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Transportation

USE OF SPECIAL PURPOSE VEHICLES



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 24-3 and is to be used in conjunction with AFMAN 24-307, AFI 91-207, and AFOSH Standard 91-100 discussing applicable directives covering flight line vehicle traffic, and Davis-Monthan AFB Instruction 24-306. It establishes responsibility and procedures for the maintenance and use of special purpose vehicles (SPV). It applies to all personnel assigned to the 305 RQS, contractors, and visitors.

SUMMARY OF REVISIONS

This revision updated references. References to industrial carts changed to special purpose vehicles. The location and assigned work centers were realigned. Updated blank form references. Added specific safety procedures for operation inside the hangar (Building 1750). A (I) indicates revisions from previous edition.

1. Guidance. SPVs (electric or gasoline-powered golf-type carts or similar utility vehicles) will be used for official business only. The directives pertaining to abuse of government vehicles apply.

1.1. SPVs will be used on the flight line and for transportation between buildings 1630, 1632, and 1750. SPVs may be used for crossing public transportation routes located between these facilities. SPVs that are properly equipped with headlights; tail, brake, and signal lights; horn; windshield; seat belts; front and rear bumpers; and, fire extinguisher may be operated on Davis-Monthan AFB public transportation routes.

1.2. Unit personnel familiar with the operation of a golf-type cart are authorized to use squadron SPVs. Drivers must operate SPVs in a safe and responsible manner.

1.3. A state or base vehicle driver's license is required to operate SPVs. In addition, a flight line competency card is required to operate these vehicles on the flight line.

2. Location and Assigned Work Center:

- 2.1. SPVs assigned to Operations are located outside Buildings 1630.
- 2.2. SPVs assigned to Maintenance are at Buildings 1750 and 1632.

3. Maintenance, Servicing, and Inspection Requirements:

- 3.1. Maintenance and servicing will be performed as required in the owner's operating and service manual.
- 3.2. The first user of the day will complete a daily inspection and document this inspection on the AF Form 1800, **Operator's Inspection Guide and Trouble Report (General Purpose Vehicles)**. This form will be maintained in the vehicle.
- 3.3. The owning work center, or designated representative, will monitor the periodic service inspection scheduled (minimum of every 90 days) and annotate completion of the inspection on the AF Form 1800.
- 3.4. The operator must inspect the batteries or check the voltage meter to ensure adequate charge and power is available.
- 3.5. To prolong the service life of the electric motors and gear trains, SPVs must be brought to a complete stop before changing from forward to reverse and vice versa.

4. Safety:

- 4.1. SPVs will not be used to tow any equipment unless the cart is designed for this task (tow bar or pintle attachment). The tow weight of the SPV should not be exceeded.
- 4.2. SPVs will not be operated within the painted circle of safety located at each designated helicopter parking spot. If the helicopter is parked elsewhere, SPVs will not be driven within the circumference of the main rotor blades.
- 4.3. SPVs will not be charged or parked in the maintenance hangar (Building 1750). When more than one aircraft is parked in the hangar, SPVs will not be operated in the hangar at any time. When a phase inspection aircraft is located in the hangar, SPV operation will be limited to the center and North bays for collecting and loading equipment only. When no aircraft are parked within the hangar, SPVs may be operated for collecting and loading equipment only.
- 4.4. Only those SPVs with (forward and rear) lights will be operated at night or during low visibility (fog) instances.
- 4.5. When parked, the hill brake will be set with the power switch turned off and the gear lever in neutral.

KENT D. CLARK, Col, USAFR
Commander