



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY FORCES COMMAND
4700 KNOX STREET
FORT BRAGG, NC 28310-5000

19 NOV 2013

AFOP-TCO

MEMORANDUM FOR Commanders, Major Subordinate Commands/Units Reporting Directly to FORSCOM, Army National Guard Bureau and U.S. Army Service Component Commands (ASCC)

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 Driver Training on the MRAP Line of Vehicles.
- d. Training Circular 7-31, HQ, Training and Doctrine Command, February 2011, MRAP Family of Vehicles Driver Training.
- e. Message, HQ, USFOR-A FRAGO 10-069, 23 February 2010, subject: Tactical Vehicle Rollover Prevention and Safety Training.
- f. AR 385-10, The Army Safety Program, 4 October 2011, Rapid Action Revision (RAR) 14 June 2010.
- g. Message, HQ, Forces Command, AFPE-SA, subject: MRAP Safety Alert Message.
- h. Message, TACOM Life Cycle Management Command, Safety of Use Message number 13-014, 6 September 2013, subject: MRAP Safety of Use Message.

2. Purpose. This memorandum provides command guidance to FORSCOM subordinate commands and informs the Army Service Component Commands and the Army National Guard to establish a standardized methodology for conducting licensing and training on the MRAP Family of Vehicles throughout the force. This Forces Command (FORSCOM) Mine Resistant Ambush Protected (MRAP) Family of Vehicles

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Training Strategy supersedes previous editions dated 27 February 2012 and 31 May 2011.

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

4. Situation. U.S. Army Forces Command currently has approximately 820 MRAPs in the training inventory. Variants include MaxxPro, MRAP Recovery Vehicle, and the MRAP-All Terrain Vehicle (M-ATV). 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 key leader vehicles in the Infantry Brigade Combat Teams and certain medical, engineer, and transportation units.

5. Intent. Our focus is on decisive action 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 deploying units.

a. Home Station Training and Collective Training. Home Station training will focus on licensing, driver training, and crew certification 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, driver training, and crew certification are met and within the capacity of the installation MRAP fleet. MRAP capabilities vary by variant. Enclosure 1 provides the surface conditions and maximum safe operating speeds for training. Cross-country use for the M-ATV and the MaxxPro Dash are authorized within the limitations provided in enclosure 1.

b. Combat Training Centers. Currently the equipment set at the Combat Training Centers (CTC) is 84 MRAPs at National Training Center (NTC) and 77 MRAPs at the Joint Readiness Training Center (JRTC). All licensing, driver training, and crew certification 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.

c. Mobilization Training Centers. The Mobilization Training Centers (MTC) will be augmented with 502 MRAP vehicles. These vehicles will be used to support the Reserve Component licensing and driver / crew certification to include any unit collective training prior to deployment.

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.

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a. Instructor Selection. Commanders will select the most qualified non-commissioned officers who have the most experienced in the operation of the MRAP, 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.

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 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. However, JPO MRAP only certifies drivers. It remains a command function to issue licenses. 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.

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.

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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, Texas for 91 series mechanics with an H8 Additional Skill Identifier. This training will be prioritized for the next unit's deploying to Afghanistan until operations permit otherwise. The H8 course is an ATRRS scheduled course conducted at installations throughout the Army.

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 for assigned equipment transferred to MRAPs for training remains a unit commander's responsibility.

7. Crew Training/Certification. The MRAP is a crew operated vehicle. The minimum crew to operate any MRAP is two (2), Driver and Vehicle Commander (VC). In order to get the maximum use of an MRAP's capabilities the Driver, Commander, Gunner and additional Crew Members must fully understand their individual roles and responsibilities. They must know how to collectively work together in a controlled and orderly fashion while operating the MRAP. By each crew member understanding their individual roles as well as their collective roles their chances of survival be greatly enhanced during a vehicle accident, rollover, or improvised explosive device (IED) strike. Each Crew member has a critical role to fill and everyone within the crew is dependent upon one another to be able to function as an effective team.

a. Vehicle Commander responsibilities. The Vehicle Commander is responsible for personnel, cargo and equipment in the assigned MRAP. He task organizes his personnel based on vehicle type, equipment, weapon systems, and the tactical employment of the vehicle. The Vehicle Commander maintains communication with Convoy Commander and other VCs. Additionally, he provides supervision and guidance to the driver and crew as required.

b. Crew responsibilities. MRAP crews are responsible to communicate positively; direct assistance to fellow crew members; announce actions; offer assistance; acknowledge actions; be clear and concise; provide vehicle control & hazard advisories; and coordinate action sequence and timing so crew actions mesh. Crew situational awareness is also critical to the safe operation of any of the MRAP family of vehicles. Everyone plays a critical role in the crew's safety. Crews must always be on the lookout for hazards. Effective crews train together and maintain crew integrity.

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c. Certification. Unit Commanders are responsible for certifying that their MRAP crews are trained to operate these vehicles safely. Additionally, unit commanders must ensure the integrity of each crew is maintained to the maximum extent possible to mitigate risk in the operation of these complex and inherently hazardous vehicles.

8. OEF Training Guidance.

a. MRAP Drivers. The Army requires at a minimum one trained driver per each MRAP vehicle. Theater requires at least two drivers be trained on each MRAP drawn from Theater Provided Equipment (TPE). Early communications between incoming and outgoing units is critical to establishing the training requirement for the number of drivers for each variant of MRAP. Every driver must drive a minimum 75 day and 50 night miles in order to operate any MRAP outside the forward operating base. Night driving will be accomplished using either night vision equipment or the Driver Vision Enhancer (DVE) system.

b. MRV Operators. The Army requires at a minimum one trained operator per each MRV vehicle a unit will operate. Theater requires at least two trained operators. Early communications between incoming and outgoing units is critical in establishing the training requirement for the number of operators for the MRVs being drawn from TPE. As referenced in paragraph 6. h., MRV training is a two week course at Red River Army Depot, Texas. All mechanics attending Operator New Equipment Training (OPNET) must be H8 Additional Skill Identifier (ASI) certified prior to attendance. The MRV (Model 1249, NSLIN YF550S) is a complex recovery vehicle that requires H8 recovery specialists to be trained on its safe operation. Unit commanders will validate H8 ASI certification prior to sending any mechanic to MRV OPNET. MRV NET training in theater will be limited to post fielding, therefore, units must complete training at RRAD before operators deploy to Afghanistan. The MRV OPNET class taught at RRAD is 80 hours in length. Next deplorers have priority so units must plan in advance to ensure recovery vehicle operators complete training prior to deployment. MRV training will be coordinated through FORSCOM Collective Training Division point of contact in paragraph 10.

9. Safety.

a. Safety is of the utmost importance - especially when utilizing any non-standard vehicle - and every precaution will be taken during the actual conduct of training, during the administrative movements to and from training as well as any time a vehicle is in operation. Risk Management is a decision-making process used by leaders to mitigate risks associated with all hazards that can injure or kill personnel, damage or destroy equipment, or otherwise impact mission effectiveness. During the training process, commanders will utilize the Risk Management process in accordance with AR 385-10 to determine the safest and most complete method to train. Vehicle commanders and

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drivers must know their specific MRAP vehicle's physical dimensions (length, width, height, and weight) and mobility limitations. Trafficability of terrain must be factored into leaders risk management processes to mitigate risks associated with all MRAP related training events.

b. Due to the high center of gravity, large size, ground pressure and limited fields of vision associated with the MRAP FOV's, leaders must emphasize driver training and safety when operating MRAPs. These operating challenges demand excellent driver skills and knowledge beyond that of most tactical wheeled vehicles. MRAP drivers must know how to operate vehicle equipment effectively in the most challenging environments. Leaders must challenge MRAP drivers to use safe driving practices and increase their awareness for accident avoidance. TC 7-31 addresses these important driver needs and provides MRAP vehicle drivers with techniques to enhance their driving skills. In addition, it is important to reiterate that the minimum crew to operate any MRAP is two Soldiers consisting of a licensed driver and Vehicle Commander.

c. Unfortunately, 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, drivers and crew members 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.

d. Commander's will also incorporate FORSCOM and TACOM MRAP Safety Message guidance provided in enclosures 2 and 3. Furthermore, Commanders will strictly follow installation requirements, including coordination with the Installation Transportation Officer (ITO) to obtain appropriate permits when. It is important to be aware that included within mandatory regulatory guidance is MIL STD 1366, as these vehicles do not meet the requirements for general unrestricted CONUS transport. Specifically, these vehicles exceed width dimensions, and single axle load limits. Additionally, MRAPs do not fully comply with the Federal Motor Vehicle Safety Standards (FMVSS), which are necessary for unrestricted movement and do not meet the requirements of the bridge gross weight formula, necessary to avoid overstressing bridges, as defined in MIL-STD-1366, 5.1.2.2 US Federal Bridge Gross Weight Formula. Hence, proactive coordination with the ITO and advance planning on the part of Commanders is critical to ensure that these vehicles can properly move administratively to and from designated training areas.

e. It is also important to know that there is a distinction between utilizing these vehicles within a designated training area vice administratively moving to and from training areas, unit locations and draw sites. Hence, in addition to the above safety

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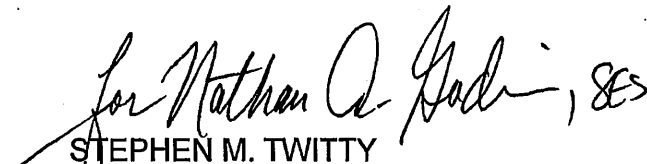
guidance to units, Senior Installation Commanders must develop appropriate safety plans and risk assessment measures to limit the roads that these vehicles will travel on to avoid civilian traffic whenever possible and prevent property damage. Additionally, Senior Installation Commanders must limit the amount of time these vehicles are moving administratively, establish and enforce safe speeds when operating, and strictly comply with all regulatory guidance to include the implementation of any other necessary measures to make safety the highest priority. As far as which particular roads that these vehicles may administratively move upon, all drivers must only use the Senior Installation Commanders approved roads which must comply with the applicable guidance associated with that vehicles Materiel Release in addition to Federal/State/Local regulatory requirements.

10. For further information, contact COL John T. Garity, 910-570-6324 (DSN 670), or email at john.t.garity.mil@us.army.mil.

FOR THE COMMANDER:

Encl

1. MRAP FOV Characteristics, Capabilities and Limitations, 24 July 2013
2. FORSCOM MRAP Safety Alert Message
3. TACOM MRAP Safety of Use Message, 6 September 2013


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