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September 2, 1983

B. RETROFIT PROGRAM

There are over 900 chassis built that will require retrofit. It is anticipated that all retrofit will be completed by year end. Inspected the Eaton retrofit facilities at Oshkosh; current rate of work is at 7 chassis a day with plans to complete 10 chassis per day as more material is available.

C. ABERDEEN TESTING

Mr. Jack Murray has been assigned to be in the APG area on a daily basis to collect and collate all test mileages and pertinent data noted during the test procedures.

D. TELEDYNE - MUSKEGON, MI

Reviewed MTT Program with Teledyne. Reviewed the prospects of attaching the Eaton 15 X 4 cam brake to the Rockwell "Lancia" Helical Drop Axle.

Teledyne suggested they would consider using the Eaton Mors axle on prototypes if three sets could be supplied free of charge with availability of the first set by October 15, 1983.

E. A M GENERAL - DETROIT, MI

A M General was quoted a selling price of \$5,200.00 (for a set) of Mors Axles.

A M General is building the first MTT prototype vehicle with Dana axles and Eaton 15 X 4 cam brakes.

F. MEDIUM TACTICAL TRUCK (MTT)

Will replace the present 2-1/2 ton vehicle.

The tactical wheeled vehicle (TWV) fleet study conducted in October 1980, established the requirement for a vehicle in the two to three metric ton payload category for the Army's future TWV fleet. The current 2-1/2 ton truck fleet is nearing its programmed life and will not provide a suitable basis for support of air-land battle 2000.

This vehicle will be designed to operate on primary and secondary roads, trails and off-road at tactical standard and expanded mobility levels; and to transport payloads between 5,000 and 7,000 pounds and provide a towed-load allowance of 6,000 pounds minimum.

The MTT will be a prime mover of the 105MM howitzer.