MISSION
Develop and Acquire Joint Combat Support Systems for Expeditionary Forces

VISION
Support the Joint Warfighter across the spectrum of conflict

Project Manager
COL John S. Myers

Deputy PM Acquisition: Mr. Dennis Mazurek
Deputy PM Technology: Mr. David Dopp

PRODUCT MANAGERS
• Sets, Kits, Outfits and Tools
  • LTC Brian Tachias (USAR)
• Joint Light Tactical Vehicles
  • LTC Wolfgang Petermann (USA)
  • LtCol Ruben Garza (USMC)

PRODUCT DIRECTORS
• Test, Measurement & Diagnostics Equipment
  • Mr. George Mitchell

HORIZONTAL TECHNOLOGY INTEGRATION
• Pending
JLTV Program Status

- **JLTV TD Phase is on schedule**
  - Awarded 3 Contractors - October 29, 2008
    - BAE Systems Land & Armament Systems – Ground Systems Division; Santa Clara, CA
    - General Tactical Vehicles
    - Lockheed Martin Systems Integration – Owego; Owego, NY
      - Two protests were filed and denied by the GAO, allowing work to resume on Feb 17 2009
  - Testing is ongoing
  - Vehicles and trailers will be delivered in April 2010

- **TD Phase will be no longer than 27 months, schedule will be event driven, and will meet the following exit criteria:**
  - Approval of the appropriate capabilities development document (CDD or CPD), supported by analysis from TD work
  - Demonstration of an ability to achieve TRL 6 (minimum) in an integrated system with a focus on: Protection, Transportability, Reliability, Producibility
  - An assessment of commonality across the JLTV FoV
  - An assessment of the technical risks relevant to entering initial production will to lay a foundation for the Manufacturing Assessment done during EMD.

- **Competitive Prototyping is working**
  - Increased government leverage
  - Competition is being driven by real performance on actual hardware
  - Increased confidence in operational performance through test and evaluation of actual performance capabilities
  - Improved fidelity seen by improvements in design solution from JLTV TD PDR to JLTV TD CDRs
  - Cost information gleaned from this phase increases confidence in cost estimates for the program life cycle.

- **International Participation**
  - Australia and India discussions are ongoing for next phase of EMD International participation
JLTV Hardware

BAE SYSTEMS

General Tactical Vehicles

LOCKHEED MARTIN

Project Manager JCSS~ NDIA TWV Conference ~5~ 7-9 Feb 2010
### JLTV Acquisition Strategy

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<td>JROC CDD</td>
<td>JROC CDD</td>
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<td>CDD Development/Staffing</td>
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#### Tech Development Phase
- Full and open competition for 3 Cost Type contracts
- Prototypes from each Payload Category (including Trailers)
- Developmental Test, User Evaluation, Limited Live Fire & RAM

#### Engineering, Manufacturing & Development Phase (Notional)
- Full and open competition to award 2 contracts
- Cost or Fixed Price type contracts
- Developmental Test, RAM, Limited User Test (OT), Limited Live Fire

#### Production Phase (Notional)
- Restricted competition (EMD Contractors only), down select to one contractor
- Fixed Priced type contract for LRIP and FRP
- Developmental test, RAM, MOT&E, FUSL
- TDP as an option
JLTV to be designed for commonality beyond major components, to include repair parts, tools, training, system design, maintenance procedures and sources of supply.
JLTV TD Exit Criteria

- Approval of the appropriate capabilities development document (CDD or CPD), supported by analysis from TD work
- Demonstration of an ability to achieve TRL 6 (minimum) in an integrated system with a focus on:
  - Protection
  - Transportability
  - Reliability
  - Producibility
- An assessment of commonality across the JLTV FoV
- An assessment of the technical risks relevant to entering initial production will to lay a foundation for the Manufacturing Assessment done during EMD.
Planning Information for EMD

- Initial PD posting Mar-Apr 2010 (will solicit comments)

- Quarterly updates to PD plan to Apr 2011 RFP release

- Initial SOW posting Jun-July 2010 (will solicit comments)

- Program Information WWW Address:
  http://contracting.tacom.army.mil/majorsys/jltvemd/jiltvemd.htm

- Industry days:
  - PD focus Spring 2010
  - Pre-Proposal Conference (in conjunction with RFP Release Apr 2011)

- Final RFP Release: Apr 2011

- Planned Award Date: Sep 2011
Summary

• Competitive Prototyping appears to be having desired effects
  • Maintaining a healthy level of competition
  • Developing Government talent

• Currently design and build of prototype vehicles and companion trailers is on schedule; program is on track to complete a robust TD phase as directed

• EMD requirements will be shared through draft PD requirements as they evolve, anticipate EMD RFP release in 3d Qtr 2011
Back Up
Approach to Schedule, Performance & Cost

- **Schedule**
  - Each contractor was required to submit an Integrated Master Schedule (IMS)
  - No additional time will be allowed to successfully complete the contract requirements
  - Schedule performance will be monitored by CDRL submittals

- **Performance**
  - Compliance matrices, trade studies, TPMs, testing and analyses will be used to assess the capabilities of the proposed system solution
  - An integrated teaming approach is being used to achieve best possible system solution
  - Knowledge Point reviews (government only) are being used to holistically assess requirements achievability for EMD

- **Cost**
  - Each contractor will receive their allocated contract award
  - No other funding will be allocated
  - Cost performance will be monitored by CDRL submittals

Cost, Schedule and Performance will Inform EMD Phase Requirements
Technology Integration

- Mature individual technologies

- TD phase will close “integration gap”
  - Demonstrate Family of Vehicles (FoV) approach and key vehicle categories
  - Demonstrate commonality of components
  - Demonstrate technology maturity, integration and producibility assessment
  - Demonstrate achievability of requirements across the FoV

- Trade studies to inform on feasibility of integrated solution on achieving requirements

- Assess technical risk relevant to entering initial production

- During the TD phase the CDD will be revised almost exclusively based upon the formal test results or approved results of analysis

- Provide analysis to base trade off’s

During TD Phase the JLTV PMO will demonstrate technology integration leading to a low-risk EMD phase
Life-Cycle Acquisition Approach

• **Tech Development Phase**
  - Full and open competition for 3 Cost Type contracts
  - Prototypes from each Payload Category (including Trailers)
  - Designs for the entire FoV
  - Developmental Test, User Evaluation, Limited Live Fire & RAM
  - Potential Off-Ramp to MS C for select sub-configurations

• **Engineering, Manufacturing & Development Phase (Notional)**
  - Full and open competition to award 2 contracts
  - TDP Data rights addressed in RFP
  - TRL 6 or higher required in RFP
  - Cost or Fixed Price type contracts
  - Developmental Test, RAM, Limited User Test (OT), Limited Live Fire

• **Production Phase (Notional)**
  - Restricted competition (SDD Contractors only), down select to one contractor
  - Focused incentives (Reliability Growth, Maintenance Man-hour Reduction, Fuel Efficiency, Life Cycle O&S Reduction, Accelerated Deliveries)
  - RFP to include requirement for TDP (Re-competition, Spares, Engineering Efforts, Etc.)
    - TDP CLIN executed post Production Verification Test
  - Fixed Priced type contract for LRIP and FRP
  - Developmental test, RAM, MOT&E, FUSL
Statement of Need Discussion

- **Current fleet mix:**

  Capability gaps within existing fleet are the result of an imbalance in protection, payload, and performance within a transportable vehicle.

  - **Protection:** fixed protection in light vehicles
    - Require inherent and supplemental armor, scalable to mission
  
  - **Payload:** supplemental armor reduces useable payload
    - Require a design that supports armor, warriors, mission equip, C4, cargo
  
  - **Performance:** supplemental armor degrades all elements
    - Require a design that supports mobility, reliability & maintainability at gross vehicle weight & transport at essential combat configuration
  
  - **Transportability:** current platforms lack armor design flexibility to allow full range of transportability
    - Require a design which enables Rotary and Fixed Wing Air, Sea, Overland transport

The JLTV vehicles built will address this imbalance & meet DoD goals for costs & long-term sustainability.