Product Manager
LTC Shane Fullmer

MISSION

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

ACAT IC

Distribution Statement A: Approved for public release: Distribution is unlimited
ACAT IC Program

Milestone C – 1995

As of 30 Nov 09, 43,584 trucks and 9,723 trailers have been fielded

Contract Status:

- Completing deliveries on 4th Production Contract (BAE) in Dec 10
- Follow on Production Contract Awarded to Oshkosh on 26 Aug 09
## FMTV Program Overview

### Fiscal Years Overview

<table>
<thead>
<tr>
<th>FY09</th>
<th>FY10</th>
<th>FY11</th>
<th>FY12</th>
<th>FY13</th>
<th>FY14</th>
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</table>

**RESEARCH, DEVELOPMENT, TEST & EVALUATION**

**Technology Insertion**

**PROCUREMENT**

- Current Production

- Competitive Rebuy RFP Release

- Competitive Rebuy Award

**Competitive Rebuy & Follow-on Production**

**OMA**

**SSTS**

**RESET**

**Pilot RECAP**

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February 2010
FMTV Fleet Overview

- 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
  - Note: Full Rate Production decision Aug 95

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 A1R
  - 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

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FMTV Armor Development
- Radian Armor Crew Kit (RACK)
  - Adds ballistic and mine blast protection
  - Bolt on over existing cab
- Low Signature Armored Cab (LSAC)
  - Purpose built cab which replaces the standard FMTV cab
- Long Term Armor Strategy (LTAS)
  - Modular concept consisting of a standard or “A-cab” designed to accept armor referred to as a “B-kit”

Note: Full Rate Production decision Aug 95
FMTV A1P2 (LTAS)

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

5.0 Ton Payload

Objective Gunner Protection Kit (OGPK) with M1114 Weapon Station

Compatible with full C4ISR Electronics Suite

B-Kit (Armor) Installed

Rear-Hinged Doors

First Responder Tool Compatible

Heavy-Duty Cab Tilt and Leveling System

Frame C-Channel Reinforcements

Heavy Duty Axle with Air/Hydraulic Brake System

Blow Away Fenders

February 2010
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. Major vehicle performance characteristics are not degraded with armor kits installed.
• The A-Cab armor kit concept allows for future armor upgrades to advanced light weight materials (i.e., ceramics, composites, etc.).
• Requirement: 1996 TWV Crew Protection Kit (CPK) ORD, CARDS Reference Number 16060, approved by HQDA G3

Key Milestones
• LTAS FOT complete Nov 07 ✔
• LTAS PVT complete Dec 07 ✔
• Ballistic testing complete Dec 07 ✔
• SER Apr 08 ✔
• Safety Confirmation Apr 08 ✔
• First LTAS vehicle delivered to Gov’t Mar 09 ✔
• Commence LTAS Variants testing Mar 09 ✔
• Initial fielding to Ft. Polk May 09 ✔
• Complete all Variant testing Apr 10

Risk:
• Delay in variant deliveries for test cause production to start prior to test completion; BAE difficulty in cutting in test changes.
• Logistics products in support of fielding

<table>
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<tr>
<th>Risk Level</th>
<th>Performance</th>
<th>Schedule</th>
<th>Cost</th>
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<tr>
<td>Low</td>
<td>Low</td>
<td>Med/High</td>
<td>Low</td>
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Design & Test Phase: 21 Cargo & Variant Vehicles – Complete 3 Remaining Variants – On-going

# Vehicles Fielded: 522 (30 Nov 09) No. on contract: 15,347

Distribution:
Active Guard & Reserve Units – CONUS & OCONUS
OEF – Support

February 2010
Summary

- **17 FMTV Variants (2.5 & 5 ton payload class)**
- **Companion trailers capable of doubling payload.**

**Current Challenges**
- LTAS Production
- Increase in Armor Protection
- Weight Reduction
- Resolve Contracting Issues

**Future Challenges**
- RESET/RECAP of TPE trucks and trailers
- Suspension Mods
- Increased Fuel Economy
- Embedded Vehicular diagnostics (CBM)