



U.S. ARMY COMBAT READINESS/SAFETY CENTER



# Post-Deployment

# Family



engagement kit



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U.S. ARMY

ARMY STRONG

OWN THE  
EDGE

Leading on the Edge

ARMY SAFE  
IS ARMY STRONG

# Post-Deployment Best Practices

## Mid-Leave Soldier Check

**WHO:** Family members

**WHAT:** Remind your spouse to make phone contact with their unit halfway through their leave

**WHY:** Reinforces Soldiers to do the right thing during leave periods

**WHEN:** During leave

**TIME REQ'D:** Less than 5 minutes

**HOW:**

1. Before you and your Soldier go on leave, ensure that his/her unit has a good contact number (usually a cell), and that you have a good contact number for the unit

2. Note mid-point of leave and put date on the calendar

3. On that day, a family member should have their Soldier make a brief call to their unit:

- Just checking in to let you know all is well
- We are in location and plan to be back date

4. Shouldn't last longer than 3 to 5 minutes



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# Post-Deployment Best Practices

## POV Check Ride

**WHO:** Family members

**WHAT:** Three things: a) Inform Soldier of local driving conditions; b) Have them inspect their POV; c) Check their insurance card

**WHY:** Gives Family members a chance to discuss local driving rules and conditions with their Soldier and verify their driving capabilities

**WHEN:** During Soldier's return from deployment or on leave

**TIME REQ'D:** About an hour

**HOW:**

1. As Soldier returns home, he/she must be briefed on road conditions, especially changes that have occurred since they have been gone

2. Brief your Soldier on local driving conditions, to include at least:

- The roads on post, speed limits and road construction
- Travel times to/from work based on residence, rush hours (if any)
- Congested areas (school zones, road construction)
- Dangerous roads or intersections
- Seasonal weather (dust, wind, rain, fog, snow, ice)
- Night hazards

3. Have your Soldier use the **attached** form to check the following:

- Personal data – licensing on vehicle operated
- Vehicle information
- Insurance
- Driving skills
- Vehicle inspection



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# POV INSPECTION CHECKLIST

ITEM	WHAT TO CHECK	LOOK FOR KNOWN DEFICIENCIES	CHECK OFF	
<b>TIRES</b>	Condition	-Tread depth, wear, weathering, evenly seated, bulges, imbedded objects, cuts, breaks. At least one mm of tread over entire traction surface. <i>(Using a penny, place it in the tire tread with head facing downward. If the tread does not reach the top of Lincoln's head, there is insufficient tread depth)</i>	Front	Rear
	Spare tire	Spare tire (inflated), jack, lug wrench	Pass	Fail
<b>LIGHTS</b>	Head lights	-Both high and low beams operational, cracked, condensation, secured	Left	Right
	Tail Lights	-Lenses intact, tail light working when turned on (red)	Left	Right
	Brake lights	-Lenses intact, brake light working when brake is applied (red)	Left	Right
	Turn Signals	-Lenses intact, left and right turn signals blink (red lights in rear and yellow lights in front)	Front	Rear
	Backup lights	-Lenses intact, left and right backup lights work (White Light)	Left	Right
	Four-way Flashers	-Lenses intact, left and right turn signals flash/blink at the same time	Left	Right
	License Plate Light	-Lenses intact, does light stay on	Front Left	Rear Right
<b>WINDSHIELD &amp; WINDOWS &amp; WIPERS</b>	Windshield	-Not cracked, broken or scratched to the degree that impairs vision	Pass	Fail
	Rear Window	-Not cracked, broken or scratched to the degree that impairs vision	Pass	Fail
	Windows	-Windows go up and down, scratched or tinted to the degree that impairs vision	Pass	Fail
	Window controls	-Check handles, push electric buttons	Front	Rear
	Windshield wipers	-Both wipers are installed on vehicle, windshield wipers work, blades show signs of wear	Pass	Fail
<b>MIRROR</b>	Mirror Outside	-Missing, cracked	Left	Right
	Mirror Inside	-Missing, cracked	Pass	Fail
<b>BUMPERS</b>	Bumper Front	-Missing, loose, broken	Pass	Fail
	Bumper Rear	-Missing, loose, broken, bent in any way to cause a hazard	Pass	Fail
<b>BRAKES</b>	Brakes	-Foot pedal cannot travel more than half way to floor, does brake light stay on	Pass	Fail
	Emergency Brake	-Properly adjusted, check emergency brake by: pull/push emergency brake, apply foot to brake, gently press gas pedal, ensure brake holds vehicle	Pass	Fail
<b>Interior</b>	Horn	-Does it work	Pass	Fail
	Defroster Front	-Ensure hot air blows out above the dash	Pass	Fail
	Defroster Rear	-Check light on dash, if in the winter ensure it works by allowing the rear windshield to clear up	Pass	Fail
	Emergency equipment	-(OPTIONAL) First aid kit, warning triangle, flashlight, fire extinguisher, blanket, flares, shovel, chains, tools, etc. (Check host nation laws for any additional equipment)	Pass	Fail
	Heater	-Ensure heater works	Pass	Fail
<b>SEATBELTS</b>	Seatbelt Front/Rear	-Missing, frayed, does not snap	Front	Rear
<b>LICENSE/DECALS/INSURANCE</b>	State Drivers License	-Expired, missing	Pass	Fail
	Installation decal	-Missing, needs replacing	Pass	Fail
	License Plate	-Expired, check decal to ensure plate is current	Pass	Fail
	(License plates match windshield decal (Europe Only))	-Does the operator have valid insurance	Pass	Fail
<b>UNDER THE HOOD FLUIDS</b>	Brake	-Filled to appropriate level	Pass	Fail
	Windshield washer	-Windshield washer fluid	Pass	Fail
	Battery	-Check the color indicator on the battery	Pass	Fail
	Power Steering	-Filled to appropriate level	Pass	Fail
<b>HOSES</b>		-Cuts, cracks, leaks, bulges, chaffing, deterioration	Pass	Fail
<b>BATTERY</b>		-Terminals, clean and tight, held down securely	Pass	Fail



# Post-Deployment Best Practices

## POV Trip Risk Management



**WHO:** Family members

**WHAT:** Trip planning using TRiPS

**WHY:** To reduce the risk of accidents when traveling by POV, which is the number one killer of our Soldiers

**WHEN:** Before taking a trip, usually during leave, pass or long weekend, and in conjunction with traveling beyond an established mileage limit

**TIME REQ'D:** Less than 5 minutes

**HOW:**

1. The process begins with a trip assessment. It is normally conducted online using USACRC Web site link [https://crcapps2.crc.army.mil/ako\\_auth/asmis2/default.aspx](https://crcapps2.crc.army.mil/ako_auth/asmis2/default.aspx)

**Note:** The computer printout you receive upon online completion of TRiPS is NOT the end of the process - but the beginning!

2. Review trip plans from the printout. Make sure to plan both directions of your trip

3. Ask your Soldier about their realistic travel plans. Items to review can include:

- Last time they drove a POV
- Distance to/from destination and time available to do it. Are their driving times realistic?
- Start/end times for travel each way. Are they traveling during high-risk periods?
- Amount of rest before (starting fatigue level) and fatigue during travel
- Other drivers
- Weather forecast at their starting point and destination
- Roads (two/four lane, traffic, curviness, mountainous)
- Vehicle type (SUV, sedan, motorcycle, muscle car), age, condition of vehicle, experience with the vehicle being driven
- Speeding
- Inattentiveness, distractions (cell phones, eating, passengers)
- Seat belts

**Note:** Remember, most accidents are due to one or more of these factors: overconfidence, complacency and lack of sufficient training.



# Post-Deployment Best Practices

## Individual Soldier Risk Assessment



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**WHO:** Spouse, parents and other Family members

**WHAT:** Identify the risk levels of Soldiers and encourage them to engage in appropriate activities that will keep them safe

**WHY:** This is at the heart of knowing your Soldiers and staying engaged with them in order to keep them safe while at home

**TIME REQ'D:** About 30 minutes per person per month

**HOW:**

1. Review the sample Soldier Risk Assessment Packet (attached) and discuss their activities. Have them make adjustments as needed

2. Complete the step-by-step instructions that are located on page 2 of the sample packet (modify as you see fit). The process starts with an assessment of your Soldier. While some areas ask the Soldier to self-report, you should supplement the discussion with your own knowledge and experience with your Soldier

3. The key to the assessment is to understand your Soldier and their risk tendencies. Monitor their behaviors with and intervene as appropriate - with the latter being the most critical. Families cannot simply stand on the sidelines and tolerate unacceptable tendencies or behaviors, especially when they are off duty . . . ENGAGE!

4. This assessment is not a one-time deal, but is an ongoing risk management between Families and their Soldiers

*See sample packet*





# Post-Deployment Best Practices Motorcycle Mentorship Program

**WHO:** Family members

**WHAT:** Family members can remind Soldiers of what programs are available to coach, teach and mentor bike handling, safe riding and proper attitudes

**WHY:** The 'master-apprentice' approach to training has worked for thousands of years; it's highly effective at producing skilled behaviors and creating proper attitudes

**HOW:**

1. An experienced rider, or a leader who rides, can take a less experienced rider or someone with rusty riding skills under their wing and coach, teach and mentor safe riding behaviors

2. This may be a one-on-one relationship or the formation of a club on post. Families may hear about programs while Soldiers are deployed and share this information upon their return

3. The key is to have the more experienced rider structure a sequence of events to impart additional skills or refresh rusty skills and ensure proper attitudes such as:

- Responsible riding
- Passing
- Obstacle avoidance
- Defensive driving
- Increasing visibility
- Proper personal protective equipment
- Preventive maintenance
- Night riding
- Wet pavement
- Off-road riding
- Fatigue

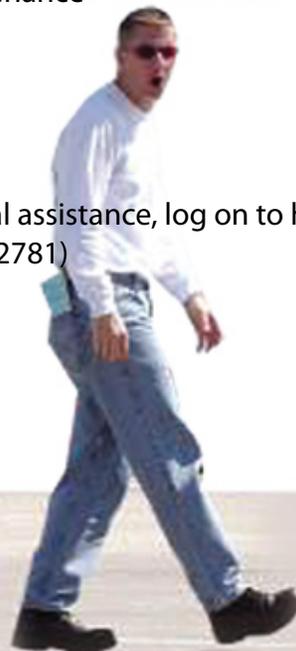
4. For additional assistance, log on to <https://crc.army.mil/mmp> or call 334.255.2781)

*See also the tri-fold*



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# Post Deployment Best Practices Motorcycle/ATV Agreement

**WHO:** Family members

**WHAT:** Discuss with your Soldier the hazards and safety measures of the activity

**WHY:** It gets the Family involved with Soldiers' riding. It also helps remind your Soldier that the Family cares

**HOW:**

1. Review a Motorcycle/ATV Agreement with your Soldier (See example on reverse side)
2. Talk about the hazards of riding and the reasons for wearing the mandatory safety gear and having the proper training (DoDI 6055.4)
3. Cover proper attitudes as they pertain to riding

**Note:** most accidents are caused by one or more of these factors: *indiscipline, overconfidence, complacency and insufficient training*



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See sample agreement



## TRADOC Statement of Motorcycle/ATV Operator Requirements and Individual Responsibilities

1. Reference: Department of Defense Instruction (DoDI) 6055.4 - Traffic Safety Program.
2. *Fifteen percent of Privately Owned Vehicles (POV) accidents in the Army are Motorcycle (MC) accidents. If you operate a privately owned MC or All Terrain Vehicle (ATV) (either street or off-road versions) on or off Department of Defense (DoD) installations you must be appropriately licensed to operate it (except where not required by SOFAs or local laws). Before operation of any motorcycle/ATV, you shall successfully complete an approved rider or operator safety course. The safety course must be a Motorcycle Safety Foundation (MSF), or Specialty Vehicle Institute of America (SVIA) or MSF-based State-approved course. You are responsible to contact the installation safety office and schedule training. Once you have completed training you will report back to the installation safety office and me. It is mandatory that all persons operating or riding as a passenger on a MC or ATV use appropriate Personal Protection Equipment (PPE). PPE requirements are as follows:*
  - a. *A helmet certified to meet Department of Transportation (DOT) standards. Helmet must be properly fastened under the chin. If stationed outside CONUS and the host nation does not have an equivalent helmet standard, the helmet will meet the U.S. DOT standard. The DoD requires use of a helmet even in those states or host nations where helmets are not required by state or host nation traffic laws.*
  - b. *Impact or shatter resistant goggles or full-face shield properly attached to the helmet. A windshield or eyeglasses alone are not proper eye protection.*
  - c. *Sturdy Footwear is mandatory. Leather boots or over the ankle shoes are strongly encouraged.*
  - d. *Long sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens designed for use on a motorcycle/ATV.*
  - e. *A brightly colored outer upper garment during the day and a reflective upper garment during the night are required. Outer upper garment shall be clearly visible and not covered. **Note: Check with the safety office to get specific state, local, and installation requirements related to reflective equipment.***
  - f. ***Insert any specific installation and state MC/ATV traffic laws in this paragraph.***
  - g. *If a Line of Duty Investigation is initiated as a result of a motorcycle/ATV accident, the investigating officer will consider all relevant factors, including those listed in this agreement and in AR 600-8-4, paragraph 4-14 in making his or her determinations in the Line of Duty Investigation.. Additionally, these factors may be considered by the DA Physical Evaluations Board and Department of Veteran's Affairs in determining a Soldier's benefits.*

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Signature and Date