



Alternate Fuel and Power in the Forward Deployed Environment

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Report Documentation Page				Form Approved OMB No. 0704-0188	
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1. REPORT DATE MAY 2011		2. REPORT TYPE		3. DATES COVERED 00-00-2011 to 00-00-2011	
4. TITLE AND SUBTITLE Alternate Fuel and Power in the Forward Deployed Environment				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) Marine Corps Systems Command, Light Armored Vehicles, 2200 Lester Street, Quantico, VA, 22134-6050				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 Presented at the NDIA Environment, Energy Security & Sustainability (E2S2) Symposium & Exhibition held 9-12 May 2011 in New Orleans, LA.					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT Same as Report (SAR)	18. NUMBER OF PAGES 17	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

Agenda

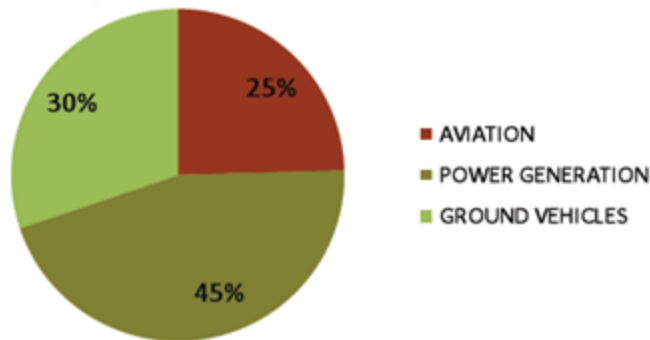


- Why ???
- Some Current Initiatives
 - Solar Power at the FOB
 - Waste to Energy Conversion at the FOB
 - Alternative Fuels in Military Vehicles
 - Improving Fuel Economy
- The Path Forward
- Conclusions



Why Focus on Energy Conservation

It Saves Money



OEF 2010 Strategy Baseline

~1.7M Bbls / Year

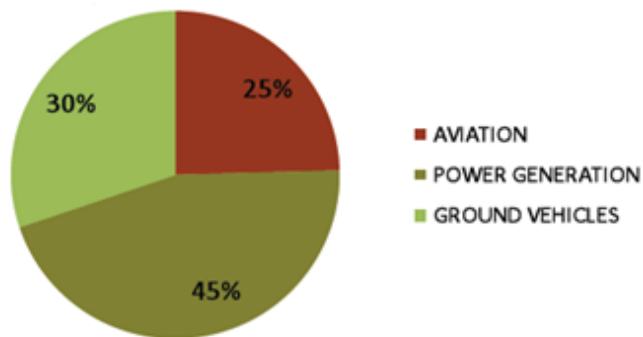
~\$0.5B / Year

(Price/Gal ~\$7.05)



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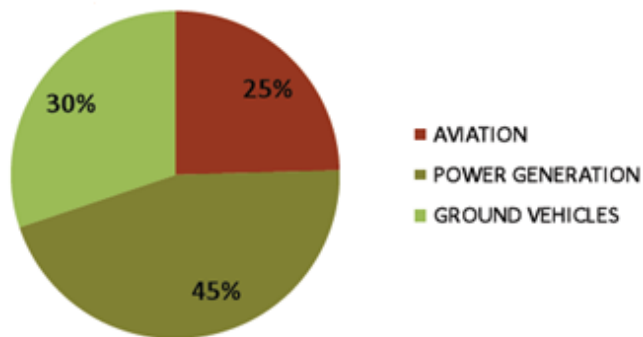


- 299 Fuel/Water Convoys (98 Days)
- 6 Marines WIA hauling Fuel/Water
- 1 Marine WIA per 50 Fuel/Water Convoys



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We Can't Afford to Continue to Do Business as Usual



Current Initiatives

- “Poppies-for-Peace”
- ExFOB
- Individual Initiatives
 - Solar Power at the FOB
 - Waste to Energy Conversion at the FOB
 - Alternative Fuels in Military Vehicles
 - Improving Fuel Economy

Mission

By 2025 we will deploy Marine Expeditionary Forces that can maneuver from the sea and sustain its C4I and life support systems in place; the only liquid fuel needed will be for mobility systems which will be more energy efficient than systems are today.

Solar Power



Scenario #1: Current Doctrine for a 500 man FOB:

- Fifty tents required (1 GP tent billets 10 Marines)
- Three 60 watt light bulbs
- Estimated electrical load: 540 watts per tent x 50 tents = 27 Kw
- The following will be required:
 - (1) MEP 805 Generator = 3006 lbs
 - (1) 30 Kw MEPDS-R Panel = 163 lbs
 - (2) 15 Kw MEPDS-R Panel = 81 lbs
 - (6) 5 Kw O.D. Panel = 44 lbs
 - (5) Field Wiring Harness Set = 764 lbs
 - Miscellaneous cables and reels = 1640 lbs

Total embark weight = 9055 lbs

**Fuel for the generator = 5 gal/hr,
or 120 gal/day**



Solar Power



Scenario #2: Solar Powered Lights for 500 man FOB:

- Fifty tents required (1 GP tent billets 10 Marines)
- Four 6.5 watt LED light bulbs
- Estimated electrical load: 26 watts per tent x 50 tents = 1.3 Kw
- The following will be required:
 - Voltage regulator
 - (4) Ultra bright LED lights
 - 12v sealed battery
 - 20w 12v Solar Panel
 - (4) outlets
 - Terminal Block
 - 16/2 AWG wire
 - Support wire
 - Storage box (not shown)
- Weight per light set = 22 lbs.



Total embark weight = 1100 lbs

Fuel for the generator = 0

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Solar-powered Tent Lighting System

- Approximate cost for COTS equipment (not including storage box) = \$357
- Embark weight = 88% lighter than current power generation system
- Can save 120 gal/day of fuel for a 500 person FOB (Net zero fuel use)



Solar Collection



Low voltage LED lighting in a standard GP tent

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Waste to Energy Conversion

Where are the feedstocks?



Process Wood Waste



Mess Hall Food Waste



Wood Chips

Agricultural Based



Landfill Based Waste



**Any low-value
biomass with a
Carbon Footprint
will do...**

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Waste to Energy Conversion



Grind and compact it...



Heat, form and compress it into...

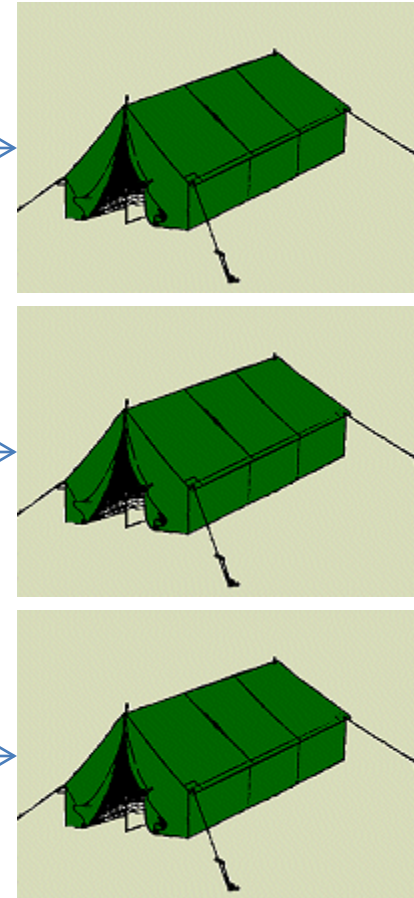
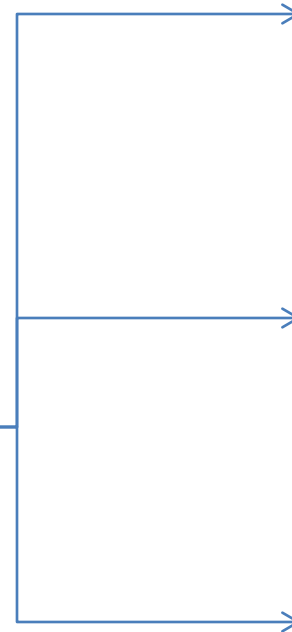


...briquettes, which can be converted (via indirectly-heated pyrolytic gasification*) and harvested as **SYNGAS**



Waste to Energy Conversion

Syngas is a commodity that can be used similarly to natural gas. Gas is captured and routed to electricity producing generators at the FOB



Heat is also a byproduct of the process – can be harvested and used at the FOB



Alternative Fuels in Military Vehicles

- Use of bio-fuels
 - PM LAV tested B20 for one year in AVGP's
 - No significant degradation of performance/properties found during long term storage (over 1 year) in vehicle tank
 - Slightly improved mileage over JP-8 neat
 - Higher ratios and alternate feedstock testing required
- Hybrid technology
- Evolve to certification



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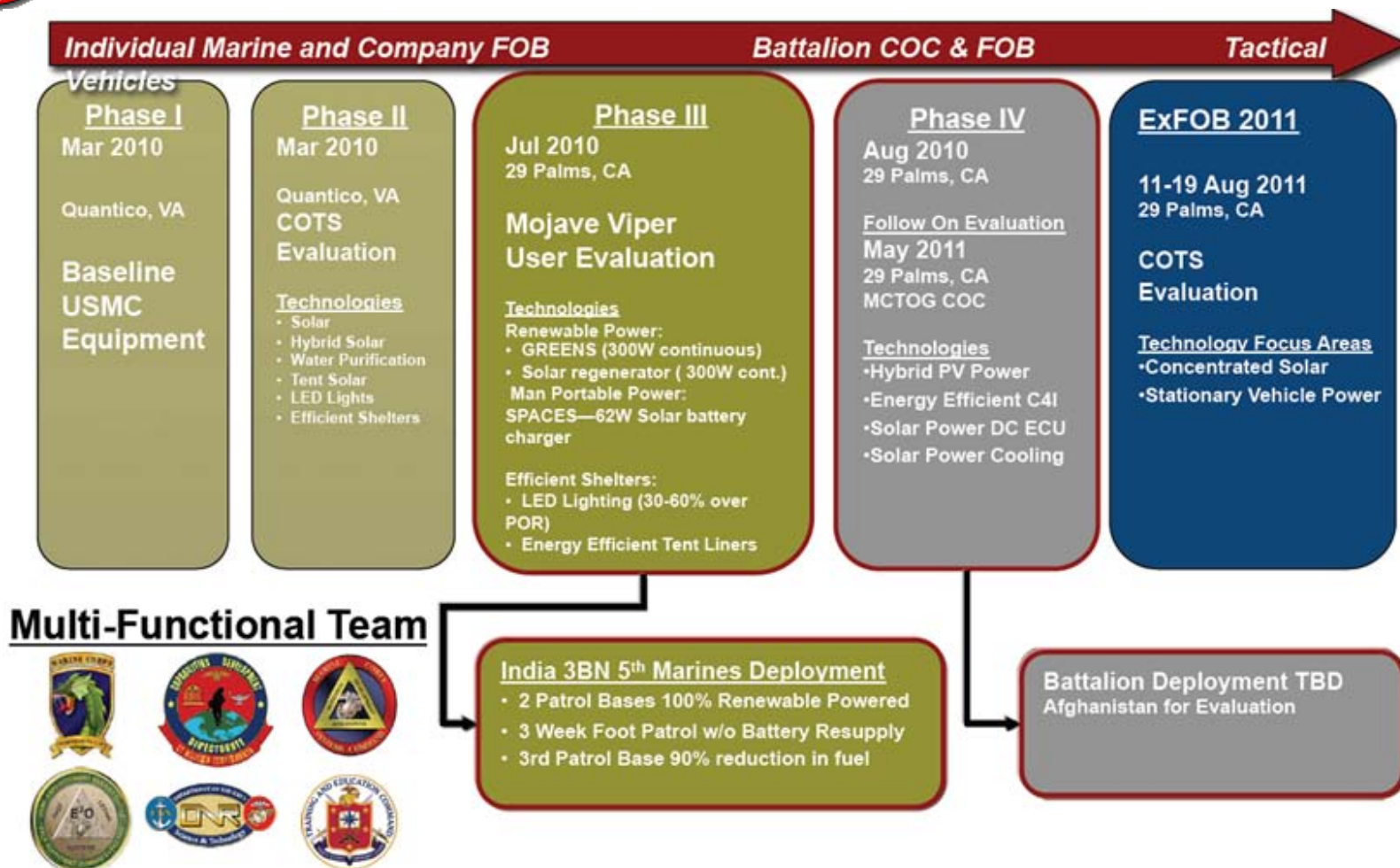
Improved Fuel Economy in USMC Vehicles

- MARCORSYSCOM Platform PM OPT
 - Establish baseline metrics
 - Determine Key Performance Parameters (KPP)
- Fuel Additives
 - Testing additives to improve mileage
 - Business Case Analysis (BCA)
 - Quantitative testing
- Hardware/Software Improvements
 - On-board power
 - Power distribution



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The Path Forward



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Conclusions



- There are significant gains to be made
 - Reduction and densification of the FOB waste stream
 - Reduction in dependency on traditional fuel
 - Reduction in costs and casualties
- Self-sufficient FOB's are feasible
- There is no single “silver bullet” solution
- Multifunctional teams developing complementary systems can reduce the energy footprint and lighten the MAGTF



The USMC is committed to changing the way we use energy

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Questions



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