

## JOHNSON COUNTY MRAP FACT SHEET

**What does MRAP stand for?** Mine Resistant Ambush Protection.

**What is an MRAP (an armored vehicle)?** It is designed to allow its occupants to survive gunfire of any caliber and to allow for the survival of its occupants from either a rocket propelled grenade, a pipe bomb, a car bomb or for that matter against any type of explosive charge.

**Who made it?** The Federal Government bought MRAPs from two United States companies, Oshkosh and BAE Industries (formerly known as Armor Holdings). Johnson County and several Iowa counties have a Caiman MRAP Variant which was built by BAE Industries in Sealy, Texas. It was used by the U.S. Department of Defense as an armored troop transport to get people out and back alive during conflicts. There are many different variants, but this is what this model of MRAP did when the U.S. Army originally owned it

**Does it have any offensive weapons?** No! The Federal Government 1033 Program removes the only offensive weapon system that was originally installed on top of it. That system was used by the military for counter assault when the vehicle came under attack. It also removed the night vision, communications, active armor that was used to counter rocket propelled grenades the ballistic turret and gun mount systems. Offensive weaponry is always removed by the Federal Government prior to releasing any MRAP to law enforcement agencies nationwide.

**How old is the Johnson County MRAP and what are the specs?** The U.S. Department of Defense required upgrades to all MRAPs to meet the latest technology before the conclusion of the wars in Afghanistan and Iraq. The Johnson County MRAP was factory rebuilt to “like new” condition in February 2013 and early 2014. At that time, the data plate was updated to reflect its entirely new drive train, power plant/engine and new front engine; mechanically, all but the crew area has seen upgrades. (See photo below). The MRAP has six new run flat tires, ten new seats and new spare parts including additional tires. It has an emergency light and siren/p-a system, a large spotlight mounted on the roof, and a backup camera. All told, the MRAP can haul 10 people in seats with additional room in the center, and it is capable of transporting two additional people lying flat on a stretcher. In addition to being a 6-wheel-drive vehicle, the MRAP has a CTIS or central tire inflation system that allows for air adjustments for snow, sand, mud or highway driving and inflates and deflates or refills air in and out of each tire as needed for the different modes. It has a 110 power-inverter and both a 12-volt and 24-volt system and a new recovery winch on the front. It uses a commercial Caterpillar C7 diesel 6 cylinder engine and Allison transmission, both of which have readily available parts that can be obtained locally and through dealers.

**How was it acquired?** It was obtained as a Federal Property Transfer which means it wasn't purchased by a local agency; instead it was transferred from a Federal agency to a local law enforcement agency. The program is open to only law enforcement agencies and is called the LESO 1033 Program.

**Who owns it?** The short answer is the Johnson County Sheriff's Office; however, it is a shared countywide resource much like the special response vehicles such as the Countywide Bomb Truck, and

the Countywide Haz Mat Truck. These vehicles, along with the MRAP, are all covered by the Emergency Management Commission for liability insurance. The MRAP has been signed over to the Johnson County Sheriff's Office, but once it is at the end of its useful life, it must be returned to the Department of Defense for disposal.

**What does it cost to insure per year?** Since the MRAP can be returned to the Federal Government in any condition at its end of its useful life, the MRAP is only covered for liability insurance. The cost to cover liability insurance for 12 months is presently \$270.00 through ICAP municipal insurance carrier and is insured on the policy carried by the Johnson County Emergency Management Commission.

**What did the Federal Government pay for it originally?** The cost to U.S. Department of Defense new was \$733,000.00

**What did it cost locally to get it and make it so it was useful to Johnson County?** Local costs to date were covered using local drug forfeiture or "seizure" funds. This included shipping it on a flatbed semi from the BAE Plant in Texas to Johnson County for \$3,500.00 and it was painted tactical black instead of the original military sand brown color. That cost was just over \$5,000.00 and there were also costs for adding a backup camera and emergency lights to it. The total covered by seizure funds split equally from the drug taskforce member agencies is right at \$13,000.00 which even included the fuel it has used and the fees for instructor operator training.

**Why get it?** It was acquired as a Defensive Vehicle. It has no weapons systems, gun mounts or a turret on it. It allows officers to save lives and safely remove wounded persons as well as deflect the blasts from bombs. Pipe bombs (which are not uncommon) will have little impact on this vehicle. Parking this vehicle on or near a volatile situation will provide shielding until bomb team professionals can come and safely remove a hazardous device. The MRAP will also allow officers to go into hostile situations reducing the risk of being shot and would allow safe rescue of citizens from gunfire situations. Johnson County is not immune to shootings and other dangerous situations. Since its primary use is for hostile active shooter or explosive device situations, it is basically a ballistic shield on wheels for up to 10 seated occupants and is capable of transporting 2 medical stretchers patients lying flat for use in transporting wounded or injured people. The MRAP can also be used in natural hazards. Johnson County as recently as 2011, had winter storms so severe that 4x4s and HUMVEES got stuck. Deep snow or high water events, where ground clearance and mobility are a problem for standard four wheel drive vehicles, can now be handled with the acquisition of the MRAP.

**What are its uses?** It can be utilized or deployed by any local law enforcement agency or the Emergency Management Agency for emergency and disaster responses and for a variety of public safety missions. In fact, during the 2014 summer floods its first call out was to rescue people from their flooded property south of Hills. The area in question had no way to get a boat to the residence but yet the water was too deep for a standard 4x4 patrol truck to respond to. Therefore a deputy in a lifejacket and waders with a rescue tether was used as a spotter to make sure the vehicle stayed on the hard surface of the roadway and led the MRAP operator and team to complete the rescue. The truck made its way through waist high water at the deepest point to access the properties and allow the people to evacuate their

residence in the safety of the vehicle. The story was covered by KCRG TV and is available on their website.

**How much does it weigh?** After removal of all the non-useful mounts and other non-essential items, Iowa DOT motor vehicle officials determined the following:

Left Side	Right Side	Total
Axle 1     9,700 lbs.	9,100 lbs.	18,800 lbs.
Axle 2     8,700 lbs.	8,500 lbs.	17,200 lbs.
Axle 3     8,600 lbs.	8,100 lbs.	16,700 lbs.

**Total Vehicle Weight is: 52,700 lbs.**

**So how does that compare to other vehicles on the road?**

Here are the weights of some common vehicles you will see in Johnson County. A fully loaded tandem axel Johnson County Secondary Roads dump truck hauling a load of gravel or sand weighs in at 65,000 lbs. loaded, a fire department ladder truck, like the one Iowa City Fire Department calls Truck 1, weighs in at 73,400 lbs., and a standard fully loaded cement truck weighs about 70,000 lbs. The MRAP is slightly lighter than these types of trucks and has similar fuel standards at about 5-7 miles per gallon of diesel fuel.

**Are the drivers trained?** Yes, drug seizure funds were used to hire a U.S. Army Reservist to teach the 24-hour MRAP operator course to members of various local public safety agencies that had experience in driving large trucks or had prior military experience. Though not required, most operators have Class-A drivers licenses with airbrake endorsements. Many had driven similar or sometimes even the exact same trucks in the military. Presently eight people are MRAP operators. Operation and maintenance manuals were provided to the mechanics and the drivers who operate it by the government.

**Can it go anywhere?** No! Every vehicle has its limitations and part of the 24-hour driver training and safety course required for MRAP driving certification took the trainees to the Iowa City landfill with the purpose of teaching them its limitations and what gets it stuck and what it can get through. It is a 6x6 all terrain high ground clearance vehicle with a heavy duty recovery winch on the front of it. The high ground clearance combined with the 6-wheel-drive capability plus the vehicle weight, allows it to go through deep snow, water, some dirt and mud etc.

**Has it ever been stuck since we got it?** Yes, twice intentionally at the landfill and it was pulled out with a bulldozer both times. This was to allow operators to see what it can and can't do and its limitations. Also during training, one operator pulled over on the shoulder of a gravel road to switch drivers and the truck sank into the soft shoulder and had to be pulled out by a towing company. That towing bill was also paid for using drug seizure funds. Though it was an unplanned incident it also proved to be a

valuable lesson to the operators taking the course. The rut was re-graded after the truck was pulled free.

**Who else has them?** There are 15 MRAP or armored vehicles used by public safety agencies in Iowa. Below is the list as of August 2014.

Station Name (LEA)	Item Name	Quantity	Model
JOHNSON COUNTY SHERIFF DEPT	MRAP	1	6x6 Caimen MRAP
BLACK HAWK COUNTY SHERIFF DEPT	MRAP	1	6x6 Caimen MRAP
MUSCATINE POLICE DEPT	MRAP	1	6x6 Caimen MRAP
SIOUX CITY POLICE DEPT	MRAP	1	6x6 Caimen MRAP
MARSHALLTOWN POLICE DEPARTMENT	MRAP	1	6x6 Caimen MRAP
STORM LAKE POLICE DEPT	MRAP	1	6x6 Caimen MRAP
JASPER COUNTY SHERIFF DEPT	MRAP	1	6x6 Caimen MRAP
WASHINGTON POLICE DEPT	MRAP	1	6x6 Caimen MRAP
MASON CITY POLICE DEPT	MRAP	1	6x6 Caimen MRAP
STORY COUNTY SHERIFF'S OFFICE	MRAP	1	6x6 Caimen MRAP
BUENA VISTA COUNTY SHERIFF'S OFFICE	MRAP	1	4X4 OSHKOSH MAX PRO
SCOTT COUNTY SHERIFF'S OFFICE	MRAP	1	6X6 MRAP RG33
WATERLOO POLICE DEPT	LENCO BEARCAT	1	Lenco Bearcat
DES MOINES POLICE DEPT	LENCO BEAR	1	Lenco Bear
LeMars POLICE DEPT	PEACEKEEPER	1	PEACEKEEPER

**Can we see photos?**

Data Plate below:



Rear crew compartment with 4 seats per side. The stretcher mounts are in between seats and swing down when needed and up out of the way when not in use



Inside up front with portable radio mounts, antenna connections, the siren/pa box, and the backup camera monitor shown



Picture of the side and front of it below with winch and spotlight shown

