

BUSINESS MANAGEMENT OFFICE:

1. Q: What are the projected costs of the JLTV program 2012-1016?

A: The program budget is still being developed at the Service levels to synchronize with the on-going Service portfolio reviews.

2. Q: What is the projected 2016 production unit vehicle cost (base model)?

A: The current base vehicle unit cost projection based on current requirements in the TD phase ranges from \$305K to \$350K.

3. Q: The \$50M threshold for vendors – based on what contract? EMD? Production? Other?

A: Threshold is based on EMD contract.

4. Q: To what extent do subcontractors need to adhere to open plan and COBRA requirements?

A: If the subcontractor meets the EV (Earned Value) thresholds, then they will be required to use Open Plan and COBRA. Otherwise the prime will need to take subcontractors (who don't meet the threshold) and incorporate their data with the prime's information.

5. Q: Does the 300K to 350K unit price include armor? What number of vehicles are planned to be procured for this AUPC? At what rate per year?

A: No. The 300K to 350K unit cost figure is for the base vehicle only. It does not include the cost of the armor b-kits, or other kits. The number of vehicles and rate per year will be provided to industry once the combat developer has determined the production and fielding requirements.

6. Q: Is Cobra the only acceptable tracking software?

A: The Government Business Office will be using Cobra, Open Plan, and wInsight to review and analyze JLTV EVM data. Although the contractors will not be required to use these tools, they will be required to submit backups that can be directly restored into the software tools that the Government will be using. The Government will require the contractor to create the restorable backups to ensure we are reviewing the correct data. If Government performs the conversion, it opens up the possibility of errors in the conversion and restoration process therefore the contractor will be expected to perform this function. The contractor would need to make the conversion, check the data for accuracy, create the Cobra backup file, and submit that to the government.

The contractors are expected to have a resource loaded electronically integrated cost and schedule system. To the best of our knowledge MPM does not support this electronic integration with schedule software.

SYSTEMS ENGINEERING:

1. Q: In the TD estimate cost of \$305-350K you mention a base vehicle. Is the vehicle at curb weight? Without or with GFE? With or without armor? Or, just A-Kit protection levels? It would help to get a more defined definition of a "base" vehicle?

Answer: Vehicle is at curb weight, without GFE and without armor. A-Kit is inherent to the base vehicle.

- 2. Q: Will the engine manufacturers be required to certify to a commitment to remain in production for a period of time?**

Answer: This is possible based on the production contracting strategy, but at this point is truly TBD.

- 3. Q: Where does JLTV PEO sit on with the respect to hybrid drive systems for EMD? For the future?**

Answer: We have been, and continue to be, open to Hybrid solutions so long as they are mature and meet performance, reliability, and cost requirements.

- 4. Q: What is the EMRL level requirements for EMD phase?**

Answer: EMD exit criteria will likely be Manufacturing Readiness Level (MRL) 8; EMD entrance criteria for MRL is TBD.

- 5. Q: Given the different configurations and missions of the baseline vehicles, has thought been given to tuning vehicle ride quality for the different missions / variants?**

Answer: No, not from requirements standpoint, but nothing precludes any offeror from proposing designs that include sub-configuration tuning or even dynamic load tuning per sub-configuration.

- 6. Q: Will the engine manufacturers be required to run both the 400 & 1,000 hour NATO durability tests on JP-8? How many engines must they test?**

Answer: The 400 hour NATO test is likely to be a requirement. We are unsure if the 1000 hour test will be required and are undecided on how many engines.

- 7. Q: Is there an engine warranty requirement? If so, how long?**

Answer: The supportability strategy has not yet been decided. The warranty requirement and duration are TBD.

- 8. Q: Will the engines be exempted from meeting EPA requirements?**

A: The Joint Services will not be held to the EPA requirements by the EPA. The PM may have objective emission requirements.

- 9. Q: Will the PD prioritize requirements and/or highlight which trace to a KPP? Will the PD ask for SWAP trade space for future requirements growth (particularly for weight)?**

A: No, we will not prioritize, but the KPPs will be identified in the PD. Yes, but the exact methodology and definition is not defined.

- 10. Q: It was mentioned that the RDS (Read Departure System) was removed for cost, complexity and weight from the requirements. Could this requirement come back alive with additional COTS type system(s) introductions? Concurrently, TRW has such a system available on both automotive and class 8 commercial truck applications.**

A: No, very unlikely during EMD. Possible RDS could be brought back as P3I when such systems are more proven on tactical applications.

11. Q: Re: 50 degree storage: is -50 degree cold start required?

A: Yes, with arctic kit.

While the draft EMD PD details that -50 degree F cold start is required, it was also noted that this requirement has a high likelihood of change.

Subsequent to the EMD Industry Day, this requirement has now changed to -40 degree F cold start with an Arctic Kit being allowable below -25 degree F. This change to the requirement will be reflected in the next web release of the EMD PD.

C4I:

1. Q: What is the sensor strategy for JLTV? Sensors include Automated Identification Technology (AIT) and Radio Frequency Identification (RFID) for transportation, asset visibility, maintenance and supply chain management.

Answer:

Sensor strategy/requirements will be identified in the next release of the draft EMD PD.

2. Q: When will on-board and exportable power requirements be identified and provided?

Answer:

On-board and exportable power requirements will be detailed within the C4I section in the next release of the EMD PD.

3. Q: Can the comment “exportable power may be added in the form of a kit” be interpreted to include an APU as a viable exportable power solution?

Answer:

The JLTV should have an inherent power generation ability that will be able to generate enough power for hotel, onboard and exportable requirements; the exportable power-kit provides the capability to provide AC power to an external consumer both statically and on the move.

4. Q: How will Army project VICTORY efforts affect the C4I efforts on JLTV?

Answer:

PM JLTV is working closely with VICTORY and helping to establish military vehicle C4I architecture standards. Agreed upon standards will be included in the JLTV C4I requirements.

5. Q: Does JLTV still have a signature management requirement for multi-spectral sensors threat? (or will they change)?

Answer:

Signature management requirements are detailed in Annex F which is a classified document. This document is available and instructions for requesting classified documents are posted on the TACOM JLTV EMD Procurement website.

6. Q: Electronic / Computer Military Connectors: Our company has PE with developing computer solution with military connectors for the Air Force. Would it be possible to review the requirements you need for military connectors for the JLTV program?

Answer:

Electrical/Computer connector requirements will be identified in the next release of the draft EMD PD.

7. Q: Is there a plan to cool electronics on JLTV?

Answer:

Operating Environment section of the draft PD defines the operational temperatures. Electronics must be functional in the operating environment.

8. Q: Would it be a benefit to remove electronics generated heat from the personnel compartment?

Answer:

Operating Environment section of the draft PD defines the operational temperatures. Appropriate methodologies and technologies for maintaining functionality in this environment should be chosen by the offeror.

9. Q: How do I find electronics suppliers to JLTV?

Answer:

PM JLTV does not define who supplies electronics to JLTV. The prime offeror will be responsible in identifying the appropriate electronics for their particular solution.

10. Q: What is the vision for cooling electronics that are changed and adapted on a mission by mission basis?

Answer:

Operating Environment section of the draft PD defines the operational temperatures; this does not change on a mission by mission basis. Appropriate methodologies and technologies for maintaining functionality in this environment should be chosen by the offeror.

11. Q: Have selections of the computer / electronic communications been made? If so, who are the contractors? If not, who are the incumbents?

Answer:

PM JLTV does not define who supplies electronics/computing resources to JLTV. The prime offeror will be responsible in identifying the appropriate electronics for their particular solution.

12. Q: Will CMMI (Level 3 or ?) be required for the EMD phase regarding software development or application?

Answer:

CMMI level 3 or higher is required. The draft Scope of Work will further define the CMMI requirements. The draft Scope of Work is currently anticipated to be released on the TACOM JLTV EMD Procurement website early June 2010.

TEST & EVALUATION:

- 1. Q: The CDD requires crash and rollover protection. How will the Government test and evaluate occupant protection for crash and rollover events, mishaps. What will be the measurable performance criteria?**

Answer: The draft Scope of Work will outline the validation method for crash and rollover. During the EMD phase, crash and rollover protection will be validated through roof crush testing at a minimum.

- 2. Q: When will you have the preliminary test plan for the EMD demonstrator vehicles?**

Answer: The test plan for the EMD demonstrator vehicles during source selection testing will be outlined in Sections L and M of the Request for Proposal.

ACQUISITION / CONTRACTING/G-2:

- 1. Q: How many total JLTV vehicles will be purchased over what timeframe?**

Answer:

The services are in the process of developing and refining their respective tactical wheeled vehicles strategies, therefore a final planned quantity has not yet been determined. The Services have a flexible strategy with great emphasis on a mixed fleet approach that spans performance, protection and payload.

- 2. Q: How many vehicles will be purchased of each category or class.**

Answer:

The services are in the process of developing and refining their respective tactical wheeled vehicles strategies, therefore a final planned quantity has not yet been determined. The Services have a flexible strategy with great emphasis on a mixed fleet approach that spans performance, protection and payload.

- 3. Q: Is there someone in JLTV program office that functions as a technology liaison to industry?**

Answer: All technology questions should be posted to the TACOM JLTV EMD Procurement website (http://contracting.tacom.army.mil/majorsys/jltv_emd/jltv_emd.htm) and all questions will be forwarded to the correct JLTV representative.

- 4. Q: DDForm2345 – Our company DOES NOT have security clearance, do we need to complete this form? Can we get access to non-classified specifications for computers / communication requirements?**

Answer:

If a US contractor wishes to obtain unclassified export controlled data from the JLTV Program, then the contractor must provide a basis of need to know, and show certification (DD Form 2345, Militarily Critical Technical Data Agreement, or certification number) in the Joint Certification Program (JCP). We are not aware of any requirement for a US contractor to have a facility clearance in order to be certified in the JCP. Instructions for obtaining unclassified export controlled data can be found on the TACOM JLTV EMD procurement website.

- 5. Q: Is the trailer acquisition already done? What criteria are you using to make this requirement? How many contractors are going to be selected for trailer requirements?**

A: JLTV is being procured as a vehicle / companion trailer system. The prime vendor will select their trailer approach, which could include use of a subcontractor.

- 6. Q: Can you include my organization in any future notices via email?**

A: No. It is industry's responsibility to check the TACOM JLTVM EMD Procurement website. We are not maintaining a subscriber list.

7. Q: Will a copy of the presentation be available on-line?

A: Yes. It will be posted on the TACOM JLTVM EMD Procurement website.

8. Q: When are industry recommendations due on contract type?

A: There is no set due date. However, the earlier recommendations and comments are submitted, the better. That way we can analyze and provide information.

9. Q: Will the JLTVM contracts require compliance with the Berry Amendment?

A: Yes. The EMD and the JLTVM production contracts will require compliance with the Domestic Specialty Metals laws in effect at the time the contracts are awarded. There are no plans to pursue a waiver specific to the JLTVM.

REQUIREMENTS:

1. Q: Mr. Wehrli discussed "increments," but no one else has mentioned this. Can you elaborate?

Answer: The Army has a Light Tactical Vehicle requirement across eight functional brigade types. This number equates to 90,000 plus vehicles. Due to diminishing DOD and Army budgets the Army will have to incrementally buy its future JLTVM fleet. The Army's Tactical Wheeled Vehicle Modernization Strategy will outline what increments of JLTVM and UAH it will purchase in the short to long term. In the JLTVM family's case increments may be decided based on mission role variants, or on improvements to the entire family.

2. Q: Why no requirement with regard to NBC?

Answer: The CBRNE is the current acronym replacing NBC which stands for 'Chemical, Biological, Radiological, Nuclear, and high yield Explosives'. There currently are CDD and PD requirements for operating and decontamination in CBRNE environments, but no overpressure system requirements

LOGISTICS:

1. Q: Will the GPK be provided as GFE?

Answer: Currently, the GPK is an option, and will be provided as GFE, upon request. Keep in mind that the GPK protection requirements are still being reviewed and may change prior to EMD. This decision could impact whether or not the current GPK can be used on the JLTVM. As soon as a decision is made regarding the GPK requirements, the information will be posted to this web site.

2. Q: The USMC is developing their Autonomic Logistics capability for their LAV, AAV, MTVR and LVSR vehicles. Will JLTVM either incorporate "AL" or interoperate within it? Or, will JLTVM re-guide the USMC to maintain JLTVM with a different / separate logistics management system?

Answer: Yes, the Marine Corps is pursuing an Autonomic Logistics capability, but it may not address the JLTVM expectation. More work and research is being done at this time to evaluate the JLTVM Autonomic Logistics requirements and determine its suitability for our program. Best case is that the Autonomic Logistics identified for the LAV, AAV, MTVR and LVSR vehicles will meet the needs of JLTVM, maintaining consistency and standard

practices between the systems. As information becomes available for the Autonomic Logistics requirements for JLTV, this update will be posted to this web site.

TARDEC:

- 1. Q: Survivability ATO: Since FMTV is a 5T/2.5T payload truck how much payload is left once all of the integrated hardware is mounted? Will you test and analyze the effects all of this hardware has made in the reliability and maintainability of the FMTV?**

Answer: The TWVS ATO (Tactical Wheeled Vehicle Survivability Advanced Technology Objective) program never intended to produce the Integrated Survivability Demonstrator as a ready to be fielded FMTV solution. Instead, the ISD was meant to demonstrate a variety of survivability technologies which could be fielded separately or in small suites, on any vehicle in the tactical fleet. The FMTV was simply the selected automotive platform for the demonstration. That being said, the planned 3000 mile durability test, intended to demonstrate the ruggedness of the technology integration, will provide feedback on the effects of the added weight on the FMTV platform, as an additional outcome of the testing. This testing will also help to validate armor, underbody and crew protection technologies to TRL 6.