



Highlights of [GAO-06-160](#), a report to congressional committees

DEFENSE LOGISTICS

Several Factors Limited the Production and Installation of Army Truck Armor during Current Wartime Operations

Why GAO Did This Study

In April 2005, GAO reported on factors affecting the timely production of up-armored high-mobility multi-purpose wheeled vehicles (HMMWV) and add-on armor kits for HMMWVs, as well as other items critically needed by deployed forces during Operation Iraqi Freedom. Due to high interest by Congress and the public regarding vehicle armor, GAO initiated this subsequent engagement to examine issues affecting the production and installation of armor for medium and heavy trucks. The objectives were to (1) determine the extent to which truck armor was produced and installed to meet identified requirements, (2) identify what factors affected the time to provide truck armor, and (3) identify what actions the Department of Defense (DOD) and the Army have taken to improve the timely availability of truck armor. To address these objectives, GAO collected and analyzed supply data for medium and heavy tactical trucks used by Army forces.

What GAO Recommends

Expanding on one of its April 2005 recommendations, GAO is recommending that the Secretary of Defense direct the Army to establish a process to document and communicate all urgent wartime funding requirements for supplies and equipment when identified and the disposition of funding decisions. DOD concurred with the intent of the recommendation.

www.gao.gov/cgi-bin/getrpt?GAO-06-160.

To view the full product, including the scope and methodology, click on the link above. For more information, contact William Solis at (202) 512-8365 or solisw@gao.gov.

What GAO Found

The Army expects to have met its current requirements for the production and installation of truck armor by the end of January 2006 except for fuel tankers. Completion of armor kit installation for tankers is expected by January 2007. Although the Army first identified a requirement for 3,780 truck armor kits for five types of trucks in November 2003, it did not produce all of the kits until February 2005 and did not install the kits to fully meet the requirement until May 2005 – 18 months after the initial requirement was identified. However, by that time, requirements had increased substantially. As subsequent requirements for an additional 7,847 kits, excluding tankers, were identified, the time lag to meet them lessened.

Time to Meet Initial Truck Armor Requirements by Truck Type

Truck type	Initial November 2003 requirement	Date required quantities produced	Date required quantities installed	Total months to fully meet initial requirement
HEMTT	1,080	January 2005	February 2005	15
HET	500	February 2005	March 2005	16
PLS	800	January 2005	May 2005	18
FMTV	1,150	February 2005	March 2005	16
M915	250	December 2004	March 2005	16

Source: GAO analysis of Army data.

Note: Does not include the 5-ton truck or fuel tankers, which had not been identified at the time of the initial November 2003 requirement.

A number of factors contributed to the time to provide truck armor kits to deployed troops, placing them at greater risk as they conducted wartime operations in vehicles not equipped with the preferred level of protection. For example, the Army missed a valuable opportunity to have substantial numbers of truck armor kits available for Operation Iraqi Freedom by not fully capitalizing on approved operational requirements established in 1996. In addition, production time lengthened because contracts were awarded for amounts less than total requirements due to increasing needs for truck armor and inadequate funding. As was the case for other critical wartime shortages that GAO previously examined, sufficient documentation was lacking to determine why funding was not available when needed, limiting effective oversight over funding decisions. Material shortages and limited tanker kit installation rates also impacted the availability of truck armor.

DOD and the Army have taken a number of short-term actions, such as leveraging available funding, to improve truck armor availability during current operations. The Army is also developing a long-term armoring plan to improve the availability of truck armor for future operations.