INDUSTRIAL JOINT CROSS SERVICE GROUP

August 12, 2005

MEMORANDUM FOR FRANK CIRILLO, DIRECTOR REVIEW AND ANALYSIS

Subject: Tobyhanna AD & Letterkenny AD OSD BRAC Clearinghouse Tasker C0660

The following is in amplification of our previous response to your e-mail inquiry of July 25, 2005, where you asked the following:

15. *How was the upcoming Bradley partnership workload incorporated into the evaluation? If not, why was it not incorporated? What is the funded Bradley workload in dollars and quantities that is planned for Red River Army Depot for FY05-FY11? Past FY 11?"*

Answer: No pending public-private depot maintenance partnerships were considered by the IJCSG for military value. The IJCSG did include established partnerships in the military value analysis. In response to Mil Value question DoD 2160 (Identify public-private partnerships), Red River AD only declared partnership workload against the commodity groups Armament and Structural Components, Other, and Tactical Missiles. Red River did not report any public-private partnerships related to Combat Vehicles. The uncertified table below shows both funded Bradley-related workload for FY 2005 thru FY 2011, in dollars, as of the latest POM position. No projections have been made past FY 2011.

(Uncertified) RRAD BFVS FUNDED WORKLOAD ALL CUSTOMERS FY 2005 – FY 2011	
Year	**FUNDED ($ in Million)**
FY 2005	$154.49
FY 2006	$302.67
FY 2007	$98.04
FY 2008	$77.72
FY 2009	$78.80
FY 2010	$58.55
FY 2011	$58.84

27. *Per the latest approved version of the Army's Tactical Wheeled Vehicle Strategy, for how many years is the HMMWV RECAP program currently planned? What is the*

quantity of vehicles required for each year of the program? How many of those required vehicles are funded for each year?

Answer: The FY 2006 President's Budget for this program, sent to Congress in February 2005, identifies the following funding profile for HMMWV RECAP by dollar and by quantity:

FY 2006 - $32.8 M for 676 vehicles
FY 2007 - $34.3 M for 692 vehicles
FY 2008 - $131.3 M for 2629 vehicles
FY 2009 - $134.0 M for 2631 vehicles
FY 2010 - $45.6 M for 869 vehicles
FY 2011 - $46.6 M for 870 vehicles

FY 2006-11 TOTAL - $424.6 M for 8367 vehicles

During the current fiscal year, this program has received supplemental funding resulting in total FY2005 funding of $231.6 M for 4399 vehicles.

30. Per the latest approved position, what is the current planned Bradley workload to be executed at RRAD for FY05-11? Is all of this work funded?

Answer: The uncertified table below shows the Bradley workload scheduled to be executed at RRAD for FY 2005 – FY 2010 in direct labor hours. Data is not available for FY 2011. By definition, all of this workload is designated as "funded," since only workload which is expected to be funded is scheduled for execution. Unfunded workload, which is not scheduled for execution, is shown (in dollars) in the answer to question 15.

Uncertified BRADLEY RELATED Workload (In Million DLH)	FY2005	FY2006	FY2007	FY2008	FY2009	FY2010
	0.61	2.31	0.47	0.22	0.29	0.13

32. With some degree of specificity, describe the degree of complexity and commonality of repair processes between the M1 and Bradley transmissions, answering the question of how easily the Bradley transmission can be integrated and incorporated into the M1 transmission line at Anniston Army Depot.

Answer: The Abrams transmission (X-1100) is a hydro-mechanical cross-drive with 4 forward and 2 reverse ranges. It is produced by Allison Transmission of the General Motors Power Train Division. The Bradley transmission (HMPT-500) is also a hydro-mechanical cross-drive design with 3 forward and 1 reverse range originally produced by General Electric. The major difference between the two transmissions is in the steer control. The X-1100 uses a single hydro-static steering unit while the HMPT-500 uses two separate hydraulic pump motor assemblies. Both transmissions use a form of electronic control for clutch and gear selection.

Anniston will build a separate transmission line for the HMPT-500, but the Bradley transmission line will be very similar in design to the current X-1100 and X-200 overhaul lines at ANAD. The HMPT-500 will be based around the same assembly concepts and the personnel performing the work will be the same job series and grade as on the other transmission lines. Using the same line for the Bradley and M-1 transmissions would not be practical because of the transmission size difference and there are no common parts used on these transmissions.

The depot maintenance processes for both the Abrams X-1100 and Bradley HMPT-500 transmissions are very similar. Generically, both transmissions would follow the same process flow:

1. Disassembly

2. Component cleaning and inspection

3. Component Reclamation

4. Assembly

5. Testing

6. Packaging

The skills required to perform these tasks are the same for both transmissions. Some equipment will be transferred and a short learning curve is planned (included in COBRA cost analysis). If required, interim support from the OEM and its follow-on organization is also available. With careful planning and execution there will be no impact to readiness.

Should additional information be required, feel free to contact me at 703-560-4317 or e-mail jberry@gallows.vacoxmail.com

Jay Berry
Executive Secretary