



TARDEC Technologies



TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.

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September 30, 2008**

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Report Documentation Page				Form Approved OMB No. 0704-0188	
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1. REPORT DATE SEP 2008		2. REPORT TYPE N/A		3. DATES COVERED -	
4. TITLE AND SUBTITLE TARDEC Technologies				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Tank Automotive Research, Development & Engineering Center				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release, distribution unlimited					
13. SUPPLEMENTARY NOTES FED Industry Day presentation held on September 30, 2008, at Automation Alley in Troy, MI, The original document contains color images.					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT UU	18. NUMBER OF PAGES 13	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

Ground Vehicle Power & Mobility

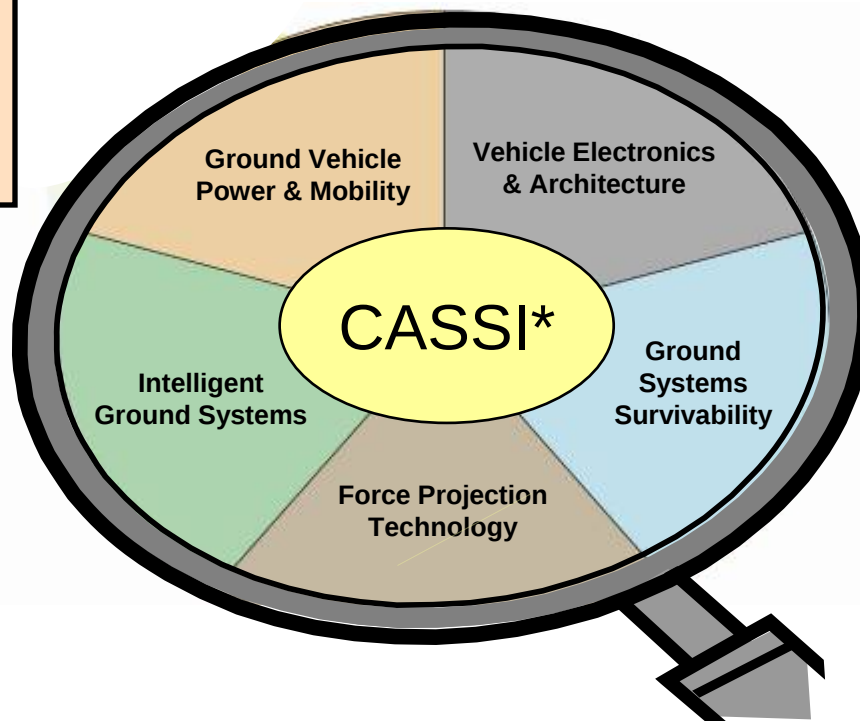
- Hybrid Electric
- Pulse Power
- Engines
- Fuel Cells
- Suspension
- Tracks

Intelligent Ground Systems

- Robotic Systems Technology
- Human-Robot Interaction
- Crew Interface and Automation
- Robotic Follower ATD
- ARV Robotic Technologies Program

Force Projection Technology

- Water Generation & Purification
- Petroleum, Oils & Lubricants
- Mechanical Countermine
- Combat Engineering/Bridging
- Gap Crossing
- Future Truck System



Vehicle Electronics & Architecture

- Power Architecture/Management
- Electronics Integration
- Data Architecture
- Condition Based Maintenance (CBM)
- Diagnostics/Prognostics

Ground System Survivability

- Active Defense
- Signature Management
- Laser Vision Protection
- Ballistic Protection
- Crew Survivability

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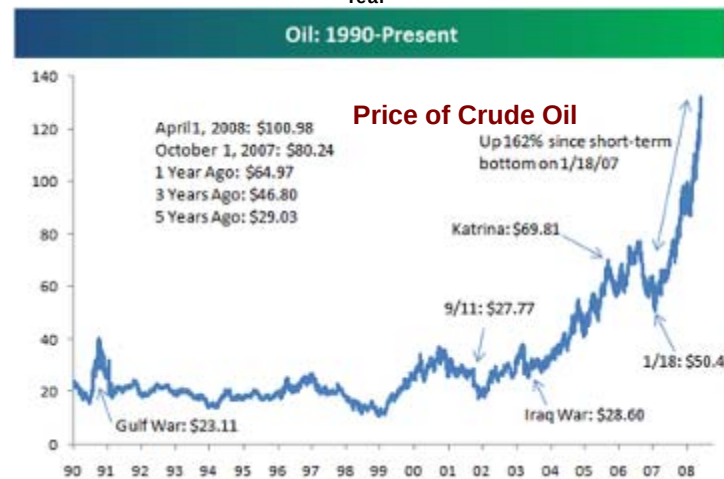
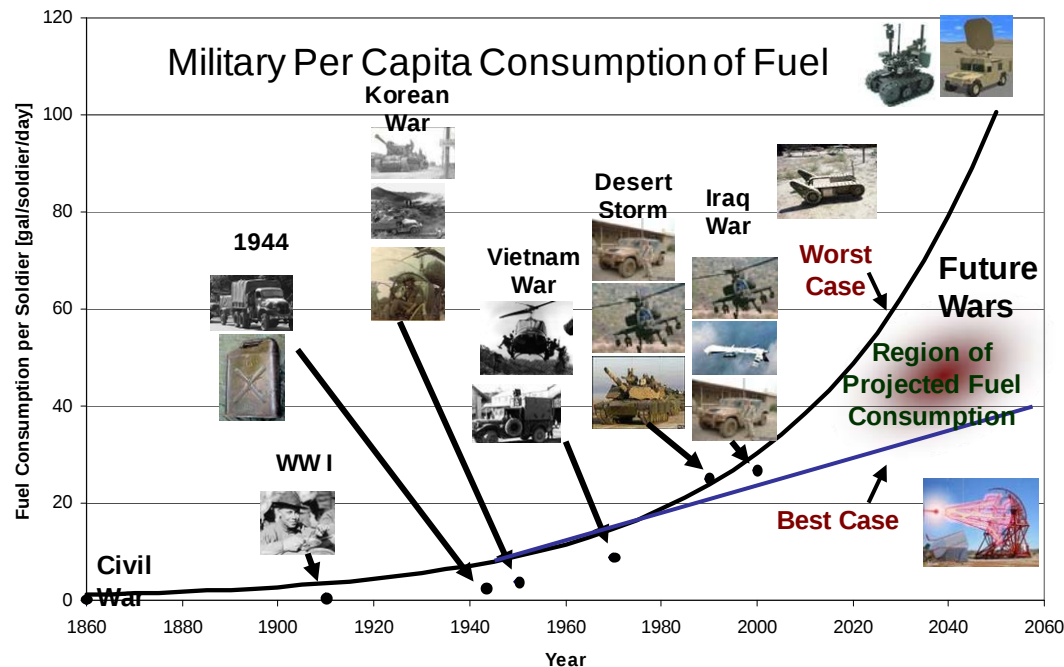
Concepting, Analysis, System Simulation & Integration

- Requirements Capture, Concept Development, Program Formulation
- Dynamic/Structural Performance, Mathematical Modeling, Data Analysis
- Physical Validation, Systems-Level Validation
- High Power Computing, Advanced Collaborative Environments
- Integrated System-Level Demonstrators

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The Challenges

- **Battlefield consumption of energy increasing**
 - New C4ISR technologies
 - IED Defeat Systems
 - New weapons (EM guns, lasers)
- **Energy security problematic**
 - Cost of fuel skyrocketing
 - Alternative sources sought – wind, solar, bio-mass, waste to energy
- **Operational issues**
 - Battery usage & limitations – energy & power density
 - Demand for auxiliary power on-board vehicles
 - Emphasis on silent (“quiet”) watch
 - Unmanned vehicles (air/ground)
 - Unattended sensors
 - Inefficient management/ distribution of power
 - Demand for soldier-wearable power
- **Increased emphasis on system power metrics and energy efficiency** (KPPs, low consumption components)



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Current Systems



HBCT



M1114



Parallel Hybrid MSV



2 Parallel hybrid UVs

Future Systems



FCS MGVS

Supporting Science and Technology Investments



Rotary Engine APU



Advanced Track

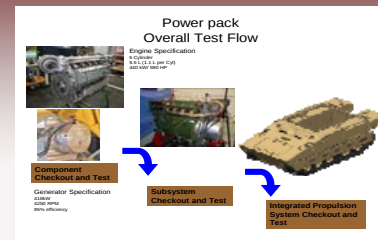


Fuel Efficient ground vehicle Demonstrator (FED)



Energy Storage & Safety

EGTL/P&E SIL

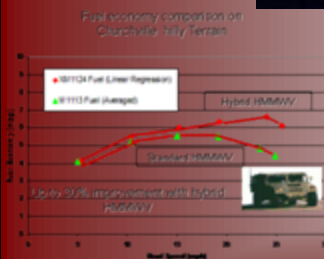


Si/SiC dc-dc converter



JP-8 Reformer

AAEF



Hybrid Electric Evaluation and Assessment (HEVEA)



OBVP

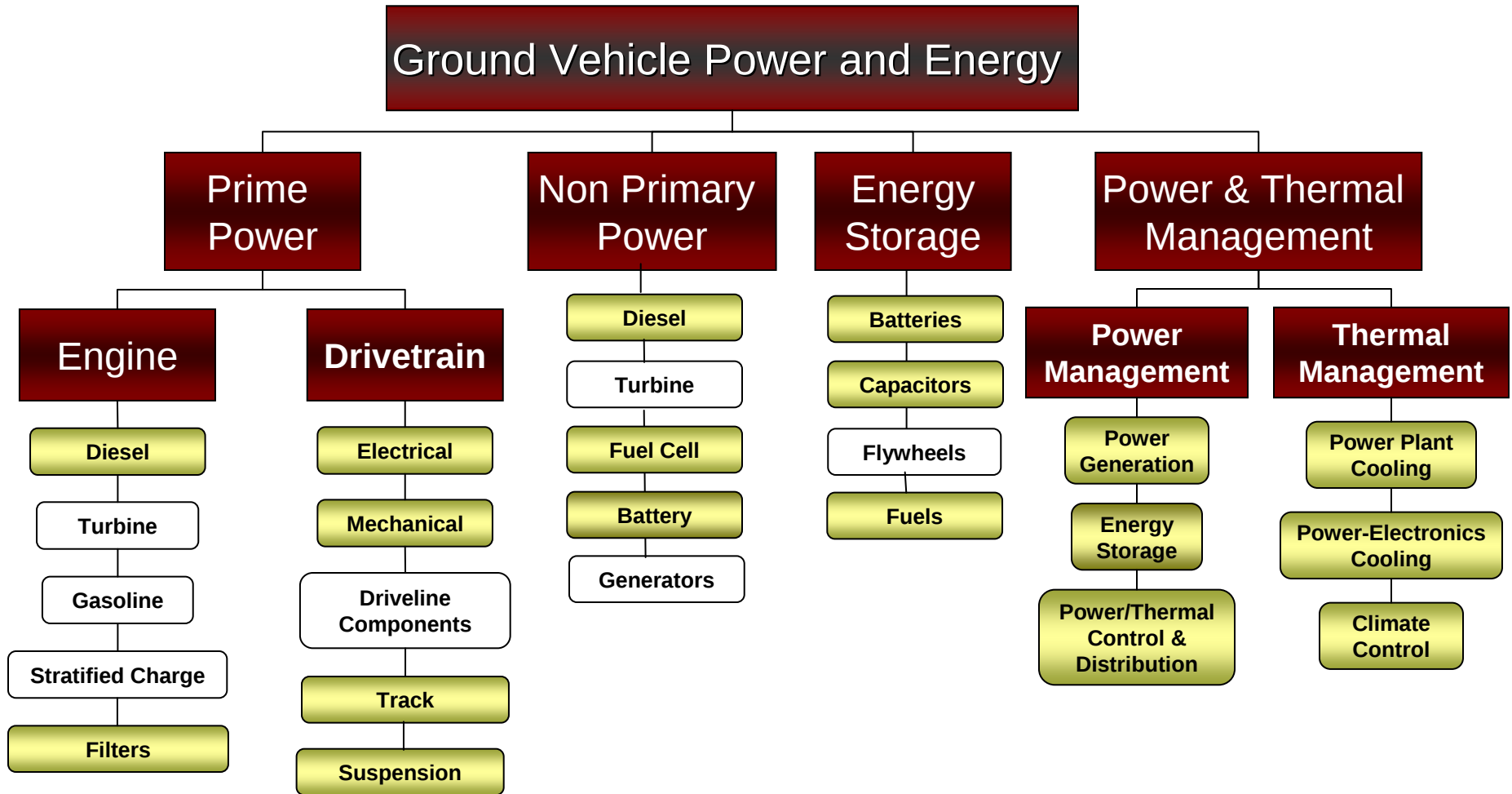


Phase change, graphite foam, & nanotechnology thermal solutions



"Smart", networked switches, robust operation & reduced size





Current Systems



Future Systems



M88 Repower
Fuel economy comparison on Churchville hilly Terrain



Tactical Vehicle Engine
Dev and Optimization



AAEF



Advanced Track



Si/SiC DC-DC Converter



Power and Energy SIL



Diesel Engine research



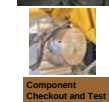
Elastomer Research



Diesel Engine

EGTL/P&E SIL

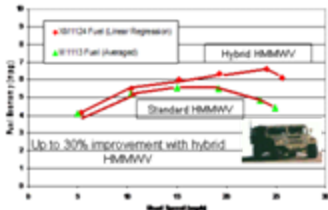
Power pack
Overall Test Flow



Opposed
Piston engine



Pulse Power Supply
for High Energy Lasers



Hybrid Electric Evaluation and
Assessment (HEVEA)



Hybrid Hydraulic
Vehicle Development



Bradley Transmission
Testing

Efforts Supporting Current Force

- HMMWV Engine Optimization
- M88 Repower technical and testing support
- Turbine Engine Durability
- LMTV Full Load Cooling Evaluations
- Hybrid Electric Vehicle Evaluation and Analysis
- Vehicle Driving Cycle Development
- TWV engines and emissions challenges
- Bradley and Abrams improved track

Efforts Supporting Future Force

- FCS Engine Generator testing in the EGTL
- FCS propulsion testing in the PE SIL
- Hybrid Electric Vehicle Evaluation and Analysis
- FCS segmented band track
- Vehicle Driving Cycle Development
- High Speed Diesel Engine R&D
- High operating temperature power electronics (SiC)
- Demonstration of exportable power to Battalion TOC in AAEF
- Compact integrated hybrid power systems for future combat and wheeled vehicles



Hybrid Electric Vehicle Evaluation and Assessment (HEVEA)



• Problem:

- No holistic approach to define, evaluate, and substantiate TWV mobility requirements and specifications.
- No standard Hybrid Electric Vehicle Test Methodology for TWV.
- TWV duty cycles not well defined/understood; Increasing difficulty in assessing advantages and disadvantages of hybrid propulsion systems.

• Challenges:

- Accepted industry practices (SAE) for testing are not developed to be replicated in traditional military settings.
- No industry standard advancing propulsion systems, specifications including requirements.

• Key Goals:

- Data and analyses to support PEO CS/CSS information requirements for JLTVM SB
- Develop Hybrid Electric Vehicle (HEV) Fuel Economy and performance **Test Operating Procedures (TOP)**
- Determine the fuel economy benefits of HEV using quantifiable test data
- Develop and validate TARDEC M&S models
 - **M&S capability to provide a tool to predict hybrid electric drive cycle performance and fuel economy.**
 - **VPSET**

• Key Efforts:

- Vehicle Testing: ATC, PM JCSS, PM LTV, PM MTV, PM HTV, ONR, BAE, SS/AH, AM GEN, OSHKOSH, LM, IMG
- GVSL Execution of Experiments/Support - DCS
- Electrical Power Architecture SIL Upgrade/Support and
- Thermal Management: DCS, UofM Dearborn
- M&S vehicle propulsion systems analysis and tool: SwRI, SAIC, ONR

• Customer:

- PM JCSS, PM JLTVM, PM-LTV



9 conventional and 7 hybrid electric vehicles are being tested

A. Conventional:

- 2 - HMMWVs,
- 2 - 2 1/2T LMTVs
- 1 - 5T MTV
- 1 - FMTV CVT
- 2 - HEMTTs
- 1 - AM GEN UV

B. Hybrid Electric

- 1 - HMMWV
- 1 - RSTV
- 1 - IMG UV
- 1 - LM UV
- 1 - AH/SS MSV
- 1 - BAE FMTV
- 1 - OSHKOSH HEMTT A3



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Current Systems

M1114



M939



400A Alternator
(M1114 Kit)



280A Alternator
(RG-31 Kit)



10kW Rotary JP-8
Auxiliary Power Unit

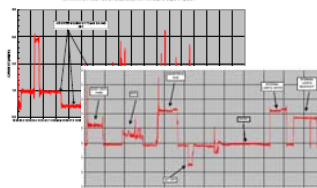


3.5kW Auxiliary Power Unit to support
Asymmetric Threat Defeat JUONS



APU Testing and Analysis

Future Systems



Non-propulsion Load Analysis



Fuel Cell Ground Support
Equipment



JP-8 Reformer

SOFC APU



OPOC Engine APU

Efforts Supporting Current Force

- On Board Power Kits for M1114 and RG-31
- APU Upgrades for M-939 and RG-31.
- Non-primary Power for PEO GCS Combat Vehicles testing and development
- Non-primary power load profiles

Efforts Supporting Future Force

- Non- Primary Power load profiles
- Energy Storage systems
- JP-8 Reformation for future fuel cell APUs
- Alternative Power sources

Current Systems



Future Systems

VRLA Batteries

Advanced Lead-Acid

- Improve Energy Storage
- Display Battery Status
- Increase Power at Idle
- Minimize Costs

On-Board Vehicle Power

Battery Monitoring

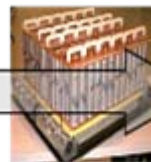
Testing & Safety Evaluations and improvements



Capacitors for EMA

Li-Ion Battery Manufacturing Technology Objective

Liloi Battery Demo



Single Cell

Module

Pack

Automated Manufacturing Process



Li-Ion Battery Module (50V)



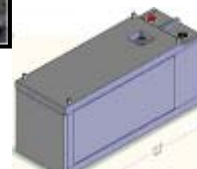
NiZn Cell



LFP cathode



Li-Ion Prismatic Cell



Li-Ion/Ultracap Hybrid Energy Storage

Efforts Supporting Future Force

- High Power, High Energy Li-Ion Battery Manufacturing
- Large format Li-Ion prismatic cells with integrated liquid cooling
- development
- Lithium-Iron Phosphate (LFP) Battery Safety Improvements
- Ultra High Power Li-Ion Cells for Pulse Power
- Advanced Battery Architecture
- Ballistic Impact Test and Evaluation for Batteries
- Thermal Runaway Studies for safety improvements
- Integration, Testing, & Evaluation of Battery Packs in vehicle demos
- Nickel Zinc Battery Development

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Efforts Supporting Current Force

- Battery Monitoring Technology development and testing
- Advanced Lead acid battery testing and qualification
- Advanced Lead Acid Battery Technology Enhancement
- Ballistic Impact Test and Evaluation for Batteries
- Integration, Testing, & Evaluation of Battery Packs in vehicle demos

Current Systems



Future Systems

Basic Power and Thermal Mgmt

- Crew Intensive
- Manual Load Control
- Limited Monitoring
- Limited Fault Detection and Diagnostics
- No Thermal Management

Intelligent Power and Thermal Mgmt

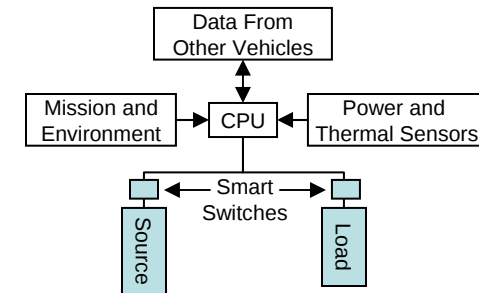
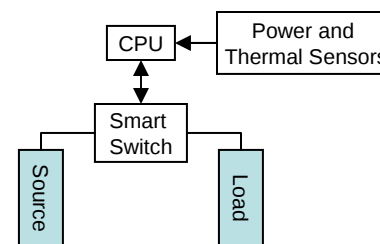
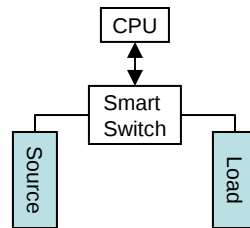
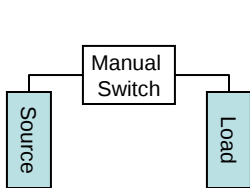
- Reduced Crew Burden
- Semi-Automatic Load Control
- Energy Storage/Generation Monitoring
- Improved Fault Management and Diagnostics
- Limited Thermal Management

Cognitive Power and Thermal Mgmt

- Minimum Crew Burden
- Adaptive Load/Source Control
- Mobility, Survivability, Lethality Sensor Monitoring
- Full Diagnostics, Fault Management, Prognostics
- Integrated Thermal Management Strategies

Collaborative Power and Thermal Mgmt

- System of Systems Application
- Network Aware
- Optimized Power Utilization Across Multiple Vehicles
- Shared Learning Among Vehicles
- Increase Situational Awareness for Army Leaders



ILAV AC Test



LMTV Full Load Cooling Test



HERCULES Full Load Cooling Test



Software Standard



Flexible cables



Integrated Power and Thermal Systems



Graphite foam Heat Exchangers



Stryker Interior Temperature Test



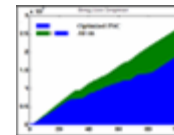
Electrical Power Architecture Lab



Advanced Inverter Cooling Demo



Reduced Size "Smart", Networked Switches



Power Optimization



High Temperature Electronics using SiC



Phase Change Technology

➤ Propulsion Test Laboratory

- 10 Test Cells which include:
 - 6 “engine” test cells used for performance, endurance, APU, transmission or drive train testing
 - 3 vehicle test cells designed for steady-state tests to 44000 ft-lbs per side as well as transient tests and a Power & Inertia Simulator (PAISI)
 - Most contain portable dynamometers with absorption capability of 100-3000 horsepower
 - Test Cell #9 can simulate desert heat, wind and solar conditions at full load
 - Ambient temperature control to 160° F
 - Wind speeds up to 20mph in eight possible directions
 - Two 2500 Hp dynamometers
 - Test Cell #10 can test batteries, power electronics and motors to 6000rpm



Powerpack Testing

- Air Flow/Cooling Lab has air cleaner and radiator testing capability
- Power and Energy System Integration Laboratory (SIL)
- Track and Suspension Laboratory
- Motion Based Simulation Laboratory
- Power Management System Integration Laboratory (SIL)
- Modeling and Simulation



Engine Testing



Power Management SIL



Power and Energy SIL



Vehicle Testing



Ground Systems Power & Energy Lab (GSPEL)



Timeframe:

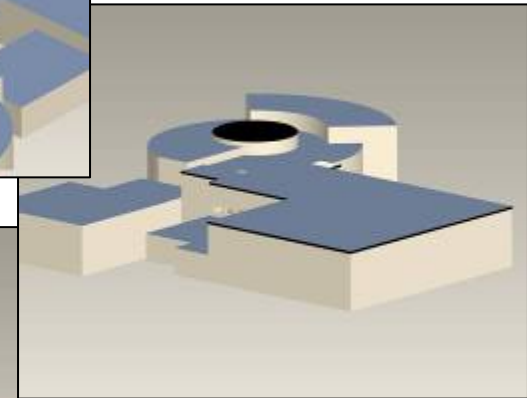
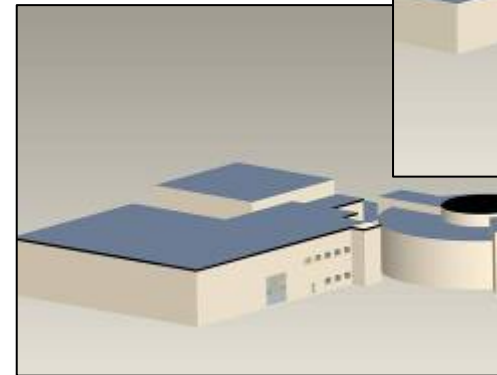
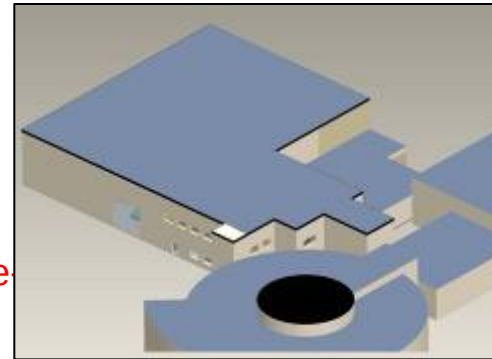
- COE RFP Released 5 Aug 08
- Projected 31 Oct 08 Contract Award
- Break Ground Spring FY09
- Operational Fall FY11

Project Summary:

This project provides the Army with a much needed **state of-the-art research and development (R&D) laboratory space** and equipment to conduct the experimentation, modeling, simulation, and testing of all military ground vehicles from sub-system components to systems of systems.

It provides a **centralized facility with the capability to effectively test, optimize and integrate** all current and alternative vehicle power generation and energy storage systems as well as power management and control into current and emerging classes of vehicles, wheeled and tracked, manned and unmanned.

The Power & Energy Laboratory is a key component of the strategic plan required to develop, support and sustain the Army's current and future combat and tactical ground vehicle systems.



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GSPEL Capabilities



New Energy Systems Laboratory

- Upgraded Electrical Components Lab with 350 kW AC dyno and load bank to include SiC/Silicon power electronics testing capability
- New hydrogen/JP-8 reformation Fuel Cell Lab for battlefield fuel reformation and 10-60 kW silent watch fuel cell RDT&E
- New capability to test and integrate high voltage/frequency chargers, high energy density capacitors, high current solid state switches and dc-dc converters into Pulse Forming Networks for vehicle application
- Relocated and upgraded SIL capability for efficient electrical power distribution and control strategy and architecture development, characterization, integration and test
- Relocated and upgraded Electrochemical (Battery) Power Lab to safely test/evaluate 10-60 kW advanced chemistry battery packs

New Airflow and Thermal Fluids Laboratory

- Relocated and 8X Upgraded flow rate Air Filtration Lab for all vehicles, fully automated, to include self-cleaning scavenge systems
- Relocated and 3X Upgraded flow rate radiator testing capability
- New calorimeter and Thermal Fluids Lab for all vehicle thermal management (cooling) systems including power electronics

New P&E Vehicle Environmental Laboratory (PEVEL)

New Vehicle Environmental Laboratory

- 10 AC Dynamometers (2 for BFVS class combat vehicle and 8 for all tactical/wheeled vehicle torque/speed ratings)
- Environmental capability from -60°F to +160°F with variable wind, solar (desert) and humidity (global) control
- Transient cycle (mission profile) test capability for repeatable/controlled condition performance characterization, field failure root cause analysis and modeling and simulation validation data
- New Electrical Integration Laboratory for subsystem/system level components integration, performance characterization and transient test/evaluation
- New Laboratory for network and system level integration of Pulse Power and Direct Energy high voltage/frequency/density/current components performance characterization and transient condition test and evaluation