

# HEAVY ARMY RECOVERY VEHICLE



The Heavy Army Recovery Vehicle – with the ability to quickly and efficiently recover armored vehicles in a tactical environment – is built on the existing success of the Oshkosh Defense® PLS truck and trailer system. It incorporates proven assets of the PLS and the Tru-Hitch system – already in the Army's inventory – and improves the Army's recovery and maintenance capabilities without introducing a new vehicle platform. This thereby reduces the Army's equipment footprint needs in regard to hardware, personnel, deployment and training typically associated with the introduction of a new vehicle. The Heavy Army Recovery Vehicle will maximize resources, minimize recovery damage and reduce recovery time. The vehicle will not only optimize recovery operations, but with its integrated crane, it can perform maintenance missions with ease.

The Heavy Army Recovery Vehicle – with the capability and payload to recover heavy armored vehicles such as the MRAP or Stryker – is specifically engineered to address the Army's rapid recovery needs where self-recovery and like-vehicle recovery are not feasible. The vehicle will make it possible to overturn vehicles, perform slope recovery and access vehicles mired in water, mud, sand and snow.

Lift and tow operations are performed by a fifth wheel towing recovery device. This device can also be engaged into a high mobility recovery trailer for evacuation of completely immobilized vehicles. The Heavy Army Recovery Vehicle also includes winching spade caps to provide a stable platform for heavy-duty winch recovery. Damage is reduced on vehicle axles and chassis due to the ability to perform flat towing. Even with these capabilities, it maintains ease of operation and control with minimal personnel.

The Heavy Army Recovery Vehicle will be capable of towing most types of current and future wheeled vehicle systems and their variants. It is the future of recovery for the U.S. Army.





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## HEAVY ARMY RECOVERY VEHICLE

**Cab Seating:** 2 person

**Axle Configuration:** 10 x 10 (5 axles) full-time all-wheel drive

**Curb Weight:** With Fifth Wheel Towing and Recovery Device (FWTRD) 60,000 lbs. (27216 kg)

**Length:** 477 in. (12116 mm)  
including FWTRD in transportation configuration

**Width:** 98 in. (2490 mm)

**Height:** 126.2 in. (3205 mm)  
including FWTRD in transportation configuration

**Track:** 75.8 in. (1925 mm)

**Wheelbase:** 224.2 in. (5695 mm)

**Maximum Speed:** 55 mph (89kph)

**Tires:** 16.00 R20 XZLT, compatible with 24 R21 widebase

**Number of Tires:** 10 + 1 spare

**Central Tire Inflation:** 4 preset selections  
HWY • CC • MSS • EMERG

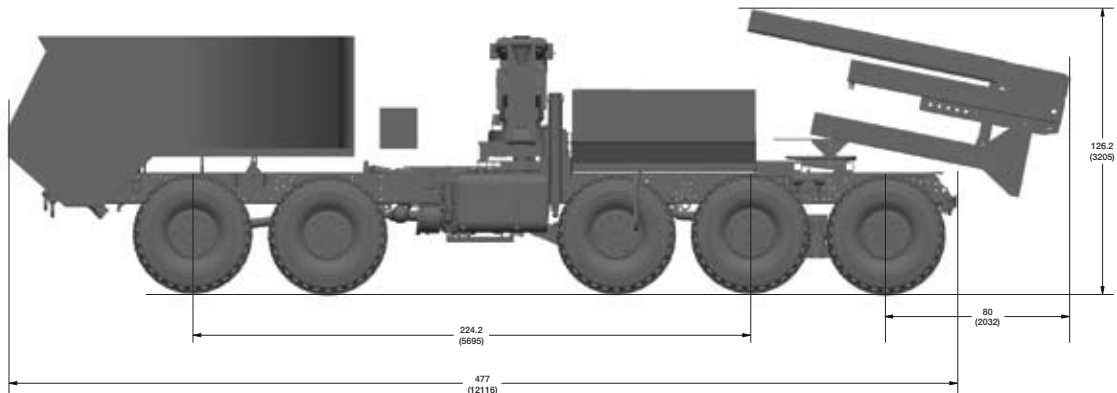
**Engine:** DDC Model 8V92TA

**Transmission:** Allison

**Transfer Case:** Oshkosh® 2-speed

**Crane:** Iowa Mold Tooling Inc. articulated crane

**Winch:** Rotzler TR-80



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