The following data shall correspond to the proposed JLTV-GP.

Force Protection Data Sheet

Provide the following data:

- Input data as well as all required artifacts per Attachment FP1 (Cab Design Data Sheet)
- Input data as well as all required artifacts per Attachment FP2 (Crew Seating Data Sheet)
- Input data as well as all required artifacts per Attachment FP3 (Blast Test Data Sheet)

Mobility Data Sheet

Provide the following data (or equivalent) at Curb Weight (CW) and Gross Vehicle Weight (GVW) (as defined in the PD):

- Input data as well as all required artifacts per Attachment MM1 (Vehicle Data Package for Propulsion System Modeling & Simulation)
- Input data as well as all required artifacts per Attachment MM2 (Vehicle Data Package for Dynamic Modeling & Simulation).
- Results of fuel efficiency miles per gallon (MPG) at 30 miles per hour (MPH) over the Munson Standard course representing secondary roads.
- Results of fuel efficiency miles per gallon (MPG) at 15 miles per hour (MPH) over the Churchville B course representing cross country and trails.
- Results of fuel efficiency miles per gallon (MPG) at posted speeds (MPH) over the Harford Loop course representing primary roads.

Provide wheel and tire load and speed ratings.

Provide the following Terrain mobility data, at GVW only, without the Run Flat Kit (if kitted):

- NRMM model input data per Attachment MM3 (NRMM Wheeled Vehicle Data Sheets)

Provide the following data to support all power generation performance

- Functional block diagram of all components required to produce power from engine through 28VDC buss.
- Voltage output of all devices contained in the functional block diagram.
- Efficiency of all components in the functional block diagram at 10, 20, 30, 40, 50, 60, 70, 80, 90, 100% power and Coolant temps (or ambient, if applicable) of -30°, 25°, and 85°C.
- List of all loads designated as hotel loads with power draw allocated for each.
- The battery connection point to the buss on a physical routing diagram.
- Describe the battery charging strategy when bus is loaded at 25% and 100%.
- Plot of battery current during a step transient from 10% load to 100% load.
- Provide the power generation output vs. engine speed curve from engine speeds of normal idle through maximum engine operating speed. Indicate the tactical idle point on the curve.
- Provide the top speed of vehicle when producing 10%, 50%, & 100% electrical power while charging the battery.
- Provide the maximum speed on 5% grade when producing 10%, 50%, & 100% electrical power while charging the battery.

- Show the method of notification during degraded electrical power generation and the procedure to recover full mobility.
- Functional block diagram of all components required to produce export power from engine through export power buss.
- Voltage output of all devices contained in the export power functional block diagram.
- Efficiency of all components in the export power functional block diagram at 10, 20, 30, 40, 50, 60, 70, 80, 90, 100% export power and coolant (or ambient, if applicable) temps of -30°, 25°, and 85°C.
- Show the detailed method (interface) that will be employed to generate the different outputs of export power. Provide the amount of power available at each voltage level (110/120VAC L-N @ 60Hz, 220/240VAC L-L, 208VAC 3-phase @ 60Hz and 240 L-N @ 50Hz).
- Provide a test plan with status of testing to the export power requirements
- Show all components that will be employed for purposes of load shedding and prioritization including their functionality (ability to communicate, provide status).
- Provide the 2C, 1C, 0.5C, and 0.25C discharge rates of the silent watch battery at 0°C and at 52°C.

Transportability Data Sheet

Provide the following data (or equivalent) for CW and GVW (as defined in the PD) for both operational and transport heights:

- DIMENSION DATA INPUT (INCHES)
  - Length (with winch and without winch)
  - Width
  - Height at Front of Vehicle
  - Height at Rear of Vehicle
  - Maximum Height
  - Maximum Ramp Crest Angle (Defined in Figure 1)
  - Front Axle Ground Clearance
  - Mid-Wheelbase Ground Clearance
  - Rear Axle Ground Clearance
  - Minimum point of ground clearance under vehicle and distance to front axle
  - Wheelbase
  - Axle Track Width (F1, F2, F3, R1, R2, and R3 as defined in Figure 2)
  - Vehicle Turning Diameter (both curb to curb and wall to wall)

- WHEEL DATA INPUT
  - Axle Articulation (Degrees)/Travel (Inches)
  - Tire Size (xx R zz)
  - Ply Rating
  - Tire Load Rating
  - Tire Pressure (Psi)
  - Tire Contact Length (Inches)
  - Tire Contact Width (Inches)
  - Width Outside Wheels

- WEIGHT DATA INPUT
  - Vehicle Curb Weight
  - Gross Vehicle Weight
  - Axle Weights (Front to Rear)
  - Axle Ratings (Front to Rear)
  - Tie Downs
    - Front Tiedown (Quantity and Capacity for each) *Note: Capacity should be in terms of the Design Limit Load (MIL-STD-209K)*
    - Side Tiedown (Quantity per side and Capacity for each)
    - Rear Tiedown (Quantity and Capacity for each)
    - Distance between Front Tiedown Provisions and Distance to Vehicle Centerline
    - Distance between Rear Tiedown Provisions and Distance to Vehicle Centerline
    - Distance between Front and Rear Tiedown Provisions and Distance to Vehicle CG
    - Front Lift Provision (Quantity and Capacity for each)
    - Rear Lift Provision (Quantity and Capacity for each)
    - Distance between Front Lift Provisions and Distance to Vehicle Centerline
    - Distance between Rear Lift Provisions and Distance to Vehicle Centerline
    - Distance between Front and Rear Lift Provisions and Distance to Vehicle CG
    - Provide the Dimensions A, B, C_L, C_S, D, and E for each lifting, equipment tiedown, multipurpose, and front, rear, and center (if required) cargo tiedown provision as shown in Figure 3.
    - Distance between Front Tow Eye Provisions and Distance to Vehicle Centerline
    - Distance between Rear Tow Eye Provisions and Distance to Vehicle Centerline
    - Front Tow Eye Provision (Quantity and Capacity for each)
    - Rear Tow Eye Provision (Quantity and Capacity for each)
  - Maximum projected frontal area. *Note: See figure 1, MIL-STD-913A, dual point lift*
  - Pintle Information
    - Pintle Height
    - Horizontal Distance from Rear Axle to Pintle
    - Load Rating of Pintle

- Provide computer aided design (CAD) models of the equipment to support structural, kinematic and dynamic analyses of the item's transportation environment, or provide results of CAD transportation analyses performed by the contractor.

- Drawings – indicate plan, side and end views with dimensions (example included as Figure 4).

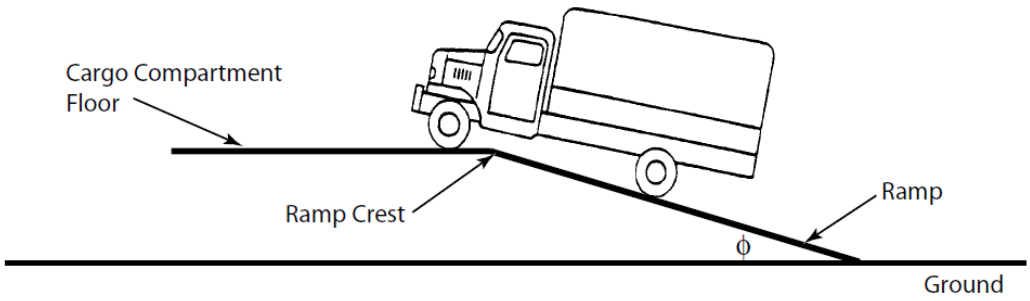
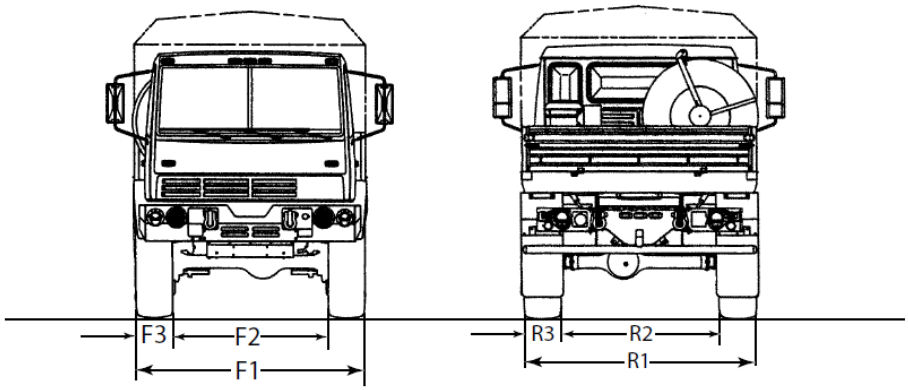
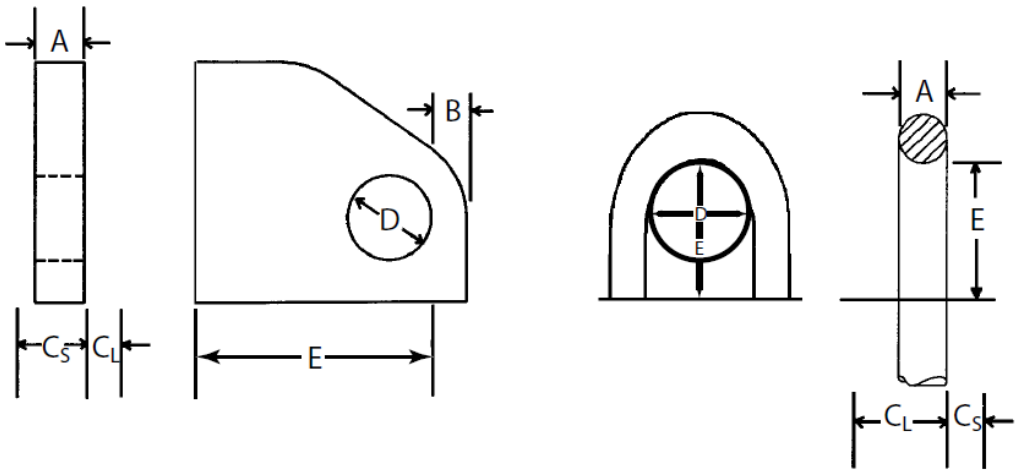


Figure 1 – Ramp Crest Angle



F1 - Outside distance between tires
F2 - Inside distance between tires
F3 - Front tire width (to include tire bulge in transport configuration)
R1 - Outside distance between tires
R2 - Inside distance between tires
R3 - Rear tire width (to include tire bulge in transport configuration)

Figure 2 – Axle Tracking Width



C_L and C_s are the dimensions between one side of the provision and the nearest interference or obstruction. Either side of the provision may be used as the datum from which to measure C_L and C_s.

E is the dimension between the outside edge of D and the nearest interference or obstruction.

Figure 3 – Lifting and Tiedown Dimensions

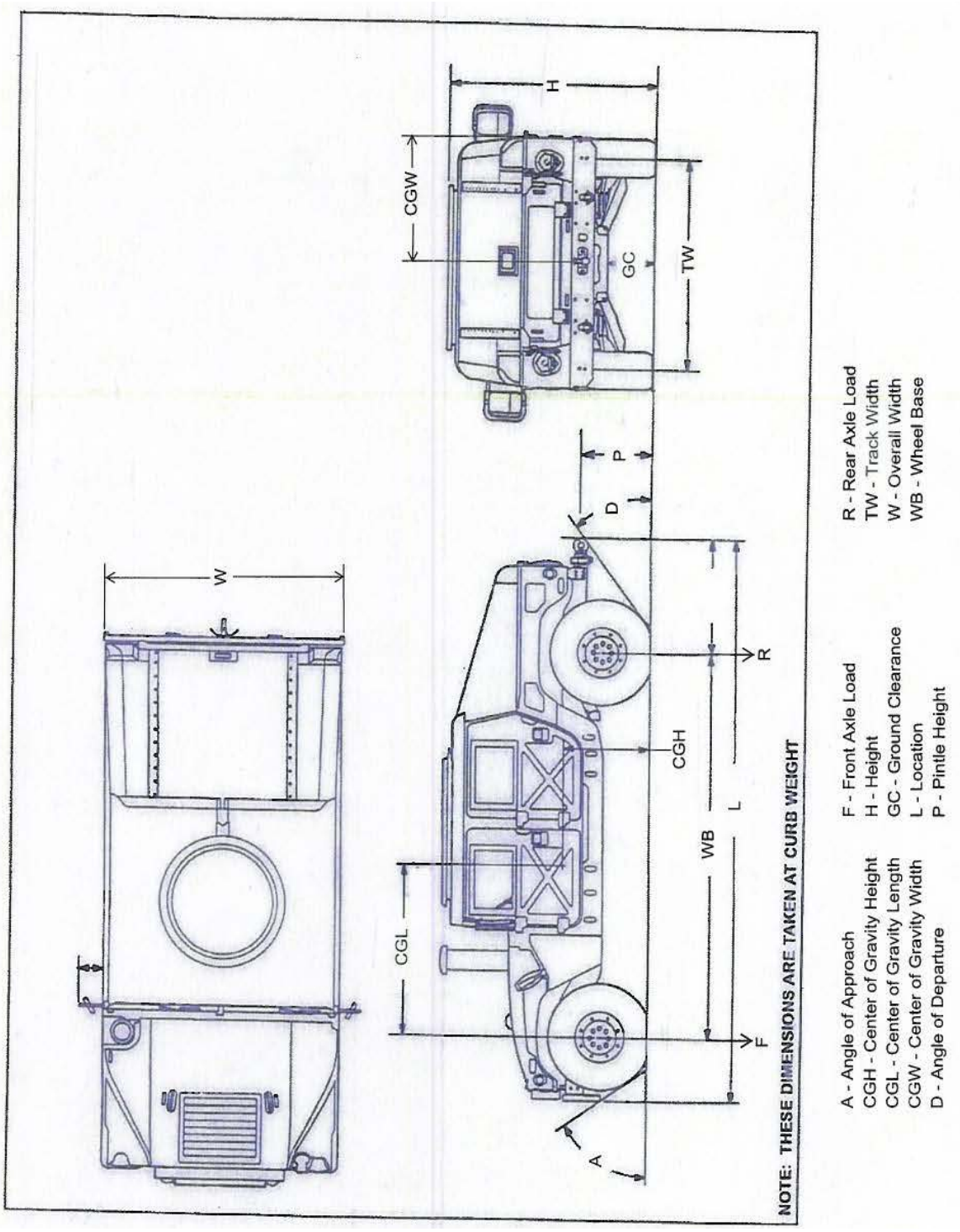


Figure 4 – Plan, Side, and End View