



Mine Resistant Ambush-Protected (MRAP) Vehicles

April 2015

Change to:

What is the problem with MRAPs returning to CONUS?

Page 2 of SDDCTEA Traffic Engineering and Safety Bulletin 13-05, Mine Resistant Ambush-Protected (MRAP) Vehicles contained information that has changed regarding operation of MRAPs on public roads.

In July 2014, the U.S. Army Tank-Automotive and Armaments Life Cycle Management Command (TACOM) issued a revised Safety of Use Message (SOU) regarding operation of MRAPs on public roads. This revision authorized units to operate MRAPs on public road subject to the standard operation procedures of the installation from which these units were operating and also subject to the approval of the respective State permitting office.

Units should coordinate with their installation transportation officer to obtain local State department of transportation and law enforcement agency permits and authorizations to operate MRAPs on public roads.

Units should also be aware that even if issued a permit the military retains all liability for all at fault crashes, roadways damage, etc.

The TACOM SOU is available on the Safety First Web Site located on the TACOM Unique Logistics Support Applications (TULSA) portal. Access to the Safety First Web Site requires common access card authentication. You must first request access to the Safety First Web Site. To request access go to <https://tulsa.tacom.army.mil>. For assistance, email the TULSA Helpdesk at TACOM-LCMC.ILSC_TULSA@mail.mil. The Safety First Web Site also has the capability to email Safety and Maintenance messages directly to your inbox. To subscribe to the mailing list, click on, E-Mail Subscriptions, on the Navigation bar.

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Mine Resistant Ambush-Protected (MRAP) Vehicles
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What are MRAPs?

MRAPs are Mine Resistant Ambush-Protected vehicles. MRAPs provide significant protection from small arms and are especially adept at mitigating blast effects. Most MRAPs also have the ability to carry extra protection for other types of specialized threats as the mission dictates. All variants of MRAPs come complete with a communications suite, a gunner's turret, and a chassis capable of much higher mobility than other vehicles of similar weight. The need for them became apparent in Iraq after mounted units realized that Humvees and Strykers were not sufficient to protect troops against mines and improvised explosive devices (IEDs).

MRAPs were developed as a program under the U.S. Army's Program Executive Office for Combat Support and Combat Service Support. The MRAP program was well-funded and was a Joint Urgent Operational Needs "rush" program to deliver vehicles to the combat theaters in Iraq and Afghanistan for all military services. The program was under pressure to meet the competing needs of various threats and to field different MRAP variants specific to each theater and user-particular mission. MRAPs may be categorized as Utility Vehicles, Rapid Response Vehicles, Mobile All-Terrain, or Special Purposes (such as Recovery Vehicles or Ambulances).

There are three general categories (I, II, and III) of MRAPs based on the weight and size (and number of axes) of the vehicles. Because of the many variants (over 50 currently) it is sometimes difficult to distinguish categories, variants, and even manufacturers. The MRAP-All Terrain Vehicle (M-ATV) is also a category of MRAP. Different models and variants in each category are represented in figures 1-4.

Figure 1: Category I MRAP Vehicles

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OFFICIAL BUSINESS

Reference List

- ✓ Joint Program Office MRAP
- ✓ <https://safety.army.mil/drivertrainingtoolbox/mrap.aspx>
- ✓ http://www.ops.fhwa.dot.gov/freight/sw/permit_report/index.htm
- ✓ <http://www.ops.fhwa.dot.gov/freight/sw/index.htm>
- ✓ <http://www.fhwa.dot.gov/policy/otps/truck/index.htm>
- ✓ <http://www.ops.fhwa.dot.gov/freight/sw/map21tswstudy/index.htm>
- ✓ U.S. Department of Transportation, Federal Highway Administration. Federal Site Regulations for Commercial Motor Vehicles. Washington, DC, 1996.

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