



2009 NDIA Tactical Wheel Vehicles Conference

CASCOM's Perspective
2 February 2009

MG James E. Chambers
Commanding General,
U.S. Army Combined Arms Support Command

Supporting a Campaign Quality Army with Joint and Expeditionary Log Capabilities



VIDEO

- Mr. Kilbane



Sustainment Center of Excellence (SCOE)



- A multifunctional organization overseeing all combat developments and training in logistics, human resources, and finance
- Upon completion of the SCoE, Fort Lee will become the third largest training installation in the Army
- Expertise in supply, services, maintenance, munitions, and transportation located on a single installation
- Everything that impacts logistics in all components of the Army will come out of Fort Lee



SCoE



ALU



JTMTTC



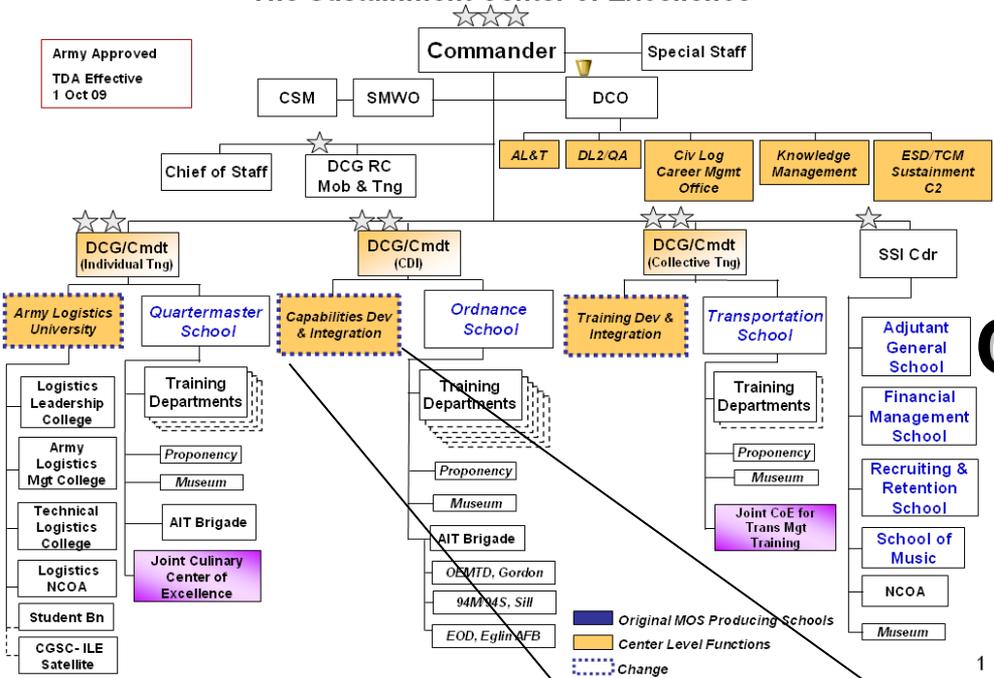
OD TSEF

The lifeblood of logistics for the Army

The Sustainment Center of Excellence



Army Approved
TDA Effective
1 Oct 09



SCOE

Capabilities Development and Integration (CDI)

CAPABILITIES DEVELOPMENT AND INTEGRATION

DCG-CDI
COL Howard
734-1681

MATERIEL SYSTEMS DIRECTORATE

Director: COL Kriz 734-0030
Deputy Director: Mr. Toal 734-0604

CONCEPTS AND DOCTRINE

Director: COL Knight 734-1996
Deputy Director: Ms. Jansen 734-1996

FORCE DEVELOPMENT DIRECTORATE

Director: COL Williams 734-0264
Deputy Director: Mr. Martin 734-0306

TCM-TRANS

TCM: COL Helmick 757-878-5552
Deputy TCM: LTC Lofton 757-878-5552

CSS BATTLE LAB

Director: COL Solseth 734-1945
Deputy Director: Mr. Bourgeois 734-1945



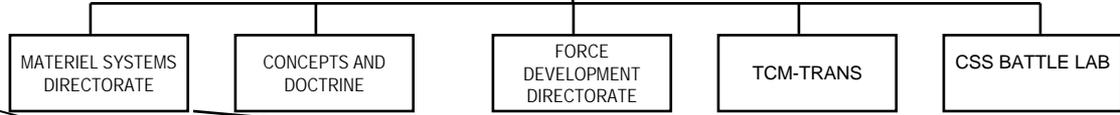
CDI

CDI

Materiel Systems Directorate

(MSD)

Future Force Requirements



MATERIEL SYSTEMS DIRECTORATE

Director
COL Kriz
734-0030

Deputy Director
Mr. Toal
734-0604

OD MAT DIV

ILS ASS DIV

QM MAT DIV

SOLDIER S&A DIV

TRANS MAT DIV

FUTURE SYS INTEGRATION DIV

Division Chief
MAJ Lucius
734-0497

Division Chief
Mr. Crum
734-1143

Division Chief
Mr. Perdue
734-1133

Division Chief
Mr. Perdue
734-1133

Division Chief
Mr. Wehrli
734-1342

Division Chief
Mr. Martin
734-0306

- NGATS
- MMPV
- FRS
- HSTRU
- GPETE
- Ground Maint.
- TMDE Ammo Handling
- EOD Capabilities

- ILS Developer Functions
 - Maneuver
 - Maneuver Support
 - Maneuver Sustainment
 - C2
 - Communications
 - Computers
 - Intelligence
 - Missile Defense
- MRAP
- Stryker recovery

- Force Provider
- Petro/Water Capabilities
- Field Services
- Field Feeding
- Aerial Delivery
- Mortuary Affairs
- Assault Kitchen
- HIPPO
- 60k IECU
- MIRCS
- MTRCS

- Individual CSS requirements
- Tactical Power Sources
- Environmental Control Systems
- SMART suggestion Program facilitator

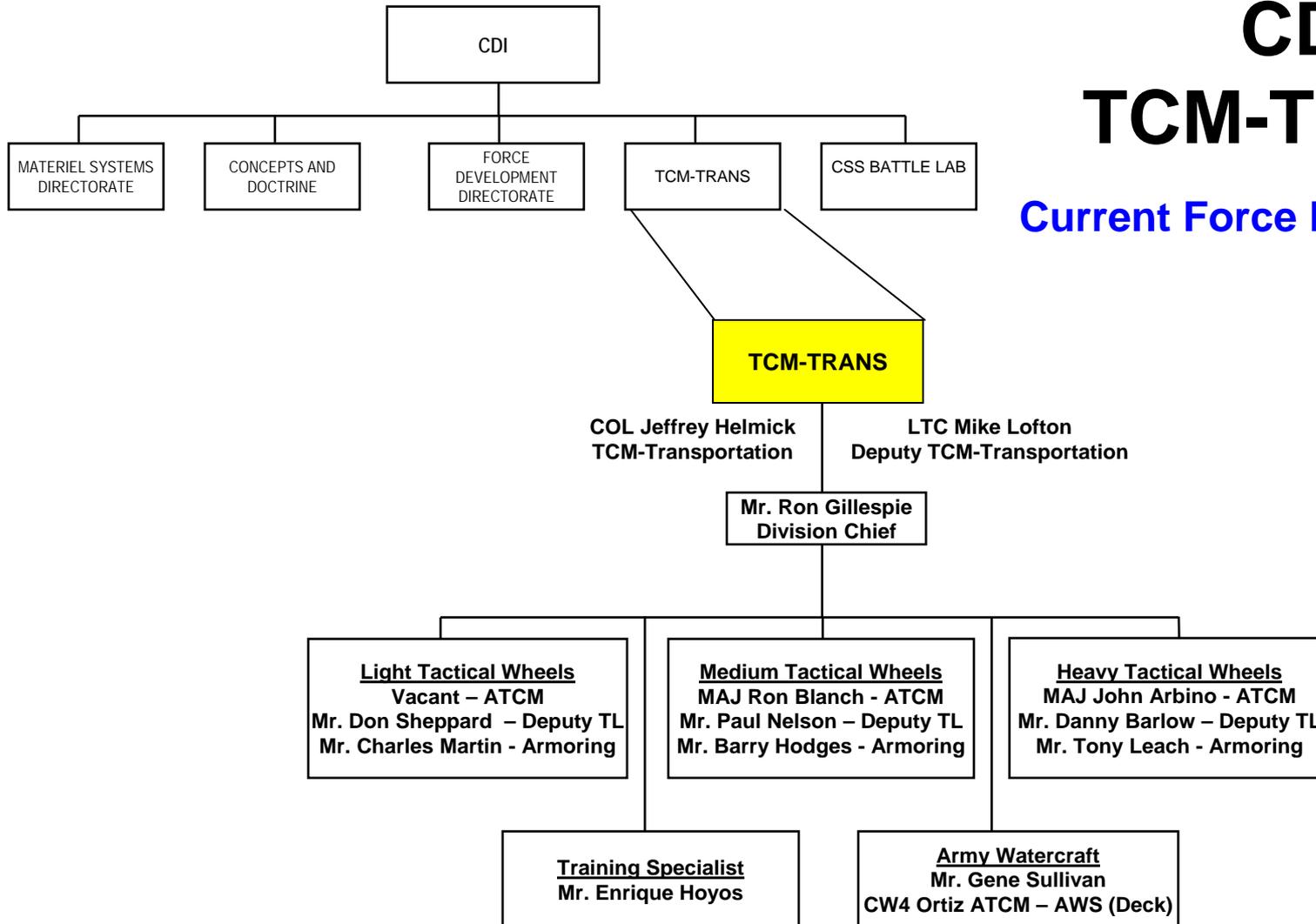
- Land/Water mobility capabilities
- TWV Mod Strategy
- TWV Long Term Protection Strategy (LTPS)
 - JLTV
 - M915 CDD
 - MED/HVY Trailer CDD
 - DVE CPD

- FBCT/AETF
- Multifunctional CSS
- Training products for
 - Individual
 - Collective
 - Leadership Dev Trng
- Spin-out test and Evaluation events



CDI TCM-TRANS

Current Force Requirements



DSN: 826-5552, COM 757-878-5552



Performance in the Fight Light Tactical Wheels



Rebalancing the LTV Fleet



M1151A1

Add-on Armor eliminates
Payload (fragmentation Kits)

Armor along with Combat
Payload decreases Helicopter
Lift (UH60, CH47) High Hot

Armor limits Transportability

Increased Safety risks (overload)

Vehicle Reliability, Availability,
Maintainability (RAM) Decreased

Add-on Fragmentation kits 5,6,7 provide side and
overhead protection

M1151A1/M1152A1/M1165A1 production armored
HMMWV designed to support B Kit Armor

ECV2

250 HP (on JP8) 6.7 L diesel engine

High capacity cooling system with vertical
radiator

18,000 lb. Gross Vehicle Weight

Semi-active suspension 22.5 in. rim, 40 in.
tire/wheel assembly

Anti-lock Braking System/Automatic
Traction Control

Integral armor with reinforcements for A &
B armor kits

Embedded diagnostics 400 amp, 24-volt
alternator



Performance in the Fight Medium Tactical Wheels



Improving the FMTV fleet



Low Signature Armored Cab (LSAC)

Thin-skinned FMTVs required Add-on
Armor (AoA)

Armor limits Transportability via C-130

1st Generation AoA was Radian
Armored Cab Kit (RACK)

2nd Generation AoA was Low Signature
Armored Cab (LSAC)

2,035 LSAC in AOR today

FMTVA1P2 (Armored variants)

FY2009 Production w/B-Kit

Armor integrated into the A Cab

3 variants still exceed 13k axle weight
limit for C-130 transport

FMTVA1P2 is the armored version
applying the A-Cab/ B-Kit concept with
integrated armor and appurtenances to
hang additional kits (continual
improvements)

6,023 with B-kits will be produced and
fielded against ONS approved by AR2B



Performance in the Fight Heavy Tactical Wheels



Improving the HTV Fleet



M915A2-A4

Difficulties supporting armor weight with aluminum cab
Limited cab space due to additional C4ISR

M915A5

FY2011 “Estimated” Production
Cab designed to support B-Kit armor
34” extended cab



Improving the HTV Fleet



HEMTTA0-A2

AoA designed to meet production cab
Limited capacity electrical system

HEMTT A4

Cab designed to accept B-Kit
Upgraded electrical system to support additional C4ISR



Points of Contact



CASCOM / TCM-Trans

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Questions?



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Support Starts Here