

Line Haul Tractor

INVESTMENT COMPONENT

Modernization

Recapitalization

Maintenance

MISSION

To support combat service and support units with transportation of bulk petroleum products, containerized cargo, general cargo, and bulk water.

DESCRIPTION

The M915A3 Line Haul Tractor is the Army's key line haul distribution platform. It is a 6x4 tractor with a 2-inch kingpin and 105,000-pound gross combination weight capacity. The vehicle is transportable by highway, rail, marine, and air modes worldwide.

Gross vehicle weight: 52,000 pounds

Fifth-wheel capacity: 2-inch, 30,000 pounds

Diagnosis: Electronic

Brake system: Anti-lock

Towing speed: 65 miles per hour with full payload

Engine: Detroit Diesel S60 (430 horse power, 1450 pound-foot torque, DDEC IV engine controller)

ACQUISITION PHASE

Technology Development

Transmission: Allison HD5460P (six-speed automatic) with power take off

The M916A3 Light Equipment Transport (LET) is a 6x6 tractor with 68,000-pound gross vehicle weight tractor with 3-1/2-inch, 40,000-pound capacity, 45,000-pound winch for recovery and transport of engineering systems, and compensator fifth wheel. It has an electronic diesel engine, automatic electronic transmission, anti-lock brakes, and is capable of operating at speeds up to 60 miles per hour on flat terrain. This Non-Developmental Item (NDI) vehicle is used primarily to transport the M870 40-ton low-bed semi-trailer.

The M917A2 and M917A2 Truck Chassis, 75,000 gross vehicle weight rating, 8x6 (for 20-ton dump truck), 12-cubic yard dump truck vehicles are authorized in Corps units, primarily the construction and combat support companies and the combat heavy battalions. Freightliner produced the M917A1 and M917A2 vehicles. It has an electronic diesel engine, automatic electronic transmission, anti-lock brakes, and is capable of operating at speeds up to 55 miles per hour when on flat terrain.

The M915A5 Truck Tractor is a 6x4 semi-tractor used to perform the Line Haul mission. The truck is equipped with a two-passenger cab and powered by a 500 horse power diesel engine with an Allison Model 4500 SP electronically controlled automatic six-speed transmission. The M915A5 has a front and rear suspension system rated for Gross Combined Vehicle Weight Rating (GCVWR) of 120,000 pounds. The front axle is weight-rated at 20,000 pounds, the rear axle weight ratings are a combined 46,000 pounds. The electrical system is a 24-volt open-architecture starting system. The M915A5 has an updated power distribution module (PDM), upgraded wiring harnesses, a Roll Stability Control system (RSC), all around light emitting diode (LED) lighting. Auxiliary power connections have been added to supply emerging systems and added command, control, communications, computer and intelligence (C4I) communication systems. A pair of 60-gallon fuel tanks to extend driving range. The cab is 10 inches wider and extends 34 inches behind the driver and passenger seats. The brakes have an improved anti-lock

brake system (ABS), and an updated Collision Warning System (CWS) has been installed.

SYSTEM INTERDEPENDENCIES

Joint Land Attack Cruise Missile Defense Elevated Netted Sensor (JLENS); M872, 34-ton flatbed semi-trailer; M1062A1, 7,500-gallon semi-trailer; M967/M969, 5,000-gallon semi-trailer

PROGRAM STATUS

- **FY09:** Full production continues in support of Army operations in the United States and abroad.
- **FY09:** Completion of M915A5 development and operational testing; Full logistics demonstration.
- **4QFY09:** M915A5 contract award

PROJECTED ACTIVITIES

- **FY09:** Production verification testing of M915A5 block upgrade to M915 Series
- **2QFY10:** M915A5 type classification/materiel release; Production cut-in, ramp-up, and first-unit equipping.

Engineering & Manufacturing Development

Production & Deployment

Operations & Support

Line Haul Tractor

FOREIGN MILITARY SALES

Afghanistan

CONTRACTORS

Meritor (Troy, MI)

Holland Hitch (Holland, MI)

Pierce Manufacturing (Bradenton, FL)

Detroit Diesel (Detroit, MI)

Truck:

Daimler Truck, North America/Freightliner
(Portland, OR)

Dump body:

Casteel Manufacturing (San Antonio, TX)

