How We’re
Lightening
the MAGTF
…and More
A Few Ways PEO LS Is Lightening The MAGTF

- Advanced Technology Investment Plan (ATIP)
- G/ATOR Radar Single MAGTF Solution
- CAC2S Scaleability
- On-Board Vehicle Power (OBVP)
- Fuel Efficient MTVR (FNC-Future Naval Capability)
Advanced Technology Investment Plan

PEO LS is engaged with ONR, MCSC, RDECOM, TARDEC, NSWC Dahlgren as well as various industry partners, small businesses (SBIRs) and other agencies in focusing on Fuel Efficiency, Power and Energy to address Lightening the MAGTF.
Each legacy system requires at least 5 additional prime movers.

<table>
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<th>System</th>
<th>Description</th>
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<tr>
<td>AN/UPS-3</td>
<td>Tactical Defense Alert</td>
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<td>AN/MPQ-62</td>
<td>Continuous Wave Acq</td>
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<td>AN/TPS-63</td>
<td>Air Defense/Surveillance</td>
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<td>AN/TPQ-46</td>
<td>Firefinder Radar</td>
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<tr>
<td>AN/TPS-73</td>
<td>Air Traffic Control</td>
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G/ATOR System Consists of Three Basic Components:

- REG
- PEG
- CEG
CAC2S provides high commonality, yielding efficiencies and cost savings in training and logistics support.
HMMWV OBVP
Ongoing Field User Evaluation at Camp Lejeune, N.C.
and Camp Pendleton, Calif.

MTVR OBVP
Trailers and Generators

Lightening The MAGTF
With
On-Board Vehicle Power
Lightening The MAGTF With Future Naval Capability (FNC) — fuel efficiency

“The Marine Corps’ Medium Tactical Truck, called the Medium Tactical Vehicle Replacement (MTVR), consumes from 40-60% of all fuel consumed by Marine Corps Ground Vehicles during assault and sustainment operations.”


“We will consider energy performance in all our requirements and acquisition decisions.”

General James F. Amos
Commandant Of
The Marine Corps
Lightening the Budget Through O&S Initiatives

- High Mobility Multi-Purpose Wheeled Vehicle (HMMWV)
  -- Six-phased sustainment approach
  -- Increase reliability and fuel efficiency to reduce O&S Costs

- JLTV Smart Technologies
  -- Integrated Digital Technology Backbone (Modular Plug & Play)
  -- Increased Reliability, Availability and Maintainability (RAM)
  -- TD-Phase Points Way Ahead To The Future

- MTVR Supportability Sustainment Strategy
  -- Currently Evaluating The Best Support Paradigms

- Performance Based Logistics (PBLs)
  -- LW155
Restore HMMWV to required levels of **safety, performance** and **mobility** through 2030.

Inspect and Repair Only As Necessary (IROAN) Depot Maintenance Program and a HMMWV Modification Line which will be in six phases.

*Increase Reliability & Fuel Efficiency to reduce O&S Costs*
Lightening the Budget Through JLTV Smart Technologies

- Integrated Digital Technology Backbone on JLTV
- Modular “Plug and Play”
- Improved Fuel Efficiency
  Better engines demonstrated during TD Phase

Measure O&S related costs to ensure long-term affordability
We are currently evaluating the best method of Life Cycle Support for the MTVR as we look to the future to reduce O&S Costs.
The approved LW155 Performance Based Logistics (PBL) Business Case Analysis (BCA) recommended use of a hybrid (Organic/Contractor) alternative.

Life Cycle Sustainment (LCS) incorporates the major elements of the BCA to deliver performance instead of the traditional transaction-based response.

- The LCS contract will provide end-to-end supply chain management of @1,500 unique parts.

- This includes setting up Performance Based Agreements (PBAs) with Organic Suppliers to ensure availability of parts for 90% readiness.
Introduction Of Program Managers

11:10am – 11:40am Medium/Heavy Vehicles
Mr. Bryan Prosser, PM Medium/Heavy Vehicles

1:30pm – 2:15pm Light Tactical Vehicles
Lieutenant Colonel Mike Burks, USMC, PM Light Tactical Vehicles

2:15pm – 3:45pm Advanced Amphibious Assault Vehicles
Mr. John Garner, Deputy PM Advanced Amphibious Assault (PM AAA)
Mr. Marc Paquette (MPC) and Mr. Dennis Boucher (AAV)

4:15 pm – 5:00pm Lightweight 155 MM Howitzer
Mr. Chris Hatch, Deputy PM Lightweight 155 MM Howitzer

5:00 pm – 5:30pm PEO Land Systems Science & Technology
Mr. Michael Halloran, PEO LS Director, Science & Technology

Note: Times are current as of 4/25/12
William E. Taylor
PEO Land Systems Marine Corps
Quantico, VA
703-432-3370
Bill.Taylor@usmc.mil