

## TECHNICAL SPECIFICATIONS

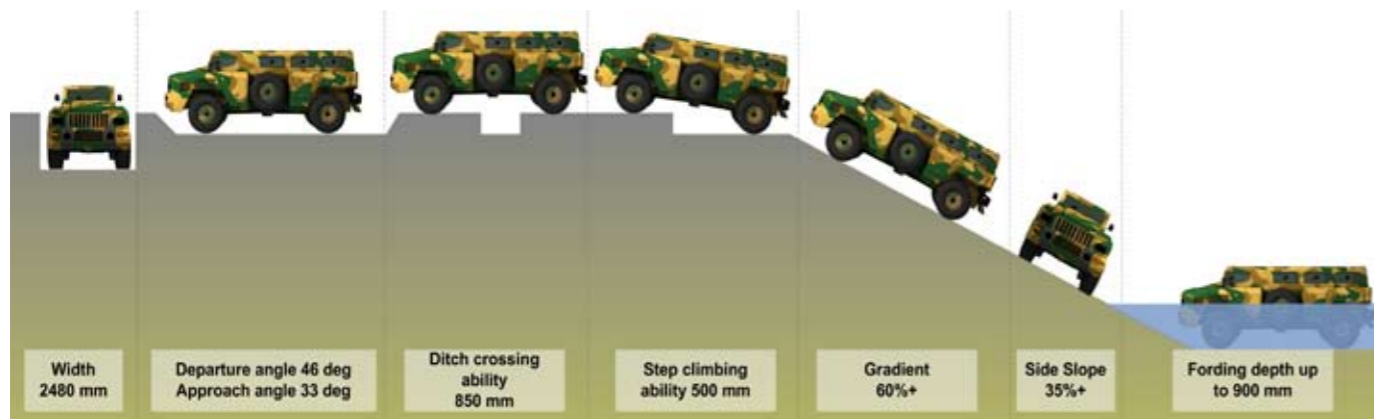
### GENERAL SPECIFICATIONS

Crew	2+12
Combat Weight (kg)- GVM	15 000
Power-to-weight Ratio @ GVM	11.7 kW/TON (16.3 kW/ton at Kerb Weight)
Kerb Weight (kg)	10 800
Payload (kg)	4 500
Ground Clearance (mm)	420 (365 under differential)
Wheel Base (mm)	4 170



### PERFORMANCE

Max Speed- Road (km/hr)	100-120 (tyre limited)
Turning Radius (m)	18
Road Range (km)	700
Engine	MAN (176 kW AND 925 Nm)
Transmission	ZF 12 SPEED SEMI-AUTOMATIC
Transfer Box	MAN 3 SPEED
Diff Locks	Air Operated Front, Centre and Rear
Brakes	Pneumatic Drum (ABS ready)
Tyres	1400 R 20
Air-conditioner	15 kW Standard
Electrical System	24V
Protection-KE (Standard)	7.62 x 54mm RB 32 API & .50 cal API (Equivalent to STANAG 4569, level III)
Protection-Mine	Triple anti-tank mine (21 kg TNT under any wheel) without hull rupture or fatal occupant injuries. Double anti tank mine (14 kg TNT under the hull), without hull rupture and fatal occupant injuries (Higher than STANAG 4569 Level 4)



### OPTIONS

Central Tyre Inflation System (CTIS)
Run Flat Inserts (RFI)
ABS Brakes
BC Overpressure System
Auxiliary Power Unit
Radios and Intercom Systems
Long Range Fuel Tank
Winch (8 Ton)
Various Weapon Stations

\* Specifications subject to change without prior notice

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# MATADOR





## CONCEPT

The Matador is a state-of-the-art, mine-protected 4x4 armoured vehicle in the 15 ton weight class. It boasts a brand new design, offering ultimate crew survivability and protection, and a massive payload reserve.

Driven by the powerful, reliable MAN power plant and drive-line system, integrated with a 12-speed semi automatic transmission, the Matador provides excellent on- and off-road mobility.

The unique double-skin monocoque structure affords the vehicle a clean modern appearance with a smooth finish; while providing unsurpassed protection for a vehicle in its weight class.

The well-designed internal layout positions the driver and commander side-by-side allowing for optimal communication within the confines of the vehicle; while large windows provide excellent all-round visibility.

In addition, the Matador, with the narrower deep "V" hull, offers worldleading protection against mines, with a mine-protection rating exceeding the equivalent of STANAG Level 4 (21kg under any wheel and 14kg anywhere under the vehicle).

## ADAPTABILITY

The base vehicle is designed to carry a payload of almost 5 000kg, which means that the standard vehicle operates well below maximum payload capacity. This increases vehicle life and reduces maintenance costs considerably.

There is also substantial headroom for protection growth and/or the fitment of significant defence suites and subsystems to prepare the vehicle for extensive combat roles.

NBC/air conditioner and auxiliary power units can be integrated into the sacrificial bins on either side of the vehicle to increase habitability and survivability within the vehicle.

The Matador is equipped with stowage bins which enable the vehicle to conduct extensive missions autonomously.

The vehicle is fully customisable to fit light and medium-calibre machine gun and cannon weapon installations, mortar firing platforms, missile launchers and command, surveillance and control systems.

The extensively tested MAN drive-line ensures excellent off-road mobility and reliability combined with exceptional ease of use and maintenance. The standard vehicle has a cruise speed of 100km/h with a range of up to 1 000km. A wide selection of standard engines with increased power can be fitted if required.

The Matador is designed with ease of maintenance in mind and as such component sourcing and manufacture are especially simple. This allows for the cost-effective production and repair of vehicles in a number of different locations across the globe.

## SURVIVABILITY

The Matador's cutting-edge, double-skin monocoque hull structure affords world-class spaced-armour all-round protection and survivability against kinetic energy projectiles up to STANAG 4569 Level III for the crew compartment. This is better than level B7 protection and comes standard at a kerb weight of less than 10 800kg.

Crew seating arrangements are specifically designed to maximise crew survivability during extreme accelerations experienced when mines are detonated.

The main hull structure is comprised of three self-jigging plates arranged in the proven, reliable deep v-shape. As a result, the Matador can withstand the blast of a double anti-tank mine at any point beneath the hull and a triple anti-tank mine under any wheel. This amounts to a mine-protection rating greater than the equivalent of STANAG 4569 Level 4.

Protection can easily be upgraded, in special cases, using the internal gap between the side walls.

Repairs to the Matador can often be carried out, by the simple replacement of springs and axels, to regain mobility in under an hour.

## SUSTAINABILITY

MAN automotive systems, common to this type of vehicle, are used as standard in the Matador.

The vehicle is equipped with the proven COTS subsystem which considerably reduces ownership and life-cycle costs.

Each vehicle has a unique VIN coupled to the MAN configuration management system, which can be found at any MAN dealership. This allows the Matador to be serviced and repaired in most countries throughout the world without the client having to set up an independent logistics system. Any training or special procedures are also readily available. These vehicles can therefore be deployed anywhere at short notice without extensive capital investment.

During development, a primary objective was ease of manufacture and availability of standard sub-systems of the Matador. Manufacturing Technology can be easily transferred to the client and fabrication and assembly can be commissioned with minimal unique infrastructure investment.

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