



# Selected Acquisition Report (SAR)

RCS: DD-A&T(Q&A)823-279



## Joint Light Tactical Vehicle (JLTV)

As of FY 2017 President's Budget

Defense Acquisition Management  
Information Retrieval  
(DAMIR)

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## Common Acronyms and Abbreviations for MDAP Programs

Acq O&M - Acquisition-Related Operations and Maintenance  
ACAT - Acquisition Category  
ADM - Acquisition Decision Memorandum  
APB - Acquisition Program Baseline  
APPN - Appropriation  
APUC - Average Procurement Unit Cost  
\$B - Billions of Dollars  
BA - Budget Authority/Budget Activity  
Blk - Block  
BY - Base Year  
CAPE - Cost Assessment and Program Evaluation  
CARD - Cost Analysis Requirements Description  
CDD - Capability Development Document  
CLIN - Contract Line Item Number  
CPD - Capability Production Document  
CY - Calendar Year  
DAB - Defense Acquisition Board  
DAE - Defense Acquisition Executive  
DAMIR - Defense Acquisition Management Information Retrieval  
DoD - Department of Defense  
DSN - Defense Switched Network  
EMD - Engineering and Manufacturing Development  
EVM - Earned Value Management  
FOC - Full Operational Capability  
FMS - Foreign Military Sales  
FRP - Full Rate Production  
FY - Fiscal Year  
FYDP - Future Years Defense Program  
ICE - Independent Cost Estimate  
IOC - Initial Operational Capability  
Inc - Increment  
JROC - Joint Requirements Oversight Council  
\$K - Thousands of Dollars  
KPP - Key Performance Parameter  
LRIP - Low Rate Initial Production  
\$M - Millions of Dollars  
MDA - Milestone Decision Authority  
MDAP - Major Defense Acquisition Program  
MILCON - Military Construction  
N/A - Not Applicable  
O&M - Operations and Maintenance  
ORD - Operational Requirements Document  
OSD - Office of the Secretary of Defense  
O&S - Operating and Support  
PAUC - Program Acquisition Unit Cost

PB - President's Budget  
PE - Program Element  
PEO - Program Executive Officer  
PM - Program Manager  
POE - Program Office Estimate  
RDT&E - Research, Development, Test, and Evaluation  
SAR - Selected Acquisition Report  
SCP - Service Cost Position  
TBD - To Be Determined  
TY - Then Year  
UCR - Unit Cost Reporting  
U.S. - United States  
USD(AT&L) - Under Secretary of Defense (Acquisition, Technology and Logistics)

## Program Information

**Program Name**

Joint Light Tactical Vehicle (JLTV)

**DoD Component**

Army

**Joint Participants**

United States Marine Corps

## Responsible Office

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**Date Assigned:** July 8, 2015

## References

**SAR Baseline (Development Estimate)**

Defense Acquisition Executive (DAE) Approved Acquisition Program Baseline (APB) dated October 23, 2012

**Approved APB**

Defense Acquisition Executive (DAE) Approved Acquisition Program Baseline (APB) dated October 23, 2012

## Mission and Description

The primary mission of the Joint Light Tactical Vehicle (JLTV) is to provide protected, sustained, and networked light tactical mobility to the Joint forces, capable of worldwide deployment across the full spectrum of military operations and mission profiles under all weather and terrain conditions.

The JLTV will be transportable over long distances within any theater of operations through numerous lift assets and options, from sealift and amphibious shipping to airlift (both fixed and rotary wing) and low velocity aerial delivery. It will provide mobility to reconnaissance units and direct fire in support of combat maneuver, with substantial payload for personnel, equipment, and supplies.

The JLTV will support command, control, and communication in both stationary and on-the-move modes, enabling interoperability with Joint and coalition forces in decentralized operations over extended ranges in complex and dynamic operational environments.

System Description: the JLTV Family of Vehicles is comprised of two variants based upon a common automotive platform, a two-seat Combat Support Vehicle (CSV) and a four-seat Combat Tactical Vehicle (CTV), as well as a companion trailer. The two-seat CSV variant has a payload capacity of 5,100-pounds. The four-seat CTV variant has a payload capacity of 3,500-pounds. Variant may be further equipped with multiple mission package configurations, such as the CSV Shelter Carrier and the CTV Heavy Guns Carrier.

## Executive Summary

### Program Highlights Since Last Report:

The JLTV is a Joint Army/ Marine Corps program, for which the Army is the lead service.

The LRIP/FRP Request for Proposal was released on December 12, 2014 and the solicitation closed on February 10, 2015. Proposals from each of the three prior EMD vendors were submitted on time and evaluated.

On August 25, 2015, the Milestone C DAB was successfully held and the DAE signed the ADM authorizing entrance into the Production and Deployment Phase. The contract was awarded on the same day to Oshkosh Defense LLC.

On September 8, 2015 a Stop Work Order was issued to Oshkosh after a Lockheed Martin protest was filed with the Government Accountability Office (GAO). On December 15, 2015 the GAO dismissed the protest due to Lockheed Martin's notice of intent to file a Post-Award Bid Protest with the U.S. Court of Federal Claims (COFC). The Stop Work Order was officially cancelled and Oshkosh resumed work. On December 17, 2015 Lockheed Martin officially filed a complaint with the COFC. On February 12, 2016 the COFC denied their request for a preliminary injunction and shortly after on February 17, 2016 Lockheed Martin officially withdrew their protest of the JLTV contract award decision.

There are no significant software-related issues with this program at this time.

### History of Significant Developments Since Program Initiation:

Note: JLTV is one of the first programs to fully implement the OSD September 2007 Competitive Prototyping policy which calls for two or more competing teams producing prototypes through Milestone B, with the goal of reducing risk and synchronizing requirements.

December 22, 2007: JLTV had an approved Milestone A decision initiating the Technology Development (TD) phase.

October 2008: Three cost reimbursable contracts with a total value of \$239.8M were awarded under full and open competition to BAE Systems Land & Armaments, General Tactical Vehicles, LLC and Lockheed Martin Corporation. TD efforts included the design, development, modeling, simulation, fabrication, test, and test support of 24 prototype JLTVs and companion trailers. The initial requirements proved very challenging for the TD prototypes; consequently, the requirements evolved to incorporate lessons learned, and were closely aligned with the capabilities and performance demonstrated by the TD vendors.

January 26, 2012: A full and open competition solicitation was issued, using a best value tradeoff source selection process.

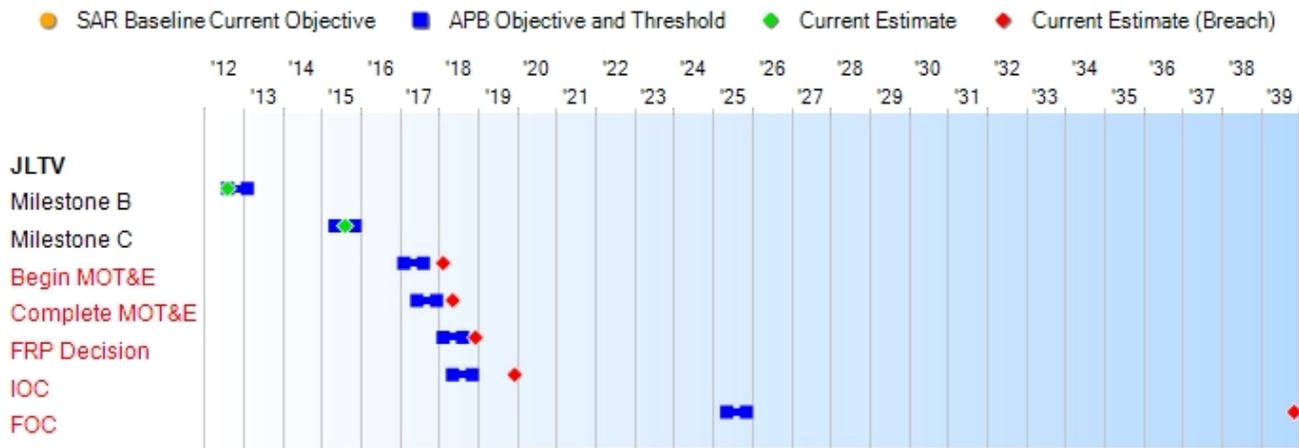
August 9, 2012: The Milestone B decision authorized entry into the EMD phase.

August 22, 2012 to November 30, 2014: Three firm-fixed price contracts with a total value of \$184.8M were awarded to the AM General LLC, Lockheed Martin Corporation, and Oshkosh Defense LLC for a 27-month period of performance. The EMD phase included 14-months of performance, reliability, and ballistic testing in order to validate that JLTV prototype vehicles achieve KPP and Key System Attribute thresholds and to support the source selection process for the Production and Deployment phase. Each EMD vendor fabricated, assembled, tested, and delivered a total of 66 prototype vehicles and 18 trailers (22-vehicles and six-trailers from each vendor), along with ballistic structures, armor coupons and other test assets, vendor-furnished kits, trailers, and data requirements. In November 2014, the period of performance for all three contracts ended and all EMD phase testing was successfully completed.

## Threshold Breaches

APB Breaches		Explanation of Breach
<b>Schedule</b>	<input checked="" type="checkbox"/>	<p>The 98 day Government Accountability Office (GAO) contract protest filed by Lockheed Martin and the associated stop work caused a day for day slip in contract execution and a greater than a day for day slip in the overall program schedule due to Multiservice Operational Test and Evaluation scheduling issues.</p> <p>The proposed Milestone C Production APB incorporates the schedule impacts caused by the contract protest. Per the direction of the Milestone C ADM dated August 25, 2015, the APB was due for review and approval within 60 days. Due to the GAO protest and the associated stop work, the APB due date was extended. The APB is in staffing and on track for approval by the DAE in 2nd Quarter of FY 2016. When approved, the appearance of an APB breach will be eliminated as the program will report against the Milestone C APB.</p>
<b>Performance</b>	<input type="checkbox"/>	
<b>Cost</b>	<input type="checkbox"/>	
RDT&E	<input type="checkbox"/>	
Procurement	<input type="checkbox"/>	
MILCON	<input type="checkbox"/>	
Acq O&M	<input type="checkbox"/>	
<b>O&amp;S Cost</b>	<input type="checkbox"/>	
<b>Unit Cost</b>	<input type="checkbox"/>	
PAUC	<input type="checkbox"/>	
APUC	<input type="checkbox"/>	
Nunn-McCurdy Breaches		
<b>Current UCR Baseline</b>		
PAUC	None	
APUC	None	
<b>Original UCR Baseline</b>		
PAUC	None	
APUC	None	

# Schedule



Schedule Events				
Events	SAR Baseline Development Estimate	Current APB Development Objective/Threshold		Current Estimate
Milestone B	Aug 2012	Aug 2012	Feb 2013	Aug 2012
Milestone C	May 2015	May 2015	Nov 2015	Aug 2015 (Ch-1)
Begin MOT&E	Feb 2017	Feb 2017	Aug 2017	<b>Feb 2018<sup>1</sup></b> (Ch-2)
Complete MOT&E	Jun 2017	Jun 2017	Dec 2017	<b>May 2018<sup>1</sup></b> (Ch-3)
FRP Decision	Feb 2018	Feb 2018	Aug 2018	<b>Dec 2018<sup>1</sup></b> (Ch-4)
IOC	May 2018	May 2018	Nov 2018	<b>Dec 2019<sup>1</sup></b> (Ch-5)
FOC	May 2025	May 2025	Nov 2025	<b>Nov 2039<sup>1</sup></b> (Ch-6)

<sup>1</sup> APB Breach

## Change Explanations

(Ch-1) On August 25, 2015, the Milestone C DAB was successfully held and the DAE signed the ADM authorizing entrance into the Production and Deployment Phase

(Ch-2) The current scheduled start of MOT&E changed from July 2017 to February 2018 due to the ramifications of the 98 day Government Accountability Office (GAO) contract protest. The day for day schedule slip pushed the start of MOT&E to November 2017 and was further shifted to avoid performing Operational Testing over the holiday time period.

(Ch-3) The current estimate for MOT&E completion changed from October 2017 to May 2018 due to the schedule impacts caused by the GAO contract protest. (See Note 1)

(Ch-4) The current estimate for FRP Decision changed from May 2018 to December 2018 due to the schedule impacts caused by the GAO contract protest which delayed MOT&E.

(Ch-5) The current estimate for IOC changed from August 2018 to December 2019 due to the schedule impacts caused by the GAO contract protest which delayed MOT&E and FRP Decision. This additional time allows the fielded brigade to conduct a certification exercise at a maneuver training facility.

(Ch-6) The current estimate for FOC changed from May 2025 to November 2039 due to the difference in interpretation of the FOC definition at the time the Capability Development Document was written compared to the current approved Capability Production Document.

## Notes

The proposed Milestone C Production APB incorporates the schedule impacts caused by the 98 day contract protest and is on track for approval by the DAE in the 2nd Quarter of FY 2016. When approved, the appearance of an APB schedule breach will be eliminated as the program will report against the Milestone C APB.

The above IOC is for the Army. The U.S. Marine Corps (USMC) IOC is aligned with the Army IOC.

The above FOC is for the Army. The USMC FOC is scheduled for September 2022.

## Acronyms and Abbreviations

MOT&E - Multiservice Operational Test and Evaluation

## Performance

Performance Characteristics				
SAR Baseline Development Estimate	Current APB Development Objective/Threshold	Demonstrated Performance	Current Estimate	
<b>Survivability KPP</b>				
The JLTV FoV (at GVW) should provide a crashworthy vehicle structure capable of maintaining structural integrity in a rollover; quantified as a crush resistant roof structure capable of supporting 150% of its own GVW after a dynamically applied impact load.	The JLTV FoV (at GVW) should provide a crashworthy vehicle structure capable of maintaining structural integrity in a rollover; quantified as a crush resistant roof structure capable of supporting 150% of its own GVW after a dynamically applied impact load.	The JLTV FoV (at GVW) shall provide a crashworthy vehicle structure capable of maintaining structural integrity in a rollover; quantified as a crush resistant roof structure capable of supporting 100% of its own GVW after a dynamically applied impact load.	TBD	The JLTV FoV (at GVW) should provide a crashworthy vehicle structure capable of maintaining structural integrity in a rollover; quantified as a crush resistant roof structure capable of supporting 150% of its own GVW after a dynamically applied impact load.
<b>Net-Ready KPP</b>				
The capability, system, and/or service must fully support execution of all operational activities and information exchanges identified in DoD Enterprise Architecture and solution architectures based on integrated DoDAF content, and must satisfy the technical requirements for transition to Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DoDAF content, including specified operationally effective information exchanges, 2) Compliant with Net-Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules	The capability, system, and/or service must fully support execution of all operational activities and information exchanges identified in DoD Enterprise Architecture and solution architectures based on integrated DoDAF content, and must satisfy the technical requirements for transition to Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DoDAF content, including specified operationally effective information exchanges, 2) Compliant with Net-Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules	The capability, system, and/or service must fully support execution of joint critical operational activities and information exchanges identified in the DoD Enterprise Architecture and solution architectures based on integrated DoDAF content, and must satisfy the technical requirements for transition to Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DoDAF content, including specified operationally effective information exchanges, 2) Compliant with Net-Centric Data Strategy	TBD	The capability, system, and/or service must fully support execution of all operational activities and information exchanges identified in DoD Enterprise Architecture and solution architectures based on integrated DoDAF content, and must satisfy the technical requirements for transition to Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DoDAF content, including specified operationally effective information exchanges, 2) Compliant with Net-Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA,

<p>identified in the DoD IEA, excepting tactical and non-IP communications, 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of GESPs, necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views, 4) Information assurance requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS requirements.</p>	<p>identified in the DoD IEA, excepting tactical and non-IP communications, 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of GESPs, necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views, 4) Information assurance requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS requirements.</p>	<p>and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communications, 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of GESPs necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views, 4) Information assurance requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an IATO or ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS requirements.</p>	<p>excepting tactical and non-IP communications, 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of GESPs, necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views, 4) Information assurance requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS requirements.</p>
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**Sustainment KPP**

<p>JLTV FoV (vehicle only) should have an Ao 98%. JLTV FoV (vehicle only) should have a Am of 85%.</p>	<p>JLTV FoV (vehicle only) should have an Ao 98%. JLTV FoV (vehicle only) should have a Am of 85%.</p>	<p>JLTV FoV (vehicle only) shall have an Ao of 95%. JLTV FoV (vehicle only) shall have a Am of 80%.</p>	<p>TBD</p>	<p>JLTV FoV (vehicle only) should have an Ao 98%. JLTV FoV (vehicle only) should have a Am of 85%.</p>
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**System Training KPP**

<p>The JLTV shall have training for operators and maintainers that incorporates and leverages existing training techniques, methods, resources and licensing requirements of each Service. JLTV training shall include in-vehicle training to encompass</p>	<p>The JLTV shall have training for operators and maintainers that incorporates and leverages existing training techniques, methods, resources and licensing requirements of each Service. JLTV training shall include in-vehicle training to encompass</p>	<p>The JLTV shall have training for operators and maintainers that incorporates and leverages existing training techniques, methods, resources and licensing requirements of each Service. JLTV training shall include in-vehicle training to encompass</p>	<p>TBD</p>	<p>The JLTV shall have training for operators and maintainers that incorporates and leverages existing training techniques, methods, resources and licensing requirements of each Service. JLTV training shall include in-vehicle training to encompass</p>
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demonstrating a capability to negotiate operationally relevant terrain profiles, which include basic organic vehicle instrumentation, controls and crew drills.	demonstrating a capability to negotiate operationally relevant terrain profiles, which include basic organic vehicle instrumentation, controls and crew drills.	demonstrating a capability to negotiate operationally relevant terrain profiles, which include basic organic vehicle instrumentation, controls and crew drills.		demonstrating a capability to negotiate operationally relevant terrain profiles, which include basic organic vehicle instrumentation, controls and crew drills.
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**Mobility KPP**

The JLTV mobility shall support continuous operation across worldwide terrains, climatic conditions, and soil types at speeds consistent with conducting fast-paced military operations. This includes paved primary road networks, gravel/dirt secondary roadways, single track trails with no manmade improvements, & cross-country terrain with no roads, routes, or well-worn trails. The JLTV at GVW should be capable of traversing fine grain soils with an RCI of 22 in a single pass and also ascend and descend coarse grained, dry sand (less than 1% moisture content) 40% longitudinal slopes. The threshold applies within the confidence bounds of established soft soil test procedures.	The JLTV mobility shall support continuous operation across worldwide terrains, climatic conditions, and soil types at speeds consistent with conducting fast-paced military operations. This includes paved primary road networks, gravel/dirt secondary roadways, single track trails with no manmade improvements, & cross-country terrain with no roads, routes, or well-worn trails. The JLTV at GVW should be capable of traversing fine grain soils with an RCI of 22 in a single pass and also ascend and descend coarse grained, dry sand (less than 1% moisture content) 40% longitudinal slopes. The threshold applies within the confidence bounds of established soft soil test procedures.	The JLTV mobility shall support continuous operation across worldwide terrains, climatic conditions, and soil types at speeds consistent with conducting fast-paced military operations. This includes paved primary road networks, gravel/dirt secondary roadways, single track trails with no manmade improvements, & cross-country terrain with no roads, routes, or well-worn trails. The JLTV at GVW shall be capable of traversing fine grain soils with an RCI of 25 in a single pass and also ascend and descend coarse grained, dry sand (less than 1% moisture content) 30% longitudinal slopes. The threshold applies within the confidence bounds of established soft soil test procedures.	TBD	The JLTV mobility shall support continuous operation across worldwide terrains, climatic conditions, and soil types at speeds consistent with conducting fast-paced military operations. This includes paved primary road networks, gravel/dirt secondary roadways, single track trails with no manmade improvements, & cross-country terrain with no roads, routes, or well-worn trails. The JLTV at GVW should be capable of traversing fine grain soils with an RCI of 22 in a single pass and also ascend and descend coarse grained, dry sand (less than 1% moisture content) 40% longitudinal slopes. The threshold applies within the confidence bounds of established soft soil test procedures.
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**Transportability KPP**

The JLTV FoV shall be transportable worldwide by air and sea modes to support strategic deployment and operational maneuver in accordance with	The JLTV FoV shall be transportable worldwide by air and sea modes to support strategic deployment and operational maneuver in accordance with	The JLTV FoV shall be transportable worldwide by air and sea modes to support strategic deployment and operational maneuver in	TBD	The JLTV FoV shall be transportable worldwide by air and sea modes to support strategic deployment and operational maneuver in accordance with service
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service concepts and programs. Rotary Wing: General Purpose – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Heavy Guns Carrier – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Close Combat Weapons Carrier – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Utility (2 Seat) – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Shelter Carrier – Not a KPP Note: Range, Temperature, and Pressure Data: 1) CH-53K: Navy High Hot: 91.5 deg F/33 deg C, 3000ft. 40 nm; sea-level take off & landing 2) CH-47F high hot: 95 F / 35 deg C, 4,000 ft, 50nm 3) CH-47F SL/SD: Sea Level / Standard Day (70 F), 50 nm Sealift: Transport by sea is an essential part of force deployment and a hallmark aspect of USMC Expeditionary capabilities. The USMC JLTV (CTV variants and the CSV Utility) shall be capable of being loaded into all deck spaces of the prepositioning and amphibious ships force

service concepts and programs. Rotary Wing: General Purpose – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Heavy Guns Carrier – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Close Combat Weapons Carrier – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Utility (2 Seat) – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Shelter Carrier – Not a KPP Note: Range, Temperature, and Pressure Data: 1) CH-53K: Navy High Hot: 91.5 deg F/33 deg C, 3000ft. 40 nm; sea-level take off & landing 2) CH-47F high hot: 95 F / 35 deg C, 4,000 ft, 50nm 3) CH-47F SL/SD: Sea Level / Standard Day (70 F), 50 nm Sealift: Transport by sea is an essential part of force deployment and a hallmark aspect of USMC Expeditionary capabilities. The USMC JLTV (CTV variants and the CSV Utility) shall be capable of being loaded into all deck spaces of the prepositioning and amphibious ships force

accordance with service concepts and programs. Rotary Wing: General Purpose – USMC: 2x CH-53K 40nm high-hot @ ECC, USA: 1x CH-47F 50nm SL/SD @ ECC Heavy Guns Carrier – USMC: 2x CH-53K 40nm high-hot @ ECC, USA: 1x CH-47F 50nm SL/SD @ ECC Close Combat Weapons Carrier – USMC: 2x CH-53K 40nm high-hot @ ECC, USA: 1x CH-47F 50nm SL/SD @ ECC Utility (2 Seat) – USMC: 2x CH-53K 40nm high-hot @ ECC, USA: 1x CH-47F 50nm SL/SD @ ECC Shelter Carrier – Not a KPP Note: Range, Temperature, and Pressure Data: 1) CH-53K: Navy High Hot: 91.5 deg F/33 deg C, 3000ft. 40 nm; sea-level take off & landing 2) CH-47F high hot: 95 F / 35 deg C, 4,000 ft, 50nm 3) CH-47F SL/SD: Sea Level / Standard Day (70 F), 50 nm Sealift: Transport by sea is an essential part of force deployment and a hallmark aspect of USMC Expeditionary capabilities. The USMC JLTV (CTV variants and the CSV Utility) shall be capable of being loaded into all deck spaces of the prepositioning and amphibious ships force projection naval ships where current HMMWVs are loaded,

concepts and programs. Rotary Wing: General Purpose – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Heavy Guns Carrier – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Close Combat Weapons Carrier – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Utility (2 Seat) – USMC: 2x CH-53K 40nm high-hot @ GVW, USA: 1x CH-47F 50nm 4k/95F @ GVW, USA: 1x MH-47 30nm IAT 4k/95F @ ECC Shelter Carrier – Not a KPP Note: Range, Temperature, and Pressure Data: 1) CH-53K: Navy High Hot: 91.5 deg F/33 deg C, 3000ft. 40 nm; sea-level take off & landing 2) CH-47F high hot: 95 F / 35 deg C, 4,000 ft, 50nm 3) CH-47F SL/SD: Sea Level / Standard Day (70 F), 50 nm Sealift: Transport by sea is an essential part of force deployment and a hallmark aspect of USMC Expeditionary capabilities. The USMC JLTV (CTV variants and the CSV Utility) shall be capable of being loaded into all deck spaces of the prepositioning and amphibious ships force

projection naval ships where current HMMWVs are loaded, including height restricted deck spaces of the MPF MPS and amphibious class ships.	projection naval ships where current HMMWVs are loaded, including height restricted deck spaces of the MPF MPS and amphibious class ships.	including height restricted deck spaces of the MPF MPS and amphibious class ships.		projection naval ships where current HMMWVs are loaded, including height restricted deck spaces of the MPF MPS and amphibious class ships.
<b>Payload KPP</b>				
Combat Tactical Vehicles (CTVs including GP, HGC, and CCWC) should have an on vehicle payload of 5100. CSVs including Utility/Prime Movers and Shelter Carriers: 11,000; Trailers: 6,000. Shelter carrier variants shall transport the S250 LWMS, S-788 SICPS RWS, SECM, and other Data Interchange shelters within the payload capabilities of the variant, current as of June 2011.	Combat Tactical Vehicles (CTVs including GP, HGC, and CCWC) should have an on vehicle payload of 5100. CSVs including Utility/Prime Movers and Shelter Carriers: 11,000; Trailers: 6,000. Shelter carrier variants shall transport the S250 LWMS, S-788 SICPS RWS, SECM, and other Data Interchange shelters within the payload capabilities of the variant, current as of June 2011.	Combat Tactical Vehicles (CTVs including GP, HGC, and CCWC) shall have an on vehicle payload of 3500lbs. CSVs including Utility/Prime Movers and Shelter Carriers: 5100; Trailers: 3500 for CTV variants; 5100 for CSV variants. Shelter carrier variants shall transport the S250 LWMS, S-788 SICPS RWS, SECM, and other Data Interchange shelters within the payload capabilities of the variant, current as of June 2011.	TBD	Combat Tactical Vehicles (CTVs including GP, HGC, and CCWC) should have an on vehicle payload of 5100. CSVs including Utility/Prime Movers and Shelter Carriers: 11,000; Trailers: 6,000. Shelter carrier variants shall transport the S250 LWMS, S-788 SICPS RWS, SECM, and other Data Interchange shelters within the payload capabilities of the variant, current as of June 2011.

Classified Performance information is provided in the classified annex to this submission.

**Requirements Reference**

Capability Development Document (CDD) dated March 15, 2012

**Change Explanations**

None

**Notes**

Joint Program Office JLTV will begin reporting demonstrated performance after completion of LRIP testing.

JROC approved CPD, dated November 21, 2014.

## Acronyms and Abbreviations

@ - at  
Am - Materiel Availability  
Ao - Operational Availability  
ATO - Approval to Operate  
C - Celsius  
CCWC - Close Combat Weapons Carrier  
CSV - Combat Support Vehicle  
CTV - Combat Tactical Vehicle  
DAA - Designated Approval Authority  
Deg - Degree  
DoD IEA - DoD Information Enterprise Architecture  
DoDAF - DoD Architecture Framework  
ECC - Essential Combat Configuration  
F - Fahrenheit  
FoV - Family of Vehicles  
ft - Feet  
GESP - GIG Enterprise Service Profiles  
GIG - Global Information Grid  
GP - General Purpose  
GVW - Gross Vehicle Weight  
HGC - Heavy Guns Carrier  
HMMWV - High Mobility Multi-Purpose Wheeled Vehicle  
IAT - Internal Air Transport  
IATO - Interim Authorization to Operate  
IP - Internet Protocol  
IT - Information Technology  
JROC - Joint Requirements Oversight Council  
JTRS - Joint Tactical Radio System  
k - Thousand  
lbs - Pounds  
LWMS - Light Weight Multipurpose Shelter  
MPF - Maritime Pre-positioning Force  
MPS - Maritime Pre-Positioning Squadron  
nm - Nautical Miles  
RCI - Rating Cone Index  
SAASM - Selective Availability Anti-Spoofing Module  
SECM - Shop Equipment Contact Maintenance  
SICPS RWS - Standardized Integrated Command Post System Rigid Wall Shelter  
SL/SD - Sea Level / Standard Day  
TV-1 - Technical Standards Profile  
USA - U.S. Army  
USMC - U.S. Marine Corps

## Track to Budget

### RDT&E

Appn	BA	PE
Navy	1319 04	0603635M
	<b>Project</b>	<b>Name</b>
	3209	Marine Corps Grnd Cmbt/Supt (Shared) (Sunk) Sys
	<b>Notes:</b> Funding line used through FY 2012	
Navy	1319 04	0605812M
	<b>Project</b>	<b>Name</b>
	3209	Joint Light Tactical Vehicle
	<b>Notes:</b> Funding line FY 2013 and beyond	
Army	2040 04	0603804A
	<b>Project</b>	<b>Name</b>
	L04	Joint Light Tactical Vehicle (Shared) (Sunk) (JLTV) - Advanced Development (AD)
	<b>Notes:</b> Funding line used from FY 2008 - FY 2011	
Army	2040 05	0604804A
	<b>Project</b>	<b>Name</b>
	L50	Joint Light Tactical Vehicle (Shared) (Sunk) (JLTV) - System Development and Demonstration (SDD)
	<b>Notes:</b> Funding line used FY 2012	
Army	2040 05	0605812A
	<b>Project</b>	<b>Name</b>
	VU9	Joint Light Tactical Vehicle - Engineering and Manufacturing Development (EMD)
	<b>Notes:</b> Funding line FY 2013 and beyond	

### Procurement

Appn	BA	PE
Navy	1109 05	0206211M
	<b>Line Item</b>	<b>Name</b>
	5095	Joint Light Tactical Vehicle
	<b>Notes:</b> Funding starts FY 2015	
Army	2035 01	0216300A
	<b>Line Item</b>	<b>Name</b>
	D15603	Joint Light Tactical Vehicle
	<b>Notes:</b> Funding starts FY 2015	

## Cost and Funding

### Cost Summary

Total Acquisition Cost							
Appropriation	BY 2012 \$M			BY 2012 \$M	TY \$M		
	SAR Baseline Development Estimate	Current APB Development Objective/Threshold		Current Estimate	SAR Baseline Development Estimate	Current APB Development Objective	Current Estimate
RDT&E	962.3	962.3	1058.5	911.6	1009.8	1009.8	948.9
Procurement	21782.0	21782.0	23960.2	18161.8	29359.4	29359.4	23718.9
Flyaway	--	--	--	17107.1	--	--	22419.7
Recurring	--	--	--	15591.9	--	--	20452.7
Non Recurring	--	--	--	1515.2	--	--	1967.0
Support	--	--	--	1054.7	--	--	1299.2
Other Support	--	--	--	863.3	--	--	1063.4
Initial Spares	--	--	--	191.4	--	--	235.8
MILCON	0.0	0.0	--	0.0	0.0	0.0	0.0
Acq O&M	35.9	35.9	39.5	0.0	39.5	39.5	0.0
Total	22780.2	22780.2	N/A	19073.4	30408.7	30408.7	24667.8

#### Confidence Level

Confidence Level of cost estimate for current APB: 50%

The JLTV Joint Cost Position (JCP), approved July 12, 2012 by Assistant Secretary of the Army for Financial Management & Comptroller (ASA FM&C), was used to establish the APB. Costs are reflected at the 50% Confidence Level in accordance with Army Cost Guidance, Army Regulation 11-18.

Procurement does not include recurring production for government furnished equipment and non-Program Manager (PM) funded modifications.

Operations and Support includes training ammunition, non-PM funded modifications (Procurement), Military Personnel, and all Operations and Maintenance (minus demilitarization / demilitarization second destination transportation repairable and consumable parts associated with government furnished equipment / end-item supply and maintenance of government furnished equipment).

#### Cost Notes

For the JLTV program, the unit of measure for APUC and PAUC calculations is one vehicle.

Total Quantity			
Quantity	SAR Baseline Development Estimate	Current APB Development	Current Estimate
RDT&E	131	131	115
Procurement	54599	54599	54599
Total	54730	54730	54714

**Quantity Notes**

The estimate is updated to reflect the latest test plan. EMD testing results determine that fewer Live Fire Tests were required, therefore RDT&E quantities were reduced.

Due to the effects of the 98 day slip (GAO Protest) to the program, methodology updates to fielding costs and reductions to the Army Procurement dollars at the end of the budget process, quantities throughout the FYDP years differ for both Army and U.S. Marine Corps from the program's FY 2017 PB budget documents.

## Cost and Funding

### Funding Summary

Appropriation Summary									
FY 2017 President's Budget / December 2015 SAR (TY\$ M)									
Appropriation	Prior	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	To Complete	Total
RDT&E	741.7	64.6	34.7	10.9	5.8	5.1	2.0	84.1	948.9
Procurement	172.0	309.9	700.7	1249.6	1751.3	1784.5	1238.4	16512.5	23718.9
MILCON	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acq O&M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PB 2017 Total	913.7	374.5	735.4	1260.5	1757.1	1789.6	1240.4	16596.6	24667.8
PB 2016 Total	914.0	456.9	803.0	1383.1	1713.8	1796.8	1645.5	21860.9	30574.0
Delta	-0.3	-82.4	-67.6	-122.6	43.3	-7.2	-405.1	-5264.3	-5906.2

Quantity Summary										
FY 2017 President's Budget / December 2015 SAR (TY\$ M)										
Quantity	Undistributed	Prior	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	To Complete	Total
Development	115	0	0	0	0	0	0	0	0	115
Production	0	406	821	1896	3435	4584	5004	2769	35684	54599
PB 2017 Total	115	406	821	1896	3435	4584	5004	2769	35684	54714
PB 2016 Total	121	191	570	1111	2678	3270	3360	3164	40255	54720
Delta	-6	215	251	785	757	1314	1644	-395	-4571	-6

## Cost and Funding

### Annual Funding By Appropriation

Annual Funding							
2040   RDT&E   Research, Development, Test, and Evaluation, Army							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2008	--	--	--	--	--	--	105.2
2009	--	--	--	--	--	--	20.5
2010	--	--	--	--	--	--	26.3
2011	--	--	--	--	--	--	33.4
2012	--	--	--	--	--	--	84.5
2013	--	--	--	--	--	--	59.2
2014	--	--	--	--	--	--	81.4
2015	--	--	--	--	--	--	43.3
2016	--	--	--	--	--	--	32.5
2017	--	--	--	--	--	--	11.5
2018	--	--	--	--	--	--	3.0
2019	--	--	--	--	--	--	2.9
2020	--	--	--	--	--	--	3.0
2021	--	--	--	--	--	--	2.0
2022	--	--	--	--	--	--	5.6
2023	--	--	--	--	--	--	9.1
2024	--	--	--	--	--	--	4.6
2025	--	--	--	--	--	--	4.7
2026	--	--	--	--	--	--	4.8
2027	--	--	--	--	--	--	6.1
2028	--	--	--	--	--	--	10.1
2029	--	--	--	--	--	--	5.1
2030	--	--	--	--	--	--	5.2
2031	--	--	--	--	--	--	5.3
2032	--	--	--	--	--	--	6.8
2033	--	--	--	--	--	--	11.1
2034	--	--	--	--	--	--	5.6
Subtotal	66	--	--	--	--	--	592.8

Annual Funding							
2040   RDT&E   Research, Development, Test, and Evaluation, Army							
Fiscal Year	Quantity	BY 2012 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2008	--	--	--	--	--	--	110.3
2009	--	--	--	--	--	--	21.2
2010	--	--	--	--	--	--	26.8
2011	--	--	--	--	--	--	33.4
2012	--	--	--	--	--	--	83.2
2013	--	--	--	--	--	--	57.3
2014	--	--	--	--	--	--	77.3
2015	--	--	--	--	--	--	40.4
2016	--	--	--	--	--	--	30.1
2017	--	--	--	--	--	--	10.4
2018	--	--	--	--	--	--	2.7
2019	--	--	--	--	--	--	2.5
2020	--	--	--	--	--	--	2.6
2021	--	--	--	--	--	--	1.7
2022	--	--	--	--	--	--	4.6
2023	--	--	--	--	--	--	7.3
2024	--	--	--	--	--	--	3.6
2025	--	--	--	--	--	--	3.6
2026	--	--	--	--	--	--	3.6
2027	--	--	--	--	--	--	4.5
2028	--	--	--	--	--	--	7.4
2029	--	--	--	--	--	--	3.7
2030	--	--	--	--	--	--	3.7
2031	--	--	--	--	--	--	3.6
2032	--	--	--	--	--	--	4.6
2033	--	--	--	--	--	--	7.3
2034	--	--	--	--	--	--	3.6
Subtotal	66	--	--	--	--	--	561.0

Annual Funding							
1319   RDT&E   Research, Development, Test, and Evaluation, Navy							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2008	--	--	--	--	--	--	38.7
2009	--	--	--	--	--	--	40.7
2010	--	--	--	--	--	--	47.8
2011	--	--	--	--	--	--	18.2
2012	--	--	--	--	--	--	45.1
2013	--	--	--	--	--	--	35.5
2014	--	--	--	--	--	--	52.9
2015	--	--	--	--	--	--	9.0
2016	--	--	--	--	--	--	32.1
2017	--	--	--	--	--	--	23.2
2018	--	--	--	--	--	--	7.9
2019	--	--	--	--	--	--	2.9
2020	--	--	--	--	--	--	2.1
Subtotal	49	--	--	--	--	--	356.1

Annual Funding							
1319   RDT&E   Research, Development, Test, and Evaluation, Navy							
Fiscal Year	Quantity	BY 2012 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2008	--	--	--	--	--	--	40.7
2009	--	--	--	--	--	--	42.2
2010	--	--	--	--	--	--	48.9
2011	--	--	--	--	--	--	18.2
2012	--	--	--	--	--	--	44.3
2013	--	--	--	--	--	--	34.5
2014	--	--	--	--	--	--	50.7
2015	--	--	--	--	--	--	8.5
2016	--	--	--	--	--	--	29.9
2017	--	--	--	--	--	--	21.2
2018	--	--	--	--	--	--	7.1
2019	--	--	--	--	--	--	2.6
2020	--	--	--	--	--	--	1.8
Subtotal	49	--	--	--	--	--	350.6

Annual Funding 2035   Procurement   Other Procurement, Army							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2015	400	126.1	--	26.2	152.3	12.3	164.6
2016	697	186.3	--	57.4	243.7	6.2	249.9
2017	1694	439.9	--	97.3	537.2	50.3	587.5
2018	2268	696.6	--	72.1	768.7	59.2	827.9
2019	2781	829.2	--	76.8	906.0	176.5	1082.5
2020	3093	904.2	--	54.5	958.7	144.6	1103.3
2021	2745	919.5	--	55.9	975.4	164.0	1139.4
2022	2851	1067.0	--	69.5	1136.5	32.4	1168.9
2023	2809	1034.5	--	111.3	1145.8	37.0	1182.8
2024	2638	1062.1	--	93.2	1155.3	34.6	1189.9
2025	2471	1016.1	--	84.9	1101.0	37.0	1138.0
2026	2556	1012.1	--	86.6	1098.7	31.2	1129.9
2027	2363	964.5	--	90.0	1054.5	29.4	1083.9
2028	2333	944.0	--	117.7	1061.7	29.4	1091.1
2029	2385	981.2	--	101.8	1083.0	27.9	1110.9
2030	2373	1011.2	--	92.7	1103.9	28.3	1132.2
2031	2230	1042.4	--	85.0	1127.4	27.4	1154.8
2032	2483	1068.2	--	78.8	1147.0	30.7	1177.7
2033	2466	1071.4	--	99.1	1170.5	31.1	1201.6
2034	2684	1134.7	--	70.8	1205.5	34.2	1239.7
2035	2779	1179.5	--	51.1	1230.6	36.0	1266.6
2036	--	--	--	46.7	46.7	2.3	49.0
2037	--	--	--	47.6	47.6	2.2	49.8
Subtotal	49099	18690.7	--	1767.0	20457.7	1064.2	21521.9

Annual Funding 2035   Procurement   Other Procurement, Army							
Fiscal Year	Quantity	BY 2012 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2015	400	117.6	--	24.4	142.0	11.5	153.5
2016	697	171.4	--	52.8	224.2	5.7	229.9
2017	1694	397.3	--	87.8	485.1	45.5	530.6
2018	2268	616.9	--	63.9	680.8	52.4	733.2
2019	2781	719.9	--	66.7	786.6	153.2	939.8
2020	3093	769.6	--	46.4	816.0	123.1	939.1
2021	2745	767.3	--	46.6	813.9	136.9	950.8
2022	2851	873.0	--	56.8	929.8	26.5	956.3
2023	2809	829.8	--	89.2	919.0	29.7	948.7
2024	2638	835.2	--	73.3	908.5	27.2	935.7
2025	2471	783.4	--	65.3	848.7	28.6	877.3
2026	2556	765.0	--	65.5	830.5	23.5	854.0
2027	2363	714.7	--	66.7	781.4	21.8	803.2
2028	2333	685.8	--	85.5	771.3	21.4	792.7
2029	2385	698.8	--	72.5	771.3	19.9	791.2
2030	2373	706.1	--	64.7	770.8	19.8	790.6
2031	2230	713.6	--	58.3	771.9	18.7	790.6
2032	2483	716.9	--	52.9	769.8	20.6	790.4
2033	2466	705.0	--	65.1	770.1	20.5	790.6
2034	2684	732.0	--	45.7	777.7	22.0	799.7
2035	2779	746.0	--	32.4	778.4	22.7	801.1
2036	--	--	--	29.0	29.0	1.4	30.4
2037	--	--	--	29.0	29.0	1.3	30.3
Subtotal	49099	14065.3	--	1340.5	15405.8	853.9	16259.7

Annual Funding 1109   Procurement   Procurement, Marine Corps							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2015	6	2.2	--	4.2	6.4	1.0	7.4
2016	124	41.0	--	19.0	60.0	--	60.0
2017	202	60.8	--	52.3	113.1	0.1	113.2
2018	1167	361.2	--	27.6	388.8	32.9	421.7
2019	1803	582.5	--	27.3	609.8	59.0	668.8
2020	1911	602.1	--	19.1	621.2	60.0	681.2
2021	24	7.6	--	19.2	26.8	72.2	99.0
2022	263	104.6	--	24.6	129.2	4.3	133.5
2023	--	--	--	6.6	6.6	3.9	10.5
2024	--	--	--	0.1	0.1	1.6	1.7
Subtotal	5500	1762.0	--	200.0	1962.0	235.0	2197.0

Annual Funding 1109   Procurement   Procurement, Marine Corps							
Fiscal Year	Quantity	BY 2012 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2015	6	2.1	--	3.9	6.0	0.9	6.9
2016	124	37.8	--	17.5	55.3	--	55.3
2017	202	55.0	--	47.2	102.2	0.1	102.3
2018	1167	320.3	--	24.5	344.8	29.1	373.9
2019	1803	506.3	--	23.7	530.0	51.4	581.4
2020	1911	513.1	--	16.3	529.4	51.1	580.5
2021	24	6.3	--	16.0	22.3	60.4	82.7
2022	263	85.7	--	20.2	105.9	3.5	109.4
2023	--	--	--	5.3	5.3	3.1	8.4
2024	--	--	--	0.1	0.1	1.2	1.3
Subtotal	5500	1526.6	--	174.7	1701.3	200.8	1902.1

## Low Rate Initial Production

Item	Initial LRIP Decision	Current Total LRIP
Approval Date	8/20/2012	8/25/2015
Approved Quantity	3100	4990
Reference	Milestone B ADM	Milestone C ADM
Start Year	2015	2015
End Year	2017	2018

## **Foreign Military Sales**

None

## **Nuclear Costs**

None

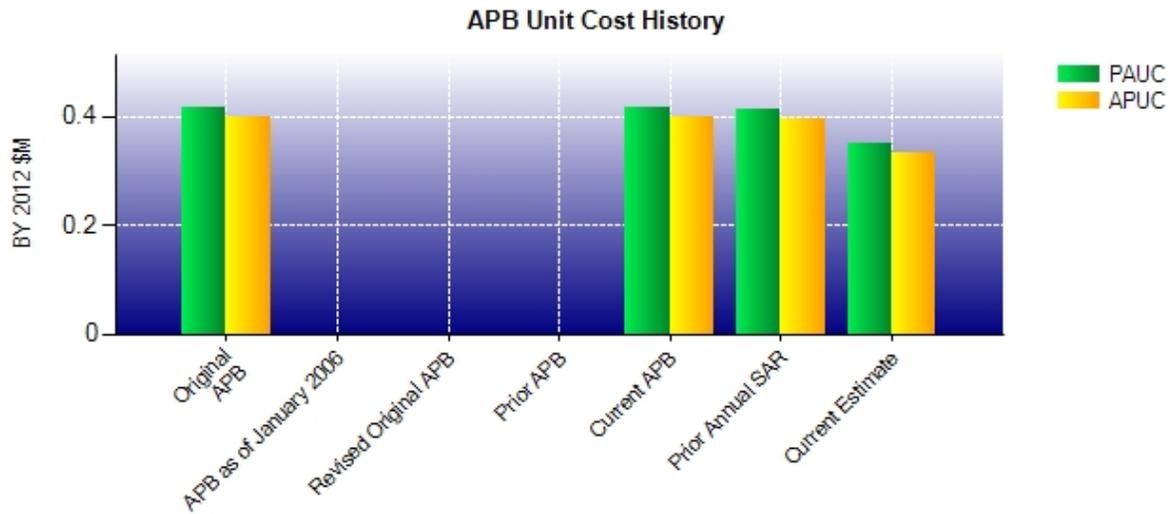
## Unit Cost

### Unit Cost Report

Item	BY 2012 \$M	BY 2012 \$M	% Change
	Current UCR Baseline (Oct 2012 APB)	Current Estimate (Dec 2015 SAR)	
<b>Program Acquisition Unit Cost</b>			
Cost	22780.2	19073.4	
Quantity	54730	54714	
Unit Cost	0.416	0.349	-16.11
<b>Average Procurement Unit Cost</b>			
Cost	21782.0	18161.8	
Quantity	54599	54599	
Unit Cost	0.399	0.333	-16.54

Item	BY 2012 \$M	BY 2012 \$M	% Change
	Original UCR Baseline (Oct 2012 APB)	Current Estimate (Dec 2015 SAR)	
<b>Program Acquisition Unit Cost</b>			
Cost	22780.2	19073.4	
Quantity	54730	54714	
Unit Cost	0.416	0.349	-16.11
<b>Average Procurement Unit Cost</b>			
Cost	21782.0	18161.8	
Quantity	54599	54599	
Unit Cost	0.399	0.333	-16.54

**Unit Cost History**



Item	Date	BY 2012 \$M		TY \$M	
		PAUC	APUC	PAUC	APUC
Original APB	Oct 2012	0.416	0.399	0.556	0.538
APB as of January 2006	N/A	N/A	N/A	N/A	N/A
Revised Original APB	N/A	N/A	N/A	N/A	N/A
Prior APB	N/A	N/A	N/A	N/A	N/A
Current APB	Oct 2012	0.416	0.399	0.556	0.538
Prior Annual SAR	Dec 2014	0.412	0.396	0.559	0.542
Current Estimate	Dec 2015	0.349	0.333	0.451	0.434

**SAR Unit Cost History**

Current SAR Baseline to Current Estimate (TY \$M)									
Initial PAUC Development Estimate	Changes								PAUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.556	0.002	0.000	-0.026	0.000	-0.080	0.000	-0.001	-0.105	0.451

Current SAR Baseline to Current Estimate (TY \$M)									
Initial APUC Development Estimate	Changes								APUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.538	0.002	0.000	-0.026	0.000	-0.079	0.000	-0.001	-0.104	0.434

SAR Baseline History				
Item	SAR Planning Estimate	SAR Development Estimate	SAR Production Estimate	Current Estimate
Milestone A	N/A	N/A	N/A	N/A
Milestone B	N/A	Aug 2012	N/A	Aug 2012
Milestone C	N/A	May 2015	N/A	Aug 2015
IOC	N/A	May 2018	N/A	Dec 2019
Total Cost (TY \$M)	N/A	30408.7	N/A	24667.8
Total Quantity	N/A	54730	N/A	54714
PAUC	N/A	0.556	N/A	0.451

## Cost Variance

Summary TY \$M					
Item	RDT&E	Procurement	MILCON	Acq O&M	Total
SAR Baseline (Development Estimate)	1009.8	29359.4	--	39.5	30408.7
Previous Changes					
Economic	+1.9	+344.7	--	+0.4	+347.0
Quantity	-7.3	--	--	--	-7.3
Schedule	-12.7	-120.1	--	--	-132.8
Engineering	--	--	--	--	--
Estimating	-5.3	-26.1	--	-39.9	-71.3
Other	--	--	--	--	--
Support	--	+29.7	--	--	+29.7
Subtotal	-23.4	+228.2	--	-39.5	+165.3
Current Changes					
Economic	-2.9	-232.2	--	--	-235.1
Quantity	-4.5	--	--	--	-4.5
Schedule	--	-1280.8	--	--	-1280.8
Engineering	--	--	--	--	--
Estimating	-30.1	-4274.2	--	--	-4304.3
Other	--	--	--	--	--
Support	--	-81.5	--	--	-81.5
Subtotal	-37.5	-5868.7	--	--	-5906.2
Total Changes	-60.9	-5640.5	--	-39.5	-5740.9
CE - Cost Variance	948.9	23718.9	--	--	24667.8
CE - Cost & Funding	948.9	23718.9	--	--	24667.8

Summary BY 2012 \$M					
Item	RDT&E	Procurement	MILCON	Acq O&M	Total
SAR Baseline (Development Estimate)	962.3	21782.0	--	35.9	22780.2
Previous Changes					
Economic	--	--	--	--	--
Quantity	-6.9	--	--	--	-6.9
Schedule	-13.1	-144.8	--	--	-157.9
Engineering	--	--	--	--	--
Estimating	-6.4	-25.7	--	-35.9	-68.0
Other	--	--	--	--	--
Support	--	+24.0	--	--	+24.0
Subtotal	-26.4	-146.5	--	-35.9	-208.8
Current Changes					
Economic	--	--	--	--	--
Quantity	-4.1	--	--	--	-4.1
Schedule	--	--	--	--	--
Engineering	--	--	--	--	--
Estimating	-20.2	-3455.7	--	--	-3475.9
Other	--	--	--	--	--
Support	--	-18.0	--	--	-18.0
Subtotal	-24.3	-3473.7	--	--	-3498.0
Total Changes	-50.7	-3620.2	--	-35.9	-3706.8
CE - Cost Variance	911.6	18161.8	--	--	19073.4
CE - Cost & Funding	911.6	18161.8	--	--	19073.4

Previous Estimate: December 2014

RDT&E	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-2.9
Reduction of RDT&E funded test vehicles (Army). (Quantity)	-2.2	-2.4
Reduction of RDT&E funded test vehicles (Navy). (Quantity)	-1.9	-2.1
Revised estimate for updated test plans and asset requirements for LRIP and FRP (Army). (Estimating)	-14.2	-23.6
Revised estimate for updated test plans and asset requirements for LRIP and FRP (Navy). (Estimating)	+13.7	+14.5
Reduction of Government Systems Engineering and Program Management (SEPM) due to methodology change (Army). (Estimating)	-10.4	-11.1
Reduction of Government SEPM due to methodology change (Navy). (Estimating)	-10.6	-11.2
Adjustment for current and prior escalation. (Estimating)	+1.3	+1.3
<b>RDT&amp;E Subtotal</b>	<b>-24.3</b>	<b>-37.5</b>

Procurement	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-232.2
Stretch out of procurement buy profile due to budget adjustments and revised assumptions regarding maximum buy profile by year (Army). (Schedule)	0.0	-1276.5
Stretch out of procurement buy profile due to budget adjustments (Navy). (Schedule)	0.0	-4.3
Revised estimates for unit costs of vehicles and kits based on realized savings (Army). (Estimating)	-2577.8	-3101.1
Revised estimates for unit costs of vehicles and kits based on realized savings (Navy). (Estimating)	-522.1	-602.8
Realized program efficiencies as a result of contractor SEPM down select (Army). (Estimating)	-17.7	-81.3
Realized program efficiencies as a result of contractor SEPM down select (Navy). (Estimating)	+49.0	+57.4
Methodology change in estimating Technical Data Package costs (Army). (Estimating)	-390.6	-550.1
Adjustment for current and prior escalation. (Estimating)	+3.5	+3.7
Adjustment for current and prior escalation. (Support)	+0.2	+0.3
Decrease in Other Support due to a change in estimating methodology, updated cost data in fielding, and New Equipment Training (Army). (Support)	-172.5	-252.4
Increase in Other Support due to a change in estimating methodology, updated cost data in fielding, and New Equipment Training (Navy). (Support)	+116.5	+137.0
Decrease in Initial Spares due to a change in estimating methodology and updated cost data in initial spares (Army). (Support)	+7.3	-1.4
Increase in Initial Spares due to a change in estimating methodology and updated cost data in initial spares (Navy). (Support)	+30.5	+35.0
<b>Procurement Subtotal</b>	<b>-3473.7</b>	<b>-5868.7</b>

## Contracts

### Contract Identification

**Appropriation:** Procurement  
**Contract Name:** LRIP & FRP contract  
**Contractor:** Oshkosh Defense LLC  
**Contractor Location:** 2307 Oregon St  
 Oshkosh, WI 54902  
**Contract Number:** W56HZV-15-C-0095  
**Contract Type:** Firm Fixed Price (FFP), Cost Plus Fixed Fee (CPFF)  
**Award Date:** August 25, 2015  
**Definitization Date:**

Contract Price								
Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)		
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager	
114.7	N/A	201	114.7	N/A	201	114.7	114.7	

Contract Variance			
Item	Cost Variance		Schedule Variance
Cumulative Variances To Date	0.0		0.0
Previous Cumulative Variances	--		--
Net Change	+0.0		+0.0

### Cost and Schedule Variance Explanations

None

### General Contract Variance Explanation

Cost and schedule variances are not reported for this contract since an EVM waiver was granted by the Army Acquisition Executive on July 1, 2015 due to the Cost Plus Fixed Fee Contract Line Items containing Level of Effort (LOE) type work. There is a possibility that a System Technical Support work directive could exceed the \$20M threshold, represent work of a discrete, non-LOE nature, and reflect a period of performance long enough to warrant application of EVM. Should such a case arise, JLTV will invoke EVM requirements on any individual or combination of related work directives that reflect such characteristics.

### Notes

This is the first time this contract is being reported.

This contract is comprised of a basic performance period plus eight option periods.

### Deliveries and Expenditures

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	90	90	115	78.26%
Production	0	0	54599	0.00%
Total Program Quantity Delivered	90	90	54714	0.16%

Expended and Appropriated (TY \$M)			
Total Acquisition Cost	24667.8	Years Appropriated	9
Expended to Date	694.8	Percent Years Appropriated	30.00%
Percent Expended	2.82%	Appropriated to Date	1288.2
Total Funding Years	30	Percent Appropriated	5.22%

The above data is current as of January 31, 2016.

## Operating and Support Cost

### Cost Estimate Details

<b>Date of Estimate:</b>	December 31, 2015
<b>Source of Estimate:</b>	POE
<b>Quantity to Sustain:</b>	54599
<b>Unit of Measure:</b>	Vehicle
<b>Service Life per Unit:</b>	20.00 Years
<b>Fiscal Years in Service:</b>	FY 2019 - FY 2056

Total JLTV vehicle quantity of 54,714 includes 115 RDT&E funded vehicles and 54,599 Procurement funded vehicles. RDT&E vehicles represent prototypes from the Technology Development and EMD phases and vehicles for Live Fire and Destructive Testing during the Production phase. Prototypes, Live Fire and Destructive Test assets will not be fielded.

Sustainment quantity is the Procurement quantity of 54,599

Procurement Quantity: 49,099 (Army) / 5,500 (U.S. Marine Corps (USMC))

### Sustainment Strategy

Reflects peacetime Operational Tempo (OPTEMPO) as identified by sub-configuration by the Army G-3/5/7 (Training) and in JLTV Operation Mode Summary & Mission Profile for the USMC. Reduced OPTEMPO used for Army Training and Army Prepositioned Stock units and inactive USMC units.

Interim Contractor Support will occur beginning in FY 2019 for Army and USMC fielding and will not exceed three years; it will then transition to organic maintenance support. USMC Supply Support is required from IOC (FY 2020) until fielding is complete (FY2023).

Army maintenance concept will be two levels of maintenance: Field and Sustainment maintenance. USMC maintenance concept will be three levels of maintenance: Operator/Crew, Field, and Sustainment.

The JLTV will incur a condition-based overhaul, starting at ten years. Of the operational vehicles that are older than ten years, 2.4 percent per year will undergo condition-based overhaul.

### Antecedent Information

Total and annual per vehicle O&S costs for High Mobility Multipurpose Wheeled Vehicle (HMMWV) were provided by Army Product Manager Light Tactical Vehicles (PM LTV). This estimate is based on an operating schedule from FY 2015 to FY 2045 and includes actual HMMWV costs as available.

The HMMWV costs provided by PM LTV are for Army only.

Annual O&S Costs BY2012 \$K		
Cost Element	JLTV Average Annual Cost Per Vehicle	HMMWV (Antecedent) Average Annual \$ Per Vehicle
Unit-Level Manpower	4.804	7.700
Unit Operations	3.365	1.600
Maintenance	10.130	4.300
Sustaining Support	2.410	5.300
Continuing System Improvements	1.485	0.500
Indirect Support	1.603	2.900
Other	0.000	0.000
<b>Total</b>	<b>23.797</b>	<b>22.300</b>

The JLTV O&S costs reflect peacetime operations.

The cost excludes Government Furnished Equipment (GFE) and Consumable and Repairable costs as it was decided at the Joint Cost Review Board on May 15, 2012 to exclude GFE procurement & sustainment from program costs in the Joint Cost Position and APB.

Item	Total O&S Cost \$M			
	JLTV		HMMWV (Antecedent)	
	Current Development APB Objective/Threshold	Current Estimate		
<b>Base Year</b>	31728.7	34901.6	25985.8	55472.7
<b>Then Year</b>	50630.5	N/A	40150.0	N/A

**Equation to Translate Annual Cost to Total Cost**

Unitized O&S Cost = Total O&S Costs / Total Operational Vehicle Years where Total Operational Vehicle Years = Total Operating Vehicles \* Economic Useful Life

Total O&S Costs: \$25,985.8M (BY\$ 2012)

Total Operational Vehicle Years: 1,091,980

Total Operating Vehicles: 54,599

Economic Useful Life: 20 Years

O&S Cost Variance		
Category	BY 2012 \$M	Change Explanations
Prior SAR Total O&S Estimates - Dec 2014 SAR	32516.6	
Programmatic/Planning Factors	0.0	
Cost Estimating Methodology	-2210.8	Updated methodology to exclude training ammunition and to include base ops environmental estimate.

Cost Data Update	-739.3	Updated Cost Estimating Relationship (CER) based on current O&S Management Information System data for Consumable/Reparables. Reflects updated vehicle manufacturing costs as input to O&S CERs (for Consumable/Reparables cost, civilian maintenance, overhaul). Updated cost data for transportation costs.
Labor Rate	-3619.7	Updated Army Military-Civilian Cost System Military Pay rates.
Energy Rate	39.0	Updated cost of fuel.
Technical Input	0.0	
Other	0.0	
<b>Total Changes</b>	<b>-6530.8</b>	
<b>Current Estimate</b>	<b>25985.8</b>	

**Disposal Estimate Details**

**Date of Estimate:** December 31, 2015  
**Source of Estimate:** POE  
**Disposal/Demilitarization Total Cost (BY 2012 \$M):** Total costs for disposal of all Vehicle are 191.5

Total Demilitarization Cost includes costs for disposal and transportation associated with disposal of JLTVs. The costs have increased from the previous year due to the inclusion of disposal costs for armor kits and an updated assumption of a higher quantity of vehicles to be disposed of for USMC and Army.