JP8 CAPABILITY

Diesel Engine Conversion to Operate on Bad Fuels & JP8

Bad Fuel and/or JP8 engine compatibility are common requirements for commercial and defense customer. Modern Diesel engines struggle to operate on bad fuels as either the contaminations, the heat values, cetane number or viscosity upset the fuel delivery and control system. The emission control system must be adjusted to avoid cloggingor malfunction which could result in significantperformance loss or even immobilization.

RMA Automotive has long experience in this field of engine. More than 50,000 vehicles with RMA fuel adaptation have been released to the market and counting.

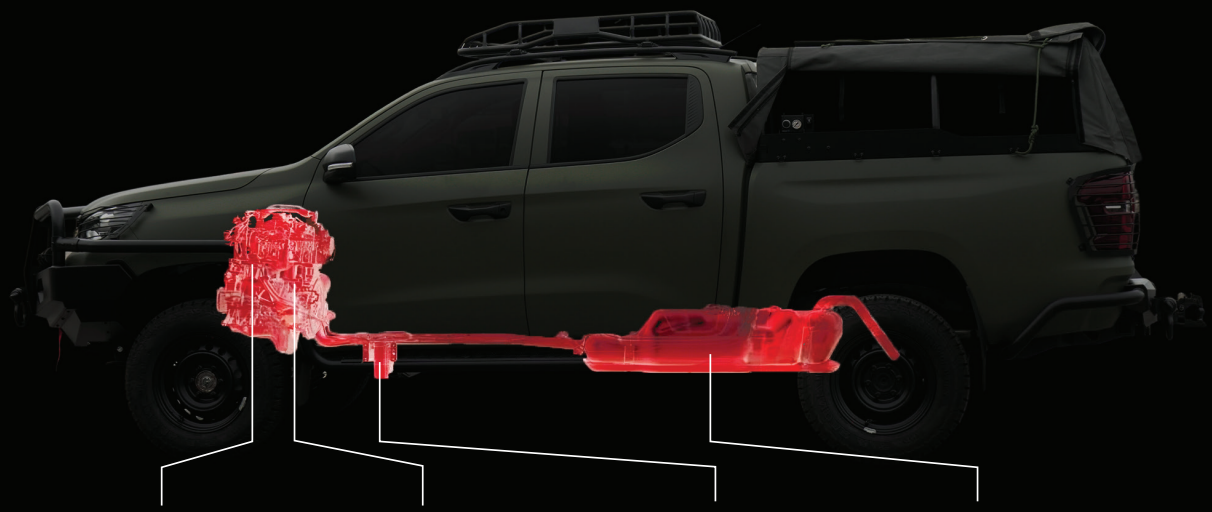
All conversions are durability tested on a specific test cycle to represent 60,000Km on pure high Sulphur JP8 operation.

Engine Calibration

Fuel Filtration

Engine Hardware
EGR system, high pressure pump liner, seals and hoses

Emission Control
back pressure valves, removal of DOC, DPF and SCR



Eliminated EGR

New JP8 Capable Engine Calibration

High Efficiency Fuel Filtration

JP8 Capable Exhaust System

BLACK OUT SYSTEM AND CONVOY LIGHTS

Discreet Operation with Optional Night Goggles

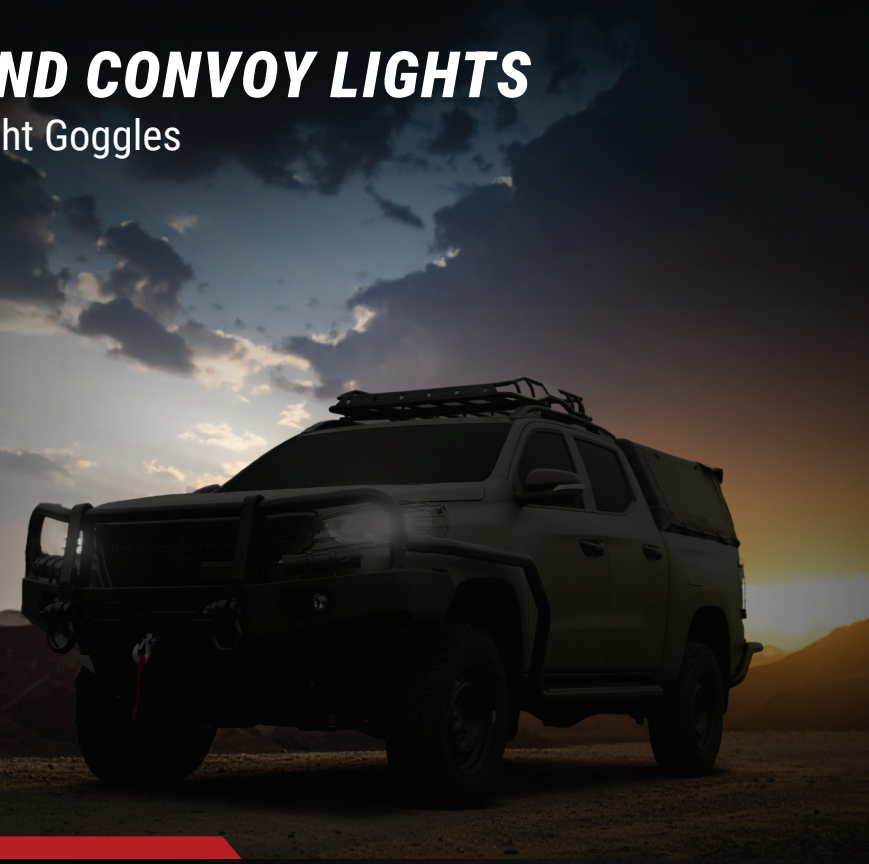
Discreet operation is key for the blue and green fleet. Light signature is an obvious item that needs to be attended to. Furthermore, if operation with night goggles is desired any light source must be eliminated from the vehicle.

RMA Automotive has developed various Black out systems where the vehicle light sources are turned off in one or multiple stages and convoy lights are integrated to the vehicle operation. Our approach is to maintain the vehicle functions as much as possible in black out operation and to avoid covers to make the black out operation a simple switch operation.

A typical black out system is dive by multiple control units and bus gateways. As much as feasible the modules are integrated via plug and play for robustness and ease of installation.

Vehicle malfunctions will be notified to the operator via a buzzer signal that can be silenced until another error get notified by the vehicle.

All other active sound sources are typical deactivated during black out operation to support the discreet operation.



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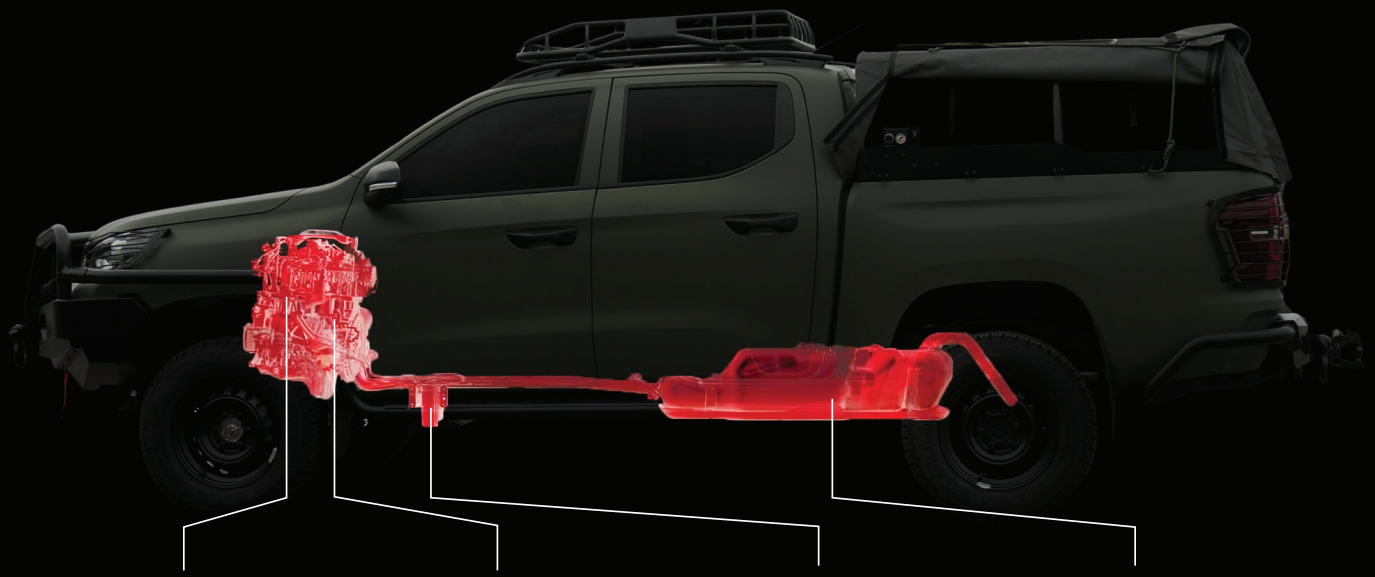

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Software updates include recalibration of the Engine Control Unit (ECU) to deactivate the EGR sensor and delete the error codes from appearing. The recalibrated ECU also allows it to manage operations while the vehicle runs on various non-diesel fuels e.g. F63 and JP8.

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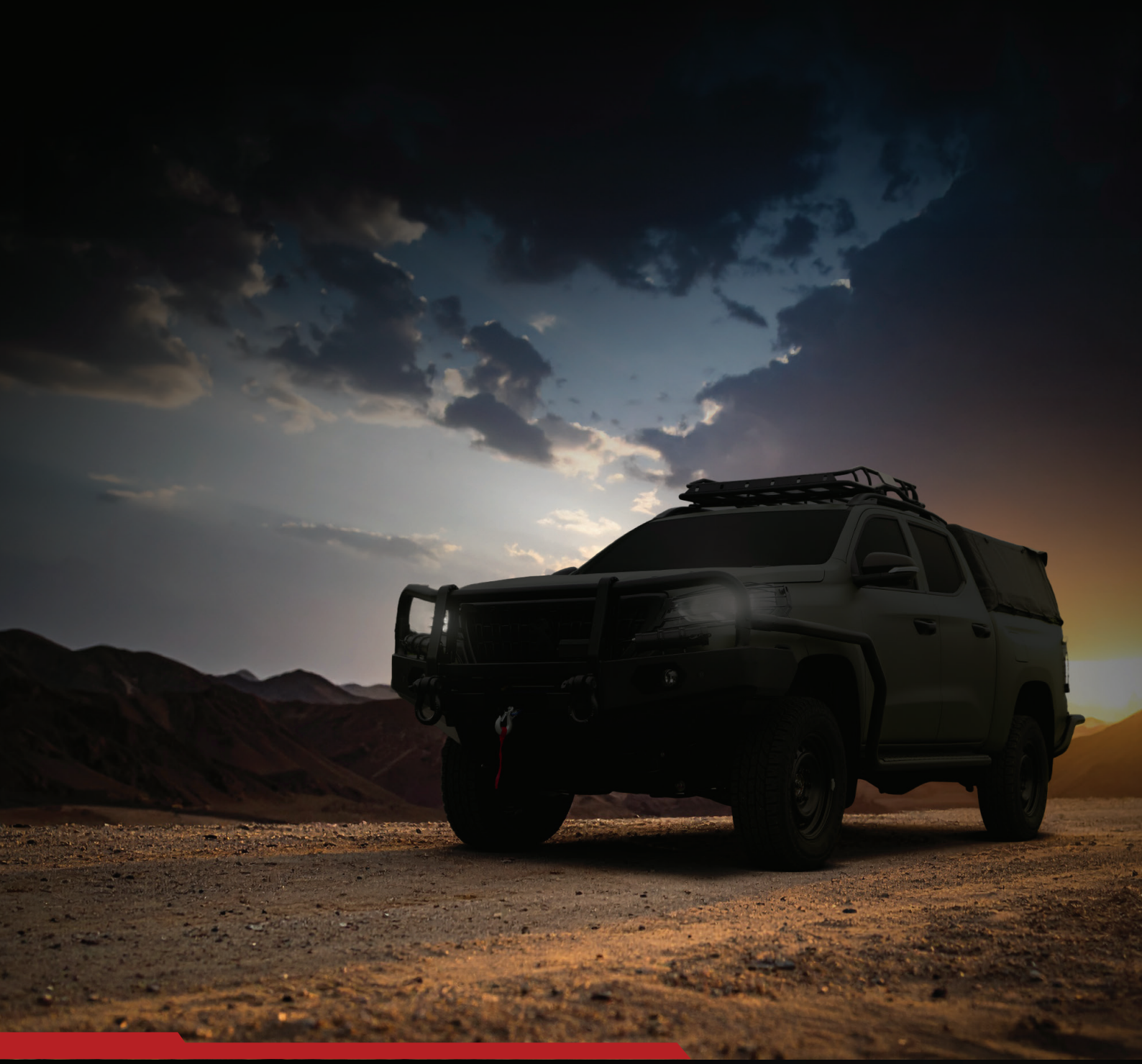

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