

## Italian Air Force reach 10,000 flight hours with the EUROFIGHTER

**Grosseto.** The 4<sup>th</sup> Air Wing of the Italian Air Force has reached the key milestone of 10,000 flight hours with the Eurofighter TYPHOON. Based in Grosseto in central Italy, the 4<sup>th</sup> Air Wing was the first Italian Air Force unit to receive the TYPHOON in 2004. To celebrate the event, which was attended by the Italian Air Force's Chief of Staff LtGen Daniele Tei, one of the aircraft from the squadron sported a special paint scheme on its fin. Italian's TYPHOONS are used for the vital role of assuring the security of Italy's national air space. The Italian Air Force assures surveillance and defence of the national air space 365 days a year, 24 hours a day, through an integrated system of radar, aircraft and missile systems, with the systems of the other NATO member countries. In addition to Grosseto's 4<sup>th</sup> Air Wing, the 36<sup>th</sup> Air Wing of Gioia del Colle is also equipped with Eurofighter TYPHOONS and is committed to performing immediate take-off and interception in the event of alarm. In addition, Cervia's 5<sup>th</sup> Air Wing (near Ravenna on the eastern coast) and Trapani's 37<sup>th</sup> Air Wing in Sicily accomplish these duties. Since last sum-



Eurofighter TYPHOON of the 4<sup>th</sup> Italian Air Wing with special paint scheme on the fin. Foto: Eurofighter

mer, under a NATO mandate, the Italian Typhoons have been ensuring that the air space of Albania, a country lacking its own aircraft to perform this role, is protected. On the 21<sup>st</sup> of June 2009, the 4<sup>th</sup> Air Wing obtained NATO's certification to accomplish out-of-area missions in support of peace within the NATO Response Force.

## NATO's AGS Programme Signature Finalised

**Brussels.** The 15 nations participating in NATO's Alliance Ground Surveillance (AGS) programme have completed the signature process of the Programme Memorandum of Understanding (PMOU), thus making a significant step towards implementing this essential operational capability for NATO. The PMOU, along with the AGS Charter, sets the legal, or-



The 15 nations participating in the NATO AGS acquisition programme comprise Bulgaria, Canada, the Czech Republic, Denmark, Estonia, Germany, Italy, Latvia, Lithuania, Luxembourg, Norway, Romania, Slovakia, Slovenia, and the United States of America. Picture: ESD Archives

ganisational, and budgetary framework for the AGS programme and launches both the NATO AGS Management Organisation (NAGSMO) and NATO AGS Management Agency (NAGSMA) to take charge of the programme. NATO AGS will be a key capability providing Alliance political decision-makers and military planners as well as the commanders in theatre with an invaluable tool for gathering information on what is happening on the ground. The AGS capability is anticipated to be available as of 2012. Participation to the programme remains open to other interested Allies. In January 2009, the North Atlantic Council selected Sigonella Air Base, Italy, as the location for the AGS Main Operating Base that will host the UAVs and the ground segment (flight control capabilities and necessary command and control systems). NAGSMA General Manager-select, Mr. Bo Leimand stressed that the benefit to NATO's soldiers in the field will be substantial. In January 2010 Leimand will co-chair NATO's 6<sup>th</sup> Life Cycle Management Conference, which is organised by this magazine.

## ThyssenKrupp Enters into Partnership with UAE Shipyard

**Hamburg/Abu Dhabi.** ThyssenKrupp Marine Systems (TKMS) and Abu Dhabi MAR Group, a shipbuilding group based in the UAE, have signed a Memorandum of Understanding in support of a close strategic partnership, involving the establishment of a 50:50 joint venture for the construction of naval surface ships. ThyssenKrupp Marine Systems will retain a lead role and the know-how in all projects with the German Navy and the NATO partners. Abu Dhabi MAR Group will be responsible for the MENA region (Middle East/North Africa). The planned joint venture is expected to significantly improve marketing opportunities for the Blohm+Voss naval

shipbuilding programme (frigates and corvettes) and thus at the same time safeguard shipbuilding jobs in Germany. In addition, the agreement will allow Abu Dhabi MAR Group to move into the mega-yacht, repair and ships' component businesses. To this end Abu Dhabi MAR Group plans to acquire a majority 80% stake in each of the companies Blohm + Voss Shipyards, Blohm + Voss Repair, and Blohm + Voss Industries.

Dr. Hans Christoph Atzpodien, Chairman of the Management Board of TKMS, expressed his confidence that the partnership with Abu Dhabi MAR Group represents a solid foundation for the future of the shipyard. The transaction is subject to the approval of the supervisory bodies and the regulatory authorities. For the naval area, the transaction is subject to disclosure requirements under the German Foreign Trade and Payments Act (AWG). Abu Dhabi MAR Group, a holding company based in Abu Dhabi, is an international, fast growing shipbuilding group. The group has the capacity of building civilian ships



Blohm+Voss' current naval shipbuilding programmes include the German Navy's new BADEN-WÜRTTEMBERG Class (F125) frigates. Picture: ARGE F125

up to 200 meters as well as military and commercial vessels. The group is jointly owned by Al Ain International Group (70%) and Privinvest (30%). Mr. Iskandar Safa is the Managing Director of Abu Dhabi MAR Group. Abu Dhabi MAR Group's order book exceeds today 1 billion Euros. The shipbuilding group employs 2,000 people globally, of which 250 are designers and engineers.

## Tognum to Supplies MTU Engines for German Navy Support Ship

**Friedrichshafen.** Tognum has been awarded the contract to supply MTU engines for the German Navy's new Class 702 task group support vessel BONN. The engines are to be delivered to the shipyard Flensburger Schiffbau-Gesellschaft at the end of 2010. The German Navy is due to commission the new supply ship in 2012. Under the terms of the contract, MTU is to supply two Type 20V 8000 M71R



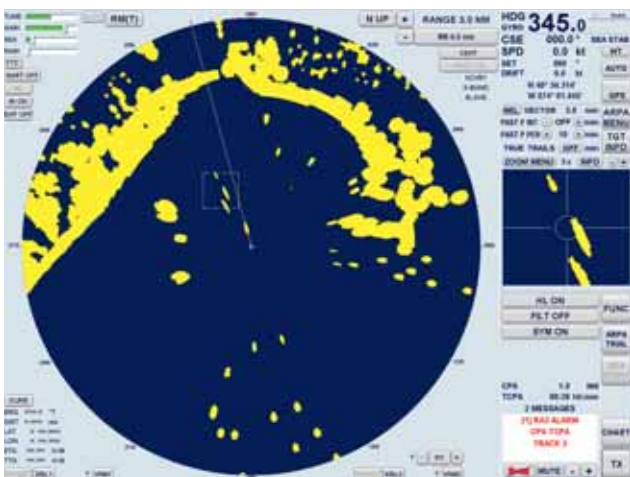
The German Navy's task group support ship BONN will be powered by two type 20V 8000 MTU engines generating a total power of 14,400 kW.

Picture: Tognum

engines as main propulsion units and five on-board power generators driven by MTU Type 8V 4000 M50B engines. The main propulsion units will produce an output of 7,200 kW (9,792 bhp) each. The task group support ship BONN is 174 meters long and has a maximum speed of over 20 knots. Fully loaded its displacement is 20,240 tonnes. The ships of this class are the German Navy's largest vessels and provide worldwide logistic and medical support for mixed task forces as well as supplying other naval craft with supplies, consumables, provisions and ammunition.

## NSC Radar from Raytheon Anschutz for the Canadian Navy

**Kiel.** In the scope of the Canadian Navy's HALIFAX Class frigate modernisation programme Lockheed Martin Canada the prime contractor, has placed an order with Raytheon Anschutz for the radar system. The radar systems will be delivered between 2010 and 2015 to Canadian shipyards in Halifax and Victoria.



NSC radar display from Raytheon Anschutz. Picture: Raytheon Anschutz

The contract calls for the latest version of Raytheon Anschutz' NSC radar, with proven sensitive detection capability and advanced anti-clutter technology as well as new functions for

emission control and pulse suppression. The X- and S-band radar will be integrated with the ships' new CanACCS 9LV CWCS, the navigation data distribution system and the electronic sea mapping system of the Canadian Navy, SHINNADS. Aboard its eight training vessels of the ORCA Class the Canadian Navy has already had the opportunity of collecting experience with the radar systems from Raytheon Anschutz. In addition to the onboard radar systems the contract includes the delivery of a complete system for a training and test site at the Halifax naval base. In response to the Canadian Navy's complex requirements Raytheon Anschutz will assume responsibility for the entire project management, including budget control, dedicated documentation, logistic support and extended integration tests of the entire system.

## ATLAS Completes Acquisition in the UK

**Bremen.** ATLAS ELEKTRONIK GmbH has acquired the Underwater Systems Division of QinetiQ. After the contract signature on 13 May the acquisition has recently been completed with the change of ownership becoming effective. With this acquisition ATLAS ELEKTRONIK broadens its capabilities in the sonar technology segment as well as in the entire field of hydro-acoustics, thus underlining its leading role as a naval electronics company.

ATLAS will integrate the new company asset with its 220 highly qualified employees in Winfrith (Dorset region, South England) with its ATLAS ELEKTRONIK UK subsidiary in order to significantly strengthen its presence on the British market. The newly acquired organisation is in control of excellent capabilities for a series of underwater systems including sonars, command and weapon control systems, underwater communication and mine warfare as well as technologies in the field of unmanned surface vessels. It enjoys an excellent reputation on the British market and with naval forces worldwide.

## First EURO HAWK Presented

**Palmdale/California.** During a ceremony at the Northrop Grumman factory in Palmdale, Ca. Northrop Grumman Corp. and EADS Defence & Security (DS) have presented the first EURO HAWK UAV platform. The RQ-4 GLOBAL HAWK HALE UAV forms the basis for the

transatlantic cooperation of both companies for the EURO HAWK. More than 300 employees of Northrop Grumman and DS as well as representatives of the Luftwaffe and the German Ministry of Defence took part in the spectacular unveiling of this UAV, which will be equipped with German sensors. The EURO HAWK is based on the RQ-4 Block 20 version of the GLOBAL HAWK and will be equipped with a mission system for signal intelligence (SIGINT) under development by DS. The associated ground station with modules for start-, mission and return flight control is provided by Northrop Grumman. Moreover, as part of an integrated system solution DS will deliver a SIGINT ground station for the acquisition and analysis of the data supplied by the UAV. With a flight endurance of 30 hours and a wing span wider than that of a commercial passenger airplane EURO HAWK represents an interoperable and cost-effective replacement for the aging BREGUET ATLANTIC manned



Presentation of the new EURO HAWK in Palmdale, California. Picture: EADS

reconnaissance aircraft, which were introduced into German Navy service in 1972 and will be phased out in 2010. After successful field tests and service introduction in Germany in 2011, additional systems are to be delivered between 2016 and 2017. On 31 January 2007 the German MoD had awarded EuroHawkGmbH a 430 Mio. Euro contract for the development, testing and support of the EURO HAWK SIGINT system.

## BT46 Simulator for BOXER

**Koblenz.** The Federal German Office of Defense Technology and Procurement (BWB) has awarded Saab a contract for development and serial deliveries of the BT46 simulator. They will support the AGDUS dual-simulator training concept to be used with the GTK BOXER armoured vehicle, equipped with the remote weapon system FLW 200. The AGDUS application will also be used together with the FLW 100 version. Four pre-series systems will be delivered for tests and qualification in November and deliveries of 127 systems will be made between 2010 and 2011. Saab has supplied

BT46 simulators for AGDUS for most German Army vehicles as well as for anti-armour weapons.

## Rollout of the First BOXER

**Munich.** In October, the first series-produced BOXER protected transport vehicle was handed over to the European procurement agency OCCAR and the Federal German Office of Defense Technology and Procurement (BWB) on the Krauss-Maffei Wegmann (KMW) premises in Munich. The handover ceremony took place in the presence of the German Defence Minister Franz Josef Jung, the Defence Minister of the Netherlands, Eimert van Mid-



The BOXER protected transport vehicle.

Picture: KMW

delkoop, as well as several hundred guests from politics, industry and armed forces. The BOXER programme encompasses 272 vehicles for the Bundeswehr and 200 vehicles for the armed forces of the Netherlands. The protected transport vehicle is a future-oriented, highly mobile 8x8 wheeled vehicle. Due to its modular construction the vehicle can quickly be adapted to changing mission requirements, e.g. from an ambulance variant to a command vehicle. The adaptation simply requires the exchange of the respective mission modules on the chassis. As a troop transport vehicle the BOXER offers space for a group of ten (infantry) soldiers. It provides the highest protection level against mine and ballistic threats and best possible survivability for the crew in the large, fully protected passenger compartment. Mobility, effective defensive armament and a high loading capacity are further key characteristics of the flexibly deployable transport means. The BOXER programme is led by ARTEC, a consortium comprising national and international partners.

## EUROFIGHTER Deliveries to the Austrian Air Force Completed

**Hallbergmoos.** Late September Eurofighter delivered the 15<sup>th</sup> and final aircraft ordered by the Austrian Armed Forces. The aircraft was



Two Austrian Eurofighter TYPHOON interceptors.

Picture: Eurofighter GmbH

rolled out from the EADS Defence & Security Manching assembly line, close to Munich, Germany. The contract for the supply of 15 Eurofighter TYPHOON aircraft, including weapons and equipment, was signed by Austria and Eurofighter GmbH in July 2003. The contract also covers simulation equipment, personnel training and logistic support. This logistic support system helped the Austrian Air Force to commence operational air policing missions – the prime task the aircraft were ordered for – just 11 months after delivery of the first TYPHOON on 12 July 2007. Since then, the aircraft have flown more than 1,100 flying hours with the Air Surveillance Wing's home base in Zeltweg. With the completion of the deliveries to Austria, five air forces in Europe have the TYPHOON in service as the backbone of their fleets.

## “Green” Fuel Cell Technology

**Friedrichshafen/Ottobrunn.** In the scope of the FellowSHIP research project (Fuel Cells for Low Emission Ships) the initial operation of the first high temperature fuel cell to be run on board of a ship has been accomplished. The “HotModule” supplied by the Tognum subsidiary MTU Onsite Energy GmbH Fuel Cell Systems is scheduled for service aboard the offshore supply vessel VIKING LADY, operated by the Norwegian Eidesvik shipyard, thus verifying its suitability for green on-board power generation by means of fuel cells. The “HotModule” is fully integrated with the existing on-board power generation infrastructure and supplies 320 kW of the current power supply requirements, whilst being powered by liquefied natural gas (LNG). The objective to launch the FellowSHIP project was to test fully integrated on-board fuel cells – both on board of

vessels and offshore platforms – and to make them commercially viable. Under the auspices of the classification society Det Norske Veritas, participants in this project include MTU Onsite Energy and a number of internationally renowned companies like Wärtsilä Ship Design Norway, Wärtsilä Automation Norway and Eidesvik Offshore ASA.

The integration of fuel cells serves to significantly reduce health-hazardous and climate-critical emissions in this project: a total of 4,755 tons of carbon dioxide (CO<sub>2</sub>), 33 tons of sulfur dioxide (SO<sub>2</sub>), as well as 180 tons of nitrogen oxides (NO<sub>x</sub>) can be avoided this way every year, equalling the emissions of almost 20,000 private cars. The output of the electrochemical process mainly consists of water and



The 320 kW “HotModule” fuel cell from MTU Onsite Energy was installed on board the Norwegian offshore supply ship VIKING LADY in September 2009.

Picture: Tognum

heat. Since two thirds of the global cargo volume is transported at sea, the green fuel cell technology offers a significant potential for emission reductions. The electrical efficiency rate of the molten carbonate fuel cell (MCFC) reaches almost 50%, which – in combination with the effective outgoing heat – results in an

overall efficiency of up to 90%. During the coming months, the demonstration system on the VIKING LADY will undergo extensive off-shore supply operational trials under real deployment conditions.

## Gulfstream with BR725 Engines

**Dahlewitz.** The first Gulfstream 650 long-range business jet powered with Rolls-Royce BR725 engines has rolled out of Gulfstream's hangar at Savannah, Georgia, USA. This first public appearance represents an important programme milestone. The BR725 engines for the second test aircraft have already been delivered to Gulfstream. Before the end of the year the



Testing of the BR725 engine at the Rolls-Royce outdoor jet engine testing facility, located at NASA's John C Stennis Space Centre, Mississippi, USA.

Picture: Rolls-Royce

BR725 series production will commence at the Rolls-Royce plant in Dahlewitz, Germany. Service introduction of the G650is planned for 2012. The ultra long-range business aircraft will be capable of covering routes of 7,000 nautical miles non-stop at a speed of Mach 0.85 –

This corresponds with the distances between Dubai and New York or London and Buenos Aires. The G650 programme came into fruition in 2005, and Rolls-Royce was selected by Gulfstream as the engine supplier for the new business aircraft. The first test run of the BR725 was in April 2008. In the course of the development programme the engine ran some 1,100 hours and 3,500 engine cycles. In June 2009 the European Aviation Safety Agency (EASA) certified the engine for a performance of 16,100 (71.6 kN) pounds of thrust. Approval negotiations with the Federal Aviation Administration in the U.S. are ongoing.

## ATLAS to Equip Korean Submarines

**Bremen.** ATLAS ELEKTRONIK has been awarded the largest single order in its company history. Specialising in naval electronics the company will equip six submarines for Korea with type ISUS 90-61 combat systems. The contract was signed with Howaldtswerke-Deutsche Werft GmbH (HDW), a shipyard of ThyssenKrupp Marine Systems AG. HDW will deliver six material packages to Korea for the construc-



Class 214 submarine for the Republic of Korea Navy (RoKN).

Picture: ESD archive

tion of Class 214 submarines. The six ISUS systems from ATLAS ELEKTRONIK form part of this order. In addition, the contract provides for extensive teamwork with the Korean industry. ATLAS ELEKTRONIK is therefore also represented in the second batch of the Korean submarine programme. The first batch involved three boats and was contracted in 2000.

## NH90 Simulator in Operation

**Marignane.** Helisim, a subsidiary of Eurocopter, Thales and Défense Conseil International (DCI) started operation of its first NH90 flight simulator for military pilot training in Marignane, France. First students for Helisim will be pilots from the Australian army aviators, the French Navy and the French army aviation wing ALAT. The full-flight simulator, which has been delivered by Thales, has a new generation image database, which can simulate all climatic zones (desert, mountainous terrain,

sea), special effects through computer generated forces (CGF) and threats on the battlefield. A realistic, high-fidelity and high-value scenario representation during the training units has been a key requirement for the new simulator, which has been responded to with satellite images with a resolution of up to 12.5 cm (in urban terrain). Besides, the cabin of the NH90 simulator is equipped with third generation night vision equip-

ment/special helmets, which allow for the direct projection of information to the helmet displays of the pilots, thus providing full night flight capability. Helisim is a joint venture of Eurocopter (45%), Thales (45%) and DCI (10%) and has provided some 12,000 training flight hours for 2,400 pilots (from 120 customers) over the past twelve months.



View of the NH90 flight simulator.

Picture: Eurocopter

## New Antenna Multi Coupler for Direction Finders

**Hamburg.** Plath has developed an antenna multi coupler DFM 4221 for direction finding (DF) antennas. The multi coupler connect up to 8 direction finders to a DF antenna in the frequency ranges from 1 to 30 MHz. The salient feature of the multi coupler lies in the fact that the 8 channels are exactly matched in terms of amplitude and phase, which enables excellent results while determining a direction. The DFM 4221 has a wide temperature and humidity range, and a good vibration and shock resistance. It is characterised by continuing high dynamic range, from a high linearity and low noise of the components used. Due to its modular system architecture modules can be replaced without interrupting the operation.

## LM2500 Gas Turbine for F125

**Evendale, Ohio.** GE Marine reports that it will supply MTU, a GE Marine System supplier, with a LM2500 gas turbine to power the German Navy's F125 frigate. The BADEN-WÜRTTEMBERG Class frigate will use a Combined Diesel Electric and Gas turbine (CODLAG) system featuring one LM2500 gas turbine and four MTU 20V 4000 M53B diesel engines and generators. The generators will produce a total of 12,060 kilowatts/16,400 horsepower for the ship's on-board power supply system, and/or provide diesel-electric propulsion power for cruising speeds of up to 20 knots.



The German Navy's LM2500 industrial gas turbines are integrated by MTU Friedrichshafen GmbH and maintained by MTU Maintenance in the Berlin-Brandenburg plant. Picture: MTU Aero EnginesBerlin.

## Reactive Vehicle Protection with CLARA

**Burbach.** In the scope of a press briefing the management of Dynamit Nobel Defence GmbH (DND) recently informed about the sta-



FENNEK reconnaissance vehicle with CLARA protective modules.

Pictures: Dynamit Nobel Defence

tus of the development programme for the modular reactive protection system CLARA (Composite Lightweight Adaptable Reactive Armour). This reactive protection system has been certified for use with the FENNEK reconnaissance vehicle by the Bundeswehr Research Institute for Materials, Explosives, Fuels and Lubricants (Wehrwissenschaftliches Institut für Werk-, Explosiv- und Betriebsstoffe – WIWEB), the official designation of the German procurement authorities is "HL-Schutz Waffenträger Rad" (Hollow charge Protection, wheeled combat vehicles). DND's CEO Dr. Wolfgang Böttger, however, likes to emphasize that the system not only provides protection against hollow charges but also protects against e.g. IEDs and can be adapted to both wheeled and tracked vehicles. Böttger points out that in contrast to active armour systems CLARA combines the protection against hollow charges with conventional ballistic protection. The system's insensitive layout prevents any detonation unless the armour is hit by a hollow charge. The system's explosive element is classified as "Extremely Insensitive Detonating Substance", which not even requires dedicated packaging for transports, thus also providing advantages in the area of logistics. Another advantage derives from the use of splinter-free composite materials, thus reducing the risk of collateral damages to a minimum. In comparison to metallic materials the composites bring about 20% less weight.

CLARA consists of modules of different sizes, which – in the case of the FENNEK vehicle – can be mounted by the crew within 15 minutes. The modules are applied at the outside of the vehicle compartment, and a folding mechanism allows for rapid opening of the side doors in emergencies. Normally, with the protection system modules applied, the top hatch is used to board and exit the vehicle. The armour has been developed for protection against the threat of PG-7 type munitions, the explosive power of which penetrates armour steel of more than 300 mm. In the course of the development work DND was tasked by the BWB

to develop and produce charges with RP-7-like effect. The effect of such a charge against conventional armour plates and the effective protection of reactive armour system against this threat was demonstrated in the company's own explosive test bunker as part of the press briefing. The protection of an area of 1 m<sup>2</sup> with CLARA results in additional weight of 260 kg. According to the CLARA Project Director Thomas Peun comparable ballistic protection with armour steel would bring along additional weight of over 2.5 t/m<sup>2</sup>, thus almost ten times as much. In the case of the FENNEK vehicle the entire modular protection weighs about 700 kg, raising the vehicle's total weight to slightly above 11 t. After completion of the development work and WIWEB certification the series production maturity of the protection system could be demonstrated with the FENNEK vehicle. Now that the Chief of Staff, German Armed Forces, has issued the order to no longer use any unprotected vehicles in the theatres of operation, there is a requirement scenario, which might offer a series production perspective for the reactive armour system. Apart from the FENNEK vehicle the company suggests retrofit applications for vehicles such as the BOXER MRAP, FUCHS APC, PUMA MICV or the LEOPARD 2PSO (Peace Support Operations) variant. In each case the only limiting factor is the gross vehicle weight. Apart from retrofit options CLARA could also become part of integrated vehicle protection concepts, like for the planned BOXER MRAP's "Afghanistan Mission Module".

## Federal German Association of Security and Defence Industries Founded

**Berlin.** In October, the Federal German Association of Security and Defence Industries (Bundesverband der Deutschen Sicherheits- und Verteidigungsindustrie) was founded and

will start operations in January 2010. Foundation members comprise Krauss-Maffei Wegmann, Rheinmetall, Lürssen, Diehl, Thyssen Krupp MarineSystems, ESG and EADS. As yet, the German defence industrial sector has supported several smaller industrial associations, which, however, were characterised by national lobbying interests in their respective areas of defence technology. With the BDSV for the first time a politico-economic representation of the German defence industrial base has been created, which – also considering its 200,000 high-tech jobs – hopes for increased acceptance at political levels in the future. During the first phase of the association's foundation, major industrial groups representing the entire scope of requirements – from army materiel and naval equipment through to electronics and aerospace technology – have joined forces. Besides, the association aims at representing the interests of the small and medium-sized companies. Moreover, fostering a positive attitude of the industrial sector towards politics, administration and public authorities is part of the objectives. Last but not least, the BDSV wants to be accepted as the future stake-

holder of the German security and defence industry at German, European and international levels.

## Mercedes-Benz: The Protected Transport Vehicles are ready

**Wörth/Ötigheim.** Against the background of the Bundeswehr's current requirement for a new fleet of protected transport vehicles (Geschützte Transportfahrzeuge – GTF) the Daimler company had invited numerous journalists to comprehensive demonstration of their respective capabilities. The presentation took place at the plant at Wörth., the largest truck factory of the world, and the testing grounds at Ötigheim in southern Germany. The presentation aimed at providing proof that Daimler had "done its homework" and that the dedicated vehicle variants for different GTF classes had been fully developed and were ready for series production. To underline that, the par-

ticipants were given the opportunity to test-drive the following vehicles:

**ZETROS** – The 4x4 variant of this new standard cabin truck is currently under evaluation for the 5t GTF class, whereas the 6x6 variant is on offer for the 9t class; **UNIMOG 5000** – As the newest variant of a this proven design the UNIMOG 5000 is under consideration for the 2t GTF class and **ACTROS 8x8** – As the contender for the GTF 15t class. Besides, a variety of other vehicles could be test-driven, among them other UNIMOG variants, the G-Model (protected and unprotected), AXOR, ATEGO and the famous DINGO 2, for which Daimler cooperates with Krauss-Maffei Wegmann. All vehicles performed extremely well and powerful in the adverse terrain conditions, and the new electro-pneumatic transmission systems provides for surprisingly easy handling, even in very steep terrain scenarios. Martin Klein, Daimler Sales Director for Special Vehicles, emphasised on the occasion that the company had sufficient capacity to comply with any deadlines set by the Bundeswehr for the introduction of their new vehicle fleets.



The 326 HP ZETROS 6x6 is a contender for the GTF 9t class.

Picture: Daimler