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UNITED STATES ARMY LOGISTICS

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TWV Fleet Maintenance Challenges

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Conference

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ALWAYS THERE.

ALWAYS READY.

Agenda

□ Introduction

- Force Structure Changes – Moving Toward Army 2020

□ Addressing the Challenges

- Operational Needs and Fiscal Responsibility
- Fleet Management Strategy
- Tactical Wheeled Vehicle (TWV) Sustainment Challenges
- TWV Conditions Based Maintenance Plus (CBM +) Pilot Program
- Factors Affecting Retrograde Today
- Looking Ahead: Completing OND and Starting OEF TWV Retrograde
- Meeting the Reset Challenge – Public-Private-Partnership
- MRAP - Retrograde, Divestiture, and Reset

□ Summary

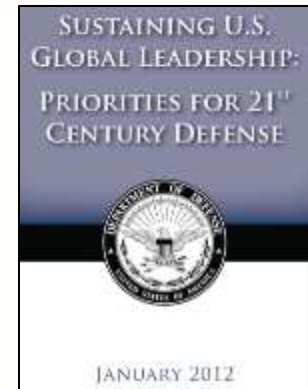


Force Structure Changes

- ❑ Reduce and adjust Army size while remaining flexible, capable and ready – versatile mix of capabilities, formations and equipment that is lethal, agile, adaptable and responsive
- ❑ In consonance with the SECDEF
 - Prioritizes force structure and committed assets in Pacific region
 - Reorganizes structure to fight in 2 theaters and support requirement to fulfill Nation's strategic and operational commitments
- ❑ Invest in Critical new capabilities – defer decisions in non-critical areas
- ❑ Preserve Army 2020 options to:
 - Build reversibility and expansibility
 - Implement BCT Reorganization options
 - Adjust composition of Reserve Components
 - Reshape Generating Force
 - Adjust Echelon above Division command and control structure (Corps and ASCCs)

CSA Priority

“Develop the force of the future, Army 2020 as part of Joint Force 2020.”



Operational Needs and Fiscal Responsibility

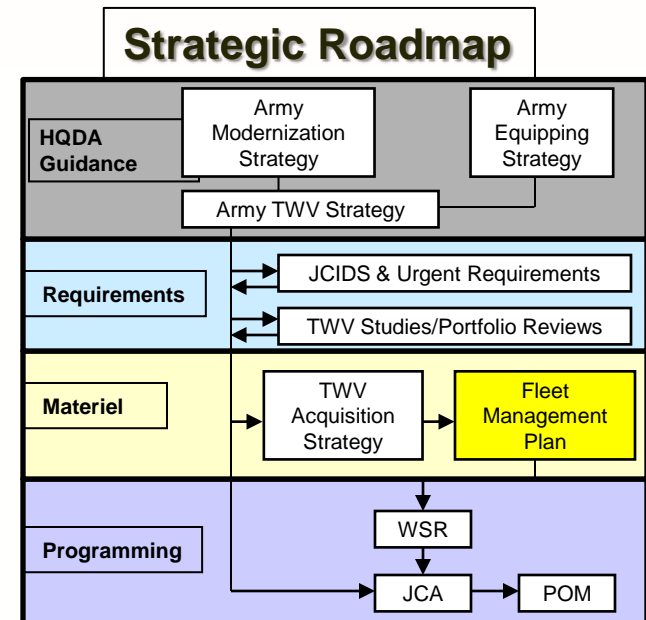
Meeting the Divestiture Challenge

The Challenge:

- Utilize existing capabilities to address operational needs while practicing fiscal responsibility

Addressing the Challenge:

- Getting ahead of the force structure changes due to troop reductions and declining budget
 - Meeting the divestiture requirement
 - Realignment / re-stationing of units and equipment
 - Maintaining property accountability throughout
 - TWV Fleet Modernization – JLTV, RESET, and RECAP
 - More efficient employment of Contractor Logistics Support; Field Service Reps and Logistics Assistance Reps



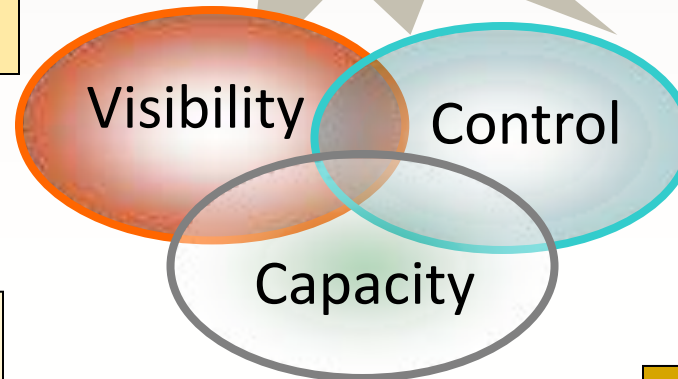
Enterprise Fleet Management:

Objective End-State

Visibility

- Environmental Conditions
- Economic Useful Life
- Tailored Work Standards
- Sustainment History

Enablers
IUID, CBM+,
serialized item mgmt



Enterprise Management

- Single Integrated Life Cycle Mgmt
- Synchronize with Modernization Strategy
- Maximize Readiness

Sustainment Footprint

- Right Sized Capacity
- Core Requirements
- Supports the Life Cycle Requirement + Surge
- Organic + Contractors

Life Cycle Sustainment Maintenance

- Pull Production
- Recap/Reset/ 10/20
- Usage/Condition Based

Knowledge Based Resourcing Decisions

- Isolate cost drivers
- Isolate Readiness drivers
- Flexible Sustainment requirements over time

Goal – Balance modernization, sustainment and cost

Fleet Management Strategy

Meeting the Mix Fleet Sustainment Challenge

The Challenge:

- ❑ Balance organic and commercial industrial base to maximize the best use of both organic and contract capabilities

Addressing the Challenge:

- ❑ Better integration of public private initiatives to ensure efficient and effective weapons system support to the Warfighter
- ❑ Continue to promote public-private-partnerships (PPPs) to:
 - Enhance organic Depot/Arsenal capabilities and sustain core critical skills
 - Inject new technologies into organic industrial base facilities
 - Reduce costs through cooperative workload sharing rather than expending valuable resources as independent competitors
 - Develop complementary capabilities



TWV Sustainment Challenges

❑ Reset large quantities of TWV's returning from Iraq & Afghanistan

- Many experience high OPEMPO in harsh environments at or above maximum weight capacity



❑ Sustainment of mix fleets with different modernization levels

- Fleet management
- MRAP sustainment

Analysis:

- Baseline
- Repair
- Supply Tiers
- BCA

Expect number to grow
as we move toward
Army 2020

❑ Divestiture of TWVs

- ~ 36,500 TWVs {Last Year only 17K}
- In addition, 1,205 MRAPs will be divested
- **Current Achievements: Over 4,500 TWVs & 105 MRAPs**



❑ Reduction in funding for base programs and facility modernization – “Avoiding a Hollow Army”

TWV CBM+ Pilot Program

- ❑ **Task:** Install CBM Technology and collect data on 2000 TWVs in 11 locations
- ❑ **Goal:** Broaden CBM Implementation and Assess Value
- ❑ **Pilot Program Expected Outcomes:**
 - Unit Level equipment feedback
 - Vehicle Usage report, fault code identification, maintenance recommendations
 - Accurate usage data collection for platform usage and O&M forecasting
 - Hours, miles, speed, faults, location, fuel...
 - Maintenance Process Improvements through analysis
 - Increased readiness
 - Performance requirements validation
 - Inform PM of failure under condition data
 - Inputs to GCSS-Army requirements
 - Lifecycle Fleet Management enabler
 - Data-driven RESET SOW accuracy
 - Fleet Management decision support based on accurate vehicle health and usage data

FMTV A1
HEMTT A2, A4
LHS A2, A4
Line Haul A3
HET

CBM Program Objectives:

- **Decrease Maintenance Burden on the Soldier**
- **Increase Platform Availability and Readiness**
- **Enhance Safety**
- **Reduce Operations & Support (O&S) Costs**

Factors Affecting Retrograde Today

❑ OEF Sustainment

- Migrated equipment from Iraq (OND) to Afghanistan (OEF) – ~ 3,700 TWVs changed theaters
- Preparing for OEF drawdown

❑ Responsible Drawdown

- OND Plans, Policies, and Programs are simple, straightforward, easily understood and defensible
- Good news story - only 1,100 TWVs remain
- OEF equipment drawdown starts Feb 12

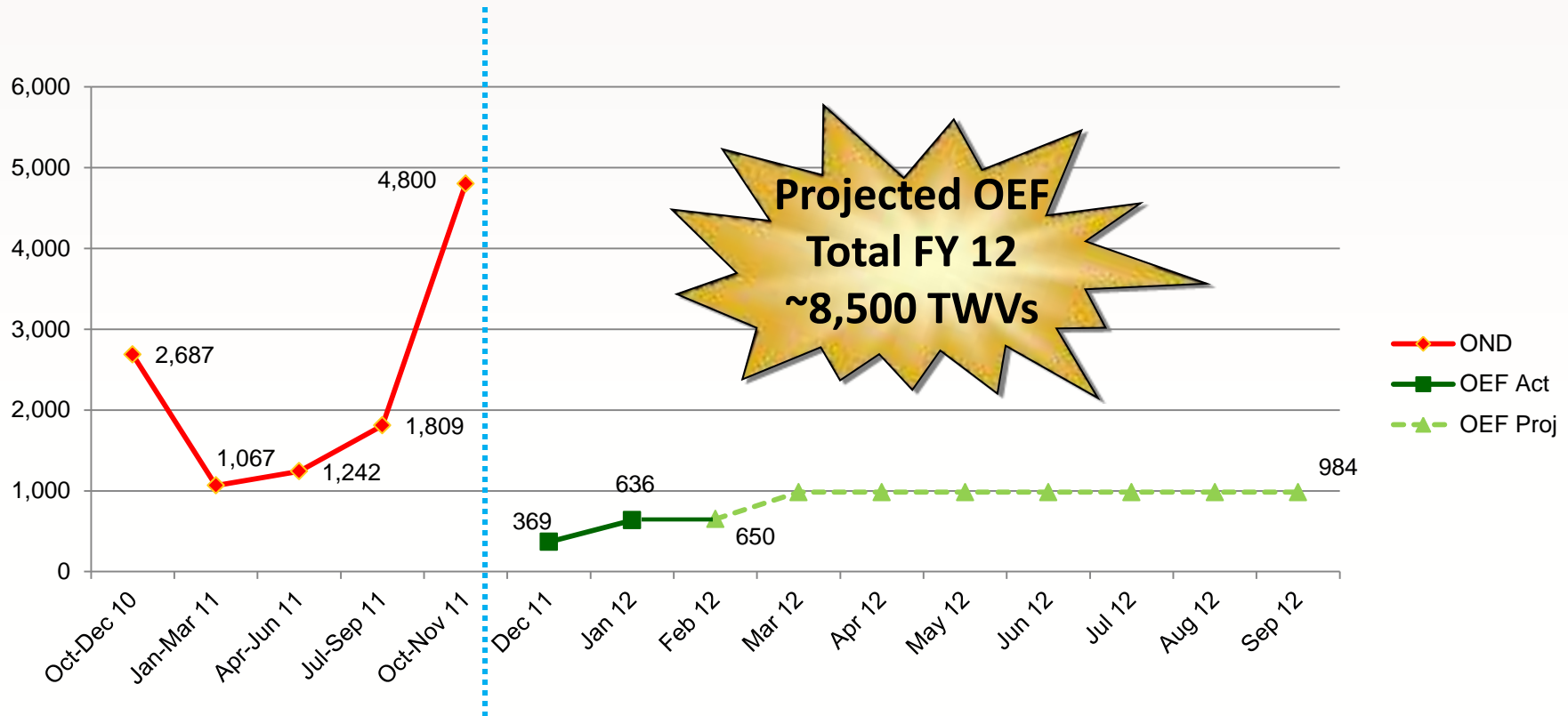
❑ Responsible Reset

- Unique theater characteristics and operational requirements challenge the timing and alignment of retrograde and reset operations, which makes it difficult to plan and forecast future reset ops.



Meeting the challenges of sustaining an “Army in Transition”

OND Tactical Wheeled Vehicle Actual & OEF Rolling Stock Projected Retrograde



□ OEF Actual and projections are Army Rolling Stock only

Meeting the Reset Challenge



□ AMC

- Executes Retrograde process (R2TF) and equipment repair ICW Depots, Arsenals, OEMs, Contractors, Units, and DOLs

□ ARCENT

- Projects Retrograde to facilitate planning and Reset execution:
 - SIPR: Super Cop (Monthly)
 - R2TF (Goal: Monthly check / Reality: Quarterly)

□ HQDA G4 ICW G8, ABO, & ASAALT

- Reviews requirements
- Submits supplemental budget requests
- Maintains oversight of execution

□ Industry Partners

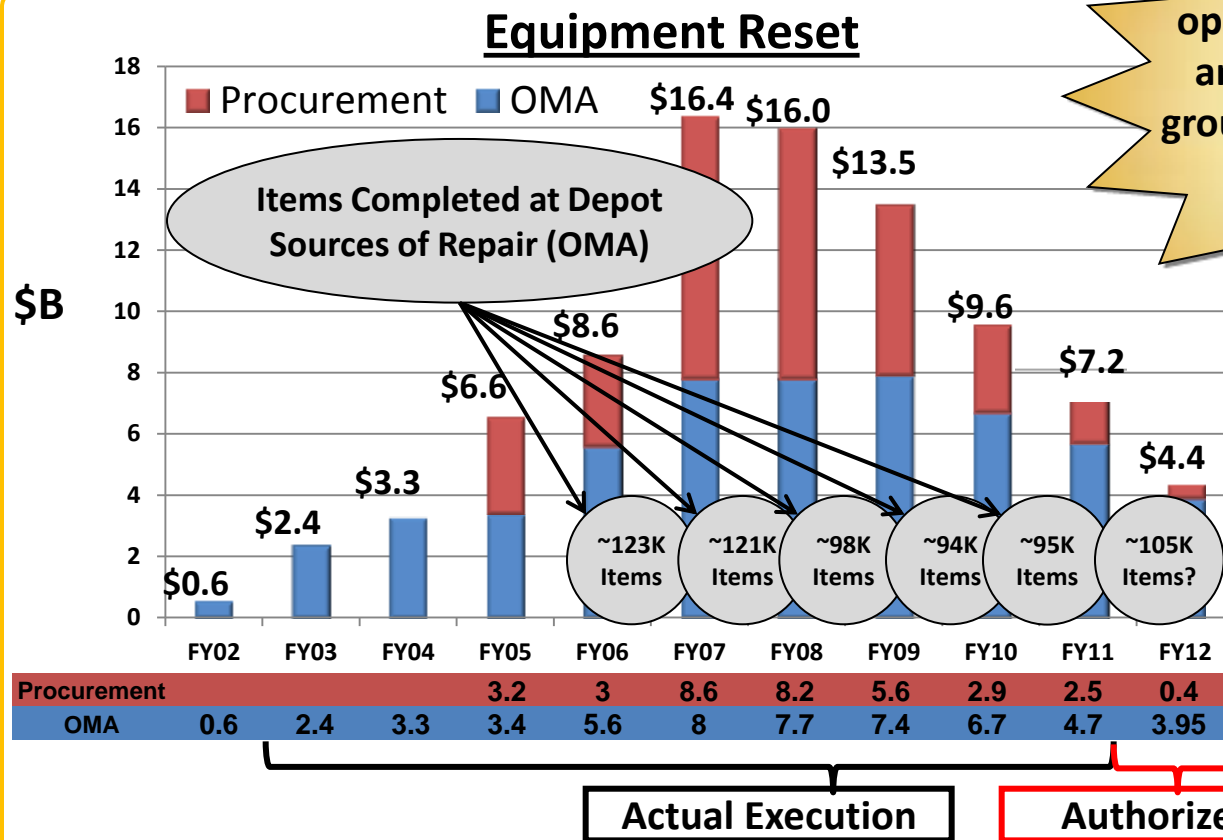
- Provide complementary capabilities and parts/supply support to OIB
- Help mitigate risk by finding solutions to obsolescence and supplier non-availability issues before they impact system readiness
- Leverage Public-Private Partnerships (PPPs) to accelerate repair and return to units



Army Reset Funding 2002-2012

Reset restores a BCT's equipment to Mission Capable Status within 180 Days of return from SWA (360 for RC).

Reset has sustained operational rates at 90% and 75% in theater for ground & air, respectively, for the last 10 years of war



The Army will require OCO Reset Funding requirements for 2-3 years beyond cessation of the current conflicts

MRAP Migration to an Army System

Meeting the Equipment Sustainment Challenge

The Challenge:

- ❑ Integrating and Sustaining MRAP Fleet

Addressing the Challenge:

- ❑ Procurement of ~19,000 MRAPs
- ❑ Approval of an MRAP Sustainment Strategy:
 - Red River Army Depot designated the Depot maintenance facility for Depot level repair of MRAPs
 - Pending Type Classification / Full Materiel Release
- ❑ MRAP Reset:
 - As of 1 Feb: 145 MRAPs have been successfully Reset
 - APS-3 requirement for 554 MaxxPro conversions
- ❑ MRAP Divestiture:
 - Operations initiated Jan 2012 – on track



Summary

- ❑ The Army continues to plan and synchronize its Reset requirements to facilitate rapid equipment repair and return to units while leveraging the best mix of organic and commercial sources of repair.
- ❑ Adequate investments are required to sustain equipment readiness and modernize facilities to support future contingencies. Due to current funding constraints, this will be a challenge as we go forward.
- ❑ Sustaining Army in Transition will stress systems and leaders. Fleet management will be critical to maintain equipment that is at different levels in life cycle, divest of obsolete / excess equipment, while maintaining current equipment readiness.
- ❑ Partnership with industry will remain essential to maintain readiness to meet mission requirements as the Army tackles the paradigm of “doing more with less”.





Questions?

