



NACA

Armored Car Security Employee Training Program

Trainer's Guide

April 2007

Introduction

The National Armored Car Association (NACA) represents the major carriers providing secure transportation of valuables for financial institutions, the Federal Reserve, U.S. Mint and other businesses. Each day the armored car industry moves *billions* in cash and other valuables throughout the United States.

The International Association of Chiefs of Police (IACP) in their “Private Security Officer Selection, Training and Licensing Guidelines” established a separate classification for armored car security employees. They concluded that training “should be based upon needs analysis related to job function.” Similarly, the American Society for Industrial Security (ASIS International) recently provided a specific exemption for armored car security employees when they developed their “Private Security Officer Selection and Training Guideline.”

Thus, both the public and private sector experts, after substantial review, have urged separate training regimens for armored car security employees. The duties of the armored car security employee are unique to that armed profession which differs greatly from law enforcement or security guard professions. These employees are tasked with managing the risks associated with the collection, transportation, and security of currency and valuables. Therefore, this specific training model has been designed to instruct these individuals who operate in this industry.

Training issues for armored car security employees include state licensing rules and regulations, observation skills, firearms, driver training, and emergency response to critical incidents. The emphasis on training helps strengthen the professional image of our security officers, while providing for personal safety, public safety, and courteous service within the communities they operate.

These program materials are designed to give general information on the subjects covered that was believed to be accurate at the time that they were compiled. They are not intended as legal advice. Readers should consult competent counsel of their own choosing or contact the respective state licensing agencies for further clarification or direction.

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