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MEDIA RELEASE

PROTECTOR 2 BLAST PROTECTED UTILITY VEHICLE DEVELOPMENT 22 February 2010

Protected Transport Systems Pty Ltd [PTS], submitted a response to the RFP Land 121 PH4 01/09 in 29 September 2009 to supply 1,300 light armoured vehicles to the Australian Defence Force [ADF]. All participants have recently been advised that the decision whether or not to proceed with an Australian manufacturer is now expected to be announced in June 2010. Government may choose to be supplied via the American JLVT program [see attached article from Reuters' website] or not proceed at all.

Since submitting the Response, PTS has continued the development and testing of the Protector 2 [P2] and the development of product acquisition and whole of life support systems with the intention to provide the ADF with the best vehicle and the best acquisition systems.

Protector 2 Development & Testing

The design and development of the P2 vehicle has been the product of the development team under direction and design leadership of the Australian armour designer Koos de Wet of PTS. This has produced a new vehicle specifically designed to meet the requirements of the ADF, utilizing the earlier MAV Protector 1 vehicles' Cummins-Allison drive line, which has now been extensively tested [over 40,000 km].

Developing Protector 2

The hull shape, material, welding processes and manufacturing processes have ensured the heaviest variant will not exceed 7,000 kg in its empty condition with STANAG level 2 (plus) blast protection and the ballistic protection level as detailed in the PTS Response.

Air conditioning and seating are similar to the standard of the Bushmaster which enables the occupants to comfortably wear body armour.

During the development phase, vehicle performance improvements have been incorporated and the powerpack [radiator, engine, gearbox, battery and reserve fuel unit] has been simplified and unitized for easier field removal and replacement. The powerpack is the basis of the effective in-service support system.

PTS has verified the performance offered in the Response and is able to expeditiously prototype and manufacture vehicles that meet or exceed the offered performance.



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Testing Protector 2 Design Elements

The welded steels have been successfully ballistically tested and exceed the required level.

Two special blast test hulls were built for blast protection test purposes. The first test confirmed the conservative position in the Response of meeting STANAG L2 as a minimum.

The centre blast under the transfer case housing (most vulnerable part of the vehicle) was conducted on January 28, 2010 at the Aberdeen test ground by ATC using a 15lb charge of TNT (6.8kg) instead of the lower 6kg charge specified in STANAG 4569 for a level 2b blast which it passed well with low internal overpressures and shock loads recorded on the hybrid 111 dummies.



Protector 2 in 15 lb TNT Blast 28 January 2010

An internal overpressure of only 2.3 psi was recorded during the blast and the front of the vehicle lifted only 2 ft vertically during the blast. Hull deformation was minimal and there were no hull or transfer case cover breaches nor did any shrapnel enter the crew compartment and the two test dummies recorded no potentially serious injuries. One US military observer noticed and remarked that it appeared that the vehicle would still be driveable after that level of blast.

Since PTS believes the Protector 2 is capable of protecting the occupants against even more powerful blasts, additional blast tests are scheduled.



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Manufacturing

The design data packs, supply chain, manufacturing processes and jigs have been developed.

For serial production, PTS would contract the hull fabrication and vehicle assembly work to Great Western Manufacturing [GWM] using Australian sourced material and components and utilising the existing capability and infrastructure of GWM's facility, located in Toowoomba Queensland.

This provides for close control, flexibility of response and Australian content exceeding 80%.

PTS believes there are adequate reasons to support the Australian manufacture of the 1,300 light armoured vehicles required by the ADF by competitive selection, based on project viability, vehicle capability, whole of life cost and Australian economic value-add.

Economic Impact

Australian purchases for material, components, labour, and services will exceed \$1 billion. Direct employment, primarily in Toowoomba is assessed at 250 people for 5 years.

Steel from Australian steelworks, armoured glass, seats and vehicle components actually manufactured in Australia are preferred. This provides for a high Australian economic value add for the Protector 2 as well as a high level of Local Content.

Further Information

The PTS website, www.protectedtransport.com.au is aimed at openly providing regularly updated information on the P2 development, specifications and progress together with PTS structure, associates, capabilities and other PTS products. There is provision to register interest as a supplier or to make other enquiries.

Further Protector 2 information or clarification in relation to PTS and the Response to the RFP is available.

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