



Reply to
Attention of:

DEPARTMENT OF THE ARMY
LOGISTIC READINESS CENTER, CARLISLE
BUILDING 46, ASHBURN DRIVE, ANNE ELY HALL
CARLISLE BARRACKS, CARLISLE, PA 17013-5083

ASCE-LCB

17 February 2015

MEMORANDUM FOR user of Carlisle Barracks TMP

SUBJECT: ANNUAL DRIVER SAFETY TRAINING REQUIREMENT.

1. The Carlisle Barracks installation and various commands of the tenant organizations do not have a Commander's annual driver safety training program which provides documentation of attendees on an annual basis to the installation TMP to satisfy the annual safety training requirement from AR 600-55
2. To accommodate this requirement, the LRC TMP has implemented the requirement for drivers of government owned or leased vehicles to take the AAC training at the ALMS site annually. The alternative to this is for the Commanders to initiate their own annual safety training that meets the intent of AR 600-55. 4-4 and provide a by name list to the LRC TMP when personnel complete the training (required annually).
3. To access ALMS and take the class, follow the directions in the below embedded pdf file. For an explanation of the standards, regulations and requirements. See item #4 and below.



ALMS
instructions.pdf

4. The standards that are being enforced are from AR 385-10 and AR 600-55.
AR 385-10 11-7. (4) *“Accident Avoidance Course. Anyone operating an AMV will have first completed the online accident avoidance course as part of licensing procedures. The training includes RM, personal responsibility, driving hazard awareness, defensive driving techniques, accident avoidance, and MC safety. The course is located on the Army Learning Management System at <https://www.lms.army.mil>.” ... (b) “The online Accident Avoidance Course will be repeated every 4 years in accordance with AR 600-55” ...*

This is the AAC that everyone references and associates with the 4 year interval.

***What has been implemented is the use of this course to comply with AR 600-55 p. 4-4, which obligates commanders to implement annual sustainment driver training (every 2 years for USAR/ARNG).

AR 600-55 4-4. *“Sustainment training*

a. Sustainment training is periodic driver training conducted to maintain a high level of driver skill proficiency and to prevent drivers from acquiring poor driving habits. Commanders will



DEPARTMENT OF THE ARMY
LOGISTIC READINESS CENTER, CARLISLE
BUILDING 46, ASHBURN DRIVE, ANNE ELY HALL
CARLISLE BARRACKS, CARLISLE, PA 17013-5083

Reply to
Attention of:

develop and implement a sustainment training program to be conducted at least annually (every 2 years for USAR and ARNG) for any driver with a valid OF 346.

b. First line supervisors will conduct an annual check ride (every 2 years for USAR and ARNG) for each driver to assess driving proficiency and identify weaknesses. Sustainment training will focus on individual weaknesses as well as other topics identified by the commander (that is, may be based on local seasonal conditions, mission, equipment, and so forth). If the first line supervisor is not licensed or is unable to perform the check ride, the commander or supervisor will ensure a qualified individual performs the check ride and assessment.

c. Completion of sustainment training will be annotated on DA Form 348, section III. See figure 4-1.”

5. A recent amendment to 600-55 revoked permission to issue contractors the OF346, however you cannot dispatch through the Army STAMIS, SAMSIE, without DA348 data input which automatically generates the OF346 document. Contractors are required to develop their own license document to track qualified operators. However, the information has to be entered in to the SAMIE in order to dispatch the equipment, so we provide the OF346 back to a contractor, removing or redacting the words OF346 from the license and allow it to become the document contractors use to show they have been licensed to use Army vehicles within our system at Carlisle TMP. All this depends on equipment class codes, equipment EIC's and valid state driver licenses as well, in order to issue a dispatch for TMP equipment.
6. POSSIBLE UNIQUE ACCESS ISSUE TO training in ALMS: Anyone requiring the AAC training should have AKO access either with a user name and password or a CAC. If they had this access the first time they took the course this access is used for subsequent actions in ALMS. As long as they can access ALMS they can take the course.
 - a. When requesting the course within ALMS you may have to select a RECERTIFICATION option if presented with one and it is not obviously posted. It depends on how you get to the course content using ALMS.
 - b. In the event a contractor requires the use of a GOV and does not have AKO access or a CAC, their sponsor (who does have access) can log on and into ALMS and have the individual take the training, change the name on the certificate, and have that sponsor/leader/supervisor place their signature block on the document and sign it to verify authenticity (generally everyone is sponsored by someone if they need to drive a GOV NTV). This is the best we can do to protect the CDR and ensure everyone meets the intent of the REG.
7. Point of contact is the undersigned at (717) 245-3997, timothy.a.weaver4.civ@mail.mil.

TIMOTHY A. WEAVER
Director, Logistics Readiness Center – Carlisle