



Infantry Squad Vehicle

PROVEN CAPABILITY

GM Defense's **Infantry Squad Vehicle (ISV)** is a fully-integrated platform that leverages decades of GM's engineering, manufacturing and quality expertise at scale. This vehicle solution provides the most affordable, reliable and effective answer possible to meet and exceed our customers' demanding requirements.

The ISV is based on the award-winning **Chevrolet Colorado midsize truck architecture** and its **ZR2 and ZR2 Bison variants**. The underlying architecture is enhanced by a custom occupant and cargo superstructure and **features 70 percent commercial-off-the-shelf high-performance components**, including parts developed and tested by Chevrolet Performance engineering.

Powering the ISV is a **2.8L Duramax diesel engine with a performance tune** that produces significantly more power than the Colorado ZR2 known for **delivering 186 horsepower and 369 lb-ft of torque**. The ISV demonstrates the flexibility and durability of a proven system adapted to robust military requirements. The ISV adapts market-leading advanced automotive technologies to help operators maintain an overmatch advantage against adversaries.



BEST OF BREED

The ISV features upgraded components, many of them commercial off-the-shelf Chevrolet Performance parts, proven in high-demand off-road racing conditions. These include long-travel Multimatic DSSV dampers, jounce shocks, long-travel rear leaf springs, high-angle upper control arms, ball-spline half shafts, steel drive shaft, underbody skid plates, cooling system and 35-inch diameter tires.



Roll Over Protection System (ROPS)

A highly efficient **Roll Over Protection System (ROPS)** features 4130 chromoly tubing to deliver low-mass, high-strength **protection for up to nine occupants.**

Designed to be easily transportable by helicopter — either sling-loaded from a UH-60 Blackhawk or carried inside a CH-47 Chinook — the ROPS cage can be collapsed and stowed to reduce the overall height for transportability.

The ISV can be **customized to accommodate different occupant and cargo configurations.**

BALANCED SOLUTION

The GM Defense ISV provides optimal situational awareness, easy ingress and egress and off-road mobility, using a global platform that’s proven and tested in extreme off-road and desert conditions, including desert running and rock crawling. Driver visibility is maximized for forward visibility within five meters of the vehicle’s front, and a single-piece hood and fender design maximizes access to the engine compartment for easy maintenance.

DYNAMIC SUSPENSION

The ISV’s **Multimatic Dynamic Suspensions Spool Valve (DSSV) dampers** use precision spool valve technology to deliver maximum damper predictability, accuracy and repeatability, while minimizing jolts to passengers and delivering the ultimate in wheel and vehicle control.

When wheel travel moves outside normal road operating range, a third spool valve specifically tuned to provide extra damping comes into play, helping to achieve control and comfort during high-displacement wheel movement and high-impact compression cycles. By embedding DSSV technology in this way, Multimatic attains improved performance both on-road *and* off — to an unprecedented level.



Multimatic Dynamic Suspensions Spool Valve (DSSV) damper technology. Shown on a Colorado ZR2.

UNDERBODY PROTECTION SKID PLATES

In addition to a heavy-duty front skid plate, the GM Defense ISV includes front suspension, engine oil sump, transfer case, fuel tank, rear differential and rear shock mount underbody skid plates for protection.

INDUSTRY-LEADING CONTROL SYSTEMS

GM Defense leverages advantages in software and calibration development to ensure optimal performance and overall capability of the ISV’s electronically controlled systems. These include control systems for the engine, transmission, transfer case, locking front and rear differentials and electronically assisted power steering.

INFANTRY SQUAD VEHICLE

SPECIFICATIONS AND DIMENSIONS

POWERTRAIN

Engine	GM Duramax 2.8L turbo diesel I4 (LWN)
	>186 hp @3400 rpm
	>369 lb-ft @2000 rpm
Transmission	GM Hydromatic 6L50, 6-spd
Transfer Case	GM Autotrac 2-spd with 2.62 low range (NQ6)

SUSPENSION/DRIVELINE

Front Axle	Colorado ZR2 Dana M190 w/electronic locking differential
Front Suspension	Colorado ZR2 Short/Long arm, with Chevy Performance long travel Desert Racing suspension and DSSV dampers and Jounce Shocks
Rear Axle	Colorado ZR2 Dana M220 with electronic locking differential
Rear Suspension	Colorado ZR2 Hotchkiss with Chevy Performance long travel Desert Racing suspension and DSSV dampers and Jounce Shocks

DIMENSIONS

Approach Angle	46.1°
Breakover Angle	26.4°
Departure Angle	42.0°
Min Ground Clearance	13.6 in
Curb Weight	<5000 lb
Payload	3200 lb
Overall Height	73.9 in
Overall Width	81.75 in
Overall Length	207.1 in



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