

Change and the TWV Fleet

Project Manager
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PRODUCT MANAGERS

- Light Tactical VehiclesMr. Dennis Haag
- Medium Tactical Vehicles
 LTC Shane Fullmer
- Armored Security Vehicle
 LTC Kent Moorhouse
- Heavy Tactical VehiclesLTC Allen Johnson

MISSION

The life cycle management of light, medium and heavy tactical vehicles & trailers enabling the Expeditionary Ground Force

OTHER SIGNIFICANT PROCUREMENT EFFORTS

- Safety Enhancements
- Add-on-Armor/GPK
- Surge Support

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



PM TV Systems – Who we are, how we do it!





Light Tactical Vehicles

- 30 variants
- 150K systems fielded
 - HMMWV Family of Vehicles
 - UAH Safety Enhancements
- Light Tactical Trailer (LTT) 1600/month



ACATIC







ACATIC

Medium Tactical Vehicles

- 17 truck variants (3 Trailers)
- Over 41,606 trucks / 9,168 trailers fielded
 - Family Medium Tactical Vehicles (FMTV)
 - High-Mobility Artillery Rocket System (HIMARS)
 - Load Handling System (LHS)

825 max Sys/Month





Heavy Tactical Vehicles

- 33 variants (8 Trailers)
- Over 33K systems fielded
 - Heavy Expanded Mobility Tactical Truck (HEMTT)
 - Palletized Load System (PLS)
 - M915 Family of Vehicles & Trailers
 - Trailer (HEMAT)
 - Heavy Equipment Transport (HETS)
 - Container Handling Unit (CHU)

1,409 Sys/Month









Armored Security Vehicle

- Over 1721 systems fielded
- 1166 Fielded to OCONUS Units
- AAO: 2863
- ASV Knight Chassis
 - AAO: 570

36 Sys/Month



Big Changes



- Changes in Leadership
 - AAE, MILDEP
 - TV, LTV, MTV in 2009
 - ASV, HTV in 2010
- Changes in Guidance
 - New 5000 Series Renewed focus on process
 - Focus on Competition
 - ACAT level changes
- Post-build up budgets

Values Don't Change - Commitment to the Warfighter Doesn't Change



Fleet Evolution

ECV M1114;M1151/52/65 (1995-Present)

A0 Series (1985-93)



A1 Series (1991-95)



A2 Series (1994-2004)





FMTV A0



FMTV A1



FMTV A1R



FMTV A1P2



HEMTT A0



HEMTT A2







- Higher horsepower engine
- Electronic Transmission
- Integrated AC

- Improved Power Generation
- Improved Seat Belts
- Fire Suppression
- Improved Suspension
- Blast Seats

Restored Performance drivers have been Force Protection, **Increased Armor, and Soldier Safety.**



Focus Has Shifted

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- Iraq Drawdown Afghan Surge
- Industry has answered the call for armor
- Few if any open parking spaces
- New Procurement RECAP RESET
- Quality still a major priority
 - No finish line
 - So technically it's more of a death march than a marathon

Army must capitalize on and sustain the fleet investment



Increased Competition Opportunities

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- FMTV is not a 4 letter word
- Competition for sustainment/RECAP
- Component-level competition
- Continued safety/survivability improvements



Managing the Fleet

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	Funding Type	Acquisition Approach	Requirements/ Configuration	<u>Goal</u>	<u>Lead/</u> <u>Coordination</u>
<u>Sustain</u>	ОМА	Depot RESET TPER MWO	Same Configuration	Restore to 10/20	AMC Lead PM Coordination
Evolve	Limited RDT&E OPA	Depot RECAP ECPs Block/Model Improvements Prime Contractor Led	Current ORD/ CPD/CPD Threshold- Objective ONS/ JUONS	Incremental Capability Improvements Manage Obsolescence Emergent theater requirements	PM Lead TCM Trans Coordination
Transform/ Replace	Significant RDT&E OPA	Competitive RECAP Competitive Buy/Rebuy	New CDD/ CPD CPD Annex AROCM	Significant Capability improvements that exceed current requirement or vehicle	TCM Trans/ ARCIC Requirements Lead PM Acquisition Lead



Take Aways

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- Focus is shifting from new procurement to sustainment
 - Capitalize on the Army's truck investments
 - Modernize / Rebalance 3P's through RECAP
 - RESET to sustain capable assets
- New opportunities for competition
 - Every fleet. Every chance we get.
 - Production and sustainment
 - Depot partnerships increasingly important
- Know the process (Sustain, Evolve, Transform / Replace) that applies to your capability/product
- Renewed focus on acquisition process