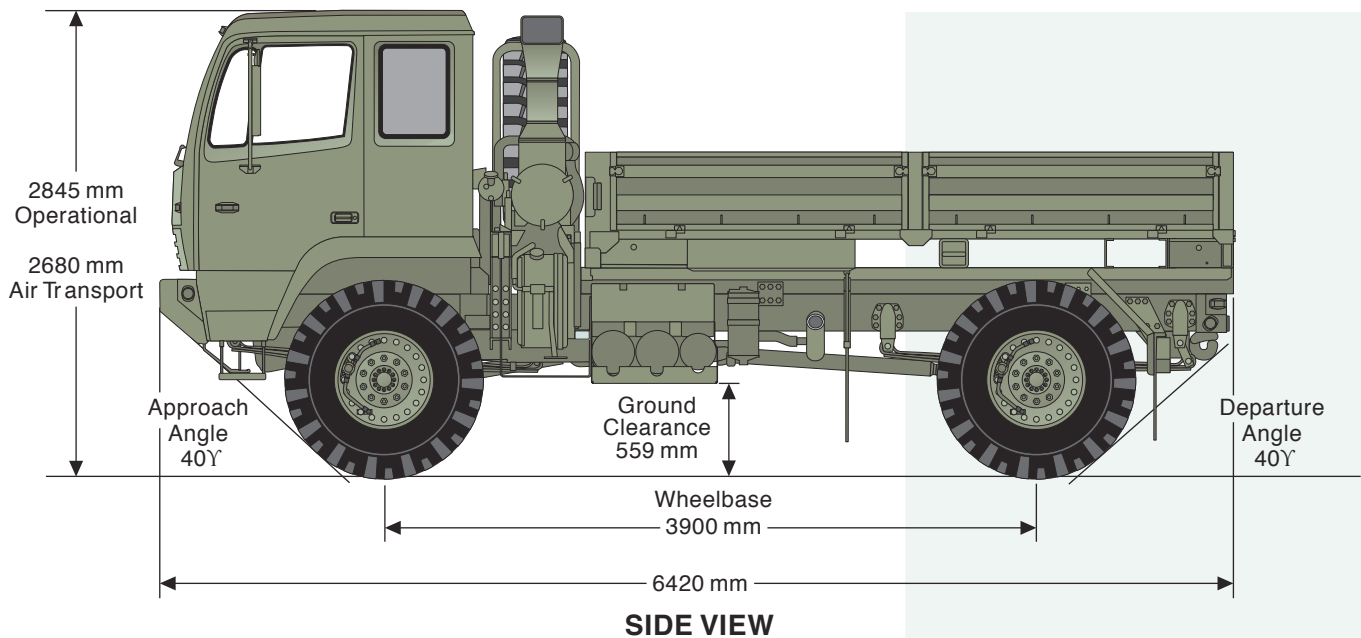


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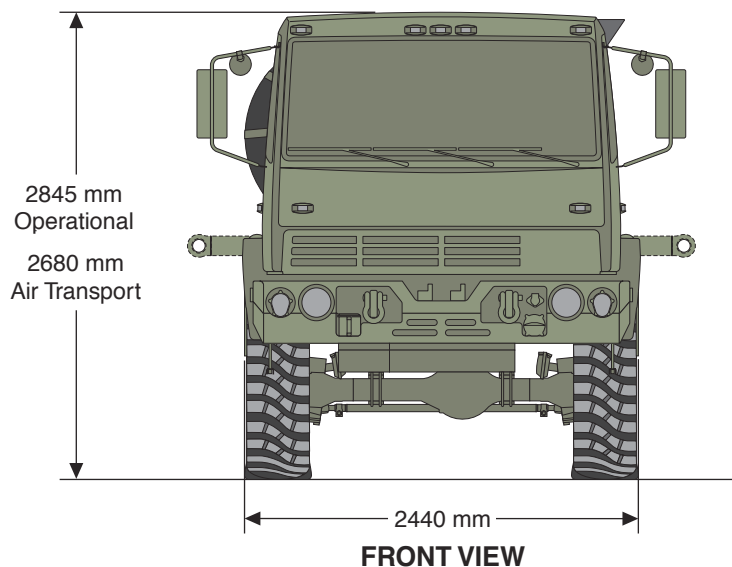
2.5 Ton Standard Cargo

LIN T60081 NSN 2320-01-447-6343



2.5 Ton Standard Cargo

The Family of Medium Tactical Vehicles (FMTV) provides the Army's backbone for tactical unit mobility and logistics support throughout the battlefield. Produced by Stewart & Stevenson® Tactical Vehicles Systems, LP, medium vehicles must be capable of operating worldwide on primary and secondary roads, as well as on trails and cross-country in weather extremes from -50 to +120 degrees Fahrenheit.



FMTV A1 Characteristics

- 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 at GVW
- U.S. Army proven 98%+ operational readiness
- Family of 14+ vehicles with 80% commonality
- U.S. Army certified 22-year corrosion protection
- Highest proven reliability of any tactical vehicle



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Length
Width
Height

Wheel Base
Ground Clearance
Approach / Departure Angle
Vehicle Curb Weight
Payload
Towed Load
Maximum Speed
Range
Maximum Grade / Side Slope
Turning Circle
Fording

Vehicle Characteristics

	253"	(6,420 mm)
	96"	(2,440 mm)
	112"	(2,845 mm)
Operational	105.5"	(2,680 mm)
For air transport	153.5"	(3,900 mm)
Loaded	22"	(559 mm)
	40° / 40°	
	17,589 lb	(7,978 kg)
	5,000 lb (plus kits)	(2,268 kg)
	12,000 lb	(5,443 kg)
Governed, at gross weight	58 mph	(94 km/h)
58 gal. (219 L) nominal	400+mi	(645+ km)
	60% / 30%	
Wall-to-wall	55.8'	(17 m)
	30"	(762 mm)

Equipment Specifications

	Cab	Design	3-Man, ergonomically adjustable driver seat and steering wheel
		Steering type	Power assisted, recirculating ball
		Storage	8 cu-ft
	Engine	Cab suspension	Height-adjusting air springs with damper
		Caterpillar 3126	Heavy duty diesel, 6-cylinder, electronic controlled, fuel-injected turbocharged and aftercooled, EPA certified
		Rating	275 hp (205 kW) @ 2400 rpm
	Transmission	Displacement	442 cu in. (7.2 L)
		Torque	817 lb-ft (1,107 N.m) @ 1600 rpm
		Fuel	Diesel, DF-2, JP-4, JP-8, VV-F-800
	Axles	Oil	MIL-L-2104D, MIL-L-46167, 22 qt (21 L)
		Allison MD 3070 PT	Automatic/select 7-speed, electronically controlled
		Full-time all-wheel drive	Integral transfer case
	Electrical	Normal operation	30% torque front wheels, 70% torque rear wheels; off-road, equal front and rear
		Oil	MIL-L-2104D, MIL-L-46167, 31.8 qt (30 L)
		System	12/24 volt, EMI/HAEMP qualified, resettable circuit breakers, central power distribution panel
	Tires	Alternator	100 amp, 12/24 volt, waterproof, EMI/RFI suppressed, (200 amp option)
		Starter	24 volt waterproof
		Michelin	395/85R20XML All-terrain
	Brakes	Primary	Dual-circuit, four channel air, Anti-lock Braking System (ABS) with trailers
		Supplemental	ABS connectors for emergency towing
			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
		Interactive Electronic	Class V, intrusive diagnostics utilizing SAE J1708 / J1939 data buses to
		Technical Manuals (IETM)	diagnose all (4) unique Electronic Control Modules (ECM)
	Suspension	Front	Parabolic-tapered leaf spring with hydraulic shock absorbers
		Rear	Parabolic-tapered leaf spring with hydraulic shock absorbers and stabilizer bar
	Transportability/Deployability	Internally	Air-transportable by C-130, C-141, C-17 and C-5A at GVW
		Externally	Transportable by CH-47 and CH-53 helicopters
	Self Recovery Winch	Optional	11,000 lb (4,990 kg) rating, 280 ft (85.3 m) line capacity, fore/aft recovery positions
		Inside cargo bed	149" x 91" (3,784 x 2,314 mm)
		Ladder	Integral, stowed
	Cargo Bed	Construction	All steel, E-COAT rustproofing, dropside with side rail storage
		Options	Troop seats, stowable composite; bows and tarp kit
		Crane (optional)	Loads/unloads cargo bed and trailer, electric operation, 1,500 lb (6,800 kg) lift at 4 ft (1.2 m)
	Material Handling Equipment		