

DRAFT ANNEX P

MOVING FUEL EFFICIENCY TEST

TO

PURCHASE DESCRIPTION

FOR

JOINT LIGHT TACTICAL VEHICLE

VERSION 1.0

12TH SEPTEMBER 2011

Revision History

Revision	Date	Description
1.0	12 th September 2011	Annex for Moving Fuel Efficiency Test

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1 SCOPE

The JTLV program EMD Phase is pre-decisional. The release of the Draft Annex P is for informational and planning purposes only and is not to be construed as a commitment or obligation by the U.S Government. Multiple revisions of the Annex are expected between now and any potential release of an EMD RFP. The intent for releasing this Draft is to provide industry with the forecasted direction of the JLTV program requirements and is not final. This web site will be updated with the latest version of the Draft Annex P as available.

1.1 Overview

This annex defines the JLTV Moving Fuel Efficiency Test.

2 Applicable Documents

There are no Applicable Documents specific to Annex P.

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3 JLTV REQUIREMENTS

The On the Move fuel efficiency shall be tested by running three (3) Aberdeen Test Center (ATC) Courses:

- Hartford Loop, representing primary roads
- Perryman A, representing secondary roads
- Churchville B, representing cross country and trails

Movement Terrain	ATC Course	Average Speed	Weighting
Primary Road	Hartford Loop	45 mph (72 kph)	20%
Secondary Road	Perryman A	25 mph (40 kph)	40%
Cross Country and Trails	Churchville B	15 mph (24 kph)	40%

Table 1 –Fuel Efficiency Test Course

An average mile per gallon (mpg) shall be measured for each course using a fuel flow meter (IAW TOP 2-2-603). This measured value will then be used in *equation 1*, below, to determine the Overall mpg.

$$Overall\ MPG = \frac{1}{\frac{.2}{MPG_{Hartford}} + \frac{.4}{MPG_{Perryman\ A}} + \frac{.4}{MPG_{Churchville}}} \quad (equation\ 1)$$

The payload-ton mpg will then be calculated using *equations 2*, below. The payloads are defined as the payloads achieved at GVW.

$$payload - ton\ MPG = \left(\frac{Payload}{2000} \right) * Overall\ MPG \quad (equation\ 2)$$

Idle fuel consumption rate in gallons per hour shall be calculated with a total electrical draw of 10kW at 28 volts DC. The 10kW shall include the vehicle electrical hotel loads. Standard mechanical parasitic loads that are normal to the vehicle operation at idle shall be considered in addition to the 10kW.