



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY FORCES COMMAND
1777 HARDEE AVENUE SW
FORT McPHERSON GA 30330-1062

AFOP-TCO

MEMORANDUM FOR

**Commanders, Major Subordinate Commands/Units Reporting Directly to
Forces Command
Director, Army National Guard Bureau
Commander, United States Army Reserve Command
Commanders, Army Service Component Commands**

**SUBJECT: Forces Command (FORSCOM) Mine Resistant Ambush Protected (MRAP)
Family of Vehicles Training Strategy**

1. References.

a. Message, HQ, Forces Command, AFOP-TCO, 12 March 2010,
Subject: FORSCOM Policy for Licensing Operators on the Mine Resistant Ambush
Protected (MRAP) Line of Vehicles.

b. Message, HQ, Forces Command, AFOP-TCO, 24 May 2010,
Subject: MRAP Usage Guidance.

c. Message, HQ, Forces Command, AFOP-TCO, 28 January 2011,
Subject: FORSCOM Policy for Drivers Training on the MRAP Line of Vehicles.

d. Training Circular 7-31 (Final Draft), HQ, Training and Doctrine Command,
January 2011, MRAP Family of Vehicles Drivers Training.

2. Purpose. This memorandum provides command guidance to FORSCOM subordinate commands and informs the Army Service Component Commands, the Army National Guard and the United States Army Reserve Command. Our purpose is to provide guidance to establish a standardized methodology for conducting licensing and training on the MRAP Family of Vehicles throughout the force.

3. Mission. Commanders implement licensing and training policies in accordance with the following strategy that ensures Soldiers are properly licensed and well trained in the operation and safety aspects of the MRAP.

4. Situation. Forces Command currently has approximately 820 MRAPs in the training inventory. Variants include Caiman, Cougar, MaxxPro, RG-33, MRAP Recovery Vehicle, and the MRAP-All Terrain Vehicle (M-ATV). The MRAP training

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inventory is expected to grow to 1568 MRAPs in Fiscal Year 2012. Additionally, MRAPs are expected to be placed in certain unit Modified Table of Organization and Equipment (MTOEs) by Fiscal Year 2015. Unit types to receive MRAPs in MTOEs include certain medical, engineer, and transportation units.

5. Intent. Our focus is on full spectrum operations training to achieve mission essential task list proficiency with MTOE equipment. Because the MRAP will not be added to most unit MTOEs, the primary focus for MRAP training will be for Deployment Expeditionary Force (DEF) units. Contingency Expeditionary Force (CEF) units may use MRAPs during training to supplement known MTOE shortfalls. The procedures depicted in this strategy apply to CEF/DEF units equally for MRAP training.

a. Home Station Training. Home Station training will focus on licensing and driver / crew familiarization with the MRAP Family of Vehicles. Forces Command will maintain a fleet of required variants within the Pre-Deployment Training Equipment site at established installations to provide this capability. Collective training is authorized at home station with MRAPs to the extent priority focus for licensing and driver / crew familiarization are met and within the capacity of the installation MRAP fleet.

b. Combat Training Centers. The Combat Training Center (CTC) TDAs will be augmented with 118 MRAP vehicles. The 118 MRAPs replicate an Infantry Brigade Combat Team Infantry Battalion set and will be used exclusively for the DEF rotational unit collective training event. All licensing and driver / crew familiarization will occur prior to the CTC rotation. Unlike the home station fleet, the CTCs will be pure fleeted to the extent possible with the MaxxPro and M-ATV variant.

6. Driver Training. All drivers training will be accomplished in accordance with Army Regulation 600-55 and Headquarters, Department of the Army Training Circular 7-31.

a. Instructor Selection. Commanders will select non-commissioned officers who are qualified to operate the equipment, have been licensed for at least one year, have technical knowledge of the equipment, and have the knowledge and experience needed to instruct.

b. Instructor Training. Instructors will take periodic refresher training to sharpen their skills. The instructor must understand the purpose and nature of the training and test conducted. Instructors will conduct all training and testing in accordance with applicable Training Support Packages and test administration guides.

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c. **Driver Selection.** Commanders will use care in selecting drivers for the MRAP Family of Vehicles. Poor driving habits can result in injury to personnel and equipment as well as damage to equipment. Driver selection will follow procedures established in Training Circular 7-31.

d. **Licensing.** Licensing will be in accordance with Army Regulation 600-55. Initially, commanders may use the Joint Program Office (JPO) MRAP mobile training team to conduct and certify drivers on the different variants of MRAPs. The MRAP University located at Red River Army Depot can also provide the training and certification. However, JPO MRAP only certifies drivers. It remains a command function to issue license. Additionally, as a precursor to driver training, the Mine Resistant Ambush Protected vehicle capability and limitation information brief is available for deploying units through the Army Maneuver Center of Excellence. This briefing covers the capabilities and limitations of the MRAP Family of Vehicles with unit leaders emphasizing survivability, driver training, recovery operations and safety. Also, MRAP's are authorized for use in collective training in accordance with the chart at enclosure 1.

e. **Unit/Installation Driver Training Program.** Units/Installations will use personnel certified by JPO MRAP, licensed by the unit, and selected by the command to establish individual unit or installation MRAP training programs. Unit and installation training programs will be established in accordance with Army Regulation 600-55 and Training Circular 7-31.

f. **Basic Driver Training.** Basic driver training will develop the individual skills needed to operate the MRAP vehicle. Drivers will be trained and evaluated on preventive maintenance checks and services, offensive and defensive driving techniques, operating on improved and unimproved surfaces, recovery operations (self and MaxxPro Recovery Vehicle), day and night driving techniques. Driver and crew will be trained and evaluated on crew drills.

g. **Advanced Driver Training.** Advanced driver training will develop specific skills needed to operate the MRAP in extreme or unusual conditions. Drivers will be trained and evaluated on operating under combat conditions, operating in unusual terrain or environmental conditions, performing transition from one road surface to another and performing evasive driving techniques.

h. **MRAP Vehicle Recovery (MRV).** MRV training cannot be replicated in unit or installation training programs. The MRV training consists of a two week course to be taught at Red River Army Depot beginning April 2011 for 91 series mechanics with an

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H8 Additional Skill Identifier. This training will be prioritized for the next unit's deploying to Afghanistan until operations permit otherwise.

i. Training Aids, Devices and Simulators. The Common Driver Trainer and MRAP Egress Trainer are available to assist commanders with MRAP training. The training devices are available at most installations and in mobile platforms. Commanders will use the Common Driver Trainer and Egress Trainers to enhance manual training techniques as well as provide simulated training effects when terrain or weather prohibits hands on training. Unit commanders may authorize transfer of Communication Equipment from other tactical vehicles to MRAPS as they see fit to support Collective training requirements. Accountability and responsibility for assigned equipment remains a unit commander responsibility.

7. The Army continues to incur numerous accidents and injuries associated with the MRAP Family of Vehicles. An effective training strategy combined with selecting the best qualified Soldiers as instructors and drivers will greatly reduce the risks associated with the inherent hazards of the MRAP vehicle. Commanders will ensure the strategy depicted in the paragraphs above is adhered to and that safety briefings are given to all formations prior to training or operating the MRAP Family of Vehicles. Additionally, until the MRAP Family of Vehicles become a Program of Record, are appropriately type classified, and added to unit MTOEs, the MRAP Family of Vehicles will be restricted to use on installations and training areas. The MRAP is not authorized for operation on public highways.

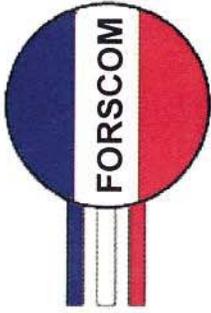
8. For further information, contact LTC John T. Garity, 404-464-5073, email john.garity@us.army.mil.

FOR THE COMMANDER:



MARK A. GRAHAM
Major General, USA
Deputy Chief of Staff, G-3/5/7

Encl



MRAP FOV Characteristics, Capabilities and Limitations

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CATEGORIES OF MRAP VEHICLES

CHARACTERISTICS, CAPABILITIES AND LIMITATIONS	CAT I <small>(RG-31, RG-33, Caiman BasePlus, MaxxPro BasePlus/Dash)</small>	CAT II <small>(RG-33L)</small>	M-ATV
MAX SPEED	55	65	65
MAX SAFE SPEED	25 MPH	25 MPH	25 MPH
MAX SLOPE ANGLES GRADE	60%	60%	60%
MAX SLOPE ANGLES SIDE	30%	30%	30%
MIN GROUND CLEARANCE	12.9 - 14 INCHES	14.9 INCHES	10.4 INCHES
APPROVED SURFACE	Paved or hard surface roads	Paved or hard surface roads	Tank Trail or unimproved road surface

- MRAPs high center of gravity greatly increases the chance for roll or tip over.
- Cross-country speeds are significantly reduced due to the high center of gravity which pose a greater risk of tip or rollover when negotiating slopes, trenches, ditches and other obstacles.
- MRAPs will ascend longitudinal slopes of up to 60%; however, extreme caution must be exercised on slopes greater than 50%.
- MRAPs are capable of operating on side slopes of up to 30% (use extreme caution on side slopes greater than 25%)

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