

ARMY WHEELED VEHICLE (AWV) OPERATOR EVALUATION SCORE SHEET

For Use of this form, see TC 21-305-3 and TC 21-305-7; the proponent agency is TRADOC.

PRIVACY ACT STATEMENT

AUTHORITY: 5 U.S.C. 301, Departmental Regulations and Army Regulation 600-55, The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing)

PRINCIPAL PURPOSE: To determine qualifications of the individuals and issue authorization for operation of Government motor vehicles and/or equipment. The document is the source for Commander's discretion to determine the length of training, conditions trained, as it relates to unit's METL upon completion of phase one and two of driver's training. See the System of Records Notice A0600-55 DAMO, Motor Vehicle/Equipment Operator Permit Files: [Privacy > Civil Liberties > and Freedom of Information Directorate > Department of the Army SORNS \(defense.gov\)](#)

ROUTINE USES: None. There are no specific routine uses for this form.

DISCLOSURE: Voluntary, however, failure to provide the information may interfere with appropriate driving standards and the proper processing of the application in the best interest of the United States Army.

OPERATOR/UNIT AND EVALUATOR/UNIT INFORMATION

RANK/NAME OF OPERATOR/UNIT		RANK/NAME OF EVALUATOR/UNIT	
VEHICLE TYPE	TRAILER TYPE	TYPE: INITIAL-VALIDATION-SUSTAINMENT	
VEHICLE MODEL	VEHICLE MODEL	TYPE OF EVALUATION	DATE (YYYYMMDD)

PMCS EVALUATION

VEHICLE CONTROL LANES EVALUATION

VEHICLE DEFICIENCY IDENTIFICATION	GO	NO-GO	VEHICLE DEFICIENCY IDENTIFICATION	GO	NO-GO
Prepare for inspection			Vehicle serpentine course		
Performed before-operation inspection as listed in appropriate vehicle operators (-10 series TM). If deficiencies are noted ensure they are annotated on DA Form 5988-E/ DA Form 2404.			Vehicle stop within prescribed limits		
			Vehicle right/left turns		
Properly dispatch vehicle IAW Appendix F, AR 600-55.			Vehicle diminishing clearance		
			<i>(For use with trailer)</i> Straight line backing		

NOTES

USUAL CONDITIONS

Usual Conditions: Operate vehicle/equipment under normal conditions on road driving courses and in a controlled routes during daylight and nighttime using headlights.

REGULAR TRAFFIC	GO	NO-GO	N/A
Selected proper lane and kept vehicle in the lane.			
Allowed proper following distance between vehicles.			
Maintained appropriate, posted speed limits.			
LANE CHANGES	GO	NO-GO	N/A
Checked traffic and turned signal on			
Ensured adequate spacing to make lane change.			
Executed smooth lane change and canceled turn signal.			
STOPPING	GO	NO-GO	N/A
Decelerated slowly coming to a smooth stop.			
Left proper gap to vehicle in front as applicable.			
Came to a full stop, not a rolling stop.			
Did not stop over the stop line.			
Utilized turn signal if making a left or right turn.			
TURNING <i>(left or right)</i>	GO	NO-GO	N/A
Used proper signal.			
Used both hands to steer.			
Did not turn too wide or too short.			
Used correct turning lane.			
Turned signal off and accelerated to traffic flow.			
CURVES	GO	NO-GO	N/A
Reduced speed upon entering the curve.			
Maintained steady speed through the curve.			
Did not oversteer staying in lane.			

USUAL CONDITIONS (continued)			
DRIVING UP GRADE	GO	NO-GO	N/A
Stays in right lane.			
Uses 4-ways if driving slowly.			
Checks mirrors for traffic.			
DRIVING DOWN GRADE	GO	NO-GO	N/A
Maintained safe, steady speed.			
Maintained steady braking.			
Stayed in proper lane, obeying speed limit.			
RAILWAY CROSSING	GO	NO-GO	N/A
Obedied all crossing signs			
Checked for oncoming trains			
Did not stop on tracks			
BRIDGE/UNDERPASS	GO	NO-GO	N/A
Know Bridge weight limit.			
Know underpass clearance.			
Crossed bridge successfully staying in lane.			
Cleared underpass without incident.			
GENERAL DRIVING BEHAVIOR	GO	NO-GO	N/A
Driver utilized restraining device (seat belt/harness).			
Used brakes properly (no hard braking, no riding or pumping brake).			
Proper steering (both hands on wheel, not over/under steer).			
Obedied all traffic signs and signals.			
Drove without an accident.			
Never put vehicle over sidewalks, lane markings, stop lines, etc.			
Examiner was never thrown to left, right, or forwards.			
Driver was never forced to take evasive action.			
Yielded right of way to pedestrians.			
Yielded right of way to other vehicles as appropriate.			
NOTES			
UNUSUAL CONDITIONS			
Unusual Conditions: Operate vehicle off-road using training locations approved by local command. Focus training content on the unusual conditions defined in operator technical manual. Unimproved road surface portions may be conducted using installation tank trails.			
DRIVING UPHILL	GO	NO-GO	N/A
If equipped with CTIS, select proper terrain mode.			
Applied brakes and selected proper gear for terrain.			
Released brakes and smoothly applied the throttle.			
Stayed in proper lane and used 4-ways as necessary.			
DRIVING DOWNHILL	GO	NO-GO	N/A
Applied brakes and selected proper gear for terrain.			
Applied steady braking to control vehicle descent speed.			
Operated engine retarder as applicable.			
Stayed in lane allowing proper distance between vehicles.			
DRIVING THROUGH DITCHES	GO	NO-GO	N/A
Slowed down, Assessed ditch depth.			
Approached ditch slowly, check brakes.			
Held steering wheel with both hands (while maintaining full control of the vehicle).			
Front tires cleared ditch/Rear tires cleared ditch cleared trailer (if driving with trailer).			
DRIVING THROUGH ROCKY TERRAIN	GO	NO-GO	N/A
Slowed down, assessed terrain prior entering.			
Avoided large rocks (large rocks can damage vehicle), Smoothly entering area.			
Held steering wheel with both hands, Maintained full control of the vehicle.			

UNUSUAL CONDITIONS <i>(continued)</i>			
DRIVING THROUGH ROCKY TERRAIN <i>(continued)</i>	GO	NO-GO	N/A
Check tire traction, braking appropriately (tire puncture are more likely to occur when operating on rocky terrain).			
Chose lowest angle possible (while not stopping).			
Front tires cleared rocky terrain/Rear tires cleared rocky terrain (if driving with trailer, trailer cleared rocky terrain).			
DRIVING THROUGH OBSTACLES	GO	NO-GO	N/A
Slowed down, Assessed terrain prior entering.			
Avoided large tree stumps/obstacles, Chose lowest area angle possible.			
Smooth entering, Did not stop.			
Held steering wheel with both hands Maintained full control of the vehicle (while driving operator may bounce left to right).			
Front tires cleared logs, obstacles/rear tires cleared logs, obstacles Trailer cleared logs, obstacles (if driving with trailer).			
SAND/MUD/SNOW	GO	NO-GO	N/A
Cover glass surface if not needed for operations. Check air filter restriction indicator. Check all gauges and indicators. If equipped with CTIS, select mode for this type of terrain.			
Apply service brake pedal and set transmission range selector to gear range outlined in vehicle specific TM. Apply driveline lock (if applicable).			
Assessed terrain prior entering and reduced speed.			
Gradually apply throttle pedal. If skid occurs release throttle pedal and lightly apply service brake pedal.			
Made slow turns and avoid oversteering.			
Avoided steep slopes and made small steering adjustments.			
Held steering wheel with both hands.			
Maintained full control of the vehicle (while driving operator may bounce).			
Front tires reached solid ground/Rear tires reached solid ground.			
Trailer reached solid ground (if driving with trailer).			
WATER FORDING	GO	NO-GO	N/A
For further guidance visit: https://utap.army.mil (River Fording Procedures Video) or refer to specific vehicle TM.			
Came to a complete stop, Assessed water depth, bottom firmness, water flow and best route of travel.			
Unbuckle restraining devices, Unlock combat doors/unlock egress hatches.			
Turn interior lights on, Turn windshield wipers on, Turned fan clutch off (as applicable).			
Entered water slowly/ no more than 5 MPH, Avoided rocks, debris and submerged obstacles.			
Did not stop while crossing, Exited water slowly.			
LICENSE EXAMINER/FIRST LINE SUPERVISOR EVALUATION OUTCOME REPORT			

ADMINISTRATIVE DATA:

It is a Commander's discretion to determine the length of training, conditions trained, as it relates to unit's METL. Administrative data must be clear and concise. It is recommended to digitally fill out the AMV Driver Evaluation Score Sheet. Add Operator and Evaluator name, rank or grade, duty position, and unit for recording purposes. Select proper description of training; initial operator training, validating training, sustainment training or NVD training. Students must complete phase one and phase two of drivers training before being administered a road test and the issuance of the OF 346 (Standard Learners Permit) or DA Form 5984-E (Operator's Permit Record).

PMCS EVALUATION:

Utilize the proper documents and references. Requirements will be a tactical wheeled vehicle, trailer (if training w/ trailer), basic issue item (BII), DA Form 5988-E/DA Form 2404 (Equipment Inspection and Maintenance Worksheet), -10 series technical manual for the vehicle, trailer or equipment, DA Form 5987-E (Motor Equipment Dispatch) as applicable, proper PPE, Army Combat Helmet (ACH) IAW local SOP and guidance on disposition of completed maintenance worksheets. Students must complete all proper PMCS procedures to receive a GO and move to the Vehicle Control Lane stations.

VEHICLE CONTROL LANES EVALUATION:

Ensure to use the proper documents and references. Requirements will be a tactical wheeled vehicle, trailer (if training w/ trailer), a valid DA Form 5987-E (Motor Equipment Dispatch), regulation TC 21-305-20 (Manual for the Wheeled Vehicle Operator) referencing Appendix -G (Sample Training Areas for Tactical Vehicles), applicable cones, barriers and equipment needed to construct vehicle control lanes, a control area without outside vehicle or individual interference, eye protection, gloves and Army Combat Helmet (ACH) IAW local SOP, License Examiners and applicable safety individuals to monitor training, blind spot areas, an approved DD Form 2977 (Deliberate Risk Assessment Worksheet). The approving authority for the DD Form 2977 must be based on the overall risk. When conducting Vehicle Control Lane, ensure that individuals administering the training execute and review the course to identify pass or fail criteria i.e., (How many times an individual get to re-align with an obstacle? How many cones or barriers can an individual touch before a NO-GO is issue?). All these factors need to be considered in order to create a fair and non-biased GO or NO-GO criteria.

USUAL OR UNUSUAL CONDITIONS VEHICLE OPERATION EVALUATION:

For operating a vehicle under usual or unusual conditions, ensure to use the proper documents and references. Requirements will be a tactical wheeled vehicle, trailer (if training w/trailer), a valid DA Form 5987-E (Motor Equipment Dispatch), applicable TM, TC's, PPE, Army Combat Helmet (ACH), IAW local SOP, medical support services, applicable number of safety individuals and License Instructor's to monitor and evaluate training. The route must be approved by local command. If vehicle maneuver is not located on your vehicle route, ensure it can be simulated to verify completion. Use the supplemental information listed under each vehicle maneuver to grade accordingly with a X in the corresponding GO, NO-GO or N/A block. The License Examiner has the ability to END the AWV Operation Evaluation when undue nervousness or unsafe driving act is noted. Students who fail to achieve completion of vehicle operation with more than one NO-GO per section, an after-action review (AAR) with their License Examiner will take place to address deficiencies noted. The student (s) will then return to their supervisor to continue training and be evaluated by a License Examiner at a later date.

AUTOMATIC FAILURES:

Any unsafe driving act, Failure to wear seat belt, Failure to properly perform PMCS, Not knowing location and function of gauges and controls, Unsatisfactory performance on Vehicle Control Test Undue nervousness, Failure to complete the road test, Failure to achieve an 80% passing score.

GRADING CRITERIA:

To receive a GO Students must achieve 80% on the road test. Students must successfully complete a minimum of 68 out of 84 tasks if capable of conducting all areas. If units are not able to train on all areas, use the following scoring criteria; # of GO's received divided by # of areas tested to receive a final score of 80% or above.

ISSUANCE OF MILITARY DRIVERS LICENSE:

Upon successful completion of all three phases of drivers training, a DA Form 348 (Equipment Operator's Qualification Record), will be issued to the student, all other training documentation will be loaded into the Global Combat Support System-Army to include lesson plan checklists, DA Form 7931, "Army Wheeled Vehicle (AWV) Operator Evaluation Score Sheet" and any other document required by Commander per AR 600-55, Appendix L.