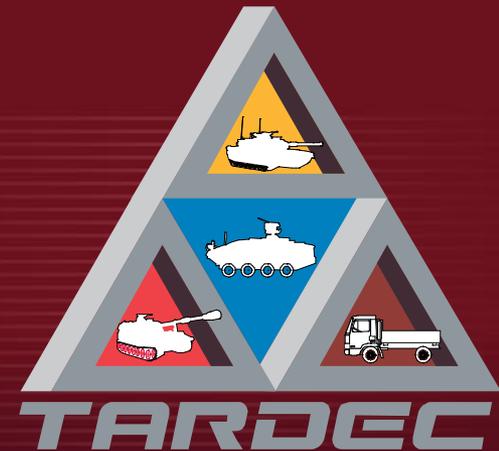




RDECOM



TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.

Bridging Team Efforts Supporting Current & Future Forces

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UNCLAS: Dist A. Approved for Public Release

Report Documentation Page

Form Approved
OMB No. 0704-0188

Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

1. REPORT DATE 08 APR 2009	2. REPORT TYPE N/A	3. DATES COVERED -			
4. TITLE AND SUBTITLE Bridging Team Efforts Supporting Current & Future Forces		5a. CONTRACT NUMBER			
		5b. GRANT NUMBER			
		5c. PROGRAM ELEMENT NUMBER			
6. AUTHOR(S) Brian K. Hornbeck		5d. PROJECT NUMBER			
		5e. TASK NUMBER			
		5f. WORK UNIT NUMBER			
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) US Army RDECOM-TARDEC 6501 E 11 Mile Rd Warren, MI 48397-5000		8. PERFORMING ORGANIZATION REPORT NUMBER 19782RC			
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)		10. SPONSOR/MONITOR'S ACRONYM(S) TACOM/TARDEC			
		11. SPONSOR/MONITOR'S REPORT NUMBER(S) 10782RC			
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release, distribution unlimited					
13. SUPPLEMENTARY NOTES The original document contains color images.					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT SAR	18. NUMBER OF PAGES 30	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

The purpose of this presentation is to provide an overview of the TARDEC Bridging Team's efforts in the research and evaluation of composite bridging technology.

Mission Statement

To provide sound engineering support and technological advancements in military bridging systems to our customers and to be recognized as acquisition specialists and the technology leaders for future bridging systems.

- IPT/Matrix Support to PM Bridging, PM CE/MHE PM HBCT, and PSID
 - Market Research
 - Performance Specifications
 - Requirements and Acquisition Documentation
 - Inspection Of Equipment
 - Test Reports/Planning/Monitoring
 - Procurement Work Directives (PWD) & 339's

- Areas of Technical Expertise
 - Simulation & Structural Strength Testing
 - Finite Element Modeling & Analysis
 - Fatigue Analysis
 - Military Load Classification

- Support for Emerging Technology
 - Army representative for STANAG 2010 & 2021
 - Army representative for Trilateral Design & Test Code
 - Data Exchange Agreements (DEA's)
 - Information Exchange Agreements (IEA's)

US Army Materiel Command (USAMC)



US Army Tank-Automotive and Armaments Command (USA TACOM)

US Army Research, Development and Engineer Command (USA RDECOM)

AFSC, JMC, AMCOM, CECOM, CMA, USASAC, PM SANG

AMSAA, ARL, ARDEC, CERDEC, ECBC

Tank Automotive RDEC (TARDEC)

NSC, S&TTC, RDECOM Acq C

Engineering Business Group (EBG)

Product Development Business Group (PDBG)

Research Business Group (RBG)

Force Projection Technology (FPT)

Logistics Equipment Group

Maneuver Support Equipment

Assured Mobility Systems

Combat Engineering Team

Bridging Team

Systems Overview

Support Bridging

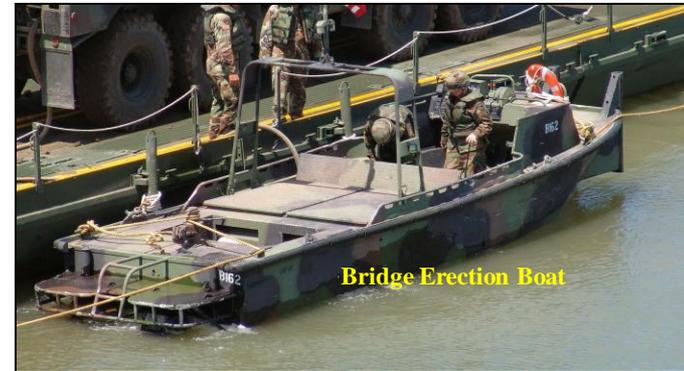
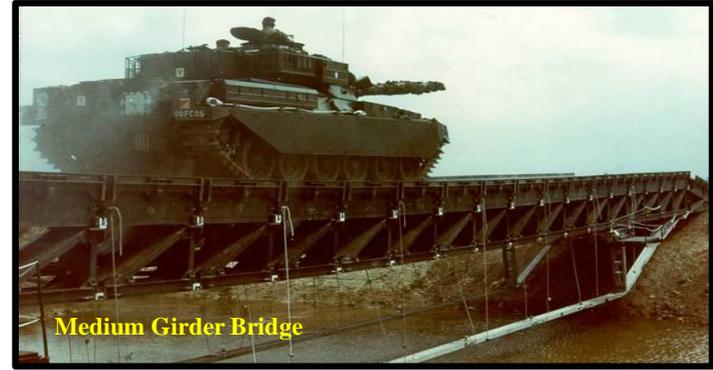


Standard Ribbon Bridge bays in Raft configuration
Bridge Erection Boats provide raft propulsion



Standard Ribbon Bridge bays in Bridge configuration
Bridge Erection Boats provide temporary anchorage

- The Multi-Role Bridge Company Equipment:
 - Common Bridge Transporter, Improved Boat Cradle & Bridge Adapter, Pallet, M1077 Pallet, Palletized Load System Trailer, Dry Support Bridge, Improved Ribbon Bridge/Standard Ribbon Bridge, Bridge Erection Boat
 - Objective is 23 full companies and one training company

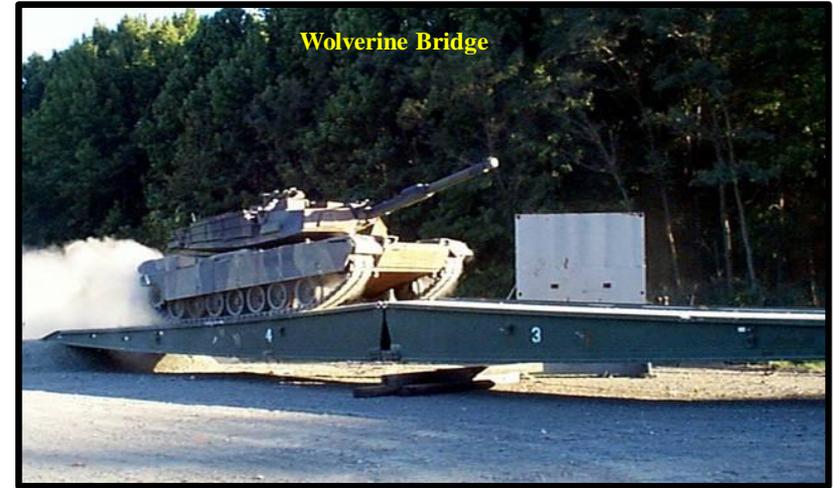
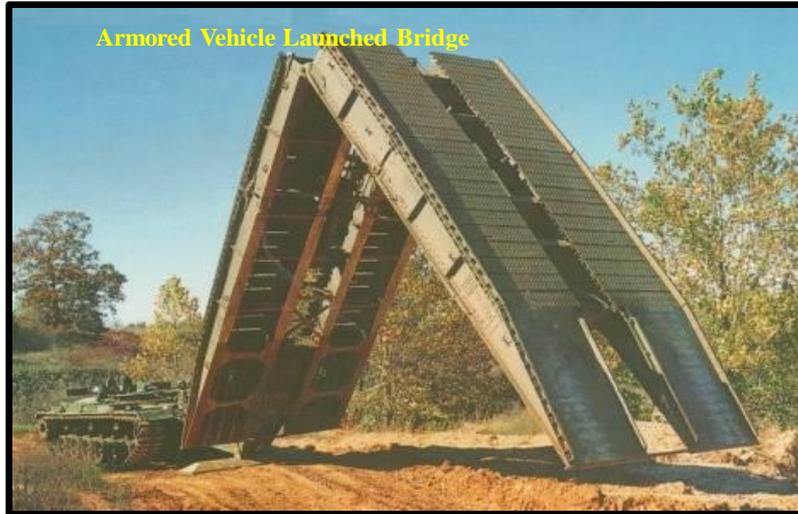




- Description: The CBTS is a grouping of 5 components:
 - HEMTT Common Bridge Transporter (CBT): designed to lift and transport all bridging flat racks.
 - M1077 Flat rack: designed to carry bridge sections
 - Improved Boat Cradle (IBC): designed to carry the BEB.
 - Bridge Adapter Pallet (BAP): designed to carry IRB sections.
 - Palletized Load System Trailers (PLST): to increase haul capacity.
- Current Status:
 - Production & Deployment
- Bridge Team Lead Engineer:
 - Jesse Knapp, DSN 786-8526, jesse.knapp2@us.army.mil

Systems Overview

Assault Bridging



Joint Assault Bridge



Rapidly Emplaced Bridge System



- Description:
 - Full tracked combat engineer vehicle for the MAGTF & Army HBCT to breach minefields & complex obstacles and provide in-stride breaching capability to maneuver forces.
- Specs:
 - M1A1 Abrams tank hull
 - 2 Mk 155 Linear Demolition Charge systems
 - Interchangeable Full Width Mine Plow & Combat Dozer Blade
 - 2 lane marking systems
- Manufacturer:
 - JAB designed in-house by Marine Corps Systems Command (MCSC)
 - Anniston Army Depot (ANAD) is production site
- Current Status:
 - USMC Lead with the Army as a participating DoD component as established in a signed Memorandum of Agreement.
 - First Army delivery planned 2QFY09
- Bridge Team Lead Engineer:
 - Percy Kirklin, DSN 786-7397, percy.kirklin@us.army.mil

R&D Overview

Composite Bridging Efforts

Completed Technology Demonstrations

• Composite Army Bridge (CAB)



Critical Design Parameters

- Maximum Span: 12 meters
- Width: 4.01 meters
- Rating: MLC 100 (Tracked & Wheeled)
- Weight: < 6,000 kg
- Minimum Life: 5,000 crossings
- Results: 2000+ MLC70/100 in Field
18K MLC70 Simulation Cycles

• Modular Composite Bridge (MCB)



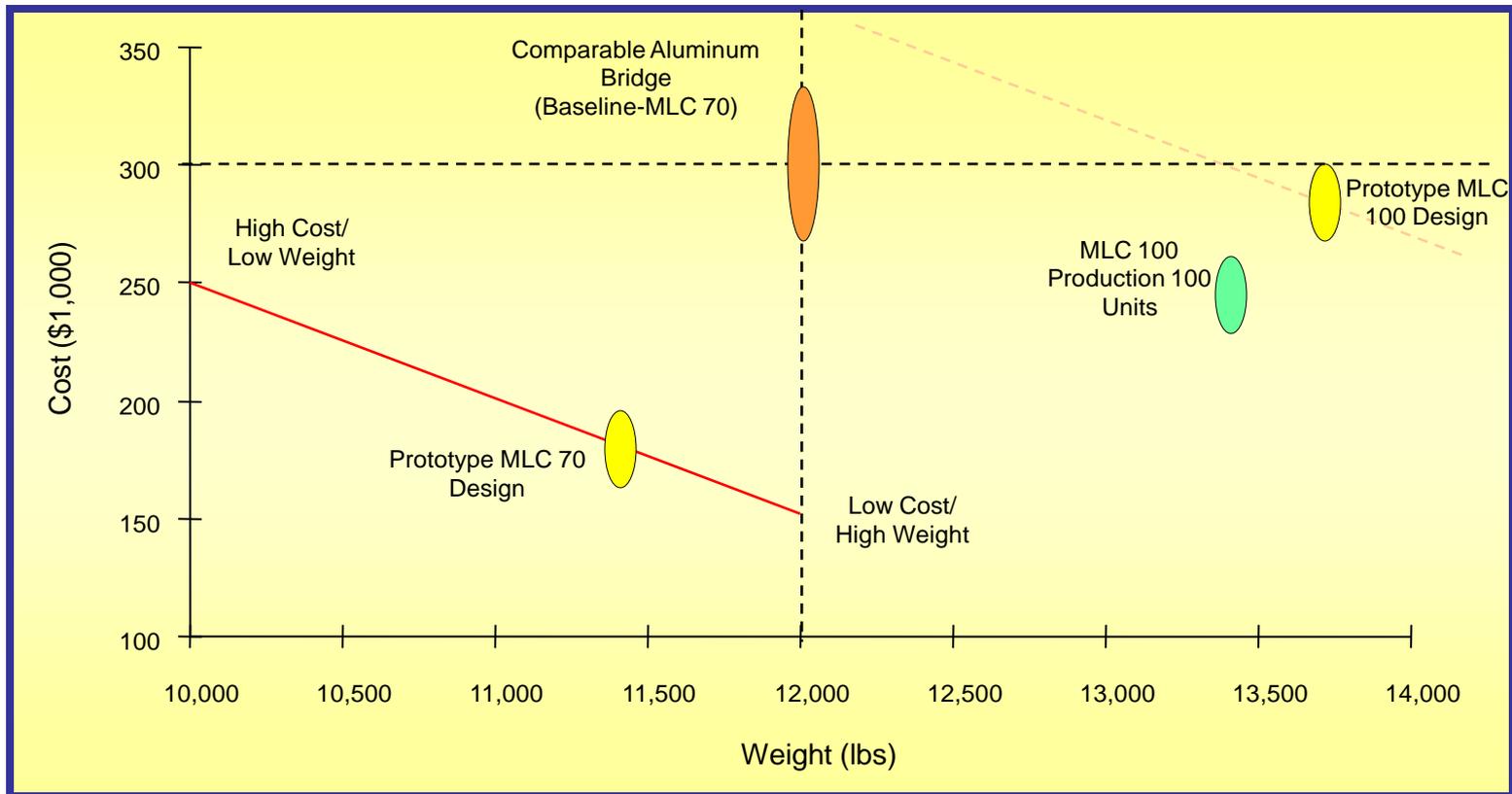
Critical Design Parameters

- Maximum Span: 25 meters
- Width: 4.0 meters
- Rating: MLC 65 (Tracked & Wheeled)
- Minimum Life: 5,000 crossings
- Results: 1,000 DLL Fatigue Cycles
Fracture at 166% DLL

LOADED HET & M1 CROSSINGS:



TRADEOFF METRICS:

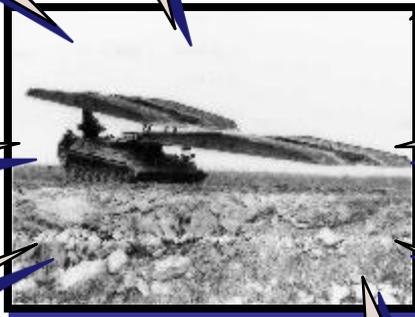


STRUCTURAL STRENGTH TESTS:



Test Load Summary Treadway #1			
Test	Date	Load Type	Total Load (kips)
Working Load	4/26/99	Moment	170.15
		Shear	150.12
		Shear	151.19
Overload (1.33 x W.L.)	4/27/99	Moment	228.67
		Shear	198.83
Cyclic (W.L. x 1000)	5/3/99	Moment	170.93
	5/4/99	Shear	151.18
Calc. Ultimate Load (1.5 x W.L.)	5/4/99	Moment	258.62
		Shear	223.61
Design Load (1.8 x W.L.)	5/4/99	Moment	309.24
Failure Load (2.2 x W.L.)	5/4/99	Moment	375.63

PARTNERSHIP:



Defense Advanced Research Projects Agency

- Project Management.
- Technology Reinvestment Program.
- Bridge Infrastructure Renewal Program.

US Army, Tank Automotive Research Development & Engineering Center

- Technical Advisors for Design, Requirements & Vehicle Interface

University of California, San Diego

- CAB Design and Testing.
- Finite Element Analysis.

Seemann Composites Inc.

- Low Cost Composites Manufacturing.

University of Delaware

- Composite Bridge Engineering and Rehabilitation Program.
- Material Property Evaluation.
- Subscale Wear Tests

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- Full Scale Field & Wear Testing.

US Army Engineer School

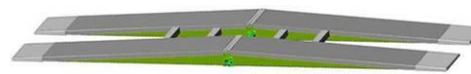
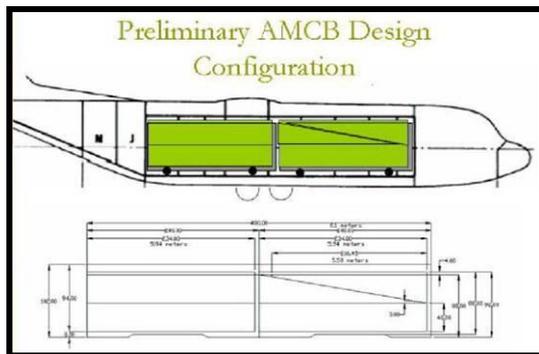
- User Input and Feedback.

Cold Regions Research & Engineering Laboratory

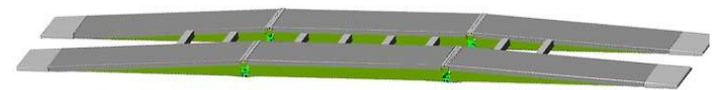
- Environmental Materials Testing
 - Cold & Hot Weather Coupon Testing

Advanced Modular Composite Bridge (AMCB)

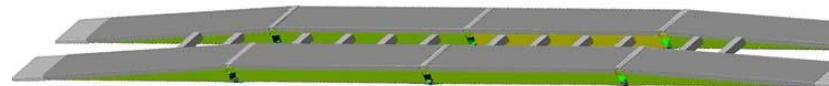
To demonstrate leap-ahead advancements in light-weight modular bridging, utilizing composite materials, in support of the next generation of gap crossing solutions for the Army's Future Force.



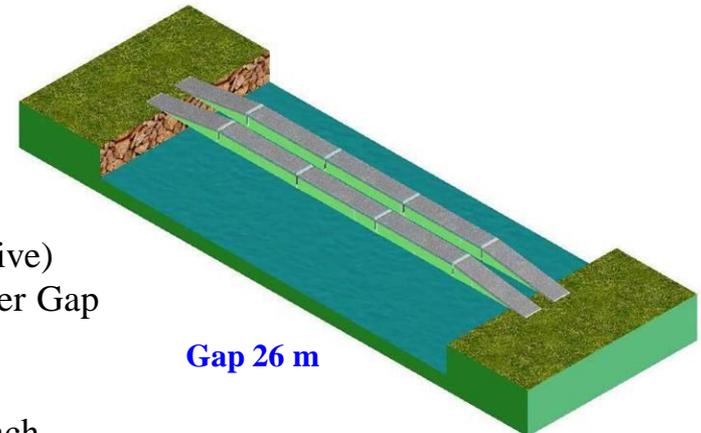
Gap 10 m



Gap 16 m



Gap 22 m



Gap 26 m

Performance Requirements

- MLC 45*/70 (Threshold/Objective)
- 13m/26m Gap (Threshold/Objective)
- 3.35m/4.0m Deployed Width (Threshold/Objective)
- C-130 Transportable/ Roll-On Roll-Off Capable (Threshold/Objective)
- 23,000/19,000lb Bridge Weight (Threshold/Objective) for a 26 meter Gap
- 6m Bridge Rack/Pallet Maximum Length Objective
- 4m Overpass Clearance on FTTS or PLST
- Interchangeable Modules; supporting a “Family of Bridges” approach
- Pre-Pinned/Auto-Mating Joints (Threshold/Objective)
- CH47 Helicopter Transportable in 13m/26m (Threshold/Objective) Configuration

Ultimate Failure Testing of Advanced modular Composite Bridge (AMCB) at UCSD



Internal view of Treadway without Deck



View of Complete Treadway Before ultimate failure test at UCSD



Ramp to Center Panel Connection

3 Section all Composite Treadway
Design Load MLC 45 Threshold/70 Objective

Ultimate Failure Testing of Advanced modular Composite Bridge (AMCB) at UCSD



3 Section all Composite Treadway
Design Load is MLC 45 Threshold/70 Objective

Failure Load 3.2 times Design Load
357kips of Total Vertical Load

Failure occurred in the Ramp to Center Panel Tension Joint as intended.

GAP DEFEAT TECHNOLOGY – Composite Decks (Treadways)

Salient Features

- MLC 30T/65W
- Deck:
 - Length 5 m (16' 6")
 - Width 0.76 m (30")
 - Depth 0.1 m (4")
- Weight 345 Kgs. (760 lbs)
- Polymer Composite:
 - Fiberglass
 - Graphite
 - Epoxy
 - SCRIMP
- Polyurethane Wear Surface
- Proof Tested to 1.33 working Load



Composite Treadways



Discussions with Treadways Designer



CBT Crossing



HMMWV Crossing



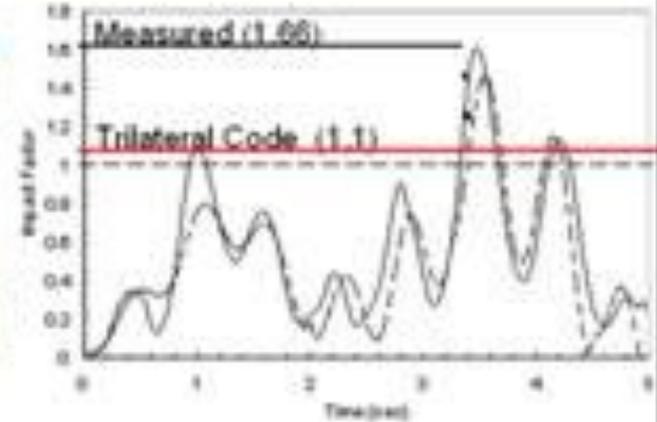
Turretless M60 Crossing



M113 Crossing
TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.

Field Testing of MLC 30 1.5-4 meter Deck/Treadway at UCSD

Aberdeen Deck Testing

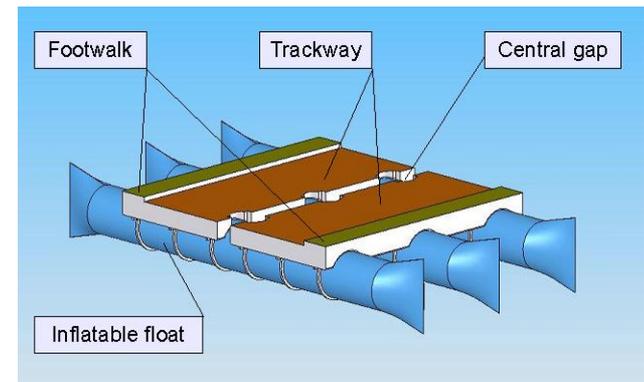
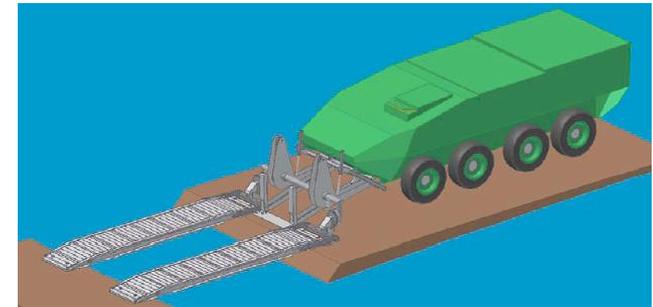


29 Palms Deck Testing



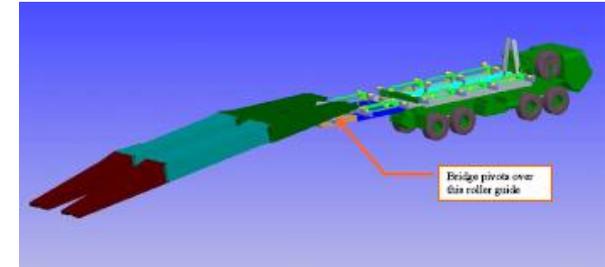
- Title: Rapidly deployable gap defeat technology (GDT) for the Future Combat System (FCS) / Future Force (FF)
 - Description: Provide a 1.5 to 4m wet/dry gap bridging technology that is MLC 30/70 (threshold/objective) capable, C-130 aircraft transportable, weigh less than 3000 lbs., can be remotely operated or autonomous, and can be integrated with future FCS vehicle platforms.
 - Funding Type: Broad Agency Announcement (cost sharing contract: 60% govt, 40% contractor), Phase I

- Title: Innovative Wet Gap Crossing Technologies for the Future Combat System/Future Force
 - Description: Develop an infinite wet gap spanning bridge technology that is C-130 transportable, MLC 30/65 (threshold/objective) capable, and able to be integrated with the Future Combat System vehicles.
 - Funding Type: SBIR (cost + fixed fee contract), Phase II

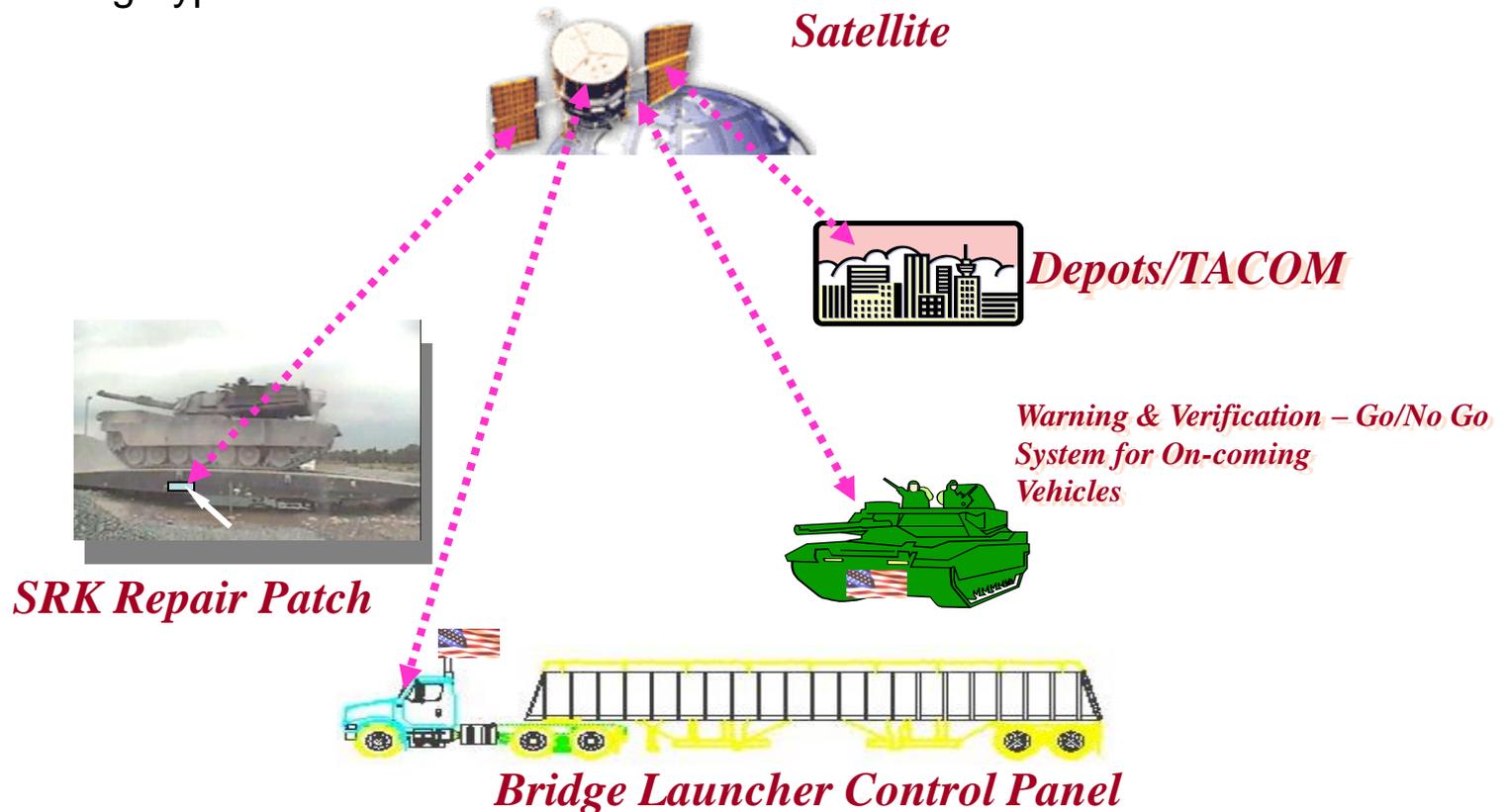


- Title: Assured Operational Mobility Across Gaps for the (FCS/FF)
 - Description: A flip cantilever bridge and launch technology to remotely deploy a bridge and keep the soldier out of harms way
 - Funding Type: SBIR Phase II

- Title: Gap Defeat Technology for the FCS
 - Description: Sense the gap, Remotely Inflatable Fascines to be dropped in the 1.5 – 4 meter gaps; C-130 transportable, CH47 deployable
 - Funding Type: 6.2



- Title: Repair and Health Monitoring of Composite Military Bridges
 - Description: Diagnostic/Prognostic Structural Health Monitoring of Composite Bridges and their repair, Field/Depot Repair Methodologies
 - Funding Type: SBIR



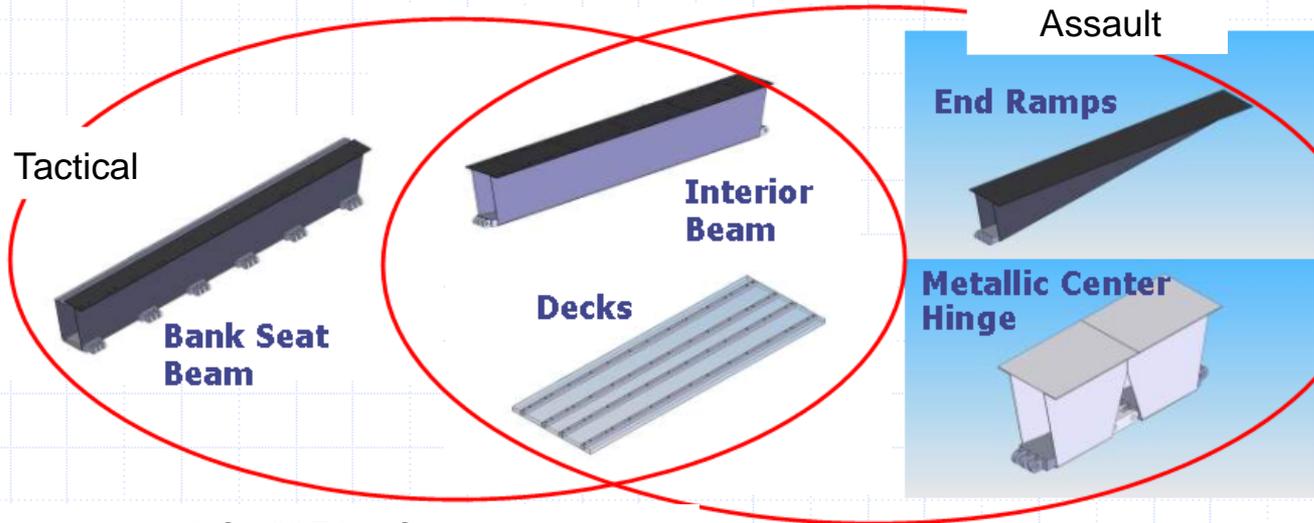
Future Bridging Programs



LAGC Family of Bridges

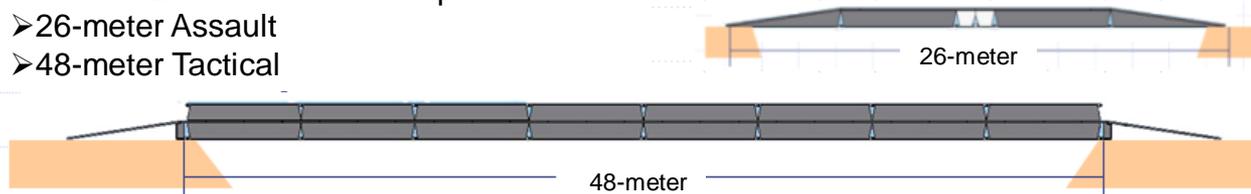
- Short gap crossing capabilities gaps will be identified in the upcoming LAGC Capabilities Development Document (CDD). This CDD will breakdown the capabilities into three separate categories:
- **Tier 1: Dismounted - Footbridge:**
 - Soldiers on dismounted patrols are often required to cross canals. Soldiers currently have no means for safely crossing the canals short of wading across, and have requested canal crossing equipment that is Soldier-portable, easily and quickly emplaced, and recoverable after crossing to carry to the next canal to be crossed.
 - Hand emplaced
 - Fixed- length from 1 to 25 m
 - Capable of sustaining one soldier crossing at a time, approx 280 lbs ea
 - Floating- length up to 50 m, current velocity less than 6 fps
 - Capable of sustaining multiple soldier crossing at a time (5 m intervals), approx 280 lbs ea
- **Tier 2: Mounted – Short Gap:**
 - 4-8 m length
 - HUMVEE type of launch platform - light maneuverable launch/retrieve platform
 - MLC 45
 - Launch time: < 5 minutes
- **Tier 3: Mounted - Medium Gap:**
 - 13-18 m length
 - Platform: Bradley or Stryker type of platform
 - MLC 45
 - Launch time: < 5 minutes while crew is protected in platform while under fire

Basic Building Blocks

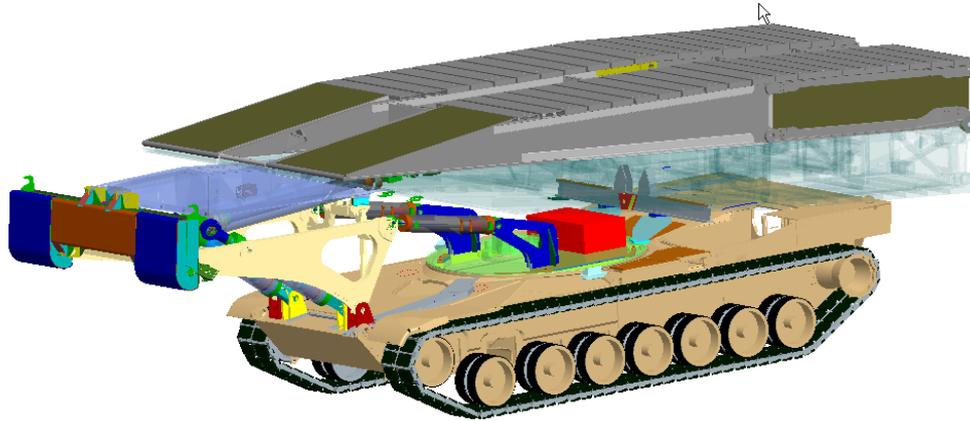


Assemble into MLC-100 T&W Concepts:

- 26-meter Assault
- 48-meter Tactical



Develop a prospective, single solution for Assault, Tactical and Line-of-Communication gap defeat that communicates in real-time its usage and safe load carrying classification.



Joint Program: Army, Marine Corps, and Navy

Development of 6.3 funded technology demonstration full scale composite JAB

Leverage technology and lessons learned from UCSD Advanced Modular Composite Bridge

Requirements:

- MLC-100 Load Class at 18m (threshold), MLC-100 at full span (objective)
- span 24 Meters
- interface with JAB vehicle
- deploy/retrieve within 3 minutes (objective)
- allow for traffic of tracked and wheeled military vehicles

Discussion