USMC Panel

“USMC Tactical Wheeled Vehicle Programs”
Panel Members

- Dr. Thomas Killion: Panel Moderator
  Acting Director, Office of Technology, Office of Naval Research (ONR)

- Mr. Thomas Miller:
  PEO Land Systems, USMC Program Manager, MRAP

- Mr. Steve Pinter:
  PEO Land Systems, USMC Program Manager, MHTV

- Mr. Andrew Rodgers:
  PEO Land Systems, USMC Program Manager, LTV

- Mr. Mark Godfrey:
  Combat Development & Integration, USMC Vehicle Capabilities Integration Officer
Program Manager,
Mine Resistant Ambush Protected
(PM MRAP)

Presentation to:
NDIA Tactical Wheeled Vehicle Conference,
25 Aug 2015

Presented by:
Thomas H. Miller
PM MRAP
USMC MRAP Family of Vehicles

- **Cougar CAT I A1 Saber TOW**
- **Cougar CAT II A1 Ambulance**
- **Cougar CAT II A2 Ambulance**
- **Cougar CAT II A1 R2C**
- **Cougar CAT I A1**
- **Cougar CAT II A1**
- **M-ATV M1240A1 (UIK) OGPK**
- **Buffalo MK2A2**

**R2C** = Route Reconnaissance & Clearance

**TOW** = Tube-launched Optically-tracked Wire-guided missile

**OGPK** = Objective Gunner’s Protection Kit (turret)

**UIK** = Underbody Improvement Kit
# USMC MRAP Requirements

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>TAMCN</th>
<th>USMC PROCURED</th>
<th>PRIOR ER (1231)</th>
<th>NEW ER (2510)</th>
<th>EXCESS QTY</th>
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<tbody>
<tr>
<td>Cougar Cat I</td>
<td>D00025</td>
<td>1570</td>
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<td>Cougar Cat I TOW</td>
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<td>Cougar Cat II*</td>
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<td>Buffalo Cat III</td>
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<td>M-ATV</td>
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<td>705</td>
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<td>CESAS (Cougar Cat II)</td>
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<td>MRAP Recovery Vehicles</td>
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<td>15</td>
<td>0</td>
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<td><strong>Totals</strong></td>
<td></td>
<td><strong>4,021</strong></td>
<td><strong>1,231</strong></td>
<td><strong>2,510</strong></td>
<td><strong>1511</strong></td>
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</table>

* Includes R2C vehicles
ER = Enduring Requirement
TAMCN = Table of Authorized Material Control Number

**UNCLASSIFIED**
Top 3 Priorities/Projects

• Reset (depot maintenance) of 2017 MRAPs (Cougars and M-ATVs)
  – Coordinating with USMC Logistics Command (Albany, GA)
  – Mixture of organic depot (Albany, Barstow, Red River) and Commercial
  – Additional Cougar reset competition expected in FY16

• Installation of Cougar “Block I” mod kits
  – Force protection upgrades – Seat Survivability and Egress
  – Planning competitive RFP in FY16 for Egress kit installations

• Development of ECPs to address sustainment issues (safety, usability, maintainability, cost savings, etc.)
  – Cougar floor and firewall upgrades for improved blast protection
  – M-ATV idling fuel economy improvement
  – Buffalo Emergency Egress Lighting Control Box & Electrical System
Program Manager Light Tactical Vehicles

18,500 HMMWV ECV Fleet
Right sizing to ~13,000 by FY23

5,500 JLTVs
Contract award
4th Qtr FY15

116/1165A1

1152A1

1152

116/1165A1

517

1163

1162

1161

1162 JLT-MCE

1102H

Program Manager
Light Tactical Vehicles

ITV Vehicle Fleet
266 Light Strike Variants
and 145 Prime Movers

Light Tactical Trailers

- All Terrain Vehicles (ATVs)
- JLTV Trailers
- ITV-Replacement

12 Aug 15
"USMC Tactical Wheeled Vehicle Program Requirements"

Mr. Mark Godfrey
Transportation Branch Head
Logistics Integration Division
Capabilities Development Directorate
HQMC, Combat Development & Integration
Marine Corps Concepts such as...

- Ship-to-Objective Maneuver (STOM)
- Operational Maneuver From the Sea (OMFTS)
- Seabasing

...are now being executed

So What's Next?...

**Expeditionary Force 21**

- Refocus on our expeditionary culture
- Prepared for Today's Crisis, with Today's Force, Today!
- “Prepared to do the same with less”
Modernization of assault amphibian capability remains the Marine Corps’ highest priority.

- GCTVS favors selective modernization/upgrade and limited sustainment of legacy vehicles

- HMMWV replacement by the JLTV program is de-conflicted to accommodate ACV procurement. This approach enables a sequential modernization of the two most pressing gaps within the GCTV portfolio.
Strategy Challenges

• Rising procurement and sustainment costs. Combat vehicles in the current GCTV portfolio require increased funding to address obsolescence and sustainment issues to extend end of service life dates.

• Each vehicle in the GCTV portfolio will require upgrade or replacement at the end of service life. Most vehicles will reach the end of service life between 2020 and 2035, when portfolio modernization efforts in JLTV and ACV are concentrated.
QUESTIONS ?
BACKUP CHARTS