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- Textron Marine & Land Systems Presents Tiger Light Protected Vehicle to Slidell Police Department
- U.S. Military, Oshkosh Defense Commemorate First JLTV EMD Delivery
- Bradleys begin retrograde from Germany
- Oshkosh Defense Unmanned Ground Vehicle Technology Offers Safer Means for Conducting Route-Clearance Missions
- New Generation Armour Creates Options for SUV Market
- Lockheed Martin Delivers 22 JLTV Development Vehicles to U.S. Army and Marines
- Canadian Tactical Armoured Patrol Vehicle Program Starts Pre-Production Vehicle Testing and Training
- Colombian Army Acquires 28 Additional COMMANDO Armored Personnel Carriers from Textron Marine & Land Systems
- BAE Completes 2,000 Miles of Hybrid GCV Mobility Testing Ahead of Schedule
- General Dynamics European Land Systems presents the EAGLE V 4x4 recently awarded by the German Army at DSEI 2013

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Contracts

Textron Marine & Land Systems Presents Tiger Light Protected Vehicle to Slidell Police Department

Textron Marine & Land Systems, an operating unit of Textron Systems, a Textron Inc. company, today presented the Slidell Police Department with the Tiger Light Protected Vehicle it donated last month to the City of Slidell. Textron Marine & Land Systems (TM&LS) Senior Vice President and General Manager Tom Walmsley gave the keys to the armored vehicle, valued at $225,000, to Slidell Police Chief Randy Smith during Thursday's presentation at the company's 1010 Gause Blvd. headquarters.

The MDT/Textron Marine & Land Systems Tiger vehicle is a survivable, cost-effective light protected all-terrain vehicle that seats from three to 11 crewmembers. TM&LS is a vehicle manufacturing and marketing partner to MDT Armor, which designed and built the vehicle in Auburn, Ala. Tiger vehicles are currently in use by several customers, including law enforcement entities in Mexico.

"I speak for all the employees of Textron Marine & Land Systems when I say that we are proud to be part of the Slidell community and pleased to contribute this great product to meet a city need," said Walmsley. "The Slidell Police Department does an excellent job for our community, and this Tiger vehicle will provide added capabilities and protection for officers responding to emergencies."

"This donation is very much appreciated and will be a huge asset to the Slidell Police Department and the citizens of Slidell," said Smith. "The Tiger vehicle can be used for multiple purposes, such as evacuating citizens from an active shooting scenario, safely resolving a hostage situation, or any other life or death situation. Hopefully we never need to use it, but in the event we do, our SWAT team will be ready."

In addition to Chief Smith, several members of the SWAT team were on hand for the vehicle presentation. The city plans to paint the vehicle black in the coming weeks. It will carry the markings and logo of the Slidell Police Department SWAT team.

Walmsley added that TM&LS' ability to operate in a safe and vibrant city is important to employees, and helps the company attract top talent. In addition to its headquarters on Gause Boulevard, the company has facilities in Slidell on Front Street and Stone Road. More than 500 TM&LS employees work at these three locations.

The Tiger incorporates a proprietary armored capsule mounted on a modified commercial Dodge® RAM® pickup truck. It offers significant advantages in power, room, protection and lifecycle cost, and utilizes standard Dodge maintenance and service. The vehicle is equipped with a Cummins 350 HP diesel engine, a highly-protected armored capsule and a 127-inch wheelbase, which provides exceptional mobility. It features five doors and a roof hatch for easy loading and unloading of personnel and equipment. The large cabin can be reconfigured for a variety of missions.

Defence Industry

U.S. Military, Oshkosh Defense Commemorate First JLTV EMD Delivery

OSHKOSH, Wis. -- Oshkosh Defense, a division of Oshkosh Corporation, today marked the delivery of its first Joint Light Tactical Vehicle (JLTV) prototype for government testing following a successful vehicle inspection by the Defense Contract Management Agency (DCMA) at an event in Oshkosh, Wis. The DCMA inspection and vehicle presentation ceremony was attended by representatives from the JLTV Joint Program Office, DCMA and Oshkosh Defense.

The Oshkosh JLTV solution was developed to deliver unprecedented levels of mobility, survivability, transportability and life-cycle value for the JLTV program, which will replace a portion of the U.S. military's aged High-Mobility Multipurpose Wheeled Vehicle (HMMWV) fleet. Oshkosh Defense is delivering a total of 22 JLTV prototypes this month for the government-testing portion of the EMD phase.

"The JLTV will fill a vital capabilities gap in the military's light vehicle fleet and protect our men and women in uniform for decades to come," said John Urias, Oshkosh Corporation executive vice president and president of Oshkosh Defense. "The Oshkosh JLTV solution we are now submitting for government testing transforms the concept of what a light vehicle can be – merging key design aspects of high-performance tactical vehicles and highly survivable combat vehicles. The result is a new level of protected mobility in a light platform."

Oshkosh Defense produced its JLTV prototypes on an active manufacturing line, alongside its current-production tactical wheeled vehicles (TWV). Prototypes being delivered include a four-door multi-purpose variant and two-door utility variant. Oshkosh Defense will provide training and support for the vehicles as they are accepted and evaluated by the U.S. Government.

Designed for the Decades to Come

Off-road mobility is crucial for the JLTV. When missions or threats require troops to drive off-road or find alternate routes, they need a JLTV that can reliably transport them through almost any environment. The Oshkosh JLTV solution, the Light Combat Tactical All-Terrain Vehicle (L-ATV), builds on Oshkosh's portfolio of high-performance, off-road TWVs that have been proven in combat, such as the MRAP All-Terrain Vehicle (M-ATV). Oshkosh Defense has tested the L-ATV on 85 percent of the world's representative terrain to ensure the vehicle can support missions on any topography and every continent.

Using the Oshkosh TAK-4i™ intelligent independent suspension system, the L-ATV delivers a 25 percent improvement in independent wheel travel over the most mobile vehicles currently fielded. This TAK-4i system also enables the L-ATV to provide greater control and maneuverability on unimproved terrain, increasing safety and survivability. A digitally controlled Duramax engine provides an optimal power-to-weight ratio and torque, allowing the L-ATV to overcome challenges from steep inclines to deep desert sands.

The Oshkosh JLTV was designed to keep pace with evolving battlefield threats. Oshkosh Defense leveraged deep experience from the last decade of producing MRAP vehicles and other armored platforms when designing the L-ATV. The Company conducted extensive threat-event analysis and used state-of-the-art components to develop a fully integrated, multi-faceted crew protection system for the L-ATV. This protection system is scalable and can accept multiple armor configurations, providing protection levels equivalent to those of MRAP vehicles that are currently saving lives in Afghanistan. In addition to crew protection, Oshkosh's L-ATV is designed for mission package flexibility and future growth to meet new operational requirements.

Oshkosh Defense is using its extensive Integrated Product Support expertise to minimize costs across the JLTV's life-cycle. At the design and production stages, lean processes and flexible manufacturing lines focus on keeping costs low. Oshkosh Defense also performed a myriad of logistics engineering to optimize the sustainment costs and readiness of its JLTV offering for decades of operation.

Army

Bradleys begin retrograde from Germany

The 21st Theater Sustainment Command's Theater Logistics Support Center-Europe and Maintenance Activity Kaiserslautern are preparing M2A2 Bradley Infantry Fighting Vehicles for retrograde and transportation back to the U.S. at Kaiserslautern Army Depot.

The departure of the 88 Bradley Infantry Fighting Vehicle coincides with the M1 Abrams tanks leaving the European continent earlier this year, marking the inactivation of the 170th and 172nd Heavy Brigade Combat Teams.

The remaining Bradleys and Abrams Main Battle Tanks in Germany will be available to the European Rotational Force and the NATO Response Force. Both missions are currently assigned to the 1st Brigade Combat Team, 1st Cavalry Division in Fort Hood, Texas.

Twenty-two of the Bradleys have already started the journey to Red River Army Depot in Texarkana, Texas, and each vehicle is valued at $1.3 million. The fighting vehicles are coming from combat units including the 173rd Infantry Brigade Combat Team (Airborne) and the inactivated 172nd Infantry Brigade. From Kaiserslautern Army Depot, or KAD, the Bradleys are transported by rail or truck to Bremerhaven, Germany, for shipment by boat back to the U.S.

Upon arrival in Texas, each vehicle will be assessed and refitted, said Jьrgen E. Phillips, the Supply Activity Europe operations specialist and a native of Pirmasens, Germany.

"The vehicles will go through retrograde at the depot in Texas and be refitted with the newest equipment," said Phillips. "Once the update is complete, the vehicles will be re-assigned to other units in the Army that need them. By updating and re-assigning these vehicles instead of buying new ones, the Army is saving money."

Before the fighting vehicles can be shipped, each one goes through a preparation process. First, the vehicles are stripped of plate armor, weapons, and mechanical components. The engine is also removed. All pieces removed from the Bradleys are then meticulously cleaned, said Martin Geib, a heavy equipment maintenance supervisor with Maintenance Activity Kaiserslautern, or MAK.

The entire vehicle is then drained of oil, fuel and any other fluids before finally going through a thorough cleaning at the Theater Logistics Support Center-Europe, or TLSC-E wash rack.

"Every one of these vehicles is completely broken down and drained of fluid, if we don't do that then they cannot be shipped," said Geib. "When it leaves the depot it is as clean as possible and ready for retrograde."

Each of the 66 remaining Bradley Fighting Vehicles will go through the same process in the coming months.

"Each vehicle is handled professionally and efficiently, but it is still a long process," Phillips said. "We are hoping to send the last of these vehicles back to the states by the end of this year or early next year."

Future Technologies

Oshkosh Defense Unmanned Ground Vehicle Technology Offers Safer Means for Conducting Route-Clearance Missions

OSHKOSH, Wis. -- Defeating improvised explosive devices (IED) is critical to clearing routes and ensuring freedom of maneuver on the battlefield. Unmanned ground vehicles (UGV) capable of semi-autonomous navigation in tactical environments represent a promising technological enabler for effective route clearance. Oshkosh Defense, a division of Oshkosh Corporation (NYSE:OSK), has developed its TerraMax™ UGV technology to reduce troops' exposure to threats and enable commanders to accomplish more with fewer resources.

Oshkosh will feature the TerraMax UGV technology at the Association for Unmanned Vehicle Systems International (AUVSI) Unmanned Systems 2013 show Aug. 12-15 in Washington, D.C.

"The TerraMax UGV technology already has demonstrated a high level of maturity as a means to deliver force protection and force multiplication to Warfighters operating in logistics-convoy missions," said John Beck, chief unmanned systems engineer for Oshkosh Defense. "Integrating TerraMax UGV kits with counter-IED payloads onto platforms like the Oshkosh M-ATV can provide a safe and effective way for combat engineers to perform route-clearance operations."

About the TerraMax UGV Technology

The Oshkosh TerraMax UGV technology is engineered as a scalable appliqцй kit. It can be integrated on new-production vehicles, including those built by other manufacturers, or retrofitted on existing vehicle fleets. Vehicles using the TerraMax technology can retain their original payload and performance capabilities, and run planned missions in a supervised autonomous mode or by "shadowing" a lead vehicle. The Oshkosh TerraMax UGV technology includes:

- Field-ready kit solution
- A robust, multi-modal sensor suite
- Advanced machine-learning
- in GPS-denied environments

The TerraMax UGV technology employs a widely adopted open-architecture standard that allows for easy integration and interoperability of new subsystems.

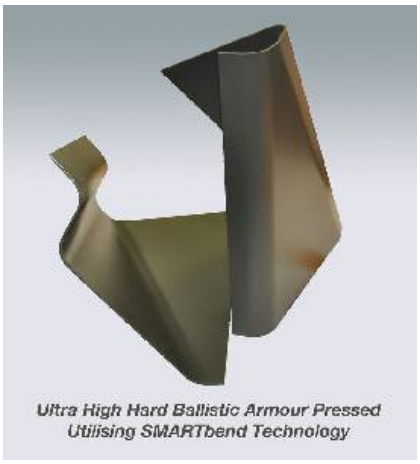
Oshkosh's third-generation Command Zone™ hardware enables tightly-integrated drive-by-wire actuation and readily supports remote activation of any analog or discretely-controlled functions, such as counter-IED payloads, through input/output expansion modules.

TerraMax-equipped UGVs can perform in the same weather conditions and operating environments as manned vehicles, requiring minimal human interaction and operator training.

The TerraMax UGV operator control unit (OCU) facilitates semi-autonomous commands and remote control or tele-operation. The OCU selectively displays overhead map data and multiple video feeds in a familiar picture-in-picture format and can serve as a force multiplier through one-to-many control, allowing a single operator to monitor and supervise coordinated operations of multiple TerraMax-equipped UGVs.

Future Technologies

New Generation Armour Creates Options for SUV Market



Leading global armour specialist MTL Group is making a difference in the up armouring SUV market. Latest generation armour is being utilised to supply kits up to B7 level protection with reduced weight compared to traditional methods.

Simon Hurst Sales Manager for defence at MTL Group states "utilising our SMARTbending technique, DFM and the latest generation in armour we are able to help create unique kits at significantly lower weight than previously possible.

Our customers are contacting us on a weekly basis to take advantage of this breakthrough. The Weight saving in some cases is can be reduced by 30% on the materials alone. Due to our SMARTbend technique we are producing easy to fit cold formed panels that would traditionally have been welded therefore reducing the number of parts and increasing the strength.

MTL Group is currently working on a number of vehicle types ranging from family saloons to the more traditional Land-cruisers and high end VIP vehicles.

Defence Industry

Lockheed Martin Delivers 22 JLTV Development Vehicles to U.S. Army and Marines

DALLAS -- Lockheed Martin celebrated the delivery of 22 Joint Light Tactical Vehicles to the U.S. Army and Marine Corps today under the JLTV program's Engineering and Manufacturing Development (EMD) contract.

JLTV team members marked the milestone during a ceremony at the Lockheed Martin Missiles and Fire Control facility in Dallas. The vehicles will be transferred to the Army's Yuma Test Center in Arizona

and to Aberdeen Test Center in Maryland, where Lockheed Martin will support a 14-month period of government evaluation and testing.

"Our team has produced a highly capable, reliable and affordable JLTV for our customers," said Scott Greene, vice president of ground vehicles for Lockheed Martin Missiles and Fire Control. "These vehicles will meet the toughest demands of our Soldiers and Marines. They deserve our best, and that's precisely what we delivered."

After rolling up more than 160,000 combined test miles in the program's Technology Development phase, the Lockheed Martin JLTV was selected for continued development through a $65 million EMD contract from the Army and Marine Corps in August 2012. Lockheed Martin designed its JLTV specifically to meet stated customer requirements for the program, rather than trying to adapt an existing vehicle. The result is a lighter, more blast-resistant and more agile vehicle.

The Lockheed Martin JLTV is designed to be a total solution – engineered from the ground up to balance the "iron triangle" of protection, performance and payload while maintaining affordability. The vehicle provides greatly improved crew protection and mobility, lower logistical support costs, superior fuel efficiency, exportable power-generation with substantial margin for future growth, and state-of-the-art connectivity with other platforms and systems. A Meritor Pro-TecTM air suspension system contributes to outstanding off-road performance while minimizing crew fatigue.

BAE Systems is responsible for the JLTV's geometrically enhanced protection system, a design that enables levels of blast protection never before achieved in this vehicle class, and for vehicle final assembly.

For more than three decades, Lockheed Martin has applied its systems-integration expertise to a wide range of successful ground vehicles for U.S. and allied forces worldwide. The company's products include the combat-proven Multiple Launch Rocket System (MLRS) M270-series and High Mobility Artillery Rocket System (HIMARS) mobile launchers, Havoc 8x8, Common Vehicle, Light Armored Vehicle-Command and Control, Warrior Capability Sustainment Programme, Joint Light Tactical Vehicle and pioneering unmanned platforms such as the Squad Mission Support System (SMSS).

Lockheed Martin Missiles and Fire Control is a 2012 recipient of the U.S. Department of Commerce's Malcolm Baldrige National Quality Award for performance excellence. The Malcolm Baldrige Award represents the highest honor that can be awarded to American companies for their achievements in leadership, strategic planning, customer relations, measurement, analysis, workforce excellence, operations and results.

Headquartered in Bethesda, Md., Lockheed Martin is a global security and aerospace company that employs about 116,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration, and sustainment of advanced technology systems, products, and services. The Corporation's net sales for 2012 were $47.2 billion.

Defence Industry

Canadian Tactical Armoured Patrol Vehicle Program Starts Pre-Production Vehicle Testing and Training

OTTAWA, ON -- Textron Systems Canada Inc., a Textron Inc. company, today announced that Textron Marine & Land Systems (TM&LS) has completed and shipped four pre-production Canadian Forces Tactical Armoured Patrol Vehicles (TAPV) to locations in the United States and Canada for a series of testing and training activities.

The Textron TAPV Team, led by Textron Systems Canada, was selected in June 2012 to manufacture 500 Canadian Forces Tactical Armoured Patrol Vehicles with options for up to 100 more. The TAPV contract, with options, has a value of $603.4 million CAD, with an additional five-year in-service support contract of $105.4 million CAD.

In early July, the first pre-production vehicle (PPV) was sent to Aberdeen Test Center, a U.S. Army test facility in Maryland, for qualification testing; a process scheduled to take five months. The second PPV arrived at Rheinmetall Canada in Saint-Jean-sur-Richelieu, Quebec in mid July. Rheinmetall completed Land Communication Information System training with this vehicle, which was followed by electro optical technical training performed by Kongsberg Protech Systems Canada and vehicle technician training by TM&LS.

The third and fourth TAPV PPVs also are at Rheinmetall Canada, where vehicle integration activities are taking place. Over the next several weeks, TM&LS is scheduled to finish work on two additional PPVs. At that point, five of the six PPVs will be sent to Canadian Forces Base Valcartier in Quebec for two weeks of Operator and Gunner Operator Training starting in late August. Immediately following, these pre-production TAPVs will begin Reliability, Availability, Maintainability and Durability (RAMD) testing at Valcartier. RAMD testing is expected to continue for eight months.

"Our pre-production vehicle assembly, testing and training is on schedule and moving us toward the start of full-rate production planned for January of 2014," said Neil Rutter, general manager of Textron Systems Canada. "We remain committed to working with our Department of National Defense customer and our partners here in Canada to build and support a fleet of TAPVs that provide Canadian soldiers with unmatched performance and protection for decades."

Ottawa-based Textron Systems Canada, as prime contractor, is providing overall TAPV program and configuration management, acting as design authority for change management, coordinating vehicle integration activities by Canadian subcontractors, and managing the In-Service Support contract. Textron Systems Canada also is implementing a pan-Canadian Industrial and Regional Benefits program designed to bring new expertise and opportunities to Canadian companies.

The Textron TAPV is the most reliable and technologically advanced vehicle of its kind. It draws on the company's more than 45 years of experience in the design and production of armoured vehicles. The Textron TAPV is designed to provide the Canadian Forces with the optimal balance of survivability, mobility and versatility, while delivering outstanding performance in the world's most challenging environments. Extensively tested to confirm ballistic, blast, mobility and reliability levels, the Textron TAPV has been engineered to meet and exceed Canada's requirements.

Contracts

Colombian Army Acquires 28 Additional COMMANDO Armored Personnel Carriers from Textron Marine & Land Systems

New Orleans, LA -- Textron Marine & Land Systems (TM&LS), an operating unit of Textron Systems, a Textron Inc. company, announced today a $31.6 million contract award from the U.S. Army Tank-Automotive and Armaments Command (TACOM) to provide 28 COMMANDO™ Advanced Armored Personnel Carriers (APCs), with 40mm/.50 cal remote turrets, to the Colombian Army (COLAR). Initial APC deliveries to the U.S. Army, for shipping to Colombia, are expected to begin in November, with all vehicles scheduled to be completed and transferred by April 2014.

The contract also includes repair services on two damaged Armored Personnel Carriers in the COLAR's inventory, which consists of 39 COMMANDO Advanced APCs in operation with its Armored Cavalry units. These repairs will coincide with vehicle support service work on COLAR APCs awarded to TM&LS earlier this year.

Since fielding its APCs in May 2010, the COLAR has employed them extensively while combating internal revolutionary forces in Colombia. These vehicles have provided the mobility, protection and firepower needed to meet all COLAR tactical armored vehicle requirements.

"Our Colombian Army customer values the performance, operator protection and reliability they have experienced with our COMMANDO APCs during more than three years of demanding operations," said Textron Marine & Land Systems Senior Vice President and General Manager Tom Walmsley. "We're pleased to be growing this relationship and providing the Colombian Army with this important asset for its Cavalry units."

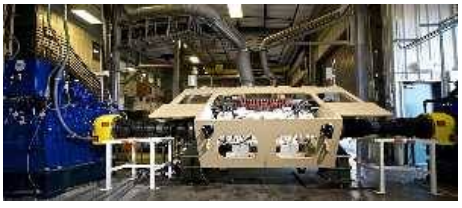
The COMMANDO Advanced APC is an extended version of the Armored Security Vehicle, combat proven by the U.S. Army and other militaries in locations including Afghanistan and Iraq for more than 10 years. The APC's additional two feet in length and six inches in internal height allow greater troop carrying capacity. These vehicles offer excellent on-road and off-road mobility, enabling them to operate in urban, jungle, desert and mountainous terrain. Crew protection is reinforced with a V-shaped hull bottom and 360-degree protection from direct fire.

Rigorously tested and proven in the toughest environments, the COMMANDO™ family of vehicles offers a range of protection options, unmatched on-road/off-road mobility and ample firepower. TM&LS produces four lines of COMMANDO four-wheeled vehicles - COMMANDO Utility, COMMANDO Advanced, COMMANDO Select and COMMANDO Elite.

As an end-to-end armored vehicle provider, TM&LS offers customers a wide range of COMMANDO products and services. Within the COMMANDO family of vehicle lines, TM&LS has recently developed an enhanced recapitalization solution for HMMWVs, a 4x4 mortar vehicle, and command and control integration. Coordinated logistics support ensures proper fielding, training, maintenance and related services throughout each vehicle's life cycle.

Defence Industry

BAE Completes 2,000 Miles of Hybrid GCV Mobility Testing Ahead of Schedule



BAE Systems' Ground Combat Vehicle (GCV) Hybrid Electric Drive (HED) system successfully completed

2,000 miles of testing on a fully integrated "Hotbuck" mobility platform, a significant milestone for the U.S. Army's GCV program. The Hotbuck is a stationary, state-of-the-art test stand that simulates real-life environments and terrain and puts actual miles on the HED system. Under BAE Systems' own rigorous timeline, the testing was completed four months ahead of schedule.

"This testing achievement is a significant advancement in the overall GCV program. With actual hardware to show, this puts the BAE Systems team ahead of schedule both now and in the next phase of the program, saving the customer development time and money," said Mark Signorelli, vice president and general manager of Armored Combat Systems at BAE Systems. "Our primary objective was to test our hybrid electric technology over time against realistic environments, and the successful completion of the testing is a testament to the quality and maturity of the technology."

Developing and testing actual hardware was not a program requirement for the Technology Development (TD) phase, but BAE Systems chose to take the initiative to demonstrate the fuel efficiency and performance of a hybrid system for the Army's next infantry fighting vehicle.

The Hotbuck integrates HED components that will be used in BAE Systems' GCV offering including the traction drive system, thermal systems, engines, generators, controllers and software. Conducted at the BAE Systems Santa Clara, California facility, the 2,000-mile advanced testing precisely replicated conditions at two well-known military test tracks. The results of the tests further validated the performance, efficiency and maturity of the HED technology applied in BAE Systems' GCV design, marking a significant milestone for the TD phase of the program.

The HED system in BAE System's GCV offering will contribute to: the availability of high torque at any ground speed resulting in greater agility, greater acceleration and maneuverability than a comparable mechanical system; up to 20 percent less fuel consumption than a conventionally powered GCV, reducing overall costs and the number of fuel convoys; availability of electrical power to incorporate new battlefield technology for the next 30 to 40 years; and 40 percent fewer parts than a comparable mechanical drive system, requiring less maintenance and decreasing vehicle lifetime cost.

BAE Systems was awarded a contract for the TD phase of the GCV program in August 2011. TD phase work is scheduled to be complete by June 2014.

Exhibitions

General Dynamics European Land Systems presents the EAGLE V 4x4 recently awarded by the German Army at DSEI 2013

Madrid -- General Dynamics European Land System (GDELS) will present the EAGLE V 4X4, recently selected and awarded by the German Army, at the DSEI 2013 exhibition in London from the 10th to the 13th of September 2013. As part of a portfolio of solutions and systems integration know-how for military forces, will also feature the latest development of the armoured tracked vehicle family ASCOD.

General Dynamics European Land Systems will be displayed on Stand No. S9-250.

EAGLE - The Superior Tactical Mobility and Payload

General Dynamics European Land Systems presents the EAGLE V, a further development of the EAGLE IV fleet, already in service. The EAGLE V features a higher payload capacity and increased crew protection at superior tactical mobility. Recently, GDELS was awarded a contract by the German Army for the delivery of 100 EAGLE V Vehicles. To meet the increasing demand for mobility, protection and payload, General Dynamics European Land Systems offers the EAGLE vehicle family comprising 4x4 and 6x6 versions. Due to its higher payload capacity, it can carry more equipment or heavier protection solutions, depending on the military or police customer's requirements. This highly mobile vehicle, with a crew capacity of up to 5 soldiers, offers outstanding protection against ballistic, mine and improvised explosive device (IED) threats. Interchangeable automotive parts and components with DURO vehicles provide a cost-effective logistics commonality. The total cost of ownership of these vehicles will be reduced through the EAGLE Family of Vehicles concept, with its high degree of commonality, maintenance-friendly design and proven support solutions.

ASCOD – Maximum Protection and High performance affordable

In the stand, General Dynamics European Land Systems display also information about the latest development of the armoured tracked vehicle family ASCOD. The ASCOD provides maximum protection and high performance at a very competitive market price. Its rubber track version is currently participating in an international competition in Denmark, with a design that integrates lessons learned from the "Specialist Vehicle (SV)" Program of the British Army. More than 250 units variants of the ASCOD are presently in service with the Spanish and Austrian Armies.