ANNEX S

MODIFICATION TO DOT-TP-126-3

TO

PURCHASE DESCRIPTION

FOR

JOINT LIGHT TACTICAL VEHICLE

VERSION 3.0.1

13TH FEBRUARY 2012

Revision History

Revision	Date	Description
3.0	20th January 2012	RFP Release.
3.0.1	13th February 2012	No requirement changes. Revision history truncated to start at v3.0. Date and version number changed to match rest of the PD.

1 SCOPE

Annex S defines the modification to DOT-TP-126-3

2 APPLICABLE DOCUMENTS

There are no Applicable Documents specific to Annex S.

3 JLTV REQUIREMENTS

Due to the emerging nature of ESC to vehicles in a weight class above 10,000 lbs (4535 kg) the following modifications to DOT-TP-126-3 will be used for JLTV testing.

Section 2: Replace paragraph 4 with:

> Lateral displacement is used to assess a vehicle's responsiveness. The lateral displacement of the vehicle center of gravity with respect to its initial straight path must be at least 3 m (10 ft) when computed at specified commanded steering wheel angles 1.5 seconds after the Beginning of Steer (BOS).

Section 13.6: Replace sections D, E, and F with the following:

> Condition brakes using a 40-20 mph burnish procedure (0.3g deceleration) bringing vehicle brake temperatures in between a range of 150-200 degrees [FMVSS 121].

Section 13.7: Replace sections D through G with the following:

> Drive two (2) complete circles to the left and two (2) complete circles to the right at a speed that results in 0.1g lateral acceleration. (Approximate 200 ft radius at 20 MPH.)

Section 13.8: Replace 0.3g with 0.5g in paragraph 1.

Section 13.8E: Replace paragraph with:

> Energize the data acquisition system and the automatic steering controller. Program the steering controller so at time zero the steering wheel angle is linearly increased from zero to a maximum value, δ_{SIS}, at a rate of 13.5 degrees per second. The maximum value, $\delta_{SIS,}$ is the steering wheel angle necessary to achieve 0.40g lateral acceleration during a steady-state cornering maneuver at 30-mph, based on pre-test experimentation or other analytical means to determine the angle.

Section 13.8G: Disregard

Section 13.8H: Disregard

Section 13.8J: Replace paragraph with:

Execute a SIS maneuver to the left using the SIS steer profile determined in step E. and record the steering wheel angle and lateral acceleration data. If the lateral acceleration is below 0.40g, then increase the steering angle by 15 degrees. If the lateral acceleration is above 0.45g, then decrease the steering angle by 15 degrees.

Section 13.8K:

Replace 0.50g to 0.60g with 0.40 to 0.45g.
Replace 80 + 2 km/h (50 + 1 mph) with 48 + 2 km/h (30 + 1 mph).

Section 13.8L:

Replace 0.50g to 0.60g with 0.40 to 0.45g.
Replace 80 + 2 km/h (50 + 1 mph) with 48 + 2 km/h (30 + 1 mph).

Section 13.8O:

Replace 0.3g with 0.5g.

Section 13.9:

Replace 0.7Hz with 0.5Hz and replace 500ms with 1000ms as well in the graphic on page 29.

Section 13.9E:

Replace $1.5*\delta_{0.3\ g,\ overall}$ with $0.3*\delta_{0.5\ g,\ overall}$

Section 13.9K:

Replace all occurrences of $0.5*\delta_{0.3\ g,\ overall}$ with $0.1*\delta_{0.5\ g,\ overall}$ and all occurrences of $6.5*\delta_{0.3\ g,\ overall}$ with $1.3*\delta_{0.5\ g,\ overall}$

Section 13.10Q:

Replace $5*\delta_{0.3\ g,\ overall}$ with $1*\delta_{0.5\ g,\ overall}$

Section 13.10S: Replace paragraph with:

Determine lateral displacement at 1.5 seconds from BOS event using interpolation. The lateral displacement of the vehicle center of gravity with respect to its initial straight path must be at least 10 feet when computed 1.5 seconds after the BOS.

Data Sheets 6 and 7: Adjust as appropriate to reflect modification described above.