The Family of Medium Tactical Vehicles (FMTV) provides the U.S. Army’s backbone for tactical unit mobility and logistics support throughout the battlefield. The FMTV Utility Variant has 99% commonality with the existing U.S. Army FMTV fleet of over 36,000 vehicles. These vehicles are considered the most sophisticated off-road, multi-purpose military tactical vehicles in use, and are capable of operating worldwide on primary and secondary roads, as well as on trails and cross-country in weather extremes from -50°F (-46°C) to +120°F (49°C).

FMTV A1 R FEATURES
- Full-time all-wheel drive
- Fully automatic transmission
- Electronic Central Tire Inflation System (CTIS)
- Anti-lock Braking System (ABS)
- Interactive Electronic Technical Manuals (IETM)
- Fully MANPRINT compliant
- C-130 air transportable
- U.S. Army proven ultra-reliability
- Family of 16+ vehicles with 80% commonality
- U.S. Army certified 22-year corrosion protection
- Highest proven reliability of any tactical vehicle
FMTV A1
3 tonne Utility Variant

VEHICLE SPECIFICATIONS

Length: 253 in (6,426 mm)
Width: 96 in (2,438 mm)
Height: 120 in (3,048 mm) - Operational (with Shelter)
For Air Transport: 105.5 in (2,680 mm) (Requires Preparation)

Ground Clearance: 22 in (559 mm) - Loaded
Under Axle: 14.4 in (365 mm)

Range, 58 gal (219 L) Nominal: 400+ mi (645+ km)
Optional Tank: 600 mi (960 km)

Maximum Grade / Side Slope: 60%/30%

Turning Circle:
Curb-to-Curb: 61.7 ft (18.8 m)
Wall-to-Wall: 65.7 ft (20 m)

Fording, without Kit: 30 in (762 mm)

Shelters: Designed to Mount Existing Shelters S832, S842, S788, CPP (Command Post Platform)

EQUIPMENT SPECIFICATIONS

Cab: Low Signature Armored Cab (LSAC)
Design: 3-Man, Ergonomically Adjustable Driver Seat and Steering Wheel
Steering: Power Assisted, Recirculating Ball
Storage: 8 cu ft (24 cu m)
Suspension: 3-Point Rubber Isolator

Transmission: Allison 3700SP Automatic/Select 7-speed, Electronically Controlled
Full-Time All-Wheel Drive
Normal Operation: 30% Torque Front Wheels, 70% Torque Rear Wheels;
Off-Road, Equal Front and Rear

Engine:
Caterpillar C7 Heavy Duty Diesel, 6-Cylinder, Electronic Controlled, Fuel-Injected Turbocharged and Aftercooled, EPA Certified
Rating: 275 hp (205 kW) @ 2200 rpm
Displacement: 441 cu in (7.2 L)
Torque: 860 lb-ft (1,166 Nm) @ 1440 rpm
Fuel: Diesel, DF-2, JP-4, JP-8, VV-F-800
Oil: MIL-L-2104D, MIL-L-46167, 22 qt (21 L)

Brakes:
Primary: Dual-Circuit, Four Channel Air, Anti-Lock Braking System (ABS) with Trailers ABS Connectors for Emergency Towing
Supplemental: Air Actuated, Driver Controlled Exhaust Brake

Central Tire Inflation System, Eaton:
Cab-Mounted Electronic Controls, Operable While Driving Highway, Cross-Country, Air Transport, Sand/Mud/Snow, and Emergency Modes

Diagnostics, Interactive Electronic Technical Manuals (IETM):
Class V, Intrusive Diagnostics, SAE J1708/J1939 Data Buses to Diagnose All (4) Unique Electronic Control Modules (ECM)

Suspension:
Front: Parabolic-Tapered Leaf Spring with Coil over Hydraulic Shock Absorbers
Rear: Parabolic-Tapered Leaf Spring with Hydraulic Shock Absorbers and Stabilizer Bar

Transportability/Deployability:
Internally: Air-transportable by C-130 and C-141 (with Preparations), C-17 and C-5A at GVW
Externally: Transportable by CH-47 and CH-53 Helicopters

Self Recovery Winch:
(Optional) 18,000 lb (8,182 kg) Front Mounted

Cargo Deck: Can Be Mounted in Lieu of Shelter 96 x 91 in (2,438 x 2,311 mm)

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