The life cycle management of medium tactical wheeled vehicles enabling the modular, joint, expeditionary force.

**Product Manager**
LTC Alfred Grein
8665
Deputy PM: Jim Satchfield

**APMs**

Assistant Product Managers

- **A1P2 (LTAS)**
  - Tom Svisco

- **Warfighter Support / LSAC**
  - MAJ Jason Toepfer

- **Legacy Systems / LVAD**
  - Dennis Krasnicki

- **Emerging Systems / Competitive Rebuy**
  - Jeff Harbour

- **HIMARS / M939 / Trailers**
  - Nancy Voss

**Distribution A:** Approved for Public Release; distribution unlimited

**THE ARMY TRUCK TEAM ~ “You Call, We Haul”**

February 2009
ACAT IC Program

**Milestone C – 1995**

As of 31 Dec 08, 36,660 trucks and 7,317 trailers have been fielded

**Contract Status:**

- Completing deliveries on 3rd Production Contract (A1R) in May 09
- Awarded a Production Contract in May 08 for A1P2; definitized and awarded options in Sep 08
- Planning a Competitive Production Contract for award in May 09
FMTV Fleet Overview

- MTV Cargo
- MTV Cargo w/MHE
- MTV Tractor
- MTV Wrecker
- MTV Dump
- MTV Expansible Van
- HIMARS
- LSAC
- LTAS
- MTV LHS
- Trailer

- 17 Truck Variants in 2 1/2 & 5 Ton Payload Class
- Expanded Application of FMTV Platform to Support Army Emerging Requirements
  - HIMARS, LHS, 10-Ton Dump, MEADS
  - LVAD Variant Air Drop Certified
- 85% Commonality of Parts; 80% Commonality of Parts with MRAP Caiman
- Companion Trailers Double Hauling Capacity
- Unit Resupply
- Unit Mobility
- Ammunition Resupply
- Weapons Platform
- Troop Transport

THE ARMY TRUCK TEAM - “You Call, We Haul”
FMTV History/Future

1994 - 1999
- FMTV A0
  - 14 variants (2.5 and 5 ton)
  - Central Tire Inflation System
  - 7 speed automatic transmission
  - C-130 transportable
  - 85% commonality of parts
  - 22 year corrosion

1999 - 2004
- FMTV A1
  - Anti-lock Braking System
  - Class V Interactive Electronic Technical Manual (IETM)
  - 100% improved Reliability/MR
  - Open systems architecture
  - HIMARS

2004 - 2008
- FMTV A1 R
  - EPA compliant
  - Improved reliability/ MR
  - Expansible Van
  - Air conditioning (A/C)
  - Low Velocity Air Drop/10 ton dump/Load Handling System
  - 260 Amp alternator

2008 - 2010
- FMTV A1P2
  - Long Term Armoring Strategy (LTAS) Armoring Solution
  - Increased Load Carrying, 19K Axle
  - Enhanced A/C
  - Air/Hydraulic Brake System
  - B-kit armor

2010 - 2015
- Future
  - Suspension upgrades
  - Electronic Stability Control (ESC)
  - Alternate transmission/powertrain updates
  - Increased fuel economy
  - Optimized maintenance ratio

FMTV Armor Development

Radian Armor Crew Kit (RACK)
- Adds ballistic and mine blast protection
- Bolt on over existing cab
- Incorporates environmental control system for air conditioning
- 1855 Armor Kits were applied to existing AO/A1 Variant vehicles

Low Signature Armored Cab (LSAC)
- Purpose built cab which replaces the standard FMTV cab
- Either fully integrated on production line or interchanged with standard cab in approx. 8 hrs.
- 2200 LSAC Cabs were applied to existing AO/A1/A1R Variant vehicles

Long Term Armor Strategy (LTAS)
- Modular concept consisting of a standard or "A-cab" designed to accept armor referred to as a "B-kit"
- Replacing aging RACK and LSAC equipped FMTVs in Theater
- Improved Armor Protection

THE ARMY TRUCK TEAM ~ "You Call, We Haul!"
FMTV A1P2 (LTAS)

5.0 Ton Payload

Objective Gunner Protection Kit (OGPK) with M1114 Weapon Station

Compatible with full C4ISR Electronics Suite

Power Train:
Caterpillar 330 hp C7 Engine
Allison Gen IV Automatic Transmission

B-Kit (Armor) Installed
Rear-Hinged Doors
First Responder Tool Compatible

Heavy-Duty Cab Tilt and Leveling System
Frame C-Channel reinforcements

Blow Away Fenders
Heavy Duty Axle with Air/Hydraulic Brake System

February 2009
### System Description

**Mission:**
- To provide a vehicle configuration which is able to adapt armor based on the threat, mission or technology and provide a greater level of protection than current AoA configurations.

**Characteristics:**
- Factory installed, armor capable cabs, which include A/C, provide the structure for soldier-installed armor kits. Vehicle performance characteristics are not degraded w/o armor kits installed.
- The field-installed armor kit concept allows for future armor upgrades to advanced light weight material (ie, ceramics, composites, etc.)
- Requirement: 1996 TWV Crew Protection Kit (CPK) ORD, CARDS Reference Number 16060, approved by HQDA G3.

### Fielding

**Design & Test Phase:**
- 13 vehicles

**# Vehicles Fielded:** None.

**Distribution**
- Subject to Distribution Conference week of 12 Jan

### Schedule

- LTAS FOT complete: Nov 07
- LTAS PVT complete: Dec 07
- Ballistic testing complete: Dec 07
- SER: Apr 08
- Safety Confirmation: Apr 08
- S023 LTAS A-cab mod award: Mar 08
- S023 LTAS B-kit mod award: May 08
- First LTAS vehicle delivered to Gov’t: Feb 09
- LTAS Variants testing: Feb 09

### Performance/Risk

**Risks:**
- C-130/CH-47 Transportability resolution
- Delay in variant deliveries for test cause production to start prior to test completion
- Logistics products in support of fielding
- B-kit schedule – Initial LTAS cargo trucks will be A-cab for Data Interchange Customers; initial Bridge trucks to be A-cab
- Ongoing DA CONOPS/fielding strategy

<table>
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<tr>
<th>Risk</th>
<th>Performance</th>
<th>Schedule</th>
<th>Cost</th>
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<td>Risk Level</td>
<td>Low/Med</td>
<td>Med/High</td>
<td>Low</td>
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</table>
17 FMTV Variants (2.5 & 5 ton payload class)

Companion trailers capable of doubling payload.

Current Challenges
- LTAS Production
- Increase in Armor Protection, impacts air mobility
- Weight Reduction

Future Challenges
- RESET/RECAP of TPE trucks and trailers
- Suspension Mods; Electronic Stability Control (ESC)
- Increased Fuel Economy
- Embedded Vehicular diagnostics (CBM)