

PALLETIZED LOAD SYSTEM

# PLS A1 | M1075A1



**Support The Mission With Versatility,  
Performance And Reliability.  
Oshkosh Defense® PLS A1 M1075A1.**

Built to perform under the most extreme conditions, the Oshkosh Defense® PLS A1 M1075A1 enables efficient supply and equipment distribution in even the most treacherous environments. It offers armed forces the versatility, reliability and performance needed to support even the most challenging transportation line haul missions.

The PLS A1 M1075A1 offers the same power, performance and efficiency of the PLS A1 M1074A1, minus the material handling crane. Carrying its payloads on demountable flatrack cargo beds or inside 8x8x20 foot (2.4 m x 2.4 m x 6.1 m) ISO containers, its hydraulic Load Handling System (LHS) is capable of self-loading and unloading. Without leaving the cab, the operator can load or unload the truck in less than one minute, and both truck and trailer in less than five minutes – increasing mission efficiencies and safety while reducing personnel fatigue and risk. No additional material handling equipment or forklifts are needed.

The consistent reliability, high performance and extreme versatility of the PLS A1 M1075A1 is the solution to meeting field mission support needs.

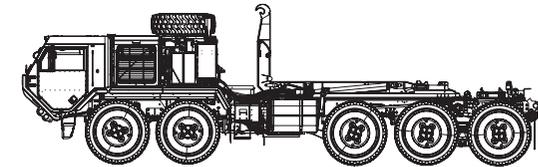
## PLS A1 | M1075A1 | PALLETIZED LOAD SYSTEM

- Hydraulic Load Handling System (LHS) capable of self-loading and unloading flatracks with a 16.5-ton (14969 kg) payload capacity
- TAK-4® independent suspension system offers unmatched mobility
- Able to climb a 60 percent grade on its own with full payload or GVW
- Truck and trailer combination can haul demountable flatrack or ISO container while climbing a 30 percent grade at full payload capacity
- Engineering Mission Modules (EMMs) further expand mission profiles to include building and repairing roads, firefighting and construction details



**Cab Seating:** 2 person  
**Axle Configuration:** 10x10 all-wheel drive  
**Curb Weight:** 53,000 lbs. (24040 kg)  
includes flatrack  
**Gross Vehicle Weight Rating (GVWR):**  
86,000 lbs. (39009 kg)  
**Gross Combined Weight Rating (GCWR):**  
135,500 lbs. (61462 kg)  
**Length:** 425 in. (10795 mm) without flatrack  
445 in. (11303 mm) including flatrack  
**Width:** 99 in. (2517 mm)  
**Height:** 129 in. (3277 mm)  
**Deck Height:** 67 in. (1742 mm) fully loaded  
**Track:** 76 in. (1930 mm)  
**Wheelbase:** 225 in. (5715 mm)  
**Maximum Speed:** 62 mph (100 km/h)  
**Tires:** 16.00 R20 XZLT Michelin tubeless  
**Number of Tires:** 10 + 1 spare  
**Central Tire Inflation:** 4 preset selections –  
HWY • CC • MSS • EMERG

**Fuel Capacity:** 186 gal. (704 L)  
**Cruising Range:** 300 mi. (483 km)  
**Fording:** 48 in. (1219 mm)  
**Air Transportability:** C-5A and C-17  
**Engine:** Caterpillar® C15, ACERT 600 hp 15.2 L  
**Transmission:** Allison® 4500SP/6-speed automatic  
**Transfer Case:** Oshkosh® 36000 Series/2 speed  
**Front Axle:** Oshkosh® TAK-4® with AxleTech® carrier  
with differential lock and planetary wheelends  
**Rear Axle:** AxleTech with differential lock and  
planetary wheelends  
**Suspension:** Front – Oshkosh TAK-4 independent  
Rear – Hendrickson RT400  
**Electrical System:** 24V/260A with (2) 12V/10A  
and (2) 24V/20A accessory in cab with master  
electrical disconnect  
**Brakes:** AxleTech drum brakes with dual wedge actuation  
**Steering:** 3-axle steering (axles 1, 2 and 5)  
**Load Handling System:** 36,250 lb. (16443 kg) capacity  
**Lighting:** LED lights on all sides • LED blackout drive light



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