



Selected Acquisition Report (SAR)

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



Family of Medium Tactical Vehicles (FMTV)

As of December 31, 2012

Defense Acquisition Management
Information Retrieval
(DAMIR)

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Program Information

Program 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 (APB) dated September 11, 1995

Approved APB

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

Mission and Description

The 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 maintenance costs. The FMTV performs over 55% of the Army's local and line haul and unit resupply missions in combat, combat support, and combat service support units. Extended applications of the FMTV include support to other Army requirements such as: High Mobility Artillery Rocket System (HIMARS); Warfighter Information Network – Tactical (WIN-T); Patriot; Aviation Ground Support Equipment (AGSE); Chemical and Biological Protection Shelter (CBPS); Medium Extended Air Defense System (MEADS); CAMEL II Unit Water Pod System; Terminal High Altitude Area Defense (THAAD); and EQ-36 Fire Finder Radar. FMTV trailers (LMTV & MTV) have the same payload as the LMTV/MTV trucks.

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 Fort (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 vehicle deliveries were completed by December 2011 and all Armor B-kit deliveries were completed in March 2012.

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 April 2012. 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.

The official Army Acquisition Objective (AAO) is 83,185 trucks. FMTV funding projected through the Future Years Defense Plan (FYDP) is no longer adequate to procure the AAO. However, we do not expect an impact to the force due to a pending reduction of the FMTV requirement. Estimate quantities are based on funds appropriated but not yet received. Battle loss and washout rates are not addressed.

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 recapitalization of an FMTV A0 to an FMTV A1P2.

As of March 31, 2013, 72,749 trucks (of which 31,510 are FMTV A1P2) and 19,271 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.

Because the program is more than 90% delivered, this is the final SAR submission for FMTV pursuant to section 2432 of title 10, United States Code.

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

Threshold Breaches

APB Breaches	
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Schedule		<input type="checkbox"/>
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"/>
O&S Cost		<input checked="" type="checkbox"/>
Unit Cost	PAUC	<input type="checkbox"/>
	APUC	<input type="checkbox"/>

Explanation of Breach

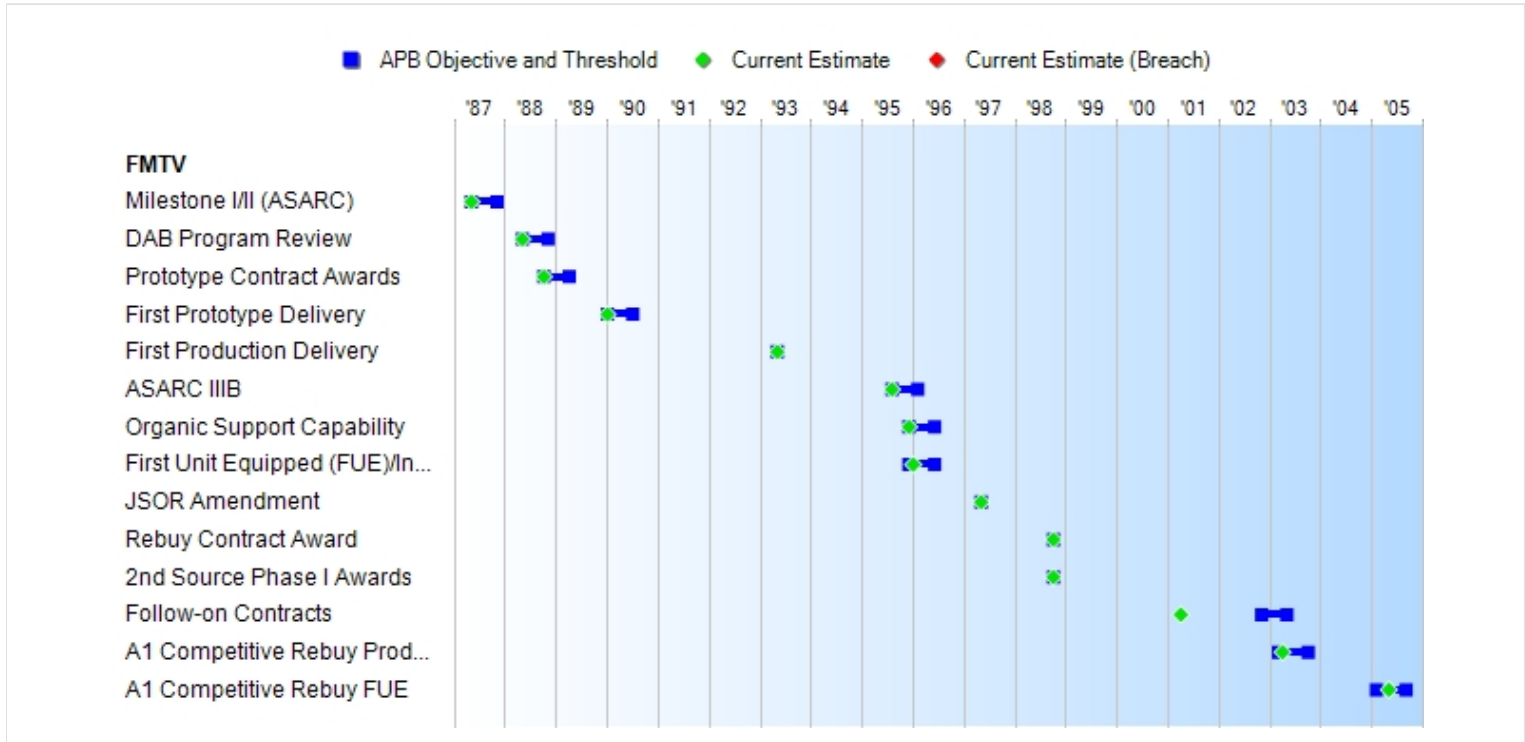
The Research, Development, Test, & Evaluation (RDT&E) cost breach was previously reported in the December 2006, December 2007, December 2009, December 2010, and December 2011 SARs.

The Operating and Support (O&S) cost breach was previously mentioned in the Operating and Support Cost section of the December 2011 SAR. The current approved Acquisition Program Baseline (APB) dated May 25, 2003 shows an O&S Objective of \$11,258.3M (BY 1996). The current estimate of \$18,815.0M (BY 1996) exceeds the APB O&S Objective by 67.12%. The methodology used in the APB was incomplete and did not account for all O&S elements. Also, the APB estimate assumed 1% of Light Medium Tactical Vehicles (LMTVs) and 19% of Medium Tactical Vehicles (MTVs) have crew and maintenance personnel costs, while the current estimate assumes all FMTVs have crew and maintenance personnel costs. In addition, the May 2003 APB estimate is based upon 79,143 trucks, even though the AAO is 83,185 trucks. The current estimate operates 80,228 trucks, which is the estimated quantity for end of the program (due to a reduction on the FMTV requirement). In short, the O&S cost breach is due to an increase in quantity and changes in estimating assumptions since the 2003 APB was completed.

Nunn-McCurdy Breaches	
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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

N/A - Not Applicable

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	40000	40000	(Ch-1)
Truck, Cargo (MTV)	2700	10000	10000	20000	20000	(Ch-1)
Tractor	3300	3800	3800	16000	16000	(Ch-1)
Wrecker	2300	2800	2800	33334	33334	(Ch-1)
Trailer (LMTV)	2800	12000	12000	10000	10000	
Trailer (MTV)	2600	12000	12000	10000	10000	
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
Trailer (LMTV)	2056	2100	2100	5000	2100
Trailer (MTV)	1913	1900	1900	5000	1900
MMHPOM					
Truck, Cargo (LMTV)	.01	.002	.004	.003	.003
Truck, Cargo (MTV)	.011	.003	.006	.003	.003
Tractor	.012	.0028	.0055	.006	.006
Wrecker	.015	.0032	.0064	.004	.004
Trailer (LMTV)	.003	.0007	.0014	.0002	.0002
Trailer (MTV)	.003	.0005	.001	.0002	.0002
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

(Ch-1)

Requirements Source: Operational Requirements Document (ORD) dated 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
 N/A - Not Applicable

Change Explanations

(Ch-1) The current estimate of MMBHMF for the Truck, Cargo (LMTV) increased from 8000 to 40000; Truck, Cargo (MTV) increased from 6700 to 20000; Tractor increased from 13000 to 16000; and Wrecker increased from 13000 to 33334 based on the Rebuy Product Verification Test (PVT) for FMTV A1P2. The current estimate for MMHPOM of the tractor decreased from .007 to .006 also based on the Rebuy PVT for FMTV A1P2.

Memo

Demonstrated and estimated MMBHMF and MMHPOM are drawn from assessed hardware values from the Rebuy PVT for FMTV A1P2.

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 0216301A	(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	166.5 ¹	115.6	129.6	168.8
Procurement	11472.4	14890.6	17124.2	13750.6	18805.7	19526.5	16528.9
Flyaway	10677.1	--	--	13158.6	17504.7	--	15824.2
Recurring	10677.1	--	--	12459.5	17504.7	--	15008.6
Non Recurring	0.0	--	--	699.1	0.0	--	815.6
Support	795.3	--	--	592.0	1301.0	--	704.7
Other Support	777.3	--	--	586.5	1270.7	--	697.9
Initial Spares	18.0	--	--	5.5	30.3	--	6.8
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	13917.1	18921.3	19656.1	16697.7

¹ APB Breach

FY 2013 Procurement includes Overseas Contingency Operations funding of \$28.3M.

Quantity	SAR Baseline Prod Est	Current APB Production	Current Estimate
RDT&E	0	0	0
Procurement	85488	83185	80228
Total	85488	83185	80228

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

Cost and Funding

Funding Summary

Appropriation and Quantity Summary FY2014 President's Budget / December 2012 SAR (TY\$ M)

Appropriation	Prior	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	To Complete	Total
RDT&E	163.0	3.0	2.1	0.4	0.3	0.0	0.0	0.0	168.8
Procurement	15930.6	374.4	223.9	0.0	0.0	0.0	0.0	0.0	16528.9
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 2014 Total	16093.6	377.4	226.0	0.4	0.3	0.0	0.0	0.0	16697.7
PB 2013 Total	16086.1	377.4	276.8	5.1	9.2	11.1	0.0	0.0	16765.7
Delta	7.5	0.0	-50.8	-4.7	-8.9	-11.1	0.0	0.0	-68.0

Program funding and production quantities listed in this SAR are consistent with the FY 2014 President's Budget (PB). The FY 2014 PB did not reflect the enacted DoD appropriation for FY 2013, nor sequestration; it reflected the President's requested amounts for FY 2013.

Quantity	Undistributed	Prior	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	To Complete	Total
Development	0	0	0	0	0	0	0	0	0	0
Production	0	78150	1298	780	0	0	0	0	0	80228
PB 2014 Total	0	78150	1298	780	0	0	0	0	0	80228
PB 2013 Total	0	78228	1298	850	0	0	0	0	0	80376
Delta	0	-78	0	-70	0	0	0	0	0	-148

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	--	--	--	--	--	--	3.6
2012	--	--	--	--	--	--	4.0
2013	--	--	--	--	--	--	3.0

2014	--	--	--	--	--	--	2.1
2015	--	--	--	--	--	--	0.4
2016	--	--	--	--	--	--	0.3
Subtotal	--	--	--	--	--	--	168.8

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	--	--	--	--	--	--	2.7
2012	--	--	--	--	--	--	3.0
2013	--	--	--	--	--	--	2.2
2014	--	--	--	--	--	--	1.5
2015	--	--	--	--	--	--	0.3
2016	--	--	--	--	--	--	0.2

Subtotal	--	--	--	--	--	--	166.5
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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	137.0	2154.0
2009	2764	542.0	--	52.0	594.0	64.2	658.2
2010	7804	1567.7	--	30.1	1597.8	82.2	1680.0
2011	6766	1497.6	--	23.8	1521.4	19.6	1541.0
2012	1311	376.8	--	47.8	424.6	16.1	440.7
2013	1298	303.4	--	57.9	361.3	13.1	374.4
2014	780	176.9	--	35.8	212.7	11.2	223.9
Subtotal	80228	15008.6	--	815.6	15824.2	704.7	16528.9

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	769.2	--	34.9	804.1	22.1	826.2
2007	14911	2422.6	--	36.5	2459.1	61.5	2520.6
2008	7927	1573.5	--	33.8	1607.3	109.2	1716.5
2009	2764	426.2	--	40.9	467.1	50.5	517.6
2010	7804	1210.1	--	23.2	1233.3	63.5	1296.8
2011	6766	1133.3	--	17.9	1151.2	14.9	1166.1
2012	1311	279.6	--	35.5	315.1	11.9	327.0
2013	1298	219.0	--	41.8	260.8	9.4	270.2
2014	780	124.8	--	25.3	150.1	7.9	158.0
Subtotal	80228	12459.5	--	699.1	13158.6	592.0	13750.6

The SAR costs and quantities reported above include customers that count against the FMTV Army Acquisition Objective (i.e., National Guard and Army Reserves) while the P-Forms of the FY 2014 President's Budget (PB14) do not include customer quantities. Also, the SAR quantities represent trucks only, while PB14 accounts for both trucks and trailers.

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 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		121	27.0	
Jordan		115	22.9	
Macedonia		9	1.5	
Saudi Arabia		99	13.5	
Singapore		18	6.5	
Taiwan		36	7.4	
Thailand		117	22.8	
United Arab Emirates		50	16.5	

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 2012 SAR)	BY % Change

Program Acquisition Unit Cost (PAUC)

Cost	15024.7	13917.1	
Quantity	83185	80228	
Unit Cost	0.181	0.173	-4.42

Average Procurement Unit Cost (APUC)

Cost	14890.6	13750.6	
Quantity	83185	80228	
Unit Cost	0.179	0.171	-4.47

	BY1996 \$M	BY1996 \$M	
Unit Cost	Revised Original UCR Baseline (MAY 2003 APB)	Current Estimate (DEC 2012 SAR)	BY % Change

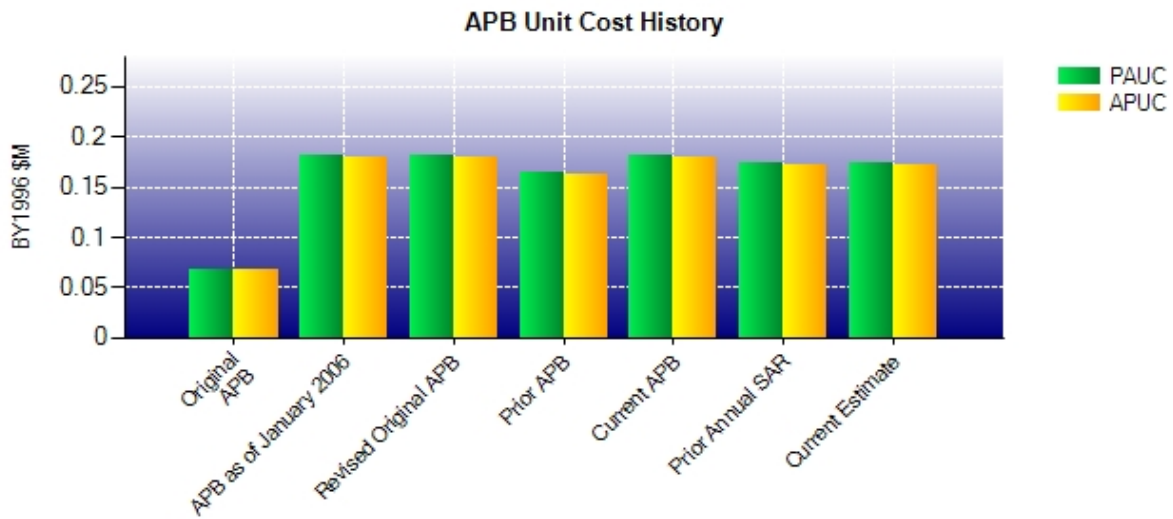
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Unit Cost History



	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 2011	0.174	0.172	0.209	0.206
Current Estimate	DEC 2012	0.173	0.171	0.208	0.206

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	-0.034	0.001	-0.024	0.036	0.013	0.000	-0.005	-0.013	0.208

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	-0.034	0.001	-0.024	0.035	0.013	0.000	-0.005	-0.014	0.206

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	16697.7
Total Quantity	N/A	119542	85488	80228
Prog. Acq. Unit Cost (PAUC)	N/A	0.072	0.221	0.208

Cost Variance

Summary Then Year \$M				
	RDT&E	Proc	MILCON	Total
SAR Baseline (Prod Est)	115.6	18805.7	--	18921.3
Previous Changes				
Economic	-0.7	-2716.0	--	-2716.7
Quantity	--	-1077.4	--	-1077.4
Schedule	+1.5	-1934.3	--	-1932.8
Engineering	+43.3	+2833.6	--	+2876.9
Estimating	+19.7	+1063.4	--	+1083.1
Other	--	--	--	--
Support	--	-388.7	--	-388.7
Subtotal	+63.8	-2219.4	--	-2155.6
Current Changes				
Economic	+0.3	+13.4	--	+13.7
Quantity	--	-25.2	--	-25.2
Schedule	--	+5.6	--	+5.6
Engineering	--	-10.2	--	-10.2
Estimating	-10.9	-34.1	--	-45.0
Other	--	--	--	--
Support	--	-6.9	--	-6.9
Subtotal	-10.6	-57.4	--	-68.0
Total Changes	+53.2	-2276.8	--	-2223.6
CE - Cost Variance	168.8	16528.9	--	16697.7
CE - Cost & Funding	168.8	16528.9	--	16697.7

Summary Base Year 1996 \$M				
	RDT&E	Proc	MILCON	Total
SAR Baseline (Prod Est)	121.8	11472.4	--	11594.2
Previous Changes				
Economic	--	--	--	--
Quantity	--	-434.9	--	-434.9
Schedule	+0.2	+86.8	--	+87.0
Engineering	+37.0	+2072.0	--	+2109.0
Estimating	+14.9	+802.2	--	+817.1
Other	--	--	--	--
Support	--	-198.4	--	-198.4
Subtotal	+52.1	+2327.7	--	+2379.8
Current Changes				
Economic	--	--	--	--
Quantity	--	-17.8	--	-17.8
Schedule	--	+3.3	--	+3.3
Engineering	--	-7.2	--	-7.2
Estimating	-7.4	-22.9	--	-30.3
Other	--	--	--	--
Support	--	-4.9	--	-4.9
Subtotal	-7.4	-49.5	--	-56.9
Total Changes	+44.7	+2278.2	--	+2322.9
CE - Cost Variance	166.5	13750.6	--	13917.1
CE - Cost & Funding	166.5	13750.6	--	13917.1

Previous Estimate: December 2011

RDT&E	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	+0.3
Decrease in funds for armor tech insertion. (Estimating)	-7.4	-10.9
RDT&E Subtotal	-7.4	-10.6

Procurement	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	+13.4
Acceleration of procurement buy profile. (Schedule)	0.0	+0.9
Total Quantity variance resulting from a decrease of 148 trucks from 80376 to 80228. (Subtotal)	-24.4	-34.6
Quantity variance resulting from a decrease of 148 trucks from 80376 to 80228. (Quantity) (QR)	(-17.8)	(-25.2)
Allocation to Schedule resulting from Quantity change. (Schedule) (QR)	(+3.3)	(+4.7)
Allocation to Engineering resulting from Quantity change. (Engineering) (QR)	(-7.2)	(-10.2)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(-2.7)	(-3.9)
Adjustment for current and prior escalation. (Estimating)	-6.2	-8.0
Decrease in program management associated with reduction in funding. (Estimating)	-19.2	-27.1
Increase in cost due to model mix changes. (Estimating) (QR)	+5.2	+4.9
Adjustment for current and prior escalation. (Support)	0.0	-0.3
Decrease in Other Support due to lower transportation costs associated with less vehicles procured. (Support) (QR)	-4.8	-6.4
Decrease in Initial Spares associated with reduction in quantities. (Support) (QR)	-0.1	-0.2
Procurement Subtotal	-49.5	-57.4

(QR) Quantity Related

Contracts

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	4541.0	N/A	21423	4541.0	4541.0

Cost And Schedule Variance Explanations

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

Contract Comments

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to an increase in quantities.

Total truck quantity (Qty) procured on the 0159 contract as of December 31, 2012 is:
 Direct Army 20,702
 FMS 95
 Other 626
 Total 21,423

This is a requirements contract in which the Army can purchase anywhere from 0 to 9900 trucks per year for the contract years of 2009-2013. The Initial Contract Price Target and Qty are the amounts on contract as of December 2010 while the Current Price Target and Qty are amounts on contract as of December 2012.

Deliveries and Expenditures

Deliveries To Date	Plan To Date	Actual To Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	72787	72749	80228	90.68%
Total Program Quantities Delivered	72787	72749	80228	90.68%

Expenditures and Appropriations (TY \$M)			
Total Acquisition Cost	16697.7	Years Appropriated	26
Expenditures To Date	12052.5	Percent Years Appropriated	89.66%
Percent Expended	72.18%	Appropriated to Date	16471.0
Total Funding Years	29	Percent Appropriated	98.64%

The above data is current as of 3/31/2013.

Operating and Support Cost

FMTV

Assumptions and Ground Rules

Cost Estimate Reference:

Operating and Support (O&S) costs are based on an updated Program Life Cycle Cost Estimate, dated August 21, 2012.

The average miles/vehicle/year is 1,543 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 37,817 LMTVs and 42,411 MTVs operating for a total of 80,228 FMTV trucks.

To determine the Total O&S Costs for LMTVs, the average annual cost of \$9.4 Thousand (K) Fiscal Year (FY) 1996 per LMTV truck is multiplied by 20 years times 37,817 LMTV trucks ($9.4 \times 20 \times 37,817$). To determine the O&S Costs for MTVs, the average annual cost of \$13.8K FY 1996 per MTV truck is multiplied by 20 years times 42,411 MTV trucks ($13.8 \times 20 \times 42,411$). The Total O&S Costs for FMTV is Total O&S for LMTVs of \$7,109.6 Million (M) FY 1996 plus the Total O&S Costs for MTVs of \$11,705.4M FY 1996 for a Total O&S Costs of \$18,815.0M FY 1996.

Sustainment Strategy:

FMTV will transition into sustainment in FY 2016. A Life Cycle Sustainment Plan will be completed in FY 2014. FMTV has been sustained organically during production for over 15 years and is expected to continue. There are to be a total of 80,228 FMTV trucks procured which have an estimated useful life of 20 years.

Antecedent Information:

Information regarding the FMTV Antecedents of M35 Series, M809 Series, and M939 Series trucks is very limited and not readily available. Many assumptions would have to be made to develop an estimate due to a lack of information. This would lead to an unreliable cost estimate.

Unitized O&S Costs BY1996 \$K			
Cost Element	FMTV Ave. Annual Cost	No Antecedent (Antecedent) Ave. Annual Cost	
Unit-Level Manpower	6.4		0.0
Unit Operations	1.7		0.0
Maintenance	2.6		0.0
Sustaining Support	1.0		0.0
Continuing System Improvements	0.0		0.0
Indirect Support	0.0		0.0
Other	0.0		0.0
Total	11.7		--

Unitized Cost Comments:

To determine the Total O&S Costs for FMTV, the Average Annual Costs were first determined for LMTVs and MTVs. A weighted average based on LMTV and MTV operating truck quantities of the LMTV average annual cost of \$9.4K FY 1996 and the MTV average annual unit cost of \$13.8K FY 1996 was used to calculate the total FMTV unitized annual average cost of \$11.7K FY 1996.

	Total O&S Cost \$M			
	Current Production APB Objective/Threshold		Current Estimate	
	FMTV		FMTV	No Antecedent (Antecedent)
Base Year	11258.3	13510.0	18815.0 ¹	N/A
Then Year	17180.5	N/A	30902.2	N/A

¹ APB O&S Cost Breach

Total O&S Costs Comments:

The current total O&S estimate is 67.12% over the Acquisition Program Baseline objective. As reported in the threshold breach section of this SAR, this increase over the objective is due to a change in methodology assumptions and an increase in operating vehicles from the 2003 APB was completed.

Disposal Costs

Disposal plan will be included in the Life Cycle Sustainment Plan in FY 2014. No significant costs are expected as initial efforts will be to sell FMTV trucks to Foreign Military Sales (FMS) then through the Defense Reutilization and Marketing Office (DRMO).