Supporting a Campaign Quality Army with Joint and Expeditionary Log Capabilities
VIDEO

- Mr. Kilbane
Sustainment Center of Excellence (SCoE)

- A multifunctional organization overseeing all combat developments and training in logistics, human resources, and finance

- Upon completion of the SCoE, Fort Lee will become the third largest training installation in the Army

- Expertise in supply, services, maintenance, munitions, and transportation located on a single installation

- Everything that impacts logistics in all components of the Army will come out of Fort Lee

The lifeblood of logistics for the Army
Capabilities Development and Integration (CDI)

SCOEO

Director COL Howard 734-1681

Capabilities Development and Integration (CDI)

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CSS BATTLE LAB

Director COL Solseth 734-1945
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CDI
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Current Force Requirements

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CONCEPTS AND DOCTRINE
FORCE DEVELOPMENT DIRECTORATE
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TCM-Transportation
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Division Chief

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Mr. Don Sheppard – Deputy TL
Mr. Charles Martin - Armoring

Medium Tactical Wheels
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Mr. Paul Nelson – Deputy TL
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Heavy Tactical Wheels
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DSN: 826-5552, COM 757-878-5552
Performance in the Fight
Light Tactical Wheels

Rebalancing the LTV Fleet

<table>
<thead>
<tr>
<th>M1151A1</th>
<th>ECV2</th>
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<tbody>
<tr>
<td>Add-on Armor eliminates Payload (fragmentation Kits)</td>
<td>250 HP (on JP8) 6.7 L diesel engine</td>
</tr>
<tr>
<td>Armor along with Combat Payload decreases Helicopter Lift (UH60, CH47) High Hot</td>
<td>High capacity cooling system with vertical radiator</td>
</tr>
<tr>
<td>Armor limits Transportability</td>
<td>18,000 lb. Gross Vehicle Weight</td>
</tr>
<tr>
<td>Increased Safety risks (overload)</td>
<td>Semi-active suspension 22.5 in. rim, 40 in. tire/wheel assembly</td>
</tr>
<tr>
<td>Vehicle Reliability, Availability, Maintainability (RAM) Decreased</td>
<td>Anti-lock Braking System/Automatic Traction Control</td>
</tr>
<tr>
<td>Add-on Fragmentation kits 5,6,7 provide side and overhead protection</td>
<td>Integral armor with reinforcements for A &amp; B armor kits</td>
</tr>
<tr>
<td>M1151A1/M1152A1/M1165A1 production armored HMMWV designed to support B Kit Armor</td>
<td>Embedded diagnostics 400 amp, 24-volt alternator</td>
</tr>
</tbody>
</table>
# Performance in the Fight Medium Tactical Wheels

**Low Signature Armored Cab (LSAC)**

- Thin-skinned FMTVs required Add-on Armor (AoA)
- Armor limits Transportability via C-130
- 1\(^{st}\) Generation AoA was Radian Armored Cab Kit (RACK)
- 2\(^{nd}\) Generation AoA was Low Signature Armored Cab (LSAC)
- 2,035 LSAC in AOR today

**FMTVA1P2 (Armored variants)**

- FY2009 Production w/B-Kit Armor integrated into the A Cab
- 3 variants still exceed 13k axle weight limit for C-130 transport
- FMTVA1P2 is the armored version applying the A-Cab/ B-Kit concept with integrated armor and appurtenances to hang additional kits (continual improvements)
- 6,023 with B-kits will be produced and fielded against ONS approved by AR2B

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**Improving the FMTV fleet**
Performance in the Fight
Heavy Tactical Wheels

**Improving the HTV Fleet**

**M915A2-A4**
- Difficulties supporting armor weight with aluminum cab
- Limited cab space due to additional C4ISR

**M915A5**
- FY2011 “Estimated” Production
- Cab designed to support B-Kit armor
- 34” extended cab

**HEMTT A0-A2**
- AoA designed to meet production cab
- Limited capacity electrical system

**HEMTT A4**
- Cab designed to accept B-Kit
- Upgraded electrical system to support additional C4ISR
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Support Starts Here