Survivable Vehicles for the Warfighters

Mine Resistant Ambush Protected (MRAP) Vehicle Program Logistics Overview

November 2012
Service and Congressional call for added vehicle protection drove rapid requirements growth.

- Increased Army totals from 2,500 to 10,000 vehicles and included 100 test vehicles.
- Supported increased vehicle reqts for OEF.
- Supported M-ATV reqts for OEF.
- Supported increased vehicle reqts for OEF.
- Supported increased vehicle reqts for OEF.
- Established Army final reqt at 12K, SOCOM final reqt at 378, and final ballistic test reqt at 133 vehicles.

Operational Demand Signal

- 4,066 - Dec 06 Army-USMC board
- 1,185 - Nov 06 JROC validated
- 185 - May 06 MNF-W Commander
- 7,774 - May 07 JROC validated
- 15,374 - Sep 07 JROC validated
- 16,238 - Nov 08 JROC validated
- 21,482 - Jul 09 JROC validated
- 26,882 - Jan 10 JROC validated
- 27,344 - Dec 10 JROC validated
- 27,744 - Jun 11 JROC validated

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JPO MRAP Cornerstones

SECDEF Memo
2 May 2007

“The MRAP program should be considered the highest priority Department of Defense acquisition program…”

“…any and all options to accelerate the production and fielding of this capability to the theater should be identified, assessed and applied where feasible.”

“…the urgency of the situation …requires that we thoroughly examine all options to put as much of this enhanced capability in the hands of our troops as rapidly as reasonably possible.”

All driven by Urgent Requirements

OSD TASK Force Charter

“Directing that a Department-wide task force be formed to integrate planning, analysis, and actions to accelerate over the next year the acquisition of as many MRAPs as is possible and prudent”

Secretary Gates’s Memo dated 30 May 2007

“Speed is of essence”

Accelerated Production to Maximum Capacity by Adding Additional Vehicle Variants to Meet CENTCOM Requirements Faster
Joint Sustainment Support Timelines

The “Challenge”

2007 2008 2009 2010

Typical Organically Supported Weapon System

Provision repair parts
Complete Technical Manuals

2.5 YRS PRIOR TO FIELDING

Traditional Support

CLS Weapon System

Prepare to provide logistics support

MRAP Support: Concurrent with Fielding

MRAP Fielding
Provision
Verify COTS manuals
Buy Initial Spt Pkgs
Procure repair parts

All MRAP Activities Happen in Parallel

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Major Planning Considerations

- Fielding
- Training and Instructors
- Field Support Representatives
- Supply Chain Operations
- Battle Damage Repair / Component Repair
- Parts Availability / Asset Visibility
- Engineering Change Proposal / Retrofit / Configuration Management
- Refurbish / Reset / Capability Insertion
- JPO Forward Funding
- Joint MRAP Life Cycle Collaboration
- Command and Control
**Fielding**: 9 sites, RSAs at 4 of 9 sites
- De-process / QA checks
- GFE harvest and install
- MRAP fielding, training
- UAH turn-in (RPAT sites)
- Field company sets up 30 vehicles per week

**Training**: 9 sites
- Operator/Driver NET (OPNET)
  - MRAP operations
  - Operator level maintenance
- Maintenance NET (MNET)
  - Field level maintenance
  - PM provided train-the-trainer

**Sustainment**:
Four RSAs with shop stock (3 Army, 1 USMC)
- Battle damage repair (certified ballistic welders)
- Repair and return to unit
- Component replacement and evacuation
- Component repair at LSAA and TQ
- ASL stocks at the tactical SSA

RSA sites conduct fielding support and sustainment
Kuwait/PM Forward

- Deprocessing Site
- MRAP Sustainment Facility (MSF) Operations
  - Home Station Training
  - Theater Sustainment Stocks
- Camp Buiering
  - RIP/TOA Training
  - TADSS
- Route Clearance Modernization Facility
- Theater Operations Center (Now in OEF)

Maintain Flexibility
The MRAP Team - Production

- Fostered Excellent Cooperation between OEM and Gov't
- Established JPO Proactive Production Assistance Team (PPAT) to Assist OEMs in Overcoming Production and Quality Issues
- Awarded Defense Priority Allocation System (DPAS) DX Priority
- Initiated Facilitation of Suppliers (e.g., Michelin)
- Aided in Source Identification and Assistance (e.g., High Hard Steel Armor)
- Created Strong DCMA Partnership
- Shifted Pre-Integration of GFE to OEMs expeditiously

Program Start: November 2006
Less-than-major Rapid Deployment Capability program Supporting two JUONS for 1,185 vehicles. Sole source Contract for up to 280 vehicles awarded

- Designated as top priority DoD program May 2007
- Requirement increases to 7,774 MRAP Task Force Established
- ACAT II designation February 2007
- First LRIP production orders for 839 vehicles

ACAT I designation September 2007
JPO with representation from all Services and USSOCOM. Requirement increased to 15,974

- JPO Forward established in theater October 2007
- 11,881 vehicles on order December 2007

IDIQ contract awards January 2007
Awards to 9 manufacturers

- DX Rate approved June 2007
- 5,690 vehicles on order July 2007
- First Iraq fielding April 2007
- First Afghan fielding February 2008

- First MRAP Expedient Armor fielded May 2008
- Accepted 10,000th vehicle July 2008

Designated as top priority DoD program May 2007

Initial ISS contract released for initial purchase April 2009

- Accepted 15,000th vehicle January 2009
- 10,000th MRAP vehicle is fielded in Iraq February 2009

- Packard Award October 2008
- 16,093 vehicles on order February 2009
- First MRAP Expedient Armor fielded May 2008

Program Start: November 2006
Less-than-major Rapid Deployment Capability program Supporting two JUONS for 1,185 vehicles. Sole source Contract for up to 280 vehicles awarded

- JROCM Requirement
- LRIP Decisions
- Vehicles Produced
- Vehicles Fielded

Calendar Month / Year
Number of MRAP Vehicles (thousands)
Concept of Ops: MRAP Log Ops In CENTCOM AOR

Iraq Key Tasks:
- Complete fielding
- Support sustainment of fleet
- Support restructuring of force
- Support CI in Iraq (as req'd)
- Restructure footprint

Kuwait Key Tasks:
- Execute SCORPION CASCADE (all Services)
  - Incl USMC
  - Execute Cougar suspension upgrade (seed fleet req'd)
  - Begin refurb (seed fleet req'd)
  - Begin CI (seed fleet req'd)

Weight of effort shifts MRAP effort in CENTCOM AOR increases

 Afghanistan Key Tasks:
- Continue fielding
- Support sustainment of fleet
  - build capacity
- Support Cougar suspension upgrade
- Support CI in OEF (as req'd)

| Kuwait Offsite | Refurb IOC Accel CI IOC Fielding ends (OIF) CI IOC M-ATV Fielding Begins | End US Combat Ops in OIF |

Reflecting the strategic focus on theCENTCOM area of responsibility (AOR), the diagram outlines key tasks for Iraq, Afghanistan, and Kuwait. The weight of effort shifts indicate an increased focus on MRAP operations within the CENTCOM AOR.
Hasn’t changed significantly since Jul 11, drawdown will start bringing the numbers down
Afghanistan

- Fielding
- Sustainment
- Battle Damage Repair
- Facility Infrastructure Build-up
- Joint Solutions Support Center (JSSC)
- Retrofits

Ramping Down

Speed of response to support the Warfighter

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Current Situation

- Retrograde
- Reduction of Foot Print
- Battle Damage Repair / Component Repair
- Sustainment Maintenance
- Capability Insertion / Engineering Change Proposal / Retrofit / Configuration Management
- Supply Chain Operations
- Parts Availability / Asset Visibility
- Reset
- Transition to Service run Programs
Questions?

This saved my life as well as 5 others 02 APR 08 at 2300L in Basrah 12.

CWB
CQ 2 SF
The MRAP Team - Sustainment

Original Plan

- Services and Components
  - USMC
  - USA
  - USAF
  - USN
  - SOCOM
- Service Logistic Commands
- Warfighters

7,774 Vehicles on Order
- Centralized Fielding
- Centralized Support Requirements
- 90 Day Parts Block

Current Reality

27,740 Vehicles on Order
- Decentralized Simultaneous Fieldings
- Decentralized Support Requirements
- Hybrid/Organic Support Concept

Warfighter Feedback and Lessons Learned
## Hybrid Support Strategy

### Repair Parts requisitioned from DoD Source of Supply

**Retrofit kits provided by JMVP MRAP (primarily sourced from vehicle OEMs)**

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<th>SUSTAINMENT</th>
<th>JPO MRAP provides sustainment maintenance at JRSAs &amp; MSF</th>
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| CONUS/OCONUS excluding SWA | Organic facilities perform maintenance  
Depot maintenance programmed IAW Depot  
Source of Repair decisions at Red River Army Depot or LOGCOM depots (Albany or Barstow)  
Reset for Army APS-2 performed by Leghorn Army Depot in Livorno Italy  
Home Station Training fleet modifications effected by JPO MRAP by the Mobile Training Team (for on site retrofits) or by CLS at Fort Bliss (for M-ATV UIK install)  
FSR support provided by the JPO MRAP |
| SWA | Joint Regional Support Activities in Afghanistan install upgrades, perform battle damage repair and other sustainment level maintenance  
MRAP Sustainment Facility in Kuwait has more robust capabilities than JRSAs  
On site government reps manage JRSAs/MSF  
JLI provides logistics operations & planning support  
CLS contractor provides production management support and a universal mechanic workforce  
FSR technical advisors from vehicle OEMs provide maintenance support |

### Tactical

| TACTICAL | Maintenance strategy is determined by services  
JPO MRAP provides FSR technical advisors  
AC First provides area support and augments Army organic mechanics and provides tactical, and some sustainment, maintenance in Afghanistan (managed by Army Sustainment Command)  
SOCOM utilizes CLS |

**NOTE:**

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