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# MRAP Vehicle Update and Initial Assessment 25 January 2008

This overall classification of this briefing is  
~~SECRET // REL to USA, MCF-I~~  
241942Jan08



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Good Afternoon Sir, Gentlemen,

I am (b)(3), (b)(6) Chief, C3 Force Management Division and I will be briefing you on the Initial MNC-I Distribution Plan for the MRAP family of vehicles

I am accompanied by (b)(6) Chief of Logistics for PM MRAP and b 6 Fielding Officer for C3 FMD



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## AGENDA

Current fielding plan – MNC-I FMD

Data collection – MNC-I C3

Initial Impressions – USAIC

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V-Shaped Hull Vehicles in ITO


MRAP Program Vehicles		Route Clearance Vehicles		EOD Vehicles
AH Caiman CAT I 	Cougar CAT I 	Cougar 4x4 	Cougar 6x6 	JERRV 6x6 
IMG Maxpro CAT I 	FPI CAT II 	Buffalo 	RG-31 	JERRV 4x4 
BAE RG-33L CAT II 	RG-33L Ambulance CAT II 	Meerkat 	Husky 	

FOUO (b)(3), (b)(6) C-1 COIC  
DSN VOIP (b)(6)


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## MRAP Delivery Schedule to MNC-I as best can be ascertained as of 12/18/07



		'07	JAN	FEB	MAR	APR	MAY	JUN	JUL
IMG		284	302	297	251	540		128	85
BAE (II)		40	7	7	203		137	202	
AH		60	166	161	234	336			
GDLS			26	231	221	32			
FPI (II)				21			63	107	
<b>ARMY TOTAL</b>		<b>384</b>	<b>504</b>	<b>717</b>	<b>909</b>	<b>908</b>	<b>200</b>	<b>437</b>	<b>85</b>
			475	486	688	876			

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These are the details for the scheduled Army MRAP deliveries

As I mentioned earlier in the briefing, our initial vehicles will consist of Cat 1s from IMG and Cat 2s from BAE. The first deliveries from Armor Holdings are scheduled for November with GDLS beginning deliveries in January and FPI delivering 75 Cat 2s in February.

At this point we do not have more detailed delivery date information available.



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**Distribution Decision Point 2**  
**Slide 1 of 2**

**No GDLS**      Favor by Hot Spot 1-8. 2/3 Fill. No Mixed Fleets

Hot Spot / Unit	THRU DEC 07	JAN	FEB	MAR	APR	MAY	TOTAL
1. 1-101 AA (N)	90	159	54	55	2/3 <sup>rd</sup> Fill		358
2. 1-10 MTN (N)	30	30	48	179	71	2/3 <sup>rd</sup> Fill	358
3. 3 ACR (N)	RIP/TOA	0	65	54	120	0	239
4. 4-2 SBCT (N)	18		18	14	2/3 <sup>rd</sup> Fill		50
5. 3-101 AA (C)			54	54	120	0	228
6. 4-1 ID (B)	196	126	36	2/3 <sup>rd</sup> Fill			358
7. 2-25 SBCT(B)	18	RIP/TOA	17	15	2/3 <sup>rd</sup> Fill		50
8. 2-3 ID (C)	79	110	54	54	61	2/3 <sup>rd</sup> Fill	358

Decision Points: 2 – reevaluate Feb-Apr distribution. 3 – determine Apr-Jun distribution. 4 – determine Jun-Aug

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This is the COA that was approved by LTG Odierno which we call a Proportioned Effort

- It shares fielding sites where possible and favors Hot Spot locations
- In the first column, the numbers reflect Hot Spot locations, the units reflect the BCTs operating in those areas
- Our initial fielding plan runs from Oct to Jan which is the period for which we have initial information
- The vehicle numbers indicate total MRAP quantities
- The stars are assessment and decision points. Due to the time required to reallocate assets, adjust fielding capability and plan for air movement, a 60 day interval was implemented. The 1 Nov point will influence Jan-Feb distribution. The 1 Jan point will influence Mar-Apr distribution

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**Distribution Decision Point 2**  
**Slide 2 of 2**

**No GDLS**      Favor by Hot Spot 1-8. 2/3 Fill. No Mixed Fleets



Hot Spot / Unit	THRU DEC 07	JAN	FEB	MAR	APR	MAY	TOTAL
9. 3-3 ID (C)			0	53	120	RIP/TOA	173
10. 4-3 ID (C)				93	0	47	140
11. 2-101 AA (B)	60	90		36	119		305
12. 2-82 ABN (B)					RIP/No Replacement	RIP/No Replacement	0
13. 4-10 MTN (B)			0	90	0	36	126
14. 1-3 ID (W)				RIP/No Replacement	RIP/No Replacement		0
15. 3-4 ID (B)		RIP/TOA			126	0	136
16. 2 SCR (B)			36			14	50

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## MRAP ASSESSMENT

CG's guidance – Prior to MNC-I's TOA, collect MRAP data to assist in deciding:



- (1) CAT I vs CAT II
- (2) "Best of Breed"
- (3) Total Requirement (UAH / MRAP mix)

Data collection must continue post RIP/TOA between Corps HQs.

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<b>Data Collection</b>		
<b><u>Assessment Team:</u></b>		
MNC-I C3 (FMD) / C4		
Center for Army Lessons Learned (CALL)		
US Army Test & Evaluation Command (ATEC)		
US Army Infantry Center (USAIC):		
1 x Combat Developments		
1 x Mounted Systems Division		
1 x Contractor, MRAP AO		
Army Capabilities Integration Center (ARCIC), TRADOC:		
1 x Accelerated Developments Directorate		
<b><u>Units:</u></b>		
MRAP Fielding FRAGO 051 requires Divisions to report input at 30, 60 and 90 days intervals after initial fielding on the below topics:		
(1) Suggest level of UAH retention by BCT.		
(2) Suggested changes to draft TTPs.		
(3) Maintenance issues and Lessons Learned.		
<b><u>Other:</u></b> Marine Corps Lessons Learned (MCLL)		
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## Data Collected

**SEP 07: MNF-W:**

- VTC between MNC-I C3 (FMD) / USAIC & MNF-W; MCLL

**18 JAN 08: MND-C:**

- 1-87<sup>th</sup> IN, 3-101<sup>st</sup> AA (Stryker)
- 2-502<sup>nd</sup> IN, 4-1<sup>st</sup> ID (Kalsu)
- 1-30<sup>th</sup> IN, 2-3<sup>rd</sup> ID (Murray)
- 1-15<sup>th</sup> IN, 3-3<sup>rd</sup> ID (Cahill)

**19 JAN: MND-B:**

- 1-64<sup>th</sup> AR, 2-101<sup>st</sup> AA (Liberty)
- 1-28<sup>th</sup> IN, 4-1<sup>st</sup> ID (Falcon)
- 2-69<sup>th</sup> AR / 2-16<sup>th</sup> IN, 4-10<sup>th</sup> MNT (Rustimayah)
- 1-502<sup>nd</sup> IN, 2-82<sup>nd</sup> ABCT (Taji)

**20 – 23 JAN: MND-N:**

- LSE (Speicher)
- 2-320<sup>th</sup> FA, 1-101<sup>st</sup> BCT; 402<sup>nd</sup> AFSB (Anaconda)
- 1-327<sup>th</sup> IN, 1-101<sup>st</sup> AA (Summerall)
- RSA (Balad)

**ATEC / CALL / PM / UNIT REPORTS**

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## MRAP Vehicle "Initial Impressions"



- Mission Profile
- Employment Considerations
- Vehicle Modifications
- Sustainment & Recovery
- Training

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## MRAP Vehicle Mission Profile





- MRAP vehicle well suited for:
  - Combat logistics patrols
  - Route clearance missions
  - Raids, QRF and other missions requiring large, dismounted force
- MRAP vehicle is not well suited for:
  - Mounted patrols in constrained urban areas
  - Extensive operations off-road

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### Employment Considerations

- MRAP vehicle size, weight, and civil infrastructure considerations dictate where and how units employ vehicle
  - Canals, road structure, bridges, telephone and electrical wires, underground utilities
- Employ MRAP vehicle with other track / wheeled vehicles and combat vehicles
  - Tailor mix to specific missions; however, 1.4a, 1.4g good point of departure
  - 1.4a, 1.4g
  - Gunner height improves overwatch capability
- Vehicle limitations including recovery must be part of mission planning
- Soldier capacity allows unit to deploy larger force with fewer vehicles

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## Vehicle Modifications

<ul style="list-style-type: none"><li>• Protection and Survivability<ul style="list-style-type: none"><li>– Gunner restraint</li><li>– Auto fire suppression</li><li>– Fuel cell protection</li><li>– Tie down points</li><li>– Sparks Roller ready</li></ul></li><li>• Situational Awareness<ul style="list-style-type: none"><li>– Auxiliary lighting</li><li>– Outside visibility</li><li>– Seat placement / configuration</li></ul></li><li>• Mobility<ul style="list-style-type: none"><li>– Overhead wire clearance &amp; deflection</li><li>– Ride comfort &amp; suspension</li><li>– Auxiliary fuel tank</li></ul></li></ul>	<ul style="list-style-type: none"><li>• Ingress and Egress<ul style="list-style-type: none"><li>– Size and addition of roof hatches</li><li>– Door closure and combat locks</li><li>– Ramp speed</li><li>– Placement and size of steps</li></ul></li><li>• Towing and Recovery<ul style="list-style-type: none"><li>– Self-recovery capability</li><li>– Tow bar in BII</li><li>– Access to towing connections</li><li>– Rhino interference</li></ul></li><li>• Communications Setup<ul style="list-style-type: none"><li>– Cable co-site interference</li><li>– Placement of radio rack</li><li>– Placement of VIC J-Box</li></ul></li></ul>
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## Sustainment and Recovery

- Maintenance and repair challenge units - this is more apparent in light units
  - Limited availability to FSR and Red River Army Depot mechanics - PM actively recruiting
  - Availability of technical and parts manuals
  - Availability of special tools and knowledge to use them
- Spare and repair parts system, range and depth, is immature
  - MRAP shares common parts with other vehicles in inventory, but units can't order because their MTOE does not authorize these vehicles
  - Push package requires adjustment
- MRAP vehicle recovery
  - Recovery limited availability of capable recovery vehicles in light units
  - Preparing vehicle for towing is problematic
  - Immediate extraction from danger area challenging

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## Training



- Training challenges:
  - Drivers, mechanics, and leaders require MRAP vehicle unique training
  - Home station training: consider training drivers on LMTV or FMTV prior to deployment
  - In-theater training: plan for New Equipment Training (NET) attendance for drivers and mechanics
  - Sustainment training: use Master Driver to expand pool of qualified drivers

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**Running Assessment = Product Improvement**

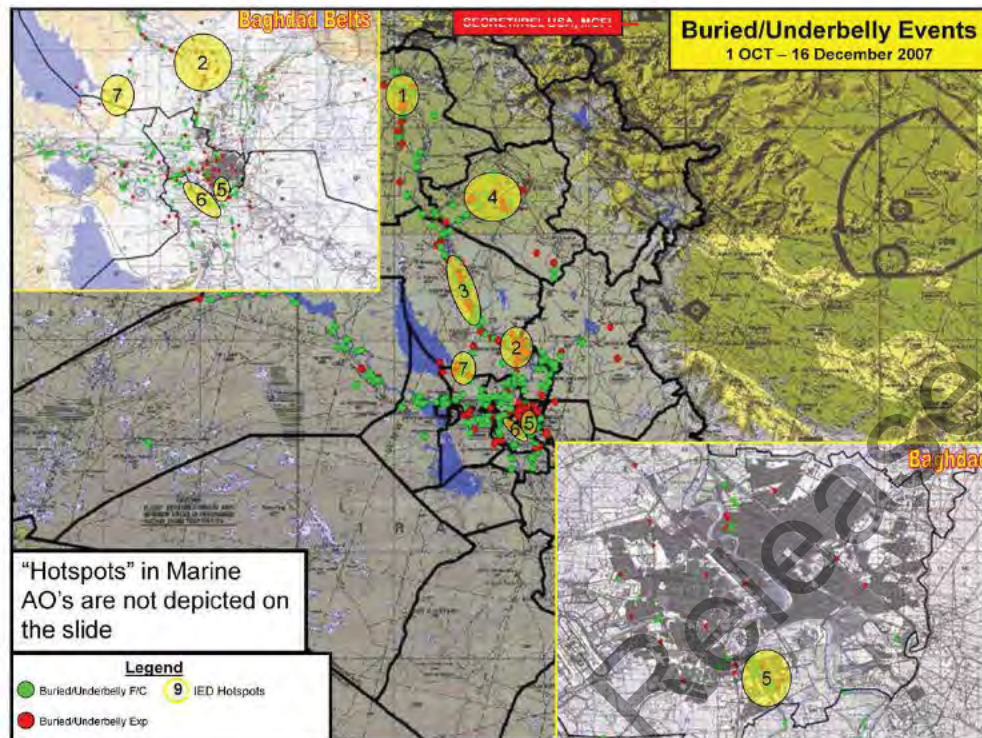
## **Commanding General's Guidance**

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