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USAREUR Pamphlet 190-34

Change 1

Headquarters
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16 July 2002

USAFE Pamphlet 31-206

Change 1

Military Police

Drivers Handbook and Examination Manual for Germany

For the Commander:

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Summary. This change provides updated military licensing procedures and provides corrections to signs that were misprinted.

Suggested Improvements. The proponent of this change is the USAREUR Vehicle Registry (AEAPM-S-VR, 386-7271). Users may suggest improvements to the basic pamphlet by sending a DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the USAREUR Vehicle Registry (AEAPM-S-VR), HQ USAREUR/7A, Unit 29230, APO AE 09102.

Distribution. A (UPUBS).

1. The following pages in USAREUR Pamphlet 190-34/USAFE Pamphlet 31-206, 18 March 2002, have been changed:

   a. 6 through 8

   b. B-10

   c. B-15

   d. C-21

2. Separate the replacement pages from this coversheet and attach them over (for example, by stapling, taping, or glueing) the pages they replace.

3. File this change in front of the pamphlet for reference.

These changes have been incorporated into the basic pamphlet at https://www.aeaim.hqusareur.army.mil/library/home.htm.

PART ONE
U.S. FORCES CERTIFICATE OF LICENSE FOR PRIVATELY OWNED VEHICLES

CHAPTER 1
REQUIREMENTS FOR OBTAINING A U.S. FORCES CERTIFICATE OF LICENSE FOR PRIVATELY OWNED VEHICLES

SECTION I
GENERAL

1-1. AUTHORITY

a. Under the provisions of the German Supplementary Agreement to the NATO Status of Forces Agreement (SOFA), the U.S. Forces in Germany may issue an AE Form 190-1F (U.S. Forces Certificate of License/*Führerschein för Privatfahrzeuge*) for privately owned vehicles (POVs) to U.S. military personnel, civilian component members (referred to in this pamphlet as civilian employees), and their family members in Germany.

(1) All applicants for a U.S. Forces certificate of license must have a valid country license before they can drive in Germany.

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

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

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

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

(2) Vehicle does not meet mechanical standards.

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

1-2. DRIVING IS A PRIVILEGE, NOT A RIGHT

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

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

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

1-3. IMPLIED-CONSENT PROVISIONS

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

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

c. Drivers who refuse to submit to or complete chemical tests will have their certificate of license revoked indefinitely. This administrative action has no effect on procedures to be followed under the Uniform Code of Military Justice (UCMJ). Chapter 2, section IV, provides information about suspensions and revocations for incidents involving the use of intoxicants or controlled substances.

d. If a U.S. Forces certificate of license is suspended or revoked, the licensee will not operate any vehicle in Germany (including German-plated vehicles and rental vehicles) until his or her U.S. Forces certificate-of-license privileges are restored. The only exception to this policy is for military members whose commanders permit them to keep their military license (OF 346 (U.S. Government Motor Vehicle Operator's Identification Card) or AF Form 2293 (U.S. Air Force Motor Vehicle Operator Identification Card)) to operate military vehicles.

SECTION II
OBTAINING A U.S. FORCES CERTIFICATE OF LICENSE

1-4. APPLICABILITY

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

b. Army personnel may be issued an OF 346 for a class 3 license (up to a 15-passenger van) only if they have a valid country license and they have completed the driver orientation and passed the tests in paragraph 1-6a(4)).

c. A U.S. Forces certificate of license (AE Form 190-1F) is valid for 6 years for the vehicle class identified unless the license is suspended or revoked.

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

1-5. CLASSIFICATION OF VEHICLES AND LICENSES

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

(1) Class 1. Motorcycle, with or without sidecar. Engine capacity exceeding 250 cubic centimeters (cm^3).

(2) Class 1a. Motorcycle. Engine capacity between 80 cm^3 and 250 cm^3, and not more than 20 kilowatts.

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

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

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

(6) Class 4. Motorcycle. Engine capacity less than 50 cm^3. Capable of speeds of not more than 50 kph/31 mph.

(7) Class 5. Motorcycle. Engine capacity less than 50 cm^3. Capable of speeds of not more than 25 kph/16 mph.

b. Applicants must be—

(1) 15 years old for a class 5 license.

(2) 16 years old for a class 1b or 4 license.

(3) 18 years old or a class 1, 1a, or 3 license.

(4) 21 years old for a class 2 license.

c. Individuals who want to add a new class to their certificate of license while stationed in Germany must either return to the United States and have the new class added to their state drivers license or obtain a German drivers license. U.S. Forces in Germany cannot issue a new class to a U.S. Forces certificate of license. Information may be transferred only from a valid country license to a U.S. Forces certificate of license. Individuals must be at least 17 years old to apply for a class 3 U.S. Forces certificate of license with a valid country license.

1-6. PROCEDURES FOR OBTAINING A U.S. FORCES CERTIFICATE OF LICENSE

a. For a class 2 or 3 license, military personnel, civilian employees, and family members must—

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

(2) Present their application, a valid country license, and identification card to the servicing driver testing station.

(3) Complete the 2-hour driver orientation.

(4) Pass both the written and international road-sign tests.

(a) Both tests will be waived initially for applicants who have a valid drivers license for a designated vehicle class issued by German civil authorities or by another U.S. military command in Europe that prescribes equivalent U.S. Forces POV-testing procedures.

(b) Appendix B provides international road signs. Appendix C provides sample test questions and answers.

(5) Have one of the following instead of taking a road test:

(a) Rescinded.

(b) Valid drivers license for a designated vehicle class issued by German civil authorities or by the civil authorities of a state or territory of the United States.

(6) Pass the visual-acuity test.

(7) Pay the applicable fee by check or money order.

b. Applicants who fail either test (written or road-sign recognition) twice within a 2-week period will be ineligible for testing for a further 2 weeks. Applicants who fail either test a third time will be ineligible for retesting for 60 days. The 60-day waiting period applies to all retesting.

c. For class 1, 1a, 1b, 4, and 5 licenses, Army personnel, civilian employees, and family members (see d below for Air Force and Navy requirements) will—

(1) Complete the requirements in a above.

(2) Attend a special 4-hour motorcycle orientation.

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

1. Complete motorcycle training at a German *Fahrschule* (driving school) at their own expense and obtain a German drivers license for the appropriate class.

2. Apply at the servicing testing station for the class of motorcycle licensed.

(b) Experienced applicants are individuals who can provide proof of previously having a license for the class of motorcycle for which they are applying. The license may have been issued by the civil authorities of any country, a state or territory of the United States, or another U.S. military command in Europe. Experienced applicants must—

1. Pass the USAREUR motorcycle test. Appendix F is a study guide for the USAREUR motorcycle test.

2. Pass a motorcycle-proficiency course.

3. Complete the requirements in (a)1 and 2 above if they fail either test in 1 and 2 above.

d. For class 1, 1a, 1b, 4, and 5 licenses, Air Force and Navy military and civilian personnel and their family members must complete the requirements in a above.

(1) Experienced applicants (individuals who can provide proof of motorcycle training) must—

(a) Have at least 3 months of motorcycle-riding experience or possess a Motorcycle Safety Foundation (MSF) course completion card and have attended Course IVB, Experienced Rider Course (ERC) (which replaced the Better Biker Program (BBP)).

(b) Personnel who completed the BBP are not required to take the ERC.

(2) Novice applicants (c(2)(a) above) must complete the requirements in c(2)(a)1 and 2 above.

(3) Applicants for licenses for operating mopeds, motor-assisted bicycles, and motorscooters must attend Course IVA, Motorcycle Rider Course-Riding and Street Skills (MRC:RSS); or Course IVB, ERC. The installation motorcycle instructor will determine the degree of training needed based on the applicant's riding experience.

CHAPTER 2
TRAFFIC LAWS AND THEIR ENFORCEMENT

SECTION I
BASIC GERMAN TRAFFIC LAWS

2-1. RESPONSIBILITIES OF U.S. FORCES PERSONNEL

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

(1) German traffic laws and regulations.

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

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

(4) USAREUR military police (MP) and USAFE security forces (SF) traffic signals and directions.

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

94. End of Minimum Speed Zone. Indicates the end of the minimum speed requirement shown on the sign.

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

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

97. End of Autobahn. Posted just before the end of the autobahn. This sign may indicate the distance in meters to the end of the autobahn.

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

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

100. End of Restriction. Posted where the restrictions required by sign 99 end.

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

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

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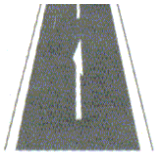

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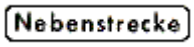

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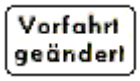

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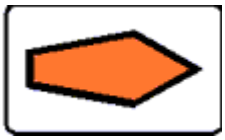

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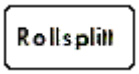

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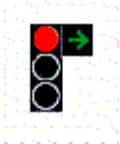

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145. Arrow on Pavement. Indicates the end or beginning of authorized passing.

146. *Stau*. Posted to warn of an upcoming traffic jam (*Stau*). This is not a permanent sign. *STAU* may appear on a number of backgrounds (for example, on the back of a police car, on a banner draped over a bridge).

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

148. Secondary Route (Supplemental Sign). Indicates the route to use when a detour exists.

149. Right-of-Way Changed (Supplemental Sign). Indicates that the right-of-way has changed from what is posted.

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

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

152. Road Damage. Posted where the next stretch of road is damaged.

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

154. Parking for Hikers. Indicates areas where hikers may park their vehicles and begin their hike.

155. Traffic Jam Ahead. Indicates that a traffic jam may be ahead.

156. Green Arrow Sign. Permits a right turn from the right lane after stopping and clearing traffic from the left.

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

158. NATO Vehicles. Indicates the maximum weight (in tons) of NATO vehicles allowed to cross a bridge when two vehicles are crossing simultaneously or one at a time.

1. a.	23. b	45. a.	67. a.	89. b	111. d	133. c
2. b	24. d	46. a.	68. c	90. a.	112. a	134. d
3. d	25. a	47. a	69. b	91. a	113. a	135. d
4. a	26. a	48. b	70. a	92. a	114. c	136. a
5. b	27. a	49. a	71. b	93. a	115. a	137. c
6. b	28. a	50. b	72. a	94. d	116. b	138. b
7. b	29. a	51. b	73. c	95. a	117. c	139. a
8. a	30. a	52. b	74. a	96. b	118. c	140. a
9. a	31. a	53. c	75. b	97. b	119. a	141. b
10. b	32. a	54. a	76. a	98. a	120. b	142. d
11. b	33. b	55. a	77. b	99. b	121. a	143. a
12. b	34. a	56. b	78. b	100. b	122. b	144. c
13. a	35. b	57. a	79. c	101. b	123. a	145. b
14. c	36. b	58. a	80. c	102. a	124. a	146. b
15. a	37. c	59. b	81. a	103. a	125. b	147. a
16. a	38. b	60. a	82. a	104. d	126. c	148. c
17. a	39. a	61. c	83. d	105. c	127. a	149. a
18. b	40. d	62. a	84. a	106. b	128. b	150. a
19. d	41. a	63. b	85. b	107. a	129. a	151. c
20. a	42. b	64. a	86. c	108. a	130. a	152. a
21. a	43. a	65. b	87. c	109. b	131. a	153. b
22. a	44. a	66. b	88. b	110. c	132. b	154. b

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USAFE Pamphlet 31-206

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18 March 2002

***USAFE Pamphlet 31-206**

Military Police

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Colonel, USAF
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Summary. This pamphlet is a digest of military regulations, European laws, and practices pertaining to the registration and operation of motor vehicles in Germany.

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

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

• According to AR 190-5/AFR 124-14, the policy and procedures in USAREUR Regulation 190-1/USAFE Instruction 31-202 are controlling in cases of conflict.

Summary of Change. This revision adds a study guide for the USAREUR motorcycle test (app F).

Applicability. This pamphlet applies to—

• Members of the U.S. Forces and the civilian component (including family members of both) assigned or employed in Germany. Members of the U.S. Forces and the civilian component in Germany on official temporary duty (TDY) may apply for and be granted certificates of license to operate USAREUR-registered privately owned vehicles (POVs), provided the TDY is for more than 30 days. These applicants must comply with all applicable requirements of this pamphlet.

***This pamphlet supersedes USAREUR Pamphlet 190-34/USAFE Pamphlet 31-206, 1 January 2001.**

This pamphlet is available at https://www.aeaim.hqusareur.army.mil/library/home.htm.

• Nonappropriated-fund agencies and other organizations and their employees authorized to register non-U.S. Government motor vehicles with USAREUR.

• USAFE personnel in Germany only for policy and procedures governing licensing of POV drivers in Germany and registering POVs with the USAREUR Registry of Motor Vehicles. USAFE personnel will refer to AFI 31-204 for all other aspects of motor vehicle traffic supervision (for example, suspension, revocation, point assessment).

• Non-U.S. personnel assigned to international military headquarters in Germany who are authorized U.S. Forces certificates of license and POV registration privileges, as determined by the CG, USAREUR/7A (AEAPM-S-VR).

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

Forms. USAREUR and higher-level forms (printed and electronic) are available through the USAREUR Publications System (UPUBS) at *https://upubs.army.mil*.

Suggested Improvements. The proponent of this pamphlet is the Office of the Provost Marshal, HQ USAREUR/7A (AEAPM-S-VR, 386-7271). Users may suggest improvements to this pamphlet by sending a DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander, USAREUR/7A, ATTN: AEAPM-S-VR, Unit 29230, APO AE 09102.

Distribution. A (UPUBS).

NOTE: The glossary defines abbreviations used in this pamphlet.

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PART ONE
U.S. FORCES CERTIFICATE OF LICENSE FOR PRIVATELY OWNED VEHICLES

CHAPTER 1
REQUIREMENTS FOR OBTAINING A U.S. FORCES CERTIFICATE OF LICENSE FOR PRIVATELY OWNED VEHICLES

SECTION I
GENERAL

1-1. AUTHORITY

a. Under the provisions of the German Supplementary Agreement to the NATO Status of Forces Agreement (SOFA), the U.S. Forces in Germany may issue an AE Form 190-1F (U.S. Forces Certificate of License/*Führerschein für Privatfahrzeuge*) for privately owned vehicles (POVs) to U.S. military personnel, civilian component members (referred to in this pamphlet as civilian employees), and their family members in Germany.

(1) All applicants for a U.S. Forces certificate of license must have a valid country license or a military license (OF 346 (US Government Motor Vehicle Operator's Identification Card) or AF Form 2293 (US Air Force Motor Vehicle Operator Identification Card)) before they can drive in Germany.

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

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

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

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

(2) Vehicle does not meet mechanical standards.

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

1-2. DRIVING IS A PRIVILEGE, NOT A RIGHT

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

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

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

1-3. IMPLIED-CONSENT PROVISIONS

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

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

c. Drivers who refuse to submit to or complete chemical tests will have their certificate of license revoked indefinitely. This administrative action has no effect on procedures to be followed under the Uniform Code of Military Justice (UCMJ). Chapter 2, section IV, provides information about suspensions and revocations for incidents involving the use of intoxicants or controlled substances.

d. If a U.S. Forces certificate of license is suspended or revoked, the licensee will not operate any vehicle in Germany (including German-plated vehicles and rental vehicles) until his or her U.S. Forces certificate-of-license privileges are restored. The only exception to this policy is for military members whose commanders permit them to keep their military license (OF 346 or AF Form 2293) to operate military vehicles.

SECTION II
OBTAINING A U.S. FORCES CERTIFICATE OF LICENSE

1-4. APPLICABILITY

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

b. Army personnel who take the test referenced in paragraph 1-6 will obtain an OF 346 or AF Form 2293 for a class 3 license (up to a nine-passenger van) if they successfully complete all parts.

c. A U.S. Forces certificate of license (AE Form 190-1F) is valid for 6 years for the vehicle class identified unless the license is suspended or revoked.

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

1-5. CLASSIFICATION OF VEHICLES AND LICENSES

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

(1) Class 1. Motorcycle, with or without sidecar. Engine capacity exceeding 250 cubic centimeters (cm^3).

(2) Class 1a. Motorcycle. Engine capacity between 80 cm^3 and 250 cm^3, and not more than 20 kilowatts.

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

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

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

(6) Class 4. Motorcycle. Engine capacity less than 50 cm^3. Capable of speeds of not more than 50 kph/31 mph.

(7) Class 5. Motorcycle. Engine capacity less than 50 cm^3. Capable of speeds of not more than 25 kph/16 mph.

b. Applicants must be—

(1) 15 years old for a class 5 license.

(2) 16 years old for a class 1b or 4 license.

(3) 18 years old or a class 1, 1a, or 3 license.

(4) 21 years old for a class 2 license.

c. Individuals who want to add a new class to their certificate of license while stationed in Germany must either return to the United States and have the new class added to their state drivers license or obtain a German drivers license. U.S. Forces in Germany cannot issue a new class to a U.S. Forces certificate of license. Information may be transferred only from a valid country license or a valid OF 346 or AF Form 2293 to a U.S. Forces certificate of license. Individuals must be at least 17 years old to apply for a class 3 U.S. Forces certificate of license with a valid country license.

1-6. PROCEDURES FOR OBTAINING A U.S. FORCES CERTIFICATE OF LICENSE

a. For a class 2 or 3 license, military personnel, civilian employees, and family members must—

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

(2) Present their application, a valid country license or OF 346 or AF Form 2293, and identification card to the servicing driver testing station.

(3) Complete the 2-hour driver orientation.

(4) Pass both the written and international road-sign tests.

(a) Both tests will be waived initially for applicants who have a valid drivers license for a designated vehicle class issued by German civil authorities or by another U.S. military command in Europe that prescribes equivalent U.S. Forces POV-testing procedures.

(b) Appendix B provides international road signs. Appendix C provides sample test questions and answers.

(5) Have one of the following instead of taking a road test:

(a) Valid OF 346 or AF Form 2293 for a military sedan, military bus, high mobility multipurpose wheeled vehicle (HMMWV), ¼-ton truck, or class 2 military truck license.

(b) Valid drivers license for a designated vehicle class issued by German civil authorities or by the civil authorities of a state or territory of the United States.

(6) Pass the visual-acuity test.

(7) Pay the applicable fee by check or money order.

b. Applicants who fail either test (written or road-sign recognition) twice within a 2-week period will be ineligible for testing for a further 2 weeks. Applicants who fail either test a third time will be ineligible for retesting for 60 days. The 60-day waiting period applies to all retesting.

c. For class 1, 1a, 1b, 4, and 5 licenses, Army personnel, civilian employees, and family members (see d below for Air Force and Navy requirements) will—

(1) Complete the requirements in a above.

(2) Attend a special 4-hour motorcycle orientation.

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

1. Complete motorcycle training at a German *Fahrschule* (driving school) at their own expense and obtain a German drivers license for the appropriate class.

2. Apply at the servicing testing station for the class of motorcycle licensed.

(b) Experienced applicants are individuals who can provide proof of previously having a license for the class of motorcycle for which they are applying. The license may have been issued by the civil authorities of any country, a state or territory of the United States, or another U.S. military command in Europe. Experienced applicants must—

1. Pass the USAREUR motorcycle test. Appendix F is a study guide for the USAREUR motorcycle test.

2. Pass a motorcycle-proficiency course.

3. Complete the requirements in (a)1 and 2 above if they fail either test in 1 and 2 above.

d. For class 1, 1a, 1b, 4, and 5 licenses, Air Force and Navy military and civilian personnel and their family members must complete the requirements in a above.

(1) Experienced applicants (individuals who can provide proof of motorcycle training) must—

(a) Have at least 3 months of motorcycle-riding experience or possess a Motorcycle Safety Foundation (MSF) course completion card and have attended Course IVB, Experienced Rider Course (ERC) (which replaced the Better Biker Program (BBP)).

(b) Personnel who completed the BBP are not required to take the ERC.

(2) Novice applicants (c(2)(a) above) must complete the requirements in c(2)(a)1 and 2 above.

(3) Applicants for licenses for operating mopeds, motor-assisted bicycles, and motorscooters must attend Course IVA, Motorcycle Rider Course—Riding and Street Skills (MRC:RSS); or Course IVB, ERC. The installation motorcycle instructor will determine the degree of training needed based on the applicant's riding experience.

CHAPTER 2
TRAFFIC LAWS AND THEIR ENFORCEMENT

SECTION I
BASIC GERMAN TRAFFIC LAWS

2-1. RESPONSIBILITIES OF U.S. FORCES PERSONNEL

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

(1) German traffic laws and regulations.

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

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

(4) USAREUR military police (MP) and USAFE security forces (SF) traffic signals and directions.

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

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

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

2-2. DOCTRINE OF CONFIDENCE

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

2-3. LEGAL TERMS

German traffic laws require users of public roads to conduct themselves so that no person is endangered, injured, impeded, or unreasonably inconvenienced when the inconvenience could have been avoided under given circumstances. Drivers are responsible for considering and anticipating the movements of pedestrians, particularly children and physically impaired (para 2-5e(3)).

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

b. "Legal traffic" refers to motorized vehicles, bicycles, and animal-drawn vehicles. Pedestrians and human-drawn wagons are not legal traffic.

c. Unavoidable circumstances are those over which drivers have no immediate control (for example, unavoidable noise or exhaust fumes produced by heavy traffic). Avoidable circumstances are those over which the driver has immediate control (for example, squealing tires in residential areas, racing the motor, honking the horn, operating the radio loudly).

d. Other legal terms used above and throughout this pamphlet are defined below:

(1) Endanger. Endangering other users of the road by—

(a) Failing to obey traffic signs.

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

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

(d) Failing to dim lights for oncoming traffic.

(e) Traveling too fast for road conditions.

(f) Passing on hills or curves.

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

(h) Driving a vehicle when fatigued, ill, or under the influence of alcohol or drugs.

(2) Injure. Causing physical harm to other users of the road or damaging property. Splashing mud or water on pedestrians is in this category.

(3) Impede. Failing to adjust driving speed to the flow of traffic or blocking other traffic when parked.

(4) Inconvenience. Making more noise than necessary (for example, honking the horn, operating the radio loudly, driving with a faulty exhaust system, racing the engine, letting the engine idle for more than 30 seconds).

SECTION II
TRAFFIC LAWS AND RULES OF THE ROAD

2-4. INTERNATIONAL ROAD SIGNS

a. Drivers must—

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

(2) Obey the signs. To drive safely and legally in Germany, drivers must be able to recognize the signs and respond to them correctly and quickly.

b. Five types of road signs are used on European highways:

(1) Danger/Warning Signs: Triangular signs with red rims.

(2) Prohibitory Signs: Round signs with red rims.

(3) Mandatory Signs: Round signs with a blue back-ground.

(4) Informative Signs: Rectangular signs with a blue background.

(5) Signs Indicating Points of Interest (Historical Buildings or Famous Landmarks): Rectangular signs with a brown background.

c. Appendix B shows basic German road signs. Applicants will be tested on 50 signs in a 20-minute period.

d. USAREUR Poster 190-34-12, a pocket-size international road sign chart, should be kept in the POV for quick reference. Drivers who pass the test will receive a copy.

2-5. ROAD USE

a. A general rule of driving is that drivers must drive on the right side of the road except when passing other vehicles. Exceptions are noted in paragraph 2-8d.

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

c. To make a left turn, drivers will—

(1) Watch for traffic to the rear. German police have cited drivers for "failing to clear traffic from the rear" when changing lanes to execute a turn. Drivers making a left turn must clear for rear traffic at least twice and, because of the mirror "blindspot," may not rely on the rearview mirror alone. Just before making a left turn, drivers must look over their left shoulder to ensure that no vehicle is in the process of passing.

(2) Put on the left-turn signal well in advance of turning.

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

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

d. To make a right turn, drivers will—

(1) Watch for traffic to the rear.

(2) Put on the right-turn signal well in advance of turning.

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

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

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

e. Drivers must approach pedestrian crosswalks carefully. Crosswalks are marked by white stripes (zebra stripes) on the road and are indicated by sign 11 or 12. The following rules apply:

(1) Pedestrians on or waiting to use a crosswalk have the right-of-way.

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

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

f. U-turns are legal within city limits provided—

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

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

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

g. U-turns are never permitted on—

(1) Autobahns.

(2) Multilane highways.

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

2-6. RIGHT-OF-WAY

a. When traffic signs are absent, vehicles coming from the right have the right-of-way at intersections, junctions, and traffic circles. This rule applies to motor vehicles,

bicycles, and animal-drawn wagons. Excluding the exceptions in b below, the "right-before-left" rule applies at all intersections regardless of the width of the street or the angle of the intersection.

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

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

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

(3) To vehicles coming from pedestrian zones (signs 61 and 82) or from a pedestrian priority zone (sign 78) onto through roads. Drivers exiting such areas must yield to all traffic, including pedestrians and bicycles.

c. The yield-right-of-way sign (sign 28) indicates that a priority road (a road on which drivers have the right-of-way) is ahead.

d. The priority road sign (sign 66) is posted at the beginning of a priority road and again at each intersection or junction. Outside city limits, sign 66 also prohibits parking on the road.

e. Signs 66, 67, and 69 inform drivers that they have the right-of-way at the next intersection or junction. Outside city limits, signs 67 and 69 normally are posted 150 to 250 meters before an intersection or junction. Inside city limits, signs 66, 67, and 69 are posted at intersections and junctions.

f. In some cases priority roads (sign 67) go left or right instead of straight ahead.

(1) Sign 70 requires the driver to yield to traffic coming from the right.

(2) Sign 67 gives the driver the right-of-way only when the driver is turning left.

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

(4) Drivers who stay on the priority road must use their left-turn signal after seeing sign 67.

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

h. Streetcars have priority over other traffic when tracks go through a traffic circle and sign 2 is posted with a silhouette of a streetcar and the words St*raßenbahn* or St*raßenbahn Vorfahrt*.

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

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

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

l. Emergency vehicles, identified by flashing lights or multitone warning signals, have the right-of-way. Drivers must pull over to the right and stop when they approach (para 2-17).

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

2-7. SPEED LIMITS

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

(1) Posted limits (signs 48 and 76 indicate the maximum speed allowed; sign 93 indicates the minimum speed allowed).

(2) Unposted limits that apply to certain types of vehicles or on certain types of roads.

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

(1) The city boundaries in which this unposted limit applies are indicated by a sign bearing the name of the city, town, or village (sign 129).

(2) After sign 129, drivers must not exceed 50 kph (31 mph) until the speed limit is lifted by a higher posted limit or a sign indicating the driver is leaving the city boundaries (sign 130 or 131).

(3) Many cities also have 30 kph (18 mph) zones in residential and business districts (sign 76).

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

c. Roads Outside City Limits. For vehicles other than those in d below, German traffic regulations establish a permanent speed limit of 100 kph (62 mph) unless otherwise posted. Exceptions are—

(1) Autobahns (sign 96). While driving on autobahns through cities, autobahn rules still apply.

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

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

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

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

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

e. Recommended Speed Indicators. Sign 111 provides a recommended maximum speed, weather and road conditions permitting. Recommended speeds are intended to create a smooth flow of traffic. In cities, recommended speeds also may be indicated by traffic signals showing figures (for example, "60" for 60 kph) on the light.

f. Minimum Speed Limits. Autobahns (sign 96) and roads reserved for motor vehicles (sign 99) have a minimum speed limit of 60 kph (37 mph). These minimum speed limits must be obeyed except when road, traffic, visual, or weather conditions force drivers to proceed more slowly.

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

(2) Mandatory minimum speeds are posted on some roads (sign 93). Vehicles unable to maintain the minimum speed are not allowed on roads where sign 93 appears.

(3) Sign 94 shows the end of a minimum speed zone.

g. Maximum Speed Limits. Regardless of the posted or unposted maximum speed limit, the driver must use discretion in choosing the safest speed. The law requires the driver to adjust the speed to meet road, traffic, and weather conditions and to consider the type of vehicle and load. There are signs used in conjunction with speed-limit signs that must be obeyed only under certain conditions. (For example, *bei Nässe* (sign 49) requires the speed limit noted must be obeyed only when the road is wet.)

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

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

(1) It requires a greater distance to stop in an emergency.

(2) It makes it harder to round a curve or to change direction to avoid a collision.

(3) It gives drivers less time to react.

(4) It increases the severity of collisions.

2-8. PASSING

a. Passing vehicles is one of the most dangerous maneuvers in driving. Passing is not permitted—

(1) When there is a solid white center line (sign 139) on the highway. The vehicle's wheels should never touch solid white center lines. These lines appear on hills or curved roads where it is dangerous to pass.

(2) When sign 53 is posted alongside the road. Watch for this sign as it may be obscured when passing other vehicles.

(3) When the traffic situation is not clear.

(4) At pedestrian crosswalks.

(5) At railroad crossings.

b. Passing is permitted—

(1) When there is a broken white center line (sign 140). This line may be crossed to turn left or to pass when other traffic is not endangered.

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

c. Driving faster than the posted speed limit while passing is not allowed.

d. Passing on the right is prohibited except in the following situations:

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

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

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

e. When passing another vehicle, drivers must—

(1) Make sure that passing is permitted.

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

(3) Use turn signals before pulling out.

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

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

g. Drivers must be especially careful when passing during twilight hours; they must be alert for oncoming vehicles without lights.

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

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

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

k. Bicycles and motorcycles are a hazard to passing.

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

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

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

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

(3) Drivers should not pass two-wheeled vehicles that are passing parked vehicles.

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

2-9. TRAFFIC SIGNALS

a. Electrically operated traffic signals with colored lights (red, yellow, and green) and flashing yellow signals are common in Germany. Crossing the white stripe that is painted across the lane of traffic when stopping for a red light is forbidden. Drivers may make a right turn when the light is red if a green arrow is attached to the right of the main light. Drivers must ensure the road is clear of traffic before making the turn.

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

c. German traffic rules concerning blinking yellow and single yellow lights differ from, and should not be confused with, U.S. rules.

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

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

(3) The single, yellow blinking light does not take priority over other traffic signs. This light calls attention to their exact observance.

(4) Signs 27 and 28 are often placed with a yellow blinking light. When this situation exists, the driver must observe these signs and stop or wait as required before crossing the white stripe mentioned in a above.

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

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

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

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

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

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

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

Figure 1. German Police Signals (Stop)

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

Figure 2. German Police Signals (Stop)

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

Figure 3. German Police Signals (Attention)

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

Figure 4. German Police Signals (Go)

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

Figure 5. German Police Signals (Go)

2-10. BLOCKING INTERSECTIONS

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

2-11. USING TRAFFIC LANES

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

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

(2) Drivers may disregard the requirement to keep to the right in traffic-light-controlled and dense-traffic situations (para 2-8f).

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

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

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

b. Violating the proper use of traffic lanes is grounds for administrative fines.

2-12. FOLLOWING AND STOPPING DISTANCES

a. Drivers are required by law—

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

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

b. Drivers should know the following about stopping distances:

(1) German traffic authorities recommend one-half the speedometer reading in meters as a safe distance for following vehicles (for example, at 60 kph, the recommended distance between vehicles is 30 meters). Greater distances should be used in bad weather.

(2) Another method for estimating a safe following distance from the vehicle in front is the “3-second method.” Note a spot on the road (for example, a road post). When the vehicle in front passes that spot, begin counting (one thousand one, one thousand two, one thousand three). If you pass the spot before you finish counting to three, you are following too closely. In bad weather, 4 or 5 seconds are recommended. Road conditions and driving speed always must be considered in choosing a safe distance.

2-13. STOPPING AND PARKING

a. Vehicles may stop only on the right side of the road in the direction of the flow of traffic. If streetcar tracks are on the right side of the street, it is legal to stop on the left side, provided stopping is not prohibited by traffic signs. Stopping or parking on either side of one-way streets is usually permitted.

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

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

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

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

(1) Where official signs forbid parking (signs 51 and 52).

(2) Where the road is narrow.

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

(4) On any sharp bend in the road.

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

(6) Within 15 meters of public transportation stop signs (for example, bus or streetcar stops) (sign 142).

(7) At taxi stands (sign 71).

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

(9) Beside a traffic island.

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

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

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

(13) On the autobahn, except at locations provided for that purpose (sign 119).

(14) On the road, unless the vehicle is inoperable.

(15) At expired parking meters. If a parking meter is out of order, parking is permitted provided the driver uses a blue parking permit (sign 57) to indicate the time of arrival and no more than the time allowed on the meter is used.

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

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

(18) On a road with directional arrows (sign 141).

(19) Facing the flow of traffic.

f. Blue parking permits (sign 57) are required in areas where traffic sign 58 is posted. These parking permits may be obtained from local civil authorities and must be visible from outside the vehicle.

2-14. VEHICLE SECURITY

a. When parking, the driver must ensure that windows are closed and that doors, ignition, and steering wheel, if equipped with a lock, are locked.

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

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

2-15. DRIVING ON THE AUTOBAHN

a. Autobahns are indicated by sign 96. Vehicles not capable of maintaining a speed of 60 kph (37 mph) are not allowed on the autobahn.

b. Autobahns may be entered only at officially designated points marked by sign 95 or 96. When entering an autobahn, drivers must yield the right-of-way to vehicles on the autobahn. Because of high-speed traffic, entering an autobahn is extremely dangerous. Using the outer-right merging lane, drivers must be sure the road is clear before accelerating and entering.

c. A driver may leave an autobahn only at authorized points marked by sign 98.

d. Contrary to popular belief, many autobahns have speed limits. Where no limit exists, the speed is left to the discretion of the driver, with safety being the primary concern. U.S. Forces personnel must remember that their American-made vehicles are equipped with tires designed for safe operation not to exceed 90 to 108 kph (55 to 65 mph). While driving an American-made vehicle on the autobahn, drivers should not exceed this speed. If faster driving is planned, the purchase of European “speed-rated” tires is recommended.

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

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

g. Autobahns have dividing strips in the center with guardrails. Crossing dividing strips is illegal unless directed by German police. When approaching or going through repair or construction sites, drivers must watch for sign 53, which prohibits passing in these areas.

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

i. Autobahns have hard-surface shoulders. Vehicles may be driven here only if mechanical trouble occurs. If a vehicle breaks down, the driver is required to move the vehicle onto the shoulder as far from the traffic lanes as possible and take immediate action to warn approaching drivers by turning on flashing lights and setting out a warning triangle (para 5-2c). It is recommended that all passengers get out on the right side of the vehicle and wait behind the barrier, not on the shoulder or in the vehicle.

j. Drivers on the autobahn must not—

(1) Back up or make U-turns.

(2) Stop or park. (Authorized parking areas are marked by sign 119.)

(3) Run out of gas. Drivers may be fined for stopping if their vehicles have run out of gas.

(4) Drive in the left lane to prevent vehicles from passing.

(5) Tailgate and flash headlights in an effort to force other drivers to the right lane.

(6) Walk or ride a bicycle.

(7) Get out of POVs when in a traffic jam (*Stau*).

k. Buses and trucks must stay at least 50 meters behind the vehicle in front.

l. Towing vehicles on the autobahn is allowed only to the next exit.

2-16. RAILROAD CROSSINGS

a. Railroad crossings are marked by traffic signs 41 through 47. Traffic sign 44 or 45 and a flashing red light indicate that a train is coming and vehicles must stop. Vehicles may proceed when the flashing red light goes out.

b. Crossing railway tracks is forbidden when—

(1) A train is approaching.

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

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

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

c. Every railroad crossing must be approached with caution, particularly unguarded crossings. Drivers should proceed carefully, listen for approaching trains, and look in both directions before crossing the tracks.

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

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

f. Class 2 vehicles and vehicles with trailers are required by law to stop immediately after passing the single-stripe signpost (sign 43) when the railroad crossing is closed or a train is approaching. This requirement enables faster moving vehicles to pass slower vehicles before reaching the crossing.

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

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

2-17. RIGHT-OF-WAY OF EMERGENCY VEHICLES

a. Emergency vehicles (for example, ambulances, police cars, firetrucks, vehicles identifiable by their flashing blue lights and multitone warning signals) have special right-of-way privileges. Drivers must pull over to the right and stop when emergency vehicles approach.

b. When emergency vehicles approach an autobahn traffic jam (*Stau* (sign 146)), drivers are required to move their vehicles to the extreme right or left, depending on the lane occupied, to permit the emergency vehicle to pass through the center of the congestion. On three-lane autobahns, clearance must be made between left and center lanes.

2-18. BUSES

a. German law prohibits drivers from passing buses that are moving with their warning lights on. When a bus stops, drivers may pass it at a walking speed. This means that the speedometer does not move even though the vehicle is moving. On two-lane roads, oncoming drivers must take their foot off the gas pedal and proceed at a walking speed when passing buses with warning lights on that are stopped on the opposite side of the road. People, especially children, may run across the street to catch the bus without watching for traffic. Drivers who move too fast while passing a bus with its warning lights on may be fined 41 to 51 Euro, have 1 to 3 points added to their drivers record, and possibly lose their driving privileges for 1 month.

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

2-19. USE OF HORNS AND OTHER WARNING DEVICES

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

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

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

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

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

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

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

(2) Change lanes.

(3) Leave a traffic circle.

(4) Pass.

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

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

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

(1) Fully extended for a left turn.

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

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

2-20. LIGHTING

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

b. Using only parking lights when driving is prohibited.

c. Foglights may be used only with low-beam headlights when visibility is less than 50 meters.

d. Headlights must be dimmed for oncoming vehicles and when approaching a vehicle from behind.

e. Drivers who park in an area that is not lit well enough for the vehicle to be seen (for example, where streetlights do not remain on all night) must use front and rear parking lights. Traffic sign 134 is posted in areas where parking lights are necessary. Drivers of POVs with U.S. specifications should try to avoid parking in these areas because their vehicles are not designed so that the lights can be left on without weakening the battery.

SECTION III
ACTIONS TO TAKE AFTER AN ACCIDENT

2-21. GOOD SAMARITAN LAW

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

2-22. IMMEDIATE ACTION

a. Drivers who are involved in an accident must—

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

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

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

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

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

(6) Exchange information with the other involved party (name, address, license number, insurance company and policy number).

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

b. Drivers who have a single-car accident and damage property must—

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

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

(3) Report the accident immediately to the local MP or SF if on or off a U.S. installation. Drivers who do not make a report could be charged with hit and run. German police need to be called only if there is more than 1,534 Euro of damage.

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

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

2-23. AT THE SCENE

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

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

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

d. Towing.

(1) If needed, a towing service may be contacted as follows:

(a) On the autobahn, arrows on the black and white road posts direct you to the nearest emergency telephone. A telephone is placed every 2 kilometers along the autobahn. Telephone operators will dispatch a towtruck.

(b) On other roads, German police may help you. If not, towing services are found in the yellow pages under *Abschleppdienst*.

(2) A vehicle may be towed to—

(a) The nearest manufacturer-authorized repair shop. Repair shops may charge daily storage fees. Therefore, drivers should repair or dispose of the vehicle as soon as possible.

(b) The nearest Army and Air Force Exchange Service (AAFES) garage.

(c) Your home, if it is close. This gives you extra time to look for a repair shop.

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

f. AE Form 190-1Y. Drivers should obtain AE Form 190-1Y (What To Do If You Have an Accident) and keep a copy in their POV.

2-24. REPORTING

a. POV drivers should complete an accident report promptly. POV drivers should complete the form provided by their insurance companies and send it in within 1 week after the accident.

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

SECTION IV
LAW ENFORCEMENT

2-25. POLICE JURISDICTION

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

2-26. CRIMINAL PROVISIONS

a. In Germany, drunk driving is a crime punishable with imprisonment of up to 5 years and a large fine if persons or property are endangered.

b. Other examples of criminal offenses (punishment as in a above if convicted) are illegal passing, reckless driving, U-turns on autobahns, and failure to yield the right-of-way.

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

2-27. CHEMICAL TESTS FOR ALCOHOL AND OTHER DRUG CONTENT OF BLOOD, BREATH, AND URINE

a. U.S. authorities may test a driver's blood, breath, and urine for alcohol and other drug content if the driver is stopped, apprehended, or cited for any offense allegedly committed under the influence of intoxicants while driving or in physical control of a motor vehicle. Under the implied-consent provision in USAREUR Regulation 190-1/USAFE Instruction 31-202, persons with a U.S. Forces certificate of license and operating a POV are considered as having consented to these tests.

b. Drivers who refuse to submit to or complete chemical tests will have their U.S. Forces certificate of license revoked.

2-28. FORCIBLE ADMINISTRATION OF SOBRIETY TEST

The implied-consent provision does not apply to drivers apprehended by German police authorities. These authorities will handle the case and administer tests under their laws. If the driver refuses to be tested, German police are authorized to use physical force to administer the test.

2-29. INELIGIBILITY FOR CERTIFICATE OF LICENSE AND SUSPENSION AND REVOCATION OF DRIVING PRIVILEGES

a. Declarations of Ineligibility.

(1) Persons who do not have a U.S. Forces certificate of license will be declared ineligible for a license for—

(a) 3 months to 1 year or an applicable period of suspension or revocation if they—

1. Make a false statement in an attempt to obtain a U.S. Forces certificate of license.

2. Drive a POV while unlicensed or with an expired certificate of license.

3. Commit a violation while unlicensed that would be grounds for suspension or revocation if licensed.

4. Have a suspended or revoked military license (OF 346 or AF Form 2293).

(b) 12 months if they receive unauthorized help during the driver examination.

(c) 60 days if they fail to pass written examinations after 3 attempts and an additional 60 days for each failure after that.

(2) Persons declared ineligible for a certificate of license will remain ineligible until they successfully petition the revoking authority for reinstatement of their eligibility.

b. Suspensions. Suspensions are temporary for periods up to 1 year and may be discretionary or mandatory. The suspension period begins with the date the certificate of license is confiscated.

(1) Discretionary suspensions may be assessed when evaluating physical or mental disabilities, driving skills, or incidents involving a licensee. Examples of reasons for assessing discretionary suspensions include—

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

(b) Misconduct (for example, alcohol abuse, habitual violent acts).

(c) Using or permitting use of a U.S. Forces certificate of license in an unlawful or fraudulent manner.

(d) Fleeing or attempting to flee from a police officer in relation to a traffic violation.

(2) Mandatory suspensions will be assessed for 7 days, 30 days, 90 days, or 180 days. Mandatory suspensions are—

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

(b) 30 days for—

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

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

(c) 90 days for—

1. Operating a POV with a blood alcohol content (BAC) of 0.5 milligrams (mg) to 0.79 mg of alcohol per 1.0 milliliter (mL) of whole blood.

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

(d) 180 days for—

1. Operating a POV with a BAC of 0.8 mg to 0.99 mg of alcohol per 1.0 mL of whole blood.

2. Having two convictions or receiving nonjudicial punishment twice for traffic offenses during any 12 consecutive months.

3. Accumulating 12 or more traffic points in 12 consecutive months or 18 traffic points in 24 consecutive months (para 2-30).

4. Failing for the third or subsequent time to wear a seatbelt or failing to require passengers to wear seatbelts or restraining devices while riding in a POV.

5. Disposing of a POV in a manner not authorized by USAREUR Regulation 190-1/USAFE Instruction 31-202.

c. Revocations. Revocations are for indefinite periods with petitions for reinstatement authorized only after 12 months or 5 years (2 years for Air Force affiliated personnel), depending on the offense. The revocation period starts with the date the certificate of license is confiscated. After successful petition for reinstatement through the chain of command, the petitioner must retake all applicable tests. Offenses resulting in revocation are—

(1) Refusing to take or complete lawfully requested chemical tests under the implied-consent provision in USAREUR Regulation 190-1/USAFE Instruction 31-202.

(2) Driving a POV with a BAC of 1.0 mg of alcohol per 1.0 mL of whole blood or higher.

(3) Testing positive for a substance listed in the UCMJ, Article 112a, as a result of a chemical test administered under USAREUR Regulation 190-1/USAFE Instruction 31-202.

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

(a) Manslaughter with a POV.

(b) Drunk 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 involved a death or personal injury (hit and run).

(e) Committing perjury or making a false affidavit or statement under oath about owning or operating a motor vehicle.

(5) Obtaining a U.S. Forces certificate of license or helping another person obtain a certificate of license through unauthorized means or using false pretenses to avoid licensing requirements.

(6) Driving a POV while the certificate of license is suspended or revoked.

(7) Driving with a BAC of 0.5 mg or higher of alcohol per 1.0 mL of whole blood, or testing positive for a substance described in the UCMJ, Article 112a, as determined by a chemical test administered under the implied-consent provision in USAREUR Regulation 190-1/ USAFE Instruction 31-202. These offenses and the offense in (6) above will result in indefinite revocation of driving privileges. Personnel may petition for reinstatement of driving privileges only after 5 years.

d. Persons Subject to USAREUR Regulation 190-1/ USAFE Instruction 31-202. Persons subject to USAREUR Regulation 190-1/USAFE Instruction 31-202 will not drive POVs in Europe if their privileges to drive have been withdrawn, suspended, or revoked by the U.S. Forces or civil authorities.

2-30. TRAFFIC POINT SYSTEM

a. The Traffic Point System is designed to penalize erratic drivers (including family members) who possess a U.S. Forces certificate of license or military license. Licenses will be suspended for 180 days if 12 or more traffic points are assessed against a driver in a 12-month period or 18 traffic points in a 24-month period. The applicable USAREUR or USAFE commander or supervisor will take action to suspend the license.

b. Traffic points will be assessed against drivers who park POVs where prohibited. Citation for nonmoving violations may be grounds for withdrawing an individual's installation registration decal and suspending the certificate of license for up to 6 months.

CHAPTER 3
GENERAL POV SAFETY RULES

SECTION I
SPECIAL CONSIDERATIONS FOR DRIVING IN GERMANY AND EUROPE

3-1. GENERAL

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

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

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

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

d. Drivers should be alert for bicycles, motorbikes, and motorcycles threading through traffic; they have the same rights on the roads as other drivers. (See app D for bicycle requirements.) Drivers must be especially alert for animal-drawn vehicles and farm equipment that may legally block roads.

3-2. CAUSES OF ACCIDENTS AND PREVENTIVE MEASURES

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

(1) Driving while intoxicated.

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

(3) Driving too fast for road or weather conditions.

(4) Driving inattentively.

(5) Misjudging clearance.

(6) Driving a mechanically unsafe vehicle.

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

(1) Driving sober and always being alert.

(2) Driving defensively.

(3) Being alert and courteous, regardless of who has the right-of-way.

(4) Helping to prevent dangerous situations.

(5) Becoming familiar with local driving customs and laws.

(6) Maintaining vehicles in excellent mechanical condition.

SECTION II
BASIC POV SAFETY CONSIDERATIONS

3-3. VISION
The driver's vision must be free of obstructions, and windows must be clean at all times. Under German law, drivers may be fined for failure to clean windows of snow or ice. The interior and exterior rearview mirrors also must be clean and properly adjusted for maximum visibility.

3-4. FATIGUE
Driving while fatigued is the cause for many single-car accidents. Individuals taking medication should ensure the medication will not affect their driving ability. During long trips the driver should stop and rest, walk around, or drink coffee or fluids at least every 2 hours. Drivers also should make sure there is enough fresh air circulating inside the car.

3-5. ALCOHOL
The primary cause of fatal traffic accidents is alcohol. Drinking and driving in Germany is very dangerous and can be very expensive. Apprehension by the German police can result in loss of driving privileges, fines, and possibly imprisonment, depending on the seriousness of the offense and the level of impairment.

3-6. NIGHT DRIVING

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

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

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

3-7. FOG AND SMOKE
The weather in central Europe may be foggy any time of the year, but most commonly in fall and winter months. Fog and the lack of speed limits on autobahns greatly increase chances for multiple accidents.

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

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

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

3-8. RAIN
In a heavy downpour, drivers should pull off the road and wait until the rain lets up. Sharp curves, streetcar tracks, and cobblestone streets are particularly slippery when wet. Signs 17 and 49 indicate that the road is dangerous when wet. Wet leaves on roads are hazardous when stopping and making turns.

3-9. SNOW AND ICE
Unexpected patches of thin ice, generally on bridge surfaces, underpasses, and roads through forests, are common driving hazards (sign 135). Drivers should try applying the brakes lightly while traveling slowly to see how the POV reacts on ice.

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

b. German law does not require passenger cars to be equipped with snowtires or chains except in certain mountainous areas. These areas are marked with traffic signs (sign 80). At some mountain passes, chains may be rented. The maximum speed while driving a vehicle with chains is 50 kph (31 mph).

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

3-10. CURVES
Drivers must slow down well in advance of a curve, maintain slower speed in the curve, and accelerate at the end of the curve (signs 5 and 6).

3-11. SKIDDING
To recover from a skid, the driver should steer in the direction the rear of the vehicle is skidding. To avoid skidding, drivers should drive slowly, avoid sudden acceleration or braking, and brake lightly to slow down or stop.

3-12. MOUNTAIN ROADS
Before driving in the mountains, drivers should check the brakes. Normally, traffic signs showing the degree of downgrade are posted (sign 14). Drivers should shift to a low gear before driving downhill. Changing gears while driving downhill may cause the driver to lose control of the vehicle. The emergency brake is important as an additional means of stopping.

3-13. LANDSLIDES
In mountainous areas, landslides are an ever-present hazard, especially during the spring thaw and after long periods of rainfall. Signs are posted to warn drivers where landslides have occurred or are expected (sign 25).

3-14. MOTORCYCLES
Drivers of two-wheeled vehicles must not cut in and out of traffic. The slightest contact with another vehicle may upset their vehicle. Accidents involving two-wheeled vehicles cause almost certain injury or death to the driver and passenger of the two-wheeled vehicle.

3-15. INCREASED HAZARDS DURING TOURIST SEASON
The period from May until September is the tourist season in Europe. During this time, extra caution, alertness, and patience are required. Autobahn travel is extremely difficult during the start of school vacations, which vary among the German states. Persons planning a trip during the summer should check with a German automobile club to determine when periods of heavy traffic are expected.

3-16. USING MOBILE TELEPHONES WHEN DRIVING
German law prohibits the manual use of mobile telephones when operating POVs or riding bicycles. Only "hands-free" telephones that allow the driver to keep his or her hands on the steering wheel and eyes on the road may be used. This prohibition does not apply if the POV is stationary and the motor is switched off.

CHAPTER 4
REQUIREMENTS FOR POV TRAVEL TO EUROPEAN COUNTRIES

4-1. EUROPEAN DRIVING REQUIREMENTS
National requirements for liability insurance, customs documents, and drivers licenses vary. The servicing customs field office can inform travelers of the driving requirements of various countries.

4-2. INTERNATIONAL MOTOR VEHICLE INSURANCE CARD
An international motor vehicle insurance card (commonly referred to as the green card) is required when crossing borders of most European countries. POV owners can obtain the green card on request at no charge from their insurance company. Insurance companies should be asked if there are restrictions for the country being visited.

4-3. INTERNATIONAL DRIVING PERMIT
Drivers should get an international driving permit before driving a vehicle outside of Germany.

a. Requests for an international driving permit must be made through the county courthouse (*Landratsamt*) where the requester is stationed. The local MP or SF can provide exact locations.

b. International driving permits are not valid in the country in which they are issued.

c. U.S. Forces personnel will not drive vehicles in Europe with only an international driving permit. They must have a U.S. Forces certificate of license to drive either a USAREUR or German-registered vehicle.

4-4. NATIONALITY MARKER
An oval nationality marker must be affixed to the POV when crossing international borders. The "USA" decal is the only marker that may be placed on a USAREUR-licensed POV.

CHAPTER 5
VEHICLE EQUIPMENT REQUIREMENTS AND MECHANICAL STANDARDS

5-1. GENERAL POLICY

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

b. POVs also must meet the mechanical standards considered acceptable in local military and German communities. POVs may be rejected during mechanical inspection for missing parts, excessive rust, unsightly markings, or altered USAREUR license plates.

c. Commanders will ensure that first-line supervisors or platoon sergeants visually inspect POVs belonging to their subordinates every 6 months. If the first-line supervisor or platoon sergeant determines that a POV is below acceptable standards based on its exterior condition, the POV owner must do one of the following:

(1) Correct the deficiencies.

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

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

5-2. POV REQUIREMENTS FOR GERMANY

a. Seatbelts.

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

(2) German law states that children under 12 years old are authorized to sit in the front seat of POVs only when (a) or (b) below applies:

(a) Children in that age group are already occupying the rear seats.

(b) The vehicle does not have a rear seat.

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

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

b. Tires.

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

(2) Radial tires and bias-ply tires cannot be mixed. Two snowtires and two regular tires may be used, provided they are of the same type (for example, all radial or all bias ply).

(3) Studded tires and tires that protrude beyond the fenders are prohibited.

c. Warning Triangles and First-Aid Kits.

(1) POVs with USAREUR license plates must carry approved first-aid kits and portable, reflectorized warning triangles. Triangles and kits should be carried in the passenger section, not in the trunk of the vehicle. Failure to carry warning triangles or first-aid kits is grounds for withdrawal of USAREUR registration privileges.

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

5-3. PROTECTIVE EQUIPMENT FOR MOTORCYCLISTS
German and U.S. Forces laws require motorcycle drivers and their passengers to wear protective helmets. Motorcycle owners are encouraged to wear protective clothing (for example, faceshields, leather boots, jackets, gloves, trousers) and equip their vehicles with crash bars and other protective equipment.

CHAPTER 6
POV REGISTRATION

6-1. GENERAL

a. Military and civilian employees must register POVs with the USAREUR Registry of Motor Vehicles (RMV). Family members may register POVs with the German authorities.

b. The number of POVs that may be registered at any time is limited as follows:

(1) Accompanied personnel: two POVs, two motorized recreational POVs, and two nonmotorized recreational POVs.

(2) Unaccompanied personnel and single parents: one POV, one motorized recreational POV, and one nonmotorized recreational POV.

c. Waivers to the limit on POVs registered must be approved by the applicant's military commander in the immediate chain of command. If the applicant has no military commander in his or her chain of command, the request must be approved by the applicant's area support group, base support battalion, area support team, or support group commander or deputy.

d. USAREUR-registered POVs will not be used for private commercial purposes (for example, cosmetics sales, pizza deliveries) (USAREUR Reg 210-70).

e. There are three types of POV registrations:

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

(2) Temporary. A temporary registration, while waiting for a regular registration, valid for 5 days, is issued by the field registration station (FRS).

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

6-2. HOW TO APPLY FOR REGULAR REGISTRATION

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

(1) Completed AE Form 190-1AA (Application for Motor Vehicle Registration and Allied Transactions) with proof of inspection. When a POV is transferred, the buyer may do one of the following:

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

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

(2) Proof of ownership.

(3) Double-white insurance card (DWIC) (*Versicherungsdeckungskarte*).

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

(5) Valid identification card.

(6) Customs clearance, if necessary.

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

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

6-3. USAREUR LICENSE PLATES

a. License plates issued in connection with POV registration—

(1) Remain the property of the USAREUR RMV.

(2) Must remain on the vehicle for which they are registered.

(3) Will not be transferred to another vehicle.

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

b. POV owners will not—

(1) Display invalid, defaced, or forged USAREUR license plates.

(2) Alter license plates (for example, trim, paint, tape over).

(3) Operate a POV with license plates that are mutilated or obscured by dirt or grime.

(4) Operate a POV when license plates are not firmly secured as in a(4) above.

(5) Attach old license plates or signs to or around USAREUR license plates.

6-4. REGISTRATION DECALS

a. Verification Decals. There are two types of verification decals: permanent and temporary. Each decal is issued for each set of license plates and shows the license plate number. Decals must be attached to the inside of the windshield on the lower left corner.

b. Expiration Decals. Expiration decals are issued with initial and renewal registrations. This decal indicates the day, month, and year in which the permanent registration expires. It must be positioned above the left side of the verification decal. Expiration decals for POVs with European-style USAREUR license plates are placed on each license plate. Expiration decals for motorcycles and trailers are attached to the license plate. There is no expiration date for temporary decals; the expiration date is written on the temporary verification decal.

6-5. MANDATORY THIRD-PARTY LIABILITY INSURANCE

a. POV owners are required to maintain the minimum liability insurance coverage required by German law. Minimum coverage for POVs (including trailers) is—

(1) 2,556,460 Euro (7,669,380 Euro if two or more persons are injured per accident) for damages resulting from personal injury.

(2) 511,292 Euro for property damage.

(3) 51,129 Euro for damages neither directly nor indirectly related to personal injury or property damage (consequential damage).

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

c. The DWIC is the only acceptable proof of insurance for registration under U.S. Forces regulations. The insurance policy itself is not acceptable proof of insurance for registration.

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

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

(2) If the POV registration is canceled ((1) above), the RMV will instruct the POV owner's commander to have the canceled plates removed from the POV. The commander will give the plates to the MP or SF according to USAREUR Regulation 190-1/USAFE Instruction 31-202.

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

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

(2) Under German law, it is possible for an insurance company to charge the policyholder the amount paid to a third party if the policyholder's conduct caused the accident (for example, the owner drives while drunk or permits an unlicensed driver to drive the POV). In these cases, the company may recover up to 2,556 Euro from the policy-holder.

6-6. DISPOSITION OF A USAREUR-REGISTERED POV

a. A POV must be properly disposed of when the registrant departs Germany. Disposal may be accomplished by—

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

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

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

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

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

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

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

6-7. OTHER PROHIBITIONS CONCERNING POV OPERATION AND DISPOSITION

Military and civilian personnel and their family members will not—

a. Alter USAREUR registration certificates or U.S. Forces certificates of license.

b. Drive a USAREUR-plated POV—

(1) Without a valid USAREUR registration certificate, identification card, and certificate of license.

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

c. Remove, alter, or deface the engine number or manufacturer's serial number, or permit this action, on a USAREUR-plated POV.

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

e. Sell, lend, or give a POV to a nonmember of the U.S. Forces (for example, German national, tourist) without proper customs clearance.

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

g. Sell, give, or otherwise dispose of a POV that is under a lien without the written consent of the lien-holder.

h. Park POVs without valid USAREUR license plates on a public road, in public areas, in family-housing areas, on military installations, or in areas that may be viewed by the public.

6-8. WITHDRAWAL OF POV REGISTRATION PRIVILEGES

Registration privileges, other than nonoperational, will be suspended for at least 30 days and up to 3 months if the suspending authority determines that an owner has been found guilty of—

a. Failing to register his or her POV.

b. Failing to return temporary or permanent plates.

c. Operating a POV that does not meet mechanical standards prescribed by USAREUR Regulation 190-1/ USAFE Instruction 31-202, appendix C.

d. Operating a POV without valid insurance or failing to present evidence of insurance.

e. Failing to properly dispose of a POV.

f. Writing a check for the registration fee when funds are not available.

g. Using a POV for commercial purposes.

6-9. RESTRICTIONS ON DISPLAYING WRITTEN OR GRAPHIC MATERIAL

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

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

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

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

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

PART TWO
MOTOR VEHICLE OPERATORS IDENTIFICATION CARD

CHAPTER 7
BASIC SAFETY MEASURES FOR OPERATING U.S. GOVERNMENT VEHICLES

7-1. GENERAL

a. This chapter provides basic safety measures for driving Government vehicles.

b. Persons applying for certificates of license to operate a POV do not need to know the information in this chapter. Persons applying for an OF 346 or AF Form 2293 are required to know the information in both parts one and two of this pamphlet.

c. This chapter does not include all safety measures. Drivers of Government vehicles must know German traffic laws and USAREUR and USAFE rules and regulations governing the operation of motor vehicles.

7-2. BASIC RULES

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

b. Government vehicles on dispatch will carry basic equipment to handle common breakdowns. This equipment will include at least a spare tire, jack, lug wrench, and warning triangle.

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

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

e. Drivers of emergency vehicles may exceed traffic restrictions when—

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

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

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

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

(1) M249 and M250 trucks.

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

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

g. Government escort vehicles and other vehicles used to transport important visitors will maintain distances prescribed in AR 385-55.

h. Not more than one Government vehicle will be towed behind a vehicle on a public highway. A standard towbar or wrecker truck will be used for towing. Tow chains may be used only—

(1) If wrecker trucks or towbars are not available.

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

i. Nonconvoy Government vehicles may pass vehicles in a convoy provided that drivers follow the procedures for passing as prescribed in paragraphs 2-7 and 2-8.

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

k. Drivers will not smoke while driving Government vehicles.

l. Government-vehicle drivers will not engage in races.

7-3. TRANSPORTING HAZARDOUS CARGO

a. Special measures must be taken when a Government vehicle is used to transport explosives, flammable liquids (for example, gasoline), acids, and other dangerous cargo.

USAREUR Regulation 55-1, USAREUR Regulation 55-355/USAFE Regulation 75-4, and Air Force Manual 91-201 prescribe procedures for transporting dangerous cargo.

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

c. Vehicles transporting hazardous cargo will not be equipped with railroad fuses or flares.

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

e. If a truck or bus weighing more than 3.5 tons carrying hazardous cargo is traveling faster than 50 kph, drivers must maintain a distance of at least 50 meters from the preceding vehicle.

7-4. RULES CONCERNING GOVERNMENT BUSES

a. Rules for allowing passengers to stand on Government buses are as follows:

(1) Standing is allowed only within city limits, provided the number of people standing is not more than 50 percent of the vehicle's seating capacity.

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

(3) Passengers will not stand forward of the guardrail (or painted line) behind the driver (or the rear of the driver seat) when the drivers seat is adjusted to its rearmost position (b below).

(4) School children will be allowed to stand only while being transported on a Government installation and then only when they have access to handholds, vertical handrails, or hanger straps.

b. A line will be painted across the front interior of each bus. Passengers will not be permitted to stand in front of this line. The line will be far enough to the rear of the driver seat to allow the driver clear side-vision.

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

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

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

7-5. SEATBELTS

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

7-6. CONVOYS

a. Commanders planning a military convoy must obtain a clearance as prescribed by USAREUR Regulation 55-1.

b. Government vehicles in convoy will—

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

(2) Not force their way onto autobahns.

7-7. ROAD GUIDES

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

7-8. GOVERNMENT-VEHICLE MARKINGS

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

7-9. THE HMMWV

The HMMWV—

a. Is designed to be driven on rough ground. It is not made to travel at high speeds on modern highways. Serious

accidents involving HMMWVs happen because drivers are not aware of HMMWV traits or do not adapt driving habits to its traits.

b. Must be driven at the recommended speeds or slower on improved highways to avoid losing control of the vehicle.

7-10. DRIVING GOVERNMENT VEHICLES IN WINTER

Local commanders must take extra precautions during winter to ensure that Government vehicles are maintained properly. During winter, local commanders will—

a. Conduct a winter-safety driver-training course each year in October or November.

b. Control vehicle dispatches, reducing them to a minimum when driving conditions are bad.

c. Limit night dispatches to emergencies. Exceptions may be made for MP or SF patrols that are necessary for preventing and investigating crimes, offenses, and traffic accidents.

d. Arrange for overnight billeting for drivers on extended trips and ensure that driving does not continue into the night.

e. Dispatch vehicles over the least dangerous routes.

f. Inspect vehicles before each dispatch, taking particular care to check the following:

(1) Brakes.

(2) Defroster.

(3) Horn.

(4) Lights.

(5) Safety devices.

(6) Snowchains.

(7) Steering mechanism.

(8) Windshield wipers.

g. Ensure that defective vehicles are not dispatched.

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

i. Instruct drivers on local road hazards and defensive-driving techniques.

7-11. TRIP-PLANNING TECHNIQUES

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

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

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

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

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

(a) Have time to warm up.

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

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

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

gas pedal when slowing down or stopping. The vehicle's momentum will generate the speed needed to drive.

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

(1) Need to be made in the same time period.

(2) Are to be made in the same area or in the same direction.

(3) Can be plotted on a round-trip course.

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

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

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

(1) Sharing rides on official trips.

(2) Walking or bicycling.

(3) Using the telephone when a call can save taking a trip.

(4) Using scheduled mail deliveries or distribution channels.

7-12. VEHICLE MAINTENANCE

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

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

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

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

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

(4) Underinflated tires reduce fuel efficiency.

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

c. Maintenance Checks. Drivers can prevent costly repairs by performing PMCS on their vehicles. The operators manual indicates how the checks are to be made.

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

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

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

(2) A tuned vehicle should pull away, without stalling, after a 30-second warmup.

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

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

7-13. DRIVING SKILLS

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

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

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

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

d. Maintaining a Fuel-Efficient Speed.

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

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

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

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

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

(1) Relaxed driving.

(2) Room to maneuver.

(3) Increased margin of safety.

(4) Time to react to conditions around the vehicle.

APPENDIX A
REFERENCES

Section I
PUBLICATIONS

NATO Status of Forces Agreement and Supplementary Agreement

Uniform Code of Military Justice

AR 190-5/AFR 125-14, Motor Vehicle Traffic Supervision

AR 385-55, Prevention of Motor Vehicle Accidents

AR 600-55 and USAREUR Supplement 1, The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing)

AFI 24-301, Vehicle Operations

AFI 31-204, Air Force Motor Vehicle Traffic Supervision

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

Air Force Joint Manual 24-306, Manual for the Wheeled Vehicle Driver

Air Force Manual 91-201, Explosive Safety Standards

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

USAREUR Regulation 55-355/USAFE Regulation 75-4, Joint Transportation and Traffic Management Regulation—Central Europe

USAREUR Regulation 190-1/USAFE Instruction 31-202, Registering and Operating and Privately Owned Motor Vehicles in Germany

USAREUR Regulation 210-70/USAFE Regulation 211-16, Personal Commercial Affairs

USAREUR Regulation 385-8/USAFE Regulation 127-5, Participation in German Traffic Safety Activities

USAREUR Regulation 385-55, Prevention of Motor Vehicle Accidents

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

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

USAREUR Pamphlet 385-5, Summer Safety

USAREUR Pamphlet 550-19/USAFE Pamphlet 30-16, Compilation of Selected German Laws

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

USAREUR Poster 190-34-12, German Traffic Signs

Section II
FORMS

OF 346 (US Government Motor Vehicle Operator's Identification Card)

AF Form 2293 (US Air Force Motor Vehicle Operator Identification Card)

AE Form 190-1AA (Application for Motor Vehicle Registration and Allied Transactions)

AE Form 190-1F (U.S. Forces Certification of License/*Führerschein für Privatfahrzeuge*)

AE Form 190-1Y (Application for U.S. Forces Certificate of License and Allied Transactions)

AE Form 190-1Y (What to Do If You Have an Accident)

APPENDIX B
INTERNATIONAL ROAD SIGNS

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

2. Danger. Posted before roads with streetcar tracks.

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

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

5. Single Curve. Indicates a single curve and its direction.

6. Double Curve. Indicates a double curve and its directions.

7. Road Narrows. Indicates road will narrow from one side.

8. Road Narrows. Indicates road will narrow from both sides.

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

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

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

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11. Pedestrian Crosswalk Ahead. Indicates an upcoming pedestrian crosswalk.

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

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

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

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

16. Rough Road. Indicates uneven stretches of road.

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

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

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

20. Construction. Indicates construction work on the road.

21. Drawbridge Ahead. Indicates a drawbridge ahead.

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

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

24. Side Wind. Indicates possible sudden gusts of wind (for example, on bridges). Be prepared to adjust steering.

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

26. Signal Lights. Indicates traffic lights ahead.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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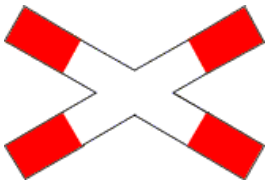

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43. Distance to Railroad Crossing. Posted before a railroad crossing and used with signs 41 and 42. The sign on the left with two diagonal red stripes is posted 160 meters before the crossing; the sign on the right with one diagonal red stripe is posted 80 meters before the crossing.

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

45. Railroad Crossing (St Andrew's Cross). Posted at railroad crossings. Variation of sign 44.

46. Guarded Railroad Crossing. Posted 240 meters before a guarded railroad crossing on top of the marker with three stripes (sign 41).

47. Unguarded Railroad Crossing. Posted 240 meters before an unguarded railroad crossing on top of the marker with three stripes (sign 42).

48. Speed Limit. Indicates the maximum speed allowed.

49. Only When Wet (Supplemental Sign). Posted where wet conditions are a particular hazard. Instructions on the primary sign must be obeyed only when the road is wet.

50. End of Speed Limit. Indicates the end of a speed-limit zone.

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

52. No Stopping. Indicates drivers may not stop.

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

54. End of No Passing Zone. Indicates the end of a no passing zone for motor vehicles (see sign 53).

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

56. End of No Passing Zone. Indicates the end of a no passing zone for trucks (see sign 55).

57. Blue Parking Permit. This blue parking permit, indicating the driver's arrival time, must be placed on the dashboard when parking in areas is marked by sign 58.

58. Controlled Parking Zone. Allows parking with a blue parking permit (sign 57) for the length of time shown on the sign. When the sign does not show the length of time allowed for parking, the time allowed is usually shown on parking meters.

59. End of Controlled Parking Zone. Indicates parking permits are not valid beyond this sign.

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

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

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

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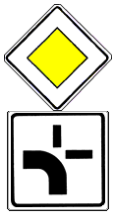

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63. Customs Control. Indicates customs-control offices at border crossings.

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

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

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

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

68. End of Priority Road. Indicates the end of the priority road and the end of right-of-way.

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

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

71. Taxi Parking Only. Indicates area reserved only for taxis.

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

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

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

75. Children Playing. Indicates that children may be playing on the road. This sign is used together with sign 40 or 74 to indicate that children are permitted to play in the street.

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

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

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

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

80. Snowchains Mandatory. Posted where snowchains are required. The speed limit on roads marked by this sign is 50 kilometers per hour (kph) (31 miles per hour (mph)).

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

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

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

84. Separated Bicycle and Pedestrian Paths, Restricted Speed Area. Posted to mark paths restricted to and mandatory for bicycles and pedestrians. These areas are separated, as shown by the line; bicycles are required to use one side, pedestrians the other.

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

86. Bus Lane. Indicates a road restricted to buses.

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

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

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

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

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

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

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

94. End of Minimum Speed Zone. Indicates the end of the minimum speed requirement shown on the sign.

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

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

97. End of Autobahn. Posted just before the end of the autobahn. This sign may indicate the distance in meters to the end of the autobahn.

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

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

100. End of Restriction. Posted where the restrictions required by sign 99 end.

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

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

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103. Police. Indicates that a German police station is ahead.

104. Autobahn Junction. Indicates the number of the autobahn junction.

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

106. Autobahn Restaurant. Indicates that an autobahn restaurant is ahead.

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

108. Autobahn Hotel. Indicates that an autobahn hotel is ahead.

109. Distance to the Next Exit. Indicates the distance to the next road exit. In this example, the distance is 300 meters.

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

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

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

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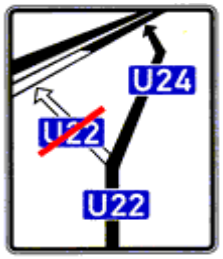

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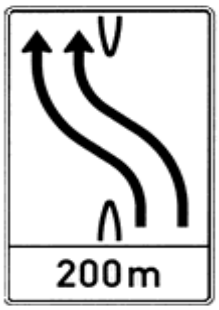

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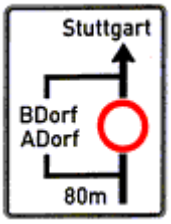

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113. Detour Route Marker. Indicates the route, in solid black lines, to take to get back on the autobahn after having been detoured.

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

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

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

117. Bypass Routing. Indicates a diversion in the road ahead.

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

119. Parking Area. Indicates an official parking area.

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

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

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

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

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

125. Truck Route. Indicates the direction trucks must take.

126. Bicycle Route. Indicates the direction cyclists must take.

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

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

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

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

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

132. Place Name. Indicates the name of the place, unless sign 129 is posted. This sign also is used to mark rivers and war cemeteries.

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

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

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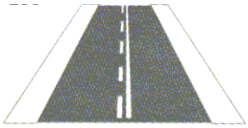

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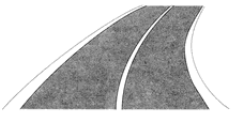

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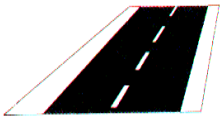

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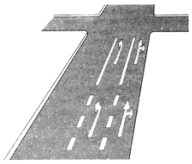

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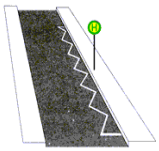

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135. Beware of Ice. Indicates that areas ahead freeze easily (for example, bridges, shaded or wooded areas).

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

137. No Stopping on Shoulder. Prohibits stopping on the road or shoulder where this sign is posted.

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

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

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

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

142. No Parking. Painted on the road in a zig-zag pattern to indicate areas where parking or stopping is prohibited.

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

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

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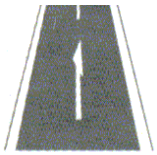

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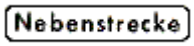

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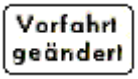

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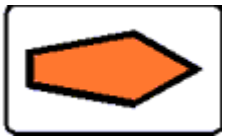

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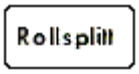

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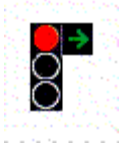

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145. Arrow on Pavement. Indicates the end or beginning of authorized passing.

146. *Stau*. Posted to warn of an upcoming traffic jam (*Stau*). This is not a permanent sign. *STAU* may appear on a number of backgrounds (for example, on the back of a police car, on a banner draped over a bridge).

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

148. Secondary Route (Supplemental Sign). Indicates the route to use when a detour exists.

149. Right-of-Way Changed (Supplemental Sign). Indicates that the right-of-way has changed from what is posted.

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

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

152. Road Damage. Posted where the next stretch of road is damaged.

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

154. Parking for Hikers. Indicates areas where hikers may park their vehicles and begin their hike.

155. Traffic Jam Ahead. Indicates that a traffic jam may be ahead.

156. Green Arrow Sign. Permits a right turn from the right lane after stopping and clearing traffic from the left.

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

158. NATO Vehicles. Indicates the maximum weight (in tons) of NATO vehicles allowed to cross a bridge when two vehicles are crossing simultaneously or one at a time.

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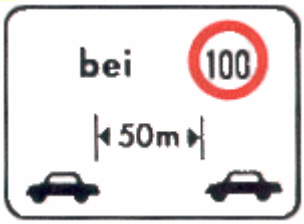

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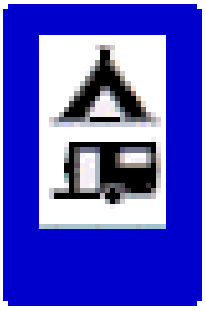

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159. Residents Only (Supplement Sign). Indicates only residents should be driving on this roadway.

160. Speed and Distance Sign. Indicates a sign normally posted near a construction area indicating a slower speed and the minimum distance to keep between vehicles.

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

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

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

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

APPENDIX C
SAMPLE TEST QUESTIONS AND ANSWERS

SECTION I
SAMPLE TEST QUESTIONS

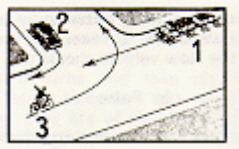
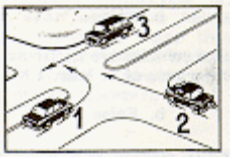
No.	Question	Reference
1.	For registration purposes, the insurance policy cannot substitute for the double-white insurance card as proof of automobile insurance under German law and U.S. Forces regulations. a. True b. False	Para 6-5c
2.	License plates issued to drivers by the USAREUR Registry of Motor Vehicles automatically become the driver's property. a. True b. False	Para 6-3a(1)
3.	The driver of a registered motor vehicle is required to observe which of the following with respect to USAREUR license plates: a. License plates cannot be altered. b. The rear license plate must be illuminated. c. License plates always must be firmly attached with bolts and screws. d. All of the above.	Paras 6-3a(4) and b(2)
4.	A driver who lends his or her vehicle to a member of the U.S. Forces is required to provide the borrower with the registration certificate (AE Form 190-1A). a. True b. False	Para 6-7b(1)
5.	U.S. Forces regulations do not prohibit abandoning a privately owned vehicle (POV). a. True b. False	Paras 6-6 and 6-8e
6.	Attaching old state license plates or signs to USAREUR plates is permitted. a. True b. False	Para 6-3b(5)
7.	The Traffic Point System applies to military personnel and civilian employees, but does not apply to family members. a. True b. False	Para 2-30a
8.	Persons declared ineligible for a U.S. Forces certificate of license will remain ineligible until they successfully petition the revoking authority for reinstatement of their eligibility. a. True b. False	Para 2-29a(2)
9.	German police are empowered to arrest U.S. personnel (including family members and U.S. civilians serving with the U.S. Forces) when German laws are violated. a. True b. False	Para 2-25

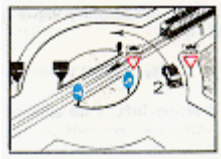
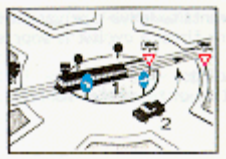
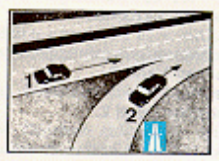
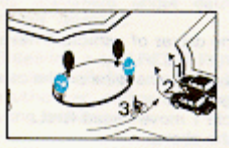
No.	Question	Reference
10.	German police do not have the authority to require U.S. Forces drivers to pay a warning fee for minor traffic violations. a. True b. False	Para 2-1b(2)
11.	German traffic law does not require every user of a public road or highway to conduct himself or herself so that no other user is endangered, injured, unnecessarily impeded, or inconvenienced. a. True b. False	Para 2-3
12.	A POV may not be rejected during mechanical inspection because of bent hoods, torn fenders, altered plates, or faulty body trimmings. a. True b. False	Para 5-1b
13.	Vehicles are considered unsafe if the tires have less than 1.6 millimeters of tread on any portion of the traction surface. a. True b. False	Para 5-2b(1)
14.	If a vehicle is equipped with radial tires, the tires should be mounted— a. Only on the front wheels of the POV. b. Only on the rear wheels of the POV. c. On all four wheels. d. On the drive wheels of the POV.	Para 5-2b(2)
15	Avoidable noises such as honking horns and racing engines are prohibited by the German traffic ordinance. a. True b. False	Para 2-3c
16.	Kilometers (km) may be converted to miles by multiplying the km by 6 and then dropping the last digit. a. True b. False	Para 2-7h
17.	Children under 12 years old are not allowed to sit in the front seat of a vehicle unless the rear seat is already occupied by children of that age. a. True b. False	Para 5-2a(2)(a)
18.	Drivers are not always required to indicate their intention to pass by using directional signals. a. True b. False	Paras 2-8e(3) and 2-11a(4)

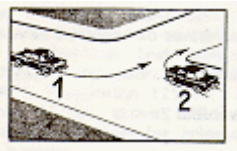
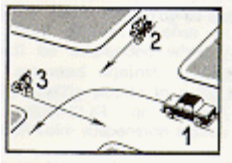
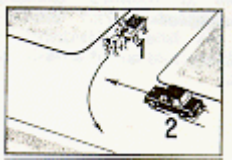
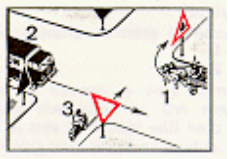
No.	Question	Reference
19.	What may cause danger to others in road traffic? a. A disabled POV with warning devices not placed at a sufficient distance. b. Driving a POV while intoxicated. c. Driving a POV while fatigued. d. All of the above.	Para 2-3d(1)
20.	What should be considered when choosing a safe distance from the vehicle ahead? a. Condition of the highway and driving speed. b. Average distance being used by other drivers. c. Both of the above.	Para 2-12b(2)
21.	When approaching children, drivers must try to anticipate their behavior. a. True b. False	Para 2-2
22.	The proper technique for driving around a curve is to slow down before the curve and accelerate toward the end of the curve. a. True b. False	Para 3-10
23.	If the vehicle starts skidding while braking, the driver should— a. Downshift and take foot off gas pedal. b. Turn steering wheel in the direction that the rear of the vehicle is skidding and pump the brakes lightly. c. Immediately apply pressure to brakes.	Para 3-11
24.	Fast driving often leads to accidents in which of the following situations? a. At points where vision is restricted. b. At pedestrian crossings. c. At intersections and junctions. d. All of the above.	Paras 2-7 and 3-3
25.	Drivers caught in a heavy downpour with limited visibility are advised to pull off the road and wait for the rain to let up. a. True b. False	Para 3-8
26.	Drivers who suddenly find themselves on an icy patch of road should continue driving with no abrupt change in direction, speed, or braking. a. True b. False	Para 3-9a
27.	Drivers must be especially careful when passing during twilight hours; they must be alert to vehicles without lights coming from the other direction. a. True b. False	Para 2-8g

No.	Question	Reference
28.	It is important when passing that drivers make sure enough clearance is made for the traffic from the rear. a. True b. False	Para 2-8e(4)
29.	When approaching an intersection with directional arrows painted on the pavement, the driver will enter the appropriate lane and— a. Follow the direction of the arrow. b. Change lanes in the intersection. c. Both of the above.	Para 2-5b
30.	A continuous, solid, white center line on the road may not be crossed or even touched by the wheels of the driver's vehicle. a. True b. False	Para 2-8a(1)
31.	When a broken white line and a solid, white center line appear together, traffic on the broken-line side is permitted to pass. a. True b. False	Para 2-8b(2)
32.	Directional arrows on the pavement must be followed once the driver has entered a lane that is so marked. a. True b. False	Para 2-5b
33.	Unless otherwise posted, a general speed limit of 100 km per hour (kph) (62 miles per hour (mph)) applies to all vehicles on all highways and roads in Germany. a. True b. False	Para 2-7c
34.	Under certain circumstances, the maximum speed posted may be too fast for road and traffic conditions. a. True b. False	Para 2-7g
35.	Unless otherwise posted, the speed limit within city limits is 60 kph (37 mph). a. True b. False	Para 2-7b
36.	How many times greater is the force of collision if the driving speed is doubled? a. Twice as great. b. Four times as great. c. Three times as great.	Para 2-7i
37.	Minimum speed limits must be obeyed— a. Except where road or traffic conditions make drivers drive more slowly. b. Except when visibility or weather conditions make drivers drive more slowly. c. Both of the above.	Para 2-7f

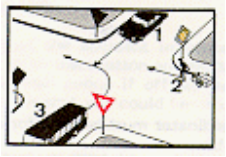
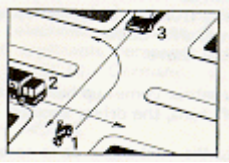
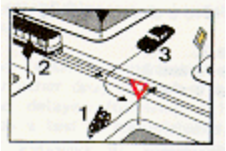
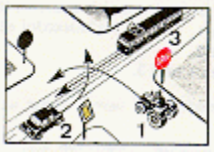
No.	Question	Reference
38.	When traveling on multilane roads with dense traffic, it is illegal for vehicles in the right lane to go faster than those in the left lane. a. True b. False	Para 2-8d(2)
39.	A slow vehicle is being followed by several other vehicles that cannot pass because of the traffic. On reaching a suitable place (wide place in the roadway), the driver of the slow vehicle should pull to the right to allow the other vehicles to pass. a. True b. False	Para 2-8j
40.	What must a driver do when approaching a round blue sign with a white number 30 on it? a. Stay off this road if driving a vehicle that can move only at a speed of less than 30 kph (20 mph). b. Not exceed 30 kph (20 mph). c. Not drive at less than 30 kph (20 mph), weather conditions and traffic permitting. d. Both a and c above.	Para 2-4b(3) and sign 93
41.	When passing, drivers must return to the right as soon as possible without impeding the vehicle being passed. a. True b. False	Para 2-8e(4)
42.	Drivers may exceed the posted speed limit while passing another vehicle. a. True b. False	Para 2-8c
43.	Drivers may not increase their speed while being passed. a. True b. False	Para 2-8i
44.	Drivers may pass a streetcar on the left when the road is a one-way street. a. True b. False	Para 2-8d(1)
45.	Two-wheeled vehicles are particularly dangerous to pass and should be passed only with side clearance of at least 1 meter. a. True b. False	Para 2-8k(1)
46.	When is passing another vehicle prohibited? a. When the traffic situation is unclear. b. When there is a broken center line. c. When passing can be accomplished without exceeding the speed limit.	Para 2-8a(3)
47.	At unmarked intersections, vehicles coming from the right have the right-of-way. a. True b. False	Para 2-6a

No.	Question	Reference
48.	In the city where no priority signs are posted, the driver on the widest street has the right-of-way. a. True b. False	Para 2-6a
49.	The "right-before-left" rule applies only at unmarked intersections. a. True b. False	Para 2-6a
50.	A driver wants to leave a private driveway and turn right onto a public road. At the same time, a cyclist is approaching from the left. Who has to wait? a. The cyclist. b. The driver of the motor vehicle.	Para 2-6b(2)
51.	A driver who disregards the safety of others is excused legally from responsibility when he or she has the right-of-way. a. True b. False	Paras 2-2 and 2-6m
52.	In what order may the vehicles proceed? a. 1-2-3. b. 2-1-3. c. 3-1-2. 	Para 2-6a
53.	What does the driver of vehicle 2 have to do? a. Observe the right-of-way of vehicle 1. b. Proceed without stopping. c. Observe the right-of-way of vehicle 3. 	Para 2-6a
54.	In what order may the vehicles proceed? a. 1-2-3. b. 2-1-3. c. 3-2-1. 	Para 2-6a
55.	In what order may the vehicles proceed? a. 3-2-1. b. 3-1-2. c. 2-3-1. 	Para 2-6a

No.	Question	Reference
56.	When a driver is traveling in the direction of the white arrow, what must the driver do when faced with oncoming traffic? a. Yield the right-of-way. b. Proceed. c. Flash the headlights and proceed.	Sign 65
57.	Which vehicle has the right-of-way? a. Vehicle 1. b. Vehicle 2. 	Para 2-6h
58.	Which vehicle has the right-of-way? a. Vehicle 1. b. Vehicle 2. 	Para 2-6h
59.	Which vehicle must yield? a. Vehicle 1. b. Vehicle 2. 	Para 2-6b(1)
60.	Which vehicle must wait? a. Vehicle 1. b. Vehicle 2.	Para 2-5d(4)
61.	Which vehicle must wait? a. Vehicles 1 and 2. b. Vehicle 2. c. Vehicle 3. 	Para 2-6j

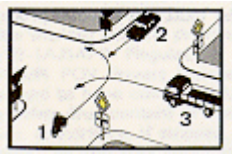
No.	Question	Reference
62.	When may vehicle 2 turn? a. Before vehicle 1. b. After vehicle 1.  	Paras 2-5c and d
63.	What must the driver of vehicle 1 do? a. Turn in front of vehicle 3. b. Observe the right-of-way of vehicle 3. c. Turn in front of vehicle 2. 	Paras 2-5c and 2-6a
64.	In what order may the vehicles proceed? a. 3-2-1. b. 2-1-3. c. 3-1-2.  	Paras 2-5c and 2-6a
65.	Which vehicle must wait? a. Vehicle 1. b. Vehicle 2.  	Para 2-6a
66.	When may vehicle 3 proceed? a. After vehicle 1. b. After vehicles 1 and 2. c. Before vehicle 2. d. Before vehicles 1 and 2.  	Para 2-6a and signs 28 and 69
67.	Which two vehicles have to wait at these junctions? a. Vehicles 2 and 3. b. Vehicles 1 and 3. c. Vehicles 2 and 4. 	Para 2-5c and signs 28 and 69

No.	Question	Reference
68.	What does the driver of vehicle 2 have to do? a. Wait at a point where he or she can see along the priority road. b. Let vehicle 1 move ahead first. c. Both of the above.	Para 2-5c and signs 27 and 69
69.	What does the driver of vehicle 3 have to do? a. Yield to vehicle 1. b. Move on. c. Yield to vehicle 2.	Para 2-6f and sign 67
70.	When may vehicle 1 proceed? a. Before vehicle 2. b. After vehicle 2.	Para 2-6f and signs 67 and 70
71.	Which vehicle is the last to go? a. Vehicle 1. b. Vehicle 2. c. Vehicle 3.	Paras 2-5c and d and signs 27 and 66
72.	Which vehicle has the right-of-way? a. Vehicle 1. b. Vehicle 2.	Para 2-6a and sign 40
73.	In what order must the vehicles proceed? a. 2-3-1. b. 3-1-2. c. 2-1-3.	Paras 2-6e and f and signs 67 and 70

No.	Question	Reference
74.	Which vehicle has the right-of-way? a. Vehicle 1. b. Vehicle 2. 	Para 2-6f and sign 67
75.	In what order may the vehicles proceed? a. 1-2-3. b. 1-3-2. c. 2-1-3. 	Paras 2-5c and 2-6a and signs 28 and 66
76.	The driver of vehicle 1 wants to turn left. To do so, he or she must pull up to the middle of the intersection in front of vehicle 2 and then allow vehicle 3 to pass in front of him or her. a. True b. False 	Paras 2-5c and 2-6a
77.	Does vehicle 2 have to wait? a. Yes b. No 	Para 2-6f and signs 67 and 70
78.	In what order must the vehicles proceed? a. 3-2-1. b. 2-1-3. c. 1-2-3. 	Para 2-5c and signs 28 and 66
79.	In what order must the vehicles proceed? a. 2-3-1. b. 2-1-3. c. 3-2-1. 	Para 2-5c and signs 27 and 66

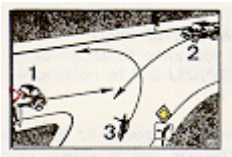
No.	Question	Reference
80.	In what order may the vehicles proceed?	Para 2-5c and signs 67 and 70

a. 2-1-3.
b. 3-2-1.
c. 3-1-2.



81. In what order may the vehicles proceed? — Para 2-6f and signs 67 and 70

a. 2-3-1.
b. 3-1-2.
c. 2-1-3.



82. U-turns are prohibited on autobahns. — Paras 2-5f and g and 2-15j(1)

a. True b. False

83. The turn indicator must be used for all turns and to warn other traffic of the driver's intention to— — Para 2-19f

a. Pass another vehicle or change lanes of traffic.
b. Pull away from a curb or park position.
c. Leave a traffic circle.
d. All of the above.

84. When a streetcar comes up behind a driver's vehicle while the driver is waiting to make a left turn, the driver should: — Para 2-5c(4)

a. Move to the next block or to some point where a left turn can be made without holding up the streetcar.
b. Maintain his or her position, because the streetcar does not have the right-of-way.
c. Wait until oncoming traffic is clear and then make the turn.

85. A driver on the right-hand side of the road who wants to turn left should proceed as follows: — Para 2-5c

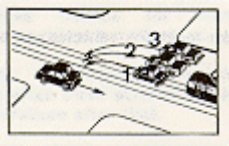
a. Move next to the center line, watch traffic to the rear, and give a directional signal.
b. Watch traffic to the rear, give a directional signal, and move next to the center line.
c. Give a directional signal, move to the center, and watch traffic to the rear.

No.	Question	Reference
86.	Which vehicle must give a directional signal?	Paras 2-5c and 2-6f(4) and signs 67 and 70

a. Vehicle 2.
b. Vehicles 2 and 3.
c. Vehicles 1 and 3.

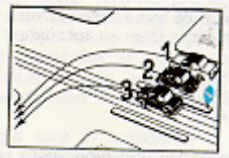
87. Whose position is incorrect for the left turn? — Para 2-5c

a. Vehicle 1.
b. Vehicle 2.
c. Vehicles 1 and 3.



88. What position is correct for a left turn? — Para 2-5c

a. Vehicle 1.
b. Vehicle 2.
c. Vehicle 3.



89. A vehicle is considered to be parked when the driver leaves the vehicle or the vehicle has been stopped for longer than— — Para 2-13d

a. 2 minutes.
b. 3 minutes.
c. 5 minutes.

90. On what streets is parking on the left permitted? — Para 2-13a

a. On one-way streets and on streets that have streetcar tracks that do not permit parking on the right side.
b. On two-way streets.
c. On country roads.

91. Outside city limits, the minimum distance for parking cars from a warning cross indicating a railroad crossing is 50 meters (165 feet (ft)). — Para 2-13e(8)

a. True b. False

92. What is the minimum distance to park cars from marked or unmarked junctions or pedestrian crosswalks? — Para 2-13e(5)

a. 5 meters.
b. 10 meters.
c. 50 meters.

No.	Question	Reference
93.	Stopping is prohibited— a. On the autobahn. b. On either side of a one-way street. c. Both of the above.	Paras 2-13a and 2-15j(2)
94.	Parking is prohibited— a. In front of a private driveway or an entrance. b. At taxi stands. c. Wherever official signs expressly forbid it. d. All of the above.	Para 2-13e and signs 51 and 52
95.	How close to a public transportation stop is stopping or parking allowed? a. 15 meters (45 ft). b. 5 meters (15 ft). c. 2 meters (6 ft).	Para 2-13e(6)
96.	Drivers may park beside a traffic island as long as their parking lights are on. a. True b. False	Para 2-13e(9)
97.	POVs may be left unattended and unlocked if no property of value is left in plain view. a. True b. False	Para 2-14
98.	A driver is required to warn approaching traffic when his or her vehicle is stopped for any reason on any road. a. True b. False	Paras 2-19 and 2-22b
99.	At what distance should the warning triangle be placed if a vehicle breaks down on any road other than an autobahn? a. 50 meters (150 ft). b. 100 meters (300 ft). c. 150 meters (450).	Para 2-22a(2)
100.	Emergency warning equipment should be stored— a. In the trunk of the car. b. In the passenger compartment under the front seat. c. In the garage or storage area until needed.	Para 5-2c(1)
101.	If involved in a traffic accident that is investigated by only German officials, U.S. Forces drivers are not required to notify the military or security police. a. True b. False	Paras 2-22a(4) and 2-24b

No.	Question	Reference
102.	Under the Good Samaritan Law in Germany, drivers are required to render first aid to persons injured in a traffic accident if reasonably possible. a. True b. False	Para 2-21
103.	A person who is involved in a traffic accident and flees the scene may be prosecuted. a. True b. False	Paras 2-22a(1) and b(3)
104.	When are drivers required to switch on headlights? a. At dusk or dawn. b. If weather conditions require it. c. When driving through fog. d. All of the above.	Para 2-20a
105.	When is the use of foglights and low-beam headlights permitted in daylight? a. If visibility is substantially reduced by fog or snowfall. b. If visibility is substantially reduced by rain. c. Both of the above.	Para 2-20c
106.	When are drivers allowed to use only the parking lights while driving? a. At dusk or dawn. b. Not at all. c. When there is adequate street lighting.	Para 2-20b
107.	Headlights must be dimmed for oncoming traffic and when following another driver to reduce the glare in his or her rearview mirror. a. True b. False	Para 2-20d
108.	When either nighttime or daytime visibility is substantially reduced by fog, rain, or snowfall, use of low-beam headlights is required. a. True b. False	Para 2-20a
109.	What is the minimum speed a vehicle must be able to maintain on the autobahn? a. 50 kph (31 mph). b. 60 kph (37 mph). c. 80 kph (50 mph).	Para 2-15a
110.	If a vehicle breaks down on the autobahn, help can be obtained by— a. Calling the nearest autobahn gas station. b. Flagging down another driver. c. Using one of the telephone boxes located at regular intervals along the autobahn.	Para 2-15h

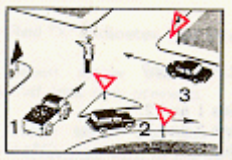
No.	Question	Reference
111.	How long may a driver remain in the passing lane while traveling at a high rate of speed? a. Only as long as necessary to pass other vehicles. b. Until the vehicle ahead completes its passing maneuver. c. As long as there is no driver behind flashing lights to move ahead. d. Both a and b above.	Para 2-15e
112.	Stopping (except in emergencies or in designated parking areas), making U-turns, and backing are prohibited on autobahns. a. True b. False	Para 2-15j
113.	If a driver misses an autobahn exit, the driver must drive to the next exit and use the overpass or underpass. a. True b. False	Para 2-15c
114.	What parts of the autobahn are particularly prone to becoming ice hazards? a. Bridges. b. Stretches leading through forests. c. Both of the above.	Para 3-9
115.	Drivers who run out of gas on the autobahn may be fined for stopping on the autobahn. a. True b. False	Para 2-15j(3)
116.	When vehicles are halted at railroad crossings at night waiting for a train to pass, drivers must turn on high-beam headlights. a. True b. False	Para 2-16g
117.	What must a driver do when passing a streetcar that has stopped to take on and let off passengers on the roadway? a. Wait until the streetcar proceeds. b. Pass at a moderate speed and at such a distance that boarding and unboarding passengers are not bothered. c. Stop and proceed only after the streetcar doors are closed and the roadway is clear of pedestrians.	Para 2-13b
118.	What must a driver do when approaching a railroad crossing without a warning cross? a. Approach with caution and look both directions for approaching trains. b. Be alert for whistles, bells, or other sounds that indicate an approaching train. c. Both of the above.	Para 2-16c
119.	When are drivers required to wait at a railroad crossing? a. When there is a flashing red light. b. When a train has just passed. c. When there is more than one track.	Para 2-16b

No.	Question	Reference
120.	When may drivers cross the tracks of an unguarded railroad crossing secured by a flashing light when a train has just passed? a. As soon as the train clears the crossing. b. When the flashing red light goes out. c. When the flashing green light goes on.	Para 2-16a
121.	What must a driver do when approaching a railroad crossing where the barriers are open? a. Approach at a moderate speed and observe the tracks to the right and left. b. Proceed without slowing down. c. Come to a complete stop, look to the left and right of the tracks, then continue to drive.	Para 2-16c
122.	In a housing area controlled by the U.S. Forces, what are drivers required to do when approaching a schoolbus that has come to a stop? a. Slow down and pass with caution. b. Stop, regardless of whether or not approaching or following the bus, and do not continue until the bus begins to move again. c. Stop only if the bus is on the driver's side of the road.	Para 2-18b
123.	When a streetcar has stopped at a pedestrian island, drivers must watch out for passengers getting on and off, but may proceed carefully on the right. a. True b. False	Para 2-13b
124.	Passing a vehicle at a railroad crossing is illegal. a. True b. False	Para 2-8a(5)
125.	If a vehicle breaks down on the autobahn, the vehicle may be towed to the— a. Next gas station on the autobahn. b. Next autobahn exit. c. Original destination on the autobahn as long as a towbar is used. d. All of the above.	Para 2-15l
126.	Under what conditions may drivers pass other vehicles at zebra crossings? a. If the crossing is hard to see. b. If there are no pedestrians waiting to cross. c. None. Drivers will not pass other vehicles at zebra crossings.	Para 2-5e(2)
127.	When a driver sees a pedestrian wearing a yellow armband marked with three black dots attempting to cross the street, the driver must— a. Slow down and stop if necessary to allow the pedestrian to cross. b. Proceed if the pedestrian is accompanied by another person or a guide dog. c. Both of the above.	Para 2-5e(3)

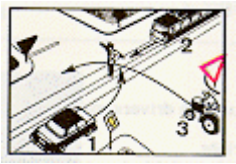
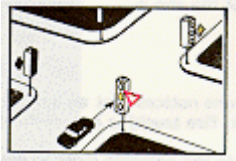
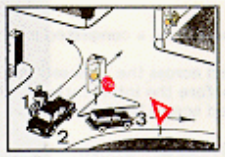
No.	Question	Reference
128.	Which vehicle or vehicles must stop? a. Vehicle 1. b. Vehicles 2 and 3. c. Vehicles 1, 2, and 3.	Signs 12 and 143

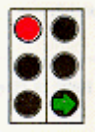
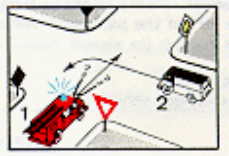
129.	Drivers may not pass cars at a pedestrian crosswalk even if no pedestrian is in sight. a. True b. False	Para 2-5e(2)
130.	The light is green. What must the driver do? a. Wait and permit the pedestrians to cross. b. Cause the pedestrians to hurry by sounding his or her horn. c. Keep moving, because the pedestrians must wait.	Para 2-5d

131.	The basic rule in observing hand signals given by German police officials is that traffic parallel to the outstretched arms of the officer may proceed. a. True b. False	Para 2-9e and figs 1 through 5
132.	When approaching a congested intersection and the light is green, the driver should— a. Proceed across the intersection with caution. b. Stop before the intersection until the intersection is clear. c. Proceed across the intersection, flashing headlights to warn other vehicles.	Para 2-10
133.	Which vehicle is allowed to proceed? a. Vehicles 1 and 2. b. Vehicle 3. c. Vehicles 2 and 3.	Para 2-9e and fig 2



134.	Which vehicle is allowed to proceed without stopping? a. Vehicle 1. b. Vehicle 2. c. Vehicle 3. d. Vehicles 1, 2, and 3.	Para 2-9e and fig 5

No.	Question	Reference
135.	Which vehicle must wait? a. Vehicle 1. b. Vehicle 2. c. Vehicle 3. d. Vehicles 1 and 2. 	Para 2-9e and figs 1 and 4
136.	When a yellow light is flashing at an intersection, the driver must— a. Approach cautiously and yield the right-of-way if necessary. b. Wait until the light changes. c. Always stop. 	Para 2-9c(1)
137.	What must the driver do when approaching an intersection and seeing the traffic light turn from green to yellow? a. Proceed. b. Stop at the line. c. Stop at the line if safe to do so.	Para 2-9b
138.	If the driver of a passenger vehicle wants to turn left and a streetcar traveling in the same direction left of the passenger vehicle is proceeding straight ahead, which vehicle has to wait? a. The streetcar. b. The passenger vehicle.	Para 2-5c(4)
139.	A police officer controls traffic at an intersection and the traffic lights are in operation. Which signals must drivers obey? a. The police officer's. b. The traffic light's. c. Neither, because the "right-before-left" rule applies in both cases.	Para 2-9e
140.	The yellow light is flashing. Which vehicle has to stop? a. Vehicles 1 and 2. b. Vehicles 2 and 3. c. Vehicles 1 and 3. 	Paras 2-9c(3) and (4)
141.	Which vehicle must proceed? a. Vehicles 1 and 2. b. Vehicles 2 and 3. c. Vehicles 1 and 3.	Para 2-9e

No.	Question	Reference
142.	The illustration shows a signal that indicates the driver may proceed— a. To the right. b. To the left. c. Straight ahead. d. All of the above.	Para 2-9d
143.	In this situation, drivers may— a. Turn right. b. Proceed straight ahead or wait if turning left. c. Both of the above. 	Para 2-9d(3)
144.	A driver who notices that an emergency vehicle (for example, ambulance, police car, fire truck) is approaching should— a. Drive to the extreme right in normal traffic. b. In bumper-to-bumper traffic on two-lane autobahns, or other multilane roads, move on slowly, driving to the extreme right in the right-hand lane and to the extreme left in the left-hand lane to form a passageway in the middle. c. Both of the above.	Paras 2-17a and b
145.	What do drivers have to do when a vehicle with flashing lights and a multitone horn approaches? a. Stop immediately. b. Clear the road immediately.	Paras 2-17a and b
146.	Which vehicle has to wait? a. Vehicle 1. b. Vehicle 2. 	Para 2-17a
147.	Drunk driving is a felony in Germany and may result in imprisonment for up to 5 years. a. True b. False	Para 2-26a
148.	What besides alcohol may impair a person's ability to drive safely? a. Fatigue. b. Medication. c. Both of the above.	Para 3-4
149.	Refusal to undergo a urine or blood alcohol content (BAC) test when requested to do so by the military police or security police will result in revocation of driving privileges. a. True b. False	Paras 1-3c and 2-27a and b

No.	Question	Reference
150.	If the German police suspect drivers of driving while intoxicated, they may demand, using force if necessary, that drivers submit to a urine or BAC test. a. True b. False	Para 2-28
151.	When may a horn be honked within city limits? a. When a pedestrian suddenly steps out onto the roadway. b. When another vehicle suddenly backs into the street from a narrow driveway. c. Both of the above.	Para 2-19a and e
152.	During daytime, where is it permitted to use headlights to signal the intention to pass? a. Outside city limits. b. Within city limits. c. Both of the above.	Paras 2-19c and d
153.	Inside city limits, drivers may indicate their intention to pass by flashing headlights or sounding the horn. a. True b. False	Para 2-19d
154.	A driver in the passing lane of the autobahn must slow down if he or she sees a vehicle approaching from behind with flashing headlights. a. True b. False	Para 2-8h

SECTION II
ANSWERS

1. a.	23. b	45. a.	67. a.	89. b	111. d	133. c
2. b	24. d	46. a.	68. c	90. a.	112. a	134. d
3. d	25. a	47. a	69. b	91. a	113. a	135. d
4. a	26. a	48. b	70. a	92. a	114. c	136. a
5. b	27. a	49. b	71. b	93. a	115. a	137. c
6. b	28. a	50. b	72. a	94. d	116. b	138. b
7. b	29. a	51. b	73. c	95. a	117. c	139. a
8. a	30. a	52. b	74. a	96. b	118. c	140. a
9. a	31. a	53. c	75. b	97. b	119. a	141. b
10. b	32. a	54. a	76. a	98. a	120. b	142. d
11. b	33. b	55. a	77. b	99. b	121. a	143. a
12. b	34. a	56. b	78. b	100. b	122. b	144. c
13. a	35. b	57. a	79. c	101. b	123. a	145. b
14. c	36. b	58. a	80. c	102. a	124. a	146. b
15. a	37. c	59. b	81. a	103. a	125. b	147. a
16. a	38. b	60. a	82. a	104. d	126. c	148. c
17. a	39. a	61. c	83. d	105. c	127. a	149. a
18. b	40. d	62. a	84. a	106. b	128. b	150. a
19. d	41. a	63. b	85. b	107. a	129. a	151. c
20. a	42. b	64. a	86. c	108. a	130. a	152. a
21. a	43. a	65. b	87. c	109. b	131. a	153. b
22. a	44. a	66. b	88. b	110. c	132. b	154. b

APPENDIX D
BICYCLE REQUIREMENTS

D-1. GENERAL

Bicycles are considered legal traffic and are subject to the same laws and regulations as privately owned vehicles. Bicycle operators and passengers on U.S. military installations will wear a helmet properly fastened under the chin. Helmets must meet the American National Standards Institute, Snell Memorial Foundation Standards, or Economic Commission European Standards for bicycle helmets.

D-2. LEGAL REQUIREMENTS

German law states that bicyclists are—

a. Required to operate bicycles with—

(1) Two independent braking systems.

(2) A headlight.

(3) A bell.

(4) Pedals with reflectors.

(5) A taillight that can reflect light if the electrical circuit fails.

(6) A white reflector in the front and a red reflector in the back.

b. Prohibited from riding on sidewalks. Children 8 years old and younger, however, must ride their bicycles on the sidewalk if bicycle paths are not available. When the road must be crossed, they must push bikes across.

c. Authorized to have a passenger only if the passenger is not more than 7 years old and the bicyclist is at least 16 years old. An additional seat and footrests must be provided for the passenger.

d. Not allowed to ride side by side in traffic.

e. Required to ride in a single file outside city limits.

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

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

D-3. REGISTRATION

Some communities have their own bicycle-registration or theft-prevention system. The local military or security police station or installation coordinator can provide registration information.

D-4. SAFETY

USAREUR Pamphlet 385-5 provides safety tips on operating bicycles.

APPENDIX E
INTERNATIONAL DRIVING REQUIREMENTS

E-1. GENERAL

National requirements for liability insurance, customs documents, and drivers licenses (table E-1) vary and are subject to change. The local military police customs field office can provide information on international driving requirements. Before driving outside Germany, individuals are strongly encouraged to obtain an international drivers license. The international nationality marker (the oval "USA" decal for U.S. Forces members) must be attached to the back of their privately owned vehicles (POVs) when leaving Germany.

E-2. INTERNATIONAL INSURANCE CARD

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

E-3. INTERNATIONAL DRIVING PERMIT

a. Some countries require international driving permits as a prerequisite to driving an automobile within their borders. Permits may be obtained in all German cities. Local military police or security police can provide the location of issuing agencies. To acquire an international driving permit, individuals will present the following:

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

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

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

(4) A U.S. passport (required only for DA and Department of the Air Force civilians and family members).

(5) A fee of 10 Euro.

b. Applicants will apply for international drivers licenses in the town or city where they are stationed.

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

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

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

E-4. ROAD SIGNS

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

Table E-1
National Requirements for Liability Insurance, Customs Documents, and International Drivers Licenses

Country	Green International Insurance Card Required	International Drivers License Required
Austria	Yes	Yes
Belgium	Yes	No
Denmark	Yes	No (1)
Egypt	No (2)	Yes
Finland	Yes	No
France	Yes	No
Greece	Yes (3)	Yes
Iran	No (2)	Yes
Ireland	Yes	No
Israel	Yes	Yes
Italy	Yes	No
Jordan	No (2)	Yes
Lebanon	No (2)	Yes
Luxembourg	Yes	No (4)
The Netherlands	Yes	No (4)
Norway	Yes	No (4)
Portugal	Yes	No
Spain	Yes	Yes
Sweden	Yes	No
Switzerland	Yes	No
Syria	No (2)	Yes
Turkey	Yes (5)	Yes
United Kingdom (6)	Yes	No
Former Yugoslavian states	Yes (7)	No

NOTES: 1. An international drivers license is not required if the driver has a valid stateside license with a photograph attached.
2. The green card is not valid, but a certificate of *carnet de passage* and adequate insurance must be bought before or at the border.
3. The green card must be specifically validated for Greece.
4. The international drivers license is not required if the driver has a valid national license.
5. The green card must be validated specifically for Turkey.
6. A customs notice is issued at the point of entry for temporary import.
7. Insurance companies normally do not cover POVs operated in the former Yugoslavian states. Specific coverage must be requested and the green card must indicate validity in the former Yugoslavian states.

APPENDIX F
STUDY GUIDE FOR THE USAREUR MOTORCYCLE TEST

F-1. GENERAL

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

F-2. MOTORCYCLE BRAKES

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

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

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

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

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

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

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

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

(1) It starts raining.

(2) Driving on wet roads or over wet streetcar tracks.

(3) Driving on roads with loose gravel, dirt, or leaves.

(4) The road is covered with hard-packed snow or ice.

(5) Driving at high speeds.

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

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

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

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

F-3. DRIVING TECHNIQUES

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

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

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

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

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

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

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

(1) Uneven surfaces or obstacles.

(2) Slippery surfaces.

(3) Railroad tracks.

(4) Grooves and gratings.

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

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

(2) Make sure the motorcycle is straight up.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(5) Be Flexible About Lane Position. Change to whatever portion of the lane that best helps you to see, be seen, and keep an adequate space cushion. Wear reflective clothing to increase visibility.

F-4. CLOTHING REQUIREMENTS

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

F-5. PROTECTION AGAINST UNAUTHORIZED USE

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

F-6. MOTORCYCLE DRIVER LICENSE CLASSES USED BY THE U.S. FORCES IN GERMANY

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

a. Class 1. Motorcycle, with or without sidecar, with an engine capacity exceeding 250 cubic centimeters (cm^3).

b. Class 1a. Motorcycle with an engine capacity between 80 cm^3 and 250 cm^3 and not more than 20 kilowatts.

c. Class 1b. Motorcycle with an engine capacity less than 80 cm^3 and a speed between 51 to 79 kilometers per hour (kph) (32 to 50 miles per hour (mph)).

d. Class 4. Motorcycle or two-wheel vehicle with an engine capacity less than 50 cm^3 and a speed not exceeding 50 kph (32 mph).

e. Class 5. Motorcycle or two-wheel vehicle with an engine capacity of less than 50 cm^3 and a speed not exceeding 25 kph (16 mph).

F-7. REMINDER

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

GLOSSARY

AAFES	Army and Air Force Exchange Service
AFI	Air Force instruction
AR	Army regulation
BAC	blood alcohol content
BBP	Better Biker Program
CG, USAREUR/7A	Commanding General, United States Army, Europe, and Seventh Army
cm^3	cubic centimeter
DOD	Department of Defense
DOT	U.S. Department of Transportation
DWIC	double-white insurance card
ERC	Experienced Rider Course
FRS	field registration station
ft	feet
HMMWV	high mobility multipurpose wheeled vehicle
HQ USAREUR/7A	Headquarters, United States Army, Europe, and Seventh Army
km	kilometer
kph	kilometer per hour
mg	milligram
mL	milliliter
MP	military police
mpg	miles per gallon
mph	miles per hour
MRC:RSS	Motorcycle Rider Course—Riding and Street Skills
MSF	Motorcycle Safety Foundation
NATO	North Atlantic Treaty Organization
OF	optional form
PMCS	preventive maintenance checks and services
POV	privately owned vehicle
RMV	USAREUR Registry of Motor Vehicles
SOFA	Status of Forces Agreement
SF	security forces
TDY	temporary duty
UCMJ	Uniform Code of Military Justice
UPUBS	USAREUR Publications System
U.S.	United States
USAFE	United States Air Forces in Europe
USAREUR	United States Army, Europe