

MPV TECHNICAL SPECIFICATIONS

ENGINE	
Type	Direct injection turbocharged
Design	In-line 6 cylinder
Displacement	12 503 cm ³
Maximum power	213kW @ 2 100 rpm
Maximum torque	1 196 Nm 1 200 rpm
Fuel type	Diesel
Cooling	Liquid, pump driven circulation
MAIN TRANSMISSION	
Type	UD TRucks MTS 60A
Number of gear	6 Speed synchronised with overdrive top gear
REAR AXLE	
Tare mass	8 580 kg
Maximum load	21 000kg
FRONT AXLE	
Tare mass	5 720 kg
Maximum load	7 100kg
STEERING BOX	
Type	Power assisted
BRAKES	
Front and rear	Dual circuit full air drum
Parking brake	Spring brakes on rear axle
Auxiliary	Remote mounted exhaust
SUSPENSION	
Type	Beam axles with leaf springs
Springs	Semi-elliptic steel leaf springs
Shock absorbers	Single action telescopic
WHEELS AND TYRES	
Rim size	9.00 x 22.5 - 175 single steel discs
Number of holes	10
Wheel size	12R 22.5
WHEEL BASE	
Wheel base	3 930mm
Turning circle	19.2 m
Track width front	2 050 mm
Track width rear	1 860 mm
ELECTRICAL SYSTEM	
Battery	2 x 12V 60 Ah - 24V
FUEL CAPACITY	
Tank	300 litres
VEHICLE DIMENSIONS	
Overall length	7 000 mm
Body width	2 600 mm
Overall height	2 920 mm
Ground clearance	285 mm
VEHICLE MASS	
Un-laden	14 560 kg
Gross vehicle mass	26 000kg
VEHICLE PERFORMANCE	
Maximum speed	113 km/h
Fuel range	600+ km
Climbing ability	24 %
Side slope - empty	40°
Side slope - laden	42°
Wading depth	500 mm
Step climbing	200 mm
0 - 60 km/h	15 sec
0 - 80 km/h	27 sec
0 - 100 km/h	53 sec
80 - 100 km/h	20.5 sec
Double lane change (ISO 3888)	60 km/h
PROTECTION	
Standard M16, 5.56 x 45 ball	
Upgradeable to 7.62 x 54 API	

Note : Details and specifications are subject to change without prior notice.



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CASH IN TRANSIT UD290



UD TRUCKS



CSIR
DPSS

17/01/2011



INTRODUCTION

Nissan 290 ballistically protected bulk carrier was designed and built in RSA. Development of the range of vehicles was specifically developed to cater for the movement of assets in bulk in including bullion.

As with the range of ballistically protected vehicles produced by **TFM** the OEM. In this case UD Trucks SA, support the vehicle allowing effective servicability and support.

Cab

- The cab structure is flexible in its protection level as well as from a layout point of view.
- Ballistic protection is offered in B6+ level and can be increased to API protection.
- The higher the ballistic protection the lower the final payload.

Reliability

The movement of assets industry generally requires a high kilometer travelled capability with minimal operational down time. Linked to this operation costs should be as low as possible (cents per kilometer). This is a major element to consider when choosing a suitable chassis.

Other important criteria in evaluating a specialized vehicle

- Latest technological drive train.
- Suitability to operational functionality.
- Original manufacture commitment to support the vehicles through national dealer network.
- Price acceptance of the donor drive train.
- Well balanced loading on the axle for an armoured vehicle.
- Upgradability.
- Through life cost.

Ballistic Capability

When procuring armoured vehicles with a capital write off life of between 7 and 10 years, serious considerations must be given to potential growth in Ballistic Protection as threat levels increase. The level chosen must offer effective protection of personnel and the asset transported over this capital write off period.

It was for this reason that TFM decided to use a standard Stanag specification which gives protection against 5.56 x 45mm. The impact velocities @ zero degree are 940 to 960 meters per second at target. The capsule is also available in 7.62 API level.

Experience has shown that the threat level of AK47 is short lived. M16 and R4 became the threat level soon.

Although our capsule does offer protection from side blast and standard hand grenade under the floor, it is not designed as a mine resistant vehicle.

The exact blast requirement needs to be specified before we can confirm acceptance should this be a requirement.

Standard Configuration

We are best suited to meet your functionality requirements on the standard configuration, however, we are open to discuss your requirements linked to price and your delivery objectives.

Standard Features offered in the Standard Design

- Standard door entry to cab.
- Offset 3 point door locking systems.
- The standard unit is fitted with Protector run flat tyre bands which allows the vehicle to be driven with deflated tyres.
- Air-conditioning system is standard to capsule.
- Internals are lined with durable heavy duty carpeting and a soft roof lining.
- Electric rear mirrors are standard.
- Gun ports are positioned strategically to give maximum field of fire.
- All seat are equipped with 3 point safety harness.
- Fire extinguisher are fitted as standard.
- A standard FM radio and CD player are fitted as standard.
- Seating for up to 3 crew plus a driver.
- Ballistic glass is resisto-lite fully gasketed with an inside anti-spaulding layer.

Optional extras available dependent on operational requirements

- Pepper gas.
- Hutchinson type run flats.
- Fire suppression systems.
- Automatic tyre inflation systems.
- CCTV/DVR camera systems.
- Satellite tracking systems.
- Additional escape hatch.

Rear Vault / Body System

The rear body system is designed to suit the customer's specific requirements. Due to the nature of moving bulk asset, loading and off-loading times are important.

Generally these body systems would incorporate a rear tail lift which also acts as the rear door and a automatic loading and discharging system.

The construction of the rear bodies are hardened and designed to give maximum time period before entry is gained via special equipment.

A combination of composites are available dependant on the level of the threat.