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Military Police

Driver and Vehicle Requirements and the Installation Traffic Code for the U.S.
Forces in Germany

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Summary. This publication prescribes policy and procedures for licensing drivers of privately owned vehicles (POVs), inspecting and registering POVs, and operating POVs and other wheeled recreational equipment on U.S. Forces installations in Germany. POV license and registration operations are conducted according to the Supplementary Agreement to the NATO Status of Forces Agreement. USEUCOM Directive 45-7 delegates this authority to the CG, USAREUR/7A.

Summary of Change. This revision—

- Allows individuals to attend a *Fahrschule* at their own expense to receive a Certificate of Motorcycle Riding Proficiency on German Highways if they fail the Army in Europe Motorcycle-Proficiency Course (para 2-2g(1)(a)3).

- Forbids using cell phones or wearing listening devices that impede hearing and their ability to detect impending danger while walking or jogging (para 5-5i).

Applicability. This publication applies to—

- Members of the U.S. Forces (Army, Navy, and Air Force) and the civilian component (including Family members) who are assigned to or employed within the geographic boundaries of Germany and who are authorized a U.S. Forces certificate of license and POV registration privileges under AE Regulation 600-700.

NOTE: This regulation applies to USAFE personnel in Germany only for licensing POV drivers and for registering POVs with the Registry of Motor Vehicles (RMV). USAFE personnel will refer to AFI 31-204 for all other aspects of motor vehicle traffic supervision, traffic violations, suspensions, revocations, and point assessments. USAFE agencies will notify the RMV of all suspensions, revocations, and traffic-point assessments.

- Persons assigned to nonappropriated fund organizations and other authorized organizations (AE Reg 600-700) in Germany, including international military headquarters.
- Members of the U.S. Forces and civilian component on temporary duty (TDY) in Germany who apply for a U.S. Forces certificate of license. According to AR 190-5/OPNAV 11200.5D/AFI 31-218(I) and AFI 31-204, the policy and procedures in this publication apply in cases of conflict.
- Heads of U.S. military organizations who want to register nontactical vehicles with U.S. Forces-provided POV license plates. Permission to register nontactical vehicles must be granted in writing from the garrison provost marshal, chief of security forces, or director of logistics, as applicable. Installation Fleet Management Systems-owned nontactical vehicles must have written authorization from the Director, Installation Fleet Management Systems. In all cases where written approval is required, the authorization document must be submitted with the application to register the vehicle.
- Personnel who drive on U.S. installations, including local national and foreign national employees of the U.S. Government, and other personnel who routinely require access to U.S. installations in Germany.

NOTE: Where applicable by branch of Service, personnel found in violation of this publication will be subject to suspension or revocation of their certificate of license, loss of vehicle registration privileges, or both.

Supplementation. Organizations will not supplement this publication without USAREUR Provost Marshal (PM) (AEAPM-VR) approval.

Forms. Appendix B lists forms prescribed by this publication. AE and higher level forms are available through the Army in Europe Publishing System (AEPUBS).

Records Management. Records created as a result of processes prescribed by this publication 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>.

- Navy organizations according to Navy records-management policy.
- Air Force units according to Air Force Manual 33-363. Records must be disposed of according to the Air Force Records Information Management System Records Disposition Schedule at <https://www.my.af.mil/gcss-af61a/afirms/rims.cfm>.

Suggested Improvements. The proponent of this publication is the USAREUR PM (AEAPM-VR, DSN 386-7271). Users may suggest improvements to this publication by sending DA Form 2028 to the USAREUR PM (AEAPM-VR), Unit 29931, APO AE 09086-9931.

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CHAPTER 1 INTRODUCTION

1-1. PURPOSE

This publication—

- a. Prescribes policy and procedures for licensing privately owned vehicle (POV) drivers and for registering POVs in Germany under the Supplementary Agreement to the NATO Status of Forces Agreement (SOFA).
- b. Implements Air Force Policy Directive 31-1, Integrated Defense (Air Force only).
- c. Prescribes rules for POVs and users of other wheeled recreational equipment on U.S. Forces installations in Germany.
- d. Prescribes mechanical standards for POV inspections.
- e. Explains traffic laws and regulations for POVs in Germany.
- f. Explains vehicle disposal procedures and strip-lot safety requirements.

1-2. REFERENCES

- a. Appendix A lists references.
- b. Appendix B lists publications and forms prescribed by this publication.

1-3. EXPLANATION OF ABBREVIATIONS AND TERMS

The glossary defines abbreviations and terms.

1-4. RESPONSIBILITIES

a. USAREUR Safety Division. The USAREUR Safety Division (AEAGX-A) will work with IMCOM-Europe Safety Office (IMEU-SO) to—

(1) Advise the Office of the Provost Marshal (OPM), HQ USAREUR/7A, and the Logistics Division, IMCOM-Europe, on safety-related issues affecting the driving instructor certification program, driver training and testing program, and remedial-driver training program.

(2) Make recommendations to improve or modify driver training programs based on changes in European traffic laws, vehicle safety requirement, and analyses of accident reports.

(3) Develop safety policy that applies to vehicle operations in the European theater and have the policy published in Army in Europe publications.

(4) Evaluate driver-training programs in the European theater for effectiveness and adequacy in preventing accidents.

b. USAREUR Provost Marshal (PM). The USAREUR PM will, through the U.S. Forces Registrar (AEAPM-VR)—

(1) Establish policy and procedures for issuing U.S. Forces certificates of license, registering POVs, and disposing of POVs. The USAFE Director of Security Forces (HQ USAFE/SF) oversees POV registration offices, and the USAFE Director of Logistics (DOL) (HQ USAFE/A4) oversees POV driver testing facilities and inspection stations operated by USAFE units. USAFE has its own policy for disposing of POVs and procedures for motorcycle orientation and proficiency course requirements.

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

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

(4) Operate a central registry to—

(a) Issue U.S. Forces certificates of license and POV registrations.

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

(5) Maintain central records of the items in (4)(a) and (b) above at the Registry of Motor Vehicles (RMV), Office of the Provost Marshal, HQ USAREUR/7A.

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

(7) Take administrative actions to assess points and suspend, revoke, or declare a person ineligible for a U.S. Forces certificate of license (chap 2, sec II) when he or she commits any of the following:

(a) A traffic offense reported by German authorities.

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

(8) Notify German and U.S. law-enforcement officials of adverse actions taken against an individual’s driving or registration privileges; and notify individuals through their chain of command or supervision by certified mail of all mandatory suspensions or revocations.

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

NOTE: Checks from foreign banks payable in dollars will not be accepted for any RMV transaction.

(10) Enforce customs requirements addressed in this publication.

c. Deputy Chief of Staff, Engineer, USAREUR. The Deputy Chief of Staff, Engineer, USAREUR, will—

(1) Provide advice and policy guidance to IMCOM-Europe regarding facilities and engineering support to ensure that the intent of this publication is met.

(2) Provide advice and policy guidance regarding installation traffic layout.

(3) Be the approval authority for installation traffic layouts based on civil-engineering requirements and standards.

(4) Be responsible for resolving traffic-congestion and traffic-flow issues when needed.

d. Logistics Division, IMCOM-Europe. The Logistics Division, IMCOM-Europe, will—

(1) Establish criteria, in coordination with HQ USAFE/A4R, for operating POV inspection stations and enforcing POV mechanical and safety inspection standards (app C).

(2) Develop a standard POV driver training and testing program in coordination with the RMV and the USAREUR Safety Division. The program must include the motorcycle orientation and proficiency course and a remedial driver training course.

(3) Through the Logistics Field Operating Activity (Maintenance) (LFAO-M), provide safety-inspection stamps (para C-4) for approved stations.

(4) With the HQ USAFE/A4R, enforce appendix C of this publication as it pertains to—

(a) Standards required of POV inspection stations.

(b) Situations pertaining to safety inspections not addressed in this publication that may occur at POV inspection stations.

(5) Provide overall staff supervision of POV inspection stations established and operated by IMCOM-Europe.

(6) Inspect POV inspection stations and DTSS (with HQ USAFE/A4R) to ensure they are managed and operated properly.

e. United States Army Garrison (USAG) and Base Support Group (BSG) Commanders. USAG and BSG commanders will—

(1) Establish, staff, and operate community field registration stations (FRSs) and DTSS on approval from appropriate authorities. Local FRSs will be under the supervision of the director of emergency services (DES), and local DTSS will be under the supervision of the DOL.

(2) Establish, staff, and operate POV-inspection stations on approval from appropriate authorities. POV-inspection stations will be under the supervision of the LFOA-M or USAFE.

(3) Ensure internal controls in appendix D for registration and DTSS are maintained.

(4) Issue instructions for disposing of abandoned POVs according to appendix E.

(5) Ensure annual installation-traffic design walkthroughs are conducted and deficiencies are corrected. Commanders may make temporary changes to the installation traffic plan only for emergency or short-term needs. “Short-term needs” include construction projects, parades, and similar unit or community events or projects.

(6) Follow RMV-issued procedural guidelines for operating FRSs and DTSS. The RMV will provide these guidelines directly to the FRSs and DTSS.

f. Commanders and Supervisors. Commanders and supervisors will ensure their personnel properly insure, register, and operate POVs, and have valid U.S. Forces certificates of license for the types of vehicles they register or operate (app F).

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

h. Local PMs; Chiefs, Security Forces (CSFs); MP; and SF. Local PMs, CSFs, MP, and SF will—

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

(2) Cite violators.

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

(4) Prohibit registration of any additional vehicles until all vehicles registered to an individual have been brought into compliance with this publication.

i. Persons Subject to This Publication. Persons subject to this publication will—

(1) Comply with the requirements stated in this publication. Failure to wear required personal protective equipment (PPE) and failure to comply with licensing, operation, or training requirements may be considered when making line-of-duty determinations if an injury occurs because of non-use of PPE or noncompliance with requirements in this publication.

(2) Present, on request of an MP or SF officer, unit commander, or German or U.S. law-enforcement official, a U.S. Forces identification card, U.S. Forces certificate of license, POV registration, and (for motorcycle operators) a valid Motorcycle Safety Foundation (MSF) training card.

CHAPTER 2 ACQUISITION AND LOSS OF DRIVING PRIVILEGES

SECTION I ACQUIRING A U.S. FORCES CERTIFICATE OF LICENSE

2-1. LICENSING POLICY

a. Military and civilian personnel and their Family members must have a U.S. Forces certificate of license to drive in Germany. This does not include the operation of Government vehicles, which can be operated using OF 346 or Air Force Form 2293. To get a U.S. Forces certificate of license, military and civilian personnel and their Family members must have a valid country license (glossary). OF 346 and Air Force Form 2293 may not be used in place of a valid country license to obtain a U.S. Forces certificate of license. The minimum age to apply for a class 3 U.S. Forces certificate of license with a valid country license is 17 (table I-1). Personnel who receive a U.S. Forces certificate of license and who are 17 years old may drive only within the borders of the Federal Republic of Germany until their 18th birthday. Individuals may operate only the class or classes of POVs indicated on their U.S. Forces certificate of license. Appendix I, paragraph I-2, lists vehicle classifications.

b. USAG and BSG commanders may, on a case-by-case basis, grant an exception to subparagraph a above for new arrivals to drive class 3 POVs only in Germany without a U.S. Forces certificate of license for up to 30 days when both of the following requirements are met:

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

(2) The new arrival has a valid U.S. drivers license and either an international drivers license or an official German translation (for example, from the *Allgemeiner Deutscher Automobile Club (ADAC)*) of a U.S. drivers license. Individuals who have lost their driving privileges for any reason will not be granted this authorization. These individuals will be prohibited from driving under any circumstance until their driving privileges have been restored. This includes individuals who, during the 30-day exception period, take the drivers examination and fail the test. Failing the drivers test will void the commander's exception to policy. These individuals will also be prohibited from driving until they have passed the required examination.

c. When granted, the written authorization to drive without a U.S. Forces certificate of license must specify—

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

(2) That the authorization applies to German-plated or Army and Air Force Exchange Services (AAFES) rental vehicles and to POVs that have been properly registered and insured.

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

(4) That individuals must present the authorization to their local DTS so that a temporary certificate of license (AE Form 190-1G) may be issued for up to 30 days. Individuals must return to the local DTS within the 30-day period to complete testing for a permanent U.S. Forces certificate of license.

d. USAG and BSG commanders may not delegate the authority in subparagraph b above to grant an exception to policy to headquarters commandants of combatant commands and unified commands.

2-2. LICENSING REQUIREMENTS

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 DTS clerk for the class of vehicle for which applying (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 (glossary) issued from a *Fahrschule* (e 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 (Air Force Instruction (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. AE Pamphlet 190-34/USAFE Pamphlet 31-206 is the drivers handbook to use when studying for this test. The pamphlet includes a sample written test and all international road signs. Applicants will write their test answers on AE Form 190-1X. The written test for POVs will be waived if the applicant has a—

1. Valid class 2 or 3 German 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 the European Union (EU) or 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 DTS within 30 days after arriving in Germany.

(b) Eye Test. DTSs 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 received a class 3 license previously, 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 less 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 with 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 (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 DTS. Individuals may attend a *Fahrschule* at their own expense to receive a certificate of motorcycle riding proficiency on German highways if they fail the Army in Europe Motorcycle-Proficiency Course.

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 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 an MSF motorcycle safety course.

1. The MSF Experienced Rider Course (ERC) and the MSF Basic Rider Course (BRC) are offered by each USAG. 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 DTS will send AE Form 190-1T and the fee to the RMV for processing. Under no circumstance will Army personnel who are required to take the Motorcycle-Proficiency Course be issued a 60-day temporary motorcycle license until they have completed the Motorcycle-Proficiency Course test or present a certificate of motorcycle riding proficiency on German highways ((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 USAG. 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.

2-3. SPECIAL ISSUE OF U.S. FORCES CERTIFICATES OF LICENSE

a. Members of the U.S. Forces and civilian component on temporary duty (TDY) in Germany and in possession of a valid country license may take the drivers test to obtain a U.S. Forces certificate of license to operate a U.S. Forces-registered POV.

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

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

2-4. DISABLED PERSONS

a. A person with physical disabilities who is applying for a U.S. Forces certificate of license must present a written statement from a physician that the disabilities are not likely to interfere with the person's ability to operate motor vehicles safely.

b. If an individual with a U.S. Forces certificate of license becomes disabled or suffers from a condition that will interfere with his or her ability to operate a motor vehicle safely (for example, a broken bone in a cast, vision problems, or when recovering from an operation), the individual's physician or the servicing medical facility will notify the appropriate licensing authority (RMV for the U.S. Forces) and the individual's command. Individuals with disabilities who drive must carry a statement from a physician stating that the disability is not likely to interfere with the individual's ability to drive safely.

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

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

2-5. RENEWING A U.S. FORCES CERTIFICATE OF LICENSE

- a. Applicants may apply for a license renewal for up to 60 days before the license expires. This 60-day period applies to all vehicle classes.
- b. Applicants for renewal must complete AE Form 190-1T and the eye test (para 2-2a(4)(b)).
- c. Applicants may submit AE Form 190-1T to renew an expired U.S. Forces certificate of license up to 1 year after the license has expired without having to take the written test; after 1 year, applicants will be required to take the written test. U.S. Forces personnel who have a U.S. Forces certificate of license and live in the United States may apply for license renewal by writing to the USAREUR RMV (Drivers License Section), Unit 29931, APO AE 09086-9931. The 1-year grace period applies only to license renewal, it is not an authorization to drive with an expired certificate of license.
- d. Individuals with a motorcycle class on their current U.S. Forces certificate of license must provide proof of having attended a valid MSF course within the last 3 years to keep the motorcycle class on their U.S. Forces certificate of license when the license is renewed.

2-6. REPLACING A U.S. FORCES CERTIFICATE OF LICENSE

a. If a U.S. Forces certificate of license is lost or destroyed, or if it becomes mutilated and is more than 3 years old, the licensee must complete the requirements in paragraph 2-2a(1) and (2) (except that a valid country license is not required) and take an eye test (para 2-2a(4)(b)) to request a replacement. If a license becomes mutilated within 3 years after the date of issue, the licensee may do either of the following:

- (1) Apply for a replacement license at no cost and without taking an eye test. In this case, the licensee will receive a replacement license with the same expiration date as that of the original license.
- (2) Apply for a replacement license, pay the replacement fee, and take an eye test. In this case, the licensee will receive a replacement license that is valid for 5 years.

b. Personnel returning from deployments whose U.S. Forces certificate of license is mutilated, lost, or stolen may obtain a replacement license with the original expiration date at no cost, or they may take an eye test, pay the license fee, and receive a license valid for 5 years.

2-7. ADDITION OF VEHICLE CLASS

Additions of vehicle classes on a U.S. Forces certificate of license may be made only if the individual has a valid country license indicating the class to be added. Licensees applying for an addition of a vehicle class to their existing U.S. Forces certificate of license will—

- a. Complete the requirements in paragraphs 2-2a(1), (2), and (4)(b).
- b. Turn in their existing U.S. Forces certificate of license.

2-8. PERSONAL INFORMATION CHANGE

Licensees will report changes to personal information (for example, name, unit address) to obtain a new U.S. Forces certificate of license. Licensees must turn in their existing license and complete the requirements in paragraph 2-2a(1) and (2).

2-9. ELIGIBILITY FOR GERMAN DRIVERS LICENSE

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

- (1) Copy of German vehicle registration.
- (2) U.S. Forces certificate of license number.
- (3) Administrative fee (by check, money order, or credit card).

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

c. Because requirements for German drivers licenses vary by office location, it is better to check with the local office to ensure its requirements can be met before applying for a translation letter.

2-10. LOSS OF ELIGIBILITY

a. People who retire, are discharged or terminated from military or civilian service, or are barred theaterwide lose their eligibility to have a U.S. Forces certificate of license at 0001 hours the day after the retirement, discharge, termination, or the imposition of the theaterwide bars (AE Reg 550-175/USNAVEUR Inst 5840.1E/USAFE Inst 51-702 and AE Reg 600-700).

b. Family members lose eligibility on termination of their sponsor's eligibility or by divorce or loss of dependent status (AE Reg 550-175/USNAVEUR Inst 5840.1E/USAFE Inst 51-702 and AE Reg 600-700).

c. People in subparagraphs a and b above (except those who are under a theaterwide bar) may apply for a translation of their U.S. Forces certificate of license to obtain a German drivers license (except for class 2 vehicles). The translation should be requested 60 days before loss of eligibility by sending the following to the RMV:

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

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

(3) U.S. Forces certificate of license number.

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

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

e. Family members who remain in Germany after the rotation or death of the sponsor retain driving privileges for 90 days (AE Reg 550-175/USNAVEUR Inst 5840.1E/USAFE Inst 51-702 and AE Reg 600-700). These Family members may apply for a German drivers license during this period by completing the requirements in subparagraph c above.

f. When a person again becomes eligible to hold a U.S. Forces certificate of license (for example, on PCS to Germany) and has a U.S. Forces certificate of license that has not yet expired, the license will be reactivated as long as the license has not expired. A change of address must be completed as soon as a new address is established.

2-11. IMPLIED CONSENT PROVISION

a. Persons who have a U.S. Forces certificate of license or who operate a POV are understood to have given their consent to chemical tests for alcohol or other drugs on their breath or in their blood or urine if lawfully stopped, apprehended, or cited for any offense allegedly committed while driving or otherwise in physical control of a motor vehicle. The chemical test, administered by either U.S. Forces or German civil authorities, is sufficient evidence for action under this publication. If a chemical test is administered by German civil authorities, U.S. Forces authorities also may administer a test. If multiple tests are administered, the results of the test administered closest to the time of the incident normally will be used to determine necessary administrative action. U.S. Forces or German civil authorities will determine which chemical test will be administered. Licensees cannot determine which chemical test will be given.

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

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

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

SECTION II LOSS OF DRIVING PRIVILEGES

2-12. GENERAL

a. Actions to declare a person ineligible for a U.S. Forces certificate of license or to suspend or revoke driving privileges will be taken according to paragraphs 2-13 through 2-16. The glossary defines suspending and revoking authorities, and appendix G summarizes responsibilities of these authorities.

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

- (1) Nature and sequence of events and the actions taken.
- (2) The period the suspension or revocation action will be in effect.

(3) What is required before a person may get a U.S. Forces certificate of license (for example, attendance at an Army Substance Abuse Program (ASAP) or Alcohol and Drug Abuse Prevention and Treatment (ADAPT) Program, completion of licensing requirements at a *Fahrschule*).

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

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

c. Army commanders and supervisors will use DA Form 4833 or AE Form 190-1K to inform the RMV of actions they have taken.

d. Air Force and Navy elements will use AE Form 190-1K to notify the RMV of action taken against a person licensed under this publication.

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

f. When a person subject to this publication has had his or her U.S. Forces certificate of license suspended or revoked, he or she will not drive any vehicle (including rental and Government nontactical vehicles) in Europe.

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

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

2-13. DECLARATION OF INELIGIBILITY FOR A U.S. FORCES CERTIFICATE OF LICENSE

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

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

(2) Operating a POV without being licensed as required by this publication.

(3) Operating a vehicle with an expired license.

b. Revoking authorities may waive the ineligibility period only for (3) above if the individual’s certificate of license has not been expired for more than 1 year. Additional offenses such as (1) and (2) 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.

c. 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—

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

(2) Having a military license (OF 346 or Air Force Form 2293) suspended or revoked.

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

d. Officers in charge of local DTSSs will declare a person ineligible for a U.S. Forces certificate of license for the following periods:

(1) 1 year for using unauthorized assistance during an examination.

(2) 60 days for failing to pass the written examination after three attempts. Any failure thereafter will result in an additional 60-day ineligibility.

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

2-14. SUSPENSIONS

Suspensions will be discretionary or mandatory and for periods specified in subparagraphs a and b 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 ASAP or ADAPT Program and remedial driver training.

a. Discretionary Suspension. Discretionary suspensions may be assessed for periods not to exceed 1 year. The suspending authority may suspend a licensee's driving privilege for the following:

(1) A period of time necessary to—

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

(b) Assess a licensee's driving skill. When the suspending authority determines that the person lacks the necessary driving skill or knowledge, the authority may suspend a U.S. Forces certificate of license until the licensee has retaken and passed tests required by this publication. If a person fails to pass the tests for a Government drivers license (OF 346 or Air Force Form 2293), his or her U.S. Forces certificate of license may be suspended. (This suspension only applies to Navy and Air Force personnel.)

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

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

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

(3) A maximum of 180 days for—

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

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

1. Abuse of alcohol or controlled substances.

2. Habitual acts of violence.

3. Numerous (three or more) nonmoving violations.

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

(c) Violating the provisions of paragraphs 3-23 or 3-26.

(d) Transferring license plates to another POV without properly registering the plates to the POV.

(4) A maximum of 1 year for—

(a) Committing two or more offenses in (3) above or subparagraph b below in a 180-day period.

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

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

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

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

(1) 7 days for not wearing a seatbelt or 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.

(2) 30 days for—

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

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

(3) 90 days for—

(a) Operating a POV with a 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. (Appendix J provides breath to blood alcohol level conversions to convert German police breathalyzer results to blood-test equivalents. American Evidentiary Breathalyzers such as those authorized for use by MP and SF automatically convert the readings.) Individuals charged with operating a vehicle at these levels are considered to be driving while intoxicated (DWI).

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

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

(4) 180 days for—

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

(b) Accumulating 12 or more traffic points in a 1-year period or 18 traffic points in a 2-year period. The offender must complete remedial driver training before his or her U.S. Forces certificate of license may be returned.

(c) 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).

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

(5) 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 German authorities off the installation.

2-15. 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 subparagraphs a and b below. Petitions for reinstatement are authorized only after 1 year for offenses in subparagraph a below and only after 5 years for offenses in subparagraph b below.

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

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

(2) 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. (Appendix J provides breath to blood alcohol level conversions to convert German police breathalyzer results to blood-test equivalents. American Evidentiary Breathalyzers such as those authorized for use by MP and SF automatically convert the readings.) Individuals charged with operating a vehicle at these levels are considered to be DWI.

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

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

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

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

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

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

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

(f) Obtaining a 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.

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

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

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

(a) Operating a POV with a BAC of 0.5 milligrams or more per 1.0 milliliter of whole blood. (Appendix J provides breath-alcohol level equivalents.)

(b) Refusing to take a chemical test.

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

c. Individuals who have a record of three alcohol-related traffic offenses or two or more offenses of driving while a license is revoked over any time period will be prohibited from ever receiving an 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.

d. 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.

2-16. REVOCATION BY CIVIL AUTHORITIES

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

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

c. Persons subject to this publication will not drive any vehicle in Europe if their privileges to drive have been withdrawn by civil authorities or if their U.S. Forces certificate of license has been suspended or revoked. Military commanders should refer to AE Regulation 600-55 for actions that may be taken against military drivers (OF 346 or Air Force Form 2293).

2-17. ADMINISTRATIVE ACTIONS, REPRIMANDS, REPORTS, AND DISPOSITION PROCEDURES

a. General Officer Reprimands and Administrative Actions. Army commanders will take appropriate action against intoxicated drivers.

(1) A written reprimand, administrative in nature, will be issued to active duty Soldiers in the cases described in (a) through (d) below. Any general officer and any officer frocked to the grade of brigadier general may issue this reprimand. Usually the general officer exercising general court-martial convening authority (GCMCA) jurisdiction over the Soldier will issue the reprimand. The reprimand will be filed according to AR 600-37.

(a) Conviction by courts-martial or civilian court or imposition of nonjudicial punishment for an offense of drunk or impaired driving either on or off the installation.

(b) Refusal to take or failure to complete a lawfully requested test to measure alcohol or drug content of the blood, breath, or urine, either on or off the installation, when there is reasonable belief of driving under the influence of alcohol or drugs.

(c) Driving or being in physical control of a motor vehicle on post when the BAC is 0.80 or more milligrams per 1.0 milliliter, irrespective of other charges, on or off post.

(d) Driving or being in physical control of a motor vehicle, either on or off the installation, when lawfully conducted chemical tests indicate the presence of illegal drugs.

(2) Commanders may review the Service records of active duty Soldiers apprehended for offenses described in (1) above to determine if any of the following actions should be taken:

- (a) Administrative reduction according to AR 600-8-19.
- (b) Bar to reenlistment according to AR 601-280.
- (c) Administrative separation according to AR 635-200.

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

c. Disposition of U.S. Forces Certificates of License and License Plates.

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

(2) Following revocation, the revoking authority will send the U.S. Forces certificate of license to the RMV (b above).

(3) After revocations, the POV will be registered as nonoperational (para 3-8d). License plates will be returned to the RMV for destruction unless a Family member has a valid U.S. Forces certificate of license and the POV registration lists the Family member's name.

2-18. REBUTTAL PROCEDURES

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

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

(2) Suspend the person's driving privileges pending the outcome of rebuttal proceedings. Alcohol and drug offenses automatically suspend driving privileges until final determinations are made.

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

c. In cases in which an individual is charged with operating a POV with a BAC of 0.5 milligrams or more per 1.0 milliliter of whole blood or the equivalent breath-alcohol level (app J), or operating a POV while under the influence of any controlled substance, the imposition of administrative action to suspend or revoke the certificate of license is mandatory regardless of whether or not UCMJ action is taken. The suspending or revoking authority may "find in favor" of the person (that is, not declare a person ineligible, not suspend, or not revoke the license) only if the person was not operating the POV or the BAC results or drug-test results were incorrect or invalid.

2-19. APPEALS

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

2-20. PETITIONS FOR REINSTATEMENT OF DRIVING PRIVILEGES (REVOCATIONS AND RESTRICTED DRIVING PRIVILEGES)

a. An individual whose driving privileges have been revoked may petition for reinstatement of driving privileges through the revoking authority to the reinstating authority (b below) according to the limits in paragraph 2-15. If the license was revoked because of offenses involving alcohol or controlled substances, the prerequisites for reinstatement are successful completion of an ASAP or ADAPT Program and remedial driver training. For other offenses not involving alcohol or controlled substances, the only prerequisite for reinstatement is completion of remedial driver training. Commanders considering petitions for reinstatement should consider all relevant facts related to the original revocation, to include the individual circumstances of each case and the deployment time, if any, of the individual involved.

b. For Army personnel, the authority to reinstate revoked driving privileges for DWI (alcohol or drugs) will be the USAG commander or other authority designated in writing by the USAG commander. For Navy and Air Force personnel, the authority to reinstate revoked driving privileges will be according to OPNAV 11200.5C and Air Force Instruction 31-204, respectively. For Air Force personnel whose license was revoked for causes other than DWI, the authority to reinstate revoked driving privileges is limited to the BSG commander.

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

d. The revoking or reinstating authority may grant a request for restricted driving privileges in the following cases if the requester has a valid country license:

(1) An individual whose driving privilege has been suspended may request approval from the revoking authority (except for 7-day suspensions). If the request is approved, the revoking authority will provide a written statement specifying the exact hours and specific locations that the person may operate a POV. This statement must be provided to the local PM or CSF, the RMV, and the licensee.

(2) An individual whose driving privilege has been revoked (with petition for reinstatement authorized after 1 year) may request approval from the reinstating authority. If the request is approved—

(a) The requester will retake the required tests (para 2-2) if the requester has a valid country license for the vehicle class revoked and has completed remedial driver training. Completion of ASAP or an ADAPT Program is also required if the revocation is for an offense involving alcohol or controlled substances.

(b) The reinstating authority will provide a written statement specifying the exact hours and specific locations the person may operate a POV. This statement must be provided to the local PM or CSF, the RMV, and the licensee.

e. The written statement (d(1) and (2)(b) above) and restricted U.S. Forces certificate of license must be in the person's possession when the person is operating a class 3 POV.

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

2-21. TRAFFIC-POINT ASSESSMENT SYSTEM

a. Table 2-1 is the traffic-point table. The traffic-point assessment system will not be modified or altered (for example, giving more or fewer points than indicated). If the driver commits more than one offense at a time, only the highest-point offense will be used plus one point if the driver is at fault for causing an accident. The point system applies to everyone holding a U.S. Forces certificate of license who has been found by commanders, supervisors, or military or German civil courts to have committed violations. Points will be assessed for violations committed while operating either military vehicles or POVs. On receipt of a traffic ticket, the unit commander or supervisor will conduct an inquiry and initiate a report of action (b below). Subordinates and their Family members have the right to appeal any adverse action taken against them (para 2-19). An appeal must be filed within 60 days after the offense. If an appeal is not filed within 60 days, the offense will become a permanent part of the person's driving record.

Table 2-1 Traffic-Point Table	
Violation	Points Assessed
Reckless driving (willful and wanton disregard for the safety of people or property (UCMJ, Art 111)).	6
Owner knowingly and willfully permitting a person to operate a motor vehicle when unlicensed or mentally or physically impaired (for example, intoxicated).	6
Fleeing or leaving the scene of an accident after causing property damage.	6
Driving a motor vehicle when mentally impaired by alcohol consumption (a BAC 0.5 milligrams to 0.79 milligrams per 1.0 milliliter of whole blood or breath). (Appendix J provides breath-alcohol level equivalents.)	6
Taking part in speed contests.	6
Exceeding stated speed limits:	
a. 1 to 10 miles per hour (mph) (1 to 16 kilometers per hour (kph)) over the posted speed limit.	3
b. 11 to 15 mph (17 to 25 kph) over the posted speed limit.	4
c. 16 to 20 mph (26 to 32 kph) over the posted speed limit.	5
d. 20 or more mph (33 or more kph) over the posted speed limit.	6
Driving too fast for conditions.	4
Following too closely.	4
Failing to yield right-of-way to an emergency vehicle.	4
Failing to stop for a schoolbus or at a school crossing signal.	4
Failing to obey traffic signals or traffic instructions of a law-enforcement officer, a traffic warden, or any official regulating traffic device requiring drivers to stop, yield the right-of-way, not enter, or follow a specified direction of travel.	4
Passing improperly.	4
Failing to yield right-of-way (no official sign involved).	4
Failing to require any passenger on a motorcycle to wear required safety devices (for example, protective eye device, helmet, proper protective clothing) on or off military installations.	3

Table 2-1 Traffic-Point Table	
Violation	Points Assessed
Failing to report involvement in an accident.	3
Turning improperly (no official sign involved).	3
Overtaking improperly.	3
Committing other moving violations (for example, failing to maintain control, inattentive driving, improper backing).	3
Operating a POV while wearing headphones or using a cell phone (other than hands-free cell phone).	3
Operating a POV that does not meet the mechanical standards in appendix C.	3
Operating a vehicle that does not meet nonmechanical standards in appendix C (for example, window-tinting, exhaust noise level, chassis or frame alteration, damaged glass, wheel spinners) or any violation capable of endangering the driver, passengers, or other persons on or near the roadway where the vehicle is being operated.	3
Owning or operating an unregistered or uninsured POV.	2
Failing to use available restraint-system devices or not requiring all passengers to use restraint-systems; allowing children 12 years of age or younger to occupy the front seat without authorized safety equipment suitable for the child and permitted for use in front seats (United States Department of Transportation (DOT)-approved or approved in Germany under Economic Commission for Europe Regulation (ECE-R) 44/03)); allowing children 12 years of age or younger, or shorter than 150 centimeters (4 feet, 11 inches), to sit in the back seat without DOT-approved restraint equipment suitable for the child.	2
Driving too slowly for conditions.	2
Displaying license plates or decals in violation of this publication.	2
Making excessive noise while operating a POV (for example, inside: radio or stereo; or outside: producing excessive exhaust noise or squealing tires (“burning rubber”)).	2
Causing an accident (used only as an addition to points assessed for a specific offense).	1
Failing to have U.S. Forces certificate of license and identification card in possession when operating a POV.	1
Operating a POV without corrective lenses when the U.S. Forces certificate of license requires wear of lenses.	1
Parking a POV where prohibited.	1
NOTE: If alcohol is involved in any of the above violations, ASAP or ADAPT Program attendance and completion of remedial driver training will be required.	1

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

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

d. Traffic points will be posted on DA Form 3626 (para 2-22).

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

(1) 12 or more points in 1 year.

(2) 18 or more points in 2 years.

f. The commander or supervisor will take action to suspend the U.S. Forces certificate of license for 180 days (para 2-14b(4)) when a person reaches either of the limits in e(1) or (2) above.

g. Points assessed against an individual will remain in effect for 2 years. The RMV will maintain driving record entries as required by AR 190-5/OPNAV 11200.5D/AFI 31-218(I) and AFI 31-204.

2-22. REPORTS OF ACTIONS TAKEN

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

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

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

CHAPTER 3 POV REGISTRATION

3-1. POLICY AND ENTITLEMENT

a. The following will register their POVs with the U.S. Forces in Germany immediately after taking possession of them:

(1) Military and civilian personnel. Vehicles must be registered in the name of the sponsor. Family members may appear on the registration as joint owners, but authorization to register will be based solely on logistics-support authorization in AE Regulation 600-700.

(2) Nonappropriated fund (NAF) organizations. NAF organizations must initially register and pay the registration fee for POVs that the NAF organization owns.

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

b. U.S. Forces-registered POVs will not be used for commercial enterprises nor will they display any advertisement for any business or commercial enterprise (AE Reg 210-70/USAFE Inst 211-16).

c. Persons who transfer to Germany from a command in another European country and whose POVs have been registered with civil or U.S. Forces registration authorities must register their POVs with the RMV within 30 days after arriving in Germany.

d. Employees of non-DOD agencies who work on or have routine access to U.S. military installations must register their vehicles with the installation.

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

f. A general or special power of attorney will be accepted to register a POV only if the grantee is the spouse of the registrant.

g. The sponsor's information must be provided on all applications for a POV registration (AE Form 190-1AA), regardless of whom the legal owner of the POV is.

3-2. LIMITS ON NUMBER OF REGISTERED POVs

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

(1) **Accompanied Personnel.** Accompanied personnel are limited to three POVs and two recreational vehicles.

(2) **Unaccompanied Personnel.** Unaccompanied personnel are limited to two POVs and one recreational POV.

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

(1) NAF custodians.

(2) Other authorized agencies and organizations.

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

c. Unit commanders may approve requests for an additional vehicle for military and civilian personnel in their commands. Civilian personnel assigned to units or organizations that do not have a military commander may request approval for additional vehicles from the USAG or USAFE unit or squadron commander in the area where they are assigned. These commanders may delegate approval authority to their deput, director of emergency services, or director of logistics. Personnel in all grades must use AE Form 190-1AG to request a waiver to exceed the POV limits in subparagraph a above. Only one POV may be included on each AE Form 190-1AG.

d. No person may register additional vehicles until they have all of their existing registrations in compliance with the regulation.

e. Request for additional vehicles beyond those authorized by the regulation that are approved by the chain of command (c above) may also require approval of the USAG or BSG commander or their designated representative in the garrison when they determine it is necessary to add more stringent controls for POV in their communities or area of responsibility.

3-3. MECHANICAL STANDARDS

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

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

c. First-line supervisors or platoon sergeants will visually inspect subordinates' POVs at least every 180 days for violations of basic safety standards (for example, worn or bald tires, inoperative lights, broken windshields and glass, dangerous projections caused by rust, accidents) and record their findings on DA Form 3626. Supervisors will enforce basic safety standards by ensuring their subordinates do not operate unsafe vehicles until the vehicle is repaired, registered as nonoperational, or disposed of.

3-4. INSPECTION REQUIREMENTS

a. A mechanical inspection must be completed not more than 75 days before registration renewal. Inspections older than 75 days will not be accepted as proof of inspection. No POV will be registered for more than 24 months without an inspection.

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

c. An inspection is required when the POV registration has been canceled for failure to renew the registration (AE Form 190-1A) or to provide proof of liability insurance. An inspection may also be required on request of the RMV.

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

(1) The buyer may have the POV inspected and receive a 1-year POV registration or accept the seller's inspection (unless it is within 60 days before expiration) and receive a POV registration with the seller's expiration date. If the buyer is from a different community than the seller, the buyer must obtain plates from the community where his or her duty station is located. The buyer will be issued a 30-day temporary registration after turning in the previous owner's plates. The buyer will then apply for new plates from his or her community within the 30-day period and receive the appropriate expiration period for the new plates.

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

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

(4) When a POV being transferred is 10 or more model years old (that is, the model year ends in the same digit of the year of transfer), the POV must pass a safety inspection within 30 days immediately before the date of transfer.

e. New POVs (2 model years old or less and purchased for the first time) are exempt from the requirement for mechanical inspection before initial registration. Registrants of new POVs must, however, show a first-aid kit and warning triangle to the FRS. A copy of the manufacture's certificate of origin or manufacture statement of origin must be presented to the local FRS for chassis confirmation by the FRS clerk. POVs less than 6 model years old may be inspected and registered for 2 years (or may be inspected and registered each year if the owner wishes). POVs more than 6 model years old must be inspected annually.

f. Inspection stamps from other military communities on AE Form 190-1AA will be accepted by all FRSs for processing.

g. The POV inspector will—

(1) Inspect every POV for installation of German plates. The inspector will indicate the results of the inspection on AE Form 190-1AA in the Specification block by checking the appropriate block: 2 long plates; 1 long plate, 1 short plate; or 2 short plates, as appropriate. The inspector will initial the entry. Use of small plates, except for vehicles that by construction will not take the long plates, violates the agreement between the United States and Germany and will not be approved.

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

h. After the POV passes inspection, the information has been verified by the appropriate community representative, and the AE Form 190-1AA has been signed, the form may be put in an envelope and placed in an authorized drop box (if used). The applicant will receive the new registration by mail. Applications may be placed in the drop box (if used) only if there are at least 2 weeks remaining on the registration. If less than 2 weeks are left on the registration, the applicant must go to the FRS for processing.

3-5. REGISTRATION REQUIREMENTS

a. To obtain a U.S. Forces POV registration, applicants will—

(1) Complete AE Form 190-1AA.

(2) Provide proof of—

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

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

(c) Third-party liability insurance. An insurance confirmation card (ICC) from an authorized insurance company is the only acceptable proof of insurance for registration under this publication.

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

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

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

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

(d) Customs clearance, if necessary (AE Reg 550-175/USNAVEUR Inst 5840.1E/USAFE Inst 51-702).

(3) Have a valid U.S. Forces certificate of license or a temporary U.S. Forces certificate of license (AE Form 190-1G).

(4) Have a valid DOD ID card.

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

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

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

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

(2) Has cleared customs if the vehicle was purchased from the vendor's customs warehouse (*Zolllager*).

(3) Is not presently registered in the U.S. Forces registration system or the German system.

d. NATO international military headquarters and U.S. Forces personnel stationed outside of Germany authorized U.S. Forces logistic support are authorized to be issued U.S. Forces license plates for 60 days to transport their POV out of Germany. These personnel must comply with the registration procedures in subparagraph a above. They must provide proof of insurance recognized by the German insurance headquarters, not insurance used to register in the country where they are stationed. They will, however, be authorized to operate their POV using their POV drivers license issued from the European command where they are stationed instead of a U.S. Forces certificate of license issued in Germany.

3-6. PROOF AND TYPES OF OWNERSHIP

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

(1) POV registration or title document.

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

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

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

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

(1) Are eligible to register with the U.S. Forces.

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

(3) Complete and sign the personal information on AE Form 190-1AA.

(4) Sign the POV registration, renewal, or transfer.

(5) Have been authorized by the lienholder as co-owners (if applicable).

NOTE: Individuals with suspended or revoked certificates of license are not authorized a co-ownership registration. These individuals must comply with paragraph 2-17c.

c. Joint Ownership. Joint ownership registrations will be issued only to a sponsor and spouse at their request. Either may act for the other in any matter concerning the POV within the scope of this publication except when selling a POV. Both must sign the back of AE Form 190-1A or a bill of sale to complete the sale. Joint ownership requires the following:

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

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

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

3-7. 30-DAY TEMPORARY AND SPECIAL TEMPORARY REGISTRATION

a. Temporary registrations will be issued for POVs that will go through the mechanical inspection. To apply for a temporary registration, the applicant will—

(1) Complete two copies of AE Form 190-1AA.

(2) Fulfill other requirements in paragraph 3-5 (except for a(2)(b)).

(3) Report to the FRS issuing the temporary plates for finalization of this transaction.

b. Temporary registrations are valid initially for only 30 days. During the 30-day period, the POV must pass the mechanical inspection. If the POV fails the inspection for an immediate safety hazard, it must be registered as nonoperational immediately.

c. FRSs will issue the POV registration with license plates. After the POV passes the mechanical inspection, the permanent license plates with the expiration decal attached, POV registration documents, and matching German emissions decal will be issued.

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

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

f. Ownership of a POV will not be transferred while the POV is temporarily registered.

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

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

(2) Persons who do not have a class 1, 1a, 1b, 4, or 5 U.S. Forces certificate of license allowing them to take the Motorcycle-Proficiency Course test.

(3) Army applicants who have a motorcycle license or an endorsement on their State-issued license may apply for a temporary license in order to take the Motorcycle-Proficiency Course test. After successfully completing the Army in Europe motorcycle orientation and passing the written examination for motorcycle riders, applicants may request a temporary (2 calendar days) license and registration through their commander or supervisor. This license and registration may be used only to allow the applicant to ride to the test location to take the Motorcycle-Proficiency Course test. The temporary registration and license will normally be used as follows:

(a) On day 1, the applicant will obtain the temporary license from the DTS. Using that license, the driver will then obtain a 2-calendar-day registration from the RMV.

NOTE: To be registered, the motorcycle must pass the mechanical inspection.

(b) On day 2, the rider will use the temporary license and temporary registration to ride the motorcycle to the location of the Motorcycle-Proficiency Course test. If the applicant fails the Motorcycle-Proficiency Course test, the license will automatically expire and the applicant will be required to return the motorcycle to his or her quarters on a trailer or find a licensed driver to ride the motorcycle back to the quarters.

(4) USAFE military and civilian personnel and their Family members applying for a motorcycle license may request a temporary (5 calendar days) registration that will begin 1 day before they attend the 4-hour motorcycle orientation course. The installation safety office, SF, and transportation office will develop and publish joint written procedures to use during the time between purchase of a two-wheeled vehicle and completion of AFI 91-207 training requirements. Motorcycles of unlicensed riders may be transported or ridden to the Motorcycle-Proficiency Course by a person who is properly licensed.

3-8. NONOPERATIONAL REGISTRATION

a. POVs will be registered as nonoperational when—

(1) The POV does not meet or ceases to meet the mechanical standards in appendix C.

(2) U.S. Forces driving privileges are suspended or revoked for longer than 30 days.

(3) The POV registration is canceled (for example, failure to reregister, lack of third-party liability insurance).

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

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

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

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

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

e. Requests for nonoperational registration for standard POVs (not recreational) will not exceed 3 months. Requests for nonoperational registrations for longer than 3 months, but no more than 6 months, requires the approval of the USAG or BSG commander. If the request is approved, applicants will take a copy of the approved request, the AE Form 190-1AA, and the prescribed fee to the local FRS. Motorcycles, trailers, race cars, and campers may be registered nonoperational for up to 6 months without having to get USAG or BSG commander approval.

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

(1) Park the POV in an authorized area (para 4-9b).

(2) Remove the license plates and return them to the local FRS; and place the nonoperational decal so that it is clearly visible on the front windshield.

(3) Ensure the POV registration is renewed or the POV is properly disposed of before the nonoperational registration expires.

g. No POV will have more than one nonoperational registration without the approval of the USAG or BSG commander for the second and subsequent consecutive nonoperational registrations.

h. POV ownership will not be transferred while the POV is registered as nonoperational unless approved by the USAG or BSG commander.

3-9. TRANSFERRING A POV TO ANOTHER PERSON ELIGIBLE TO REGISTER A POV WITH THE U.S. FORCES

a. When ownership of a POV is transferred, the buyer and seller will appear together at the local FRS. A valid POV registration will be used to transfer ownership. If the POV registration is lost or not available, the seller must apply for a new AE Form 190-1A before the transfer can be completed. A buyer cannot transfer a POV if there is a lien on the POV. A clear title or a letter of release from the lending institution is the only acceptable proof that there is no lien. The letter must specify the vehicle's year, make, model, and chassis number.

b. If registering the POV as operational, the buyer must meet the requirements in paragraph 3-5 at the time of the transaction. The license plates and emissions decal will remain on the POV if the buyer is from the same community as the seller. If the buyer is not from the same community, the plates will be removed and the FRS clerk will issue a 30-day temporary registration. The buyer will have 30 days to turn in the temporary plates and obtain new plates from his or her local FRS.

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

3-10. TRANSFERRING OR DISPOSING OF A POV TO PERSONS NOT ELIGIBLE TO REGISTER WITH THE U.S. FORCES

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

a. A POV will not be transferred while temporarily registered. A vehicle registered as nonoperational may be transferred without the approval of the USAG or BSG commander only to a morale, welfare, and recreation (MWR) strip-lot; a DOL; or to a person or agency without SOFA status with the proper customs clearance according to AE Regulation 550-175/USNAVEUR Instruction 5840.1E/USAFE Instruction 51-702.

b. A POV acquired in or imported to Germany under tax-exempt conditions will not be sold, given, or otherwise disposed of unless customs-clearance requirements are met. This does not apply when a U.S. Forces member registers a POV purchased from a dealer but never takes delivery of that POV (para 3-6a(3) of this reg and AE Reg 550-175/USNAVEUR Inst 5840.1E/USAFE Inst 51-702).

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

d. Once the POV is transferred or disposed of, the U.S. Forces plates and decals must be removed and turned in to the local FRS. The owner will also submit the following to the FRS:

- (1) A bill of sale or other proof of disposition.
- (2) The fuel-allowance copy of the POV registration.
- (3) Customs clearance (if applicable).
- (4) Lien release.

3-11. RENEWAL REGISTRATION

a. POV registrations must be renewed before they expire. Approximately 75 days before the expiration date, the RMV will send the owner a partially completed AE Form 190-1AA as a reminder of the upcoming expiration, as a courtesy. Non-receipt of the renewal notice in no way relieves the owner of the responsibility to renew the registration.

- (1) On receipt of AE Form 190-1AA, the POV owner will immediately—
 - (a) Complete AE Form 190-1AA.
 - (b) Have the vehicle inspected (app C).
 - (c) Handcarry the completed 190-1AA with the registration fee to the FRS. Applications for renewal must include other applicable documentation (for example, a new ICC, lien release) (c below).

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

(3) If a POV registration has been expired for more than 30 days, the plates must be removed from the POV and the owner must register the POV as nonoperational, obtain a new ICC, apply for temporary plates, take the POV through an inspection, and obtain new plates and registration.

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

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

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

(2) A signed AE Form 190-1AA.

c. After the POV passes the inspection and the information has been verified, the individual will take the application to the FRS for processing. Applicants who want the renewal mailed to them may drop the application in an FRS drop box (if used) if both of the following conditions are met:

(1) Applicants have the FRS clerk verify logistic support is authorized. This must be done before placing the application in the drop box.

(2) The registration will not expire for at least 2 weeks after the date the application is to be dropped in the box. If the registration will expire in less than 2 weeks, the applicant must go to the FRS to renew the registration and provide proof of continued logistic support by showing a valid U.S. Forces certificate of license and a DOD ID card.

d. Deployed U.S. Forces members may add a non-Family member as an additional driver to their vehicle registration for the purpose of vehicle care and non-taxable fuel purchases using a special power of attorney. The person added as an additional driver must be a member of the Force with full logistic support. The deployed person will provide the additional driver the old registration and a copy of the power of attorney. The additional driver must pay the fee for replacement documents.

3-12. REQUIREMENT TO PROVIDE PROOF OF CONTINUING INSURANCE

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

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

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

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

3-13. REQUIREMENT TO REPORT CHANGES IN REGISTRATION INFORMATION

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

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

c. If reporting a change in insurance, the owner will do one of the following:

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

(2) Send only the new ICC to the RMV (Insurance Section), Office of the Provost Marshal, HQ USAREUR/7A, Unit 29931, APO AE 09081-9931, or through the German mail (*Bundespost*) to *Amerikanische Zulassungsstelle* (Insurance Section), Postfach 420352, D-68282 Mannheim. This method allows for faster processing, but the POV registration will not be updated until renewal. ICCs submitted to update the registration file are subject to the requirements in paragraph 3-5a(2)(c).

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

e. When an individual who has U.S. Forces-issued German license plates transfers to a new duty station within Germany, he or she must obtain new license plates that have the new duty station area prefix for the POV. When the plates are changed, the FRS clerk will send the old plates to the RMV.

3-14. INLAND MOVEMENT AND COMMERCIALY SHIPPED POVS

a. Inland POV Movement.

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

(a) Valid U.S. Forces certificate of license.

(b) Valid ICC.

(c) DD Form 788.

(d) DD Form 1173, DD Form 2764, or other DOD ID card.

(e) AE Form 190-1AA.

(f) Proof of ownership.

(2) After providing the documents in (1) above to the FRS, owners will get 30-day temporary plates at the local FRS. See paragraphs 3-7a through e for 30-day registration instructions. POVs will not leave an installation without temporary or permanent U.S. Forces-provided plates properly attached to the POV.

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

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

(1) Oversized POVs and second POVs shipped at Government expense can be picked up at the port after the owner has obtained 30-day plates from the local FRS (a(2) above). The owner must have the POV inspected immediately on return to the duty station and provide the FRS the items listed in a(1)(a) through (f) above.

(2) Commercially shipped POVs may be picked up at the port after the owner has obtained 30-day plates from the local FRS. The owner must have the POV inspected immediately on return to the duty station and provide items in subparagraph a above to the FRS. Customs clearance must be completed by the owner with German customs authorities; shipping and transportation companies are not authorized to effect customs clearance (AE Reg 550-175/USNAVEUR Inst 5840.1E/USAFE Inst 51-702).

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

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

b. The MP and SF will act on these reports as indicated in appendix K.

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

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

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

(2) Complete AE Form 190-1AA.

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

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

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

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

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

3-17. POV REGISTRATION CERTIFICATES

The two types of POV registration certificates are as follows:

a. AE Form 190-1A.

(1) AE Form 190-1A is a two- or three-part form issued for permanent operational and nonoperational registrations.

(2) This document is proof of vehicle ownership. The registration document includes the authorization for petroleum, oils, and lubricants (POL) rations for 1 or 2 years. POL rations are based on the horsepower (*Pferdestärke* (PS) or kilowatt (kW)) of the POV (AE Reg 600-17).

(3) A copy of the POV registration must be in the POV while it is being operated. Any part may be used for proof of registration during re-inspection.

(4) If the POV is nonoperational, it must be registered nonoperational. The nonoperational decal must be attached to the inside (driver's side) of the windshield (except trailers and motorcycles). The installation nonoperational storage facility may require owners of POVs registered as nonoperational to provide the fuel-allowance part of the registration.

(5) The POV registration or title document will be used to transfer ownership.

b. AE Form 190-1A for Leased Vehicles.

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

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

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

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

3-18. DISPLAYING LICENSE PLATES

a. License plates will be attached horizontally to the front and rear of the POV at the location prescribed by the manufacturer and the law so that both plates are clearly visible. The rear plate will be centered under a light or placed between lights on either side. (Motorcycles and trailers will display one plate attached horizontally to the rear.) License plates will be attached firmly to the POV using bolts, screws, mounts, or brackets. Use of string or wire to secure license plates is prohibited. The FRS will issue two long German license plates for all U.S. Forces-registered POVs (except motorcycles and trailers). These plates will not be bent or altered to fit the POV. If a long plate will not fit the POV, the owner may ask the FRS to provide one small plate in place of a long plate. To be issued two small plates, the POV owner must request an exception to policy in writing and send it to the RMV. Only the RMV may approve issuing two small plates.

NOTE: Improper mounting of license plates may result in cancellation of the vehicle registration and corresponding cancellation of the vehicles fuel cards.

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

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

d. Attaching old license plates or signs to U.S. Forces-provided license plates is not authorized.

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

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

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

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

g. A third license plate without decals may be issued on a case-by-case basis for POVs with bicycle racks when the rack obscures the vehicle's rear license plate. A POV application (AE Form 190-1AA) must be completed and the appropriate fee paid before the third plate is manufactured and issued. The third plate may not be used for any other purpose except for placement on a bicycle rack.

3-19. REGISTRATION DECALS

Displaying unauthorized decals, stickers, or banners on U.S. Forces-registered POVs may result in cancellation of the vehicle registration, failure of the mechanical inspection, or both. U.S. installation and DOD decals must be removed before registering the vehicle in Germany. Only the following decals may be displayed:

a. Installation Verification Decal. Installation verification decals (if required) will be issued to employees of non-DOD agencies who work on or have routine access to U.S. military installations. These personnel must register their vehicles with the installation and obtain a decal using AE Form 190-1AT (para 3-1d). The decal must be affixed to the inside bottom-left corner (driver's side) of the windshield.

b. Expiration Decal. An expiration decal will be issued with initial and renewal registrations. This decal shows the month and year the permanent POV registration expires. The expiration decal must be placed on each license plate. Only the most recent inspection decal may be shown on the POV.

c. International Decals. In addition to decals in subparagraphs a and b, 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. No other international decal is permitted on a U.S. Forces-registered POV.

d. Emission Decal (*Abgassonderuntersuchung (ASU)*). This is a six-sided decal that shows emissions requirements are met. The decal is used with German license plates and will be mounted on the front license plate.

e. Emission-Restriction Decal. German authorities have established environmental zones and environmental-protection zones that prohibit motor vehicles from being driven in them without a decal certifying that the vehicle is manufactured to a standard that makes its emissions acceptable to drive in those areas. The emission-restriction decal must be displayed on the lower right side of the windshield (opposite side from the driver). Paragraph C-26 provides more information about this decal.

f. Handicap Parking Permit. Handicap parking permits may be displayed when authorized by appropriate officials. If approved, the U.S. handicap decal must be hung on the rearview mirror with the silhouette of the handicap symbol facing forward. The handicap parking permit will be issued once the authorized individual provides the RMV an approved copy of the United States Army Europe Regional Medical Command (ERMC) authorization letter and two passport-sized pictures of the handicapped person. There is no fee for this service. The individual can either provide this paperwork to the local FRS or send it directly to the RMV for processing. The handicap parking permit will be valid for use only on U.S. military installations and facilities in the ERMC area of responsibility and only for the eligibility dates indicated on the permit. A permanent handicap parking permit will be valid for a maximum of 4 years from the date of issue. The use of DOD handicapped decals is not authorized in Europe.

g. European Highway Toll-Fee Decal. This decal is issued to show proof of having paid to operate a POV on a specific European country’s roadways. This decal must be placed on the border (driver’s side) of the windshield.

3-20. REPOSSESSION OF POVs BY LIENHOLDERS

a. Lienholders who are eligible to register POVs with the RMV will do so immediately after repossessing a POV.

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

3-21. PROCEDURES FOR CLEARING A POV

a. For POVs shipped or transported from Germany—

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

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

(3) U.S. Forces-issued German license plates must be turned in to the FRS before shipping or transferring a POV out of Germany. When these plates are turned in, U.S. Forces POV license plates valid for 90 days will be issued free of charge if the current registration is valid for more than 90 days. This also applies to owner-agent transactions. Registrants who ship their POVs out of country with U.S. Forces-issued German license plates will be required to reimburse the RMV for the current cost of new license plates to clear the local FRS. Personnel being reassigned within Germany must turn in their AE Form 190-1A and registration plates for their previous duty station and obtain the German plates for their new duty station within 30 days after reassignment.

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

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

(a) If the POV is to be sold to a person in Germany who has no SOFA status (AE Reg 600-700), the transaction must be processed through United States Forces Customs-Europe and German customs authorities for payment of duties by the purchaser. If the transaction takes place outside of Germany, no customs clearance in Germany is required by the owner and the purchaser as long as the customs clearance takes effect in the EU member State or the country of residence of the purchaser and taxes were paid to the respective EU customs authorities. If no taxes were paid, the German customs authorities can demand payment of taxes by the U.S. Forces member who sold the vehicle.

(b) If the POV was sold to a person with SOFA status, make the transfer with the buyer at the FRS.

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

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

c. The responsible USAG or BSG commander who has completed abandoned-vehicle procedures, including customs clearance in coordination with United States Forces Customs-Europe officials, for a POV must notify the local FRS of the procedures that were followed to dispose of and remove the POV from the U.S. Forces registration system.

d. In all cases, all license plates must be turned in before disposal or sale to persons or vendors who do not have SOFA status.

3-22. DISPOSITION BY AN AGENT

a. If an owner is unable to dispose of a POV before departing, an agent may be given authority to dispose of the POV by being appointed on AE Form 190-1AD. AE Form 190-1AD is valid for 90 days. Only AE Form 190-1AD, witnessed and dated at the FRS or the local staff judge advocate office, will be accepted as an agent appointment. A person may be an agent for only one POV at a time. The use of an agent in no way relieves the owner of responsibility for ensuring proper disposition of his or her POV.

b. A power of attorney is granted when both owner and agent appear at the FRS and complete AE Form 190-1AD in the presence of the station clerk. The clerk will verify the identities of both the sponsor owner and the agent and ensure both are eligible to register a POV with the RMV. The agent must also be a sponsor and must read and sign AE Form 190-1AF. For military personnel, the agent must be of equal or higher grade than the owner.

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

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

3-23. WITHDRAWAL OF REGISTRATION PRIVILEGES

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

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

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

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

(4) Abandons a POV.

(5) Alters license plates or fails to secure them properly (para 3-18a).

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

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

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

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

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

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

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

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

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

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

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

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

3-25. LOSS OF ELIGIBILITY

a. People who have retired, are discharged, are placed on a theaterwide bar, or have terminated military or civilian service lose their eligibility for U.S. Forces POV registration at 0001 hours the day after the termination or retirement. Family members lose eligibility on termination of their sponsor, by divorce, or by loss of SOFA status (AE Reg 550-175/USNAVEUR Inst 5840.1E/USAFE Inst 51-702, AE Reg 600-700, and USAFE Inst 36-3001).

b. Personnel may register their POVs with German authorities after losing their eligibility for U.S. Forces registration. Personnel who have been separated for cause, misconduct, placed on a theaterwide bar, or discharged under other than honorable conditions are not eligible for a registration translation. Others who wish to register with German authorities will request a translation for a German registration from the RMV and—

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

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

(3) Send the following to the RMV:

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

(b) Proof of loss of U.S. Forces logistic support.

(c) A translation fee.

c. Family members who remain in Germany after the rotation or death of the sponsor retain eligibility for POV registration for 90 days after a sponsor's rotation or death (AE Reg 550-175/USNAVEUR Inst 5840.1E/USAFE Inst 51-702 and AE Reg 600-700). Unaccompanied Family members who remain in Germany after their sponsor's departure on a PCS will receive full logistic support for 90 days after the sponsor's departure. These Family members may register with the German authorities during this 90-day period by completing the requirements in subparagraph b above.

d. Military members in Germany who are retiring from the U.S. Forces and taking terminal leave in Germany until their retirement date and who want to continue to operate their POV with their current U.S. Forces license plates, must—

(1) Request a new registration that will be valid up to the day before retirement.

(2) Return the U.S. Forces license plates on the date the registration expires.

3-26. RESTRICTIONS ON DISPLAY OF WRITTEN OR GRAPHIC MATERIAL ON POV_s

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

(1) AAFES or other personal or private business or retail-sales facilities.

(2) Athletic facilities.

(3) Childcare facilities.

(4) Commissaries.

(5) Department of Defense Dependents Schools facilities.

(6) Family housing.

(7) Libraries.

(8) Playgrounds.

(9) Recreational facilities.

(10) Theaters.

(11) Youth services facilities.

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

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

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

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

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

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

d. The use of decals and material attached to the POV that shows connection with the United States (for example, old installation or inspection decals, U.S. patriotic decals, American slogan decals) are prohibited on POVs with U.S. Forces-provided German license plates. Removing these decals will help prevent the POVs from displaying the owner's affiliation with the U.S. Forces in Germany. This policy does not apply to decals and permits prescribed in paragraph 3-19.

CHAPTER 4 MISCELLANEOUS PROVISIONS AND REQUIREMENTS

SECTION I TRAFFIC LAWS AND REGULATIONS

4-1. GENERAL

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

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

(2) On U.S.-controlled property is governed by German traffic laws as well as U.S. regulations and procedures (chap 5, sec II).

b. Displaying a nationality decal and providing an international insurance (green) card is mandatory for entry into all European countries. U.S. Forces-registered vehicles with German license plates will not display the USA decal; they must have the D decal (para 3-19c).

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

4-2. RESERVED POV PARKING

Reserved POV parking spaces for specific people or activities may be as designated by the USAG or BSG commander. Parking by permit number rather than name, grade, or position is strongly recommended for security reasons.

4-3. POV SECURITY

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

4-4. SAFETY-EQUIPMENT REQUIREMENTS FOR GERMANY

German law requires the following safety equipment:

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

b. Seatbelts that meet the following specifications:

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

(2) German law states that children 12 years old or younger, or shorter than 150 centimeters (4 feet, 11 inches), are required to use suitable child-restraint devices that have been approved by either the ECE-R 44/03, ECE-R 44/04, or DOT when these children are transported in a POV. Children must be seated in a rear seat if the POV has one.

(3) Children under 13 years old who weigh more than 22 kilograms (48 pounds) will use booster seats or other suitable approved devices designed for use with a vehicle's three-point (lap and shoulder) seatbelts. Booster seats will not be used with two-point seatbelts (lap belts).

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

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

c. Motorcycle helmets and eye-protection devices when operating two-wheeled motorized vehicles, trikes, or four wheeled all-terrain vehicles.

4-5. SCHOOLBUSES

Drivers must stop when approaching or following schoolbuses that are stopped to allow passengers to get on or off. This rule applies only on U.S. Forces-controlled property.

4-6. LENDING AND BORROWING POVs

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

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

4-7. ACTION IN CASE OF AN ACCIDENT

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

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

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

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

c. AE Form 190-1Y explains specific actions to take when involved in an accident. This form is available from the local FRS and should be kept in the POV to be readily available.

SECTION II PROVISIONS, REQUIREMENTS, AND PROHIBITIONS ON POV OPERATION AND DISPOSAL

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

People who rent German-registered vehicles may use tax-free POL products in these vehicles when authorized by commanders according to AE Regulation 600-17.

4-9. PROHIBITIONS ON UNREGISTERED OR UNLICENSED POVs

a. Persons subject to this publication will not operate or park a POV or permit a POV to be operated or parked on any public highway, public area, Family housing area, or military installation unless it is properly registered under this publication. Additionally, operation of pocket bikes (glossary) on public roads or installations is prohibited. They may not be registered or licensed in Germany.

b. POVs with a nonoperational or racing registration must be parked on U.S.-controlled property as designated by the USAG or BSG commander or on property owned or rented by the POV owner if authorized by the USAG or BSG commander.

4-10. OPERATION OF U.S. FORCES-REGISTERED POVs BY PERSONS NOT LICENSED UNDER THIS PUBLICATION

a. Operation of a POV registered under this publication by persons not holding a valid U.S. Forces certificate of license is prohibited except—

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

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

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

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

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

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

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

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

b. The independent operation of U.S. Forces-registered POVs by visiting, nondependent Family members and guests is subject to AE Regulation 550-175/USNAVEUR Instruction 5840.1E/USAFE Instruction 51-702. Requests for permission for such visitors to operate a U.S. Forces-registered POV on their own will be presented in person to the appropriate local military customs field office.

c. Visiting spouses of U.S. Forces personnel stationed in Germany who are not command- or agency-sponsored may use AE Form 190-1AP to obtain permission to operate their spouse's U.S. Forces-registered POV for up to 90 days. If the visiting spouse will be in Germany for more than 90 days, the spouse who is not command- or agency-sponsored must apply for a U.S. Forces certificate of license.

(1) To apply for AE Form 190-1AP, the spouse who is not command- or agency-sponsored must have a valid country license and an international drivers license.

(2) If the USAREUR PM grants approval, the local military customs office will issue AE Form 190-1AQ to the visiting spouse. The visiting spouse must have this form in his or her possession when operating the sponsor's U.S. Forces-registered POV.

4-11. DISPOSING OF POVs

a. U.S. Forces-registered POVs must be properly disposed of before the owner leaves Germany. Appendix E explains the various ways to properly dispose of POVs and provides NATO SOFA and U.S.-German customs policy and procedures.

b. During initial vehicle registration, registrants must acknowledge the following warning, which is written below block 47 on AE Form 190-1AA:

I am aware that AR 190-5/OPNAV 11200.5D/AFI 31-218(1) and the installation traffic code provide for the removal and temporary impoundment of privately owned motor vehicles that are either parked illegally or, for unreasonable periods, interfering with military operations, creating a safety hazard, disabled by accident, left unattended in a restricted or control area, or abandoned. I agree to reimburse the United States for the cost of towing and storage should my motor vehicle, because of such circumstances, be removed and impounded.

4-12. LOSS OF LOGISTIC SUPPORT

Commanders and supervisors of individuals who have registered POVs with the U.S. Forces must notify the RMV in writing when any of those individuals have obtained logistic support to register their POVs through employment or service in their organization and are reassigned to another country, are terminated (voluntary or involuntarily) from their duty position, or lose entitlement to logistic support in any manner and do not properly clear through central clearance. This serves as an additional control to protect the Forces from illegal use of tax- and duty-free privileges and protects the U.S. Government from insurance claims for POVs that are being operated in Germany without entitlement and insurance. These notifications may be sent to the USAREUR PM (AEAPM-VR), Unit 29931, APO AE 09086-9931, or sent by fax to DSN 386-7273.

4-13. GERMAN LICENSE PLATES

a. German license plates issued to U.S. Forces personnel to use while they are stationed in Germany are the property of the U.S. Government. The German License Plates Agreement Statement (fig 4-1) provides information about use of these plates. No deviations from the policy on the size of license plates will be granted (para 3-18). The long German license plates must be used when the vehicle construction allows this.

b. U.S. Forces-issued German license plates must be returned to the local FRS before the POV departs Germany, is transferred to someone who is not a member of the Force in Germany, is transferred to another location within Germany, or is otherwise disposed of. The FRS will give the owner an AE Form 190-1S after the owner proves the POV has been properly disposed of. This form will be the owner's proof that the German plates were turned in.

c. All applicants for German license plates will be required to sign the German License Plates Agreement Statement (fig 4-1) before taking possession of the German license plates. By signing the statement, applicants acknowledge that they are aware that if they do not comply with the agreement and return the plates, their driving and registration privileges could be suspended.

4-14. EXCEPTIONS TO POLICY

The USAREUR PM through the Registrar may grant exceptions to policy in this publication unless prevented by international agreements or other directives. Requests for exceptions to policy will be sent through command channels to the USAREUR PM (AEAPM-VR), Unit 29931, and APO AE 09086-9931.

CHAPTER 5

U.S. FORCES TRAFFIC CODE FOR INSTALLATIONS IN GERMANY

SECTION I

GERMAN TRAFFIC ORDINANCE

5-1. PURPOSE

This chapter regulates activities of drivers and pedestrians on U.S. Forces installations. In general, the German Traffic Ordinance will apply on all U.S. Forces installations in Germany. Exceptions to the German Traffic Ordinance on U.S. Forces-controlled installations are explained in paragraphs 5-5 through 5-7 and in AE Miscellaneous Publication 190-1A. AE Miscellaneous Publication 190-1A will be given to drivers of vehicles that are not registered by the U.S. Forces when the operators are given their installation pass to enter a U.S. Forces installation.

**GERMAN LICENSE PLATES AGREEMENT STATEMENT
(AE Reg 190-1/CNE-C6F Inst 11240-6V/USAFE Inst 31-202)**

German License Plate Number: _____

1. The German license plates listed above are the property of the U.S. Government. They must be returned if I PCS, transfer outside of Germany or to another location within Germany, separate from the U.S. Forces, or otherwise lose logistic support as a member of the Force. I understand the German license plates being issued to me will remain the property of the U.S. Government and must be returned to the local field registration station (FRS) before disposing of or transferring the privately owned vehicle (POV) to someone without logistics support in Germany or shipping the vehicle out of Germany. I understand the license plates must be returned to my local FRS without exception. I also understand that failure to return the license plates to the U.S. Government may result in legal or administrative actions against me.

2. These license plates must be attached to the front and rear of the POV so that both plates are clearly visible. (Motorcycles and trailers must display one plate attached to the rear.) Plates must be firmly attached using bolts, screws, or brackets. Drilling or punching of two or more holes for attachment is authorized as long as the numbers and letters are not obstructed. Bending, cutting, or mutilating plates to fit the POV is against German law and U.S. Forces regulations and will result in cancellation of my registration. However, minor bending to conform to the vehicle's contour is permissible as long as the degree of bend does not crease the license plate or distort its view.

3. I understand that two long plates will be issued to my POV if the POV is designed to use the long plates. This is not optional; it is required by German law with exceptions only for POVs that by construction cannot accept a long plate and only for the front or back when one or the other position will accept the long plate. In this case, one short plate and one long plate will be issued. This may require removing the front U.S. license plate bracket so the long plate will fit on the front of the POV. Normally the short plate will be mounted in the rear, but in a few cases, the short plate may have to be mounted in the front with the long plate mounted in the rear of the POV. On a very few POVs, short plates will have to be mounted to the front and rear of the POV. This will be strictly controlled as it violates German law and the agreement the U.S. Forces made with the German Government for use of the German license plates.

Signature: _____ Date: _____

Figure 4-1. German License Plates Agreement Statement

5-2. RESPONSIBILITIES

Commanders will ensure that personnel subject to this publication follow German Traffic Ordinance requirements and prohibitions, which are listed in AE Pamphlet 550-19, appendix E (<https://www.aeaim.hqusaareur.army.mil/library/pam/pdf/aep550-19-appa.pdf>)

5-3. RULES OF THE ROAD AND GENERAL PROVISIONS

The following are explained in the order listed in AE Pamphlet 550-19, appendix E, part I:

- a. Basic rules.
- b. Use of roads by vehicles.
- c. Speed.
- d. Distance.

- e. Passing.
- f. Driving past.
- g. Use of traffic lanes by motor vehicles.
- h. Right-of-way.
- i. Turning, turning around, and backing up.
- j. Traffic circle.
- k. Entering and pulling away.
- l. Special traffic situations.
- m. Stopping and parking.
- n. Parking-time-monitoring devices.
- o. Duty to exercise care when entering and alighting.
- p. Vehicles immobilized on the road.
- q. Towing of vehicles.
- r. Warning signs.
- s. Lighting.
- t. Autobahns and roads reserved for motor vehicles.
- u. Railroad crossings.
- v. Public means of transportation and schoolbuses.
- w. Transportation of persons.
- x. Safety belts, protective helmets.
- y. Load.
- z. Other duties of the driver of a vehicle.
- aa. Specific types of means of conveyance.
- bb. Pedestrians.
- cc. Pedestrian crosswalks.

- dd. Formations.
- ee. Animals.
- ff. Excessive use of the road.
- gg. Environmental protection and prohibition to drive on Sundays.
- hh. Sports and games.
- ii. Obstructions to traffic.
- jj. Impairment of traffic.
- kk. Accidents.
- ll. Special privileges.

5-4. SIGNS AND TRAFFIC DEVICES

AE Pamphlet 550-19, appendix E, part II, explains the following:

- a. Signals and instructions by police officers.
- b. Changing and constant light signals and green arrows.
- c. Blue and yellow flashing lights.
- d. Traffic signs.
- e. Warning signs.
- f. Regulatory signs.
- g. Guiding signs.
- h. Traffic devices.

SECTION II INSTALLATION RULES

5-5. MISCELLANEOUS RULES

- a. Reckless Driving.** Drivers will not operate vehicles in a reckless manner.
- b. Driving in Reverse (Improper Backing).** Drivers will not drive in reverse unless it is safe to do so and does not interfere with other traffic. Driving in reverse while on an autobahn is strictly prohibited.
- c. Obstructing the Driver's View.** Drivers will not operate vehicles if cargo or passengers obstruct the driver's view or the driver's control of the vehicle.

d. Maximum Numbers of Passengers. Vehicles will carry only the number of passengers for whom there are permanently installed seats.

e. Opening Vehicle Doors. Doors of vehicles will be opened only when it is safe and only when it will not interfere with traffic.

f. Secure Loads. Drivers will not move vehicles unless cargo in or on the vehicle is secured and will not shift or fall off or out of the vehicle.

g. Seatbelts and Other Restraining Systems.

(1) Drivers and Passengers of the U.S. Government Vehicles and POVs On or Off U.S.-Controlled Property. Drivers and passengers will wear or use available restraining systems when in U.S.-Government vehicles and POVs on and off U.S.-controlled property.

(2) Children 12 Years of Age or Younger. Children 12 years of age or younger or shorter than 150 centimeters (4 feet, 11 inches) are required to sit in the back seat and use restraint equipment suitable for the child and approved by either ECE-R 44/03, ECE-R 44/04, or DOT.

h. Buses. German traffic law requires that drivers following a bus must—

(1) Stop (on a two-lane road) when the bus has its left warning signal flashing to indicate that it is about to pull out and merge with traffic.

(2) Slow down to a walking speed (7 kph) when the bus has both signals flashing and has stopped to allow passengers to enter or exit the bus. German law does not require stopping for schoolbuses on public roads off U.S.-controlled areas. Drivers approaching a schoolbus in either direction in U.S.-controlled areas must stop before reaching the schoolbus if the bus is stopped and children are getting on or off the bus. Drivers will not proceed until the schoolbus proceeds.

(3) Drive carefully (at a reduced but not designated speed) when the bus has its right signal on to indicate that it is about to reach a bus-stop.

i. Cell Phones.

(1) The use of hand-held cell phones when driving a vehicle or riding a bicycle is prohibited. “Hands-free” speaking systems that can be used without the driver having to take his or her hands off the steering wheel and that do not force the driver to take his or her eyes off the road may be used. Hand-held telephones may be used only when the vehicle is stationary and the motor is turned off.

(2) Walkers and joggers may not use cell phones or wear listening devices that impede their hearing or their ability to detect impending danger.

j. Excessive Noise. POV operators will not play their radios or stereos so loudly that they can be heard more than 10 feet from the POV with the windows up or make noise with their motor, exhaust, or tires that is louder than normal use (for example, racing motors, using exhaust systems that are not issued by the POV manufacturer, squealing tires).

k. Maximum Speed.

- (1) The maximum speed limit for vehicles in U.S.-controlled areas is 30 kph or as posted.
- (2) Changes to the 30-kph limit must be posted prominently in all areas affected by the change.
- (3) The maximum speed for passing marching troops (including physical-training formations) is 15 kph.

l. Minimum Speed. Drivers will not drive so slowly that they impede the normal flow of traffic unless conditions indicate a slow speed is necessary.

m. Racing. Except in an officially recognized event approved by an appropriate authority, no one will participate in the following events on U.S.-controlled areas:

- (1) Attempts to set a speed record.
- (2) Exhibitions of speed or acceleration.
- (3) Races.

5-6. MOTORCYCLES AND SIMILAR VEHICLES

a. General. A motorcycle operator has the same rights and responsibilities as the driver of any other vehicle under this publication. This section prescribes additional guidance unique to operating motorcycles.

b. Motorcycle Safety.

(1) Motorcycle operators will ride only on the permanently attached seat. Operators will not carry another person on a motorcycle unless the motorcycle is designed to carry more than one person. Passengers must ride on the permanent and regular seat (if designed for two persons) or a sidecar.

(2) Persons riding a motorcycle must sit facing forward with one leg on each side of the motorcycle.

(3) Motorcycle operators will not carry bundles, packages, or other articles that prevent them from keeping both hands on the handlebars.

(4) Motorcycle passengers will not interfere with the operation or control of the motorcycle or the view of the operator.

(5) Motorcycle riders will not attach themselves or the motorcycle to any other vehicle on the road.

(6) Motorcycle operators and passengers will wear—

(a) A helmet properly fastened under the chin. Helmets must meet the standards set by the American National Standards Institute, the Snell Memorial Foundation Standards, the *Institut für Zweiradsicherheit e.V.* (Institute for Two-Wheel Safety), or the Economic Commission of Europe for bicycle helmets.

(b) Eye protection. Eye protection must meet the Vehicle Equipment Safety Commission Regulation standards or the European equivalent. Eye protection must be impact- or shatter-resistant goggles or a full-face shield properly attached to the helmet. A windshield or eye glasses alone are not proper eye protection.

(c) Protective clothing. Clothing will include clothing required by DODI 6055.4, the *Institut für Zweiradsicherheit e.V.*, or the European equivalent—

1. Full-fingered gloves.

2. High-visibility garments (bright-colored clothing (for example, yellow, bright green, red, orange) for day travel and reflective clothing for night travel). When wearing military uniforms, military operators will wear a brightly colored reflective PT-style vest that is clearly visible from the front and rear of the motorcycle. Operators in military uniform may also wear brightly colored approved motorcycle riding jackets. The Army PT jacket worn with an orange or yellow reflective belt (worn diagonally across the shoulder) meets both day and night requirements.

3. Over-the-ankle footwear according to DODI 6055.4, paragraph E3.2.7.1.3. Footwear should be made of sturdy leather and have a good oil-resistant sole to reduce slipping hazards. Service boots meet this requirement.

4. Long-sleeved shirt or jacket.

5. Full-length trousers.

c. Motorcycle Operations on Roads With Traffic Lanes. Motorcycle operators—

- (1) May use a full lane. Drivers of other vehicles will not deprive motorcycles of a lane.
- (2) Will not drive between lanes of traffic or between adjacent lines of vehicles.
- (3) Will not travel side-by-side in the same lane.

d. Motorcycles and Other Vehicles With Motorcycle-Type Engines. The following traffic rules apply to motorcycles and other motorized and self-propelled, open, two-wheel, three-wheel, and four-wheel vehicles powered by an engine:

- (1) Headlights and taillights must be turned on when the vehicle is in operation.
- (2) Each side of the handlebars must have a rearview mirror.
- (3) Pocket bikes and similar vehicles will not be registered, licensed, or operated on public roads or on installations in Germany unless certified by manufacturers as legal for highway use.

5-7. BICYCLES AND SKATEBOARDS

a. Riding.

(1) Bicyclists will—

(a) Ride only on a seat attached to the bike.

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

(d) Not ride side by side.

(e) Not carry bundles, packages, or other articles that prevent the bicyclist from keeping at least one hand on the handlebars.

(f) Not ride a bicycle while using a cell phone. Bicycle operators will not use cell phones or wear listening devices that impede hearing and the detection of impending danger. Individuals apprehended by German police using a cell phone while riding a bicycle may be fined.

(2) People riding bicycles, scooters, rollerskates, sleds, skateboards, or toy vehicles will not attach themselves to other moving vehicles.

b. Riding Areas. Bicyclists will—

(1) Use paths, sidewalks, or parts of the road marked for bicycle use when available.

(2) Ride as far to the right of the road as possible.

(3) Be careful when passing a stopped vehicle or a vehicle going in the same direction.

c. Safety Equipment.

(1) Bicycles ridden during hours of darkness must have a headlight that emits a white light and a taillight that emits a red light. Bicyclists will wear light-colored clothing or reflective accessories.

(2) Bicycles must have standard brakes that, when applied, safely stop the bicycle.

(3) Bicycle wheels must have two reflectors mounted 180 degrees apart on the spokes. Bicycle pedals must have reflectors designed and placed to be visible from the front and rear of the bicycle during darkness.

(4) Bicycle operators and passengers on U.S. Forces installations must wear an approved helmet properly fastened under the chin. Helmets must meet the standards set by the American National Standards Institute, the Snell Memorial Foundation Standards, the *Institut für Zweiradsicherheit e.V.*, or the Economic Commission of Europe for bicycle helmets.

NOTE: As an exception, local national personnel are not required to wear a safety helmet when riding a bicycle on U.S. military installations in Germany. It is, however, highly recommended that they do so.

d. Skates and Skateboards.

(1) **General.** Skaters, skateboarders, and kick-scooter riders will—

(a) Use the right side of paths, trails, and sidewalks or other designated areas.

(b) Not skate or ride skateboards or scooters in traffic.

(c) Yield to pedestrians.

(d) Not carry anyone or ride with more than one person on the board.

(e) Not use cell phones or wear listening devices that impede hearing and the detection of impending danger.

(2) **Safety Equipment.** Skaters, skateboarders, and kick-scooter riders will wear—

(a) Protective gear according to standards for bicycle helmets (c(4) above).

(b) Kneepads, elbow pads, and wrist guards.

(c) Light-colored clothing or reflective accessories.

5-8. EMERGENCY VEHICLES

a. When an emergency vehicle using an audible or visual signal approaches, pedestrians will yield the right-of-way to the emergency vehicle.

b. Drivers of emergency vehicles must drive with regard to other drivers and pedestrians using the road.

CHAPTER 6

MWR STRIP-LOT SAFETY REQUIREMENTS FOR THE RESALE OF PRIVATELY OWNED VEHICLES

6-1. PURPOSE

This chapter prescribes procedures that MWR strip-lots must follow when reselling whole POVs. The sale of a POV engine and chassis together is considered the sale of a whole POV.

6-2. APPLICABILITY

This chapter applies to Army and Air Force MWR strip-lots in Germany.

6-3. PROCEDURES FOR RESALE

a. POVs may be resold only at *Technischer Überwachungsverein (TÜV)*-approved MWR strip-lots. Approved strip-lots must meet strict regulatory conditions, including proper recycling procedures, equipment, storage, and training for the staff.

b. All POVs for resale must be inspected by an MWR-certified mechanic to determine the condition of the brakes, exhaust, drive train, engine, and other safety-related systems. The certified mechanic will determine if the POV may be sold based on the following conditions:

(1) Capability of an average car enthusiast to make repairs.

(2) The estimated cost of repairs compared to the age and value of the POV.

(3) Availability of parts on the market for the year, make, and model of the POV. Problems discovered will be clearly and prominently posted on the POV to inform prospective buyers of the POV's condition.

c. If any one of the following applies to the POV, it cannot be sold:

(1) Major damage to 30 percent or more of its outer body panels.

(2) The frame has been altered.

(3) Excessive rust.

(4) More than 25 hours would be needed to repair the POV based on the Mitchell System or All Data Online System.

(5) Fire damage has affected its safety systems.

d. Vehicles sold by the strip-lot will not be released for removal without the buyer showing a valid military ID and a registration (operational or nonoperational) in the name of the buyer.

APPENDIX A REFERENCES

SECTION I PUBLICATIONS

United Nation Economic Commission for Europe Regulation (ECE-R) 13, Braking on Vehicles of Categories M, N and O

(<http://www.unece.org/trans/main/wp29/wp29regs1-20.html>)

ECE-R 41, Uniform Provisions Concerning the Approval of Motor Cycles With Regard to Noise

(<http://www.unece.org/trans/main/wp29/wp29regs41-60.html>)

ECE-R 44, Uniform Provisions Concerning the Approval of Restraining Devices for Child Occupants of Power-Driven Vehicles (“Child Restraint System”)

(<http://www.unece.org/trans/main/wp29/wp29regs41-60.html>)

ECE-R 48, Installation of Lighting and Light-Signaling Devices on Motor Vehicles

(<http://www.unece.org/trans/main/wp29/wp29regs41-60.html>)

ECE-R 69, Rear Marking Plates for Slow-Moving Vehicles

(<http://www.unece.org/trans/main/wp29/wp29regs61-80.html>)

ECE-R 70, Rear Marking Plates for Long Vehicles

(<http://www.unece.org/trans/main/wp29/wp29regs61-80.html>)

ECE-R 104, Retro-Reflective Markings for Heavy and Long Vehicles and Their Trailers

(<http://www.unece.org/trans/main/wp29/wp29regs101-120.html>)

Uniform Code of Military Justice

Code of Federal Regulations, Title 40, volume 16, part 205, Transportation Equipment Noise Emission Controls

DOD Instruction 6055.4, DOD Traffic Safety Program

DOD 4160.21-M, Defense Materiel Disposition Manual

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

AR 190-5/OPNAV 11200.5D/AFI 31-218(I), Motor Vehicle Traffic Supervision

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

AR 600-8-19, Enlisted Promotions and Reductions

AR 600-37, Unfavorable Information

AR 601-280, Army Retention Program

AR 635-200, Active Duty Enlisted Administrative Separations

AFI 31-204, Air Force Motor Vehicle Traffic Supervision

AFI 33-360, Publications and Forms Management

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

Air Force Manual 33-363, Management of Records

Air Force Policy Directive 31-1, Integrated Defense

USEUCOM Directive 45-7, Country Regulations

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

AE Regulation 550-175/USNAVEUR Instruction 5840.1E/USAFE Instruction 51-702, U.S. Forces Customs Controls in Germany

AE Regulation 600-1, Regulated Activities in Europe

AE Regulation 600-17, Retail Sales of Motor Fuel to Individuals in Germany

AE Regulation 600-55, Driver- and Operator-Standardization Program

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

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

AE Pamphlet 190-34-1/USAFE Pamphlet 31-206V1, Driver Examination for Germany (Version 1) for Privately Owned Vehicle Operators of the U.S. Forces

AE Pamphlet 190-34-2/USAFE Pamphlet 31-206V2, Driver Examination for Germany (Version 2) for Privately Owned Vehicle Operators of the U.S. Forces

AE Pamphlet 550-19, Compilation of Selected German Laws

AE Miscellaneous Publication 190-1A, *Für US-Liegenschaften in Deutschland geltende Verkehrsregeln*/Traffic Rules for U.S. Forces Installations in Germany

USAFE Instruction 36-3001, Issue and Control of USAFE Identification (ID) Cards (<http://www.e-publishing.af.mil/shared/media/epubs/USAFEI36-3001.pdf>)

SECTION II FORMS

OF 346, U.S. Government Motor Vehicle Operator's Identification Card

DD Form 788, Private Vehicle Shipping Document for Automobile

DD Form 1173, Uniformed Services Identification and Privilege Card

DD Form 1408, Armed Forces Traffic Ticket

DD Form 2504, Abandoned Vehicle Notice

DD Form 2764, United States DOD/Uniformed Services Civilian Geneva Convention Identification Card

DA Form 2062, Hand Receipt/Annex Number

DA Form 2028, Recommended Changes to Publications and Blank Forms

DA Form 3626, Vehicle Registration/Driver Record

DA Form 3946, Military Police Traffic Accident Report

DA Form 3975, Military Police Report

DA Form 4833, Commander's Report of Disciplinary or Administrative Action

Air Force Form 2293, U.S. Air Force Motor Vehicle Operator Identification Card

AE Form 550-175A, Application for Import/Export Certificate/Purchase Permit

**APPENDIX B
PUBLICATIONS AND FORMS**

Table B-1 lists publications and forms prescribed by this publication. Source codes are explained at the end of this appendix.

Table B-1 Publications and Forms		
Item	*Source Code	Title
AE Form 190-1A	V	U.S. Forces POV Registration/Title Certificate/ <i>Zulassung Besitzurkunde für Privatekraftfahrzeuge</i>
AE Form 190-1F	V	U.S. Forces Certificate of License/The United States Forces in Germany
AE Form 190-1G	Y	Temporary U.S. Forces Certificate of License/ <i>Provisorischer Führerschein</i>
AE Form 190-1H	I	Vehicle Mechanical Safety Inspection Record/ <i>Inspektionbericht für mechanische Sicherheit des Fahrzeuges</i>
AE Form 190-1I	I	Vehicle Mechanical Safety Inspection Record (Motorized Two-Wheeled Vehicle)/ <i>Inspektionsbericht für mechanische Sicherheit des Fahrzeuges (Zweirädriges Motorfahrzeug)</i>
AE Form 190-1K	A	Report of Administrative Action
AE Form 190-1L	V	Commander's Notice
AE Form 190-1S	T	Request for POV Registration/Insurance Cancellation
AE Form 190-1T	A	Application for U.S. Forces POV Certificate of License and Allied Transactions
AE Form 190-1X	D	Answer Sheet—Driver Examination for Germany for Privately Owned Motor Vehicle Operators
AE Form 190-1Y	D/T	What To Do If You Have an Accident
AE Form 190-1Z	R	Certification of Release/Donation of POV
AE Form 190-1AA	A	Application for Motor Vehicle Registration or Renewal and Allied Transactions
AE Form 190-1AB	R	Community Daily Activity Report (CDAR)
AE Form 190-1AC	R	Certificate of Nondelivery of Vehicle
AE Form 190-1AD	R	Special Power of Attorney To Operate, Register, Sell, or Otherwise Dispose of a Privately Owned Vehicle (POV)
AE Form 190-1AF	R	Agent's Responsibilities
AE Form 190-1AG	R	Request for Waiver to the Limit of POVs Authorized to Register
AE Form 190-1AH	R	Vehicle Disposal Cost Report
AE Form 190-1AJ	R	Suspense/Clearance Form
AE Form 190-1AP	R	Request for Exception to Policy (Authority To Operate POV)
AE Form 190-1AQ	R	Authority to Operate a POV (Non-command-Sponsored Spouse)
AE Form 190-1AR	D	Answer Sheet—Driver Examination for Germany for Privately Owned Vehicle Motorcycle Operators
AE Form 190-1AS	A	Warning Notice of Possible Abandonment

Table B-1 Publications and Forms		
Item	*Source Code	Title
AE Form 190-1AT	R	Application for U.S. Forces Installation Registration/ <i>Antrag für eine Zufahrtberechtigung für US Einrichtungen</i>
AE Form 190-1AU	R	Report of Stolen/Lost/Recovered Vehicle/License Plates
AE Pamphlet 190-34/ USAFE Pamphlet 31-206	D	Drivers Handbook and Examination Manual for Germany
AE Pamphlet 190-34-1/ USAFE Pamphlet 31-206V1	D	Driver Examination for Germany (Version 1) for Privately Owned Vehicle Operators of the U.S. Forces
AE Pamphlet 190-34-2/ USAFE Pamphlet 31-206V2	D	Driver Examination for Germany (Version 2) for Privately Owned Vehicle Operators of the U.S. Forces
AE Pamphlet 190-34-3/ USAFE Pamphlet 31-206V3	D	Driver Examination for Germany (Version 3) for Privately Owned Vehicle Operators of the U.S. Forces
AE Pamphlet 190-34-4/ USAFE Pamphlet 31-206V4	D	Driver Examination for Germany (Version 4) for Privately Owned Vehicle Operators of the U.S. Forces
AE Pamphlet 190-34-5	D	Motorcycle Examination for Privately Owned Motorcycle Operators in Germany (Version 1)
AE Pamphlet 190-34-6	D	Motorcycle Examination for Privately Owned Motorcycle Operators in Germany (Version 2)
AE Pamphlet 550-160/ USAFE Pamphlet 31-205	A	Insuring Your Car in Germany
AE Label 190-1A	I	POV Inspection Reject Label
AE MISC PUB 190-1A	A	Traffic Rules for U.S. Forces Installations in Germany/ <i>Für US-Liegenschaften in Deutschland geltende Verkehrsregeln</i>
*Source Code Explanation		
Code	Supply Source	
A	For Army units: Director, United States Army Publications Distribution Center, Europe, Unit 25310, APO AE 09090-9997	
	For Air Force units: HQ USAFE/DAP-RPDC, APO AE 09012	
D	Only for driver testing stations: Director, United States Army Publications Distribution Center, Europe, Unit 25310, APO AE 09090-9997	
I	Only for POV inspection stations: Director, United States Army Publications Distribution Center, Europe, Unit 25310, APO AE 09090-9997	
V	Only for Registry of Motor Vehicles use	
T	Only for field registration stations: Director, United States Army Publications Distribution Center, Europe, Unit 25310, APO AE 09090-9997	
R	Form may be reproduced locally	
Y	Accountable forms procured from Registry Motor Vehicles	

APPENDIX C POV INSPECTION STATIONS

SECTION I REQUIREMENTS AND RESPONSIBILITIES

C-1. GENERAL

a. This appendix prescribes—

(1) Responsibilities and requirements for establishing privately owned vehicle (POV) inspection stations.

(2) POV mechanical and safety inspection standards.

b. Procedures for POV mechanical and safety inspection standards in this appendix are the responsibility of IMCOM-Europe (IMEU-LOD-M). Clarifications may be obtained from IMCOM-Europe (IMEU-LOD-M), Unit 29353, APO AE 09014-9353.

c. Inspectors will use AE Form 190-1H for motorized vehicles with three or more wheels and AE Form 190-1I for motorcycles.

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

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

f. U.S. Forces members may obtain a courtesy inspection before selling or buying a U.S. Forces-registered POV or before buying a German-registered POV if the POV is properly registered and operational. The inspector will not inspect a vehicle that does not have a valid registration. The U.S. Forces member must be present for such inspections. At no time will inspections be provided to dealers. Only U.S. Forces members will be allowed in U.S. Forces inspection facilities.

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

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

i. The person in charge of the inspection facility should attempt to resolve disagreements between inspectors and POV owners when applying standards in this appendix. Disagreements that cannot be resolved locally will be referred to IMCOM-Europe (IMEU-LOD-M), Unit 39353, APO AE 09014-9353.

C-2. INSPECTION FACILITIES REQUIREMENTS

a. Facilities for mechanically inspecting POVs will be established and maintained based on local needs, as determined by the Logistics Field Operating Activity (Maintenance) (LFOA-M) and the installation commander (for Air Force units).

b. The LFOA-M will request approval to establish or discontinue POV mechanical inspection facilities from IMCOM-Europe (IMEU-LOD-M), Unit 29353, APO AE 09014-9353. These requests must include the following:

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

(2) The average number of monthly inspections.

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

(a) A pit, ramp, or lift.

(b) Adequate drop-lights.

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

(d) A hydraulic pit-jack.

(e) A brake-testing machine.

(f) A paved brake-test strip.

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

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

(b) The Army military occupational specialty (MOS) 63B, Air Force specialty code 2T3XX, or equivalent U.S. or local national civilian job series.

C-3. RESPONSIBILITY WHEN A POV FAILS INSPECTION

a. Before inspecting a U.S.-Forces-registered vehicle, the POV inspector will stamp AE Form 190-1A with the official inspection stamp and enter the date inspected in the signature block of the fuel allowance copy. If the vehicle owner has lost the fuel-allowance copy of the POV registration, the transfer copy will be stamped. For a German-registered vehicle, the back cover of the *Kraftfahrzeugbrief* (*KFB*) (vehicle registration certificate) or the remarks section in the new version must be stamped and dated. This provision does not apply to courtesy inspections. For vehicles registered in countries other than Germany, the original copy of the bill of sale will be stamped and dated. In all cases, the POV inspector will stamp and date the AE Form 190-1H or AE Form 190-1I and give it to the POV owner. If a non-U.S. Forces-registered vehicle is to be given a courtesy inspection, the owner of the vehicle must be present with the buyer when the vehicle is inspected.

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

(1) Stamp the fuel-allowance copies of AE Form 190-1A with “REJECTED,” the date, and official inspection stamps.

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

(3) If the deficiency constitutes an immediate safety hazard, the AE Form 190-1H or AE Form 190-1I will be stamped “UNSAFE TO OPERATE,” AE Label 190-1A will be dated 5 workdays from the inspection date, and operation of the vehicle will be authorized only from the inspection station to a point for repair or disposal.

c. A previously inspected vehicle will be re-inspected only for the deficiencies listed on the validated AE Form 190-1H or AE Form 190-1I unless the inspection period exceeds 30 days. Previously inspected vehicles exceeding the 30-day period must undergo a complete new inspection. AE Form 190-1I will be used only if the fuel-allowance copy of the POV registration, *KFB*, or bill of sale bearing the stamp of the original inspection station is present. If the stamp is missing from either document, a complete mechanical inspection will be done.

C-4. PROCEDURES FOR ISSUING SAFETY STAMPS

a. The LFOA-M will procure, issue, control, and dispose of POV safety inspection stamps. The LFOA-M will manage these stamps.

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

(2) The LFOA-M will issue stamps using DA Form 2062. Requests to replace stamps that are lost, stolen, mutilated, or worn must be in writing. The LFOA-M and the appropriate USAFE installation commanders will report loss or theft to military police, security forces, the office of special investigations, or the criminal investigation division. Requests by telephone for stamps will be accepted only as exceptions. Requests by telephone must be followed by written requests within 10 calendar days after the call.

(3) The LFOA-M will provide replacement stamps on a one-for-one basis within 2 workdays after receiving the written request. The stamp and DA Form 2062 will be sent by registered mail or picked up by a courier if prearranged. Not more than one stamp is authorized per station.

b. On receipt of the stamp, the receiver will sign the original DA Form 2062 and return it with the old stamp (or what is left of the old stamp) to the LFOA-M by registered mail.

c. The LFOA-M mailing address is LFOA-M, Unit 26622, APO AE 09244-6622.

SECTION II

POV MECHANICAL STANDARDS

C-5. DEFINITIONS

1958 Geneva Agreement

The Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts Which Can Be Fitted and/or Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of These Prescriptions (available at <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html>).

1997 Vienna Agreement

The 1997 Vienna Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections.

Economic Commission for Europe regulation (ECE-R)

A regulation annexed to the 1958 Geneva Agreement.

inappropriate repair or modification

A repair or modification that adversely affects the road safety of the vehicle.

international technical inspection certificate

A certificate about the first registration after manufacture and the periodical technical inspections of wheeled vehicles in compliance with Article 1 and appendix 2 of the 1997 Vienna Agreement (above).

periodical technical inspection

A procedure by which authorized technical inspection centers responsible for conducting inspection tests declare, after carrying out required verifications, that wheeled vehicles conform to established requirements.

verification

Proof of compliance with established requirements through tests and checks carried out using techniques and equipment currently available, and without the use of tools to dismantle or remove any part of the vehicle.

wheeled vehicle

Motor vehicles of categories M2, M3, N2, and N3, and trailers of categories O3 and O4, as specified in the Consolidated Resolution on the Construction of Vehicles (R.E.3) (<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdoc/78r1a2e.pdf>), used in international transport whose permissible maximum mass exceeds 3,500 kilogram, except those used to carry passengers and having not more than eight seats in addition to the driver's seat.

C-6. GENERAL

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

b. POVs will be rejected for any other reason not covered in this publication that could cause loss of life or limb, or render the vehicle unsafe to operate. Another inspector or the inspector's supervisor may be asked to provide a second opinion in these cases.

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

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

e. The inspector may pass a vehicle with minor defects such as inoperable license-plate light, parking light, back-up light, or lens with small cracks. The defects will be documented on the POV inspection form (AE Form 190-1H or AE Form 190-1I), and the owner will be told to have the deficiencies corrected. If a vehicle is found to have both major defects and minor defects, all defects must be corrected before re-inspection.

C-7. BODY

a. Vehicles with major alterations to the frame (for example, bent, cut, rewelded) must have a U.S. Department of Transportation (DOT) or *Technischer Überwachungsverein (TÜV)* certification.

b. Spoilers attached to vehicles must meet the manufacturer's installation specifications. Homemade spoilers or spoilers that do not meet the manufacturer's specifications will be grounds for rejection.

c. Minimum body ground clearance must not be less than 8 centimeters for flexible body parts such as ground-effect spoilers or air dams and 11 centimeters for hard parts such as exhaust, frame components, and suspension.

C-8. ENGINE AND TRANSMISSION

a. The vehicle will be rejected if there is evidence of an ongoing slow leak of oil or antifreeze or saturation of the underbody of the vehicle. If there is evidence of a slow leak, the undercarriage must be cleaned and re-inspected to verify whether or not there is still a slow leak. The vehicle will be rejected if there is an excessive leak. An excessive leak is any leak that allows fluid to drop from the vehicle onto the ground while the vehicle is being inspected.

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

c. A vehicle will be rejected if the gearshift of the vehicle can be placed into reverse gear without engaging the lock-out mechanism on both automatic and standard transmission vehicles.

d. A vehicle will be rejected if the clutch shows evidence of slipping.

C-9. PAINTING AND MARKING

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

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

C-10. LIGHTS

a. Fog lights are not required. If fog lights are installed, they must be operational.

b. Installation of any of the following types of lighting is prohibited:

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

(2) Lights in the wheel wells, under fenders, under the body, or behind the tires.

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

(4) Decorative lighting around the license plate; and parking, marking, and fog lights of colors other than white or amber as provided by the manufacturer.

c. Headlight height (measured from the center of the headlight to the ground) less than 56 centimeters or higher than 137 centimeters will be grounds for rejection.

C-11. MIRRORS

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

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

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

d. Right-hand drive vehicles must have a left- and a right-side mirror.

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

f. Vehicles with rear tinted windows missing one or both exterior mirrors will be grounds for rejection.

C-12. SEATBELTS

a. Passenger cars manufactured to U.S. specifications after 1 January 1968 must comply with Federal Standard 208 (49 Code of Federal Regulations). Federal Standard 208 requires a seatbelt for each forward-facing seat position or passive protection at all positions (for example, buses with padded seats).

b. All vehicles made to foreign specifications or American vehicles made before 1 January 1968 must be equipped with at least a lap belt for the driver and front-seat passenger positions.

c. If a vehicle is designed and equipped with a customized kit including single point-mounted chairs (captain's chairs), all of the chairs must be equipped with at least a lap belt.

C-13. STEERING SYSTEMS

a. A vehicle will be rejected if the centrifugal velocity boot is torn or indicates evidence that it is slinging grease from being torn, split, or dry-rotted. Special attention should be shown to the brake pad area to ensure that a torn boot has not contaminated the pads with grease or the drive shaft universal joint has not been compromised by a lack of grease.

b. A vehicle will be rejected if the steering wheel lock does not function properly.

c. A vehicle will be rejected if the steering wheel or steering column has in-and-out, sideways, or up-and-down play. Adjustable steering-wheel columns must lock positively in all adjustment positions in accordance with the manufacturer's specifications.

C-14. BRAKES

a. Brake-test machines will be used when operational. When brake-test machines are not operational, a road test will be conducted. POVs that have been altered (lowered) to an extent that prevents enough ground clearance to safely enter and exit the brake-test machine without causing damage to the spoilers, exhaust, or suspension will be road tested (b below). Refusal of the POV owner to permit a road test of the POV will result in the immediate termination of the inspection.

b. Road tests will be conducted on a level (not to exceed plus or minus 1 percent grade), dry, smooth, hard-surfaced road that is free of loose material, oil, and grease. Tests will be restricted to a designated area in the vicinity of the inspection station. The service brake will be applied and the vehicle will be brought to a stop as follows:

(1) Vehicles With a Gross Vehicle Weight Rating (GVWR) of 10,000 Pounds (4,500 Kilograms) or Less. The service brake system must stop the vehicle in a distance of 25 feet (7.6 meters) or less from a speed of 20 miles per hour (mph) (32 kilometers per hour (kph)) without leaving a 12-foot (3.7 meters) wide lane.

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

c. Motorcycles, trikes, and quads must have a split-service brake system or two independently activated service-brake systems. The equipment-brake tests will be conducted by the owner under the supervision of the POV inspector.

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

C-15. TIRES AND RIMS

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

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

c. Spinning rims attached to vehicles are prohibited and will cause the vehicle to be rejected.

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

e. A tire rim must not be bent, cracked, have elongated bolt holes, or have any indication of repair by welding. Tire and rim combinations other than those recommended by the manufacturer will cause the POV to be rejected. Wheel nuts and bolts must be in place and tight.

f. German law requires that vehicles have “adequate tires” for winter driving. This means that in high-snow areas, vehicles must have snow tires mounted. In areas not regarded as “snow prone,” the use of all-season tires with an M/S label or a snowflake label are acceptable. Vehicle owners should check with an authorized tire dealer for any unique restrictions in their area. Winter tires should have a tread depth of at least 3 millimeters.

C-16. EXHAUST SYSTEM

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

b. A POV may be rejected if it emits excessive blue or black smoke.

c. All parts of the exhaust line must be strong enough to resist normal hand pressure applied by the inspector. All repairs to exhaust systems must be made by welding or component replacement. Repairs using muffler or exhaust tape or chemical weld compounds (for example, liquid metal) are meant as temporary repairs and will not be accepted. Securing attachments must be present, tight, and similar to original manufacturer parts.

C-17. AIRBAGS

Vehicles equipped with airbags must have the airbags operational. A vehicle will be rejected if the light that indicates the airbag has been activated stays illuminated or is missing.

C-18. MOTORCYCLES

a. Inspectors will reject motorcycles that have been altered to change the center of gravity or wheelbase from that established by the manufacturer. Motorcycles with alterations hazardous to other highway users (for example, missing chain-guards or fenders) will be rejected. Motorcycles with after-market, straight-through exhaust pipes and motorcycles with original mufflers that have the sound absorber removed will be rejected. Steel wool and other like material will not be used in lieu of factory baffles to pack mufflers for sound dampening.

b. After-market installed turn-signal lights must meet the following requirements:

(1) Front turn-signal lights must be positioned 100 millimeters from the edge of the headlight, 170 millimeters from each other (from the edge of the turn-signal lights), and 350 millimeters above the ground (from the low edge of the turn-signal light). Front turn-signal lights must be amber.

(2) Rear turn-signal lights must be positioned 120 millimeters from each other (from the edge of the turn-signal lights) and 350 millimeters from the low edge of the turn-signal light to the ground. Rear turn-signal lights may be amber or red.

c. Motorcycles with factory-installed amber running lights that are on when the engine is running are authorized.

C-19. QUADS AND TRIKES (LIGHT MOTOR VEHICLE)

a. Quads and trikes must be equipped with the following items as prescribed by the *Straßenverkehrs-Zulassungs-Ordnung (StVZO)* (Road Traffic Licensing Regulation) and recommended manufacturer's specification:

- (1) One headlight with high- and low-beam if the vehicle has a width of 100 centimeters or less.
- (2) Two headlights with high- and low-beam if the width of the vehicle exceeds 100 centimeters.
- (3) One taillight if the vehicle has a width of 100 centimeters or less.
- (4) Two taillights if the width of the vehicle exceeds 100 centimeters.
- (5) License-plate light (rear).
- (6) Turn signals and four-way flasher.
- (7) Two stoplights.
- (8) Signal horn.
- (9) Back-up light if the quad is equipped with a reverse gear.

(10) Mirror outside left and right.

(11) Front and rear fenders.

(12) Speedometer.

(13) Seatbelts for each seat when equipped by the manufacturer.

b. A quad may be equipped with a separate front and rear brake system similar to motorbikes.

c. Quads and trikes must carry a warning triangle and first-aid kit. Operators must wear the same protective clothing and equipment as motorcycle riders (para 5-6b(6)).

d. Quads and trikes over 400 kilograms net weight must be equipped with a reverse gear.

C-20. TRAILER-TOWING VEHICLES

a. Trailer-towing vehicles must be equipped with—

(1) Electrical receptacles for connecting trailer lights (taillights, directional lights, and stoplights). This does not apply to class A, A1, and M vehicles when the taillights, directional lights, and stoplights of the towing vehicle can be clearly seen over the towed trailer.

(2) Two outside rearview mirrors that enable the driver to see beyond the towed trailer or camper.

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

C-21. TRAILERS

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

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

c. Trailer taillights, directional lights, stoplights, and reflectors must meet the same requirements as those for the towing vehicle. This does not apply to trailers towed by class A, A1, and M vehicles when the taillights, directional lights, and stoplights of the towing vehicle can be clearly seen over the towed trailer. The trailer-light system must match the towing vehicle electrical system (1-circuit or 2-circuit system) and have reflective triangles (6 inches (15 centimeters) on each side) mounted as close to the outer edges as possible.

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

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

f. Trailers with commercial tandem axles are acceptable.

g. Brakes are required on trailers when the gross weight exceeds 1,650 pounds (750 kilograms) or one-half of the weight of the towing vehicle. The owner must provide verified written proof of gross weight and have a date plate attached to the frame that displays the serial number, verified gross weight, and maximum payload weight. Trailers that exceed 1,650 pounds (750 kilograms) gross weight must be equipped with brakes and a safety chain or cable that would engage the brakes if the trailer became detached.

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

C-22. WINDOW TINTING

Only window tinting manufactured within the glass by the manufacturer of the vehicle is authorized. After-market clear or tinted film is prohibited. Vehicles found with after-market tinting during inspection will be rejected.

SECTION III PERIODICITY OF TECHNICAL INSPECTIONS

C-23. INSPECTION PROCEDURES AND REASONS FOR REJECTION

The inspection must cover at least the items shown in table C-1.

Table C-1 Inspection Items, Methods, and Reasons for Rejection		
ITEM	METHOD	REASONS TO REJECT
0. GENERAL		
0.1. Applies to all test items and vehicle parts	The described methods should be applied but may be replaced or supplemented by equally effective methods if respective inspection regulations already exist in Germany.	Not in accordance with regulations. Poor repair or modification. Installation of improper vehicle parts.
1. IDENTIFICATION OF THE VEHICLE		
1.1. Registration number plates	Visual inspection.	Vehicle registration plates mounted on the vehicle in a location other than the one specified by the manufacturer. Registration plates mounted using incorrect mounting bracket or not mounted directly to the bumper or vehicle body. Plates mounted in areas that do not meet manufacturer or legal requirements.
1.2. Vehicle identification or serial number	Visual inspection.	Missing or cannot be found. Incomplete or illegible. Not in accordance with vehicle documents or records.

**Table C-1
Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
2. BRAKING EQUIPMENT		
2.1. Mechanical condition and operation		
NOTE: Brake components will not be removed during inspection.		
2.1.1. Service brake pedal pivot	<p>Visual inspection of the components while the braking system is operated.</p> <p>Vehicles with power-assisted braking systems should be inspected with the engine switched off.</p>	<p>Pivot too tight.</p> <p>Bearing worn.</p> <p>Excessive wear or play.</p>
2.1.2. Pedal condition and travel of the brake operating device	<p>Visual inspection of the components while the braking system is operated.</p> <p>Vehicles with power-assisted braking systems should be inspected with the engine switched off.</p>	<p>Excessive or insufficient reserve travel.</p> <p>Brake control not releasing correctly.</p> <p>Antislip provision on brake pedal missing, loose, or worn smooth.</p>
2.1.3. Power source or reservoir	<p>Visual inspection of the components at normal working pressure. Check time required for vacuum or air pressure to reach safe working value and function of warning device, multi-circuit-protection valve, and pressure-relief valve.</p>	<p>Insufficient pressure or vacuum to give assistance for at least two brake applications after the warning device has operated, or gauge shows an unsafe reading.</p> <p>The time taken to build up air pressure or vacuum to safe working value is not in accordance with regulations.</p> <p>Multi-circuit-protection valve or pressure-relief valve not working.</p> <p>Air leak causing a noticeable drop in pressure or audible air leaks.</p> <p>External damage likely to affect the function of the braking system.</p>
2.1.4. Low-pressure warning gauge or indicator	<p>Functional check.</p>	<p>Malfunctioning or defective gauge or indicator.</p>
2.1.5. Hand-operated brake control valve	<p>Visual inspection of the components while the braking system is operated.</p>	<p>Control cracked, damaged, or excessively worn.</p> <p>Malfunction of control valve.</p> <p>Control insecure on valve or valve insecure.</p> <p>Loose connections or leaks in system.</p> <p>Unsatisfactory operation.</p>
2.1.6. Parking-brake lever control, parking-brake ratchet	<p>Visual inspection of the components while the braking system is operated.</p>	<p>Ratchet not holding correctly.</p> <p>Excessive wear at lever pivot or in ratchet mechanism.</p> <p>Excessive movement of lever indicating incorrect adjustment.</p>

**Table C-1
Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
2.1.7. Braking valves (foot valves, un-loaders, governors)	Visual inspection of the components while the braking system is operated.	Valve damaged or excessive air leak. Excessive oil discharge from compressor. Valve insecure or inadequately mounted. Hydraulic fluid discharge or leak.
2.1.8. Couplings for trailer brakes	Disconnect braking system coupling between towing vehicle and trailer.	Tap or self-sealing valve defective. Tap or valve insecure or inadequately mounted. Excessive leaks.
2.1.9. Energy storage reservoir pressure tank	Visual inspection.	Tank damaged, corroded, or leaking. Drain device inoperative. Tank insecure or inadequately mounted.
2.1.10. Brake servo units, master cylinder, and hydraulic systems	Visual inspection of the components while the braking system is operated.	Defective or ineffective servo unit. Master cylinder defective or leaking. Master cylinder insecure. Insufficient brake fluid. Master cylinder reservoir cap missing. Brake fluid warning light illuminated or defective. Incorrect functioning of brake fluid level warning device.
2.1.11. Rigid brake pipes	Visual inspection of the components while the braking system is operated.	Risk of failure or fracture. Pipes or connections leaking. Pipes damaged or excessively corroded. Pipes misplaced.
2.1.12. Flexible brake hoses	Visual inspection of the components while the braking system is operated.	Risk of failure or fracture. Hoses damaged, chafing, twisted, or too short. Hoses or connections leaking. Hoses bulging under pressure. Hoses porous.
2.1.13. Brake linings and pads	Visual inspection.	Lining or pad excessively worn. Lining or pad contaminated with oil, grease, or other substance.

**Table C-1
Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
2.1.14. Brake drums, brake discs	Visual inspection.	<p>Drum or disk excessively worn, excessively scored, cracked, insecure, or fractured.</p> <p>Drum or disk contaminated with oil, grease, or other substance.</p> <p>Back plate insecure.</p>
2.1.15. Brake cables, rods, levers, linkages	Visual inspection of the components while the braking system is operated.	<p>Cable damaged or knotted.</p> <p>Component excessively worn or corroded.</p> <p>Cable, rod, or joint insecure.</p> <p>Cable guide defective.</p> <p>Restriction to free movement of the braking system.</p> <p>Abnormal movement of the levers/linkage indicating maladjustment or excessive wear.</p>
2.1.16. Brake actuators including spring brakes, or hydraulic cylinders.	Visual inspection of the components while the braking system is operated.	<p>Actuator cracked or damaged.</p> <p>Actuator leaking.</p> <p>Actuator insecure or inadequately mounted.</p> <p>Actuator excessively corroded.</p> <p>Insufficient or excessive travel of operating piston or diaphragm mechanism.</p> <p>Dust covers missing or excessively damaged.</p>
2.1.17. Load-sensing valve	Visual inspection of the components while the braking system is operated.	<p>Defective linkage.</p> <p>Linkage incorrectly adjusted.</p> <p>Valve seized or inoperative.</p> <p>Valve missing.</p> <p>Inappropriate repair or modification.</p> <p>Missing data plate.</p> <p>Data illegible or not in accordance with regulations.</p>
2.1.18. Automatic slack adjusters and indicators	Visual inspection.	<p>Adjuster damaged, seized or having abnormal movement, excessive wear, or incorrect adjustment.</p> <p>Adjuster defective.</p> <p>Incorrectly installed.</p>
2.1.19. Endurance braking system (where fitted or required)	Visual inspection.	<p>Insecure connectors or mountings.</p> <p>System obviously defective.</p>
2.1.20. Automatic operation of trailer brakes	Disconnect brake coupling between towing vehicle and trailer.	Trailer brake does not automatically apply when coupling disconnected

**Table C-1
Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
2.1.21. Complete braking system	Visual inspection.	Other system devices such as brake-fluid pump or air dryer show external damage or are excessively corroded in a way that adversely affects the braking system. Leakage of air or brake fluid. Any component unsecured or improperly mounted.
2.1.22. Test connections where fitted or required	Visual inspection.	Missing. Damaged, unusable, or leaking.
2.2. Service braking performance and efficiency		
2.2.1. Performance	During a road test or a test on a static brake-testing machine, apply the brakes progressively up to maximum effort.	Inadequate braking effort on one or more wheel. Braking effort from any wheel is less than 70 percent of maximum effort recorded from the other wheel on the same axle; or in the case of testing on the road, the vehicle deviates excessively from a straight line. No gradual variation in brake effort such as grabbing. Abnormal lag in brake operation of any wheel. Excessive fluctuation of brake force during each complete wheel revolution.
2.2.2. Efficiency	Test with a static brake-testing machine if operational and available. If not, a road test indicating proper brake function using a decelerometer. For goods vehicles, the laden braking system performance should be assessed by testing the vehicle laden, by evaluation using a method based on extrapolation, or by some other acceptable means.	Does not give at least the minimum figure as follows: Category M2 and M3: 50% Category N2 and N3: 43% Category O3 and O4: 40%
2.3. Secondary emergency braking system performance		
2.3.1. Performance	If the secondary braking system is separate from the service braking system, use the method specified in 2.2.2.	Brake inoperative on one side. Braking effort from any wheel is less than 70 percent of maximum effort recorded from another wheel on the same axle specified; or in the case of testing on the road, the vehicle deviates excessively from a straight line. No gradual variation in brake effort (grabbing).
2.3.2. Efficiency	If the secondary braking system is separate from the service braking system, use the method specified in 2.2.2.	Braking effort less than 50 percent of the service brake performance defined in 2.2.2 in relation to the maximum authorized mass or, in the case of semi-trailers, to the sum of the authorized axel loads.
2.4. Parking brake performance and efficiency		
2.4.1. Performance	Apply the brake during a road test with a decelerometer or test on a static brake-testing machine.	Brake inoperative on one side or, in the case of road-testing, the vehicle deviates excessively from a straight line.

**Table C-1
Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
2.4.2. Efficiency	Test with a static brake-testing machine or by a road test using either an indicating or recording decelerometer or with the vehicle on a slope of known gradient. Goods vehicles should, if possible, be tested while laden.	For all vehicles, does not give at least a braking ratio of 16 percent in relation to the maximum authorized mass; or for motor vehicles, 12 percent in relation to the maximum authorized combination mass of the vehicle—whichever is the greater.
2.5. Endurance braking system performance	Visual inspection and, where possible, testing whether the system functions.	No gradual variation of efficiency (not applicable to exhaust brake systems). System not functioning.
2.6. Antilock braking system	Visual inspection of warning device.	Warning device malfunctioning. Warning device shows system malfunction.
3. STEERING		
3.1. Mechanical condition		
3.1.1. Steering-gear condition	With the vehicle over a pit or on a hoist and with the road wheels off the ground, rotate the steering wheel from lock to lock. Visually inspect the operation of the steering gear.	Roughness in operation of gear. Sector shaft twisted or worn spline. Excessive wear in sector shaft. Excessive “end float” of sector shaft. Leaking.
3.1.2. Steering-gear casing attachment	With the vehicle on a pit or hoist and the weight of the vehicle road wheels on the ground, rotate the steering wheel clockwise and anticlockwise or use a specially adapted wheel-play detector. Visually inspect the attachment of gear casing to chassis.	Steering gear casing not properly attached. Elongated fixing holes in chassis. Missing or fractured fixing bolts. Steering-gear casing fractured.
3.1.3. Steering-linkage condition	With the vehicle over a pit or on a hoist and with the road wheel on the ground, rock the steering wheel clockwise and anticlockwise or use a specially adapted wheel-play detector. Visually inspect steering components for wear, fractures, and security.	Relative movement between components that should be fixed. Excessive wear at joints. Fractures or deformation of any component. Absence of locking devices. Misalignment of components (for example, track rod, drag link). Dust cover missing, damaged, or severely deteriorated.
3.1.4. Steering-linkage operation	With the vehicle over a pit or on a hoist and with the road wheels on the ground and the engine running, rotate the steering wheel from lock to lock. Visually inspect movement of linkages.	Moving steering linkage is fouling a fixed part of the chassis. Steering stops not operating.
3.1.5. Power steering	Check steering system for leaks and hydraulic fluid reservoir level (if visible). With the road wheels on the ground and with the engine running, check that the power-steering system is operating.	Fluid leak. Insufficient fluid. Mechanism not working. Mechanism fractured or insecure. Misalignment or fouling of components. Cables or hoses damaged or excessively corroded.

**Table C-1
Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
3.2. Steering wheel and column		
3.2.1. Steering-wheel condition	With the road wheels on the ground, rock the steering wheel from side to side at right angles to the column and apply slight downward and upward pressure. Visually inspect play.	Relative movement between steering wheel and column indicating looseness. Absence of retaining device on steering-wheel hub. Fracture or looseness of steering wheel hub, rim, or spokes.
3.2.2. Steering column	With the vehicle over a pit or on a hoist and the mass of the vehicle on the ground, push and pull the steering wheel in line with column, push the steering wheel in various directions at right angles to the column. Visually inspect steering-wheel play and the condition of flexible couplings or universal joints.	Excessive movement of center of steering wheel up or down. Excessive movement of top of column radially from axis of column. Deteriorated flexible coupling. Attachment defective.
3.3. Steering play	With the vehicle over a pit or on a hoist, the mass of the vehicle on the road wheels, the engine running for vehicles with power steering, and with the road wheels in the straight-ahead position, lightly turn the steering wheel clockwise and counterclockwise as far as possible without moving the road wheel. Visually inspection for free movement.	Free play in steering excessive (for example movement of a point on the rim exceeding one-fifth of the diameter of the steering wheel) or not in accordance with regulations.
3.4. Wheel alignment	Check alignment of steered wheels.	Alignment not in accordance with vehicle manufacturer's data or regulations.
3.5. Trailer steered axle turntable	Visual inspection or using a specially adapted wheel-play detector.	Component damaged or cracked. Excessive play. Attachment defective.
4. VISIBILITY		
4.1. Field of vision	Visual inspection from driving seat.	After-market transparent or tinted material attached to windshield or front side windows directly to the left and right of the driver on the passenger side window. Obstruction (including reflecting or tinted film) within driver's field of view that materially affects his or her view in front or to the sides.
4.2. Condition of glass	Visual inspection. NOTE: Repair of minor chips in the windshield area in front of the driver is not authorized by this regulation or German law.	Glass in front, rear, or side windows directly to the right or left of the driver with cracks that impair or distort the driver's vision. Windshield with cracks or fracture damage (except for scratches and chips) in that part of the windshield located in the driver's windshield-wiping area. Cracks outside the driver's windshield-wiping area that are over 2.5 cm (1 in), star-shaped fractures over 12.5 mm (½ in), or any condition concerning glass breaks or cracks that obstruct the driver's visibility.

**Table C-1
Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
4.3. Rear-view mirrors and other parts for viewing the vicinity of the vehicle	Visual inspection.	Mirror missing or not fitted according to regulations. One or both exterior mirrors missing on a vehicle with tinted rear windows. A mirror not giving an adequate view to the rear. Mirror damaged, loose, or insecure.
4.4. Windshield wipers	Visual inspection and by operation.	Wipers not operating. Wiper blade missing or obviously defective.
4.5. Windshield washers	Visual inspection and by operation.	Washers not operating adequately.
5. LAMPS, REFLECTORS, AND ELECTRICAL EQUIPMENT		
5.1. Headlights		
5.1.1. Condition and operation	Visual inspection and by operation.	Defective bulb. Defective lens. Lamp not in accordance with regulations. Lamp not securely attached. Products on lens or bulb that reduce light intensity or change color.
5.1.2. Alignment	Determine the horizontal and vertical aim of each headlight on both main and dipped beam using a headlight-aiming device.	Aim of a headlight not within limits prescribed in regulations.
5.1.3. Switching	Visual inspection and by operation.	Number of headlights illuminated at the same time not according to regulations. Function of control device impaired.
5.1.4. Compliance with regulations	Visual inspection and by operation.	Lamp color, position, or intensity not in accordance with regulations. Headlight height less than 56 cm or higher than 137 cm.
5.1.5. Leveling devices (where mandatory)	Visual inspection and by operation.	Device not operating. Manual device cannot be operated from driver's seat.
5.2. Front and rear position (side) lights, side-marker lights, end outline marker, and daytime running lights		
5.2.1. Condition and operation	Visual inspection and by operation.	Defective bulb or defective lens. Lamp not securely attached.
5.2.2. Compliance with regulations	Visual inspection and by operation.	Lamp color, position, or intensity not in accordance with regulations. Products on lens or bulb that reduce light intensity or changes color. Switch does not operate according to regulations.
5.3. Stop lights		
5.3.1. Condition and operation	Visual inspection and by operation.	Defective bulb or defective lens. Light not securely attached.

**Table C-1
Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
5.3.2. Compliance with regulations	Visual inspection and by operation.	Light color, position, or intensity not according to regulations. Switch does not operate according to regulations.
5.4. Direction indicator and hazard-warning lights NOTE: Vehicles not equipped with manufacturer-installed lights are exempt if the vehicle was manufactured before 1967 and not equipped with hazard lights. These vehicles must carry an amber warning light.		
5.4.1. Condition and operation	Visual inspection and by operation.	Defective bulb or defective lens. Light not securely attached.
5.4.2. Compliance with regulations	Visual inspection and by operation.	Light color, position, or intensity not according to regulations.
5.4.3. Switching	Visual inspection and by operation.	Switch does not operate according to regulations.
5.4.4. Flashing frequency	Visual inspection and by operation.	Rate of flashing not according to regulations.
5.5. Front and rear fog lights		
5.5.1. Condition and operation	Visual inspection and by operation.	Defective bulb or defective lens. Lamp not securely attached. Front fog lamp out of alignment.
5.5.2. Compliance with regulations	Visual inspection and by operation.	Light color, position, or intensity not according to regulations. System does not operate according to regulations. Must be mounted on the left rear of the POV, separated by at least 4 inches (100 mm) from the taillights. Must be mounted so that the upper edge of the light-emission surface is no more than 32 inches (800 mm) above the road surface.
5.6. Reversing lights		
5.6.1. Condition and operation	Visual inspection and by operation.	Defective bulb. Defective lens. Light not securely attached.
5.6.2. Compliance with regulations	Visual inspection and by operation. NOTE: Reverse lights must be activated by placing the vehicle in reverse only.	Light color, position, or intensity not according to regulations. System does not operate according to regulations.
5.7. Rear registration-plate light		
5.7.1. Condition and operation	Visual inspection and by operation.	Light not illuminating the license plate. Defective bulb. Light not securely attached.
5.7.2. Compliance with regulations	Visual inspection and by operation.	System does not operate according to regulations.

Table C-1**Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
5.8. Retroreflectors, side reflectors, and rear-marker plates; plates and markings (ECE-Rs 69, 70, and 104)		
5.8.1. Condition	Visual inspection.	Reflecting equipment defective or damaged. Reflector or plates not securely attached.
5.8.2. Compliance with regulations	Visual inspection.	Not according to regulations.
5.9. Telltales		
5.9.1. Condition and operation	Visual inspection and by operation.	Not operating.
5.9.2. Compliance with regulations	Visual inspection and by operation.	Not according to regulations.
5.10. Electrical connections between towing vehicle and trailer or semi-trailer	Visual inspection. If possible, examine the electrical continuity between the vehicles. In the case of ISO connectors, make sure the contacts are properly assigned.	Fixed components not securely attached. Damaged or deteriorated insulation. Trailer or towing vehicle electrical connections not functioning correctly.
5.11. Electrical wiring	Visual inspection with the vehicle over a pit or on a hoist, including the engine compartment in some cases.	Wiring insecure or not adequately secured. Damaged or deteriorated insulation.
5.12. Nonobligatory lights	Visual inspection and by operation.	A light not fitted according to regulations. Light operation not according to regulations. Total intensity (including headlights) not according to regulations. Light not securely attached.
5.13. Battery	Visual inspection.	Not secure (bracket missing). Leaking. Defective switch (if required). Defective fuses (if required).
6. AXLES, WHEELS, TIRES, AND SUSPENSION		
6.1. Axles		
6.1.1. Axles	Visual inspection with the vehicle over a pit or on a hoist. Wheel-play detectors may be used and are recommended for vehicles over 3.5 tons GVM.	Axle fractured, cracked, or deformed. Not-secure fixing to vehicle.
6.1.2. Stub axles	Visual inspection with the vehicle over a pit or on a hoist. Wheel-play detectors may be used and are recommended for vehicles over 3.5 tons GVM. Apply a vertical or lateral force to each wheel and note the amount of movement between the axle beam and stub axle.	Stub axle fractured or cracked. Excessive wear in the swivel pin or bushes. Excessive movement between stub axle and axle beam. Stub axle pin loose in axle.
6.1.3. Wheel bearings	Visual inspection with the vehicle over a pit or on a hoist. Wheel-play detectors may be used and are recommended for vehicles over 3.5 tons GVM. Rock the wheel or apply a lateral force to each wheel and note the amount of upward movement of the wheel relative to the stub axle.	Excessive play in a wheel bearing. Wheel bearing too tight or jammed.
6.2. Wheels and tires		
6.2.1. Road wheel hub	Visual inspection.	Any wheel nuts or studs missing or loose.

**Table C-1
Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
6.2.2. Wheels	Visual inspection of both sides of each wheel with vehicle over a pit or on a hoist.	Any fracture or welding defect. Tire-retaining rings not properly fitted. Wheel badly distorted. Wheel size or type not according to regulations.
6.2.3. Tires	Visual inspection of the whole tire by either rotating the road wheel with it off the ground and the vehicle over a pit or on a hoist or by rolling the vehicle backwards and forwards over a pit.	Tire size, load capacity, or speed rating not according to the manufacturer's specification. Tires on same axle or on twin wheels of different sizes. Tires on same axle of different construction (radial or cross-ply). Any serious damage or cuts on the tire. Tire's tread depth not according to regulations. Tire rubbing against other components. Regrooved tires not according to regulations.
6.3. Suspension		
6.3.1. Springs	Visual inspection with the vehicle over a pit or on a hoist. Wheel-play detectors may be used and are recommended for vehicles over 3.5 tons GVM.	Insecure attachment of springs to chassis or axle. A damaged or fractured spring component.
6.3.2. Shock absorbers	Visual inspection with the vehicle over a pit or on a hoist or using special equipment if available.	Insecure attachment of shock absorbers to chassis or axle. Damaged or leaking shock absorber.
6.3.3. Torque tubes, radius arms, wishbones, and suspension arms	Visual inspection with the vehicle over a pit or on a hoist. Wheel-play detectors may be used and are recommended for vehicles over 3.5 tons GVM.	Insecure attachment of component to chassis or axle. A damaged, fractured, or excessively corroded component.
6.3.4. Suspension joints	Visual inspection with the vehicle over a pit or on a hoist. Wheel-play detectors may be used and are recommended for vehicles over 3.5 tons GVM.	Excessive wear in swivel pin or bushes or at suspension joints. Dust covers missing or severely deteriorated.
6.3.5. Air suspension	Visual inspection.	System inoperable. Any component damaged, modified, or deteriorated in a way that would adversely affect the functioning of the system
7. CHASSIS AND CHASSIS ATTACHMENTS		
7.1. Chassis or frame and attachments		
7.1.1. General condition	Visual inspection with the vehicle over a pit or on a hoist.	Fracture or deformation of any side or cross member. Insecurity of strengthening plates or fastenings. Excessive corrosion that affects the rigidity of the assembly.

**Table C-1
Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
7.1.2. Exhaust pipes and silencers	Visual inspection with the vehicle over a pit or on a hoist.	<p>Insecure or leaking exhaust system.</p> <p>Fumes entering cab or passenger compartment.</p>
7.1.3. Fuel tank and pipes (including heating fuel tank and pipes)	Visual inspection with the vehicle over a pit or on a hoist.	<p>Insecure tank or pipes.</p> <p>Leaking fuel or missing or ineffective filler cap.</p> <p>Damaged or chafed pipes.</p> <p>Fuel stopcock (if required) not operating correctly.</p> <p>Fire risk caused by any of the following: Leaking fuel. Fuel tank or exhaust improperly shielded. Engine compartment condition.</p> <p>LPG/CNG system not according to regulations.</p>
7.1.4. Bumpers, lateral protection and rear under-run devices	Visual inspection.	<p>Looseness or damage likely to cause injury.</p> <p>Device obviously not in accordance with regulations.</p> <p>Bumper missing.</p>
7.1.5. Spare wheel carrier (if fitted)	Visual inspection.	<p>Carrier fractured or insecure.</p> <p>A spare wheel not securely fixed in carrier.</p>
7.1.6. Coupling mechanisms and towing equipment	Visual inspection for wear and correct operation with special attention to any safety device fitted or use of measuring gauge.	<p>Component damaged, defective, or cracked.</p> <p>Excessive wear in a component.</p> <p>Attachment defective.</p> <p>Any safety device missing or not operating correctly.</p> <p>Any indicator not working.</p>
7.1.7. Transmission	Visual inspection.	<p>Loose or missing securing bolts.</p> <p>Excessive wear in transmission-shaft bearings.</p> <p>Excessive wear in universal joints.</p> <p>Deteriorated flexible couplings.</p> <p>A damaged or bent shaft.</p> <p>Bearing housing fractured or insecure.</p> <p>Dust covers missing or severely deteriorated.</p>

**Table C-1
Inspection Items, Methods, and Reasons for Rejection**

ITEM	METHOD	REASONS TO REJECT
7.1.8. Engine mountings	Visual inspection (not necessarily on a pit or hoist).	Deteriorated, loose, or fractured mountings.
7.2. Cab and bodywork		
7.2.1. Condition	Visual inspection.	<p>A loose or damaged panel or part likely to cause injury.</p> <p>Body pillar not secure.</p> <p>Leaks permitting entry of engine or exhaust fumes.</p>
7.2.2. Mounting	Visual inspection over a pit or on a hoist.	<p>Body or cab insecure.</p> <p>Body or cab obviously not located squarely on chassis.</p> <p>Unsecured or missing fixing of body or cab to chassis or cross members.</p> <p>Excessive corrosion at fixing points on integral bodies.</p>
7.2.3. Doors and door catches	Visual inspection.	<p>A door will not open or close properly.</p> <p>A door is likely to open inadvertently or will not remain closed.</p> <p>Door, hinges, catches, or pillar missing, loose, or deteriorated.</p>
7.2.4. Floor	Visual inspection over a pit or on a hoist.	Floor insecure or badly deteriorated.
7.2.5. Driver's seat	Visual inspection.	<p>A loose seat or seat with defective structure.</p> <p>Adjustment mechanism not functioning correctly.</p>
7.2.6. Other seats	Visual inspection.	<p>Seats in defective condition or not secure.</p> <p>Seats not fitted according to regulations.</p>
7.2.7. Driving controls	Visual inspection and by operation.	<p>Any control necessary for the safe operation of the vehicle not in good working order.</p> <p>Any control necessary for the safe operation of the vehicle that does not carry out the function for which it is provided (for example, automatic transmission neutral safety switch).</p>
7.2.8. Cab steps	Visual inspection.	<p>Step or step-ring not secure.</p> <p>Step or ring in a condition likely to cause injury to users.</p>
7.2.9. Other interior and exterior fittings and equipment	Visual inspection.	<p>Attachment of other fitting or equipment defective.</p> <p>Other fitting or equipment not according to regulations.</p> <p>Leaking hydraulic equipment.</p>
7.2.10. Mudguards (wings), spray-suppression devices	Visual inspection.	<p>Missing, loose, or badly corroded.</p> <p>Insufficient clearance for road wheel.</p> <p>Not according to regulations.</p>

Table C-1 Inspection Items, Methods, and Reasons for Rejection		
ITEM	METHOD	REASONS TO REJECT
8. OTHER EQUIPMENT		
8.1. Safety belts and buckles		
8.1.1. Security of mounting	Visual inspection.	Anchorage point badly deteriorated.
8.1.2. Condition	Visual inspection. Function test in case of irregularities.	Mandatory safety-belt missing or not fitted. Safety-belt damaged. Safety-belt not according to regulations. Safety-belt buckle damaged or not functioning correctly. Safety-belt retractor damaged or not functioning correctly.
8.2. Fire extinguisher (if mandatory)	Visual inspection.	Missing. Not according to regulations.
8.3. Locks and antitheft device	Visual inspection and by operation.	Device not functioning to prevent vehicle being driven.
8.4. Warning triangle	Visual inspection.	Missing or not according to regulations.
8.5. First-aid kit (if mandatory)	Visual inspection.	Missing or not according to regulations.
8.6. Wheel chocks (if mandatory)	Visual inspection.	Missing or not in good condition.
8.7. Audible warning device (signal horn)	Visual inspection and by operation.	Not working. Control insecure.
8.8. Speedometer	Visual inspection or by operation during road test.	Not fitted according to regulations. Not operational. Not capable of being illuminated.
9. ENVIRONMENTAL COMPATIBILITY		
9.1. Noise	See this publication, this appendix, section IV.	

SECTION IV NOISE LEVELS

C-24. NOISE LEVELS OF MUFFLERS AND EXHAUST SYSTEMS

All exhaust systems (manufacturer installed, or after-market) of motorcycles and automobiles will be inspected for noise levels according to the procedures in paragraph C-25. Motor vehicles exceeding the noise level of 95 decibels will be rejected.

NOTE: Many after-market exhaust systems do not conform to German noise-level standards. When a vehicle is rejected because the after-market system does not meet German standards, the owner must remove the nonconforming exhaust system and replace it with the original factory equipment or a TÜV-approved after-market system. If neither of these options is possible, the vehicle must be registered nonoperational.

C-25. NOISE-LEVEL TESTING

A stationary test will be conducted as prescribed in ECE R 41, annex 3, paragraph 4, (available at <http://www.unece.org/trans/main/wp29/wp29regs/r041r1e.pdf>) or the Code of Federal Regulations, Title 40, volume 16, part 259 (available at <http://www.nonoise.org/lawlib/cfr/40/40cfr205.htm>), figures C-1 through C-3 and table C-2.

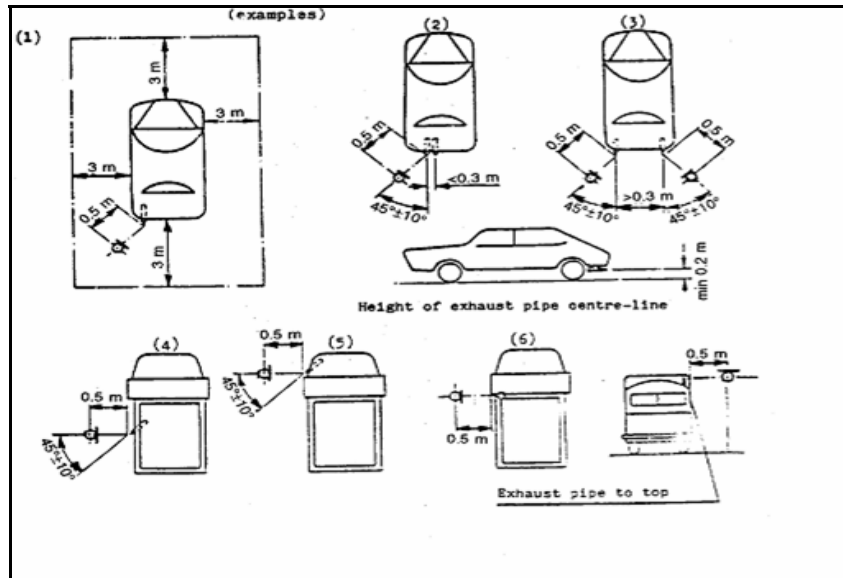


Figure C-1. Noise-Level Testing for Motor Vehicles With Three or More Wheels

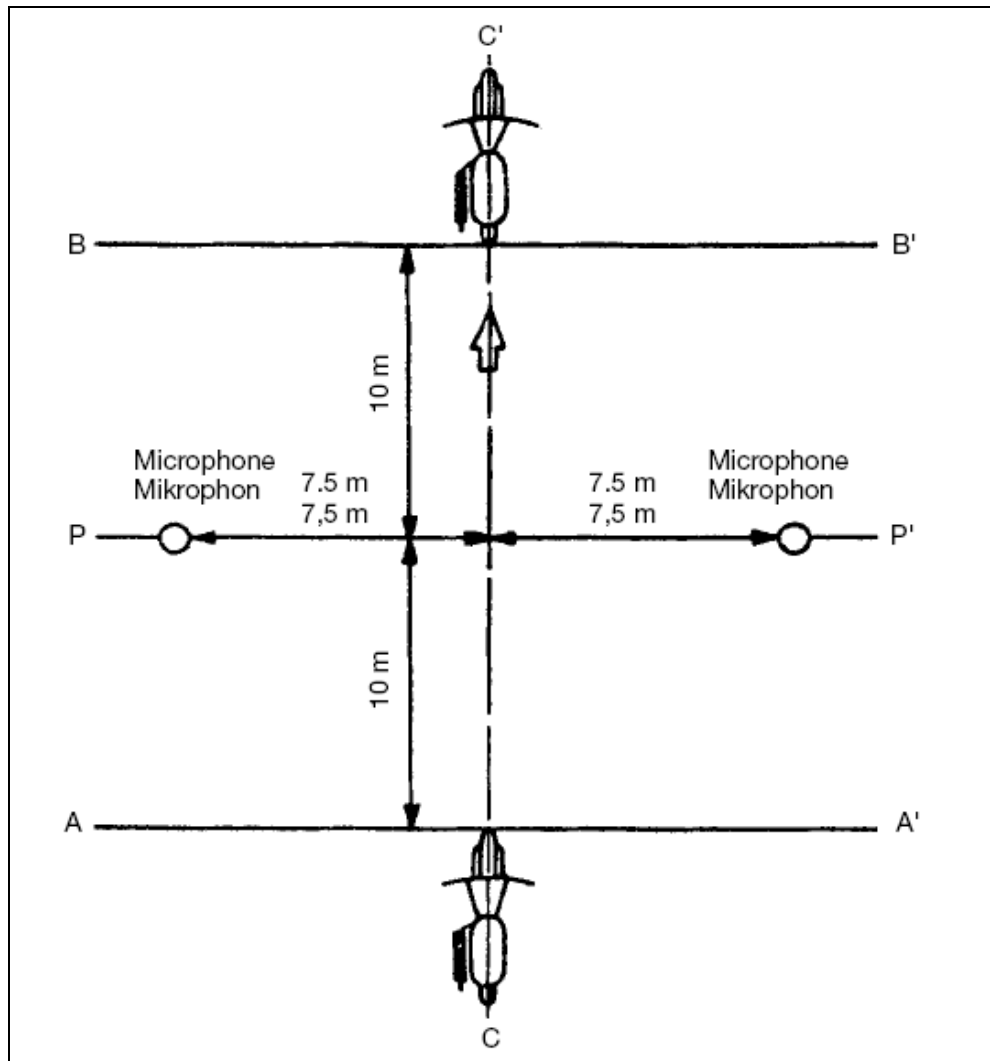


Figure C-2. Measuring Distances for Motorcycles in Motion

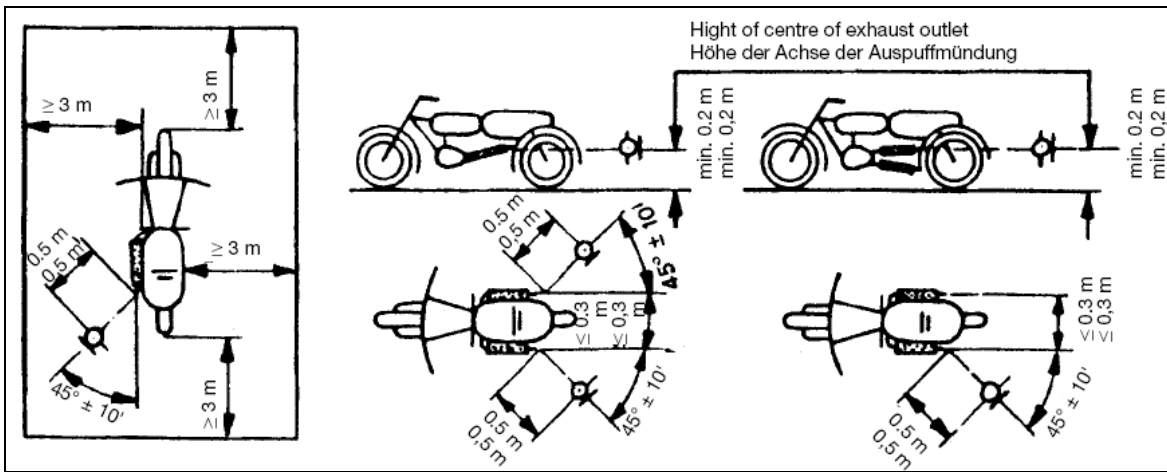


Figure C-3. Measuring Distances for Stationary Motorcycles

Table C-2 Maximum Allowable Decibels		Limit Values (dB(A))
Vehicle Categories		
6.2.2.1.1.	Passenger vehicles capable of having not more than nine seats, including the driver's seat.	95
6.2.2.1.2.	Passenger vehicles having more than nine seats, including the driver's seat, and a maximum authorized mass of more than 3.5 tons—	
6.2.2.1.2.1.	With an engine power less than 150 kW (ECE).	95
6.2.2.1.2.2.	With an engine power of 150 kW (ECE) or above.	95
6.2.2.1.3.	Passenger vehicles with more than nine seats, including the driver's seat; vehicles used for the carriage of goods—	
6.2.2.1.3.1.	With a maximum authorized mass not exceeding 2 tons.	95
6.2.2.1.3.2.	With a maximum authorized mass greater than 2 tons but not exceeding 3.5 tons.	95
6.2.2.1.4.	Vehicles used to transport goods with a maximum authorized mass exceeding 3.5 tons—	
6.2.2.1.4.1.	With an engine power less than 75 kW (ECE).	95
6.2.2.1.4.2.	With an engine power of 75 kW (ECE) or above but less than 150 kW (ECE).	95
6.2.2.1.4.3.	With an engine power of 150 kW (ECE) or above.	95
Category of Motorcycle	Engine Cylinder Capacity	Values (in dB(A))
First category	≤ 80 cm ³	95
Second category	> 80 cm ³ to 175 cm ³	95
Third category	> 175 cm ³	95

C-26. ENVIRONMENTAL EMISSIONS RESTRICTIONS ON CITY ACCESS

a. The German Environmental Emissions Law that became effective 1 January 2008 authorizes German authorities to establish environmental zones and environmental-protection zones that prohibit motor vehicles from being driven in them without an appropriate emissions-restriction decal. The decal certifies that the vehicle is manufactured to a standard that makes its emissions acceptable in those areas. The decal must be displayed on the lower right side of the windshield (opposite side from the driver).

b. Field registration offices (FRSs) provide initial-issue decals free of charge, but will charge a fee for decals when issued to replace ones that are lost, damaged, or stolen. The FRS will issue these decals based on a determination by the POV inspector. The POV inspector will make appropriate entries on the vehicle mechanical safety inspection record (AE Form 190-1H) in the additional remarks block. The requirements in this paragraph apply to cars, trucks, vans, campers, and recreational vehicles (RVs) with a loaded vehicle weight of up to 7,700 pounds. Motorcycles, three-wheeled vehicles, quads, and Government vehicles are exempted from the requirement to display a decal. Failure of a vehicle to comply with the emissions requirements will not be grounds for failing the vehicle mechanical inspection.

(1) Cars with diesel engines that are model years 1996 and older will not receive a decal: emission category 1.

(2) Cars with diesel engines that are model years 1997 to 2000 will get a red decal: emission category 2.

(3) Cars with diesel engines that are model years 2001 to 2005 will get a yellow decal: emission category 3.

(4) Cars with diesel engines that are model years 2006 and newer will get a green decal: emission category 4.

(5) Cars with gasoline engines that are model years 1992 and older will not receive a decal: emission category 1.

(6) Cars with gasoline engines that are model years 1993 and newer will get a green decal: emission category 4.

(7) POVs with diesel engines that do not meet the standards to comply with the emission requirements or those that have a lower rating than green (emission category 4) may be modified or converted to the higher standards at the owner's expense. POV owners who decide to do this must get the appropriate certification from a German Government-approved repair facility or from the authorized agencies that certify compliance such as *TÜV* or Dekra. When the owner provides proof in writing to the Registry of Motor Vehicles (RMV) that the vehicle has been modified or converted, the RMV will be issued a new emissions decal that matches the certification provided. This will be mailed to the POV owner. Vehicle inspection stations do not issue emissions decals.

c. Emission categories for vehicles in excess of 7,700 pounds loaded (for example, trucks, RVs) are as follows:

(1) Vehicles with diesel engines that are model years 1996 and older will not get a decal: emission category 1.

(2) Vehicles with diesel engines that are model years 1997 to 2001 will get a red decal: emission category 2.

(3) Vehicles with diesel engines that are model years 2002 to 2006 will get a yellow decal: emission category 3.

(4) Vehicles with diesel engines that are model years 2007 and newer will get a green decal: emission category 4.

APPENDIX D

INTERNAL CONTROLS, REVIEWS, AND AUDITS

D-1. PURPOSE

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

D-2. APPLICABILITY

This appendix applies to all Army and Air Force DTSs and FRSs.

D-3. RESPONSIBILITIES

United States Army garrison (USAG) and base support group (BSG) commanders will—

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

D-4. OBJECTIVES

a. Internal controls make up the plan of an organization and provide methods and measures adopted within an organization to—

- (1) Safeguard its assets and information.
- (2) Check the accuracy and reliability of its accounting and management information.
- (3) Promote operational efficiency.
- (4) Encourage adherence to prescribed managerial policy, laws, and regulations.

b. No amount of internal controls can absolutely prevent fraud and wrongdoing. An effective internal control system will produce an environment that ensures—

- (1) Prescribed procedures are carried out.
- (2) Changes in operating conditions are recognized.
- (3) Corrective actions are taken when the system breaks down.

D-5. FRSs

a. Inspections must be conducted according to the basic publication, paragraphs 1-4b(1) and (6).

b. The internal control system and application will be examined annually during technical inspections.

c. If an inspector detects fraud, mismanagement, or wrongdoing while inspecting FRS operations, the Registry of Motor Vehicles (RMV) must be notified immediately. The RMV will send a written notice to the station commander through the USAG or BSG commander that deficiencies must be corrected within 60 days or the station's operational certification will be withdrawn.

d. Within 60 days after receiving the written notice (c above), the USAG or BSG commander will—

- (1) Evaluate the findings and recommendations reported by the inspectors.
- (2) Determine proper action in response to inspector findings and recommendations.
- (3) Complete actions to correct or resolve matters.

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

D-6. INTERNAL CONTROL STANDARDS

USAG and BSG commanders will ensure—

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

- (1) Inventoried and reconciled monthly.
- (2) Accounted for at all times.
- (3) Secured in a locked container after duty hours.
- (4) Issued only with properly documented transactions and a receipt of fees (where applicable).
- (5) Inventoried each year by a disinterested person in the grade of E7 or above.

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

c. The daily fees are included with the automated AE Form 190-1AB and sent to the RMV daily.

d. U.S. Forces POV driver tests are administered properly.

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

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

g. Certificates of destruction are prepared and verified monthly.

h. Sensitive items (for example, license plates, station stamps) are sent only by registered mail.

APPENDIX E

PROCEDURES FOR DISPOSING OF UNWANTED POVs

E-1. APPLICABILITY

The policy and procedures in this appendix apply only to U.S. Army units in Germany. While Air Force Instruction 31-204 provides policy and procedures for Air Force units, the customs policy and procedures established for the disposal of abandoned and donated vehicles in Germany apply to both Services.

E-2. POLICY

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

(1) Export (ship) the POV at Government or personal expense.

(2) Sell or give the POV to another person who has Status of Forces Agreement (SOFA) status with tax and customs privileges.

(3) Sell or give the POV to a person who does not have SOFA status with tax and customs privileges. Before selling or giving the vehicle away, customs clearance must be effected.

(4) Donate the vehicle to the local morale, welfare, and recreation (MWR) fund using AE Form 190-1Z according to paragraph E-5 and AR 215-1. The MWR-approving officials accept donations on an individual basis. The registrant is responsible for delivering the POV to the appropriate person or facility when donating a POV.

(5) Appoint an agent using AE Form 190-1AD to exercise any of the options in (1) through (4) above after the owner leaves. Only the field registration station (FRS) is authorized to complete AE Form 190-1AD. Procedures for disposing of the POV by an agent are in the basic publication, paragraph 3-22.

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

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

E-3. GERMAN CUSTOMS REQUIREMENTS

a. Under the customs provisions of the Supplementary Agreement to the NATO Status of Forces Agreement (SOFA), members of the U.S. Forces and civilian component may transfer goods in Germany to persons and organizations that are not members of the Force or civilian component. The person or organization that receives the goods is responsible for meeting German customs obligations. Members of the Force and civilian component will not transfer POVs until the receiving person or organization has provided proof from the German customs authority that customs requirements have been fulfilled.

b. The disposal or sale of abandoned or donated vehicles to persons or organizations that do not have status under the NATO SOFA is not authorized without proper customs clearance. For customs purposes, abandoned and donated vehicles will be considered as excess or surplus goods when they are transferred to a buyer who does not have status under the NATO SOFA.

c. The *Bundesministerium der Finanzen* (Federal Ministry of Finance) has authorized chief customs inspectors from the United States Forces Customs-Europe offices to coordinate with German customs offices to ensure abandoned vehicles and vehicles donated to MWR funds receive customs clearance as surplus goods of the U.S. Forces. This procedure will enable United States Army garrison (USAG) provost marshals (PMs), base support group (BSG) chiefs of security forces (CSFs), and MWR directorates to transfer these vehicles.

d. The chief customs inspector of each United States Forces Customs-Europe office will coordinate the actions in subparagraph c above to ensure customs duties are paid when vehicles of the U.S. Forces are disposed of.

E-4. ABANDONED VEHICLES

a. PMs and CSFs will send all pertinent information about abandoned vehicles to the supporting chief customs inspector, who will send the information to the Registry of Motor Vehicles (RMV). The information must be provided on a spreadsheet and sent electronically to the RMV so that the vehicles can be removed from the vehicle registry. The RMV will add information to the spreadsheet on the “tax status” of the vehicle (for example, how the vehicle was acquired such as *Abwicklungsschein* (relief from value-added tax), AE Form 550-175A, bill of sale from German vendor). This information will be used by German customs officials to assess taxes.

b. PMs and CSFs must maintain control of all abandoned vehicles. Usually they will be kept in a lot or designated area. When such an area is not available, the chief customs inspector may approve placing the vehicles at a German vendor’s lot until customs clearance has been completed. To make the customs inspection of the vehicles more efficient, vehicles should be parked in a way for easy inspection and have a number on the windshield that corresponds to the number on the vehicle list. The hood of the vehicle should be raised or have the ability to be raised and the driver’s door must be able to be opened to verify the vehicle identification number (VIN) (U.S. vehicles only). The PM or CSF should have a person onsite to assist in the inspection. The PM or CSF is responsible for removing Government and personal property from the vehicles before disposal.

c. If the German customs official has no concerns about the vehicles, the list will be released to the German customs official for determination of the taxes to be paid by the buyer. The vehicles cannot be released to the buyer until the taxes are actually paid and verification to that effect is obtained from the German customs official, who will also stamp the list and provide a copy of it to the buyer after he or she has paid the taxes. The chief customs inspector will keep a copy of the final vehicle list.

E-5. DONATED VEHICLES

a. MWR auto craft centers at most U.S. Forces installations in Germany allow Soldiers and other authorized customers to donate their POVs. These centers normally remove usable parts and sell the remainder of the vehicle to contracted commercial recycling operations. At some installations, these centers also claim abandoned vehicles and process these vehicles as if they were donated. USAGs in Germany must coordinate the disposal of donated vehicles with the area chief customs inspector before permitting any non-SOFA status entity or individual to take possession of a vehicle that is registered with the RMV.

b. The MWR director (or a designated representative) will—

(1) Complete and forward the vehicle list as explained in paragraph E-4.

(2) Enter a sales price for each vehicle and attach a copy of the bill of sale (if applicable) for each vehicle being disposed of.

(3) Ensure all Government and personal property is removed from vehicles before disposal.

c. The procedures in paragraph E-4 apply to donated vehicles. If the MWR center sells a donated vehicle, the list provided to the United States Forces Customs-Europe chief inspector must show the sales price, which should be verified by providing a copy of the bill of sale to German customs officials.

d. German customs officials will inspect the vehicles at their discretion, collect any duties owed, and stamp the vehicle list when taxes have been paid by the vendor.

e. The procedures in subparagraphs c and d above do not apply when the MWR center sells vehicles as scrap metal using a nonappropriated fund (NAF) contract or when selling or disposing of donated vehicles through a NAF contract. In these situations, the MWR center will send a written request with all applicable details and a copy of the contract to the USAREUR PM (ECJ1-CEA-NS).

E-6. OTHER DISPOSITION METHODS

To sell a POV to a person who does not have SOFA status (AE Reg 600-700), the owner must submit AE Form 190-1S to the FRS and process the transaction through the German customs office. The German customs office will provide a customs-clearance certificate, which must be provided to the FRS. If the transaction occurred outside of Germany (for example, Bulgaria, Hungary, Poland), customs clearance must be effected in the respective country involved with an official bill of sale documenting the location of the sale and purchase information (vehicle and parties effecting the transaction) having to be submitted to the FRS.

E-7. FAILURE TO PROPERLY DISPOSE OF A POV

If a registrant fails to dispose of a POV properly before departing, USAG commanders will process the vehicle as explained in figure E-1; and BSG commanders will use the procedures in figure E-1 and the instructions in AFI 31-204.

E-8. RESPONSIBILITIES

a. **USAG and BSG Commanders.** USAG and BSG commanders will—

(1) Ensure community clearance procedures require departing personnel to clear U.S. Forces-registered POVs according to applicable Service directives.

(2) Designate a POC for administering a program to dispose of vehicles left by departing personnel.

(3) Appoint a disposal officer (c below) to process POVs of unknown status according to paragraph E-10.

(4) Appoint a board of officers (d below) to process POVs determined to be abandoned by the disposal officer.

(5) Designate a secure holding lot to store POVs being processed for disposal. If the same agency is responsible for controlling the community nonoperational, impoundment, and holding lots, POVs may be stored in the same secure area as long as they are identified appropriately. MWR strip-lots may not be used as holding lots.

b. PMs and CSFs. PMs and CSFs will—

- (1) Provide physical-security support to holding lots where POVs are stored pending disposition.
- (2) Provide information on the last known owners of POVs to the board of officers (d below).
- (3) Prepare DA Form 3975 on POVs moved to holding lots for disposal.

c. Disposal Officer. A disposal officer is an officer or noncommissioned officer in the grade of E7 or above, or civilian equivalent, appointed by the USAG or BSG commander. Disposal officers will—

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

d. Board of Officers. A board of officers will be made up of one or more commissioned officers, noncommissioned officers, or civilian employees appointed by the USAG or BSG commander to process abandoned POVs. According to DOD 4160.21-M, the board will—

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

E-9. CLEARANCE PROCEDURES

Departing personnel will—

- a. Clear through the FRS according to the basic publication, paragraph 3-21, and this appendix.
- b. Provide documentation to prove that their U.S. Forces-registered POVs have been properly disposed of according to this appendix or that an agent has been appointed according to paragraph 3-22.

E-10. PROCEDURES FOR POV DISPOSAL

Figure E-1 shows POV disposal procedures.

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

(1) Attach DD Form 2504 or AE Form 190-1AS to the POV. DD Form 2504 and AE Form 190-1AS inform the owner that the POV will be towed to a specified holding lot if not moved within 24 hours.

(2) After 24 hours, complete a condition inventory and move the POV to the community holding lot.

(3) File DA Form 3975.

b. Determining Status and Ownership. The disposal officer (para E-8c) will do the following for POVs moved to the community holding lot:

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

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

(a) Owner or agent status and location.

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

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

c. Procedures When Owner Is Determined.

(1) Notification of Owner in the Command.

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

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

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

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

(4) Disposal.

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

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

Figure E-1. POV Disposal Procedures

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

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

(1) If the board of officers (para E-8d) determines the POV fair-market value is under \$300, the POV may be released to DRMR-E for disposal.

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

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

e. Procedures for DRMR-E.

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

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

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

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

(3) Each quarter, USAG commanders will complete AE Form 190-1AH and send it to IMCOM-Europe (IMEU-LOD), Unit 29353, Box 200, APO AE 09014-0200.

Figure E-1. POV Disposal Procedures (Continued)

(Name and address)

1. Our records show that you are the owner of a (describe vehicle, including serial number, motor number, year, make, and any other details considered necessary). This vehicle has been found at (location) and is now in the custody of (name, address, and telephone number of disposal officer).
2. In accordance with AE Regulation 190-1/CNE-C6F Instruction 11240.6V/USAFE Instruction 31-202 and your instructions on AE Form 190-1AA, the vehicle described above will be given to the (name of community) morale, welfare, and recreation fund strip-lot on (date, not less than 45 days after mailing date of letter).
3. If you desire an alternative disposition, you must notify me no later than (the date specified in the preceding sentence). Only disposition instructions permitted by AE Regulation 190-1/CNE-C6F Instruction 11240.6V/USAFE Instruction 31-202 will be honored. Notification received after the date specified above will be honored only if disposition has not already been made.
4. If there is a lien on this vehicle, it is your responsibility to inform the lienholder of the intended disposition of the vehicle. Requests from lienholders to hold disposal procedures pending repossession will be honored.

(Signature block of disposal officer)

CF:
(lienholder, if appropriate)

Figure E-2. Format for Notification Letter to the Owner of a Found POV

E-11. REPOSSESSION BY LIENHOLDER

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

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

(2) Send written notification of repossession to the Registrar, USAREUR RMV, Unit 29931, APO AE 09086-9931, with the name of the person who had the loan and the circumstances of the POV's abandonment.

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

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

APPENDIX F
SUMMARY OF RESPONSIBILITIES FOR COMMANDERS AND SUPERVISORS

Table F-1 summarizes responsibilities for commanders and supervisors. This summary does not relieve commanders and supervisors of the need to establish specific administrative procedures to ensure actions are carried out properly. The glossary explains abbreviations used in the table.

Table F-1 Commander and Supervisor Responsibilities	
Responsibility	Paragraph/ Appendix
Confiscate the U.S. Forces certificate of license and send it through the local PM or CSF to the RMV when a subordinate’s driving privileges are revoked by the RMV. Commanders will hold suspended licenses until the end of the suspension period and return the license to the operator at the end of the suspension period.	2-17b and c
Take appropriate corrective action when a subordinate fails to comply with this publication.	1-4f, 2-12b
Ensure that a subordinate does not operate a POV when his or her POV registration has been canceled. Contact the MP or SF station for them to remove canceled license plates from the POV and return them to the RMV.	3-12c
Advise the suspending authority when a subordinate has accumulated 12 or more traffic points in 1 year or 18 points in 2 years.	2-14b(4)(b)
Be the approval authority for applications for racing vehicles (AE Form 190-1AA) regardless of an applicant’s rank or grade.	3-24a(1)
Notify the PM or CSF when a subordinate’s U.S. Forces POV driving privileges have been suspended or revoked.	2-17b
Ensure that first-line supervisors or platoon sergeants visually inspect the POVs of subordinates at least every 180 days and that identified deficiencies are corrected.	3-3c
Maintain DA Form 3626 for each subordinate holding a valid U.S. Forces certificate of license and POV registration.	2-22
Counsel and provide a written statement for a subordinate who has been declared ineligible for a U.S. Forces certificate of license or whose driving privileges have been suspended or revoked.	2-12b
Ensure subordinates—	
a. Have proof of ownership and valid insurance when applying for POV registration.	3-5
b. Maintain proper registration and insurance on POVs.	3-5
c. Have a valid U.S. Forces certificate of license for the class of POV registered (except nonoperational).	2-1a
d. Notify the FRS when personal or vehicle information changes.	2-8, 3-13
e. Provide satisfactory evidence of proper clearance for their POVs.	3-21
f. Properly display U.S. Forces-provided POV license plates.	3-18
g. Have their POVs inspected at least once every 2 years if the POVs are less than 6 years old, and once a year if their POVs are over 6 years old. POVs should also be inspected when there is doubt that they still meet mechanical standards.	3-4, app C
h. Promptly and properly dispose of unwanted POVs.	app E

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

G-1. GENERAL

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

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

G-2. SUSPENDING AUTHORITY

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

G-3. REVOKING AUTHORITY

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

G-4. APPELLATE AUTHORITY

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

Table G-1 Suspending Authority Responsibilities	
Responsibility	Paragraph
Investigate accidents or incidents of misconduct and suspend driving privileges when appropriate.	2-14
The following are the two categories of suspensions:	
a. Discretionary.	
(1) Suspend for appropriate period of time.	2-14a
(2) Suspend for periods not to exceed 180 days or 1 year.	2-14a(4)
b. Mandatory. Suspend for periods of 7, 30, 90, or 180 days.	2-14b
Review rebuttals and notify the Registry of Motor Vehicles when appropriate.	2-18
Review licensee appeals to adverse actions and send rebuttals to the revoking authority.	2-18, 2-19
Assess traffic points.	2-21
Withdraw registration privileges.	3-23

Table G-2	
Revoking Authority Responsibilities	
Responsibility	Paragraph
Declare a person ineligible for AE Form 190-1F for the period of time noted for offenses.	2-13a and c
Revoke driving privileges indefinitely, with petition to reinstate authorized only after—	
a. 1 year.	2-15a
b. 5 years.	2-15b
Review adverse actions against personnel in the revoking authority's chain of command. If adverse action is taken, DD Form 1408, DA Form 4833, or AE Form 190-1K must be completed, signed, and sent through the local provost marshal or chief, security forces, to the Registry of Motor Vehicles.	2-17
Review petitions for reinstatement of revoked U.S. Forces certificates of license.	2-20

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

**APPENDIX H
SUMMARY OF RESPONSIBILITIES FOR GARRISON PROVOST MARSHALS AND
CHIEFS, SECURITY FORCES**

Table H-1 summarizes responsibilities of garrison provost marshals and chiefs, security forces.

Table H-1 Garrison Provost Marshal and Chief, Security Forces, Responsibilities	
Responsibility	Paragraph/ Appendix
Assess traffic points when a response is not received from a commander or supervisor within 60 calendar days after receipt of DD Form 1408, DA Form 3946, or DA Form 3975.	2-17b, 2-22b
Confiscate an individual’s AE Form 190-1F at the time of detention or apprehension for operating a privately owned vehicle (POV) with a blood-alcohol content (BAC) over 0.5 milligram alcohol to 1.0 milliliter of whole blood or for refusing to submit to a chemical test. Confiscated licenses will be turned over immediately to the person’s commander pending resolution. Appendix J provides breath-alcohol level equivalents.	2-14, 2-15
Review DD Form 1408, DA Form 4833, or AE Form 190-1K for appropriateness and send completed forms to the Registry of Motor Vehicles (RMV).	2-17b
Monitor hours of operation for people with restricted driving privileges.	2-20d
Deny operational registration privileges up to 60 days when temporary plates are not returned on the specified date.	3-7e
Confiscate license plates on notification that the POV registration has been canceled because of lack of insurance or when notified by the RMW to pick up the license plates.	3-12c
Act on reports of lost, stolen, or recovered POVs or license plates.	app K
Remove license plates that are defaced, altered, or forged.	3-18

APPENDIX I

U.S. FORCES CERTIFICATE OF LICENSE AND MOTOR VEHICLE CLASSIFICATION SUMMARY

I-1. GENERAL

This appendix lists requirements for the different classes of privately owned vehicles (POVs). Persons with a suspended or revoked certificate of license (AE Form 190-1F) will not operate any class of vehicle until their suspended or revoked license is reinstated.

I-2. CLASSES OF VEHICLES

Vehicle classes are defined as follows:

- a. Class 1. Motorcycle with or without a sidecar and engine capacity exceeding 250 cubic centimeters (cc) (equals German class A).
- b. Class 1a. Motorcycle with engine capacity between 80 and 250 cc and not more than 20 kilowatts (equals German class A).
- c. Class 1b. Motorcycle with engine capacity less than 80 cc and speed 51 to 79 kilometers per hour (kph) (32 to 50 miles per hour (mph)) (equals German class A1).
- d. Class 2. Vehicles with more than 15 seats (except for the drivers seat); 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) (equals German classes C, CE, D, and DE).
- e. Class 3. All vehicles other than classes 1, 1a, 1b, 2, 4, and 5 (equals German classes B, BE, C1, D1, and D1E).
- f. Class 4. Motorcycles with engine capacity less than 50 cc and speed not exceeding 50 kph (32 mph) (equals German classes M and S).
- g. Class 5. Motorcycles with engine capacity less than 50 cc and speed not exceeding 25 kph (16 mph) (equals German class L).

I-3. REQUIREMENTS FOR U.S. FORCES CERTIFICATE OF LICENSE

Table I-1 lists classes of vehicles and requirements for obtaining a U.S. Forces certificate of license.

**Table I-1
U.S. Forces Certificate of License Requirements**

	Class 1 (note 1)	Class 1a (note 1)	Class 1b (notes 1, 2, & 8)	Class 2 (note 1)	Class 3 (note 1)	Class 4 (note 2)	Class 5 (note 2)
Minimum age to operate (note 3)	18 years	18 years	16 years	21 years	17 years	16 years	15 years
U.S. Forces certificate of license required	Yes (note 4)	Yes (note 4)	Yes (note 4)	Yes	Yes	Yes (note 4)	Yes
U.S. Forces registration required (AE Form 190-1A)	Yes	Yes	Yes	Yes	Yes	No (note 5)	No (note 5)
U.S. Forces-issued license plates required	Yes	Yes	Yes	Yes	Yes	No (note 6)	No (note 6)
Insurance plates required	NA	NA	NA	NA	NA	Yes (note 5)	Yes (note 5)
Protective helmets/eye protection required (note 7)	Yes	Yes	Yes	NA	NA	Yes	Yes

NOTES:

1. Family members may register class 1, 1a, 1b, 2, and 3 vehicles with German or U.S. Forces authorities. Family members who choose to register a POV with German authorities may obtain a German drivers license if they desire.
2. Mopeds may be classified as class 1b, 4, or 5, depending on the motor size or speed capacity.
3. The minimum age to obtain a U.S. Forces certificate of license is—
 - 15 years for class 5.
 - 16 years for classes 1b and 4.
 - 17 years for class 3 (The applicant must have a valid country or State drivers license for class 3.)
 - 18 years for class 1 and 1a.
 - 21 years for class 2.
4. People with a class 1, 1a, or 1b license may operate class 4 and 5 vehicles. People with class 4 licenses may operate class 5 vehicles. Proof of having attended the 4-hour motorcycle orientation course and, if required, German certification for Army military and civilian personnel and their Family members, is a prerequisite to obtaining a U.S. Forces certificate of license for this class.
5. Registration documents are prepared and provided by German insurance companies.
6. People with class 4 and 5 vehicles will have them mechanically inspected at a U.S. Forces POV inspection station and have AE Form 190-1I in their possession when operating the vehicle.
7. Approved motorcycle protective equipment is defined in the glossary.
8. Individuals under 25 years old applying for a German class 1a license must wait 2 years before they can progress to a class 1 license. Individuals must show proof of having operated a class 1b motorcycle for 4,000 kilometers.

APPENDIX J
BREATH- AND BLOOD-ALCOHOL LEVEL EQUIVALENTS

The level of alcohol in the breath depends on the concentration of alcohol in the blood. This is known as Henry’s Law that states the breath-alcohol level depends on the blood-alcohol concentration. The relationship between blood-and breath-alcohol concentrations is well-defined and the blood-to-breath ratio is known. Although it may vary slightly from person to person, the most appropriate and commonly accepted ratio of arterial blood to expired deep-lung breath alcohol concentrations for forensic purposes is 2,100 to 1. Therefore, to convert breath-alcohol readings in micrograms per 100 milliliters to blood-alcohol concentrations in milligrams per 100 milliliters, multiply by 0.21. Table J-1 provides conversions.

Table J-1					
Breath- and Blood-Alcohol Level Equivalents					
Breath-Alcohol Level	Blood-Alcohol Level	Breath-Alcohol Level	Blood-Alcohol Level	Breath-Alcohol Level	Blood-Alcohol Level
0.01	0.00210	0.34	0.07140	0.67	0.14070
0.02	0.00420	0.35	0.07350	0.68	0.14280
0.03	0.00630	0.36	0.07560	0.69	0.14490
0.04	0.00840	0.37	0.07770	0.70	0.14700
0.05	0.01050	0.38	0.07980	0.71	0.14910
0.06	0.01260	0.39	0.08190	0.72	0.15120
0.07	0.01470	0.40	0.08400	0.73	0.15330
0.08	0.01680	0.41	0.08610	0.74	0.15540
0.09	0.01890	0.42	0.08820	0.75	0.15750
0.10	0.02100	0.43	0.09030	0.76	0.15960
0.11	0.02310	0.44	0.09240	0.77	0.16170
0.12	0.02520	0.45	0.09450	0.78	0.16380
0.13	0.02730	0.46	0.09660	0.79	0.16590
0.14	0.02940	0.47	0.09870	0.80	0.16800
0.15	0.03150	0.48	0.10080	0.81	0.17010
0.16	0.03360	0.49	0.10290	0.82	0.17220
0.17	0.03570	0.50	0.10500	0.83	0.17430
0.18	0.03780	0.51	0.10710	0.84	0.17640
0.19	0.03990	0.52	0.10920	0.85	0.17850
0.20	0.04200	0.53	0.11130	0.86	0.18060
0.21	0.04410	0.54	0.11340	0.87	0.18270
0.22	0.04620	0.55	0.11550	0.88	0.18480
0.23	0.04830	0.56	0.11760	0.89	0.18690
0.24	0.05040	0.57	0.11970	0.90	0.18900

**Table J-1
Breath- and Blood-Alcohol Level Equivalents**

Breath-Alcohol Level	Blood-Alcohol Level	Breath-Alcohol Level	Blood-Alcohol Level	Breath-Alcohol Level	Blood-Alcohol Level
0.25	0.05250	0.58	0.12180	0.91	0.19110
0.26	0.05460	0.59	0.12390	0.92	0.19320
0.27	0.05670	0.60	0.12600	0.93	0.19530
0.28	0.05880	0.61	0.12810	0.94	0.19740
0.29	0.06090	0.62	0.13020	0.95	0.19950
0.30	0.06300	0.63	0.13230	0.96	0.20160
0.31	0.06510	0.64	0.13440	0.97	0.20370
0.32	0.06720	0.65	0.13650	0.98	0.20580
0.33	0.06930	0.66	0.13860	0.99	0.20790

APPENDIX K REPORTING LOST, STOLEN, OR RECOVERED POVs AND LICENSE PLATES

K-1. GENERAL

This appendix prescribes procedures for—

- a. Receiving and recording lost, stolen, or recovered privately owned vehicles (POVs) and license plates.
- b. Informing applicable agencies of the actions in subparagraph a above.

K-2. PROCEDURES

- a. If any vehicle registered by U.S. Forces in Germany is reported lost or stolen or one or both license plates are lost, stolen, or recovered, the owner will immediately report to the nearest military police (MP) or security forces (SF) station. POVs in nonoperational status will be reported by chassis number.
- b. When MP or SF stations are not near the scene of the incident, the owner will notify local civilian authorities. The owner will report the incident to the nearest MP or SF station within 24 hours after returning to his or her duty station.
- c. The MP or SF will report thefts and losses by completing AE Form 190-1AU. If one or more license plates are missing, an MP or SF official will determine who is negligent for the loss of the plates (because the plates are Government property) and indicate the determination in the Remarks block (block 15) on AE Form 190-1AU. AE Form 190-1AU will be kept in local MP or SF files. A copy of the form will be immediately carried to the nearest German police station or given to the attached German police liaison officer, if available.
- d. The MP and SF station will immediately use the vehicle-registration police numbers to report the information on AE Form 190-1AU when lost, stolen, or recovered POVs or license plates are reported. The Registry of Motor Vehicles (RMV) will provide the vehicle-registration numbers directly to MP and SF stations.

K-3. RECOVERED VEHICLES AND LICENSE PLATES

- a. Recovered vehicles and license plates will be reported the same way as lost or stolen vehicles and license plates (para K-2).
- b. License plates (if any) remaining on a recovered vehicle will be turned in immediately to the local field registration station (FRS) or the nearest MP or SF station. After notifying the MP or SF station, the owner must apply for replacement of U.S. Forces-issued plates through the FRS (basic pub, para 3-16a).
- c. Recovered European-style license plates that have been reported as lost or stolen will be returned to the RMV for destruction and will not be reissued. U.S.-Forces-issued German license plates that have been reported lost or stolen will also be returned to the RMV for destruction. These license plate numbers will not be reused until at least 5 years after the date the loss or theft was reported.

GLOSSARY

SECTION I ABBREVIATIONS

AAFES	Army and Air Force Exchange Service
ADAC	<i>Allgemeiner Deutscher Automobil Club</i> (General German Automobile Club)
ADAPT	alcohol and drug abuse prevention and treatment
AE	Army in Europe
AFI	Air Force instruction
AIC	assistant installation coordinator
APO	Army post office
AR	Army regulation
ASAP	Army Substance Abuse Program
ASU	<i>Abgassonderuntersuchung</i> (emissions decal)
BAC	blood-alcohol content
BRC	Basic Rider Course
BSG	base support group [USAFE]
cc	cubic centimeter
CG, USAREUR/7A	Commanding General, United States Army Europe and Seventh Army
CNE-C6F	Commander, U.S. Naval Forces, Europe/Command, U.S Sixth Fleet
CSF	chief, security forces
dB(A)	decibel (A-weighting)
DES	director of emergency services
<i>DIN</i>	<i>Deutsche Industriennorm</i> (German industrial standard)
DOD	Department of Defense
DOL	director of logistics
DOT	United States Department of Transportation
DRMR-E	Defense Reutilization and Marketing Region - Europe
DTS	drivers testing station
DWI	driving while intoxicated
ECE-R	[United Nations] Economic Commission for Europe regulation
ERC	Experienced Rider Course
ERMC	United States Army Europe Regional Medical Command
ETS	expiration of term of service
EU	European Union
FRS	field registration station
GCMCA	general court-martial convening authority
GVM	gross vehicle mass
GVWR	gross vehicle weight rating
HQ USAREUR/7A	Headquarters, United States Army Europe and Seventh Army
ICC	insurance confirmation card
ID	identification
IMCOM-Europe	United States Army Installation Management Command, Europe Region
<i>KFB</i>	<i>Kraftfahrzeugbrief</i> (vehicle registration certificate)
kph	kilometers per hour
kW	kilowatt
LFAO-M	Logistics Field Operating Activity (Maintenance)
LPG/CNG	liquefied petroleum gas/converted natural gas
MIPR	military interdepartmental purchase request

MOS	military occupational specialty
MP	military police
mph	miles per hour
MSF	Motorcycle Safety Foundation
MWR	morale, welfare, and recreation
NAF	nonappropriated fund
NATO	North Atlantic Treaty Organization
OF	optional form
OPM	Office of the Provost Marshal, Headquarters, United States Army Europe and Seventh Army
PCS	permanent change of station
PM	provost marshal
POC	point of contact
POL	petroleum, oils, and lubricants
POV	privately owned vehicle
PPE	personal protective equipment
PS	<i>Pferdestärke</i> (horsepower)
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
<i>StVZO</i>	<i>Straßenverkehrs-Zulassungs-Ordnung</i> (Road Traffic Licensing Regulation)
TDY	temporary duty
<i>TÜV</i>	<i>Technischer Überwachungsverein</i> (Technical Control Association)
UCMJ	Uniform Code of Military Justice
U.S.	United States
USAFE	United States Air Forces in Europe
USAG	United States Army garrison
USAREUR	United States Army Europe
USEUCOM	United States European Command
VERINET	Vehicle Registry Information Network
VESC-8	Vehicle Equipment Safety Commission Regulation, standard 8
VIN	vehicle identification number

SECTION II TERMS

abandoned vehicle

A vehicle that has gone through the procedures in section 2575, Title 10, United States Code (basic pub, app E). Vehicles that have been stationary for an extended period (except vehicles in authorized deployment holding lots) and vehicles missing license plates or other evidence of ownership are vehicles that will become officially “abandoned vehicles.”

accompanied personnel

Sponsors in the command with Family members (with or without spouse) accompanying them.

appellate authority

An officer (O6 or above) or civilian supervisor of equivalent grade next above the revoking authority in the chain of command of the licensee. A civilian appellate authority takes no action relating to military personnel and their Family members. Such cases are referred to the military chain of command.

authorized emergency vehicle

An ambulance; a motor vehicle belonging to a fire department; or a motor vehicle belonging to a Federal, State, or host-nation law-enforcement agency authorized to be used as an emergency vehicle.

authorized insurance company

Companies licensed and regulated or otherwise authorized by German authorities to sell the mandatory third-party liability insurance in Germany.

commander

A commissioned or noncommissioned officer in command of a unit or other organization.

Begleitetes Fahren ab 17 (B17) driving authorization

A temporary authorization issued by a competent German drivers-license authority (*Fahrerlaubnisbehörde*) after a person (who is at least 17 years old) has completed the regular drivers-license test. It is valid only in Germany. 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 be a reliable driver (not received more than 3 points under the German drivers license system).

country license

A valid license from any sovereign country or any State or territory of the United States.

deployment

When an individual assigned to a unit in Germany leaves on assignment to an ongoing military mission outside Germany (for example, in Bosnia, Iraq, Kosovo) for an extended period.

driver

The person driving or in physical control of a motor vehicle.

driving privilege

The privilege extended to a person permitting the operation of a privately owned vehicle in Germany. This privilege, once extended, is subject to administrative suspension or revocation by appropriate authorities.

highway

A public thoroughfare for vehicular traffic; a main direct road.

immediate safety hazard

A mechanical deficiency that could cause harm to the operator, occupants, other traffic users, or the environment.

indecent and obscene material

Written or graphic material that describes or depicts sexual or excretory activities or organs in terms or in a way that is offensive, as measured by contemporary community standards. Such material is obscene if, taken as a whole, the material is intended to arouse interest in sex; is offensive because it affronts contemporary community standards relating to the description or representation of sexual matters; and is completely without redeeming social value.

ineligible

A status that indicates loss of driving privileges when the offender does not have a valid license to suspend. The sanction will be the same as that for suspendable and revocable offenses.

motorcycle

A vehicle designed to travel with no more than two wheels in contact with the ground. Included in this category are electric scooters, mopeds, motor-powered skateboards, motor scooters, motorbikes with or without a sidecar attached that are propelled by an engine (fuel or electric) and require the operator to have a class 1, 1a, 1b, 4, or 5 U.S. Forces certificate of license.

motorcycle eye protection

An eye protective device that meets Vehicle Equipment Safety Commission Regulation standard 8.

motorcycle helmet

A helmet that meets American National Standards Institute standard Z90-1 or Economic Commission for Europe Norm 22-02 for foreign-made helmets.

motor vehicle

A self-propelled, wheeled conveyance that does not run on rails, but is manufactured primarily for use on public roads.

operation of privately owned vehicle

Driving or otherwise being in physical control of a motor vehicle. A person is in physical control when in a position to regulate or restrain the vehicle's operation or movement.

pocket bike

Also known as *pocket rocket* and *mini-moto*. These bikes are tiny, gas-powered motorcycles that can travel up to 55 miles per hour. They are about 2 feet high and 40 inches long and weigh about 40 pounds. They can hold adults up to 550 pounds. These vehicles cannot be registered or operated on public roads or U.S. installation in Germany unless certified by the manufacturer for operation on public roads and which must be inspected and registered like any other vehicle (including insurance requirements).

privately owned vehicle (POV)

As used in this publication, the term POV refers to vehicles owned by private individuals for their personal use, to include any class of vehicle used exclusively in racing events. Vehicles used periodically and primarily for recreation such as motorcycles, trikes, quads, and motor homes are recreational vehicles. Antique and classic vehicles that are 25 years old or older are also considered recreation vehicles.

quad

A vehicle with four wheels, no protective body structure, and designed for on-road and off-road use. These vehicles must be registered as automobiles for use on public highways and roads only when passing a mechanical inspection to ensure that they are in compliance with all standards applicable to regular automobiles.

racing

Competition of speed between motor vehicles on a public highway.

reinstating authority

For other than Navy and Air Force personnel, the authority to reinstate revoked driving privileges for driving while intoxicated will be the United States Army garrison or authority designated in writing by the United States Army garrison commander. For Navy and Air Force personnel, the authority to reinstate revoked driving privileges will be according to OPNAV 11200.5C and Air Force Instruction 31-204, respectively. For a person whose license was revoked for causes other than driving while intoxicated, the authority to reinstate revoked driving privileges is limited to the base support group commander.

restraining device

A device designed to hold a person steady in a seat (for example, seatbelt, lap belt, shoulder belt, child-restraining device).

revocation

Loss of driving privileges for an indefinite period of up to 5 years.

revoking authority

An officer (O4 or above) or GS-12 (or equivalent) civilian supervisor, next above the suspending authority in the chain of command of the licensee. If a commander has designated an O4 or GS-12 (or equivalent) to act as suspending authority for a unit, organization, or group of people, the commander will be the revoking authority. With the exception of the USAREUR Registrar and Deputy USAREUR Registrar, a civilian revoking authority will not revoke driving privileges of military personnel or their family members. Such cases will be referred to the military chain of command.

right-of-way

A precedence in passing accorded to one vehicle over another by custom, decision, or statute; the legal right of traffic to take precedence; the legal right to take precedence over others.

sponsor

A person entitled to logistic support in the European theater because of assignment to or employment by the U.S. Forces or by a civilian component of the U.S. Forces. Dual-status persons entitled to have two identification cards, because they or their spouses are employed and considered overseas sponsors while they rely on another sponsor for uniformed-service benefits. Persons employed by DOD on Family-member appointments do not have dual status and are entitled to privileges only because they have an overseas sponsor.

supervisor

A commissioned officer or civilian employee of equivalent grade exercising supervisory responsibilities over military or civilian personnel. This authority may be delegated to a noncommissioned officer.

suspending authority

An officer or civilian equivalent immediately senior to the licensee in the chain of command or an officer who has been designated by a commander (O4 or above, but normally the company commander) to act as suspending authority for a unit or organization.

suspension

Loss of driving privileges for a specific period from 7 days to 1 year.

theaterwide ban

A form of personal status in which an individual loses logistic support, including Government employment in Germany and entrance privileges to U.S. Forces installations.

trike

A three-wheeled vehicle that uses a motorcycle-type engine or an automobile engine. A motorcycle with sidecar is not a trike. Trikes must be registered as automobiles; they will not, however, be required to have two registration plates. Registration plates for these vehicles will be mounted on the rear of the vehicle. Trikes will be required to pass a mechanical inspections under the same standards as regular automobiles. The only exception will be that a trike does not require seatbelts.

truck

A motor vehicle designed, used, and maintained primarily to transport cargo.

unclaimed privately owned vehicle

A vehicle that has not been properly disposed of, and for which the owner can be identified.

U.S. Forces certificate of license

AE Form 190-1F or AE Form 190-1G that U.S. Forces military and civilian personnel and their Family members must have to drive in Germany. This does not include the operation of Government vehicles, which can be operated using OF 346 or Air Force Form 2293.

verifying authority

The local community driver testing or registration clerk who examines applications for correctness and verifies logistic support.