



# Project Manager Joint Combat Support Systems

Develop and Acquire Joint Combat Support Systems for Expeditionary Forces

A silhouette of a soldier in full combat gear, including a helmet and a rifle, is positioned on the left side of the slide. The soldier is facing right, looking through the rifle's sights. The background is a light purple world map with white concentric circles radiating from the center, suggesting a global or expeditionary focus.

**NDIA  
TWV Conference**  
9 February 2010

**COL John S. Myers**  
Project Manager  
*Joint Combat Support Systems*



## 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

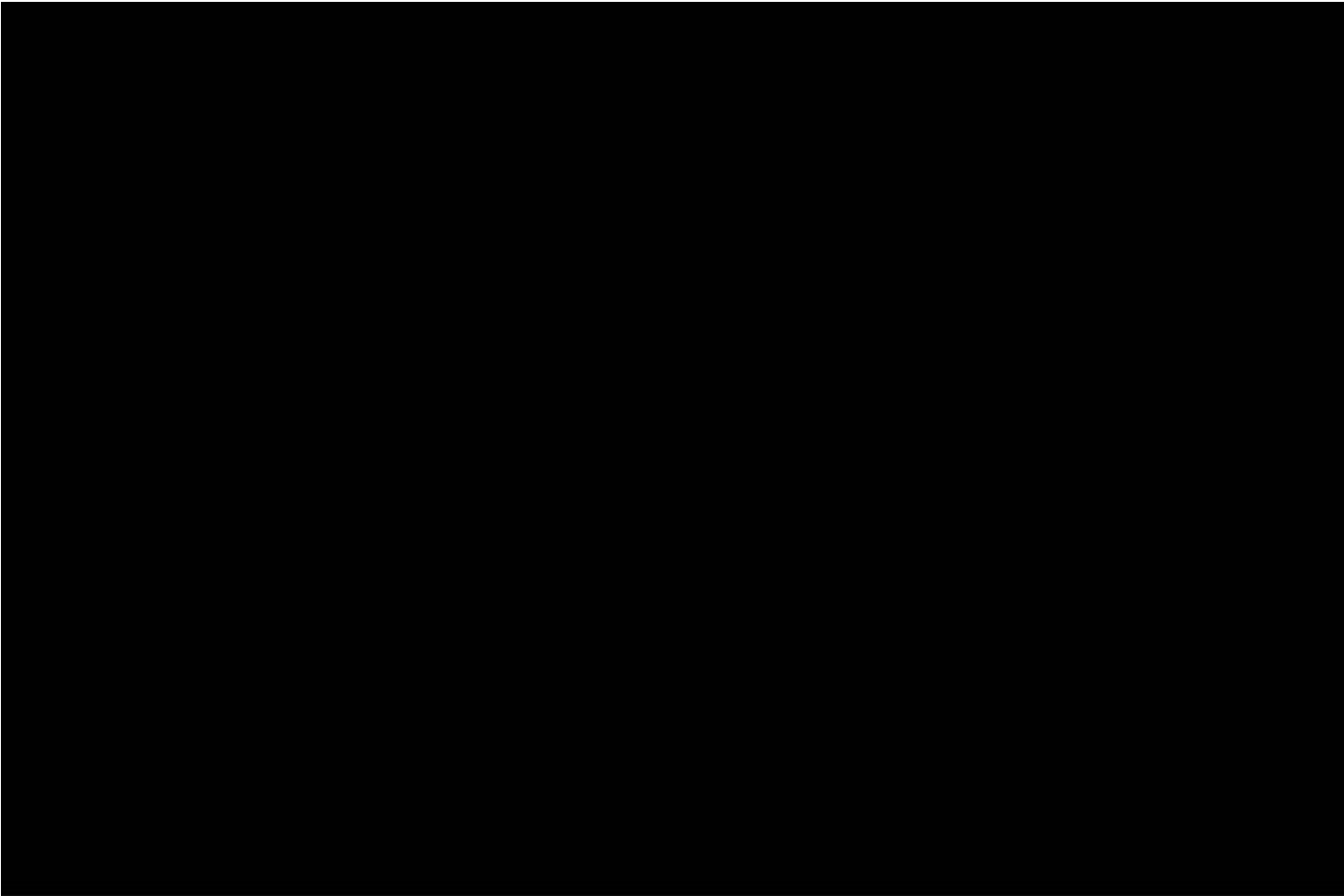
- Test, Measurement & Diagnostics Equipment
  - **Mr. George Mitchell**

## HORIZONTAL TECHNOLOGY INTEGRATION

- **Pending**



# JLTV Video





# 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 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



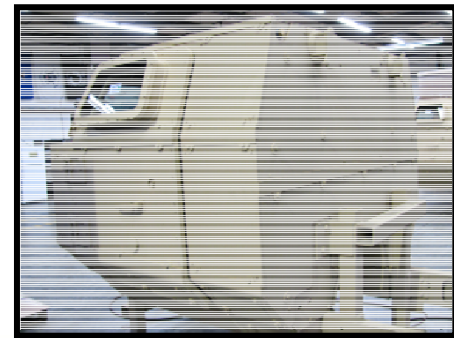
# JLTV Hardware



## BAE SYSTEMS

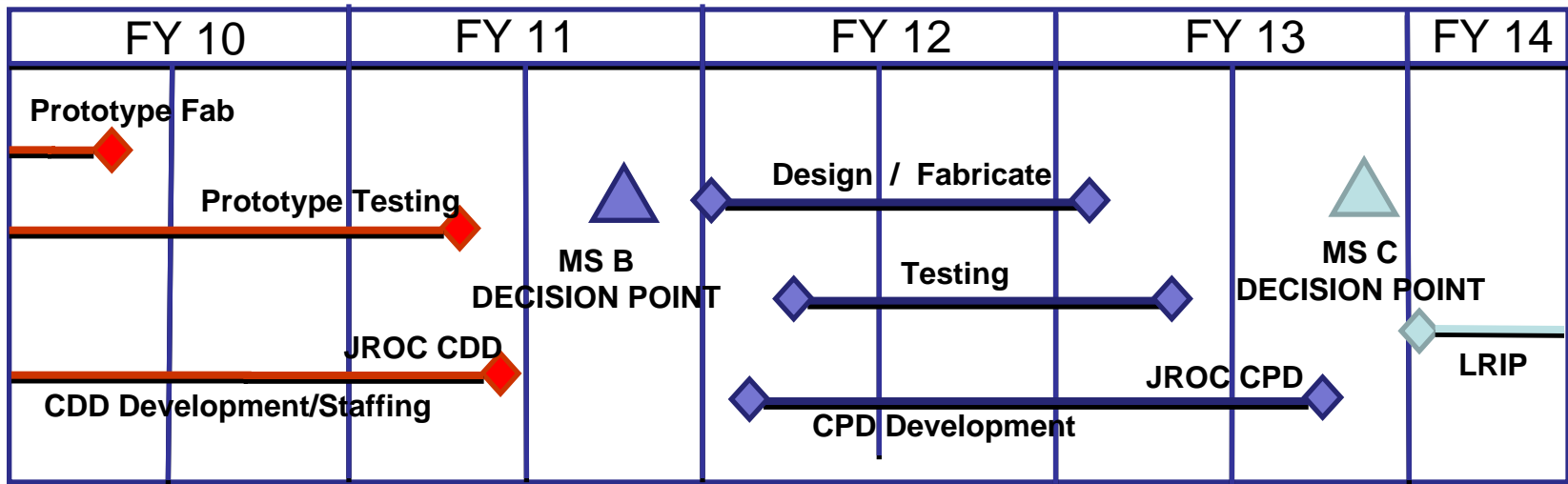
## General Tactical Vehicles

## LOCKHEED MARTIN





# JLTV Acquisition Strategy



## • 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)

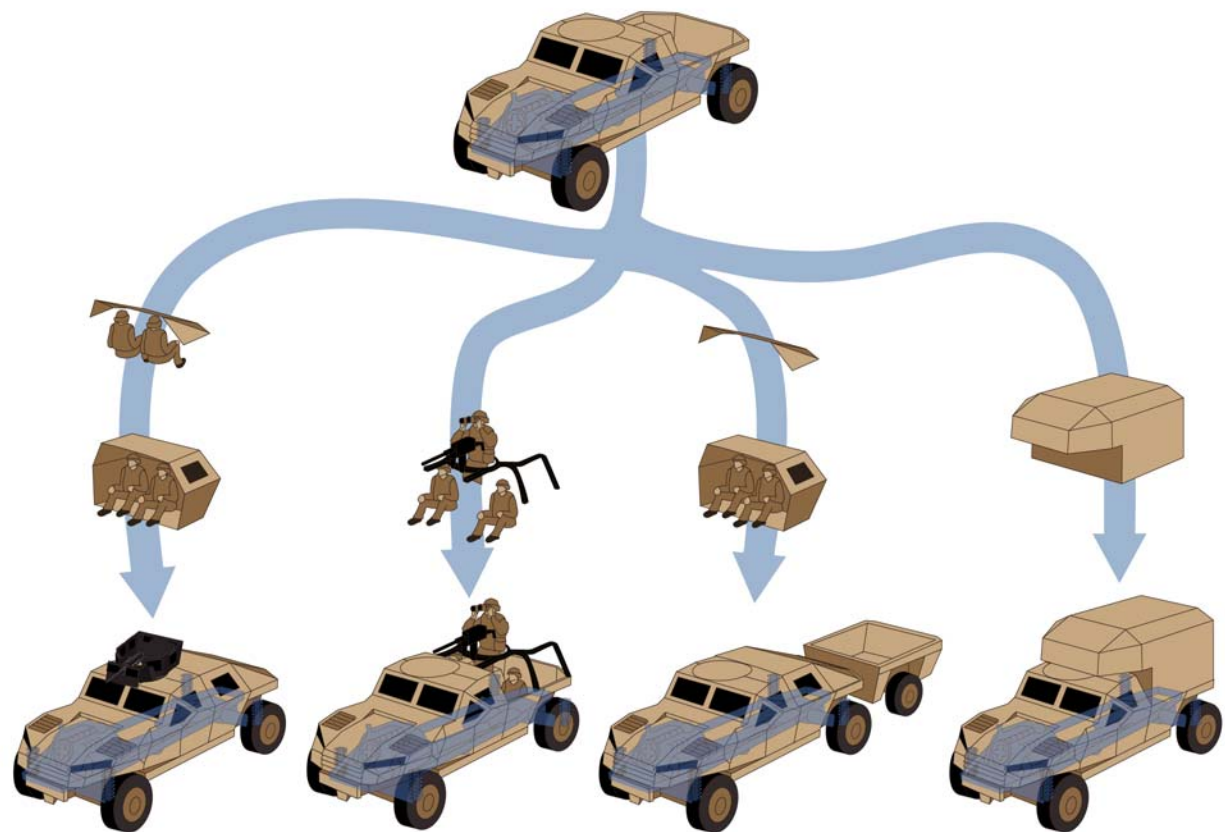
- Full and open competition to award 2 contracts
- Cost or Fixed Price type contracts
- Developmental Test, RAM, Limited User Test (OT), Limited Live Fire

## • 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

# Commonality within FoV w/ Trailers

JLTV Cat B, IC.



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

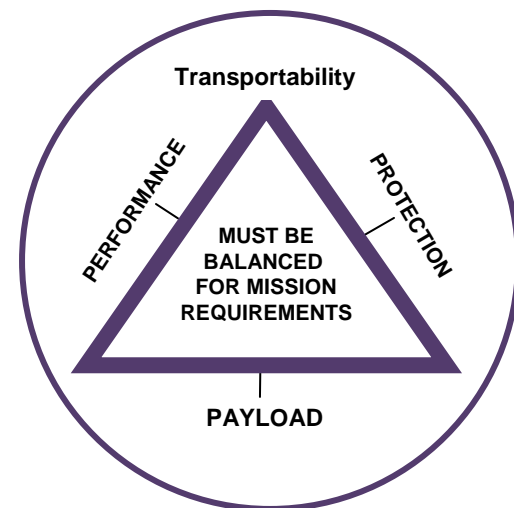
- **Production Phase (Notional)**

- 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