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## Joint Light Tactical Vehicle (JLTV)

### Background

The Joint Light Tactical Vehicle (JLTV) Family of Vehicles (FoV) is an Army-led, joint-service program designed to replace a portion of each service's light tactical wheeled vehicle fleets. The JLTV FoV consists of two variants: the four-seat Combat Tactical Vehicle (CTV) (**Figure 1**) and the two-seat Combat Support Vehicle (CSV) (**Figure 2**). The CTV is to support the General Purpose, Heavy Gun Carrier and Close Combat Weapon Carrier missions. The CSV is to support the Utility/Shelter Carrier mission. The JLTV is transportable by a range of lift assets, including rotary-wing aircraft. Its maneuverability enables activities across the spectrum of terrain, including urban areas, while providing organic and supplemental armor against direct fire and improvised explosive device threats.

### Program Status

In August 2015, the Army awarded Oshkosh Defense a \$6.7 billion low-rate initial production (LRIP) contract to procure the initial 16,901 vehicles for the Army and Marines. In June 2019, the Assistant Secretary of the Army (Acquisitions, Logistics, and Technology) approved Army JLTV full-rate production (FRP). The Army planned for a follow-on full-rate production contract awarded to a single vendor in the fourth quarter of FY2022. It was reportedly to be a competitive five-year contract with five one-year options for about 30,000 JLTVs and 10,000 JLTV trailers. The Army began fielding LRIP JLTVs to units in April 2019, and Marine Corps units received their first LRIP JLTVs in February 2019.

### JLTV Combat Tactical Vehicle (CTV)

**Figure 1. JLTV Combat Tactical Vehicle Variant (CTV)**



**Source:** <https://asc.army.mil/web/portfolio-item/cs-css-joint-light-tactical-vehicle/>, accessed December 30, 2020.

### JLTV Combat Support Vehicle (CSV)

**Figure 2. JLTV Combat Support Vehicle Variant (CSV)**



**Source:** <https://asc.army.mil/web/portfolio-item/cs-css-joint-light-tactical-vehicle/>, accessed December 30, 2020.

### Foreign Military Sales

According to the Defense Security Cooperation Agency (DSCA), which coordinates foreign military sales, there are seven foreign JLTV customers, including the United Kingdom, Israel, Romania, Lithuania, Poland, Slovakia, and Montenegro.

### JLTV Follow-On Contract

The Army originally planned to award a follow-on full-rate JLTV production contract to a single vendor in the fourth quarter of FY2022. Reportedly, the Army pushed back the due date for companies to bid on the JLTV follow-on contract based on requests from industry. The Army had planned to award the single vendor contract in December 2022. Because the Army owns the technical data for the JLTV, it was able to conduct a competition to determine if other vendors could build the vehicle at a lower price than Oshkosh.

### JLTV Follow-On Contract Awarded to AM General

Reportedly, on February 9, 2023, the Army awarded the JLTV follow-on production contract, valued at more than \$8 billion, to AM General instead of Oshkosh. The contract reportedly included five base ordering years and five one-year optional ordering periods for both U.S. and foreign military sales. According to the provisions of the contract, AM General is to produce up to 20,682 JLTVs and up to 9,883 trailers. AM General-produced JLTVs reportedly are to have additional capabilities “such as an automated guided vehicle system, radio frequency identification, and Global Positioning System (GPS) traceability.” In addition, the vehicles are also to feature “an updated architecture, as well as enhanced corrosion protection and improved fuel

efficiency.” The new JLTVs are reportedly to be produced at AM General’s Mishawaka, IN, manufacturing facility, with deliveries expected to begin in about 17 months.

### Delivery of AM General’s First JLTVs Delayed

Reportedly, AM General’s initial delivery of JLTVs to the Army has been delayed by six months due to challenges starting up a new production line. It was further noted that “in addition to normal start of production headwinds, the transition from an incumbent vendor has presented unique challenges for AM General related to sourcing directed parts, intellectual property, tooling, and part qualification.” Despite the six-month delay, a program spokesman reportedly stated that “the JLTV program is fully prepared to execute the FY2025 budget position and will continue to meet all its program, fielding, and integration requirements while delivering an estimated \$1 billion in savings over the life of the contract.”

### September 2024 JLTV Selected Acquisition Report (SAR)

According to the Department of Defense (DOD) report “Modernized Selected Acquisition Report (MSAR) Joint Light Tactical Vehicle (JLTV)”:

- The JLTV program capability requirements are stable, and funding is adequate to meet cost, schedule, and performance objectives established in the current approved Acquisition Program Baseline (APB). As reported in the 2019 SAR, the program experienced a schedule deviation to Full Operational Capability (FOC) based on funding decrements.
- As reported in the 2022 SAR, additional Office of the Secretary of Defense (OSD) funding for RDT&E and Procurement was received for Operation Energy Initiatives such as Tactical Vehicle Electrification (TVEK)/Anti-Idle and Hybrid Electric Vehicle (HEV). This additional funding has caused a Research Development Test and Evaluation (RDT&E) cost deviation.
- The program will continue to report an expected noncompliance to the APB FOC threshold requirement, RDT&E cost deviation, and Acquisition Operations and Maintenance (O&M) cost deviation until the APB is rebaselined, which is planned to occur in June 2024 following the reconciliation of the Independent Cost Estimate to support the Operational Sustainment Review, scheduled for May 2024.

Reportedly, according to the Army, “the JLTV program has yet to rebaseline ... despite planning to do so this past June.” It was also noted,

The program won’t be compliant with the acquisition program baseline’s estimate for full operational capability until a new APB is announced. The rebaseline is “currently pending approval,”

It was further noted,

The JLTV has had to adjust its full operational capability estimate every year since 2019, the same year it entered full-rate production, according to the SAR. The FOC estimate has deviated from its 2019 goal of November 2039 to its current estimate 18 years further down the road: November 2057. And now, given the rebaseline delay, the program is once again non-compliant.

Another factor reportedly contributing to delays was

the Army and Marine Corps’ attempt to test out a key performance parameter for the JLTV: the ability to transport it with the CH-53K heavy lift helicopter in what the SAR refers to as a “shotgun lift.” But that testing, set for Oct. 30 through Nov. 2, 2023, never took flight due to “aircraft software issues.” The program planned to reschedule after software fixes were addressed but noted that could be as far out as a year away.

The Army suggests funding challenges play a significant role in program delays, noting,

The FOC estimate was most recently bumped from 2049 to 2057. That eight-year delay is chalked up to a near-billion-dollar funding reduction of \$928 million from FY-25 to FY-29 announced in the 2025 president’s budget as well as a \$298 million congressional mark from fiscal year 2024, according to the 2023 SAR.

The Army’s July 2024 “Strategy for Army Tactical Wheeled Vehicle Program” states that the Army plans to invest \$2.97 billion toward the JLTV over the next five years, from FY2025 through FY2029.

### Potential Issue for Congress

#### JLTV Program Management and Funding Concerns

The 2024 JLTV SAR suggests that there are a number of programmatic issues and delays that have contributed to the JLTV program being out of compliance with its Acquisition Baseline. Possibly contributing to this are the addition of new requirements (such as Tactical Vehicle Electrification [TVEK]/Anti-Idle and Hybrid Electric Vehicle [HEV]), and the inability to conduct testing (CH-53 “shotgun lift”) deemed important by the Army and Marine Corps. Funding reductions and associated challenges arguably have played a role in noncompliance as well. Given the current state of the JLTV program, Congress may decide to examine the overall management, funding, and direction of the JLTV program with DOD and the Services. It can be argued that since 2019, the JLTV program has experienced a number of programmatic and budget-related challenges that have had a significant impact on achieving the full operational capability of a relatively basic mode of battlefield transport.

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**Andrew Feickert**, Specialist in Military Ground Forces

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