificate of license and suspension or revocation of driving privileges (para 16).
 - Change the age of children who must be secured by proper restraint equipment suitable for the child (para 25c(2)).
-

This pamphlet is available at <https://aepubs.army.mil/library/>.

- Incorporate information about international driving requirements and nationality markers (para 30g).
- Update information on vehicle-registration limits (para 33a), lending vehicles (para 33g), and procedures for withdrawing registration privileges (para 33h).
- Add traffic signs (app B).
- Incorporate current information into the sample test (app C).

Applicability. This pamphlet applies to—

- Members of the U.S. Forces and the civilian component (including Family members of both) assigned or employed in Germany. Members of the U.S. Forces and the civilian component in Germany on official temporary duty (TDY) may apply for and be granted certificates of license to operate U.S.-Forces-registered privately owned vehicles (POVs). These applicants must comply with all applicable requirements of this pamphlet.
- Nonappropriated-fund agencies and other organizations and their employees authorized to register non-U.S. Government motor vehicles with the U.S. Forces.
- Nonappropriated-fund agencies and other organizations and their employees authorized to register non-U.S. Government motor vehicles the with U.S. Forces.
- USAFE personnel in Germany only for policy and procedures governing licensing of POV drivers in Germany and registering POVs with the Registry of Motor Vehicles (RMV). USAFE personnel will refer to Air Force Instruction 31-204 for all other aspects of motor vehicle traffic supervision (for example, suspension, revocation, point assessment).
- Non-U.S. personnel assigned to international military headquarters in Germany who are authorized U.S. Forces certificates of license and POV registration privileges, as determined by the USAREUR PM (AEAPM-VR).

NOTE: This pamphlet does not apply to personnel employed by, assigned to, or attached to military missions, military assistance advisory groups, or U.S. diplomatic consular offices (an exception may be granted when requested under AE Reg 600-700).

Forms. AE and higher level forms are available through the Army in Europe Publishing System (AEPUBS) at <https://aepubs.army.mil/ae/public/main.asp>.

Records Management. Records created as a result of processes prescribed by this pamphlet must be identified, maintained, and disposed of by—

- Army units according to AR 25-400-2. Record titles and descriptions are available on the Army Records Information Management System website at <https://www.arims.army.mil>.
- Air Force units according to Air Force Manual 33-363. Records must be disposed of according to the Air Force Records Disposition Schedule at https://afrims.amc.af.mil/rds_series.cfm.

Suggested Improvements. The proponent of this pamphlet is the USAREUR PM (AEAPM-VR, DSN 386-7271). Users may suggest improvements to this pamphlet by sending DA Form 2028 to the USAREUR PM (AEAPM-VR), Unit 29931, APO AE 09081-9931.

Distribution. Army units: B (AEPUBS); Air Force units: F (AFI 33-360V1).

CONTENTS

Page

SECTION I GENERAL

1. Purpose.....	4
2. References.....	5
3. Explanation of Abbreviations.....	5
4. Authority.....	5
5. Driving Is a Privilege, Not a Right.....	5
6. Obtaining a U.S. Forces Certificate of License.....	6
7. Classification of Vehicles and Licenses.....	6
8. Procedures for Obtaining a U.S. Forces Certificate of License.....	7
9. Responsibilities of U.S. Forces Personnel.....	10
10. Doctrine of Confidence.....	10
11. Legal Terms.....	11
12. Vehicle Security.....	11
13. Actions To Take After an Accident.....	12
14. Police Jurisdiction.....	13
15. Criminal Provisions.....	13
16. Ineligibility for Certificate of License and Suspension or Revocation of Driving Privileges.....	14
17. Traffic Point System.....	18

SECTION II STUDY GUIDE FOR POV LICENSE TEST

18. General Driving Guidance.....	18
19. Right-of-Way.....	22
20. Using Traffic Lanes.....	23
21. Driving on the Autobahn.....	27
22. Railroad Crossings.....	28
23. Stopping and Parking.....	28
24. Use of Horns and Other Warning Devices.....	30
25. Seatbelts.....	30
26. Drugs and Alcohol.....	31
27. Emergency Equipment.....	31
28. Good Samaritan Law.....	32
29. Tires.....	32
30. Additional Rules of the Road.....	33

SECTION III ADDITIONAL INFORMATION

31. Special Considerations for Driving in Europe	38
32. Vehicle Equipment Requirements and Mechanical Standards	39
33. POV Registration	39
34. Basic Safety Measures for Operating U.S. Government Vehicles.....	44
35. Trip-Planning Techniques.....	48
36. Bicycle Requirements	51

SECTION IV STUDY GUIDE FOR THE ARMY IN EUROPE MOTORCYCLE TEST

37. General	52
38. Motorcycle Brakes	52
39. Driving Techniques.....	53
40. Clothing Requirements.....	56
41. Security	56
42. Motorcycle Drivers License Classes Used by the U.S. Forces in Germany.....	56
43. Reminder	56

Figures

1. German Police Signals (Stop).....	35
2. German Police Signals (Stop).....	35
3. German Police Signals (Attention).....	35
4. German Police Signals (Go)	36
5. German Police Signals (Go)	36

Appendixes

A. References.....	57
B. International Road Signs	59
C. Sample Test Questions and Answers	73

Glossary	97
----------------	----

SECTION I GENERAL

1. PURPOSE

a. Certain U.S. Forces procedures for licensing and registration are more stringent than those required by German law. This pamphlet will help applicants prepare for the written and road-sign tests that they must pass before receiving a U.S. Forces certificate of license (AE Form 190-1F). This pamphlet also will help commanders conduct orientations and refresher and remedial driver-training courses.

b. As regulations change, it may not always be possible to keep this pamphlet current. Drivers must remember that regulations overrule this pamphlet for purposes of adverse administrative action affecting certificates of license.

c. According to AR 190-5/AFI 31-218, the policy and procedures in AE Regulation 190-1/USAFE Instruction 31-202 are controlling in cases of conflict.

2. REFERENCES

Appendix A lists references.

3. EXPLANATIONS OF ABBREVIATIONS

The glossary defines abbreviations.

4. AUTHORITY

a. Under the provisions of the German Supplementary Agreement to the NATO Status of Forces Agreement (SOFA), the U.S. Forces in Germany may issue a certificate of license (AE Form 190-1F) for privately owned vehicles (POVs) to U.S. military personnel, civilian component members (referred to in this pamphlet as civilian employees), and their Family members in Germany.

(1) All applicants for a U.S. Forces certificate of license must have a valid drivers license issued by a country (for example, Germany) or a state or territory of the United States before they can drive in Germany. Throughout this regulation, this will be referred to as “a valid country or State license.”

(2) U.S. Forces authorities will ensure that applicants for a certificate of license have adequate knowledge of German traffic regulations. Applicants should be familiar with applicable references in appendix A.

(3) If reasonable doubt exists about a person’s responsibility or fitness to operate a motor vehicle, U.S. Forces authorities may suspend or revoke the person’s certificate of license.

b. The U.S. Forces in Germany also may register and license POVs belonging to U.S. military personnel, civilian employees, and their Family members. U.S. Forces authorities will cancel the registration of a POV if the—

(1) Registrant’s certificate of license is revoked, unless there is a Family member with a valid U.S. Forces certificate of license and the POV can be put into the Family member’s name.

(2) Vehicle does not meet mechanical standards.

(3) Vehicle is no longer covered by the required liability insurance.

5. DRIVING IS A PRIVILEGE, NOT A RIGHT

a. The authorization to drive a POV in Germany is a privilege, not a right. This privilege may be withdrawn if a driver fails to show responsibility or care for his or her own safety or for the safety of others while operating a POV.

b. Driving privileges may be withdrawn based on a POV driver's acceptance of nonjudicial punishment by a military or civilian court, traffic-point assessment, other administrative action, or misconduct. These withdrawals may range from temporary suspensions to indefinite revocations.

c. Driving privileges may be withdrawn for offenses committed while driving either a POV or a Government vehicle.

6. OBTAINING A U.S. FORCES CERTIFICATE OF LICENSE

a. U.S. military personnel, civilian employees, and Family members must have a U.S. Forces certificate of license issued under AE Regulation 190-1/USAFE Instruction 31-202 to operate a U.S. Forces-registered POV.

b. Army personnel may be issued an OF 346 for a class 3 license (up to a 15-passenger van) only after they have a valid country or State license, completed the driver orientation, and passed the test for the U.S. Forces certificate of license.

c. A U.S. Forces certificate of license (AE Form 190-1F) is valid for 5 years for the vehicle class identified unless the license is suspended or revoked.

d. To be valid, licenses must be signed in black or blue ink and carried with a valid identification card and a valid country or State license.

e. If a U.S. Forces certificate of license is suspended or revoked, the licensee will not operate any vehicle in Germany (including German-plated vehicles and rental vehicles) until his or her U.S. Forces driving privileges are restored.

7. CLASSIFICATION OF VEHICLES AND LICENSES

a. As defined in AE Regulation 190-1/USAFE Instruction 31-202, appendix I, vehicles and certificates of license are classified as follows:

(1) Class 1. Motorcycle, with or without sidecar. Engine capacity exceeding 250 cubic centimeters (cc).

(2) Class 1a. Motorcycle. Engine capacity between 80 cc and 250 cc, and not more than 20 kilowatts.

(3) Class 1b. Motorcycle. Engine capacity less than 80 cc. Capable of speeds from 51 kilometers per hour (kph) up to 79 kph (32 to 50 miles per hour (mph)).

(4) Class 2. Vehicles with more than 15 seats (excluding the driver's seat). Included are trucks and POVs with trailers weighing more than 7.5 tons or having more than three axles. (Under German law, trailer axles not more than 1 meter apart are considered one axle).

(5) Class 3. All other vehicles except for those included in classes 1, 1a, 1b, 2, 4, and 5.

(6) Class 4. Motorcycle. Engine capacity less than 50 cc. Capable of speeds of not more than 50 kph (32 mph).

(7) **Class 5.** Motorcycle. Engine capacity less than 50 cc. Capable of speeds of not more than 25 kph (16 mph).

b. Applicants must be—

- (1) 15 years old for a class 5 license.
- (2) 16 years old for a class 1b or 4 license.
- (3) 17 years old for a class 3 license.
- (4) 18 years old for a class 1 or 1a license.
- (5) 21 years old for a class 2 license.

c. Individuals who want to add a new class to their certificate of license while stationed in Germany must either return to the United States and have the new class added to their State drivers license or obtain a German drivers license. The U.S. Forces in Germany cannot issue a new class to a U.S. Forces certificate of license. Information may be transferred only from a valid country or State license to a U.S. Forces certificate of license.

8. PROCEDURES FOR OBTAINING A U.S. FORCES CERTIFICATE OF LICENSE

a. U.S. Forces certificates of license are valid for 5 years. To obtain a class 2 or class 3 U.S. Forces certificate of license, a person must—

(1) Complete AE Form 190-1T.

(2) Present an approved AE Form 190-1T, a U.S. Forces identification card, and one of the following to the local community driver-testing station clerk for the class of vehicle for which he or she is applying (AE Reg 190-1/USAFE Inst 31-202, app I, para I-2):

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

(b) A *Begleitetes Fahren ab 17 (B17)* driving authorization issued by a *Fahrschule* (d below).

(c) POV license issued by another U.S. Forces command in Europe.

(3) Attend a drivers orientation. The orientation will consist of at least a 2-hour course. USAFE military and civilian personnel and their Family members applying for a U.S. Forces certificate of license must also complete Course II, Local Conditions (AFI 91-207). Persons who have a German drivers license are not required to attend the drivers orientation.

(4) Pass the following tests:

(a) 100-Question Written Test. The written test for POVs will be waived if the applicant has either of the following:

1. Valid class 2 or 3 host-nation drivers license, *B17* driving authorization, 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 U.S. Forces certificate of license.

2. Valid class 2 or 3 license issued by another command belonging to the U.S. Forces in Europe. In this case, the applicant must submit AE Form 190-1T to the local community driver-testing station within 30 days after arriving in Germany.

(b) Eye Test. Driver-testing stations will administer the eye test to applicants younger than 65. Applicants 65 years and older must have their eyes examined by an optometrist or an eye-vision professional to obtain or renew a U.S. Forces certificate of license. Proof of eye-test results will not be accepted if the document is over 60 days old.

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

b. Applicants who fail the test twice will be ineligible for retesting for 2 weeks. If an applicant fails the test a third time, the applicant will be declared ineligible for retesting for 60 days and must complete remedial driver training before retesting. (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. Applicants for a class 3 vehicle certificate of license will automatically receive a class 4 and 5 license to operate two-wheeled vehicles 50 cubic centimeters and below that can travel less than 50 kilometers per hour. If an individual previously received a class 3 license, he or she may apply for an amendment to add class 4 or class 5 free of charge, but the expiration date of the amended license must remain the same as the original. Individuals who do not qualify for a class 3 vehicle license (those who are younger than 17 years old) may apply for a class 4 or class 5 certificate of license if they have a valid country or State license for that class.

d. When a U.S. Forces certificate of license is issued based on a *B17* driving authorization (a(2)(b) above), the certificate of license will include all restrictions that apply to the *B17* driving authorization. The *B17* driving authorization must list all individuals authorized to accompany the holder of the *B17* driving authorization. The authorized individuals must be at least 30 years old, have had a drivers license for at least 5 years, and not received more than 3 points under the German drivers license system.

e. The permanent U.S. Forces certificate of license will be mailed to the applicant.

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

g. Additional requirements for motorcycle applicants are as follows:

(1) Army Requirements.

(a) Army military and civilian personnel and their Family members who have a motorcycle license or motorcycle endorsement issued by civil authorities of a country or by a U.S. State or territory of the United States will be issued a temporary U.S. Forces certificate of license (AE Form 190-1G) that will be valid for only 2 calendar days (AR 190-1/USAFE Inst 31-202, para 3-7g(3)). This temporary license will allow the applicant to operate a motorcycle to complete the following additional requirements:

1. Attend a 4-hour Army in Europe Motorcycle Orientation course.

2. Pass a 30-question written motorcycle test.

3. Pass the Army in Europe Motorcycle-Proficiency Course conducted by the community driver-testing station.

NOTE: Persons who have a motorcycle endorsement for one of the licenses listed in a(4)(a)1 or 2 above are exempt from the requirements in 1 through 3 above.

(b) Applicants who fail the test twice will be ineligible for retesting for 2 weeks. If an applicant fails the test a third time, the applicant will be declared ineligible for retesting 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 applicant's commander or supervisor and approved by the officer responsible for operating the testing station.) Retesting will begin with the test the applicant failed.

(c) Applicants who do not have a valid country license for a motorcycle (including a U.S. State-issued motorcycle drivers license or a U.S. State drivers license with a motorcycle endorsement) must do one of the following:

1. Complete motorcycle training at a German drivers school (*Fahrschule*) and obtain a German motorcycle license. (Applicants must pay for this training.)

2. Obtain either a drivers license for a motorcycle or a motorcycle endorsement issued by a U.S. State or territory.

(d) After completing the requirements in subparagraph a and (1)(a) or (1)(c) above, the applicant will be issued a temporary (60-day) motorcycle license (AE Form 190-1G) ((e) below). This temporary license will give the applicant time to complete a Motorcycle Safety Foundation (MSF) motorcycle safety course.

1. The MSF Experienced Rider Course (ERC) and the MSF Basic Rider Course (BRC) are offered by each garrison. The ERC is intended for experienced riders and includes hands-on training and evaluation. The BRC includes about 16 hours of classroom and hands-on training and evaluation.

2. An MSF course must be completed every 3 years to operate and register a motorcycle.

NOTE: Individuals who do not have a valid country or U.S. State drivers license for a motorcycle ((a) and (c) above) are forbidden from attending an MSF course sponsored by the U.S. Forces in Germany. MSF training is not authorized for individuals to operate a motorcycle with an attached sidecar or a trike.

(e) After issuing AE Form 190-1G ((d) above), the driver-testing station will send AE Form 190-1T and the fee to the RMV for processing. Under no circumstance will Army personnel be issued a 60-day temporary motorcycle license until they have completed the Motorcycle-Proficiency Course test ((a)3 above).

(2) Air Force and Navy Requirements.

(a) Air Force and Navy military and civilian personnel and their Family members who have a valid country license or a U.S. State-issued license for a motorcycle will be issued a temporary U.S. Forces certificate of license (AE Form 190-1G) that will be valid for 3 calendar days. This temporary license will allow the applicant to operate a motorcycle to complete the following additional requirements:

1. The MSF Course. The MSF ERC and the MSF BRC are offered by each garrison. The ERC is intended for experienced riders and includes hands-on training and evaluation. The BRC includes about 16 hours of classroom and hands-on training and evaluation.

2. An MSF course must be completed every 3 years to operate and register a motorcycle.

(b) Air Force personnel who do not have a valid country license or a U.S. State-issued license for a motorcycle ((a) above) may complete required command motorcycle and safety training. This training will not be conducted on public transportation routes. The installation motorcycle instructor will determine the degree of training needed based on the applicant's riding experience. The requirement to obtain a valid country license or endorsement in (a) above still applies to these personnel.

9. RESPONSIBILITIES OF U.S. FORCES PERSONNEL

a. U.S. Forces personnel driving POVs or Government vehicles in Germany must obey—

(1) German traffic laws and regulations.

(2) German police officer signals and directions. Failure to obey police signals and directions may result in arrest and prosecution in German courts.

(3) Traffic regulations governing the operation of motor vehicles on U.S. military installations, in Family housing areas, and on other U.S.-Forces-controlled property as published by commanders and official, regulatory traffic signs or devices. Appendix A lists applicable Army and Air Force publications.

(4) U.S. Army military police (MP) and U.S. Air Force security forces (SF) traffic signals and directions.

b. Failure to obey traffic laws and regulations as well as traffic signals and directions may result in—

(1) Suspension or revocation of the offender's certificate of license, withdrawal of vehicle registration privileges, or both.

(2) Citation by the MP, SF, or German police, with possible fines levied by German officials.

10. DOCTRINE OF CONFIDENCE

German courts have adopted the doctrine that drivers of motor vehicles can rely on one another to obey the law. Drivers must be alert and prepared to recognize typical errors committed frequently by other drivers and be ready to compensate for those errors. The doctrine of confidence does not apply to pedestrians who are frail (old or disabled) or to children up to 11 years old. Drivers must pay special attention to these people and try to anticipate their behavior.

11. LEGAL TERMS

German traffic laws require users of public roads to conduct themselves so that no person is endangered, injured, impeded, or unreasonably inconvenienced when the inconvenience could have been avoided under the given circumstances. Drivers are responsible for considering and anticipating the movements of pedestrians, particularly children, the elderly, and those who are physically impaired.

a. “Users of public roads” refers to drivers of motor vehicles, bicyclists, pedestrians, horseback riders, drivers of animal carts, and owners of domestic animals who allow their animals to stray onto public roads.

b. “Unavoidable circumstances” are those over which drivers have no immediate control (for example, unavoidable noise or exhaust fumes produced by heavy traffic).

c. “Avoidable circumstances” are those over which the driver has immediate control (for example, squealing tires in residential areas, racing the motor, honking the horn, playing loud music).

d. “Endangering” means to place other users of the road in danger by—

(1) Failing to obey traffic signs.

(2) Failing to yield the right-of-way.

(3) Failing to warn approaching traffic that a vehicle is disabled or parked on the highway.

(4) Failing to dim high-beam headlights for oncoming traffic.

(5) Traveling too fast for road conditions.

(6) Passing on hills or curves.

(7) Driving a mechanically unsafe vehicle (for example, a vehicle with faulty brakes, bald tires, poor steering, weak lights, protruding bumpers).

(8) Driving when fatigued, ill, or under the influence of alcohol or drugs.

e. “Injure” is to cause physical harm to other users of the road or damage property. Splashing mud or water on pedestrians is in this category.

f. “Impede” means to fail to adjust driving speed to the flow of traffic or blocking other traffic when parked.

g. “Inconvenience” is to make more noise than necessary (for example, honking the horn, playing loud music, driving with a faulty exhaust system, racing the engine, letting the engine idle for more than 30 seconds).

12. VEHICLE SECURITY

a. The driver must ensure parked vehicles have closed windows and doors, and that the doors, ignition, and steering wheel (if equipped with a lock) are locked.

b. Failure to secure a POV according to subparagraph a above is illegal. Insurance companies may not honor a claim if the vehicle was unlocked when it was stolen.

c. If personal property is stored in the vehicle, the items should be locked in the trunk.

13. ACTIONS TO TAKE AFTER AN ACCIDENT

a. Before Driving. Drivers should obtain and complete AE Form 190-1Y and keep it in their POVs.

b. Immediate Action.

(1) Drivers who are involved in an accident must do the following:

(a) Stay at the scene. Leaving the scene of an accident (hit and run) is a serious criminal offense under both German law and the Uniform Code of Military Justice (UCMJ).

(b) Turn on emergency flashers and set up a warning triangle. Place the triangle 100 meters behind the POV; on autobahns, place the triangle 200 meters behind the POV.

(c) Provide first aid to the injured, but do not move any seriously injured persons. Have someone call for medical help.

(d) Notify the MP or SF of accidents on an installation and both the German police and MP or SF of accidents off an installation.

(e) If no one is injured and damage is minor, move the POV. Do not block traffic after a minor accident.

(f) Exchange information with involved parties (name, address, license number, insurance company and policy number).

(g) Note the time and place of the accident and names and addresses of any witnesses.

(2) Drivers who have a single-car accident and damage property must do the following:

(a) Stay at the scene for a reasonable time in an attempt to contact the property owner.

(b) If the owner cannot be located, leave a note indicating the driver's name, address, telephone number, and insurance company.

(c) Report the accident immediately to the local MP or SF if on or off a U.S. installation. Drivers who do not make a report could be charged with hit and run. German police need to be called only if there is more than €1,500 of damage.

(3) The driver should take photographs of the scene if possible. Photographs can be more reliable than accident reports and are acceptable in court. If a camera is not available, the driver should sketch the scene, showing the locations of the vehicles, traffic signals, and so on.

(4) The U.S. Forces certificate of license has a block that indicates whether or not an individual is an organ donor. If an individual is killed in an accident and has "yes" indicated in the organ-donor block, the telephone number below the block should be called to alert the Landstuhl Regional Medical Center.

c. At the Scene.

(1) **Fines.** German police may assess an on-the-spot (warning) fine (*Verwarnungsgeld*). Drivers may refuse to pay, but may risk a more serious fine (*Bußgeldbescheid*) later. A *Verwarnungsgeld* does not influence the settlement of an insurance claim. Paying a *Bußgeldbescheid* later could be used as evidence that you were at fault.

(2) **Statement.** German police may ask you to make a statement. If you are the driver or are related to the driver, you are not required to make a statement. You are required, however, to provide personal information to establish your identity and sign the appropriate form.

(3) **“Helpful People.”** Drivers should not sign any document unless they know exactly what the document says. Drivers should avoid people who appear at accidents (*Unfallhelfer*) and try to get drivers to sign powers of attorney, loan applications, and car-rental agreements in the confusion.

d. Reporting.

(1) POV drivers should complete an accident report promptly. POV drivers should complete forms provided by their insurance companies and send them in within 1 week after an accident.

(2) Accidents involving property damage must be reported immediately to both the German police and MP or SF officials if the accident occurred off an installation or to MP or SF officials if on an installation. Single-vehicle accidents involving property damage where the property owner cannot be determined also must be reported immediately (b(2) above).

14. POLICE JURISDICTION

German police have jurisdiction to enforce traffic regulations. Their instructions must be followed. Drivers must show their identification, certificate of license, and vehicle registration when asked by the German police. German police have the right to arrest U.S. Forces personnel (and their Family members).

15. CRIMINAL PROVISIONS

a. In Germany, the following criminal offenses are felonies and punishable by imprisonment of up to 5 years and a large fine if persons or property are endangered.

- (1) Drunk driving.
- (2) Illegal passing.
- (3) Reckless driving.
- (4) U-turns on autobahns.
- (5) Failure to yield the right-of-way.

b. Leaving the scene of an accident without reporting it is punishable with imprisonment for up to 3 years and a fine.

16. INELIGIBILITY FOR CERTIFICATE OF LICENSE AND SUSPENSION OR REVOCATION OF DRIVING PRIVILEGES

a. Declarations of Ineligibility.

(1) Revoking authorities will declare a person ineligible for a U.S. Forces certificate of license for at least 90 days for any of the following offenses:

(a) Making a false statement in an attempt to get a U.S. Forces certificate of license.

(b) Operating a POV without being licensed as required by AE Regulation 190-1/USAFE Instruction 31-202.

(c) Operating a vehicle with an expired license.

(2) Revoking authorities may waive the ineligibility period only for (1)(c) above if the individual's certificate of license has not been expired for more than 1 year. Additional offenses such as (1)(a) and (b) above committed during the time the individual's certificate of license was expired will make the individual ineligible for this waiver. If no other offense has occurred (for example, individual cited during a gate inspection has an expired license plate), the individual will be required to immediately renew the certificate of license.

(3) Revoking authorities will declare a person ineligible for a U.S. Forces certificate of license for the same applicable period of suspension or revocation for any of the following:

(a) Committing a violation while unlicensed that would be grounds for suspension or revocation if licensed.

(b) Having a military license (OF 346 or AF Form 2293) suspended or revoked.

(c) Driving a POV after being declared ineligible for a U.S. Forces certificate of license.

(4) Officers in charge of local driver-testing stations will declare a person ineligible for a U.S. Forces certificate of license for the following periods:

(a) 1 year for cheating while taking a drivers test.

(b) 60 days for failing to pass the written examination after three attempts. Any failure thereafter will result in an additional 60-day ineligibility.

(5) Persons declared ineligible will remain ineligible until they successfully petition the revoking authority for authorization for a U.S. Forces certificate of license.

b. Suspensions. Suspensions will be discretionary or mandatory and for periods specified in (1) and (2) below. The period of suspension will begin on the date the U.S. Forces certificate of license is confiscated. Suspending authorities may suspend an individual's U.S. Forces certificate of license for a longer period (up to 1 year) than prescribed below when appropriate. Examples of when a longer suspension period is appropriate include when other measures have failed to improve a driver's performance, a driver commits repeated serious moving violations, or an individual repeatedly violates the installation parking policy. Offenses involving alcohol or controlled substances will require the licensee to attend and successfully complete an official alcohol- and drug-abuse prevention program and remedial driver training.

(1) 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 the following:

(a) A period of time necessary to—

1. 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 U.S. Forces certificate of license will be returned only when a physician provides a statement that the person has recovered.

2. 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 U.S. Forces certificate of license until the licensee has retaken and passed all required tests. If a person fails to pass the tests for a Government drivers license (OF 346 or AF Form 2293), his or her U.S. Forces certificate of license may be suspended. (This suspension only applies to Navy and Air Force personnel.)

3. 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 U.S. Forces certificate of license pending resolution.

4. 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 33i).

(b) Owning or operating an unregistered or uninsured POV.

(c) A maximum of 180 days for—

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

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

a. Abuse of alcohol or controlled substances.

b. Habitual acts of violence.

c. Numerous (three or more) nonmoving violations.

d. Allowing someone to operate a POV without a U.S. Forces certificate of license or without a U.S. Forces certificate of license valid for the class of vehicle being driven (except as provided for in AE Reg 190-1/USAFE Inst 31-202, para 4-10).

3. Violating the provisions of AE Regulation 190-1/USAFE Instruction 31-202, paragraphs 3-23 or 3-26.

4. Transferring license plates to another POV without properly registering the plates.

(d) A maximum of 1 year for—

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

2. Committing a traffic offense outside Germany that would require suspension or revocation under this publication if committed in Germany.

3. Using or allowing someone else to use a U.S. Forces certificate of license in an unlawful or fraudulent manner.

4. Fleeing or attempting to flee a police officer after committing a traffic violation.

(2) 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—

(a) 7 days for not wearing a seatbelt or not requiring others to wear seatbelts or restraining devices while riding in a POV. This also applies to motorcyclists who do not wear or require their passengers to wear the proper protective clothing while operating or riding on a motorcycle.

(b) 30 days for—

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

2. Not paying the license fee within the time specified after being notified that the initial check was returned for insufficient funds.

(c) 90 days for—

1. Operating a POV with a blood alcohol content (BAC) of 0.5 milligrams to 0.79 milligrams per 1.0 milliliter (0.05 grams to 0.079 grams per 100 milliliters) of whole blood.

2. Operating a class of vehicle other than the class for which licensed.

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

(d) 180 days for—

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

2. Accumulating 12 or more traffic points in a 1-year period or 18 traffic points in a 2-year period. In these cases, the offender must complete remedial driver training before his or her U.S. Forces certificate of license may be returned.

3. 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).

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

(e) Drivers who have not yet reached their 21st birthday if found to be operating a POV on or off a U.S. military installations in Germany with any amount of alcohol in their blood up to 0.49 milligrams per 1.0 milliliter (0.049 grams per 100 milliliters) of whole blood. Driving privileges for these drivers will be suspended for 30 days for a first offense, 60 days for a second offense, and 90 days for a third offense. These drivers may also be subject to a monetary fine if caught by host-nation authorities off the installation.

c. Revocations. Revocations are mandatory, take effect immediately, and remain in effect indefinitely. The period of revocation begins on the date the U.S. Forces certificate of license is confiscated. Offenses requiring mandatory revocation are listed in (1) and (2) below. Petitions for reinstatement are authorized only after 1 year for offenses in (1) below and only after 5 years for offenses in (2) below.

(1) A petition for reinstatement is authorized after 1 year for—

(a) Refusing to take or complete a lawfully requested chemical test under the implied consent provisions.

(b) Operating a motor vehicle with a BAC of 0.8 or more milligrams per 1.0 milliliter (0.08 or more grams per 100 milliliters) of whole blood.

(c) Testing positive for a substance listed in the UCMJ, Article 112a, as a result of a chemical test.

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

1. Manslaughter or negligent homicide resulting from operating a POV.

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

3. 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.

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

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

6. Obtaining a U.S. Forces certificate of license or helping someone else get a U.S. Forces certificate of license through unauthorized means or by using false pretenses to avoid licensing requirements.

(2) A petition for reinstatement is authorized after 5 years for—

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

(b) Committing, for the second time within the last 5-year period, any of the following offenses:

1. Operating a POV with a BAC of 0.5 milligrams or more per 1.0 milliliter of whole blood.

2. Refusing to take a chemical test.

3. Testing positive for a substance described in the UCMJ, Article 112a, as a result of a chemical test.

(3) Individuals who have a record of three alcohol-related traffic offenses over any period of time will be prohibited from ever receiving a U.S. Forces certificate of license. No exceptions to this policy are permitted for individuals who have been found guilty of three alcohol-related offenses.

(4) The RMV will notify the U.S. State drivers agency of personnel whose driving privileges have been revoked for 1 year or more following final adjudication of an intoxicated-driving offense or for refusing to submit to a lawful BAC test. The notification will be sent to the State in which the person's drivers license was issued. This notification will include the basis for the revocation and the person's blood-alcohol level.

17. TRAFFIC POINT SYSTEM

The Traffic Point System (AE Reg190-1/USAFE Inst 31-202, para 2-21) is designed to penalize erratic drivers (including Family members) who possess a U.S. Forces certificate of license or military license. Licenses will be suspended for 180 days if 12 or more traffic points are assessed against a driver in a 12-month period or 18 traffic points are assessed in a 24-month period. The applicable Army or Air Force commander or supervisor will take action to suspend the license. Traffic points will be assessed against drivers who park POVs where prohibited.

SECTION II STUDY GUIDE FOR POV LICENSE TEST

NOTE: The numbers above the road signs in appendix B are referenced below. These numbers are used in the German traffic code to identify signs. Traffic tickets for violations committed on German roads use these numbers to refer to traffic signs related to violations.

18. GENERAL DRIVING GUIDANCE

a. Adjusting for Driving Conditions.

(1) Curves. Drivers must slow down well before entering a curve, maintain slower speed in the curve, and accelerate at the end of the curve (signs 103 and 105). If you break down in a curve, make sure to place the warning triangle as far back from the beginning of the curve as possible so drivers have time to slow down before entering the curve.

(2) Night Driving.

(a) When driving at night, drivers must drive at speeds that will allow them to stop safely. Drivers must know the range of their vehicle's headlights.

(b) Headlights must be on low beam for oncoming traffic and when following another vehicle. Headlights should not be left on high beam to combat the high beams of oncoming traffic. Instead, lights may be blinked to make the oncoming driver aware that his or her high-beam headlights are on.

(c) Drivers must be especially alert at dawn and dusk and during bad weather. Low-beam headlights should be used during these times, not necessarily to see, but to be seen by approaching vehicles. Under German law, drivers may not operate vehicles with only the parking lights on.

(3) Fog and Smoke. The weather in central Europe may be foggy any time of the year, but most commonly in fall and winter months. Fog and the lack of speed limits on autobahns greatly increase chances for accidents.

(a) In thick fog, drivers should pull off to the right side of the road or increase the distance between vehicles while using low-beam headlights.

(b) Signs are normally posted in areas where patches of ground fog are common. Drivers should slow their speed considerably in these areas.

(c) In addition to fog, industrial smoke and dust may blow across roads and highways and reduce visibility. This often occurs where roads cross railroad tracks.

(4) Rain. In a heavy downpour, drivers should pull off the road and wait until the rain lets up. Sharp curves, streetcar tracks, and cobblestone streets are particularly slippery when wet. Signs 114 and 1052-36 indicate that the road is dangerous when wet. Additionally, drivers should watch out for wet leaves; they can make the road slippery when stopping or making turns.

(5) Snow and Ice.

(a) Unexpected patches of thin ice (sign 113) are common on bridges, underpasses, and roads through forests.

(b) Drivers who drive across unexpected icy patches should make no sudden change in direction, speed, or braking. The power of the vehicle's engine, rather than the foot brake, should be used to slow the vehicle on icy or snow-packed roads. On downhill, slippery grades, drivers should use a low gear and avoid accelerating or braking.

(6) Skidding. To recover from a skid, the driver should steer in the direction the rear of the vehicle is skidding and pump the brakes lightly. To avoid skidding, drivers should drive slowly, avoid sudden acceleration or braking, and brake lightly to slow down or stop.

(7) Mountain Roads. Before driving in the mountains, drivers should check the brakes. Normally, traffic signs showing the degree of downgrade are posted (sign 108). Drivers should shift to a low gear before driving downhill. Changing gears while driving downhill may cause the driver to lose control of the vehicle. The emergency brake is important as an additional means of stopping.

(8) Landslides. In mountainous areas, landslides are an ever-present hazard, especially during the spring thaw and after long periods of rainfall. Signs are posted to warn drivers where landslides have occurred or are expected (sign 115).

(9) Increased Hazards During Tourist Season. The period from May through September is the tourist season in Europe. During this time, extra caution, alertness, and patience are required. Autobahn travel is extremely difficult during the start of school vacations, which vary among the German States. Persons planning a trip during the summer should check with a German automobile club to determine when periods of heavy traffic are expected.

b. Converting Kph to Mph. Speed limits in Europe (except for the United Kingdom) are expressed in kph. U.S. Forces drivers must be able to convert kph to mph, especially when driving a vehicle with a speedometer gauged in miles. A quick conversion formula from kilometers to miles is to multiply the kilometers by 6 and drop the last digit of the result (for example, 30 kilometers x 6 = 180 = 18 miles).

c. Types of Speed Limits. Germany has two types of speed limits:

(1) Posted Limits. Signs 274 and 274.1 indicate the maximum speed allowed; sign 275 indicates the minimum speed allowed.

(2) Unposted Limits. These are speed limits that apply to certain types of vehicles or on certain types of roads (d through f below).

d. Cities, Towns, and Villages. If no higher or lower speed is posted, the speed limit within city limits is 50 kph (31 mph).

(1) The city boundaries in which this unposted limit applies are indicated by a sign bearing the name of the city, town, or village (sign 310).

(2) After sign 310, drivers must not exceed 50 kph (31 mph) until the speed limit is lifted by a higher posted limit or a sign indicating the driver is leaving the city boundaries (sign 311 or 311-40).

(3) Many cities also have 30 kph (18 mph) zones in residential and business districts (sign 274.1).

(4) The speed limit on all U.S. Forces property is 30 kph (18 mph) unless otherwise posted.

e. Roads Outside City Limits. For vehicles other than those in subparagraph f below, German traffic regulations establish a permanent speed limit of 100 kph (62 mph) on roads outside city limits unless otherwise posted. Exceptions are as follows:

(1) Autobahns (sign 330) inside cities. While driving on autobahns through cities, autobahn rules still apply.

(2) Contrary to popular belief, many autobahns have speed limits. Where no limit exists, the speed is left to the discretion of the driver, with safety being the primary concern. While driving an American-made vehicle on the autobahn, drivers should not exceed the speed rating on their tires.

(3) Multilane roads having at least two lanes in each direction that are divided by guard rails, median strips, or other construction.

f. Speed Limits for Buses, Trucks, Cars With Trailers, and Motorcycles With Trailers. Unless a lower speed is posted, the speed limit on all roads outside city limits (including autobahns) is as follows:

(1) 60 kph (36 mph) for trucks weighing more than 7.5 tons, motorcycles with trailers, and buses with trailers or with passengers for whom seats are not available.

(2) 80 kph (50 mph) for vehicles weighing more than of 3.5 tons (except for passenger cars) and passenger cars pulling trailers.

(3) 100 kph (62 mph) for buses with seats for all passengers.

g. Recommended Speed Indicators. Sign 380 provides a recommended maximum speed, weather and road conditions permitting. Recommended speeds are intended to create a smooth flow of traffic. In cities, recommended speeds also may be indicated by traffic signals showing figures (for example, “60” for 60 kph) on the light.

h. Minimum Speed Limits. Autobahns (sign 330) and roads reserved for motor vehicles (sign 331) have a minimum speed limit of 60 kph (37 mph). These minimum speed limits must be obeyed except when road, traffic, visibility, or weather conditions force drivers to proceed more slowly.

(1) Except for certain types of military vehicles, vehicles that cannot maintain the minimum speed are not allowed on these roads.

(2) Mandatory minimum speeds are posted on some roads. Vehicles unable to maintain the minimum speed are not allowed on roads where sign 275 appears.

(3) Sign 279 shows the end of a minimum speed zone.

i. Maximum Speed Limits. Regardless of the posted or unposted maximum speed limit, the driver must use discretion in choosing the safest speed. The law requires the driver to adjust the speed to meet road, traffic, and weather conditions and to consider the type of vehicle and load. There are signs used in conjunction with speed-limit signs that must be obeyed only under certain conditions. (For example, *bei Nässe* (sign 1052-36) requires the speed limit noted must be obeyed only when the road is wet.)

j. Dangers of High Speed. Drivers should never drive faster than is reasonable considering road, traffic, visibility, and weather conditions. When the speed is doubled, the force of a collision is quadrupled (for example, the force of impact at 40 mph is 4 times greater than when a vehicle is going 20 mph). There are four basic points to remember about high speed:

(1) Greater distance is needed to stop.

(2) Rounding a curve or changing direction is harder.

(3) Drivers have less time to react.

(4) The severity of collisions increases.

19. RIGHT-OF-WAY

a. “Legal traffic” refers to motorized vehicles, bicycles, and animal-drawn vehicles. Pedestrians and human-drawn wagons are not legal traffic.

b. When traffic signs are absent, vehicles coming from the right have the right-of-way at intersections, junctions, and traffic circles. This rule applies to motor vehicles, bicycles, and animal-drawn wagons. Excluding the exceptions in subparagraph c below, the right-before-left rule applies at all intersections regardless of the width of the street or the angle of the intersection.

c. The right-before-left rule does not apply—

(1) On entrance ramps to autobahns and express roads.

(2) When a vehicle enters a public road from private property, a private road, or a parking space. In these cases, traffic on the public road has priority.

(3) To vehicles coming from pedestrian zones (signs 239 and 242) or from a pedestrian priority zone (sign 325) onto through roads. Drivers exiting such areas must yield to all traffic, including pedestrians and bicycles.

d. The yield right-of-way sign (sign 205) indicates that a priority road (a road on which drivers have the right-of-way) is ahead.

e. The priority road sign (sign 306) is posted at the beginning of a priority road and again at each intersection or junction. Outside city limits, sign 306 also prohibits parking on the road.

f. Signs 306 and 301 inform drivers that they have the right-of-way at the next intersection or junction. Outside city limits, signs 306 and 301 normally are posted 150 to 250 meters before an intersection or junction. Inside city limits, signs 306 and 301 are posted at intersections and junctions.

g. In some cases priority roads go left or right instead of straight ahead. When the priority road turns, this will be indicated by sign 306 and a directional sign showing the priority road in bold (for example, sign 306 with 1002-12).

(1) Sign 205 with 1002-21 requires the driver to yield to traffic coming from the right.

(2) Sign 306 with 1002-12 gives the driver the right-of-way only when the driver is turning left.

(3) Drivers who leave the priority road have the right-of-way over drivers who have yield signs.

(4) Drivers who stay on the priority road must use their turn signal when the priority roads turns.

h. At intersections, drivers should yield to streetcars coming from the left and not insist on the right-of-way.

i. Streetcars have priority over other traffic when tracks go through a traffic circle and sign 101 with a supplemental sign or sign 205 is posted with a silhouette of a streetcar and the words *Straßenbahn* or *Straßenbahn Vorfahrt*.

j. Buses pulling into traffic from marked bus stops have the right-of-way. Bus drivers indicate their intention to enter the flow of traffic with their turn signals.

k. Vehicles in a traffic circle do not have the right-of-way over vehicles entering the traffic circle unless traffic signs at the entrance of the traffic circle indicate otherwise.

l. Funeral processions have the right-of-way over other traffic.

m. A driver must never insist on the right-of-way. Safety takes priority in all traffic situations.

n. Emergency vehicles (ambulances, police cars, fire trucks, and other vehicles identifiable by their flashing blue lights and multitone warning signals) have special right-of-way privileges. Drivers must pull over to the right and stop when emergency vehicles approach. When emergency vehicles approach an autobahn traffic jam (*Stau*), drivers are required to move their vehicles to the extreme right or left, depending on the lane occupied, to permit the emergency vehicle to pass through the center of the congestion. On three-lane autobahns, clearance must be made between left and center lanes.

o. Drivers are required by law—

(1) To keep their vehicle at a safe distance behind the vehicle in front to avoid hitting it if it should stop.

(2) Not to make sudden stops and endanger traffic to the rear except in an emergency.

p. German traffic authorities recommend one-half the speedometer reading in meters as a safe distance for following vehicles (for example, at 60 kph, the recommended distance between vehicles is 30 meters). Greater distances should be used according to current road conditions. Another method for estimating a safe following distance from the vehicle in front is the “3-second method.” Note a spot on the road (for example, a road post). When the vehicle in front passes that spot, begin counting (one thousand one, one thousand two, one thousand three). If you pass the spot before you finish counting to three, you are following too closely. In bad weather, 4 or 5 seconds are recommended. Road conditions and driving speed always must be considered in choosing a safe following distance.

20. USING TRAFFIC LANES

a. Road use.

(1) A general rule of driving is that drivers must drive on the right side of the road except when passing other vehicles. Subparagraph b(4) below explains exceptions to this rule.

(2) When approaching an intersection with directional arrows painted on the pavement, the driver will enter the appropriate lane and follow the direction of the arrow.

(3) To make a left turn, drivers will—

(a) Watch for traffic to the rear. German police have cited drivers for “failing to clear traffic from the rear” when changing lanes to execute a turn. Drivers making a left turn must ensure they check for rear traffic at least twice. Because of the mirror blind spot, drivers should never rely on the rearview mirror alone. Just before making a left turn, drivers must look over their left shoulder to ensure that no vehicle is in the process of passing.

(b) Put on the left-turn signal well before turning.

(c) Guide the vehicle toward the left center of the road (all the way to the left on one-way streets).

(d) Wait for a break in oncoming traffic before turning. Traffic approaching from the opposite direction has the right-of-way. Streetcars also have to wait for a break in oncoming traffic except where otherwise specified. It is illegal, however, for drivers to block a streetcar while waiting for oncoming traffic to pass before turning. Drivers must move on to the next block or to some point where the turn can be made without obstructing the streetcar.

(4) To make a right turn, drivers will—

(a) Watch for traffic from the rear.

(b) Put on the right-turn signal well before turning.

(c) Move to the right side of the road and remain in the right lane while turning.

(d) Watch for bicyclists and pedestrians on the right (particularly those approaching from behind) and let them pass before turning.

(e) Avoid going into the left lane when turning.

(5) Drivers must approach pedestrian crosswalks carefully and be prepared to slow down and stop if necessary. Crosswalks are marked by white lines (zebra stripes) (sign 293) on the road and indicated by sign 134 or 350. The following rules apply:

(a) Pedestrians on or waiting to use a crosswalk have the right-of-way. At divided crosswalks, drivers must stop for pedestrians on their side of the road.

(b) Drivers must not pass vehicles at crosswalks, even if no pedestrians are on or at the crosswalk.

(c) Drivers must be especially alert for physically impaired pedestrians. In Germany, these persons may be identified by a yellow armband worn on the left arm, a white cane, or both. The armband is about 3 inches wide and has three dots forming a triangle. Drivers should consider physically impaired pedestrians at all times and not just at marked pedestrian crosswalks.

b. Passing.

(1) Passing vehicles is one of the most dangerous maneuvers in driving. Passing is not permitted—

(a) When there is a solid white center line (sign 295) on the road. The vehicle's wheels should never touch solid white center lines. These lines appear on hills or curved roads where it is dangerous to pass.

(b) Where sign 276 is posted. Watch for this sign as it may be obscured when passing other vehicles.

(c) When the traffic situation is not clear.

(d) At pedestrian crosswalks.

(e) At railroad crossings.

(2) Passing is permitted—

(a) When there is a broken white center line (sign 340). This line may be crossed to turn left or to pass when other traffic is not endangered.

(b) When the driver's lane has a broken white line next to a solid white center line (sign 296).

(3) Driving faster than the posted speed limit while passing is not allowed.

(4) Passing on the right is prohibited except in the following situations:

(a) Streetcars normally must be passed on the right. When the space between a streetcar and the curb on the right is too narrow, streetcars may be passed on the left only if oncoming traffic is not endangered. On one-way streets, streetcars may be passed on either the right or left.

(b) On an autobahn or other multilane highway outside city limits when the traffic in the left lane is not exceeding 60 kph it may be passed by traffic in the right lane. The right-lane traffic may not exceed 80 kph when passing.

(c) When traffic is stopped (for example, at a traffic light), riders of bicycles and two-wheeled vehicles that use insurance plates may pass slowly on the right. Before turning right, drivers must make sure that no two-wheeled vehicles are to their right.

(5) When passing another vehicle, drivers must—

(a) Make sure that passing is permitted.

(b) Check for other vehicles both ahead and behind.

(c) Use turn signals before pulling out.

(d) Return to the right lane as soon as possible without impeding the vehicle being passed.

(6) German law prohibits drivers from passing buses that are moving with their warning lights on.

(a) When a bus stops, drivers may pass it at a walking speed (5 kph). This means that the speedometer does not move even though the vehicle is moving. On two-lane roads, oncoming drivers must take their foot off the gas pedal and proceed at a walking speed when passing buses with warning lights on that are stopped on the opposite side of the road. People, especially children, may run across the street to catch the bus without watching for traffic. Drivers who move too fast while passing a bus with its warning lights on may be fined, assessed 1 to 3 points (para 17), and possibly lose their driving privileges for 1 month.

(b) Drivers approaching or following buses that have stopped for passengers to get on or off on property under the control of U.S. Forces (for example, housing areas) must always stop. They may proceed only after the bus has begun to move.

(7) Driving side by side is allowed only where traffic is controlled by traffic lights or when traffic becomes so dense that lines of vehicles have formed in lanes heading in one direction. In the latter case, vehicles in the right lane may drive faster than those in the left lane.

(8) Drivers must be especially careful when passing during twilight; they must be alert for oncoming vehicles without lights.

(9) German drivers often use their left-turn signal or flash their headlights as a sign of their desire to pass. German law prohibits this practice within city limits, but it is still done. If a driver is in the passing lane and sees someone from behind wanting to pass, the driver should move to the right lane as soon as it is safe to do so.

(10) When being passed by another vehicle, drivers must allow the passing vehicle plenty of room to pass and return to the right lane, even if this requires slowing down. Speeding up to prevent being passed is illegal.

(11) Slow vehicles that cannot be passed because of the traffic situation should pull over to the right at a suitable place (for example, a wide shoulder) to allow faster traffic to pass.

(12) When three lanes are present, drivers may use the center lane to pass slower traffic in the right lane.

c. Traffic Lane. German traffic laws define a traffic lane as that part of the road required for unobstructed vehicle traffic. According to German traffic regulations—

(1) Traffic should remain in the right lane of two lanes going the same direction except when passing. This rule applies both on and off the autobahn.

(2) Drivers may disregard the requirement to keep to the right in traffic-light-controlled and dense-traffic situations in b(7) above.

(3) Drivers of passenger cars and trucks with a total weight of up to 3.5 tons may drive in any lane of roads having two or more lanes going the same direction within city limits.

(4) Changing lanes is permitted only if other traffic is not endangered. Drivers must indicate every lane change with directional signals.

(5) If one lane of traffic on a road with two or more lanes in the same direction is blocked or otherwise discontinued, each vehicle in the continuing lane must allow one vehicle to merge from the discontinued lane (zipper technique).

(6) Violating the proper use of traffic lanes is grounds for administrative fines.

21. DRIVING ON THE AUTOBAHN

a. Autobahns are indicated by sign 330. Vehicles not capable of maintaining a speed of 60 kph (37 mph) are not allowed on the autobahn. Walking is not permitted along the autobahn.

b. Autobahns may be entered only at officially designated points marked by sign 330 or 430. When entering an autobahn, drivers must yield the right-of-way to vehicles on the autobahn. Entering an autobahn is extremely dangerous because of the high-speed traffic. Using the outer-right merging lane, drivers must be sure the road is clear before accelerating and entering.

c. A driver may leave an autobahn only at authorized points marked by sign 333-20.

d. The right lane of autobahns is for cruising. The left lane should be used only for passing, except in special situations (for example, traffic jams, accidents). It is legal to remain in the left lane if waiting for the vehicle ahead to finish passing.

e. Vehicles using exit lanes at autobahn intersections may drive faster than vehicles in the lane to their left after reaching the broken white lines that designate the exit lanes have begun (significantly wider traffic lane marking shortly before restricted area).

f. Autobahns have dividing strips in the center with guardrails. Crossing dividing strips is illegal unless directed by German police. When approaching or going through repair or construction sites, drivers must watch for sign 276, which prohibits passing in these areas.

g. Emergency telephones are located at 2-kilometer intervals along autobahns. Arrows on roadside reflector posts indicate the direction to the nearest one. These telephones are connected by direct line to the office of the highway superintendent (*Straßenmeister*) where a switchboard operator is always on duty. Although most of the operators speak only German, lifting the receiver indicates the exact location of the caller. If the caller cannot be understood, the operator will ask the German police to come to the caller's aid.

h. Autobahns have hard-surface shoulders. Vehicles may be driven on these shoulders only if mechanical trouble occurs. If a vehicle breaks down, the driver is required to move the vehicle onto the shoulder as far from the traffic lanes as possible and take immediate action to warn approaching drivers by turning on flashing lights and setting out a warning triangle (para 27). It is recommended that all passengers get out on the right side of the vehicle and wait behind the barrier, not on the shoulder or in the vehicle.

i. Drivers on the autobahn must not—

- (1) Back up or make U-turns.
- (2) Stop or park. (Authorized parking areas are marked by sign 314.)
- (3) Run out of gas. Drivers may be fined for stopping if their vehicles run out of gas.
- (4) Drive in the left lane to prevent vehicles from passing.
- (5) Tailgate and flash headlights in an effort to force other drivers to the right lane.
- (6) Get out of POVs when stuck in a traffic jam.

j. Buses and trucks must stay at least 50 meters behind the vehicle in front of them.

22. RAILROAD CROSSINGS

a. Railroad crossings are indicated by traffic signs 150, 151, 153, 156, 159, 162, and 201. Traffic sign 201 and a flashing red light indicate that a train is coming and vehicles must stop. Vehicles may proceed when the flashing red light goes out.

b. Crossing railway tracks is forbidden when—

(1) A train is approaching.

(2) The expected approach of a train is indicated by a flashing light or other visible or audible signal.

(3) Crossing-gates are closed or in motion.

(4) An attendant waves a red-and-white flag.

c. Every railroad crossing must be approached with caution, especially unguarded crossings (signs 151 and 156). Drivers should proceed carefully, listen for approaching trains, and look in both directions before crossing railroad tracks.

d. Drivers must be especially alert when there are two or more tracks at railroad crossings. Although a train on one track has passed, another may be coming from the opposite direction on another track.

e. Drivers should not change gears when crossing tracks because this increases the chance of stalling. To avoid being stranded on the tracks, drivers should wait until the vehicle ahead has crossed and left enough room to clear the tracks.

f. Class 2 vehicles and vehicles with trailers are required by law to stop immediately after passing the single-stripe signpost (sign 162) when the railroad crossing is closed or a train is approaching. This requirement enables faster moving vehicles to pass slower vehicles before reaching the crossing.

g. When a vehicle is stopped at a crossing at night, the driver must use low-beam headlights.

h. When a 30-second or longer stop is anticipated, the driver should turn off the ignition.

23. STOPPING AND PARKING

a. Vehicles may stop only on the right side of the road in the direction of the flow of traffic. If streetcar tracks are on the right side of the street, it is legal to stop on the left side, unless stopping is prohibited by traffic signs. Stopping or parking on either side of one-way streets is usually permitted.

b. Drivers must wait for streetcars that have stopped to allow passengers to get on and off, except at pedestrian islands. Drivers may proceed after the streetcar doors are closed and the driver's side of the road is clear of pedestrians. Drivers do not have to wait until the streetcar begins to move forward.

c. A driver who reaches a parking space first has priority, even if he or she passes the space to back into it.

d. Under German law, a vehicle is considered parked when the driver leaves the vehicle or it is stopped for longer than 3 minutes.

e. A vehicle is considered to be parked illegally if it is parked—

(1) Where official signs forbid parking (signs 283 and 286).

(2) Where the road is narrow.

(3) In a way that blocks the view of the road.

(4) On any sharp bend in the road.

(5) Within 5 meters of a pedestrian crosswalk or a marked or unmarked junction.

(6) Within 15 meters of public transportation stop signs (for example, bus or streetcar stops) (sign 299).

(7) At taxi stands (sign 229).

(8) Within 5 meters of railway crossings within city limits, or within 50 meters of railway crossings outside city limits.

(9) Beside a traffic island.

(10) In front of driveways to roadside property. In congested areas of older cities, driveways usually can be identified by doors large enough to admit a vehicle. Drivers are required to obey signs reading either *Einfahrt* or *Ausfahrt freihalten*, which mean keep the entrance or exit clear. Parking on the opposite side of streets from these driveways is prohibited if the road is too narrow to allow vehicles to leave the driveway.

(11) Within the space necessary for streetcars and trains to pass.

(12) Next to any dividing strip or barrier line on multilane roads.

(13) On the autobahn, except at locations provided for that purpose (sign 314).

(14) On any roadway, unless the vehicle is inoperable.

(15) At expired parking meters. If a parking meter is out of order, parking is permitted if the driver uses a blue parking disc (sign 291) to indicate the time of arrival and no more than the time allowed by the meter is used.

(16) On a priority road outside cities and communities.

(17) Alongside other parked vehicles (double-parked).

(18) On a road with directional arrows (sign 297).

(19) Facing the flow of traffic.

f. Blue parking discs (sign 291) are required in areas where traffic sign 290 is posted. These parking permits may be obtained from local civil authorities and must be visible from outside the vehicle.

24. USE OF HORNS AND OTHER WARNING DEVICES

a. When a potentially dangerous situation exists, drivers must alert other road users to the danger. To do this, drivers may flash their headlights and use their horn and turn signals.

b. Drivers must take care to use warning signals only in a way that does not confuse other drivers (for example, by not leaving a turn signal on without making a turn). Drivers also must be careful when using car horns not to startle domestic animals (for example, horses pulling wagons).

c. Outside city limits, a short blast of the horn or flashing headlights indicates the intention to pass.

d. Inside city limits, using the horn or flashing headlights must not be used to signal the intention to pass.

e. Drivers may flash their headlights and blow their horn to warn inattentive pedestrians.

f. The turn signal is used for all turns and to warn other traffic of the driver's intention to—

(1) Pull away from a curb or parked position.

(2) Change lanes.

(3) Leave a traffic circle.

(4) Pass.

(5) Move the vehicle in any way that may interfere with other traffic (for example, going around obstacles in the road).

g. Using the turn signal does not relieve the driver of the responsibility of safely operating the vehicle.

h. If the vehicle's turn signals do not work, drivers must use hand signals. Indicating a turn by hand signal is done with the left arm—

(1) Fully extended for a left turn.

(2) Turned up at a 90-degree angle at the elbow for a right turn.

(3) Pointed down at a 90-degree angle at the elbow for a stop.

25. SEATBELTS

a. Seatbelts are installed in all Government sedans, station wagons, pickup trucks, and ambulances. The driver and passengers who are transported in a Government vehicle equipped with seatbelts are required to fasten their seatbelts. The driver and passengers will keep their seatbelts fastened while the vehicle is in motion. Senior military passengers and drivers will ensure that passengers keep their seatbelts fastened.

b. POVs, regardless of age, must have serviceable seatbelts installed for the driver and each forward-facing passenger. German law requires that seatbelts for all occupants be fastened while the vehicle is moving. A shoulder belt must cross the shoulder and chest, not the face or neck. A lap belt should be low over the hips, snug, and not twisted.

c. German law states that children under 12 years old may sit in the front seat of POVs only when children in that age group are already occupying the rear seats or the vehicle does not have a rear seat.

(1) If children sit in the front seat, they must be secured with officially approved safety equipment suitable for them and permitted for use in front seats (equipment approved by the U.S. Department of Transportation (DOT) or approved in Germany under United Nations Economic Commission for Europe Regulation 44/03).

(2) Children seated in the rear seat that are shorter than 150 centimeters (4 feet, 11 inches) or who are 12 years old or younger must be secured by the proper restraint equipment suitable for the child.

26. DRUGS AND ALCOHOL

a. The primary cause of fatal traffic accidents is alcohol. Apprehension by the German police can result in loss of driving privileges, fines, and possibly imprisonment, depending on the seriousness of the offense and the level of impairment. In Germany, drunk driving is a felony punishable with imprisonment of up to 5 years and a large fine if persons or property are endangered.

b. Implied-consent provisions are as follows:

(1) Persons holding a U.S. Forces certificate of license and operating a POV are assumed to have given their consent to chemical tests for alcohol or other drug content of the blood, breath, or urine by U.S. authorities. The tests may be administered when drivers are lawfully stopped, apprehended, or cited for any offense allegedly committed while driving or in physical control of a motor vehicle while under the influence of intoxicants.

(2) If civil authorities administer a chemical test, the U.S. Forces also may administer a test. If multiple tests are made, the results of the test made closest to the time of the incident normally will be used to determine administrative action, unless the alcohol or drug content of the blood is rising because of the person's consumption before apprehension. In this case, the test that shows the highest content will be used.

(3) Administration of tests for alcohol or other drug content of the driver's blood, breath, and urine may be delayed following a POV accident or offense. When a test is administered, regardless of the delay, the results can be used against the driver to suspend or revoke the driver's certificate of license. For this reason, the driver should not drink alcohol for at least 6 hours after an accident. This precaution will protect the driver from a possible charge of driving while intoxicated.

(4) Drivers who refuse to submit to or complete chemical tests will have their certificate of license revoked indefinitely. This administrative action has no effect on procedures to be followed under the UCMJ. Paragraph 16 provides information about suspensions and revocations for incidents involving the use of intoxicants or controlled substances.

c. German police authorities may forcibly administer chemical tests according to their laws.

27. EMERGENCY EQUIPMENT

a. POVs with U.S. Forces-issued license plates must carry approved first-aid kits and portable, reflectorized warning triangles. Triangles and kits should be carried in the passenger section (preferably under the front seat), not in the trunk of the vehicle. Failure to carry warning triangles or first-aid kits is grounds for withdrawing U.S. Forces registration privileges.

b. Drivers are required to warn approaching traffic if their vehicle is stopped on any road by using flashing lights and placing the warning triangle 100 meters (200 meters on autobahns) behind the disabled vehicle.

28. GOOD SAMARITAN LAW

The German criminal code states that “whoever, in case of an accident or common danger or distress, does not render aid, although such aid is necessary and can be expected of him or her under the circumstances, especially if it is possible to do so without substantial danger to himself or herself and without violating other important duties, will be punished by imprisonment not exceeding 1 year or by a fine.”

29. TIRES

a. The tread depth of POV tires must be at least 1/16 of an inch (1.6 millimeters) over the entire traction surface.

b. Radial tires and bias-ply tires cannot be mixed. All four tires must be the same (radial or bias-ply). Two snow tires and two regular tires may be used only if they are of the same type (e below).

c. Studded tires and tires that protrude beyond the fenders are prohibited.

d. German law does not require passenger cars to be equipped with snow tires or chains except in certain mountainous areas. These areas are marked with traffic signs (sign 268). At some mountain passes, chains may be rented. The maximum speed while driving a vehicle with chains is 50 kph (31 mph).

e. Only snow tires without spikes or studs are allowed in Germany. If only two snow tires are used, they must be mounted on the drive wheels. Four-wheel-drive vehicles must have the snow tires mounted on the rear wheels. Radial snow tires may be used only with regular radial tires. Bias-ply snow tires may be used only with regular bias-ply tires.

f. Incorrectly inflated tires increase surface rolling resistance. Many drivers do not inflate their tires to the recommended levels. Underinflated tires cause a fuel efficiency loss of 1 percent for every 2 pounds the tires are below their recommended pressure. Drivers should check tire pressure with a tire gauge during preventive maintenance checks and services (PMCS). The check should be made before driving, because tire pressure increases with the heat produced from driving. This can give a falsely high reading. Drivers should consider the following:

(1) Tires should be inflated at the recommended pressures.

(2) Tires should be inflated at the upper level of the recommended range for best fuel efficiency.

(3) Tire wear increases and vehicle handling becomes more difficult when tires are inflated incorrectly.

(4) Underinflated tires reduce fuel efficiency.

30. ADDITIONAL RULES OF THE ROAD

a. Traffic Signals.

(1) Crossing the white stripe painted across the lane of traffic when stopping for a red light is forbidden. Drivers may make a right turn when the light is red if a green arrow is attached to the right of the main light (shown on the right). Drivers must come to a complete stop and ensure the road is clear of traffic before making the turn.



(2) The rule in (1) above also applies when the light is yellow if the vehicle can be stopped without endangering traffic to the rear. A driver must never speed through a yellow light. Some intersections have cameras programmed to photograph vehicles caught in the intersection when the light turns red. When that happens, the driver can expect to be fined and may lose driving privileges.

(3) German traffic rules concerning blinking yellow and single yellow lights differ from and should not be confused with U.S. rules.

(a) In Germany, a blinking yellow light requires the driver to yield the right-of-way and, in some cases, to come to a complete stop.

(b) German law emphasizes the driver's duty to wait, particularly if the red and green signals on the traffic light are not operating.

(c) The single, yellow blinking light does not take priority over other traffic signs. This light calls attention to the requirement to observe the other traffic signs.

(d) Stop and yield signs (206 and 205, respectively) are often placed with a yellow blinking light. When this situation exists, the driver must observe these signs and stop or wait as required before crossing the white stripe mentioned in subparagraph a above.

(e) Operational green or red traffic lights take priority over traffic signs.

(4) An intersection or road junction regulated by an overhead traffic light and having several lanes may have a separate traffic light for each lane. A traffic light with an illuminated—

(a) Red "X" indicates that the lane is closed.

(b) Green arrow pointing downward indicates traffic in that lane may proceed.

(c) Green arrow pointing either left or right indicates traffic may turn in the direction of the arrow.

(5) When a driver stops at an intersection because traffic is backed up, German law requires the driver to leave enough space for vehicles on the intersecting street to clear the intersection. This situation happens often where two intersections are close together. The driver is responsible for knowing when to stop in dense traffic and not pulling into the intersection, even though the traffic light is green.

b. Bicycles and Motorcycles.

(1) German law requires passing drivers to leave at least 1.5 meters between their vehicle and the cyclist.

(2) When passing any vehicle, drivers should be alert for—

(a) The person who is being passed pulling over to pass a bicycle or motorcycle.

(b) Oncoming drivers going over the center line to pass bicycles and motorcycles.

(c) Two-wheeled vehicles that are passing parked vehicles.

(d) Bicycles, motorbikes, and motorcycles threading through traffic. These vehicles have the same rights on the roads as other drivers

c. Cell Phones. German law prohibits the use of hand-held cell phones when operating POVs or riding bicycles. Only “hands-free” telephones that allow the driver to keep his or her hands on the steering wheel and eyes on the road may be used. Failure to obey this law could result in fines, points assessed against the license, or both. Hand-held cell phones may be used only if the POV is stationary and the motor is switched off.

d. U-Turns.

(1) U-turns are legal within city limits when all of the following apply:

(a) There is no sign that prohibits U-turns.

(b) The lane being crossed has a broken line (not a solid line).

(c) The road is clear and there is enough time to make the turn without endangering other vehicles.

(2) U-turns are never permitted on—

(a) Autobahns.

(b) Multilane highways.

(c) Roads outside city limits except where the center line is broken and traffic is clear so that the turn can be made without endangering other vehicles.

e. Fatigue. Driving while fatigued is the cause of many single-car accidents. Individuals taking medication should ensure the medication will not affect their driving ability. During long trips, the driver should stop and rest, walk around, or drink coffee or fluids at least every 2 hours. Drivers also should make sure there is enough fresh air circulating inside the car.

f. German Police Hand Signals. The signals used by German police officers are different from those used by police officers in the United States. These signals and their meanings are shown in figures 1 through 5. The basic rule is that traffic parallel to the outstretched arms of the officer may proceed and traffic facing the front or back of the officer must wait. German police officer signals take priority over traffic signals, even if the traffic signals are operating.



When approaching an intersection, drivers must be alert for a red traffic signal or a police officer standing in this position, which means the driver must come to a complete stop. Note that this officer's signal to stop applies to drivers in front of and behind him, not to drivers to his right and left.

Figure 1. German Police Signals (Stop)



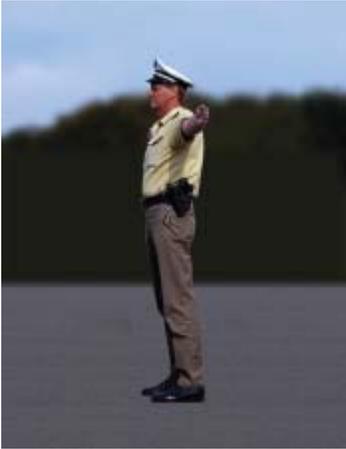
This police officer is waving traffic through the intersection with his right hand while signaling with his left hand for all traffic in front of him and behind him to wait.

Figure 2. German Police Signals (Stop)



This police officer standing in the middle of the intersection with one arm raised is signaling all drivers to stop and telling drivers in front of and behind him to prepare to proceed.

Figure 3. German Police Signals (Attention)



This police officer standing with arms outstretched and pointing in the driver's direction is signaling the driver to proceed. The officer signaling the driver to go will stand sideways to the oncoming traffic.

Figure 4. German Police Signals (Go)



The driver may proceed as long as the police officer continues to wave traffic through.

Figure 5. German Police Signals (Go)

g. International Driving Requirements. National requirements for liability insurance, customs documents, and driver's licenses vary and are subject to change. The local customs field office can provide information on international driving requirements. Before driving outside Germany, individuals must obtain an international drivers license. The nationality marker ((3) below) must be attached to the back of POVs that will be driven outside of Germany.

(1) International Insurance Card. An international insurance card, also known as the "green card," is required in most European countries. POV owners can obtain a green card from their insurance company on request. The green card is provided free to policyholders who purchase minimum liability insurance coverage.

(2) International Driving Permit.

(a) Some countries require international driving permits to drive an automobile within their borders. Permits may be obtained in all German cities. The local MP or SF office can provide the location of issuing agencies. To acquire an international driving permit, individuals must present the following:

1. An application form. Forms in English are available at the issuing agency.

2. A valid U.S. Forces certificate of license (AE Form 190-1F).

3. A 1½- by 2-inch, vertical-format photograph of themselves in civilian clothes. Some cities may require two photographs.

4. A U.S. passport (required only for Army and Air Force civilians and Family members).

5. Appropriate fee (in euros).

(b) Applicants will apply for international drivers licenses in the town or city where they live.

(c) Personnel affiliated with the U.S. Forces must have a U.S. Forces certificate of license if they are driving either a U.S.-Forces-registered vehicle or a vehicle bearing German license plates. U.S. Forces personnel may not drive vehicles in Europe with only an international driver's license. International driver's licenses are—

1. Valid for 3 years from the date of issue or expiration of the U.S. Forces certificate of license, whichever comes first.

2. Not valid in the country where they are issued.

(3) Nationality Marker. An oval international “USA” decal (which the owner must obtain) is required if the POV crosses international borders using U.S. Forces “European-style” license plates. U.S. Forces POVs with German license plates issued by the U.S. Forces will use the “D” decal.

h. Lighting.

(1) Vehicle headlights must be used at night, at dawn, and at dusk. Low-beam headlights must be used during the day when visibility is limited because of inclement weather (for example, fog, snow, rain).

(2) Using only parking lights when driving is prohibited.

(3) Fog lights may be used only with low-beam headlights when visibility is less than 50 meters.

(4) High-beam headlights must be dimmed for oncoming vehicles and when approaching a vehicle from behind.

(5) Drivers who park in an area that is not lit well enough for the vehicle to be seen (for example, where streetlights do not remain on all night) must use front and rear parking lights. Traffic sign 394 is posted in areas where parking lights are necessary. Drivers of POVs with U.S. specifications should try to avoid parking in these areas, because their vehicles are not designed so that the lights can be left on without weakening the battery.

i. Vision. The driver's vision must be free of obstructions, and windows must be clean at all times. Under German law, drivers may be fined for failure to remove snow or ice from windows. The interior and exterior rearview mirrors also must be clean and properly adjusted for maximum visibility.

j. Breakdowns. When a vehicle breaks down on the autobahn, use the nearest emergency telephone (para 21g). The telephone operator will dispatch a tow truck. Vehicles may be towed only to the next exit. On other roads, German police may help. If unable to get help otherwise, towing services are listed in the yellow pages under *Abschleppdienst*.

SECTION III ADDITIONAL INFORMATION

31. SPECIAL CONSIDERATIONS FOR DRIVING IN EUROPE

a. General. Driving in Europe is very demanding. Learning and following the rules of the road and using the information in this pamphlet will help prevent accidents and make driving in Europe more enjoyable.

(1) Some problems encountered while driving in Europe are unfamiliar traffic signs and narrow roads that can cause problems for large American vehicles. Traffic density adds to the difficulty of driving in Europe.

(2) Cobblestone streets and streetcar tracks are very common and extremely dangerous when wet or icy, as are narrow secondary roads with high peaks and sharp curves. Autobahns often have no speed limits and European drivers often tailgate at high speeds. This may tempt drivers to drive at reckless speeds.

(3) European drivers often pass on hills and curves and in the face of oncoming traffic, causing extreme traffic hazards. Most European drivers know when they have the right-of-way and will, in some cases, take the right-of-way when they do not have it.

b. Causes of Accidents and Preventive Measures.

(1) Accidents normally occur because of unsafe driving. Statistics indicate the majority of accidents are due to—

- (a) Driving while intoxicated.
- (b) Failing to yield the right-of-way.
- (c) Driving too fast for road or weather conditions.
- (d) Driving inattentively.
- (e) Misjudging clearance.
- (f) Driving a mechanically unsafe vehicle.

(2) Americans can drive safely in Europe if they learn to react quickly to local traffic signs and to anticipate the actions of other drivers. Most accidents can be avoided by—

- (a) Driving sober and always being alert.

- (b) Driving defensively.
- (c) Being alert and courteous, regardless of who has the right-of-way.
- (d) Helping to prevent dangerous situations.
- (e) Becoming familiar with local driving customs and laws.
- (f) Maintaining vehicles in excellent mechanical condition.

c. Motorcycles. Drivers of two-wheeled vehicles must not cut in and out of traffic. The slightest contact with another vehicle may upset their motorcycles. Accidents involving two-wheeled vehicles cause almost certain injury or death to the driver and passenger of the two-wheeled vehicle.

32. VEHICLE EQUIPMENT REQUIREMENTS AND MECHANICAL STANDARDS

a. POVs that are registered as operational must meet the mechanical standards in AE Regulation 190-1/USAFE Instruction 31-202, appendix C.

b. POVs also must meet the mechanical standards considered acceptable in local military and German communities. POVs may be rejected during mechanical inspection for missing parts, excessive rust, unsightly markings, bent hoods, torn fenders, faulty body trimming, or altered U.S. Forces-issued license plates.

c. Commanders will ensure that first-line supervisors or platoon sergeants visually inspect POVs belonging to their subordinates every 180 days. If the first-line supervisor or platoon sergeant determines that a POV is below acceptable standards based on its exterior condition, the POV owner must do one of the following:

- (1) Correct the deficiencies.
- (2) Place the POV in a nonoperational status if deficiencies cannot be corrected in a reasonable amount of time.

d. Brand-new POVs (vehicles never registered in any registration system) are exempt from vehicle inspection for 24 months after the first registration date. Other POVs must be inspected annually.

33. POV REGISTRATION

a. General.

(1) Military and civilian sponsors must register POVs with the RMV. Family members may register POVs with the German authorities or the RMV.

- (2) The number of POVs that may be registered at any time is limited as follows:
 - (a) Accompanied personnel: three POVs and two recreational vehicles.
 - (b) Unaccompanied personnel: two POVs and one recreational vehicle.

(3) Waivers to the limit on POVs registered must be approved by the applicant's military commander in the immediate chain of command. If the applicant has no military commander in his or her chain of command, the request must be approved by the applicant's garrison or base support group commander.

(4) U.S.-Forces-registered POVs will not be used for private commercial purposes (for example, cosmetics sales, pizza deliveries) (AE Reg 210-70/USAFE Inst 211-16).

(5) There are three types of POV registrations.

(a) Regular. A regular registration is valid for 1 year and must be renewed each year. This registration remains valid if insurance and mechanical requirements are met.

(b) Temporary. A temporary registration will be issued as explained in AE Regulation 190-1/USAFE Instruction 31-202, paragraph 3-7. It is valid for 30 days and is issued by the field registration station (FRS).

(c) Nonoperational. A nonoperational registration is valid for 3 months for vehicles that are mechanically deficient, are not driven year-round, or lack required liability insurance.

b. How To Apply for Regular Registration.

(1) When applying for a regular registration, the following must be presented to the local FRS:

(a) Completed AE Form 190-1AA with proof of inspection. When a POV is transferred, the buyer may do one of the following:

1. Have the POV inspected and receive a 12-month registration certificate.

2. Accept the seller's inspection (if it was performed more than 60 days before the expiration of the current registration) and receive a registration certificate with the seller's expiration date.

(b) Proof of ownership.

(c) Insurance confirmation card (ICC) (*Versicherungsdeckungskarte*).

(d) Valid U.S. Forces certificate of license (for the appropriate class).

(e) Valid identification card.

(f) Customs clearance, if necessary.

(g) Registration fee (by check or money order).

(2) Registration personnel at FRSs will process documents and provide applicants with a completed registration form and appropriate decals.

c. U.S. Forces POV License Plates.

(1) License plates issued in connection with POV registration—

- (a) Remain the property of the RMV.
- (b) Must remain on the vehicle for which they are registered.
- (c) Will not be transferred to another vehicle.

(d) Must be attached firmly to the front and rear of the POV using bolts, screws, or brackets. Rear license plates must be illuminated. Motorcycles and trailers will display only one plate mounted on the rear. Securing plates using string or wire is prohibited.

(2) POV owners will not—

- (a) Display invalid, defaced, or forged license plates.
- (b) Alter license plates (for example, trim, paint, or tape over).
- (c) Operate a POV with license plates that are mutilated or obscured by dirt or grime.
- (d) Operate a POV when license plates are not firmly secured ((1)(d) above).
- (e) Attach old license plates or signs to or around U.S. Forces license plates.

d. Decals. Expiration decals are issued with initial and renewal registrations. This decal indicates the day, month, and year in which the permanent registration expires. Expiration decals for POVs with European-style U.S. Forces license plates are placed on each license plate. Expiration decals for motorcycles and trailers are attached to the license plate. There is no expiration date for temporary decals; the expiration date is written on the temporary verification decal.

e. Mandatory Third-Party Liability Insurance.

(1) POV owners are required to maintain the minimum liability insurance coverage required by German law. Minimum coverage for POVs (including trailers) is as follows:

- (a) €7.5 million per accident for damages related to personal injury.
- (b) €1 million for property damage.

(c) €50,000 for damages neither directly nor indirectly related to personal injury or property damage (consequential damage).

(2) Insurance requirements are higher for POVs with more than eight seats (not counting the driver's seat). Specific information may be obtained from an insurance company.

(3) The ICC is the only acceptable proof of insurance for registration under German law and U.S. Forces regulations. The insurance policy itself is not acceptable proof of insurance for registration.

(4) When the RMV receives the ICC, the POV insurance is considered in force until the RMV receives a cancellation notice from the insurance company or the license plates are changed. Owners should note that cancellation notices are mailed from the insurance company directly to the RMV and that the company might fail to advise the owner of the cancellation.

(a) If the RMV receives a cancellation notice and finds the owner has not provided proof of continuing insurance by submitting another ICC to the RMV, the U.S. Forces are obliged by international agreements to cancel the POV registration.

(b) If the POV registration is canceled ((a) above), the RMV will instruct the POV owner's commander or supervisor. The commander or supervisor will ask the MP or SF to remove the license plates (AE Reg 190-1/USAFE Inst 31-202, para 3-12c).

(5) An owner's agreement with the insurance company provides coverage only for injuries and property damages up to fixed amounts ((1) above).

(a) Although these amounts may appear to be large, they may be insufficient, especially if lengthy hospitalization is required.

(b) Under German law, it is possible for an insurance company to charge the policyholder the amount paid to a third party if the policyholder's conduct caused the accident (for example, the owner drives while drunk or permits an unlicensed driver to drive the POV). In these cases, the company may recover up to €5,000 from the policyholder.

f. Disposition of a U.S.-Forces-Registered POV.

(1) A POV must be properly disposed of before the registrant departs Germany. Disposal may be accomplished by—

(a) Export (shipment) at Government or personal expense.

(b) Sale or gift to another person with SOFA tax and customs privileges.

(c) Sale or gift to a person without SOFA tax and customs privileges after settlement of German tax and customs liabilities.

(d) Donation to the U.S. Government or one of its instrumentalities, normally the community morale, welfare, and recreation fund.

(2) Registrants are responsible for proper disposition of POVs before departing Germany. Abandoning a POV—

(a) Violates German law and AE Regulation 190-1/USAFE Instruction 31-202.

(b) Is punishable under the UCMJ and may lead to adverse administrative action.

g. Other Prohibitions Concerning POV Operation and Disposition. Military and civilian personnel and their Family members will not—

(1) Alter U.S. Forces registration certificates or U.S. Forces certificates of license.

(2) Drive a U.S.-Forces-plated POV—

(a) Without a valid U.S. Forces registration certificate, identification card, valid country license, and certificate of license. When POV owners permit other U.S. Forces POV-licensed drivers or drivers authorized by AR 190-1/USAFE Instruction 31-202, paragraph 4-10, to operate their POV, the drivers must carry the appropriate registration certificate for that POV. If the POV will be operated outside Germany, the owner must also provide the driver written permission and the international insurance (green) card.

(b) Purchased from another individual until ownership has been properly transferred at an FRS.

(3) Remove, alter, or deface the engine number or manufacturer's serial number, or permit this action, on a U.S.-Forces-plated POV.

(4) Sell, lend, dispose of, or otherwise use license plates, verification decals, or expiration decals except as authorized in AE Regulation 190-1/USAFE Instruction 31-202.

(5) Sell, lend, or give a POV to someone who is not a member of the U.S. Forces (for example, German national or tourist) without proper customs clearance.

(6) Submit applications for either a certificate of license or vehicle registration that have incorrect or false data.

(7) Sell, give, or otherwise dispose of a POV that is under a lien without the written consent of the lienholder.

(8) Park POVs without valid U.S. Forces license plates on public roads, in public areas, in Family-housing areas, on military installations, or in areas that may be viewed by the public.

h. Withdrawal of POV Registration Privileges. Registration privileges may be suspended for a period of at least 30 days, but not to exceed 180 days, if the owner does any of the following:

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

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

(3) Operates a POV without insurance.

(4) Abandons a POV.

(5) Alters license plates or fails to secure them properly.

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

(7) Refuses to remove or cover indecent or obscene bumper stickers, signs, writing, or graphic depictions on a POV.

(8) Transfers license plates to another POV without properly registering the plates.

i. Restrictions on Displaying Written or Graphic Material.

(1) U.S.-Forces-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 U.S. Forces installations.

(2) Community commanders will deny entry of POVs displaying indecent or obscene material to U.S. Forces installations until the indecent or obscene material is removed or covered.

(3) Drivers and owners of POVs displaying indecent or obscene material on a U.S. Forces installation are subject to having their U.S. Forces certificate of license suspended. Licenses will be suspended until the material has been removed or covered. Licenses will be suspended if drivers and owners—

(a) Drive onto a U.S. Forces installation after being informed that they are denied entry until the material is removed or covered.

(b) Fail to remove or cover indecent or obscene material on the POV located on a U.S. Forces installation or to remove the POV from the installation.

34. BASIC SAFETY MEASURES FOR OPERATING U.S. GOVERNMENT VEHICLES

a. General.

(1) This paragraph provides basic safety measures for driving Government vehicles.

(2) Persons applying for certificates of license to operate a POV are not required to know the information in this paragraph. Persons applying for an OF 346 or AF Form 2293 are required to know the information in sections I and II of this pamphlet.

(3) This paragraph does not include all safety measures. Drivers of Government vehicles must know German traffic laws and U.S. Army and U.S. Air Force rules and regulations governing the operation of motor vehicles.

b. Basic Rules.

(1) Engines will not be idled while Government vehicles are standing except for necessary warm-ups and maintenance checks. Radio-equipped vehicles that are expected to be standing for 15 minutes or more will go out of service at that location. Engines are required to generate power for radios.

(2) Government vehicles on dispatch will carry basic equipment to handle common breakdowns. This equipment will include at least a spare tire, jack, lug wrench, first-aid kit, and warning triangle.

(3) Cargo-carrying vehicles without tailgates or with tailgates less than 42 inches high that are used to carry personnel will be equipped with standard safety straps. The safety straps will be fastened when personnel are being carried in cargo compartments.

(4) Drivers of emergency vehicles (such as fire department, MP, SF, and medical vehicles) will obey traffic regulations. Exceptions will be made only if the military authority allows the driver to exceed restrictions or as described in (5) below. Drivers operating vehicles under emergency conditions will warn of their approach using signals that can be seen (rotating lights) or signals that can be heard (sirens).

(5) Drivers of emergency vehicles may exceed traffic restrictions when—

(a) MP or SF vehicles are in pursuit of actual or suspected violators.

(b) MP or SF vehicles are on emergency runs.

(c) Fire department or medical vehicles are operated in response to an emergency call or alarm.

(6) Only one passenger other than the driver is permitted to ride on the front seat in all but the following Government vehicles:

(a) M249 and M250 trucks.

(b) Tactical and nontactical vehicles equipped with individual seats for crewmembers.

(c) Vehicles with front seats 51 or more inches wide (for example, communication vans, garbage trucks) that normally have two or more crewmembers assigned besides the vehicle driver.

(7) Not more than one Government vehicle will be towed behind a vehicle on a public highway. A standard tow bar or wrecker truck must be used for towing. Tow chains may be used only—

(a) If wrecker trucks or tow bars are not available.

(b) To tow vehicles short distances to clear roads.

(8) Non-convoy Government vehicles may pass vehicles in a convoy only when drivers follow the procedures for passing prescribed in paragraphs 18 and 20b.

(9) Military personnel who are employed or detailed to perform duty as drivers of Government vehicles will not drink alcoholic beverages during the period they are scheduled to drive or within 8 hours before their scheduled driving duty.

(10) Drivers will not smoke while driving Government vehicles.

(11) Government-vehicle drivers will not engage in races.

c. Transporting Hazardous Cargo.

(1) Special measures must be taken when a Government vehicle is used to transport explosives, flammable liquids (for example, gasoline), acids, and other dangerous cargo. AE Regulation 55-1, AE Regulation 55-355/USAFE Instruction 24-201, and Air Force Manual 91-201 prescribe procedures for transporting dangerous cargo.

(2) Drivers will have disabled vehicles towed away from built-up areas and moved from the traveled part of the road as soon as possible. Explosives will not be transferred to another vehicle unless the proper authority approves the transfer.

(3) Vehicles transporting hazardous cargo will not be equipped with railroad fuses or flares.

(4) If visibility is less than 50 meters, drivers must stop at the nearest parking area until visibility improves.

(5) If a truck or bus weighing more than 3.5 tons carrying hazardous cargo is traveling faster than 50 kph, drivers must maintain a distance of at least 50 meters from the vehicle in front of them.

d. Government Buses.

(1) Rules for allowing passengers to stand on Government buses are as follows:

(a) Standing is allowed only within city limits and only when the number of people standing is not more than half of the vehicle's seating capacity.

(b) No more than one passenger for each row of forward-facing seats may stand.

(c) Passengers will not stand forward of the guardrail (or painted line) behind the driver (or the rear of the driver seat) when the driver's seat is adjusted to its rearmost position ((2) below).

(d) School children will be allowed to stand only while being transported on a Government installation and then only when they have access to handholds, vertical handrails, or hanger straps. A seat must be provided for each child on regular bus runs, and each child must be seated when buses are carrying only children (for example, school runs).

(2) A line will be painted across the front interior of each bus. Passengers will not be permitted to stand in front of this line. The line must be far enough to the rear of the driver's seat to allow the driver clear vision on the right.

(3) Emergency equipment, including emergency-exit doors, must be in proper operating condition. Cargo and passengers on the bus must not block emergency-exit doors while the vehicle is in operation.

(4) Government buses must be equipped with mechanical or electrical turn signals, two amber clearance lights at the rear, at least two amber reflectors on each side, and two amber or red reflectors in the rear. Special kits for these items are available through ordnance supply channels.

(5) The bus gross weight (vehicle body weight combined with the weight of its oil, water, fuel, driver, and the total weight of the passenger load (based on 100 pounds per person)) must not exceed the maximum gross vehicle-weight rating established by the manufacturer.

e. Convoys. Commanders planning a military convoy must obtain a clearance as prescribed by AE Regulation 55-1. Government vehicles in a convoy will—

(1) Park bumper-to-bumper when they stop on the autobahn.

(2) Not force their way onto autobahns.

f. Road Guides. Road guides help Government-vehicle drivers arrive at their destinations, particularly during convoy operations. Road guides do not have the authority to direct civilian traffic outside U.S. military installations. Any attempt to direct civilian traffic outside U.S. military installations may cause an accident and result in difficulties with German police authorities and claims against the U.S. Government.

g. Government-Vehicle Markings. Identification markings on the bumpers of Government vehicles must be kept clean, particularly when convoys travel on public roads from home station to training areas (for example, Augsburg to Grafenwöhr). Bumper markings must not be covered by tape or mud when vehicles are operated on public streets and highways. Markings may be covered, however, while vehicles are in selected maneuver areas.

h. The High Mobility Multipurpose Wheeled Vehicle (HMMWV). The HMMWV was designed to be driven on rough ground. It is not made to travel at high speeds on modern highways. Serious accidents involving HMMWVs happen because drivers are not aware of HMMWV traits or do not adapt driving habits to its traits. HMMWVs must be driven at the recommended speeds (or slower) on improved highways to avoid losing control of the vehicle.

i. Winter Driving. Local commanders will take extra precautions during winter to ensure that Government vehicles are maintained properly. Local commanders will—

- (1) Conduct a winter-safety driver-training course each year in October or November.
- (2) Control vehicle dispatches to reduce them to a minimum when driving conditions are poor.
- (3) Limit night dispatches to emergencies. Exceptions may be made for MP or SF patrols that are necessary for preventing and investigating crimes, offenses, and traffic accidents.
- (4) Arrange for overnight billeting for drivers on extended trips and ensure that driving does not continue into the night.
- (5) Dispatch vehicles over the least dangerous routes.
- (6) Ensure vehicles are inspected before each dispatch. Particular care must be taken to check the following:
 - (a) Brakes.
 - (b) Defroster.
 - (c) Horn.
 - (d) Lights.
 - (e) Safety devices.
 - (f) Snow chains.
 - (g) Steering mechanism.

(h) Windshield wipers.

(7) Ensure that defective vehicles are not dispatched.

(8) Ensure that dispatch drivers or supervisory personnel with European winter driving experience accompany replacement drivers on their first bad-weather dispatch.

(9) Instruct drivers on local road hazards and defensive-driving techniques.

35. TRIP-PLANNING TECHNIQUES

Most drivers make about 1,400 automobile trips and use about 3,200 liters (800 gallons) of gasoline each year. With minimal effort, drivers can plan for efficient and economical travel. Drivers can save 5 to 10 percent of the fuel they use by following the tips in this paragraph. By changing travel habits, driving techniques, and vehicle type and maintenance (c through h below), drivers can save up to 40 percent of fuel costs.

a. Cold Start. A vehicle driven from a cold start and making a short trip (for example, 1 to 4 miles) probably will achieve only 20 percent of the fuel efficiency possible after all parts of the vehicle are warm. That means a car capable of 20 miles per gallon (mpg) may get only 4 mpg under cold-start and short-trip conditions. Cold-start penalties can be reduced by combining short trips. Initial fuel inefficiency can be offset by using the vehicle for one long trip, during which the car can reach maximum fuel efficiency. Cold starts reduce fuel efficiency for the following reasons:

(1) Tire Resistance. Tires resist motion when they are cold. Tire resistance decreases only after the vehicle has been driven for a while.

(2) Engine Resistance. Engine lubricants are designed to reduce resistance. Lubricants perform best when they are warm.

(3) Vehicle Resistance. Initially, all parts of a vehicle resist motion. Vehicle parts must be lubricated properly to overcome resistance. This happens after the vehicle has traveled about 15 miles. By combining trips, fuel can be saved because car parts—

(a) Have time to warm up.

(b) Stay lubricated for 15 to 20 minutes after the vehicle has stopped.

(c) Stay warm for 3 to 4 hours after the vehicle has stopped.

b. Vehicle Idling. Most drivers do not understand the relationship between vehicle idling and fuel efficiency. A 30-second warm-up, followed by driving at slow to moderate speeds, is best for fuel efficiency. Fuel efficiency is worst (0 mpg) when a vehicle is idling and stationary. If the engine is warm and the driver expects to let the vehicle idle for more than 30 seconds, it is more efficient to turn the engine off and restart it when ready to drive away than to keep the engine running. Drivers also can save fuel if they release the gas pedal when slowing down or stopping. The vehicle's momentum will generate the speed needed to drive.

c. Combining Trips. Drivers who plan their travel save fuel, time, and money. By combining trips, drivers will spend less time driving, avoid unnecessary journeys, drive fewer miles, and achieve the object of several short trips at a lower cost. Combining trips also reduces cold starts and vehicle resistance. Drivers should combine trips that—

- (1) Need to be made in the same time period.
- (2) Are to be made in the same area or in the same direction.
- (3) Can be plotted on a round-trip course.

d. Route Selection. Select routes that allow for uninterrupted travel. To achieve best fuel efficiency, choose routes that avoid traffic lights, traffic jams, and stop-and-go situations.

e. Vehicle Loads. Cargo and passenger weight affect fuel efficiency. Overloading causes the fuel efficiency to drop. Every extra 100 pounds reduces fuel efficiency by 3 to 6 percent. It is important to use the right vehicle for the load to be carried. If possible, loads should be carried inside the vehicle. Loads carried outside restrict the vehicle's forward motion and increase fuel consumption.

f. Travel Alternatives. Many official-work needs can be met without using a vehicle. The following alternatives should be considered:

- (1) Sharing rides on official trips.
- (2) Walking or bicycling.
- (3) Using the telephone when a call can save taking a trip.
- (4) Using scheduled mail deliveries or distribution channels.

g. Vehicle Maintenance. Regular vehicle maintenance helps prevent breakdowns and is an important aspect of fuel efficiency and driving safety. Many maintenance tasks for fuel efficiency are simple and inexpensive.

(1) Fuel and Oil. Drivers should use the appropriate fuel and motor oil. Using a higher octane gasoline than recommended does not improve a vehicle's fuel efficiency or make up for lack of maintenance. Engine oil that is too thick will resist flow and increase friction among engine parts. Increased engine friction results in higher consumption. Drivers should use a multiple viscosity oil (for example, 10-40, 10-50) that changes thickness in response to temperature changes. New and improved oils can increase a vehicle's fuel efficiency by 3 to 5 percent.

(2) Maintenance Checks. Drivers can prevent costly repairs by performing PMCS on their vehicles. The operator's manual indicates how the checks are to be made.

(3) Tune-Up Requirements. Drivers will achieve high fuel efficiency by ensuring their vehicles are tuned correctly. If a vehicle is running poorly, proper tuning could improve its fuel efficiency by 4 to 12 percent.

(4) Correct Tuning for Engine Efficiency. Drivers should notice signs that indicate their vehicle needs tuning. If the fuel efficiency decreases, tuning could be the solution. Drivers should check for other causes of decreasing fuel efficiency before tuning their vehicle (for example, overloading, incorrectly inflated tires). Drivers should be aware of the following:

(a) An engine should perform smoothly and respond to normal driving situations.

(b) A tuned vehicle should pull away without stalling after a 30-second warm-up.

(c) To pinpoint specific problems, drivers should take their vehicles to their supporting motor-maintenance activity.

(5) Maintenance Schedule. To ensure efficient fuel consumption and good operating condition, drivers should service their vehicles at the times scheduled by the transportation motor pool or manufacturer. The frequency of maintenance depends on driving habits, road conditions, and the type of vehicle.

h. Driving Skills. In rallies sponsored by the U.S. Department of Energy, 80 percent of the participants achieved a higher fuel efficiency than the manufacturer's estimate for their vehicles. Drivers can achieve the same results by using the following fuel-saving driving techniques:

(1) Thirty-Second Warm-Up. After initially starting their vehicles, drivers should idle the engine for 30 seconds to allow it to warm up. Drivers should drive off at moderate speeds to allow the other parts of the vehicle to warm up.

(2) Driving Away After Stopping. After stopping, drivers should accelerate briskly and steadily. Drivers should not completely depress the accelerator because this will waste fuel. Drivers should continue accelerating until the vehicle reaches a fuel-efficient speed.

(3) Approaching an Incline. Drivers should accelerate before approaching an incline. This produces higher speed with less fuel consumption than accelerating on the incline. Near the top, drivers should slow down, allowing the vehicle's momentum to carry it over the crest and cruise down the other side.

(4) Maintaining a Fuel-Efficient Speed.

(a) Drivers should drive smoothly and steadily and keep within the speed range that achieves the best fuel efficiency for their vehicles. The speed range varies according to the vehicle being driven. Most vehicles, however, are fuel-efficient at speeds between 35 and 45 mph. If a vehicle gets 22 mpg in its fuel-efficient speed range of 35 to 45 mph, it will achieve only about 20 mpg at speeds of 30 to 50 mph.

(b) Unnecessary direction and speed changes waste time and fuel. The slightest pressure on the brake or accelerator reduces fuel efficiency.

(c) Drivers should adjust to the high speed limits in Germany, especially on the autobahns, while maintaining fuel-efficient speeds.

(5) Anticipating Traffic Conditions. To maintain maximum fuel efficiency, drivers should avoid adverse traffic conditions by anticipating problems. In the city, drivers should anticipate and respond to traffic conditions 12 seconds (or a block) away. On the highway, drivers should anticipate and respond to changes in conditions up to a quarter of a mile away. Drivers also should be aware of traffic conditions to the side and rear of their vehicles, particularly before changing lanes.

(6) Buffer Zones. Drivers will increase safety and fuel efficiency by maintaining a free area (buffer zone) around their vehicle. The buffer zone offers the following advantages:

- (a) Relaxed driving.
- (b) Room to maneuver.
- (c) Increased margin of safety.
- (d) Time to react to conditions around the vehicle.

36. BICYCLE REQUIREMENTS

a. General. Bicycles are considered legal traffic and are subject to the same laws and regulations as POVs. Bicycle operators and passengers on U.S. military installations will wear a helmet properly fastened under the chin. Bicyclists should also wear light-colored clothing or reflective accessories. Helmets must meet the American National Standards Institute, Snell Memorial Foundation Standards, or Economic Commission European Standards for bicycle helmets. Bicycle operators will not use cell phones or wear listening devices that impede hearing and the detection of impending danger.

b. Legal requirements. German law states that bicyclists are—

- (1) Required to operate bicycles with—
 - (a) Two independent braking systems.
 - (b) A headlight (when riding during times of limited visibility).
 - (c) A bell.
 - (d) Pedals with reflectors.
 - (e) A taillight that can reflect light if the electrical circuit fails (when riding during times of limited visibility).
 - (f) A white reflector in the front and a red reflector in the back.
- (2) Prohibited from riding on sidewalks if they are more than 8 years old. Children 8 years old and younger, however, must ride their bicycles on the sidewalk if bicycle paths are not available. When the road must be crossed, they must push bikes across.

(3) Authorized to carry only the number of people the bicycle is designed and equipped to carry. Passengers must sit in an authorized, attached seat.

(4) Not allowed to ride side by side in traffic.

(5) Required to ride in a single file outside city limits.

(6) Allowed to pass slowly on the right of stopped vehicles (for example, at a stop light) if there is at least 1 meter between the bicycle and the vehicle being passed.

(7) Required to slow down and stop, if necessary, for passengers entering or exiting buses on bicycle paths.

(8) Prohibited from operating a cell phone while moving.

c. Registration. Some communities have their own bicycle-registration or theft-prevention system. The local MP or SF station or installation coordinator can provide registration information.

SECTION IV

STUDY GUIDE FOR THE ARMY IN EUROPE MOTORCYCLE TEST

37. GENERAL

a. This section applies only to Army and Army-affiliated personnel who are experienced motorcycle riders and who want to obtain a U.S. Forces motorcycle drivers license. Riders should review the information in this section to prepare themselves for the U.S. Forces motorcycle test, which consists of 30 written questions and a 9-exercise proficiency test. Experienced riders should already know the information in this section. This information will be thoroughly discussed by the instructor during the mandatory 4-hour Motorcycle Orientation Course. Most of the motorcycle traffic situations in the 30-question written test are among the sample test questions in appendix C of this pamphlet.

b. German and U.S. Forces laws require motorcycle drivers and their passengers to wear protective helmets. All motorcycle riders should wear protective clothing (for example, face shields, leather boots, jackets, gloves, trousers). Owners should equip their vehicles with crash bars and other protective equipment.

38. MOTORCYCLE BRAKES

This paragraph explains the characteristics of the brakes of a motorcycle and how to apply the brakes under different driving conditions. The following are important facts about motorcycle braking:

a. Motorcycles have two brakes: one each for the front and rear wheel. Both brakes must be used at the same time. The front-wheel brake is more powerful and can provide as much as three-quarters of the total stopping power.

b. The most effective brake on a motorcycle is the front-wheel brake. To prepare for braking, the operator must put one hand on the handbrake lever and position one foot over the brake pedal. The normal braking procedure is to apply both the handbrake and the footbrake together.

c. The rear wheel on a motorcycle tends to lock when braking more than the front wheel because the transfer of weight during braking reduces the load on the rear wheel.

d. Operators should use both brakes every time they slow or stop. Using only the rear brake for “normal” stops will not permit operators to develop the habit or skill of using the front brake properly in an emergency. Squeeze the front brake and press down on the rear. Grabbing at the front brake or jamming down on the rear can cause the brakes to lock, resulting in control problems.

e. Apply both brakes at the same time. The sooner the front brake is applied, the sooner it will start slowing the motorcycle down.

f. Some motorcycles have integrated braking systems that link the front and rear brakes by applying the rear brake pedal. (Consult the owner’s manual for a detailed explanation on the operation and effective use of these systems.)

g. The brakes should be applied with extra caution when—

- (1) It starts raining.
- (2) Driving on wet roads or over wet streetcar tracks.
- (3) Driving on roads with loose gravel, dirt, or leaves.
- (4) The road is covered with hard-packed snow or ice.
- (5) Driving at high speeds.

h. When driving on a long downhill slope, the operator should use the braking action of the engine by shifting into a lower gear to slow the motorcycle. The operator should not use the front brake only and should not use the front and rear brake continuously because this can reduce the brakes’ efficiency by making the brakes too hot.

i. When riding around a curve, the operator should reduce speed before reaching the curve. This will prevent having to brake with force in the curve. When riding on a wet road, never forget that disc brakes take longer to work.

j. Both brakes must always be in perfect operating condition so the operator can brake with both brakes in the shortest possible distance. By having both braking systems in perfect operating condition, one braking system will stop the motorcycle safely if the other brake fails. Brake linings or brake blocks should be replaced when they are badly worn or oily. Brakes should be readjusted if pedal or lever movements are too great. The operator should also test for play in the wheel bearings by jerking the wheel to and from sideways.

k. When a motorcycle is stationary for a long time, the operator should apply the brakes occasionally to make sure the transmitting and connecting components are working properly. Operators also should check to make sure brake lights are working properly. When a motorcycle has been left outside during wet weather for a long time, the operator should drive slowly at first and apply the brakes gently. The operator should be prepared for abnormal braking at the beginning of operation.

39. DRIVING TECHNIQUES

This paragraph explains the unique driving characteristics of operating a motorcycle on different types of roads and road conditions. The following are the different driving techniques a motorcyclist needs to keep in mind when operating a motorcycle in Germany.

a. Riders often try to take curves or turns too fast. When they cannot hold the turn, they end up crossing into another lane of traffic or going off the road. Sometimes they overreact and brake too hard, causing a skid and loss of control. Approach turns and curves with caution. Use the four steps for better control:

(1) **Slow.** Reduce speed before the turn by closing the throttle and, if necessary, applying both brakes.

(2) **Look.** Look through the turn to where you want to go. Turn just your head, not your shoulders, and keep your eyes level with the horizon.

(3) **Lean.** To turn, the motorcycle must lean. To lean the motorcycle, push on the handgrip in the direction of the turn. (Push left + lean left = go left. Push right + lean right = go right.) Higher speeds and tighter turns require the motorcycle to lean more. In normal turns, the rider and motorcycle should lean together at the same angle. In slow tight turns, lean the motorcycle only and keep the body straight.

(4) **Roll.** Roll on the throttle through the turn. Maintain a steady speed or accelerate gradually. Avoid decelerating in the turn.

b. The chance of falling or being involved in a collision increases when riding over—

(1) Uneven surfaces or obstacles.

(2) Slippery surfaces.

(3) Railroad tracks.

(4) Grooves and gratings.

c. Watch for uneven surfaces such as bumps, broken pavement, potholes, and small pieces of debris. Determine if it is possible to go over the obstacle. Approach it at as closely to a 90-degree angle as possible. Look where you want to go to control the path of travel. If you have to ride over the obstacle, you should—

(1) Slow down to reduce the jolt, if time permits.

(2) Make sure the motorcycle is straight up.

(3) Rise slightly off the seat with your weight on the foot pegs to absorb the shock with your knees and elbows. Rising off the seat will reduce the chances of being thrown off the bike. Controlling the throttle, however, can be somewhat tricky.

d. Motorcycles handle better when ridden on surfaces that permit good traction. Surfaces that provide poor traction include—

(1) Wet pavement, particularly just after it starts to rain and before surface oil washes to the side of the road. The center of a lane can be hazardous when wet. When it starts to rain, ride in the tire tracks left by other vehicles. Often, the left tire track will be the best position, depending on traffic and other road conditions.

(2) Gravel roads or places where sand and gravel collect. Dirt and gravel collect along the sides of the road, especially on curves and ramps leading to and from highways. Stay away from the edge of the road, particularly when making sharp turns and getting on or off autobahns at high speeds.

(3) Mud, snow, and ice. Rain dries and snow melts faster on some sections of a road than on others. Patches of ice tend to occur in low or shaded areas and on bridges and overpasses. Wet surfaces or wet leaves are just as slippery. Ride on the least slippery part of the lane.

(4) Lane markings, steel plates, and manhole covers are especially dangerous when wet.

e. Stay away from roads covered with ice or snow. When a slippery surface cannot be avoided, keep the bike straight up and proceed as slowly as possible. If riding on a large surface so slippery that you must coast or travel at a walking pace, consider letting your feet skim along the surface; that way, if the bike starts to fall, you can catch yourself. When doing this, be sure to keep off the brakes. If possible, squeeze the clutch and coast. Attempting this maneuver at anything other than the slowest speeds can be hazardous. To ride safely on slippery surfaces—

(1) Reduce Speed. Slow down before you get to a slippery surface to lessen the chances of skidding when stopping or turning. Motorcycles need more distance to stop on a slippery surface. It is particularly important to reduce speed before entering wet curves.

(2) Avoid Sudden Moves. Any sudden change in speed or direction can cause a skid. Be as smooth as possible when speeding up, shifting gears, turning, and braking.

(3) Use Both Brakes. The front brake is more effective even on a slippery surface. Squeeze the brake lever gradually to avoid locking the front wheel.

f. Usually it is safer to ride straight in the lane when crossing tracks. Turning to take tracks head-on (at a 90-degree angle) can be more dangerous because it may carry you into another lane of traffic. Move far enough away from tracks, ruts, or pavement seams that run parallel to your course to be able to cross at an angle of at least 45 degrees. Then make a quick, sharp turn. Edging across could catch the tires and throw you off balance.

g. Riding over rain grooves or bridge gratings will cause a motorcycle to feel as if it is wandering. This wandering feeling is generally not hazardous. Relax, maintain speed, and ride straight across. Crossing at an angle forces riders to zigzag to stay in the lane. Zigzagging is far more hazardous than the wandering feeling.

h. When carrying a passenger or additional cargo, do not forget to adjust the tire pressure to compensate for the additional weight. Also, do not forget that additional weight will increase the braking distance of the motorcycle. If the motorcycle is equipped with adjustable suspension, make sure to adjust the suspension to compensate for the additional weight. Avoid speeding up rapidly in a low gear or “popping” the clutch when transporting a passenger or cargo or you might lose the passenger or extra cargo.

i. When driving on the autobahn at high speeds or when overtaking a truck pulling a trailer, be alert for strong side winds that could make you sway sideways when you come out of the windbreak. When it is raining, your vision will be obscured by rain and spray, and your goggles or helmet visor could steam up. Under these conditions, reduce speed and drive carefully.

j. To make a left turn when driving on a two-way road, position yourself to the center of the lane on which you are traveling and make the left turn.

k. At night it is harder for motorcyclists to see and be seen. Picking a motorcycle’s headlight or taillight out of the car lights around it is not easy for other drivers. To compensate, motorcyclists should—

(1) Reduce Speed. Ride more slowly than you would during the day, particularly on roads you do not know well. This will increase the chances of avoiding a hazard.

(2) Increase Distance. Distances are harder to judge at night than during the day. Eyes rely on shadows and light contrasts to determine how far away an object is and how fast it is coming. These contrasts are missing or distorted under artificial lights at night. Open up a “3-second following” distance and allow more distance to pass and be passed.

(3) Use the Car Ahead. The headlights of the car ahead can give a better view of the road than the motorcycle’s high beam. Taillights bouncing up and down on the car ahead can alert you to bumps or rough pavement ahead.

(4) Use the High Beam. Use the high beam whenever you are not following or approaching a car from the opposite direction. Wear reflective materials.

(5) Be Flexible About Lane Position. Change to whatever portion of the lane that best helps you to see, be seen, and keep a safe distance from other vehicles. Wear reflective clothing to increase visibility.

40. CLOTHING REQUIREMENTS

When operating a motorcycle, the motorcyclist should always wear protective clothing. The best possible protective clothing is a colorful leather jacket, pants, leather boots, leather gloves, and an approved helmet (American National Standards Institute standard Z90-1 or the Economic Commission for Europe Norm 22). Colorful protective clothing can be seen better, reduces health hazards, reduces risk of impaired driving fitness because of bad weather, and reduces the seriousness of injuries in an accident.

41. SECURITY

Motorcyclists should always keep their motorcycles properly locked to keep them from being stolen or used by unauthorized personnel. The best way to protect a motorcycle from unauthorized use is to make certain the handlebar-locking device is locked and the key is removed from the ignition.

42. MOTORCYCLE DRIVERS LICENSE CLASSES USED BY THE U.S. FORCES IN GERMANY

The U.S. Forces in Germany have five different motorcycle driver’s license categories. A class 1 license permits the operator to operate all the other two-wheel vehicle classes (1a, 1b, 4, and 5). Motorcycle classes are defined in paragraph 7.

43. REMINDER

Motorcyclists are especially at risk in traffic, motorcycle speed is often underestimated, motorcyclists are often unnoticed by other drivers, and motorcyclists are directly exposed to external influences. Always remember to drive defensively.

APPENDIX A REFERENCES

SECTION I PUBLICATIONS

NATO Status of Forces Agreement and Supplementary Agreement

United Nations Economic Commission for Europe Regulation 44/03, Child Restraints

Uniform Code of Military Justice

AR 25-400-2, The Army Records Information Management System (ARIMS)

AR 190-5/AFI 31-218, Motor Vehicle Traffic Supervision

AFI 31-204, Air Force Motor Vehicle Traffic Supervision

AFI 91-207, The US Air Force Traffic Safety Program

Field Manual 21-305/Air Force Manual 24-306, Manual for the Wheeled Vehicle Driver

Air Force Manual 33-363, Management of Records

Air Force Manual 91-201, Explosives Safety Standards

Air Force Policy Directive 31-1, Integrated Defense

AE Regulation 55-1, United States Army Motor Vehicle Operations on Public Roads

AE Regulation 55-355/USAFE Instruction 24-201, Joint Transportation and Traffic Management

AE Regulation 190-1/USAFE Instruction 31-202, Driver and Vehicle Requirements and the Installation Traffic Code for U.S. Forces in Germany

AE Regulation 210-70/USAFE Instruction 211-16, On-Post Commercial Solicitation

AE Regulation 385-55, Prevention of Motor Vehicle Accidents

AE Regulation 600-700, Identification Cards and Individual Logistic Support

AE Poster 190-34-12, International Traffic Signs

SECTION II FORMS

OF 346, US Government Motor Vehicle Operators Identification Card

DA Form 2028, Recommended Changes to Publications and Blank Forms

AF Form 2293, US Air Force Motor Vehicle Operator Identification Card

AE Form 190-1A, U.S. Forces POV Registration/Title Certificate/*Zulassungsschein Besitzurkunde für Privatfahrzeuge*

AE Form 190-1AA, Application for Motor Vehicle Registration or Renewal and Allied Transactions

AE Form 190-1D,

AE Form 190-1F, U.S. Forces Certification of License/The United States Forces Germany

AE Form 190-1G, Temporary U.S. Forces Certificate of License/*Provisorischer Führerschein*

AE Form 190-1T, Application for U.S. Forces Certificate of License and Allied Transactions

AE Form 190-1Y, What To Do If You Have an Accident

APPENDIX B INTERNATIONAL ROAD SIGNS

B-1. DRIVER RESPONSIBILITIES

a. Drivers must—

(1) Learn the international road signs to pass the drivers test.

(2) Obey the signs. To drive safely and legally in Germany, drivers must be able to recognize the signs and respond to them correctly and quickly. Five types of road signs are used on European highways:

(a) Danger/warning signs: triangular signs with red rims.

(b) Prohibitory signs: round signs with red rims.

(c) Mandatory signs: round signs with a blue background.

(d) Informative signs: rectangular signs with a blue background.

(e) Signs indicating points of interest (historical buildings or famous landmarks): rectangular signs with a brown background.

b. AE Poster 190-34-12 is a pocket-size international road sign chart. Drivers should keep this card in the POV for quick reference. Drivers who pass the test will receive a copy of this poster.

B-2. DRIVING OUTSIDE GERMANY

International road signs vary from country to country. When driving outside Germany, drivers should not expect to see exactly the same signs shown in this appendix. Before driving outside Germany—especially to a country some distance away (for example, Finland, Spain)—a driver should obtain a travel booklet for the country that will be visited and study that country's road signs.

NOTE: The numbers above the road signs are used in the German traffic code to identify the signs. Traffic tickets for violations committed on German roads use these numbers to refer to traffic signs related to the violation.



Danger. Posted before dangerous areas (for example, construction sites).



Danger. (Watch for Streetcars). Posted before roads with streetcar tracks.



Crossroads. Indicates an intersection or junction. Yield to traffic approaching from the right.



Single Curve. Indicates a single curve and its direction.



Double Curve. Indicates a double curve and its directions.



Dangerous Downgrade. Posted before steep downgrades; indicates degree of downgrade.



Dangerous Upgrade. Posted before steep upgrades; indicates degree of upgrade.



Rough Road. Indicates uneven stretches of road.



Beware of Ice. Indicates that areas ahead freeze easily (for example, bridges, shaded or wooded areas).



Slippery Road. Indicates stretches of road that may be slippery when wet or dirty.



Falling Rocks. Indicates stretches of road where there is danger of falling rocks.



Loose Gravel. Indicates a stretch of road that has loose surface material. Reduce speed and increase distance from the vehicle in front.



Traffic Jam Ahead. Indicates that a traffic jam (*Stau*) may be ahead.



Oncoming Traffic. Posted where oncoming traffic normally is not expected (for example, autobahns, and construction sites).



Drawbridge. Indicates a drawbridge ahead.



Quay or River Bank. Posted near areas where there is danger of vehicles leaving the road and entering a body of water.



Signal Lights. Indicates traffic light ahead.



Pedestrian Crosswalk. Indicates an upcoming pedestrian crosswalk.



Children. Posted where children may cross the street, particularly near schools or playgrounds.



Bicycle Crossing. Indicates that cyclists may be crossing the road.

140



Domestic Animal Crossing.
Indicates domestic animals may cross the road.

142



Wild Animal Crossing.
Indicates wild animals may cross the road.

144



Low Flying Aircraft. Posted near areas where aircraft fly at low altitudes (for example, airports).

150



Guarded Railroad Crossing. Posted 240 meters before a guarded railroad crossing on top of the marker with three stripes (sign 153).

151



Unguarded Railroad Crossing. Posted 240 meters before an unguarded railroad crossing on top of the marker with three stripes (sign 156).

153



Distance to Guarded Railroad Crossing. Indicates a crossing separated from the road by a barrier. Posted 240 meters before a guarded railroad crossing. Each diagonal red stripe represents 80 meters.

156



Distance to Unguarded Railroad Crossing. Indicates a crossing not separated from the road by a barrier. Posted 240 meters before an unguarded railroad crossing.

162, 159



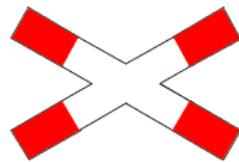
Distance to Railroad Crossing. Posted before a railroad crossing and used with signs 153 and 156. The sign on the right with two diagonal red stripes is posted 160 meters before the crossing; the sign on the left with one diagonal red stripe is posted 80 meters before the crossing.

201



Railroad Crossing (St. Andrew's Cross). Posted at railroad crossings and is the mandatory stop point when the barriers are closed or a train is approaching. A flashing red light with this sign means a train is approaching and you must stop.

201



Railroad Crossing (St. Andrew's Cross). Posted at railroad crossings. Variation of sign on the left.

205



Yield Right-of-Way. Indicates driver must yield to traffic on the upcoming priority road. If necessary, come to a complete stop to allow traffic on the priority road to clear before proceeding.

205 with 1002-21



Priority Road Ahead. Indicates that traffic on the priority road (indicated by the wide, curved black line) has the right-of-way. Drivers must yield to traffic on the priority road.

206



Stop. Indicates driver must come to a complete stop before proceeding.

208



Yield to Oncoming Traffic. Indicates that oncoming traffic (black arrow) has the right-of-way. Traffic traveling in the direction of the red arrow must yield to oncoming traffic.

209-10



Mandatory Direction of Travel. Indicates that traffic must turn left ahead.

209-20



Mandatory Direction of Travel. Indicates that traffic must turn right ahead.

209-30



Mandatory Direction of Travel. Indicates that traffic must proceed straight ahead. No turns are permitted.

211-20



Mandatory Direction of Travel. Indicates that traffic must turn right.

214-20



Mandatory Direction of Travel. Indicates that traffic may proceed straight ahead or turn right, but may not turn left.

215



Traffic Circle. Indicates entrance to a traffic circle. Traffic in the circle has the right-of-way. Directional signals are not required when entering, but must be used when exiting the circle.

220



One-Way Street. Indicates that traffic may proceed only in the direction of the arrow. Backing up and making U-turns on one-way streets are prohibited.

222-20



Mandatory Direction of Travel. Posted before barriers and traffic islands, this sign indicates the direction in which traffic must proceed. Drivers must pass the obstacle on the side indicated by the arrow.

224



Bus and Streetcar Stop. Posted at official stopping places for buses and streetcars. This sign will specify (with a picture) whether the stop is for buses or streetcars. Parking or stopping within 15 meters of this sign is prohibited.

229



Taxi Parking Only. Indicates area reserved for taxis.

237



Bicycles Only. Indicates paths restricted to and mandatory for bicycles.

238



Bridle Path. Indicates that the path is restricted to and mandatory for horseback riders.

239



Pedestrians Only. Indicates areas restricted to and mandatory for pedestrians.

240



Jointly Used Paths for Pedestrians and Bicyclists. Indicates paths restricted to and mandatory for both bicycles and pedestrians. These areas are shared by bicyclists and pedestrians, not separated with lines for each.

241



Separated Bicycle and Pedestrian Paths, Restricted Speed Area.

Posted to mark paths restricted to and mandatory for bicycles and pedestrians. These areas are separated, as shown by the line; bicycles are required to use one side, pedestrians the other.

242



Pedestrian Zone. Indicates an area where only pedestrians are permitted.

243



End of Pedestrian Zone. Indicates the end of a pedestrian zone.

245



Bus Lane. Indicates a road restricted to buses.

250



Road Closed/Entry Prohibited. Prohibits entry for all types of vehicles. A sign reading *Anlieger frei* posted underneath the disk means that entry is permitted only to people who reside or have business on the street.

251



Motor Vehicles Prohibition. Prohibits entry for all motor vehicles other than motorcycles.

253



Maximum Weight Allowed. Prohibits trucks that exceed the 3.5-ton-authorized weight limit.

255



Motorcycles Prohibited. Prohibits entry for motorcycles with or without sidecar, mopeds, or motor-assisted cycles.



Maximum Weight Allowed. Indicates the maximum gross vehicle weight, in tons, permitted to proceed beyond this sign.



Axle Weight Prohibition. Prohibits vehicles with an axle weight in excess of the weight specified on the sign.



Maximum Width Allowed. Posted before narrow places in the road (for example, bridges, tunnels); indicates the maximum vehicle width, in meters, of vehicles that may pass through the area.



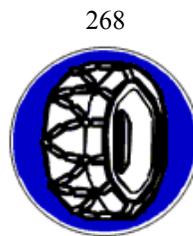
Maximum Height Allowed. Posted before low-clearance structures (for example, bridges, overpasses); indicates the vehicle maximum height, in meters, of vehicles that may pass under the structure.



Maximum Length Allowed. Prohibits trucks that exceed the maximum length allowance indicated on the sign.



Entry Prohibited. Prohibits entry for all types of vehicles. Posted at the end of one-way streets to prevent entry of vehicles from the wrong direction.



Snow Chains Mandatory. Posted where snow chains are required. The speed limit on roads marked by this sign is 50 kilometers per hour (kph) (31 miles per hour (mph)).



Pollutant Prohibition. Prohibits vehicles carrying water pollutants beyond this sign.



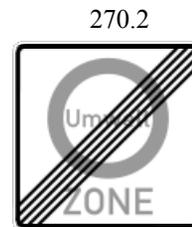
Smog. Prohibits all motor vehicles in areas having high pollution levels. When this sign is posted, drivers must use alternate routes.



Environmental Zone. Only vehicles with the appropriate emissions sticker (as shown in sign 270.1a) may be driven from this point.



Environment-Zone-Allowed Vehicles. This sign is used with sign 270.1. Only vehicles with emission stickers on the sign may enter the area.



End of Environmental Zone. Indicates the end of the environmental zone (signs 270.1 and 270.1a).



No U-Turns. Indicates that U-turns are not allowed at the intersection.



Minimum Following Distance. Prohibits vehicles of over 3.5 tons (except cars and buses) to follow similar vehicles closer than the distance indicated on the sign.



Speed Limit. Indicates the maximum speed allowed.



Speed-Limit Restricted Area. Posted in areas where the maximum speed permitted is shown in the circle on the sign.



End of Speed-Limit Restricted Area. Indicates the end of the speed limit shown in the circle on the sign (sign 274.1).



Minimum Speed Zone. Requires speed no less than that shown on the sign, unless road and traffic conditions, weather, or visibility make it necessary to drive more slowly.



No Passing. Prohibits passing motor vehicles other than two-wheeled vehicles (bicycles and motorcycles).



No Passing. Prohibits trucks with a gross weight of over 3.5 tons and trucks or tractors pulling trailers to pass vehicles, except for two-wheeled vehicles.



End of Speed Limit. Indicates the end of a speed-limit zone (sign 274).



End of Minimum Speed Zone. Indicates the end of the minimum speed requirement shown on the sign (see sign 275).



End of No-Passing Zone. Indicates the end of a no-passing zone for motor vehicles (sign 276).



End of No-Passing Zone. Indicates the end of a no-passing zone for trucks (sign 277).

282



End of Restrictions. End of all previous restrictions (for example, speed, no passing).

283



No Stopping. Indicates drivers may not stop.

286



Restricted No Stopping. Indicates drivers may not stop for longer than 3 minutes.

290



Controlled Parking Zone. Allows parking with a blue parking disc (sign 291) for the length of time shown on the sign. When the sign does not show the length of time allowed for parking, the time allowed is usually shown on parking meters.

291



Blue Parking Disc. This blue parking disc, indicating the driver's arrival time, must be placed on the dashboard when parking in areas marked by sign 290.

292



End of Controlled Parking Zone. Indicates parking permits are not valid beyond this sign (see sign 290).

293



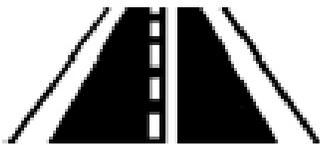
Pedestrian Crosswalk. Painted over a crosswalk. If a traffic island is in the middle of the crosswalk, the stripes on either side of the island are separate crosswalks. Stopping or parking on or within 5 meters of a pedestrian crosswalk is prohibited.

295



Solid White Line. Prohibits traffic from passing on either side of the solid white line. Vehicles must not cross the solid white line, nor is it authorized for motorcyclists to lean over the line. Where a solid white line is used to mark the edge of the road, it is prohibited to stop or park on the left side of the line.

296



Solid and Broken White Line. Indicates that passing is allowed for drivers on the side of the broken line and prohibited for drivers on the side of the solid line.

297



Directional Arrows. Painted on the road in front of an intersection to warn drivers to position their vehicles in the correct lane. If the arrows are between solid white lines (marked traffic lanes), the direction indicated must be followed once in the lane. Stopping or parking in a lane marked with arrows between solid white lines is prohibited.

297.1



Arrow on Pavement. Indicates the end or beginning of authorized passing.

298



Off-Limits Markings. Indicates (by the striped area) a decrease or increase in the number of lanes. The warning area may not be driven in or touched by vehicle wheels.

299



No Parking. Painted on the road in a zigzag pattern to indicate areas where parking or stopping is prohibited.

301



Priority Road. Indicates that traffic on this road has the right-of-way only at this intersection. Signs are placed immediately before intersections in city limits and approximately 150 to 250 meters before intersections outside city limits.

306



Priority Road. Indicates that traffic on this road has the right-of-way over traffic entering this road at unmarked intersections. Outside of cities and communities, parking on a priority road is prohibited.

306 with 1002-12



Priority Road. Indicates that traffic on the priority road (indicated by the wide, curved black line) has the right-of-way at the next junction.

307



End of Priority Road. Indicates the end of the priority road and the end of right-of-way (sign 306).

308



Oncoming Traffic Must Wait. Indicates that oncoming traffic (red arrow) must yield to traffic traveling in the opposite direction (white arrow).

310



City Limits. Posted at the beginning of town or city limits. At this point, speed must be reduced to 50 kph (31 mph). This sign indicates the name of the town or city.

311



End of City Limits. Indicates the end of the town or city. The 50 kph speed limit ends here.

311-40



End of City Limits. Indicates the end of the town or city and the distance to the next town or city.

314



Parking Area. Indicates an official parking area.

315



Parking on Curb Permitted. Posted where parking with two wheels on the curb is allowed.

316



Park-and-Ride Area. Indicates areas where vehicles may be parked and public transportation is available.

317

**Parking for Hikers.**

Indicates areas where hikers may park their vehicles and begin their hike.

325



Traffic-Controlled Residential Area. Posted on or before streets on which pedestrians and playing children have priority. Motor vehicles must yield to pedestrians and children playing on this street.

326



End of Traffic-Controlled Residential Area. Indicates the end of the traffic-controlled residential area (sign 325). Vehicles leaving these areas must yield to all traffic.

330



Autobahn. Indicates the beginning of an autobahn. From this point on, all rules and regulations governing the autobahn must be obeyed. Hitchhiking beyond this point is prohibited.

331

**Motor Vehicles Only.**

Posted at intersections, along the road, and at entrances to roads restricted to motor vehicles. Permits only vehicles capable of maintaining speeds of 60 kph or more. All other vehicles (for example, bicycles, animal-drawn vehicles) are prohibited on these roads.

333-20



Autobahn Exit. Posted at autobahn exits. Exits marked by this sign are the only authorized exits from the autobahn.

334



End of Autobahn. Posted just before the end of the autobahn. This sign may indicate the distance in meters to the end of the autobahn (see sign 330).

336



End of Restriction. Posted where the restrictions required by sign 331 end.

340



Broken White Line. Used to mark traffic lanes or the center of the road. The broken line may be crossed only if passing can be done safely.

350



Pedestrian Crosswalk. Indicates pedestrians on or entering the crosswalk have the right-of-way.

353



One-Way Traffic. Indicates a one-way street.

354



Water-Protection Area. Identifies a water-protection area. Drivers will not release contaminants (for example, oil) in or near areas where this sign is posted (for example, near lakes or streams).

356



Traffic Directed by School Guard. Posted in areas where school guards direct traffic to allow children to cross the street.

357



Dead End. Posted at the beginning of dead-end streets.

358



First-Aid Station. Posted at first-aid stations on autobahns that have qualified medical personnel on duty.

359



Repair Garage. Indicates that an auto-repair facility is ahead.

360



Telephone. Indicates on the autobahn that a public telephone is available at the next rest area or operated service area.

363



Police. Indicates that a German police station is ahead.

366



Tents and Trailer Authorized Area. Indicates areas where tents and trailers are authorized to be set up.

368



Radio Station. Indicates the radio frequency and channel to obtain traffic information.

375



Autobahn Hotel. Indicates that an autobahn hotel is ahead.

376



Autobahn Restaurant. Indicates that an autobahn restaurant is ahead.

377



Autobahn Snack Machines. Indicates that an autobahn snack machine is ahead.

380



Recommended Speed. Posted only on autobahns, this sign recommends that drivers not exceed the speed limit on the sign, if the driver has favorable road, traffic, visibility, and weather conditions.

385



Place Name. Indicates the name of the place, unless sign 310 is posted. This sign also is used to mark rivers and war cemeteries.

386-50



Points of Interest. Indicates historical sights or scenic views. These signs are always posted alone and are never attached to other traffic signs.

388



Soft Shoulder. Warns motorists that the shoulder of the road is not reinforced and may not be used. If the symbol of a truck is shown on the sign, the sign applies only to trucks with a gross weight of 3.5 tons or more.

392



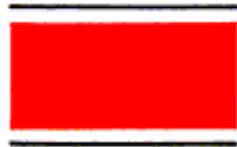
Customs Control. Indicates customs-control offices at border crossings.

393



Information Panel. Posted at country borders. Indicates the speed limit inside city limits, outside city limits, and on the autobahn.

394



Streetlight Marking. Painted on streetlights that are turned off at night. Vehicles parked under a streetlight with this marking must have parking lights on.

401



Federal Highway Marker. Indicates the number of the German Federal highway on which it appears. This sign, which is posted along all German Federal highways, does not establish priority.

406



Autobahn Junction. Indicates the number of the autobahn junction.

410



European Highway Marker. Posted as a route marker for European highways.

421



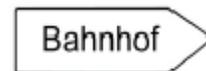
Truck Route. Indicates the direction trucks must take.

430



Direction to Autobahn. Shows the direction to the nearest autobahn entrance and the name of the nearest city at which point the autobahn ends.

432



Direction Marker. Indicates the direction to places in a town. This example shows the direction to the train station.

434



Direction Marker. Indicates the direction and route number, if applicable, of the towns shown on the sign.

440



Direction to Autobahn. Posted before entrances to autobahns, this sign indicates the direction and route numbers to the next cities.

442



Bicycle Route. Indicates the direction cyclists must take.

448.1



Autohof. Indicates that there is a 24-hour operated service area off the autobahn.

449



Autobahn Direction Sign. Shows the distance to the next exit for the towns listed. The top of the sign shows the route number drivers will enter at the exit and the next major city that can be reached on that route. Below that, the sign shows the first two towns or cities that can be reached on this route, with the closest town shown at the bottom.

450



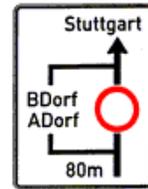
Distance to the Next Exit. Indicates the distance to the next road exit. Each diagonal white stripe indicates 100 meters. In this example, the distance is 300 meters.

454



Detour. Indicates that traffic must travel in the direction indicated by the sign.

458



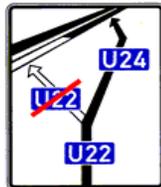
Bypass Routing. Indicates a diversion in the road ahead.

460



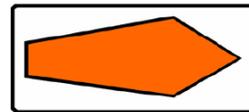
Autobahn Detour. Posted on routes where traffic is detoured off the autobahn.

466



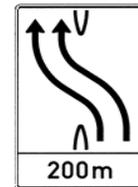
Detour Route Marker. Indicates the route, in solid black lines, to take to get back on the autobahn after having been detoured.

467



Orange Traffic Arrow. Recommended direction of travel during heavy traffic or traffic jams.

500



Change of Traffic Lanes. Shows the distance to the point on the autobahn where drivers must cross to the other side of the dividing strip (for example, construction sites). Yellow road markings have priority over white markings at construction sites.

1006-32



Gravel. This supplemental sign is posted with a primary sign (usually a speed-limit sign) to indicate that loose surface material may be on the road. When this sign appears, drivers must reduce speed and keep a safe distance from the vehicle ahead.

1006-34



Road Damage. Posted where the next stretch of road is damaged.

1008-30



Right-of-Way Changed. This supplemental sign indicates that the right-of-way has changed from what is posted.

1010-10



Children Playing. Indicates that children may be playing on the road. This sign is used with sign 267 or 357 to indicate that children are permitted to play in the street.

1020-30



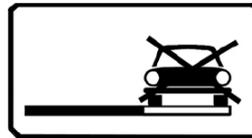
Residents Only. This supplemental sign indicates only residents and their visitors should be driving on this street.

1052-36



When Wet. This supplemental sign is posted where wet conditions are a particular hazard. Instructions on the primary sign must be obeyed only when the road is wet.

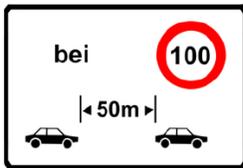
1052-37



No Stopping on Shoulder. Prohibits stopping on the road or shoulder where this sign is posted.



NATO Vehicles. Indicates the maximum weight (in tons) of NATO vehicles allowed to cross a bridge when two vehicles are crossing at the same time.



Speed and Distance Sign. This sign is normally posted near a construction area to indicate a slower speed and the minimum distance to keep between vehicles.



Secondary Route. This supplemental sign indicates the route to use when a detour exists.



Traffic Jam. This sign warns of an upcoming traffic jam (*Stau*). STAU may appear on a number of backgrounds (for example, on the back of a police car, on a banner draped over a bridge).

No.

Question *(reference)*

- 8. Persons declared ineligible for a U.S. Forces certificate of license will remain ineligible until they successfully petition the revoking authority for reinstatement of their eligibility. *(para 16a(5))***

 - a. True.
 - b. False.

- 9. German police are empowered to arrest U.S. personnel (including Family members and U.S. civilians serving with the U.S. Forces) when German laws are violated. *(para 14)***

 - a. True.
 - b. False.

- 10. German police do not have the authority to require U.S. Forces drivers to pay a warning fee for minor traffic violations. *(paras 9b(2) and 13c(1))***

 - a. True.
 - b. False.

- 11. German traffic law does not require every user of a public road or highway to conduct himself or herself so that no other user is endangered, injured, unnecessarily impeded, or inconvenienced. *(para 11)***

 - a. True.
 - b. False.

- 12. A POV may not be rejected during mechanical inspection because of bent hoods, torn fenders, altered plates, or faulty body trimmings. *(para 32b)***

 - a. True.
 - b. False.

- 13. Vehicles are considered unsafe if the tires have less than 1.6 millimeters of tread on any portion of the traction surface. *(para 29a)***

 - a. True.
 - b. False.

- 14. If a vehicle is equipped with radial tires, the tires should be mounted on which of the following? *(para 29b)***

 - a. Only on the front wheels of the POV.
 - b. Only on the rear wheels of the POV.
 - c. On all four wheels.
 - d. On the drive wheels of the POV.

- 15. Avoidable noises such as honking horns and racing engines are prohibited by the German traffic ordinance. *(para 11c)***

 - a. True.
 - b. False.

- | No. | Question (reference) |
|------------|--|
| 24. | Fast driving often leads to accidents in which of the following situations? (para 18a(1))

a. At points where vision is restricted.
b. At pedestrian crossings.
c. At intersections and junctions.
d. All of the above. |
| 25. | Drivers caught in a heavy downpour with limited visibility should pull off the road and wait for the rain to let up. (para 18a(4))

a. True.
b. False. |
| 26. | Drivers who suddenly find themselves on an icy patch of road should continue driving with no abrupt change in direction, speed, or braking. (para 18a(5)(b))

a. True.
b. False. |
| 27. | Drivers must be especially careful when passing during twilight hours; they must be alert to vehicles without lights coming from the other direction. (para 20b(8))

a. True.
b. False. |
| 28. | When passing another vehicle, drivers must return to the right lane as soon as possible without impeding the vehicle being passed. (para 20b(5)(d))

a. True.
b. False. |
| 29. | When approaching an intersection with directional arrows painted on the pavement, the driver will enter the appropriate lane and do which of the following? (para 20a(2))

a. Follow the direction of the arrow.
b. Change lanes in the intersection.
c. Both of the above. |
| 30. | A continuous, solid, white center line on the road may not be crossed or even touched by the wheels of the driver's vehicle. (para 20b(1)(a))

a. True.
b. False. |
| 31. | When a broken white line and a solid white center line appear together, traffic on the broken-line side is permitted to pass. (para 20b(2)(b))

a. True.
b. False. |

- | No. | Question (<i>reference</i>) |
|-----|--|
| 32. | Directional arrows on the pavement must be followed once the driver has entered a lane that is so marked. (<i>para 20a(2)</i>)

a. True.
b. False. |
| 33. | Unless otherwise posted, a speed limit of 100 kilometers per hour (kph) (62 miles per hour (mph)) applies to all vehicles on all highways and roads in Germany. (<i>paras 18d, 18e, and 18f</i>)

a. True.
b. False. |
| 34. | Under certain circumstances, the maximum speed posted may be too fast for road and traffic conditions. (<i>para 18i</i>)

a. True.
b. False. |
| 35. | Unless otherwise posted, the speed limit within city limits is 60 kph (37 mph). (<i>para 18d</i>)

a. True.
b. False. |
| 36. | How many times greater is the force of collision if the driving speed is doubled? (<i>para 18j</i>)

a. Twice as great.
b. Three times as great.
c. Four times as great. |
| 37. | Minimum speed limits must be obeyed according to which of the following? (<i>para 18h</i>)

a. Except where road or traffic conditions make drivers drive more slowly.
b. Except when visibility or weather conditions make drivers drive more slowly.
c. Both of the above. |
| 38. | When traveling on multilane roads with dense traffic, it is illegal for vehicles in the right lane to go faster than those in the left lane. (<i>paras 20b(4)(b) and 20b(7)</i>)

a. True.
b. False. |
| 39. | A slow vehicle is being followed by several other vehicles that cannot pass because of the traffic. On reaching a suitable place (such as a wide place in the roadway), the driver of the slow vehicle should pull to the right to allow the other vehicles to pass. (<i>para 20b(11)</i>)

a. True.
b. False. |

- No.** **Question** (*reference*)
- 40. What must a driver do when approaching a round blue sign with a white number 30 on it?** (*sign 275*)
- a. Stay off this road if driving a vehicle that can move only at a speed of less than 30 kph (20 mph).
 - b. Not exceed 30 kph.
 - c. Not drive at less than 30 kph, weather conditions and traffic permitting.
 - d. Both a and c above.
- 41. When passing, drivers must return to the right as soon as possible without impeding the vehicle being passed.** (*para 20b(5)(d)*)
- a. True.
 - b. False.
- 42. Drivers may exceed the posted speed limit while passing another vehicle.** (*para 20b(3)*)
- a. True.
 - b. False.
- 43. Drivers may not increase their speed while being passed.** (*para 20b(10)*)
- a. True.
 - b. False.
- 44. Drivers may pass a streetcar on the left when the road is a one-way street.** (*para 20b(4)(a)*)
- a. True.
 - b. False.
- 45. Two-wheeled vehicles are particularly dangerous to pass and should be passed only with side clearance of at least 1.5 meters.** (*para 30b(1)*)
- a. True.
 - b. False.
- 46. When is passing another vehicle prohibited?** (*para 20b(1)(c)*)
- a. When the traffic situation is unclear.
 - b. When there is a broken center line.
 - c. When passing can be accomplished without exceeding the speed limit.
- 47. At unmarked intersections, vehicles coming from the right have the right-of-way.** (*para 19b*)
- a. True.
 - b. False.
- 48. In the city where no priority signs are posted, the driver on the widest street has the right-of-way.** (*para 19b*)
- a. True.
 - b. False.

No.

Question (reference)

49. The “right-before-left” rule applies at unmarked intersections. (para 19b)

- a. True.
- b. False.

50. A driver wants to leave a private driveway and turn right onto a public road. At the same time, a cyclist is approaching from the left. Who has to wait? (para 19c(2))

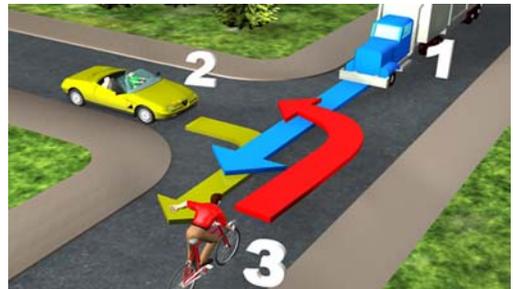
- a. The cyclist.
- b. The driver of the motor vehicle.

51. A driver who disregards the safety of others is excused legally from responsibility when he or she has the right-of-way. (paras 10 and 19m)

- a. True.
- b. False.

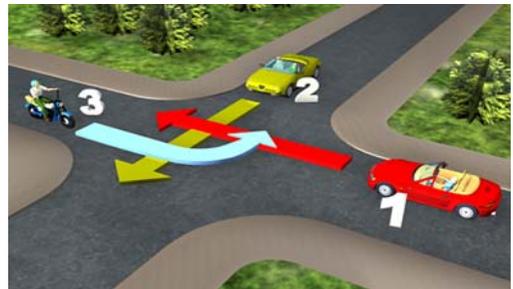
52. In what order may the vehicles proceed? (para 19)

- a. 1-2-3.
- b. 2-1-3.
- c. 3-1-2.



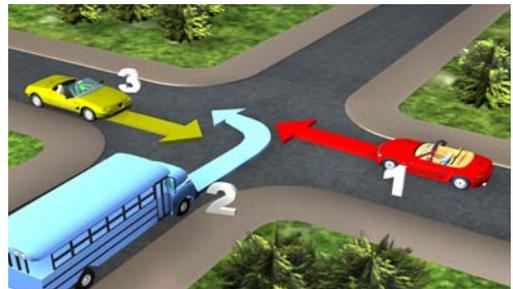
53. What does the driver of vehicle 2 have to do? (para 19)

- a. Observe the right-of-way of vehicle 1.
- b. Proceed without stopping.
- c. Observe the right-of-way of vehicle 3.



54. In what order may the vehicles proceed? (para 19)

- a. 1-2-3.
- b. 2-1-3.
- c. 3-2-1.



No. Question (reference)

55. In what order may the vehicles proceed? (para 19)

- a. 3-2-1.
- b. 3-1-2.
- c. 2-3-1.



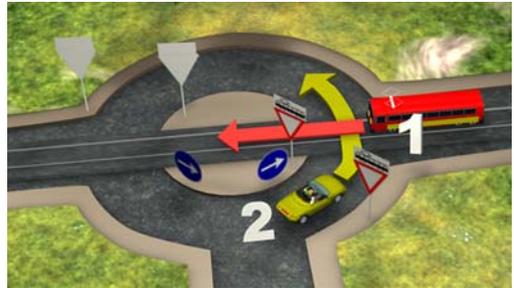
56. When a driver is traveling in the direction of the white arrow, what must the driver do when faced with oncoming traffic? (sign 308)

- a. Yield the right-of-way.
- b. Proceed.
- c. Flash the headlights and proceed.



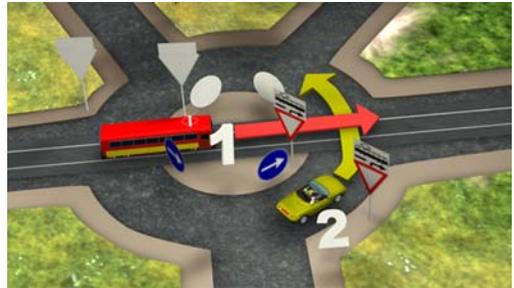
57. Which vehicle has the right-of-way? (para 19i and sign 205)

- a. Vehicle 1.
- b. Vehicle 2.



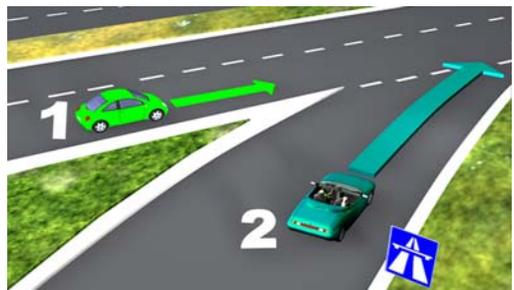
58. Which vehicle has the right-of-way? (para 19i and sign 205)

- a. Vehicle 1.
- b. Vehicle 2.



59. Which vehicle must yield? (para 19c(1))

- a. Vehicle 1.
- b. Vehicle 2.



No. Question (reference)

60. Which vehicle must wait? (para 20a(4)(d))

- a. Vehicle 1.
- b. Vehicle 2.



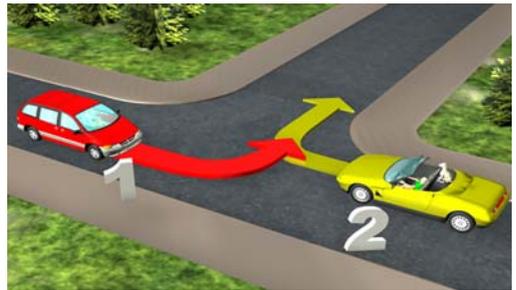
61. Which vehicle must wait? (para 19k)

- a. Vehicles 1 and 2.
- b. Vehicle 2.
- c. Vehicle 3.



62. When may vehicle 2 turn? (para 20a(3)(d))

- a. Before vehicle 1.
- b. After vehicle 1.



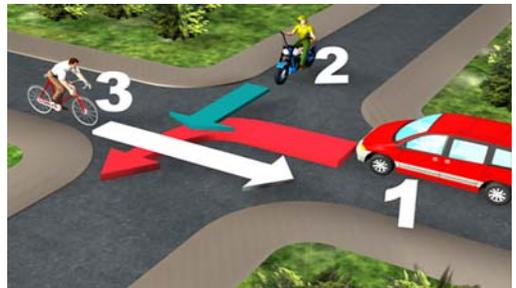
63. What must the driver of vehicle 1 do? (paras 19b and 20a(3))

- a. Turn in front of vehicle 3.
- b. Observe the right-of-way of vehicle 3.
- c. Turn in front of vehicle 2.



64. In what order may the vehicles proceed? (paras 19b and 20a(3))

- a. 3-2-1.
- b. 2-1-3.
- c. 3-1-2.



No.

Question (reference)

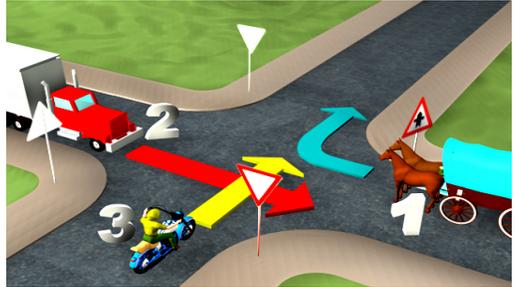
65. Which vehicle must wait? (para 19b)

- a. Vehicle 1.
- b. Vehicle 2.



66. When may vehicle 3 proceed? (para 19d and signs 205 and 301)

- a. After vehicle 1.
- b. After vehicles 1 and 2.
- c. Before vehicle 2.
- d. Before vehicles 1 and 2.



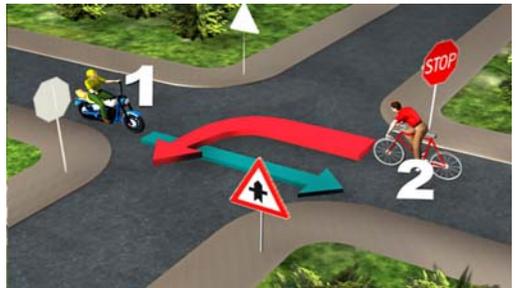
67. Which two vehicles have to wait at these junctions? (para 19b and signs 205 and 301)

- a. Vehicles 2 and 3.
- b. Vehicles 1 and 3.
- c. Vehicles 2 and 4.



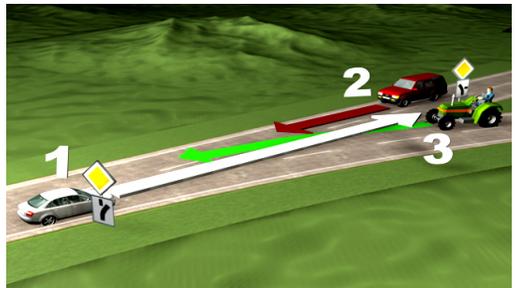
68. What does the driver of vehicle 2 have to do? (para 20a(3) and signs 206 and 301)

- a. Wait at a point where he or she can see along the priority road.
- b. Let vehicle 1 move ahead first.
- c. Both of the above.



69. What does the driver of vehicle 3 have to do? (para 19g and sign 306)

- a. Yield to vehicle 1.
- b. Move on.
- c. Yield to vehicle 2.

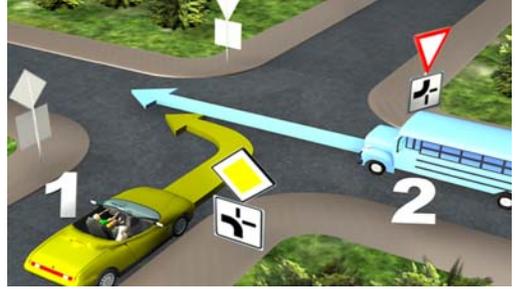


No.

Question (reference)

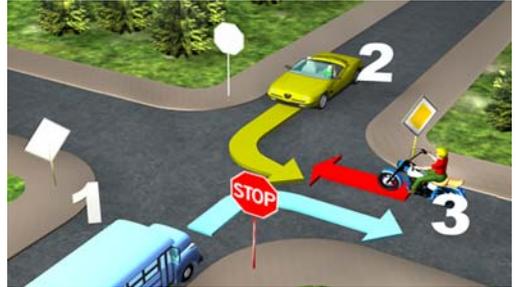
70. When may vehicle 1 proceed? (para 19g and signs 306 and 306 with 1002-12)

- a. Before vehicle 2.
- b. After vehicle 2.



71. Which vehicle is the last to go? (paras 20a(3) and (4), and signs 206 and 306)

- a. Vehicle 1.
- b. Vehicle 2.
- c. Vehicle 3.



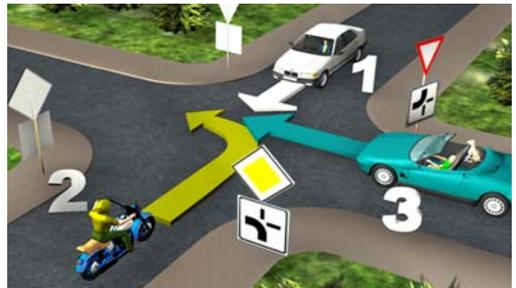
72. Which vehicle has the right-of-way? (para 19b and sign 267)

- a. Vehicle 1.
- b. Vehicle 2.



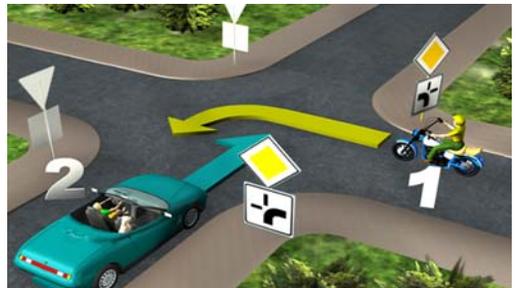
73. In what order must the vehicles proceed? (paras 19f and g, and signs 306 with 1002-12 and 205 with 1002-21)

- a. 2-3-1.
- b. 3-1-2.
- c. 2-1-3.



74. Which vehicle has the right-of-way? (para 19g and sign 306 with 1002-12)

- a. Vehicle 1.
- b. Vehicle 2.

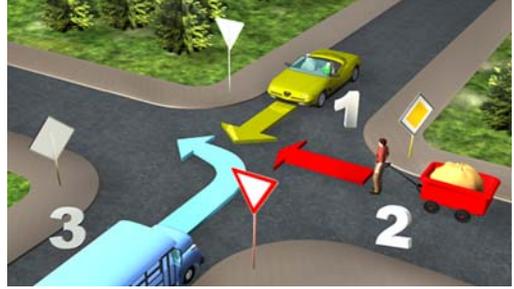


No.

Question (reference)

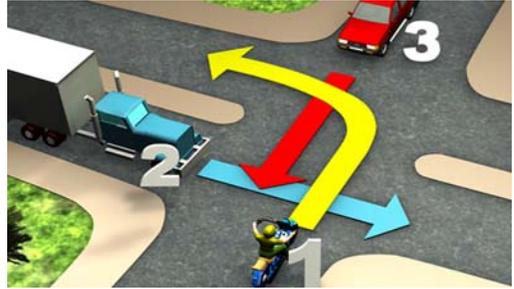
75. In what order may the vehicles proceed? (paras 19a and 20a(3), and signs 205 and 306)

- a. 1-2-3.
- b. 1-3-2.
- c. 2-1-3.



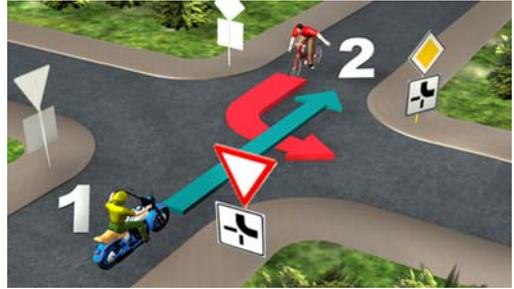
76. The driver of vehicle 1 wants to turn left. To do so, the driver must pull up to the middle of the intersection in front of vehicle 2 and then allow vehicle 3 to pass in front of her. (paras 19b and 20a(3))

- a. True.
- b. False.



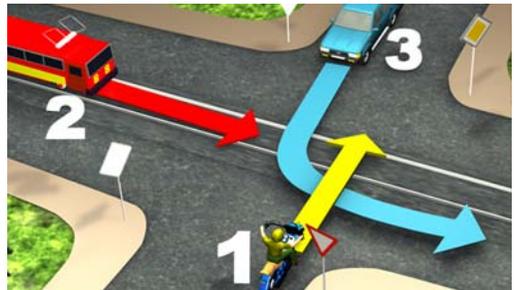
77. Does vehicle 2 have to wait? (para 19g, sign 205 with 1002-21, and sign 306 with 1002-12)

- a. Yes.
- b. No.



78. In what order must the vehicles proceed? (para 20a(3) and signs 205 and 306)

- a. 3-2-1.
- b. 2-1-3.
- c. 1-2-3.



79. In what order must the vehicles proceed? (para 20a(3) and signs 206 and 306)

- a. 2-3-1.
- b. 2-1-3.
- c. 3-2-1.

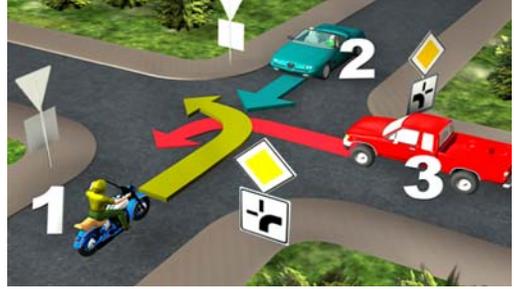


No.

Question (reference)

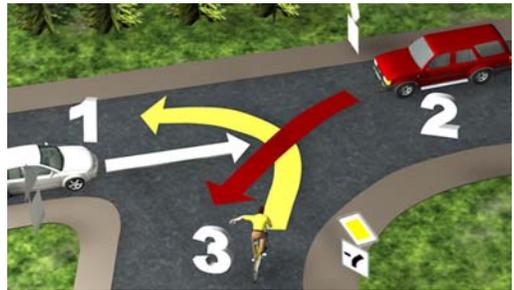
80. In what order may the vehicles proceed? (paras 19g and 20a(3) and signs 205 and 306)

- a. 2-1-3.
- b. 3-2-1.
- c. 3-1-2.



81. In what order may the vehicles proceed? (para 19g and sign 306 with 1002-12)

- a. 2-3-1.
- b. 3-1-2.
- c. 2-1-3.



82. U-turns are prohibited on autobahns. (paras 21i(1) and 30d)

- a. True.
- b. False.

83. The turn indicator must be used for all turns and to warn other traffic of the driver's intention to do which of the following? (para 24f)

- a. Pass another vehicle or change lanes of traffic.
- b. Pull away from a curb or parked position.
- c. Leave a traffic circle.
- d. All of the above.

84. When a streetcar comes up behind a driver's vehicle while the driver is waiting to make a left turn, the driver must do which of the following? (para 20a(3)(d))

- a. Move to the next block or to some point where a left turn can be made without holding up the streetcar.
- b. Maintain his or her position, because the streetcar does not have the right-of-way.
- c. Wait until oncoming traffic is clear and then make the turn.

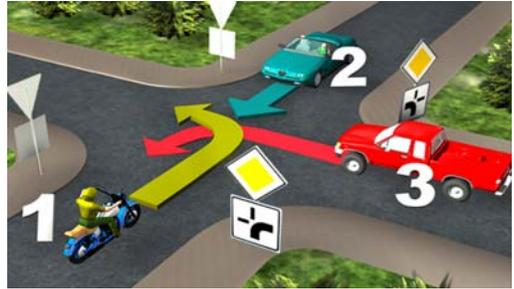
85. A driver on the right-hand side of the road who wants to turn left should do which of the following? (para 20a(3))

- a. Move next to the center line, watch traffic to the rear, and give a directional signal.
- b. Watch traffic to the rear, give a directional signal, and move next to the center line.
- c. Give a directional signal, move to the center, and watch traffic to the rear.

No. **Question** (reference)

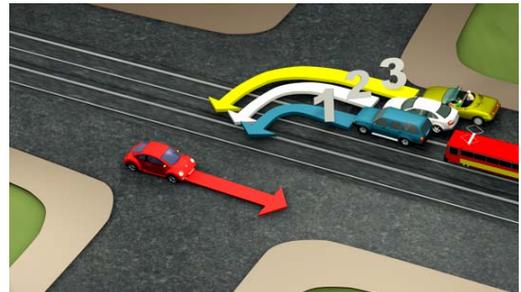
86. Which vehicle must give a directional signal? (paras 19g(4) and 20a(3))

- a. Vehicle 2.
- b. Vehicles 2 and 3.
- c. Vehicles 1 and 3.



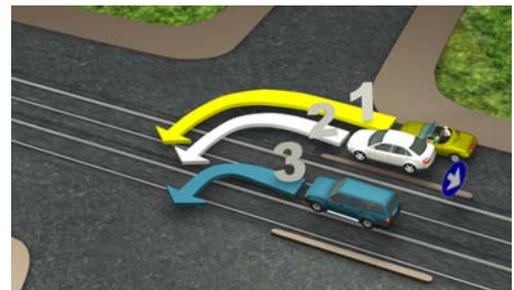
87. Whose position is incorrect for the left turn? (para 20a(3))

- a. Vehicle 1.
- b. Vehicle 2.
- c. Vehicles 1 and 3.



88. What position is correct for a left turn? (para 20a(3))

- a. Vehicle 1.
- b. Vehicle 2.
- c. Vehicle 3.



89. A vehicle is considered to be parked when the driver leaves the vehicle or the vehicle has been stopped for longer than which of the following? (para 23d)

- a. 2 minutes.
- b. 3 minutes.
- c. 5 minutes.

90. On what streets is parking on the left permitted? (para 23a)

- a. On one-way streets and on streets that have streetcar tracks that do not permit parking on the right side.
- b. On two-way streets.
- c. On country roads.

91. Outside city limits, the minimum distance for parking cars from a warning cross indicating a railroad crossing is 50 meters (165 feet). (para 23e(8))

- a. True.
- b. False.

- | No. | Question (reference) |
|------------|---|
| 92. | What is the minimum distance to park cars from marked or unmarked junctions or pedestrian crosswalks? (<i>para 23e(5)</i>)

a. 5 meters.
b. 10 meters.
c. 50 meters. |
| 93. | Stopping is prohibited at which of the following? (<i>paras 21i(2) and 23a</i>)

a. On the autobahn.
b. On either side of a one-way street.
c. Both of the above. |
| 94. | Parking is prohibited at which of the following? (<i>para 23e and signs 229, 283, and 286</i>)

a. In front of a private driveway or an entrance.
b. At taxi stands.
c. Wherever official signs expressly forbid it.
d. All of the above. |
| 95. | How close to a public transportation stop is stopping or parking allowed? (<i>para 23e(6)</i>)

a. 15 meters (45 feet).
b. 5 meters (15 feet).
c. 2 meters (6 feet). |
| 96. | Drivers may park beside a traffic island as long as their parking lights are on. (<i>para 23e(9)</i>)

a. True.
b. False. |
| 97. | POVs may be left unattended and unlocked if no property of value is left in plain view. (<i>para 12</i>)

a. True.
b. False. |
| 98. | A driver is required to warn approaching traffic when his or her vehicle is stopped for any reason on any road. (<i>paras 13b(1)(b) and 27b</i>)

a. True.
b. False. |
| 99. | At what distance should the warning triangle be placed if a vehicle breaks down on any road other than an autobahn? (<i>paras 13b(1)(b) and 27b</i>)

a. 50 meters (150 feet).
b. 100 meters (300 feet).
c. 150 meters (450 feet). |

- | No. | Question (reference) |
|-------------|--|
| 100. | Emergency warning equipment should be stored where? (para 27a)

a. In the trunk of the car.
b. In the passenger compartment under the front seat.
c. In the garage or storage area until needed. |
| 101. | If involved in a traffic accident that is investigated by only German officials, U.S. Forces drivers are not required to notify the military police or security forces. (paras 13b(1)(d) and 13d(2))

a. True.
b. False. |
| 102. | Under the Good Samaritan Law in Germany, drivers are required to render first aid to persons injured in a traffic accident if reasonably possible. (para 28)

a. True.
b. False. |
| 103. | A person who is involved in a traffic accident and flees the scene may be prosecuted. (paras 13b(1)(a) and 13b(2)(c))

a. True.
b. False. |
| 104. | When are drivers required to switch on headlights? (para 30h(1))

a. At dusk and dawn.
b. When weather conditions require it.
c. When driving through fog.
d. All of the above. |
| 105. | When is the use of fog lights and low-beam headlights permitted in daylight? (para 30h(3))

a. If visibility is reduced by fog or snowfall.
b. If visibility is reduced by rain.
c. Both of the above. |
| 106. | When are drivers allowed to use only the parking lights while driving? (para 30h(2))

a. At dusk or dawn.
b. Not at all.
c. When there is adequate street lighting. |
| 107. | Headlights must be dimmed for oncoming traffic and when following another driver to reduce the glare in his or her rearview mirror. (para 30h(4))

a. True.
b. False. |

- | No. | Question (reference) |
|-------------|--|
| 108. | When either nighttime or daytime visibility is substantially reduced by fog, rain, or snowfall, use of low-beam headlights is required. (para 30h(1)) |
| | a. True.
b. False. |
| 109. | What is the minimum speed a vehicle must be able to maintain on the autobahn? (para 21a) |
| | a. 50 kph (31 mph).
b. 60 kph (37 mph).
c. 80 kph (50 mph). |
| 110. | If a vehicle breaks down on the autobahn, help can be obtained by which of the following? (para 21g) |
| | a. Calling the nearest autobahn gas station.
b. Flagging down another driver.
c. Using one of the telephone boxes located at regular intervals along the autobahn. |
| 111. | How long may a driver remain in the passing lane while traveling at a high rate of speed? (para 21d) |
| | a. Only as long as necessary to pass other vehicles.
b. Until the vehicle ahead completes its passing maneuver.
c. As long as there is no driver behind flashing lights to move ahead.
d. Both a and b above. |
| 112. | Stopping (except in emergencies or in designated parking areas), making U-turns, and backing up are prohibited on autobahns. (para 21i) |
| | a. True.
b. False. |
| 113. | If a driver misses an autobahn exit, the driver must drive to the next exit and use the overpass or underpass. (para 21c) |
| | a. True.
b. False. |
| 114. | What parts of the autobahn are particularly prone to becoming ice hazards? (para 18a(5)(a)) |
| | a. Bridges.
b. Stretches leading through forests.
c. Both of the above. |
| 115. | Drivers who run out of gas on the autobahn may be fined for stopping on the autobahn. (para 21i(3)) |
| | a. True.
b. False. |

- | No. | Question <i>(reference)</i> |
|------|---|
| 116. | When vehicles are halted at railroad crossings at night waiting for a train to pass, drivers must turn on high-beam headlights. <i>(para 22g)</i> |
| | a. True.
b. False. |
| 117. | What must a driver do when passing a streetcar that has stopped to take on and let off passengers on the roadway? <i>(para 23b)</i> |
| | a. Wait until the streetcar proceeds.
b. Pass at a moderate speed and at such a distance that boarding and unboarding passengers are not bothered.
c. Stop and proceed only after the streetcar doors are closed and the roadway is clear of pedestrians. |
| 118. | What must a driver do when approaching a railroad crossing without a warning cross? <i>(para 22c)</i> |
| | a. Approach with caution and look both directions for approaching trains.
b. Listen for sounds that indicate an approaching train.
c. Both of the above. |
| 119. | When are drivers required to wait at a railroad crossing? <i>(para 22a)</i> |
| | a. When there is a flashing red light.
b. When a train has just passed.
c. When there is more than one track. |
| 120. | When may drivers cross the tracks of an unguarded railroad crossing marked by a flashing light when a train has just passed? <i>(para 22a)</i> |
| | a. As soon as the train clears the crossing.
b. When the flashing red light goes out.
c. When the flashing green light goes on. |
| 121. | What must a driver do when approaching a railroad crossing where the barriers are open? <i>(para 22c)</i> |
| | a. Approach at a moderate speed and observe the tracks to the right and left.
b. Proceed without slowing down.
c. Come to a complete stop, look to the left and right of the tracks, then continue to drive. |
| 122. | In a housing area controlled by the U.S. Forces, what are drivers required to do when approaching a school bus that has come to a stop? <i>(para 20b(6)(b))</i> |
| | a. Slow down and pass with caution.
b. Stop, regardless of whether or not approaching or following the bus, and do not continue until the bus begins to move again.
c. Stop only if the bus is on the driver's side of the road. |

No. Question (reference)
123. When a streetcar has stopped at a pedestrian island, drivers must watch out for passengers getting on and off, but may proceed carefully on the right. (para 23b)

- a. True.
- b. False.

124. Passing a vehicle at a railroad crossing is illegal. (para 20b(1)(e))

- a. True.
- b. False.

125. If a vehicle breaks down on the autobahn, the vehicle may be towed to the which of the following? (para 30j)

- a. The next gas station on the autobahn.
- b. The next autobahn exit.
- c. The original destination on the autobahn, provided a tow bar is used.
- d. All of the above.

126. Under what conditions may drivers pass other vehicles at zebra crossings? (para 20a(5)(b))

- a. If the crossing is hard to see.
- b. If there are no pedestrians waiting to cross.
- c. None. Drivers must not pass other vehicles at zebra crossings.

127. When a driver sees a pedestrian wearing a yellow armband marked with three black dots attempting to cross the street, the driver must do which of the following? (para 20a(5)(c))

- a. Slow down and stop if necessary to allow the pedestrian to cross.
- b. Proceed if the pedestrian is accompanied by another person or a guide dog.
- c. Both of the above.

128. Which vehicle or vehicles must stop? (para 20a(5) and signs 293 and 350)

- a. Vehicle 1.
- b. Vehicles 2 and 3.
- c. Vehicles 1, 2, and 3.



129. Drivers may not pass cars at a pedestrian crosswalk even if no pedestrian is in sight. (para 20a(5)(b))

- a. True.
- b. False.

No. **Question** (*reference*)
130. The light is green. What must the driver do? (*para 20a(4)*)

- a. Wait and permit the pedestrians to cross.
- b. Urge the pedestrians to hurry by honking the horn.
- c. Keep moving, because the pedestrians must wait.



131. The basic rule in observing hand signals given by German police officers is that traffic parallel to the outstretched arms of the officer may proceed. (*para 30f and figs 1 through 5*)

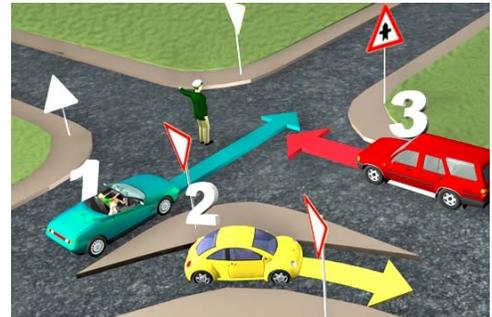
- a. True.
- b. False.

132. When approaching a congested intersection and the light is green, the driver should do which of the following? (*para 30a(5)*)

- a. Proceed across the intersection with caution.
- b. Stop before the intersection until the intersection is clear.
- c. Proceed across the intersection, flashing headlights to warn other vehicles.

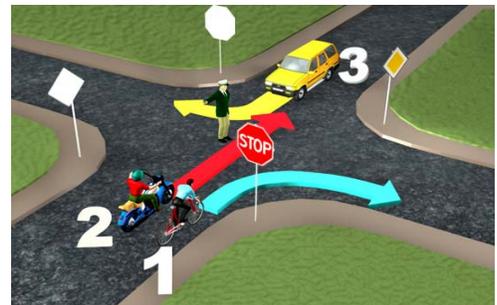
133. Which vehicle is allowed to proceed? (*para 30f and fig 2*)

- a. Vehicles 1 and 2.
- b. Vehicle 3.
- c. Vehicles 2 and 3.



134. Which vehicle is allowed to proceed without stopping? (*para 30f and fig 5*)

- a. Vehicle 1.
- b. Vehicle 2.
- c. Vehicle 3.
- d. Vehicles 1, 2, and 3.



135. Which vehicle must wait? (*para 30f and figs 1 and 4*)

- a. Vehicle 1.
- b. Vehicle 2.
- c. Vehicle 3.
- d. Vehicles 1 and 2.



No. Question (reference)

136. When a yellow light is flashing at an intersection, the driver must do what? (para 30a(3)(d))

- a. Approach cautiously and yield the right-of-way if necessary.
- b. Wait until the light changes.
- c. Always stop.



137. What must the driver do when approaching an intersection and seeing the traffic light turn from green to yellow? (para 30a(2))

- a. Increase speed to get through the intersection before the light turns red.
- b. Stop.
- c. Slow down and prepare to stop if this can be done without endangering vehicles to the rear.

138. If the driver of a passenger vehicle wants to turn left and a streetcar traveling in the same direction left of the passenger vehicle is proceeding straight ahead, which vehicle has to wait? (para 20a(3)(d))

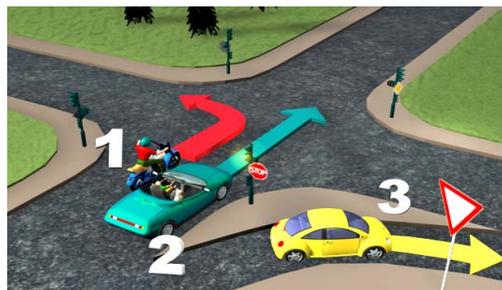
- a. The streetcar.
- b. The passenger vehicle.

139. A police officer controls traffic at an intersection and the traffic lights are in operation. Which signals must drivers obey? (para 30f)

- a. The police officer's.
- b. The traffic light's.
- c. Neither, because the "right-before-left" rule applies in both cases.

140. The yellow light is flashing. Which vehicles have to stop? (paras 30a(3)(c) and (d))

- a. Vehicles 1 and 2.
- b. Vehicles 2 and 3.
- c. Vehicles 1 and 3.



141. Which vehicles may proceed? (para 30f)

- a. Vehicles 1 and 2.
- b. Vehicles 2 and 3.
- c. Vehicles 1 and 3.



No. Question (reference)

142. The illustration shows a signal that indicates the driver may proceed in which direction? (para 30a)

- a. To the right.
- b. To the left.
- c. Straight ahead.
- d. All of the above.



143. In this situation, drivers may do what? (para 30a(4)(c))

- a. Turn right.
- b. Proceed straight ahead or wait if turning left.
- c. Both of the above.



144. A driver who notices that an emergency vehicle (for example, ambulance, fire truck, police car) is approaching should do which of the following? (para 19n)

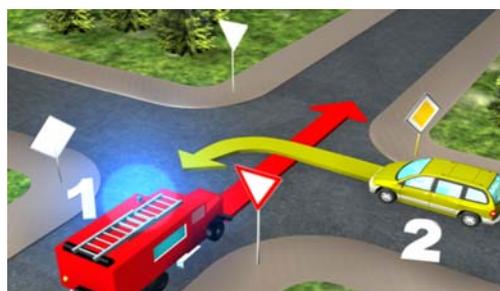
- a. Drive to the extreme right and stop.
- b. In bumper-to-bumper traffic, as in a *Stau*, move to the extreme right from the right-hand lane and to the extreme left from the left-hand lane to form a passageway in the middle.
- c. Both of the above.

145. What do drivers have to do when a vehicle with flashing lights and a multitone horn approaches? (para 19n)

- a. Clear the road immediately.
- b. Stop immediately.
- c. Both of the above.

146. Which vehicle has to wait? (para 19n)

- a. Vehicle 1.
- b. Vehicle 2.



147. Drunk driving is a felony in Germany and may result in imprisonment for up to 5 years. (para 26a)

- a. True.
- b. False.

148. What besides alcohol may impair a person's ability to drive safely? (para 30e)

- a. Fatigue.
- b. Medication.
- c. Both of the above.

- | No. | Question (reference) |
|-------------|---|
| 149. | Refusal to undergo a urine or blood alcohol content (BAC) test when requested to do so by the military police or security forces will result in revocation of driving privileges. (paras 16c(1)(a) and 26b(4)) |
| | a. True.
b. False. |
| 150. | If the German police suspect drivers of driving while intoxicated, they may demand, using force if necessary, that drivers submit to a urine or BAC test. (para 26c) |
| | a. True.
b. False. |
| 151. | When may a horn be honked within city limits? (paras 24a and e) |
| | a. When a pedestrian suddenly steps out onto the roadway.
b. When another vehicle suddenly backs into the street from a narrow driveway.
c. Both of the above. |
| 152. | During daytime, where is it permitted to use headlights to signal the intention to pass? (paras 24c and d) |
| | a. Outside city limits.
b. Within city limits.
c. Both of the above. |
| 153. | Inside city limits, drivers may indicate their intention to pass by flashing headlights or sounding the horn. (para 24d) |
| | a. True.
b. False. |
| 154. | A driver in the passing lane of the autobahn must slow down if he or she sees a vehicle approaching from behind with flashing headlights. (para 20b(9)) |
| | a. True.
b. False. |

SECTION II ANSWERS

1. a	23. b	45. a	67. a	89. b	111. d	133. c
2. b	24. d	46. a.	68. c	90. a.	112. a	134. d
3. d	25. a	47. a	69. b	91. a	113. a	135. d
4. a	26. a	48. b	70. a	92. a	114. c	136. a
5. b	27. a	49. a	71. b	93. a	115. a	137. c
6. b	28. a	50. b	72. a	94. d	116. b	138. b
7. b	29. a	51. b	73. c	95. a	117. c	139. a
8. a	30. a	52. b	74. a	96. b	118. c	140. a
9. a	31. a	53. c	75. b	97. b	119. a	141. b
10. b	32. a	54. a	76. a	98. a	120. b	142. d
11. b	33. b	55. a	77. b	99. b	121. a	143. a
12. b	34. a	56. b	78. b	100. b	122. b	144. c
13. a	35. b	57. a	79. c	101. b	123. a	145. c
14. c	36. c	58. a	80. c	102. a	124. a	146. b
15. a	37. c	59. b	81. a	103. a	125. b	147. a
16. a	38. b	60. a	82. a	104. d	126. c	148. c
17. a	39. a	61. c	83. d	105. c	127. a	149. a
18. b	40. d	62. a	84. a	106. b	128. b	150. a
19. d	41. a	63. b	85. b	107. a	129. a	151. c
20. a	42. b	64. a	86. c	108. a	130. a	152. a
21. a	43. a	65. b	87. c	109. b	131. a	153. b
22. a	44. a	66. b	88. b	110. c	132. b	154. b

GLOSSARY

SECTION I ABBREVIATIONS

AE	Army in Europe
AF	Air Force
AFI	Air Force instruction
AR	Army regulation
<i>B17</i>	<i>Begleitetes Fahren ab 17</i> (driving authorization for 17 year olds)
BAC	blood alcohol content
BRC	Basic Rider Course
cc	cubic centimeter
DOT	United States Department of Transportation
ERC	Experienced Rider Course
EU	European Union
FRS	field registration station
ft	feet
HMMWV	high mobility multipurpose wheeled vehicle
ICC	insurance confirmation card
kph	kilometer per hour
MP	military police
mpg	miles per gallon
mph	miles per hour
MSF	Motorcycle Safety Foundation
NATO	North Atlantic Treaty Organization
OF	optional form
PM	Provost Marshal, United States Army, Europe
PMCS	preventive maintenance checks and services
POV	privately owned vehicle
RMV	Registry of Motor Vehicles, Office of the Provost Marshal, Headquarters, United States Army Europe and Seventh Army
SF	security forces
SOFA	Status of Forces Agreement
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

SECTION II GERMAN TERMS

Abschleppdienst
wrecking service

Anlieger frei
residents only

Ausfahrt

exit

bei Nässe

when wet

Bußgeldbescheid

fine [based on a judgment]

Einfahrt

entrance

Fahrschule

driving school

freihalten

keep free (for example, do not block a driveway)

Nebenstrecke

secondary route

Rollsplit

gravel

Stau

traffic jam

Straßenbahn

streetcar

Straßenbahn Vorfahrt

streetcar has the right-of-way

Straßenmeister

highway superintendent

Straßenschäden

road damage

Unfallhelfer

literally “accident aid” (This roughly equates to the English term “ambulance chaser.”)

Versicherungskarte

insurance confirmation card

Verwarnungsgeld

on-the-spot (warning) fine

Vorfahrt geändert

right-of-way changed