



Selected Acquisition Report (SAR)

RCS: DD-A&T(Q&A)823-746



FMTV

As of December 31, 2010

Defense Acquisition Management
Information Retrieval
(DAMIR)

UNCLASSIFIED

Table of Contents

Program Information	3
Responsible Office	3
References	3
Mission and Description	3
Executive Summary	4
Threshold Breaches	5
Schedule	6
Performance	8
Track To Budget	11
Cost and Funding	12
Low Rate Initial Production	18
Nuclear Cost	18
Foreign Military Sales	18
Unit Cost	19
Cost Variance	22
Contracts	25
Deliveries and Expenditures	28
Operating and Support Cost	29

Program Information

Designation And Nomenclature (Popular Name)

Family of Medium Tactical Vehicles (FMTV)

DoD Component

Army

Responsible Office

Responsible Office

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References

SAR Baseline (Production Estimate)

Army Acquisition Executive (AAE) Approved Acquisition Program Baseline dated September 11, 1995

Approved APB

AAE Approved Acquisition Program Baseline (APB) dated May 25, 2003

Mission and Description

The Family of Medium Tactical Vehicles (FMTV) is a complete series of trucks based on a common chassis, that vary by payload and mission. The Light Medium Tactical Vehicle (LMTV) has a 2-1/2 ton capacity consisting of cargo and van models. The Medium Tactical Vehicle (MTV) has a 5-ton capacity and consists of cargo, tractor, van, wrecker, load handling system and dump truck models. Sub-variants provide Air Drop capability for contingency and rapid deployment operations. Commonality between variants significantly reduces operational and support costs. The FMTV is intended to replace obsolete and maintenance-intensive trucks currently in the fleet. The FMTV performs over 55% of the Army's local and line haul, unit mobility, unit resupply, and other missions in combat, combat support, and combat service support units. The system is designed to be rapidly deployable worldwide and operate on primary and secondary roads, trails, and cross-country terrain, in all climatic conditions. The FMTV A1P2 is the configuration currently in production. These new vehicles will be manufactured to adhere to the US Army Long Term Armor Strategy (LTAS) configuration, which is designed to accept an adaptable armor system, allowing protection to be increased or decreased based on specific threat levels encountered in theater.

Executive Summary

The Long Term Armor Strategy (LTAS) cab configuration, with B-Kit, was introduced in a production contract with British Aerospace Engineering (BAE) Tactical Vehicle Systems in March 2008, creating the A1P2 model of the FMTV. The first A1P2 vehicles were fielded to Ft. Polk in May 2009, with the first theater shipment in the fourth quarter of FY 2009.

A sole source award was made to BAE Tactical Vehicle Systems for FMTV A1P2s in May 2008, followed by the exercise of an option. Of the 20,000 total vehicles (trucks plus trailers) that could be procured under the Bridge contract, all deliveries will be completed by December 2011.

A five-year competitive requirements-type contract was awarded to Oshkosh Trucks in August 2009. The incumbent FMTV producer, BAE Systems, and Navistar filed protests with the Government Accountability Office (GAO). On December 14, 2009, the GAO issued its decision sustaining portions of Navistar Defense, Limited Liability Company (LLC) and BAE Systems protests. The stop-work order was lifted in February 2010. Testing of Oshkosh vehicles began in June 2010 and continued through March 2011, not including the M1089 Wrecker. Testing includes live fire to qualify new B-Kits, performance and endurance testing. Impact of Oshkosh Truck pricing on Average Procurement Unit Cost (APUC) and Program Acquisition Unit Cost (PAUC) has been evaluated. The unit cost deltas over the approved baseline have decreased significantly, decreasing the risk of future Acquisition Program Baseline/Nunn-McCurdy breaches.

As of December 31, 2010, 47,169 trucks (of which 5,930 are FMTV A1P2) and 11,608 trailers are in field units. Upcoming fieldings are at various Army National Guard, United States Army Training and Doctrine Command (TRADOC), Reserve units, Ft. Carson, Ft. Hood, Ft. Lewis, and Ft. Stewart.

The official Army Acquisition Objective (AAO) is 83,185 trucks.

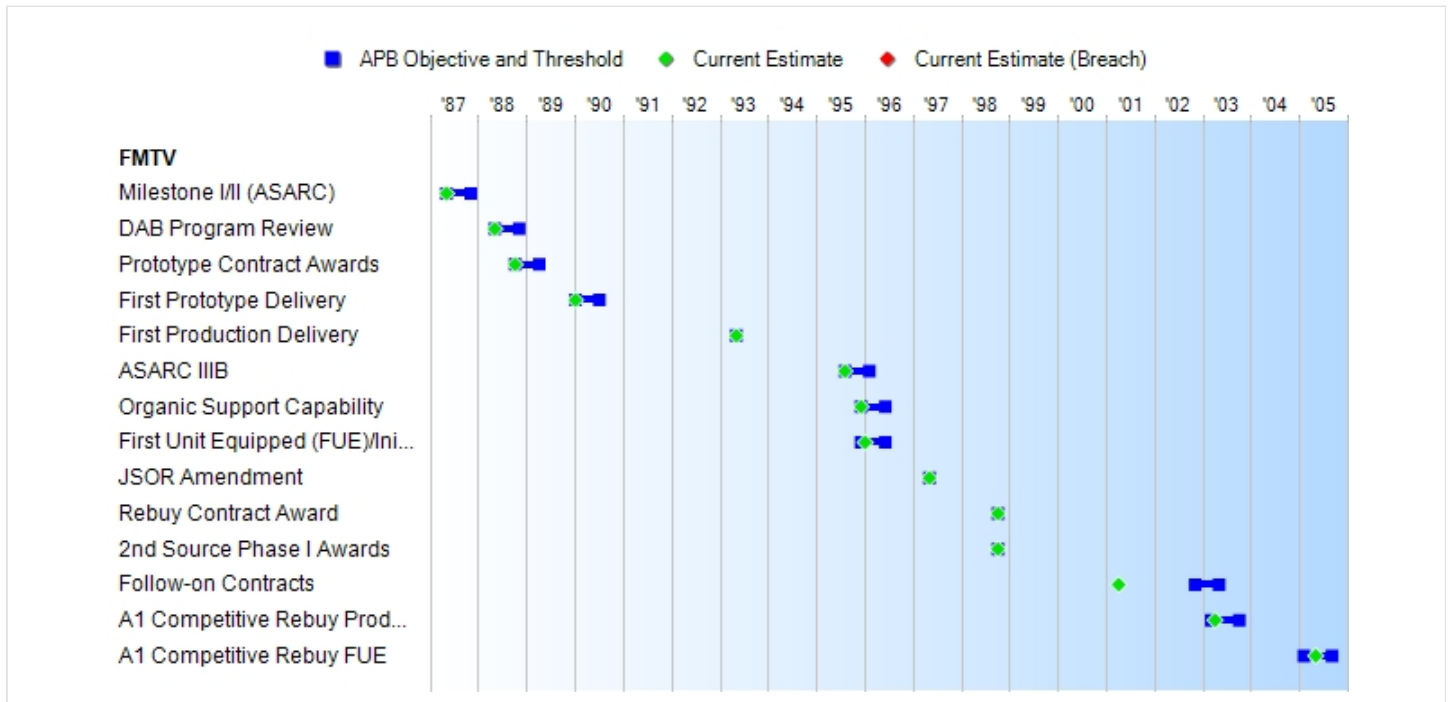
The first FMTV configuration produced (FMTV A0s) will begin reaching their Economic Useful Life (EUL) age of 20 years in FY 2015. It is impossible to mount effective armor on this original configuration. The Tactical Wheeled Vehicle Strategy states that at the end of a truck's EUL, the truck should be divested or recapitalized to provide the most effective equipment to Soldiers at the lowest possible production and sustainment costs. Our current estimates show that because of the lower unit costs obtained through the competitive re-buy contract awarded in August 2009, procurement of new FMTV A1P2s is more cost effective than RECAP of an FMTV A0 to an FMTV A1P2. Due to significant cost savings, customer buys, and funding projected through the Future Years Defense Plan (FYDP), divestiture of FMTV A0s should begin in FY 2015 requiring additional procurement of FMTV A1P2 trucks through the budget years above the official AAO. [In order to take advantage of our competitively awarded prices, customer funded buys that count against our AAO (i.e., National Guard and Reserve Equipment Appropriations (NGREA)) have increased dramatically.] Estimated quantities are based on funds appropriated but not yet received. Battle loss and washout rates are not addressed.

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

Threshold Breaches

APB Breaches		Explanation of Breach	
Schedule	<input type="checkbox"/>	<p>The Research, Development, Test, & Engineering (RDT&E) cost breach was previously reported in December 2006, December 2007, and December 2009 SARs. Significant congressional adds have caused the FMTV program to deviate from its approved Acquisition Program Baseline (APB) total RDT&E cost. The FMTV program has congressional support in the continued modernization of the Army's medium truck fleet through advancements in technical insertions. The Product Manager's (PM) current estimate of total RDT&E cost is now \$174.4 million (BY96\$), which exceeds the approved APB RDT&E threshold of \$154.2 million (BY96\$) and is 30% over the approved APB RDT&E objective of \$134.1 million (BY96\$). The RDT&E dollars are not the primary funding for the FMTV program as they constitute only 1% of total program funding. This deviation is not the result of a management failure and is indeed an indication of program success that Congress continues to add money to the program. This deviation does not affect the program's daily operations.</p>	
Performance	<input type="checkbox"/>		
Cost	RDT&E		<input checked="" type="checkbox"/>
	Procurement		<input type="checkbox"/>
	MILCON		<input type="checkbox"/>
	Acq O&M		<input type="checkbox"/>
Unit Cost	PAUC		<input type="checkbox"/>
	APUC		<input type="checkbox"/>
Nunn-McCurdy Breaches			
Current UCR Baseline			
	PAUC	None	
	APUC	None	
Original UCR Baseline			
	PAUC	None	
	APUC	None	

Schedule



Milestones	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Current Estimate
Milestone I/II (ASARC)	MAY 1987	MAY 1987	NOV 1987	MAY 1987
DAB Program Review	MAY 1988	MAY 1988	NOV 1988	MAY 1988
Prototype Contract Awards	OCT 1988	OCT 1988	APR 1989	OCT 1988
First Prototype Delivery	JAN 1990	JAN 1990	JUL 1990	JAN 1990
First Production Delivery	MAY 1993	N/A	N/A	MAY 1993
ASARC IIIB	AUG 1995	AUG 1995	FEB 1996	AUG 1995
Organic Support Capability	DEC 1995	DEC 1995	JUN 1996	DEC 1995
First Unit Equipped (FUE)/Initial Operational Capability (IOC)-FMTV	DEC 1995	DEC 1995	JUN 1996	JAN 1996
JSOR Amendment	N/A	MAY 1997	MAY 1997	MAY 1997
Rebuy Contract Award	N/A	OCT 1998	OCT 1998	OCT 1998
2nd Source Phase I Awards	N/A	OCT 1998	OCT 1998	OCT 1998
Follow-on Contracts	N/A	NOV 2002	MAY 2003	APR 2001
A1 Competitive Rebuy Production Contract Award	N/A	MAR 2003	OCT 2003	APR 2003
A1 Competitive Rebuy FUE	N/A	FEB 2005	SEP 2005	MAY 2005

Acronyms And Abbreviations

ASARC - Army Systems Acquisition Review Council

DAB - Defense Acquisition Board

JSOR - Joint Service Operational Requirement

Change Explanations

None

Performance

Characteristics	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Demonstrated Performance	Current Estimate
Highway Speed on 2% Grade at GVW (mph)	55	55	55	54.8	55
Highway Speed on 3% Grade at GVW (mph)	45	45	45	48.7	45
Highway Speed on 2% Grade at GCW (mph)	40	40	40	45.5	40
Highway Speed on 3% Grade at GCW (mph)	30	30	30	35.8	30
LMTV Payload (tons)	2.5	3.5	2.5	2.5	2.5
MTV Payload (tons)	5	8	5	5	5
LHS Payload (tons)	N/A	8.5	7.5	8.8	8.5
Dump truck Payload (tons)	N/A	10	8	10	10
LMTV Towed Load (lbs)	7500	12000	12000	12000	12000
MTV Towed Load (lbs)	21000	21000	21000	21000	21000
Longitudinal Grade Operation (%)	60	60	60	60	60
Slide Slope Operation (%)	30	30	30	30	30
Fording Without Kit (inches)	30	48	30	30	30
Fording With Kit (inches)	60	N/A	N/A	N/A	N/A
Operating Range on Integral Fuel at GCW (miles)	300	300	300	300	300
Reliability:					
MMBHMF (miles)					
Truck, Cargo (LMTV)	3000	10000	10000	12000	10000
Truck, Cargo (MTV)	2700	10000	10000	12000	10000
Tractor	3300	3800	3800	4800	3800
Wrecker	2300	2800	2800	4800	2800
Trailer (LMTV)	2800	12000	12000	5000	12000
Trailer (MTV)	2600	12000	12000	5000	12000
MMBOMF (miles)					
Truck, Cargo (LMTV)	2228	2200	2200	>8279	2200
Truck, Cargo (MTV)	2035	2000	2000	6386	2000
Tractor	2480	2500	2500	3606	2500
Wrecker	1875	1900	1900	4720	1900

(Ch-1)

Trailer (LMTV)	2056	2100	2100	5000	2100
Trailer (MTV)	1913	1900	1900	5000	1900
MMHPOM					
Truck, Cargo (LMTV)	.01	.002	.004	.0037	.002
Truck, Cargo (MTV)	.011	.003	.006	.0048	.003
Tractor	.012	.0028	.0055	.0062	.0028
Wrecker	.015	.0032	.0064	.0069	.0032
Trailer (LMTV)	.003	.0007	.0014	.0003	.0007
Trailer (MTV)	.003	.0005	.001	.0006	.0005
Transportability:					
Surface Transportation (H,S&R)	H, S&R	H,S&R	H,S&R	H,S&R	H,S&R
Air Transportation (LMTV)	C-141	N/A	N/A	C-130	C-130
Air Transportation (MTV)	N/A	C-141, C-130, C-5, C-17	C-141, C-130, C-5, C-17	C-130,C-5,C-17	C-130,C-5,C-17
Mobility: (vehicle cone index)					
Truck Cargo	25	25	25	25	25
Truck & Trailer Combination	35	35	35	30	35

Requirements Source: Operational Requirements Document (ORD) approved March 25, 2003.

Acronyms And Abbreviations

GCW - Gross Combined Weight
 GVW - Gross Vehicle Weight
 H,S&R - Highway, Ship and Rail
 lbs - pounds
 LHS - Load Handling System
 LMTV - Light Medium Tactical Vehicle
 MMBHMF - Mean Miles Between Hardware Mission Failure
 MMBOMF - Mean Miles Between Operational Mission Failure
 MMHPOM - Maintenance Man hours/Operating Mile (Unit Level)
 mph - miles per hour
 MTV - Medium Tactical Vehicle

Change Explanations

(Ch-1) Change in current estimate based on current test results.

Memo

Demonstrated performance values reflect older FMTV A1 Production Verification Test (PVT) results. The FMTV Capability Production Document (CPD) is currently in development. When the newest configuration, the FMTV A1P2, has completed Reliability, Availability, and Maintainability (RAM) testing, the demonstrated values will be reassessed for possible use in the CPD as "objective" values. The RAM threshold values in the ORD will remain

as the threshold values in the CPD.

Track To Budget**RDT&E**

APPN 2040	BA 05	PE 0604604A	(Army)
	Project H07	Family of Medium Tactical Vehicles	(Shared)

Procurement

APPN 2035	BA 01	PE 0604604A	(Army)
	ICN D15500	Family Of Medium Tactical Vehicles	
	ICN DS1010	Initial Spares	(Sunk)
	ICN DV0310	Fielding Support	(Sunk)
	ICN DV0320	Project Management Support	(Sunk)

Cost and Funding

Cost Summary

Total Acquisition Cost and Quantity

Appropriation	BY1996 \$M			BY1996 \$M	TY \$M		
	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Current Estimate	SAR Baseline Prod Est	Current APB Production Objective	Current Estimate
RDT&E	121.8	134.1	154.2	174.4 ¹	115.6	129.6	179.6
Procurement	11472.4	14890.6	17124.2	15262.2	18805.7	19526.5	18551.8
Flyaway	10677.1	--	--	14670.4	17504.7	--	17843.1
Recurring	10677.1	--	--	13813.1	17504.7	--	16814.7
Non Recurring	0.0	--	--	857.3	0.0	--	1028.4
Support	795.3	--	--	591.8	1301.0	--	708.7
Other Support	777.3	--	--	583.8	1270.7	--	698.3
Initial Spares	18.0	--	--	8.0	30.3	--	10.4
MILCON	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
Total	11594.2	15024.7	N/A	15436.6	18921.3	19656.1	18731.4

¹ APB Breach

Quantity	SAR Baseline Prod Est	Current APB Production	Current Estimate
RDT&E	0	0	0
Procurement	85488	83185	87839
Total	85488	83185	87839

The FMTV program consists of trucks and trailers. The quantity reflects trucks only, which are the official unit of measure for the program.

Cost and Funding

Funding Summary

Appropriation and Quantity Summary FY2012 President's Budget / December 2010 SAR (TY\$ M)

Appropriation	Prior	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	To Complete	Total
RDT&E	155.4	3.7	4.0	4.0	3.9	3.9	4.7	0.0	179.6
Procurement	14032.7	1847.7	444.0	413.5	527.6	520.8	699.9	65.6	18551.8
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 2012 Total	14188.1	1851.4	448.0	417.5	531.5	524.7	704.6	65.6	18731.4
PB 2011 Total	13797.4	1437.2	413.1	401.6	490.9	385.9	798.8	2901.7	20626.6
Delta	390.7	414.2	34.9	15.9	40.6	138.8	-94.2	-2836.1	-1895.2

Quantity	Undistributed	Prior	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	To Complete	Total
Development		0	0	0	0	0	0	0	0	0
Production		0	70273	8386	1503	1509	1781	1811	2576	087839
PB 2012 Total		0	70273	8386	1503	1509	1781	1811	2576	087839
PB 2011 Total		0	64789	4651	1118	812	1229	916	2103	756783185
Delta		0	5484	3735	385	697	552	895	473	-75674654

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
1988	--	--	--	--	--	--	9.8
1989	--	--	--	--	--	--	27.0
1990	--	--	--	--	--	--	19.5
1991	--	--	--	--	--	--	9.8
1992	--	--	--	--	--	--	10.9
1993	--	--	--	--	--	--	0.7
1994	--	--	--	--	--	--	7.2
1995	--	--	--	--	--	--	4.3
1996	--	--	--	--	--	--	1.5
1997	--	--	--	--	--	--	--
1998	--	--	--	--	--	--	--
1999	--	--	--	--	--	--	--
2000	--	--	--	--	--	--	1.9
2001	--	--	--	--	--	--	2.0
2002	--	--	--	--	--	--	1.9
2003	--	--	--	--	--	--	3.6
2004	--	--	--	--	--	--	4.4
2005	--	--	--	--	--	--	12.5
2006	--	--	--	--	--	--	13.6
2007	--	--	--	--	--	--	12.5
2008	--	--	--	--	--	--	4.6
2009	--	--	--	--	--	--	2.2
2010	--	--	--	--	--	--	5.5
2011	--	--	--	--	--	--	3.7
2012	--	--	--	--	--	--	4.0
2013	--	--	--	--	--	--	4.0
2014	--	--	--	--	--	--	3.9
2015	--	--	--	--	--	--	3.9
2016	--	--	--	--	--	--	4.7
Subtotal	--	--	--	--	--	--	179.6

Annual Funding BY\$

2040 | RDT&E | Research, Development, Test, and Evaluation, Army

Fiscal Year	Quantity	End Item Recurring Flyaway BY 1996 \$M	Non End Item Recurring Flyaway BY 1996 \$M	Non Recurring Flyaway BY 1996 \$M	Total Flyaway BY 1996 \$M	Total Support BY 1996 \$M	Total Program BY 1996 \$M
1988	--	--	--	--	--	--	12.0
1989	--	--	--	--	--	--	31.8
1990	--	--	--	--	--	--	22.1
1991	--	--	--	--	--	--	10.7
1992	--	--	--	--	--	--	11.6
1993	--	--	--	--	--	--	0.7
1994	--	--	--	--	--	--	7.4
1995	--	--	--	--	--	--	4.3
1996	--	--	--	--	--	--	1.5
1997	--	--	--	--	--	--	--
1998	--	--	--	--	--	--	--
1999	--	--	--	--	--	--	--
2000	--	--	--	--	--	--	1.8
2001	--	--	--	--	--	--	1.9
2002	--	--	--	--	--	--	1.7
2003	--	--	--	--	--	--	3.3
2004	--	--	--	--	--	--	3.9
2005	--	--	--	--	--	--	10.7
2006	--	--	--	--	--	--	11.3
2007	--	--	--	--	--	--	10.2
2008	--	--	--	--	--	--	3.7
2009	--	--	--	--	--	--	1.7
2010	--	--	--	--	--	--	4.3
2011	--	--	--	--	--	--	2.8
2012	--	--	--	--	--	--	3.0
2013	--	--	--	--	--	--	3.0
2014	--	--	--	--	--	--	2.9
2015	--	--	--	--	--	--	2.8
2016	--	--	--	--	--	--	3.3
Subtotal	--	--	--	--	--	--	174.4

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
1991	394	52.1	--	18.8	70.9	5.3	76.2
1992	1301	147.7	--	9.5	157.2	22.9	180.1
1993	2008	234.2	--	11.9	246.1	11.2	257.3
1994	183	31.1	--	2.6	33.7	6.1	39.8
1995	3351	358.9	--	12.0	370.9	9.3	380.2
1996	825	106.2	--	47.8	154.0	13.2	167.2
1997	1821	219.9	--	5.9	225.8	12.4	238.2
1998	1346	170.9	--	48.1	219.0	10.0	229.0
1999	1439	297.5	--	28.3	325.8	9.9	335.7
2000	1930	368.8	--	29.0	397.8	21.9	419.7
2001	2296	405.9	--	40.9	446.8	10.9	457.7
2002	2404	408.8	--	37.4	446.2	13.6	459.8
2003	3257	577.1	--	50.3	627.4	33.3	660.7
2004	1829	285.7	--	36.2	321.9	40.9	362.8
2005	6167	988.7	--	60.0	1048.7	37.9	1086.6
2006	6116	926.8	--	42.1	968.9	26.6	995.5
2007	14911	2989.3	--	45.0	3034.3	75.9	3110.2
2008	7927	1974.6	--	42.4	2017.0	136.4	2153.4
2009	2675	556.6	--	50.2	606.8	55.3	662.1
2010	8093	1678.8	--	60.0	1738.8	21.7	1760.5
2011	8386	1759.0	--	55.5	1814.5	33.2	1847.7
2012	1503	369.3	--	56.7	426.0	18.0	444.0
2013	1509	339.8	--	58.0	397.8	15.7	413.5
2014	1781	469.0	--	43.8	512.8	14.8	527.6
2015	1811	459.9	--	44.6	504.5	16.3	520.8
2016	2576	638.1	--	45.3	683.4	16.5	699.9
2017	--	--	--	46.1	46.1	19.5	65.6
Subtotal	87839	16814.7	--	1028.4	17843.1	708.7	18551.8

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

Fiscal Year	Quantity	End Item Recurring Flyaway BY 1996 \$M	Non End Item Recurring Flyaway BY 1996 \$M	Non Recurring Flyaway BY 1996 \$M	Total Flyaway BY 1996 \$M	Total Support BY 1996 \$M	Total Program BY 1996 \$M
1991	394	55.4	--	20.1	75.5	5.6	81.1
1992	1301	153.9	--	9.9	163.8	23.8	187.6
1993	2008	239.1	--	12.2	251.3	11.4	262.7
1994	183	31.3	--	2.6	33.9	6.2	40.1
1995	3351	354.5	--	11.8	366.3	9.2	375.5
1996	825	103.9	--	46.8	150.7	12.9	163.6
1997	1821	212.7	--	5.7	218.4	12.0	230.4
1998	1346	163.7	--	46.1	209.8	9.6	219.4
1999	1439	281.8	--	26.8	308.6	9.4	318.0
2000	1930	345.5	--	27.1	372.6	20.5	393.1
2001	2296	375.5	--	37.9	413.4	10.1	423.5
2002	2404	373.2	--	34.2	407.4	12.4	419.8
2003	3257	517.9	--	45.2	563.1	29.9	593.0
2004	1829	250.4	--	31.7	282.1	35.8	317.9
2005	6167	842.4	--	51.2	893.6	32.3	925.9
2006	6116	769.3	--	35.0	804.3	22.1	826.4
2007	14911	2423.4	--	36.5	2459.9	61.5	2521.4
2008	7927	1574.9	--	33.8	1608.7	108.8	1717.5
2009	2675	438.9	--	39.6	478.5	43.5	522.0
2010	8093	1305.8	--	46.7	1352.5	16.8	1369.3
2011	8386	1347.6	--	42.5	1390.1	25.5	1415.6
2012	1503	278.5	--	42.8	321.3	13.5	334.8
2013	1509	252.0	--	43.0	295.0	11.6	306.6
2014	1781	342.0	--	32.0	374.0	10.7	384.7
2015	1811	329.7	--	32.1	361.8	11.6	373.4
2016	2576	449.8	--	32.0	481.8	11.6	493.4
2017	--	--	--	32.0	32.0	13.5	45.5
Subtotal	87839	13813.1	--	857.3	14670.4	591.8	15262.2

The SAR quantities differ from the quantities in the President's Budget 2012 (PB12) Procurement-Forms (P-Forms), dated February 2011, because the SAR quantities more accurately depict the Future Years Defense Plan (FYDP) funding. Also, the SAR quantities include customers that count against the FMTV Army Acquisition Objective (i.e., National Guard and Army Reserves) while the PB12 P-Forms do not include customer quantities.

Low Rate Initial Production

	Initial LRIP Decision	Current Total LRIP
Approval Date	9/30/1991	9/30/1991
Approved Quantity	2583	2583
Reference	Milestone III Army Systems Acquisition Review Council (ASARC)	Milestone III Army Systems Acquisition Review Council (ASARC)
Start Year	1991	1991
End Year	1995	1995

Foreign Military Sales

Country	Date of Sale	Quantity	Total Cost \$M	Memo
Afghanistan		14	4.3	
Canada		2	0.3	
Djibouti		3	0.7	
Greece		4	0.6	
Iraq		49	5.5	
Jordan		112	21.7	
Macedonia		5	0.7	
Saudi Arabia		99	13.5	
Singapore		18	6.5	
Taiwan		27	6.0	
Thailand		117	22.8	
United Arab Emirates		43	14.5	

FMTV Foreign Military Sales through December 31, 2010.

There are various dates of sale for each country listed above. For that reason, the date of sale column is left blank.

Nuclear Cost

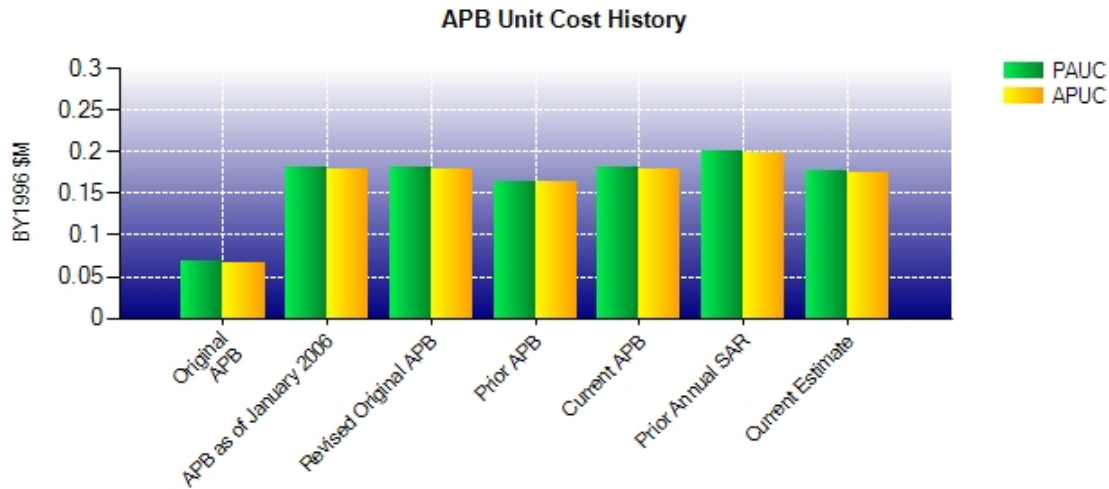
None

Unit Cost**Unit Cost Report**

	BY1996 \$M	BY1996 \$M	
Unit Cost	Current UCR Baseline (MAY 2003 APB)	Current Estimate (DEC 2010 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	15024.7	15436.6	
Quantity	83185	87839	
Unit Cost	0.181	0.176	-2.76
Average Procurement Unit Cost (APUC)			
Cost	14890.6	15262.2	
Quantity	83185	87839	
Unit Cost	0.179	0.174	-2.79

	BY1996 \$M	BY1996 \$M	
Unit Cost	Revised Original UCR Baseline (MAY 2003 APB)	Current Estimate (DEC 2010 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	15024.7	15436.6	
Quantity	83185	87839	
Unit Cost	0.181	0.176	-2.76
Average Procurement Unit Cost (APUC)			
Cost	14890.6	15262.2	
Quantity	83185	87839	
Unit Cost	0.179	0.174	-2.79

Unit Cost History



	Date	BY1996 \$M		TY \$M	
		PAUC	APUC	PAUC	APUC
Original APB	OCT 1988	0.068	0.067	0.072	0.072
APB as of January 2006	MAY 2003	0.181	0.179	0.236	0.235
Revised Original APB	MAY 2003	0.181	0.179	0.236	0.235
Prior APB	OCT 1999	0.164	0.163	0.212	0.210
Current APB	MAY 2003	0.181	0.179	0.236	0.235
Prior Annual SAR	DEC 2009	0.200	0.198	0.248	0.246
Current Estimate	DEC 2010	0.176	0.174	0.213	0.211

SAR Unit Cost History

Current SAR Baseline to Current Estimate (TY \$M)

Initial PAUC Prod Est	Changes								PAUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.221	-0.032	-0.003	-0.025	0.039	0.018	0.000	-0.004	-0.008	0.213

Current SAR Baseline to Current Estimate (TY \$M)

Initial APUC Prod Est	Changes								APUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.220	-0.032	-0.004	-0.025	0.038	0.018	0.000	-0.004	-0.009	0.211

SAR Baseline History

Item/Event	SAR Planning Estimate (PE)	SAR Development Estimate (DE)	SAR Production Estimate (PdE)	Current Estimate
Milestone I	N/A	AUG 1987	N/A	N/A
Milestone II	N/A	AUG 1987	MAY 1987	MAY 1987
Milestone III	N/A	MAR 1993	N/A	N/A
IOC	N/A	APR 1993	DEC 1995	JAN 1996
Total Cost (TY \$M)	N/A	8568.6	18921.3	18731.4
Total Quantity	N/A	119542	85488	87839
Prog. Acq. Unit Cost (PAUC)	N/A	0.072	0.221	0.213

Cost Variance**Cost Variance Summary**

Summary Then Year \$M				
	RDT&E	Proc	MILCON	Total
SAR Baseline (Prod Est)	115.6	18805.7	--	18921.3
Previous Changes				
Economic	-1.0	-2782.9	--	-2783.9
Quantity	--	-597.8	--	-597.8
Schedule	+1.5	-1687.3	--	-1685.8
Engineering	+39.8	+3007.8	--	+3047.6
Estimating	+20.2	+3935.3	--	+3955.5
Other	--	--	--	--
Support	--	-230.3	--	-230.3
Subtotal	+60.5	+1644.8	--	+1705.3
Current Changes				
Economic	--	-13.2	--	-13.2
Quantity	--	+786.5	--	+786.5
Schedule	--	-518.0	--	-518.0
Engineering	+3.5	+336.9	--	+340.4
Estimating	--	-2332.4	--	-2332.4
Other	--	--	--	--
Support	--	-158.5	--	-158.5
Subtotal	+3.5	-1898.7	--	-1895.2
Total Changes	+64.0	-253.9	--	-189.9
CE - Cost Variance	179.6	18551.8	--	18731.4
CE - Cost & Funding	179.6	18551.8	--	18731.4

Summary Base Year 1996 \$M				
	RDT&E	Proc	MILCON	Total
SAR Baseline (Prod Est)	121.8	11472.4	--	11594.2
Previous Changes				
Economic	--	--	--	--
Quantity	--	-97.2	--	-97.2
Schedule	+0.2	+42.6	--	+42.8
Engineering	+34.6	+2194.6	--	+2229.2
Estimating	+15.4	+2945.0	--	+2960.4
Other	--	--	--	--
Support	--	-82.6	--	-82.6
Subtotal	+50.2	+5002.4	--	+5052.6
Current Changes				
Economic	--	--	--	--
Quantity	--	+559.2	--	+559.2
Schedule	--	-134.4	--	-134.4
Engineering	+2.4	+239.5	--	+241.9
Estimating	--	-1756.0	--	-1756.0
Other	--	--	--	--
Support	--	-120.9	--	-120.9
Subtotal	+2.4	-1212.6	--	-1210.2
Total Changes	+52.6	+3789.8	--	+3842.4
CE - Cost Variance	174.4	15262.2	--	15436.6
CE - Cost & Funding	174.4	15262.2	--	15436.6

Previous Estimate: December 2009

RDT&E	\$M	
	Base Year	Then Year
Current Change Explanations		
Increase in funds due to Armor Tech Insertion. (Engineering)	+1.5	+2.4
Increase in funds due to extension in Development Program. (Engineering)	+0.9	+1.1
RDT&E Subtotal	+2.4	+3.5

Procurement	\$M	
	Base Year	Then Year
Current Change Explanations		
Revised escalation indices. (Economic)	N/A	-13.2
Total Quantity variance resulting from an increase of 4654 trucks from 83185 to 87839. (Subtotal)	+977.7	+1375.3
Quantity variance resulting from an increase of 4654 trucks from 83185 to 87839. (Quantity)	(+559.2)	(+786.5)
Allocation to Schedule resulting from Quantity change. (Schedule) (QR)	(-134.4)	(-189.1)
Allocation to Engineering resulting from Quantity change. (Engineering) (QR)	(+239.5)	(+336.9)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(+313.4)	(+441.0)
Acceleration of procurement buy profile. (Schedule)	0.0	-328.9
Adjustment for current and prior escalation. (Estimating)	+1.8	+2.3
Award of new Competitive Rebuy Contract resulted in a significant decrease in unit costs. (Estimating)	-1570.5	-2137.2
Decrease in non-recurring costs (program management, non-recurring testing, and in-house & contractor engineering) to reflect the early completion of the program. (Estimating)	-61.8	-88.0
Decrease in contractor program support due to new contract. (Estimating)	-126.6	-171.4
Decrease in cost due to change in model mix. (Estimating)	-199.5	-230.4
Decrease in fielding costs due to early completion of the program. (Estimating)	-112.8	-148.7
Adjustment for current and prior escalation. (Support)	+0.1	+0.2
Decrease in Other Support (Corrosion Protection & New Equipment Training) as a result of early completion of program. (Support)	-113.0	-149.1
Decrease in Initial Spares requirements. (Support)	-8.0	-9.6
Procurement Subtotal	-1212.6	-1898.7

(QR) Quantity Related

Contracts

Appropriation: Procurement

Contract Name	FMTV
Contractor	Stewart & Stevenson Svcs.
Contractor Location	Houston, TX 77474-9506
Contract Number, Type	DAAE07-03-C-S023, FFP/CPFF
Award Date	April 17, 2003
Definitization Date	April 17, 2003

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
1189.5	N/A	7063	3644.3	N/A	21240	3644.3	3644.3

Cost And Schedule Variance Explanations

Cost and Schedule variance reporting is not required on this FFP/CPFF contract.

Contract Comments

Increase in target cost over time is due to increases in both quantities and scope. Total truck quantity procured on the S023 contract as of January 31, 2009 is:

Direct Army	17,393
National Guard	2,432
Air Force	463
Army Reserve	274
Navy/USMC	46
FMS	134
Other	498
Total	21,240

This contract is completed and will no longer be reported.

Appropriation: Procurement

Contract Name **FMTV**
 Contractor BAE Systems
 Contractor Location Houston, TX 77474-9506
 Contract Number, Type W56HZV-08-C-0460, FFP/CPFF
 Award Date May 01, 2008
 Definitization Date May 01, 2008

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
3400.0	N/A	15901	4041.0	N/A	16106	4041.0	4041.0

Cost And Schedule Variance Explanations

Cost and Schedule variance reporting is not required on this FFP/CPFF contract.

Contract Comments

Total truck quantity procured on the 0460 contract as of December 31, 2010 is:
 Direct Army 15,693
 FMS 23
 Other 390
 Total 16,106

Increase from initial to current contract target price is due to increase in quantities.

Appropriation: Procurement

Contract Name **FMTV**
 Contractor Oshkosh Truck Corporation
 Contractor Location Oshkosh, WI 54902-7062
 Contract Number, Type W56HZV-09-D-0159, FFP/CPFF
 Award Date August 26, 2009
 Definitization Date August 26, 2009

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
2583.6	N/A	13258	2583.6	N/A	13258	2583.6	2583.6

Cost And Schedule Variance Explanations

Cost and Schedule variance reporting is not required on this FFP/CPFF contract.

Contract Comments

Total truck quantity procured on the 0159 contract as of December 31, 2010 is:
 Direct Army 13,051
 Other 207
 Total 13,258

This is the first time this contract is being reported. This is a requirements contract in which the Army can purchase anywhere from 0 to 9900 per year for the contract years of 2009-2013.

Deliveries and Expenditures

Deliveries To Date	Plan To Date	Actual To Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	57741	57765	87839	65.76%
Total Program Quantities Delivered	57741	57765	87839	65.76%

Expenditures and Appropriations (TY \$M)			
Total Acquisition Cost	18731.4	Years Appropriated	24
Expenditures To Date	9770.1	Percent Years Appropriated	80.00%
Percent Expended	52.16%	Appropriated to Date	16039.5
Total Funding Years	30	Percent Appropriated	85.63%

Delivery refers to the number of Army trucks accepted as of December 31, 2010.

Operating and Support Cost

Assumptions And Ground Rules

The average miles/vehicle/year is 1,543 miles for the Light Medium Tactical Vehicle (LMTV) truck and 1,432 miles for the Medium Tactical Vehicle (MTV) truck. The average years of operation (useful life) is 20 years. There will be 38,095 LMTVs and 45,090 MTVs operating for a total of 83,185.

To determine the Total O&S Costs for LMTV, the Total Unitized Cost of \$7.8K is multiplied by 20 years times 38,095 LMTV trucks (7.8 x 20 x 38,095). To determine Total O&S Costs for MTVs, the Total Unitized Cost of \$11.5K is multiplied by 20 years times 45,090 MTV trucks (11.5 x 20 x 45,090).

The standard unit of measure for this program (i.e., the quantity of trucks only with trailer costs amortized proportionally against the truck quantities) has been used in developing the O&S costs reported below. These costs are based on a validated cost estimate, dated April 2010.

Costs BY1996 \$K			
Cost Element	FMTV		FMTV
	Avg. Annual Cost per LMTV		
Unit-Level Manpower	4.2		7.0
Unit Operations	2.6		2.9
Maintenance	0.0		0.0
Sustaining Support	0.0		0.0
Continuing System Improvements	0.0		0.0
Indirect Support	1.0		1.6
Other	0.0		0.0
Total Unitized Cost (Base Year 1996 \$)	7.8		11.5

Total O&S Costs \$M	FMTV	
Base Year	5942.8	10370.7
Then Year	10361.8	18667.3