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Selected Acquisition Report (SAR)

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



Joint Light Tactical Vehicle (JLTV)

As of FY 2019 President's Budget

Defense Acquisition Management
Information Retrieval
(DAMIR)

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Sensitivity Originator

No originator info Available at this time.

Common Acronyms and Abbreviations for MDAP Programs

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

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

Program Information

Program Name

Joint Light Tactical Vehicle (JLTV)

DoD Component

Army

Joint Participants

United States Marine Corps

Responsible Office

COL Shane Fullmer
43087 Lake Street
Building 301 NE
Harrison Township, MI 48045-4941

shane.n.fullmer.mil@mail.mil

Phone: 586-239-2984

Fax:

DSN Phone: 273-2984

DSN Fax:

Date Assigned: July 8, 2015

References

SAR Baseline (Production Estimate)

Defense Acquisition Executive (DAE) Approved Acquisition Program Baseline (APB) dated April 27, 2016

Approved APB

Defense Acquisition Executive (DAE) Approved Acquisition Program Baseline (APB) dated April 27, 2016

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 provides a payload capacity of 3,500-pounds. Variants may further be equipped with multiple mission package configurations such as the CSV Shelter Carrier and the CTV Heavy Guns Carrier.

Executive Summary

Program Highlights Since Last Report

The JLTV is a Joint Army and U.S. Marine Corps (USMC) program for which the Army is the lead Service.

The JLTV program capability requirements are stable and funding is adequate to meet cost, schedule and performance objectives established in the current approved APB. USMC quantities increased from 7,241 to 9,091 during this SAR reporting period. There are no increased risks to the JLTV program since the last SAR.

A procurement cost deviation resulted from the combined impact of procuring additional vehicles for the USMC and updating the Army model configuration and contractor furnished kit densities. There is no impact to the FRP decision date or fielding schedule.

The JLTV program is tracking four primary program risks that were accepted at Milestone C, in August 2015, and are actively managed with resourced risk mitigations in place. The four risks involve failure to: demonstrate FRP performance entry criteria; achieve compliance with the Command, Control, Communication, Computers, Intelligence Surveillance, Reconnaissance systems; achieve a Type Classification and Materiel Release and to obtain transportability certification. The impact to any of these risks may delay the FRP decision and add cost to accomplish technical integration and testing. The program's mitigations during LRIP are focused on early technical reviews, test schedule priority and optimization of test assets and prioritization in issue resolution process.

As of January 31, 2018, 1,089 of 1,123 JLTVs were delivered and accepted along with 25 of 25 trailers. Acceptance by the Government is delayed due to a shortage of installation kits. Although vehicle acceptance is not meeting contractual schedule, vehicle production rate is being maintained. The production ramp up is healthy and not affected by the acceptance delay. Current testing demonstrated KPP and Key System Attribute compliance. All critical testing to support entrance into Multi-Service Operational Test and Evaluation (MOT&E) is complete. The program remains on schedule to meet the MOT&E and FRP major milestone events.

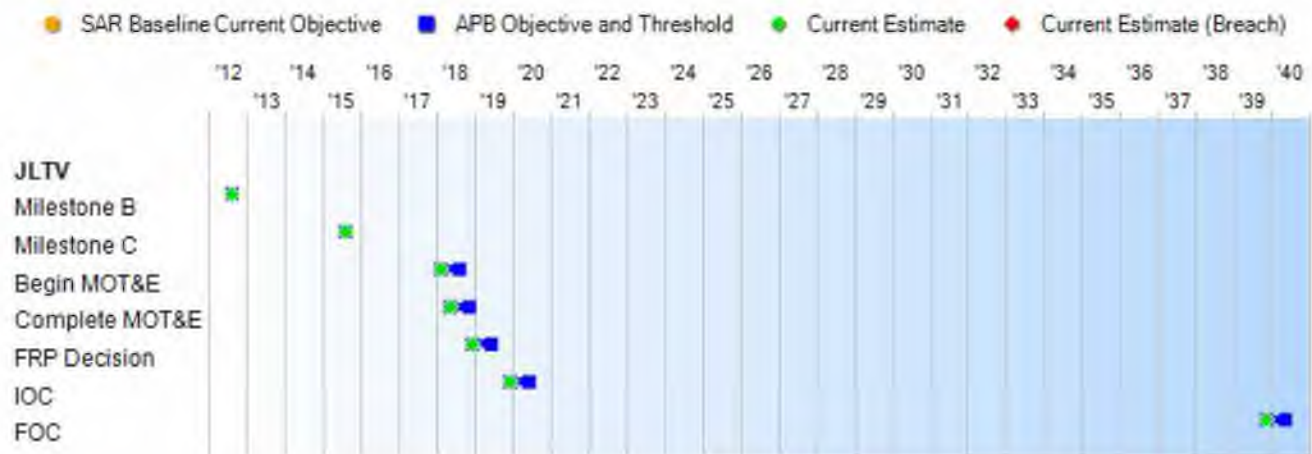
There are no significant software-related issues with this program at this time.

History of Significant Developments Since Program Initiation	
History of Significant Developments Since Program Initiation	
Date	Significant Development Description
January 2007	JLTV is one of the first programs to fully implement the OSD September 2007 Competitive Prototyping policy which calls for two or more competing teams producing prototypes through Milestone B with the goal of reducing risk and synchronizing requirements.
December 2007	JLTV achieved Milestone A initiating the Technology Development (TD) phase.
October 2008	Three cost reimbursable contracts with a total value of \$239.8M were awarded under full and open competition to BAE Systems Land & Armaments, General Tactical Vehicles LLC and Lockheed Martin Corporation. TD efforts included the design, development, modeling, simulation, fabrication, test and test support of 24 prototype JLTVs and companion trailers. The initial requirements proved very challenging for the TD prototypes. Consequently, the requirements evolved to incorporate lessons learned and were closely aligned with the capabilities and performance demonstrated by the TD vendors.
January 2012	A full and open competition solicitation was issued using a best value tradeoff source selection process.
August 2012	The Milestone B decision authorized entry into EMD.
August 2012	Three firm-fixed price contracts with a total value of \$184.8M were awarded to the AM General LLC, Lockheed Martin Corporation and Oshkosh Defense LLC for a 27-month period of performance. The EMD phase included 14-months of performance, reliability and ballistic testing in order to validate that JLTV prototype vehicles achieve KPP and Key System Attribute thresholds and to support the source selection process for Production and Deployment. Each EMD vendor fabricated, assembled, tested and delivered a total of 66 prototype vehicles and 18 trailers (22-vehicles and six-trailers from each vendor), along with ballistic structures, armor coupons and other test assets, vendor-furnished kits, trailers and data requirements. In November 2014, the period of performance for all three contracts ended and all EMD testingsuccessfully completed.
August 2015	On August 25, 2015, the Milestone C DAB was successfully held and the DAE signed the ADM authorizing entrance into the Production and Deployment phase. The contract was awarded on the same day to Oshkosh Defense LLC. On September 8, 2015 a Stop Work Order was issued to Oshkosh after Lockheed Martin filed a protest with the Government Accountability Office (GAO). On December 15, 2015 the GAO dismissed the protest due to Lockheed Martin's notice of intent to file a Post-Award Bid Protest with the U.S. Court of Federal Claims (COFC). The Stop Work Order was officially cancelled and Oshkosh resumed work. On December 17, 2015 Lockheed Martin officially filed a complaint with the COFC. On February 12, 2016 the COFC denied their request for a preliminary injunction and shortly after on February 17, 2016 Lockheed Martin officially withdrew their protest of the JLTV contract award decision.

Threshold Breaches

APB Breaches		
Schedule		<input type="checkbox"/>
Performance		<input type="checkbox"/>
Cost	RDT&E	<input type="checkbox"/>
	Procurement	<input checked="" type="checkbox"/>
	MILCON	<input type="checkbox"/>
	Acq O&M	<input type="checkbox"/>
O&S Cost		<input type="checkbox"/>
Unit Cost	PAUC	<input type="checkbox"/>
	APUC	<input type="checkbox"/>
Explanation of Breach		
The Procurement Cost breach is due to the combined impact of procuring additional U.S. Marine Corps vehicles and updating the Army model configuration and contractor furnished kit densities.		
A Program Deviation Report is in process.		
Nunn-McCurdy Breaches		
Current UCR Baseline		
	PAUC	None
	APUC	None
Original UCR Baseline		
	PAUC	None
	APUC	None

Schedule



Schedule Events				
Events	SAR Baseline Production Estimate	Current APB Production Objective/Threshold		Current Estimate
Milestone B	Aug 2012	Aug 2012	Aug 2012	Aug 2012
Milestone C	Aug 2015	Aug 2015	Aug 2015	Aug 2015
Begin MOT&E	Feb 2018	Feb 2018	Aug 2018	Feb 2018
Complete MOT&E	May 2018	May 2018	Nov 2018	May 2018
FRP Decision	Dec 2018	Dec 2018	Jun 2019	Dec 2018
IOC	Dec 2019	Dec 2019	Jun 2020	Dec 2019
FOC	Nov 2039	Nov 2039	May 2040	Nov 2039

Change Explanations

None

Notes

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

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

Acronyms and Abbreviations

MOT&E - Multi-Service Operational Test and Evaluation

Performance

Performance Characteristics				
SAR Baseline Production Estimate	Current APB Production Objective/Threshold		Demonstrated Performance	Current Estimate
Survivability KPP				
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 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 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 JLTV FoV will achieve interoperability through the integration of Joint and Service C4I systems installed or mounted on the vehicle. JLTV NR KPP compliance with CJCSI 6212.01F is fulfilled via the systems described in the Platform Integration Information Table (see Table 5-4) and the Interoperability KSA.	The JLTV FoV will achieve interoperability through the integration of Joint and Service C4I systems installed or mounted on the vehicle. JLTV NR KPP compliance with CJCSI 6212.01F is fulfilled via the systems described in the Platform Integration Information Table (see Table 5-4) and the Interoperability KSA.	(T=O). The JLTV FoV will achieve interoperability through the integration of Joint and Service C4I systems installed or mounted on the vehicle. JLTV NR KPP compliance with CJCSI 6212.01F is fulfilled via the systems described in the Platform Integration Information Table (see Table 5-4) and the Interoperability KSA.	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 communications, 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of GESPs, necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views, 4) Information assurance requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS requirements.
Sustainment KPP				
JLTV shall have an Ao of 98% and a Am of 85%.	JLTV shall have an Ao of 98% and a Am of 85%.	JLTV shall have an Ao of 95% and a Am of 80%.	TBD	JLTV FoV (vehicle only) should have an Ao 98%. JLTV FoV (vehicle only) should have 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	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	(T=O). 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	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.	include basic organic vehicle instrumentation, controls and crew drills.	terrain profiles, which include basic organic vehicle instrumentation, controls and crew drills.		include basic organic vehicle instrumentation, controls and crew drills.
Mobility KPP				
The JLTV mobility shall support continuous operation across worldwide terrains, climatic conditions, and soil types at speeds consistent with conducting fast-paced military operations. This includes paved primary road networks, gravel/dirt secondary roadways, single track trails with no manmade improvements, and 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 22 in a single pass and also ascend and descend coarse grained, dry sand (less than 1% moisture content) 40% longitudinal slopes. The threshold applies within the confidence bounds of established soft soil test procedures.	The JLTV mobility shall support continuous operation across worldwide terrains, climatic conditions, and soil types at speeds consistent with conducting fast-paced military operations. This includes paved primary road networks, gravel/dirt secondary roadways, single track trails with no manmade improvements, and 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 22 in a single pass and also ascend and descend coarse grained, dry sand (less than 1% moisture content) 40% longitudinal slopes. The threshold applies within the confidence bounds of established soft soil test procedures.	The JLTV mobility shall support continuous operation across worldwide terrains, climatic conditions, and soil types at speeds consistent with conducting fast-paced military operations. This includes paved primary road networks, gravel/dirt secondary roadways, single track trails with no manmade improvements, and cross-country terrain with no roads, routes, or well-worn trails. The JLTV at GVW shall be capable of traversing fine grain soils with an RCI of 25 in a single pass and also ascend and descend coarse grained, dry sand (less than 1% moisture content) 30% longitudinal slopes. The threshold applies within the confidence bounds of established soft soil test procedures.	TBD	The JLTV mobility shall support continuous operation across worldwide terrains, climatic conditions, and soil types at speeds consistent with conducting fast-paced military operations. This includes paved primary road networks, gravel/dirt secondary roadways, single track trails with no manmade improvements, & cross-country terrain with no roads, routes, or well-worn trails. The JLTV at GVW should be capable of traversing fine grain soils with an RCI of 22 in a single pass and also ascend and descend coarse grained, dry sand (less than 1% moisture content) 40% longitudinal slopes. The threshold applies within the confidence bounds of established soft soil test procedures.
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 –	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 –	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	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: 1xCH-47F 50NM 4k/95F @ GVW, USA: 1xMH-47 30NM IAT 4k/95F @ECC. Heavy Guns Carrier – USMC: 2x CH-53K 40NM high-hot @ GVW, USA: 1xCH-47F 50NM 4k/95F @ GVW, USA: 1xMH-47 30NM IAT 4k/95F @ECC. Close Combat Weapons Carrier – USMC: 2x CH-53K 40NM high-hot @ GVW, USA: 1xCH-47F 50NM 4k/95F @ GVW, USA: 1xMH-47 30NM IAT 4k/95F @ECC. Utility (2 Seat) – USMC: 2x CH-53K 40NM high-hot @ GVW, USA: 1xCH-47F 50NM 4k/95F @ GVW, USA: 1xMH-47 30NM IAT 4k/95F @ECC. Utility (Shelter) – Not a KPP for JLTV Utility vehicles when carrying a shelter. Note: Range, temperature, and pressure data: 1) CH-53K: Navy High Hot: 91.5 deg F/33 deg C, 40NM flight; sea-level take off & 3,000ft landing; 2) CH-47F high hot: 95 F / 35 deg C, 4,000 feet, 50NM; 3) CH-47F SL/SD: Sea Level / Standard Day (70 F), 50NM. Sealift. Transport by sea is an essential part of force deployment and a hallmark aspect of USMC Expeditionary capabilities. The USMC and Navy JLTV (CTV variants and the CSV Utility) shall be capable of being loaded into all deck spaces of the prepositioning and

USMC: 2x CH-53K 40NM high-hot @ GVW, USA: 1xCH-47F 50NM 4k/95F @ GVW, USA: 1xMH-47 30NM IAT 4k/95F @ECC. Heavy Guns Carrier – USMC: 2x CH-53K 40NM high-hot @ GVW, USA: 1xCH-47F 50NM 4k/95F @ GVW, USA: 1xMH-47 30NM IAT 4k/95F @ECC. Close Combat Weapons Carrier – USMC: 2x CH-53K 40NM high-hot @ GVW, USA: 1xCH-47F 50NM 4k/95F @ GVW, USA: 1xMH-47 30NM IAT 4k/95F @ECC. Utility (2 Seat) – USMC: 2x CH-53K 40NM high-hot @ GVW, USA: 1xCH-47F 50NM 4k/95F @ GVW, USA: 1xMH-47 30NM IAT 4k/95F @ECC. Utility (Shelter) – Not a KPP for JLTV Utility vehicles when carrying a shelter. Note: Range, temperature, and pressure data: 1) CH-53K: Navy High Hot: 91.5 deg F/33 deg C, 40NM flight; sea-level take off & 3,000ft landing; 2) CH-47F high hot: 95 F / 35 deg C, 4,000 feet, 50NM; 3) CH-47F SL/SD: Sea Level / Standard Day (70 F), 50NM. Sealift. Transport by sea is an essential part of force deployment and a hallmark aspect of USMC Expeditionary capabilities. The USMC and Navy JLTV (CTV variants and the CSV Utility) shall be capable of being loaded into all deck spaces of the prepositioning and

Wing: General Purpose – USMC: 2x CH-53K 40NM high-hot @ECC, USA: 1xCH-47F 50NM SL/SD @ ECC. Heavy Guns Carrier – USMC: 2x CH-53K 40NM high-hot @ECC, USA: 1xCH-47F 50NM SL/SD @ ECC. Close Combat Weapons Carrier – USMC: 2x CH-53K 40NM high-hot @ECC, USA: 1xCH-47F 50NM SL/SD @ ECC. Utility (2 Seat) – USMC: 2x CH-53K 40NM high-hot @ECC, USA: 1xCH-47F 50NM SL/SD @ ECC. Utility (Shelter) – Not a KPP for JLTV Utility vehicles when carrying a shelter. Note: Range, temperature, and pressure data: 1) CH-53K: Navy High Hot: 91.5 deg F/33 deg C, 40NM flight; sea-level take off & 3,000ft landing; 2) CH-47F high hot: 95 F / 35 deg C, 4,000 feet, 50NM; 3) CH-47F SL/SD: Sea Level / Standard Day (70 F), 50NM. Sealift. Transport by sea is an essential part of force deployment and a hallmark aspect of USMC Expeditionary capabilities. The USMC and Navy JLTV (CTV variants and the CSV Utility) shall be capable of being loaded into all deck spaces of the prepositioning and amphibious ships where current HMMWVs are loaded, including height

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

amphibious ships where current HMMWVs are loaded, including height restricted deck spaces of MPS and amphibious class ships.	amphibious ships where current HMMWVs are loaded, including height restricted deck spaces of MPS and amphibious class ships.	restricted deck spaces of MPS and amphibious class ships.		including height restricted deck spaces of the MPF MPS and amphibious class ships.
Payload KPP				
Combat Tactical Vehicles (CTVs including GP, HGC, and CCWC) shall have an on vehicle payload of 5,100lbs. CSV Utility: 11,000lbs. Utility variants shall transport the S250 LWMS, S-788 SICPS RWS, SECM and other Data Interchange shelters within the payload capabilities of the variant, current as of June 2011.	Combat Tactical Vehicles (CTVs including GP, HGC, and CCWC) shall have an on vehicle payload of 5,100lbs. CSV Utility: 11,000lbs. Utility variants shall transport the S250 LWMS, S-788 SICPS RWS, SECM and other Data Interchange shelters within the payload capabilities of the variant, current as of June 2011.	Combat Tactical Vehicles (CTVs including GP, HGC, and CCWC) shall have an on vehicle payload of 3,500lbs. CSV Utility: 5,100lbs. Utility variants shall transport the S250 LWMS, S-788 SICPS RWS, SECM and other Data Interchange shelters within the payload capabilities of the variant, current as of June 2011.	TBD	Combat Tactical Vehicles (CTVs including GP, HGC, and CCWC) should have an on vehicle payload of 5100. CSVs including Utility/Prime Movers and Shelter Carriers: 11,000; Trailers: 6,000. Shelter carrier variants shall transport the S250 LWMS, S-788 SICPS RWS, SECM, and other Data Interchange shelters within the payload capabilities of the variant, current as of June 2011.

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

Requirements Reference

CPD dated November 21, 2014

Change Explanations

None

Notes

Joint Program Office JLTV will report Demonstrated Performance after completion of LRIP testing and receipt of the test report.

Acronyms and Abbreviations

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

Track to Budget

RDT&E

Appn	BA	PE
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Navy 1319 04 0603635M

Project	Name
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3209 Marine Corps Grnd Cmbt/Supt Sys (Sunk)

Notes: Funding line used through FY 2012

Navy 1319 04 0605812M

Project	Name
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3209 Joint Light Tactical Vehicle (Sunk)

Notes: Funding line FY 2013 - FY 2017

Navy 1319 05 0605813M

Project	Name
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3209 Joint Light Tactical Vehicle

Notes: Funding line FY 2018 and beyond

Army 2040 04 0603804A

Project	Name
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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
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L50 Joint Light Tactical Vehicle (JLTV) - System Development and Demonstration (SDD) (Sunk)

Notes: Funding line used FY 2012

Army 2040 05 0605812A

Project	Name
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VU9 Joint Light Tactical Vehicle - Engineering and Manufacturing Development (EMD)

Notes: Funding line FY 2013 and beyond

Procurement

Appn	BA	PE
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Navy 1109 05 0206211M

Line Item	Name
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5095 Joint Light Tactical Vehicle

Notes: Funding starts FY 2015

Army 2035 01 0216300A

Line Item	Name
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D15603 Joint Light Tactical Vehicle

Notes: Funding starts FY 2015

Acq O&M

Appn	BA	PE
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Army 2020 04 0702806A

Subactivity Group	Name
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435 Acquisition and Management (Shared)
Support: Joint Light Tactical Vehicle

Notes: Funding line FY 2019 and beyond

Cost and Funding

Cost Summary

Total Acquisition Cost							
Appropriation	BY 2015 \$M			BY 2015 \$M	TY \$M		
	SAR Baseline Production Estimate	Current APB Production Objective/Threshold		Current Estimate	SAR Baseline Production Estimate	Current APB Production Objective	Current Estimate
RDT&E	941.4	941.4	1035.5	929.5	940.0	940.0	928.1
Procurement	18758.1	18758.1	20633.9	21471.0 ¹	23604.0	23604.0	26809.3
Flyaway	--	--	--	20323.9	--	--	25460.1
Recurring	--	--	--	18954.9	--	--	23766.1
Non Recurring	--	--	--	1369.0	--	--	1694.0
Support	--	--	--	1147.1	--	--	1349.2
Other Support	--	--	--	928.6	--	--	1090.9
Initial Spares	--	--	--	218.5	--	--	258.3
MILCON	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acq O&M	0.0	0.0	--	221.4	0.0	0.0	291.5
Total	19699.5	19699.5	N/A	22621.9	24544.0	24544.0	28028.9

¹ APB Breach

Current APB Cost Estimate Reference

JLTV Joint Cost Position dated August 25, 2015

Cost Notes

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

In accordance with Section 842 of the National Defense Authorization Act for FY 2017, which amended title 10 U.S.C. § 2334, the Director of Cost Assessment and Program Evaluation, and the Secretary of the military department concerned or the head of the Defense Agency concerned, must issue guidance requiring a discussion of risk, the potential impacts of risk on program costs, and approaches to mitigate risk in cost estimates for MDAPs and major subprograms. The information required by the guidance is to be reported in each SAR. This guidance is not yet available; therefore, the information on cost risk is not contained in this SAR.

The total Procurement cost breach is due to the combined impact of procuring additional U.S. Marine Corps vehicles and updating the Army model configuration and contractor furnished kit densities.

Beginning in FY 2019, the Army realigned direct civilian personnel pay costs from RDT&E and Procurement investment accounts to O&M to provide additional transparency and auditability.

Total Quantity			
Quantity	SAR Baseline Production Estimate	Current APB Production	Current Estimate
RDT&E	118	118	116
Procurement	54599	54599	58190
Total	54717	54717	58306

Quantity Notes

The estimate is updated to reflect the latest test plan. EMD test results determined that fewer Live Fire Tests are required, therefore the RDT&E quantity was reduced.

U.S. Marine Corps (USMC) procurement quantity increased from 5,500 to 9,091.

The 2016 SAR Current Estimate for RDT&E quantities was 114. The USMC purchased two additional RDT&E vehicles which changes the Current Estimate to 116.

The Air Force and the Navy are procuring JLTVs independent of the JLTV acquisition program established in the Memorandum of Agreement between the Army and the Marine Corps. The following funding and correlated quantity are not included in the JLTV APB or the cost and funding charts displayed above.

Forecasted Air Force Requirements

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Proc:TY\$M	\$ 1.800	\$ 51.750	\$ 30.145	\$ 51.234	\$ 51.772	\$ 54.604	\$ 52.990
Qty	4	138	50	115	116	124	144
OCO:TY\$M		\$ 0.750	\$ 24.750				
Qty		2	66				

The table above represents an Air Force formal budget request to procure JLTVs starting in FY 2017.

Forecasted Navy Requirements

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Proc:TY\$M	\$ 1.260	\$ 3.427	\$ 5.681	\$ 4.457	\$ 5.455	\$ 4.803
Qty	3	8	13	10	12	10

The table above represents a Navy formal budget request to procure JLTVs starting in FY 2018.

Cost and Funding

Funding Summary

Appropriation Summary									
FY 2019 President's Budget / December 2017 SAR (TY\$ M)									
Appropriation	Prior	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	To Complete	Total
RDT&E	790.2	44.2	5.0	4.8	1.7	2.8	4.8	74.6	928.1
Procurement	1172.2	1038.0	1926.4	1855.0	1718.1	1786.5	1632.8	15680.3	26809.3
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	11.9	12.2	12.4	12.7	12.9	229.4	291.5
PB 2019 Total	1962.4	1082.2	1943.3	1872.0	1732.2	1802.0	1650.5	15984.3	28028.9
PB 2018 Total	1964.7	1082.2	1749.7	1843.9	1607.1	1703.4	1235.1	14090.0	25276.1
Delta	-2.3	0.0	193.6	28.1	125.1	98.6	415.4	1894.3	2752.8

Funding Notes

Beginning in FY 2019, the Army realigned direct civilian personnel pay costs from RDT&E and Procurement investment accounts to O&M to provide additional transparency and auditability.

The To Complete dollars include program funding from FY 2024 through FY 2038.

Due to system limitations, USMC funding in FY 2021 through FY 2023 does not appear in this report. The RDT&E funding is:

RDT&E	FY 2021	FY 2022	FY 2023
TY\$M	\$ 0.026	\$ 0.024	\$ 0.022

Quantity Summary										
FY 2019 President's Budget / December 2017 SAR (TY\$ M)										
Quantity	Undistributed	Prior	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	To Complete	Total
Development	116	0	0	0	0	0	0	0	0	116
Production	0	2915	2615	5032	5029	3685	4119	3682	31113	58190
PB 2019 Total	116	2915	2615	5032	5029	3685	4119	3682	31113	58306
PB 2018 Total	114	3047	2637	4737	5190	3838	4084	2912	29895	56454
Delta	2	-132	-22	295	-161	-153	35	770	1218	1852

Cost and Funding

Annual Funding By Appropriation

Annual Funding							
2040 RDT&E Research, Development, Test, and Evaluation, Army							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2008	--	--	--	--	--	--	105.2
2009	--	--	--	--	--	--	20.5
2010	--	--	--	--	--	--	26.3
2011	--	--	--	--	--	--	33.4
2012	--	--	--	--	--	--	84.5
2013	--	--	--	--	--	--	59.2
2014	--	--	--	--	--	--	81.4
2015	--	--	--	--	--	--	28.3
2016	--	--	--	--	--	--	21.6
2017	--	--	--	--	--	--	11.1
2018	--	--	--	--	--	--	23.5
2019	--	--	--	--	--	--	2.7
2020	--	--	--	--	--	--	2.7
2021	--	--	--	--	--	--	1.7
2022	--	--	--	--	--	--	2.8
2023	--	--	--	--	--	--	4.8
2024	--	--	--	--	--	--	4.6
2025	--	--	--	--	--	--	4.7
2026	--	--	--	--	--	--	7.5
2027	--	--	--	--	--	--	8.2
2028	--	--	--	--	--	--	5.0
2029	--	--	--	--	--	--	5.1
2030	--	--	--	--	--	--	5.2
2031	--	--	--	--	--	--	8.3
2032	--	--	--	--	--	--	9.1
2033	--	--	--	--	--	--	5.5
2034	--	--	--	--	--	--	5.6
2035	--	--	--	--	--	--	5.7
2036	--	--	--	--	--	--	0.1
Subtotal	66	--	--	--	--	--	584.3

Annual Funding								
2040 RDT&E Research, Development, Test, and Evaluation, Army								
Fiscal Year	Quantity	BY 2015 \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
2008	--	--	--	--	--	--	--	114.9
2009	--	--	--	--	--	--	--	22.1
2010	--	--	--	--	--	--	--	27.9
2011	--	--	--	--	--	--	--	34.8
2012	--	--	--	--	--	--	--	86.7
2013	--	--	--	--	--	--	--	59.7
2014	--	--	--	--	--	--	--	80.6
2015	--	--	--	--	--	--	--	27.6
2016	--	--	--	--	--	--	--	20.8
2017	--	--	--	--	--	--	--	10.5
2018	--	--	--	--	--	--	--	22.0
2019	--	--	--	--	--	--	--	2.5
2020	--	--	--	--	--	--	--	2.4
2021	--	--	--	--	--	--	--	1.5
2022	--	--	--	--	--	--	--	2.4
2023	--	--	--	--	--	--	--	4.1
2024	--	--	--	--	--	--	--	3.8
2025	--	--	--	--	--	--	--	3.8
2026	--	--	--	--	--	--	--	6.0
2027	--	--	--	--	--	--	--	6.5
2028	--	--	--	--	--	--	--	3.9
2029	--	--	--	--	--	--	--	3.9
2030	--	--	--	--	--	--	--	3.9
2031	--	--	--	--	--	--	--	6.0
2032	--	--	--	--	--	--	--	6.5
2033	--	--	--	--	--	--	--	3.8
2034	--	--	--	--	--	--	--	3.8
2035	--	--	--	--	--	--	--	3.8
2036	--	--	--	--	--	--	--	0.1
Subtotal	66	--	--	--	--	--	--	576.3

Annual Funding							
1319 RDT&E Research, Development, Test, and Evaluation, Navy							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2008	--	--	--	--	--	--	38.7
2009	--	--	--	--	--	--	40.7
2010	--	--	--	--	--	--	47.8
2011	--	--	--	--	--	--	18.3
2012	--	--	--	--	--	--	45.1
2013	--	--	--	--	--	--	35.5
2014	--	--	--	--	--	--	52.9
2015	--	--	--	--	--	--	7.2
2016	--	--	--	--	--	--	24.8
2017	--	--	--	--	--	--	7.7
2018	--	--	--	--	--	--	20.7
2019	--	--	--	--	--	--	2.3
2020	--	--	--	--	--	--	2.1
Subtotal	50	--	--	--	--	--	343.8

Annual Funding							
1319 RDT&E Research, Development, Test, and Evaluation, Navy							
Fiscal Year	Quantity	BY 2015 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2008	--	--	--	--	--	--	42.4
2009	--	--	--	--	--	--	44.0
2010	--	--	--	--	--	--	50.9
2011	--	--	--	--	--	--	19.0
2012	--	--	--	--	--	--	46.2
2013	--	--	--	--	--	--	36.0
2014	--	--	--	--	--	--	52.8
2015	--	--	--	--	--	--	7.1
2016	--	--	--	--	--	--	24.1
2017	--	--	--	--	--	--	7.3
2018	--	--	--	--	--	--	19.4
2019	--	--	--	--	--	--	2.1
2020	--	--	--	--	--	--	1.9
Subtotal	50	--	--	--	--	--	353.2

Annual Funding							
2035 Procurement Other Procurement, Army							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2015	397	127.9	--	24.6	152.5	12.1	164.6
2016	581	188.6	--	55.4	244.0	5.9	249.9
2017	1591	465.5	--	63.2	528.7	58.8	587.5
2018	2088	668.0	--	62.3	730.3	74.1	804.4
2019	3390	1082.1	--	68.6	1150.7	168.7	1319.4
2020	3035	957.3	--	48.3	1005.6	141.6	1147.2
2021	2501	997.8	--	65.1	1062.9	179.8	1242.7
2022	3121	1231.6	--	73.8	1305.4	41.4	1346.8
2023	2751	1111.5	--	64.9	1176.4	34.8	1211.2
2024	2719	1095.6	--	63.1	1158.7	31.1	1189.8
2025	2526	1042.2	--	61.4	1103.6	33.9	1137.5
2026	2350	1018.4	--	83.9	1102.3	28.2	1130.5
2027	2230	967.3	--	89.3	1056.6	27.4	1084.0
2028	2220	982.7	--	80.0	1062.7	28.4	1091.1
2029	2219	1002.3	--	82.2	1084.5	26.3	1110.8
2030	2226	1025.6	--	79.2	1104.8	27.0	1131.8
2031	2178	1036.4	--	91.5	1127.9	27.1	1155.0
2032	2215	1062.3	--	87.7	1150.0	28.0	1178.0
2033	2259	1104.7	--	67.3	1172.0	29.1	1201.1
2034	2278	1136.7	--	59.2	1195.9	29.9	1225.8
2035	2268	1175.9	--	43.0	1218.9	30.4	1249.3
2036	1956	995.7	--	34.1	1029.8	27.0	1056.8
2037	--	--	--	15.9	15.9	0.1	16.0
2038	--	--	--	12.8	12.8	--	12.8
Subtotal	49099	20476.1	--	1476.8	21952.9	1091.1	23044.0

Annual Funding							
2035 Procurement Other Procurement, Army							
Fiscal Year	Quantity	BY 2015 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2015	397	124.4	--	23.9	148.3	11.8	160.1
2016	581	181.2	--	53.2	234.4	5.7	240.1
2017	1591	439.7	--	59.8	499.5	55.5	555.0
2018	2088	620.1	--	57.8	677.9	68.8	746.7
2019	3390	985.5	--	62.5	1048.0	153.7	1201.7
2020	3035	854.9	--	43.1	898.0	126.5	1024.5
2021	2501	873.6	--	57.0	930.6	157.4	1088.0
2022	3121	1057.1	--	63.4	1120.5	35.5	1156.0
2023	2751	935.3	--	54.6	989.9	29.3	1019.2
2024	2719	903.9	--	52.0	955.9	25.7	981.6
2025	2526	843.0	--	49.7	892.7	27.4	920.1
2026	2350	807.6	--	66.5	874.1	22.4	896.5
2027	2230	752.0	--	69.4	821.4	21.3	842.7
2028	2220	749.0	--	61.0	810.0	21.6	831.6
2029	2219	749.0	--	61.4	810.4	19.6	830.0
2030	2226	751.3	--	58.0	809.3	19.8	829.1
2031	2178	744.4	--	65.8	810.2	19.4	829.6
2032	2215	748.0	--	61.8	809.8	19.7	829.5
2033	2259	762.6	--	46.5	809.1	20.1	829.2
2034	2278	769.3	--	40.0	809.3	20.3	829.6
2035	2268	780.2	--	28.5	808.7	20.2	828.9
2036	1956	647.7	--	22.2	669.9	17.6	687.5
2037	--	--	--	10.1	10.1	0.1	10.2
2038	--	--	--	8.0	8.0	--	8.0
Subtotal	49099	16079.8	--	1176.2	17256.0	919.4	18175.4

Annual Funding							
1109 Procurement Procurement, Marine Corps							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2015	6	2.3	--	4.1	6.4	1.0	7.4
2016	128	42.6	--	16.0	58.6	--	58.6
2017	212	68.8	--	34.7	103.5	0.7	104.2
2018	527	180.3	--	18.8	199.1	34.5	233.6
2019	1642	539.9	--	25.4	565.3	41.7	607.0
2020	1994	639.5	--	17.1	656.6	51.2	707.8
2021	1184	388.2	--	19.8	408.0	67.4	475.4
2022	998	402.5	--	20.8	423.3	16.4	439.7
2023	931	390.5	--	17.2	407.7	13.9	421.6
2024	926	392.8	--	16.9	409.7	13.5	423.2
2025	543	242.6	--	16.1	258.7	12.7	271.4
2026	--	--	--	5.1	5.1	5.1	10.2
2027	--	--	--	5.2	5.2	--	5.2
Subtotal	9091	3290.0	--	217.2	3507.2	258.1	3765.3

Annual Funding							
1109 Procurement Procurement, Marine Corps							
Fiscal Year	Quantity	BY 2015 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2015	6	2.2	--	4.0	6.2	1.0	7.2
2016	128	41.0	--	15.4	56.4	--	56.4
2017	212	65.1	--	32.7	97.8	0.7	98.5
2018	527	167.5	--	17.5	185.0	32.0	217.0
2019	1642	492.1	--	23.2	515.3	38.0	553.3
2020	1994	571.6	--	15.3	586.9	45.7	632.6
2021	1184	340.2	--	17.3	357.5	59.1	416.6
2022	998	345.8	--	17.8	363.6	14.1	377.7
2023	931	328.9	--	14.5	343.4	11.7	355.1
2024	926	324.3	--	14.0	338.3	11.1	349.4
2025	543	196.4	--	13.0	209.4	10.3	219.7
2026	--	--	--	4.1	4.1	4.0	8.1
2027	--	--	--	4.0	4.0	--	4.0
Subtotal	9091	2875.1	--	192.8	3067.9	227.7	3295.6

Annual Funding		
2020 Acq O&M Operation and Maintenance, Army		
Fiscal Year	TY \$M	
	Total Program	
2019		11.9
2020		12.2
2021		12.4
2022		12.7
2023		12.9
2024		13.2
2025		13.5
2026		13.8
2027		14.1
2028		14.4
2029		14.7
2030		15.0
2031		15.3
2032		15.6
2033		15.9
2034		16.3
2035		16.6
2036		17.0
2037		16.8
2038		17.2
Subtotal		291.5

Annual Funding 2020 Acq O&M Operation and Maintenance, Army		
Fiscal Year	BY 2015 \$M	
	Total Program	
2019		11.0
2020		11.0
2021		11.0
2022		11.1
2023		11.0
2024		11.0
2025		11.1
2026		11.1
2027		11.1
2028		11.1
2029		11.1
2030		11.1
2031		11.1
2032		11.1
2033		11.1
2034		11.2
2035		11.2
2036		11.2
2037		10.9
2038		10.9
Subtotal		221.4

Low Rate Initial Production

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

Foreign Military Sales

Country	Date of Sale	Quantity	Total Cost \$M	Description
Denmark		0	0.4	Number: DEBVL1 Agreement Type: Letter of Offer and Acceptance Provides for System Technical Support Services
United Kingdom		0	1.3	Number: UKBWSZ Agreement Type: Letter of Offer and Acceptance Provides for System Technical Support Services
United Kingdom	5/30/2018	2	0.7	Number: UKBWTH Agreement Type: Letter of Offer and Acceptance Provides for one General Purpose Variant JLTV, one Utility Variant JLTV, associated kits and Basic Issue Items.

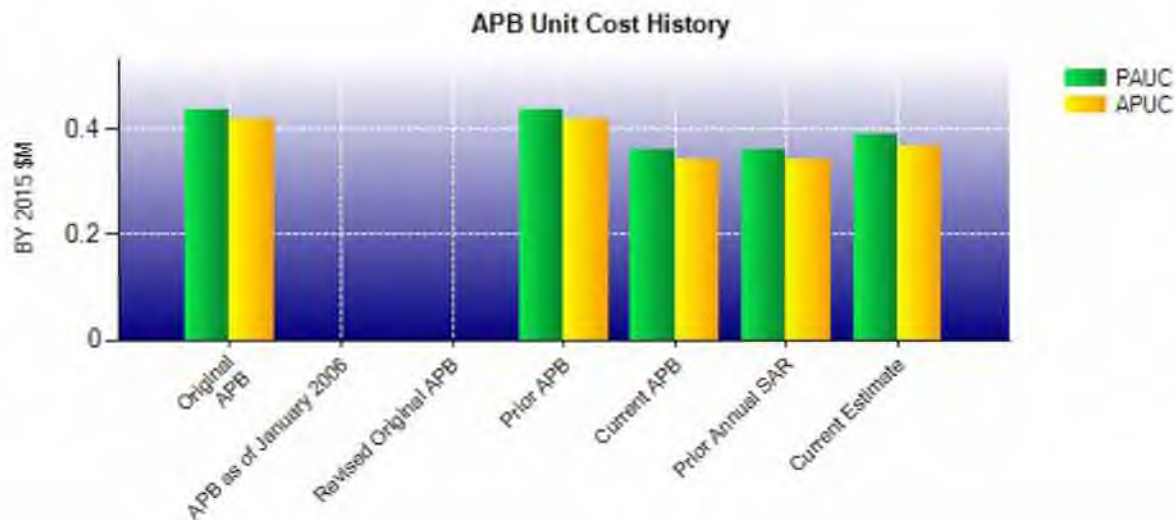
Notes

Nuclear Costs

None

Unit Cost

Current UCR Baseline and Current Estimate (Base-Year Dollars)			
Item	BY 2015 \$M	BY 2015 \$M	% Change
	Current UCR Baseline (Apr 2016 APB)	Current Estimate (Dec 2017 SAR)	
Program Acquisition Unit Cost			
Cost	19699.5	22621.9	
Quantity	54717	58306	
Unit Cost	0.360	0.388	+7.78
Average Procurement Unit Cost			
Cost	18758.1	21471.0	
Quantity	54599	58190	
Unit Cost	0.344	0.369	+7.27
Original UCR Baseline and Current Estimate (Base-Year Dollars)			
Item	BY 2015 \$M	BY 2015 \$M	% Change
	Original UCR Baseline (Oct 2012 APB)	Current Estimate (Dec 2017 SAR)	
Program Acquisition Unit Cost			
Cost	23868.6	22621.9	
Quantity	54730	58306	
Unit Cost	0.436	0.388	-11.01
Average Procurement Unit Cost			
Cost	22822.7	21471.0	
Quantity	54599	58190	
Unit Cost	0.418	0.369	-11.72



APB Unit Cost History					
Item	Date	BY 2015 \$M		TY \$M	
		PAUC	APUC	PAUC	APUC
Original APB	Oct 2012	0.436	0.418	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	Oct 2012	0.436	0.418	0.556	0.538
Current APB	Apr 2016	0.360	0.344	0.449	0.432
Prior Annual SAR	Dec 2016	0.360	0.344	0.448	0.432
Current Estimate	Dec 2017	0.388	0.369	0.481	0.461

SAR Unit Cost History

Initial SAR Baseline to Current SAR Baseline (TY \$M)									
Initial PAUC Development Estimate	Changes								PAUC Production Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.556	0.004	0.107	-0.027	0.000	-0.188	0.000	-0.003	-0.107	0.449

Current SAR Baseline to Current Estimate (TY \$M)									
PAUC Production Estimate	Changes								PAUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.449	-0.005	-0.006	0.041	0.000	-0.001	0.000	0.003	0.032	0.481

Initial SAR Baseline to Current SAR Baseline (TY \$M)									
Initial APUC Development Estimate	Changes								APUC Production Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.538	0.004	0.000	-0.027	0.000	-0.080	0.000	-0.003	-0.106	0.432

Current SAR Baseline to Current Estimate (TY \$M)									
APUC Production Estimate	Changes								APUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.432	-0.005	-0.004	0.040	0.000	-0.005	0.000	0.003	0.029	0.461

SAR Baseline History				
Item	SAR Planning Estimate	SAR Development Estimate	SAR Production Estimate	Current Estimate
Milestone A	N/A	N/A	N/A	N/A
Milestone B	N/A	Aug 2012	Aug 2012	Aug 2012
Milestone C	N/A	May 2015	Aug 2015	Aug 2015
IOC	N/A	May 2018	Dec 2019	Dec 2019
Total Cost (TY \$M)	N/A	30408.7	24544.0	28028.9
Total Quantity	N/A	54730	54717	58306
PAUC	N/A	0.556	0.449	0.481

Cost Variance

Summary TY \$M					
Item	RDT&E	Procurement	MILCON	Acq O&M	Total
SAR Baseline (Production Estimate)	940.0	23604.0	--	--	24544.0
Previous Changes					
Economic	+0.5	-78.5	--	--	-78.0
Quantity	--	+606.3	--	--	+606.3
Schedule	+29.8	+131.7	--	--	+161.5
Engineering	--	--	--	--	--
Estimating	-40.3	-14.3	--	--	-54.6
Other	--	--	--	--	--
Support	--	+96.9	--	--	+96.9
Subtotal	-10.0	+742.1	--	--	+732.1
Current Changes					
Economic	-1.8	-208.1	--	--	-209.9
Quantity	+0.7	+671.9	--	--	+672.6
Schedule	--	+2202.9	--	--	+2202.9
Engineering	--	--	--	--	--
Estimating	-0.8	-267.6	--	+291.5	+23.1
Other	--	--	--	--	--
Support	--	+64.1	--	--	+64.1
Subtotal	-1.9	+2463.2	--	+291.5	+2752.8
Total Changes	-11.9	+3205.3	--	+291.5	+3484.9
CE - Cost Variance	928.1	26809.3	--	291.5	28028.9
CE - Cost & Funding	928.1	26809.3	--	291.5	28028.9

Summary BY 2015 \$M					
Item	RDT&E	Procurement	MILCON	Acq O&M	Total
SAR Baseline (Production Estimate)	941.4	18758.1	--	--	19699.5
Previous Changes					
Economic	--	--	--	--	--
Quantity	--	+519.3	--	--	+519.3
Schedule	+28.0	+65.0	--	--	+93.0
Engineering	--	--	--	--	--
Estimating	-38.7	-20.8	--	--	-59.5
Other	--	--	--	--	--
Support	--	+83.1	--	--	+83.1
Subtotal	-10.7	+646.6	--	--	+635.9
Current Changes					
Economic	--	--	--	--	--
Quantity	+0.7	+553.8	--	--	+554.5
Schedule	--	+1668.0	--	--	+1668.0
Engineering	--	--	--	--	--
Estimating	-1.9	-208.9	--	+221.4	+10.6
Other	--	--	--	--	--
Support	--	+53.4	--	--	+53.4
Subtotal	-1.2	+2066.3	--	+221.4	+2286.5
Total Changes	-11.9	+2712.9	--	+221.4	+2922.4
CE - Cost Variance	929.5	21471.0	--	221.4	22621.9
CE - Cost & Funding	929.5	21471.0	--	221.4	22621.9

Previous Estimate: December 2016

RDT&E	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-1.8
Adjustment for current and prior escalation. (Estimating)	+0.8	+0.8
Quantity change due to two additional vehicles and associated kits bought for testing (USMC). (Quantity)	+0.7	+0.7
Revised estimate due to realignment of test event funding (Army). (Estimating)	+0.5	+1.6
Revised estimate due to realignment of test event funding (USMC). (Estimating)	-2.6	-2.6
Revised estimate to reflect the Army's realignment of direct civilian pay costs from RDT&E and Procurement investment accounts to O&M to provide additional transparency and auditability (Army). (Estimating)	-0.6	-0.6
RDT&E Subtotal	-1.2	-1.9

Procurement	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-208.1
Adjustment for current and prior escalation. (Estimating)	+11.5	+12.2
Total quantity variance resulting from an increase of 1,850 vehicles from 7,241 to 9,091 (USMC). (Subtotal)	+556.8	+675.6
Quantity variance resulting from an increase of 1,850 vehicles from 7,241 to 9,091 (USMC). (Quantity)	(+553.8)	(+671.9)
Allocation to Schedule resulting from Quantity change. (Schedule) (QR)	(+3.4)	(+4.1)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(-0.4)	(-0.4)
Stretch-out of procurement buy profile from FY 2015 to FY 2036 (Army). (Schedule)	0.0	+31.4
Additional Schedule Variance due to updates in vehicle configuration and kit mix (Army). (Schedule)	+1494.5	+1957.1
Stretch-out of procurement buy profile from FY 2019 to FY 2023 (USMC). (Schedule)	0.0	+9.8
Additional Schedule Variance due to updates in vehicles and kits based on vehicle configuration mix (USMC). (Schedule) (QR)	+170.1	+200.5
Revised estimate for test costs due to modifying the cost share ratio with USMC for the follow-on contract (Army). (Estimating)	-9.0	-11.4
Revised estimate for test costs due to modifying the cost share ratio with USMC for the follow-on contract (USMC). (Estimating)	-3.3	-3.6
Revised estimate to Contractor Program Support and System Technical Support due to modified cost share ratio with USMC for follow-on contract (Army). (Estimating)	-17.8	-10.8
Revised estimate to Contractor Program Support and System Technical Support due to modified cost share ratio with USMC for follow-on contract (USMC). (Estimating)	+28.6	+37.3
Revised estimate to reflect the Army's realignment of direct civilian pay costs from RDT&E and Procurement investment accounts to O&M to provide additional transparency and auditability (Army). (Estimating)	-218.5	-290.9
Adjustment for current and prior escalation. (Support)	+1.2	+1.3
Increase in Other Support due to updates in fielding estimates (Army). (Support)	+12.2	+13.2
Increase in Other Support due to updates in fielding estimates (USMC). (Support)	+24.3	+29.8
Increase in Initial Spares due to updated estimating methodology (Army). (Support)	+12.9	+16.2
Increase in Initial Spares due to updated estimating methodology (USMC). (Support)	+2.8	+3.6

Procurement Subtotal	+2066.3	+2463.2
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(QR) Quantity Related

Acq O&M		\$M	
Current Change Explanations		Base Year	Then Year
Revised estimate to reflect the Army's realignment of direct civilian pay costs from RDT&E and Procurement investment accounts to O&M to provide additional transparency and auditability (Army). (Estimating)		+221.4	+291.5
Acq O&M Subtotal		+221.4	+291.5

Contracts

Contract Identification

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

Contract Price							
Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
114.7	N/A	201	1184.2	N/A	3441	1184.2	1184.2

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to exercising Option Periods 1 through 3 which include buying 3240 additional vehicles plus associated kits, trailers, test support, System Engineering and Program Management, System Technical Support and the JLTV Technical Data Package.

The Current Contract Price Target also includes Air Force Procurement funds for the purchase of four vehicles, FMS funds for a United Kingdom (UK) System Technical Support work directive and FMS funds for the purchase of two UK vehicles along with associated kits in accordance with FMS case UK-B-WTH.

Cost and Schedule Variance Explanations

Cost and Schedule Variance reporting is not required on this (FFP/CPFF) contract.

General Contract Variance Explanation

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

Notes

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

Current Contract	Qty
Army	2873
USMC	562
Air Force	4
UK	2
Grand Total	3441

Deliveries and Expenditures

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	112	110	116	94.83%
Production	1101	1069	58190	1.84%
Total Program Quantity Delivered	1213	1179	58306	2.02%

Expended and Appropriated (TY \$M)			
Total Acquisition Cost	28028.9	Years Appropriated	11
Expended to Date	1121.6	Percent Years Appropriated	35.48%
Percent Expended	4.00%	Appropriated to Date	3044.6
Total Funding Years	31	Percent Appropriated	10.86%

The above data is current as of February 12, 2018.

Operating and Support Cost

Cost Estimate Details

Date of Estimate:	December 31, 2017
Source of Estimate:	POE
Quantity to Sustain:	58190
Unit of Measure:	Vehicle
Service Life per Unit:	20.00 Years
Fiscal Years in Service:	FY 2019 - FY 2057

Total JLTV vehicle quantity of 58,306 includes 116 RDT&E-funded vehicles and 58,190 Procurement-funded vehicles. RDT&E vehicles represent prototypes from Technology Development and EMD and vehicles for Live Fire and Destructive Testing during Production. Prototypes, Live Fire and Destructive Test assets will not be fielded.

Procurement Quantity: 49,099 (Army) / 9,091 (U.S. Marine Corps (USMC))

Sustainment Strategy

The Sustainment Strategy reflects peacetime Operational Tempo (OPTEMPO) as identified by sub-configuration by the Army and in JLTV Operation Mode Summary & Mission Profile for the USMC. Reduced OPTEMPO is used for Army training, Army Prepositioned Stocks and inactive USMC units.

Interim Contractor Support will occur beginning in FY 2019 for Army and USMC fielding and will not exceed three years; sustainment will then transition to organic maintenance support. USMC Supply Support is required from IOC (FY 2020) until fielding is complete (FY 2023).

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

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

Antecedent Information

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

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

Annual O&S Costs BY2015 \$K		
Cost Element	JLTV Average Annual Cost Per Vehicle	HMMWV (Antecedent) Average Annual \$ Per Vehicle
Unit-Level Manpower	5.000	8.000
Unit Operations	3.000	2.000
Maintenance	10.000	4.000
Sustaining Support	2.000	6.000
Continuing System Improvements	2.000	1.000
Indirect Support	2.000	3.000
Other	0.000	0.000
Total	24.000	24.000

The JLTV O&S costs reflect peacetime operations.

Item	Total O&S Cost \$M		
	JLTV		HMMWV (Antecedent)
	Current Production APB Objective/Threshold	Current Estimate	
Base Year	27224.1	29946.5	26777.7
Then Year	40346.6	N/A	40547.7

Equation to Translate Annual Cost to Total Cost

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

Total O&S Costs: \$26,777.7M (BY\$ 2015)

Total Operational Vehicle Years: 1,163,800

Total Operating Vehicles: 58,190

Economic Useful Life: 20 Years

O&S Cost Variance		
Category	BY 2015 \$M	Change Explanations
Prior SAR Total O&S Estimates - Dec 2016 SAR	27639.5	
Programmatic/Planning Factors	3631.2	Increase due to updated configuration mix and quantity of vehicles that will be operating.
Cost Estimating Methodology	0.0	
Cost Data Update	0.0	
Labor Rate	0.0	

Energy Rate	0.0	
Technical Input	-4493.0	Decrease due to updated reliability for mean miles between hardware mission failure and fuel consumption data.
Other	0.0	
Total Changes	-861.8	
Current Estimate	26777.7	

Disposal Estimate Details

Date of Estimate: December 31, 2017
Source of Estimate: POE
Disposal/Demilitarization Total Cost (BY 2015 \$M): Total costs for disposal of all Vehicle are 205.3

Total Demilitarization Cost includes costs for disposal and transportation associated with disposal of JLTVs. Increase of \$0.2M to disposal costs are due to an increase in number of vehicles procured and operated.