



## EURONAVAL 2010 **Overseas theaters & UOR**

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## L' ARAVIS®



ARAVIS® is a 13-tonne highly protected, multi-role 4 x 4 vehicle developed on internal funds by Nexter Systems starting in 2007 and presented as world first at Eurosatory 2008.

It was specially designed to protect crews during missions in which threats are permanent. It offers a high level of protection modifiable against attacks by 14.5 mm heavy machine gun, 10 kg mines, IEDs (TNT charges and booby trapped shells). It may be equipped with all types of armed remote operated cupolas up to 20 mm calibre.

The modularity of the vehicle means that it can be outfitted for different types of missions such as:

- Patrol, route securing (in liaison with Buffalos), convoy escort,
- Reconnaissance, specialised infantry assault, extraction of troops under fire,
- Internal safety: protection of persons, protection of sensitive sites, counter-terrorism operations
- Evacuation/extraction of refugees in a non-permissive environment,
- Check points, sealing off and participation in zone control,
- Command.

### **VBHP (Highly Protected Armoured vehicle) market**

DGA awarded a contract for the supply of 15 ARAVIS® vehicles and the associated support system to Nexter Systems on April 16 2009.

The vehicles and the support system have now been delivered. Nexter Systems trained crews on use and maintenance of the vehicles. The vehicles, armed with Kongsberg cupolas, are intended for use on securing missions along booby-trapped routes. They will be operational in Afghanistan in the second half of 2010.



## Change to ARAVIS®

Nexter Systems will seize the opportunity of the Eurosatory 2010 show to present modifications to the patrol version equipped with a 12.7 mm remotely operated cupola developed in 2008, with the objective of broadening the range of missions while continuing to provide very high protection and comfort for the crew:

- Reconnaissance version equipped with a "Margot" deployable observation mast made by THALES, providing the crew with day and night observation capacities. It is also fitted with a remotely-operated 12.7 mm self-defence and target neutralisation cupola. This vehicle can hold a crew of 5 soldiers.
- Fire Support version equipped with an ARX20 remotely operated cupola developed by Nexter Systems. Its 20mm gun provides fire power to the crew and precision at more than 1500 m with no collateral damage. This vehicle can hold a crew of 5 soldiers.
- Command Post version" that can hold a complete command system with two work positions at the rear of the vehicle. This vehicle is equipped with a remotely-operated 12.7 mm self-defence cupola. It can hold a crew of 4 soldiers.





## VBCI



VBCI is a highly protected and armed combat vehicle with excellent mobility to transport, protect and support infantry combat troops and their command means.

Its technical characteristics make it easier to satisfy the needs of armed forces projected to the different operation theatres and facing increasingly severe threats in high intensity combat situations, and also in an urban environment and in peace-keeping missions.

A version of VCI (Infantry Combat Vehicle) is designed for the transport, protection and fire support of combat troops in armoured cars and tanks brigade infantry regiments. It is thus provided principally with a 25 mm turret and a rear compartment designed to hold 8 infantrymen in stealth fighting gear, in addition to the 3 crew members including the commander who will have to disembark with his combat group.

Another version called the command post vehicle (VPC) will hold the Regimentary Information System (SIR) to transport and protect infantry unit command means, and Leclerc tank unit command means. The VPC has a 12.7 mm remotely operated cupola.

### History

The DGA awarded a contract to the Temporary Joint Venture (GME) composed of Renault Trucks responsible for the mobility function and Nexter Systems responsible for the system, initially covering the development and production of 700 armoured infantry combat vehicles (VBCI), 550 infantry combat vehicles (VCI) and 150 command post vehicles (VPC), as long term replacements of the AMX 10P and AMX 10 PC vehicles. Production and delivery of these vehicles were based on contracts

for several production phases, consisting of one firm phase and 6 conditional phases.

The architecture of VCI is based principally on a single-place 25 mm turret with the commander positioned in the chassis close to the combat group, complementary work was undertaken until 2003 to provide the commander with improvements in his command, particularly by installing a thermal panoramic vision means and a day observation sight, but also allowing him to use the turret in the head exposed position, which is an important operational position in some usage phases.

The development phase was then done, based on a unique organisation set up for execution of the qualification phase, namely the production of a common qualification plan called the Integrated Qualification Plan (PQI) with the DGA, the STAT and manufacturers. After jointly approving a justification plan for requirements to be approved, the specific implementation of the different qualification tests was shared between the different parties in order to optimise deadlines and reduce test redundancies and the associated means.

This Integrated Qualification Plan phase took place based on the 5 prototypes including 1 VPC and it validated all required technical performances in the different industrial, state and operational sites, under real conditions.

This phase was important for the program and was marked by so-called Operational Technical Evaluation (ETO) campaigns, the first of which were done on the first prototype P0 and confirmed that the architectural choices selected on the vehicle, including the 1-man turret and the commander located in the chassis to control the turret, were justified.

The national qualification was pronounced in mid-2008 after this intense Integrated Qualification Plan phase.

Integration on the first series vehicles began at the end of the first half of 2008 and the first 20 units were delivered to the army in July 2008.

The GME was thus able to carry out training phases for future military instructors. The production phase then accelerated to reach a rate of about 10 vehicles per month in complete security.

The assembly line located in Roanne was completely reorganised to optimise integration times. VBCIs are thus assembled on a 5-station line dedicated to specific operations, the first station being used to assemble drive train equipment when the body is in the upside down position to facilitate operator working conditions, before turning the equipped body over. One body arrives at this first station every 2 days.





The first two production phases have now been delivered and the 200th VBCI will be delivered to forces during June 2010.

Finally, the year 2009 was marked by a major contract in the program in which all production phases were made official and broken down into contracts, industrially securing the production workload of these vehicles. These contracts revised the total number and distribution of vehicles based on 520 VCIs and 110 VPCs ordered. Production of VBCIs will continue until early 2015 based on delivery of about a hundred vehicles per year.

### **Technical description**

A great deal of work and many firing tests have been done on the ballistic protection of VBCI, both on targets and on firing bodies containing dummies. Protection in direct firing is based on a thick aluminium structure on which armoured plates have been added, as a function of the threat.

Special care has also been taken with protection against mines, by the placement of an anti-mines caisson under the body, a liner covering the inner compartment and on the internal architecture, particularly by avoiding fastening any equipment on the floor.

Obviously, NBC protection is provided and the machine is capable of using the firing function in this NBC environment. Stealth was also considered in the design, particularly in terms of architecture and the shape of the walls, in order to effectively reduce thermal and radar signatures.

VBCI power train comprises 8 driving wheels, 4 steering wheels and 2 declutchable wheels for urban travel. It is provided with a 550 hp propulsion unit with an automatic gear box, a hybrid oil-pneumatic/mechanical suspension with large movement and a central tyre pressure regulation system also fitted with a deflation

limitation system. The maximum speed of the vehicle is 100 kph on the road and its unrefueled range is 750 km. Obviously, it can be air transported by an A400 M.

VCI firing function uses a 25 mm gun capable of firing two types of munitions (explosive and piercing) at rates of 400 rounds/min and 125 rounds/min in individual rounds, limited or unlimited bursts.

The gunner and the commander in the chassis can both trigger the firing function, and the commander has command priority over his gunner. The commander and the gunner use the same control systems and see the same reproduced images.

There are three observation means located on VCI, there is a gunner sight (VTI) provided with a day, night vision, a direct optical vision and a laser range finder, a panoramic observation means fitted on the turret roof and providing a thermal proximity vision to the commander and the gunner, a panoramic day sight that will provide day vision to the commander only. The commander's sight is in direct optical line and images from the gunner sight and the panoramic observation means are reproduced on the commander's and gunner's monitors.

The system also enables a complete set of modes in which the turret is automatically rallied to these observation means and vice versa, and to the episcopes. Finally, the VCI has a 7.62 secondary weapon co-linear with the 25 mm weapon powered and controlled by the commander or the gunner.

Consequently, the vehicle has a large carrying capacity because all compartments in the body can be used to hold equipment forming part of the payload. Baskets have also been placed outside to position additional non-sensitive loads. This carrying capacity does not reduce ergonomics because all servant stations have been sized for populations in the 95th percentile in the 2010s. The corresponding inside volume is thus of the order of 13 m<sup>3</sup>.

Finally, special care has been taken with command, communication and testability aspects of the vehicle system function. All VBCI functions are thus done through computers connected to a CAN data bus and the different system status information is retransmitted to crew members on their display desks (PCH for the commander, PCT for the gunner and EICU for the driver).

### **VBCI – Overseas theaters**

Isolated improvements have been made to the vehicle for its projection into Afghanistan, particularly for protection against mines and RPG 7, and for use of the turret by the adoption of a special laying version adapted to use of the turret in the forward direction and MINIMI light machine guns by servants in the rear direction.

Two of these vehicles are presented on the Nexter Systems and Ministry of Defence stands.



## VBCI at Eurosatory

VBCI (infantry armored combat vehicle) platform will be presented in its highly Armored Personnel Carrier (APC) version. This APC (called P6) can be used to carry a complete "digitized" combat group, with all its equipment, under unequalled comfort and protection conditions. The P6 is protected, in particular, against rockets of the RGP type by a combination of Nexter SlatAlu and RUAG Sidepro armor systems. The vehicle's weapon system consists of a remotely operated 12.7 mm cupola. Direct external all-round vision is achieved by means of a CEPIA system (enhanced episcopes ring).



## LECLERC



Also on the Nexter stand will be a Leclerc tank that has just been overhauled at the company's plant in Roanne. Even though Leclerc tank is no longer in production, Nexter is still devoting massive resources to keeping it as efficient as possible.

### The Leclerc renovation

Nexter Systems is investing with the Army and DGA in preparation for a Leclerc tank renovation project, respecting a logic of partnership and a search for the best compromise between cost and performance.



This project forms part of the Military Planning Law and forms part of SCORPION overall operation that now governs all Army programs.

The first phase was done between 2007 and 2009, by producing a technical economic file for DGA describing several types of architectures for the renovated tank.

In particular, the adopted approach includes a value analysis phase and organisation of the development, deployment and the support of the renovated standard.

The main purposes of renovating the Leclerc tank are:

- Treatment of serious obsolescence, essential to be able to modernise the tank,
- Adaptation of the Leclerc tank to satisfy new needs:
- Integration in the Scorpion operation,
- Combat in urban zones,
- Better protection against IEDs, Mines, RPGs, etc.
- Reduction of support costs,
- Keeping the Leclerc up to the best standards for heavy tanks,
- Maintenance of industrial skills.

Development of the renovated standard will begin in 2012 and deployment will start in 2016.

This project will contribute towards keeping Leclerc fleet fully effective until 2040.

### **AZUR® KIT (ADAPTATION OF THE LECLERC TANK TO ACTIONS IN URBAN ZONES)**

STAT initiated the operation at the end of 2005 for the official opening of CENZUB (Centre d'Entraînement aux actions en Zone Urbaine - Urban Operations Training Centre) planned for September 2006. The objective was that when the training centre was opened, ABC equipment would be presented "equipped" for the situation.

The basic principle of the project was REACTIVE ADAPTATION of armoured vehicles to the very specific context of ACTION IN URBAN AREAS.

This principle of reactive adaptation implied the use of simple and efficient solutions that can be developed quickly and installed (in the form of a kit) on the vehicles concerned since the need is specific and limited in time and space.

The concept of action in urban areas is fundamentally opposed to combat in urban areas, and the objective was to have a graduated response capability beginning at the "crowd control" level using non-lethal weapons without reducing the full capability of the tanks.



In addition, wherever possible, the developed kits should be common to the different vehicles and installable on armoured vehicles in open areas by the crew in less than half a day, in order to reduce the logistics footprint.

After working to make a common analysis of operational needs based on feedback from experience, technical solutions were produced in order to make a functional demonstrator for each equipment item loaned by EMAT (Army Headquarters) so as to make an operational evaluation at the CENZUB at the end of 2006 – beginning of 2007.

The study made on "needs of an inter-army tactical group engaged in urban area" identifying 42 threats and/or risks classified according to treatment priorities, concluded that LECLERC AZUR demonstrator should have the following functions on an S2 tank:

- Remotely operated 7.62 cupola independent of the gunner with an integrated sight camera.
- 4 VAB, VBL, and VBCI compatible multi-purpose jettisonable boxes suitable for carrying standard military replenishment equipment: munition boxes, water jerricans, stretchers, etc.
- 360° "near" vision capacity around the tank;
- GALIX NL or ALR carrying capacity eventually with differential control of launcher pots by "zone".
- Ability to supply civil and/or military "accessories" including a spot light, megaphone, telephone charger, video camera, drink warmers, etc.
- Ability for "wireless" communications up to 200m with 1 to 3 off-board infantrymen.
- Add-on special protection (non-reactive) against the RPG7 threat around 360°.
- Protection of engine and air conditioning accesses, and exhaust, against "incendiary" type aggressions
- Add-on signalling system for "mutual identification of different vehicles "
- Signalling system during tank reversing movements (safety of infantry men).

LECLERC AZUR demonstrator presented at Eurosatory 2006 helped to improve the experience and studies of the Armed Forces on the doctrine of how to use equipment in an urban area (around the opening of the CENZUB).

The operational evaluation of this demonstrator led to changes to the solutions presented. Most of the studied changes were adopted and will be integrated into LECLERC planned renovation program for SCORPION operation.

## CAESAR® - The New Reference in Long Range Artillery



CAESAR® inaugurates a new generation of artillery equipment through its technical innovations in terms of tactical and strategic mobility, ease of use, firing precision and protection.

CAESAR® is genuinely versatile and outclasses all self-powered artillery and towed guns. Its innovative solutions satisfy operational needs regardless of the level of conflict, the operations theatre and the nature of the forces engaged. It is efficient for all firing missions including direct support firing, in-depth action firing and firing against enemy guns. The key points of this 155 mm/52-caliber weapon system are mobility, ease of use, continuous firing and survivability, it is fully interoperable with NATO 39-caliber equipment and is compliant with JB MoU 52-caliber equipment.



### Already a success

183 CAESAR® units have already been ordered in two different versions (in France, Middle East and South-East Asia on Renault Trucks Defense or Soframe-Unimog chassis), and it is already a commercial success. Its strong points are very attractive:



- tactical mobility and manoeuvrability guaranteed by a 6x6 truck chassis compatible with European road gauges,
- unequalled strategic mobility, because at the moment it is the only 52-caliber self-powered gun that can be air transported by a C130 (in a single package),
- fierce and continuous firing due to its fast setting up time, high firing rate, long range (42 km instead of 30 km in 39-caliber) and its low dispersion.
- higher survivability and more stealth due to its capability of firing a 6-round salvo and being taken out of action in less than 2 minutes.
- better crew protection due to the new cab with better resistance to mines / IEDs in the MkII version (first presentation in EuroSatory 2010)



The ease of implementation and low dispersion firing of CAESAR® are the result of a unique set of technical state-of-the-art solutions; three-axis inertial unit that facilitates putting into action and enables automatic aiming and re-aiming between each round, onboard ballistic computer with remote display of information at the back of the gun, muzzle velocity radar.

Finally, CAESAR® is fully self-

contained because it does not require a firing preparation crew or a topographic crew. Obviously, it forms part of the digital battlefield and is networked with higher level command means (battery, regiment, brigade, etc.).

### Exceptional Cost / Efficiency ratio



Another of CAESAR® assets is economic:

The simplicity of CAESAR® concept and its low weight compared with more conventional architectures offers more than operational advantages.

It also optimises reliability and the cost of ownership reinforced by the use of an all-terrain truck originating from an industrial range for the mobility function, and innovative logistics support solutions.

### France contract

More than 60 out of the 77 systems ordered by the French Army have already been delivered.

8 CAESARs® have been sent to Afghanistan since summer 2009, where they are successfully performing their fire support mission.

### South-East Asia contract

The 6 systems ordered were delivered in 2009 and are operational

## Middle East contract

The first locally integrated systems were delivered in 2010 in accordance with the contractual calendar.

The industrial organisation adopted for this contract illustrates NEXTER Systems' capacity to adapt to the constraints and requirements of its customers in terms of technology and production transfers.

## Future

64 more CAESAR® systems for the French Army are included in the Military Planning Law.

This orientation will help to make sure that CAESAR® will be sustainable in the long term and will have a promising export future.

## CAESAR® MkII



Following the analysis of our prospective customers' requirements, and building upon the experience gained in the development of our Highly Protected Armored Vehicles – VBCI (infantry armored combat vehicle) and ARAVIS® -, NEXTER Systems started to develop a new cabin for the CAESAR® artillery system two years ago.

The tests have been performed and validated, with support from French

armament procurement agency DGA, allowing NEXTER Systems to announce that the CAESAR® and its new cabin will feature a Mine protection system at level 3A and will be capable of withstanding the effects of a 50-kg TNT IED positioned at a distance of 5 m.

The new cabin will provide the crew with enhanced protection against mines and IEDs, without modifying the general characteristics and features of CAESAR® system, and will also improve the self-defense capability of the system.

The presentation at Eurosatory 2010 of a demonstrator fully representative of the CAESAR® system (MkII) is the culmination of this development phase.

**Cæsar® key data:**

<b>Compactness</b>	
Maximum mass in combat order	< 18 tonnes
Length (chassis)	10 m
Width (chassis)	2.55 m
Height (gun)	3.70 m (2.70 m in C130 air transport configuration)

<b>Mobility</b>	
6x6 truck chassis	
Speed on road	> 80 km/h
Speed on all-terrain	50 km/h
Endurance	~ 600 km
Central tyre inflation system	
Air transport	Class C130 (a single load)

<b>Weapons</b>	
155 mm/52-caliber artillery conforming with JB MoU.	
Compatible with NATO standard 155 mm ammunition (39 or 52-caliber) or ERFB type.	
Automatic laying.	
Laying in elevation	+ 1 160 thousandths
Laying in azimuth	± 300 thousandths
Slope and cant allowed for firing	± 10°
18 complete onboard rounds.	
Hydraulic loading tray (shells) and rammer.	
Hydraulic screw breech.	
Automatic loading of squibs	Barrel of 14 squibs
Time to set in / set out	Less than 1 minute.
Firing rate	6 rounds/minute
Range	From 4.5 to 42 km

<b>Crew and comfort</b>	
Gun crew	5 men (3 in crisis)
Air conditioned and soundproofed cab	

<b>MKII version (New Armoured Cab)</b>	
Protection against Mines	Levels 3A and 2B
Ballistic protection	Level 2
Protection against IED	50 kg TNT at 5m

<b>Operating safety</b>	
CAESAR® offers good security due to its many surveillance and interdiction systems, and particularly:	
Control of the chamber temperature by sensor (in real time),	
Existence of standby modes,	
Manual emergency stop control	
Firing interdiction before the breech is locked	



<b>Integral gun</b>
Onboard navigation system and ballistic computer.
Frequency hopping radio.
Initial speed measurement radar.
Can be integrated into any fire control system.

## **SIT V1 Terminal Information System Battlefield digitisation vector**

Nexter Systems is continuing its SIT V1 production plan, particularly including equipment of 400 VCI (Véhicule de Combat d'Infanterie - Infantry Combat Vehicle), for which the order was given in 2009. The Army now has more than 500 terminal information systems integrated into AMX 10 RCR, VBCI (armoured vehicle for infantry combat), VBL (light armoured vehicle) and Leclerc tanks (under the name ICONE). Operating experience with the use of SIT V1 in external operations (Afghanistan, Lebanon, Ivory Coast) confirms that users are fully satisfied and particularly with the ease of use of the system.

Version R4.1 of SIT V1 software was qualified by the DGA in June 2009, and allows operation in voice-data multiplexing mode with PR4GVS4 radio. Continuity of onboard off-board combat is maintained through synchronisation of SIT V1 and the off-board combatant information system (SIT COMDE).

At the same time, Nexter Systems is continuing its Research & Development effort in the field of information systems. It thus proposes a Blue Force Tracking solution by satellite geopositioning and new decision aid mapping tools in order to facilitate analysis of the terrain.

Nexter Systems offers a generic product range for export based on its SIT V1 product, covering all tactical levels from the battalion down to the individual vehicle, using common software and equipment selected according to cost and robustness criteria.

Nexter Systems will call upon recognised expertise in the development of command systems and their integration onboard new vehicles and vehicles to be modernised. It offers solutions to its customers adapted to their specific needs, varying from the supply of software applications to the production management of vehicles including SIT and peripherals of the weapon system (new digitised vehicles), and including integration of SIT on existing equipment.

## ARX®20 20mm remotely controlled land weapon station

ARX®20 is the most recent development of the integration of guns 20M693 (F2) and 20M621, providing greater fire power in combat than is possible with 12.7mm weapons, and full protection for the crew.

ARX®20 is fitted with 20mm 20M621 (ammunition to the NATO 20x102, M50 or PGU standard) or 20M693 (20x139 ammunition) guns in service in the Army, and benefits from experience acquired on remotely controlled weapon stations for helicopters (THL20 and THL30 stations) and ships (NARWHAL® station).



The lightweight and compactness of ARX®20 provides a genuine alternative to 12.7mm mounts and 25-30mm turrets. It may easily be integrated on all different types of carriers, including lightweight 4x4s. The fire power of the 20mm gun is effective in asymmetric warfare

operations, and its immediate stopping power can neutralise light armoured vehicles. The gyro stabilized mount can be operated and fired on the move and engage targets with effective range of more than 2 000 meters. This turret provided with 360° all-weather day and night observation is also adapted to security and combat missions in urban areas.

It is to be evaluated by the DGA (French Defence Procurement Agency) and the STAT (Technical Section of the Ground Forces) during the autumn of this year and it will be shown fitted with 20mm guns (20M621 and 20M693) on the NEXTER, PANHARD and RTD stands.

### Key data:

Total weight	330 kg (with ammunition)
Optronics	Day colour and Night infrared camera Laser range finder
Laying	Stabilised in elevation and azimuth
Azimuth	n x 360°
Elevation	-15°/ + 60°
Laying rate	> 60°/ s
Main weapon	20M693 (F2) or 20M621 gun
Carrying capacity	100 rounds (200 optional)
Option	7.62 coaxial, Smoke generator launcher, Cooled camera



## 105 LG Assault artillery



NEXTER Systems' 105 mm Light Gun is the lightest 105 mm towed artillery gun in its category on the market.

It is particularly suitable for projectable forces working on difficult terrain.

Its ease of use and light weight make 105 LG an ideal artillery system for airborne (aircraft and light helicopter) and amphibious operations. The Canadian Army has clearly demonstrated its efficiency in combat in Afghanistan.

The MkII version of the 105 mm Light Gun is in use in 4 countries on 3 continents:

- 20 guns in Indonesia
- 28 guns in Canada
- 24 guns in Thailand
- 14 guns in Belgium

A South American country ordered 20 guns in the MKIII configuration (digitised MKII version) in 2009, and they are now being delivered.

### **High performance, Precise, Devastating and Flexible**

The 105 mm Light Gun is fitted with 30-caliber artillery associated with a chamber conforming with the NATO standard.

It fires all ammunition compatible with this standard, and particularly the widely distributed US M1 weapon with a range of more than 11 km, and the NEXTER Munitions ammunition with a range of more than 17 km.

Its excellent precision assures remarkable immediate fire for effect capacities.

It can be fired at a rate of 12 rounds per minute by a 5-man gun crew, in direct firing up to 2 km and indirect firing to ranges of more than 17 km.

## Mobile, Lightweight, Manoeuvrable and reactive

The 105 mm Lightweight Gun weighs less than 1 600 kg and can be towed by a wide range of 4x4 lightweight vehicles without needing to reduce speed on the road. It can be heliported under a light helicopter and can be transported by air (4 guns per C 130).

It can be dropped under parachutes and on a platform from an aircraft flying at very low altitude.

It is easy to implement and its operational capacity is immediate. It takes less than 30 seconds to put it into action or take it out of action.

The inertial navigation system in the MKIII version makes it self-contained and improves its reactivity.

Reconnaissance and topography crews are no longer necessary with the MKIII version.

### 105 LG key data:

Artillery	105 mm 30-Caliber NATO Standard
Mass	< 1 600 kg
Heliportable	By lightweight and medium helicopters
Air transportable	4 guns per C130
Can be jettisoned	under parachute or on a platform at very low altitude
Towable	By a large range of 4x4 lightweight vehicles (Land Rover, Land Cruiser, Hummer, etc.)
Gun crew	5 persons
Inertial navigation system	In the MKIII version
Ballistic computer	Option in the MKIII version
Hydraulic assistance for extending stabilisers	
Laying in elevation	+ 70° / - 3°
Laying in azimuth	36° (360° on laying platform)
Set in / set out	< 30 sec
Vertical semi-automatic breech	
Firing rate	12 rounds per minute
Ranges	US M1: from 1 to more than 11 km Nexter Mun OE-LPG3: from 7 to more than 17 km

## **Protection of our Forces in Overseas theaters**

Antipersonnel land mines have often been used to ensure better protection of non-moving units. However, as this type of mines is now prohibited, Nexter Systems has been working to find ways of protecting military vehicles and personnel by introducing a system that would remotely detect the threat and rapidly transmit it over an alert system. An advantage is that this type of system makes it possible not only to spare surveillance personnel, but also to anticipate and get prepared for engagement. Following a systematic re-use approach to leverage existing skills and systems, Nexter Systems has developed a whole range of flexible solutions that can be adapted according to the type of non-moving unit of interest.

That range of solutions is called PROTECSIT.

PROTECSIT can be adapted to any types of unit or mission, simply by interfacing the sensors required according to the unit's specific requirements or for the purpose of a particular mission.

PROTECSIT is available in a multiple-station version specially designed for installation on terminal information systems, to make optimum use of the radio network's connection capabilities. The system is also available in a single-station, fully-packaged PROTECSIT Lite version, which is more particularly intended for use in standalone mode, without any connection to the vehicles.