**THE 9 NEED TO KNOWS (N2Ks) TO TRAINING MRAP**

 Knowing these two basic principles of “How the Army Trains MRAP” will get you a clearer picture of the best approach to getting off the ground with MRAP

training and Sustaining your MRAP Training Program.

* Principle 1. The “**Program Manager”** is responsible for New Equipment Training (NET).
* Principle 2. After NET "**The Unit**" is responsible for "Sustainment Training".

Luckily there is a "Smorgasbord" of training material available for Sustainment Training and a whole bunch of folks that want to see you and your unit succeed!

 This Information Paper will provide you the links and contacts that you will need to get started with MRAP Training. You can also look at the Power-Point presentation titled “How the Army Trains MRAP” which provides a pictorial reference as well. The brief is presented at the Maneuver Center of Excellence’ Senior Leader's Course, generally once per Quarter and be accessed via Warrior University by selecting the MRAP tab. <https://warrioruniversity.army.mil> or for the direct MRAP training link you can go to <https://www.warrioruniversity.army.mil/training-wiki/-/wiki/Main/MRAP> all you need is your AKO Username and Password!

 The earlier your unit gets started prior to deployment the better! The idea is to get as much pre-deployment training as possible prior to going to theater. Now that you know the 2 basic principles of how the Army trains MRAP, below are the Need to Knows (N2Ks) to get the maximum benefit of all of the resources available for a successful MRAP Training program.

N2K 1. Make a careful decision on who would be the best candidates to attend NET. The more the better but most importantly some really good NCOs who can help you maintain a solid MRAP Sustainment Program. The intent of the NET is train the trainer which not only trains your other drivers, but also creates a cadre you can rely on at unit level to maintain and sustain proficiency. These individuals should have retention within the unit for the duration from pre-deployment through deployment. This cadre of MRAP experts will not only conduct the driver training, but also provide the continuity of the program while deployed. Your unit will need to have primary and alternate drivers that are licensed, third, they train the vehicle crews in driving and gunnery. This means the driver, VC/TC and the gunner. MRAP IS NOT LIKE A HMMWV; it is a large truck with a high center of gravity which requires crew integration and coordination to operate safely and effectively in the operational environment. These crews should reflect the anticipated task organization and battle roster of the unit once deployed. The gunners and VC may also serve as alternate drivers. Drivers should cross train as gunners. Finally, the crews are certified by going through a live fire unstablizied gunnery exercise for both the Objective Gunner’s Protective Kit (OGPK) and Common Remotely Operated Weapons Station (CROWS). Make a list and check it twice! That was easy!

N2K 2. Make contact with COL John Garity. COL Garity is the FORSCOM G-3 training representative, and will assist in providing information regarding NET. His contact information is as follows: john.t.garity.mil@mail.mil COL John T. Garity, III

FORSCOM G3 Training Ops Fort Bragg, NC, DSN: 312-670-6324, COMM: 910-570-6324

N2K 3. Check into MRAP University and see if they will be able to provide slots for your maintenance personnel. They have an excellent course consisting of:

-Maintenance Familiarization: 6 weeks, 240 hours M-ATV, RG31, RG33, Caiman,

 Cougar, MaxxPro

-Operator Familiarization: 12 days, 96 hours M-ATV, RG31, RG33, Caiman, Cougar,

 MaxxPro

-SOCOM Variants Maintenance / Operator: 2 weeks, 80 hours

 M-ATV, RG31, RG33, RG33-AUV

-MRV (MaxxPro Recovery Vehicle): 2 week, 80 hours MUST HAVE H8 QUALIFICATION

You will need to get your mechanics "geared up" into knowing all of the MRAP variants. To get a detailed look at what MRAP University can provide your unit visit their website at: <http://www.redriver.army.mil/rrpages/MRAPUniversity.htm> or contact Mr. Bobby Russell “the Dean of MRAP University”. Mr. Russell’s e-mail is [bobby.e.russell2.civ@mail.mil](file:///C%3A%5CUsers%5CRobert.prater%5CDesktop%5Cbobby.e.russell2.civ%40mail.mil).

N2K 4. Get familiar with AR 600-55. The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing). AR 600-55 can be accessed via Warrior University <https://www.warrioruniversity.army.mil/training-wiki/-/wiki/Main/MRAP>. One vital thing to understand is that the Commander is responsible for issuing licenses. Pay close attention to AR 600-55 Sustainment training 4-4, page 11. "Commanders will develop and implement a sustainment Training program to be conducted at least annually (every 2 years for USAR and ARNG) for any driver with a valid OF 346." It is actually a pretty simple process once the Commander has selected their Instructors or sometimes referred to as a “Master Driver or in some cases Master Drivers” who will assist the Commander with the responsibilities. AR 600-55, Appendix F explains it in more detail. Once you’ve read the regulation you will see how “easy” it is to get going!

N2K 5. Get started familiarizing yourself with the available MRAP Training Material. I would suggest that you access Computer Based Interactive Training (CBIT) on your Computer. The CBIT is provided by the Joint Program Office (JPO) and can be accessed at: <https://support.bcks.army.mil/jpo_library.swf> Just log in with your AKO ID and password. This will allow your potential Operators and Maintainers to get a head-start on Operator New Equipment Training (OPNET) and Field Level Maintenance New Equipment Training (FLMNET) prior to attending NET. Anyone can train and it is fun! In the event that you are having difficulty logging into the JPO site you can access the CBIT training through the JPO’s Library of TACOM Training Information site (Lottis) by logging into: <https://utap.army.mil/pls/htmldb/f?p=150:67>. You will have to register with LOTTIS but it will be well worth the effort! The CBIT is an excellent Desktop Trainer and LOTTIS has all of the Programs of Instruction (POIs) and Lesson plans for each variant. Currently the CBIT offers an OPNET and FLMNET on the MAXXPRO Dash and the MATV variant. Other Variants are planned to come on line soon. The attached brief "How the Army Trains MRAP" will give you more information about CBIT.

N2K 6. Visit the Safety Center's Website [Https://Safety.Army.Mil/Groundsafety/](https://Safety.Army.Mil/Groundsafety/) Log in with Common Access Card (CAC) or your AKO Username and Password. This will open up another "Big Door" with all kind of goodies! Click on

a. Driver's Training Toolbox

b. Information by vehicle

c. Wheeled Vehicle tab.

d. MRAP Tab. Now you will have access to Training Guides, Safety Videos, Lesson Plans and the list goes on and on. The Safety Center has done an excellent job with this site.

I would highly recommend getting access to the TC 7-31 *MRAP Family of Vehicles Driver’s Training* through either the Safety Center’s website or through the Riemer Digital Library <http://armypubs.army.mil/doctrine/tc_1.html>.

N2K 7. Explore some options on how to get the most use out of the Training Aids Devices Simulators and Simulations (TADSS) explained in the brief. You want to ensure you get the most training time out of the MRAP Egress Trainer (MET), Common Driver Trainer, (CDT) etc. Also in the brief you will see the locations of each TADSS.

N2K 8. Crew building and integration training includes –

a. Driving in a representative environment which (from msg MRAP Operator Capability Requirements for the USCENTCOM AOR 021830Z APR 12) includes uneven terrain, elevated terrain, ditches and wadis, berms and hills, cultivated fields, side slope and up-slope/down slope, crossing shallow water)

b. Rollover prevention (maneuver-initiated, impact-initiated and fall initiated), egress and rescue (including water egress drill and water rescue/recovery), self-recovery, crew coordination, load plans/equipment storage, terrain and route analysis

N2K 9. Gunnery Training OGPK and CROWS… (See FM 3-20.21) chapter 17 Unstabliized Platform Gunnery, for ideas on crew qualification.



Summary: I believe that you now have all the tools or resources to get started. All you need to do is get in the game! If you want to check out the TADSS, download some Pubs, get started on some good quality CBIT training or look at the MRAP lesson plans or Programs of Instructions (POIs); you can do that by visiting either one of the three following sites:

1. Maneuver Center of Excellence’ Warrior University <https://www.warrioruniversity.army.mil/training-wiki/-/wiki/Main/MRAP>
2. United States Army Combat Readiness Center (USACR) [Https://Safety.Army.Mil/Groundsafety/](https://Safety.Army.Mil/Groundsafety/)
3. Joint Program Office’ (JPO) Library of TACOM Training Information site (Lottis) <https://utap.army.mil/pls/htmldb/f?p=150:67>

If for any reason you seem to be getting a little overwhelmed with this “smorgasbord” of great MRAP training material feel free to contact me and I will ensure you get in the right direction! Have fun! Train Heartily!

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