



Chapter 3

Selection and Classification of Prospective Track Combat Vehicle Drivers

Objective

The best personnel must be selected from the available prospects. Not all persons who meet the Army's physical standards are emotionally or mentally capable of becoming satisfactory drivers. Unless poor training risks are eliminated before training starts, these persons may cause time loss and equipment damage.

Screening Prospective Drivers

This is the first step in the selection program. Screen the records of eligible personnel very carefully. DA Form 2-1 (Personnel Qualification Record, Part II) or DA Form 348 (Equipment Operator's Qualification Record [Except Aircraft], pp 56 and 57) show the standard score obtained on the Driver Selection Battery I tests. This score is the basis for determining which driver candidates are selected. However, to eliminate any chance of error, verify the results of these tests by personal interview and observation. The minimum score for Battery I tests is 85. The best prospects normally are those with the higher scores.

Note. Persons with a valid civilian driver's license are not required to take the Battery I test.

Interviewing Prospective Drivers

A carefully conducted interview uncovers useful information about each person under consideration. The interviewer must emphasize the importance of truthful answers and note any evidence of quick temper, extreme nervousness, poor hearing, or other characteristics which would affect driver performance.

Some information obtained during the interview may be recorded on DA Form 348. Therefore, advise the prospective driver of the Privacy Act provisions. Open the interview with introductory remarks such as, "You're going to be asked a number of questions about yourself and your driving experience. Answer every question as accurately as you can. Your answers will be used to help place you in work for which you are best qualified."

Suggested questions for the interview:

1. How much experience have you had in driving a passenger car?
2. How many miles did you drive during the 12 months before joining the Army?
3. Have you operated any special automotive equipment such as farm tractors or road-building equipment? If so, for how long?
4. How much experience have you had driving a truck of 1\2-ton capacity or greater?
5. Have you ever driven a truck with all-wheel drive?
6. Have you ever driven a bulldozer?
7. How many accidents have you had in which someone was injured or in which the property damage exceeded \$25?
8. How many times have you been cited for traffic violations?
9. Do you have any experience in automobile mechanics or related work?
10. How many years of schooling have you completed?
11. Do you think your general physical condition is average, better than average, or below average?
12. Have your eyes ever troubled you? Do you have difficulty seeing clearly at times?
13. Do you wear glasses while driving?
14. Have you ever had any hearing trouble?
15. Do you know of any other physical defects that might affect you as a driver?
16. Have you any personal objection to becoming a military motor vehicle operator? If so, explain.
17. How old are you?

If possible, interview at least 50 percent more personnel than you need to allow for eliminations—those who fail the written and/or physical requirements or fail to grasp driving fundamentals.

When the number available for training exceeds the number needed, use the interviews to select personnel.

In making your selection consider:

1. Age—Older persons are usually more stable than those who are younger.
2. Driving Experience—One year or more of driving in which the applicant drove over 4,000 miles without an accident usually indicates good judgment and coordination.
3. Education—Eighth grade or the equivalent is necessary for filling out forms and keeping required records.

When selecting personnel for training as track combat vehicle drivers, it is best to pick those with previous driving experience. However, a person with no previous driving experience can be readily taught to operate a track combat vehicle if the necessary physical and mental qualifications are met.

Driver Selection Battery II Tests

Motor Vehicle Driver Selection Battery II is a series of written and manual tests which determine if a driver has good:

1. Overall judgment.
2. Vision.
3. Eye-hand coordination.

The standard passing score is 80. Individuals who attain a score of 85 or higher on Battery I are not required to take Battery II. Individuals who score less than 85 on Battery I, or were not given the Battery I Test at the reception station, are required to take Battery II. Persons with a valid civilian driver's license are not required to take Battery II.

DA Forms used in Battery II:

DA Form 6122 (Emergency Judgment Test)—Determines individual reaction to emergency situations.

DA Form 6123 (Visual Judgment Test)—Determines whether or not the student sees well enough to drive safely.

DA Form 6124 (Two-Hand Coordination Test)—Determines accuracy and speed of hand movement in conjunction with eyesight.

Physical Evaluation Tests

These tests are intended for diagnostic, guidance, and counseling purposes. In addition, they will insure that all operators of motor vehicles possess the minimum physical requirements for safe driving.

Equipment —The Portable Driver Testing and Training Device is an item of supply used to administer the physical evaluation tests which includes the necessary instructions and material. The equipment can be requisitioned through supply channels, or, if assistance is required, the Post Safety Officer can properly identify the model and source of supply.

Testing Rooms —These should provide adequate light and ventilation. If it is necessary to test more than one student at a time and if the same room is used for more than one test, try to minimize distractions during the hearing and reaction time tests.

Instructions —These apply to all measurement and physical abilities and supplement specific instructions accompanying the equipment.

1. Before giving any test, know its purpose, the equipment to be used, and the testing procedure.
2. Before each test, explain its purpose to the student and tell him what he will be expected to do.
3. Upon completion of testing, note specific physical limitations and bring these to the attention of the student. For corrective measures, direct the student to a medical facility.

Measure physical evaluations in the following order:

1. *Visual Acuity Tests* are given to determine whether or not the student can see well enough to drive safely. The vision standards are:

Uncorrected distant visual acuity of any degree which is corrected to not less than 20/40 in the better eye (for military personnel, a numerical designator “1,” “2,” or “3” under the “E” factor of the physical serial). Visual acuity tested with both eyes open must also be corrected with ordinary glasses to at least 20/40. All Army drivers who can attain 20/40 or better acuity with ordinary glasses will be required to wear these while operating an Army vehicle. Operator permits will be annotated to reflect this requirement.

2. *Field-of-Vision Tests* are given to determine how well the student can see to each side while looking straight ahead. A lateral range of 75 degrees on each side of the focus line is the minimum acceptable standard. If the standard is not met, refer the student to the post medical facility for further examination.

3. *Depth Perception Tests* are given as part of the Field Driving Proficiency Tests (p 27 and 28) and are used to determine how well the student can judge distances. Use the results of these tests in counseling and training the driver.
4. *Color Perception Tests* determine whether or not the student is colorblind. The student will not necessarily be disqualified for a vehicle operator's license because of color blindness. However, if there is any indication of color blindness, refer the student to the post medical facility for further evaluation.
5. *Reaction Time Tests* determine whether or not the student can move his feet quickly enough in response to driving conditions. The average reaction time is about 0.4 second, although 0.6 is acceptable. Refer any student with a reaction slower than 0.6 second to the post medical facility for further reflex testing.
6. *Hearing Tests* should include audiometric screening for pure tones, and the student should have normal threshold hearing in the speech frequency range (500-1,000-2,000 hz). A portable audiometer is available through the supply system for testing hearing. Training in the use of the audiometer can be obtained from any post medical facility. Consult the post clinic for ordering information.

Recording Data on DA Form 348

Record information obtained from the interview, battery tests, physical evaluation tests, and road test on DA Form 348 (pp 56 and 57).