3. Other Functional Requirements

3.1 General

3.4 Engine

3.4.1 All systems have identical diesel engines.

3.4.2 Upon delivery the system is configured for commercial diesel fuel EN-590, NATO code F-54.

3.4.3 The system is suitable for the use of commercial diesel fuel B-7 (7% bio component content by volume).

3.4.4 The system is suitable for the use of military fuel, NATO code F-65 (50% diesel + 50% kerosene + additives).

3.4.5 The system is suitable for the use of military fuel, NATO code F-63 (100% kerosene + additives).

3.4.6 The system is suitable for the use of similar local/regional types of diesel fuel with a high sulfur content, ranging up to approx. 5,000 mg/kg, and a low Cetane number during Missions.

3.4.7 The exhaust system discharges the exhaust gases in such a manner that no dust clouds are formed when the system runs idle.

3.4.8

3.4.9 If the use of the prescribed fuels in paragraph 3.4.6 during Missions.would otherwise cause damage to the catalytic converter and/or particle filter if applicable, the supplier includes a provision that enables the use of such fuels.

3.4.10 If necessary, the provision mentioned in item 3.4.9 can be installed by personnel qualified to perform intermediate level maintenance.

3.4.11 The system has an automatic engine stop which prevents the engine from unnecessarily idling.

3.4.12 The time of the automatic engine stop is set in consultation with the State, for a Mission it is simply to remove the engine stop.

Initials State	Initials Supplier