

Driver and Mechanic Badge, 1942-present




At least one bar is worn with a Driver and Mechanic badge that the army instituted in 1942.

The War Department established this badge with Circular 248, July 1942. Initially recipients were a driver or assistant driver who had to have served in that capacity at least three months. WD Circular 119, May 1943, added driver instructors as potential recipients. AR 600-81, September 1944, replaced both circulars.

AR 600-70, 15 April 1948, required one year as either a driver or mechanic to qualify for the badge. Later regulations required mechanics to be rated “skilled,” not to have had a motor vehicle accident for 6 months, and required operators of special mechanical equipment to handled equipment such as generators, satisfactorily for 12 months or for 500 hours. In the 1960s the army temporarily added aviation mechanics and crew chiefs as personnel who could earn this badge.

A September 4, 1942, drawing shows qualification bars engraved on the reverse, like marksmanship badges but the army never implemented that and in parallel with that, AR 600-81, September 22, 1944, allows only one bar per qualification.

Bar Wording or Design	Authority	Authorized Dates	Notes
Mechanic	Circ 248, 1942	July 42 – Present	For “automotive or allied vehicles”
	C2, AR 672-5-1	Nov 62 – Jan 66	Worn with propeller bar for aviation mechanics
Driver-T	Circ 248, 1942	July 42 – Present	For tracked vehicles
Driver-W	Circ 248, 1942	July 42 – Present	For wheeled vehicles
Driver-A	C1, AR 600-35	July 44 – Present	For amphibious vehicles
Driver-M	Circ 248, 1942	July 42 – Present	For motorcycles
Operator-S	AR 672-5-1	May 61 – Present	For special mechanical equipment
Crew Chief	C2, AR 672-5-1	Nov 62 – Jan 66	Worn with propeller bar
	C2, AR 672-5-1	Nov 62 – Jan 66	Replaced by crewmember badge.

Some subdued versions of the badge also exist in both cloth and metal. Regulations such as AR 670-1 dated 1 November 1981, caused confusion. The regulation clearly called out that marksmanship badges would not be worn on field and utility uniforms. The regulation then discussed combat and special skill badges after including the driver and mechanic badge as one of these badges. It then specifically called out that the driver and mechanic badge would be only

worn on the left pocket flap or similar location on uniforms without pockets. Two pages later when discussing subdued embroidered badges, there is a statement the driver/mechanic badge will not be worn on the utility uniforms, but then immediately after this shows a subdued driver badge on a utility uniform. The army never intended for a subdued badge to be worn, but given that it appeared to be authorized, makers produced them and some soldier wore the badges.



Figure 27-51. Wear of subdued embroidered badges.

Subdued driver and mechanic badge being worn as shown in AR 670-1, November 1981, and both metal and cloth subdued versions.