

<u>High Mobility Multipurpose Wheeled Vehic</u>

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High Mobility Multipurpose Wheeled Vehic:

High Mobility Multipurpose Wheeled Vehicle (HMMWV) (M998 Truck)., GlobalSecurity org located in Alexandria Virginia offers a description of the High Mobility Multipurpose Wheeled Vehicle HMMWV M998 Truck which is used by the U S Army The truck is used for command and control special purpose shelter carriers and special purpose weapons platforms GlobalSecurity org describes the variants of the truck Images of the truck are available The Army's M1114 Up-armor High Mobility Multipurpose Wheeled Vehicle (UAH) Distribution Strategy United States. Congress. House. Hmmwv David Doyle,2015-03-16 Committee on Armed Services. 2008 Manprint Assessment of the High Mobility Multipurpose Wheeled Vehicle Heavy Variant (HMMWV-HV). ,1988 National Defense U S Government Accountability Office (G,U. S. Government Accountability Office (,2013-07 GAO reviewed the High Mobility Multipurpose Wheeled Vehicle HMMWV program which was developed to replace a portion of the vehicles used by the Army Air Force and Marine Corps to determine whether test results reasonably supported the production decision GAO found that the Army's decision to award a full scale production contract was premature in view of reliability problems disclosed in the operational tests and that additional operational testing should have been performed before large sums of production dollars were committed The HMMWV did display improved performance capabilities in certain areas and did well in some aspects of reliability in its development tests However in operational testing HMMWV fell short of achieving reliability requirements due to many hardware malfunctions These failures rendered the vehicle incapable of continuing its mission without repair Army officials attributed the low reliability results to excessive vehicle speeds by the drivers rather than to inherent serious defects in the vehicles However no evidence existed to support this contention Program officials also cited as a reason for the low reliability scores the fact that less skilled mechanics were used than are generally used in development testing GAO also found that the lack of design stability for the vehicles did not justify the use of a multiyear contract and neither the testing nor test evaluation had been completed when contract approval was granted In addition if the Government now elects to modify or terminate the contract the long term commitments may render such action more difficult and expensive Finally GAO found that the Army may incur added expense to correct deficiencies identified in follow on tests Maintainability Survey for the High Mobility Multipurpose Wheeled Vehicle (HMMWV). Ralph Akens, Army tank-automotive command warren mi, 1999 Maintenance operations influence vehicle effectiveness during the full range of required missions These operations are essential to ensure that the vehicle systems are mission ready and coincide with the needs of the soldier In order to identify maintainability related shortfalls for the high mobility multipurpose wheeled vehicle a survey was conducted of 89 field site maintenance personnel The primary problems identified during this survey were troubleshooting preferences the need for improved component access time consuming fastener and connectors lifting and carrying difficulties problems with labels and marking and operational checks It is recommended that new vehicle systems take these items into consideration to

enhance maintenance operations thus to increase mission performance and to reduce operation and sustainment costs Weapons Systems U S Government Accountability Office (G,U. S. Government Accountability Office (,2013-07 Pursuant to a congressional request GAO monitored the initial production and operational tests of the Army's High Mobility Multipurpose Wheeled Vehicle HMMWV GAO found that 1 the results of the HMMWV tests revealed that the reliability of the weapons carrier and utility vehicles improved significantly since the 1982 tests but some important performance and reliability problems still exist 2 the vehicles are too heavy to be airlifted by helicopter in certain environmental conditions 3 although the HMMWV has met the requirements to run on flat tires many tires have been worn out because of the interaction with a metal device installed on the wheels and 4 the weapons carriers also experienced problems with their turrets which did not fully rotate consistently GAO also found that 1 ongoing tests of the shelter carrier have revealed durability problems with the vehicle s rear axle differential due to the shelter carrier s weight 2 vehicles did not meet the goal of 200 mean miles between unscheduled maintenance actions 3 the Army conditionally accepted the weapons carriers and utility vehicles pending the correction of several open production test deficiencies such as cooling heating and noise problems and 4 although the weapons carrier and utility vehicles have displayed improved reliability over the prototype versions tested in 1982 they continue to experience some performance problems that could affect both combat effectiveness and operational maintenance and support Transportability Guidance ,1991 Transportability Guidance ,1991 Transportability Assessment of a Generic High Mobility Multipurpose Wheeled Vehicle (HMMWV). Wayne E. Ferguson, Lawrence E. Martin, Joseph M. Rouse, Edward T. Kusterer, ARMY MATERIEL SYSTEMS ANALYSIS ACTIVITY ABERDEEN PROVING GROUND MD., 1983 The performance of the HMMWV is analyzed and compared to the vehicles which it will replace A generic HMMWV is postulated The vehicles are assessed for off road and on road performance in Europe and the Mid East The performance criteria are Speed profiles percentages of total terrain area in which the vehicles were immobilized factors using immobilization factors limiting speed vehicle acceleration speed on slopes and stability during turns on side slopes Additionally air transportability of the vehicles was evaluated Instrumentation and Testing of a **High Mobility Multipurpose Wheeled Vehicle** Ariana M. Sopher, 2016 Vehicle performance measurement technology geared toward the commercial sector is often not suitable for tactical military vehicles Furthermore soldiers are often placed in large and cumbersome vehicles over unfamiliar and rough terrain Therefore instrumentation and testing techniques specifically geared toward military vehicles is of primary importance for improving vehicle performance and for real time understanding of how complex terrain impacts maneuvers This paper describes the instrumentation and testing of a High Mobility Multipurpose Wheeled Vehicle HMMWV in various terrain conditions including gravel mud ice and snow A model 1097 HMMWV was outfitted with numerous sensors to measure vehicle parameters including but not limited to triaxial

forces and moments on each tire tire angle motion position and orientation For this study digital image correlation

techniques were used to measure longitudinal and lateral tire slip Lateral traction acceleration and braking and slalom tests were performed The instrumented HMMWV provides valuable feedback on the performance of the military vehicle over varying terrain surfaces The techniques described in this paper can also be applied to other military vehicles to further understanding of their vehicle performance metrics A Combinatorial Geometry Target Description of the High Mobility Multipurpose Wheeled Vehicle (HMMWV). ,1985 A computer description of the HMMWV was made using the technique of Combinatorial Geometry Com Geom The Com Geom data is used as input to the Geometric Information for Targets GIFT computer code to generate information used in target SPARC Sustainability Prediction for Army Spare Components for Combat analysis This report documents the method used in modeling the geometry of the vehicle The Appendix contains computer listings of the Com Geom description data for the HMMWV The description is compatible with the GIFT computer code which has been developed to generate input data for target vulnerability analyses Based on the comparison between the Combinatorial Geometry description of the vehicle and the drawings and photographs upon which it is based the Com Geom description approximates the vehicle to a very acceptable degree Within the constraints adopted a great amount of detail has been included in this description with all critical and major masking components described The completed Com Geom description of the vehicle contains 588 solids and 533 regions and requires about 21181 words of computer memory on a 60 bit word computer for storage The Com Geom description is available at the Ballistic Research Laboratory of Defense Authorization for Appropriations for Fiscal Year 1991: Manpower and personnel United States. MANPRINT Evaluation of the High Mobility Multipurpose Congress. Senate. Committee on Armed Services, 1991 Wheeled Vehicle-Heavy Variant (HMMWV-HV)., 1990 This report presents the results of a MANPRINT Manpower and Personnel Integration evaluation of the High Mobility Multipurpose Wheeled Vehicle Heavy Variant HMMWV HV The evaluation was conducted by the Army Research Institute for the Behavioral and Social Sciences in conjunction with operational assessment of the HMMWV HV by the U S Army Operational Test and Evaluation Agency OTEA Three configurations were examined the maxi ambulance the mini ambulance and the S 250 communications shelter Realistic missions were simulated in a field setting over a variety of terrains and critical incidents and system operations problems were recorded as they occurred These data were supplemented with interview and questionnaire data Fifty eight areas in which system improvements may be warrented are identified Nine of the areas involve training five involve maintenance 20 involve human factors and operations and 24 involve systems safety and health hazards **Training Program for the High Mobility Multipurpose Wheeled Vehicle** Department of The Army, 1991-05-31 This training circular TC provides standardized driver training and testing for the high mobility multipurpose wheeled vehicle HMMWV operator in accordance with AR 600 55 It stresses hands on training with minimal classroom instruction It does not include any theater unique requirements This TC teaches the novice inexperienced driver to operate the HMMWV It also can be used to teach the

apprentice driver The apprentice driver is a driver that has been driving military vehicles for at least one year The apprentice driver may learn to operate the HMMWV in less time than the novice assuming that skills learned on other military vehicles are positive skills transferable to operating a HMMWV NOTE The trainer must realize that a positive transfer of skills does not always occur Conceivably the apprentice driver might need more training than the novice driver to safely operate the HMMWV To effectively execute this TC each instructor should ensure their HMMWV operators are trained and tested to the standards contained in this TC This TC was specifically designed for the HMMWV system to include PMCS and vehicle operations Any deviation from the successful completion of these basic standards will only lessen the soldiers overall driving effectiveness This training program offers some alternatives for the commander Chapter 5 contains two lessons for optional instruction because of varying unit missions and terrain features Chapter 6 includes additional lessons to allow the flexibility to add subjects based on the mission and level of driver training Graduates licensed drivers of this HMMWV training program should be supervised until they have gained the experience to operate safely They should not be placed in situations that may be above their skill level Periodically the supervisor should ride with each driver to observe safe operating procedures and to Special Study of High Mobility Multipurpose determine the need for additional training Weapon Systems ,1986 Wheeled Vehicle (HMMWV) - Aztik Amor Kit ,2004 High-Mobility Multipurpose Wheeled Vehicle/High-Mobility Trailer (HMMWV/ HMT) Brake Analysis, 1990 The Army has a need for a companion High Mobility Trailer HMT for its fleet of High Mobility Multipurpose Wheeled Vehicles HMMWVs The HMT is required to have a Gross Vehicle Weight GVW of 3400 pounds and be equipped with either surge or service brakes Federal Motor Carrier Safety Regulations FMCSR 393 42 and 393 48 require that all trailers with a GVW of 3000 pounds and over be equipped with continuously operable brakes A surge brake is not operable when the prime mover travels in reverse and is usually disconnected when traveling cross country Service brakes have the undesirable requirement of modifying the HMMWV The raises the question Are the HMMWV s brakes adequate to safely brake the system in all of its operational scenarios If the brakes are found to be adequate justification of a waver on the requirement for continuously operable brakes allowing for the use of a surge brake is applicable In order to approach this problem without the necessary costly and time consuming testing a brake simulation model of the system was created The model was validated with a short and inexpensive operational test which determined a mean percent difference between test and model predicted braking distances of 9% This report contains a copy of the model which requires the use of Lotus 1 2 3 version 2 Using the model the braking capability of the HMMWV coupled to the HMT was determined By comparing this capability to its requirement it was determined that the HMMWV s brakes are adequate and justify a waver of the FMCSR Weapon Systems ,2007 Department of Defense Appropriations for 1981 United States. Congress. House. Committee on Appropriations. Subcommittee on Department of Defense, 1980

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