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Tactical Wheeled Vehicle Sustainment NDIA TWV Conference

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ALWAYS THERE.

ALWAYS READY.

Agenda

- ❑ Overarching Themes
- ❑ Minimizing Hardware Solutions
- ❑ TWV Evolution
- ❑ Sustainment Cost Factors
- ❑ Key Take Aways

TWV Overarching Themes

- ❑ Fleet is Currently Healthy and Relatively Young
- ❑ Right Size the Fleet to Support Army 2025 and Beyond

What will end strength be?

Protection vs Mobility?

What are the likely missions?

What is affordable?

What is the fleet's right mix?

How much armored?

- ❑ Make'm Last Longer – TWV Useful Life now \geq 25 years

Readiness risks?

Obsolescence risks?

CBM+ integration?

Depot Maint touch points?

OPTEMPO cost risks?

Op Energy integration?

System Reliability Risks: corrosion, drive train, suspension, SWAP, etc.

Minimizing Hardware Solutions

LIN Growth (FY01-FY14):

LIN Item	2001	2014	Net Increase
Trucks	95	192	97
Radios	23	93	70

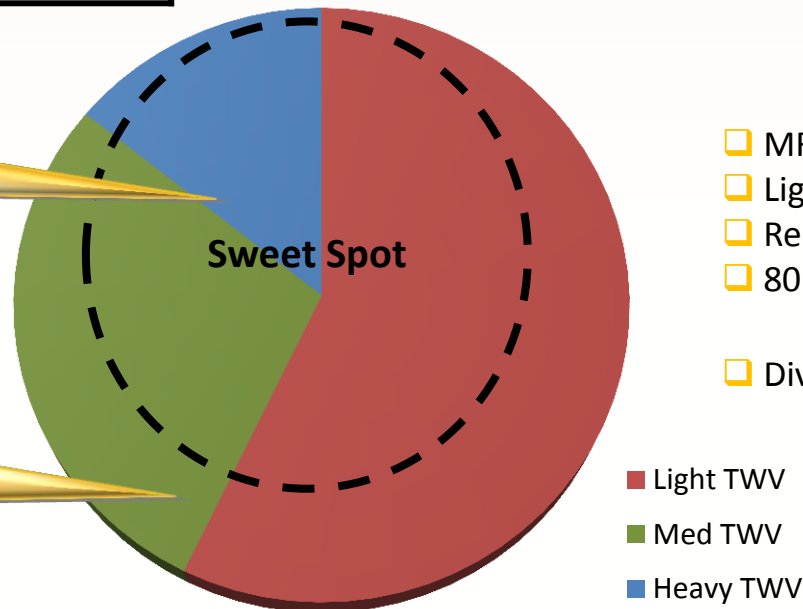
Consolidation Ideas:

- ☐ 2 1/2T to 5T
- ☐ Light Tactical Vehicles: > 20 variants to < 10
- ☐ Recovery Systems: 6 variants to 3 variants

USMC
Uses 7T
Truck

Future Requirements
<215,500 Vehicles
<100 Variants

Current Army Inventory:
262K Vehicles (Started w/
>295K)
Over 100 Variants



We are Making Progress

- ☐ MRAPs: Eliminating 14 of 26 variants
- ☐ Light Tactical Vehicles: 4 variants removed
- ☐ Recovery Systems: 1 variant removed
- ☐ 80 Truck LINs approved for elimination
 - ☐ Takes us from 192 to 112 LINs
- ☐ Divested over 33K vehicles from inventory

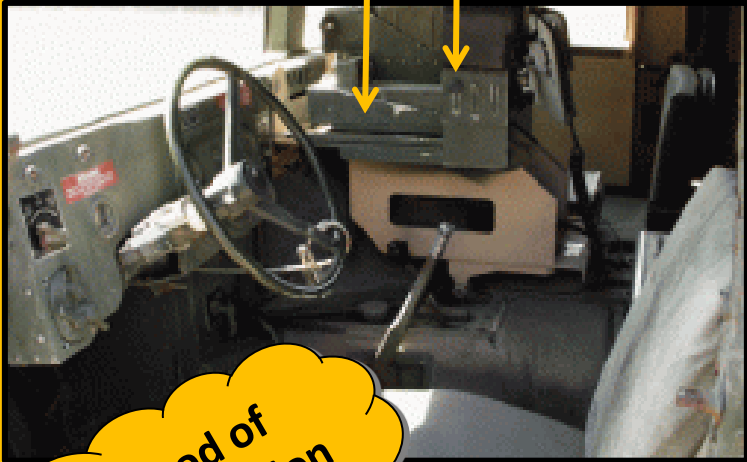
Strategic Thought:

TRADOC examine collapsing multiple operational requirements onto single platforms

1999 ERA HMMWV

Radio Transmitter

Speaker

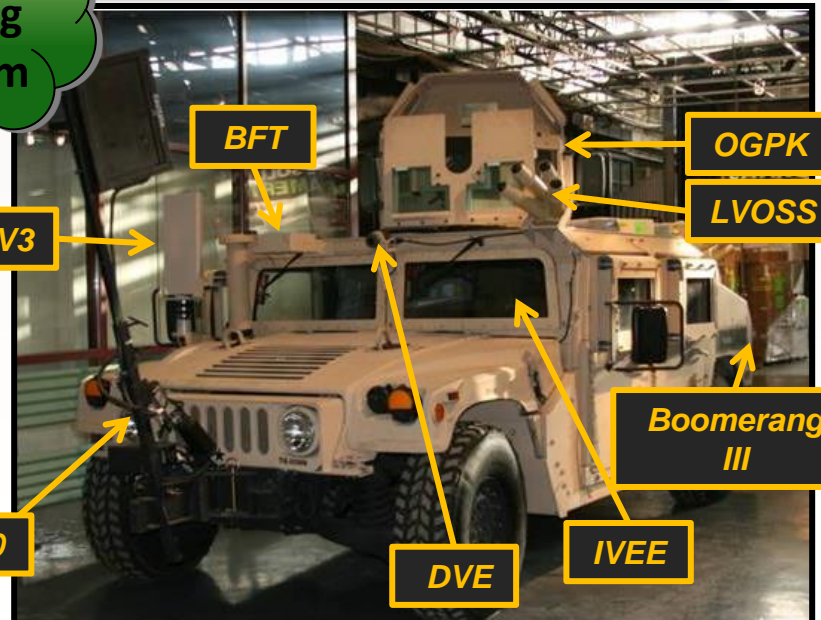


Method of Transportation

2014 ERA M1151 HMMWV

MRAP is HMMWV Plus

Fighting platform



BFT

OGPK

LVOSS

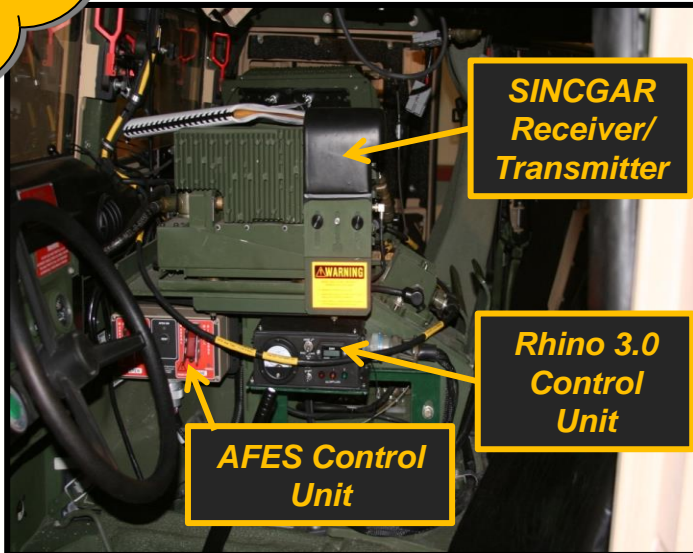
CREW V3

Boomerang III

Rhino 3.0

DVE

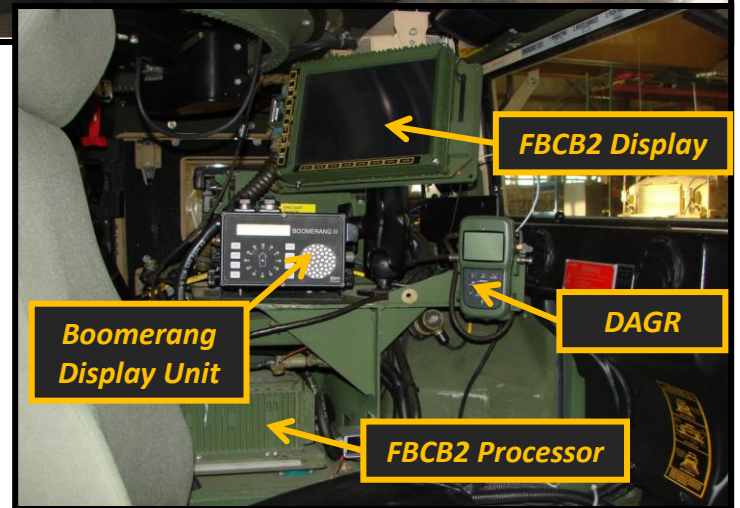
IVEE



SINGGAR Receiver/Transmitter

Rhino 3.0 Control Unit

AFES Control Unit



FBCB2 Display

DAGR

Boomerang Display Unit

FBCB2 Processor

Sustainment Cost Factors

- ❑ Today's Modular Army is more complex than the "Army of Excellence" of the early 2000s....and the Army of 2020 will be more complex than the Army of today.
 - *As the **level of complexity increases, so does cost.***
- ❑ Sustainment is the enabler for "complex" systems to continue to function as designed. Without adequate sustainment funding – **the systems will not be ready when needed.**
- ❑ Increasing sustainment requirements in a more constrained resource environment requires tough decisions and acceptance of risk.
 - *Critical to ensure **"right" systems receive resources at "right" time.***
- ❑ Training Strategy & Force Structure will **impact the overall costs of sustainment.**
- ❑ EOH percentages have increased but **funding has decreased.**

Key Take Aways

❑ The Army has maximized OCO to modernize and sustain the TWV fleets

- Approximately 50% has been Recapitalized or replaced
 - *Significantly reducing average fleet age*
- TWV Economic Useful Life extended up to 25 years by Army Acquisition Executive
- Aging mitigation...divestiture, JLTV and continued commitment for depot maintenance

FY	LTV	MTV	HTV
FY04	13	10	10
FY14	9	8	7

❑ Sustainment will have an increasingly important role

- Transition to Army 2025 and Beyond (limited OPA\$)
- Shift from procurement to sustainment
- Decreasing resources

❑ Sustainment cost mitigation strategies

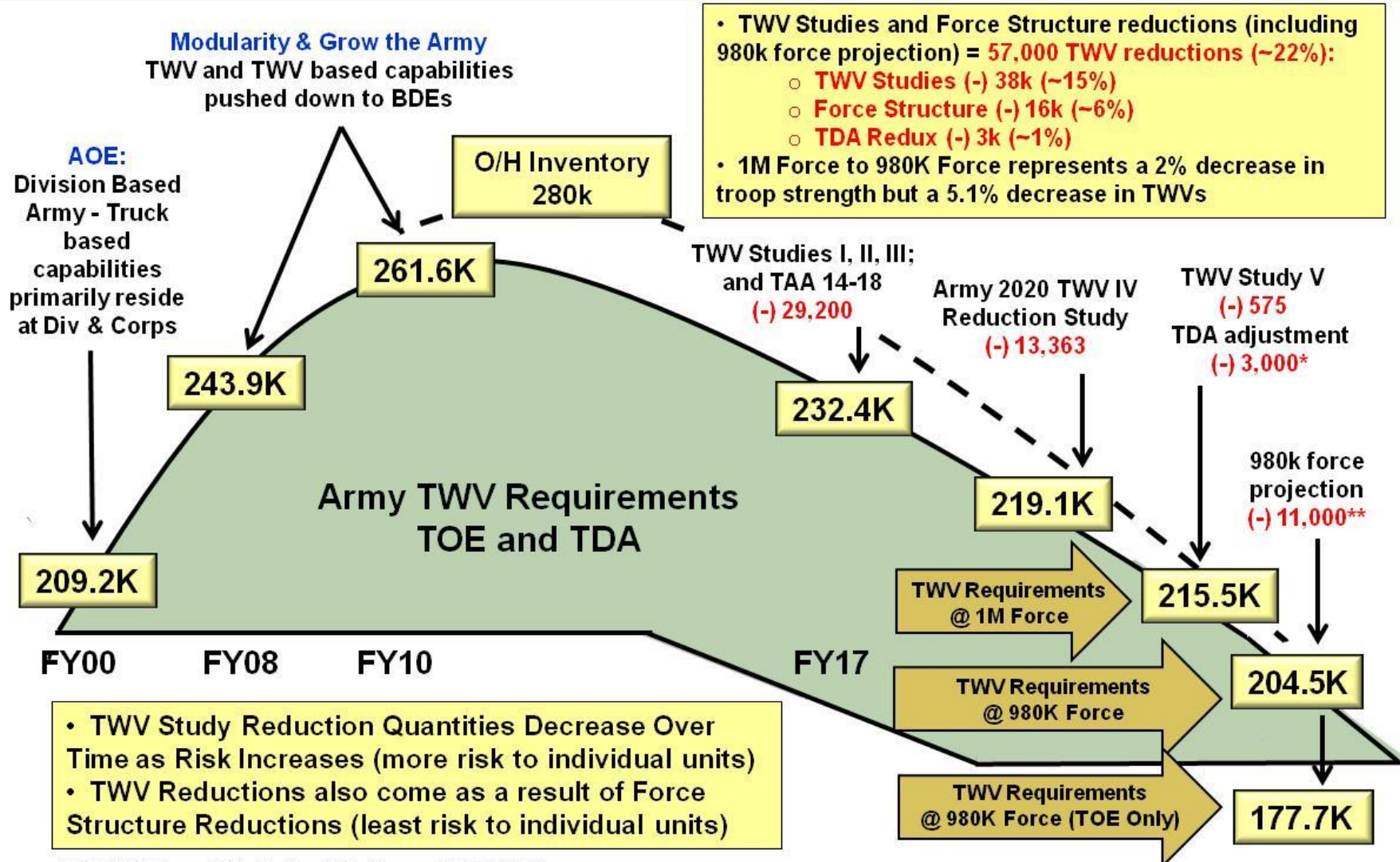
- Reduce supply chain by maximizing multi-role equipment
- Reduce Divestiture Obstacles/Friction Points
- Suppress the urge to retain Non-Standard Equipment above requirements
- Create a better balance of CLS & Organic Support
- Manage post production software support

❑ Network increases Depot Maintenance and Sustainment Systems Technical Support (SSTS) Costs

Discussion...Thoughts

BACKUP SLIDES

Evolution of Army TWV Requirements

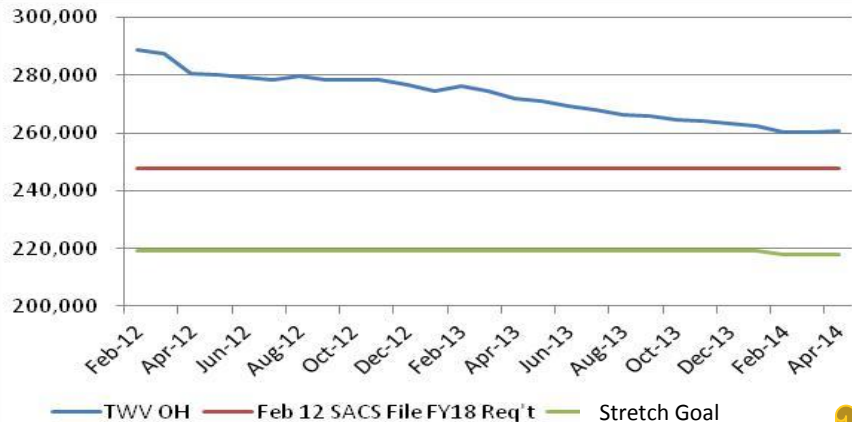


• TWV Study Reduction Quantities Decrease Over Time as Risk Increases (more risk to individual units)
 • TWV Reductions also come as a result of Force Structure Reductions (least risk to individual units)

*FY19 TDA Req = 26.8k / Auth = 18.7k (Source: DAMOFMP)
 **980k force, projected TWV reductions = 11k (Source DAMO-FM)

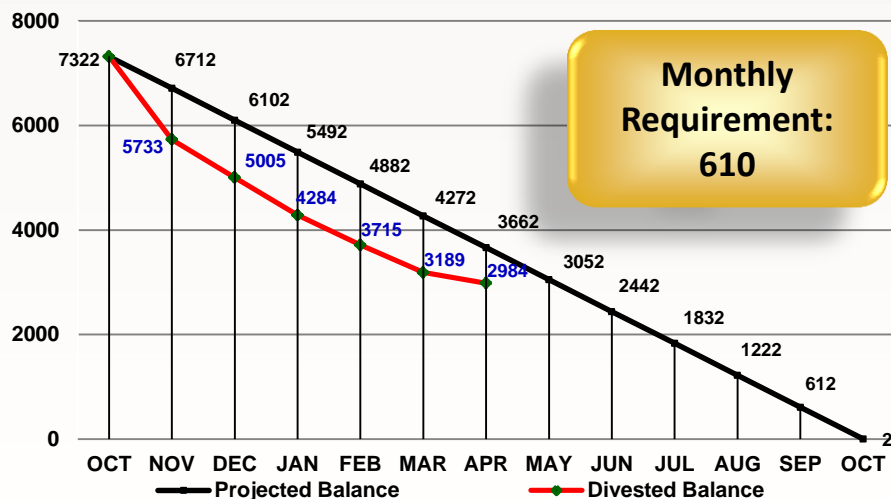
TWV Divestiture Projected vs. Divested

OH Balance compared to Goals



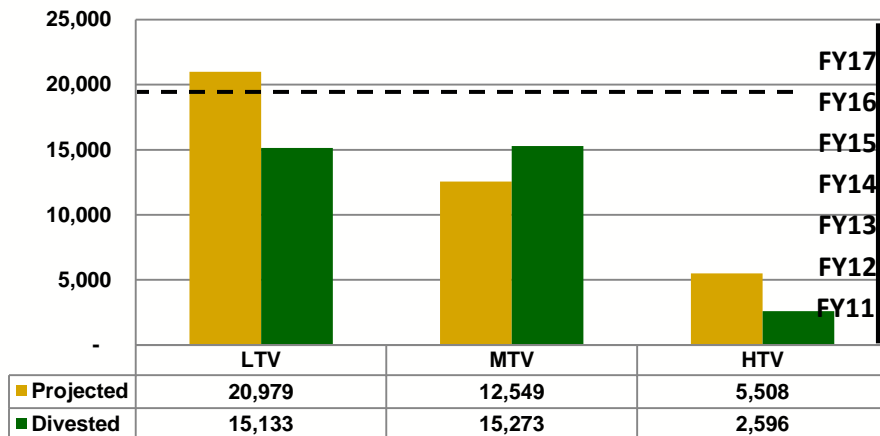
**CSA stretch goal: reduce TWV requirements to 215K
~40K TWV's identified as excess to requirements**

TWV Divestiture FY14 Progress



Divestiture Directed by Multiple HQDA EXORDs and LCMC Directed Actions
SOURCE: DLA Turn-in Listing as of 5 Apr 2014.

TWV Divestiture Tracking by FOV (FY 11 and 13 EXORDs)



TWV divestiture directives issued in:

- FY 11 & 13 TWV EXORDs:
 - Inventory Target = 249K TWVs
- Family of Systems (FOS) Reviews and BCT/490 to Achieve Stretch Goal by FY 20
- >33K Vehicles Divested since Feb 2012
- Initiating an ARCIC Led Study to Identify Additional Risk Based Reductions

How Can Industry Buy Excess Vehicles

- Two avenues available for OEMs to acquire TWV's
 - Sale/Exchange under DoD Regulatory Authority
 - Cannot be excess to total Army requirements
 - Requested by the PEO and approved by the (ASA) ALT
 - In this case funds can be used to support the purchase of a like TWV (i.e. a medium truck for a medium truck)
 - Must be sold at fair market value
 - Managed and announced through www.gsaauctions.gov
 - Excess vehicles may be purchased from DLA Disposition Services Sales Contractor
 - Government Liquidation has current contract – sales conducted on www.govliquidation.com
 - It's on open market competition