

<u>Q #</u>	<u>DOORS ID</u>	<u>Document Name</u>	<u>Document Paragraph #</u>	<u>Question/Comment</u>	<u>Answer</u>
1	PDFOV-8268	Draft JLTV PD FoV V2.6	3.1.3 JLTV-HGC (Heavy Guns Carrier)	If the TOW/Saber is not mounted on the CCWC (i.e. M2), what is the difference between the CCWC and the GP or HGC variants?	The CCWC variant may have a different upper hull profile or additional upper hull strengthening to accommodate TOW/saber missile back blast.
2	PDFOV-8218??	Draft JLTV PD FoV V2.6	3.2.5 Payload	It appears that a PDFOV-8218 defining the Threshold payload for the JLTV-C2OTM/FDC at 3,500 lbs is missing from PD 2.6 . Is this correct? It is also missing from the DOORS file.	Please refer to subsequent Draft PD release.
3	PDFOV-7342	Draft JLTV PD FoV V2.6	3.2.5.1.1 On Vehicle Self-Sustainment Payload	In the past, the USG has indicated that a day of sustainment (as identified in MIL-STD-1366) is considered part of the soldier's personal gear - is this still valid?	Please refer to subsequent Draft PD release.
4	PDFOV-8227	Draft JLTV PD FoV V2.6	3.2.6 Occupants	Stowage requirements for TOW-ITAS subsystems and ammunition/missiles per Annex E in addition to the normal complement of payload make packaging this vehicle very challenging. The M-1121 HMMWV TOW carrier uses a three (3) man crew (Squad Leader / Gunner / Loader(Driver) [FM3-22.32]). Given its similarity in size, should the JLTV-CCWC be limited to a three (3) man crew as well?	No
5	PDFOV-912	Draft JLTV PD FoV V2.6	3.2.8.2 Storage Temperatures	Does this requirement permit the removal of the DSDU and CSDU during these temperatures as well?	Yes, per the updated PD requirement.
6	PDFOV-7986	Draft JLTV PD FoV V2.6	3.2.8.3 Height	Is it correct to assume that all JLTV FoV designs including the JLTV-UTL are now required to meet the 76" height requirement when configured for MPF ship transport? Is it also correct to assume that this requirement only applies to MPF ship transport (i.e. measured with weapons, GPK, Turret Assembly, Antennas, etc. removed)?	Correct & yes

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7	PDFOV-1007	Draft JLTV PD FoV V2.6	3.3.1.5.1 Service Brakes	At what vehicle weight does this requirement apply?	Please refer to paragraph 1.1. of the updated DRAFT ATPD
8	PDFOV-6858	Draft JLTV PD FoV V2.6	3.3.1.5.1 Service Brakes	At what vehicle weight does this requirement apply?	Please refer to paragraph 1.1. of the updated DRAFT JLTV PD and paragraph 1.1 of Annex L to the Draft JLTV PD
9	PDFOV-7999	Draft JLTV PD FoV V2.6	3.3.1.5.4 Antilock Braking System (ABS)	Does this requirement only apply to vehicles built for Australia or all vehicles?	Please refer to paragraph 1.1. of the updated DRAFT JLTV PD and paragraph 1.1 of Annex L to the Draft JLTV PD
10	PDFOV-8002	Draft JLTV PD FoV V2.6	3.3.1.5.4 Antilock Braking System (ABS)	Does this requirement only apply to vehicles built for Australia or all vehicles?	Please refer to paragraph 1.1. of the updated DRAFT JLTV PD and paragraph 1.1 of Annex L to the Draft JLTV PD
11	PDFOV-8003	Draft JLTV PD FoV V2.6	3.3.1.5.4 Antilock Braking System (ABS)	Does this requirement only apply to vehicles built for Australia or all vehicles?	Please refer to paragraph 1.1. of the updated DRAFT JLTV PD and paragraph 1.1 of Annex L to the Draft JLTV PD
12	PDFOV-8004	Draft JLTV PD FoV V2.6	3.3.1.5.4 Antilock Braking System (ABS)	Does this requirement only apply to vehicles built for Australia or all vehicles?	All vehicles

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13	PDFOV-8007	Draft JLTV PD FoV V2.6	3.3.1.5.4 Antilock Braking System (ABS)	Can you explain why the supply pressure must drop below 35 kPa in this scenario?	This is the pressure threshold set by the Australian Design Rules to ensure the level of braking approaches full brake force is applied (as opposed to failing to reduce supply line pressure enough to achieve maximum brake clamping force). In other words, it is not sufficient enough to just say the supply line pressure must drop to allow actuation of the brakes. This states "how low" is acceptable. Zero or open venting may not be desirable for self-diagnostic or other technologies.
14	PDFOV-8013	Draft JLTV PD FoV V2.6	3.3.1.5.4 Antilock Braking System (ABS)	Is the parking brake considered a secondary brake?	No, Australian Design Rules (ADR) 35/03 describes "Parking Brakes" (ADR 35/03 4.3) and "Secondary Brakes" (ADR 35/03 4.5) separately. ADR 35/03 4.5.5 states "A Secondary Brake System may utilize elements of the Service Brake System" and describes the operation as similar to the service brake system with the capability of multiple actuations and releases.

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15	PDFOV-8016	Draft JLTV PD FoV V2.6	3.3.1.5.4 Antilock Braking System (ABS)	Can you elaborate the meaning and purpose of this requirement?	Reference Australian Design Rules (ADR) 35/03 4.5.9: "Every motor vehicle which provides its 'Secondary Braking System' by means of a 'Split Service Brake System' and which is equipped to tow a trailer which uses air at positive pressure, must be so equipped that the operation of the 'Secondary Brake System' causes a control signal proportional to the degree of braking to be present in the 'Control Line 35/...'"
16	PDFOV-8232	Draft JLTV PD FoV V2.6	3.3.1.6 Terrain	Trafficability was represented as LESS THAN OR EQUAL in the TD phase, it is now EQUAL in PD 2.6. What does EQUAL represent?	Please refer to subsequent Draft PD release.
17	PDFOV-1143	Draft JLTV PD FoV V2.6	3.3.1.10.1 Run-Flat Capability	Is PDFOV-1143 redundant to PDFOV-1142?	Fixed in PD ver 2.7.
18	PDFOV-1271	Draft JLTV PD FoV V2.6	3.3.1.14 Standard Obstacles	At what speed is this operation performed? Can the vehicle use the "Tip-Toe" approach for operation over the 18 inch obstacle as is permitted for fording?	Please refer to updated draft PD release. Paragraph 1.1 of the JLTV ATPD states that 'Mobility requirements are met at one (1) ride height
19	PDFOV-1273	Draft JLTV PD FoV V2.6	3.3.1.15 Fording	At what speed is the fording event required? Speed and wake size are directly related. Is there an existing test procedure for this requirement?	Please refer to updated draft PD release. TOP 2-2-612 details the test conditions.

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20	PDFOV-8256	Draft JLTV PD FoV V2.6	3.3.1.16.4.1 Backward Compatibility.	Should the M200A1 Trailer be removed from this requirement? It seems redundant with PDFOV-8257.	Please refer to subsequent Draft PD release.
21	PDFOV-8257	Draft JLTV PD FoV V2.6	3.3.1.16.4.1 Backward Compatibility.	Should the M200A1 Trailer be removed from this requirement? It seems redundant with PDFOV-8256.	PDFOV-8256 was corrected to resolve redundancy. This requirement is correct.
22	PDFOV-8258	Draft JLTV PD FoV V2.6	3.3.1.16.4.1 Backward Compatibility.	Will M119A ICD will be provided with RFP?	We intend to make ICD available after contract award.
23	PDFOV-8259	Draft JLTV PD FoV V2.6	3.3.1.16.4.1 Backward Compatibility.	Will M777 ICD will be provided with RFP?	We intend to make ICD available after contract award.
24	PDFOV-8419	Draft JLTV PD FoV V2.6	3.3.1.16.5 Pintle	Does this requirement apply to the lunette vs. the pintle?	Please refer to updated draft PD release
25	PDFOV-1570	Draft JLTV PD FoV V2.6	3.3.2.1 Signature Management	Can these requirements be met with a kit? Please explain how this requirement will be tested.	Deleted in PD ver 2.7
26	PDFOV-8082	Draft JLTV PD FoV V2.6	3.3.2.1.1 Visual Signature	Please explain how this requirement will be tested.	Deleted in PD ver 2.7
27	PDFOV-8083	Draft JLTV PD FoV V2.6	3.3.2.1.1 Visual Signature	Please explain how this requirement will be tested.	Deleted in PD ver 2.7
28	PDFOV-8084	Draft JLTV PD FoV V2.6	3.3.2.1.1 Visual Signature	Please explain how this requirement will be tested.	Please refer to updated draft PD release
29	PDFOV-6707	Draft JLTV PD FoV V2.6	3.3.2.1.3 Transparent Armor	Section 4.5.3 of ATPD 2352 (Ballistic Testing at high temperature, 145F) significantly drives the weight of the TA (15-20% in psf). Can a waiver be granted for the high temperature section of this standard and remain compliant?	The requirement is correct. There is no intention to offer waivers.

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30	PDFOV-1575	Draft JLTV PD FoV V2.6	3.3.2.2.1 Installation of LVOSS Components	Are four M7 dischargers required for the JLTV-UTL? If the cargo carrier requires up to four, does the shelter carrier require up to four? It may be difficult to implement four of these units and not interfere with turret operations on the JLTV-UTL.	Please refer to updated draft PD release
31	PDFOV-1597	Draft JLTV PD FoV V2.6	3.3.2.3.2 Weapon Mount Integration	Can you clarify that the 360 degree operation does not apply to vehicles with shelters as stated in PDFOV-6972?	PDFOV-6972 was deleted in PD ver 2.7
32	PDFOV-7420	Draft JLTV PD FoV V2.6	3.3.2.3.2 Weapon Mount Integration	Can you specify a list of BII items that this includes? Please define "close proximity" e.g., how many feet?	Please refer to subsequent Draft PD release. Close proximity can be interpreted as the gunner being able to get off the gunner's sling and while still standing on the gunner's stand, duck into the vehicle, reach and grab the BII.
33	PDFOV-6972	Draft JLTV PD FoV V2.6	3.3.2.3.3.5.1 Motorized Traversing Unit	PDFOV-1620 appears to eliminate the requirement to support GPKs on shelter carriers. Why, then, is a motorized traversing unit required?	Deleted in PD ver 2.7
34	PDFOV-6887	Draft JLTV PD FoV V2.6	3.3.2.3.3.8 Stowage	The F88 Aus Steyr rifle is a very unique design from the M16 and M4. Must the GPK store any of these or can there be a conversion kit that supports either the F88 or the M4/M16?	Deleted in PD ver 2.7
35	PDFOV-8093	Draft JLTV PD FoV V2.6	3.3.2.3.3.9 Gunner's Restraint System	Available gunner stands provide 5in of adjustment. Can this requirement be met with an optional riser for smaller gunners?	Deleted in PD ver 2.7
36	PDFOV-1641	Draft JLTV PD FoV V2.6	3.3.2.3.4 Storage	Please specify the appropriate standard, manual or documentation that identifies the Defense Ammunition Center certification requirements for Class V Ammunition and Missiles.	Please refer to updated draft PD release

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37	PDFOV-1418	Draft JLTV PD FoV V2.6	3.3.2.4.9.1 Self-Sealing Requirement	Is the purpose of self-sealing to achieve the escape range requirement? Please specify the protection level required as per MIL-T-5578C Table 1.	Yes. All fixed fuel tanks shall be self-sealing. See MIL-T-5578 (as applicable to a tactical vehicle using JP-8) for reference. Please refer to Annex G (FOUO) for protection level.
38	PDFOV-8101	Draft JLTV PD FoV V2.6	3.3.2.4.9.3 Fixed Fuel Tanks	How is this requirement intended to be tested or analyzed?	Verification methods are intended to be addressed in future draft PD releases.
39	PDFOV-7608	Draft JLTV PD FoV V2.6	3.3.3.3.1 Fixed Wing Transport	Since the threshold requirement for transport on a C-130 is CW + B-Kit - GPK. This is not equal to GVW. Shouldn't the "at GVW" be removed in this requirement?	No, objective GVW requirement remains.
40	PDFOV-7610	Draft JLTV PD FoV V2.6	3.3.3.3.1 Fixed Wing Transport	What is the definition of transport configuration?	Please refer to updated draft PD release
41	PDFOV-1749	Draft JLTV PD FoV V2.6	3.3.3.3.2 Rotary Wing Aircraft	How should tables 42-44 for MIL-STD-1366E be applied to this PD? Tables 42 and 43 specify rotary wing aircraft not specified in this PD. Table 44 specifies the CH-53E and the MV22 at different mission profiles and lift capacities and these don't match lift capacities in this PD or PD 2.0.	Tables 42-44 are the exception. The JLTV and JLTV-T must comply with the rest of MIL STD 1366E.
42	PDFOV-8199	Draft JLTV PD FoV V2.6	3.3.3.3.2 Rotary Wing Aircraft	Why is the Recon/Scout excluded from PDFOV-8197 but not from this requirement which is even more of a challenge?	Please refer to updated draft PD release

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43	PDFOV-8200	Draft JLTV PD FoV V2.6	3.3.3.3.2 Rotary Wing Aircraft	Is the lift capacity still 15,639 lbs for this requirement? This would imply a CW well below 10,000 lbs.	Please refer to updated draft PD release. 15,639 lbs refers to a superseded requirement for CH-47F air transportability. PDFOV-8200 is for MH-47G air transportability. To meet this requirement, curb weight would be 8,000 lbs.
44	PDFOV-1769	Draft JLTV PD FoV V2.6	3.3.3.8 Preparation Time.	Should this requirement also exclude: weapons, antennas and turret assembly, as was done in PDFOV-4043?	No
45	PDFOV-8119	Draft JLTV PD FoV V2.6	3.3.3.8 Preparation Time.	Can the turret assembly be excluded along with the GPK?	No
46	PDFOV-7660	Draft JLTV PD FoV V2.6	3.3.4.2.8.1 Connectors, Harness and Routing	Where COTS products are used, automotive connectors are the only type available. Are these examples of connectors that are likely to receive a waiver?	The planned waiver/deviation process is intended to assess a number of factors to determine suitability and availability of non-MIL grade connectors to replace MIL grade connectors. Reference 7.2.3.2 in Web Release Attachment C - SOW version 1.2
47	PDFOV-7669	Draft JLTV PD FoV V2.6	3.3.4.3.1 Kitted C4ISR/EW Solutions - Options	Is it possible to have a separate CSDU part number for special variant vehicles to reduce total fleet cost (i.e. KNIGHT that requires additional PCMCIA connections, Type 1 computing variants, etc)?	Not at this time. Due to Family of Vehicle requirements each CSDU will be required to have a core set of capabilities to support as needed reconfiguration. Updated requirements are pending regarding PCMCIA slots and Type 1 data at rest solution.

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48	PDFOV-7678	Draft JLTV PD FoV V2.6	3.3.4.3.3 Cross Domain Access	What information (and at what rate) is the CDG going to transfer?	PDFOV-7678 is only an CDS access solution (see PDFOV-7680 for CDS transfer solution) and as such there is no approved transfer of data between security enclaves for an access solution.
49	PDFOV-2181	Draft JLTV PD FoV V2.6	3.3.4.4 Expansion/Growth	Will all additional equipment be defined in Annex K?	The known types of GFE will be detailed in Annex K. This requirement address the future developments which are generally unknown.
50	PDFOV-2043	Draft JLTV PD FoV V2.6	3.3.4.6.5 Management of System Security policies	Please define specifically which IA Products are covered with this requirements and on which systems they apply.	Please refer to subsequent Draft PD release.
51	PDFOV-1943	Draft JLTV PD FoV V2.6	3.3.4.7.1.1.2 The Display Interfaces	We recommend re-evaluation of this requirement since existing GOTS SDU's don't currently implement Digital Video Input (i.e. DVI, LVDS, HDMI, etc) as an input or output? Maintaining this requirement could result in a heavy recurring cost the to SDU's.	Specified physical video I/O is in PDFOV-7769 section. There is no specific requirement for DVI, LVDS, HDMI, etc. This requirement addresses the video data from the C4ISR/EW Data Bus and direct video interfaces (specified elsewhere).
52	PDFOV-1953	Draft JLTV PD FoV V2.6	3.3.4.7.1.1.2 The Display Interfaces	We recommend re-evaluation of this requirement since existing GOTS SDU's don't currently implement the following resolutions: SXGA, SXGA+, UXGA, WUXGA.	Please refer to subsequent Draft PD release.

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53	PDFOV-7716	Draft JLTV PD FoV V2.6	3.3.4.7.1.1.3.2 Functionality and Application Hosting	Since the DSDU isn't required to operate the vehicle and isn't required to drive the vehicle instrument clusters, we recommend the boot time be increased to accommodate existing computing technology for the EMD phase.	The DSDU is required to operate vehicle controls and status for vehicle subsystems and as such needs to be quickly available for use. Draft PD 2.7, PDFOV-7714 references only "basic vehicle operations" to move the vehicle should the DSDU become non-functional for critical tactical situations. A non-functional DSDU would not meet other PD requirements.
54	PDFOV-7718	Draft JLTV PD FoV V2.6	3.3.4.7.1.1.3.2 Functionality and Application Hosting	What is included in "all specified functionality"?	Functionalities as specified in this section. PDFOV-7718 has been updated to reflect this clarification.
55	PDFOV-7735	Draft JLTV PD FoV V2.6	3.3.4.7.1.1.3.4 Growth and Expansion	Since most Core Services are not contractor developed, it is impossible for us to confirm it meets the 50% processor utilization requirement. Does the updated Annex K define required software configurations per variant?	There is no currently planned GFE software for the DSDU, but only a future capability to expand as needed to support GFE software. The DSDU applications are contractor developed. Annex K will specify GFE application requirements by vehicle mission role/variant.
56	PDFOV-7736	Draft JLTV PD FoV V2.6	3.3.4.7.1.1.3.4 Growth and Expansion	Since most Core Services are not contractor developed, it is impossible for us to confirm it meets the 50% RAM utilization requirement. Does the updated Annex K define required software configurations per variant?	There is no currently planned GFE software for the DSDU, but only a future capability to expand as needed to support GFE software. The DSDU applications are contractor developed. Annex K will specify GFE application requirements by vehicle mission role/variant.

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57	PDFOV-7742	Draft JLTV PD FoV V2.6	3.3.4.7.1.2.1 Security and Enclave Classification	Is the cross domain solution for access or for transfer?	Cross Domain Solution requirements are specified in PDFOV-7677.
58	PDFOV-7744	Draft JLTV PD FoV V2.6	3.3.4.7.1.2.1 Security and Enclave Classification	Is Suite B acceptable to meet this requirement since Type 1 encryption results in implementing high risk, high cost technology?	This requirement has been deleted in subsequent draft PD release.
59	PDFOV-7749	Draft JLTV PD FoV V2.6	3.3.4.7.1.2.2 Functionality and Application Hosting	When will an ICD for these applications be provided, covering processing, RAM and storage requirements in order to ensure the CSDU meets this requirement?	There is no common measure of computing metrics for GFE application resource requirements. Comment noted and will review potential supporting data.
60	PDFOV-7753	Draft JLTV PD FoV V2.6	3.3.4.7.1.2.2 Functionality and Application Hosting	Can you provide better clarification of the word "Control"? Duplication of redundant GOTS hardware (i.e. DVE) will result in significant recurring cost to the CSDU (i.e. adding polarity and Gain hardware controls to the CSDU display).	This PD requirement has been updated in subsequent draft PD releases
61	PDFOV-7776	Draft JLTV PD FoV V2.6	3.3.4.7.1.2.3 Hardware and Interfaces	Is the 2nd PCMCIA card needed across all JLTV CSDUs since only a small percent of JLTV Variants will utilize it? Current GOTS SDUs have only 1 PCMCIA ports and adding a 2nd will result in a significant recurring cost.	Please refer to subsequent Draft PD release.
62	PDFOV-7794	Draft JLTV PD FoV V2.6	3.3.4.7.1.5 Enhanced Modular Computing Unit (EMCU)	When will an ICD for these applications be provided, covering processing, RAM and storage requirements in order to ensure the EMCU meets this requirement?	There is no common measure of computing metrics for GFE application resource requirements. Comment noted and will review potential supporting data.
63	PDFOV-7822	Draft JLTV PD FoV V2.6	3.3.4.7.1.5.3 Hardware and Interfaces	Are PCMCIA cards needed across all JLTV EMCU's since only a small percent of JLTV Variants will utilize it? This will result in a significant recurring cost.	Please refer to subsequent Draft PD release.

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64	PDFOV-7827	Draft JLTV PD FoV V2.6	3.3.4.7.1.5.4 Growth and Expansion	<p>What are the unique requirements for the two spare slots including processing capabilities, storage capabilities, interfaces, additional connectors, and interaction with existing processing capabilities?</p> <p>What are the requirements for the physical interfaces to add the additional cards?</p> <p>Significant tradeoffs will need to be made based on additional heat dissipation needs, unknown external connections (e.g.. video, serial) and unknown pinouts.</p>	The spare EMCU slots are to provide additional growth in processing, I/O, and storage capabilities. Each spare slot should be capable of supporting these types of growth capabilities.
65	PDFOV-4318	Draft JLTV PD FoV V2.6	3.3.4.11.1 General	Would it be more appropriate if only high current circuits be arc-fault protected? Providing arc fault detection on all circuits would add significant cost to each vehicle.	Please refer to subsequent Draft PD release.
66	PDFOV-1234	Draft JLTV PD FoV V2.6	3.3.4.11.3.2 Exportable Electrical Power	Is outputting 10kW during below-tactical idle conditions, which could be encountered during a coast down from speed or when the vehicle is stopped in gear, required?	Full power generation is expected for all scenarios of on the move and at the halt with tactical idle speed. Expected that during situations when RPM is lower than tactical idle on the move, the energy storage system would supplement the 28VDC bus.
67	PDFOV-2600	Draft JLTV PD FoV V2.6	3.3.4.11.4.1 Capacitor Starting	What is meant by "required vehicle loads"?	Requirement Deleted in subsequent Draft PD release.
68	PDFOV-2616	Draft JLTV PD FoV V2.6	3.3.4.11.6 Power Interface for COTS	What is meant by configurable? We recommend configuration during installation for cost and safety reasons.	Reference PDFOV-7852 in the current draft web release.

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69	PDFOV-8129	Draft JLTV PD FoV V2.6	3.3.4.12.5 GFE Integration	Does "designated locations" imply that Annex K will be telling us where to place the GFE or does it mean where our design designates? It is likely that some GFE items are mutually exclusive. Will Annex K indicate if any are for a specific variant?	Annex K does not define designated locations for GFE, but will specify each variants GFE and CFE requirements.
70	PDFOV-8130	Draft JLTV PD FoV V2.6	3.3.4.12.5 GFE Integration	Please define "vehicle modifications". We assume additional brackets and/or cables may be required for installation of some GFE (over and above A-Kit).	Some additional brackets and cables are assumed to be added over A-kit. However, removal of other components or modifications to add the new capabilities is not permitted.
71	PDFOV-2920	Draft JLTV PD FoV V2.6	3.3.5.2.2 Operational Availability	Should the Total Time in Clock Hours (TT) be equal to 4,800, since Annex H indicates annual mission days as 200? Also, should the Ao calculation be based off MMBHMF, since MMBOMF includes crew and maintenance errors, which cannot be quantified?	The total time in clock hours (TT) should remain at 8760 hours (1 year) for the Ao calculation. The Ao calculation uses Annual Operating Mileage, and thus the TT must also be an Annual measurement (not dependent on number of mission days). The Ao calculation should use the Mean Miles Between Hardware Mission Failure (MMBHMF) metric.
72	PDFOV-3971	Draft JLTV PD FoV V2.6	3.3.5.2.3.4 Tools	Should we assume that the 10 tools are in addition to the BII?	Please refer to subsequent Draft PD release.
73	PDFOV-6989	Draft JLTV PD FoV V2.6	3.3.5.4.1.1.2 Ventilation	MIL-STD-1472F requires 20 cfm airflow per occupant. Will this requirement be tested with the HVAC system in the 100% recirculation setting?	There is no 100% recirculation requirement in the PD, the requirement is to provide "nealy 100% reciculated air". MIL-STD-1472F requires 30 cfm air flow per occupant, with approximatley 2/3 being "outdoor air".

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74	PDFOV-924	Draft JLTV PD FoV V2.6	3.3.5.4.1.1.4 Defroster	Is it permissible to manually assist or scrape the surface in clearing the window to meet this requirement, as allowed in ATPD 2352?	Please refer to subsequent Draft PD release.
75	PDFOV-6548	Draft JLTV PD FoV V2.6	3.3.5.4.2.11 Stowage	Could this requirement be met with the ability to provide space for all necessary stowage items (e.g., BII, Days-Of-Supply, Ammo, etc.) even if the total space provided is less than 60 cubic feet?	NO
76	PDFOV-6954	Draft JLTV PD FoV V2.6	3.3.5.7.2 Data Plates	MIL-STD-1223 has been cancelled and replaced with MIL-HDBK-1223. Should this requirement point to the handbook?	HDBK is correct. This is intended to be changed in a future draft PD release.
77	PDFOV-8372	Draft JLTV PD FoV V2.6	3.3.5.8.10 120 mm Quickstow Mortar Kit	Will the Mortar Kit ICD be provided with RFP?	We intend to make ICD available after contract award.
78	PDFOV-3484	Draft JLTV PD FoV V2.6	3.3.5.11.1 Engine Cooling System	Should the high ambient temperature be changed to -40F to 120F to match the remainder of the PD?	Please refer to subsequent Draft PD release.
79	PDFOV-8187	Draft JLTV PD FoV V2.6	3.3.5.11.7 Transfer Case (If Applicable)	Is a 2WD mode mandatory provided all related vehicle requirements are met, including fuel efficiency?	Not mandatory, only "if utilized"
80	PDFOV-6747	Draft JLTV PD FoV V2.6	3.3.5.12 Fuel System	Are the requirements of FMCSR 393 limited to 393.65 Subpart E, Fuel Systems? Can it be assumed that the Standard Army Refueling System (SARS) be restricted to conventional fuel nozzle components with automatic shut-off 50 gpm nozzles?	The requirement is limited to sections 393.65 and 393.67. This has been updated in Draft PD 2.7 The fuel fill receptacle and venting must be able to meet rates specified in the SARS Performance Testing Prototype Nozzles and Receptacles for the Standard Army Refueling System Document.
81	PDFOV-3569	Draft JLTV PD FoV V2.6	3.3.5.14 Hydraulic Hoses and Fittings (if applicable)	Quick disconnect couplings are expensive, heavy and unreliable. We recommend these be eliminated if MTTR requirements are met with standard connections.	Quick disconnects are not required. If they are used, then they need to conform to these standards.

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82	PDFOV-8313	Draft JLTV PD FoV V2.6	3.4.4.7 TOW ITAS/Saber GPK (TGPK)	If a specific GPK (TGPK) is required, when will the ICD be provided to address weight, CG, and roof storage requirements?	We intend to make ICD available after contract award.
83	PDFOV-8319	Draft JLTV PD FoV V2.6	JLTV-C2OTM/FDC shall provide for a C2 workstation environment that facilitates efficient operator use while the vehicle is underway, minimizing workstation induced dizziness and motion sickness.	Can additional information be provided on how this requirement will be tested?	All testing questions are intended to be addressed in future PD releases.
84	PDFOV-8418	Draft JLTV PD FoV V2.6	3.4.8.7 Rear Stabilizer Legs	Can you define the pressure resistance of "wet" and "muddy" conditions.	Please refer to subsequent Draft PD release.
85	PDFOV-8095	Draft JLTV PD FoV V2.6	3.3.2.4.4 Cylinder Requirements	Are AFES bottles outside the crew compartment subject to this requirement?	Yes, all of the fire extinguisher bottles on the vehicle must meet the PDFOV-8095 requirement.
86	PDFOV-3441	Draft JLTV PD FoV V2.6	3.3.5.8 Kits	What is meant by "shall operate IAW the specification requirements after installation"? For some kits, this is a major challenge if taken literally. Is full export power required with no degradation in max grade performance?	The vehicle is not expected to meet all mobility requirements when full export power is being provided simultaneously with on-board power.
87	PDFOV-8311	Draft JLTV PD FoV V2.6	3.4.4.6 TOW ITAS/Saber Display	What is the referenced "Display and Control Subsystem"? Is it the CSDU/ASDU or a dedicated display with the ITAS?	Display and Control Subsystem refer to the CSDU/ASDU. PD will be updated in subsequent drafts to reflect this clarification.
88	PDFOV-8097	Draft JLTV PD FoV V2.6	3.3.2.4.7 Automatic Fire Extinguishing System (AFES)	Please clarify what "a fire immediately external to the vehicle" means. If it includes fires on the ground or surroundings, at what distance from the vehicle is coverage needed? If it only concerns fires on the exterior surface or equipment, for what specific areas on the exterior is coverage needed?	Deleted in PD ver 2.7

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89	PDFOV-1703	Draft JLTV PD FoV V2.6	3.3.2.5.2 CBRN Detection	Please provide the Common CBRN Sensor Interface (CCSI) document.	We intend to make ICD available after contract award.
90	PDFOV-899, PDFOV-7429, PDFOV-6987, PDFOV-8150, PDFOV-1261, PDFOV-8120, PDFOV-3484	Draft JLTV PD FoV V2.6	3.2.8.1 Operating Parameters	The FOV High Operating Temperature limit was changed from 130°F to 120°F. However 130°F is still specified as the upper ambient limit for A/C performance (PDFOV-7429/-6987/-8150) and Silent Watch battery operation (PDFOV-1261/-8120) and Engine cooling (PDFOV-3484). Is this conflict intentional, or were all temperature limits supposed to drop to 120°F?	Please refer to subsequent Draft PD release.
91	PDFOV-8146	Draft JLTV PD FoV V2.6	3.3.5.4.1.1.1 Heater	This objective requirement is the same as the threshold requirement PDFOV-916. Should this target be 20 minutes?	Please refer to subsequent Draft PD release.
92	PDFOV-2588	Draft JLTV PD FoV V2.6	3.3.4.11.4 Power Management System	Does the requested load shedding include traditional Automotive loads such as A/C, or does it only concern C4ISR loads?	Load shedding refers to all vehicle electrical loads.
93	PDFOV-884	Draft JLTV PD FoV V2.6	3.2.5 Payload	The planning factor of 363 pounds for each occupant is no longer included in this definition of Payload. Should we use MIL-STD-1366 to determine the weight of occupants as mentioned in PDFOV-3169?	Yes
94	PDFOV-8197	Draft JLTV PD FoV V2.6	3.3.3.3.2 Rotary Wing Aircraft	Why is Recon/Scout excluded from this requirement but not the C2OTM?	Please refer to subsequent draft PD releases.

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95	PDFOV-878, PDFOV-8201, PDFOV-8202, PDFOV-8203, PDFOV-8204, PDFOV-8205, PDFOV-8206	Draft JLTV PD FoV V2.6	3.2.1 Curb Weight (CW)	The same maximum curb weight limit of 13,600 pounds is specified for all CTVs. Is this because the equipment that makes up the Mission Packages is not included in the definition of Curb Weight?	Yes
96	PDFOV-878	Draft JLTV PD FoV V2.6	3.2.1 Curb Weight (CW)	Can the customer specify what items must be included in BII?	Fixed in PD ver 2.7.
97	PDFOV-1749, PDFOV-8197, PDFOV-8198, PDFOV-8199, PDFOV-8360, PDFOV-8361	Draft JLTV PD FoV V2.6	3.3.3.3.2 Rotary Wing Aircraft	What configuration is required for these rotary lift requirements? There is no reference to Curb Weight, GVW or amount of payload.	PDFOV-878 defines Curb Weight (CW). PDFOV-8201, 8202, 8203, 8204, 8206 and 8207 detail JLTV sub-configuration CW. PDFOV-8197, 8198, 8199, 8360, and 8361 state that 'Payload will be added to the vehicle to achieve a transport weight of ...'. The difference between the transport weight and the CW is the amount of payload to be added.