

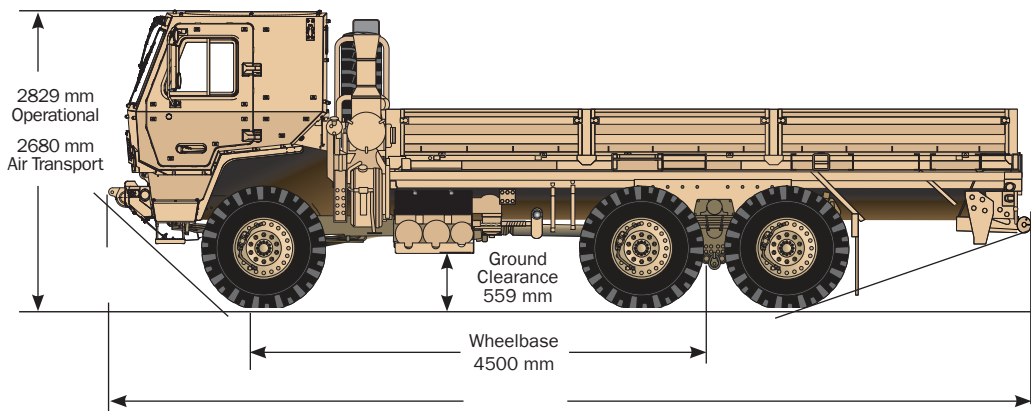
# FMTV M1085 A1P2

## 5.0 ton Long Cargo

The Family of Medium Tactical Vehicles (FMTV) provides the U.S. Army's backbone for tactical unit mobility and logistics support throughout the battlefield. 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). The new Long Term Armor Strategy (LTAS) cab is capable of accepting appliqué armor for ballistic protection.

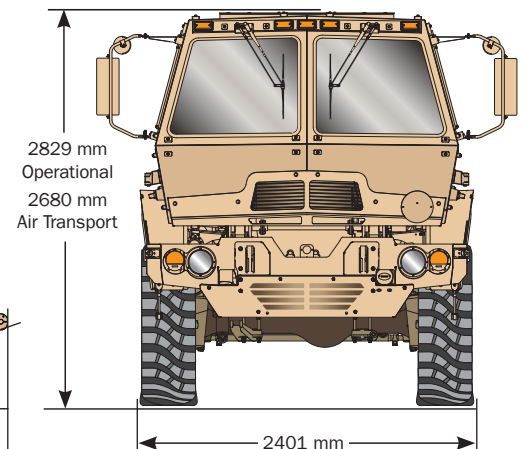
### Product Numbers

NSN 2320-01-552-7773



### FMTV A1P2 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
- Configurable for C-130 air transport
- U.S. Army proven ultra-reliability
- Family of 16+ vehicles with 80% commonality
- Designed for 22-year corrosion protection
- Highest proven reliability of any tactical vehicle
- Optional Electronic Stability Control
- Air Conditioning



# FMTV M1085 A1P2

## 5.0 ton Long Cargo

Length:	360.3 in (9152 mm)
Width:	94.5 in (2,401 mm)
Height:	
Operational	111.4 in (2,829 mm)
For Air Transport	105.5 in (2,680 mm)
Height-Pintle:	
Unloaded	36 in (905 mm)
With Payload	32.6 in (829 mm)
Wheel Base:	177 in (4,500 mm)
Ground Clearance:	
Loaded	22 in (559 mm)
Under Axle	14.4 in (365 mm)
Approach/Departure Angle:	40°/18°
Vehicle Curb Weight with Fuel & Crew:	26,836 lb (12,173 kg)
Payload:	10,000 lb (4,536 kg) plus kits
Towed Load:	21,000 lb (9,526 kg)
Maximum Speed:	
Governed, at Gross Weight	58 mph (94 km/h)
Range, 58 gal (219 L) nominal:	300+ mi (483+ km)
Maximum Grade/Side Slope:	60%/30%
Turning Circle:	
Curb-to-Curb	70.5 ft (21.5 m)
Wall-to-Wall	76.5 ft (23.3 m)
Fording, without Kit:	30 in (762 mm)

LTAS Cab:	
Design	Capable of accepting appliqué armor 3-Man, Ergonomically Adjustable Driver Seat and Steering Wheel
Steering Storage	Power Assisted, Recirculating Ball 8 cu ft (2.4 cu m)

Engine:	
Caterpillar C7	Heavy Duty Diesel, 6-Cylinder, Electronic Controlled, Fuel-Injected Turbocharged and Aftercooled, EPA Certified
Rating	330 hp (246 kW) @ 2400 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)
Transmission:	
Allison 3700SP	Automatic/Select 7-speed, Electronically Controlled
Full-Time	
All-Wheel Drive	Integral Transfer Case
Normal Operation	30% Torque Front Wheels, 70% Torque Rear Wheels; Off-Road, Equal Front and Rear
Oil	DEXRON VI ATF, 31.8 qt (30 L)
Axles:	
ArvinMeritor Carrier Wheel End	Front, Intermediate, and Rear Axles Single Reduction, Amboid-Gearing Bevel Wheel End Reduction, Ratio 2:1
Overall Axle Gear Ratio	7.8:1
Front Axle Steering Angle	35°
Electrical:	
System	12/24 volt, EMI/HAEMP Qualified, Resettable Circuit Breakers, Central Power Distribution Panel, Battery and Charging Management System
Alternator	260 amp, 12/24 volt, Waterproof, EMI/RFI Suppressed
Starter	24 volt Waterproof
Instrumentation	SAE J1708 Data Bus Driven Instrument Cluster
Tires:	Goodyear 395/85R20 MV/T
Brakes:	
Primary	Dual-Circuit, Four Channel Air, Anti-Lock Braking System (ABS) Front: Air/Hydraulic, Rear: Air 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	Tandem Axles with 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
Externally	Transportable by CH-53 Helicopters
Self Recovery Winch:	
(Optional)	15,500 lb (7,031 kg) Rating, 280 ft (85.3 m) Line Capacity, Fore/Aft Recovery Positions
Cargo Bed:	
Inside Cargo Bed	244 x 91 in (6,204 x 2,311 mm)
Ladder Construction	Integral, Stowed All steel, E-COAT Rustproofing, Dropside with Side Rail Storage
Options	Bows and Tarp Kit
Material Handling Equipment:	
Crane (Optional)	Loads/Unloads Cargo Bed, Electric Operation, 1,500 lb (680 kg) Lift at 4 ft (1.2 m)

### FOR MORE INFORMATION CONTACT:

BAE Systems  
5000 I-10 West  
Sealy, TX 77474 USA  
Telephone 281-856-0139  
Toll Free 800-221-3688  
Fax 979-885-7910  
Email sales.mhv@baesystems.com  
www.baesystems.com

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