

Common Tactical Truck (CTT)



In January 2023, DOT&E placed the Common Tactical Truck (CTT) on oversight and in April 2024, approved the CTT TES. The Army conducted an operational demonstration (Ops Demo) in August and September 2024. The Army will use performance test data from the Middle Tier of Acquisition (MTA) rapid prototyping phase to develop a Capability Development Document (CDD) for the CTT. This new CDD will be the basis for a follow-on full and open competition. The Army plans to conduct limited test to support contract award and transition to a major capability acquisition program at Milestone C (MS C) in FY28.

SYSTEM DESCRIPTION

CTT is a Family of Vehicles (FoV) modernization effort to replace the Heavy Expanded Mobility Tactical Truck, Palletized Load System, Line Haul Tractor, and Medium Tractor vehicles, by leveraging the best commercial practices and technologies. Desired attributes to consider include predictive logistics, advanced driver assistance technology, and readiness for autonomous capability. The Army envisions the CTT FoV to include modular designs and interchangeable repair parts across the fleet. The CTT FoV initial concept consists of a cargo and load handling system, off-road tractor, line-haul tractor, and tanker, as well as base platforms for air defense, missile systems, radar systems, bridging systems, and boat systems. These concepts will be further refined as the Army develops requirements.

MISSION

Army commanders intend to use the CTT to deliver all classes of supply, bridging, irregularly shaped cargo, and containerized cargo across all tactical mobility environments, as far forward on the battlefield as the mission requires. CTT FoV variants will employ modern military and commercial technology while conducting line-haul and local-haul operations as well as self-load and -unload of standard flat racks, bridging assets, and shipping containers in order to enhance the

commander's operational flexibility when delivering cargo.

PROGRAM

The Army Acquisition Executive designated the CTT program as an MTA rapid prototyping effort in January 2023. The CTT program is managed by the Program Executive Office, Combat Support and Combat Service Support (PEO CS&CSS). DOT&E placed the program on oversight in February 2023 and approved the TES in April 2024.

The Army conducted an Ops Demo in August through September 2024. The results will inform the PEO CS&CSS for future requirements development while assessing the current state of truck technology. The prototypes will be returned to the vendors following the Ops Demo. The Army will release a request for proposals in FY26 for test assets. The CTT program is aiming to transition to the major capability acquisition pathway at MS C in FY28 and begin low-rate initial production (LRIP). The Army is requesting funding to produce 7,217 CTTs by FY35, pending future approved Army Acquisition Objective requirements.

» MAJOR CONTRACTORS

Major contractors supporting MTA-RP phase:

- American Rheinmetall Vehicles, LLC – Sterling Heights, Michigan

- Mack Defense, LLC – Allentown, Pennsylvania
- Navistar Defense, LLC – Madison Heights, Michigan
- Oshkosh Defense, LLC – Oshkosh, Wisconsin

TEST ADEQUACY

The Army completed an Ops Demo in August and September 2024 to obtain soldier feedback on the operation of the twelve CTT prototypes (three per vendor), including an assessment of the integration of commercial safety systems, and inform CDD requirements. DOT&E provided input to the Ops Demo and observed it, but the test plan did not require DOT&E approval, as the intention was to inform requirements, not a preliminary assessment. The Ops Demo was not intended to support an assessment of operational effectiveness, suitability, or survivability, but it did provide the Army insight on performance, safety, reliability, interoperability limitations, and capabilities. DOT&E expects the Army to submit a MS C TEMP in FY28.

PERFORMANCE

» EFFECTIVENESS AND SUITABILITY

The Ops Demo was not intended to provide sufficient data to assess operational effectiveness or suitability, only to provide the Army insight on performance, safety, reliability, interoperability

limitations, and capabilities of the commercial prototypes that will help shape the CDD requirements. The current data available are insufficient to provide a preliminary assessment of CTT operational effectiveness and suitability. DOT&E will report on CTT's progress towards operational effectiveness and suitability prior to program transition from the MTA rapid prototyping pathway.

» **SURVIVABILITY**

The Army is not testing the survivability of the CTT prototypes during the MTA rapid prototyping phase, because these systems will not be fielded. The prototypes will be returned to the vendors and the Army will issue a new competitive contract to develop test assets for MS C and LRIP production. The Army will conduct limited testing to support a single vendor contract award. The Army will complete cyber and kinetic survivability testing after the program transitions to MS C.

RECOMMENDATIONS

The PEO CS&CSS should:

1. Continue developing the CDD for CTT.
2. Develop a MS C TEMP to support the MS C decision in FY28.