

**Army Regulation 70–12**

**Research, Development, and Acquisition**

**Fuels and  
Lubricants  
Standardization  
Policy for  
Equipment Design,  
Operation, and  
Logistics Support**

**Headquarters  
Department of the Army  
Washington, DC  
6 November 2015**

**UNCLASSIFIED**

# ***SUMMARY of CHANGE***

AR 70-12

Fuels and Lubricants Standardization Policy for Equipment Design, Operation, and Logistics Support

This major revision, dated 6 November 2015-

- o Identifies F-24 as the primary fuel for the continental United States promoting the use of commercial sources of supply (para 1-1).
- o Identifies the standardization policy on using liquid hydrocarbon fuels, lubricants, and associated products (para 2-2).
- o Updates policy for fuels used in Army materiel (table 2-1).
- o Identifies the policy governing use of fuel and lubricant additives (paras 3-2 and 3-5).

Research, Development, and Acquisition

Fuels and Lubricants Standardization Policy for Equipment Design, Operation, and Logistics Support

By Order of the Secretary of the Army:

MARK A. MILLEY  
General, United States Army  
Chief of Staff

Official:



GERALD B. O'KEEFE  
Administrative Assistant to the  
Secretary of the Army

**History.** This publication is a major revision.

**Summary.** This regulation covers the policies and responsibilities for use of liquid hydrocarbon fuels, lubricants, and associated products in research, development, procurement, and operation. It also covers testing and evaluation of military and commercial equipment and materiel for use by the Army. It implements DODI 4140.25, which directs adaptive planning and execution, requirements and acquisition processes that minimize the types of fuel required to increase standardization, flexibility and interoperability.

**Applicability.** This regulation applies to the Active Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve, unless otherwise stated.

**Proponent and exception authority.** The proponent of this regulation is the Assistant Secretary of the Army (Acquisition, Logistics and Technology). The proponent has the authority to approve exceptions or waivers to this regulation that are consistent with controlling law and regulations. The proponent may delegate this approval authority, in writing, to a division chief within the proponent agency or its direct reporting unit or field operating agency, in the grade of colonel or the civilian equivalent. Activities may request a waiver to this regulation by providing justification that includes a full analysis of the expected benefits and must include formal review by the activity's senior legal officer. All waiver requests will be endorsed by the commander or senior leader of the requesting activity and forwarded through their higher headquarters to the policy proponent. Refer to AR 25–30 for specific guidance.

**Army internal control process.** This regulation contains internal control provisions in accordance with AR 11–2 and

identifies key internal controls that must be evaluated (see appendix B).

**Supplementation.** Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from the Assistant Secretary of the Army (Acquisition, Logistics and Technology) (SAAL–ZL), 103 Army Pentagon, Washington, DC 20310–0103.

**Suggested improvements.** Users are invited to send comments or suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to the Assistant Secretary of the Army (Acquisition, Logistics and Technology) (SAAL–ZL), 103 Army Pentagon, Washington, DC 20310–0103.

**Distribution.** This publication is available in electronic media only and is intended for command levels C, D, and E for the Active Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve.

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### **Glossary**

## Chapter 1 Introduction

### 1–1. Purpose

This regulation prescribes policy for the use of liquid hydrocarbon fuels, lubricants, and associated products used by the Army in the research, development, procurement, operation, modification, testing, and evaluation of military and commercial equipment and materiel. The purpose of this policy is to manage energy commodities, quality assurance and quality surveillance, storage, and associated facilities; minimize the number and complexity of fuels required; and maximize the use of commercial fuels. This regulation implements a single kerosene-based fuel (SKBF) as follows: continental United States (CONUS)-the fuel type F–24 (Jet A with status dissipater additive (SDA), fuel system icing inhibitor (FSII), and corrosion inhibitor/lubricity improver (CI/ LI)) shall be used for operations, training, and testing, as appropriate for the ambient temperatures; outside the continental United States (OCONUS)-the fuel type Jet Propulsion (JP)-8 shall be used for operation, training, and testing as allowed when availability and costs factors are considered by the theater commander.

### 1–2. References

See appendix A.

### 1–3. Explanation of abbreviations and terms

See the glossary.

### 1–4. Responsibilities

*a.* The Army Acquisition Executive (AAE) will determine if acquisition of exempted materiel and commercial off-the-shelf materiel is essential. Department of the Army General Order 2012–01 designates the Assistant Secretary of the Army (Acquisition, Logistics and Technology) (ASA (ALT)) as the AAE. The ASA (ALT) will—

- (1) Serve as the AAE.
- (2) Establish policy for fuels and lubricants standardization.
- (3) Ensure that new materiel development complies with this policy to prevent fuel or lubrication proliferation.

*b.* The Deputy Chief of Staff (DCS), G–4 will—

- (1) Develop policies concerning distribution, storage, use, and conservation of liquid hydrocarbon fuels, lubricants, and associated products.
- (2) Provide concurrence and/or non concurrence to the Under Secretary of Defense for Logistics and Materiel Readiness for inclusion of new fuels in the Army Logistics System.

*c.* The Assistant Chief of Staff for Installation Management, with the Chief of Engineers and Commanding General of the U.S. Army Corps of Engineers, will ensure fixed facilities and installations that use liquid fuels for heating and electrical generation are designed and operated with commercial heating and burner fuels.

*d.* The Commanding General, U.S. Army Materiel Command (AMC) will—

(1) Manage the life cycle research, development, test and evaluation, and standardization of liquid hydrocarbon fuel, lubricants, and associated products.

(2) Ensure that liquid hydrocarbon fuel, lubricants, and associated products approved items incorporate international rationalization, standardization, and interoperability objectives as required by AR 34–1.

(3) Perform the national maintenance point functions for petroleum distribution systems and equipment.

(4) The U.S. Army Petroleum Center, a field reporting activity of AMC, serves as the service control point responsible for all service item control center functions pertaining to liquid hydrocarbon fuels, lubricants, and associated products.

(5) Ensure the U.S. Army Tank Automotive Research, Development and Engineering Center (TARDEC) will—

*(a)* Concur or non concur with all lubrication orders and other lubrication instructions.

*(b)* Concur or non concur with acquisitions of excepted materiel and commercial off-the-shelf materiel (see paras 2–2g and 2–2h).

*(c)* Serve as the Army representation to North Atlantic Treaty Organization (NATO) and petroleum, oil, and lubricants working parties related to petroleum storage, distribution and dispensing systems, and equipment.

*e.* Materiel developers (MATDEVs) will—

(1) Design new materiel to comply with the SKBF and the use of standardized lubricants.

(2) Request approval from the AAE for acquisition of exempted materiel and commercial off-the-shelf materiel.

## Chapter 2 Design Requirements

### 2-1. Background

In June 2013, DODI 4140.25 directed the Services to standardize fuel usage, thereby minimizing the types of fuels required in Joint operations. DOD 4140.25M-V1 states that primary fuel support for land-based air and ground forces in all theatres (overseas and in CONUS) shall be accomplished using a single kerosene-based fuel. This single kerosene-based fuel shall be designated as SKBF. Table 2-1 lists the preferred fuels in order of precedence.

### 2-2. New materiel

*a.* MATDEVs will coordinate the use of liquid hydrocarbon fuels, lubricants, and associated products during the technology development phase and the engineering and manufacturing development phase of the acquisition framework life cycle. Early coordination during design phases will ensure materiel is compliant with this regulation. The SKBF fuel shall be used during the research, development, testing, and evaluation of materiel. This applies to Army activities that design, develop, operate, modify, test, or evaluate materiel and includes fuel storage and distribution equipment that will be used in tactical and combat operations. Testing with the designated SKBF fuel will also ensure the ability to successfully operate using the alternate fuel identified in table 2-1, when the SKBF fuel is not available. New weapon systems, support equipment, vehicles, and fuel-consuming materiel will be designed to allow full performance using the SKBF fuel and will achieve acceptable operational performance using alternate fuels as identified in table 2-1, when the SKBF fuel is not available.

*b.* New materiel will be designed to ensure maximum implementation of this regulation and compliance with the SKBF.

*c.* Turbine-powered aircraft will be designed to operate on the SKBF, as listed in table 2-1. Acceptable operational performance will also be achieved using JP-5 as described in military specification MIL-DTL-5624 (Fuel type JP-4 is classified as inactive for new design. No new equipment should be designed or certified using fuel type JP-4; however, testing may be required to support cold climate conditions, see AR 70-38).

*d.* Aircraft support equipment will be designed to perform acceptably using the same kerosene-type fuels as those used by the supported aircraft. However, fuel type JP-4 and Jet B are not acceptable fuels for compression-ignition engines.

*e.* Stationary boilers, power plants, and industrial and residential heating equipment that use liquid hydrocarbon fuels will be designed to operate on commercial heating and burner fuels.

*f.* Commercial off-the-shelf materiel—

(1) MATDEVs will ensure that materiel procured as commercial off-the-shelf will allow full performance when operated on the SKBF.

(2) MATDEVs will submit request for exceptions to this policy to the AAE (see para 2-2*h*).

*g.* MATDEVs will not acquire, design, or develop new tactical or combat equipment that use gasoline-type fuels. Exceptions to this policy include the following:

(1) Non-tactical equipment not intended for direct support to tactical and/or combat operations.

(2) Equipment exclusively used at OCONUS installations when covered by international agreements.

*h.* The AAE will determine if acquisitions for exempted materiel and commercial off-the-shelf materiel are essential. Prior to requesting an exception, the MATDEV will—

(1) Justify why the exception is necessary.

(2) Determine the fully burdened cost of delivered energy as prescribed in DODI 5000.02.

(3) Develop a specific fuel logistics plan as part of the acquisition strategy.

(4) Delineate detailed support within the life cycle sustainment plan and the materiel fielding plan.

(5) Coordinate with the U.S. Army Research and Development Engineering Command (RDECOM)-TARDEC (RDTA-SIE-ES-FPT (MS110)), 6501 E. 11 Mile Road, Warren, MI 48397-5000, or by email at [usarmy.detroit.rdecom.mbx.tardec-pol-help@mail.mil](mailto:usarmy.detroit.rdecom.mbx.tardec-pol-help@mail.mil). Coordination is mandatory before submitting a request for an exception to the AAE.

**Table 2-1  
Fuels used in U.S. Army materiel**

<b>Ground Materiel</b>		
<b>Spark Ignition (S-I) Engines—Gasoline Consuming (Order of Precedence)</b>		
<b>Fuel Type</b>	<b>NATO Code</b>	<b>Specification</b>
Automotive Gasoline (OCONUS)	F-67	EN 228
Automotive Gasoline, S-I Engine (CONUS)		American Society for Testing and Materials (ASTM) D4814
Gasohol, Automotive, Unleaded (CONUS)		A-A-52530
<b>Compression Ignition Engines—Diesel Consuming (Order of Preference) (note 1)</b>		
<b>Fuel Type</b>	<b>NATO Code</b>	<b>Specification</b>
JP-8 (OCONUS, Alaska, and U.S. Arctic Conditions)	F-34	MIL-DTL-83133
F-24 (CONUS, including Hawaii) (Jet A with SDA, FSII, and CI/LI)	F-24	STANAG 3747 ASTM D1655 plus U.S. Military additives
JP-5	F-44	MIL-DTL-5624
Jet A-1 with FSII and CI/LI	F-34	DEF STAN 91-87
Jet A-1	F-35	DEF STAN 91-91
Jet A-1/Jet A (see note 2)		ASTM D1655
TS-1 (see note 3) (with U.S. Military additives)		GOST 10227
Diesel	F-54	ASTM D975 EN 590
Biodiesel Blends— B6, and greater (see note 4)		
<b>Aviation Materiel (note 5)</b>		
<b>S-I Engines—Gasoline Consuming (Order of Preference)</b>		
<b>Fuel Type</b>	<b>NATO Code</b>	<b>Specification</b>
Aviation Gasoline (OCONUS)	F-18	DEF STAN 91-90
Aviation Gasoline (CONUS)	F-18	ASTM D910
Automotive Gasoline (CONUS)		ASTM D4814
<b>Turbine Engines—Turbine Fuel Consuming (Order of Preference)</b>		
<b>Fuel Type</b>	<b>NATO Code</b>	<b>Specification</b>
JP-8 (OCONUS, Alaska)	F-34	MIL-DTL-83133
F-24 (CONUS, Hawaii) (Jet A with U.S. Military additives)	F-24	STANAG 3747 ASTM D1655 plus U.S. Military additives
JP-5	F-44	MIL-DTL-5624
Jet A-1 with FSII and CI/LI	F-34	DEF STAN 91-87
Jet A-1	F-35	DEF STAN 91-91
Jet A-1/Jet A (see note 6)		ASTM D1655
TS-1 (with U.S. Military additives)		GOST 10227
JP-4, arctic conditions (see note 7)	F-40	MIL-DTL-5624

**Table 2-1**  
**Fuels used in U.S. Army materiel—Continued**

Jet B (see note 7)	ASTM D6615
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Notes:

<sup>1</sup> Also applies to diesel-consuming engines used in Aviation (for example, unmanned aerial vehicles).

<sup>2</sup> Jet A-1 or Jet A is only acceptable for one tankful to prevent permanent damage.

<sup>3</sup> U.S. Army ground use limits include a minimum flash point of 32 degrees Celsius and kinematic viscosity of 1.0 to 4.1mm<sup>2</sup>/s.

<sup>4</sup> Biodiesel blends are not authorized for use in combat/tactical systems.

<sup>5</sup> Refer to applicable aircraft operator's manual for emergency fuels.

<sup>6</sup> Jet A/Jet A-1 is acceptable for use during cross country deployments when JP-8 is unavailable provided that FSII is added. Jet A/Jet A-1 are not acceptable for routine use.

<sup>7</sup> For use in extreme cold weather conditions per the applicable aircraft operator's manual.

## Chapter 3

### Fuel, Lubricant, and Additives Usage

#### 3-1. Exclusions

This chapter describes the various types of fuels predominantly found in most of operation. While there are several different fuels currently available across all theaters of operation, it would be impossible for this regulation to address them all. A listing of NATO fuel designations and U.S. equivalent specifications and standards are listed in table 3-1.

#### 3-2. Fuel types

*a. Kerosene-based fuel.* Aviation fuels like JP-8, JP-5, F-24, and commercial jet fuels, are examples of kerosene-based fuels and have been adopted by the U.S. Army as the fuels with the highest priority for fuel selection as indicated in table 2-1 and this regulation.

(1) Fuel type JP-5 may be substituted in OCONUS theaters where predominant fuel requirements support the U.S. Navy. Fuel type JP-5 has a higher flash point requirement for ship safety reasons, and its performance is equivalent to fuel type JP-8.

(2) The usage of commercially-available diesel fuels is permitted to support ground forces, when supplying kerosene-based jet fuel is not practical or cost effective.

*b. Diesel fuel oils.* Fuels, like ASTM D975 and EN 590, are examples of diesel fuel types and will be used as the primary fuel for all mobile and stationary compression ignition and turbine engine-powered ground materiel in theaters of operation that cannot implement the SKBF. Biodiesel and biodiesel blends are not approved for combat or tactical use.

*c. Gasoline, automotive.* Fuels, like unleaded ASTM D4814 or EN 228. Vehicles and equipment currently in use and powered by S-I engines will operate on unleaded automotive gasoline having a minimum antiknock index of 87.

*d. Other fuels.*

(1) Contracts that include contractor-provided, non-tactical equipment and/or vehicles in support of tactical or combat operations will require such equipment to operate on the single fuel in use in the theater of operations.

(2) Gasoline (for example, aviation gasoline (AVGAS), ASTM D910) will be used as the primary fuel for all remaining reciprocating engine-powered aircraft.

(3) Other alternate and emergency ground fuels available with NATO are listed in the STANAG 1135.

#### 3-3. Nonstandard fuels

The introduction of new fuels that are not specified in paragraph 3-2 must have prior approval of the DCS, G-4 (DALO-ZA), with final approval authority resting with the Under Secretary of Defense for Logistics and Materiel Readiness. Current guidelines for aerospace fuel certification is MIL-HDBK-510A (USAF), which includes the process for certification of alternative fuels.

#### 3-4. Lubrication orders

Before publication and distribution of new or revised lubrication orders or other lubrication instructions for Army materiel that specify application of lubricants, fluids, and associated products, the responsible activity or agency will furnish a draft copy of the lubrication order or document to: RDECOM-TARDEC (RDTA-SIE-ES-FPT (MS110)), 6501 E. 11 Mile Road, Warren, MI 48397-5000, or by email at usarmy.detroit.rdecom.mbx.tardec-pol-help@mail.mil, for technical approval.

#### 3-5. Additives

*a.* Any new fuel or lubricant additives will be introduced only if there is a proven need and justification is fully supported by adequate testing and evaluation. ASTM D4054 provides the process for the qualification and approval of

fuel and additive products. Although ASTM D4054 refers to aviation products, the U.S. Army uses this process for both ground and aviation materiel.

b. Aftermarket additives primarily intended for maintenance and facility personnel to use in the field environment are not to be procured, tested, evaluated, or used by any elements of the Active Army, the Army National Guard, or the U.S. Army Reserve. Requests for aftermarket additives must be forwarded to: RDECOM-TARDEC (RDТА-SIE-ES-FPT (MS110)), 6501 E. 11 Mile Road, Warren, MI 48397-5000, or by email at: usarmy.detroit.rdecom.mbx.tardec-pol-help@mail.mil for validation and approval.

**Table 3-1  
North Atlantic Treaty Organization fuel designation and U.S. equivalent specification and standards**

NATO code number	NATO title	Military and/or Federal specification	Industry equivalent
F-18	Gasoline, aviation grade 100/130	ASTM D910 Grade 100LL AV-GAS	ASTM D910 Grade 100LL AV-GAS
F-24	Turbine fuel, aviation, and kerosene with FSII (S-1745), lubricity improving additive, and SDA	ASTM D1655 Jet A with additives	
F-34	Turbine fuel aviation, kerosene type with FSII (S-1745)	MIL-DTL-83133 turbine fuel, aviation grade JP-8	DEF STAN 91-87
F-35	Turbine fuel, aviation, kerosene type	MIL-DTL-83133 turbine fuel, aviation grade JP-8	ASTM D1655 aviation turbine fuel, Jet A-1 DEF STAN 91-91
F-40	Turbine fuel, wide-cut type with FSII (S-1745)	MIL-DTL-5624 turbine fuel, aviation grade JP-4	ASTM D6615 Jet B wide-cut aviation turbine fuel, Jet B
F-44	Turbine fuel, aviation, high flash type with FSII (S-1745)	MIL-DTL-5624 turbine fuel, aviation grade JP-5	
F-54	Diesel fuel, military	ASTM D975	Automotive fuels, diesel, DIN EN 590
F-67	Gasoline, automotive unleaded 95 Research Octane Number		EN 228 ASTM D4814 S-I engine fuel
F-75	Fuel, Naval distillate, low pour point		
F-76	Fuel, Naval distillate	MIL-DTL-16884 fuel, Naval distillate	DEF STAN 91-4
S-1745	FSII, high flash point type	MIL-DTL-85470, FSII high flash point type	
S-1747	Corrosion inhibitor and lubricating improver for aircraft use	MIL-PRF-25017	

## **Appendix A References**

### **Section I Required Publications**

#### **AR 34–1**

Multinational Force Interoperability (Cited in para 1–4d(2).)

#### **DODI 4140.25**

DOD Management Policy for Energy Commodities and Related Services (Cited in summary.)

#### **DOD 4140.25M–V, Chapter 4**

Fuel Standardization and Cataloging (Cited in para 2–1.)

#### **DODI 5000.02**

Operation of the Defense Acquisition System (Cited in para 2–2h(2).)

### **Section II Related Publications**

A related publication is a source of additional information. The user does not have to read it to understand this regulation. American Society for Testing and Materials (ASTM) International specifications are available at 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428–2959 or <http://www.astm.org/>. MIL-DTLs, MIL-HDBKs, and MIL-PRFs are available at <http://quicksearch.dla.mil/>. STANAGs are available at <http://nso.nato.int/nso/>.

#### **A–A–52530**

Gasohol, Automotive, Unleaded (Available at <http://quicksearch.dla.mil/>.)

#### **AR 11–2**

Managers' Internal Control Program

#### **AR 25–30**

The Army Publishing Program

#### **AR 70–38**

Research, Development, Test and Evaluation of Materiel for Extreme Climatic Conditions

#### **ASME Y14.100–2013**

Engineering Drawing Practices (Available at <http://www.asme.org/>.)

#### **ASTM D396–15a**

Standard Specification for Fuel Oils

#### **ASTM D910–15**

Standard Specification for Leaded Aviation Gasolines

#### **ASTM D975–15**

Standard Specification for Diesel Fuel Oils

#### **ASTM D1655–15**

Standard Specification for Aviation Turbine Fuels

#### **ASTM D4054–14**

Standard Practice for Qualification and Approval of New Aviation Turbine Fuels and Fuel Additives

#### **ASTM D4814–14b**

Standard Specification for Automotive Spark-Ignition Engine Fuel

#### **GO 2012–01**

Assignment of Functions and Responsibilities within Headquarters, Department of the Army

**MIL-DTL-5624U**

Turbine Fuel, Aviation, Grades JP-4 and JP-5

**MIL-DTL-16884M**

Fuel, Naval Distillate

**MIL-DTL-83133E**

Turbine Fuel, Aviation, Kerosene Type, JP-8 (NATO F-34), NATO F-35, and JP-8+100 (NATO F-37)

**MIL-DTL-85470**

Inhibitor, Icing, Fuel System, High Flash NATO Code Number S-1745

**MIL-PRF-25017F**

Lubricity Improver, Fuel Soluble (NATO S-1747)

**MIL-HDBK-113C**

Guide for Selection of Lubricants, Functional Fluids, Preservatives and Specialty Products for Use in Ground Equipment Systems

**MIL-HDBK-275A**

Guide for Selection of Lubricant Fluids and Compounds for Use in Flight Vehicles and Components

**MIL-HDBK-510A**

Aerospace Fuels Certification

**MIL-HDBK-838**

Lubrication of Military Equipment

**STANAG 1135**

Interchangeability of Fuels, Lubricants and Associated Products Used by the Armed Forces of the North Atlantic Treaty Nations

**STANAG 3747**

Guide Specifications (Minimum Quality Standards) for Aviation Turbine Fuels (F-34, F-35, F-40, and F-44)

**STANAG 4362**

Fuels for Future Ground Equipments Using Compression Ignition or Turbine Engines

**STANAG 7090**

Guide Specification for NATO Ground Fuels

**STANAG 7091**

Guide Specifications for NATO Land System Oils for Engines and Transmissions

**STANAG 7093**

Guide Specifications for NATO Land Systems Automotive Fluids

**Section III**

**Prescribed Forms**

This section contains no entries.

**Section IV**

**Referenced Forms**

Unless otherwise indicated below, DA Forms are available on the APD Web site (<http://www.apd.army.mil>).

**DA Form 11-2**

Internal Control Evaluation Certification

## Appendix B Internal Control Evaluation

### B-1. Function

This checklist addresses the compliance of the MATDEV and others with management and oversight of fuels and lubricants for equipment design, operation, and logistics support.

### B-2. Purpose

The purpose of this checklist is to assist the MATDEV and others with coordination of liquid hydrocarbon fuels, lubricants, and associated products during materiel design and to facilitate compliance with the SKBF. It is not intended to cover all controls.

### B-3. Instructions

Answers must be based upon the actual testing of controls (for example, document analysis, direct observation, sampling, simulation, and/or others). Answers that indicate deficiencies must be explained and the corrective action indicated in the supporting documentation. These management controls must be evaluated at least once every 5 years. Certification that this evaluation has been conducted must be accomplished on DA Form 11-2 (Internal Control Evaluation Certification).

### B-4. Test questions

- a. Was the SKBF considered in the design of new equipment and/or materiel?
- b. Was the SKBF used during the research, development, testing, and evaluation of materiel?
- c. Was the aviation support equipment designed to use the same kerosene-based type fuel as those used by the system they support?
- d. Was a nonstandard fuel introduced? If yes, was approval obtained from the DCS, G-4 and the Under Secretary of Defense for Logistics and Materiel Readiness?
- e. Were approved liquid hydrocarbon fuels, lubricants, and associated products incorporated with international rationalization, standardization, interoperability, and this policy objectives?
- f. Is the new equipment and/or materiel a commercial off-the-shelf acquisition or is the new equipment and/or materiel designed to operate on gasoline type fuels? If yes—
  - (1) Was a specific petroleum logistics plan developed?
  - (2) Was support within the life cycle sustainment plan documented?
  - (3) Was support within the materiel fielding plan documented?
  - (4) Was concurrence obtained from RDECOM-TARDEC prior to submittal to the AAE?
  - (5) Was concurrence obtained from the AAE?
- g. Was any new fuel or lubricant additives introduced? If yes, was the new fuel or lubricant additive tested, evaluated, and qualified?
- h. Were new or revised lubrication orders or other lubrication instructions approved by AMC?

### B-5. Supersession

This evaluation replaces the evaluation previously published in AR 70-12.

### B-6. Comments

Help make this a better tool for evaluating internal controls. Submit comments to the Assistant Secretary of the Army (Acquisition, Logistics and Technology) (SAAL-LP), 103 Army Pentagon, Washington, DC 20310-0103.

## **Glossary**

### **Section I Abbreviations**

#### **AAE**

Army Acquisition Executive

#### **AMC**

U.S. Army Materiel Command

#### **ASA (ALT)**

Assistant Secretary of the Army (Acquisition, Logistics and Technology)

#### **ASTM**

American Society for Testing and Materials

#### **AVGAS**

aviation gasoline

#### **CI/LI**

corrosion inhibitor/lubricity improver

#### **CONUS**

continental United States

#### **DCS**

Deputy Chief of Staff

#### **DEF STAN**

Defence Standard

#### **DOD**

Department of Defense

#### **DODI**

Department of Defense Instruction

#### **EN**

European Standard

#### **F**

fuel

#### **FSII**

fuel system icing inhibitor

#### **GOST**

Gosudarstvennyye Standart

#### **JP**

Jet Propulsion

#### **MATDEV**

materiel developer

#### **MIL-DTL**

Military Detail

#### **MIL-HDBK**

Military Handbook

**MIL-PRF**

Military Performance Specification

**NATO**

North Atlantic Treaty Organization

**OCONUS**

outside the continental United States

**RDECOM**

U.S. Army Research and Development Engineering Command

**S-I**

spark ignition

**SDA**

static dissipater additive

**SKBF**

single kerosene-based fuel

**STANAG**

standardization agreement

**TARDEC**

U.S. Army Tank Automotive Research, Development and Engineering Center

**USAF**

U.S. Air Force

**Section II****Terms****Acceptable product**

One that may be used in place of another for extended periods of use.

**Acceptable operational performance**

The level of performance that meets the minimum requirements as defined in the vehicle or equipment specification.

**Associated product**

A product of petroleum or chemical origin used as a hydraulic fluid, corrosion preventative, coolant, or specialized product and required for the operation, maintenance, and storage of military materiel.

**Defence Standard (DEF STAN)**

An identifying code number designation allocated to a product when it meets a specification which has been accepted by the United Kingdom (UK) Ministry of Defence (MOD).

**Fuel system icing inhibitor**

A fuel additive used to prevent the formation of ice crystals when water is present.

**GOST (Russian)**

Refers to a set of technical standards maintained by the Euro-Asian Council for Standardization, Metrology and Certification (EASC), a regional standards organization operating under the auspices of the Commonwealth of Independent States (CIS).

**North Atlantic Treaty Organization code number**

An identifying code number designation allocated to a product when it meets a specification which has been accepted under a NATO standardization agreement (such as STANAG 1135).

**Packaged petroleum product**

A petroleum product (generally a lubricant, oil, grease, or specialty item) normally packaged by a manufacturer and procured, stored, transported, and issued in containers having a fill capacity of 55 gallons or less.

**Primary fuel**

A fuel that permits full design performance.

**Single kerosene-based fuel**

The SKBF minimizes the number of liquid hydrocarbon fuels, lubricants, and associated products required to operate materiel and enhances fuel availability.

**Standardization product**

A product that conforms to specifications resulting from the same or equivalent technical requirements.

**Section III****Special Abbreviations and Terms**

This section contains no entries.

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**PIN 070213-000**