Selected Acquisition Report (SAR)

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

Joint Light Tactical Vehicle (JLTV)

As of FY 2015 President's Budget

Defense Acquisition Management
Information Retrieval
(DAMIR)

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Common Acronyms and Abbreviations

Acq O&M - Acquisition-Related Operations and Maintenance
APB - Acquisition Program Baseline
APPN - Appropriation
APUC - Average Procurement Unit Cost
BA - Budget Authority/Budget Activity
BY - Base Year
DAMIR - Defense Acquisition Management Information Retrieval
Dev Est - Development Estimate
DoD - Department of Defense
DSN - Defense Switched Network
Econ - Economic
Eng - Engineering
Est - Estimating
FMS - Foreign Military Sales
FY - Fiscal Year
IOC - Initial Operational Capability
$K - Thousands of Dollars
LRIP - Low Rate Initial Production
$M - Millions of Dollars
MILCON - Military Construction
N/A - Not Applicable
O&S - Operating and Support
Oth - Other
PAUC - Program Acquisition Unit Cost
PB - President's Budget
PE - Program Element
Proc - Procurement
Prod Est - Production Estimate
QR - Quantity Related
Qty - Quantity
RDT&E - Research, Development, Test, and Evaluation
SAR - Selected Acquisition Report
Sch - Schedule
Spt - Support
TBD - To Be Determined
TY - Then Year
UCR - Unit Cost Reporting

Program Information

Program Name

Joint Light Tactical Vehicle (JLTV)

DoD Component

Army

Joint Participants

United States Marine Corps

Responsible Office

Responsible Office

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Date Assigned October 8, 2012

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. Variants may be further equipped with multiple mission package configurations, such as the CSV Shelter Carrier and the CTV Heavy Guns Carrier.

Executive Summary

The JLTV is a joint Army/United States Marine Corps program, of which the Army is the lead service.

The Engineering and Manufacturing Development (EMD) phase includes 14-months of performance, reliability, and ballistic testing in order to validate that JLTV prototype vehicles achieve Key Performance Parameter and Key System Attribute thresholds and to support the source selection process for the Production and Deployment (PD) phase. The PD phase contract award will be a single, fixed-price contract for three years of LRIP, with option pricing for five follow-on years of Full Rate Production deliveries. The PD phase contract will also include an option for the procurement of JLTV technical data.

On August 20, 2012, the Under Secretary of Defense for Acquisition, Technology, and Logistics (USD (AT&L)) certified (with one waiver) the provisions set forth in section 2366b of title 10, United States Code. Provision (a)(1)(D) of that section was waived in accordance with subsection (d) of the statute. The USD (AT&L) will continue periodic reviews, in accordance with subsection (d)(2)(B), until a determination can be made for the waived provision. Notification of this waiver was provided to the Chairman of the Senate and House of Representatives Armed Services Committees and Appropriations Committees in which the USD (AT&L) states he has “directed the Army and Marine Corps to fully fund the program." The waiver is currently under review at the Office of the Secretary of Defense.

Fabrication, assembly, and delivery of all 66 prototype vehicles and 18 trailers (22-vehicles and six-trailers from each vendor), along with successful vendor Break-In and Shake-Down Testing is complete. All assets have undergone a Final Inspection Report process and were officially accepted by the Defense Contract Management Agency. Each of the three vendors hosted a pre-Test Readiness Review (TRR) during the month of August 2013. No major issues were identified and it was decided by all stakeholders that each vendor was ready to begin testing on their JLTV vehicles and trailers. On August 21-22, 2013, a Government TRR was held and all three vendors were approved to enter into test. All required vehicles and trailers arrived at their respective tests sites and successfully underwent initial inspection, instrumentation and systems checks. Multiple Tester training sessions were conducted in preparation for the start of Government testing which began on September 15, 2013. Various performance tests are underway and JLTVs are in the process of accumulating Reliability, Availability, and Maintainability (RAM) miles at Aberdeen Test Center and Yuma Test Center. Government Ballistic Testing also commenced on November 15, 2013. Contractor Performed Government Testing was completed on November 12, 2013 and all associated test assets have been shipped to the test sites to support the continuation of Government testing. Each of the three EMD phase vendors successfully executed Manufacturing Readiness Assessments which were conducted in October and November 2013.

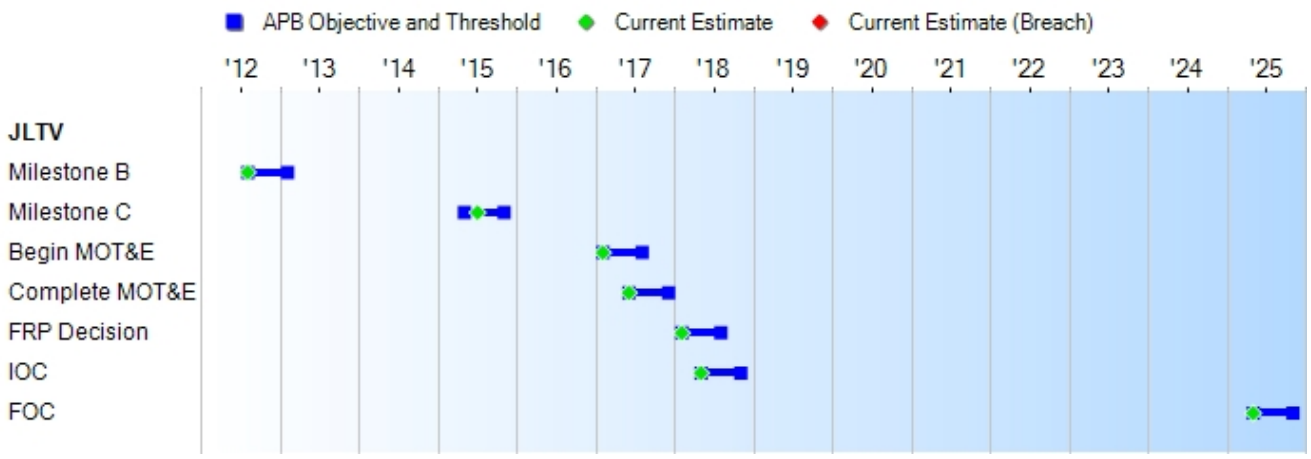
There are no significant software-related issues with this program at this time.

Threshold Breaches

APB Breaches		
Schedule		☐
Performance		☐
Cost	RDT&E	☐
	Procurement	☐
	MILCON	☐
	Acq O&M	☐
O&S Cost		☐
Unit Cost	PAUC	☐
	APUC	☐

Nunn-McCurdy Breaches		
Current UCR Baseline		
	PAUC	None
	APUC	None
Original UCR Baseline		
	PAUC	None
	APUC	None

Schedule



Milestones	SAR Baseline Dev Est	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	JUL 2015	(Ch-1)
Begin MOT&E	FEB 2017	FEB 2017	AUG 2017	FEB 2017	
Complete MOT&E	JUN 2017	JUN 2017	DEC 2017	JUN 2017	
FRP Decision	FEB 2018	FEB 2018	AUG 2018	FEB 2018	
IOC	MAY 2018	MAY 2018	NOV 2018	MAY 2018	
FOC	MAY 2025	MAY 2025	NOV 2025	MAY 2025	

Change Explanations

(Ch-1) The current estimate for Milestone C changed from May 2015 to July 2015 to better align Milestone C decision with the planned Source Selection down select decision. The planned LRIP contract award in July 2015 remains unchanged.

Memo

The above IOC is for the Army. The United States Marine Corps IOC is scheduled for December 2017.

Acronyms and Abbreviations

FOC - Full Operational Capability
FRP - Full Rate Production
IOC - Initial Operational Capability
MOT&E - Multi-Service Operational Test and Evaluation

Performance

Characteristics	SAR Baseline Dev Est	Current APB Development Objective/Threshold		Demonstrated Performance	Current Estimate
Survivability KPP	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.
Net-Ready KPP	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	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	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	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, excepting tactical and non-IP communica-tions, 3) Compliant with GIG Technical	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, excepting tactical and non-IP communica-tions, 3) Compliant with GIG Technical	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, excepting tactical and non-IP communica-tions, 3) Compliant with GIG Technical		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, excepting tactical and non-IP communica-tions, 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.	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.	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.		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
Sustainment KPP	JLTV FoV (vehicle only) should have an Ao 98%. JLTV FoV (vehicle only) should have	JLTV FoV (vehicle only) should have an Ao 98%. JLTV FoV (vehicle only) should have	JLTV FoV (vehicle only) shall have an Ao of 95%. JLTV FoV (vehicle only) shall have a	TBD	JLTV FoV (vehicle only) should have an Ao 98%. JLTV FoV (vehicle only) should have

	a Am of 85%.	a Am of 85%.	Am of 80%.		a Am of 85%.
System Training KPP	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 demonstrating a capability to negotiate operationally relevant terrain profiles, which include basic organic vehicle instrumentation, controls and crew drills.	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 demonstrating a capability to negotiate operationally relevant terrain profiles, which include basic organic vehicle instrumentation, controls and crew drills.	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 demonstrating a capability to negotiate operationally relevant terrain profiles, which include basic organic vehicle instrumentation, controls and crew drills.	TBD	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 demonstrating a capability to negotiate operationally relevant terrain profiles, which include basic organic vehicle instrumentation, controls and crew drills.
Mobility KPP	The JLTV mobility shall support continuous operation across worldwide	The JLTV mobility shall support continuous operation across worldwide	The JLTV mobility shall support continuous operation across worldwide	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 improve-ments, & 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	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 improve-ments, & 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	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 improve-ments, & 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		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 improve-ments, & 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.	threshold applies within the confidence bounds of established soft soil test procedures.	threshold applies within the confidence bounds of established soft soil test procedures.		threshold applies within the confidence bounds of established soft soil test procedures.
Transportability KPP	The JLTV FoV shall be transportable worldwide by air and sea modes to support strategic deployment and operational maneuver in accordance with 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	The JLTV FoV shall be transportable worldwide by air and sea modes to support strategic deployment and operational maneuver in accordance with 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	The JLTV FoV shall be transportable worldwide by air and sea modes to support strategic deployment and operational maneuver in 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	TBD	The JLTV FoV shall be transportable worldwide by air and sea modes to support strategic deployment and operational maneuver in accordance with 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-	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-	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 Expedi-		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 Expedi-tionary capabilities. The USMC JLTV (CTV variants and the CSV Utility) shall be capable of being loaded into all deck spaces of the preposition-ing 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.	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 Expedi-tionary capabilities. The USMC JLTV (CTV variants and the CSV Utility) shall be capable of being loaded into all deck spaces of the preposition-ing 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.	tionary capabilities. The USMC JLTV (CTV variants and the CSV Utility) shall be capable of being loaded into all deck spaces of the preposition-ing 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.		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 Expedition-ary capabilities. The USMC JLTV (CTV variants and the CSV Utility) shall be capable of being loaded into all deck spaces of the preposition-ing 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.
Payload KPP	Combat Tactical Vehicles (CTVs	Combat Tactical Vehicles (CTVs	Combat Tactical Vehicles (CTVs	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.	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.	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.		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 Source

Capability Development Document (CDD) dated March 15, 2012

Change Explanations

None

Acronyms and Abbreviations

Am - Materiel Availability
Ao - Operational Availability
ATO - Approval to Operate
C - Celsius
CCWC - Close Combat Weapons Carrier
CDD - Capability Development Document
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
IED - Improvised Explosive Device
IP - Internet Protocol
IT - Information Technology
JTRS - Joint Tactical Radio System
k - Thousand
KPP - Key Performance Parameter
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
SSP - System Support Package
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	
	Project		**Name**	
	3209		Marine Corps Grnd Cmbt/Supt Sys	(Sunk)
	Notes:		Funding line used through FY 2012	
Navy	1319	04	0605812M	
	Project		**Name**	
	3209		Joint Light Tactical Vehicle	
	Notes:		Funding line FY 2013 and beyond	
Army	2040	04	0603804A	
	Project		**Name**	
	L04		Joint Light Tactical Vehicle (JLTV) - Advanced Development (AD)	(Sunk)
	Notes:		Funding line used from FY 2008-FY 2011	
Army	2040	05	0604804A	
	Project		**Name**	
	L50		Joint Light Tactical Vehicle (JLTV) - System Development and Demonstration (SDD)	(Sunk)
	Notes:		Funding line used FY 2012	
Army	2040	05	0605812A	
	Project		**Name**	
	VU9		Joint Light Tactical Vehicle - Engineering and Manufacturing Development (EMD)	
	Notes:		Funding line FY 2013 and beyond	

Procurement

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

Line Item	Name
D15603	Joint Light Tactical Vehicle
Notes:	Funding starts FY 2015

Cost and Funding

Cost Summary

Total Acquisition Cost and Quantity

	BY2012 $M			BY2012 $M	TY $M		
Appropriation	SAR Baseline Dev Est	Current APB Development Objective/Threshold		Current Estimate	SAR Baseline Dev Est	Current APB Development Objective	Current Estimate
RDT&E	962.3	962.3	1058.5	930.5	1009.8	1009.8	984.5
Procurement	21782.0	21782.0	23960.2	21715.1	29359.4	29359.4	30041.4
Flyaway	--	--	--	20675.1	--	--	28674.0
Recurring	--	--	--	19025.7	--	--	26391.0
Non Recurring	--	--	--	1649.4	--	--	2283.0
Support	--	--	--	1040.0	--	--	1367.4
Other Support	--	--	--	886.2	--	--	1162.1
Initial Spares	--	--	--	153.8	--	--	205.3
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	22645.6	30408.7	30408.7	31025.9

Confidence Level for Current APB Cost 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 tranportation repairable and consumerable parts associated with government furnished equipment / end-item supply and maintenance of government furnished equipment).

For the JLTV program, the unit of measure for Average Procurement Unit Cost (APUC) and Program Acquisition Unit Cost (PAUC) calculations is a vehicle.

Quantity	SAR Baseline Dev Est	Current APB Development	Current Estimate
RDT&E	131	131	131
Procurement	54599	54599	54599
Total	54730	54730	54730

Cost and Funding

Funding Summary

Appropriation and Quantity Summary
FY2015 President's Budget / December 2013 SAR (TY$ M)

Appropriation	Prior	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	To Complete	Total
RDT&E	555.3	134.6	57.2	67.0	49.5	5.4	5.2	110.3	984.5
Procurement	0.0	0.0	172.1	387.4	746.8	1364.4	1720.0	25650.7	30041.4
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 2015 Total	555.3	134.6	229.3	454.4	796.3	1369.8	1725.2	25761.0	31025.9
PB 2014 Total	577.3	134.6	260.1	478.7	799.4	1373.1	1773.3	25711.7	31108.2
Delta	-22.0	0.0	-30.8	-24.3	-3.1	-3.3	-48.1	49.3	-82.3

Quantity	Undistributed	Prior	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	To Complete	Total
Development	131	0	0	0	0	0	0	0	0	131
Production	0	0	0	181	503	1098	2567	3204	47046	54599
PB 2015 Total	131	0	0	181	503	1098	2567	3204	47046	54730
PB 2014 Total	131	0	0	183	559	1121	2600	3257	46879	54730
Delta	0	0	0	-2	-56	-23	-33	-53	167	0

Cost and Funding

Annual Funding By Appropriation

Annual Funding TY$
2040 | RDT&E | Research, Development, Test, and Evaluation, Army

Fiscal Year	Quantity	End Item Recurring Flyaway TY $M	Non End Item Recurring Flyaway TY $M	Non Recurring Flyaway TY $M	Total Flyaway TY $M	Total Support TY $M	Total Program TY $M
2008	--	--	--	--	--	--	105.2
2009	--	--	--	--	--	--	20.5
2010	--	--	--	--	--	--	26.3
2011	--	--	--	--	--	--	33.4
2012	--	--	--	--	--	--	84.5
2013	--	--	--	--	--	--	59.2
2014	--	--	--	--	--	--	84.2
2015	--	--	--	--	--	--	45.7
2016	--	--	--	--	--	--	32.7
2017	--	--	--	--	--	--	25.8
2018	--	--	--	--	--	--	3.2
2019	--	--	--	--	--	--	3.1
2020	--	--	--	--	--	--	2.0
2021	--	--	--	--	--	--	2.0
2022	--	--	--	--	--	--	2.1
2023	--	--	--	--	--	--	5.3
2024	--	--	--	--	--	--	7.1
2025	--	--	--	--	--	--	4.4
2026	--	--	--	--	--	--	4.5
2027	--	--	--	--	--	--	4.6
2028	--	--	--	--	--	--	5.7
2029	--	--	--	--	--	--	7.8
2030	--	--	--	--	--	--	4.9
2031	--	--	--	--	--	--	5.0
2032	--	--	--	--	--	--	5.1
2033	--	--	--	--	--	--	6.2

2034	--	--	--	--	--	--	8.6
2035	--	--	--	--	--	--	5.4
2036	--	--	--	--	--	--	5.5
2037	--	--	--	--	--	--	5.6
2038	--	--	--	--	--	--	6.9
2039	--	--	--	--	--	--	5.7
Subtotal	**72**	**--**	**--**	**--**	**--**	**--**	**628.2**

Annual Funding BY$
2040 | RDT&E | Research, Development, Test, and Evaluation, Army

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2012 $M	Non End Item Recurring Flyaway BY 2012 $M	Non Recurring Flyaway BY 2012 $M	Total Flyaway BY 2012 $M	Total Support BY 2012 $M	Total Program BY 2012 $M
2008	--	--	--	--	--	--	110.3
2009	--	--	--	--	--	--	21.2
2010	--	--	--	--	--	--	26.8
2011	--	--	--	--	--	--	33.4
2012	--	--	--	--	--	--	83.1
2013	--	--	--	--	--	--	57.2
2014	--	--	--	--	--	--	79.3
2015	--	--	--	--	--	--	42.1
2016	--	--	--	--	--	--	29.5
2017	--	--	--	--	--	--	22.8
2018	--	--	--	--	--	--	2.8
2019	--	--	--	--	--	--	2.6
2020	--	--	--	--	--	--	1.7
2021	--	--	--	--	--	--	1.6
2022	--	--	--	--	--	--	1.7
2023	--	--	--	--	--	--	4.2
2024	--	--	--	--	--	--	5.5
2025	--	--	--	--	--	--	3.3
2026	--	--	--	--	--	--	3.3
2027	--	--	--	--	--	--	3.3
2028	--	--	--	--	--	--	4.1
2029	--	--	--	--	--	--	5.4
2030	--	--	--	--	--	--	3.4
2031	--	--	--	--	--	--	3.4
2032	--	--	--	--	--	--	3.4
2033	--	--	--	--	--	--	4.0
2034	--	--	--	--	--	--	5.4
2035	--	--	--	--	--	--	3.3
2036	--	--	--	--	--	--	3.3

2037	--	--	--	--	--	--	3.3
2038	--	--	--	--	--	--	4.0
2039	--	--	--	--	--	--	3.3
Subtotal	**72**	**--**	**--**	**--**	**--**	**--**	**582.0**

Annual Funding TY$
1319 | RDT&E | Research, Development, Test, and Evaluation, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway TY $M	Non End Item Recurring Flyaway TY $M	Non Recurring Flyaway TY $M	Total Flyaway TY $M	Total Support TY $M	Total Program TY $M
2008	--	--	--	--	--	--	38.7
2009	--	--	--	--	--	--	40.7
2010	--	--	--	--	--	--	47.8
2011	--	--	--	--	--	--	18.3
2012	--	--	--	--	--	--	45.1
2013	--	--	--	--	--	--	35.6
2014	--	--	--	--	--	--	50.4
2015	--	--	--	--	--	--	11.5
2016	--	--	--	--	--	--	34.3
2017	--	--	--	--	--	--	23.7
2018	--	--	--	--	--	--	2.2
2019	--	--	--	--	--	--	2.1
2020	--	--	--	--	--	--	2.0
2021	--	--	--	--	--	--	2.0
2022	--	--	--	--	--	--	1.9
Subtotal	**59**	**--**	**--**	**--**	**--**	**--**	**356.3**

Annual Funding BY$
1319 | RDT&E | Research, Development, Test, and Evaluation, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2012 $M	Non End Item Recurring Flyaway BY 2012 $M	Non Recurring Flyaway BY 2012 $M	Total Flyaway BY 2012 $M	Total Support BY 2012 $M	Total Program BY 2012 $M
2008	--	--	--	--	--	--	40.7
2009	--	--	--	--	--	--	42.2
2010	--	--	--	--	--	--	48.9
2011	--	--	--	--	--	--	18.3
2012	--	--	--	--	--	--	44.2
2013	--	--	--	--	--	--	34.4
2014	--	--	--	--	--	--	47.9
2015	--	--	--	--	--	--	10.7
2016	--	--	--	--	--	--	31.4
2017	--	--	--	--	--	--	21.2
2018	--	--	--	--	--	--	1.9
2019	--	--	--	--	--	--	1.8
2020	--	--	--	--	--	--	1.7
2021	--	--	--	--	--	--	1.7
2022	--	--	--	--	--	--	1.5
Subtotal	**59**	**--**	**--**	**--**	**--**	**--**	**348.5**

Annual Funding TY$
2035 | Procurement | Other Procurement, Army

Fiscal Year	Quantity	End Item Recurring Flyaway TY $M	Non End Item Recurring Flyaway TY $M	Non Recurring Flyaway TY $M	Total Flyaway TY $M	Total Support TY $M	Total Program TY $M
2015	176	89.9	--	61.3	151.2	13.4	164.6
2016	412	181.2	--	110.0	291.2	19.6	310.8
2017	858	463.4	--	78.4	541.8	61.9	603.7
2018	1455	701.4	--	48.3	749.7	94.2	843.9
2019	1879	897.7	--	56.9	954.6	147.2	1101.8
2020	2196	1055.4	--	61.3	1116.7	183.7	1300.4
2021	2200	1045.5	--	55.5	1101.0	51.3	1152.3
2022	2200	1058.1	--	75.6	1133.7	47.6	1181.3
2023	2200	1067.7	--	74.3	1142.0	55.4	1197.4
2024	2200	1076.3	--	81.0	1157.3	47.7	1205.0
2025	2200	1048.2	--	85.3	1133.5	40.8	1174.3
2026	2200	1020.0	--	77.3	1097.3	37.9	1135.2
2027	2200	991.1	--	83.6	1074.7	35.3	1110.0
2028	2200	1001.9	--	80.6	1082.5	36.7	1119.2
2029	2200	1019.1	--	87.6	1106.7	34.7	1141.4
2030	2200	1038.6	--	92.7	1131.3	35.5	1166.8
2031	2200	1044.6	--	83.1	1127.7	36.2	1163.9
2032	2200	1061.1	--	90.5	1151.6	36.7	1188.3
2033	2200	1088.7	--	83.6	1172.3	37.4	1209.7
2034	2200	1095.1	--	93.0	1188.1	38.2	1226.3
2035	2200	1108.4	--	98.6	1207.0	39.0	1246.0
2036	2200	1124.4	--	87.1	1211.5	39.9	1251.4
2037	2200	1143.6	--	89.0	1232.6	40.8	1273.4
2038	2200	1168.7	--	88.3	1257.0	41.3	1298.3
2039	1959	1056.4	--	82.0	1138.4	37.7	1176.1
2040	564	321.8	--	82.1	403.9	11.7	415.6
2041	--	--	--	25.4	25.4	1.0	26.4
2042	--	--	--	24.4	24.4	1.1	25.5
Subtotal	**49099**	**23968.3**	**--**	**2136.8**	**26105.1**	**1303.9**	**27409.0**

Annual Funding BY$
2035 | Procurement | Other Procurement, Army

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2012 $M	Non End Item Recurring Flyaway BY 2012 $M	Non Recurring Flyaway BY 2012 $M	Total Flyaway BY 2012 $M	Total Support BY 2012 $M	Total Program BY 2012 $M
2015	176	82.7	--	56.4	139.1	12.3	151.4
2016	412	163.4	--	99.1	262.5	17.7	280.2
2017	858	409.6	--	69.4	479.0	54.7	533.7
2018	1455	607.9	--	41.9	649.8	81.6	731.4
2019	1879	762.7	--	48.3	811.0	125.1	936.1
2020	2196	879.1	--	51.1	930.2	153.0	1083.2
2021	2200	853.8	--	45.3	899.1	41.9	941.0
2022	2200	847.2	--	60.5	907.7	38.1	945.8
2023	2200	838.1	--	58.3	896.4	43.5	939.9
2024	2200	828.3	--	62.3	890.6	36.7	927.3
2025	2200	790.8	--	64.4	855.2	30.8	886.0
2026	2200	754.5	--	57.2	811.7	28.0	839.7
2027	2200	718.7	--	60.6	779.3	25.6	804.9
2028	2200	712.3	--	57.3	769.6	26.1	795.7
2029	2200	710.3	--	61.1	771.4	24.2	795.6
2030	2200	709.7	--	63.4	773.1	24.2	797.3
2031	2200	699.8	--	55.6	755.4	24.3	779.7
2032	2200	696.9	--	59.5	756.4	24.1	780.5
2033	2200	701.0	--	54.0	755.0	24.0	779.0
2034	2200	691.3	--	58.8	750.1	24.1	774.2
2035	2200	686.0	--	61.1	747.1	24.1	771.2
2036	2200	682.3	--	52.8	735.1	24.2	759.3
2037	2200	680.3	--	53.0	733.3	24.2	757.5
2038	2200	681.6	--	51.5	733.1	24.1	757.2
2039	1959	604.0	--	47.0	651.0	21.5	672.5
2040	564	180.4	--	46.0	226.4	6.6	233.0
2041	--	--	--	14.0	14.0	0.5	14.5
2042	--	--	--	13.1	13.1	0.6	13.7
Subtotal	**49099**	**16972.7**	**--**	**1523.0**	**18495.7**	**985.8**	**19481.5**

Annual Funding TY$
1109 | Procurement | Procurement, Marine Corps

Fiscal Year	Quantity	End Item Recurring Flyaway TY $M	Non End Item Recurring Flyaway TY $M	Non Recurring Flyaway TY $M	Total Flyaway TY $M	Total Support TY $M	Total Program TY $M
2015	5	2.5	--	4.2	6.7	0.8	7.5
2016	91	42.1	--	33.3	75.4	1.2	76.6
2017	240	110.1	--	23.9	134.0	9.1	143.1
2018	1112	492.0	--	19.6	511.6	8.9	520.5
2019	1325	582.7	--	21.4	604.1	14.1	618.2
2020	1340	585.7	--	20.9	606.6	13.9	620.5
2021	1340	585.9	--	18.2	604.1	13.1	617.2
2022	47	21.7	--	3.7	25.4	1.1	26.5
2023	--	--	--	0.7	0.7	0.6	1.3
2024	--	--	--	0.3	0.3	0.7	1.0
Subtotal	**5500**	**2422.7**	**--**	**146.2**	**2568.9**	**63.5**	**2632.4**

Annual Funding BY$
1109 | Procurement | Procurement, Marine Corps

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2012 $M	Non End Item Recurring Flyaway BY 2012 $M	Non Recurring Flyaway BY 2012 $M	Total Flyaway BY 2012 $M	Total Support BY 2012 $M	Total Program BY 2012 $M
2015	5	2.3	--	3.9	6.2	0.7	6.9
2016	91	38.1	--	30.2	68.3	1.1	69.4
2017	240	97.8	--	21.2	119.0	8.1	127.1
2018	1112	428.5	--	17.0	445.5	7.8	453.3
2019	1325	497.6	--	18.2	515.8	12.1	527.9
2020	1340	490.3	--	17.5	507.8	11.6	519.4
2021	1340	480.9	--	14.8	495.7	10.8	506.5
2022	47	17.5	--	2.9	20.4	0.9	21.3
2023	--	--	--	0.5	0.5	0.5	1.0
2024	--	--	--	0.2	0.2	0.6	0.8
Subtotal	**5500**	**2053.0**	**--**	**126.4**	**2179.4**	**54.2**	**2233.6**

The United States Marine Corps quantities above are slightly different than program budget documents and reflect adjustments for consistency with Army's full funding policy.

Low Rate Initial Production

	Initial LRIP Decision	Current Total LRIP
Approval Date	8/20/2012	8/20/2012
Approved Quantity	3100	3100
Reference	Milestone B Acquisition Decision Memorandum (ADM)	Milestone B ADM
Start Year	2015	2015
End Year	2017	2017

Foreign Military Sales

None

Nuclear Costs

None

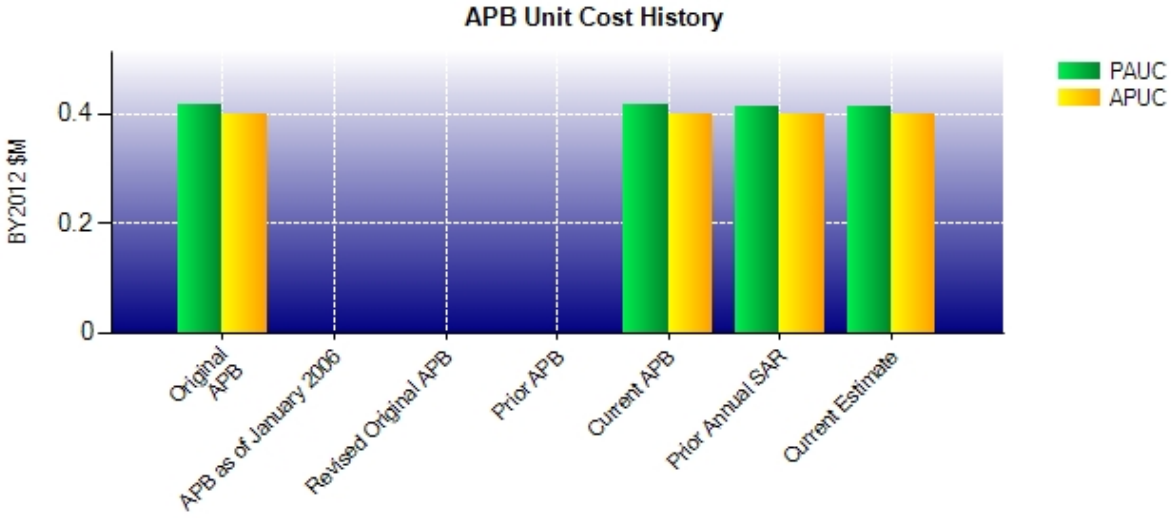
Unit Cost

Unit Cost Report

Unit Cost	BY2012 $M Current UCR Baseline (OCT 2012 APB)	BY2012 $M Current Estimate (DEC 2013 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	22780.2	22645.6	
Quantity	54730	54730	
Unit Cost	0.416	0.414	-0.48
Average Procurement Unit Cost (APUC)			
Cost	21782.0	21715.1	
Quantity	54599	54599	
Unit Cost	0.399	0.398	-0.25

Unit Cost	BY2012 $M Original UCR Baseline (OCT 2012 APB)	BY2012 $M Current Estimate (DEC 2013 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	22780.2	22645.6	
Quantity	54730	54730	
Unit Cost	0.416	0.414	-0.48
Average Procurement Unit Cost (APUC)			
Cost	21782.0	21715.1	
Quantity	54599	54599	
Unit Cost	0.399	0.398	-0.25

Unit Cost History



		BY2012 $M		TY $M	
	Date	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 2012	0.415	0.399	0.568	0.551
Current Estimate	DEC 2013	0.414	0.398	0.567	0.550

SAR Unit Cost History

Current SAR Baseline to Current Estimate (TY $M)

Initial PAUC Dev Est	Changes								PAUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.556	0.013	0.000	0.000	0.000	-0.002	0.000	0.000	0.011	0.567

Current SAR Baseline to Current Estimate (TY $M)

Initial APUC Dev Est	Changes								APUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.538	0.014	0.000	0.000	0.000	-0.001	0.000	0.000	0.013	0.550

SAR Baseline History

Item/Event	SAR Planning Estimate (PE)	SAR Development Estimate (DE)	SAR Production Estimate (PdE)	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	JUL 2015
IOC	N/A	MAY 2018	N/A	MAY 2018
Total Cost (TY $M)	N/A	30408.7	N/A	31025.9
Total Quantity	N/A	54730	N/A	54730
Prog. Acq. Unit Cost (PAUC)	N/A	0.556	N/A	0.567

Cost Variance

Summary Then Year $M					
	RDT&E	Proc	MILCON	Acq O&M	Total
SAR Baseline (Dev Est)	1009.8	29359.4	--	39.5	30408.7
Previous Changes					
Economic	+11.4	+738.4	--	+0.5	+750.3
Quantity	--	--	--	--	--
Schedule	+4.0	--	--	--	+4.0
Engineering	--	--	--	--	--
Estimating	-24.3	-6.8	--	-19.7	-50.8
Other	--	--	--	--	--
Support	--	-4.0	--	--	-4.0
Subtotal	-8.9	+727.6	--	-19.2	+699.5
Current Changes					
Economic	-4.3	+4.9	--	-0.1	+0.5
Quantity	--	--	--	--	--
Schedule	-16.7	-12.6	--	--	-29.3
Engineering	--	--	--	--	--
Estimating	+4.6	-31.2	--	-20.2	-46.8
Other	--	--	--	--	--
Support	--	-6.7	--	--	-6.7
Subtotal	-16.4	-45.6	--	-20.3	-82.3
Total Changes	-25.3	+682.0	--	-39.5	+617.2
CE - Cost Variance	984.5	30041.4	--	--	31025.9
CE - Cost & Funding	984.5	30041.4	--	--	31025.9

Summary Base Year 2012 $M					
	RDT&E	Proc	MILCON	Acq O&M	Total
SAR Baseline (Dev Est)	962.3	21782.0	--	35.9	22780.2
Previous Changes					
Economic	--	--	--	--	--
Quantity	--	--	--	--	--
Schedule	+3.4	--	--	--	+3.4
Engineering	--	--	--	--	--
Estimating	-22.8	-6.2	--	-18.7	-47.7
Other	--	--	--	--	--
Support	--	-3.0	--	--	-3.0
Subtotal	-19.4	-9.2	--	-18.7	-47.3
Current Changes					
Economic	--	--	--	--	--
Quantity	--	--	--	--	--
Schedule	-16.5	-23.9	--	--	-40.4
Engineering	--	--	--	--	--
Estimating	+4.1	-28.1	--	-17.2	-41.2
Other	--	--	--	--	--
Support	--	-5.7	--	--	-5.7
Subtotal	-12.4	-57.7	--	-17.2	-87.3
Total Changes	-31.8	-66.9	--	-35.9	-134.6
CE - Cost Variance	930.5	21715.1	--	--	22645.6
CE - Cost & Funding	930.5	21715.1	--	--	22645.6

Previous Estimate: December 2012

RDT&E	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	-4.3
Adjustment for current and prior escalation. (Estimating)	+3.1	+3.2
Update to reflect actual costs for Government Furnished Equipment (GFE) (Army). (Estimating)	+0.8	+1.2
Update to reflect actual costs for GFE (Navy). (Estimating)	+0.2	+0.2
Funding decrement due to FY 2013 Sequestration (Army). (Schedule)	-5.3	-5.3
Net funding change due to FY 2013 Congressional reduction, FY 2015 PB adjustments, and long-term impacts of FY 2013 Sequestration which resulted in an update to the Engineering and Manufacturing Development (EMD) test schedule (Army). (Schedule)	+0.3	+0.3
Net funding decrement due to FY 2013 Congressional reduction and FY 2015 PB adjustments which resulted in an update to the EMD test schedule (Navy). (Schedule)	-11.5	-11.7
RDT&E Subtotal	-12.4	-16.4

Procurement	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	+4.9
Change in phasing of vehicle procurement schedule (Army). (Schedule)	0.0	+20.9
Change in phasing of vehicle procurement schedule (Navy). (Schedule)	0.0	+2.8
Additional schedule variance due to updated configuration mix and procurement schedules for vehicle kits (Army). (Schedule)	-16.0	-27.1
Additional schedule variance due to updated configuration mix and procurement schedules for vehicle kits (Navy). (Schedule)	-7.9	-9.2
Contractor System Technical Support (STS) changes due to date of LRIP contract award (Army). (Estimating)	-14.6	-16.1
Contractor STS changes due to date of LRIP contract award (Navy). (Estimating)	-2.4	-2.5
Reductions in Government Systems Engineering and Program Management (SEPM) due to down select and program efficiencies (Army). (Estimating)	-4.6	-6.7
Changes in Government SEPM due to down select and program efficiencies (Navy). (Estimating)	+0.1	+0.2
One-time adjustment to cost sharing by Service in System Test & Evaluation (Army). (Estimating)	+13.5	+16.0
One-time adjustment to cost sharing by Service in System Test & Evaluation (Navy). (Estimating)	-15.7	-17.3
Removal of Follow-On Reliability, Availability, and Maintainability (RAM) Test costs and System Support Package (SSP) for Follow-On RAM Tests (Army). (Estimating)	-2.2	-2.4
Removal of Follow-On RAM Test costs and SSP for Follow-On RAM Tests (Navy). (Estimating)	-2.2	-2.4
Update in Other Support (e.g., Interim Contractor Logistics Support (ICLS), New Equipment Training, and Tech Manual Development) due to production schedule adjustment including decrease in the number of vehicles operating during ICLS (Army). (Support)	-3.7	-3.5

Update in Other Support (Navy). (Support)	-0.9	-1.8
Update in Initial Spares (Army). (Support)	-1.0	-1.0
Update in Initial Spares (Navy). (Support)	-0.1	-0.4
Procurement Subtotal	-57.7	-45.6

Acq O&M	**$M**	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	-0.1
Removed due to funding source error. United States Marine Corps USMC) civilian PM support during the Investment Phase is funded with O&M. However USMC PM will not directly receive the Acquisition O&M funding because it is funded through higher headquarters (Navy). (Estimating)	-17.2	-20.2
Acq O&M Subtotal	-17.2	-20.3

Contracts

Appropriation: RDT&E	
Contract Name	**JLTV EMD Phase PD B**
Contractor	AM General LLC
Contractor Location	105 N Niles Ave South Bend, IN 46617-2705
Contract Number, Type	W56HZV-12-C-0258, FFP
Award Date	August 22, 2012
Definitization Date	August 22, 2012

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price at Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
63.9	N/A	22	63.8	N/A	22	63.8	63.8

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the partial de-scoping of contractor Reliability, Availability, and Maintainability / Shakedown testing and the additon of Development Test and Operational Test operator / crew training.

Cost and Schedule Variance Explanations

Cost and Schedule Variance reporting is not required on this FFP contract.

Contract Comments

Quantity of 22 represents research and development prototypes, not fully developed systems and not intended to be fielded.

Appropriation: RDT&E

Contract Name	**JLTV EMD Phase PD C**
Contractor	Lockheed Martin Corporation
Contractor Location	1701 W Marshall Dr. Grand Prairie, TX 75051-2704
Contract Number, Type	W56HZV-12-C-0262, FFP
Award Date	August 22, 2012
Definitization Date	August 22, 2012

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price at Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
65.0	N/A	22	65.1	N/A	22	65.1	65.1

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the partial de-scoping of contractor Reliability, Availability, and Maintainability / Shakedown testing and the additon of Development Test and Operational Test operator / crew training.

Cost and Schedule Variance Explanations

Cost and Schedule Variance reporting is not required on this FFP contract.

Contract Comments

Quantity of 22 represents research and development prototypes, not fully developed systems and not intended to be fielded.

Appropriation: RDT&E

Contract Name	**JLTV EMD Phase PD A**
Contractor	Oshkosh Corporation
Contractor Location	2307 Oregon St Oshkosh, WI 54902-7062
Contract Number, Type	W56HZV-12-C-0264, FFP
Award Date	August 22, 2012
Definitization Date	August 22, 2012

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price at Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
55.9	N/A	22	55.7	N/A	22	55.7	55.7

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the partial de-scoping of contractor Reliability, Availability, and Maintainability / Shakedown testing and the additon of Development Test and Operational Test operator / crew training.

Cost and Schedule Variance Explanations

Cost and Schedule Variance reporting is not required on this FFP contract.

Contract Comments

Quantity of 22 represents research and development prototypes, not fully developed systems and not intended to be fielded.

Deliveries and Expenditures

Delivered to Date	Plan to Date	Actual to Date	Total Quantity	Percent Delivered
Development	90	90	131	68.70%
Production	0	0	54599	0.00%
Total Program Quantity Delivered	90	90	54730	0.16%

Expended and Appropriated (TY $M)			
Total Acquisition Cost	31025.9	Years Appropriated	7
Expended to Date	533.8	Percent Years Appropriated	20.00%
Percent Expended	1.72%	Appropriated to Date	689.9
Total Funding Years	35	Percent Appropriated	2.22%

The above data is current as of 2/28/2014.

Operating and Support Cost

JLTV

Assumptions and Ground Rules

Cost Estimate Reference:

- Joint Cost Position (JCP) source: Automated Cost Estimating Integrated Tools / "JLTV MS B JCP FINAL, version 42", dated July 12, 2012.
- Defense Acquisition Executive APB dated October 23, 2012.
- Final Version of the Cost Analysis Requirements Description V0.AA.D17, dated July 27, 2012.
- Requirements Source: Capability Development Document version 3.6, dated March 15, 2012.

Sustainment Strategy:

- Reflects peacetime Operational Tempo (OPTEMPO) as identified by sub-configuration by G-3/5/7 Training for Army and in JLTV Operation Mode Summary & Mission Profile for the United States Marine Corps (USMC). Reduced OPTEMPO used for Army Training and Army Prepositioned Stock units and inactive USMC units.
- Procurement Quantity: 54,599 (49,099: Army / 5,500: USMC).
- Economic Useful Life: 20-Years.
- Total Operational Vehicle Years: 1,091,980.
- Interim Contractor Logistics Support (ICLS) occurs the first three years of Army fielding (FY 2018 - FY 2020) and then transitions to organic maintenance support in FY 2021. ICLS will occur for the USMC starting with the second year of LRIP (FY 2016) until IOC (FY 2018). USMC Supply Support is required from IOC (FY 2018) until fielding is complete (FY 2022).
- 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 the condition-based overhaul.

Antecedent Information:

- Rough Order Magnitude estimate developed used JLTV cost model adjusted with system technical & cost data for High-Mobility Multipurpose Wheeled Vehicle (HMMWV) (M1151, M1152 & M1165).
- HMMWV data normalized for JLTV quantity, operating schedule, OPTEMPO & other Ground Rules and Assumptions.
- Antecedent Sources: JLTV Analysis of Alternatives and Army Product Manager Light Tactical Vehicles.

Unitized O&S Costs BY2012 $K		
Cost Element	**JLTV Average Annual $ per Vehicle**	**HMMWV (Antecedent) Average Annual $ per Vehicle**
Unit-Level Manpower	8.700	8.700
Unit Operations	5.300	5.800
Maintenance	12.200	7.100
Sustaining Support	1.200	1.200
Continuing System Improvements	1.700	0.800
Indirect Support	0.000	0.000
Other	0.000	0.000
Total	29.100	23.600

Unitized Cost Comments:

- Reflects peacetime operations.
- Excludes Government Furnished Equipment (GFE) Consumable and Reparable costs because 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 / APB.
- 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 Cost $M			
	Current Development APB Objective/Threshold		**Current Estimate**	
	JLTV		**JLTV**	**HMMWV (Antecedent)**
Base Year	31728.7	34901.6	31747.7	25800.9
Then Year	50630.5	N/A	53330.3	46088.2

Total O&S Costs Comments:

O&S Cost Variance		
Category	**Base Year 2012 $M**	**Change Explanation**
Prior SAR Total O&S Estimate - DEC 2012	31,708.428	
Cost Estimating Methodology	0.000	
Cost Data Update	+21.874	Prior year inflation indices adjustment impact on input variables.
Labor Rate	0.000	
Energy Rate	0.000	
Technical Input	0.000	
Programmatic/Planning Factors	+17.387	O&S impacts resulting from changes in Procurement Schedules of vehicles and kits.
Other	0.000	
Total Changes	+39.261	
Current Estimate	31,747.689	

Disposal Costs:

- Total Demilitarization Cost: $158.7M (BY$ 2012) which includes costs for disposal and transportation associated with disposal of JLTVs.