

Force Protection Data Sheet

For the proposed JLTV-GP, 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) for all weight configurations CW and GVW (as defined in the PD):

- Input data as well as all required artifacts per Attachment MM1 (Vehicle Propulsion Data Sheets)
- Input data as well as all required artifacts per Attachment MM2 (Dynamics_input_Data_V2pt0).
- 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 the following Terrain mobility data, for the GVW vehicle configuration only:

- NRMM model input data per Attachment MM3 (NRMM_Wheel_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 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.
- How the battery charging strategy works when the buss is loaded at 25% and 100%.
- The sequence of charge strategy during a step transient from 10% load to 100% load.
- Diagram the power generation output vs. engine speed curve and plot the tactical idle point on the curve.
- Diagram the top speed of vehicle when producing 10%, 50%, & 100% electrical power while charging the battery.
- Diagram the maximum speed on 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 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).

Transportability Data Sheet

Provide the following data (or equivalent) for all weight configurations CW and GVW (as defined in the PD):

- **DIMENSION DATA INPUT (INCHES)**
 - Length (with winch and without winch)
 - Operational Width (in both operational/force protection and transportable heights)
 - Reduced Width (in both operational/force protection and transportable heights)
 - Height at Front of Vehicle (in both operational and transportable heights)
 - Height at Rear of Vehicle (in both operational and transportable heights)
 - Maximum Height (in both operational and transportable heights)
 - Lower Forward Overhang
 - Upper Forward Overhang
 - Lower Rear Overhang
 - Upper Rear Overhang
 - Maximum breakover angle (in both operational and transportable heights)
 - Forward Ground Clearance (in both operational and transportable heights)
 - Mid-Wheelbase Ground Clearance (in both operational and transportable heights)
 - Rear Ground Clearance (in both operational and transportable heights)
 - Minimum point of ground clearance under vehicle and distance to nearest axle, including which axle it is located near
 - Wheelbase (in both operational and transportable heights)
 - Track width (in both operational and transportable heights)
 - Vehicle turning radius (in both operational and transportable heights)
- **WHEEL DATA INPUT**
 - Axle Articulation (Degrees)/Travel (Inches) (in both operational and transportable heights)
 - Number of Axles
 - Axle Spacings (Front to Rear, Inches) (1st to 2nd, 2nd to 3rd, etc...)
 - Number of Wheels per Axle
 - Tire Size (xx R zz)
 - Ply Rating
 - Tire Pressure (Psi) (in both operational and transportable heights)
 - Tire Contact Length (Inches) (in both operational and transportable heights)
 - Tire Contact Width (Inches) (in both operational and transportable heights)
 - Width Outside Wheels (in both operational and transportable heights)

- Turning radius (in both operational and transportable heights)
- WEIGHT DATA INPUT
 - Gross Vehicle Weight
 - Axle Weights (Front to Rear)
 - Axle Ratings (Front to Rear)
 - Tire Load Rating (55 MPH)
 - 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
 - Distance between Rear Tiedown Provisions
 - Distance between Front and Rear Tiedown Provisions
 - Front Lift Provision (Quantity and Capacity for each)
 - Rear Lift Provision (Quantity and Capacity for each)
 - Distance between Front Lift Provisions
 - Distance between Rear Lift Provisions
 - Distance between Front and Rear Lift Provisions
 - Maximum projected frontal area. *Note: See figure 1, MIL-STD-913A, dual point lift*

Provide figure with dimensions formatted similarly to below:

