



Next-Generation Vehicle Suspension Developed and Tested for Northrop Grumman, Oshkosh Joint Light Tactical Vehicle

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Oshkosh Engineers Improve the Company's TAK-4 Suspension for Higher Performance

RESTON, Va. and OSHKOSH, Wis., Aug. 11, 2008 (PRIME NEWSWIRE) -- Northrop Grumman Corporation (NYSE:NOC) and Oshkosh Defense, a division of Oshkosh Corporation (NYSE:OSK), have completed testing of a next-generation suspension for their Joint Light Tactical Vehicle (JLTV) family of vehicles.

Northrop Grumman and Oshkosh engineers have subjected their JLTV's independent suspension to performance testing at Oshkosh's test facilities in Wisconsin, proving the enhanced, lighter-weight JLTV suspension to be higher performing than what is available to the industry today. The design is an enhancement of Oshkosh's battle-tested and fully-fielded TAK-4(tm) independent suspension currently fielded on every Marine Corps Medium Tactical Vehicle Replacement (MTVR) truck. The MTVR truck is regarded as the most capable U.S. tactical vehicle in service today for severe duty and off-road operations.

"The team's engineers aggressively examined the performance on our proven TAK-4 independent suspension and developed design strategies and optimized approaches that will take suspension technologies to new levels," said Steve Zink, Oshkosh Corporation vice president, Defense. "Following rigorous testing of components and the vehicle, we are happy to report this next-generation of independent suspension will meet and exceed the extreme requirements needed by the JLTV family of vehicles."

The TAK-4 independent suspension has delivered payload and mobility advantages on- and off-road to Soldiers and Marines and has been proven in the field and in combat for more than 10 years. The technology also reduces wear and tear on vehicle components and improves vehicle handling and braking.

The Northrop Grumman-Oshkosh JLTV uses a high-performance diesel-electric drive system, which eliminates the need for a transmission and conventional drive train. This approach enables more design options for improved survivability and overall vehicle optimization against the very tough JLTV requirements.

"Our team's paramount goal has been designing and building a JLTV that provides ultimate protection, payload and mobility for Soldiers and Marines," said Joe Gray Taylor, vice president of Ground Combat Systems for Northrop Grumman's Mission Systems sector. "A lighter-weight vehicle body, coupled with next-generation independent suspension and an advanced armor system, allows Northrop Grumman and Oshkosh to offer the best solution for our nation's warfighters."

The U.S. Department of Defense is expected to decide this fall which industry competitors will continue into the 27-month Technology Development phase for this \$40 billion program.

Northrop Grumman and Oshkosh Corporation joined forces to compete for the JLTV program on Jan. 8. If selected, Northrop Grumman will be the prime contractor and systems integrator. Oshkosh Corporation's Defense Group will be responsible for designing, engineering and manufacturing the vehicle.

Northrop Grumman integrates a broad spectrum of critical joint combat and C4ISR platforms, including serving as the prime contractor for the Army's Command Post Platform, Force XXI Battle Command Brigade and Below (FBCB2)/Blue Force Tracking (BFT), and Command and Control Personal Computer (C2PC) programs.

Oshkosh has nine decades of proven experience developing advanced automotive systems, on/off-road capabilities, extreme-duty vehicle platforms, military vehicles and integrated armor solutions. Oshkosh has advanced on-board vehicle power capabilities on two prototype vehicles: the MTVR and the U.S. Army's Heavy Expanded Mobility Tactical Truck (HEMTT).

Oshkosh Corporation is a leading designer, manufacturer and marketer of a broad range of specialty access equipment, commercial, fire and emergency and military vehicles and vehicle bodies. Oshkosh Corporation manufactures, distributes and services products under the brands of Oshkosh(r), JLG(r), Pierce(r), McNeilus(r), Medtec(r), Jerr-Dan(r), BAI(tm), Oshkosh Specialty Vehicles, Frontline(tm), SMIT(tm), Geesink(tm), Norba(tm), Kiggen(tm), CON-E-CO(r), London(r) and IMT(r).

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Oshkosh Corporation Forward Looking Statement

This press release contains statements that the Oshkosh Corporation believes are "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995. All statements other than statements of historical fact, including statements regarding Oshkosh's future financial position, business strategy, targets, projected sales, costs, earnings, capital spending and debt levels, and plans and objectives of management for future operations, are forward-looking statements. When used in this press release, words such as "expects," "intends," "estimates," "anticipates," or "believes" and similar expressions are generally intended to identify forward-looking statements. These forward-looking statements are not guarantees of future performance and are subject to risks, uncertainties, assumptions and other factors, some of which are beyond Oshkosh's control that could cause actual results to differ materially from those expressed or implied by such forward-looking statements. These factors include

the consequences of financial leverage associated with the JLG acquisition and the level of Oshkosh's associated borrowing costs; the cyclical nature of Oshkosh's access equipment, commercial and fire & emergency markets, especially during a recession, which many believe the U.S. economy has already entered; risks related to reductions in government expenditures and the uncertainty of government contracts; and Oshkosh's ability to turn around its Geesink Norba Group business. Additional information concerning these and other factors is contained in Oshkosh's filings with the Securities and Exchange Commission.

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