



PM Heavy Tactical Vehicle

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Product Manager:
LTC Allen Johnson

MISSION

The Life Cycle Management of Heavy Tactical
Wheeled Vehicles Fleets

Distribution Statement A: Approved for public release: Distribution is unlimited

"GO HEAVY or GO Home!"



Agenda

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- ***Fleet Modernization***
- ***Future Tech Insertion***
- ***Upcoming Competitive Procurements***



Heavy Tactical Vehicles

21 Products, 11 OEMs, \$2.25B

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- M977 – Heavy Expanded Mobility Tactical Truck (HEMTT) Cargo
- M985 – HEMTT Cargo w/MHC
- M978 – HEMTT Tanker, 2500 gal
- M983 – HEMTT Tractor
- M984 – HEMTT Wrecker
- M1120 – HEMTT Load Handling System (LHS)
- HEMTT A3 – Electric Hybrid Tech Demonstrator
- HEMTT A4 – LTAS and Improved Performance
- HEMTT M983 Tractor Light Equipment Transporter (LET)
- HEMTT RECAP

- M1074 – Palletized Load System (PLS) w/MHC
- M1075 – PLS Truck
- M1076 – PLS Trailer
- PLS A1 – LTAS and Improved Performance

- M1070 – Heavy Equipment Transporter System (HETS)
- M1000 – HETS Semi-trailer
- HETS A1 – Improved Performance

- M1142 – Tactical Firefighting Truck (TFFT)
- M1158 – HEMTT-based Water Tender (HEWATT)

- Enhanced Container Handling Unit (E-CHU)
- M3/M3 A1 – Container Roll On/Off Platform (CROP)
- M1, M1077/M1077 A1 – Flat rack

- M915 Line Haul Tractor
- M915 A5 – LTAS and Improved Performance
- M916 – Light Equipment Transporter (LET)
- M917 – 20 Ton Dump

- Fifth Wheel Towing Device (FWTD)
- M870 A3 – 40 ton Low Boy Trailer
- M871 A3 – 22.5 ton Flatbed Trailer
- M872 A4 – 34 ton Flatbed Trailer
- M967 A2 – 5000 Gal Bulkhaul Tanker
- M969 A3 – 5000 Gal Refueler Tanker
- M989 A1 – Heavy Expanded Mobility Ammunition Trailer (HEMAT)

AOR

- Interim Stryker Recovery System
- External Fire Suppression
- Armor
- LED Headlights
- Improved Seats
- Remote Control Mirrors



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HTV Fleet Modernization

HEMTT A4



In OEF

PLS A1



TC/MR  JAN 2010

HETS A1



In Test  JUL 2010

Began Test MAY 2009

M915 A5



TC/MR  MAR 2010

Improvements: Powertrain, Suspensions, Data Bus, LTAS, ABS & Traction Control, Climate Control, IETMs, Commonality

Rebalancing performance protection, and payload



Today's HEMTT Fleet

5

12,000+ trucks **not** B-Kit Ready



Basic HEMTT

- AoA Cab
- 8V92 MUI Engine
- HT 740 Transmission
- Hendrickson Suspension

1985 - 2001



HEMTT A2

- AoA Cab
- 445HP 8V92 DDEC IV Engine
- Allison Electronic Transmission
- Corrosion Protection Upgrades

2002 - 2007



HEMTT A4

- B-Kit Ready
- Integrated under Cab Protection (A Cab)
- 500HP CAT C-15
- ABS & Traction Control
- Air Ride Suspension
- Updated Electrical System
- Common Cab / B-Kit with PLS A1
- Allows Survivability Growth to meet LTPS Standards

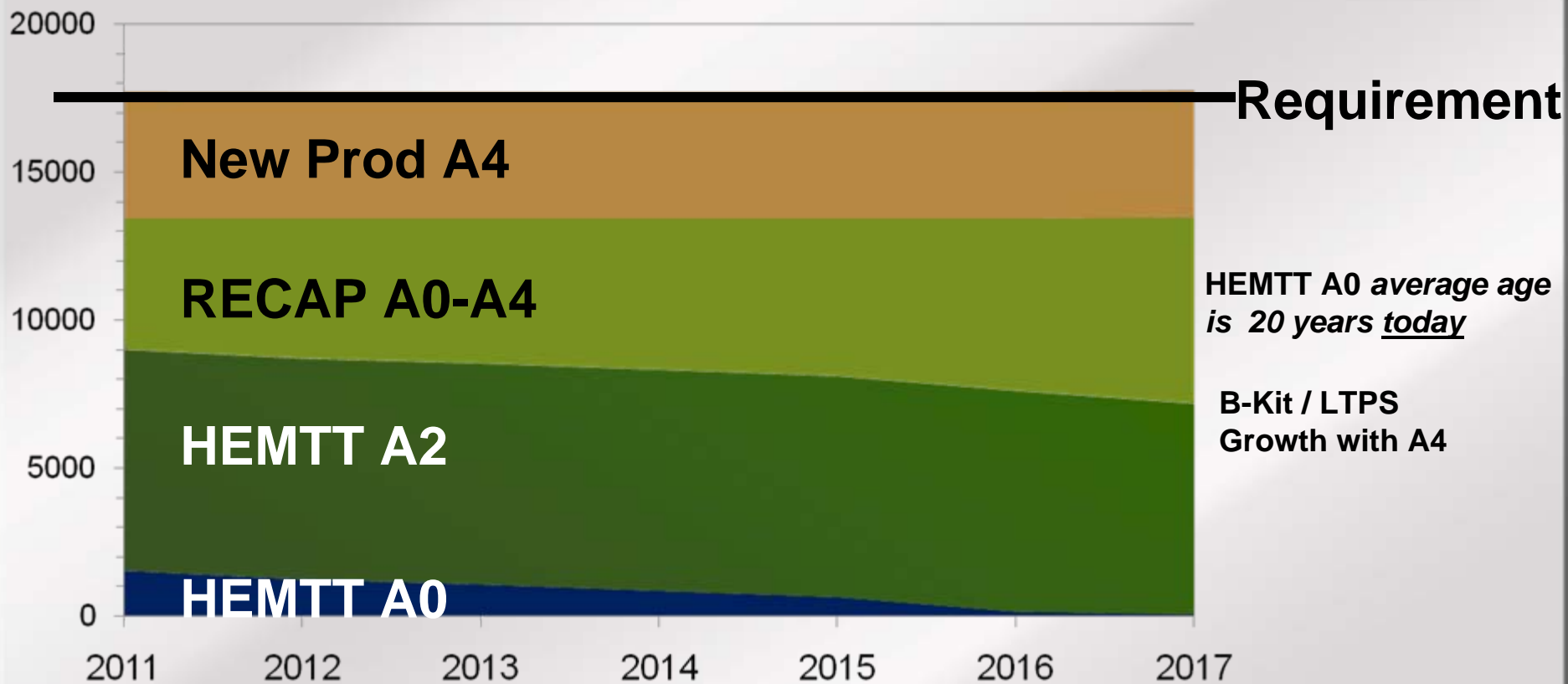
2008 →

Modernize through RECAP

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HEMTT FLEET MODERNIZATION





B-Kit Ready Fleet through HEMTT RECAP

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Core Truck in Teardown



After RECAP - B-Kit Ready!

- Established in 2001 by the VSCA directive to lower O&S costs of HEMTT fleet with emphasis on integrating affordable technology upgrades
- Upgrades fleet to B-Kit Ready model for added crew protection
- Inducts old, worn out HEMTT's and produces a new vehicle with the same configuration as new production at less cost

Dependent upon availability of core "seed"

Converts A0 / A2 to B-Kit capable A4



Today's M1075 PLS Fleet

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Basic PLS

- AoA
- 500 HP 8V92 DDEC III/IV
- CLT 755 Transmission
- Hendrickson Suspension
- Air Transportable on C141, C5, C17

1994 - 2009



PLS A1

- B-Kit Ready
- 600 HP CAT C-15
- Independent Front Suspension
- Updated Electrical System
- ABS & Traction Control
- Common Cab / B-Kit with HEMTT A4
- Allows Survivability Growth to meet LTPS Standards

2010

PLS RECAP Way Ahead

- PLS basic inducted, returned as PLS A1
- RECAP < Cost of New Production w/Tech Insertion
- **Currently funded FY10-12 only**

2010-2025

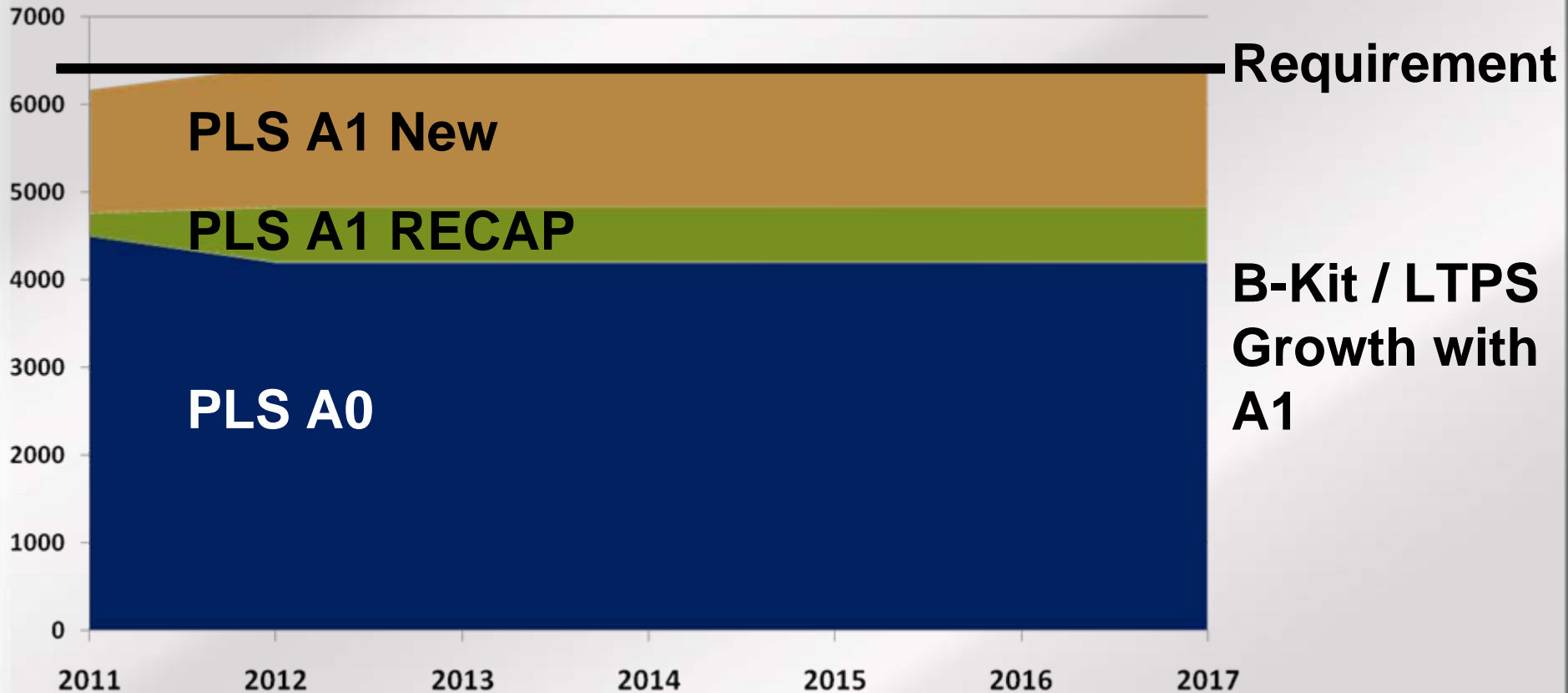
Modernize through RECAP

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PLS FLEET MODERNIZATION

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Today's M1070 HETS Fleet



Basic HETS

- 8V92 DDEC III/IV Engine
- CLT 754 Transmission
- Hendrickson Suspension
- Air Transportable on C141, C5, C17

19894 - 2002



HETS A1

- Modern Powertrain
- Upgraded Front Suspension
- Updated Electrical System
- ABS & Traction Control
- Production Climate Control
- Chassis Capacity for Protection Growth to LTPS Standards
- Maintenance Enhancements to Trailer

2011-2025

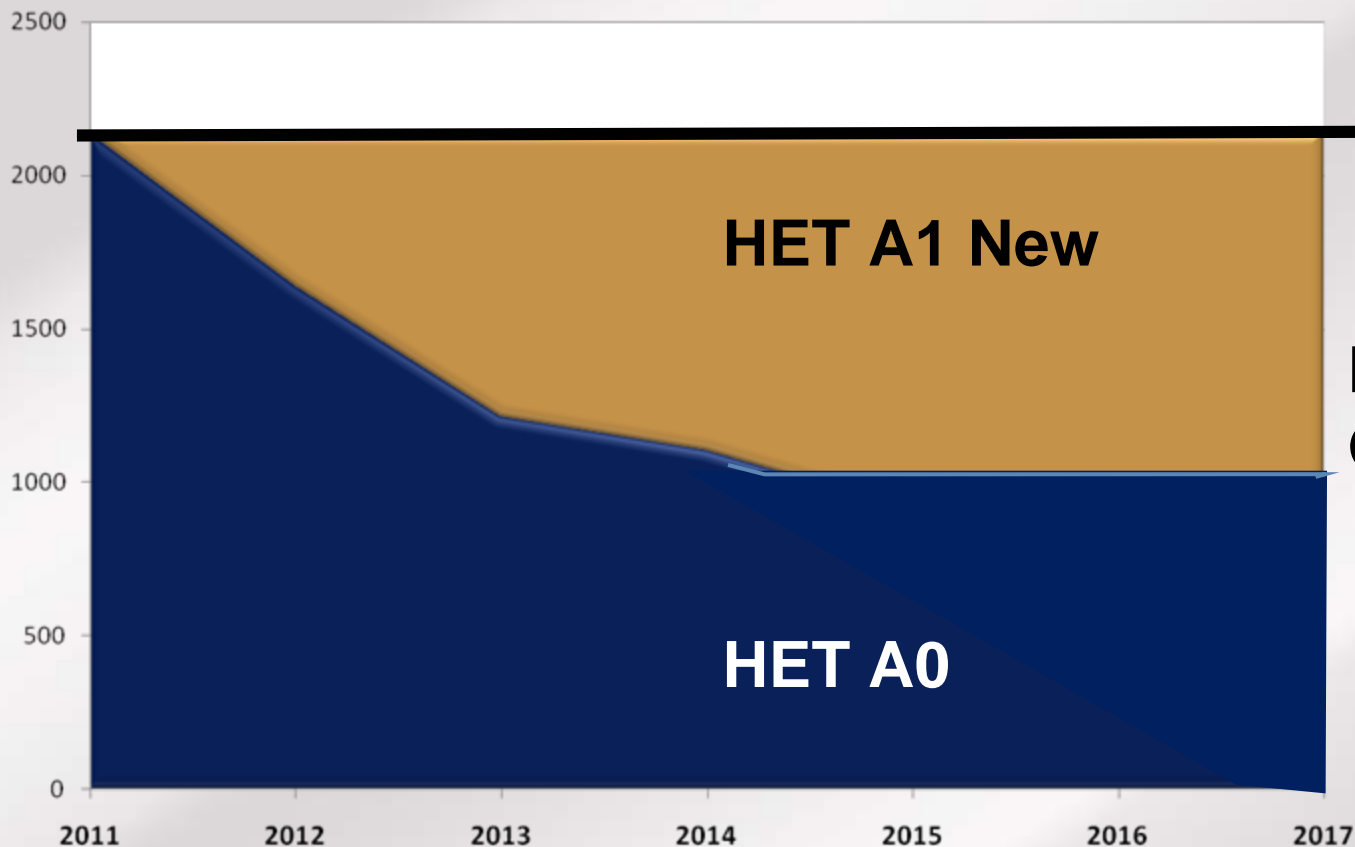


	M1070	M1070A1
Engine	500 hp Detroit Diesel 8V92TA	700 hp CAT C-18
Transmission	Allison CLT-754	Allison 4800SP
Transfer Case	Oshkosh 55000, Two Speed	Oshkosh 30000, Single Speed
Axle, Front	21,500 lbs	32,000 lbs
Axle, Rear	23,680 lbs	25,000 lbs
Steering	Shepard hydraulic front gear	Dual front gears
Wheels	11,500 lbs rated	16,000 lb rated
Air Conditioning	A/C Kit available	A/C
Electrical	12 & 24 -volt	24-volt
Alternator	145 amp	400 amp
ABS	No	Yes

Divest older HETS and procure A1



HET Fleet



Requirement

HET A1 New

B-Kit / LTPS
Growth with A1

HET A0



Today's M915 Line Haul Fleet

Divest older models



A0



A1



A2



A3



A4



A5

M915 A0

- AM General
- CAT13 Speed semi-automatic transmission
- Cummins Big Cam 1 engine

M915 A1

- AM General
- Allison fully automatic transmission
- Cummins Big Cam 3 engine

M915 A2

- Freightliner
- ABS system

M915 A3

- Freightliner
- Electronically controlled Detroit Diesel Series 60 engine,
- Allison World transmission,
- Freightliner's 'TufTrac' off-road suspension,
- Air Conditioning
- collision warning system

M915 A4

- Retrofit Program with Freightliner/Nat'l Guard
- Enhances A0-A2's with A3 system upgrades

M915 A5

- 500 HP DD-CE 6V53 engine
- Extended Cab 10" wider 34" deeper
- A-Cab / B-kit design
- 20K Front axle increase/rear suspension increase for armor weight
- 7 Auxiliary power connections
- Air tap added to allow air tool use
- VORAD collision avoidance system
- Dual 60 gal. tanks adding range

1978-81

1981-85

1989-99

1999-2009

1999 - 2008

2009

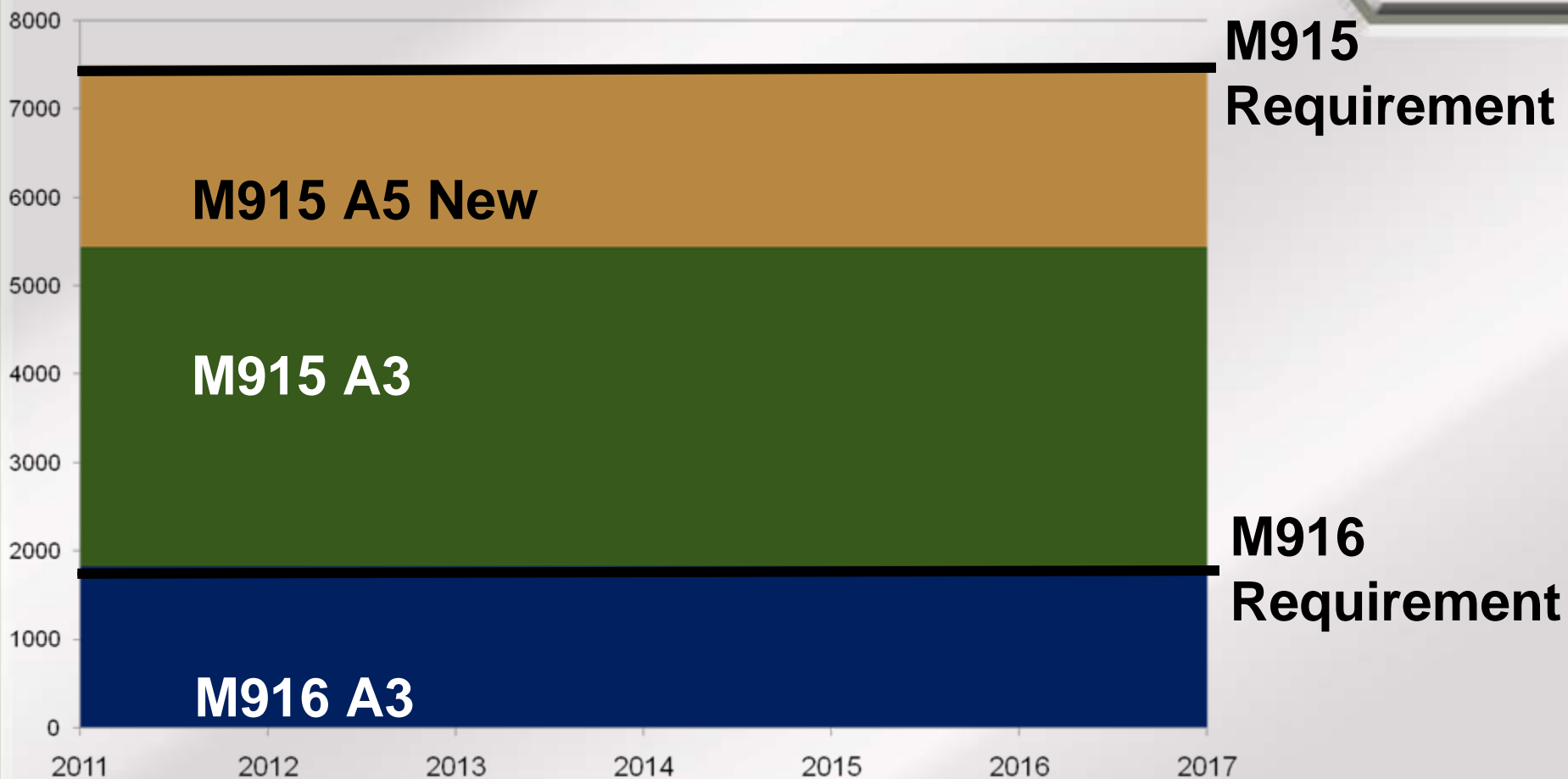
Divest older models and procure A5

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Line Haul M915/M916 FLEET MODERNIZATION

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**M915
Requirement**

**M916
Requirement**

M915 A5 New

M915 A3

M916 A3



HTV Fleet Overview Line Haul Systems

M870A3



80% of fleet > 20 years
23% of fleet > 34 years
FY09-12 Procure 1,326

M871 A3



47% of fleet > 20 years
21% of fleet > 30 years
FY09-12 Procure 440

M967/M969 Tankers



M976 at MTOE
63% of fleet > 25 years

M979 at MTOE
84% of fleet > 25 years

M872A4



M979 at MTOE
89% of fleet > 24 years
24% > 32 years

Older Fleets, Funding Stops, RESET!!

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PM's Last Word

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Two Customers

The Warfighter + The Taxpayer

We Must Ensure Outstanding Equipment Goes to the Warfighter



"GO HEAVY or GO Home!"