CLASSROOM ISSUE

SECTION I

I. PURPOSE: To emphasize the importance of completing accident investigation reports relative to accident facts and to stress the investigation procedures to trainees.

A. Instructions to trainees: You are directed to investigate a traffic accident. The information required for completion of Part A, Military Police Traffic Accident Investigation (DA Form 19-68), is found in the situation below, as may be written in item number 16 (What Happened), of DA Form 19-68. You will have approximately twenty (20) minutes in which to complete Part A of DA Form 19-68.

B. Part B of DA Form 19-68 will be completed in a practical exercise outside the classroom.

II. SITUATION: You are a military policeman on duty at Fort Gordon, Georgia. Cpl RITTNER, James S., MP Desk Sgt, has notified your patrol by radio, o/a 1438 hours, of a motor vehicle accident. You have taken the first step in investigating an accident, i.e., you have arrived at the scene, quickly but safely.

Follow as closely as possible, the other seven basic steps used in investigative procedures, to include interviewing of drivers, occupants of vehicles and witnesses. Drawing a free hand sketch of the accident scene to include all landmarks, signs, physical features, skidmarks, necessary measurements, etc.

(16. WHAT HAPPENED DA Form 19-68).

On or about 1435 hours, Friday, 15 May 1964, Pvt JONES, John E., RA 10 000 000, Hq and Hq Co, 4th Tng Regt (MP), USATC, Fort Gordon, Georgia, while operating a 1/4-ton, 4x4 military vehicle, USA Registration #103405, bumper marking TVMP 235, model 1958, manufactured by Ford, was involved in a motor vehicle accident with a civilian vehicle. JONES had in his possession a valid trip ticket and a U.S. Government Motor Vehicle Operator's Identification Card, #TCA-487, issued by Motor Officer, 4th Tng Regt, Fort Gordon, Georgia. Drivers permit indicated that JONES was born on 22 May 1934, had brown hair, grap eyes, 68" in height and weighed 165 pounds. Limitation on permit indicated that JONES must drive with glasses, which he apparently was wearing.

Civilian vehicle was operated by Cpl GREEN, Mary F., WA 20 020; WAC Det, 3441 ASU, Fort Gordon, Georgia. GREEN was driving a 1957 Buick, two (2) door Sedan, dark green in color, Georgia registration # AA-88, Fort Gordon post decal E-107. GREEN had in her possession, a valid Georgia operators licence # , expiring 23 Nov 67 and a valid registration certificate # AA-88, showing her to be the owner of the Buick. GREEN'S personal description as follows: Born 23 Nov 43, blond hair, blue eyes, 55" in height and weight of 120 pounds.

Investigation of the accident showed that vehicle #1 (military vehicle - see attached diagram) was damaged to the extent of a bent front fender, right front bumper bent backward, and broken right front headlight. Estimated damages, $95.00. Vehicle was driveable.

Vehicle #2 (civilian vehicle) received damage to the extent of left front fender and bumper pushed well inward to the wheel left front headlight broken, hood sprung and bent, and right front wheel damaged. Removed to Blands Garage, Hwy #1 and Milledgeville Road, Maxville, Ga. Vehicle removed o/a 1545 hours by RUBIO, Antonio, driver of

tow truck #2, Blanks Garage.

Further investigation revealed that vehicle #1 was traveling north on ATC Ave., (2 lane, macadam surface) o/a 35 M.P.H., (posted speed 45 M.P.H.) striking vehicle #2, traveling in a westerly direction on 8th Street (2 lane, macadam surface). The driver of vehicle #2 was attempting to make a right turn onto ATC Avenue and apparently failed to observe the STOP sign on her approach to the intersection. As a result, this caused vehicle #1 to strike vehicle #2, right front to left front.

JONES and GREEN, drivers of the vehicles involved, refused to make statements except for information pertaining to themselves. It was determined that JONES had been driving approximately nine (9) years and Green for two (2) years. No injuries were sustained by the subjects.

Neither party concerned had any occupants in their respective vehicles.

At the time of the accident, the weather was clear, the road had no defects, traffic was light.

One (1) witness to the accident was present. (Apparently there were no other witnesses or pedestrians). The witness, SFC HOLMES, Harry H., RA 30 030 030, Co E, 40th Signal Bn, Fort Gordon, telephone extension 2002, was walking in a westerly direction on 8th Street and claims to have seen the events. (See attached statement).

It is the opinion of the investigating military policeman that the direct cause of the accident was due to the negligence of driver of vehicle #2, in that she failed to observe STOP sign and thereby contributed directly to the accident. The immediate cause which contributed to the direct cause of the accident was the apparent inattention of the driver of vehicle #2, who failed to observe the STOP sign. The early cause in this case was the mental attitude of the driver who was apparently preoccupied with other matters. To tie the two vehicle drivers together in the direct cause of this accident it may be determined that the driver of vehicle #1, assuming the driver of Vehicle #2 would stop at the STOP sign, failed to perceive that vehicle #2 would not stop and thereby did not take evasive action to prevent the mishap. The contributing factor to the direct cause (immediate cause) was the unusual behavior of the driver of vehicle #2, which again driver of vehicle #1 failed to perceive. The early cause on the part of the driver of vehicle #1, even though apparently driving at a speed lower than the posted speed limit, was the fact that he failed to slow down or drive "defensively" on the approach to the intersection.

III. REFERENCES: FM 19-25, Oct 64, para 26, 34; Chap 5-6, App 4, 5, 6, 10; AR 190-5, Dec 62; AR 190-15, Jan 61; AR 385-55, Dec 62; UCMJ 1951, para 190; Traffic Accident Investigator's Manual for Police (The Traffic Institute Northwestern University).

Traffic Accident Investigation

Never draw anything you haven't seen yourself.

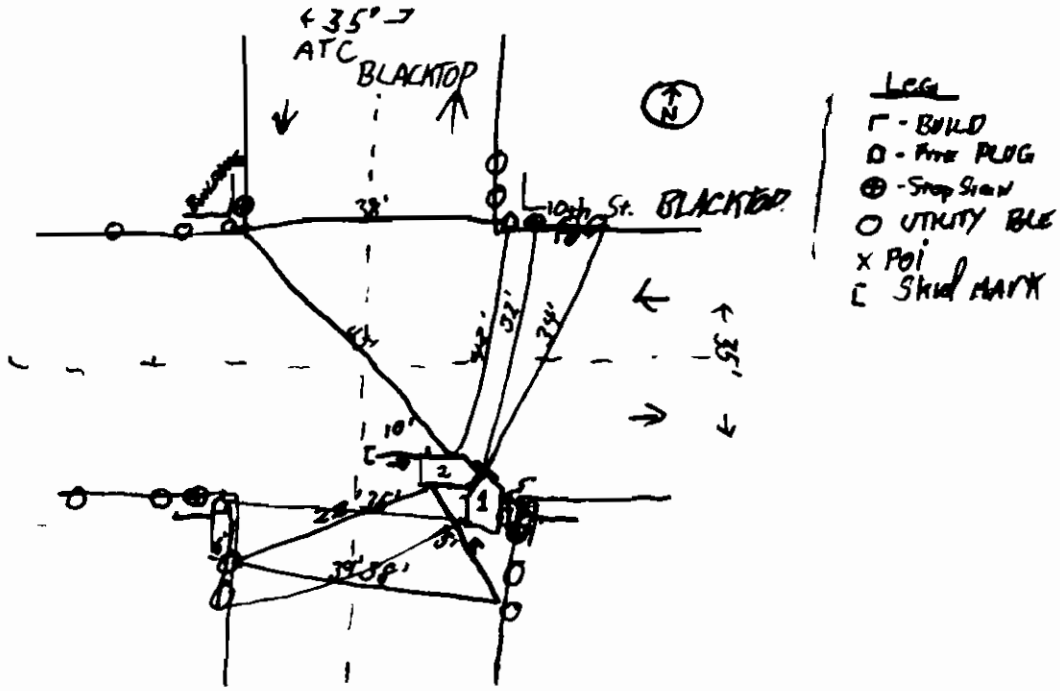
Types of accidents

Veh to Veh

Veh to Fixed Object

Veh to Pedestrian.

Veh to Other "describe"



BUDWISER

L.S.D.

POT

M.P. Escorts

We have a lead vecal, sucures rightaway, may in some cases stop traffic. We have perimeter guards.

Detailed plan, is corrodinated with F.B.I., CIA, MPCI, etc. then each group just does there own job and no-more.

[redacted] Body guards are used for constant protection, highly trained remains close to V.I.P.

SUMMARY SHEET

1. Reasons For Traffic Accident Investigation:
   a. Prevention of future accidents.
   b. Reference in the event claims are brought against the U.S. Government.
   c. Determine the cause of the accident.
   d. Reference for preparation of reports.

2. Definition: A traffic accident is an unfortunate occurence or mishap involving one or more moving vehicles over a roadway or area, which causes death, personal injury and/or property damage.

3. Traffic Accident Causes:
   a. Direct cause.
      (1) Speed.
      (2) Initial behavior.
      (3) Delayed perception.
      (4) Faulty evasive action.
   b. Mediate cause.
   c. Early cause.

4. Six Stages of Accidents or Chain of Events:
   a. Point of possible perception.
   b. Point of perception.
   c. Point of no escape.
   d. Key event.
      (1) Collision.
      (2) Noncollision.
      (3) Running of the traveled or usable portion of the roadway.
   e. Point of maximum engagement.
   f. Final position.

5. Classification:
   a. Vehicle-Vehicle.
   b. Vehicle-Fixed Object.
   c. Vehicle-Pedestrian.
   d. Vehicle-Other.

6. Preparation For Accident Investigation:
   a. Basic items.
      (1) Properly equipped vehicle.
      (2) Emergency equipment.
   b. Special items.
      (1) Recording devices and forms.
      (2) Storage facility for all of the above in the vehicle.

7. Accident Investigation:
   a. Proceed to the scene quickly but safely.
   b. Care for the injured and protect property.
   c. Establish traffic control in vicinity.
   d. Secure statements.

(1) Questioning.
(2) Article 31, UCMJ.
(3) Descriptive information (if fleeing the scene is also connected with the accident.

e. Secure Traffic Accident Facts.
(1) Observe and record physical conditions.
(2) Careful inspection of the vehicle.
(3) Record and retain data.
(a) Use of forms.
(b) Measurements and sketches.
(c) Photography.
(d) Complete and accurate note-taking.
(e) Objective reporting.

f. Check on operator's vehicle accident report.
g. Clear the traffic accident scene and complete the report.
h. Recheck the report.

8. Special Considerations:
a. Skidmarks.
b. Scuffs.
c. Gouges and scratches.

9. Follow-Up Activities:
a. Fleeing the Scene, Accident.
b. Drunken driving.
c. Accident victims.
d. Examination of facts.
e. Reporting violations.

10. Use of Forms:
a. DA 19-68 Part A.
b. DA 19-68 Part B.

11. Measurements and Sketches:
a. Triangulation.
b. Diagram Identification.
c. Skid Marks.
d. Other Road Marks.
e. Traffic Control Signs, Signals or Devices.
f. Any other measures as may be necessary or desired.

SUMMARY SHEET

1. Traffic Control Signs.
   a. Regulatory Signs.
      (1) Inform motorists of laws and regulations.
      (2) Violation constitutes a misdemeanor.
   b. Warning Signs.
      (1) Warns of existing hazards.
      (2) Requires caution and reduction of speed.
   c. Guide Signs.
      (1) Guide motorists.
      (2) Give directions.
      (3) Identify places and things.
      (4) Guide sign groups.
         (a) Route and auxiliary markers.
         (b) Destination and distance.
         (c) Information.

2. Traffic Control Devices.
   a. Delineator stake.
      (1) Wooden stake.
      (2) Mounted with reflectors or reflectorized material.
      (3) Used to outline road hazards.
      (4) Normal visibility - 300 meters.
   b. Kit, Highway Warning.
      (1) Maximum visibility - 244 meters.
      (2) Flasher 70 - 120 times per minute.
      (3) No cut-off switch.
      (4) Wooden or metal box.

3. Techniques of Route Marking.
   a. Permanent signs made and posted by engineers.
   b. Temporary signs made and posted by Military Police.
      (1) Normal driving conditions.
         (a) Height not less than five (5) feet from sign bottom to pavement crown.
         (b) Placed six to ten feet from pavement edge.
      (2) Near obstructions.
         (a) Height not less than seven (7) feet to sign bottom.
         (b) Placed not less than two (2) feet from pavement edge.
      (3) Unit Guide Signs.
         (a) No basic policy for posting.
         (b) Following used as a guide:
            1. Advance warning - 225 meters.
            2. Advance guide sign - 60 to 90 meters.
            3. At or near hazard of condition warned of.
            4. Confirmatory sign - 7 to 30 meters after point of change.
            5. Reassurance sign - 90 meters - after change or turn and as required along route.

SUMMARY SHEET

1. Purpose of Traffic Law Enforcement.

   a. Encourage drivers and pedestrians to comply voluntarily with traffic laws, regulations and orders.
   b. Minimum enforcement personnel.
   c. Minimum disciplinary action.
   d. Punishment of offenders is not the purpose.

2. Types of Traffic Law Enforcement.

   a. Preventive enforcement.

      (1) Routine patrols.
      (2) Obvious to traffic.
      (3) Assist and advise.
      (4) Give warning to minor violators.

   b. Selective enforcement.

      (1) Evaluation of traffic.

         (a) Violation.
         (b) Incidents.
         (c) Accidents.

      (2) Corrective actions.

         (a) Apprehensions.
         (b) Armed Forces Traffic Ticket (DD Form 1408).
         (c) Written warnings.
         (d) Changes to traffic regulations.

3. Enforcement Policies.

   a. Established by commander.
   b. Policies recommended by PM.
   c. Post commander delegates authority to PM.
   d. Military police represent the commander.
   e. Tolerance.

      (1) Human.
      (2) Short burst of speed.
      (3) Stop-sign enforcement.
      (4) Time-limit parking.
      (5) Warnings.

February 1968

SUMMARY SHEET

1. Instrument and Controls of the 1/4-Ton Truck, M-151.
   a. Instrument pannel.
   b. Light switch.
   c. Transmission.
   d. Transfer shift lever.

2. Hand and Arm Signals - Rules of the Road.
   a. Slow or stop.
   b. Left turn.
   c. Right turn.
   d. Rules of the road.

3. Elements of a Motor Column.
   a. The head.
   b. The main body.
   c. The trail.

4. Methods of Movement.
   a. Close column.
   b. Open column.
   c. Infiltration.

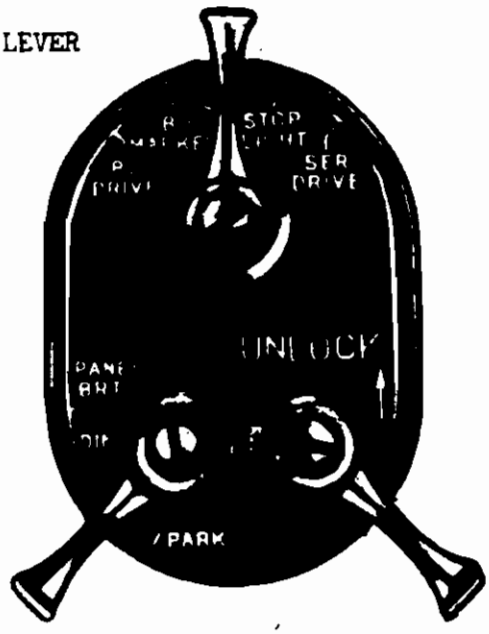
5. March Discipline.
   a. Relay all signals and orders.
   b. Obedience to all traffic regulations.
   c. Speed and gap.
   d. Speedometer multiplier system.
   e. Safety factors.

6. Communication Control.
   a. Visual signals.
   b. Audio signals.
   c. Other methods.

7. Characteristics and Driving Procedure on the Motor March Route.
   a. Intersections.
   b. Road signs.
   c. Rough surface and difficult terrain.
   d. Starting point.
      (1) First vehicle moves out.
      (2) Second vehicle moves out slowly, and gains prescribed interval between vehicles.
      (3) Succeeding vehicles repeat procedures of first and second vehicle.
   e. Halting of convoy.
      (1) Close-up
      (2) 3-5 meters.
      (3) Right side of road directly behind vehicle in front.
   f. Dropping off the road.
      (1) Never turn sharply back on road.
      (2) Approach road with as much angle as possible.

LIGHT SWITCH

SELECTOR LEVER



AUXILIARY LEVER

UNLOCK LEVER

The light switch is located on the dash board to the left of the steering gear jacket. It consists of three levers, for three individual switches, incorporated into one switch unit. The levers are the selector lever, auxiliary lever, and unlock lever. The switches control the various lighting circuits of the vehicle. All levers are shown in the off position.

TO TURN ON STOPLIGHT
1. Lift up on the unlock lever.
2. Move selector lever one click to the right.

TO TURN ON SERVICE DRIVE
1. If stoplight is not on, lift up on unlock lever.
2. Move selector lever two clicks to the right.

TO TURN ON BLACKOUT MARKERS
Simply move selector lever one click to the left of the off position.

TO TURN ON BLACKOUT DRIVE
1. Lift up on unlock lever
2. Move selector lever two clicks to the left of the off position

TO TURN DASH LIGHTS ON DIM
Merely move the auxiliary lever up one click.

TO TURN DASH LIGHTS ON BRIGHT
Simply move auxiliary lever up two clicks from the off position.

SUMMARY SHEET

1. Introduction to Traffic Control.
   a. Traffic regulation: is the planning scheduling, routing and directing of the roads and highways by traffic so as to meet military requirements.
   b. Traffic control: the basic principle of military traffic control is the maximum flow with minimum control and direction.
   c. Characteristics of traffic.
      (1) Combat zone - insure that the movement of authorized traffic moves uninterruptedly with a certainty of arrival of vehicles, personnel and cargoes at their intended destination according to schedule.
      (2) Communication zone - influenced by and is responsive to the tactical requirement of the combat situation.
      (3) Zone of the interior - the safe, efficient and economical movement of vehicles, personnel and equipment.

2. Principles and Types of Traffic Control.
   a. Responsibilities of traffic control.
      (1) Commander.
      (2) Staff.
      (3) Provost Marshal.
      (4) Supervisory Personnel.
      (5) Unit Commander.
      (6) Convoy Commander.
      (7) Individual drivers.
   b. Area control.
   c. Organizational control.
   d. Authority of military police.
      (1) Representative of commander.
      (2) Duties during peace time.
      (3) Duties during combat operations.

3. Methods of Traffic Control.
   a. Point control.
   b. Motor patrols.
   c. Escorts (Convoy, VIP, Security).
      (1) Leading and following.
      (2) Leading.
      (3) Empty truck.
      (4) Leapfrog.
      (5) Modified leapfrog.
      (6) Aircraft.

March 1967

SUMMARY SHEET

1. Rules of the Road.
   a. Safe speed determination.
      (1) Flow of traffic.
      (2) Must be within authorized speed limit.
   b. Drive on right half of highway.
   c. Overtaking and passing.
      (1) Pass on left (as a rule).
      (2) Passing on right authorized when:
         (a) Overtaken vehicle is making a left turn.
         (b) Traveling on one-way roads (two or more lanes).
   d. Signaling.
      (1) Give in advance to afford reasonable warning.
      (2) Give continuously not less than 100 feet before turning.
   e. Right-of-way.
      (1) Given to first vehicle arriving at intersection.
      (2) Given to vehicle approaching from right.
      (3) Through highway traffic has right-of-way over secondary road traffic.
      (4) Right-of-way over all other traffic.
2. Safety in Operation of Motor Vehicles.
   a. Cause of traffic accidents.
      (1) Approximately 90% - human failure.
      (2) Following too closely.
      (3) Too fast for road and weather conditions.
      (4) Failure to signal or improper signal.
   b. Contributing factors: Light, weather, roads, etc.

CLASSROOM ISSUE

SECTION I

I. Purpose: To give trainees some experience in completing DA Form 2400, 2404 and 2408-1.
   a. Instructions to students: Complete this exercise by individual work as directed by the instructor.

II. General Situation: You have been assigned as company driver. At 0700 hours you report to the motor pool to draw a vehicle. The dispatcher has issued to you a vehicle and an Equipment Utilization Record (DA Form 2400) with an Equipment Daily or Monthly Log (DA Form 2408-1) and Equipment Inspection and Maintenance Worksheet (DA Form 2404).
   a. Special Situation: You, PVT Carl E. Jones, are the first driver and are to report to LT Stevens.
      (1) While performing your first echelon maintenance you notice that the rear view mirror is broken and the fuel gauge is not registering.
      (2) You leave the motor pool at 0720 hours. Your speedometer reading is 17,300.
      (3) While driving to the company you notice that the clutch is slipping and there is a knocking sound in the left front wheel.
      (4) You arrive at the company at 0730 hours.
      (5) At 0810 hours you leave the company for the personnel office with the company clerk. You arrive at 0825 hours.
      (6) The company clerk returns at 0835 hours and you leave for the company. You arrive at 0845 hours.
      (7) At 0945 hours you take the CO and first sergeant to Range 18. You arrive at 1025 hours.
      (8) At 1130 hours you leave for the company with the first sergeant. You arrive at 1210 hours.
      (9) At 1325 hours you take a man to the hospital, arriving at 1335 hours.
      (10) The man is admitted to the hospital. You leave at 1405 hours to return to the company. You arrive at 1415 hours.
      (11) At 1600 hours LT Stevens release the vehicle. You arrive at the gas station at 1605 hours.
      (12) It takes three gallons of gas and no oil to refill your vehicle
      (13) At 1615 hours you leave for the motor pool, arriving at 1620 hours. Your speedometer reads 17,338.
      (14) You complete form your after operation check and find no additional deficiencies or shortcomings.

III. Requirements: Complete the sample DA Forms 2400, 2404, and 2408-1, from the information found in the general and special situation above.

IV. References: TM 9-2320-218-10, Oct 62, w/Change , para 6, 13, 14, 19, 20, 22, 25.1, 51, 42, Fig 22-24; TM 21-300, Mar 64, w/Changes, para 29, 31, 32; TM 21-305, Dec 56, w/Changes, para 28, 29; TM 38-750, Jan 64, w/Changes, para 1-4, 2-2, 3-4, 4-5; TB AG/TAG 305-17, Oct 64; TM 9-8014, Apr 55, w/Changes.

EQUIPMENT UTILIZATION RECORD
(TM 38-750)

DATE	TYPE	USA NUMBER/SERIAL NUMBER	ADMINISTRATION NUMBER
9 [illegible]	[illegible]	[illegible]	[illegible]

OPERATOR	ACTION	TIME	MILES	HOURS	
[illegible]					
1ST OPERATOR: P.T. [illegible]	IN	1620	17338		REPORT TO: [illegible]
OPERATOR'S SIGNATURE: [illegible]	OUT	[illegible]	17300		DISPATCHER'S SIGNATURE
	TOTAL	920	38		
2ND OPERATOR	IN				REPORT TO
OPERATOR'S SIGNATURE	OUT				DISPATCHER'S SIGNATURE
	TOTAL				
3RD OPERATOR	IN				REPORT TO
OPERATOR'S SIGNATURE	OUT				DISPATCHER'S SIGNATURE
	TOTAL				
4TH OPERATOR	IN				REPORT TO
OPERATOR'S SIGNATURE	OUT				DISPATCHER'S SIGNATURE
	TOTAL				

DESTINATION	TIME ARRIVE	TIME DEPART	RELEASED BY (Signature)	REMARKS
FROM 1. [illegible] #4		720		
TO 2. [illegible]	[illegible]	[illegible]		
TO 3. Personnel office	08[illegible]	[illegible]		
TO 4. Company	[illegible]	[illegible]		
TO 5. Range [illegible]	1025	[illegible]		
TO 6. Company	1210	1320		
TO 7. Hospital	13[illegible]	[illegible]		
TO 8. Company	[illegible]	[illegible]	[illegible]	
TO 9. [illegible]	[illegible]	[illegible]		
TO 10. Motor [illegible]	[illegible]			
TO 11.				
TO 12.				
TO 13.				
TO 14.				
15.				

SAMPLE

DESTINATION	TIME		RELEASED BY (Signature)	REMARKS
	ARRIVE	DEPART		
TO 16				
TO 17				
TO 18				
TO 19				
TO 20				
TO 21				
TO 22				
TO 23				
24				
TO 26				
27				
29				
TO 35				
TO 36				
4				
TO 4				
TO 42				

U.S. GOVERNMENT PRINTING OFFICE

I-1-2

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

(TM 38-750)

1. ORGANIZATION	2. NOMENCLATURE AND MODEL

3. REGISTRATION/SERIAL/FSN	4. USAGE: a. MILES	b. HOURS	c. ROUNDS FIRED	5. DATE	6. TYPE INSPECTION

7. APPLICABLE REFERENCE

TM NUMBER	TM DATE	TM NUMBER	TM DATE

INSTRUCTIONS - Perform each check listed in the TM applicable to the inspection performed. Following the sequence listed in pertinent TM, complete form as follows:

COLUMN a - Enter TM item number.

COLUMN b - For Army aircraft, enter condition status. For other equipment enter "DL" if condition deadlines equipment.

COLUMN c - Enter deficiencies and shortcomings.

COLUMN d - Show corrective action for deficiency or shortcoming listed in Column c.

COLUMN e - Individual ascertaining completed corrective action initial in this column.

For Command Material Readiness Inspections enter scoring codes as follows: D - Deficiency; S - Shortcoming; R - Material Readiness Rating; O - Organizational Maintenance Rating; F - Field Maintenance Rating.

ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREON.

SIGNATURE *(Person(s) performing inspection)*	SIGNATURE *(Maintenance Supervisor)*	8. MANHOURS REQUIRED

TM ITEM NO a	STATUS b	DEFICIENCIES AND SHORTCOMINGS c	CORRECTIVE ACTION d	INITIAL WHEN CORRECTED e
[illegible]		Broken Rearview Mirror		
[illegible]		Fuel gauge is broken		
[illegible]		Front wheel leaking		
[illegible]		Clutch is slipping		

SAMPLE

CMRI SCORE SUB TOTAL	R		O		F		TOTAL SCORING POINTS
	D	S	D	S	D	S	

☐ CONTINUED ON REVERSE SIDE

DA FORM 2404, 1 APR 62

TM ITEM NO. a	STATUS b	DEFICIENCIES AND SHORTCOMINGS c	CORRECTIVE ACTION d	INITIAL WHEN CORRECTED e
TOTAL SCORE	D S D	S D S		TOTAL SCORING POINTS

SAMPLE

1. NOMENCLATURE

2. REGISTRATION OR SERIAL NUMBER

3. NEXT PERIODIC SERVICE DUE *(Date)*

4. NEXT LUBRICATION DUE *(Date)*

5. TYPE OF LOG
[ ] DAILY
[ ] MONTHLY

DATE OF ENTRY a	READING HOURS MILES b	TOTAL FUEL ADDED *(Gal)* c	OIL ADDED *(Qt)* d ENGINES	TRANS-MISSION				WERE THERE ANY UNCORRECTED DEFICIENCIES OR SHORTCOMINGS IN COLUMN C, DA FORM 2404? *(Check one)* e YES	NO	CHECK BELOW IF EQUIPMENT IS OPERATIONAL f	SIGNATURE OF OPERATOR OR CREW CHIEF g	INDICATE NUMBER OF DAYS NON-OPERATIONAL AND SIGN BELOW AFTER EQUIPMENT IS AGAIN OPERATIONAL h NO. DAYS ORG	SPT	SIGNATURE
[illegible]	17338	3						✓		✓	[illegible]			

SAMPLE

DA FORM 2408-1, 1 JAN 64

EQUIPMENT DAILY OR MONTHLY LOG
(TM 38-750)

CLASSROOM ISSUE

APPENDIX 4 TO SECTION I

(DRIVER'S PREVENTIVE MAINTENANCE; BEFORE, DURING, AND AFTER OPERATION)

1. Before operation preventive maintenance service.

a. Radiator Coolant -(TM item # sequence 22/1) Check coolant level, fill just below bottom of filler neck. Check if drain cocks are tight. Inspect hoses, around hose connections and clamps, radiator core, and radiator frame for leaks. Report any leak to organizational maintenance. If water is added in cold weather, test solution with ahydrometer to check if system has enought anti-freeze.

b. Engine Oil Level.-(TM item # sequence 22/2) Check oil level and add as required. Do not go over the "full" mark.

c. Engine Compartment -(TM item # sequence 22/3) Check for any evidence of fuel, oil, or hudraulic fluid leaks. Check if all wiring is properly secured and connected. Remove any obstructions, brush or leaves, that may have entered. Check if vent hole in master sylinder cap is clean.

d. Tools and Canvas Top and Vehicle Publications.-(TM item # sequence 22/4) Check if jack, wrenches, and other tools are present and in a serviceable condition in the tool compartment. Check if all canvas top components are present, and if not in use, that are properly stowed under the rear seat. Check driver's seat map compart ent to see if lubrication manual and form/s are present. Check if Equipment Log Blinder is present.

e. Tires.-(TM item # sequence 22/5) Gage tires, including spare for correct pressure. Remove any penetrating object such as nails, glass, etc. Note if tire loses air. Check for missing value caps or unusual wear. Report any unusual wear.

	Front	Rear
Highway	20 lb	25 lb
Cross country	18 lb	22 lb
Mud, sand, snow	12 lb	18 lb

f. Vehicle Equipment -(TM item # sequence 22/6) Visually inspect the following for security of mounting or damage: vehicle body, towing pintle, lifting shackless, spare tire mounting, gasoline can straps, reflectors, pioneer tools, fire extinguisher (if so equipped), windshield hinges and looking pins. If canvas top is installed check if straps are tight and button fasteners are snapped. Check passenger seat safety strap for serviceability.

g. Fuel - (TM item # sequence 22/7) Add fuel and fill spare gasoline can if required. Cehck if strainer in tank filler neck is clean. Warning: Always remove strainer to check unless checking in daylight. Do not use any lights to check strainer while installing in tank.

h. Leaks and Underbody - (TM item # sequence 22/8) Check under vehicle for differential, transmission, gasoline line, or brake fluid leaks. Some seepage around oil seals is normal. Remove any accumulations of mud, brush, or debris from under vehicle, especially around propeller and drive shafts, front suspension, and wheel wells.

i. Instrucments and Brakes - (TM item # sequence 22/9) Turn ignition switch on and observe instruments for correct operation. Start engine and again observe instruments. Depress brake pedal and note the amount of travel.

j. Windshield Wiper, Lights, and Horn - (TM item # sequence 22/10) Check operation of windshield wiper. Check operation of lights and horn (if tactical situation permits). Perform hydrometer test of anti-freeze solution after engine has reached normal operating temperature.

k. Batteries - (TM item # sequence 22/11) Remove battery filler caps and check electrolyte level. Inspect, clean and tighten terminals as required. Clean and inspect cables.

l. Windshield and Mirror - (TM item # sequence 22/12) Clean windshield and adjust mirror as required.

2. During operation preventive maintenance services.

a. Controls - (TM item # sequence 23/1) Check operation of steering, brakes, clutch or gear shifting. Be alert for any unusual noises and operating faults such as wander, shimmy, etc.

b. Brakes - (TM item # sequence 23/2) Depress brake pedal and observe brake pedal travel and braking reaction during stops. Check parking brake operation and ability to hold on hills.

c. Instruments - (TM item # sequence 23/3) Observe all instruments for proper operation and indications.

3. After operation preventive maintenance services.

a. Springs and Underbody - (TM item # sequence 24/1) Check for damage under the vehicle, especially springs and shock absorbers. Check for leaks. Remove any accumulations of mud, brush, or debris from under vehicle.

b. Operating Faults - (TM item # sequence 24/2) Investigate and correct or report any faults noted during operation.

c. Exterior of Vehicle - (TM item # sequence 24/3) Check general condition of body. Check towing pintle. Check security of all locking and fastening devices. Wash or wipe off exterior of vehicle with clean, soft cloth. Note: Perform all before operation preventive maintenance services as a part after operation preventive maintenance. Do not gage tires when hot.

SUMMARY SHEET

1. Nomenclature and Characteristic Differences on the 1/4-Ton 4X4 Utility Truck M-151.

a. Vehicle known as 1/4-ton 4X4 truck utility.
b. Designed for passenger and cargo.
c. Cost M-151 $4,358.00.
d. Weight M-151 2,350 lbs.
e. Suspension system M-151 individual coil springs - on each wheel.
f. M-151 steers into turn.
g. M-151 no noticeable body tilt on turn.
h. Extreme care should be used when driving the M-151 for it is more responsive, and speed is difficult to judge. Watch your speedometer.

2. Equipment Utilization Record (DA Form 2400).

a. Provides a record for the control of equipment utilization.
b. Initiated by dispatcher.
c. Issued at time of dispatch of vehicle.
d. Must be in driver's possession.
e. Filled in by driver.

3. Equipment Inspection and Maintenance Worksheet (DA Form 2404).

a. Issued with DA Form 2400 and DA Form 2408-1.
b. Initiated by dispatcher.
c. Provides record of preventive maintenance inspections and services.
d. Provides record of serviceability of equipment.
e. Provides record of deficiencies or shortcomings.

4. Equipment Daily or Monthly Log (DA Form 2408-1).

a. Issued with DA Form 2400 and DA Form 2404.
b. Initiated by dispatcher.
c. Provides a continual record of data relative to the operation of equipment.
d. May be used as daily or monthly record.

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CLASSROOM ISSUE

SOLUTION TO SECTION I

V. SOLUTION:

A. See Solution to Section I, page 1 and 2.

B. See Solution to Section I, page 3 and 4.

C. See Solution to Section I, page 5.

SOLUTION TO SECTION I MP 2044(U)

EQUIPMENT UTILIZATION RECORD

(TM 38-750)

DATE (JULIAN DATE)	TYPE	USA NUMBER/SERIAL NUMBER	ADMINISTRATION NUMBER
CURRENT	1/4-TON M-151	2F 3425	TC 83

ORGANIZATION: TRANSPORTATION SUB MOTOR POOL

	ACTION	TIME	MILES	HOURS	
1ST OPERATOR: R.T. JONES	IN	1620	17338		REPORT TO: LT STEVENS
OPERATOR'S SIGNATURE: Carl E. Jones	OUT	0700	17300		DISPATCHER'S SIGNATURE: Shy W. King
	TOTAL	920	38		
2ND OPERATOR	IN				REPORT TO
OPERATOR'S SIGNATURE	OUT				DISPATCHER'S SIGNATURE
	TOTAL				
3RD OPERATOR	IN				REPORT TO
OPERATOR'S SIGNATURE	OUT				DISPATCHER'S SIGNATURE
	TOTAL				
4TH OPERATOR	IN				REPORT TO
OPERATOR'S SIGNATURE	OUT				DISPATCHER'S SIGNATURE
	TOTAL				

	DESTINATION	TIME ARRIVE	TIME DEPART	RELEASED BY (Signature)	REMARKS
FROM 1.	MOTOR POOL		0720		
TO 2.	CO	0730	0810		
TO 3.	PERSONNEL	0825	0835		
TO 4.	CO	0845	0945		
TO 5.	RANGE 18	1025	1130		
TO 6.	CO	1210	1325		
TO 7.	HOSPITAL	1335	1405		
TO 8.	CO	1415	1600	John Stevens 1ST LT	
TO 9.	GAS STATION	1605	1615		
TO 10.	MOTOR POOL	1620			
TO 11.					
TO 12.					
TO 13.					
TO 19.					

SAMPLE

DA FORM 1 JAN 64 2400

DESTINATION	TIME		RELEASED BY (Signature)	REMARKS
	ARRIVE	DEPART		
TO 16				
TO 17				
TO 18				
TO 19				
TO 20				
TO 21				
TO 22				
TO 23				
TO 24				
TO 25				
TO 26				
TO 27				
TO 28				
TO 29				
TO 30				
TO 31				
TO 32				
TO 33				
TO 34				
TO 35				
TO 36				
TO 37				
TO 38				
TO 39				
TO 40				
TO 41				
TO 42				

Sample

U.S. GOVERNMENT PRINTING OFFICE
648—16—78338-1

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

(TM 38-750)

1. ORGANIZATION ✓					2. NOMENCLATURE AND MODEL ✓	
3. REGISTRATION/SERIAL/FSN ✓	4. USAGE ✓	a. MILES	b. HOURS	c. ROUNDS FIRED	5. DATE ✓	6. TYPE INSPECTION ✓

7. APPLICABLE REFERENCE			
TM NUMBER ✓	TM DATE ✓	TM NUMBER	TM DATE

INSTRUCTIONS - Perform each check listed in the TM applicable to the inspection performed. Following the sequence listed in pertinent TM, complete form as follows:

COLUMN a - Enter TM item number.

COLUMN b - For Army aircraft, enter condition status. For other equipment enter "DL" if condition deadlines equipment.

COLUMN c - Enter deficiencies and shortcomings.

COLUMN d - Show corrective action for deficiency or shortcoming listed in Column c.

COLUMN e - Individual ascertaining completed corrective action initial in this column.

For Command Materiel Readiness Inspections enter scoring codes as follows: D - Deficiency; S - Shortcoming; R - Materiel Readiness Rating; O - Organizational Maintenance Rating; F - Field Maintenance Rating.

ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREIN.

SIGNATURE (Person(s) performing inspection) ✓	SIGNATURE (Maintenance Supervisor) ✓	8. MANHOURS REQUIRED ✓

TM ITEM NO. a	STATUS b	DEFICIENCIES AND SHORTCOMINGS c	CORRECTIVE ACTION d	INITIAL WHEN CORRECTED e
22/2		Julian Date, Rear view Mirror Broken		
22/9		Julian Date, Fuel gage not working		
23/1		Julian Date, Clutch Slipping		
23/1		Julian Date, Knock in Left Front wheel		
NOTE:		Items checked (✓) will be completed by maintenance or motor pool personnel.		
		The following is an example of the drivers entry when no deficiencies or shortcomings are found:		
		Julian Date ———		CET
		The following is an example of the drivers entry when no deficiencies or shortcomings are found for two days, and on the third day you check the vehicle, find deficiencies or shortcomings		
		Julian Date ———		CET
		Julian Date ———		CET
22/2		Julian Date, Rear view Mirror Broken		
22/9		Julian Date, Fuel gage not working		
23/1		Julian Date, Clutch Slipping		
23/1		Julian Date, Knock in Left Front wheel		

SAMPLE

CHRI SCORE SUB TOTAL	R		O		F		TOTAL DEDUCTION POINTS
	D	S	D	S	D	S	

☐ CONTINUED ON REVERSE SIDE

DA FORM 1 APR 68 2404

TM ITEM NO. a	STATUS b	DEFICIENCIES AND SHORTCOMINGS c	CORRECTIVE ACTION d	INITIAL WHEN CORRECTED e
		Sample		

CMRI TOTAL SCORE	R		O		F		TOTAL SCORING POINTS
	D	S	D	S	D	S	

July 1967

MP 204.4(U

1 NOMENCLATURE | 2. REGISTRATION OR SERIAL NUMBER

3 NEXT PERIODIC SERVICE DUE (Date) | 4 NEXT LUBRICATION DUE (Date) | 5 TYPE OF LOG [ ] DAILY [ ] MONTHLY

SOLUTION TO SECTION I

DATE OF ENTRY a	READING HOURS MILES b	TOTAL FUEL ADDED (Gal) c	OIL ADDED (Qt) d ENGINES	OIL ADDED (Qt) d TRANSMISSION	WERE THERE ANY UNCORRECTED DEFICIENCIES OR SHORTCOMINGS IN COLUMN C, DA FORM 2404? (Check one) e YES	e NO	CHECK BELOW IF EQUIPMENT IS OPERATIONAL f	SIGNATURE OF OPERATOR OR CREW CHIEF g	INDICATE NUMBER OF DAYS NON-OPERATIONAL AND SIGN BELOW AFTER EQUIPMENT IS AGAIN OPERATIONAL h NO. DAYS ORG	h NO. DAYS SPT	h SIGNATURE
Today DATE	17358	3			✓		—	Carl E. Jones			

NOTE: MILES RECORDED IN THE IN MILES AS SHOWN ON YOUR DA FORM 2400
FUEL ADDED IS THE TOTAL GAL ADDED DURING THE DAY - IF NONE IS ADDED, LEAVE BLANK
OIL ADDED IN QTS - IF NONE - LEAVE BLANK

I-5

IF AN UNCORRECTED DEFICIENCY OR SHORTCOMING WAS LISTED ON YOUR DA FORM 2404, YOU MUST CHECK THE YES (block). IF THESE DEFICIENCIES OR SHORTCOMINGS, DO NOT CAUSE THE VEHICLE TO BE DEADLINED, THE VEHICLE IS OPERATIONAL, SO A CHECK (V) will go IN Block (F). YOUR SIGNATURE goes IN Block (G). THESE ARE THE ONLY ENTRIES you the OPERATOR will MAKE ON THIS FORM.

Sample

DA Form 2404 1 JAN 64 | GPO 1964 O-721-356 | EQUIPMENT DAILY OR MONTHLY LOG (FM 18-750)

Traffic Law Enforcement

Again as always just the presance of an MP helps to keep people from violating the law. This is known as Preventive Enforcement, Selective Enforcement is when you give out tickets, warnings etc. When offense is minor give a warning (on your own descret) If there is an hazzard on the road write it up on your report and give it to the provost marshal. We get our athority from the Provost Marshal. and gets his from the Commanding General. If out of our PM's territory we have no authority except under the U.C.M.J. which doesn't include traffic laws. We use the point system and it may vary from post to post but the points you have stay with you from post to post usually 12 is the limit, before you lose your license.

Traffic Control

Objectives

Principles & types. - Military def - movement of vicals, personal, or animals, over hiwys & roads.
Methods of control.-

Traffic Regulation def - Planning scheduling, routing and directing of roads & highways so as to meet Military requirements

Casual movement - routin movement.

Traffic Control - Basic principle of military traffic control (Uniformity of control.) with easy flow (no distractions or unnessesary stops, keeping roads clear) safe and economical movement.

A dismount point is where traffic cannot go into and passengers must walk after parking

DIV	BDE		
G-1 or S1		- Personal	- (Law + Order (MP))
G-2 or S2		- Intellegence	
G-3 or S3		- Operations + training	
G-4 or S4		- Transportation	- Traffic
G-5 or S5		- Civilian + refugee control	

A. Point control, (Intersection, with light or MP

B. Motor patrol (1. Roving; 2. spot control + 3. park control

C. Escorts

1. Convoy (security
2. V.I.P.
3. security

Type Escorts

1. Leading (one in front + rear)
2. Lead (one in front)
3. Empty truck Method (This is just an truck follows up and picks up traffic directors after convoy goes threw
4. Leap frog (1 vic stops at intersection directs traffic then passes same convoy.

Traffic Control

5. Modified Leap Frog (Only waits until part of convoy pas threw Intersection
6 Air Escort (Radios Info
or can let traffic director out

CLASSROOM ISSUE

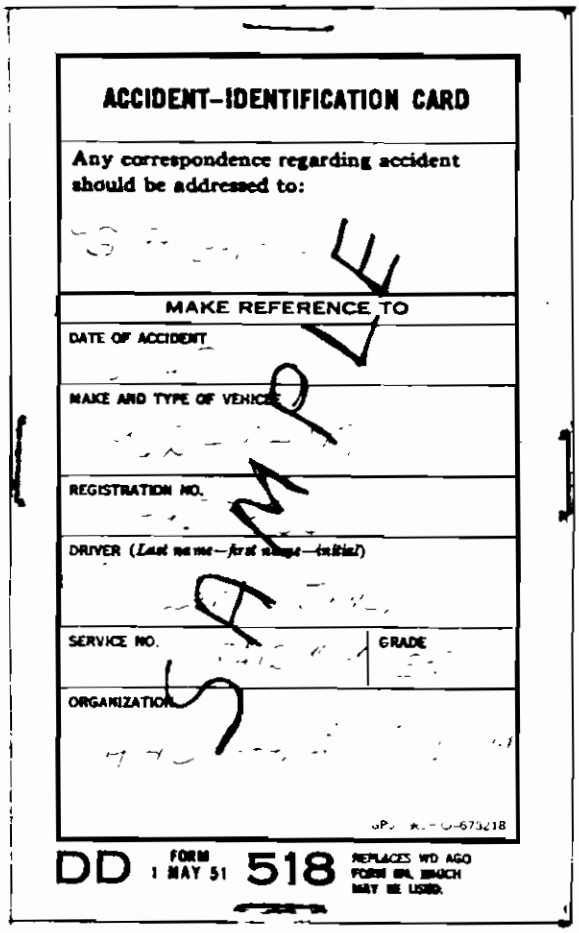
SECTION I

I. PURPOSE: To provide the trainee with an opportunity to fill out and complete DD Form 518 and Standard Form 91.

II. GENERAL SITUATION: N/A.

III. REQUIREMENTS:

A. You will complete the DD Form 518 and the standard Form 91 from information received from the instructor.



ACCIDENT-IDENTIFICATION CARD

Any correspondence regarding accident should be addressed to:

MAKE REFERENCE TO

DATE OF ACCIDENT

MAKE AND TYPE OF VEHICLE

REGISTRATION NO.

DRIVER (*Last name—first name—initial*)

SERVICE NO. | GRADE

ORGANIZATION

DD FORM 1 MAY 51 518 REPLACES WD AGO FORM 6A, WHICH MAY BE USED.

SAMPLE

OPERATOR'S REPORT OF MOTOR-VEHICLE ACCIDENT

THIS FORM TO BE FILLED OUT BY THE GOVERNMENT OPERATOR AT THE TIME AND AT THE SCENE OF THE ACCIDENT, INSOFAR AS POSSIBLE.

DEPARTMENT OR AGENCY

NAME AND LOCATION OF ORGANIZATION TO WHICH YOU ARE ASSIGNED

I OPERATOR

PLEASE PRINT FULL NAME | RANK, RATING OR TITLE

SERVICE NUMBER OR ROSTER TITLE | OPERATOR'S STATE PERMIT NUMBER

HOME ADDRESS (Street, city, State) | TELEPHONE (Home)

II TIME AND PLACE

DATE AND DAY OF WEEK OF ACCIDENT | HOUR (A.M. or P.M.)

PLACE OF ACCIDENT (If accident in city, give city and State; if outside city limits, indicate mileage to nearest city or other landmark)

FROM WHAT PLACE TO WHAT PLACE WERE YOU BOUND

FOR WHAT PURPOSE

III YOUR VEHICLE

MAKE | TYPE | REGISTRATION NUMBER OR OTHER IDENTIFICATION

PARTS OF VEHICLE DAMAGED (Describe)

ESTIMATED AMOUNT OF DAMAGE $

IV OTHER VEHICLE AND PROPERTY
(For additional vehicles see page 3)

MAKE | TYPE | YEAR

OPERATOR'S STATE PERMIT NUMBER | VEHICLE LICENSE NUMBER

OPERATED BY (Name) | VEHICLE OWNED BY

OPERATOR'S HOME ADDRESS (Street, city, State) | OWNER'S ADDRESS (Street, city, State)

PARTS OF VEHICLE DAMAGED (Describe)

ESTIMATED AMOUNT OF DAMAGE $

OTHER VEHICLE OR PROPERTY DAMAGED (Describe)

XIII OPERATOR'S STATEMENT OF ACCIDENT AND USE OF SAFETY EQUIPMENT

TELL IN YOUR OWN WAY HOW ACCIDENT HAPPENED

WAS VEHICLE EQUIPPED WITH SEAT BELTS? ☐ YES ☒ NO

IF YES, WERE THEY IN USE AT TIME OF ACCIDENT? ☐ YES ☒ NO

SIGNATURE OF OPERATOR | DATE

SAMPLE

HAVE YOU ANSWERED ALL QUESTIONS AS COMPLETELY AS POSSIBLE?

U.S. GOVERNMENT PRINTING OFFICE 1963 O - 708-356 4

Standard Form 91
Revised April 1963

BUREAU OF THE BUDGET
Circular A-6 (Rev.)

V PERSONS INJURED

NAMES	HOME ADDRESSES
[illegible] Carter	[illegible]
[illegible]	

VI OCCUPANTS IN YOUR VEHICLE

[illegible]	[illegible]

VII OCCUPANTS IN OTHER VEHICLE

[illegible]	[illegible] Creek
[illegible]	[illegible]

VIII WITNESSES AND POLICE

[illegible]	
[illegible] Carter	
[illegible]	[illegible]

SAMPLE

POLICE OFFICER	BADGE NO.	PRECINCT OR HQS.
Sgt Paul [illegible]		[illegible]

IX THE ACCIDENT

YOUR VEHICLE	OTHER VEHICLE
DIRECTION OF TRAVEL: N [illegible]	DIRECTION OF TRAVEL: [illegible]
SIDE OF STREET OR HIGHWAY: [illegible]	SIDE OF STREET OR HIGHWAY: W [illegible]
APPROXIMATE SPEED (*Miles per hour*): [illegible] MPH	APPROXIMATE SPEED (*Miles per hour*): [illegible] MPH

CONDITION OF ROADWAY (*Wet or dry, icy, etc.*) [illegible]

WEATHER (*Clear, foggy, rain, snow, etc.*)	TYPE OF ROADWAY (*Concrete, macadam, etc.*)
[illegible]	[illegible]

OTHER INFORMATION (*Include stop signs, traffic lights, obstructions, etc.*) [illegible]

X EVENTS AFTER ACCIDENT

IF MEDICAL AID RENDERED STATE BY WHOM	WHERE WAS INJURED TAKEN
[illegible]	[illegible]

CONDITION OF OTHER DRIVER [illegible]

IF OTHER DRIVER OR PERSONS INJURED MADE STATEMENTS AS TO CAUSE OF ACCIDENT AND EXTENT OF PERSONAL OR PROPERTY DAMAGE RELATE CONVERSATION AND NAMES AND ADDRESSES OF OTHERS HEARING SUCH STATEMENTS

XI OTHER VEHICLE AND PROPERTY (Use only if more than one vehicle involved)

MAKE	TYPE	YEAR
[illegible]	[illegible]	[illegible]

OPERATOR'S STATE PERMIT NUMBER: [illegible]	VEHICLE LICENSE NUMBER: [illegible]
OPERATED BY: [illegible]	OWNED BY: [illegible]
ADDRESS (*Home*)	OWNER'S ADDRESS (*Business*): [illegible]

PARTS OF VEHICLE DAMAGED (*Describe*)

OTHER PROPERTY DAMAGED (*Describe*) [illegible]

XII. INDICATE BY DIAGRAM BELOW WHAT HAPPENED:

1. Number Federal vehicle as 1—other vehicle as 2, additional vehicle as 3, and show direction of travel by arrow (*Example* → 1 2 ←)
2. Use solid line to show path before accident —— 2. Broken line after accident - - - - 2
3. Show pedestrian by ——→ O
4. Show railroad by ++++++++
5. Give names or numbers of streets or highways
6. Indicate north by arrow in this circle