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Wiesbaden, Germany

Army in Europe and Africa
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Instruction 31-202*

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Military Police

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

***This publication supersedes
AE Regulation 190-1/CNE-CNA-C6F Instruction 11240.6AB/USAFE-AFAFRICA Instruction 31-202,
18 June 2020; and rescinds AE Form 190-1F, AE Form 190-1G, and AE Form 190-1T.**

For the Commander:

MICHAEL D. WICKMAN
*Major General, GS
Chief of Staff*

Official:



SCOTT T. CHANCELLOR
*Chief, Document Management
Army in Europe and Africa*

Summary. This publication prescribes policy and procedures for licensing drivers of privately owned vehicles (POVs) ([glossary](#)) and Government-owned vehicles (GOVs) ([glossary](#)), for inspecting and registering POVs, and for operating POVs and other wheeled recreational equipment on U.S. Forces installations in Germany. POV licensing and registration operations are conducted in accordance with the Supplementary Agreement to the NATO Status of Forces Agreement (SOFA). United States European Command (USEUCOM) Instruction 5802.01 delegates this authority to the CG, USAREUR-AF. The traffic code in this publication is also applicable to Army elements in Italy, Poland, and the Benelux. Provisions of this publication regarding alcohol-related traffic offenses are punitive, and violation of these provisions may subject offenders to nonjudicial or judicial action under the Uniform Code of Military Justice. Violations of these provisions may also subject individuals to adverse administrative action or adverse civilian misconduct action ([AEA Reg 27-9](#)).

Summary of Change. This revision—

- Expands the applicability of this publication to members of the U.S. Forces and the civilian component assigned to or employed in Poland.
- Clarifies that all fees associated with processes established by this publication are nonrefundable (throughout).
- Clarifies that all military and civilian personnel, their Family members, and DOD privileged contractors ([glossary](#)) must have a U.S. Forces Certificate of License ([glossary](#)) to drive in Germany, and that they must have this document with them while operating a vehicle ([para 2-1a](#)).
- Adds that military and civilian personnel, their Family members, and DOD privileged contractors with a permanent assignment must have a U.S. Forces Certificate of License to drive POVs in Poland ([para 2-1b](#)).
- Clarifies that reserve component (RC) personnel on active duty for 29 days or fewer; RC personnel in Battle Assembly status, in Drilling Individual Mobilization Augmentation status, or in any other status under Title 10, United States Code; and the Family members of these RC personnel are not authorized and do not require a U.S. Forces Certificate of License ([para 2-1c](#)).
- Adds that military personnel who do not have a U.S. State-issued motorcycle license, a motorcycle endorsement to a drivers license, or a host nation (HN) motorcycle ([glossary](#)) license may still attend the Basic Rider Course (BRC-I) ([para 2-2g\(1\)\(c\)7 \(note\)](#)).
- Establishes separate motorcycle licensing requirements for Air Force and Navy personnel ([paras 2-2g\(2\) and \(3\)](#)).
- Changes the mandatory suspension ([glossary](#)) for operating a motor vehicle ([glossary](#)) with a blood alcohol content of above 0.05 but below 0.08 from 30 to 90 calendar days to 90 to 180 calendar days ([para 2-14b\(4\)\(a\)](#)).
- Clarifies that RC personnel on active duty for 29 days or fewer must present orders to the USAREUR-AF Registry of Motor Vehicles (RMV) for each active duty period to have their POVs registered ([para 3-1a\(2\)](#)).
- Adds limitations on the number of listed POVs authorized for NATO members ([para 3-2a\(3\)](#)).
- Clarifies that individuals must present a valid U.S. Forces Certificate of License and a valid DOD ID card when visiting a field registration station (FRS) to conduct any type of transaction ([paras 3-5a\(1\) and \(2\)](#)).
- Extends the validity of mechanical inspections conducted under the German inspection system in order to obtain a U.S. Forces POV registration from 30 to 60 calendar days ([para 3-5a\(3\)\(b\)2](#)).
- Removes information about transporting leased vehicles to foreign countries ([para 3-6a](#)).
- Clarifies that temporary license plates must be returned to the same FRS where they were issued ([para 3-7a\(3\)](#), [para 3-16a\(4\)](#), and [para 3-25d\(2\)](#)).

- Clarifies the process for customers who have reported license plates as lost or stolen when fewer than 60 calendar days are left on the registration ([para 3-7c](#), [para 3-15a](#), and [para K-3b](#)).
- Includes registration requirements for electric vehicles ([glossary](#)) ([para 3-18a\(6\)](#)).
- Eliminates the requirement for brackets designed to mount U.S.-style license plates to be removed before mounting the long German license plate ([para 3-18b\(1\)](#); [fig 4-1](#); and [table C-1, item 1.1](#)).
- Clarifies that zip ties are prohibited for permanent license plates ([para 3-18b\(2\)](#) and [fig 4-1](#)).
- Changes the policy on decals, stickers, and banners on U.S. Forces-registered POVs ([para 3-19](#), [para 3-26d](#), and [para C-22c](#)).
- Further delineates requirements for an agent ([para 3-22f](#)).
- Adds that military personnel in Germany who retire and take transition leave in Germany until their retirement date will be issued transit license plates ([para 3-25d](#)).
- Adds procedures for registering Government-owned and custodial vehicles ([para 3-27](#)).
- Adds procedures for the authorization of petroleum, oil, and lubricants for vehicles listed in the USAREUR-AF RMV registration system ([para 3-28](#)).
- Adds POV shipping contractors to the list of individuals authorized to operate U.S. Forces-registered vehicles for short and reasonable periods without holding a U.S. Forces Certificate of License ([para 4-10a\(2\)](#)).
- Clarifies that decals attached to license plates must be returned to the local FRS with the license plates ([fig 4-1](#)).
- Adds the German License Plates Agreement Statement for GOVs ([fig 4-2](#)).
- Adds e-scooters to the guidelines pertaining to nonmotorized vehicles ([glossary](#)) ([paras 5-7a\(2\) and \(3\)](#)).
- Changes the process for issuing temporary license plates for vehicles purchased from a strip-lot ([para 6-3d](#)).
- Rescinds the following Army in Europe (AE) forms:
 - AE Form 190-1F, U.S. Forces Certificate of License/The United States Forces in Germany.
 - AE Form 190-1G, Temporary U.S. Forces Certificate of License/*Provisorischer Führerschein*.
 - AE Form 190-1T, Application for U.S. Forces POV Certificate of License and Allied Transactions.

- Establishes the following Army in Europe and Africa (AEA) forms ([app B](#)):
 - AEA Form 190-1F (GER), U.S. Forces Certificate of License/The United States Forces in Germany.
 - AEA Form 190-1F (POL), U.S. Forces Certificate of License/*Prawo Jazdy* (Poland).
 - AEA Form 190-1G (GER), Temporary U.S. Forces Certificate of License/*Provisorischer Führerschein*.
 - AEA Form 190-1G (POL), Temporary U.S. Forces Certificate of License/*Tymczasowe Prawo Jazdy*.
 - AEA Form 190-1T (GER), Application for U.S. Forces POV Certificate of License and Allied Transactions (Germany).
 - AEA Form 190-1T (POL), Application for U.S. Forces POV Certificate of License and Allied Transactions (Poland).
 - AEA Form 190-1R, NATO Forces POL Authorization/Leased Vehicle Application.
- Clarifies inspection requirements for headlights and other lights ([para C-10a](#)).
- Adds inspection requirements for after-market bumpers, brush guards, and similar devices ([para C-18i](#)).
- Updates the provisions on window tinting ([para C-27](#)).
- Changes inspection methods for speedometers, allowing visual inspection only and removing the option to verify correct operation through a road test ([table C-1, item 8.9](#)).
- Clarifies that unclaimed vehicles are subject to the same requirements as abandoned vehicles ([glossary](#)) ([para E-4](#)) and removes the definition of an unclaimed vehicle ([glossary, sec II](#)).
- Clarifies that, for Air Force personnel, the revoking authority ([glossary](#)) will be the mission support group (MSG) commander (O6), and the suspending authority ([glossary](#)) will be the deputy MSG commander (O5) ([glossary, sec II](#)).
- Adds the following definitions ([glossary, sec II](#)):
 - Electric vehicle.
 - International drivers permit.
 - Lienholder.
 - Motorcycle protective equipment.

- Makes administrative changes throughout (for example, phone numbers, email addresses, office symbols).

Applicability. This publication applies to—

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

NOTE: This publication applies to USAFE/AFAFRICA personnel in Germany only with respect to licensing POV drivers and registering POVs with the USAREUR-AF RMV. USAFE/AFAFRICA personnel will refer to AFI 31-218IP for all other aspects of motor vehicle traffic supervision, traffic violations, suspensions, revocations ([glossary](#)), and point assessments. USAFE/AFAFRICA agencies will notify the RMV of all suspensions, revocations, and traffic point assessments.

- Persons assigned to nonappropriated fund organizations and other authorized organizations ([AEA Reg 600-700](#)) in Germany, including international military headquarters.
- Members of the U.S. Forces (Army, Navy, and Air Force) and the civilian component (including Family members) who are assigned to or employed within the geographic boundaries of Poland and who are authorized a U.S. Forces Certificate of License. However, only the provisions on U.S. Forces Certificates of License ([chap 2](#)) apply to these individuals. The USAREUR-AF RMV Issuing Drivers Licenses in Poland Standing Operating Procedure, dated 31 August 2020, provides information on other aspects of driving in Poland. Additional information on traffic laws and regulations applicable in Poland may be obtained from the Area Support Group – Poland or the servicing legal office. U.S. Forces in Poland register their POVs with local Polish registration authorities.
- Members of the U.S. Forces and its civilian component on TDY in Germany who apply for a U.S. Forces Certificate of License. In addition, it applies to members of the U.S. Forces and its civilian component on leave or pass in Germany under the U.S.–German Leave Agreement when purchasing vehicles in Germany and returning to their country of assignment in Europe (outside of Germany) or Northern Africa. According to AR 190-5/OPNAV 11200.5D/AFI 31-218(I) and AFI 31-218IP, the policy and procedures in this publication apply in cases of conflict.
- U.S. military organizations with nontactical vehicles. All U.S. military organizations with nontactical vehicles designed for carrying passengers and operating on public roads will register these vehicles with U.S. Forces-provided indigenous POV license plates. Nontactical emergency and maintenance-type vehicles owned by the Interagency Fleet Management System may be registered only with the U.S. Forces-provided license plates (IF), but because of the nature of their usage, registration is not required. Vehicles that bear a clear U.S. nexus through the application of graphics, emergency lighting, or design are required to remain on the installation to the greatest extent possible.
- Unless otherwise specified, all personnel who access U.S. installations in Germany, including local national (LN) employees ([glossary](#)) of the U.S. Government, and visitors.

NOTES: 1. Where applicable by branch of Service, personnel found in violation of this publication will be subject to the suspension or revocation of their U.S. Forces Certificate of License, loss of vehicle registration privileges, or both.

2. No adverse action will be taken against LN employees or other individuals without SOFA status for violating this publication without prior coordination with the servicing civilian personnel advisory center or prior legal review from the servicing legal office, or both. This restriction does not pertain to notifying German police or prosecution authorities.

Records Management. Records created as a result of processes prescribed by this publication must be—

- Identified, maintained, and disposed of by Army in Europe and Africa units according to AR 25-400-2. Record titles and descriptions are provided in the Army Records Information Management System at <https://www.arims.army.mil>.
- Identified, maintained, and disposed of by CNE-CNA-C6F organizations according to Navy records management policy.
- Maintained by USAFE/AFAFRICA units in accordance with AFI 33-322 and disposed of in accordance with the Air Force Records Disposition Schedule in the Air Force Records Information Management System at <https://www.my.af.mil/gcss-af61a/afirms/afirms/rims.cfm>.

Forms. [Appendix B](#) lists forms prescribed by this publication. AEA and higher level forms are available through the Army in Europe and Africa Publications (AEPUBS) website at <https://www.aepubs.eur.army.mil/> or <https://intranet.eur.army.mil/aepubs/>.

Proponency. The proponent of this publication is the Registrar, Vehicle Registration, Office of the Provost Marshal, G34 Protect, Office of the Deputy Chief of Staff, G3, HQ USAREUR-AF (mil 542-2004). Users may send comments and suggested improvements to the policy in this publication by email to usarmy.sembach.usareur-af.mbx.rmv-css@army.mil.

Interpretation. In any instance where a portion of this publication is open to interpretation or where a determination is required, it is incumbent upon the reader to contact the responsible authority at the USAREUR-AF RMV for a clear decision.

Distribution. This publication is available on AEPUBS at <https://intranet.eur.army.mil/aepubs/>.

CONTENTS

CHAPTER 1 INTRODUCTION

- 1-1. Purpose
- 1-2. References
- 1-3. Explanation of Abbreviations and Terms
- 1-4. Responsibilities

CHAPTER 2

ACQUISITION AND LOSS OF DRIVING PRIVILEGES

SECTION I

ACQUIRING A U.S. FORCES CERTIFICATE OF LICENSE

- 2-1. Licensing Policy
- 2-2. Licensing Requirements
- 2-3. Special Issue of U.S. Forces Certificates of License
- 2-4. Disabled Persons
- 2-5. Renewing a U.S. Forces Certificate of License
- 2-6. Replacing a U.S. Forces Certificate of License
- 2-7. Addition of Vehicle Classes
- 2-8. Changes to Personal Information
- 2-9. Eligibility for a German Drivers License
- 2-10. Loss of Eligibility
- 2-11. Implied Consent Provision

SECTION II

LOSS OF DRIVING PRIVILEGES

- 2-12. General
- 2-13. Declaration of Ineligibility for a U.S. Forces Certificate of License
- 2-14. Suspensions
- 2-15. Revocations
- 2-16. Revocation by Civil Authorities
- 2-17. Administrative Actions, Reprimands, Reports, and Disposition Procedures
- 2-18. Rebuttal Procedures to License Suspensions and Revocations
- 2-19. Appeals
- 2-20. Petitions for Reinstatement of Driving Privileges (Revocations and Restricted Driving Privileges)
- 2-21. Traffic Point Assessment System
- 2-22. Reports of Actions Taken

CHAPTER 3

POV REGISTRATION

- 3-1. Policy and Entitlement
- 3-2. Limits on the Number of Registered POVs
- 3-3. Mechanical Standards
- 3-4. Inspection Requirements
- 3-5. Registration Requirements
- 3-6. Proof and Types of Ownership
- 3-7. Temporary Registrations
- 3-8. Nonoperational Registrations
- 3-9. Transferring a POV to Another Person Eligible to Register a POV With the U.S. Forces
- 3-10. Transferring or Disposing of a POV to Persons Not Eligible to Register With the U.S. Forces
- 3-11. Renewal of Registration

- 3-12. Requirement to Provide Proof of Continuing Insurance
- 3-13. Requirement to Report Changes in Registration Information
- 3-14. Inland Movement and Commercial Shipment of POVs
- 3-15. Reporting Lost, Stolen, or Recovered Vehicles and License Plates
- 3-16. Replacing Lost, Stolen, or Mutilated License Plates, Documents, or Decals
- 3-17. POV Registration Certificates
- 3-18. Issuing and Displaying License Plates
- 3-19. Registration Decals
- 3-20. Repossession of POVs by Lienholders
- 3-21. Procedures for Clearing a POV
- 3-22. Disposition by an Agent
- 3-23. Withdrawal of Registration Privileges
- 3-24. Registration of Vehicles Used Exclusively for Racing Events and Registration of Off-Road Recreational Vehicles
- 3-25. Loss of Eligibility
- 3-26. Restrictions on Displaying Written or Graphic Material on POVs
- 3-27. Procedures for Registering Government-owned and Custodial Vehicles
- 3-28. Authorization of Petroleum, Oil, and Lubricants for Vehicles Listed in the USAREUR-AF Registry of Motor Vehicles Registration System

CHAPTER 4

MISCELLANEOUS PROVISIONS AND REQUIREMENTS

SECTION I

TRAFFIC LAWS AND REGULATIONS

- 4-1. General
- 4-2. Reserved POV Parking
- 4-3. POV Security
- 4-4. Safety Equipment Requirements for Germany
- 4-5. Schoolbuses
- 4-6. Lending and Borrowing POVs
- 4-7. Action in Case of an Accident

SECTION II

PROVISIONS, REQUIREMENTS, AND PROHIBITIONS ON POV OPERATION AND DISPOSAL

- 4-8. Use of Tax-free POL in Rented Vehicles
- 4-9. Prohibitions on Unregistered or Unlicensed POVs
- 4-10. Operation of U.S. Forces-registered POVs by Persons not Licensed under this Publication
- 4-11. Disposing of POVs
- 4-12. Loss of Logistic Support
- 4-13. German License Plates
- 4-14. Exceptions to Policy

CHAPTER 5

U.S. FORCES TRAFFIC CODE FOR INSTALLATIONS IN GERMANY

SECTION I

GERMAN TRAFFIC ORDINANCE

- 5-1. Purpose
- 5-2. Responsibilities
- 5-3. Rules of the Road and General Provisions
- 5-4. Signs and Traffic Installations

SECTION II

SELECTED TRAFFIC RULES

- 5-5. Miscellaneous Rules
- 5-6. Motorcycles and Similar Vehicles
- 5-7. Bicycles, Nonmotorized Vehicles, and Skateboards
- 5-8. Emergency Vehicles

CHAPTER 6

MORALE, WELFARE, AND RECREATION STRIP-LOT SAFETY REQUIREMENTS FOR THE RESALE OF POVs

- 6-1. Purpose
- 6-2. Applicability
- 6-3. Procedures for Resale

Appendixes

- A. References
- B. Prescribed Forms and Publications
- C. POV Inspection Stations
- D. Internal Controls, Reviews, and Audits
- E. Procedures for Disposing of Unwanted POVs
- F. Summary of Responsibilities of Commanders and Supervisors
- G. Summary of Suspending, Revoking, and Appellate Authority Responsibilities
- H. Summary of Responsibilities of Garrison Directors of Emergency Services and Security Forces Commanders
- I. U.S. Forces Certificate of License and Motor Vehicle Classification Summary
- J. Breath- and Blood-Alcohol-Level Equivalents
- K. Reporting Lost, Stolen, or Recovered POVs and License Plates

Tables

- 2-1. Traffic Point Table
- B-1. Prescribed Forms and Publications
- C-1. Inspection Items, Methods, and Reasons for Rejection
- C-2. Maximum Allowable Decibels
- C-3. European-Specification Diesel Vehicle Emission Standards
- F-1. Commander and Supervisor Responsibilities
- G-1. Suspending Authority Responsibilities

G-2. Revoking Authority Responsibilities
G-3. Appellate Authority Responsibilities
H-1. DES and SF Commander Responsibilities
I-1. U.S. Forces Certificate of License Requirements–Germany
J-1. Breath- and Blood-Alcohol-Level Equivalents
J-2. Host Nation Blood Levels Converted to U.S. Blood Levels

Figures

4-1. German License Plates Agreement Statement (Privately Owned Vehicle)
4-2. German License Plates Agreement Statement (Government-owned Vehicle)
C-1. Noise-Level Testing for Motor Vehicles With Three or More Wheels
C-2. Measuring Distances for Stationary Motorcycles
E-1. Format for a Notification Letter to the Owner of a Found POV

Glossary

CHAPTER 1 INTRODUCTION

1-1. PURPOSE

This publication—

a. Prescribes policy and procedures for licensing privately owned vehicle (POV) ([glossary](#)) drivers and for registering POVs in Germany under the Supplementary Agreement to the NATO Status of Forces Agreement (SOFA).

b. Implements AFD 31-1.

c. Prescribes rules for POVs and users of other wheeled recreational equipment on U.S. Forces installations in Germany.

d. Prescribes mechanical standards for POV inspections.

e. Explains traffic laws and regulations for POVs in Germany.

f. Explains vehicle disposal procedures and strip-lot safety requirements.

1-2. REFERENCES

a. [Appendix A](#) lists references.

b. [Appendix B](#) lists publications and forms prescribed by this publication.

1-3. EXPLANATION OF ABBREVIATIONS AND TERMS

The [glossary](#) defines abbreviations and terms.

1-4. RESPONSIBILITIES

a. Office of Safety, Office of the Chief of Staff, HQ USAREUR-AF (USAREUR-AF Safety Office). The USAREUR-AF Safety Office will work with the IMCOM-E Safety Office and the 405th Support Brigade (Army Field) (405th AFSB) Safety Office to—

(1) Advise the USAREUR-AF Provost Marshal (PM) on safety-related issues affecting the driving instructor certification program, the driver training and testing program, the community drivers' orientation course, and the Motorcycle Safety Foundation (MSF) community motorcycle ([glossary](#)) riders training program.

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

(3) Develop safety policy that applies to vehicle operations in the USEUCOM area of responsibility (AOR) and have the policy published in Army in Europe and Africa publications.

(4) Evaluate driver training programs in the USEUCOM AOR for effectiveness and adequacy in preventing accidents.

b. USAREUR-AF PM. The USAREUR-AF PM, through the U.S. Forces Registrar, will—

(1) Establish policy and procedures for issuing U.S. Forces Certificates of License, registering POVs, and disposing of POVs. The USAFE/AFAFRICA Director of Security Forces (HQ USAFE/A4S) oversees POV registration offices, and the USAFE/AFAFRICA Director of Logistics, Engineering, and Force Protection (HQ USAFE/A4) oversees POV driver testing facilities and inspection stations operated by USAFE/AFAFRICA units. USAFE/AFAFRICA has its own policy for disposing of POVs and procedures for meeting motorcycle orientation and proficiency course requirements.

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

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

(4) Operate a central registry to—

(a) Issue U.S. Forces Certificates of License and POV registrations.

(b) Maintain information storage facilities to identify individuals allegedly involved in crimes and offenses associated with the operation of motor vehicles ([glossary](#)).

(5) Maintain central records of the items in (4) above at the USAREUR-AF Registry of Motor Vehicles (RMV).

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

(7) Take administrative actions to assess points and suspend, revoke, or declare persons ineligible for a U.S. Forces Certificate of License ([glossary](#)) ([chap 2, sec II](#)) when they commit any of the following:

(a) A traffic offense reported by German authorities.

(b) An action reported by military police (MP), security forces (SF), or the United States Army Criminal Investigation Command that is not acted on within 90 calendar days after receipt by the suspending or revoking authority ([glossary](#)) ([para 2-22b](#)), and the suspending authority ([glossary](#)) fails to respond within 90 calendar days, takes no action, or does not provide an explanation or findings of innocence on DA Form 4833 or AEA Form 190-1K, as applicable ([para 2-22c](#)).

(8) Notify German and U.S. law enforcement officials of adverse actions taken against an individual's driving or registration privileges, and notify individuals through their chain of command or supervision (a person at or above company commander, flight commander, or equivalent-level civilian grade) by certified mail of all mandatory suspensions ([glossary](#)) or revocations ([glossary](#)).

(9) Charge the appropriate, nonrefundable fees for RMV services (for example, requests for translations, history research, applications for registrations and certificates of license, renewals).

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

(10) Enforce customs requirements addressed in this publication.

(11) Determine monthly fuel ration authorizations based on provisions of the Forces Customs Law (*Truppenzollgesetz*) and data presented by the owner at the time of registration.

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

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

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

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

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

d. 405th AFSB.

(1) The 405th AFSB Support Operations will—

(a) Establish, staff, and operate community POV inspection stations and DTSSs.

(b) In coordination with the USAFE/AFAFRICA Transportation Division (HQ USAFE/A4RT), inspect POV inspection stations and DTSSs to ensure they are managed and operated properly.

(c) Follow RMV-issued procedural guidelines for operating DTSs and safety inspection stations. The RMV will provide these guidelines directly to DTSs and safety inspection stations.

(d) Ensure internal controls for DTSs and POV inspection stations are maintained in accordance with [appendix D](#).

(2) The Base Support Operations Maintenance Division (BMD) will—

(a) In coordination with HQ USAFE/A4RT, establish criteria for operating POV inspection stations and enforcing POV mechanical and safety inspection standards ([app C](#)).

(b) Provide safety inspection stamps ([app C, para C-4](#)) for approved stations.

(c) In coordination with HQ USAFE/A4RT, enforce the requirements and procedures in [appendix C](#) regarding—

1. The standards required of POV inspection stations.

2. Situations that may occur at POV inspection stations during safety inspections that are not specifically addressed in this publication.

(d) Provide overall staff supervision of POV inspection stations established and operated by both the Army and the Air Force.

e. United States Army Garrison (USAG) Commanders and USAFE/AFAFRICA Wing Commanders.

(1) On approval from appropriate authorities, USAG commanders will establish, staff, and operate community FRSs, and wing commanders will operate Air Force (AF) FRSs and DTSs. Local FRSs will be under the supervision of the garrison director of emergency services (DES) and the USAFE/AFAFRICA SF commander.

(2) USAFE/AFAFRICA wing commanders will establish, staff, and operate AF POV inspection stations on approval from appropriate authorities. POV inspection stations will be under the supervision of HQ USAFE/A4RT.

(3) USAG commanders and USAFE/AFAFRICA wing commanders will—

(a) Ensure that internal controls for FRSs and USAFE/AFAFRICA DTSs are maintained in accordance with [appendix D](#).

(b) Issue instructions for disposing of abandoned POVs in accordance with [appendix E](#).

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

(d) Follow RMV-issued procedural guidelines for operating FRSs and USAFE/AFAFRICA DTSSs. The RMV will provide these guidelines directly to FRSs and USAFE/AFAFRICA DTSSs.

(e) Ensure that all FRS clerks (temporary or permanent) attend the 3-day training course at the RMV. This training course will be scheduled through the Chief, Vehicle Registration Processing, 30 to 90 days after assignment to an FRS. Before attending the training, clerks will familiarize themselves with this publication, the Vehicle Registry Information Network (VERINET), and the Field Registration Program and will not process transactions without direct supervision.

f. Commanders and Supervisors. Commanders and supervisors ([glossary](#)) will—

(1) Ensure that their personnel properly insure, register, and operate POVs and have valid U.S. Forces Certificates of License for the types of vehicles they register or operate ([app F](#)).

(2) Ensure that military personnel who purchase a different type of motorcycle (for example, increasing the engine size, changing from sport to cruiser or vice versa) attend the appropriate MSF training for all motorcycles registered before riding on public roads. This may require some personnel to attend more than one MSF training course before riding.

(3) At the request of the appropriate local legal liaison authority (LLA), effect service of process ([glossary](#)) by presenting traffic tickets to individuals concerned, and return completed and signed certificates of service as directed by the LLA.

(4) In order to facilitate service of German traffic tickets, provide a primary and an alternate POC for electronic service of process to the Wiesbaden Legal Center at *usarmy.wiesbaden.usareur.list.oja-wlc-traffic-ticket-pocs@army.mil* and provide updates as requested. The Wiesbaden Legal Center will maintain and regularly update the list and make it available to local LLAs.

(5) At the request of the appropriate local LLA or the USAREUR-AF Registrar of Motor Vehicles, assess traffic points and suspend or revoke driving privileges ([glossary](#)) for at least the time indicated on the traffic ticket, or forward the request to the appropriate suspending or revoking authority for action.

(6) Ensure that members of their command properly dispose of their POVs in accordance with [appendix E](#).

g. Local DESs, SF Commanders, MP, and SF. Local DESs, SF commanders, MP, and SF will—

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

(2) Cite violators.

(3) Confiscate license plates when required ([app H](#)).

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

h. Suspending, Revoking, and Appellate Authorities. Suspending, revoking, and appellate authorities ([glossary](#)) will take the actions listed in [appendix G](#).

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

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

(2) Present, on request of an MP or SF officer, unit commander, or German or U.S. law enforcement official or security gate guard, a U.S. Forces ID card, a U.S. Forces Certificate of License, a POV registration, and, for military motorcycle operators, a valid MSF training card or applicable documentation.

CHAPTER 2

ACQUISITION AND LOSS OF DRIVING PRIVILEGES

SECTION I

ACQUIRING A U.S. FORCES CERTIFICATE OF LICENSE

2-1. LICENSING POLICY

a. Military and civilian personnel, their Family members, and DOD privileged contractors ([glossary](#)) must have a U.S. Forces Certificate of License to drive in Germany. Holding a valid country license ([glossary](#)) (for example, a license issued by German, Italian, or Polish authorities) does not meet this requirement. In addition, they must have the U.S. Forces Certificate of License with them while operating a vehicle. Government-owned vehicles (GOVs) ([glossary](#)), tactical and nontactical, however, can be operated using OF 346 or AF Form 2293, but these forms cannot be used in place of a valid country license to obtain a U.S. Forces Certificate of License. The minimum age to apply for a class 3 U.S. Forces Certificate of License with a valid country license is 17 years ([table I-1](#)). Individuals who are 17 years of age or have a provisional or intermediate state license must petition RMV for an exception to policy (ETP) to add any special restrictions to the U.S. Forces Certificate of License. Until their 18th birthday, individuals who are 17 years old, have no restrictions, and have received a full U.S. Forces Certificate of License may drive within the borders of Germany only. Individuals may operate only the class or classes of POVs indicated on their U.S. Forces Certificate of License. [Appendix I, paragraph I-2](#), lists vehicle classifications.

b. Military and civilian personnel, their Family members, and DOD privileged contractors with a permanent assignment must have a U.S. Forces Certificate of License to drive POVs in Poland.

c. U.S. Reserve Component (RC) personnel on active duty for 29 days or fewer; RC personnel in Battle Assembly status, in Drilling Individual Mobilization Augmentation status, or in any other status under Title 10, United States Code (10 USC); and the Family members of these RC personnel are not authorized and do not require a U.S. Forces Certificate of License. The active duty period must be at least 30 days to qualify for a U.S. Forces Certificate of License.

d. Military and civilian personnel as well as DOD privileged contractors on TDY to Germany or Poland may obtain a U.S. Forces Certificate of License. Regardless of the TDY duration, in the absence of a U.S. Forces Certificate of License, these individuals should have an international drivers permit (IDP) ([glossary](#)) unless they possess a valid EU drivers license. The IDP must be issued outside of Germany or Poland (as applicable), since it is not valid in the issuing country, and must be supported by a valid civilian drivers license from the individual's state or country of ordinary residence.

e. Military personnel deploying to or through Germany or Poland, regardless of the time they spend in these countries, are not required to obtain a U.S. Forces Certificate of License to drive as long as they do not drive U.S. Forces-registered POVs. These personnel are, however, required to have an IDP unless they have a valid EU drivers license. The IDP must be obtained outside of Germany or Poland (as applicable), since it is not valid in the issuing country, and must be supported by a valid civilian drivers license from the individual's state or country of ordinary residence.

f. USAG commanders and USAFE/AFAFRICA wing commanders may, on a case-by-case basis, grant an exception to the policy in subparagraph a above for new arrivals without a U.S. Forces Certificate of License. In Germany and Poland, these personnel may drive only the classes of vehicles indicated on their stateside drivers license for up to 30 calendar days when both of the following requirements are met:

(1) The new arrival previously had a U.S. Forces Certificate of License or, based on the individual's position or age, is considered mature and responsible.

(2) The new arrival has a valid U.S. drivers license and either an IDP or an official German or Polish translation (for example, from the *Allgemeiner Deutscher Automobil-Club* (ADAC)) of the U.S. license.

g. When granted, the written authorization to drive without a U.S. Forces Certificate of License must specify—

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

(2) That the authorization applies to Army and Air Force Exchange Service (AAFES) rental vehicles and to POVs that have been properly registered and insured in Germany or Poland, as applicable.

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

(4) That individuals must present the authorization to their local DTS so that a Temporary U.S. Forces Certificate of License (AEA Form 190-1G (GER) or AEA Form 190-1G (POL)) may be issued for up to 30 calendar days. Individuals must return to the local DTS within the 30-day period to complete testing for a permanent U.S. Forces Certificate of License.

h. USAG commanders and USAFE/AFAFRICA wing commanders may delegate the authority to grant an ETP (f above) to headquarters commandants of combatant commands and unified commands.

i. Individuals who have lost their driving privileges for any reason will not be granted the authorization in [subparagraph f](#) above. These individuals are prohibited from operating a motor vehicle under any circumstances until their driving privileges have been restored. This includes individuals who, during the 30-day exception period, take the drivers examination and fail the test. Failing the drivers test will void the commander's ETP. These individuals are prohibited from driving until they have passed the required examination.

j. The RMV is the sole authority to approve and issue drivers license history records to U.S. Forces members, civilians, contractors, and Family members. These individuals may obtain a drivers license history record by sending the following to the RMV:

- (1) U.S. Forces Certificate of License number.
- (2) Nonrefundable administrative fee (by check, money order, or credit card).
- (3) Mailing address.

NOTE: Requests are processed individually by U.S. Forces Certificate of License number.

k. Individuals acting *in loco parentis* ("in place of a parent") are not authorized a U.S. Forces Certificate of License. When operating their sponsor's ([glossary](#)) POV, these individuals are required to obtain an IDP, unless they possess a valid EU drivers license. The IDP must be obtained outside of Germany or Poland, as applicable, as it is not valid in the issuing country, and must be supported by a valid civilian drivers license from the individual's state or country of ordinary residence. Individuals must meet all of the other standards that apply to all licensed drivers of U.S. Forces vehicles in Germany or Poland and will be added as additional drivers on their sponsor's vehicle registration as an ETP. Individuals added as additional drivers must be removed from their sponsor's registration once the *in loco parentis* status ends.

2-2. LICENSING REQUIREMENTS

a. U.S. Forces Certificates of License are valid for 5 years. To obtain a class 2 or class 3 U.S. Forces Certificate of License, an individual must—

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

(2) Present an approved AEA Form 190-1T (GER) or AEA Form 190-1T (POL), a valid DOD ID card with orders or official documents assigning the individual to Germany or Poland (as applicable) with individual logistic support (ILS) authorized ([AE Reg 600-700](#)), and one of the following to the local community DTS clerk for the class of vehicle for which applying ([app I, para I-2](#)):

(a) An equivalent license issued by civil authorities of a country or by any State or territory of the United States (country license).

(b) If under 18, but over 17 years of age, a *Begleitetes Fahren ab 17 (B17)* driving authorization ([glossary](#)) issued by a *Fahrschule* ([\(4\)\(a\)1](#) and [d](#) below) (Germany only).

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

(3) Attend a drivers orientation or complete the Joint Knowledge Online (JKO) U.S. Forces Driver's Training Program for Europe (USA-007) at <https://jkodirect.jten.mil/>. The orientation will consist of a 2-hour briefing. USAFE/AFAFRICA military and civilian personnel and their Family members only need to complete Course II, Local Conditions (DAFI 91-207). Persons who have a German or Polish drivers license, or an EU or a U.S. Forces command license, are not required to attend the drivers orientation.

(4) Pass the following tests:

(a) Written Test or JKO Driver's Training Program for Europe (USA-007-B) (<https://jkodirect.jten.mil/>). Individuals are required to complete the testing process using only one of the available testing options. Mixing of the testing options is not permitted. Individuals who begin testing at local community DTS locations must complete the requirements there and may not switch to the online testing option. [AEA Pamphlet 190-34/USAFE Pamphlet 31-206](#) is the drivers handbook to use when studying for this test. The pamphlet includes a sample written test and all international road signs. Applicants will write their test answers on AEA Form 190-1X. The written test for POVs will be waived if either of the following applies:

1. The applicant has a valid class B or class C German drivers license or a *B17* driving authorization, or is a member of a non-U.S. military force assigned to NATO with a valid country license. The test waiver does not apply to a suspended or revoked U.S. Forces Certificate of License.

2. The applicant has a valid class B or class C license issued by the EU or by another command belonging to the U.S. Forces in Europe. In this case, the applicant must submit AEA Form 190-1T to the local community DTS within 30 calendar days after arriving in Germany and present their drivers license certificate.

(b) Eye Test. DTSs will administer eye tests to applicants younger than 65. Applicants who are 65 years or older must have their eyes examined by an optometrist or an eye vision professional to obtain or renew a U.S. Forces Certificate of License. Proof of eye test results will not be accepted if the document is more than 60 calendar days old. The minimum acceptable standard is vision in both eyes correctable to 20/40 or vision in one eye correctable to 20/30. Customers who have vision in only one eye are not eligible to apply for a class 2 license.

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

b. Applicants who fail the test in [a\(4\)\(a\)](#) above twice will be ineligible for retesting for 2 weeks. If an applicant fails the test a third time, the applicant will be declared ineligible for retesting for 60 calendar days and must complete POV drivers orientation training before retesting.

NOTE: In cases of exceptional hardship, the 2-week or 60-day waiting period may be waived. Normally, a waiver will be granted only if recommended by the commander or supervisor and approved by the officer responsible for operating the DTS.

c. Applicants for a class 3 U.S. Forces Certificate of License will automatically receive a class 4 and 5 license to operate two-wheeled vehicles of 50 cubic centimeters and below that can travel fewer than 50 kilometers per hour. Individuals who previously received a class 3 license may apply for an amendment to add class 4 or class 5 free of charge, but the expiration date of the amended license must remain the same as on the original license. Individuals who do not qualify for a class 3 vehicle license (those who are younger than 17 years) may apply for a class 4 or class 5 if they have a valid country or State license with that class.

d. When a U.S. Forces Certificate of License is issued based on a *B17* driving authorization (subparas [a\(2\)\(b\)](#) and [a\(4\)\(a\)1](#) above), the Certificate of License will include all restrictions that apply to the *B17* driving authorization. The *B17* driving authorization must list all individuals permitted to accompany the holder of the *B17* driving authorization.

e. The permanent U.S. Forces Certificate of License will be mailed to the applicant.

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

g. Additional requirements for applying for motorcycle licenses are as follows:

(1) General Requirements.

(a) To be eligible for a motorcycle endorsement to their U.S. Forces Certificate of License or to be issued a U.S. Forces Motorcycle Certificate of License, all military and civilian personnel, contractors, and Family members who are not otherwise specifically denoted in this section must have a motorcycle license or a motorcycle endorsement to their drivers license issued by civil authorities of a country or by a U.S. State or a territory of the United States. In addition, U.S. military personnel are required to have a valid MSF card (not older than 5 years) issued by the U.S. Forces or the provider of a state-approved course. (The term “state-approved course” means any course for which a State or host nation (HN) waives the riding skills portion of the motorcycle license or endorsement test by a State or HN certificate). Civilian personnel, contractors, and Family members are not required to have an MSF card in order to receive a USAREUR-AF motorcycle license and are not authorized to take MSF training, including training on standby at USAG facilities. They are, however, highly encouraged to attend a motorcycle safety course in CONUS before departing, or to contact USAG safety offices to find out whether MSF training provided by a voluntary MSF rider coach will be available for civilians, contractors, and Family members.

(b) In addition to having a motorcycle license or endorsement issued by civil authorities, U.S. Forces military and civilian personnel, Family members, and contractors must—

1. Attend a 4-hour approved Army in Europe and Africa motorcycle orientation course.

2. Pass a 30-question written motorcycle test. Applicants who fail the test twice will be ineligible for retesting for 2 weeks. If an applicant fails the test a third time, the applicant will be declared ineligible for retesting for 60 calendar days and must attend the motorcycle orientation course before retesting. In cases of exceptional hardship, the 60-day waiting period may be waived. Normally, however, a waiver will be granted only if recommended by the commander or supervisor and approved by the officer responsible for operating the DTS.

NOTE: Individuals who have a motorcycle endorsement on a German or Polish drivers license, or a license issued by the EU or a U.S. Forces command in Europe, will be exempt from the orientation and test.

(c) Military applicants—

1. Must obtain at least a valid MSF card for the Basic Rider Course (BRC-I), the Experienced Rider Course (ERC) or BRC-II, or the Military Sports Bike Rider Course (MSRC) (depending on the type of motorcycle they own) within 12 months. DTSs will accept an MSF ERC card instead of an MSF MSRC card at those garrisons that do not have an MSF-certified MSRC range. BRC-I cards are valid for 1 year, while ERC (or BRC-II) and MSRC cards are valid for 5 years. An expired BRC-I card does not mandate the rider to reschedule another BRC-I course, but to schedule an ERC or MSRC course. Military applicants who do not have a current MSF card, but have a current State or country motorcycle license or endorsement to their drivers license, will receive an 8-day temporary motorcycle license (after taking the motorcycle orientation and passing the 30-question test), which will be issued 3 duty days before the beginning of the MSF course.

2. Must obtain third-party insurance for their motorcycle and an 8-day temporary registration, and must pass the vehicle safety inspection before the MSF course. Applicants must also obtain a permanent Certificate of License and permanent registration for their motorcycle before the temporary license and registration expire.

3. Who are not using their own motorcycle during the MSF course must ensure that the motorcycle that they are using is of a similar type, weight, and engine capacity (measured in cubic centimeters (cc)) as the motorcycle they will be riding, that it meets all safety and registration requirements, and that they have valid insurance for the vehicle before operating it on the 1st day of the course.

4. Who do not successfully complete the MSF course must register their motorcycles as nonoperational before their temporary registration expires.

5. Who have a motorcycle license or a motorcycle endorsement to their drivers license may attend the BRC-I; however, within 12 months after completing the BRC-I, they must complete the MSF ERC or MSRC.

6. Will provide DTS personnel a copy of their valid MSF training card on completion of the training.

7. Will complete an MSF course every 5 years to operate and register a motorcycle.

NOTE: Military personnel who do not have a valid country or U.S. State or territory of the United States motorcycle drivers license, or a motorcycle endorsement to a drivers license, may still attend BRC-I sponsored by the U.S. Army in Germany. MSF motorcycle training is not authorized for individuals to operate a motorcycle with an attached sidecar or a three-wheeled vehicle (trike ([glossary](#)), Can-Am Spyder) until a modified MSF course, approved by Department of the Army (DA) Safety or IMCOM Safety, is available. Personnel who operate privately owned all-terrain vehicles (ATVs) or motorcycles off-road should complete appropriate operator safety training courses. Military personnel who operate three-wheeled vehicles may, however, complete the MSF BRC-I using a trainer motorcycle.

(d) The BRC-I is offered as a testing requirement at no extra cost to military applicants. The course includes approximately 16 hours of classroom and hands-on training and evaluation.

NOTE: The prerequisite to participating in any MSF training beyond BRC-I in Europe is a U.S. State-issued motorcycle license, a motorcycle endorsement to a drivers license, or an HN motorcycle license.

(e) All USAGs offer the ERC and the BRC-II at no cost to military personnel who have a valid stateside motorcycle license, or a motorcycle endorsement to their drivers license, and have completed the BRC-I. The ERC and the MSRC are intended for experienced riders and include hands-on training and evaluation. MSRCs cannot be offered at Schinnen, Netherlands; and at Baumholder, Garmisch, and Stuttgart, Germany; due to limited space availability for a full-size MSF range. At those locations, a valid MSF ERC (or BRC-II) card will be accepted instead of an MSRC card.

NOTE: The BRC-I card is valid for 1 year. BRC-II and ERC cards are valid for 5 years. If a BRC-I card has expired, the BRC-I does not need to be retaken. Riders should then take the BRC-II or ERC.

(f) Motorcycle refresher training (MRT) is mandatory for Soldiers returning from deployments ([glossary](#)) of more than 180 calendar days and will be conducted by the unit or organization motorcycle mentor. Specific information regarding this training is available on the U.S. Army Combat Readiness Center website at <https://safety.army.mil/OFF-DUTY/PMV-2-Motorcycles>. Soldiers must complete MRT before operating motorcycles on public or private roads or highways, with the exception of riding to the safety inspection station and to the training site or location. Soldiers will use their own motorcycle during MRT to confirm their ability to safely handle their motorcycle. They will not take training on a training motorcycle of a smaller size or with less engine capacity (cc). When commanders question a motorcycle rider's safe riding skills based on the rider's MRT performance, they may refer the motorcycle rider to Army Traffic Safety Training Program motorcycle courses for retraining.

(g) Within 5 years after completing the ERC, the BRC-II, the MSRC, or the Advanced Rider Course (ARC), Soldiers will complete motorcycle sustainment training in accordance with AR 385-10, paragraph 11-7a(6). Soldiers will also complete sustainment training when they acquire a new or different type of motorcycle after a 5-year period of inactivity, and are encouraged to take sustainment training after a major geographical change. Commanders are not authorized to waive or defer sustainment training.

(h) Personnel who change to a different type of motorcycle or to a motorcycle with considerably higher horse power (150 percent or more of the previously owned motorcycle) must retake either the ERC or the MSRC course, depending on the motorcycle.

(i) Any person who does not have a valid country motorcycle license (including a U.S. State- or territory-issued motorcycle drivers license or a U.S. State or territory drivers license with a motorcycle endorsement) must do either of the following:

1. Complete motorcycle training at a driving school on the local economy (a *Fahrschule* in Germany or a *Szkoła jazdy* in Poland) and obtain an HN motorcycle drivers license. (Applicants must pay for this training.)

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

(j) After completing all requirements, all applicants will be issued a temporary (60-day) motorcycle license (AEA Form 190-1G (GER) or AEA Form 190-1G (POL)) to allow for application processing.

(k) After issuing AEA Form 190-1G (GER) or AEA Form 190-1G (POL), the DTS will send AEA Form 190-1T (GER) or AEA Form 190-1T (POL) and the nonrefundable fee to the RMV for processing.

NOTE: Individuals who apply for a motorcycle license must also complete the requirements in [subparagraphs a\(3\) and \(4\)](#) above for obtaining a POV drivers license.

(2) Air Force Requirements.

(a) Air Force military personnel (regardless of their unit of assignment) who have a valid country license, a U.S. State-issued motorcycle license, or a motorcycle endorsement to their drivers license will be issued a temporary U.S. Forces Certificate of License (AEA Form 190-1G (GER) or AEA Form 190-1G (POL)) 3 duty days before any training, unless they already hold a valid U.S. Forces Certificate of License with a motorcycle endorsement. The temporary license will be valid for 8 calendar days and will allow the applicant to complete the appropriate motorcycle safety courses, as determined by the individual's unit motorcycle representative (UMR). All other Air Force-affiliated personnel will follow the procedures in [\(1\) above](#).

(b) The Air Force uses the Motorcycle Unit Safety Tracking Tool (MUSTT) to provide training data for Department of the Air Force (DAF) motorcycle riders and to meet the requirements for monitoring both rider demographics and training outlined in DAFI 91-207. Reviewing MUSTT transcript printouts provided by Servicemembers, drivers license offices will ensure that the following requirements are completed and are within their validity periods when applicable:

1. BRC-I or DOD component-approved Level I training at any time before licensing or registering.

NOTE: Military personnel with a motorcycle endorsement entered on their State drivers license to meet the requirements of DOD Level 1 training do not require the initial training course as outlined in DODI 6055.04, table 2, and DAFI 91-207, table 4.1.

2. Basic Rider Course (Sustainment) (BRC-II), ARC, or DOD component-defined training within 12 months after completing BRC-I. These courses are valid for 5 years and must be current at the time renewed to be valid. For refresher or sustainment training, an MSF course; unit commander approved mentorship refresher training in accordance with DAFI 91-207, attachment 4; or DOD component-approved training must be completed every 5 years to register and operate a motorcycle. Riders have multiple options to enhance their skills while still meeting the MUSTT requirements for refresher training. If a DAF rider used an equivalent program for MUSTT certification, a memorandum for record (MFR) signed by the individual's first-line supervisor must be submitted showing the program completed and the requirement it substitutes.

3. Annual/Preseason Briefing, which is conducted in the spring, before the riding season begins. This training is valid for 1 year only.

(c) Printed copies of current MUSTT training transcripts or a valid MSF card must be presented to register or to renew the registration for a motorcycle. The same requirements as listed in [\(b\) above](#) apply.

(d) USAFE/AFAFRICA civilian personnel and all eligible Family members are not required to have an MSF training card, but are highly encouraged to participate in MSF training (BRC-I, BRC-II, or ARC every 5 years) on a space-available basis at USAFE/AFAFRICA training facilities. This only applies to personnel with direct Air Force linkage. All others must follow the guidelines in (1) above.

(3) Navy Requirements.

(a) Navy military personnel (regardless of their unit of assignment) who have a valid country license, a U.S. State-issued motorcycle license, or a motorcycle endorsement to their drivers license will be issued a temporary U.S. Forces Certificate of License (AEA Form 190-1G (GER) or AEA Form 190-1G (POL)) 3 duty days before any training. The temporary license will be valid for 8 calendar days and will allow the applicant to complete the appropriate motorcycle safety courses, as determined by the individual's UMR. All others will follow the procedures in (1) above.

1. The MSF BRC-I provides approximately 16 hours of classroom and hands-on training to improve the skills of less experienced riders.

2. The MSF ERC is intended for more experienced riders and is offered as recurring training. This 1-day course provides hands-on refresher training and evaluates rider ability.

3. Navy military members must attend an ERC or MSRC within 1 year after completing the BRC-I.

4. An MSF card will be issued on the completion of either course.

(b) Navy civilian personnel and Family members are not required to have an MSF training card to obtain a motorcycle license endorsement to their U.S. Forces Certificate of License. This only applies to personnel with direct Navy linkage. All others must follow the guidelines in (1) above.

NOTE: Individuals who apply for only a motorcycle license must also complete the requirements in subparagraphs a(3) and (4) above for obtaining a POV drivers license.

(4) Prohibition to Attend MSF Courses.

(a) Individuals who do not have a valid country or U.S. State motorcycle endorsement to their drivers license may not attend MSF courses beyond BRC-I sponsored by the U.S. Army in Germany.

(b) MSF training is not authorized for individuals who operate a motorcycle with an attached sidecar or a three-wheeled vehicle (trike). Military personnel who operate three-wheeled vehicles may, however, complete the MSF BRC-I using a trainer motorcycle.

(c) As an exception, under certain conditions and when approved by the installation commander, USAFE/AFAFRICA personnel without a valid motorcycle endorsement to their country or U.S. State drivers license may be allowed to complete the MSF BRC-I course at USAFE/AFAFRICA-controlled training facilities. This controlled training will not be conducted on public roads (closed course only). Commanders will confer with their legal and safety personnel to assess the risk and liability associated with offering this training. Individuals must arrange for the legal transport of their motorcycle to and from the course and accept liability for any damages and injuries to themselves, other private citizens, or the U.S. Government. Local procedures will be formally established to administer this special training.

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

a. Members of the U.S. Forces and the civilian component who are on TDY in Germany or Poland and have a valid country license may take the drivers test to obtain a U.S. Forces Certificate of License to operate a U.S. Forces-registered POV. The license is valid only while on orders for Germany or Poland.

b. Personnel whose driving privileges have been suspended or revoked may request restricted driving privileges in accordance with [paragraph 2-20d](#).

c. Personnel whose driving privileges have been revoked but who are required to move a POV in connection with a permanent change of station (PCS) are eligible to apply, through the revoking authority, for a temporary registration that is valid for up to 5 calendar days. The POV owner's chain of command or supervision (a person at or above company commander, flight commander, or equivalent-level civilian grade) will appoint an individual with a current U.S. Forces Certificate of License to move the vehicle for the owner. In these situations, the owner whose driving privileges have been revoked may not move the vehicle.

2-4. DISABLED PERSONS

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

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

c. Individuals applying for a U.S. Forces Certificate of License who have previously been diagnosed or are newly diagnosed with a seizure disorder must obtain a neurologist's review and recommendation before applying or reapplying for a U.S. Forces Certificate of License.

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

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

a. Applicants may apply for a license renewal up to 60 calendar days before the license expires. This 60-day period applies to all vehicle classes. If renewing before the 60 calendar days, the hard-copy license must be turned in. Licenses are renewed only up to 5 years from the date of processing.

b. Applicants for renewal must complete AEA Form 190-1T (GER), or AEA Form 190-1T (POL), and an eye test ([para 2-2a\(4\)\(b\)](#)) and must pay the required, nonrefundable license fees.

NOTE: Unless 1 year or more has elapsed from the date of expiration, individuals are not required to provide a valid State or country license when renewing a U.S. Forces Certificate of License.

c. Applicants may submit AEA Form 190-1T (GER) or AEA Form 190-1T (POL) to renew an expired U.S. Forces Certificate of License up to 1 year after the license has expired without having to take the written test. After 1 year, applicants will be required to take the written test. The 1-year grace period applies only to license renewal; it is not an authorization to drive with an expired Certificate of License. Individuals must have a valid country or U.S. State drivers license in order to renew an expired U.S. Forces Certificate of License.

d. U.S. Forces personnel who have a U.S. Forces Certificate of License and live in the United States may apply for license renewal by writing to the USAREUR-AF Registry of Motor Vehicles (Operator License Section), Unit 29230, APO AE 09136-9230; providing AEA Form 190-1T, or AEA Form 190-1T (POL), and an eye test by an optometrist or an eye-vision professional (no older than 60 days); and paying the prescribed, nonrefundable license fee by check or money order.

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

a. If a U.S. Forces Certificate of License is lost or destroyed, or if it becomes mutilated and is more than 3 years old, the licensee must complete the requirements in [paragraphs 2-2a\(1\) and \(2\)](#) (except the requirement for a valid country license), take an eye test ([para 2-2a\(4\)\(b\)](#)), and pay the prescribed, nonrefundable license fee to request a replacement license. If a license becomes mutilated within 3 years after the date of issue, the licensee may do either of the following:

(1) Apply for a replacement license at no cost and without taking an eye test. In this case, the licensee will receive a replacement license with the same expiration date as on the original license.

(2) Apply for a replacement license, pay the nonrefundable replacement fee, and take an eye test. In this case, the licensee will receive a replacement license that is valid for 5 years.

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

2-7. ADDITION OF VEHICLE CLASSES

Vehicle classes may be added to a U.S. Forces Certificate of License only if the individual has a valid country license indicating the class or classes to be added (and has paid the nonrefundable license fee). Licensees applying for the addition of a vehicle class will—

a. Complete the requirements in [paragraphs 2-2a\(1\), \(2\), and \(4\)\(b\)](#).

b. Turn in their existing U.S. Forces Certificate of License.

c. Receive a license valid for 5 years from the date of processing

2-8. CHANGES TO PERSONAL INFORMATION

Licensees are responsible for reporting changes to personal information (for example, name, unit address) to obtain a new U.S. Forces Certificate of License. Licensees must turn in their existing license and complete the requirements in [paragraphs 2-2a\(1\) and \(2\)](#).

2-9. ELIGIBILITY FOR A GERMAN DRIVERS LICENSE

a. The RMV is the sole authority designated to issue authorization letters and license history records to U.S. Forces military personnel, civilians, contractors, and Family members to request a German drivers license. Requests for authorization letters are processed individually per U.S. Forces Certificate of License number. Authorization letters will not include drivers license class 2 (Truck and Bus). If a license is currently suspended or revoked, no authorization letter will be issued. Individuals may send an email message to the RMV at usarmy.sembach.usareur-af.mbx.rmv-css@army.mil to request the issuance of an authorization letter.

b. To obtain an authorization letter, U.S. Forces military personnel, civilians, contractors, and Family members will submit the following to the RMV:

(1) The U.S. Forces Certificate of License number.

(2) The administrative fee (by check, money order, or credit card). Payment of this fee is required; the fee is not refundable.

(3) The requester's mailing address.

(4) Orders or official documentation showing the loss of ILS in Germany.

NOTE: Requirements for German drivers licenses vary by location of the German license-issuing authority (*Führerscheinstelle*). Applicants should therefore check with the local office to ensure its requirements can be met before applying for an authorization letter. The RMV has no authority to encourage or influence the decision of the *Führerscheinstelle* on whether or not to issue a German drivers license.

c. U.S. Forces military personnel, civilians, contractors, and Family members who do not have a valid country license may enroll in a German driving school (*Fahrschule*) at their own expense and obtain a German drivers license on completion. Individuals may require a license history record and an authorization letter to sign up with the *Fahrschule*. These documents can be obtained from the RMV ([a above](#)). Since requesters must pay a nonrefundable service fee for these documents, they should ensure that the *Fahrschule* they select accepts the documents before requesting them from the RMV.

2-10. LOSS OF ELIGIBILITY

a. Individuals who retire, are discharged or terminated from military or civilian service, or are barred theater-wide lose their eligibility for a U.S. Forces Certificate of License at 0001 on the day of the retirement, discharge, termination, or imposition of the theater-wide bar ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#) and [AEA Reg 600-700](#)).

b. Family members who remain in Germany or Poland after the rotation or death of their sponsor retain their eligibility for their U.S. Forces Certificate of License for 90 calendar days after the sponsor's departure or death ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#) and [AEA Reg 600-700](#)). Family members lose their eligibility after the 90-day period, unless an extension is granted by the NATO SOFA customs office.

c. Individuals listed in subparagraphs a and b above may apply for an authorization letter to request a German drivers license by contacting the RMV ([para 2-9](#)).

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

2-11. IMPLIED CONSENT PROVISION

a. Persons who have a U.S. Forces Certificate of License or who operate a POV are understood to have given their consent to chemical tests for alcohol or other drugs on their breath, in their blood, or in their urine if lawfully stopped, apprehended, or cited for any offense allegedly committed while operating or otherwise being in physical control of a motor vehicle. The results of a chemical test, administered by either U.S. Forces or HN civil authorities, constitute sufficient evidence for action under this publication. Licensees cannot determine which chemical test will be given.

b. Licensees who refuse to submit to chemical testing will be informed that failure to submit to or to complete tests administered by U.S. Forces or HN civil authorities will result in the revocation of their U.S. Forces Certificate of License in accordance with [paragraph 2-15](#).

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

d. HN civil authorities may forcibly administer chemical tests according to HN law.

e. If a chemical test is administered by HN civil authorities because the individual concerned is suspected of operating a vehicle under the influence of alcohol or other drugs, U.S. Forces authorities may also administer a test.

(1) The U.S. Forces must administer a chemical test for alcohol or other drugs on the breath or in the blood or urine of a person suspected of operating a vehicle under the influence of alcohol or other drugs on the individual's release from the custody or control of HN civil authorities when either of the following applies:

(a) HN authorities have not performed a chemical test for alcohol or other drugs on the breath or in the blood or urine of the person.

(b) The results of a chemical test administered to the person by HN civil authorities will not be made available to the U.S. Forces pursuant to the national laws in the particular country.

(2) The U.S. Forces may perform a chemical test for alcohol or other drugs on the breath or in the blood or urine of a person on the person's release from lawful custody or control of HN civil authorities if the respective U.S. Forces commander is concerned with the timeliness of receipt of the results of the HN chemical test.

(3) If multiple tests are administered, the results of the test administered closest to the time of the incident will normally be used to determine necessary administrative action. U.S. Forces or HN civil authorities will determine which chemical test will be administered.

f. Persons who are licensed under this publication consent to electronic service of process of traffic tickets. Additionally, Family member dependents consent that service of process of traffic tickets issued to them is effected by delivering the ticket to their sponsor or to their sponsor's DOD email address.

SECTION II

LOSS OF DRIVING PRIVILEGES

2-12. GENERAL

a. According to this publication, three administrative actions that may result in a person's loss of driving privileges may be taken: a declaration of ineligibility, a suspension, or a revocation. These actions will be taken according to [paragraphs 2-13 through 2-16](#). The [glossary](#) defines suspending and revoking authorities, and [appendix G](#) summarizes the responsibilities of these authorities.

b. Commanders and supervisors will inform subordinates in writing of a declaration of ineligibility, a suspension, or a revocation. The written notification will include, but not be limited to the following information:

(1) The nature and sequence of events and the actions taken.

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

(3) The actions that are required before a person may obtain or regain a U.S. Forces Certificate of License following a declaration of ineligibility, suspension, or revocation (for example, attend Army Substance Abuse Program (ASAP) or Alcohol and Drug Abuse Prevention and Treatment (ADAPT) Program training, complete POV driver orientation training, retake the written test, have a valid State or country license, or complete licensing requirements at a *Fahrschule* (at the individual's own expense)).

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

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

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

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

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

f. Persons subject to this publication whose U.S. Forces Certificate of License is suspended or revoked will not drive any vehicles (including rental and Government nontactical vehicles) in Europe.

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

h. U.S. Forces driving privileges will be immediately suspended pending resolution of incidents involving intoxication or drugs for personnel covered by this publication. Driving records will be “flagged” at the RMV until the offense is resolved by the alleged offender’s immediate chain of command or supervision (a person at or above company commander, flight commander, or equivalent-level civilian grade).

i. Upon notification of a mandatory suspension or revocation, the chain of command has 90 calendar days to complete the action, or RMV will suspend or revoke the driving privileges, as applicable.

j. The provisions of this publication relating to administrative actions are applicable to U.S. Forces personnel regardless of any administrative action, fine, or criminal prosecution by the U.S. Forces or HN civil authorities.

k. In cases where a licensee is suspected to have operated or been in physical control of a motor vehicle under any intoxication that is sufficient to impair the rational and full exercise of the mental or physical faculties, but chemical tests are unavailable or otherwise not performed, commanders, based on their discretion, may still issue a declaration of ineligibility, a suspension, or a revocation in accordance with this publication if facts and circumstances are present that indicate the person was operating or in physical control of the motor vehicle while under such intoxication. These facts and circumstances may be the result of observations by witnesses, field sobriety tests, accident reports, or other similar evidentiary sources. Nothing in this publication is intended to have any effect on a commander’s authority or discretion under the Uniform Code of Military Justice (UCMJ).

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

a. A declaration of ineligibility means that a person may not apply for, test for, or receive a U.S. Forces Certificate of License (AEA Form 190-1F (GER) or AEA Form 190-1F (POL)).

b. Revoking authorities will declare a person ineligible for a U.S. Forces Certificate of License for at least 90 calendar days for any of the following:

(1) Making a false statement in an attempt to get a U.S. Forces Certificate of License. This includes providing fraudulent JKO certificates without completing the course or test.

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

(3) Operating a POV with an expired license.

c. Revoking authorities may waive the ineligibility period only for cases described in [b\(3\) above](#) and only if an individual's U.S. Forces Certificate of License has not been expired for more than 1 year. In this case, the individual is eligible to renew the license immediately, but is not authorized to operate a POV in Europe until the license renewal has been completed. If an individual operates a POV before the license has been renewed, MP or SF may issue a citation for this violation and confiscate the expired license.

d. Individuals whose U.S. Forces Certificate of License has been expired for more than 1 year are ineligible for license renewal. These individuals are not authorized to operate a POV in Europe until they have completed the requirements in paragraph 2-2 for obtaining a new U.S. Forces Certificate of License.

e. Revoking authorities will declare a person ineligible for a U.S. Forces Certificate of License for the corresponding period of suspension or revocation for any of the following:

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

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

(3) Operating or otherwise being in physical control of a POV after being declared ineligible for a U.S. Forces Certificate of License.

f. Officers in charge of local DTSs will declare a person ineligible for a U.S. Forces Certificate of License for the following periods:

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

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

g. Persons declared ineligible will remain ineligible until they successfully petition the revoking authority to request authorization for a U.S. Forces Certificate of License.

2-14. SUSPENSIONS

A suspension suspends a U.S. Forces Certificate of License for a specific period of time, after which the U.S. Forces Certificate of License is automatically reinstated. Suspensions will be discretionary or mandatory for the periods specified in [subparagraphs a and b](#) below. The period of suspension will begin on the date the U.S. Forces Certificate of License is confiscated. Suspending authorities may suspend an individual's U.S. Forces Certificate of License for a period longer than prescribed below when appropriate (up to 1 year). Longer suspension periods are appropriate, for example, when other measures have failed to improve a driver's performance, a driver commits repeated serious moving violations, or an individual repeatedly violates the installation parking policy. Offenses involving alcohol or controlled substances require the licensee to attend and successfully complete ASAP or ADAPT Program training and POV driver orientation training. If the offense occurred while riding a motorcycle, military personnel must also complete the motorcycle orientation training to have the motorcycle endorsement reinstated to the license. The U.S. Forces Certificate of License will not be reinstated until these requirements are met.

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

(1) A period of time necessary to—

(a) Evaluate the licensee's physical or mental disability after a physician has submitted a statement that the individual is incapable of safely operating a POV. A U.S. Forces Certificate of License will be returned only when a physician provides a statement confirming that the individual is capable of safely operating a POV.

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

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

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

(2) A maximum of 90 calendar days for—

(a) Owning or operating an unregistered or uninsured POV (first or second offense).

(b) Operating a motor vehicle while under any intoxication that is sufficient to impair the rational and full exercise of mental and physical faculties.

(c) Operating a nonmotorized vehicle ([glossary](#)) while under any level of intoxication that is sufficient to impair the rational and full exercise of the mental and physical faculties. This level of intoxication can be demonstrated based on the results of a chemical test or based on the facts and circumstances surrounding the incident itself.

(3) A maximum of 180 calendar days for—

(a) Displaying a lack of good judgment about the safe and prudent operation of a POV ([glossary](#)).

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

1. Abuse of alcohol or controlled substances. This may include incidents that occur even when the individual in question is not operating a POV.

2. Habitual acts of violence.

3. Numerous (three or more) nonmoving violations.

4. Allowing someone to operate a POV without a U.S. Forces Certificate of License valid for the vehicle class operated (except as provided for in [para 4-10](#)).

(c) Violating the provisions of paragraph [3-23](#) or [3-26](#).

(4) A maximum of 1 year for—

(a) Committing two or more offenses as stated in [\(3\) above](#) or [\(b\) below](#) in a 180-day period.

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

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

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

(1) Seven calendar days for—

(a) “Texting” or using a cell phone or computer while operating a POV.

(b) Not wearing or improperly using a seatbelt while operating a POV, or not requiring passengers to wear seatbelts or restraining devices ([glossary](#)) while riding in a POV. This also applies to motorcyclists who do not wear proper protective clothing while riding a motorcycle or do not require their passengers to do so.

(2) Thirty calendar days for—

(a) A second occurrence of one of the offenses in [\(1\) above](#). This also requires a counseling letter from the chain of command or supervision (a person at or above company commander, flight commander, or equivalent-level civilian grade).

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

(c) First offenses of abusing petroleum, oils, and lubricants (POL) privileges, committed by Servicemembers, civilian employees, contractors, or Family members. This includes a 30-day suspension of the fuel ration card, which will run concurrently with the U.S. Forces Certificate of License suspension ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#)).

(d) Drivers cited for operating at a speed of 30 kilometers per hour (kph) or greater over the posted speed limit on U.S. installations.

(3) 90 calendar days for—

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

(b) Three or more offenses of owning or operating an unregistered or uninsured POV within a 5-year period.

(c) Second offenses of abusing POL privileges, committed by Servicemembers, civilian employees, contractors, or Family members. This also includes a 90-day suspension of the fuel ration card privileges, which will run concurrently with the U.S. Forces Certificate of License suspension ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#)).

(4) Between 90 and 180 calendar days (as determined by the suspending authority based on severity) for—

(a) The first offense of operating any vehicle (motorized or nonmotorized) with a blood alcohol content (BAC) of above 0.05 percent but below 0.08 percent (measured in grams (g) per 100 milliliters (mL)). This offense will be reported as an alcohol-related traffic offense, driving while impaired, in violation of Article 92, UCMJ, for Servicemembers; and in accordance with [AEA Regulation 27-9, paragraph 4f](#), for Civilians. [Table J-1](#) converts HN breath alcohol levels into U.S. blood alcohol levels. [Table J-2](#) converts HN blood levels into U.S. blood levels.

(b) Knowingly fleeing or attempting to flee an accident, a police officer conducting a traffic stop, or otherwise attempting to evade responsibility or culpability after leaving the scene of an accident.

(c) Transferring or attaching unassigned USAREUR-AF license plates to another POV.

(5) One hundred and eighty calendar days for—

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

(b) Accumulating 12 or more traffic points in a 1-year period (12 consecutive months) or 18 traffic points in a 2-year period (24 consecutive months).

(c) Third and subsequent offenses of not wearing or improperly using a seatbelt while operating a POV, or not requiring passengers to wear seatbelts or restraining devices while riding in a POV. This also applies to motorcyclists who do not wear proper protective clothing while riding a motorcycle or do not require their passengers to do so.

(d) Third and subsequent offenses of texting or using a cell phone or computer while operating a POV.

(e) Disposing of a POV in a manner not authorized by this publication or by [AEA Regulation 550-175/CNE-CNA-C6F Instruction 5840.1G/USAFE-AFAFRICA Instruction 51-702](#).

(f) Third offenses of abusing POL privileges by Servicemembers, civilian employees, contractors, or Family members. This includes a 180-day suspension of the fuel-ration card, which will run concurrently with the U.S. Forces Certificate of License suspension ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#)).

(6) For drivers who have not yet reached their 21st birthday and are operating a POV with any amount of alcohol in their blood of up to 0.049 percent by volume of whole blood, driving privileges will be suspended for 30 calendar days for a first offense, 60 calendar days for a second offense, and 90 calendar days for a third offense. These drivers may also be subject to a monetary fine or other civilian administrative action if caught by HN authorities off the installation. These individuals will be titled with “Alcohol-Related Traffic Offense, Operating a POV with a Positive BAC/Violation of ART 92 UCMJ/AER 27-9.” [Table J-1](#) converts HN breath alcohol levels into U.S. blood alcohol levels. [Table J-2](#) converts HN blood levels into U.S. blood levels.

2-15. REVOCATIONS

Revocations are mandatory, take effect immediately, and remain in effect indefinitely until a licensee has submitted a petition for reinstatement. The period of revocation begins on the date the U.S. Forces Certificate of License is confiscated. Offenses requiring mandatory revocation are listed in subparagraphs a and b below. Petitions for reinstatement are authorized only after 1 year for offenses in [subparagraph a](#) below and only after 5 years for offenses in [subparagraph b](#) below.

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

(1) Refusing to take or failing to complete a lawfully requested chemical test under the implied consent provisions ([para 2-11](#)).

(2) Operating any vehicle (motorized or nonmotorized) with a BAC of 0.08 percent by volume of whole blood (0.08 g of alcohol per 100 mL of blood) or higher. ([Table J-1](#) converts HN breath alcohol levels into U.S. blood alcohol levels.)

(3) Testing positive for a substance listed in Article 112a of the UCMJ as a result of a chemical test administered in accordance with [paragraph 2-11](#).

(4) Being convicted by a military or civilian court, receiving nonjudicial punishment, or having been subjected to military or civilian administrative actions for—

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

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

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

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

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

(f) Obtaining a U.S. Forces Certificate of License or helping someone else obtain a U.S. Forces Certificate of License through unauthorized means or by using false pretenses to avoid licensing requirements.

(5) The fourth abuse of POL privileges by Servicemembers, civilian employees, contractors, or Family members. Fuel ration cards will be canceled for the period of revocation ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#)).

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

(1) Operating or otherwise being in physical control of a POV while the license was suspended, revoked, or after a person was declared ineligible.

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

(a) Operating a motor vehicle with a BAC of 0.05 percent or higher by volume of whole blood (measured in grams of alcohol per 100 mL of blood).

(b) Refusing to take a chemical test.

(c) Testing positive for a substance described in Article 112a of the UCMJ as a result of a chemical test administered in accordance with [paragraph 2-11](#).

c. Individuals who have a record of three alcohol-related traffic offenses or two or more offenses of operating or otherwise being in physical control of a motor vehicle while a license is suspended or revoked over any period will be prohibited from ever receiving a U.S. Forces Certificate of License. No exceptions to this policy are permitted for individuals who have been convicted by a court-martial or by a civilian court or tribunal or who have received nonjudicial punishment or any combination thereof for three alcohol-related offenses.

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

2-16. REVOCATION BY CIVIL AUTHORITIES

a. U.S. Forces authorities must notify the RMV immediately on receiving information or reports from HN civil authorities documenting that a person has been prohibited from driving in the HN (privileges withdrawn, suspended, or revoked). On receipt of these reports, the designated suspending or revoking authority will suspend or revoke the person's driving privileges. If required by this publication, the designated suspending or revoking authority will suspend or revoke driving privileges for a period longer than the period requested by the civil authorities. In addition to the designated suspending or revoking authorities, the RMV is authorized to suspend or revoke the person's driving privileges.

b. If privileges have been suspended or suspension has been ordered by a HN court or civil authority, requests for restricted driving privileges will not be granted until the HN suspension has expired. Individuals may petition the HN court or civil authority for restricted driving privileges.

(1) Traffic tickets issued by HN civil authorities may contain a 4-month grace period for the execution of a suspension. In such cases, the suspending authority may grant up to a 4-month grace period unless unit or organization interests direct otherwise. Suspending authorities will not extend a grace period beyond the period stated on the HN ticket under any circumstances. The suspending authority will submit AEA Form 190-1K without delay to the RMV and indicate the date on which the suspension will take effect.

NOTE: Granting a grace period does not affect the payment of the administrative fine imposed with the ticket. The fine must be paid within 4 weeks from the date the ticket was served, unless the individual concerned appealed the ticket in the HN legal system.

(2) Suspending and revoking authorities may defer suspension or revocation action if the individual concerned presents documentation showing that the ticket was appealed in the HN legal system. Before granting such deferment, suspending and revoking authorities will notify the RMV and the responsible LLA of their intent and forward a copy of the documentation to these agencies for verification.

(3) Regardless of any appeal in the HN system, military authorities may use a HN traffic ticket as evidence for suspension and revocation action under this publication.

c. Persons subject to this publication will not drive any vehicle in Europe if their driving privileges have been withdrawn by civil authorities or if their U.S. Forces Certificate of License has been suspended or revoked. Military commanders should refer to [AEA Regulation 600-55](#) for actions that may be taken against military drivers (that is, drivers holding OF 346 or AF Form 2293).

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

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

(1) A written reprimand, administrative in nature, will be issued to active duty Soldiers in the cases described in [\(a\) through \(c\)](#) below. Any general officer (GO) or any officer frocked to the grade of brigadier general (BG) may issue this reprimand. Usually the GO exercising general court-martial convening authority (GCMCA) jurisdiction over the Soldier will issue the reprimand.

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

(b) Operating or being in physical control of a motor vehicle with a BAC of 0.08 percent by volume of whole blood (0.08 g of alcohol per 100 mL of blood) or higher, regardless of any other charges.

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

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

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

(3) A written reprimand, administrative in nature, may be issued to active duty Soldiers in the cases described in (a) through (c) below. Any GO or any officer frocked to the grade of BG may issue this reprimand. Usually the GO exercising GCMCA jurisdiction over the Soldier will issue the reprimand. For Army personnel, the reprimand will be filed in accordance with AR 600-37.

(a) Operating a motor vehicle with a BAC of above 0.05 percent but below 0.08 percent by volume of whole blood (grams of alcohol per 100 mL of blood), regardless of any other charges.

(b) Operating a motor vehicle while under any intoxication that is sufficient to impair the rational and full exercise of the mental and physical faculties.

(c) Operating a nonmotorized vehicle while under any intoxication that is sufficient to impair the rational and full exercise of the mental and physical faculties.

b. Reports to the RMV. Any authority who assesses traffic points or who suspends, revokes, or declares a person ineligible for a U.S. Forces Certificate of License will immediately report the action to the DES or the SF commander. Reports will be made using DA Form 4833, AEA Form 190-1AX, or AEA Form 190-1K. The DES or the SF commander will review the action for propriety and send the completed action to the RMV. When a temporary suspension is based on physical or mental disability, the physician's statement will accompany the report. For revocations, the individual's U.S. Forces Certificate of License must accompany the report.

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

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

(2) Following revocation, the revoking authority will send the U.S. Forces Certificate of License to the RMV.

(3) After a suspension of 90 calendar days or more, or after revocation, the POV will be registered as nonoperational ([para 3-8c](#)) and license plates will be returned to the RMV for destruction unless an authorized spouse ([glossary](#)) with a valid U.S. Forces Certificate of License is listed as a joint owner on the registration.

2-18. REBUTTAL PROCEDURES TO LICENSE SUSPENSIONS AND REVOCATIONS

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

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

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

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

c. In cases in which an individual is charged with operating a POV with a BAC of 0.05 percent or more by volume of whole blood or while under the influence of any controlled substance, taking administrative action to suspend or revoke the U.S. Forces Certificate of License is mandatory, regardless of whether or not action is taken under the UCMJ. The suspending or the revoking authority may "find in favor" of the person (that is, not declare a person ineligible, not suspend, or not revoke the license) only if the person was not operating the POV or if the BAC results or drug test results were incorrect or invalid.

2-19. APPEALS

Adverse actions against a person may be appealed through command channels to the appellate authority, except for point accumulation actions and actions ordered by HN authorities that may be appealed only through the HN legal system. [Appendix G](#) provides a summary of appellate actions. A copy of actions taken by appellate authorities will be sent to the RMV. If the RMV does not receive the appeal by the suspense date indicated on the RMV notification letter, the date of the notification letter will be used as the final-action date against the offender.

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

a. An individual whose driving privileges have been revoked may petition for reinstatement through the revoking authority to the reinstating authority ([glossary](#)) ([b below](#)) according to the limits in [paragraph 2-15](#). If the license was revoked because of offenses involving alcohol or controlled substances, the successful completion of ASAP or ADAPT Program training and completion of POV drivers orientation training and testing are the prerequisites for reinstatement. Commanders considering petitions for reinstatement should consider all relevant facts related to the original revocation, including the individual circumstances of each case and the deployment time, if any, of the individual involved.

b. For Army personnel, the authority to reinstate revoked driving privileges or a revocation for an alcohol- or drug-related incident will be the USAG commander or an authority designated in writing by the USAG commander. For Navy and Air Force personnel, the authority to reinstate revoked driving privileges will be according to OPNAV 11200.5D and AFI 31-218IP (installation commander or delegate), respectively.

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

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

(1) An individual whose driving privileges have been suspended may request approval from the revoking authority (except for 7-day suspensions; restricted driving privileges are not authorized in these cases). If the request is approved, the revoking authority will provide a written statement specifying the exact hours during which the individual may operate a POV and the specific locations where operation is authorized. This statement must be provided to the local DES or SF commander, the RMV, and the licensee.

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

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

(b) The reinstating authority will provide a written statement specifying the exact hours during which the individual may operate a POV and the specific locations where operation is authorized. This statement must be provided to the local DES or SF commander, the RMV, and the licensee.

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

NOTE: Individuals with restricted driving privileges who operate a vehicle outside the time or places outlined in the restricted driving memorandum or without carrying the memorandum or the Certificate of License will be cited for operating while suspended or revoked, and the license will be revoked for 5 years.

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

2-21. TRAFFIC POINT ASSESSMENT SYSTEM

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

Table 2-1 Traffic Point Table	
Violation	Points Assessed
Drunken or reckless driving (operating a motor vehicle with a BAC of 0.08 g or higher of alcohol per 100 mL of blood, or willful and wanton disregard for the safety of people or property (UCMJ, Art 113))	6
Testing positive for a substance listed in Article 112a of the UCMJ as a result of a chemical test administered in accordance with paragraph 2-11	6
Owner knowingly and willfully permitting a person to operate a motor vehicle when unlicensed or mentally or physically impaired (for example, intoxicated)	6
Fleeing or leaving the scene of an accident after causing property damage, fleeing a police officer conducting a traffic stop	6
Operating a motor vehicle with a BAC of above 0.05 percent but below 0.08 percent blood alcohol level by volume of whole blood (measured in grams per 100 mL)	6
Taking part in speed contests	6
Exceeding stated speed limits:	
a. 1 to 10 miles per hour (mph) (1 to 16 kilometers per hour (kph)) over the posted speed limit	3
b. 11 to 15 mph (17 to 24 kph) over the posted speed limit	4
c. 16 to 19 mph (25 to 31 kph) over the posted speed limit	5
d. 20 or more mph (32 or more kph) over the posted speed limit	6
Driving too fast for conditions	4
Following too closely	4
Failing to yield right-of-way to an emergency vehicle	4
Failing to stop for a schoolbus or at a school-crossing signal	4
Failing to obey traffic signals or traffic instructions of a law-enforcement officer, a traffic warden, or any official regulating traffic device requiring drivers to stop, yield the right-of-way, not enter, or follow a specified direction of travel	4
Passing improperly	4
Failing to yield right-of-way (no official sign involved)	4
Failing to require any passenger on a motorcycle to wear required safety devices (for example, protective eye device, helmet, proper protective clothing) on or off military installations	3
Failing to report involvement in an accident	3
Turning improperly (no official sign involved)	3
Overtaking improperly	3
Committing other moving violations (for example, operating a POV with an expired drivers license, failing to maintain control, inattentive driving, improper backing)	3
Operating a POV while wearing headphones, using a cell phone (other than a hands-free device) or other devices for oral communications or text messaging, using a calculator, or taking photographs	3
Operating a POV that does not meet the mechanical standards in appendix C	3

Table 2-1 Traffic Point Table—Continued	
Violation	Points Assessed
Operating a vehicle that does not meet the nonmechanical standards in appendix C (for example, window tinting, exhaust noise level, chassis or frame alteration, damaged glass, wheel spinners) or any violation capable of endangering the driver, passengers, or other persons on or near the roadway where the vehicle is being operated	3
Owning or operating an unregistered or uninsured POV	2
Failing to use available restraint-system devices or not requiring all passengers to use restraint systems; allowing children 12 years of age or younger to occupy the front seat without authorized safety equipment suitable for the child and permitted for use in front seats (that is, equipment approved by the United States Department of Transportation (DOT) or approved in Germany under the United Nations Economic Commission for Europe Regulation (ECE-R) 44/03); allowing children 12 years of age or younger, or shorter than 150 centimeters (4 feet, 11 inches), to sit in the back seat without DOT-approved restraint equipment suitable for the child	2
Driving too slowly for conditions	2
Displaying license plates or decals in violation of this publication	2
Making excessive noise while operating a POV (for example, inside: radio or stereo, outside: producing excessive exhaust noise or squealing tires (“burning rubber”))	2
Causing an accident (used only as an addition to points assessed for a specific offense)	1
Failing to have a U.S. Forces Certificate of License and ID card in possession when operating a POV	1
Operating a POV without corrective lenses when the U.S. Forces Certificate of License requires wear of lenses	1
Parking a POV where prohibited (for example, against the flow of traffic, double-parking, not having a valid parking disk where required.)	1
NOTE: If alcohol is involved in any of the above violations, ASAP or ADAPT Program attendance and completion of POV drivers orientation training will be required.	
Possessing an open container or open containers of an alcoholic beverage or the driver allowing passengers to possess open containers of an alcoholic beverage on a military installation	1

b. The suspending authority will assess traffic points and sign DA Form 4833, AEA Form 190-1AX, or AEA Form 190-1K and send the signed form to the DES or the SF commander within 45 calendar days after the offense. If the suspending authority fails to respond within 60 calendar days after receiving DA Form 3946, AEA Form 190-1AX, or the Law Enforcement Report (LER), the DES or the SF commander will assess traffic points and send DA Form 4833, AEA Form 190-1AX, or AEA Form 190-1K to the RMV. Local DESs and SF commanders will inform suspending authorities of point assessments. To cancel a DES’s or an SF commander’s action, the commander or supervisor will send a written notice to the RMV within 60 calendar days after notification.

c. Commanders or suspending authorities who take “no action” on DA Form 4833, AEA Form 190-1AX, or AEA Form 190-1K must provide an explanation (for example, the investigation revealed that the Soldier did not commit the offense and is innocent). If no explanation is provided, the USAREUR-AF PM will take administrative action to properly assess points.

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

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

- (1) Six points (no action required).
- (2) Twelve or more points in 1 year (12 consecutive months).
- (3) Eighteen or more points in 2 years (24 consecutive months).

f. The commander or the supervisor will take action to suspend the U.S. Forces Certificate of License for 180 calendar days ([para 2-14b\(5\)\(b\)](#)) when a person reaches the limits in either [e\(2\)](#) or [\(3\)](#) above.

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

2-22. REPORTS OF ACTIONS TAKEN

a. Commanders and supervisors will use DA Form 3626 to record point accumulation, counsel erratic drivers, and suspend or revoke driving privileges. These records will be posted in the VERINET database for access by all law enforcement personnel.

b. Using DA Form 3626 does not relieve commanders and supervisors of reporting revocations, suspensions, declarations of ineligibility, or traffic point assessments. For these actions, DA Form 4833, AEA Form 190-1AX, or AEA Form 190-1K must be sent to the DES or the SF commander, who will send it to the RMV. The DES or the SF commander will assess traffic points when a commander or supervisor fails to respond within 60 calendar days after receiving DA Form 3946, the LER, or AEA Form 190-1AX. The DES or the SF commander will send the appropriate form to the RMV.

c. The USAREUR-AF PM/RMV will administratively assess points when a commander or supervisor returns any report of action taken (DA Form 4833, AEA Form 190-1AX, or AEA Form 190-1K) with “no action taken,” but failed to complete the remarks block to explain why no action was taken ([para 2-21c](#)).

CHAPTER 3 POV REGISTRATION

3-1. POLICY AND ENTITLEMENT

a. The personnel and organizations in [\(1\) through \(4\)](#) below will register their POVs with the U.S. Forces in Germany immediately after taking possession of them.

(1) Military and civilian personnel must register their vehicles in the name of the sponsor. Spouses may appear on the registration as joint owners, but authorization to register will be based solely on ILS authorization in [AEA Regulation 600-700](#).

(2) U.S. RC personnel on active duty for 29 days or fewer; RC personnel in Battle Assembly status, in Drilling Individual Mobilization Augmentation status, or in any other status under 10 USC; and the Family members of these personnel are not authorized to register their POVs with the U.S. Forces in Germany. The active duty period must be 30 days or more to qualify for U.S. Forces POV registration. AEA Form 190-1A will show the dates of active duty. New orders must be provided for each active duty period; otherwise, the vehicle must be deregistered before the expiration date of the current order.

NOTE: Upon loss of NATO SOFA status, sponsors and their Family members must present to the German customs authorities motor vehicles, motor-vehicle trailers, vessels, and aircraft they imported or bought tax- and customs-free. They may be required to pay VAT (*Mehrwertsteuer*) and customs duties if they have not owned the respective item for at least 6 months before losing their status.

(3) Nonappropriated fund (NAF) organizations must initially register and pay the nonrefundable registration fee for POVs that the NAF organization owns. [Paragraph 3-27](#) provides specific details.

(4) Other authorized agencies or organizations must register their vehicles in accordance with the provisions of international law and the fuel-card agreement. [Paragraph 3-27](#) provides specific details.

b. U.S. Forces-registered POVs will not be used for commercial enterprises, nor will they display any advertisement for any business or commercial enterprise ([AEA Reg 210-70](#)).

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

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

e. A general or special power of attorney (POA) will be accepted to conduct any action with the RMV if the grantee is the spouse of the registrant or the registered co-owner. POAs without an expiration date are only valid for up to 1 year from the date issued.

f. The sponsor must be present for the initial registration of a POV, regardless of who legally owns the vehicle. If the sponsor is unavailable, the spouse can register the POV with a general or special POA.

3-2. LIMITS ON THE NUMBER OF REGISTERED POVs

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

(1) Married accompanied DOD personnel are limited to three POVs and two recreational vehicles (RVs) ([glossary](#)).

(2) Married unaccompanied DOD personnel and single DOD personnel are limited to two POVs and one RV.

(3) NATO members and non-DOD personnel who are authorized ILS under [AEA Regulation 600-700](#) and who list ([glossary](#)) their POVs for POL authorizations are limited to the number of POVs specified in (1) and (2) above. NATO members, however, are not authorized to register RVs. Married accompanied NATO members and spouses of non-DOD personnel must be in possession of an authorized privilege card; otherwise, limitations for Married Unaccompanied will apply.

(4) When registered and listed vehicles are combined, the total cannot exceed the designated limit for the applicable category.

b. The limits in [subparagraph a](#) above do not apply to—

(1) NAF custodians.

(2) Other authorized agencies and organizations.

c. Requests for additional vehicles will be submitted on AEA Form 190-1AG and must be approved by the first commander in the grade of O3 in the requester's chain of command. Personnel assigned to units or organizations that do not have a military commander will obtain the signature of the first civilian equivalent (GS-11 or NF-4) in their chain of command. No delegation is authorized. Only one POV may be listed on each AEA Form 190-1AG.

NOTE: Married personnel assigned in Germany with both spouses having their own ILS are limited to three POVs and two RVs collectively. Proof of marriage is required when the last names are different.

3-3. MECHANICAL STANDARDS

a. To register a POV as operational, the owner must ensure that it meets the mechanical standards in [appendix C](#).

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

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

NOTE: Motor vehicles, including trucks ([glossary](#)) and four-wheel-drive vehicles, must be equipped with winter tires during winter road conditions (for example, ice, packed snow, mud, black ice, frost). [Paragraph C-14g](#) provides requirements in detail.

3-4. INSPECTION REQUIREMENTS

a. Mechanical inspections performed at U.S. Forces inspection facilities may be completed up to 75 calendar days before a registration expires. Inspections older than 75 calendar days will not be accepted. No POV will be registered without an inspection, except new POVs ([e below](#)). Inspections of POVs conducted under the German system in accordance with *Straßenverkehrs-Zulassungs-Ordnung 29* (*StVZO 29*) (German Road Traffic Licensing Regulation 29) (for example, by *Technischer Überwachungsverein (TÜV)* (Technical Control Association) or by *Deutscher Kraftfahrzeug-Überwachungs-Verein (DEKRA)* (Technical Vehicle Inspection Association)) are valid and honored for 60 calendar days from the date of the inspection. If an inspection begins at a U.S. Forces facility, it must be completed under the U.S. Forces inspection system. An inspection may not start at a U.S. Forces facility and be completed at a facility under the German system, and vice versa.

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

c. An inspection is required when a POV registration has been canceled. U.S. and German law enforcement, the RMV, the local FRS, and the chain of command may direct inspections at any time when evidence of unauthorized modifications that are in violation of this publication is found. Failure to comply with inspection requests will result in the RMV canceling the POV registration and the fuel card. The POV owner must register the POV as nonoperational ([para 3-8](#)).

d. Mechanical inspection requirements for POVs for which ownership is transferred are as follows:

(1) The POV must pass a mechanical safety inspection within 30 calendar days before the date of transfer. In this case, the buyer may receive a 1- or 2-year registration.

(2) The buyer may accept the seller's POV registration expiration date without a mechanical safety inspection. To be able to do so, the registration must have at least 60 calendar days remaining at the time of transfer.

(3) [Paragraph C-3](#) lists actions to be taken if a POV fails the mechanical safety inspection.

e. Generally, new POVs that have been initially registered in any system for fewer than 3 months are exempt from the requirement for a mechanical inspection before initial registration with the RMV. However, there may be instances where temporary registrations will be issued to ensure that the correct license plates are being issued and that the vehicle meets the inspection requirements established in this publication. The registration of these vehicles can be valid for up to 36 months. Registrants, however, must ensure that a valid first-aid kit, a warning triangle, and warning safety vests are in the vehicle. Within 60 calendar days from the date of initial registration, the final suspense documents must be provided to the local FRS, if applicable.

f. POVs for which more than 3 months have elapsed since initial registration must be inspected and may only be registered for 12 or 24 months.

g. All FRSs will accept inspection stamps on AEA Forms 190-1AA from other military communities for processing. FRSs will also accept German safety inspections, as noted in [subparagraph a](#) above.

h. POV inspectors will—

(1) Inspect every POV for the installation of German plates. Inspectors will indicate their inspection results by checking the appropriate block under Mechanical Safety Inspection (block 50) on AEA Form 190-1AA (2 long plates; 1 long plate, 1 short plate; 1 medium, 1 long plate; 1 medium, 1 short plate; or 2 short plates (by exception only)). Inspectors will verify their determination by signing and stamping the form.

(a) The use of short plates violates the agreement between the United States and Germany and will not be approved except for vehicles that, by construction, will not take long plates.

(b) Approving authority for one short front plate or two short plates rests with the Director, BMD, 405th AFSB; and the RMV. The BMD, 405th AFSB, will make recommendations for correct plate sizes and will process requests for the issuance of short license plates. Where necessary, the RMV will make the final determination on the sizes of plates to be issued.

(c) When the construction of a vehicle allows the use of the long German license plates, these plates must be used.

(2) Inspect POV inspection stations in coordination with HQ USAFE/A4RT.

i. Vehicles will be inspected free of charge at U.S. facilities, but not at HN facilities. Personnel electing to use a *TÜV (StVZO 29)* or *DEKRA* facility are solely responsible for paying the fees in accordance with that facility's fee structure.

3-5. REGISTRATION REQUIREMENTS

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

(1) Present a valid U.S. Forces Certificate of License (AEA Form 190-1F (GER)) or a temporary U.S. Forces Certificate of License (AEA Form 190-1G (GER)) for the class or classes to be registered to the servicing FRS. They must also present that document when visiting the FRS for any type of transaction.

(2) Present a valid DOD ID card with orders or official documents assigning them to the local community in Germany with ILS authorized ([AEA Reg 600-700](#)). They must also present these documents for any change of status ([para 3-13](#)). An SF 50 does not meet the criteria for documenting ILS authorization. Additionally, contractors must present their valid and unexpired SOFA identification certificate (AEA Form 600-77C).

(3) Go to their assigned community FRS to do the following:

(a) Complete AEA Form 190-1AA.

(b) Provide proof of—

1. Ownership ([para 3-6a](#)).

2. Mechanical inspections that are not older than 75 calendar days for U.S. inspection stations and 60 calendar days for German inspection stations (for example, *TÜV (StVZO 29)*, *DEKRA*) ([para 3-4a](#)).

3. Third-party liability insurance. An insurance confirmation card (ICC) from an authorized insurance company ([glossary](#)) is the only acceptable proof of insurance for registration under this publication and must be submitted every time a car is registered or re-registered with new license plates. Green international insurance documents will not be accepted as proof of insurance to register a vehicle.

a. The insurance must be in effect at the time of registration. ICCs must show an issue date that is fewer than 120 calendar days before the date of application. ICCs with a future effective date will not be accepted.

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

c. The name on the ICC must match the name of the registered owner.

d. The POV make and chassis number or vehicle identification number (VIN) must match that on AEA Form 190-1AA.

4. Completed customs clearance (AEA Form 550-175A or NATO equivalent) if necessary ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#)).

(c) Pay the nonrefundable registration fee (by check, money order, or credit card).

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

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

(1) The POV chassis number or VIN to ensure that there is no previous lien.

(2) That, based on AEA Form 550-175A or the NATO equivalent, the POV has cleared customs if the vehicle was purchased from the vendor’s customs warehouse (*Zolllager*).

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

d. Members of the U.S. Forces or the civilian component who are stationed outside of Germany and are on TDY to Germany may be issued U.S. Forces transit license plates that are valid for 180 calendar days in order to transfer their POVs from Germany to the country in which they are stationed. The same applies to personnel assigned within Europe or Northern Africa who are on official leave or pass to Germany. These personnel must comply with the registration procedures in [subparagraph a](#) above and must provide proof of vehicle liability insurance from an insurance carrier authorized to conduct business in Germany.

(1) Drivers stationed in countries with agreements for U.S. Forces-type licenses will be licensed in accordance with those agreements. When in Germany, these drivers must present a valid IDP to be issued USAREUR-AF plates to allow transit of Germany. Drivers stationed in locations that do not have U.S. Forces-type licenses must still present a valid IDP in order to receive transit plates.

(2) Permanent fuel cards are not authorized for transient POVs.

e. Individuals will not be authorized to conduct any vehicle registration transactions until all of their existing registrations are in compliance with this publication.

3-6. PROOF AND TYPES OF OWNERSHIP

a. Proof of Ownership. The following documents are required as proof of ownership, as applicable:

(1) The POV registration or title document. (U.S. documents must be original documents, unless titled in the owner’s name. Foreign documents must be original documents.)

(2) The bill of sale from the seller (or sellers) to the registrant. When purchasing a new POV and the final bill of sale has not been issued, the owner will use AEA Form 190-1AJ.

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

NOTE: When the U.S. registration or stateside title shows a joint or co-owner, the joint or co-owner must also be included on AEA Form 190-1AA.

b. Co-Ownership. A co-ownership registration ([glossary](#)) may be issued to two people if at least one of them has a valid U.S. Forces Certificate of License, the vehicle has a valid annual registration, and both individuals—

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

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

(3) Complete and sign the personal information on AEA Form 190-1AA. The ICC must be in the name of both owners.

(4) Are present to sign all follow-on vehicle registration transactions. If a co-owner resides outside of Germany, a POA or notarized statement is required.

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

(6) Are in compliance with the provisions of this publication. Co-ownership becomes invalid when either owner is not in compliance with the provisions of this publication.

NOTE: Individuals whose U.S. Forces Certificate of License was suspended or revoked are not authorized a co-ownership registration.

c. Joint Ownership. Joint ownership registrations ([glossary](#)) will be issued only to sponsors and their spouses at their request. The spouse must be present at the FRS to sign AEA Form 190-1AA in order to be added as a joint owner. At least one of them, the sponsor or the spouse, must be eligible to register a POV ([para 3-5](#)). Either may act for the other in any matter concerning the POV within the scope of this publication, except when selling the POV ([subpara \(2\)](#) below).

(1) Both owners must sign on the back of AEA Form 190-1A, verified by any FRS personnel.

(2) If either the sponsor or the spouse is absent when a POV is to be transferred, a notarized bill of sale or a valid POA (accepted only between spouses) is required to enable the spouse who is present at the FRS to complete the transfer.

(3) Individuals who wish to delete their name from joint ownership, but who cannot be at the FRS in person at the time the change is to be effected, must provide the joint owner a notarized statement or a POA. Otherwise, the new registration document (AEA Form 190-1A) will include both names. A new insurance card in the name of the person retaining ownership, and permission of the lienholder, if applicable, may be required.

(4) Sponsors and joint owners may add up to four direct Family members to their POV registration as additional drivers. The Family members added as additional drivers must be dependents of members of the U.S. Forces or the civilian component with full ILS and have a valid U.S. Forces Certificate of License. Non-Family members may be added as additional drivers only in cases of deployment ([para 3-11c](#)).

d. Vehicle History Records. The RMV is the sole authority to approve and issue vehicle history records to U.S. Forces members, civilians, contractors, and Family members. Individuals may obtain a vehicle history record by contacting the RMV Customer Service Office at email: *usarmy.sembach.usareur-af.mbx.rmv-css@army.mil*. Requests will be processed individually by vehicle. Requesters must pay an administrative fee (by check, money order, or credit card), which is not refundable.

3-7. TEMPORARY REGISTRATIONS

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

(1) Provide two completed copies of AEA Form 190-1AA to the FRS of their assigned duty station.

(2) Meet the requirements in [paragraph 3-5](#) (except for the mechanical inspection).

(3) Report to the FRS of their assigned duty station, which will issue temporary plates, to finalize the transaction. Temporary plates are issued to enable applicants to complete the mechanical safety inspection and to provide enough time to make repairs that are necessary to pass the safety inspection. Temporary plates will not be used for leisure travel outside of Germany; they may, however, be used to transfer vehicles directly from the point of origin to the duty station within Germany. Temporary plates must be returned to the same FRS that issued them.

b. Temporary registrations are valid for up to 30 calendar days at a time. During the initial 30-day period, POVs must be inspected and pass the mechanical inspection. Individuals who do not show proof of inspection or provide a reasonable explanation through a memorandum from their command may be denied a second 30-day temporary registration. POVs that fail the inspection for an immediate safety hazard ([glossary](#)) must be registered immediately as nonoperational. If there is no immediate safety hazard during the temporary registration period, but requisitioned repair parts do not arrive, vehicles that cannot be repaired by the end of the second temporary registration period must be registered as nonoperational until repairs can be completed.

c. POVs for which the temporary registration was canceled, expired, or which cannot pass the mechanical safety inspection must be registered as nonoperational. An additional, nonrefundable registration fee is required for canceled or expired registrations. Customers who report license plates as lost or stolen when fewer than 60 calendar days are left on the registration may be issued temporary license plates without first registering the POV as nonoperational.

d. After a POV passes the mechanical inspection, permanent license plates, with the expiration decal attached, and POV registration documents will be issued through the FRS.

e. Temporary license plates will not be issued more than twice consecutively for the same vehicle, regardless of the timeframe in between issued temporary license plates. To obtain a third set of temporary license plates, valid for 5 workdays, the POV owner's commander must give the applicant written approval that authorizes the third set. Civilian personnel assigned to units or organizations that do not have a military commander must request approval through the equivalent-level civilian in their chain of supervision. The POV owner must also provide documentation (along with AEA Form 190-1H) showing that required repairs were completed by a certified mechanic to be authorized a third set of temporary license plates (for 5 workdays).

f. Owners of vehicles determined to be "unsafe to operate" must provide AEA Form 190-1H and proof that all deficiencies that caused the vehicle to fail were repaired by a certified mechanic in order to be issued temporary plates. These temporary plates are authorized only for up to 5 workdays. Owners of vehicles that do not go through inspection or that once again fail the mechanical safety inspection during the 5 workdays must obtain written approval from their command to be authorized another set of temporary license plates. They must inform the RMV accordingly by sending an email to *usarmy.sembach.usareur-af.mbx.rmv-css@army.mil*.

g. Applicants may be denied operational registration privileges for up to 60 calendar days by the DES or SF commander if temporary license plates are not returned on the specified date.

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

i. Persons whose driving privileges have been revoked but who are required to transport a POV in connection with a PCS move are eligible to apply through the revoking authority for a temporary registration that is valid for up to 5 calendar days. The POV owner's chain of command or supervision (a person at or above company commander, flight commander, or equivalent-level civilian grade) will appoint an individual with a current U.S. Forces Certificate of License to move the vehicle for the owner.

j. Army military personnel applying for a motorcycle license may request a temporary registration, which will be valid for 8 calendar days, starting 3 workdays before they attend the MSF course. Applicants must obtain and pass the mechanical safety inspection before attending the MSF course. This will ensure that motorcycles are in compliance with this publication before applicants attend the MSF course. Individuals who do not have a valid country, U.S. State, or territory of the United States drivers license for a motorcycle are prohibited from attending an MSF course beyond BRC-I sponsored by the U.S. Army in Germany. Civilian personnel, contractors, and Family members are not required to attend an MSF course in order to obtain temporary license plates to register their motorcycles and are not authorized to attend Army MSF training courses. Military personnel are not authorized to operate motorcycles registered by their Family members or by other members of the Forces unless they have a valid U.S. Forces motorcycle endorsement to their U.S. Forces drivers certificate and a valid MSF card (not older than 5 years) for that type of motorcycle.

k. USAFE/AFAFRICA military personnel applying for a motorcycle license may request a temporary, 8-calendar-day registration. This temporary registration period will begin 3 workdays before they attend the MSF course. The installation safety office, SF, and transportation office will develop and publish joint written procedures to be used during the time between the purchase of a two-wheeled vehicle and completion of DAFI 91-207 training requirements. Motorcycles of unlicensed riders may be transported or ridden to the Motorcycle Proficiency Course by a person who is properly licensed. USAFE/AFAFRICA civilian personnel, contractors, and Family members are not required to attend an MSF course in order to obtain temporary license plates to register their motorcycles. Military personnel are not authorized to operate motorcycles registered by their Family members or other members of the Forces unless they have a valid MSF card (not older than 5 years) or until they have completed the MSF course sponsored by USAFE/AFAFRICA.

3-8. NONOPERATIONAL REGISTRATIONS

a. A POV will be registered as nonoperational when—

(1) The POV does not meet the mechanical standards in [appendix C](#).

(2) The owner's U.S. Forces driving privileges are suspended or revoked for 90 or more calendar days, unless an authorized spouse with a valid U.S. Forces Certificate of License is listed as a joint owner on the registration.

(3) The POV registration is canceled (for example, for failure to re-register, lack of third-party liability insurance, loss of registration privileges in accordance with [paragraph 3-23](#)).

(4) The owner fails to pay the registration fee within the time specified after receiving notification from the RMV.

b. To apply for a nonoperational registration using AEA Form 190-1AI, applicants must meet registration requirements in [paragraph 3-5a](#) (except for those in [subpara \(1\)](#) and [subparas \(3\)\(b\)2 and 3](#)). USAG commanders and USAFE/AFAFRICA wing commanders in the area in which applicants are assigned may require—

(1) First-time applications for nonoperational registration to be approved by the first O5 commander, or civilian equivalent, in the POV owner's chain of command.

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

c. When an individual's POV driving privileges are suspended or revoked for 90 or more calendar days and the POV must be registered as nonoperational ([para 2-17c\(3\)](#)), the nonoperational registration will be valid for the period of suspension or revocation, with approval from the first O5 commander, or civilian equivalent, in the POV owner's chain of command, but will not exceed 1 year. No delegation is authorized.

d. Nonoperational registrations for standard POVs are valid for 3 months (6 months for RVs) or, by exception, up to 12 months. Requests for nonoperational registrations for more than 3 months (respectively 6 months, but no more than 12 months) require the approval of the first O5 commander, or civilian equivalent, in the POV owner's chain of command. If a request is approved, the applicant will take a copy of the approved AEA Form 190-1AI, AEA Form 190-1AA, and the license plates to the local FRS and pay the prescribed, nonrefundable fee. Requests for additional nonoperational registrations must be approved by the first O5 commander, or civilian equivalent, in the POV owner's chain of command. No delegation is authorized.

e. Vehicles registered as nonoperational may not be operated.

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

(1) Park the POV in an authorized area ([para 4-9b](#)) or private parking off public streets.

(2) Remove the license plates and return them to the local FRS.

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

g. POV ownership will not be transferred while a POV is registered as nonoperational unless the seller has approval from the first O5 commander, or civilian equivalent, in the POV owner's chain of command. No delegation is authorized.

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

a. When ownership of a POV is transferred, the buyer and the seller will appear together at the local FRS. When a vehicle has joint or co-owners, both must be present at the FRS along with the buyer. If one of the owners cannot be present, the joint or co-owner conducting the transaction must have a POA or a notarized bill of sale from the absent owner. A valid POV registration (AEA Form 190-1A) will be used to transfer ownership and must be signed on the back by both the seller and the buyer. If the POV registration is lost or otherwise not available, the seller must apply for a new AEA Form 190-1A before the transfer can be completed. The seller may not transfer a POV that is encumbered by a lien. A clear title or a letter of release from the lending institution is the only acceptable proof that a lien does not exist. The letter from the lienholder or the lending institution must specify the vehicle's year, make, model, and chassis number. This letter must have the name and the signature of the authorized agent of the lienholder or lending institution.

b. Mechanical inspections must be completed in accordance with [paragraph 3-4d](#).

c. Buyers who want their POVs to be registered as operational at the time of the transfer must meet the requirements in [paragraph 3-5](#) at the time of the transaction. The license plates will remain on the POV if the buyer is from the same community as the seller. If the buyer is not from the same community, the plates will remain on the vehicle for up to 30 calendar days. The buyer will be issued a 30-day registration and must obtain new license plates from the local community FRS by turning in the current plates before the expiration of the 30-day registration and by submitting an ICC, a completed AEA Form 190-1A, and a completed AEA Form 190-1AA.

d. Buyers who want their POVs to be registered as nonoperational at the time of the transfer must meet the requirements in [paragraph 3-8b](#).

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

POVs will not be transferred to private individuals if encumbered by a lien. The registration must be valid in order to transfer the vehicle. The only proof of lien release is a clear title or a signed letter from the lienholder or the lending institution. This letter must specify the vehicle's year, make, model, and chassis number and must show the name and the signature of the authorized agent of the lienholder or lending institution. The letter must be submitted to the local vehicle registration office to issue a lien-free AEA Form 190-1A title.

a. A POV will not be transferred or sold while temporarily registered. A vehicle registered as nonoperational may be transferred, donated, or sold in the area in which the applicant is assigned to a morale, welfare, and recreation (MWR) strip-lot only. The approval of the USAG commander or the USAFE/AFAFRICA wing commander is not required in this case. The transfer or sale of such vehicles to a person, vendor, or company not entitled to customs exemption must be performed in compliance with the provisions of [AEA Regulation 550-175/CNE-CNA-C6F Instruction 5840.1G/USAFE-AFAFRICA Instruction 51-702](#).

b. A POV acquired in or imported into Germany under tax-exempt conditions will not be sold, donated, or otherwise disposed of unless all customs clearance requirements are met ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#)).

c. When a POV is transferred or disposed of, vehicle documents (for example, U.S. title, *Zulassungsbescheinigung Teil II* (German title)) and the original transfer title document of the POV registration (AEA Form 190-1A) will be given to the new owner.

d. Once the POV is transferred or disposed of, the U.S. Forces license plates must be removed and turned in to the local FRS along with the following:

- (1) A bill of sale or other proof of disposition. (Joint ownership requires the approval of both owners.)
- (2) The original copy of the POV registration.
- (3) The customs clearance document (if applicable).
- (4) The lien release, if applicable.

3-11. RENEWAL OF REGISTRATION

a. POV registrations must be renewed before they expire; no grace period will be granted. As a courtesy, approximately 75 calendar days before the expiration date, the RMV will send the owner a partially completed AEA Form 190-1O as a reminder of the upcoming expiration. Nonreceipt of this reminder in no way relieves the owner of the responsibility to renew the registration.

- (1) On receipt of AEA Form 190-1AA or AEA Form 190-1O, POV owners will immediately—
 - (a) Complete the form.
 - (b) Have the vehicle inspected ([app C](#)).

(c) Hand-carry the completed AEA Form 190-1AA or AEA Form 190-1O to their assigned FRS and pay the nonrefundable registration fee. Applications for renewal must include other applicable documentation (for example, a new ICC, lien release).

(2) POV registrations are invalid after they expire. No grace period will be granted, and POVs may not be operated. The fuel card will be deactivated and subsequently canceled. Registrations may, however, be renewed within 30 calendar days after they have expired, provided that all renewal requirements have been completed. Renewal requirements include a valid vehicle inspection completed before the vehicle registration expires, payment of a nonrefundable late fee, and payment of the regular, nonrefundable renewal fee. The fuel card will be deactivated on the original expiration date, and the owner may have to obtain a new fuel card with the renewed POV registration.

(3) If a POV registration has expired and the vehicle has not gone through inspection, the license plates must be removed from the POV and the owner must register the POV as nonoperational, obtain a new ICC, apply for temporary plates, take the POV through an inspection, and obtain new plates and a new registration.

(4) Military and civilian personnel deployed to designated hostile fire areas or on operational deployments may place their POVs in Government-approved storage and have their POV registrations suspended for the period of deployment. The period remaining on the registration at the time of deployment will be credited to the registration on the individual's return.

b. Applicants may renew nonoperational registrations by submitting the following to their assigned community FRS:

- (1) An approved AEA Form 190-1AI.
- (2) A signed AEA Form 190-1AA.
- (3) The current, nonrefundable registration fee.

c. Using a special POA, deploying U.S. Forces personnel (verified by deployment orders or by a memorandum from the rear detachment commander confirming deployment) may add a non-Family member as an additional driver to their vehicle registration for the purpose of vehicle care before being deployed. POVs that will be driven while the owner is deployed must continue to be registered (renewed), insured, and inspected when required. The non-Family member added as an additional driver must be a member of the U.S. Forces or the civilian component with full ILS and must be removed from the registration once the owner returns from deployment.

3-12. REQUIREMENT TO PROVIDE PROOF OF CONTINUING INSURANCE

a. The ICC is the only acceptable proof of third-party liability insurance for registrations under this publication. The ICC policy holder must be a registered owner of the POV. Once an ICC is submitted with AEA Form 190-1AA, no further proof of insurance is necessary unless coverage is canceled by the insurance company, the insurance company changes, or a license plate change occurs. Whenever coverage is canceled, it is the responsibility of the POV owner to ensure that a new ICC is submitted. The issue date of the ICC will be used to determine whether or not the card can be accepted.

b. Under German law, insurance companies must notify the RMV when coverage for any POV expires or is canceled for any reason (for example, failure to pay the premium, failure to renew the policy, change of insurance companies). On receipt of a cancellation notice, the RMV will check its records to determine whether the POV owner has already submitted a new ICC or has deregistered the vehicle ([para 3-13](#)).

c. If the RMV receives a notice of cancellation and the POV owner has not submitted a new ICC or deregistered the vehicle, the RMV will notify the owner in writing of the requirement to provide a valid ICC within the specified timeframe. If a new ICC is not received by the date specified, the RMV will cancel the POV registration and notify the owner's commander or supervisor. The MP or SF will immediately remove the POV license plates to ensure the POV is not operated on or after the date specified by the RMV until the POV is properly registered ([para 3-8](#)). Nonreceipt of the notification in no way relieves the POV owner of the responsibility to re-register the vehicle.

d. Transactions between a POV owner and an insurance company are private business matters. The RMV will not be liable or responsible for any situation caused by an alleged act, mistake, or omission on the part of an insurance company or a POV owner.

3-13. REQUIREMENT TO REPORT CHANGES IN REGISTRATION INFORMATION

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

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

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

(1) Follow the procedures in [subparagraph a](#) above and submit a new ICC to their local FRS.

(2) Contact their current insurance company and have the company submit a new ICC to the RMV. Insurance companies can submit new ICCs for updates by email to *usarmy.sembach.usareur-af.mbx.rmv-insurance-processing@army.mil*, or by German mail addressed as follows: Amerikanische Zulassungsstelle (Insurance Section), Postfach 308, D-67675 Enkenbach-Alsenborn. ICCs submitted to update the registration file are subject to the requirements in [paragraph 3-5a\(3\)\(b\)3](#).

d. No fee is charged for issuing amended registration documents as long as the current registration document is turned in to the local FRS.

e. Within 30 calendar days after reassignment, individuals who have U.S. Forces-issued German license plates and who transfer to a new duty station within Germany must obtain new license plates that have the new duty station area prefix. When the plates are changed, the FRS clerk will send the old plates to the RMV. Each time new license plates are issued, a new ICC must be submitted.

(1) If the registration is valid for more than 1 year, the license plates and the registration are issued at no fee with the same expiration date.

(2) If the registration is valid for less than 1 year, the applicant may do either of the following:

(a) Pay the current, nonrefundable registration fee and obtain new license plates and a new registration with the original expiration date.

(b) Take the POV to the safety inspection station to have an inspection performed. If the POV passes the safety inspection, the applicant will obtain license plates and registration for either 1 or 2 years and pay the current, nonrefundable registration fee.

(3) Vehicles with 60 calendar days or fewer remaining on the registration must go through a safety inspection before new license plates may be issued.

f. Local FRSs can only issue license plates and process transactions for plates assigned to their communities. Persons who, by exception, have been granted authority to retain plates that are not assigned to their community FRS must process all transactions at the USAREUR-AF RMV in Sembach, Germany. Safety inspections, however, may be performed at any inspection station.

3-14. INLAND MOVEMENT AND COMMERCIAL SHIPMENT OF POVs

a. Inland POV Movement.

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

(a) A valid U.S. Forces Certificate of License.

(b) A valid ICC.

(c) A vehicle condition report or a Bill of Lading/Dock Receipt listing the vehicle with its VIN.

(d) DD Form 1173, AEA Form 600-700A, or a valid DOD ID card.

(e) AEA Form 190-1AA.

(f) Proof of ownership (last issued registration or title).

(2) After providing the documents in (1) above to the FRS, owners will obtain a temporary registration. Paragraph 3-7 provides instructions on temporary registrations. POVs will not leave the delivery site without temporary or permanent U.S. Forces-provided license plates properly attached to the POV.

(3) Owners without a valid U.S. Forces Certificate of License will register their POVs as nonoperational. If community policy does not allow an owner to leave his or her POV at the delivery site, the owner will obtain the required liability insurance and the temporary license plates that are valid for 1 day (that is, they must be returned on the same day they were issued) and provide a driver who is licensed by the U.S. Forces and appointed by the owner's chain of command or supervision (a person at or above company commander, flight commander, or equivalent-level civilian grade) to move the POV to an approved site. This approval will be attached to the application. When 1-day plates are returned, the registration clerk will provide copies of the nonoperational registration to the owner.

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

(1) Oversized POVs and second POVs shipped at Government expense can be picked up at the port after the owner has obtained the temporary registration from the local FRS ([a\(2\) above](#)). The owner must have the POV inspected immediately upon return to the duty station and must provide the FRS the items listed in [a\(1\) above](#).

(2) Commercially shipped POVs may be picked up at the port after the owner has obtained a temporary registration from the local FRS. The owner must have the POV inspected immediately on return to the duty station and must provide the items in [a\(1\) above](#) to the FRS. In addition, the owner must complete customs clearance with German customs authorities; shipping and transportation companies are not authorized to effect customs clearance ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#) and [AEA Reg 600-700](#)).

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

a. If any vehicle registered by the RMV is stolen, or if one or both of the license plates are lost or stolen, the owner must immediately report the loss or theft to the nearest MP or SF station. The same applies when the vehicle or license plates have been recovered. Customers who report license plates as lost or stolen when fewer than 60 calendar days are left on the registration may be issued temporary license plates without first having the POV registered as nonoperational. If the MP or SF station is not within a reasonable distance, the local civilian authorities must be notified. The MP or SF must then be notified as soon as possible.

b. The MP and SF will act on these reports as indicated in [appendix K](#).

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

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

(1) Report the theft ([para 3-15](#)).

(2) Complete AEA Form 190-1AA and submit the form to the local FRS.

(3) Submit a new ICC.

(4) Return the POV registration and the remaining license plate (if any) to the local FRS. Temporary license plates must be returned to the FRS that issued them.

(5) Pay the current, nonrefundable registration fee (by check, money order, or credit card). The owner will receive new permanent plates and registration documents that are valid for the remainder of the registration period or, with a new safety inspection, for either 1 or 2 years.

NOTE: Vehicles with 60 calendar days or fewer remaining on their registration must pass a safety inspection before new plates and registration documents may be issued ([paras 3-7 and 3-8](#)).

b. If one or both plates are mutilated, the procedures in [subparagraph a](#) above apply.

c. If the registration documents, environmental decals, or expiration decals are lost, stolen, or mutilated, the applicant must pay the prescribed nonrefundable replacement fee to receive new documents or decals.

d. Any time German license plates are not turned in for any reason, the POV owner will be required to reimburse the USAREUR-AF Registration Fund for the license plates. The owner must follow the procedures in [paragraph 3-15](#). The owner will not be entitled to a refund if the lost or stolen license plates are turned in later to the USAREUR-AF RMV or an FRS.

e. The POV owner must pay a nonrefundable fee for replacing AEA Form 190-1S.

3-17. POV REGISTRATION CERTIFICATES

The three types of POV registration certificates are as follows:

a. AEA Form 190-1A for Permanent Operational and Nonoperational Registrations.

(1) AEA Form 190-1A is a three-part form issued for permanent operational and nonoperational registrations. Two copies of this form will be given to the customer and the third copy marked “RMV Copy” will be retained for inclusion with the daily transaction documents that are forwarded to the USAREUR-AF RMV at Sembach Kaserne, Germany.

(2) AEA Form 190-1A provides proof of vehicle ownership and authorization of POL rations for 1, 2, or 3 years, based on the number of years for which the vehicle is registered. Authorized POL rations are based on the provisions of the Forces Customs Law and are provided in accordance with [AEA Regulation 600-17](#). AAFES gas cards, however, have an expiration date printed on the bottom.

NOTE: The expiration date on the AAFES gas card does not correspond with the vehicle registration date or the sponsor’s DEROS. AAFES will not reimburse gas costs incurred at off-post or installation gas stations when the gas card has expired.

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

(4) If the POV is not operational, it must be registered as nonoperational. The installation storage facility for nonoperational POVs may require POV owners to provide a copy of the registration. The U.S. Forces German license plates must be returned to the FRS when registering the vehicle as nonoperational.

(5) The POV registration and the title document will be used to transfer ownership. Nonoperational POVs must be registered as operational before they may be transferred unless the seller has approval from the first O5 commander, or civilian equivalent, in the POV owner’s chain of command.

(6) The RMV is the only authority designated to approve and issue duplicate USAREUR-AF registrations to U.S. Forces military personnel, civilians, contractors, and Family members for vehicles that have been deregistered and shipped out of Germany. Individuals may obtain a duplicate registration by contacting the RMV Customer Service Office at usarmy.sembach.usareur-af.mbx.rmv-css@army.mil. Requests will be processed individually by vehicle. Requesters must pay an administrative fee (by check, money order, or credit card), which is not refundable.

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

(1) AEA Form 190-1A will be used to list leased vehicles. Lease contracts must be valid for at least 1 year at the time of initial listing. The registration will be valid for 1 year or until the expiration date of the lease, whichever occurs sooner.

(2) AEA Form 190-1A allows individuals to obtain POL authorization for leased vehicles.

(3) Customers will provide the local FRS a valid ID card and U.S. Forces Certificate of License, copies of the original leasing contract in the name of the ID card owner or the Family member authorized ILS, a German registration form, and the nonrefundable registration fee.

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

c. AEA Form 190-1A for Other (Listed) Vehicles.

(1) AEA Form 190-1A will be used to list certain vehicles that are authorized in accordance with other AEA regulations ([AEA Reg 600-700](#), [AEA Reg 600-17](#), [AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#)). These vehicles may be listed for up to 1 year at a time or until the expiration date on the Army in Europe Privilege and Identification Card (AEA Form 600-700A) (yellow privilege card)), whichever occurs sooner.

(a) Privilege cards must be completed correctly in accordance with [AEA Regulation 600-700](#). For all NATO and non-DOD personnel, block 9 of AEA Form 600-700A must list the individual's passport number. All other entries must be corrected before submission.

(b) For consulate and embassy personnel, block 9 of AEA Form 600-700A must show the individual's diplomatic passport number.

(2) AEA Form 190-1A allows individuals to obtain POL authorization for listed vehicles where [paragraph 3-2](#) of this publication applies accordingly.

(3) Customers will provide the local FRS copies of the original registration document in the name of the authorized owner, and the registration fee.

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

3-18. ISSUING AND DISPLAYING LICENSE PLATES

a. Issuance.

(1) License plates are issued by the customer's assigned community FRS. Customers will sign the license plates agreement at [figure 4-1](#) on receipt of the plates.

(2) FRSs will issue two long German license plates for all U.S. Forces-registered POVs (except motorcycles and trailers). These plates will not be altered to fit the POV. The use of short plates violates the agreement between the United States and Germany and will not be approved except for vehicles that, by construction, will not take long plates. The inspector at the POV inspection station must note this requirement on the POV inspection form.

(3) To request one short front plate or two short plates, POV owners must contact the Director, BMD, 405th AFSB. The request must include pictures of the vehicle for both the front and back license plate holders or areas justifying the need; the VIN, make, and model; and a completed AEA Form 190-1AA documenting mechanical inspection. The request must be sent by email to usarmy.bavaria.405-afsb.list.maintenance-div-pov-management@army.mil. The BMD, 405th AFSB, will make recommendations for correct plate sizes and will process requests for issuance of short license plates. Where necessary, the RMV will make the final determination on the size of the plates to be issued.

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

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

(6) The 2015 Electric Mobility Act authorizes special license plates for qualifying electric vehicles ([glossary](#)) to allow for proper identification. These license plates add the letter "E" at the end of the license number, but all registration requirements in this publication are the same as for internal combustion motor vehicles.

b. Display.

(1) License plates will be attached horizontally to the front and rear of the POV at the location prescribed by the manufacturer and the law so that both plates are clearly visible. Brackets that are riveted onto the vehicle can be drilled out and the existing holes can be used to bolt the license plates to the vehicle. Brackets designed for use at the vehicle's tow hook location are not authorized. The rear plate will be centered under a light or placed between lights on either side. (Motorcycles and trailers will display one plate attached horizontally to the rear.)

(2) License plates will be securely attached to the POV, either directly or through a TÜV-approved license plate mounting system. The use of string, wire, or zip-ties to secure permanent license plates is prohibited.

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

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

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

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

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

(b) Registering the POV according to [paragraph 3-8](#).

(7) Owners of vehicles that the RMV determines to have incorrect-sized license plates must report to their local FRS to correct the plate size. Failure to report to the local FRS within the timeframe specified by the RMV will result in the cancellation of the vehicle registration and fuel ration card.

NOTE: Improper mounting of license plates (for example, placing them on the dashboard) will result in the cancellation of the vehicle registration and the vehicle fuel ration card for the time specified after receiving notification from the RMV.

3-19. REGISTRATION DECALS

Displaying unofficial decals, stickers, or banners on U.S. Forces-registered POVs is discouraged. The removal of U.S. installation and DOD decals is a commander's responsibility and will not be the basis for failing a mechanical or safety inspection. The following decals may be displayed on U.S. Forces-registered POVs:

a. TÜV (StVZO 29) and Safety Inspection Expiration Decal. An expiration decal will be issued with initial and renewal registrations. This decal shows the month and year the permanent POV registration expires and must be placed on the rear license plate with the expiration month placed at the 12-o'clock position. Only the most recent inspection decal may be shown on the POV.

b. International Decal. U.S. Forces POVs with German license plates issued by the U.S. Forces will use the "D" international decal. No other international decal is permitted on a U.S. Forces-registered POV.

c. Environmental Decal. German authorities have established environmental zones and environmental protection zones that prohibit motor vehicles from being driven in these zones without a decal certifying that the vehicle is manufactured to a standard that makes its emissions acceptable to drive in those areas. The environmental decal must be displayed on the lower right side of the windshield (opposite side from the driver). [Paragraph C-31](#) provides more information about this decal.

d. Handicap-Parking Card. A handicap-parking card may be displayed when authorized by appropriate officials. If approved, the parking permit must be placed with the expiration facing up and clearly visible in the vehicle, normally directly behind the windshield on the dashboard so that it cannot slip or fall off.

(1) Upon submission of their application, applicants will receive a temporary handicap-parking card from their local FRS. The temporary card will be used only while the RMV processes the official permit and must be returned.

(2) The FRS will contact the applicant once the official handicap-parking permit is available for pickup at the applicant's location. Within 5 working days after notification, applicants must pick up their official permit and turn in their temporary card. Failure to turn in the temporary handicap-parking card will result in the loss of registration privileges ([para 3-23](#)).

(3) Once the RMV receives the approved AEA Form 190-1AW (signed by a local German doctor or a doctor assigned to a facility under the Medical Readiness Command Europe (MRCE)) and two passport-sized pictures of the applicant, the official handicap-parking card is produced and returned to the local FRS. A nonrefundable service fee will be charged for the initial issue of the handicap-parking card and for replacement cards if a card is lost or mutilated.

(4) To renew a handicap-parking card, the individual will provide AEA Form 190-1AW, two passport-sized photos, and the current, nonrefundable service fee. The handicap-parking card will be valid for use only on U.S. military installations and facilities in the MRCE area of responsibility, and only for the eligibility dates indicated on the card.

(5) Permanent handicap-parking cards can be valid up to a maximum of 4 years from the date of issue. Using handicap-parking cards off military installations in Europe is not authorized. Individuals desiring handicap-parking cards for use on the local German economy must request those through the German local city halls (*Rathäuser*).

e. European Highway Toll Fee (*Maut*) Decal. This decal is issued to show proof of having paid to operate a POV on a specific European country's roadways. This decal must be placed on the windshield as indicated by the specific country.

3-20. REPOSSESSION OF POVs BY LIENHOLDERS

a. Lienholders who are eligible to register POVs with the RMV will do so immediately after repossessing a POV. They must provide a copy of the repossession letter, turn in the license plates, transfer the vehicle in their name, and pay the current, nonrefundable registration fee.

b. Lienholders who are not eligible to register POVs with the RMV are responsible for complying with applicable German laws. When a U.S. Forces-registered POV is repossessed, the responsible U.S. authority will ensure that the license plates and all U.S. Forces decals are removed and turned in to the local FRS, MP station, or SF station along with a copy of the repossession authorization. Customs-clearance requirements must be met by the purchaser ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#)), so that the POV is properly deregistered from the U.S. Forces system.

3-21. PROCEDURES FOR CLEARING A POV

a. The following procedures apply to POVs that are shipped or transported from Germany, or moved between communities in Germany, when individuals are reassigned:

(1) U.S. Forces-issued German license plates will not be shipped. Upon receipt of the German license plates, the FRS will issue U.S. Forces POV transit license plates. The current registration must be valid during the period for which the transit license plates are issued. If the registration has fewer than 90 calendar days remaining, nonrefundable registration fees will be charged. Shipping plates are issued no earlier than 7 calendar days before shipping or driving a vehicle out of Germany. Proof of shipping or PCS orders (when driving) are required. For owner-agent transactions, the current registration must be valid for 90 or more days. Registrants who ship their POVs out of country with U.S. Forces-issued German license plates will be required to reimburse the RMV for the current cost of new license plates to clear the local FRS and will be required to follow the procedures in [paragraph 3-15](#).

(2) Local FRSs will issue POV owners an AEA Form 190-1S for each POV to be shipped or otherwise removed from Germany. The FRS will verify the documents provided by the POV owner; process AEA Form 190-1S; sign, date, and stamp the form; and send the third copy along with the vehicle shipping documents to the RMV for processing.

(3) Personnel reassigned within Germany must turn in AEA Form 190-1A, orders or other official documents assigning them to their new duty station, and their current license plates, and must obtain new German license plates from their assigned community FRS at their new duty station within 30 calendar days after reassignment.

b. The following procedures apply to POVs disposed of by other methods ([para 4-11](#)):

(1) The local FRS will issue the owner an AEA Form 190-1S to be completed for each POV. The FRS will verify the information provided by the POV owner, complete the form, and give two completed copies of the form to the POV owner for insurance cancellation. The FRS will send the third copy of the form and corresponding documents to the RMV for processing.

(2) If a POV is to be transferred or sold to a person or vendor in Germany who has no SOFA status ([AEA Reg 600-700](#)) and is, therefore, not entitled to customs exemption, the transaction must be processed through the U.S. Army Customs Agency–Europe and approved by German customs authorities for payment of taxes or duties by the buyer. Once the POV has been customs-cleared, the U.S. Forces member or Family member must take a copy of the customs document, the license plates, the bill of sale, and the lien release (if applicable) to the FRS to properly clear the POV.

NOTE: The RMV is the sole authority to approve and issue vehicle history records for all vehicles that are deregistered (*Abmeldebestätigung*) to U.S. Forces military personnel, civilians, contractors, and Family members. Individuals may obtain a vehicle history record by contacting the RMV Customer Service at usarmy.sembach.usareur-af.mbx.rmv-css@army.mil. Requests will be processed individually by vehicle. Requesters must pay an administrative fee (by check, money order, or credit card), which is not refundable.

(3) If a POV is sold to a person with SOFA status, the seller will process the transfer with the buyer at the FRS ([para 3-9a](#)).

(4) If a POV is donated to the local MWR fund, the donor will provide a copy of AEA Form 190-1Z to the local FRS to prove the donation.

(5) In the case of an abandoned vehicle ([glossary](#)), the responsible USAG commander or USAFE/AFAFRICA wing commander who has completed abandoned-vehicle procedures for a POV, including customs clearance in coordination with U.S. Forces Customs Europe officials, must provide disposition documents to the local FRS to dispose of and remove the POV from the U.S. Forces registration system.

(6) In all cases, all license plates must be turned in before a POV is disposed of or sold to persons or vendors without NATO SOFA status.

NOTE: If a duplicate AEA Form 190-1S is required (for example, if the original was lost), the requester must pay a nonrefundable service fee.

3-22. DISPOSITION BY AN AGENT

a. If an owner is unable to dispose of a POV before departing due to PCS, expiration term of service, retirement, or reassignment outside of Germany, the individual's unit commander or director will appoint an agent to dispose of the vehicle. The agent must be at least one grade above the POV owner. The agent will be granted special POA (AEA Form 190-1AD), which will be valid for 90 calendar days. The current POV registration must be valid for at least 90 calendar days in order for the agent to be added. If the registration is valid for fewer than 90 calendar days, the owner must have the POV inspected, renew the registration, and pay the current, nonrefundable registration fee before the agent may be added to the registration. A copy of the agent's appointment orders will be attached to the agent-owner registration. No additional drivers may be added to the agent-owner registration. The registration is valid only for the agent to ship, sell, or otherwise dispose of the vehicle.

b. Agents will—

- (1) Be in the same command and community as the owner.
- (2) Be at least one grade (if military) above the POV owner.
- (3) Not be pending any absences for leave, deployment, training exercises, or other reasons during the 90-day period.
- (4) Be familiar with pertinent portions of this publication.

c. AEA Form 190-1AD, witnessed and dated at the FRS or the local staff judge advocate (SJA) office, is the only accepted document for this transaction; a general or special POA will not be accepted. A person may serve as an agent for only one POV at a time, and the use of an agent in no way relieves owners of the responsibility to ensure proper disposition of their POVs. The POV owner's insurance must also remain in force until the vehicle is properly disposed of in accordance with this publication. If the POV is encumbered by a lien, the lienholder must provide documentation acknowledging the agent. If the POV is registered with joint ownership, permission from both owners is required before an agent may be appointed.

d. A POA is granted when both the owner and the agent appear at the FRS or the local SJA office and complete AEA Form 190-1AD in the presence of the station clerk. The clerk will verify the identities of both the sponsor owner and the agent and ensure that both are eligible to register a POV with the RMV. The agent must also be a sponsor and must read and sign AEA Form 190-1AF.

e. The owner and the agent must appear together at the local FRS and complete AEA Form 190-1AA. The FRS clerk will then issue a POV registration that will be valid for 90 calendar days. AEA Form 190-1AA must include personal information of both the owner and the agent, and the name and address of the lienholder if the POV is encumbered by a lien. During the 90-day appointment, the agent must ship, transfer, or otherwise properly dispose of the POV. The 90-day owner-agent registration will not be extended. The agent must properly dispose of the POV before outprocessing and departing.

f. If the requirements in [subparagraph d](#) above have not been met before the expiration of the 90-day period, the agent will register the POV in his or her name. If the POV is registered as operational, the agent will submit an ICC in his or her name. If there is a lien on the POV, the agent must obtain a lien release from the lienholder before registering the POV solely in his or her name.

g. Agents assigned to a nonoperational vehicle are not authorized to receive temporary license plates for that vehicle. Transportation of the vehicle for repairs will be completed by trailer or other third-party means. Vehicles being transferred must follow [paragraph 3-8g](#) of this publication.

3-23. WITHDRAWAL OF REGISTRATION PRIVILEGES

a. The RMV will enforce the loss of operational registration privileges if a POV owner does any of the following:

- (1) Fails to re-register any POV within 30 calendar days after the registration expiration date.
- (2) Operates a POV that does not meet mechanical standards ([app C](#)).
- (3) Operates a POV without insurance.
- (4) Abandons a POV.
- (5) Alters license plates or fails to secure them properly ([paras 3-18b\(2\)](#) and [\(6\)](#)).
- (6) Fails to provide the current registration fee within the time specified.
- (7) Refuses to remove or cover indecent or obscene bumper stickers, signs, writing, or graphic depictions on a POV ([para 3-26](#)).
- (8) Transfers license plates to another POV.
- (9) Fails to turn in incorrect-sized license plates within the timeframe specified.
- (10) Fails to register a vehicle as nonoperational as required ([para 3-8](#)).
- (11) Fails to return the temporary handicap-parking permit within the time specified.
- (12) Fails to provide the items required on AEA Form 190-1AJ (Suspense/Clearance Form).
- (13) Fails to follow any portion of this publication after receiving proper notification.

b. The RMV will notify AAFES of the loss of registration privileges.

c. Commanders of POV owners who have lost their registration privileges may appeal the loss of these privileges in writing by contacting the RMV at *usarmy.sembach.usareur-af.mbx.rmv-css@army.mil*. The RMV's decision will be final.

3-24. REGISTRATION OF VEHICLES USED EXCLUSIVELY FOR RACING EVENTS AND REGISTRATION OF OFF-ROAD RECREATIONAL VEHICLES

a. POVs used exclusively for racing events and off-road RVs ([glossary](#)) must be registered. Registration requirements are the same as those for POV registration ([para 3-5](#)) except that—

(1) The completed AEA Form 190-1AA and a written request must be sent through the chain of command or supervision (a person at or above company commander, flight commander, or equivalent-level civilian grade) for USAG commander or USAFE/AFAFRICA wing commander approval, regardless of the applicant's grade.

(2) Proof of insurance or mechanical inspection is not required. However, the racing or off-road site's third-party liability insurance must be valid for a POV or off-road RV before the owner or operator may use the vehicle in an event at the racing or off-road site.

(3) Neither license plates nor decals will be issued since racing and off-road RVs may not be operated or towed on public roads. They must be transported to and from racing and off-road sites on a trailer.

b. Owners will comply with the requirements of German law and local racing club regulations. This includes provisions concerning third-party liability insurance and mechanical standards. No racing or off-road RVs will be operated on public roads or in fields and woods unless specifically authorized by German authorities.

c. AEA Form 190-1A issued by the RMV will be over stamped with "Racing Vehicle" (for both racing and off-road RVs) and be valid for 1 year.

3-25. LOSS OF ELIGIBILITY

a. Individuals who have retired, are discharged, are placed on a theater-wide bar, or have terminated military or civilian service lose their eligibility for U.S. Forces POV registration at 0001 on the effective date of the respective action. Except as provided for in [subparagraph c](#) below, Family members of these individuals will lose their eligibility on the same day.

b. Personnel may register their POVs with German authorities after losing their eligibility for U.S. Forces registration. To do so, some German states (*Länder*) require a letter of history or an authorization letter for the POV, which will be issued by the RMV. A service fee must be paid to obtain either letter. Some German cities will not accept history and authorization letters. Individuals should therefore check with the local German authorities first to ensure that they will accept either letter before requesting issuance. Service fees will not be refunded once a letter has been issued. Personnel who have been separated for cause or misconduct, placed on a theater-wide bar, or discharged under other than honorable conditions are not eligible for a license history letter.

c. Family members who remain in Germany after the departure or death of the sponsor retain eligibility for POV registration for up to 90 calendar days after the sponsor's departure from Germany or death ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#) and [AEA Reg 600-700](#)). These Family members may register their POVs with German authorities during this 90-day period or must provide proof of proper disposition of the POV.

d. Military personnel in Germany who retire from the U.S. Forces and take transition leave in Germany until their retirement date, and who want to continue operating their POV, will be issued transit license plates. These personnel must—

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

(2) Return the U.S. Forces license plates on the date the registration expires and deregister the POV with supporting documentation. Temporary license plates must be returned to the same FRS that issued them.

3-26. RESTRICTIONS ON DISPLAYING WRITTEN OR GRAPHIC MATERIAL ON POVs

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

- (1) AAFES or other personal or private business or retail sales facilities.
- (2) Athletic facilities.
- (3) Childcare facilities.
- (4) Commissaries.
- (5) Department of Defense Dependents Schools facilities.
- (6) Family housing.
- (7) Libraries.
- (8) Playgrounds.
- (9) Recreational facilities.
- (10) Theaters.
- (11) Youth services facilities.

b. POVs displaying indecent or obscene matter will be denied entry to, or be asked to be removed from areas listed in [a\(1\) through \(11\)](#) above until the indecent or obscene matter is removed or covered.

c. Drivers and owners of POVs displaying indecent or obscene matter are subject to the suspension of their U.S. Forces Certificate of License ([para 2-14](#)) if they do either of the following:

(1) Drive into or allow the POV to enter the areas listed in [subparagraph a](#) above after having been informed that they are denied entry until the matter is removed or covered.

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

(a) Remove or cover indecent or obscene matter on the POV located in the areas listed in [subparagraph a](#) above.

(b) Move the POV from the areas in [a\(1\) through \(11\)](#) above.

d. The use of decals and other items that show a connection with the United States (for example, old installation or inspection decals, U.S. patriotic decals, American slogan decals) is strongly discouraged on POVs with U.S. Forces-provided German license plates. Commanders will stress the importance of removing any stateside, DOD, or U.S. identifying decals, bumper stickers, or markings from POVs, including dealer or military sales license plate frames; and school, sport, and military adornments. Commanders will also ensure that Soldiers arriving in the USAREUR-AF AO remove DD Form 2220 as well as installation and expiration decals from POVs. This policy does not apply to official decals and permits prescribed in [paragraphs 3-19a through d](#). Vehicles will not be failed at inspection stations for showing U.S. patriotic decals, American slogan decals, DD Forms 2220, or installation or expiration decals.

e. The use of decals and other material attached to a POV or displayed in windows advertising commercial or home businesses are prohibited. Displaying these types of decals and material on POVs will cause the POV to be rejected at the vehicle safety inspection and, if found later on the vehicle, will result in the cancellation of the registration until the owner complies with this requirement.

3-27. PROCEDURES FOR REGISTERING GOVERNMENT-OWNED AND CUSTODIAL VEHICLES

The USAREUR-AF RMV issues license plates to organizations for use on Government- and authorized agency-owned nontactical vehicles. Organizations registering these vehicles must largely follow the same procedures as for registering and operating POVs. In addition, they must meet the requirements and follow the procedures in subparagraphs a through l below in order to maintain consistency with the GOV license plates agreement ([fig 4-2](#)).

a. Organizations registering owned or leased vehicles in the USAREUR-AF GOV program must abide by HN laws and regulations. Vehicles driven on public roads must be legal to be operated on civilian roadways and must meet inspection requirements consistent with German traffic laws.

b. When registering a GOV, the designated organization representative will provide a completed memorandum of request; the title or the last registration; unit information; the designation as an emergency vehicle ([glossary](#)), if applicable; and the primary physical location of the vehicle when registering. GOVs will be issued license plates consistent with their primary location whenever possible. The owning organization must be in Germany; for remote locations, this may be a parent organization. Vehicles primarily located outside of Germany will be issued “IF” NATO plates. Plates will not be sent to remote locations; they will be delivered only to the closest USAREUR-AF FRS for pickup. A different FRS location may be coordinated for in advance through the HQ USAREUR-AF RMV GOV Customer Service.

c. The organization’s representative is responsible for ensuring that all information pertaining to the organization’s vehicles, including the location of the vehicles, is current. When a vehicle’s primary location is changed to a different community, the organization is responsible for requesting a change of license plates to match the new location. Payment of the nonrefundable fees associated with this change is the responsibility of the requesting organization.

d. Vehicles leased by organizations outside of the transportation motor pool (TMP) must be listed with the organization, not the leasing company, as the owning agency. Registrations are valid for up to 1 year at a time, but may not exceed the expiration date of the lease. Organization representatives are responsible for maintaining current registrations and for remaining compliant with German safety inspection requirements.

e. Vehicles will not be registered in any other system simultaneously with the RMV registration. If a vehicle is to be registered in any other system, that system will take priority and the vehicle will be deregistered with the USAREUR-AF RMV.

f. A GOV for which community plates were issued will transfer to “IF” NATO plates if the vehicle is later modified to be clearly a U.S. or emergency vehicle, such as for law enforcement or emergency service use. Modifications include, but are not limited to, the installation of emergency equipment (for example, visible emergency light bar, siren) and the application of markings consistent with a U.S.-owned vehicle, such as graphics with a garrison logo.

g. Renewals of GOV registrations can be processed anytime during the current registration of the vehicle. The renewed registration will be effective as of the date of the transaction and will extend 3 years from that date. The corresponding *TÜV (StVZO 29)* stickers must also be renewed to maintain the validity of the registration. Requests for renewal should be submitted at least 30 calendar days before the current registration expires to avoid any delays or nonrefundable late fees.

h. The renewal of already expired registrations will incur a nonrefundable late fee. Should a registration be expired for more than 30 days, a new set of license plates must be issued and associated fees assessed. The organization is responsible for returning the expired plates to the RMV. If plates are not turned in, the organization representative will file a lost or stolen report with local German authorities. The responsible organization personnel will complete AEA Form 190-1AU, submit the form to the RMV, and pay the nonrefundable fee.

i. To deregister vehicles, all associated disposition documents must be submitted. These documents include, but are not limited to, receipts of transfer, MFRs, auction sheets, customs clearances, and donation receipts. The registration and the license plates must also be provided or, in the event of loss, be properly accounted for.

j. All transactions are subject to the same nonrefundable fees as POVs, including, but not limited to, late fees, registration fees, and fees for the transfer from community license plates to “IF” license plates. This also includes fees for transfers directed by the RMV for failure to comply with this publication.

3-28. AUTHORIZATION OF PETROLEUM, OIL, AND LUBRICANTS FOR VEHICLES LISTED IN THE USAREUR-AF REGISTRY OF MOTOR VEHICLES REGISTRATION SYSTEM

a. NATO members and non-DOD personnel authorized ILS in accordance with [AEA Regulation 600-700](#) may list POVs and leased vehicles in the RMV registration system.

(1) The use of tax-free fuel is limited by [AEA Regulation 600-700](#) and [AEA Regulation 600-17](#). AAFES provides tax-free fuel through contracts with ESSO in Germany. This privilege is granted to NATO members and to non-DOD personnel who are authorized ILS when assigned in Germany, including select members of the German Armed Forces.

(2) NATO members and non-DOD personnel with ILS who register their POVs for POL authorization are limited to the number of vehicles specified in [paragraph 3-2a\(3\)](#). These beneficiaries are not authorized commercial vehicles or RVs.

(3) To register, the following are required:

(a) A valid AEA Form 600-700A, Army in Europe Privilege and Identification Card.

(b) A current registration matching the sponsor's or the spouse's name on AEA Form 600-700A. For German Armed Forces personnel, only registrations in the sponsor's name are allowed.

(c) A completed application (AEA Form 190-1R).

(d) Payment of the nonrefundable registration fee.

(4) Leased vehicles must be in the name of the sponsor or the supported spouse (no leases in the dealer's name). The lease contract must have at least 1 year remaining for the leased vehicle to be eligible for initial registration. The registration will be valid for 1 year or until the expiration date of the lease, whichever is sooner.

b. U.S. Forces personnel with ILS authorized will use AEA Form 190-1A to register leased vehicles. The registration will be valid for 1 year or until the expiration date of the lease, whichever occurs sooner.

(1) AEA Form 190-1A allows individuals to obtain POL authorization for leased vehicles.

(2) Customers will provide the local FRS a valid ID card, a U.S. Forces Certificate of License, copies of the original lease contract in the name of the ID card owner or Family member authorized ILS, a German registration form, and the nonrefundable registration fee.

(3) The local FRS must verify ILS and all required documents before sending the documents to the RMV for processing.

(4) Leased vehicles must be in the name of the sponsor or the supported spouse (no leases in the dealer's name). The lease contract must have at least 1 year remaining for the vehicle to be eligible for initial registration. The registration will be valid for 1 year or until the expiration date of the lease, whichever is sooner.

NOTES: 1. Initial requests can be made in person, through the local FRS, or be sent by email to *usarmy.sembach.usareur-af.mbx.rmv-css@army.mil*. Renewal requests may be submitted up to 75 days in advance; personnel are encouraged to renew early. Personnel assigned to the Kaiserslautern Military Community area must submit all requests in person or by postal mail. Applications are processed in the order received.

2. AAFES manages all ESSO Cards. ESSO Cards deactivate on the date of expiration; customers are responsible for ensuring that their ESSO Card is active before using it. The RMV is not responsible for any costs incurred by customers for using a deactivated ESSO Card.

CHAPTER 4

MISCELLANEOUS PROVISIONS AND REQUIREMENTS

SECTION I

TRAFFIC LAWS AND REGULATIONS

4-1. GENERAL

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

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

(2) On U.S.-controlled property in Germany is governed by German traffic laws as well as U.S. regulations and procedures ([chap 5](#)).

b. Displaying a nationality decal and providing an international insurance (green) card is mandatory to enter any country. U.S. Forces-registered vehicles with German license plates will not display the USA decal but may show only the “D” decal for Germany ([para 3-19b](#)).

NOTE: In EU countries, the “D” on the license plate meets the requirement for displaying a nationality decal. For entry into non-EU countries, displaying the nationality decal is strongly recommended to preclude problems with local authorities.

c. Possession of an IDP is strongly recommended when traveling to other European countries and is mandatory in many European countries. The IDP is not valid in the country where it was issued and must be supported by a valid U.S. State license and a U.S. Forces Certificate of License.

4-2. RESERVED POV PARKING

USAG commanders and USAFE/AFAFRICA wing commanders may designate reserved POV parking spaces for specific people or activities. For security reasons, parking by permit number rather than name, grade, or position is strongly recommended.

4-3. POV SECURITY

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

4-4. SAFETY EQUIPMENT REQUIREMENTS FOR GERMANY

German law requires the following safety equipment:

a. **Emergency Warning Devices, First-Aid Kits, and Reflective Vests.** [Appendix C](#) provides the requirements for these items.

b. Seatbelts and Restraining Devices That Meet the Following Specifications:

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

(2) For children under 12 years of age or fewer than 150 centimeters (cm) (4 feet, 11 inches) in height, transporting requires the use of a child restraint system (infant carriers, child car seats) suitable for the child and approved either under ECE-R 44/03, ECE-R 44/04, or ECE-R 129, or by the DOT. All child restraint systems must be secured in accordance with the manufacturer's instructions and should be placed in the backseat.

(a) Infant carriers (class 0 or class 0+) are required for children weighing less than 10 kg (22 lbs) or 13 kg (28.6 lbs), respectively, until the children can no longer lie in the infant carrier securely. Infant carriers must be secured in rearward-facing position and may be used in the front passenger seat only when the passenger airbag is deactivated.

(b) Child car seats (classes I-III) must be used for children between 9 kg (19.8 lbs) and 36 kg (79.2 lbs) when children are unable to fit safely in the infant carrier. The following seat classes apply:

1. Class I (harnessed car seat): 9 kg (19.8 lbs) – 18 kg (39.6 lbs).
2. Class II (harnessed seat, high-back booster seat): 15 kg (33 lbs) – 25 kg (55 lbs).
3. Class III (backless booster seat): 22 kg (48.5 lbs) – 36 kg (79.2 lbs).
4. Variable seats classes I/II, II/III, and I/II/III as authorized for the child's weight.

(c) Children who are older than 3 years of age may be secured on backseats with adult seatbelts if, because of securing other children, other child car seats are not available.

(d) Children who are 12 years of age or older or who are taller than 150 cm (regardless of age) may use standard adult seatbelts without booster seats.

(3) Owners of POVs equipped only with two-point seatbelts in the backseats must replace the seatbelts with three-point systems, which must be professionally installed.

c. Motorcycle Helmets and Eye-protection Devices. Motorcycle helmets ([glossary](#)) and eye-protection devices are mandatory when operating two-wheeled motorized vehicles, trikes, or four-wheeled ATVs.

d. Protective Equipment for Transporting Children on Bicycles. Individuals who are at least 16 years of age may transport children up to the age of 7 on bicycles, provided that special seats are available for the children and wheel casings or similar protective measures guarantee that the feet of the children cannot be caught in the spokes. These individuals may also transport a maximum of two children up to the age of 7 in trailers designed for the transportation of children behind bicycles. The age limit of 7 years does not apply to the transportation of handicapped children.

NOTE: Transporting people on the loading area or loading space of motor vehicles is prohibited.

4-5. SCHOOLBUSES

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

4-6. LENDING AND BORROWING POVs

- a. If POV owners permit other U.S. Forces-licensed POV drivers, or drivers authorized in [paragraph 4-10](#), to operate their POV, the drivers must carry the appropriate registration certificate for that POV.
- b. If the POV will be operated outside Germany, the owner must provide the driver written permission and the international insurance (green) card in addition to the POV registration.
- c. The use of the POV owner's ration fuel card is not authorized.
- d. Lending POVs to drivers not licensed by the U.S. Forces is prohibited unless authorized in accordance with [paragraph 4-10](#).

4-7. ACTION IN CASE OF AN ACCIDENT

- a. Germany has a Good Samaritan Law that, in case of an accident or common danger or distress, requires everyone to render the appropriate aid expected under the circumstances. Failure to render aid may be a criminal offense subject to a fine or imprisonment.
- b. POV drivers will immediately notify the MP or SF of accidents on U.S. installations. If the accident occurs off a U.S. installation, drivers will—
 - (1) Notify the German police immediately. German police may, however, not respond to accidents if no injuries or significant property damages are involved.
 - (2) Report the accident to the MP or SF within 72 hours. This will help drivers if they have to appear in court and when insurance companies need information.
- c. AEA Form 190-1Y explains specific actions to be taken when involved in an accident. This form is available from the local FRS and should be kept in the POV to be readily available.

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

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

Individuals subject to this publication who rent vehicles from commercial car rental companies are eligible to obtain temporary fuel ration cards for those vehicles. Authorizations are issued by U.S. Army Customs Agency–Europe field offices ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#)). Drivers without a U.S. Forces Certificate of License are required to have an IDP unless they possess a valid EU drivers license. The IDP must be obtained outside of Germany, since it is not valid in the country in which it is issued, and must be supported by a valid civilian drivers license from the individual's State or country of ordinary residence.

4-9. PROHIBITIONS ON UNREGISTERED OR UNLICENSED POVs

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

b. POVs with a nonoperational or racing registration must be parked on U.S.-controlled property as designated by the USAG commander or the USAFE/AFAFRICA wing commander, or on property owned or rented by the POV owner.

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

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

(1) By individuals employed as chauffeurs or drivers by persons subject to this publication, provided they have been granted an exception by the NATO SOFA Office, Office of the Provost Marshal, G34 Protect, Office of the Deputy Chief of Staff, G3, HQ USAREUR-AF, in coordination with German federal customs authorities. These individuals must have a valid German drivers license, an employment contract, and, if they are non-German citizens, a residence and work permit for Germany.

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

(3) By guests ([glossary](#)) of POV owners for up to 3 months when either of the following applies:

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

(b) The guest or visiting friend or relative who operates the POV has a valid drivers license that is recognized by German authorities and has been issued an authorization to independently use the POV by a U.S. Army Customs Agency–Europe field office ([AEA Reg 550-175/CNE-CNA-C6F Inst 5840.1G/USAFE-AFAFRICA Inst 51-702](#)). Requests for permission for such visitors to operate a U.S. Forces-registered POV on their own must be presented in person to the appropriate local military customs field office.

(4) By armed forces members of other Sending States in Germany (for example, Canada, United Kingdom) who have a valid license recognized by German authorities. These individuals are not authorized to use the POV owner's ration fuel card.

(5) By exception as prescribed in [paragraph 2-1f](#).

b. Visiting dependents of U.S. Forces personnel permanently stationed in Germany who are not command- or agency-sponsored may operate their sponsor's U.S. Forces-registered POV for up to 90 calendar days using AEA Form 190-1AQ, their national drivers license, and the corresponding IDP. Visiting dependents who will be in Germany for more than 90 calendar days may apply for a U.S. Forces Certificate of License with proof of command sponsorship.

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

(2) If the USAREUR-AF PM grants approval, the local military customs office will issue AEA Form 190-1AQ to the visiting dependent. Visiting dependents must have this form in their possession when operating their sponsor's U.S. Forces-registered POV.

4-11. DISPOSING OF POVs

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

b. During initial vehicle registration, registrants must acknowledge the information written in block 46 on AEA Form 190-1AA.

4-12. LOSS OF LOGISTIC SUPPORT

Commanders and supervisors of individuals who have registered POVs with the U.S. Forces must notify the RMV in writing when any of those individuals have been terminated (voluntarily or involuntarily) from their duty position, or lose entitlement to ILS in any manner and do not properly clear through central clearance. This serves as an additional control to protect the Forces from illegal use of tax- and duty-free privileges and protects the U.S. Government from insurance claims for POVs that are being operated in Germany without entitlement and insurance. Notifications may be sent to the USAREUR-AF RMV by mail to USAREUR-AF Registry of Motor Vehicles (AEOP-PM-VR), Unit 29230, APO AE 09136-9230, by fax to military 314-542-2044 or civilian 0611-143-542-2044, or by email to *usarmy.sembach.usareur-af.mbx.rmv-css@army.mil*.

4-13. GERMAN LICENSE PLATES

a. German license plates issued to U.S. Forces personnel to be used while stationed in Germany are the property of the U.S. Government. The German License Plates Agreement Statement ([fig 4-1](#)) provides information about using these plates. No deviations from the policy on the size of license plates will be granted except for vehicles that, by construction, prevent the long German license plates from being attached. In those cases, the inspector at the POV inspection station will annotate the requirement for one short front plate or two short plates on the POV inspection form. The long German license plates must be used when the vehicle construction allows this.

b. The Director, BMD, 405th AFSB, is the approving authority for one short front plate or two short plates. To be issued two short plates or a short plate for the front of the POV, the POV owner must submit a request for an ETP in writing to the Director, BMD, at 405th AFSB, BASOPS Maintenance Division, Unit 28132, APO AE 09114-8132. The request must include pictures of the vehicle for both the front and back license plate holders or areas and a completed AEA Form 190-1AA documenting the mechanical inspection. The BMD, 405th AFSB, will make recommendations for correct plate sizes and process requests for issuance of short license plates with the RMV. Where necessary, the RMV will make the final determination on what plate sizes will be issued.

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

d. All applicants for German license plates will be required to sign the German License Plates Agreement Statement ([fig 4-1](#)) before taking possession of the German license plates. By signing the statement, applicants acknowledge that they are aware that if they do not comply with the agreement and do not return the plates to the local FRS without an approved exception ([para 4-14](#)), they will be required to reimburse the vehicle registry fund for the plates, lose their driving and vehicle registration privileges, and may have legal actions taken against them.

4-14. EXCEPTIONS TO POLICY

The USAREUR-AF PM, through the Registrar, may grant exceptions to the policy in this publication unless prevented from doing so by international agreements or other directives. Requests for exceptions to policy must be sent in writing through command channels to the local FRS. The local FRS will contact the RMV for a final determination.

GERMAN LICENSE PLATES AGREEMENT STATEMENT
(Privately Owned Vehicle (POV))
(AE Reg 190-1/CNE-CNA-C6F Inst 11240.6AC/USAFE-AFAFRICA Inst 31-202)

German License Plate Number: _____

1. The German license plates with the number listed above are the property of the U.S. Government. They must be returned along with all attached decals (the safety inspection expiration decal and the German state decal) if I transfer out of Germany or to another location within Germany (permanent change of station), separate from the U.S. Forces, or otherwise lose individual logistic support as a member of the U.S. Forces. I understand that the German license plates issued to me will remain the property of the U.S. Government and must be returned along with all attached decals (the safety inspection expiration decal and the German state decal) to the local field registration station (FRS) before I transfer the vehicle to someone without individual logistic support in Germany, ship the vehicle out of Germany, or otherwise dispose of the vehicle. I also understand that failure to return the license plates to my local FRS will cause me to lose my driving and vehicle-registration privileges and may result in legal actions being taken against me. In addition, MP or SF will be notified and I will have to pay the cost for replacing the license plates and the number.

2. License plates will be attached horizontally to the front and rear of the POV at the location prescribed by the manufacturer and the law so that both plates are clearly visible. The rear plate will be centered under a light or placed between lights on either side. (Motorcycles and trailers will display one plate attached horizontally to the rear.) License plates will be securely attached, either directly or through a TÜV-approved plate-mounting system. The use of string, wire, or zip ties to secure permanent license plates is prohibited. Drilling or punching holes for attachment is authorized as long as the numbers and letters are not obstructed. Severe bending of plates that causes a crease, cutting, or mutilating plates to fit the POV will result in cancellation of the registration. Minor bending to conform to the vehicle's contour is permissible as long as the degree of bend does not crease the license plate or distort its appearance. An inspection is required on request of the RMV, the MP or SF, or German authorities if it appears that a POV has been modified. Failure to comply with inspections requests from the RMV, the MP or SF, or German authorities will result in the RMV canceling the POV registration and fuel card.

3. I understand that two long plates will be issued for my POV if the POV is designed to use the long plates. This is not optional; it is required by German law with exceptions only for POVs that, by construction (for example, indented body or bumper), cannot accept two long plates. In this case, one short plate and one long plate will be issued. Normally, the short plate will be mounted in the rear, but in a few cases, the short plate may have to be mounted on the front with the long plate mounted on the rear of the POV. On very few POVs, short plates will have to be mounted on the front and rear of the POV. This will be strictly controlled as it violates German law and the agreement the U.S. Forces made with the German Government on using German license plates. Requests for short plates mounted on the front of a vehicle or the issuance of two short plates requires approval from the 405th Army Field Support Brigade, BASOPS Maintenance Division, Unit 28132, APO AE 09114-8132 (email: usarmy.bavaria.405-afsb.list.maintenance-div-pov-management@army.mil). In my email request, I must provide complete vehicle information and photos of the front and rear license plate mounting points.

Printed Name: _____ Signature: _____ Date: _____

Figure 4-1. German License Plates Agreement Statement (Privately Owned Vehicle)

GERMAN LICENSE PLATES AGREEMENT STATEMENT
(Government-owned Vehicle (GOV))
(AE Reg 190-1/CNE-CNA-C6F Inst 11240.6AC/USAFE-AFAFRICA Inst 31-202)

German/NATO License Plate Number: _____

1. The German license plates with the number listed above are the property of the U.S. Government. They must be returned if the vehicle is turned in, sold, or otherwise disposed of. I understand that the German license plates issued to the unit will remain the property of the U.S. Government and must be returned to the local field registration station to deregister the vehicle. Should the plates be lost, stolen, or otherwise not turned in, it is the responsibility of the unit to notify and file a Report of Stolen/Lost/Recovered Vehicle or License Plates (AEA Form 190-1AU) with the local Military Police or Security Forces office within the assigned community in Germany. In addition, the unit is responsible for submitting a copy of AEA Form 190-1AU to the USAREUR-AF Registry of Motor Vehicles, for returning any remaining plates, and for paying the penalty fee for the missing plate (or plates).
2. License plates will be attached horizontally to the front and rear of the GOV at the location prescribed by the manufacturer and the law so that both plates are clearly visible. The rear plate will be centered under a light or placed between lights on either side. Trailers will display one plate attached horizontally to the rear. License plates must be firmly attached to the vehicle, either directly or through a TÜV-approved license-plate mounting system. The use of string, wire, or zip ties to secure license plates is prohibited. Drilling or punching holes for attachment is authorized as long as the numbers and letters are not obstructed. Severe bending of plates that causes a crease, cutting, or mutilating plates to fit the GOV will result in the cancellation of the registration. Minor bending to conform to the vehicle's contour is permissible as long as the degree of bend does not crease the license plate or distort its appearance.
3. German license plates are not to be mounted on marked vehicles bearing a clear nexus to non-German entities (that is, the U.S. Forces). NATO "IF" plates will be issued for all emergency-marked vehicles and for vehicles intended to be operated outside of Germany.
4. All vehicles are issued two long plates. If, by construction of the vehicle (for example, indented body or bumper), two long plates will not fit, one long plate and one short plate will be issued. Photographs of the front and rear mounting areas of the vehicle are required when the request is submitted. This will be strictly controlled since it violates German law and the agreement the U.S. Forces made with the German Government on using German license plates.

Unit: _____ Date: _____

Requested by (Printed Name): _____

Signature of Requester: _____

Figure 4-2. German License Plates Agreement Statement (Government-owned Vehicle)

CHAPTER 5

U.S. FORCES TRAFFIC CODE FOR INSTALLATIONS IN GERMANY

SECTION I

GERMAN TRAFFIC ORDINANCE

5-1. PURPOSE

This chapter regulates activities of drivers and pedestrians on U.S. Forces installations. In general, the German Traffic Ordinance will apply on all U.S. Forces installations in Germany. Selected rules in the German Traffic Ordinance and additional rules thereto applicable on U.S. Forces-controlled installations are explained in [paragraphs 5-5 through 5-7](#) and in [AEA Miscellaneous Publication 190-1A](#).

5-2. RESPONSIBILITIES

Commanders will ensure that personnel subject to this publication follow German Traffic Ordinance requirements and prohibitions, which are listed in [AEA Pamphlet 550-19, appendix E](#).

5-3. RULES OF THE ROAD AND GENERAL PROVISIONS

The following are explained in the order listed in [AEA Pamphlet 550-19, appendix E, part I](#):

- a. Basic rules.
- b. Use of roads by vehicles.
- c. Speed.
- d. Distance.
- e. Passing.
- f. Driving past.
- g. Use of traffic lanes by motor vehicles.
- h. Right-of-way.
- i. Turning, turning around, and backing up.
- j. Traffic circle.
- k. Entering and pulling away.
- l. Special traffic situations.
- m. Stopping and parking.
- n. Parking-time-monitoring devices.
- o. Duty to exercise care when entering and alighting.

- p. Vehicles immobilized on the road.
- q. Towing of vehicles.
- r. Warning signs.
- s. Lighting.
- t. Autobahns and roads reserved for motor vehicles.
- u. Railroad crossings.
- v. Public means of transportation and schoolbuses.
- w. Transportation of persons.
- x. Safety belts, protective helmets.
- y. Load.
- z. Other duties of the driver of a vehicle.
- aa. Specific means of conveyance.
- ab. Pedestrians.
- ac. Pedestrian crosswalks.
- ad. Formations.
- ae. Animals.
- af. Excessive use of the road.
- ag. Environmental protection and prohibition to drive on Sundays.
- ah. Sports and games.
- ai. Obstructions to traffic.
- aj. Impairment of traffic.
- ak. Accidents.
- al. Special privileges.

5-4. SIGNS AND TRAFFIC INSTALLATIONS

[AEA Pamphlet 550-19, appendix E, part II](#), explains the following:

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

SECTION II

SELECTED TRAFFIC RULES

5-5. MISCELLANEOUS RULES

a. Reckless Driving. Drivers will not operate vehicles in a reckless manner.

b. Driving in Reverse (Improper Backing). Drivers will not drive in reverse unless it is safe to do so and does not interfere with other traffic. Driving in reverse while on an autobahn is strictly prohibited.

c. Obstructing the Driver's View. Drivers will not operate vehicles if cargo or passengers obstruct the driver's view or the driver's control of the vehicle.

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

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

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

g. Seatbelts and Other Restraining Systems.

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

(2) Children 12 Years of Age or Younger. Children 12 years of age or younger or shorter than 150 centimeters (4.9 ft) are required to sit on the backseat and use restraining equipment suitable for the child and approved by either ECE-R 44/03, ECE-R 44/04, or the DOT.

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

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

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

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

i. Cell Phones.

(1) The use of handheld cell phones or other devices for verbal communication or text messaging when driving a vehicle or riding a bicycle is prohibited. Hands-free devices that can be operated without drivers having to take their hands off the steering wheel or eyes off the road may be used. Handheld telephones may be used only when the vehicle is stationary and the motor is turned off. When using ear-bud-style Bluetooth devices, only one is authorized to be used, not both.

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

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

k. Maximum Speed.

(1) The maximum speed limit for vehicles in U.S.-controlled areas is 30 kph or as posted.

(2) Changes to the 30-kph limit must be posted prominently in all areas affected by the change.

(3) The maximum speed for passing marching troops (including physical training formations) is 15 kph.

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

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

(1) Attempts to set a speed record.

(2) Exhibitions of speed or acceleration.

(3) Races.

n. Driver's Responsibilities. The operator of a motor vehicle is responsible for the conduct of all passengers riding in the vehicle while on a military installation. Drivers possessing or allowing passengers to possess open containers of alcoholic beverages while riding in the vehicle will be assessed 1 point to their drivers license when discovered by authorities.

5-6. MOTORCYCLES AND SIMILAR VEHICLES

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

b. Motorcycle Safety.

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

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

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

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

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

(6) Motorcycle operators and passengers will wear—

(a) A helmet properly fastened under the chin. Helmets must meet the standards set by Federal Motor Vehicle Safety Standard No. 218, Snell Standard M2010, or Economic Commission for Europe (ECE) standard ECE-R 22.0X. (The valid ECE standard is the ECE-R 22-series standard 22.06, but previous series are still valid.)

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

(c) Protective clothing. Protective clothing includes clothing required by DODI 6055.04 or the European equivalent. Personnel will wear protective clothing as follows:

1. All personnel (except local national employees ([glossary](#))) will wear—

a. Full-fingered gloves or mittens made from leather or other abrasion-resistant material.

b. Over-the-ankle footwear according to DODI 6055.04. Footwear should be made of sturdy leather and have a good oil-resistant sole to reduce slipping hazards. Service boots meet this requirement.

c. A long-sleeved shirt or jacket.

d. Full-length trousers.

2. At all times, on or off post, Soldiers assigned to USAREUR-AF will wear a vest, jacket, upper garments, or motorcycle clothing that incorporates fluorescent or highly reflective material when operating or riding as a passenger on a motorcycle, moped, motorbike, ATV, or similar vehicle. Military uniforms, including Army physical fitness wear that is designed to be reflective, do not meet this criterion.

3. Army civilians, Family members, and contractors will wear fluorescent or reflective outer garments at all times when operating or riding as a passenger on vehicles described in [2 above](#) while on a military installation. For their own personal safety, these personnel are highly encouraged to wear fluorescent or highly reflective outer garments at all times when operating or riding as a passenger on vehicles described in [2 above](#) on public roads.

4. USAFE/AFAFRICA personnel and their Family members will follow provisions in DAFI 91-207 and the USAFE/AFAFRICA supplement for the proper wear of all PPE while operating motorcycles on and off installations.

(7) Children under the age of 7 who are passengers on motorcycles are required to ride in a special seat in accordance with German law (*StVZO*, sec 35a, para 9). Additionally, motorcycles must be prepared with some type of equipment that prevents the children's legs and feet from becoming entangled in the wheel spokes.

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

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

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

- (1) Headlights and taillights must be turned on when the vehicle is in operation.
- (2) Each side of the handlebar must have a rearview mirror.

(3) Pocket bikes and similar vehicles will not be registered, licensed, or operated on public roads or on installations in Germany unless certified by manufacturers as legal for highway use.

(4) All military personnel will wear all PPE in **b(6) above** when operating these vehicles. DA civilians, Family members, and contractors will wear the PPE in **b(6) above** when riding on military installations. All civilian employees (including LN employees), Family members, and contractors are encouraged to wear PPE in **b(6) above** for their personal safety and protection.

5-7. BICYCLES, NONMOTORIZED VEHICLES, AND SKATEBOARDS

a. Riding.

(1) Bicyclists will—

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

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

(c) Not ride side by side.

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

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

(2) People riding bicycles, scooters, e-scooters, roller skates, sleds, skateboards, or toy vehicles will not attach themselves or hold on to other moving vehicles.

(3) All personnel should refrain from operating nonmotorized vehicles while intoxicated. Operating nonmotorized vehicles while intoxicated, including bicycles, electric bicycles, scooters, e-scooters, and Segways capable of a maximum speed of more than 25 kph will constitute a violation of German law and result in criminal or administrative penalties under German law and administrative penalties under U.S. regulations.

b. Riding Areas. Riders will—

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

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

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

c. Safety Equipment.

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

(2) Nonmotorized vehicles must have standard brakes that, when applied, safely stop the vehicle.

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

(4) Bicycle operators, nonmotorized vehicle riders, and passengers on U.S. Forces installations must wear an approved helmet properly fastened under the chin. Helmets must meet the standards set by the American National Standards Institute or the ECE for bicycle helmets.

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

d. Skates and Skateboards.

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

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

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

(c) Yield to pedestrians.

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

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

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

(a) Protective gear according to standards for bicycle helmets ([c\(4\) above](#)).

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

(c) Light-colored clothing or reflective accessories.

5-8. EMERGENCY VEHICLES

a. When an emergency vehicle using an audible or visual signal approaches, vehicle operators and pedestrians will yield to the emergency vehicle.

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

CHAPTER 6

MORALE, WELFARE, AND RECREATION STRIP-LOT SAFETY REQUIREMENTS FOR THE RESALE OF POVs

6-1. PURPOSE

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

6-2. APPLICABILITY

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

6-3. PROCEDURES FOR RESALE

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

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

- (1) Capability of an average car enthusiast to make repairs.
- (2) The estimated cost of repairs compared to the age and value of the POV.

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

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

- (1) Major damage to 30 percent or more of its outer body panels.
- (2) The frame has been altered.
- (3) Excessive rust.
- (4) More than 25 hours would be needed to repair the POV based on the Mitchell System or All Data Online System.
- (5) Fire damage has affected the POV's safety systems.

d. Vehicles sold by a strip-lot will not be released for removal without the buyer showing a valid military ID and a registration (operational or nonoperational) in the name of the buyer. Temporary license plates will be limited to 3 business days to ensure that the vehicle is promptly inspected and certified as "road-worthy."

APPENDIX A REFERENCES

Army in Europe and Africa (AEA), Department of the Army, and DOD publications and forms are available through the Army in Europe and Africa Publications (AEPUBS) website at <https://www.aepubs.eur.army.mil/> or <https://intranet.eur.army.mil/aepubs/>. The [glossary](#) defines abbreviations used in this appendix.

SECTION I PUBLICATIONS

Agreement Between the Parties to the North Atlantic Treaty Regarding the Status of Their Forces (NATO SOFA).

Agreement to Supplement the Agreement Between the Parties to the North Atlantic Treaty Regarding the Status of their Forces With Respect to the Foreign Forces Stationed in the Federal Republic of Germany (Supplementary Agreement to the NATO SOFA)

Agreement on the Implementation of the Customs and Taxation Provisions of the Supplementary Agreement to the NATO Status of Forces Agreement in Favor of a Force or a Civilian Component

Agreement on the Implementation of the Customs and Consumer Tax Provisions of the Supplementary Agreement to the NATO Status of Forces Agreement in Favor of Members of a Force, of a Civilian Component, and Dependents

Law Implementing the Customs and Tax Provisions of the NATO Status of Forces Agreement, the Supplementary Agreement to the NATO Status of Forces Agreement, With Regard to the Foreign Forces stationed in the Federal Republic of Germany and the Protocol and Agreements Pertaining to the International Military Headquarters in Germany (Forces Customs Law)

Agreement Between the Federal Republic of Germany and the United States of America on the Status of Persons on Leave

Administrative Arrangement Concerning the Transformation of the Gas Coupon System into a Fuel Card Program Between the Federal Ministry of Finance Represented by the Customs and Excise Department and the U.S. Forces Represented by the CG, USAREUR, Customs Executive Agent, HQ USAREUR, 21 October 2009

United Nations Economic Commission for Europe Regulation (ECE-R) 13, Uniform Provisions Concerning the Approval of Vehicles of Categories M, N and O With Regards to Braking (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A42016X0218%2801%29>)

ECE-R 22, Uniform Provisions Concerning the Approval of Protective Helmets and of Their Visors for Drivers and Passengers of Motor Cycles and Mopeds (https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-B-16-22&chapter=11&clang=_en)

ECE-R 41, Uniform Provisions Concerning the Approval of Motor Cycles With Regard to Noise
(https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-B-16-41&chapter=11&clang=_en)

ECE-R 44, Uniform Provisions Concerning the Approval of Restraining Devices for Child Occupants of Power-Driven Vehicles (“Child Restraint Systems”)
(https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-B-16-44&chapter=11&clang=_en)

ECE-R 48, Uniform Provisions Concerning the Approval of Vehicles With Regard to the Installation of Lighting and Light-Signaling Devices
(https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-B-16-48&chapter=11&clang=_en)

ECE-R 51, Uniform Provisions Concerning the Approval of Motor Vehicles Having at Least Four Wheels With Regard to Their Noise Emissions
(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A42007X0530%2802%29>)

ECE-R 69, Uniform Provisions Concerning the Approval of Rear Marking Plates for Slow-Moving Vehicles (by Construction) and Their Trailers
(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A42010X0731%2801%29>)

ECE-R 70, Uniform Provisions Concerning the Approval of Rear Marking Plates for Heavy and Long Vehicles
(https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-B-16-70&chapter=11&clang=_en)

ECE-R 104, Uniform Provisions Concerning the Approval of Retro-Reflective Markings for Vehicles of Category M, N and O
(https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L_.2014.075.01.0029.01.ENG)

[European] Council Directive 91/671/EEC on the Approximation of the Laws of the Member States Relating to Compulsory Use of Safety Belts in Vehicles of Less Than 3,5 Tonnes

Directive 2003/20/EC of the European Parliament and of the Council of 8 April 2003 Amending Council Directive 91/671/EEC on the Approximation of the Laws of the Member States Relating to Compulsory Use of Safety Belts in Vehicles of Less Than 3,5 Tonnes

10 USC, Armed Forces

10 USC 2575, Disposition of Unclaimed Property

40 CFR 205, Transportation Equipment Noise Emission Controls

49 CFR, Transportation

Bundesimmissionsschutzgesetz (German Environmental Emissions Law)

Manual for Courts-Martial

Uniform Code of Military Justice

DODI 6055.04, DOD Motor Vehicle and Traffic Safety

DODM 4160.21, Defense Materiel Disposition

AR 25-400-2, Army Records Management Program

AR 27-10, Military Justice

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

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

AR 385-10, The Army Safety Program

AR 600-8-19, Enlisted Promotions and Reductions

AR 600-37, Unfavorable Information

AR 601-280, Army Retention Program

AR 635-200, Active Duty Enlisted Administrative Separations

AFI 31-204, Air Force Motor Vehicle Traffic Supervision

AFI 31-218IP, Motor Vehicle Traffic Supervision

AFI 33-322, Records Management and Information Governance Program

DAFI 91-207, The Traffic Safety Program

AFPD 31-1, Integrated Defense

USEUCOM Instruction 5802.01, Foreign Criminal Jurisdiction, Foreign Tax Relief Program, and Country Regulations

[AEA Reg 27-9](#), Misconduct by Civilians

[AEA Reg 210-70](#), On-Post Commercial Solicitation

[AEA Reg 550-175/CNE-CNA-C6F Instruction 5840.1G/USAFE-AFAFRICA Instruction 51-702](#), U.S. Forces Customs Controls in Germany

[AEA Reg 600-1](#), Regulated Activities in Europe

[AEA Reg 600-17](#), Retail Sales of Motor Fuel to Individuals in Germany

[AEA Reg 600-55](#), Driver- and Operator-Standardization Program

[AEA Reg 600-700](#), Identification Cards and Individual Logistic Support

[AEA Pam 190-34/USAFE Pamphlet 31-206](#), Drivers Handbook and Examination Manual for Germany

[AEA Pam 550-19](#), Compilation of Selected German Laws

[AEA Miscellaneous Publication 190-1A](#), Traffic Rules for U.S. Forces Installations in Germany/*Für US-Liegenschaften in Deutschland geltende Verkehrsregeln*

USAFE Instruction 36-3026, Issue and Control of USAFE Identification (ID) Cards
(<https://static.e-publishing.af.mil/production/1/usafe-afafrika/publication/usafei36-3026/usafei36-3026.pdf>)

SECTION II FORMS

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

DD Form 788, Private Vehicle Shipping Document for Automobile

DD Form 1173, United States Uniformed Services Identification and Privilege Card

DD Form 1920, Alcohol Incident Report

DD Form 2220, Department of Defense Registered Vehicle

DD Form 2504, Abandoned Vehicle Notice

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

DD Form 2765, Department of Defense/Uniformed Services Identification and Privilege Card

DA Form 2062, Hand Receipt/Annex Number

DA Form 3626, Vehicle Registration/Driver Record

DA Form 3946, Military Police Traffic Accident Report

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

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

[AEA Form 550-175A](#), Import/Export Certificate and Purchase Permit/*Einfuhr-/Ausfuhrgenehmigung und Erwerbsgenehmigung*

[AEA Form 550-175B](#), Permit to Transfer/*Veräußerungsgenehmigung*

AEA Form 600-77C, Status of Forces Agreement (SOFA) Identification

[AEA Form 600-700A](#), Army in Europe Privilege and Identification Card

NOTE: [Appendix B](#) lists AEA forms prescribed by this publication.

APPENDIX B

PRESCRIBED FORMS AND PUBLICATIONS

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

Table B-1 Prescribed Forms and Publications		
Item	*Source Code	Title
AEA Form 190-1A	V	U.S. Forces POV Registration/Title/POL Authorization/ <i>Zulassungsschein/Besitzurkunde für Privatkraftfahrzeuge</i>
AEA Form 190-1F (GER)	V	U.S. Forces Certificate of License/The United States Forces in Germany
AEA Form 190-1F (POL)	V	U.S. Forces Certificate of License/ <i>Prawo Jazdy</i> (Poland)
AEA Form 190-1G (GER)	Y	Temporary U.S. Forces Certificate of License/ <i>Provisorischer Führerschein (Germany)</i>
AEA Form 190-1G (POL)	Y	Temporary U.S. Forces Certificate of License/ <i>Tymczasowe Prawo Jazdy</i>
AEA Form 190-1H	R	Vehicle Mechanical Safety Inspection Record/ <i>Inspektionsbericht über die mechanische Sicherheit eines Fahrzeugs</i>
AEA Form 190-1I	R	Vehicle Mechanical Safety Inspection Record (Motorized Two-Wheeled Vehicle)/ <i>Inspektionsbericht über die mechanische Sicherheit eines Fahrzeugs (Zweirädriges Motorfahrzeug)</i>
AEA Form 190-1K	R	Report of Administrative Action
AEA Form 190-1O	V	Renewal Application for Motor Vehicle Registration
AEA Form 190-1R	R	NATO Forces POL Authorization/Leased Vehicle Application
AEA Form 190-1S	T	Request for POV Registration/Insurance Cancellation
AEA Form 190-1T (GER)	R	Application for U.S. Forces POV Certificate of License and Allied Transactions (Germany)
AEA Form 190-1T (POL)	R	Application for U.S. Forces POV Certificate of License and Allied Transactions (Poland)
AEA Form 190-1X	D	Answer Sheet—Driver Examination for Germany for Privately Owned Motor Vehicle Operators
AEA Form 190-1Y	D/T	What To Do If You Have an Accident
AEA Form 190-1Z	R	Certification of Release/Donation of POV
AEA Form 190-1AA	R	Application for Motor Vehicle Registration or Renewal and Allied Transactions
AEA Form 190-1AB	R	Community Daily Activity Report (CDAR)
AEA Form 190-1AC	R	Certificate of Nondelivery of Vehicle
AEA Form 190-1AD	R	Special Power of Attorney To Operate, Register, Sell, or Otherwise Dispose of a Privately Owned Vehicle (POV)
AEA Form 190-1AF	R	Agent Responsibilities
AEA Form 190-1AG	R	Request for a Waiver of the Number of Privately Owned Vehicles (POVs) Authorized to Register
AEA Form 190-1AI	R	Request to Register, Transfer, or Renew a Nonoperational Vehicle
AEA Form 190-1AJ	R	Suspense/Clearance Form
AEA Form 190-1AP	R	Request for Exception to Policy (Authority to Operate a Privately Owned Vehicle (POV))

Table B-1 Prescribed Forms and Publications—Continued		
Item	*Source Code	Title
AEA Form 190-1AQ	R	Authority to Operate a Privately Owned Vehicle (POV) (Family Member)/ <i>Berechtigungsausweis</i>
AEA Form 190-1AR	D	Answer Sheet—Driver Examination for Germany for Privately Owned Vehicle Motorcycle Operators
AEA Form 190-1AS	R	Warning Notice of Possible Abandonment
AEA Form 190-1AU	R	Report of Stolen/Lost/Recovered Vehicle or License Plates
AEA Form 190-1AW	R	Certification of Medical Eligibility for a Handicapped-Parking Card
AEA Form 190-1AX	R	Army in Europe Armed Forces Traffic Ticket—Report of Action
AEA Form 190-1AY	V	U.S. Forces GOV Registration/Title/POL Authorization/ <i>Zulassungsschein/Besitzurkunde für U.S. Regierungsfahrzeuge</i>
AEA Pamphlet 190-34 USAFE Pamphlet 31-206	D	Drivers Handbook and Examination Manual for Germany
AEA Pamphlet 190-34-1/ USAFE/AFAFRICA Pamphlet 31-206V1	D	Drivers Examination for Privately Owned Vehicle Operators of the U.S. Forces in Germany (Version 1)
AEA Pamphlet 190-34-2/ USAFE Pamphlet 31-206V2	D	Drivers Examination for Privately Owned Vehicle Operators of the U.S. Forces in Germany (Version 2)
AEA Pamphlet 190-34-3/ USAFE/AFAFRICA Pamphlet 31-206V3	D	Drivers Examination for Privately Owned Vehicle Operators of the U.S. Forces in Germany (Version 3)
AEA Pamphlet 190-34-4/ USAFE/AFAFRICA Pamphlet 31-206V4	D	Drivers Examination for Privately Owned Vehicle Operators of the U.S. Forces in Germany (Version 4)
AEA Pamphlet 190-34-5	D	Motorcycle Examination for Privately Owned Motorcycle Operators in Germany (Version 1)
AEA Pamphlet 190-34-6	D	Motorcycle Examination for Privately Owned Motorcycle Operators in Germany (Version 2)
AEA MISC PUB 190-1A	R	Traffic Rules for U.S. Forces Installations in Germany/ <i>Für US-Liegenschaften in Deutschland geltende Verkehrsregeln</i>
*Source Code Explanation		
Code	Supply Source	
D	Only for driver testing stations: USAG Rheinland-Pfalz (AMIM-RPH-AR), Unit 39090, APO AE 09227-9090	
V	Available only from the USAREUR-AF Registry of Motor Vehicles (RMV)	
T	Only for field registration stations: USAG Rheinland-Pfalz (AMIM-RPH-AR), Unit 39090, APO AE 09227-9090	
R	Available on the Army in Europe and Africa Publications (AEPUBS) website at https://www.aepubs.eur.army.mil/ or https://intranet.eur.army.mil/aepubs/	
Y	Accountable forms procured from the USAREUR-AF RMV	

APPENDIX C

POV INSPECTION STATIONS

SECTION I

REQUIREMENTS AND RESPONSIBILITIES

C-1. GENERAL

a. This appendix prescribes—

(1) Responsibilities and requirements for establishing privately owned vehicle (POV) ([glossary](#)) inspection stations.

(2) POV mechanical and safety inspection standards.

b. Procedures for POV mechanical and safety inspection standards in this appendix are the responsibility of the Director, Base Support Operations Maintenance Division (BMD), 405th Support Brigade (Army Field) (405th AFSB). Clarification may be obtained from the Director, BMD, at 405th AFSB (BMD), Unit 28132, APO AE 09114-8132.

c. Inspectors will use AEA Form 190-1H for motorized vehicles with three or more wheels, and AEA Form 190-1I for motorcycles ([glossary](#)).

d. Mechanical and safety inspections will be conducted at no expense to the POV owner when a military inspection station is available and used. Inspection stations operated on the economy have their own fee structures. Vehicles using liquefied petroleum gas (LPG) systems (recreational vehicles (RVs) ([glossary](#)), campers) must provide documentation of proof of a valid gas inspection. LPG systems in RVs and caravans must be checked every 2 years.

e. A POV owner's Army Post Office (APO) designation, unit, geographic location, or other nonmaterial factors will not be used as a reason to deny POV owners a mechanical and safety inspection.

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

g. U.S. Forces-registered POVs must carry a first-aid kit that meets or exceeds German legal requirements and the standards of the *Deutsche Industrienorm (DIN)* (German Industry Standard) 13164. POV inspectors will check for a first-aid kit in the POV during the inspection. Inspectors will not open the kit. If no date sticker is on the outside of the first-aid kit, the customer must open the kit for verification. Kits must not be more than 5 years old.

h. U.S. Forces-registered POVs must carry an approved portable, reflectorized warning triangle. Inspectors will not open the warning triangle. Vehicles weighing more than 3.5 metric tons will be rejected if they are not equipped with an approved warning triangle, four-way flasher, or portable flashing lamp.

- i. U.S. Forces-registered POVs must carry a reflective vest to be used in case of vehicle breakdown.
- j. The person in charge of the inspection facility should attempt to resolve disagreements between inspectors and POV owners when applying the standards in this appendix. Disagreements that cannot be resolved locally will be referred to Director, BMD, 405th AFSB.

C-2. INSPECTION FACILITIES REQUIREMENTS

a. Facilities for mechanically inspecting POVs will be established and maintained based on local needs, as determined by the Director, BMD, 405th AFSB, and the installation commander (for Air Force units).

b. The Director, BMD, 405th AFSB, will request approval to establish or discontinue POV mechanical inspection facilities from the CG, Army Sustainment Command, in coordination with the USAREUR-AF Registry of Motor Vehicles (RMV). Requests must include the following:

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

(2) The average number of monthly inspections.

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

(a) A pit, ramp, or lift.

(b) Adequate droplights.

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

(d) A hydraulic pit-jack.

(e) A brake-testing machine.

(f) A paved brake test strip.

(4) Information on the availability of qualified inspectors to operate the inspection facility. The Director, 405th AFSB BMD, and the appropriate USAFE/AFAFRICA installation commander will designate (in writing) personnel authorized to inspect POVs. The names of POV inspectors must be posted in a clearly visible place at the POV inspection station. To qualify as an inspector, an individual must be—

(a) A Soldier in the grade of sergeant (E5), a U.S. civilian employee in the grade of GS-5, or a local national (LN) employee in the grade of C4, or above.

(b) In the Army military occupational specialty (MOS) 91B (Wheeled Vehicle Mechanic), Air Force specialty code 2T3XX (Vehicle Maintenance), or an equivalent U.S. civilian or LN civilian job series.

C-3. ACTIONS TO BE TAKEN WHEN A POV FAILS INSPECTION

a. Before inspecting a U.S. Forces-registered vehicle, the POV inspector will stamp AEA Form 190-1A with the official inspection stamp and enter the date inspected in the signature block of the original copy. If the vehicle owner has lost the original copy of the POV registration, the transfer copy will be stamped. In all cases, the POV inspector will stamp and date AEA Form 190-1H or AEA Form 190-1I and give it to the POV owner.

b. Identification numbers that do not match the registration document during the initial inspection will be reported by the inspector to the local registration office for further action. Identification numbers are permanently installed or stamped in the frame or the body.

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

(1) Fill in all blocks on AEA Form 190-1H or AEA Form 190-1I.

(2) Stamp the original copy of AEA Form 190-1A “REJECTED,” the date, and official inspection stamps. If the vehicle is safe to operate, it may be driven to a repair facility and be repaired.

(3) Stamp AEA Form 190-1H or AEA Form 190-1I “UNSAFE TO OPERATE” if the deficiency constitutes an immediate safety hazard ([glossary](#)). If the vehicle is unsafe to operate, it must be registered nonoperational immediately. The POV owner is responsible for initiating a safe movement of the POV from the inspection station to a point of repair or disposal. The vehicle must be towed on a flat-bed tow truck ([glossary](#)) or trailer. To reregister a vehicle that has been deemed unsafe to operate, procedures in [paragraph 3-7f](#) must be followed.

d. A previously inspected vehicle must be reinspected at the original inspection station and will be checked only for the deficiencies listed on the validated AEA Form 190-1H or AEA Form 190-1I unless the inspection period exceeds 30 calendar days from the inspection date or a hazardous condition is identified during reinspection that could lead to the loss of life, limb, or eyesight. Inspected vehicles exceeding the 30-day period must undergo a complete new inspection after the repair is completed. AEA Form 190-1H or AEA Form 190-1I will be used only if the original copy of the POV registration bearing the stamp of the original inspection station is present. If the stamp is missing from either document, a complete mechanical inspection will be done.

C-4. PROCEDURES FOR ISSUING SAFETY STAMPS

a. The 405th AFSB BMD will procure, issue, control, manage, and dispose of POV safety-inspection stamps.

(1) Safety-inspection stamps are controlled and accountable items. They will be kept in a locked container at the end of the business day or at other times when they are not being used. The 405th AFSB BMD will maintain accountability for one safety stamp for each facility conducting safety inspections and for all unused stamps.

(2) The 405th AFSB BMD will issue stamps using DA Form 2062. Requests to replace stamps that are lost, stolen, mutilated, or worn must be submitted in writing. The 405th AFSB BMD and the appropriate USAFE/AFAFRICA installation commanders will report loss or theft to the military police, security forces, the office of special investigations, or the criminal investigation division. Requests for stamps submitted by telephone will be accepted only as exceptions. Requests by telephone must be followed by written requests within 10 calendar days after the call.

(3) The 405th AFSB BMD will provide replacement stamps on a one-for-one basis within 2 workdays after receiving the written request. The stamp and DA Form 2062 will be sent by registered mail or picked up by a courier if prearranged. Not more than one stamp is authorized per station.

b. On receipt of the stamp, the receiver will sign the original DA Form 2062 and return it with the old stamp (or what is left of the old stamp) to the 405th AFSB BMD at 405th AFSB (BMD), Unit 28132, APO AE 09114-8132, by registered mail.

SECTION II

POV MECHANICAL STANDARDS

C-5. DEFINITIONS

1958 Geneva Agreement

The Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts Which Can Be Fitted and/or Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of These Prescriptions (available at https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-B-16&chapter=11&clang=_en).

1997 Vienna Agreement

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

Economic Commission for Europe regulation (ECE-R)

A regulation annexed to the 1958 Geneva Agreement.

historical vehicle

A motor vehicle that is at least 30 years old (from the date of manufacture) and has a designated “H” (historical) license plate in accordance with *Straßenverkehrs-Zulassungs-Ordnung 23* (Road Traffic Licensing Regulation 23), *Gutachten für die Einstufung eines Fahrzeugs als Oldtimer* (Assessment of Oldtimer Classification).

inappropriate repair or modification

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

international technical inspection certificate

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

new vehicle

A vehicle, including demonstrators, for which no more than 3 months have elapsed since it was first registered in any system.

periodical technical inspection

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

verification

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

wheeled vehicle

Motor vehicles of categories M2, M3, N2, and N3, and trailers of categories O3 and O4, used in international transport whose permissible maximum mass exceeds 3,500 kilograms (kg), except those used to carry passengers and having not more than eight seats in addition to the driver's seat.

C-6. GENERAL

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

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

c. The inspector may pass a vehicle with minor defects such as inoperable license-plate light, parking light, back-up light, or lens with small cracks. A series of minor defects will cause the vehicle to fail. The defects will be documented on the POV inspection form (AEA Form 190-1H or AEA Form 190-1I), and the owner will be told to have the deficiencies corrected. If a vehicle is found to have both major defects and minor defects, all defects must be corrected before reinspection; receipts for ordered replacement parts will not be accepted.

C-7. BODY

a. Vehicles with major alterations to the frame (for example, bent, cut, rewelded) must have a DOT or TÜV (*StVZO 29*) certification.

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

c. Minimum body ground clearance must not be less than 90 millimeters (mm) for flexible body parts and hard parts such as the exhaust, frame components, and suspension.

C-8. ENGINE AND TRANSMISSION

a. A vehicle will be rejected if there is an excessive class III leak. An excessive class III leak is any leak that allows fluid to drop from the vehicle onto the ground while the vehicle is being inspected.

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

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

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

C-9. PAINTING AND MARKINGS

- a. Painting or markings resembling those normally used on U.S. Government-owned vehicles ([glossary](#)) and markings that might associate a POV with a foreign government are prohibited.
- b. After-market luminous paintings or markings may be used only on the rear of a POV.

C-10. LIGHTS

- a. Installed and required lights specified in this paragraph must work properly. Exterior lights with broken or missing lenses are not considered working properly. Headlights will not have cracks. Other light lenses with small cracks will not be a reason for failing an inspection. These minor deficiencies will be annotated on the inspection form.
- b. Headlights (high and low beams) must be adjusted so that the light pattern strikes the headlight-alignment device within the specified range. Unsealed headlights corroded to an extent that the emission of light is insufficient are not acceptable. LED and high-intensity discharge (HID) lights installed aftermarket are not allowed.
- c. Fog lights are not required. If fog lights are mounted, they must be installed to operate only with low-beam headlights.
- d. An after-market-installed rear fog light (red)—
 - (1) Must be mounted on the left rear of the POV, separated by at least 4 inches (in) (100 mm) from the taillights.
 - (2) Must be mounted so that the upper edge of the light emission surface is no more than 32 in (800 mm) above the road surface.
 - (3) Must be installed in a way that it can only be turned on when the headlights, fog lights, or a combination of both are turned on. It should be capable of being turned on by a separate switch and have an indicator light inside the vehicle that remains on while the fog light is on when fog lights exist.
- e. Class 3 POVs must have two or more taillights and stoplights. Taillights must emit a red light visible from 100 feet (ft) (30 meters (m)) in sunlight. Stoplights must emit a red light visible from 500 ft (150 m) in normal sunlight. Class 1, 1b, 4, and 5 POVs ([app I, para I-2](#)) must have at least one taillight and stoplight that comply with the requirements for class 3 POVs.
- f. A taillight or separate lamp must light up the rear license plate and make it clearly legible from 82 ft (25 m). This light must be wired to work when headlights or parking lights are on. All lamps must work.
- g. Back-up lights, if installed, must be operational and function only when the transmission is in reverse gear.
- h. POVs (except for class 4 and 5 motorcycles with an engine capacity of 50 cubic centimeters (cc) and below) must be equipped with directional signals as part of the lighting system. Directional lights, light indicators, switches, flashers, and wiring must be operational. The external directional lights must be positioned to the front and rear of the POV to be visible from at least 100 ft (30 m) in normal daylight.

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

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

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

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

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

(4) Decorative lighting around the license plate.

(5) Headlights in colors other than the color installed by the manufacturer (for example, pink, blue, green add-on lights or lights that can change color).

(6) Headlight bulbs not according to the manufacturer's specification.

(7) HID conversion kits.

k. Lighting and signal systems on antique or classic vehicles (that is, vehicles older than 30 years) will be inspected using the technical standards that applied during the year that the vehicle was manufactured.

l. Some newer motorcycles are being equipped with orange lights that stay on during the operation of the motorcycle for added safety. These lights meet U.S. safety specifications and are authorized.

C-11. MIRRORS

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

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

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

- d. Right-hand drive vehicles must have a left- and a right-side mirror.
- e. Mirrors must not be discolored, cracked, or broken.
- f. Vehicles with rear tinted windows missing one or both exterior mirrors will be grounds for rejection.

C-12. SEATBELTS

- a. Passenger cars manufactured to U.S. specifications after 1 January 1968 must comply with Federal Standard 208 (49 CFR). Federal Standard 208 requires a seatbelt for each forward-facing seat position or passive protection in all positions (for example, buses with padded seats).
- b. Three-point seatbelts are required for all seat positions in passenger cars.
- c. All vehicles manufactured to foreign specifications or American vehicles manufactured before 1 January 1968 must be equipped with at least a lap belt for the driver and front-seat passenger positions.
- d. If a vehicle is designed and equipped with a customized kit including single-point-mounted chairs (captain's chairs), all chairs must be equipped with three-point seatbelts.

C-13. BRAKES

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

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

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

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

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

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

C-14. TIRES AND RIMS

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

b. Carrying a spare tire is no longer required in Germany. If a spare tire or emergency space-saving tires are carried, they will not be subject to inspection. Externally mounted spare tires, however, must be secured with the original mount.

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

d. POVs on which the tire-thread area extends beyond the outermost portion of the fender well when viewed from above are not authorized and will be rejected.

e. A tire rim must not be bent, cracked, have elongated bolt holes, or show repair by welding. Tire and rim combinations other than those listed on the “tire and load information” label are authorized as long as they still meet all other requirements in this publication. Wheel nuts and bolts must be in place and be tight.

f. If the tires of a vehicle are determined to be rated too low for the maximum speed of the vehicle, the inspector will annotate (Vehicle Mechanical Safety Inspection Record) “TOO LOW RATED TIRES,” but the vehicle will not fail the inspection because of this safety issue.

g. Motor vehicles, including trucks and four-wheel-drive vehicles, must be equipped with winter tires during winter road conditions (for example, ice, packed snow, mud, black ice, frost).

(1) Winter tires are all tires that have improved winter driving characteristics compared to normal tires and are marked with the “Alpine” symbol (3-peak-mountain pictogram with snowflake) for all tires produced as of 1 January 2018 or the “M+S” symbol for tires produced until 31 December 2017. The grandfathered use of M+S tires, however, is authorized only until 30 September 2024. The above also applies to so-called all-weather- or all-season tires.

(2) The German automobile club ADAC recommends getting new tires with the Alpine 3-peak-mountain mark as soon as possible. In Germany, the minimum legal tire tread depth is 1.6 millimeters (mm). For maximum performance, 4 mm of tire tread depth are recommended for winter tires. Austrian law mandates 4 mm minimum tread depth for winter tires. During the winter months, some areas of Germany may require snow chains, but only as directed by police or road signs. The maximum speed limit while driving a vehicle with chains is 50 kph.

(3) Other European countries may have distinct winter driving laws. Drivers should check with local authorities or publicly available sources on applicable winter tire rules before crossing borders.

(4) While the law does not mandate calendar dates during which snow tires are required, it is recommended to have snow tires mounted from early October until early April. Under the new rules, fines have been doubled. Drivers caught using summer tires in winter conditions and drivers who cause an accident or obstruct traffic because they use inappropriate tires during winter conditions will be fined by German authorities. In addition, insurance companies may deny coverage to motorists driving with summer tires on wintry roads. Drivers who are unsure about winter-tire requirements can contact their local vehicle registration or safety office.

C-15. EXHAUST SYSTEM

a. All parts of the exhaust system produced by the manufacturer must be installed (for example, catalytic converter), be secured tightly, and be free of leaks. Missing pieces of an exhaust system will cause the vehicle to be rejected. Tailpipes must extend behind the rear wheels or beyond the side edge or rear of the vehicle body unless prevented by the manufacturer's specifications. All parts of the exhaust line must be strong enough to resist normal hand pressure applied by the inspector.

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

c. All repairs to exhaust systems must be made by welding or component replacement. Repairs using muffler or exhaust tape or chemical weld compounds (for example, liquid metal) are considered temporary repairs and will not be accepted. Securing attachments must be present, tight, and similar to original manufacturer parts.

d. If a motorcycle does not have a tachometer (revolutions-per-minute (RPM) reader) and seems to be very loud, inspectors may require the owner to go to the German *TÜV (StVZO 29)* or *DEKRA* for verification that the motorcycle is within noise limits.

C-16. AIRBAGS

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

b. Any modifications to airbag systems or removal of airbag system parts is prohibited unless the DOT, *TÜV (StVZO 29)*, or *DEKRA* certifies that the modification or alteration of an airbag system does not compromise the safe operation of the vehicle.

C- 17. STEERING SYSTEMS

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

b. A vehicle will be rejected if the installed steering wheel lock, gearshift lock, or electronic security lock system does not function properly.

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

C-18. DOORS AND FRAMES

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

b. Frames and one-piece bodies must not be broken, bent, or corroded to an extent that the chassis is weakened or the wheel tracking is impaired. The undercarriage will be inspected for rust damage. Structural parts of floorboards that are rusted through and frames rebuilt with filler or riveted sheet metal will cause a POV to be rejected.

c. POVs with body damage will not be driven if the damage impairs POV accessories (for example, broken or misaligned headlights, loose exhaust system, broken mirrors, inoperable hood).

d. POVs with body rust and corrosion on doors or frames that weaken areas protecting the driver or passengers will be rejected. Crucial areas are door panels, doorposts, and rocker panels.

e. POVs that have metal posts and panels repaired by body putty or other filler material will be rejected. Rust damage that does not threaten safety is allowed.

f. POVs (except motorcycles and motorbikes) should have bumpers of the kind provided by the manufacturer firmly attached to both the front and rear of the vehicle.

g. Any repair or modification to the original bumpers will be examined for safety and strength. Exceptions include bumpers, bumper mounts, and other protrusions that have been removed, or vehicles that are manufactured without bumpers.

h. Original manufacturer-installed bumpers will not be removed if they have built-in lights (for example, turn signals, taillights).

i. After-market bumpers, brush guards, and similar devices will be inspected for safety and for general compliance with *TÜV* standards. In Germany, *TÜV* approvals are applicable to specified vehicles. As this is not possible with vehicles arriving from the United States, the inspection process is meant to be in line with *TÜV* standards to the greatest extent possible. After-market bumpers must conform to the vehicle in such a manner as to not endanger the public, be able to properly display the license plate, and not extend excessively from the vehicle in any direction. This may include, but is not limited to, extending past the exterior mirrors when mirrors are in a closed position, and raising above the hood line to obstruct visibility in front of the vehicle. Inspectors will refer to approved examples to determine if a new bumper meets the requirements. Instances where an original bumper has been removed and replaced will be dealt with on a case-by-case basis.

C-19. HORNS

POVs must be equipped with horns or other authorized warning devices capable of being heard from at least 200 ft (61 m) away. The horn must be controlled by a button or another device installed on the steering wheel or in the area of the driver's view.

C-20. WINDSHIELD WIPERS

- a. Windshield wipers must be operational and the wiper blades must be serviceable to ensure visibility. If installed, defrosters must be functional.
- b. Windshield wipers are not to be confused with headlight washers and wipers. POVs that have nonoperational headlight wipers will not be rejected.

C-21. REFLECTORS

- a. All POVs and trailers must be equipped with at least two red rear reflectors.
- b. Motorcycles and motor scooters must be equipped with at least one red rear reflector.
- c. Reflectors required in [subparagraphs a and b](#) above may be attached separately or combined with taillights.

C-22. GLASS

- a. POVs must be equipped with safety glass, except when Plexiglas is used by the vehicle manufacturer. For the purpose of this appendix, safety glass is glass treated or combined with other materials to reduce the likelihood of injury.
- b. Vehicle glass must not have breaks. Glass in the front, rear, and side windows directly to the right and left of the driver must not have cracks that impair or distort the driver's vision. The windshield must be free of damage (except for scratches and chips) in that part of the windshield located in the driver's view. Cracks outside the driver's view that are over 2.5 cm (1 in) in diameter, star-shaped fractures over 12.5 mm (½ in) in diameter, and any conditions concerning glass breaks or cracks cited in this paragraph will be determined to obstruct the driver's visibility and will cause the POV to be rejected.
- c. Decals that distort or impair the driver's view must not be attached to the front, rear, or side windows of the vehicle.

C-23. MOTORCYCLES

- a. Inspectors will reject motorcycles that have been altered to change the center of gravity or wheelbase from that established by the manufacturer. Motorcycles with alterations hazardous to other highway users (for example, missing chain guards or fenders) will be rejected. Motorcycles with after-market, straight-through exhaust pipes and motorcycles with original mufflers that have the sound absorber removed will be rejected. Steel wool and other like material will not be used instead of factory baffles to pack mufflers for sound dampening.
- b. After-market-installed turn-signal lights must meet the following requirements:
 - (1) Front turn-signal lights must be positioned 100 mm from the edge of the headlight, 170 mm from each other (from the edge of the turn-signal lights), and 350 mm above the ground (from the low edge of the turn-signal light). Front turn-signal lights must be amber.

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

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

C-24. QUADS AND TRIKES (LIGHT MOTOR VEHICLES)

a. Quads and trikes must be equipped with the following items as prescribed by German traffic licensing requirements and recommended manufacturer's specifications:

(1) One headlight with high and low beam if the vehicle has a width of 100 centimeters (cm) or less.

(2) Two headlights with high and low beam if the width of the vehicle exceeds 100 cm.

(3) One taillight if the vehicle has a width of 100 cm or less.

(4) Two taillights if the width of the vehicle exceeds 100 cm.

(5) License plate light (rear).

(6) Turn signals and four-way flasher.

(7) Two stoplights.

(8) Signal horn.

(9) Back-up light if the quad is equipped with a reverse gear.

(10) Outside mirrors left and right.

(11) Front and rear fenders.

(12) Speedometer.

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

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

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

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

e. If a quad or trike does not have a tachometer (RPM reader) and seems to be very loud, inspectors may require the owner to go to the German *TÜV* (*StVZO 29*) or *DEKRA* for verification that the quad or trike is within noise limits.

C-25. TRAILER-TOWING VEHICLES

a. Trailer-towing vehicles must be equipped with—

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

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

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

C-26. TRAILERS

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

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

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

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

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

f. Trailers with commercial tandem axles are acceptable.

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

h. A trailer brought in for inspection must be accompanied by the vehicle that will tow it. This will allow the inspector to check for proper connections, mountings, and compatibility. Normally, the owner of the trailer is also the owner of the towing vehicle. If an owner is in the process of replacing the towing vehicle, the inspection may still be completed on the trailer.

i. Homemade and manufactured trailers must go through the *TÜV (StVZO 29)* or *DEKRA* for inspection and for certification of safety. Owners must present the certification to the safety inspection station and the community field registration station (FRS).

C-27. WINDOW TINTING

a. Factory window tint within the glass by the manufacturer of the vehicle is authorized. Clear or tinted film material is prohibited on the full front windshield and on the driver and passenger front-door windows. Clear or tinted film material is allowed on the rear door windows and on the rear window. Vehicles found with tinting material on the full front windshield or on the driver or passenger front door windows during inspection will be rejected.

b. Clear or tinted film material is authorized for the front windshield sun visor strip. U.S.-specification vehicles are authorized clear or tinted film material to the maximum of the AS1 line on the front windshield (indicated by a small label showing “AS1” on the inside edge of the windshield). European-specification vehicles and windshields without an AS1 indicator are authorized clear or tinted film material to the maximum of 10 cm from the top edge of the front windshield.

NOTE: Factory window tint, commonly referred to as “privacy glass,” is a pigment within the glass that is installed during the manufacturing process of the vehicle. Factory tint is applied only to the rear half of vehicle windows.

SECTION III TECHNICAL INSPECTIONS

C-28. INSPECTION PROCEDURES AND REASONS FOR REJECTION

The inspection must cover at least the items shown in [table C-1](#). Abbreviations used in this table are defined in the [glossary](#).

Table C-1 Inspection Items, Methods, and Reasons for Rejection		
ITEM	METHOD	REASONS TO REJECT
0. GENERAL		
0.1. Applies to all test items and vehicle parts	The described methods should be applied but may be replaced or supplemented by equally effective methods if respective inspection regulations already exist in Germany.	Not in accordance with regulations. Poor repair or modification. Installation of improper vehicle parts.

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

ITEM	METHOD	REASONS TO REJECT
1. IDENTIFICATION OF THE VEHICLE		
1.1. Registration number plates	Visual inspection.	Vehicle registration plates mounted on the vehicle in a location other than the one specified by the manufacturer. Plates mounted in areas that do not meet manufacturer or legal requirements.
1.2. Vehicle identification or serial number	Visual inspection.	Missing or cannot be found. Incomplete or illegible. Not in accordance with vehicle documents or records.
2. BRAKING EQUIPMENT		
2.1. Mechanical condition and operation		
NOTE: Brake components will not be removed during inspection.		
2.1.1. Service brake pedal pivot	Visual inspection of the components while the braking system is operated. Vehicles with power-assisted braking systems should be inspected with the engine switched off.	Pivot too tight. Bearing worn. Excessive wear or play.
2.1.2. Pedal condition and travel of the brake-operating device	Visual inspection of the components while the braking system is operated. Vehicles with power-assisted braking systems should be inspected with the engine switched off.	Excessive or insufficient reverse travel. Brake control not releasing correctly. Antislip provision on brake pedal missing, loose, or worn smooth.
2.1.3. Power source or reservoir	Visual inspection of the components at normal working pressure. Check time required for vacuum or air pressure to reach safe working value and function of warning device, multi-circuit-protection valve, and pressure-relief valve.	Insufficient pressure or vacuum to give assistance for at least two brake applications after the warning device has operated, or gauge shows an unsafe reading. The time taken to build up air pressure or vacuum to safe working value is not in accordance with regulations. Multi-circuit-protection valve or pressure-relief valve not working. Air leak causing a noticeable drop in pressure or audible air leaks. External damage likely to affect the function of the braking system.
2.1.4. Low-pressure warning gauge or indicator	Functional check.	Malfunctioning or defective gauge or indicator.

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

ITEM	METHOD	REASONS TO REJECT
2.1.5. Hand-operated brake-control valve	Visual inspection of the components while the braking system is operated.	Control cracked, damaged, or excessively worn. Malfunction of control valve. Control insecure on valve or valve insecure. Loose connections or leaks in system. Unsatisfactory operation.
2.1.6. Parking-brake lever control, parking-brake ratchet	Visual inspection of the components while the braking system is operated.	Ratchet not holding correctly. Excessive wear at lever pivot or in ratchet mechanism. Excessive movement of lever indicating incorrect adjustment.
2.1.7. Braking valves (foot valves, un-loaders, governors)	Visual inspection of the components while the braking system is operated.	Valve damaged or excessive air leak. Excessive oil discharge from compressor. Valve insecure or inadequately mounted. Hydraulic fluid discharge or leak.
2.1.8. Couplings for trailer brakes	Disconnect braking-system coupling between towing vehicle and trailer.	Tap or self-sealing valve defective. Tap or valve insecure or inadequately mounted. Excessive leaks.
2.1.9. Energy storage reservoir pressure tank	Visual inspection.	Tank damaged, corroded, or leaking. Drain device inoperative. Tank insecure or inadequately mounted.
2.1.10. Brake servo units, master cylinder, and hydraulic systems	Visual inspection of the components while the braking system is operated.	Defective or ineffective servo unit. Master cylinder defective or leaking. Master cylinder insecure. Insufficient brake fluid. Master-cylinder-reservoir cap missing. Brake-fluid warning light illuminated or defective. Incorrect functioning of brake-fluid-level warning device.

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

ITEM	METHOD	REASONS TO REJECT
2.1.11. Rigid brake pipes	Visual inspection of the components while the braking system is operated.	<p>Risk of failure or fracture.</p> <p>Pipes or connections leaking.</p> <p>Pipes damaged or excessively corroded.</p> <p>Pipes misplaced.</p>
2.1.12. Flexible brake hoses	Visual inspection of the components while the braking system is operated.	<p>Risk of failure or fracture.</p> <p>Hoses damaged, chafing, twisted, or too short.</p> <p>Hoses or connections leaking.</p> <p>Hoses bulging under pressure.</p> <p>Hoses porous.</p>
2.1.13. Brake linings and pads	Visual inspection.	<p>Lining or pad excessively worn.</p> <p>Lining or pad contaminated with oil, grease, or other substance.</p>
2.1.14. Brake drums, brake disks	Visual inspection.	<p>Drum or disk excessively worn, excessively scored, cracked, insecure, or fractured.</p> <p>Drum or disk contaminated with oil, grease, or other substance.</p> <p>Back plate insecure.</p>
2.1.15. Brake cables, rods, levers, linkages	Visual inspection of the components while the braking system is operated.	<p>Cable damaged or knotted.</p> <p>Component excessively worn or corroded.</p> <p>Cable, rod, or joint insecure.</p> <p>Cable guide defective.</p> <p>Restriction to free movement of the braking system.</p> <p>Abnormal movement of the levers/linkage indicating maladjustment or excessive wear.</p>

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

ITEM	METHOD	REASONS TO REJECT
2.1.16. Brake actuators including spring brakes, or hydraulic cylinders.	Visual inspection of the components while the braking system is operated.	<p>Actuator cracked or damaged.</p> <p>Actuator leaking.</p> <p>Actuator insecure or inadequately mounted.</p> <p>Actuator excessively corroded.</p> <p>Insufficient or excessive travel of operating piston or diaphragm mechanism.</p> <p>Dust covers missing or excessively damaged.</p>
2.1.17. Load-sensing valve	Visual inspection of the components while the braking system is operated.	<p>Defective linkage.</p> <p>Linkage incorrectly adjusted.</p> <p>Valve seized or inoperative.</p> <p>Valve missing.</p> <p>Inappropriate repair or modification.</p> <p>Missing data plate.</p> <p>Data illegible or not in accordance with regulations.</p>
2.1.18. Automatic slack adjusters and indicators	Visual inspection.	<p>Adjuster damaged, seized, or having abnormal movement, excessive wear, or incorrect adjustment.</p> <p>Adjuster defective.</p> <p>Incorrectly installed.</p>
2.1.19. Endurance braking system (where fitted or required)	Visual inspection.	<p>Insecure connectors or mountings.</p> <p>System obviously defective.</p>
2.1.20. Automatic operation of trailer brakes	Disconnect brake coupling between towing vehicle and trailer.	Trailer brake does not automatically apply when coupling is disconnected.
2.1.21. Complete braking system	Visual inspection.	<p>Other system devices such as brake-fluid pump or air dryer show external damage or are excessively corroded in a way that adversely affects the braking system.</p> <p>Leakage of air or brake fluid.</p> <p>Any component unsecured or improperly mounted.</p>
2.1.22. Test connections where fitted or required	Visual inspection.	Connections are missing, damaged, unusable, or leaking.

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

ITEM	METHOD	REASONS TO REJECT
2.2. Service-braking performance and efficiency		
2.2.1. Performance	During a road test or a test on a static brake-testing machine, apply the brakes progressively up to maximum effort.	<p>Inadequate braking effort on one or more wheels.</p> <p>Braking effort from any wheel is less than 70 percent of the maximum effort recorded for the other wheel on the same axle; or, in case of testing on the road, the vehicle deviates excessively from a straight line.</p> <p>No gradual variation in brake effort such as grabbing.</p> <p>Abnormal lag in brake operation of any wheel.</p> <p>Excessive fluctuation of brake force during each complete wheel revolution.</p>
2.2.2. Efficiency	Test with a static brake-testing machine if operational and available. If not, perform a road test to determine proper brake function using a decelerometer. For goods vehicles, the laden braking-system performance should be assessed by testing the vehicle laden, by evaluation using a method based on extrapolation, or by some other acceptable means.	<p>Does not give at least the minimum figure as follows:</p> <ul style="list-style-type: none"> • Categories M2 and M3: 50% • Categories N2 and N3: 43% • Categories O3 and O4: 40%
2.3. Secondary (emergency) braking-system performance		
2.3.1. Performance	If the secondary braking system is separate from the service-braking system, use the method specified in 2.2.2 .	<p>Brake inoperative on one side.</p> <p>Braking effort from any wheel is less than 70 percent of the maximum effort recorded for another wheel on the same axle; or, in case of testing on the road, the vehicle deviates excessively from a straight line.</p> <p>No gradual variation in brake effort (grabbing).</p>
2.3.2. Efficiency	If the secondary braking system is separate from the service-braking system, use the method specified in 2.2.2 .	Braking effort less than 50 percent of the service-brake performance defined in 2.2.2 in relation to the maximum authorized mass or, in the case of semitrailers, to the sum of the authorized axle loads.
2.4. Parking-brake performance and efficiency		
2.4.1. Performance	Apply the brake during a road test with a decelerometer or test on a static brake-testing machine.	Brake inoperative on one side or, in the case of road-testing, the vehicle deviates excessively from a straight line.

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

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

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

ITEM	METHOD	REASONS TO REJECT
3.1.5. Power steering	Check steering system for leaks and hydraulic fluid reservoir level (if visible). With the road wheels on the ground and with the engine running, check that the power-steering system is operating.	Fluid leak. Insufficient fluid. Mechanism not working. Mechanism fractured or insecure. Misalignment or fouling of components. Cables or hoses damaged or excessively corroded.
3.2. Steering wheel and column		
3.2.1. Steering-wheel condition	With the road wheels on the ground, rock the steering wheel from side to side at right angles to the column and apply slight downward and upward pressure. Visually inspect play.	Relative movement between steering wheel and column indicating looseness. Absence of retaining device on steering-wheel hub. Fracture or looseness of steering wheel hub, rim, or spokes.
3.2.2. Steering column	With the vehicle over a pit or on a hoist and the mass of the vehicle on the ground, push and pull the steering wheel in line with the column and in various directions at right angles to the column. Visually inspect steering-wheel play and the condition of flexible couplings or universal joints.	Excessive movement of center of steering wheel up or down. Excessive movement of top of column radially from axis of column. Deteriorated flexible coupling. Attachment defective.
3.3. Steering play	With the vehicle over a pit or on a hoist, the mass of the vehicle on the road wheels, the engine running for vehicles with power steering, and with the road wheels in the straight-ahead position, lightly turn the steering wheel clockwise and anticlockwise as far as possible without moving the road wheel. Visually inspect for free movement.	Free play in steering excessive (for example, movement of a point on the rim exceeding one-fifth of the diameter of the steering wheel) or not in accordance with regulations.
3.4. Wheel alignment	Check alignment of steered wheels.	Alignment not in accordance with vehicle manufacturer's data or regulations.
3.5. Trailer-steered axle turntable	Inspect visually or by using a specially adapted wheel-play detector.	Component damaged or cracked. Excessive play. Attachment defective.

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

ITEM	METHOD	REASONS TO REJECT
4. VISIBILITY		
4.1. Field of vision	Visual inspection from the driver's seat.	After-market transparent or tinted material attached to the windshield or the front side windows to the left and right of the driver. Obstruction (including reflecting or tinted film) within the driver's field of view that materially affects the driver's view in front or to the sides.
4.2. Condition of glass	Visual inspection. NOTE: Repair of minor chips in the windshield area in front of the driver is not authorized by this publication or German law.	Glass in front, rear, or side windows directly to the right or left of the driver with cracks that impair or distort the driver's vision. Windshield with cracks or fracture damage (except for scratches and chips) in that part of the windshield located in the driver's windshield-wiping area. Cracks outside the driver's windshield-wiping area that are larger than 2.5 cm (1 in), star-shaped fractures larger than 12.5 mm (½ in), or any condition concerning glass breaks or cracks that obstruct the driver's visibility.
4.3. Rearview mirrors and other parts for viewing the vicinity of the vehicle	Visual inspection.	Mirror missing or not fitted according to regulations. One or both exterior mirrors missing on a vehicle with tinted rear windows. A mirror not giving an adequate view to the rear. Mirror damaged, loose, or insecure.
4.4. Windshield wipers	Visual inspection and by operation.	Wipers not operating. Wiper blade missing or obviously defective.
4.5. Windshield washers	Visual inspection and by operation.	Washers not operating adequately.
5. LAMPS, REFLECTORS, AND ELECTRICAL EQUIPMENT		
5.1. Headlights		
5.1.1. Condition and operation	Visual inspection and by operation.	Defective bulb. Defective lens. Lamp not in accordance with regulations. Lamp not securely attached. Products on lens or bulb that reduce light intensity or change color.
5.1.2. Alignment	Determine the horizontal and vertical aim of each headlight on both main and dipped beam using a headlight-aiming device.	Aim of a headlight not within limits prescribed in regulations.

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

ITEM	METHOD	REASONS TO REJECT
5.1.3. Switching	Visual inspection and by operation.	Number of headlights illuminated at the same time not according to regulations. Function of control device impaired.
5.1.4. Compliance with regulations	Visual inspection and by operation.	Lamp color, position, or intensity not in accordance with regulations. Headlight height below 56 cm or above 137 cm.
5.1.5. Leveling devices (where mandatory)	Visual inspection and by operation.	Device not operating. Manual device cannot be operated from driver's seat.
5.2. Front and rear position (side) lights, side-marker lights, end outline marker, and daytime running lights		
5.2.1. Condition and operation	Visual inspection and by operation.	Defective bulb or defective lens. Lamp not securely attached.
5.2.2. Compliance with regulations	Visual inspection and by operation.	Lamp color, position, or intensity not in accordance with regulations. Products on lens or bulb that reduce light intensity or change color. Switch does not operate according to regulations.
5.3. Stop lights		
5.3.1. Condition and operation	Visual inspection and by operation.	Defective bulb or defective lens. Light not securely attached.
5.3.2. Compliance with regulations	Visual inspection and by operation.	Light color, position, or intensity not according to regulations. Switch does not operate according to regulations.
5.4. Direction indicator and hazard-warning lights		
NOTE: Vehicles not equipped with manufacturer-installed lights are exempt if the vehicle was manufactured before 1967 and not equipped with hazard lights. These vehicles must carry an amber warning light.		
5.4.1. Condition and operation	Visual inspection and by operation.	Defective bulb or defective lens. Light not securely attached.
5.4.2. Compliance with regulations	Visual inspection and by operation.	Light color, position, or intensity not according to regulations.
5.4.3. Switching	Visual inspection and by operation.	Switch does not operate according to regulations.
5.4.4. Flashing frequency	Visual inspection and by operation.	Rate of flashing not according to regulations.

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

ITEM	METHOD	REASONS TO REJECT
5.5. Front and rear fog lights		
5.5.1. Condition and operation	Visual inspection and by operation.	Defective bulb or defective lens. Lamp not securely attached. Front fog lamp out of alignment.
5.5.2. Compliance with regulations	Visual inspection and by operation.	Light color, position, or intensity not according to regulations. System does not operate according to regulations. Rear fog light is not mounted— <ul style="list-style-type: none"> • On the left rear of the POV, separated by at least 4 inches (100 mm) from the taillights. • So that the upper edge of the light-emission surface is no more than 32 inches (800 mm) above the road surface.
5.6. Reversing lights		
5.6.1. Condition and operation	Visual inspection and by operation.	Defective bulb. Defective lens. Light not securely attached.
5.6.2. Compliance with regulations	Visual inspection and by operation. NOTE: Reverse lights must be activated only when the vehicle is put in reverse.	Light color, position, or intensity not according to regulations. System does not operate according to regulations.
5.7. Rear registration-plate light		
5.7.1. Condition and operation	Visual inspection and by operation.	Light not illuminating the license plate. Defective bulb. Light not securely attached.
5.7.2. Compliance with regulations	Visual inspection and by operation.	System does not operate according to regulations.
5.8. Retro-reflectors, side reflectors, and rear-marking plates; plates and markings (ECE-Rs 69, 70, and 104)		
5.8.1. Condition	Visual inspection.	Reflecting equipment defective or damaged. Reflector or plates not securely attached.
5.8.2. Compliance with regulations	Visual inspection.	Not according to regulations.
5.9. Telltales		
5.9.1. Condition and operation	Visual inspection and by operation.	Not operating.

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

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

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

ITEM	METHOD	REASONS TO REJECT
6.2.2. Wheels	Visual inspection of both sides of each wheel with the vehicle over a pit or on a hoist.	Any fracture or welding defect. Tire-retaining rings not properly fitted. Wheel badly distorted. Wheel size or type not according to regulations.
6.2.3. Tires	Visual inspection of the whole tire by either rotating the road wheel with it off the ground and the vehicle over a pit or on a hoist or by rolling the vehicle backward and forward over a pit.	The data plate commonly found on the vehicle's door sill only lists specifications for the wheels and tires shipped with the car. Tires not moving freely when the steering wheel is turned to the maximum left and right limits, binding or rubbing of the inner fender. Tires extending beyond the outer portion of the body when viewed from above. Tires on same axle or on twin wheels of different sizes. Tires on same axle of different construction (radial or cross-ply). Any serious damage or cuts on the tire. Tire's tread depth not according to regulations. Tire rubbing against other components. Regrooved tires not according to regulations.
6.3. Suspension		
6.3.1. Springs	Visual inspection with the vehicle over a pit or on a hoist. Wheel-play detectors may be used and are recommended for vehicles with a GVM of more than 3.5 tons.	Insecure attachment of springs to chassis or axle. A damaged or fractured spring component.
6.3.2. Shock absorbers	Visual inspection with the vehicle over a pit or on a hoist or using special equipment if available.	Insecure attachment of shock absorbers to chassis or axle. Damaged or leaking shock absorber.
6.3.3. Torque tubes, radius arms, wishbones, and suspension arms	Visual inspection with the vehicle over a pit or on a hoist. Wheel-play detectors may be used and are recommended for vehicles with a GVM of more than 3.5 tons.	Insecure attachment of component to chassis or axle. A damaged, fractured, or excessively corroded component.
6.3.4. Suspension joints	Visual inspection with the vehicle over a pit or on a hoist. Wheel-play detectors may be used and are recommended for vehicles with a GVM of more than 3.5 tons.	Excessive wear in swivel pin or bushes or at suspension joints. Dust covers missing or severely deteriorated.

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

ITEM	METHOD	REASONS TO REJECT
6.3.5. Air suspension	Visual inspection.	System inoperable. Any component damaged, modified, or deteriorated in a way that would adversely affect the functioning of the system.
7. CHASSIS AND CHASSIS ATTACHMENTS		
7.1. Chassis or frame and attachments		
7.1.1. General condition	Visual inspection with the vehicle over a pit or on a hoist.	Fracture or deformation of any side or cross member. Insecurity of strengthening plates or fastenings. Excessive corrosion that affects the rigidity of the assembly.
7.1.2. Exhaust pipes and silencers	Visual inspection with the vehicle over a pit or on a hoist.	Insecure or leaking exhaust system. Fumes entering cab or passenger compartment.
7.1.3. Fuel tank and pipes (including heating fuel tank and pipes)	Visual inspection with the vehicle over a pit or on a hoist.	Insecure tank or pipes. Leaking fuel or missing or ineffective filler cap. Damaged or chafed pipes. Fuel stopcock (if required) not operating correctly. Fire risk caused by any of the following: <ul style="list-style-type: none"> • Leaking fuel. • Improper shielding of fuel tank or exhaust. • Engine compartment condition. LPG/CNG system not according to regulations.
7.1.4. Bumpers, lateral protection and rear underrun devices	Visual inspection.	Looseness or damage likely to cause injury. Device obviously not in accordance with regulations. Bumper missing.
7.1.5. Spare-wheel carrier (if fitted)	Visual inspection.	Carrier fractured or insecure. Spare wheel not securely fixed in carrier.

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

ITEM	METHOD	REASONS TO REJECT
7.1.6. Coupling mechanisms and towing equipment	Visual inspection for wear and correct operation with special attention to any safety device fitted, or use of measuring gauge.	<p>Component damaged, defective, or cracked.</p> <p>Excessive wear in a component.</p> <p>Attachment defective.</p> <p>Any safety device missing or not operating correctly.</p> <p>Any indicator not working.</p>
7.1.7. Transmission	Visual inspection.	<p>Loose or missing securing bolts.</p> <p>Excessive wear in transmission-shaft bearings.</p> <p>Excessive wear in universal joints.</p> <p>Deteriorated flexible couplings.</p> <p>A damaged or bent shaft.</p> <p>Bearing housing fractured or insecure.</p> <p>Dust covers missing or severely deteriorated.</p>
7.1.8. Engine mountings	Visual inspection (not necessarily over a pit or on a hoist).	Deteriorated, loose, or fractured mountings.
7.2. Cab and bodywork		
7.2.1. Condition	Visual inspection.	<p>A loose or damaged panel or part likely to cause injury.</p> <p>Body pillar not secure.</p> <p>Leaks permitting entry of engine or exhaust fumes.</p> <p>Body rusted through.</p>
7.2.2. Mounting	Visual inspection over a pit or on a hoist.	<p>Body or cab insecure.</p> <p>Body or cab obviously not located squarely on chassis.</p> <p>Unsecured or missing fixing of body or cab to chassis or cross members.</p> <p>Excessive corrosion at fixing points on integral bodies.</p>
7.2.3. Doors and door catches	Visual inspection.	<p>A door will not open or close properly.</p> <p>A door is likely to open inadvertently or will not remain closed.</p> <p>Door, hinges, catches, or pillar missing, loose, or deteriorated.</p>

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

ITEM	METHOD	REASONS TO REJECT
7.2.4. Floor	Visual inspection over a pit or on a hoist.	Floor insecure or badly deteriorated.
7.2.5. Driver's seat	Visual inspection.	A loose seat or seat with defective structure. Adjustment mechanism not functioning correctly.
7.2.6. Other seats	Visual inspection.	Seats in defective condition or not secure. Seats not fitted according to regulations.
7.2.7. Driving controls	Visual inspection and by operation.	Any control necessary for the safe operation of the vehicle not in good working order. Any control necessary for the safe operation of the vehicle that does not carry out the function for which it is provided (for example, automatic transmission neutral safety switch).
7.2.8. Cab steps	Visual inspection.	Step or step-ring not secure. Step or ring in a condition likely to cause injury to users.
7.2.9. Other interior and exterior fittings and equipment	Visual inspection.	Attachment of other fitting or equipment defective. Other fitting or equipment not according to regulations. Leaking hydraulic equipment.
7.2.10. Mudguards (wings), spray-suppression devices	Visual inspection.	Missing, loose, or badly corroded. Insufficient clearance for road wheel. Not according to regulations.
8. OTHER EQUIPMENT		
8.1. Seatbelts and buckles		
8.1.1. Security of mounting	Visual inspection.	Anchorage point badly deteriorated.
8.1.2. Condition	Visual inspection. Function test in case of irregularities.	Mandatory seatbelt missing or not fitted. Seatbelt damaged. Seatbelt not according to regulations. Seatbelt buckle damaged or not functioning correctly. Seatbelt retractor damaged or not functioning correctly.
8.2. Fire extinguisher (if mandatory)	Visual inspection.	Missing. Not according to regulations.
8.3. Locks and antitheft device	Visual inspection and by operation.	Device not functioning to prevent vehicle from being driven.

Table C-1 Inspection Items, Methods, and Reasons for Rejection—Continued		
ITEM	METHOD	REASONS TO REJECT
8.4. Warning triangle	Visual inspection.	Missing or not according to regulations. Will be annotated on the inspection form as a minor deficiency.
8.5. First-aid kit	Visual inspection.	Missing or not according to regulations. Will be annotated on the inspection form as a minor deficiency.
8.6. Reflective vest	Visual inspection.	Missing or not according to regulations. Will be annotated on the inspection form as a minor deficiency.
8.7. Wheel chocks (if mandatory)	Visual inspection.	Missing or not in good condition.
8.8. Audible warning device (signal horn)	Visual inspection and by operation.	Not working. Control insecure.
8.9. Speedometer	Visual inspection.	Not fitted according to regulations. Not operational. Not capable of being illuminated.
9. ENVIRONMENTAL COMPATIBILITY		
9.1. Noise	Paragraphs C-29 and C-30 of section IV below provide details on noise levels and noise-level testing.	

SECTION IV NOISE LEVELS

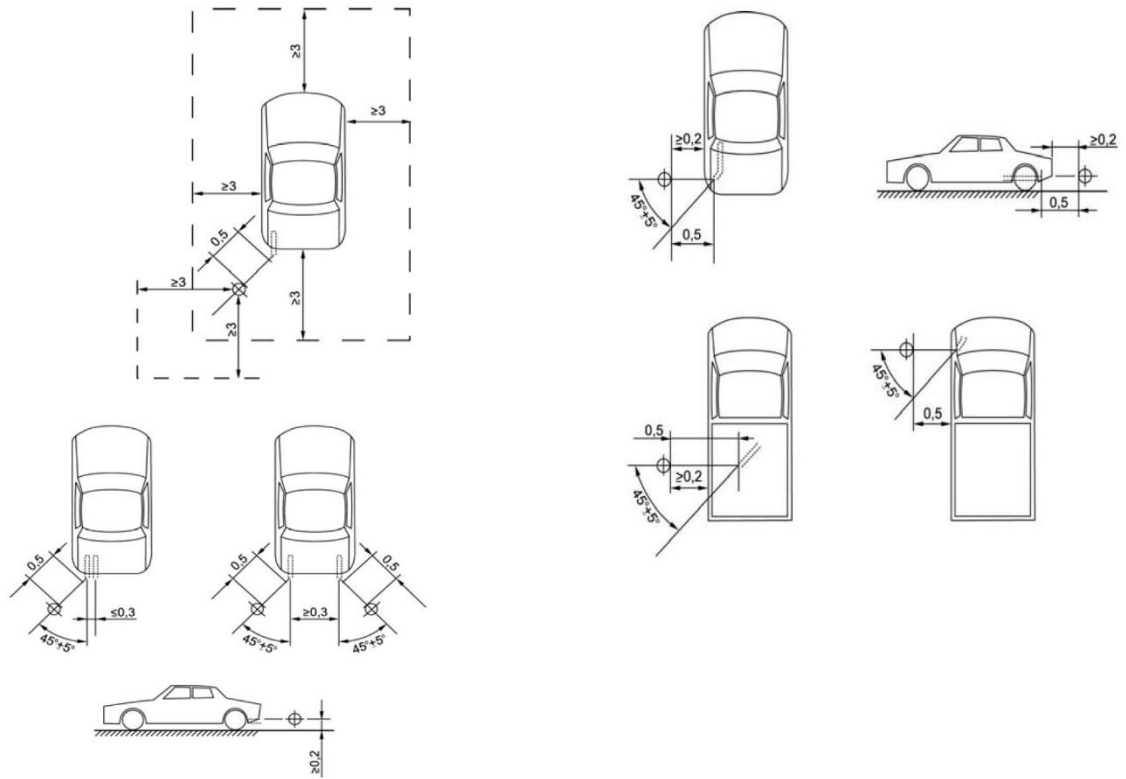
C-29. NOISE LEVELS OF MUFFLERS AND EXHAUST SYSTEMS

All exhaust systems (manufacturer installed, or after-market) of motorcycles and automobiles will be inspected for noise levels according to the procedures in [paragraph C-30](#). Motor vehicles exceeding a noise level of 95 decibels will be rejected.

NOTE: Many after-market exhaust systems do not conform to German noise-level standards. When a vehicle is rejected because the after-market system does not meet German standards, the owner must remove the nonconforming exhaust system and replace it with the original factory equipment or with a *TÜV (StVZO 29)*-approved after-market system that does not exceed a noise level of 95 decibels. If neither of these options is possible, the vehicle must be registered nonoperational.

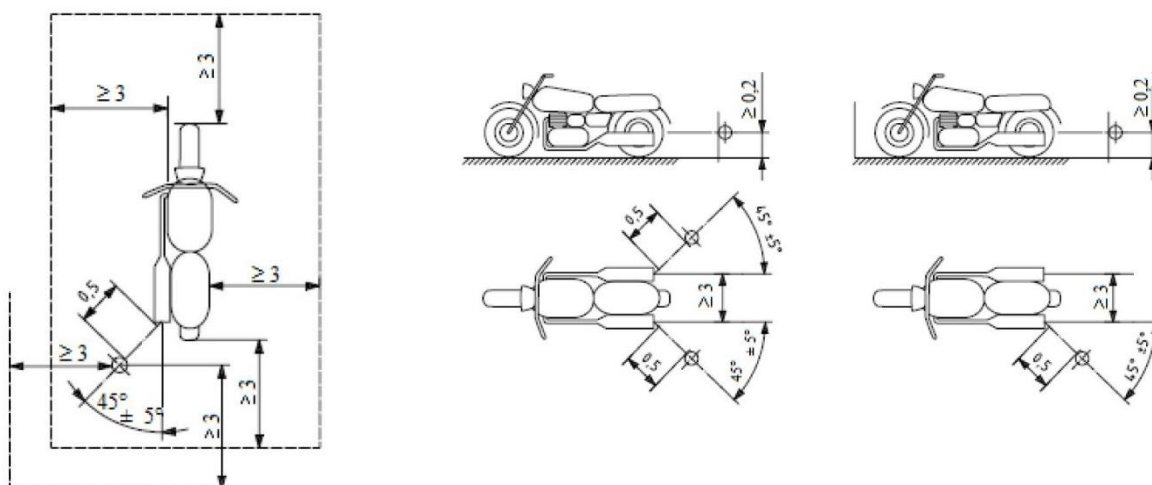
C-30. NOISE-LEVEL TESTING

A stationary test will be conducted in accordance with ECE-R 41, annex 3 (for motorcycles); ECE-R 51, annex 3 (for POVs); or Part 205, Title 40, Code of Federal Regulations (available at <http://www.nonoise.org/lawlib/cfr/40/40cfr205.htm>); as well as described in figures [C-1](#) and [C-2](#) and [table C-2](#).



NOTE: Dimensions are in meters unless otherwise indicated.

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



NOTE: Dimensions are in meters unless otherwise indicated.

Figure C-2. Measuring Distances for Stationary Motorcycles

Table C-2 Maximum Allowable Decibels		
Vehicle Categories		Limit Values (dB(A))
Passenger vehicles capable of having not more than nine seats, including the driver's seat.		95
Passenger vehicles having more than nine seats, including the driver's seat, and a maximum authorized mass of more than 3.5 tons—		
With an engine power of less than 150 kW (ECE).		95
With an engine power of 150 kW (ECE) or above.		95
Passenger vehicles with more than nine seats, including the driver's seat; vehicles used for the carriage of goods—		
With a maximum authorized mass not exceeding 2 tons.		95
With a maximum authorized mass greater than 2 tons but not exceeding 3.5 tons.		95
Vehicles used to transport goods with a maximum authorized mass exceeding 3.5 tons—		
With an engine power of less than 75 kW (ECE).		95
With an engine power of 75 kW (ECE) or above but less than 150 kW (ECE).		95
With an engine power of 150 kW (ECE) or above.		95
Motorcycle Categories	Power-to-Mass Ratio (PMR)	Values (in dB(A))
First category	PMR ≤ 25	95
Second category	25 < PMR ≤ 50	95
Third category	PMR > 50	95

C-31. ENVIRONMENTAL ZONE (UMWELTZONE) DECAL RESTRICTIONS ON CITY ACCESS

a. German emission law authorizes German authorities to establish environmental zones in which driving motor vehicles without an appropriate environmental decal is prohibited. The decal certifies that the vehicle is manufactured to a standard that makes its emissions acceptable in those areas. The decal must be displayed on the lower right side of the windshield (opposite side from the driver).

b. FRSs will provide initial decals at no fee, but will charge a nonrefundable fee when issuing replacements decals. The FRSs will issue these decals for all Army in Europe and Africa registered vehicles.

NOTE: The green environmental sticker placed on your windshield upon POV registration does not mean the vehicle is a Euro emission standard 4. That sticker has been required for all cars, buses, and trucks since 2007 in order to drive in designated environmental zones (*Umweltzonen*) in cities across Germany. The sticker indicates adherence to fine particle (*Feinstaub*) standards regardless of fuel type. No current plans exist for Germany to change its environmental stickers to correspond with or indicate a Euro emissions standard.

C-32. DETERMINING POV EMISSION STANDARDS FOR DIESEL VEHICLES

a. U.S. Forces authorities will ensure that POVs observe the German rules and regulations pertaining to exhaust gas emissions to the extent that this is not excessively burdensome.

b. European-specification diesel vehicle emission standards can be located on a data plate inside the passenger or driver doorframe. For many vehicles, the emission standard is listed on the registration and ownership documents (*Fahrzeugschein*) under sections 14 and 14.1. [Table C-3](#) below helps determine the Euro emission standard based on the model code.

Table C-3 European-Specification Diesel Vehicle Emission Standards	
Model Code	Emission Standard
36NO to 36YO	EURO 6
35AO to 35MO	EURO 5
32, 33, 38, 39, 43, 62, 63, 64, 65, 66, 67, 68, 69, 70	EURO 4
30, 31, 36, 37, 42, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61	EURO 3
25, 26, 27, 28, 29, 34, 35, 40, 41, 49, 71	EURO 2
01, 02, 03, 04, 09, 11, 12, 13, 14, 16, 18, 21, 22, 77	EURO 1
00, 05, 06, 07, 08, 10, 15, 17, 19, 20, 23, 24, 88	Others

NOTE: If the Euro emission standard cannot be determined through the above listed methods, owners should contact their local dealer or vehicle manufacturer and provide information on year, make, and model as well as the vehicle identification number or chassis number. The dealer or manufacturer should then be able to determine the emission standard. Emission testing performed by most local *Technischer Überwachungsverein (TÜV)* (*StVZO 29*) (Technical Control Association) stations shows pass or fail only and does not provide a Euro emission rating.

APPENDIX D

INTERNAL CONTROLS, REVIEWS, AND AUDITS

D-1. PURPOSE

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

D-2. APPLICABILITY

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

D-3. RESPONSIBILITIES

United States Army garrison (USAG) commanders and USAFE/AFAFRICA wing commanders will—

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

D-4. OBJECTIVES

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

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

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

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

D-5. FRSs

- a. Inspections must be conducted in accordance with [paragraph 3-4](#) and [appendix C](#).
- b. The internal control system and application will be examined during technical inspections.

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

d. Within 60 calendar days after receiving the written notice (c above), the USAG commander or the USAFE/AFAFRICA wing commander will—

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

e. If deficiencies exist after reinspection, the FRS operational certification will be withdrawn.

D-6. INTERNAL CONTROL STANDARDS

USAG commanders and USAFE/AFAFRICA wing commanders will ensure that—

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

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

b. Applications are completed and processed in accordance with this publication.

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

d. Daily fees are included with the automated AEA Form 190-1AB and sent to the RMV daily.

e. POV registrations are computer-generated, not hand- or typewritten.

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

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

h. Certificates of destruction are prepared and verified monthly.

APPENDIX E

PROCEDURES FOR DISPOSING OF UNWANTED POVs

E-1. APPLICABILITY

The policy and procedures in this appendix apply to U.S. Army units in Germany. Air Force Instruction (AFI) 31-204 provides policy and procedures for Air Force units, but customs policy and procedures established in [AEA Regulation 550-175/CNE-CNA-C6F Instruction 5840.1G/USAFE-AFAFRICA Instruction 51-702](#) for the disposal of abandoned and donated vehicles in Germany apply to both Services.

E-2. POLICY

a. U.S. Forces-registered privately owned vehicles (POVs) ([glossary](#)) must be properly disposed of before the owner leaves Germany. This may be done in any of the following ways:

(1) Exporting (shipping) the POV at Government or personal expense.

(2) Selling or giving the POV to another person who has Status of Forces Agreement (SOFA) status with tax and customs privileges.

(3) Selling or giving the POV to a person who does not have SOFA status with tax and customs privileges with proper customs clearance ([para E-3](#)).

(4) Using AEA Form 190-1Z to donate the vehicle to the local morale, welfare, and recreation (MWR) fund in accordance with [paragraph E-5](#) and AR 215-1. MWR approving officials accept donations on an individual basis. When donating a POV, the registrant is responsible for delivering the POV to the appropriate person or facility.

(5) Using AEA Form 190-1AD, appoint an agent to exercise any of the options in [\(1\) through \(4\)](#) above after the owner leaves. Only field registration stations (FRSs) are authorized to complete AEA Form 190-1AD. Procedures for disposing of a POV by an agent are prescribed in [paragraph 3-22](#).

b. A POV must be operational (not registered as nonoperational) to be disposed of as described in [a\(2\) above](#). [Paragraph 3-8g](#) provides more information.

c. Registrants will properly dispose of their POVs before leaving Germany. POVs will not be abandoned. Registrants are responsible for delivering POVs to the appropriate person or facility when donating it. Abandoning a POV violates German law, this publication, and [AEA Regulation 600-1](#). Vehicle abandonment is punishable under the Uniform Code of Military Justice (UCMJ) and may serve as the basis for adverse administrative action. Registrants will clear POVs before departure in accordance with the guidance in [paragraph 3-21](#). Civilians who abandon a POV are in violation of civilian misconduct regulations, which may serve as the basis for adverse administrative action. Units that fail to adhere to the provisions in this publication and allow an individual to depart without properly clearing will be responsible for the final disposition of the individual's vehicle and for paying associated fees.

E-3. GERMAN CUSTOMS REQUIREMENTS

a. Under the customs provisions of the Supplementary Agreement to the NATO Status of Forces Agreement (SOFA), members of the U.S. Forces and their civilian component, Family members, and contractors ([glossary](#)) may transfer goods in Germany to persons and organizations that are not members of the Force or its civilian component only with proper customs clearance. Members of the Force and of its civilian component, Family members, and contractors must obtain an AEA Form 550-175B in accordance with [AEA Regulation 550-175/CNE-CNA-C6F Instruction 5840.1G/USAFE-AFAFRICA Instruction 51-702, chapter 3](#). The person or organization receiving the goods is responsible for meeting German customs obligations. Members of the Force and its civilian component, Family members, and contractors will not transfer POVs until the receiving person or organization has provided proof from the German customs authority that customs requirements have been met.

b. The disposal or sale of abandoned or donated vehicles to persons or organizations that do not have a status under the NATO SOFA without proper customs clearance is not authorized. For customs purposes, abandoned and donated vehicles will be considered excess or surplus goods when they are transferred to a buyer who does not have status under the NATO SOFA.

E-4. ABANDONED AND UNCLAIMED VEHICLES

a. United States Army garrison (USAG) directors of emergency services (DEs) and USAFE/AFAFRICA security forces (SF) commanders will send all pertinent information about abandoned and unclaimed vehicles to the supporting chief customs inspector, who will send the information to the USAREUR-AF Registry of Motor Vehicles (RMV). The information must be provided on a spreadsheet and sent electronically to the RMV so that the vehicles can be removed from the vehicle registry. The RMV will add information about the tax status of the vehicle to the spreadsheet (for example, information on how the vehicle was acquired (*Abwicklungsschein* (relief from value-added tax), AEA Form 550-175A, bill of sale from German vendor)). This information will be used by German customs officials to assess taxes.

b. DEs and SF commanders must maintain control of all abandoned and unclaimed vehicles. Usually abandoned and unclaimed vehicles will be kept in a lot or designated area. When such an area is not available, the chief customs inspector may approve placing vehicles in a German vendor's lot until customs clearance has been completed. To make customs inspection of the vehicles more efficient, vehicles should be parked in a way so that they can be easily inspected and have a number on the windshield that corresponds to the number on the vehicle list. The hood of the vehicle should be raised or be able to be raised and the driver's door must be able to be opened to verify the vehicle identification number (U.S. vehicles only). The DE or SF commander should have a person on site to help with the inspection. DEs and SF commanders are responsible for removing Government and personal property from vehicles before disposal.

c. If the German customs official has no concerns about the vehicles, the list will be released to the German customs official for determination of the taxes to be paid by buyers. The vehicles may not be released to buyers until taxes are actually paid and verification to that effect is obtained from the German customs official. The German customs official will stamp the list and provide a copy to buyers after they have paid the taxes. The chief customs inspector will keep a copy of the final vehicle list.

E-5. DONATED VEHICLES

a. MWR auto craft centers at most U.S. Forces installations in Germany allow Soldiers and other authorized customers to donate their POVs. These centers normally remove usable parts and sell the remainder of the vehicle to contracted commercial recycling operations. At some installations, these centers also claim abandoned and unclaimed vehicles and process these vehicles as if they were donated. USAGs in Germany must coordinate the disposal of donated vehicles with the area chief customs inspector before permitting any non-SOFA status entity or individual to take possession of a vehicle that is registered with the RMV.

b. The MWR director (or a designated representative) will—

(1) Complete and forward vehicle lists as explained in [paragraph E-4](#).

(2) Enter a sales price for each vehicle and attach a copy of the bill of sale (if applicable) for each vehicle being disposed of.

(3) Ensure all Government and personal property is removed from vehicles before disposal.

c. The procedures in [paragraph E-4](#) apply to donated vehicles. If an MWR center sells a donated vehicle, the list provided to the United States Forces Customs–Europe Chief Inspector must show the sales price, which should be verified by providing a copy of the bill of sale to German customs officials.

d. German customs officials will inspect donated vehicles at their discretion, collect any duties owed, and stamp the vehicle list when taxes have been paid by the vendor.

e. The procedures in [subparagraphs c and d](#) above do not apply when the MWR center sells vehicles as scrap metal using a nonappropriated fund (NAF) contract or when selling or disposing of donated vehicles through a NAF contract. In these situations, the MWR center will send a written request with all applicable details and a copy of the contract to the Customs Office, Office of the Provost Marshal, G34 Protect, Office of the Deputy Chief of Staff, G3, HQ USAREUR-AF.

E-6. OTHER DISPOSITION METHODS

[Paragraph 3-10](#) provides information about selling a POV to a person without SOFA status ([AE Reg 600-700](#)). If the transaction occurred outside of Germany (for example, Bulgaria, Hungary, Poland), an official bill of sale documenting the location of the sale and purchase information (vehicle and parties effecting the transaction) must be submitted to the FRS.

E-7. FAILURE TO PROPERLY DISPOSE OF A POV

If a registrant fails to dispose of a POV properly before departing, USAG commanders will process the vehicle as explained in [paragraph E-10](#). USAFE/AFAFRICA wing commanders will follow the procedures in [paragraph E-10](#) and the instructions in AFI 31-218IP.

E-8. RESPONSIBILITIES

a. USAG Commanders and USAFE/AFAFRICA Wing Commanders. USAG commanders and USAFE/AFAFRICA wing commanders will—

(1) Ensure community clearance procedures require departing personnel to clear U.S. Forces-registered POVs in accordance with applicable Service directives.

(2) Designate a POC for administering a program to dispose of vehicles left by departing personnel.

(3) Appoint a disposal officer ([c below](#)) to process POVs of unknown status in accordance with [paragraph E-10](#).

(4) Appoint a board of officers ([d below](#)) to process POVs that the disposal officer determines abandoned or unclaimed.

(5) Designate a secure holding lot to store POVs being processed for disposal. If the same agency is responsible for controlling the community nonoperational, impoundment, and holding lots, POVs may be stored in the same secure area as long as they are appropriately identified. MWR strip-lots may not be used as holding lots.

b. DESs and SF Commanders. DESs and SF commanders will—

(1) Provide physical-security support to holding lots where POVs are stored pending disposition.

(2) Provide information on the last known owners of POVs to the board of officers ([d below](#)).

(3) Prepare a Law Enforcement Report (LER) on POVs moved to holding lots for disposal.

c. Disposal Officer. A disposal officer is a commissioned officer, a noncommissioned officer in the grade of E7 or above, or a U.S. civilian in the grade of GS-6 or above, appointed by a USAG commander or a USAFE/AFAFRICA wing commander. Disposal officers will—

(1) Examine and inventory the condition of each POV entering the holding lot. Photographs of all four sides may be used for this purpose.

(2) Determine the POV owner's identity and process the POV as explained in [paragraph E-10](#).

(3) Act on telephonic requests from lienholders ([glossary](#)) to delay processing to the Defense Reutilization and Marketing Region–Europe (DRMR-E) fund.

(4) Maintain records of actions taken on each vehicle for 2 years after disposition.

d. Board of Officers. A board of officers will comprise one or more commissioned officers, noncommissioned officers, or civilian employees appointed by a USAG commander or a USAFE/AFAFRICA wing commander to process abandoned or unclaimed POVs. According to DOD Manual 4160.21, the board will—

(1) Ensure the disposal officer made diligent inquiries to determine and locate a POV owner or an owner's heirs, next of kin, or legal representative.

(2) Conduct an inventory of an abandoned or unclaimed vehicle, including its estimated current fair-market value. The inventory will be in writing and dated by the board.

- (3) Process vehicles for DRMR-E disposal in accordance with [paragraph E-10e](#).

E-9. CLEARANCE PROCEDURES

Departing personnel will—

- a. Clear through the FRS in accordance with [paragraph 3-21](#) and [this appendix](#).

b. Provide documentation to prove that their U.S. Forces-registered POVs have been properly disposed of in accordance with this appendix or that an agent has been appointed in accordance with [paragraph 3-22](#). Organizations will be responsible for clearing vehicles for personnel who depart without properly clearing through their local FRS. In these cases, organizations will secure and return the license plates or complete proper documentation showing that the plates are lost or stolen. In addition, organizations will be responsible for all nonrefundable fees associated with proper vehicle clearing.

E-10. PROCEDURES FOR POV DISPOSAL

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

(1) Attach DD Form 2504 or AEA Form 190-1AS to the POV. DD Form 2504 and AEA Form 190-1AS inform the owner that the POV will be towed to a specified holding lot if not moved within 24 hours.

(2) If the POV has not been moved within 24 hours after notifying the owner, complete a condition inventory and move the POV to the community holding lot.

- (3) File an LER.

b. Determining Status and Ownership. The disposal officer ([para E-8c](#)) will do the following for POVs moved to the community holding lot:

(1) Access the Vehicle Registry Information Network (VERINET) and enter the chassis number or, if available, the license number to determine ownership. If VERINET is not available, the disposal officer will contact RMV with the chassis or license number to determine the identity of the last known registrant.

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

(a) The owner's or agent's status and location.

(b) Whether an agent has been appointed to dispose of the vehicle ([para 3-22](#)).

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

c. Procedures When the Owner is Determined.

(1) Notification of Owner in the Command.

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

(b) If the owner is determined to be in the command, the disposal officer will inform the owner's commander that he or she must take administrative action (paras 2-14b(5)(e) and 3-23a(4)) and possibly punitive action (AEA Reg 600-1) against the owner.

(2) Notification of Absent Owner. If the owner is no longer in the command, the disposal officer will notify the owner by certified mail (return-receipt requested) that the POV has been found and will be turned over to the DRMR-E unless other instructions are received within 45 calendar days. Figure E-1 shows the format for the notification letter.

(3) Notification to Lienholder. If RMV records indicate a lien on the vehicle of an absent owner, the disposal officer will send a copy of the notification letter ((2) above and Figure E-1) to the lienholder.

(4) Disposal.

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

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

(c) If the local director of logistics (DOL) disposes of the POV, he or she must notify the RMV of the disposal by providing the make, chassis number, and color of the POV; the name of the disposal agency; and, if known, the license-plate number and the name of the owner.

d. Procedures When the Owner is not Determined. If the disposal officer cannot determine the owner of a POV, the POV will be treated as an abandoned vehicle (glossary) and disposed of in accordance with Section 2575, Title 10, United States Code; and DOD Manual 4160.21.

(1) If the board of officers (para E-8d) determines that the POV's fair market value is under \$300, the POV may be released to DRMR-E for disposal.

(2) If the board of officers (para E-8d) determines that the POV's fair market value is \$300 or more, the POV must be held for 45 calendar days from the date it was placed in the holding lot. During this time, the board will post a notice of the vehicle's intended disposition in the community bulletin for at least 1 month. At the end of the 45-day period, the vehicle may be released to the DRMR-E for disposal.

(3) If the local DOL disposes of the POV, he or she must notify the RMV of the disposal by providing the make, chassis number, and color of the POV; the name of the disposal agency; and, if known, the license-plate number and the name of the owner.

e. Procedures for Disposal through DRMR-E.

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

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

(3) Funding for the cost of disposing of an abandoned or unclaimed POV (whether prior ownership is determined or not) will be provided by the USAG base operations supply account.

E-11. REPOSSESSION BY LIENHOLDER

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

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

(2) Send written notification of repossession to the Registrar at USAREUR-AF Registry of Motor Vehicles, Unit 29230, APO AE 09136-9230. The notification must include the name of the person who had the loan and the circumstances of the POV's abandonment.

b. U.S. financial institutions operating in Germany must register repossessed POVs immediately on repossession, turn in the license plates and a copy of the repossession memorandum (a(2) above) to any FRS, and pay the current, nonrefundable fee for having the vehicle transferred to the lienholder.

c. Lienholders who are not eligible to register POVs with the U.S. Forces must comply with customs-clearance requirements. Before transferring or disposing of the POV, the U.S. Forces-provided license plates and all U.S. Forces decals must be removed and turned in to the local field registration station, military police station, or SF station.

Unit Letterhead

Office symbol

Date

MEMORANDUM FOR *Name of POV Owner*

SUBJECT: Notification on Disposition of Privately Owned Vehicle

1. Our records show that you are the owner of a (*description of the vehicle, including serial number, motor number, year, make, and any other details considered necessary*). This vehicle has been found at *location* and is now in the custody of *name, address, and telephone number of the disposal officer*.
2. In accordance with AEA Regulation 190-1/CNE-CNA-C6F Instruction 11240.6AC/USAFE-AFAFRICA Instruction 31-202 and your instructions on AEA Form 190-1AA (Application for Motor Vehicle Registration or Renewal and Allied Transactions), the vehicle described above will be given to the *name of community morale, welfare, and recreation fund strip-lot on date*. (**NOTE:** The date provided must be no later than 45 calendar days after the date this memorandum is mailed.)
3. If you desire an alternative disposition, you must notify me no later than (*the date specified in para 2 above*). Only disposition instructions permitted by AEA Regulation 190-1/CNE-CNA-C6F Instruction 11240.6AC/USAFE-AFAFRICA Instruction 31-202 will be honored. Notification received after the date specified above will be honored only if disposition has not yet been made.
4. If there is a lien on this vehicle, it is your responsibility to inform the lienholder of the intended disposition of the vehicle. Requests from lienholders to delay disposal procedures pending repossession will be honored.

(*Signature block of disposal officer*)

CF:
(*Lienholder, if appropriate*)

Figure E-1. Format for a Notification Letter to the Owner of a Found POV

APPENDIX F

SUMMARY OF RESPONSIBILITIES OF COMMANDERS AND SUPERVISORS

Table F-1 summarizes responsibilities of commanders and supervisors; it also refers to prescribing paragraphs in the basic publication and other appendixes. This summary does not relieve commanders and supervisors of the need to establish specific administrative procedures to ensure actions are carried out properly. The [glossary](#) explains abbreviations used in the table.

Table F-1 Commander and Supervisor Responsibilities	
Responsibility	Paragraph/ Appendix
Take appropriate corrective action when a subordinate fails to comply with this publication.	1-4f, 2-12b
Counsel and provide a written statement for a subordinate who has been declared ineligible for a U.S. Forces Certificate of License (glossary) or whose driving privileges have been suspended or revoked.	2-12b
Advise the suspending authority (glossary) when a subordinate has accumulated 12 or more traffic points in 1 year or 18 points in 2 years.	2-14b(5)(b)
Notify the DES or SF commander when a subordinate's U.S. Forces POV driving privileges have been suspended or revoked.	2-17b
Confiscate the U.S. Forces Certificate of License and send it through the local DES or SF commander to the RMV when a subordinate's driving privileges are revoked by the RMV. Commanders will hold suspended licenses until the end of the suspension (glossary) period and return the license to the operator at the end of the suspension period.	2-17b and c
Maintain DA Form 3626 for each subordinate holding a valid U.S. Forces Certificate of License and POV registration.	2-22
Encourage first-line supervisors or platoon sergeants to visually inspect the POVs of subordinates at least every 180 calendar days and to identify deficiencies that need to be corrected.	3-3c
Ensure that subordinates do not operate a POV when their POV registration has been canceled. Contact the MP or SF station for them to remove canceled license plates from the POV and return them to the RMV.	3-12c
Be the approval authority for applications for racing vehicles (AEA Form 190-1AA, Application for Motor Vehicle Registration or Renewal and Allied Transactions) regardless of an applicant's grade.	3-24a(1)
Ensure that subordinates—	
a. Have a valid U.S. Forces Certificate of License for the class of POV registered (except for nonoperational POVs).	2-1a
b. Notify the FRS when personal or vehicle information changes.	2-8, 3-13
c. Have their POVs inspected at least once every year if the POV is registered for 12 months, or once every 2 years if the POV is registered for 24 months. POVs should also be inspected when there is doubt that they still meet mechanical standards.	3-4f
d. Have proof of ownership and valid insurance when applying for POV registration.	3-5
e. Maintain proper registration and insurance for POVs.	3-5
f. Properly display U.S. Forces-provided POV license plates.	3-18b
g. Provide satisfactory evidence of proper clearance for their POVs.	3-21
h. Promptly and properly dispose of unwanted POVs.	app E

APPENDIX G

SUMMARY OF SUSPENDING, REVOKING, AND APPELLATE AUTHORITY RESPONSIBILITIES

G-1. GENERAL

a. USAFE/AFAFRICA personnel will refer to AFI 31-204 for actions requiring administrative due process.

b. [Tables G-1 through G-3](#) list responsibilities of suspending, revoking, and appellate authorities, referring to the prescribing paragraphs in the basic publication. The position of the suspending, revoking, or appellate authority ([glossary](#)) must be as close as possible in the chain of command or supervision (a person at or above company commander, flight commander, or equivalent-level civilian grade) to the licensee. The [glossary](#) defines suspending, revoking, and appellate authorities.

c. This appendix is not intended to relieve authorities of the need to establish specific administrative procedures to ensure responsibilities are carried out properly.

G-2. SUSPENDING AUTHORITY

[Table G-1](#) lists actions to be taken by suspending authorities ([glossary](#)).

G-3. REVOKING AUTHORITY

[Table G-2](#) lists actions to be taken by revoking authorities ([glossary](#)).

G-4. APPELLATE AUTHORITY

[Table G-3](#) lists actions to be taken by appellate authorities ([glossary](#)).

Table G-1 Suspending Authority Responsibilities	
Responsibility	Paragraph
Investigate accidents or incidents of misconduct and suspend driving privileges when appropriate.	2-14
The following are the two categories of suspensions (glossary):	
a. Discretionary.	
(1) Suspend for an appropriate period of time.	2-14a(1) through (4)
(2) Suspend for periods not to exceed 180 calendar days or 1 year.	2-14a(3) and (4)
b. Mandatory.	
(1) Suspend for periods of 7, 30, 90, between 90 and 180, or 180 calendar days.	2-14b
(2) Suspend for periods required by civil authorities, whichever is stricter.	2-16
Review rebuttals and notify the Registry of Motor Vehicles when appropriate.	2-18
Review licensee appeals to adverse actions and send rebuttals to the revoking authority.	2-18, 2-19
Assess traffic points.	2-21

Table G-2 Revoking Authority Responsibilities	
Responsibility	Paragraph
Declare a person ineligible for AEA Form 190-1F (GER) or AEA Form 190-1F (POL) for the period of time noted for offenses.	2-13
Revoke driving privileges indefinitely, with petition to reinstate authorized only after—	
a. 1 year or until civil authorities reinstate permission to drive, whichever is later.	2-15a, 2-16
b. 5 years or until civil authorities reinstate permission to drive, whichever is later.	2-15b, 2-16
Review adverse actions against personnel in the revoking authority's chain of command or supervision (a person at or above company commander grade, flight commander, or equivalent-level civilian). If adverse action is taken, DA Form 4833, AEA Form 190-1AX, or AEA Form 190-1K must be completed, signed, and sent through the local director of emergency services or the security forces commander to the USAREUR-AF Registry of Motor Vehicles.	2-17
Review petitions for reinstatement of revoked U.S. Forces Certificates of License.	2-20

Table G-3 Appellate Authority Responsibilities	
Responsibility	Paragraph
Inform licensees whose driving privileges have been either suspended or revoked, based on the action or request of civil authorities, that such decisions are final.	2-16
Rule on appeals of adverse actions taken by revoking authorities.	2-19
Establish, with the revoking and suspending authorities, administrative procedures for ensuring appropriate action is taken against violators of this publication.	G-1c above

APPENDIX H

SUMMARY OF RESPONSIBILITIES OF GARRISON DIRECTORS OF EMERGENCY SERVICES AND SECURITY FORCES COMMANDERS

[Table H-1](#) summarizes responsibilities of garrison directors of emergency services (DESs) and security forces (SF) commanders, and refers to prescribing paragraphs in the basic publication and other appendixes.

Table H-1 DES and SF Commander Responsibilities	
Responsibility	Paragraph/ Appendix
Confiscate an individual's AEA Form 190-1F at the time of detention or apprehension for operating a privately owned vehicle (POV) with a blood alcohol content (BAC) over .05 grams of alcohol to 100 milliliters of whole blood or for refusing to submit to a chemical test. Confiscated licenses will be turned over immediately to the individual's commander pending resolution. Appendix J, table J-1 , converts HN breath alcohol levels into U.S. blood alcohol levels.	2-14, 2-15
Review DA Form 4833, AEA Form 190-1AX, or AEA Form 190-1K for appropriateness and send completed forms to the Registry of Motor Vehicles (RMV).	2-17b
Assess traffic points when a response is not received from a commander or supervisor within 60 calendar days after receipt of DA Form 3946, a Law Enforcement Report, or AEA Form 190-1AX.	2-17b, 2-22b
Monitor hours of operation for people with restricted driving privileges.	2-20d(1)
Deny operational registration privileges up to 60 calendar days when temporary plates are not returned on the specified date.	3-7g
Confiscate license plates on notification that the POV registration has been canceled because of lack of insurance or when notified by the RMV to pick up the license plates.	3-12c
Remove license plates that are defaced, altered, or forged.	3-18b(6)(a)
Act on reports of lost, stolen, or recovered POVs or license plates.	app K

APPENDIX I

U.S. FORCES CERTIFICATE OF LICENSE AND MOTOR VEHICLE CLASSIFICATION SUMMARY

I-1. GENERAL

This appendix lists requirements for the different classes of privately owned vehicles (POVs) ([glossary](#)). Individuals with a suspended or revoked U.S. Forces Certificate of License (AEA Form 190-1F (GER) or AEA Form 190-1F (POL)) ([glossary](#)) will not operate any class of vehicle until their suspended or revoked license is reinstated.

I-2. CLASSES OF VEHICLES

Vehicle classes are defined as follows:

a. Class 1. Motorcycles ([glossary](#)) with or without a side car and an engine capacity exceeding 50 cubic centimeters (cc) and a speed exceeding 45 kilometers per hour (kph) (27.9 miles per hour (mph)) (equals German class A).

b. Class 1a. Motorcycles with a power rating of no more than 35 kilowatts (kW), a power-to-weight ratio not exceeding 0.2 kW/kilogram (kg), and not derived from a motorcycle that has a power rating of more than 70kW (equals German class A2).

c. Class 1b. Motorcycles with an engine size of no more than 125 cc and a power rating not exceeding 11 kW. The power-to-weight ratio may not exceed 0.1 kW/kg (equals German class A1).

d. Class 2. Vehicles with more than 15 seats (excluding the driver's seat), trucks with a total weight in excess of 7.5 metric tons, trucks with trailers, POVs with trailers weighing more than 7.5 tons, three-axle vehicles, and double-axle trailers (equals German classes C, CE, D, and DE).

NOTE: Under German law, trailer axles not more than 1 meter apart are considered one axle.

e. Class 3. All vehicles other than classes 1, 1a, 1b, 2, 4, and 5 (covers German classes B, BE, and C1).

f. Class 4. Motorcycles with an engine capacity of no more than 50 cc and a speed not exceeding 45 kph (27.9 mph) (equals German class AM).

g. Class 5. Motorcycles with an engine capacity of less than 50 cc and a speed not exceeding 25 kph (16 mph) (equals German class M).

I-3. REQUIREMENTS FOR OBTAINING A U.S. FORCES CERTIFICATE OF LICENSE

[Table I-1](#) lists classes of vehicles and requirements for obtaining a U.S. Forces Certificate of License in Germany.

Table I-1
U.S. Forces Certificate of License Requirements—Germany

	Class 1 (note 1)	Class 1a (note 1)	Class 1b (notes 1, 2, & 8)	Class 2 (note 1)	Class 3 (note 1)	Class 4 (note 2)	Class 5 (note 2)
Minimum age to operate (note 3)	18 years	18 years	16 years	21 years	17 years	16 years	15 years
U.S. Forces Certificate of License required	Yes (note 4)	Yes (note 4)	Yes (note 4)	Yes	Yes	Yes (note 4)	Yes
U.S. Forces registration required (AEA Form 190-1A)	Yes	Yes	Yes	Yes	Yes	No (note 5)	No (note 5)
U.S. Forces-issued license plates required	Yes	Yes	Yes	Yes	Yes	No (note 6)	No (note 6)
Insurance plates required	NA	NA	NA	NA	NA	Yes (note 5)	Yes (note 5)
Protective helmets/eye protection required (note 7)	Yes	Yes	Yes	NA	NA	Yes	Yes

NOTES: 1. Family members may register class 1, 1a, 1b, 2, and 3 vehicles with German or U.S. Forces authorities. Family members who choose to register a POV with German authorities may obtain a German drivers license if they desire.

2. Mopeds may be classified as class 1b, 4, or 5, depending on the motor size or speed capacity.

3. The minimum age to obtain a U.S. Forces Certificate of License is—

15 years for class 5.

16 years for classes 1b and 4.

17 years for class 3 (The applicant must have a valid country or State drivers license for class 3.)

18 years for class 1 and 1a.

21 years for class 2.

4. Individuals with a class 1, 1a, or 1b license may operate class 4 and 5 vehicles. Individuals with a class 4 license may operate class 5 vehicles. Proof of having attended the 4-hour motorcycle orientation course and, if required, German certification for Army military and civilian personnel and their Family members are prerequisites to obtaining a U.S. Forces Certificate of License for this class.

5. Registration documents are prepared and provided by German insurance companies.

6. Individuals with class 4 and 5 vehicles will have them mechanically inspected at a U.S. Forces POV inspection station and have AEA Form 190-1I (Vehicle Mechanical Safety Inspection Record (Motorized Two-Wheeled Vehicle)) in their possession when operating the vehicle.

7. Approved motorcycle protective equipment is defined in the [glossary](#).

8. Individuals under 25 years of age who apply for a German class 1a license must wait 2 years before they can progress to a class 1 license. Individuals must show proof of having operated a class 1b motorcycle for 4,000 kilometers.

APPENDIX J

BREATH- AND BLOOD-ALCOHOL-LEVEL EQUIVALENTS

J-1. The host nation (HN) police breathalyzer measures breath alcohol concentration in milligrams per liter (mg/L) while U.S. police use grams per 210 liters (g/210 L) to determine the percentage. [Table J-1](#) converts HN breath alcohol levels into U.S. blood alcohol levels applying a 2100:1 blood/breath ratio.

Table J-1					
Breath- and Blood-Alcohol-Level Equivalents					
Breath Alcohol Level	Blood Alcohol Level	Breath Alcohol Level	Blood Alcohol Level	Breath Alcohol Level	Blood Alcohol Level
0.01	0.0021	0.30	0.0630	0.59	0.1239
0.02	0.0042	0.31	0.0651	0.60	0.1260
0.03	0.0063	0.32	0.0672	0.61	0.1281
0.04	0.0084	0.33	0.0693	0.62	0.1302
0.05	0.0105	0.34	0.0714	0.63	0.1323
0.06	0.0126	0.35	0.0735	0.64	0.1344
0.07	0.0147	0.36	0.0756	0.65	0.1365
0.08	0.0168	0.37	0.0777	0.66	0.1386
0.09	0.0189	0.38	0.0798	0.67	0.1407
0.10	0.0210	0.39	0.0819	0.68	0.1428
0.11	0.0231	0.40	0.0840	0.69	0.1449
0.12	0.0252	0.41	0.0861	0.70	0.1470
0.13	0.0273	0.42	0.0882	0.71	0.1491
0.14	0.0294	0.43	0.0903	0.72	0.1512
0.15	0.0315	0.44	0.0924	0.73	0.1533
0.16	0.0336	0.45	0.0945	0.74	0.1554
0.17	0.0357	0.46	0.0966	0.75	0.1575
0.18	0.0378	0.47	0.0987	0.76	0.1596
0.19	0.0399	0.48	0.1008	0.77	0.1617
0.20	0.0420	0.49	0.1029	0.78	0.1638
0.21	0.0441	0.50	0.1050	0.79	0.1659
0.22	0.0462	0.51	0.1071	0.80	0.1680
0.23	0.0483	0.52	0.1092	0.81	0.1701
0.24	0.0504	0.53	0.1113	0.82	0.1722
0.25	0.0525	0.54	0.1134	0.83	0.1743
0.26	0.0546	0.55	0.1155	0.84	0.1764
0.27	0.0567	0.56	0.1176	0.85	0.1785
0.28	0.0588	0.57	0.1197	0.86	0.1806
0.29	0.0609	0.58	0.1218	0.87	0.1827

Table J-1
Breath- and Blood-Alcohol-Level Equivalents—Continued

Breath Alcohol Level	Blood Alcohol Level	Breath Alcohol Level	Blood Alcohol Level	Breath Alcohol Level	Blood Alcohol Level
0.88	0.1848	1.23	0.2583	1.58	0.3318
0.89	0.1869	1.24	0.2604	1.59	0.3339
0.90	0.1890	1.25	0.2625	1.60	0.3360
0.91	0.1911	1.26	0.2646	1.61	0.3381
0.92	0.1932	1.27	0.2667	1.62	0.3402
0.93	0.1953	1.28	0.2688	1.63	0.3423
0.94	0.1974	1.29	0.2709	1.64	0.3444
0.95	0.1995	1.30	0.2730	1.65	0.3465
0.96	0.2016	1.31	0.2751	1.66	0.3486
0.97	0.2037	1.32	0.2772	1.67	0.3507
0.98	0.2058	1.33	0.2793	1.68	0.3528
0.99	0.2079	1.34	0.2814	1.69	0.3549
1.00	0.2100	1.35	0.2835	1.70	0.3570
1.01	0.2121	1.36	0.2856	1.71	0.3591
1.02	0.2142	1.37	0.2877	1.72	0.3612
1.03	0.2163	1.38	0.2898	1.73	0.3633
1.04	0.2184	1.39	0.2919	1.74	0.3654
1.05	0.2205	1.40	0.2940	1.75	0.3675
1.06	0.2226	1.41	0.2961	1.76	0.3696
1.07	0.2247	1.42	0.2982	1.77	0.3717
1.08	0.2268	1.43	0.3003	1.78	0.3738
1.09	0.2289	1.44	0.3024	1.79	0.3759
1.10	0.2310	1.45	0.3045	1.80	0.3780
1.11	0.2331	1.46	0.3066	1.81	0.3801
1.12	0.2352	1.47	0.3087	1.82	0.3822
1.13	0.2373	1.48	0.3108	1.83	0.3843
1.14	0.2394	1.49	0.3129	1.84	0.3864
1.15	0.2415	1.50	0.3150	1.85	0.3885
1.16	0.2436	1.51	0.3171	1.86	0.3906
1.17	0.2457	1.52	0.3192	1.87	0.3927
1.18	0.2478	1.53	0.3213	1.88	0.3948
1.19	0.2499	1.54	0.3234	1.89	0.3969
1.20	0.2520	1.55	0.3255	1.90	0.3990
1.21	0.2541	1.56	0.3276	1.91	0.4011
1.22	0.2562	1.57	0.3297	1.92	0.4032

Table J-1
Breath- and Blood-Alcohol-Level Equivalents—Continued

Breath Alcohol Level	Blood Alcohol Level	Breath Alcohol Level	Blood Alcohol Level	Breath Alcohol Level	Blood Alcohol Level
1.93	0.4053	2.28	0.4788	2.63	0.5523
1.94	0.4074	2.29	0.4809	2.64	0.5544
1.95	0.4095	2.30	0.4830	2.65	0.5565
1.96	0.4116	2.31	0.4851	2.66	0.5586
1.97	0.4137	2.32	0.4872	2.67	0.5607
1.98	0.4158	2.33	0.4893	2.68	0.5628
1.99	0.4179	2.34	0.4914	2.69	0.5649
2.00	0.4200	2.35	0.4935	2.70	0.5670
2.01	0.4221	2.36	0.4956	2.71	0.5691
2.02	0.4242	2.37	0.4977	2.72	0.5712
2.03	0.4263	2.38	0.4998	2.73	0.5733
2.04	0.4284	2.39	0.5019	2.74	0.5754
2.05	0.4305	2.40	0.5040	2.75	0.5775
2.06	0.4326	2.41	0.5061	2.76	0.5796
2.07	0.4347	2.42	0.5082	2.77	0.5817
2.08	0.4368	2.43	0.5103	2.78	0.5838
2.09	0.4389	2.44	0.5124	2.79	0.5859
2.10	0.4410	2.45	0.5145	2.80	0.5880
2.11	0.4431	2.46	0.5166	2.81	0.5901
2.12	0.4452	2.47	0.5187	2.82	0.5922
2.13	0.4452	2.48	0.5208	2.83	0.5943
2.14	0.4494	2.49	0.5229	2.84	0.5964
2.15	0.4515	2.50	0.5250	2.85	0.5985
2.16	0.4536	2.51	0.5271	2.86	0.6006
2.17	0.4557	2.52	0.5292	2.87	0.6027
2.18	0.4578	2.53	0.5313	2.88	0.6048
2.19	0.4599	2.54	0.5334	2.89	0.6069
2.20	0.4620	2.55	0.5355	2.90	0.6090
2.21	0.4641	2.56	0.5376	2.91	0.6111
2.22	0.4662	2.57	0.5397	2.92	0.6132
2.23	0.4683	2.58	0.5418	2.93	0.6153
2.24	0.4704	2.59	0.5439	2.94	0.6174
2.25	0.4725	2.60	0.5460	2.95	0.6195
2.26	0.4746	2.61	0.5481	2.96	0.6216
2.27	0.4767	2.62	0.5502	2.97	0.6237

Table J-1
Breath- and Blood-Alcohol-Level Equivalents—Continued

Breath Alcohol Level	Blood Alcohol Level	Breath Alcohol Level	Blood Alcohol Level	Breath Alcohol Level	Blood Alcohol Level
2.98	0.6258	3.33	0.6993	3.68	0.7728
2.99	0.6279	3.34	0.7014	3.69	0.7749
3.00	0.6300	3.35	0.7035	3.70	0.7770
3.01	0.6321	3.36	0.7056	3.71	0.7791
3.02	0.6342	3.37	0.7077	3.72	0.7812
3.03	0.6363	3.38	0.7098	3.73	0.7833
3.04	0.6384	3.39	0.7119	3.74	0.7854
3.05	0.6405	3.40	0.7140	3.75	0.7875
3.06	0.6426	3.41	0.7161	3.76	0.7896
3.07	0.6447	3.42	0.7182	3.77	0.7917
3.08	0.6468	3.43	0.7203	3.78	0.7938
3.09	0.6489	3.44	0.7224	3.79	0.7959
3.10	0.6510	3.45	0.7245	3.80	0.7980
3.11	0.6531	3.46	0.7266	3.81	0.8001
3.12	0.6552	3.47	0.7287	3.82	0.8022
3.13	0.6573	3.48	0.7308	3.83	0.8043
3.14	0.6594	3.49	0.7329	3.84	0.8064
3.15	0.6615	3.50	0.7350	3.85	0.8085
3.16	0.6636	3.51	0.7371	3.86	0.8106
3.17	0.6657	3.52	0.7392	3.87	0.8127
3.18	0.6678	3.53	0.7413	3.88	0.8148
3.19	0.6699	3.54	0.7434	3.89	0.8169
3.20	0.6720	3.55	0.7455	3.90	0.8190
3.21	0.6741	3.56	0.7476	3.91	0.8211
3.22	0.6762	3.57	0.7497	3.92	0.8232
3.23	0.6783	3.58	0.7518	3.93	0.8253
3.24	0.6804	3.59	0.7539	3.94	0.8274
3.25	0.6825	3.60	0.7560	3.95	0.8295
3.26	0.6846	3.61	0.7581	3.96	0.8316
3.27	0.6867	3.62	0.7602	3.97	0.8337
3.28	0.6888	3.63	0.7623	3.98	0.8358
3.29	0.6909	3.64	0.7644	3.99	0.8379
3.30	0.6930	3.65	0.7665	4.00	0.8400
3.31	0.6951	3.66	0.7686	4.01	0.8421
3.32	0.6972	3.67	0.7707	4.02	0.8442

Table J-1
Breath- and Blood-Alcohol-Level Equivalents—Continued

Breath Alcohol Level	Blood Alcohol Level	Breath Alcohol Level	Blood Alcohol Level	Breath Alcohol Level	Blood Alcohol Level
4.03	0.8463	4.36	0.9156	4.69	0.9849
4.04	0.8484	4.37	0.9177	4.70	0.9870
4.05	0.8505	4.38	0.9198	4.71	0.9891
4.06	0.8526	4.39	0.9219	4.72	0.9912
4.07	0.8547	4.40	0.9240	4.73	0.9933
4.08	0.8568	4.41	0.9261	4.74	0.9954
4.09	0.8589	4.42	0.9282	4.75	0.9975
4.10	0.8610	4.43	0.9303	4.76	0.9996
4.11	0.8631	4.44	0.9324	4.77	1.0017
4.12	0.8652	4.45	0.9345	4.78	1.0038
4.13	0.8673	4.46	0.9366	4.79	1.0059
4.14	0.8694	4.47	0.9387	4.80	1.0080
4.15	0.8715	4.48	0.9408	4.81	1.0101
4.16	0.8736	4.49	0.9429	4.82	1.0122
4.17	0.8757	4.50	0.9450	4.83	1.0143
4.18	0.8778	4.51	0.9471	4.84	1.0164
4.19	0.8799	4.52	0.9492	4.85	1.0185
4.20	0.8820	4.53	0.9513	4.86	1.0206
4.21	0.8841	4.54	0.9534	4.87	1.0227
4.22	0.8862	4.55	0.9555	4.88	1.0248
4.23	0.8883	4.56	0.9576	4.89	1.0269
4.24	0.8904	4.57	0.9597	4.90	1.0290
4.25	0.8925	4.58	0.9618	4.91	1.0311
4.26	0.8946	4.59	0.9639	4.92	1.0332
4.27	0.8967	4.60	0.9660	4.93	1.0353
4.28	0.8988	4.61	0.9681	4.94	1.0374
4.29	0.9009	4.62	0.9702	4.95	1.0395
4.30	0.9030	4.63	0.9723	4.96	1.0416
4.31	0.9051	4.64	0.9744	4.97	1.0437
4.32	0.9072	4.65	0.9765	4.98	1.0458
4.33	0.9093	4.66	0.9786	4.99	1.0479
4.34	0.9114	4.67	0.9807	5.00	1.0500
4.35	0.9135	4.68	0.9828		

J-2. The HN police use several methods to measure the blood alcohol content. The most common German measurement for blood alcohol is grams per kilogram (g/kg) expressed as x.xx % on lab reports. The United States measures grams per 100 milliliters (g/100 mL) expressed in decimal format as a percentage. [Table J-2](#) converts HN blood levels into U.S. blood levels.

Table J-2					
Host Nation Blood Levels Converted to U.S. Blood Levels					
German Blood Level	U.S. Blood Level	German Blood Level	U.S. Blood Level	German Blood Level	U.S. Blood Level
0.01	0.00107	0.30	0.03197	0.59	0.06287
0.02	0.00213	0.31	0.03303	0.60	0.06393
0.03	0.00320	0.32	0.03410	0.61	0.06500
0.04	0.00426	0.33	0.03516	0.62	0.06607
0.05	0.00533	0.34	0.03623	0.63	0.06713
0.06	0.00639	0.35	0.03730	0.64	0.06820
0.07	0.00746	0.36	0.03836	0.65	0.06926
0.08	0.00852	0.37	0.03943	0.66	0.07033
0.09	0.00959	0.38	0.04049	0.67	0.07139
0.10	0.01066	0.39	0.04156	0.68	0.07246
0.11	0.01172	0.40	0.04262	0.69	0.07352
0.12	0.01279	0.41	0.04369	0.70	0.07459
0.13	0.01385	0.42	0.04475	0.71	0.07566
0.14	0.01492	0.43	0.04582	0.72	0.07672
0.15	0.01598	0.44	0.04689	0.73	0.07779
0.16	0.01705	0.45	0.04795	0.74	0.07885
0.17	0.01811	0.46	0.04902	0.75	0.07992
0.18	0.01918	0.47	0.05008	0.76	0.08098
0.19	0.02025	0.48	0.05115	0.77	0.08205
0.20	0.02131	0.49	0.05221	0.78	0.08311
0.21	0.02238	0.50	0.05328	0.79	0.08418
0.22	0.02344	0.51	0.05434	0.80	0.08525
0.23	0.02451	0.52	0.05541	0.81	0.08631
0.24	0.02557	0.53	0.05648	0.82	0.08738
0.25	0.02664	0.54	0.05754	0.83	0.08844
0.26	0.02770	0.55	0.05861	0.84	0.08951
0.27	0.02877	0.56	0.05967	0.85	0.09057
0.28	0.02984	0.57	0.06074	0.86	0.09164
0.29	0.03090	0.58	0.06180	0.87	0.09271

Table J-2 Host Nation Blood Levels Converted to U.S. Blood Levels—Continued					
German Blood Level	U.S. Blood Level	German Blood Level	U.S. Blood Level	German Blood Level	U.S. Blood Level
0.88	0.09377	1.23	0.13107	1.58	0.16836
0.89	0.09484	1.24	0.13213	1.59	0.16943
0.90	0.09590	1.25	0.13320	1.60	0.17049
0.91	0.09697	1.26	0.13426	1.61	0.17156
0.92	0.09803	1.27	0.13533	1.62	0.17262
0.93	0.09910	1.28	0.13639	1.63	0.17369
0.94	0.10016	1.29	0.13746	1.64	0.17475
0.95	0.10123	1.30	0.13852	1.65	0.17582
0.96	0.10230	1.31	0.13959	1.66	0.17689
0.97	0.10336	1.32	0.14066	1.67	0.17795
0.98	0.10443	1.33	0.14172	1.68	0.17902
0.99	0.10549	1.34	0.14279	1.69	0.18008
1.00	0.10656	1.35	0.14385	1.70	0.18115
1.01	0.10762	1.36	0.14492	1.71	0.18221
1.02	0.10869	1.37	0.14598	1.72	0.18328
1.03	0.10975	1.38	0.14705	1.73	0.18434
1.04	0.11082	1.39	0.14811	1.74	0.18541
1.05	0.11189	1.40	0.14918	1.75	0.18648
1.06	0.11295	1.41	0.15025	1.76	0.18754
1.07	0.11402	1.42	0.15131	1.77	0.18861
1.08	0.11508	1.43	0.15238	1.78	0.18967
1.09	0.11615	1.44	0.15344	1.79	0.19074
1.10	0.11721	1.45	0.15451	1.80	0.19180
1.11	0.11828	1.46	0.15557	1.81	0.19287
1.12	0.11934	1.47	0.15664	1.82	0.19393
1.13	0.12041	1.48	0.15771	1.83	0.19500
1.14	0.12148	1.49	0.15877	1.84	0.19607
1.15	0.12254	1.50	0.15984	1.85	0.19713
1.16	0.12361	1.51	0.16090	1.86	0.19820
1.17	0.12467	1.52	0.16197	1.87	0.19926
1.18	0.12574	1.53	0.16303	1.88	0.20033
1.19	0.12680	1.54	0.16410	1.89	0.20139
1.20	0.12787	1.55	0.16516	1.90	0.20246
1.21	0.12893	1.56	0.16623	1.91	0.20352
1.22	0.13000	1.57	0.16730	1.92	0.20459

Table J-2**Host Nation Blood Levels Converted to U.S. Blood Levels—Continued**

German Blood Level	U.S. Blood Level	German Blood Level	U.S. Blood Level	German Blood Level	U.S. Blood Level
1.93	0.20566	2.28	0.24295	2.63	0.28025
1.94	0.20672	2.29	0.24402	2.64	0.28131
1.95	0.20779	2.30	0.24508	2.65	0.28238
1.96	0.20885	2.31	0.24615	2.66	0.28344
1.97	0.20992	2.32	0.24721	2.67	0.28451
1.98	0.21098	2.33	0.24828	2.68	0.28557
1.99	0.21205	2.34	0.24934	2.69	0.28664
2.00	0.21312	2.35	0.25041	2.70	0.28771
2.01	0.21418	2.36	0.25148	2.71	0.28877
2.02	0.21525	2.37	0.25254	2.72	0.28984
2.03	0.21631	2.38	0.25361	2.73	0.29090
2.04	0.21738	2.39	0.25467	2.74	0.29197
2.05	0.21844	2.40	0.25574	2.75	0.29303
2.06	0.21951	2.41	0.25680	2.76	0.29410
2.07	0.22057	2.42	0.25787	2.77	0.29516
2.08	0.22164	2.43	0.25893	2.78	0.29623
2.09	0.22271	2.44	0.26000	2.79	0.29730
2.10	0.22377	2.45	0.26107	2.80	0.29836
2.11	0.22484	2.46	0.26213	2.81	0.29943
2.12	0.22590	2.47	0.26320	2.82	0.30049
2.13	0.22697	2.48	0.26426	2.83	0.30156
2.14	0.22803	2.49	0.26533	2.84	0.30262
2.15	0.22910	2.50	0.26639	2.85	0.30369
2.16	0.23106	2.51	0.26746	2.86	0.30475
2.17	0.23123	2.52	0.26853	2.87	0.30582
2.18	0.23230	2.53	0.26959	2.88	0.30689
2.19	0.23336	2.54	0.27066	2.89	0.30795
2.20	0.23443	2.55	0.27172	2.90	0.30902
2.21	0.23549	2.56	0.27279	2.91	0.31008
2.22	0.23656	2.57	0.27385	2.92	0.31115
2.23	0.23762	2.58	0.27492	2.93	0.31221
2.24	0.23869	2.59	0.27598	2.94	0.31328
2.25	0.23975	2.60	0.27705	2.95	0.31434
2.26	0.24082	2.61	0.27812	2.96	0.31541
2.27	0.24189	2.62	0.27918	2.97	0.31648

Table J-2**Host Nation Blood Levels Converted to U.S. Blood Levels—Continued**

German Blood Level	U.S. Blood Level	German Blood Level	U.S. Blood Level	German Blood Level	U.S. Blood Level
2.98	0.31754	3.33	0.35484	3.68	0.39213
2.99	0.31861	3.34	0.35590	3.69	0.39320
3.00	0.31967	3.35	0.35697	3.70	0.39426
3.01	0.32074	3.36	0.35803	3.71	0.39533
3.02	0.32180	3.37	0.35910	3.72	0.39639
3.03	0.32287	3.38	0.36016	3.73	0.39746
3.04	0.32393	3.39	0.36123	3.74	0.39853
3.05	0.32500	3.40	0.36230	3.75	0.39959
3.06	0.32607	3.41	0.36336	3.76	0.40066
3.07	0.32713	3.42	0.36443	3.77	0.40172
3.08	0.32820	3.43	0.36549	3.78	0.40279
3.09	0.32926	3.44	0.36656	3.79	0.40385
3.10	0.33033	3.45	0.36762	3.80	0.40492
3.11	0.33139	3.46	0.36869	3.81	0.40598
3.12	0.33246	3.47	0.36975	3.82	0.40705
3.13	0.33353	3.48	0.37082	3.83	0.40812
3.14	0.33459	3.49	0.37189	3.84	0.40918
3.15	0.33566	3.50	0.37295	3.85	0.41025
3.16	0.33672	3.51	0.37402	3.86	0.41131
3.17	0.33779	3.52	0.37508	3.87	0.41238
3.18	0.33885	3.53	0.37615	3.88	0.41344
3.19	0.33992	3.54	0.37721	3.89	0.41451
3.20	0.34098	3.55	0.37828	3.90	0.41557
3.21	0.34205	3.56	0.37934	3.91	0.41664
3.22	0.34312	3.57	0.38041	3.92	0.41771
3.23	0.34418	3.58	0.38148	3.93	0.41877
3.24	0.34525	3.59	0.38254	3.94	0.41984
3.25	0.34631	3.60	0.38361	3.95	0.42090
3.26	0.34738	3.61	0.38467	3.96	0.42197
3.27	0.34844	3.62	0.38574	3.97	0.42303
3.28	0.34951	3.63	0.38680	3.98	0.42410
3.29	0.35057	3.64	0.38787	3.99	0.42516
3.30	0.35164	3.65	0.38894	4.00	0.42623
3.31	0.35271	3.66	0.39000	4.01	0.42730
3.32	0.35377	3.67	0.39107	4.02	0.42836

Table J-2**Host Nation Blood Levels Converted to U.S. Blood Levels—Continued**

German Blood Level	U.S. Blood Level	German Blood Level	U.S. Blood Level	German Blood Level	U.S. Blood Level
4.03	0.42943	4.36	0.46459	4.69	0.49975
4.04	0.43049	4.37	0.46566	4.70	0.50082
4.05	0.43156	4.38	0.46672	4.71	0.50189
4.06	0.43262	4.39	0.46779	4.72	0.50295
4.07	0.43369	4.40	0.46885	4.73	0.50402
4.08	0.43475	4.41	0.47013	4.74	0.50508
4.09	0.43582	4.42	0.47098	4.75	0.50615
4.10	0.43689	4.43	0.47205	4.76	0.50721
4.11	0.43795	4.44	0.47312	4.77	0.50828
4.12	0.43902	4.45	0.47418	4.78	0.50935
4.13	0.44008	4.46	0.47525	4.79	0.51041
4.14	0.44115	4.47	0.47631	4.80	0.51148
4.15	0.44221	4.48	0.47738	4.81	0.51254
4.16	0.44328	4.49	0.47844	4.82	0.51361
4.17	0.44434	4.50	0.47951	4.83	0.51467
4.18	0.44451	4.51	0.48057	4.84	0.51574
4.19	0.44648	4.52	0.48164	4.85	0.51680
4.20	0.44754	4.53	0.48271	4.86	0.51787
4.21	0.44861	4.54	0.48377	4.87	0.51894
4.22	0.44967	4.55	0.48484	4.88	0.52000
4.23	0.45074	4.56	0.48590	4.89	0.52107
4.24	0.45180	4.57	0.48697	4.90	0.52213
4.25	0.45287	4.58	0.48803	4.91	0.52320
4.26	0.45394	4.59	0.48910	4.92	0.52426
4.27	0.45500	4.60	0.49016	4.93	0.52533
4.28	0.45607	4.61	0.49123	4.94	0.52639
4.29	0.45713	4.62	0.49230	4.95	0.52746
4.30	0.45820	4.63	0.49336	4.96	0.52853
4.31	0.45926	4.64	0.49443	4.97	0.52959
4.32	0.46033	4.65	0.49549	4.98	0.53066
4.33	0.46139	4.66	0.49656	4.99	0.53172
4.34	0.46246	4.67	0.49762	5.00	0.53279
4.35	0.46353	4.68	0.49869		

APPENDIX K

REPORTING LOST, STOLEN, OR RECOVERED POVs AND LICENSE PLATES

K-1. GENERAL

This appendix prescribes procedures for—

- a. Receiving and recording lost, stolen, or recovered privately owned vehicles (POVs) ([glossary](#)) and license plates.
- b. Informing applicable agencies of the actions in [subparagraph a](#) above.

K-2. STOLEN POVs AND LOST OR STOLEN LICENSE PLATES

- a. If any vehicle registered by the U.S. Forces in Germany is lost or stolen, or one or both license plates are lost, stolen, or recovered, the owner will immediately report to the nearest military police (MP) or security forces (SF) station. POVs in nonoperational status will be reported by their assigned nonoperational number.
- b. When MP or SF stations are not near the scene of the incident, the owner will notify local civilian authorities. The owner will report the incident to the nearest MP or SF station within 24 hours after returning to his or her duty station.
- c. The MP or SF will report thefts, losses, and recoveries by completing AEA Form 190-1AU. If one or more license plates are missing, an MP or SF official will determine who is responsible for the loss of the plates and indicate the determination in the Remarks block (block 15) on AEA Form 190-1AU. AEA Form 190-1AU will be kept in local MP or SF files. A copy of the form will be immediately provided to the nearest German police station or given to the attached German police liaison officer, if available.
- d. MP and SF stations will immediately notify the USAREUR-AF Registry of Motor Vehicles (RMV) of any thefts, losses, or recoveries by providing the information on AEA Form 190-1AU by telephone. The RMV will then provide MP and SF stations the corresponding vehicle-registration numbers.

K-3. RECOVERED VEHICLES AND LICENSE PLATES

- a. Recovered vehicles and license plates will be reported the same way as stolen vehicles and lost or stolen license plates ([para K-2](#)).
- b. U.S. Forces-issued license plates (if any) that remained on a recovered vehicle must be turned in immediately to the local field registration station (FRS) or the nearest MP or SF station. After reporting to the MP or SF station and turning in the license plates, the POV owner must apply for replacement plates through the FRS ([para 3-16a](#)). Customers who report license plates as lost or stolen with fewer than 60 calendar days left on the registration may be issued temporary license plates without first having to register the vehicle as nonoperational.
- c. Recovered European-style license plates that were previously reported lost or stolen will be returned to the RMV for destruction and will not be reissued. These license plate numbers will not be reused until at least 10 years after the date the loss or theft was reported. Fees paid for lost or stolen license plates will not be refunded when those plates are turned in after the loss or theft was reported to the FRS or RMV.

GLOSSARY

SECTION I ABBREVIATIONS

>	greater than
≥	greater than or equal to
<	less than
≤	less than or equal to
405th AFSB	405th Support Brigade (Army Field)
AAFES	Army and Air Force Exchange Service
ADAC	<i>Allgemeiner Deutscher Automobil Club</i> (General German Automobile Club)
ADAPT	Alcohol and Drug Abuse Prevention and Treatment [Program]
AE	Army in Europe
AEPUBS	Army in Europe Library & Publishing System
AF	Air Force
AFI	Air Force instruction
AFPD	Air Force policy directive
APO	Army Post Office
AR	Army regulation
ARC	Advanced Rider Course
ASAP	Army Substance Abuse Program
ATV	all-terrain vehicle
<i>B17</i>	<i>Begleitetes Fahren ab 17</i> (accompanied driving starting at age 17)
BAC	blood alcohol content
BG	brigadier general
BMD	Base Support Operations Maintenance Division, 405th Support Brigade (Army Field)
BRC-I	Basic Rider Course
BRC-II	Basic Rider Course (Sustainment) [equivalent to Experienced Rider Course]
cc	cubic centimeter
CG	commanding general
CG, USAREUR-AF	Commanding General, United States Army Europe and Africa
cm	centimeter
CNE-CNA-C6F	Commander, U.S. Naval Forces Europe/Commander, U.S. Naval Forces Africa/Commander, U.S. Sixth Fleet
CNG	converted natural gas
CONUS	continental United States
DA	Department of the Army
DAFI	Department of the Air Force instruction
dB(A)	decibel (A-weighting)
DD	Department of Defense
<i>DEKRA</i>	<i>Deutscher Kraftfahrzeug-Überwachungs-Verein</i> (Technical Vehicle Inspection Association)
DES	director of emergency services
DOD	Department of Defense
DODI	Department of Defense instruction
DODM	Department of Defense manual
DOL	director of logistics

DOT	United States Department of Transportation
DRMR-E	Defense Reutilization and Marketing Region–Europe
DTS	driver testing station
ECE	[United Nations] Economic Commission for Europe
ECE-R	[United Nations] Economic Commission for Europe regulation
ERC	Experienced Rider Course
ETP	exception to policy
EU	European Union
FRS	field registration station
ft	foot, feet
g	gram
GCMCA	general court-martial convening authority
GO	general officer
GOV	Government-owned vehicle
GVM	gross vehicle mass
GVWR	gross vehicle weight rating
HID	high-intensity discharge
HN	host nation
HQ USAFE/A4	Directorate of Logistics, Engineering, and Force Protection, Headquarters, United States Air Forces in Europe/United States Air Forces Africa
HQ USAFE/A4RT	Transportation Division, Directorate of Logistics, Engineering, and Force Protection, Headquarters, United States Air Forces in Europe/United States Air Forces Africa
HQ USAFE/A4S	Security Forces Division, Directorate of Logistics, Engineering, and Force Protection, Headquarters, United States Air Forces in Europe/United States Air Forces Africa
HQ USAREUR-AF	Headquarters, United States Army Europe and Africa
ICC	insurance confirmation card
ID	identification
IDP	international drivers permit
ILS	individual logistic support
IMCOM	United States Army Installation Management Command
IMCOM-E	United States Army Installation Management Command Europe
in	inch
kg	kilogram
kph	kilometers per hour
kW	kilowatt
L	liter
lb	pound
LED	light-emitting diode
LER	Law Enforcement Report
LLA	legal liaison authority
LN	local national
LPG	liquefied petroleum gas
m	meter
mg	milligram
mL	milliliter
mm	millimeter
MOS	military occupational specialty

MP	military police
mph	miles per hour
MRCE	Medical Readiness Command Europe
MRT	motorcycle refresher training
MSF	Motorcycle Safety Foundation
MSRC	Motorcycle Sport Rider Course
MWR	morale, welfare, and recreation
NAF	nonappropriated fund
NATO	North Atlantic Treaty Organization
O3	captain
O5	lieutenant colonel
O6	colonel
OF	optional form
OPM	Office of the Provost Marshal, G34 Protect, Office of the Deputy Chief of Staff, G3, Headquarters, United States Army Europe and Africa
OPNAV	Office of the Chief of Naval Operations
pam	pamphlet
PCS	permanent change of station
PM	provost marshal
PMR	power-to-mass ratio
POA	power of attorney
POC	point of contact
POL	petroleum, oils, and lubricants
POV	privately owned vehicle
PPE	personal protective equipment
<i>PS</i>	<i>Pferdestärke</i> (horsepower)
reg	regulation
RMV	[United States Army Europe and Africa] Registry of Motor Vehicles
RV	recreational vehicle
SF	[Air Force] security forces
SOFA	Status of Forces Agreement
<i>StVZO</i>	<i>Straßenverkehrs-Zulassungs-Ordnung</i> (Road Traffic Licensing Regulation)
TDY	temporary duty
<i>TÜV</i>	<i>Technischer Überwachungsverein</i> (Technical Control Association)
UCMJ	Uniform Code of Military Justice
UMR	unit motorcycle representative
U.S.	United States
USAFE/AFAFRICA	United States Air Forces in Europe/United States Air Forces Africa
USAG	United States Army garrison
USAREUR-AF	United States Army Europe and Africa
USAREUR-AF PM	Provost Marshal, United States Army Europe and Africa
USEUCOM	United States European Command
VERINET	Vehicle Registry Information Network
VIN	vehicle identification number

SECTION II

TERMS

abandoned vehicle

A vehicle that has gone through the procedures in Section 2575, Title 10, United States Code ([app E](#)). Vehicles that have been stationary for an extended period (except vehicles in authorized deployment holding lots) and vehicles missing license plates or other evidence of ownership are vehicles that will become officially “abandoned vehicles.”

appellate authority

An officer in the rank of colonel (O6) or above, or a civilian supervisor in the grade of GS-15 or above, next above the revoking authority in a licensee’s chain of command. A civilian appellate authority takes no action relating to military personnel and their Family members. Such cases are referred to the military chain of command.

authorized insurance company

A company licensed and regulated or otherwise authorized by German authorities to sell the mandatory third-party liability insurance in Germany.

Begleitetes Fahren ab 17 (B17) driving authorization

A temporary authorization issued by a competent German drivers-license authority (*Fahrerlaubnisbehörde*) to a person who is at least 17 years old and has completed the regular drivers-license test. This authorization is valid only in Germany. The *B17* driving authorization must list all individuals authorized to accompany the holder of the *B17* driving authorization. Authorized individuals must be at least 30 years old, have had a drivers license for at least 5 years, and be reliable drivers (that is, must not have received more than 3 points under the German drivers-license system).

contractor

An individual who works under contract for the DOD and is entitled to individual logistic support under the NATO Status of Forces Agreement.

co-ownership registration

A registration that is issued to individuals who have equal ownership rights in a vehicle and who are not the spouse of the owner.

country license

A valid drivers license from any sovereign country or any State or territory of the United States.

dependent Family members

- Lawful spouses, legitimate unmarried children and stepchildren under the age of 21, and unmarried illegitimate children and stepchildren under age 21 whose paternity has been judicially determined or who live with and receive more than 50 percent of their support from the sponsor.
- Parents, parents-in-law, adoptive parents, adoptive parents-in-law, and unmarried children over 21 years old who are mentally or physically incapacitated and whose incapacitation began before their 21st birthday or occurred before the age of 23 while a full-time student.

- Unmarried children age 21 or 22 whose sponsors are U.S. military members or DOD civilian employees and who are attending an accredited institution of higher learning in a full-time status.
- Family members of DOD civilians, accredited contractors, and foreign military and civilian personnel who reside in the same household as their sponsor unless the sponsor is required because of official duty to reside in a separate household. Children must be unmarried and meet the age or student requirements (or both) as indicated above.

deployment

The detailing of an individual assigned to a unit in Germany that is participating in an ongoing military mission outside Germany (for example, Afghanistan, Kosovo) for an extended period.

driving privilege

The permission granted to a person to operate a privately owned vehicle in Germany. This privilege is subject to administrative suspension or revocation by appropriate authorities.

electric vehicle

Exclusively battery-powered vehicle or plug-in hybrid with an all-battery range of at least 30 kilometers (19 miles). The minimum range for eligible plug-in hybrids is 40 kilometers (25 miles).

emergency vehicle

An ambulance, a motor vehicle belonging to a fire department, or a motor vehicle belonging to a Federal, State, or host-nation law enforcement agency.

eye protection

An eye-protective device that meets Vehicle Equipment Safety Commission Regulation standard 8.

Government-owned vehicle

A self-propelled, wheeled conveyance vehicle owned by the Government and used to perform Government agencies' missions.

guest

A person who spends some time at another person's home in some social activity, as a visit. A guest is not a dependent Family member of the sponsor.

immediate safety hazard

A mechanical deficiency that could cause harm to the operator or occupants of a vehicle, other traffic users, or the environment.

indecent or obscene matter

Texts or illustrations that describe or depict sexual or excretory activities or organs in terms or in a way that is offensive, as measured by contemporary community standards. Such written or graphic material is obscene if, taken as a whole, the material is intended to arouse interest in sex; is offensive because it affronts contemporary community standards relating to the description or representation of sexual matters; and is completely without redeeming social value.

international drivers permit

The translation of a domestic drivers license (IDP), issued by an authorized automobile club (in the United States, that is, the American Automobile Association or the American Automobile Touring Alliance) or respective road or traffic authority, that allows the holder to drive a private motor vehicle in any country or jurisdiction that recognizes the document. An IDP is not valid in the issuing country.

joint ownership registration

A registration of a vehicle in the sponsor's and the spouse's name. Both parties have equal ownership rights in the vehicle.

lienholder

A lender – which can be a bank, financial institution, or private party – who lends money to an individual to purchase property and has a legal right to that property until the debt is paid in full.

list

A form of registration where a vehicle is tracked with the USAREUR-AF Registry of Motor Vehicles for fuel purchase but maintains its original registration. It is used for instances where an owner may not be authorized the full registration benefits.

local national employee

An employee who is employed pursuant to host-nation labor law and the modifications based on Article 56 of the Supplementary Agreement to the NATO Status of Forces Agreement and the *Tarifvertrag vom 16. Dezember 1966 für die Arbeitnehmer bei den Stationierungsstreitkräften im Gebiet der Bundesrepublik Deutschland* (Collective Tariff Agreement II).

motorcycle

A vehicle designed to travel primarily with two wheels in contact with the ground. Included in this category are electric scooters, mopeds, motor-powered skateboards, motor scooters, and motorbikes with or without a sidecar attached that are propelled by an engine (fuel or electric) and require the operator to have a class 1, 1a, 1b, 4, or 5 U.S. Forces Certificate of License.

motorcycle helmet

A protective headgear that meets American National Standards Institute standard Z90-1 or Economic Commission for Europe Norm 22-02 for foreign-made helmets.

motorcycle protective equipment

Items that protect the health of motorcyclists, such as a helmet properly fastened under the chin, eye protection, and protective clothing (for example, full-fingered gloves, over-the-ankle footwear, long-sleeved shirt or jacket, full-length trousers).

motor vehicle

A self-propelled, wheeled conveyance that does not run on rails, but is manufactured primarily for use on public roads. Any self-propelled wheeled conveyance capable of exceeding speeds of 25 kilometers per hour (kph) is considered to be a motor vehicle for the purposes of this publication, including electric bicycles, scooters, e-scooters, and Segways that are capable of exceeding 25 kph.

nonmotorized vehicle

Any wheeled conveyance not capable of exceeding 25 kilometers per hour (kph). This includes electric bicycles, scooters, e-scooters, and Segways with a maximum speed of less than 25 kph.

off-road recreational vehicle

An all-terrain vehicle or a motorcycle used primarily for off-road or cross-country sporting events.

operation of a privately owned vehicle

Driving or otherwise being in physical control of a motor vehicle. A person is in physical control when in a position to regulate or restrain a vehicle's operation or movement.

pocket bike

A vehicle that is also known as *pocket rocket* and *mini-moto*. This bike is a tiny, gas-powered motorcycle that can travel up to 55 miles per hour. It is about 2 feet high and 40 inches long and weighs about 40 pounds (lb). It can hold an adult up to 150 lb. Pocket bikes may not be registered or operated on public roads or U.S. installations in Germany unless certified by the manufacturer for operation on public roads.

privately owned vehicle

A self-propelled wheeled conveyance owned by a private individual for that individual's personal use, such as a coupe, sedan, station wagon, utility vehicle, pickup truck, and van, including seasonal vehicles.

quad

A vehicle with four wheels, no protective body structure, and designed for onroad and offroad use. These vehicles must be registered as automobiles for use on public highways and roads. They may be registered only after passing a mechanical inspection to ensure that they are in compliance with all standards applicable to regular automobiles.

recreational vehicle

A motorcycle, trike, quad, trailer, or motor home. Antique and classic vehicles that are at least 30 years old are also considered recreation vehicles, but must have a designated "H" (historical) license plate in accordance with *Straßenverkehrs-Zulassungs-Ordnung 23* (Road Traffic Licensing Regulation 23), *Gutachten für die Einstufung eines Fahrzeugs als Oldtimer* (Assessment of Oldtimer Classification).

reinstating authority

An individual who has been granted the right to reestablish previously revoked driving privileges. For other than Navy and Air Force personnel, the authority to reinstate driving privileges that were revoked for driving while intoxicated will be the responsible United States Army garrison (USAG) commander or an individual designated in writing by the USAG commander. For Navy personnel, the authority to reinstate previously revoked driving privileges will be according to Office of the Chief of Naval Operations Instruction (OPNAV) 11200.5D. For Air Force personnel, the reinstating authority will be the installation commander or the installation commander's delegee. For a person whose license was revoked for causes other than driving while intoxicated, only the USAFE/AFAFRICA wing commander in the area in which the individual is assigned will have the authority to reinstate driving privileges.

restraining device

A mechanism designed to hold a person steady in a seat (for example, seatbelt, lap belt, shoulder belt, child-restraining device).

revocation

Withdrawal of driving privileges for a period of up to 5 years.

revoking authority

An officer in the rank of major (O4) or above, or a civilian supervisor in the grade of GS-12 or above, next above the suspending authority in the chain of command of a licensee. If a commander has designated an O4 or GS-12 as the suspending authority for a unit, organization, or group of people, the commander will be the revoking authority. With the exception of the USAREUR-AF Registrar and the Deputy USAREUR-AF Registrar, a civilian revoking authority will not revoke driving privileges of military personnel or their Family members. Such cases will be referred to the military chain of command. For Air Force personnel, the revoking authority will be the mission support group commander (O6).

service of process

The act of issuing a traffic ticket.

sponsor

A person entitled to logistic support in the European theater because of assignment to or employment by the U.S. Forces or by a civilian component of the U.S. Forces.

spouse

A person legally married under the law of the place in which the marriage was celebrated to a current, former, or retired uniformed Service member, eligible civilian employee, or other eligible individual regardless of gender or state of residence. The local legal assistance office should be contacted for dependency determination of same-sex spouses married in a foreign country.

supervisor

A commissioned officer or a civilian employee exercising supervisory responsibilities over military or civilian personnel. This authority may be delegated to a noncommissioned officer.

suspending authority

An officer or civilian in a licensee's chain of command or supervision (a person at or above company licensee, or an officer in the grade of captain (O3) or above (normally the company commander)) who has been designated by a commander as the individual who has the right to withdraw driving privileges for a given time for members of a unit or organization. For Air Force personnel, the suspending authority will be the deputy mission support group commander (O5).

suspension

Withdrawal of driving privileges for a specific period from 7 calendar days to 1 year.

trike

A three-wheeled vehicle that uses a motorcycle-type engine or an automobile engine. A motorcycle with sidecar is not a trike. Registration plates for these vehicles will be mounted on the rear of the vehicle. Trikes will be required to pass a mechanical inspection under the same standards as regular automobiles and motorcycles. The only exception will be that a trike does not require seatbelts.

truck

A motor vehicle designed, used, and maintained primarily to transport cargo.

U.S. Forces Certificate of License

AEA Form 190-1F (GER), AEA Form 190-1F (POL), AEA Form 190-1G (GER), or AEA Form 190-1G (POL), which U.S. Forces military and civilian personnel and their Family members must have to drive in Germany or Poland. This does not include the operation of Government vehicles, which can be operated using Optional Form 346 or Air Force Form 2293.