Update to the Army Truck Team

PdM LTV:
  PdM: Mr. Denny Haag
  DPM: Ms. Tamara Bouzide

PdM MTV:
  PdM: LTC Shane Fullmer
  DPM: Mr. Jim Satchfield

PdM HTV:
  PdM: LTC Dave Shuler
  DPM: Ms. Patti Grashik

PdM JLTV:
  Army PdM: Mr. Mark McCoy
  Army DPM: Mr. Mike Receniello
  USMC PdM: LtCol Mike Burks
  USMC DPM: Mr. Scott Rideout
Continuing support for deployed Soldiers and Marines

RESET/RECAP/Divestment of fleet redeployed from Iraq

Army force structure being reduced

Truck requirements being reevaluated

Inventory exceeding requirements

Emphasis on divestiture and sustainment

Reevaluating strategy and acquisition plans based on available budget
TWV “Back to the Future”

Portfolios Annual Budget (In Millions)

- **Est. Portfolio Value**
  - FY 00 - 32B
  - FY 12 - 81B

- **Est. Portfolio Density**
  - FY 00 - 155K
  - FY 12 - 282K

Portfolio Annual Budget (In Millions)

- FY 98: 511
- FY 99: 748
- FY 00: 887
- FY 01: 1,093
- FY 02: 1,084
- FY 03: 1,542
- FY 04: 3,174
- FY 05: 5,116
- FY 06: 3,406
- FY 07: 10,616
- FY 08: 10,195
- FY 09: 6,170
- FY 10: 2,806
- FY 11: 3,036
- FY 12: 1,557

1998 2008 2015
Tracking the Fleet by Age

LTV

MTV

HEMTT
Sep 2011
"That's pretty much it for JLTV. I doubt the [House appropriators] will push back. “

Nov 2011
“The program is viewed by some as fighting for its life”
“Senate appropriators, citing high costs, schedule overruns and wobbly requirements, terminated all JLTV funding”

Dec 2011
“Since the Army has a poor record of keeping such programs on track, some potential competitors are considering not bidding at all.”
“The structure of incentives the Army has put in place drives them toward offering warmed-over versions of vehicles already available as a way of minimizing their investment exposure.”
“I’m not surprised they asked for it, just surprised that they got it,” said one congressional source reacting to news of the cost target increase.

Jan 2012
“Army Chief of Staff Gen. Raymond Odierno recently called the JLTV the Army's No. 3 modernization priority” – Inside The Army, 27 Jan 2012
- EMD RFP released on 26 Jan 2012
  - Current RFP closing date is 13 Mar 2012
- MS B Decision, 3rd QTR FY 12
- EMD Contract Award, 3rd QTR FY 12
- EMD Testing: 14 months (Performance, Reliability, Ballistic and Limited User Test (LUT))
- Majority of Logistics development deferred to LRIP (*i.e.* Provisioning and validated TMs)
  - ICLS may be required until Organic Support is established
- Fixed Price contract for Production *(3-yr LRIP + 5-yr Multi-Year)*
  - Continuation of RAM growth through LRIP
Up to three competitively awarded, best value, firm-fixed price contract(s) ($65M cap for base contract effort) for vehicles and other test articles, testing, support to Government test (FSRs and spares, repair parts), and data. Period of Performance is 27 months.

Selection of EMD vendors is focused primarily on proposed performance against a subset of PD requirements, design maturity, schedule, and production cost estimates:

Delivery of 22 Prototypes starting 12 months after contract award to support developmental testing. Vehicle acceptance does not require conformity with all EMD PD requirements – vehicles must meet requirements that allow entry into testing.

The tiers in the Purchase Description (PD) that is incorporated into the EMD RFP is information only. The 5 tiers of the EMD PD represent current priorities - indication of how performance compliance could be considered and used during Production contract source selection.

PM intent is to shift emphasis during production source selection to a more comprehensive evaluation of both demonstrated performance and lifecycle cost:

- Fuel consumption
- Maintenance Ratio and Maintainability
- Logistics Footprint
- Life Cycle / Sustainment costs
- Commonality of parts across the family of vehicles
- Maturity of logistics products

“More comprehensive evaluation of performance” means that above threshold and objective level performance, along with non-compliances, are likely to be considered during production source selection.
Span of Control: JLTV (Joint, Army Lead), HMMWV, ITV, MCTAGS, LTT, others

JLTV: Most cost-effective program to meet critical capability gaps in the USMC light combat vehicle fleet
- USA/USMC united front on a common JLTV base vehicle requirement

HMMWV: Modification Line Strategy (Feb 2012)
- Reflects USMC prioritization of 2004 ORD-based requirements
- Areas of focus: Safety, Durability, Reliability, Payload, Mobility
- Objective: Restoration of max capability within resource constraints

<table>
<thead>
<tr>
<th>2004 HMMWV ORD KPP/KSA/Other Attributes (Armored Variants)</th>
<th>Status</th>
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<td>Payload</td>
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<td>Side Slopes/Longitudinal Slopes</td>
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<td>Speed on Grade/Acceleration</td>
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<td>Mobility Rating</td>
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<td>Ride Quality/Limiting Speed/Vertical Acceleration</td>
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<tr>
<td>Fuel Economy</td>
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<tr>
<td>O&amp;S Costs</td>
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- JLTV AAO: 5,500
- HMMWV:
  - Drawdown to ~18,500
  - Replace 5,500 with JLTV
HMMWVs are moving from continued New Production to Sustainment. Since 2003 approximately 74,000 New Production HMMWVs have been added to the LTV fleet

- HMMWVs are a critical component of Department of Army force structure through 2025. Continued part support and controlled obsolescence are required

- HMMWV Recapitalization – Requirement for 10K Recapped HMMWVs at the Depots in FY 12-13

Meeting Trailer customer needs – M200A1, M1061A1, Light Engineering Utility Trailer (LEUT), and Light Tactical Trailer (LTT)
## M200A1 2-Wheel 2.5-Ton Chassis Trailer

- **Program Description:** Tactical Chassis Trailer for mounted generator applications—15, 30, or 60kW
  - APB: Sep 03
  - Payload: 5000 lbs
  - GVW: 7,015 lbs
  - Prime Movers: FMTV / 2.5 Ton
  - AAO: Customer Established
  - Air over hydraulic service brakes, manual parking brakes, single axle, leaf spring suspension, ABS (new)
  - Off road capable

- **Program Overview:**
  - Customer funded by PM MEP
  - Current deliveries ended in Nov 11
  - Preparing competitive Solicitation (SBA set aside)
  - Qty: 5300, over five years
  - Program Schedule (tentative)
    - Release RFP: 2QFY12
    - Contract Award: 4QFY12

## M1061A1 4-Wheel (Tandem Axle) 5-Ton Flatbed Trailer

- **Program Description:** Tactical Flatbed Trailer for mounted generator applications—60kW & 100kW
  - Payload: 10,000 lbs
  - GVW: 15,850 lbs
  - Prime Movers: FMTV / 5 Ton
  - AAO: Customer Established by PM MEP for Army/AF reqmts
  - Air over hydraulic service brakes, manual parking brakes, tandem axles, leaf spring suspension, ABS (new)
  - Off road capable

- **Program Overview:**
  - Customer funded by PM MEP
  - Current deliveries ended in Nov 11
  - Preparing competitive Solicitation (SBA set aside)
  - Qty: 112 (Min) - 1000 (Max)

- **Program Schedule**
  - Release RFP: 2QFY12
  - Contract Award: 4QFY12

## Light Engineer Utility Trailer (LEUT)

- **Program Description:** Tactical trailer to transport small CE, to enable engineer units to gain, control and sustain route access, effectively maintain momentum & mobility throughout battle space, and to meet future Engineer Force (FEF) air transportability guidance.

- **Program Overview:**
  - MDD projected for FY13; No ACAT yet;
  - Type I: 4-Ton; LVAD capable, for Type 3 Skid Steer Loader (SSL, wheeled), with attachments (LVAD reqmt adds cost/schedule risk to Type I).
  - Type II: 10-Ton, for Backhoe Loader (BHL) and Type 2 SSL (tracked), with attachments and supplement
  - CPD validated by G-3 in Mar 07
  - LTV assumed program mgmt, Aug 11

- **Program Schedule**
  - Market Survey: 4QFY13
  - RFP: 1QFY14
  - Contract Award: 2QFY14
Oshkosh produced FMTV A1P2 variants (excluding M1089 Wrecker) have successfully completed Production Verification Test (PVT) and Live Fire Test and Evaluation (LFT&E)

- PVT was completed on 5 variants (200,000 miles)
- LFT&E was completed on Oshkosh produced cab with Oshkosh produced B-kits
- Test & Evaluation Master Plan (TEMP) Addendum Complete and Approved

A1P2 variants were granted a Full Materiel Release including the B-kits on 31 Aug 11

- Re-buy Wrecker test in progress
- 13,852 trucks / 5,783 trailers on order
FMTV Schedule

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<tr>
<th>FY11</th>
<th>FY12</th>
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- **RESEARCH, DEVELOPMENT, TEST & EVALUATION**

- **Technology Insertion**

- **PROCUREMENT**

- **Oshkosh Contract**

- **Re-buy Deliveries**

- **BAE Closeout**

- **Follow-on Production**

- **RECAP EVAL**

- **RECAP EVAL**

- **OMA**

- **SSTS**

- **RESET**

Recap is a Decision Point
MTV Summary

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

Current Challenges

- Soldier Survivability
- Fuel Economy
- Improved Reliability at the Component Level (same form, fit, and function)
- Sustaining the Fleet
PdM HTV FY2012 Objectives

- 21 Products, 10 OEMs
- Over 53,000 Systems Fielded Worldwide
  - M915A5
  - HETS1
  - PLSA1
  - HEMTTA4 Production & Recap
  - Interim Stryker Recovery System Gen II
  - Associated Material/Container Handling Equipment
  - M870A4 40 Ton Low-Bed Semitrailer
Focus shifting from new production to sustaining the fleet through Recap with emphasis on safety/survivability enhancements

Possible future inclusion for fuel efficiencies

Future Competitive Contracts

FY2012
- External Fire Suppression Kits
- Armor Protection Kits

FY2013
- E-CHU
Truck fleet is in transition – Will likely remain so for some time

Shift from procurement to sustainment

- Modernization through spares
- Continue to evaluate survivability improvements, fuel efficiency improvements, lifecycle cost reduction
- Concerned about health of industrial base at both prime vendors and suppliers

JLTV will meet the highest priority capability gaps for both the Army and Marine Corps