



EUROSAM'S SAMP/T NG GBAD EVOLVES TOWARD MULTI-LAYER AND MULTI-RADAR BATTERIES

BY LUCA PERUZZI

The new generation of Europe's first medium-to-long-range, combat-proven SAMP/T NG (Sol-Air Moyenne-Portée / Terrestre Nouvelle Génération – Superficie-Aria Media-Portata/Terrestre Nuova Generazione) ground-based air defence (GBAD) system is further strengthening and expanding its key role in the integrated air and missile defence (IAMD) domain via its evolution to a multi-layer version, initially contracted by France but also planned by Italy.

On 30 April 2026, the Organisation for Joint Armament Procurement (OCCAR), acting on behalf of the French Defence Procurement Agency (DGA) awarded the Franco-Italian Eurosam consortium (comprising MBDA France, Thales and MBDA Italia) a contract of undisclosed value for the development of the Aster/MICA VL multi-layer version of the SAMP/T NG. According to the DGA and Eurosam, the development aims to give SAMP/T NG a short-range ground-to-air capability with MBDA

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France's MICA VL missile, complementing its long-range, ballistic missile defence capability with the Aster family of medium-to-long range munitions, though optimal employment of the different effectors. Under this contract, the eight SAMP/T batteries planned under the 2024-2030 French Military Planning Law will be delivered to France's Armée de l'Air et de l'Espace (AAE) in the new multi-layer Aster/Mica VL configuration from 2030.

The Italian National Armament Directorate is planning to follow its French counterpart, as confirmed by the wider multi-year development and procurement programme which was approved in the first quarter of 2026 by the Italian Parliament and envisions, among other enhancements to the SAMP/T NG, integration of the MBDA Italia CAMM ER missile system. The latter is the effector for the Italian Army's Grifo and Air Force's MAADS (Medium Advanced Air Defence System) shorter range GBADs, currently being procured by the two services. In addition to a second command and control module for the Italian batteries' configuration (see below), in December 2025 the Italian MoD contracted Leonardo and MBDA Italia to procure and integrate a second Leonardo Kronos Ground Mobile High Power radar module in each battery, in order to allow greater operational flexibility with two smaller fire sections, each of which has its own C2 and radar suite.

Based on the combat-proven SAMP/T in service with the AAE and the Esercito Italiano (EI), which continues to prove its high deployability, low manning requirements and weapon system capabilities and performance in support of NATO, allied and friendly forces on the Eastern borders and the Middle East - as well as by the Ukrainian Armed Forces in defending the nation's population, infrastructure and military units - Eurosam has developed and, under the OCCAR programme, is producing the SAMP/T NG as well as the new Aster Block 1NT missile to better counter current and future challenging airbreathing, ballistic and hypersonic missile threats. The first batteries (of eight for the AAE and five for the EI respectively), were delivered in the first half of 2026 and will be followed in early 2027 by the first of five for the Italian Air Force

(Aeronautica Militare Italiana). In September 2025, Denmark selected the SAMP/T NG as the medium-to-long range system for its national IAMD. In February 2026, the DGA announced the procurement of the Aster missile by the same country. Other potential customers have also expressed interest in the SAMP/T NG, including European and non-European countries.

Possessing the same dimensions as the current Aster Block 1 munition and using the same upgraded launchers, the Block 1 NT - with a new Ka-band seeker, weapon controller unit and software - has an interception range of 150+ km and an operational altitude in the 25,000+ metre class, allowing SAMP/T NG to deal with longer range ballistic missiles and first-generation hypersonic weapon systems. Based on 8x8 prime movers which can be air transportable on C-130 and similar aircraft, the SAMP/T NG battery features a new command and control module (ME) based on enhanced C2 software architecture and connectivity; a new AESA multi-function radar employing Gallium Nitride (GaN) technology; and an identification module (MRI) with a 350+ km detection range - either the Thales S-band Ground Fire 300 (GF 300) or the Leonardo C-band Kronos Ground Mobile High Power (Kronos GM HP) - together with the respective generator module; and a launch section of four (up to six) enhanced launch vehicles (MLT), each with eight ready-to-fire missiles and missile-reloading vehicles (MRT). According to Eurosam, each SAMP/T NG battery has a typical crew of 20 and can be operated by fewer personnel if required. As anticipated, the Italian configuration differs not only in having two rather than one command and control modules but also with two radar (modules) for each battery.

The SAMP/T NG in the two national configurations, together with the new missile, were subjected to a demanding live-fire campaign in 2024 and 2025, culminating in December 2025 with two successful firings in the complete SAMP/T NG configuration for each MoD. Operational evaluation of the system is expected to continue in 2027, when deliveries of the first Block 1 NT units will commence. ●



EUROPE MUST SEIZE THE MOMENT. CÉDRIC PERRIN ON DEFENCE, DETERRENCE AND STRATEGIC AUTONOMY

BY JULIEN CHABROUT

Senator Cédric Perrin, chair of the French Senate Committee on Foreign Affairs, Defence and the Armed Forces, argues that the current international upheaval offers Europe a historic opportunity: to strengthen cooperation with allies, rebuild industrial capacity and reduce dependence on the United States. In this wide-ranging interview to the show Daily of Eurosatory, he warns against strategic complacency, calls for a more agile defence industrial base and insists that European countries must act now if they are to secure their future.

Wars in Ukraine and the Middle East are ongoing. Since your election as chair of the committee, conflict has been a constant. In this context, how do senators address these issues effectively?

As part of the scrutiny of government action, in addition to the hearings we organise, the committee carries out thematic fact-finding missions over several months. This half-year we are working in particular on tensions in Eastern Europe and on the shores of the Black Sea, on the situation in Syria and on France's nuclear deterrence doctrine.

One of the strengths of our committee lies in its remit, which brings together foreign policy and defence issues. We have examined the update to the Military Planning Law, which draws the legislative and financial consequences of the current conflicts, adapting our defence tool to global upheaval.

In the context of a return to high-intensity warfare and attritional war, France is now speaking of industrial resilience and a war economy. Where does the adaptation of the Defence Industrial and Technological Base stand and what are your expectations of the industrial players present at Eurosatory?

In the Senate, we have contested from the outset the idea that we are in a war economy. First, because we are not at war. Secondly, because a war economy consists of transforming part of the civilian economy into a defence economy - notably industry.

That said, it is certain that the situation today is no longer the one we faced in 2022. Certain production rates have been increased; serious reflection is now under way on vital issues

such as stockpiling and securing supplies. That is moving in the right direction, but it is still far from sufficient. In our committee, we argue for making relations much more agile between the purchasing state, the armed forces that use the equipment and the defence industrial and technological base that produces it.

We have expectations of industry: that it adapts to this new context, namely one of higher production and shorter lead times; and, naturally, that higher volumes should also generate a favourable price effect for the state. If we buy more, the unit cost must come down: that is basic, but it is worth restating some obvious truths.

But, of course, we also have expectations of the state. It must place orders, provide multi-year visibility for them (you cannot ask a private company to open a new production line for a single order) and it must also understand what the industrial base is capable of.

Cooperation with allies, but also with the defence industrial base, is highly visible at Eurosatory. For which types of capability or project do you consider it essential to accelerate cooperation and in which areas should strict national autonomy remain the rule?

Strengthening cooperation with our allies, especially European ones, is now an imperative, as our committee highlighted in a recent report devoted to the European defence industrial and technological base. In that regard, the current international context represents a historic opportunity that we must seize.

First, cooperation must be accelerated in areas in which investment is massive, technological cycles are very rapid

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and no European player can remain competitive on its own over the long term against large American or Chinese groups. This is particularly true of emerging technologies: artificial intelligence, cyber defence, quantum, space, combat drones and high-altitude capabilities. In these sectors, it is essential to pool research, engineering and production efforts in order to create genuine European champions.

We must also promote industrial integration models on the MBDA model, whose experience shows that an integrated European company can preserve national sovereignties while achieving global critical mass. This logic could tomorrow be extended to certain other areas, particularly the interoperability of air platforms, combat drones or digital command architectures.

By contrast, where capabilities are already fully mastered by European industry and production lines already exist, the priority must be to produce quickly, in large volume and at a controlled cost. In these areas, priority should be given to the major industrial players that have already reached critical size. Moreover, industrial cooperation in the development of "traditional" equipment such as armoured vehicles, aircraft and artillery can be made difficult by the "weight of history", as these sectors have largely shaped national defence industrial and technological bases.

Experience also shows that cooperation only works when it is based on clearly defined operational needs, an explicit political will and a distribution of roles that is clearly defined and agreed ex ante. Successes such as the A330 MRTT and the CaMo armoured capability partnership with Belgium are good examples. By contrast, "forced marriages" between industrial players often lead to delays, cost overruns and inefficient organisations. In other words, business logic must remain at the heart of programmes conducted in cooperation.

Finally, some capabilities must imperatively remain under strict national control. This is notably the case for anything directly related to our strategic sovereignty: nuclear deterrence, of course, but also certain intelligence capabilities and critical technologies on which our freedom of judgement and decision depends.

Should the geopolitical situation prompt Europeans to rethink their defence? Why is this the time to accelerate European defence?

This is one of the most complex issues of the moment: perhaps one of the most complex since the very beginnings of European integration. The answer to your question is, of course, yes, given the worsening and multiplying threats facing Europe. In reality, the idea that European countries should be capable, as any sovereign state should be, of ensuring their own defence, seems quite logical and even commonplace. The historical exception arose from the very special post-war context, in which the United States had both brought its considerable power to bear in defeating Nazism and, after the war, constituted the West's main bulwark against the Soviet Union. Today, we are slowly returning to something more



classical: that Europeans must find the means to ensure their own security.

We will have to learn to do more together, without going back on the national basis of defence, which will structure European defence for a very long time to come. For the current generation, and probably well beyond, the challenge is therefore to strengthen our cooperation and our interoperability. Far from any totally utopian project of a European army, which makes no sense, we must think in practical terms: military capabilities, operational effectiveness and a simplified legal framework.

There are also macroeconomic and financial obstacles, since scaling up requires significant investment, despite an unfavourable economic context. Lastly, there remain delicate industrial and technical challenges. Nevertheless, we are making progress, for example on European financial capacity, logistics harmonisation and standards.

What matters for now is to have a common will not to be devoured by non-European powers, and therefore the need to be more effective together.

Donald Trump's United States is distancing itself from NATO. Should we prepare for American disengagement? And if so, what should Europeans do?

I would not say this is distancing; it is worse. The United States remains in NATO but is undermining its very foundations by replacing the cement of shared values with Trumpian logic, which is purely transactional – and is doing so with unprecedented brutality. Allies are watching, stunned, as actions are taken against them that are unfriendly, even hostile. It is a mortal danger for NATO as an alliance, let us not be afraid of saying so.

But it is also a revelation of Europe's strategic sleepwalking: since at least the Obama presidency, our American partner has



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been making clear that its commitment to Europe is neither unlimited nor eternal, that its interests are leading it to pivot towards the Indo-Pacific theatre and that from now on we will have to do more for our own security. We have not wanted, for the past 15 years, to hear this warning, so the wake-up call is now brutal. Today, no one can ignore reality any longer, but it is not so easy to escape such a degree of dependency, one without historical parallel.

Let us not kid ourselves: even if France, thanks to nuclear deterrence, is the most autonomous of European countries, Europe still depends heavily on the United States. They hold critical capabilities, in intelligence for example, which reinforce their credibility vis-à-vis Russia. Europeans must therefore collectively, while filling their capability gaps, learn to weigh their interests, to define preferences, to say no as well - and to do so while maintaining the transatlantic dialogue and, if possible, within NATO. It is a difficult balancing act, and we French must contribute to the discussion, particularly within bodies such as the NATO Parliamentary Assembly, without acting as lecturers, which often annoys our partners. We must in particular set an example in our defence effort, in order to be credible in the choices we advocate, such as bringing about a genuine European defence industrial and technological base to escape dependence on American weapons and fill the capability gaps that weaken us in the face of Russia.

Lastly, there is the question of the place of French nuclear deterrence in the European security architecture, at a time when the American umbrella seems less assured than in the past. Our committee will shortly publish a report on the subject: how do we explain our deterrence doctrine to our partners? It is a complex but fundamental issue.

Are you concerned that defence will once again become a budgetary adjustment variable after 2027, if the next executive faces strong pressure from the deficit, unemployment or rising social spending? What concrete guarantees do you propose to avoid that scenario?

Your question raises the issue of whether a Military Programming Law (LPM) has binding legislative force. In reality, what one law makes, another law can undo. In this case, while Article 34 of the Constitution does provide that programming laws determine state action and define the

multi-year orientations of public finances over a period of four to seven years, only finance laws truly bind the government. As a result, since the first Military Planning Law, enacted in 1960 under General de Gaulle, successive LPMs have almost never been respected since the 1980s.

It is the explosion of threats that has restored meaning and importance to the LPM since the 2018 iteration. Today, it is impossible to ignore the state of our country's public finances. That is why it is essential for the funding effort for our defence to be explained to our fellow citizens and accepted by the nation as a whole. Put another way, the path of our defence is primarily a political issue, not a legal one.

The 2027 presidential election raises the legitimate question of whether the future President of the Republic, in his or her capacity as Commander-in-Chief, will respect a decision taken before being elected. But the new president will very probably come from a party currently represented in Parliament. This year's 2026 vote therefore still commits the presidential camp of 2027.

In our committee, we have reflected on the need for a process to be launched at the beginning of 2027 so that a new Defence White Paper and a new LPM would consolidate the orientations adopted in order to meet our commitments both nationally and with our allies and partners in NATO. The durability of our defence industrial and technological base – that is to say our defence and national security, the preparation of our forces for the challenges ahead and, more broadly, our international credibility - all depend on this.

I also want to address those tempted by renunciation. In the world we live in and even more in the one that is taking shape, renouncing self-defence means condemning oneself in the short term to losing everything. For, if others impose our destiny on us, the Europe of tomorrow will have only poverty and the end of our social model left to it: healthcare, pensions, schools and so on.

The Military Planning Law is very national in its design, while European tools are developing. In your view, can part of the LPM's funding problem be solved at the European level, or will France have to shoulder most of the effort alone, even if that means painful choices in other public policies?

There is a great deal of confusion being fostered on this subject. Faced with the budgetary dead end it has reached, the executive still harbours the fantasy of some form of "magic money" that would fall providentially from the sky: European programmes or those of our partners and allies.

It is essential to seize every opportunity for cooperation whenever it is relevant. It is obvious, for example, that when we reach partnerships such as CaMo with Belgium, we become stronger both industrially and operationally, since interoperability cannot be pushed much further. That is the model we should follow. And, of course, France and Belgium are achieving savings by working together in this way.

By contrast, to believe that one can avoid an overall reflection on the organisation of our model and think that money will come from elsewhere to make up for a lack of national funding, is a pipe dream.

Why is it important for you to come to Eurosatory? What is your programme and that of the committee while there?

First, arms fairs are important places for taking the temperature of the various defence industrial and technological bases, which are all reflections of their states' policies. They make it possible to discover new equipment, new companies and new concepts. This is particularly true of world-class fairs such as Eurosatory.

Our visit is also a way of showing our support for the companies in our defence industrial and technological base, beyond the major players that everyone knows well. I am among those who believe that our defence industrial and technological base is a vital cog in our sovereignty and therefore in our security. In that respect, when I was elected chair of our committee, I wanted it to be more present at arms fairs. We are now present every year at at least one fair outside France (Singapore last year, Riyadh this year).

Finally, our visit also allows us to interact more directly with the armed forces most closely concerned by each fair, in this

case the Army. In our visit programme, we want to meet as many players as possible, without limiting ourselves to the major companies. It is an opportunity to meet the start-ups, micro-businesses, SMEs and mid-sized companies that make up the diversity and richness of our defence industrial and technological base. ●



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COUNTERING DRONE THREATS: EDGE'S RAPIDLY DEPLOYABLE SKYSHIELD QD

BY VALERIO DEL GRANDE

Drone proliferation has fundamentally changed the threat calculus for militaries, border forces, and critical infrastructure operators worldwide. The ability to detect, track, and neutralise UAS quickly and reliably is now a core operational requirement. The modern battlefield demands counter-drone systems that can deploy rapidly, adapt in real time, and perform reliably under sustained pressure. EDGE Group has developed a soft-kill architecture and advanced surveillance capability built entirely within the UAE, purpose-engineered to meet that requirement.

Skyshield QD is EDGE's leading counter-UAS solution, extensively tested and combat proven, ensuring reliable performance in the most challenging conditions. With advanced sensors, 3D radars, and electro-optic cameras, it can detect and track enemy drones accurately and provide real-time situational awareness. The Skyshield QD is vehicle-mounted and features a full sensor and effector suite on an elevating mast, delivering unobstructed 360° coverage and engineered for quick deployment. An AESA radar and electro-optic package handles detection and tracking,



while dedicated antennas manage jamming and spoofing. The jamming function simultaneously attacks GNSS signals and C2 data links; the spoofing element goes further, sending false navigation and positioning data to incoming drones to disrupt their mission execution, going well beyond conventional disruption methods.

The Skyshield family has expanded significantly since it was first introduced. Variants

now address specific domains and operational requirements, including the Skyshield-N for naval environments and the trailer-mounted Skyshield-TM, which delivers the same capability with flexible deployment options. ●

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ROKE LAUNCHES NAV-SYNC ARMOUR

BY GILES EBBUTT

Roke, part of the Chemring Group, has developed a new Controlled Reception Pattern Antenna (CRPA) system called Nav-Sync Armour to counter the threat to global navigation satellite systems (GNSS) and is launching it at Eurosatory. The company notes that "GNSS interference is now a routine feature of modern operations. Across Ukraine, the Baltics and the Middle East, ships, aircraft and critical infrastructure are regularly disrupted by low-cost, ground-based interference that degrades or denies navigation." It explains that GNSS signals

are inherently weak by the time they reach Earth, making them vulnerable, whether used in critical national infrastructure (CNI) or defence applications. By transmitting electromagnetic noise, jammers can overwhelm legitimate satellite signals, preventing receivers from maintaining an accurate position solution. Nav-Sync Armour is designed to counter this threat and support the growth of autonomous platforms. It is a multi-element CRPA that actively protects GNSS signals in contested environments. Unlike conventional antennas, which receive signals uniform-

ly from all directions, it uses multiple receiver channels and advanced digital processing to distinguish between genuine satellite signals and interference. It thus suppresses jamming sources in real time while maintaining the integrity of authentic signals. The system can mitigate multiple concurrent in-band jammers across L1 or L2 frequencies, delivering a stable and trusted GNSS output that enables continued operation under active interference. It connects directly to existing GNSS receivers via standard RF interfaces, simplifying integration and retrofit.

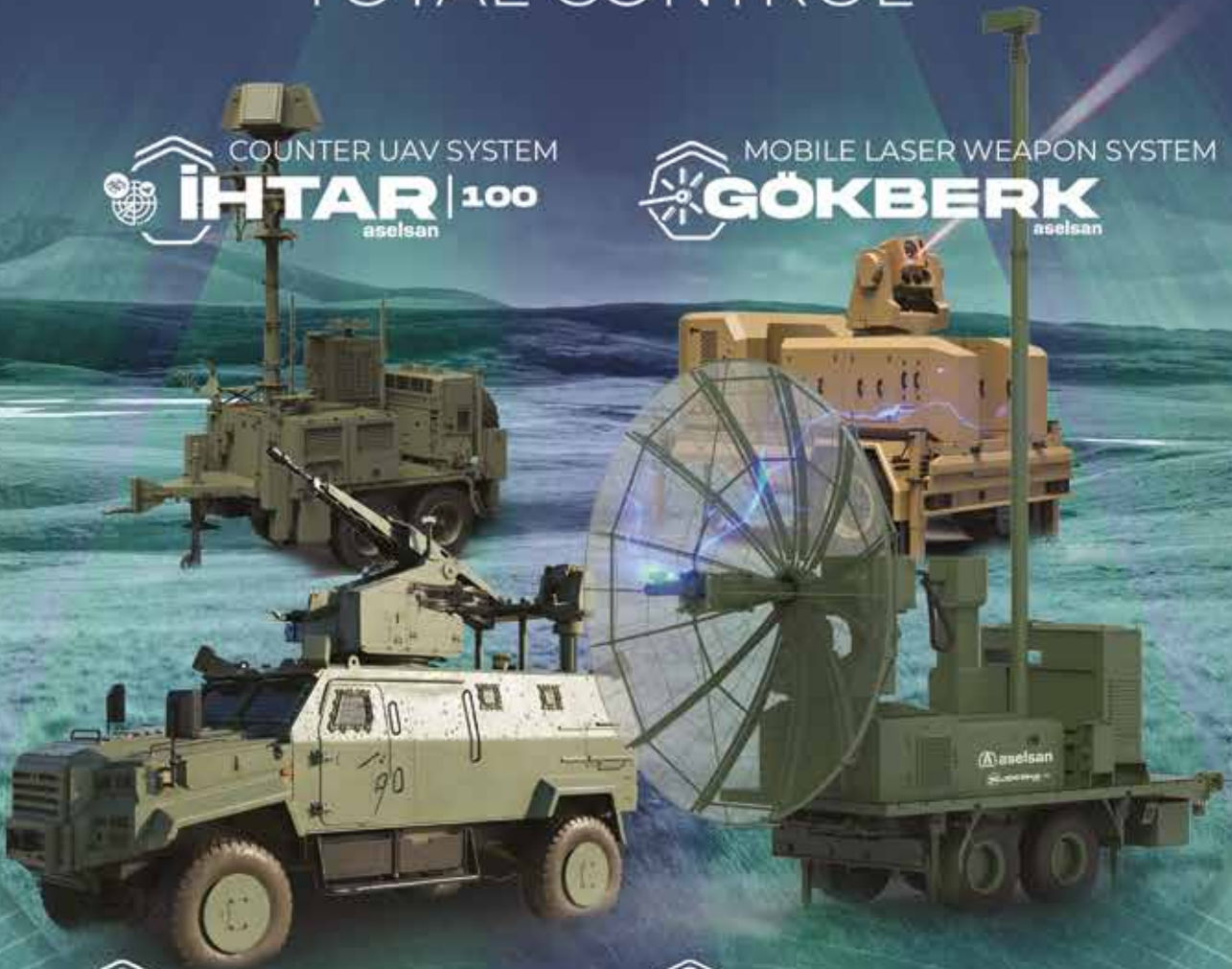
Nav-Sync Armour has been engineered for rapid integration with minimal impact on existing platform designs. Its compact form factor and low power consumption make it suitable for a wide range of installations, while its UK sovereign design ensures it is free from ITAR constraints. Roke says it has worked with other UK partners to create an onshore supply chain capable of manufacturing in the thousands. Roke is also showcasing its other position, navigation and timing products as well as its electronic warfare portfolio. ●

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FROM EXTREME RANGE TO CQB

BY JEAN-PIERRE HUSSON

German optics manufacturer Schmidt & Bender is exhibiting its next-generation tactical riflescopes, the 6-36×56 PM II High Performance and 5-20×50 PM II Ultra Short LPI.

Designed for military and law enforcement use, these optics incorporate the LPI (Illuminated Parallax Integrated) system for improved ergonomics and enhanced compatibility with night vision modules. The 6-36×56 PM II High Performance rifle scope is designed to succeed the legendary 5-25×56 PM II as the ultimate tool for military snipers and police counter-terror units. This new model addresses the core need of modern operators: maximum field of view without sacrificing

extreme magnification and a wider field of view than older 5-25x models, allowing for rapid situational awareness and multi-target tracking. Key upgrades highlighted include the re-engineered internal mechanics to withstand the heavy recoil of .338 Lapua Magnum and .50 BMG anti-materiel rifles, as well as true colour fidelity through over 90% light transmission combined with specialised glass coatings that eliminate chromatic aberrations, crucial for identifying targets at distances exceeding 4,000 metres.

For urban tactical police units and military special forces, equipment weight and space are critical factors. Recognising this trend, Schmidt & Bender showcases the latest iteration



of its 5-20×50 PM II Ultra Short LPI, a compact powerhouse tailored for modern semi-automatic designated marksman rifles (DMR) and short-barrel sniper systems. Measuring significantly shorter than standard tactical scopes, the Ultra Short minimises its physical footprint on weapons. This allows operators to mount forward-facing clip-on night vision, thermal imaging devices, or laser rangefinders without crowding the rifle's Picatinny rail. The key tactical features of this configuration include a redesigned magnification ring that allows for instant

installation of a rugged throw lever, letting operators rapidly shift zoom during fast-moving close-quarters battle (CQB) or sudden mid-range engagements; and the ultra-low profile turrets with double-turn elevation designed to prevent snagging on tactical vests, vehicle interiors, or helicopter doors during deployment. Furthermore, despite its shorter tube design, the 50mm objective lens pulls in exceptional light, making it a favourite for military and police precision shooters operating in dimly-lit urban environments or night operations. ●

MV-8 KOMODO: AN UNMANNED BREACHING SYSTEM BUILT IN PARTNERSHIP

BY VALERIO DEL GRANDE

Opening a path into a minefield for friendly forces has always been one of the most dangerous military operations, the war in Ukraine having proved it once again. Here, though, the constant presence of drones has made things even worse. Among the several risk-reducing missions that UGVs are called upon to conduct, minefield breaching operations have become a top priority.

To answer that need a team

made up of Germany's Rheinmetall, DOK-ING from Croatia and British countermine specialist Pearson Engineering is presenting the MV-8 Komodo on the Rheinmetall stand. Komodo is a 15,500 kg kerb mass tracked UGV with an 8,500 kg payload capacity, and is specifically fitted for the mine clearing mission. The platform is provided by DOK-ING, powered by a hybrid diesel electric system providing 350 kW with a peak power of 600 kW, which allows

for a maximum speed of 55 km/h. The PATH A kit provided by Rheinmetall allows an operator to remotely control the system at a distance of over 2,500 m. The specialist equipment for breaching, clearing and marking operations comes from Pearson Engineering, which provides its RCV-Pioneer Minefield Breaching Mission Payload fitted at the front. This includes a Full Width Mine Plough derived from that used on MBTs but in a smaller size, the Lane Mar-

king System being fitted at the rear on both sides. As an option, Rheinmetall also supplies its Plofadder mine clearing line charge, which with 560 kg of explosive allows for opening a 160 m long and 9 m wide path.

The MV-8 Komodo features an open architecture, which means that in the future it can be fitted out as a semi- or fully-autonomous platform when fitted with improved versions of Rheinmetall's PATH autonomy architecture. ●



ERGONOMICS, RELIABILITY AND FIREPOWER

BY JEAN-PIERRE HUSSON

Recently adopted by the German armed forces as their standard sidearm, the new 9x19mm P13 from Czech firm Česká Zbrojovka (Colt CZ Group) is based on the CZ P-10 C OR (Optics Ready) platform, a modern striker-fired pistol developed specifically for military and law enforcement use.

Technically, the CZ P13 combines compactness with optimal performance. Its lightweight polymer frame reduces overall weight compared to all-metal models, a major advantage for heavily-equipped soldiers. The steel slide and cold-forged barrel

are designed for heavy-duty use, offering high resistance to extreme temperatures, dust, mud, and humidity. Furthermore, the striker-fired system ensures consistent trigger pressure with every shot, simplifying training and improving effectiveness under pressure. Integrated passive safeties, including trigger, striker, and drop safeties, ensure maximum safety without requiring external manual controls, while the high-capacity 15-round magazine provides ample firepower.

Ergonomically, the P13 features a grip with a natural angle,



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aggressive texturing, and interchangeable back-straps to accommodate differing hand sizes. Ambidextrous controls allow for effective use by both right- and left-handed soldiers, even while wearing gloves or operating in low-visibility conditions. A lowered barrel axis reduces muzzle rise, enabling faster follow-up shots and improved manoeuvrability during rapid engagements. One of the most significant new features is the optics-ready slide, allowing

for the direct mounting of red dot sights without major modifications. This capability demonstrates CZ's commitment to adapting to future developments as optical sighting solutions become more widespread, particularly for specialised units deployed on the front lines. Finally, an integrated Picatinny rail allows for the mounting of tactical lights and other accessories, enhancing effectiveness in urban environments and low-light conditions. ●

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IDV UNVEILS THE CL2X WEAPONISED UGV

BY VALERIO DEL GRANDE

IDV, a Leonardo company, showcased its CL2X tracked unmanned ground vehicle (UGV) for the first time at Eurosatory 2026. "A native unmanned platform, it has all the capabilities to move with MBTs in terms of mobility," said Claudio Catalano, IDV CEO, presenting the new platform.

The CL2X is a 16 tonnes weaponised tracked UGV, fitted with a Leonardo HITFIST 30 UL turret, and is 6 metres long, with barrel, 2.5 metres wide and 2.5 metres high without optics, ground clearance being 0.5 metres. The chassis has a typical tank layout, with the powerpack at the rear driving the sprockets, five roadwheels with hydro-pneumatic suspension, and the idler at the front; it can be fitted with

either rubber or steel tracks. The CL2X is powered by a serial hybrid propulsion system, each sprocket being driven by a 250-kW electric motor, while a diesel multifuel generator ensuring batteries are recharged. Overall road range is 500 km, with the vehicle able to cover 30 km on electric drive only.

Autonomy is based on the company-developed MACE (Modular Autonomy Controlled Equipment), designed taking further evolutions into account and based on the ATLAS software image post-processing system, which also allows for geolocation in GNSS-denied instances. It also derives in part from AI-based algorithms designed to understand the destructured environment in which military UGVs operate



and allowing for re-planning the vehicle's route.

Commenting on the Leonardo HITFIST 30 UL turret featured on the example shown at Eurosatory Luca Perazzo, Leonardo's Deputy Managing Director Defence Systems Business, said "It is armed with the 30x173 mm X-Gun recently developed by Leonardo, and hosts over 150 ready-to-fire rounds and can accept programmable airburst ammunition." He added that the turret mass in combat order is 1.5 tonnes. Standard elevation

is -10°/+70°, however maximum elevation can be increased to +85° for C-UAS applications. Two Janus-D gimballed optronic suites are visible over the turret, one for the gunner and one for the commander.

"The CL2X is designed to be used in collaborative combat, manned-unmanned teaming formations, acting as loyal wingman with MBTs, as well as a stand-alone platform in silent operations," Catalano concluded. ●

ANSWERING MODERN CONFLICT NEEDS

BY JEAN-PIERRE HUSSON

The major innovation highlighted in French firm PGM Précision's 2026 catalogue is the Mini Hécate II, a next-generation sniper rifle that was specifically designed to fill a distinct tactical gap.

Driven by rapidly evolving theatres of conflict, armed forces expressed an urgent need for a weapon system capable of bridging the gap between the lightweight .308 Winchester (7.62x51mm) calibre and the heavy .50 BMG (12.7x99 mm) calibre. Initial-

ly developed in .338 Lapua Magnum, the Mini Hécate II now integrates new ammunition options such as the brand new .375 Swiss P. This choice optimises ballistic trajectories and neutralises armoured or sheltered targets at distances previously restricted to heavy anti-materiel rifles.

Positioned in this strategic intermediate segment, it offers increased stopping power and extended reach while ensuring high mobility on the battlefield. The weapon's design reflects rigorous adaptation



to recent combat feedback through enhanced modularity: an innovative bipod can be adjusted between two anchoring points, ensuring maximum stability regardless of terrain conditions. Furthermore, the compactness is optimised by the buttstock folding toward the bolt side, safeguarding the cocking handle during tactical transport or exfiltration phases. The Mini Hécate II is equipped with a high-end, match-quality free-floating barrel designed to withstand consecutive strings of fire without losing accuracy and a receiver and chassis ma-

chined from high-grade aerospace alloys, optimising structural rigidity and reducing overall weapon weight. It incorporates a continuous, integrated Picatinny rail, which is available in short rail variants to facilitate night-vision clip-ons and advanced optical thermal suites. Alongside this, the brand is also showcasing the evolution of its PGM Ultima Ratio, featuring an ultra-fast barrel change system (30 seconds) that remains a key selling point for urban and tactical combat. ●

SAAB GIRAFFE 1X: NEW MOBILE EYES FOR THE FRENCH ARMY'S SHORAD

BY VALERIO DEL GRANDE



HALL
6
STAND
G180

The constantly increasing threat posed by drones made SHORAD and Mobile Short-Range Air Defense assets modernisation a high priority for the French Army. On the sensor side a quick solution was needed, the French DGA identifying Saab Giraffe 1X radar as the preferred sensor, this radar having already been used by the French Air and Space Force during the Paris 2024 Olympic and Paralympic Games.

Two orders for the Giraffe 1X were signed, in December 2025 and April 2026, each one for eight radars. These are being integrated on a Scania V3P 4x4 unarmoured tactical vehicle, produced in France at the Angers facility, Saab and Scania having signed a consortium agreement for the duration of the contract.

The Giraffe 1X is an AESA radar that can detect targets with radar cross-sections below 0.01 m² at ranges of 75 km, nearly trebling that of current radars in use by the French Army. This enables early warning against small drones and other difficult-to-detect threats that often evade conventional air-defence radars. Advanced signal processing and dedicated drone-tracking algorithms allow the system to distinguish genuine threats from clutter and birds, even in complex electromagnetic environments. A multirole radar, it can also be used in the C-RAM role detecting incoming artillery projectiles. The radar provides complete 360° coverage, with the entire search volume updated every second, ensuring continuous situational awareness and reducing false alarms. The antenna module has a mass of 100 kg, the whole radar remaining under 150 kg, which allows easy integration on light vehicles, low power consumption being the other key parameter.

The Giraffe 1X is made of the antenna and of the Compact Radar Module (CRM), which contains the signal and data unit, the power control system, a buffer battery, and other ancillaries. This is provided to the DGA, Scania receiving it as Government Furnished Equipment. The French Army selected the Scania V3P as the platform for its SHORAD system, as the vehicle will also carry Mistral missiles and automatic cannons effectors, operational units having therefore a standard mobility platform.

The first integrated system should be delivered to the DGA shortly after Eurosatory, the first eight mobile sensors to be handed over before year end, followed by the remaining eight in 2027. The reason for such a short delivery time is simple: Saab is producing the Giraffe 1X for stock, which means that it only needs to load the latest software release on the hardware to have it ready for the customer, making it a true Military Off-The Shelf product.

For the software-based radar, Saab releases a new software every year, leveraging lessons learned and new requirements given by the several users around the world, typically the need to detect new types of drones, the new release being proposed to earlier customers for upgrading their radars. With C-UAS becoming an increasingly critical issue, the Swedish company is ramping up its Giraffe 1X production, aiming at a 300+ radars per year capacity.

The French content of the programme will be further increased by the selection of a partner for the training and logistic support, a process currently being finalised.

The first items, known as VARDA (Vehicle Avancé Radar de Détection Aérienne, advanced air detection radar vehicle) are expected to be delivered to the 54th Artillery Regiment, the French Army being responsible for the integration of the new sensor in the MARTHA network, and in the future in the new system that will replace MARTHA.

Saab is now looking at the next step, which will be the integration of the Giraffe 1X on the Serval light multirole armoured vehicle, part of the Scorpion programme, which will provide a mobile low level air defence bubble to armoured formations. Furthermore, the company considers that its radar has good chances also with the French Air and Space Force and Navy.

The Giraffe 1X contract highlights the strengthened ties between France and Sweden, with France selecting Saab's GlobalEye AEW&C aircraft while Sweden is coproducing MBDA's Akeron MP and recently selected FDI frigates by Naval Group. ●

TELEDYNE FLIR DEFENSE ENHANCING ARMoured VEHICLES' DRIVING, TARGETING AND SITUATIONAL AWARENESS

BY VALERIO DEL GRANDE

Part of Teledyne Technologies Inc., Teledyne FLIR Defense unveils at Eurosatory three upgraded vision systems for military vehicles that enhance targeting, improve driver vision, and expand 360° field-of-view.

Improving sighting means enhancing lethality; this is the role of MilSight LIRC III, a rugged, compact, high-performance MWIR (3-5 μm) thermal imager designed to be easily integrated in tracked or wheeled armoured vehicles. This cooled imager is built around a 640x480 Indium Antimonide sensor and provides two fields of view, a 2°x1.5° narrow one and a 10°x7.5°

wide one, an up to x16 electronic zoom being also available. Compact, 293x234x206 mm, with a mass of 9 kg, its average power consumption is lower than 65W. Enhanced digital imaging provides crisp imagery regardless of scene dynamics, and seamless autofocus maintains sharp and clear images without constant user input. This allows fast situational awareness and long-range identification of 2.3 m targets approaching at 4 km range.

Better driver's vision means enhanced mobility. The new ThermoVision Driver Vision (DV-HD) is a rugged vehicle-mounted imaging system for wheeled



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and tracked platforms. Light and compact, less than 3.2 kg and a size of 150x130x100 mm, it features a thermal channel based on a microbolometer detector with a 1280x1024 resolution and a CMS day camera with a 2064x1544 resolution, both with the same 55°x42° field-of-View (FoV). A key factor for driving assets is video latency, which is less than 65 milliseconds, the output image being provided at 1280x960 resolution at 30 Hz. Finally, all round view increases safety and provides infantry with a good situational aware-

ness; the new ThermoVision Situational Awareness (SA-HD) provides blended thermal and colour camera imaging. It maintains the same form factor and mass of the DV-HD, as well as the same HD EO/IR dual-sensor architecture however its sensors, Teledyne FLIR considering that low latency is critical not only for driving but also for overall situational awareness. What changes is the optical configuration, which in the SA-HD provides a 90° FoV, allowing covering the 360° with only four cameras. ●

DECONTAMINATION AND FORCE PROTECTION RESILIENCE

BY JEAN-PIERRE HUSSON

As modern conflict theatres demand greater multi-domain flexibility and rapid operational deployment, Italian defense contractor Cristanini S.p.A. unveils its latest technological evolutions at Eurosatory 2026, actively addressing critical capability gaps in tactical CBRN (Chemical, Biological, Radiological, and Nuclear) decontamination and asymmetric fire suppression.

A major highlight of Cristanini's portfolio is the updated integration of its heavy-duty decontamination systems, specifically optimised for high-throughput cleaning of main battle tanks, armored fighting vehicles and rotary-wing air-

craft. Designed to decrease total transport volume and water reliance, relieving strain on theatre-level supply lines and with the Sanijetgun system, directly and dynamically mixing water and neutralising agents (such as the non-corrosive SX 34 formulation) during operation. This enables simultaneous detoxification of rugged vehicle hulls and highly delicate C4ISR electro-optics or internal avionics without causing material degradation.

In front the tactical threat from loitering munitions, FPV drones, and thermobaric weapons has forced a complete overhaul in vehicle fire protection. Cristanini res-



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C255

ponded by showcasing its high-pressure Water Mist technologies combined with impact-perforation lances. For thermal shock mitigation the micro-droplet technology rapidly cools closed compartments and engine bays, suppressing localised blazes instantly with a fraction of the water volume used by legacy systems. In addition, the tactical lances allow emergency crews to pierce armoured plating or structural walls from a safe stand-off position, injecting extinguishing or neutralising agents directly into internal compartments without forcing operators to open hatches and expose themselves to direct enemy fire or toxic backdrafts.

Reflecting the core strategic themes of comprehensive security and crisis management, Cristanini's newest systems use standard ISO container frame architectures. These modular skids can be deployed via standard logistics trucks or flatbed trailers within minutes. This rapid interchangeability allows command units to re-role standard supply transport into active CBRN decontamination stations or first-strike firefighting assets on short notice, bridging the gap between heavy conventional defence operations and homeland security/civil protection duties. ●

SOFRAME BETS ON TERRESTRIAL ROBOTS

BY VALERIO DEL GRANDE

Three wheeled UGVs can be seen on the Soframe stand, which shows the extent to which the company views terrestrial robots as one of the key components of the future battlefield. The company intends leveraging its experience in protected mobility and vehicle integration to mass produce UGVs, based both on its own designs and those developed by other companies.

The smaller UGV visible on the stand is the Aurochs 2, developed by the Franco-German Research Institute of Saint-Louis (ISL), a collaborative institution that conducts high level applied research in multiple fields linked to defence, then hands over

the system to a third party for industrialisation. The Aurochs 2 has attracted the interest of the French Army Future Combat Command and Soframe is about to manufacture six UGVs to be used in the Pendragon project, which aims to provide the French Army with fully autonomous weaponised UGVs. An all-electric drive platform, the Aurochs 2 has a combat mass of 800 kg and demonstrates speeds of up to 50 km/h. At Eurosatory it is fitted with an FN deFNder Medium RCWS.

The Fardier MkII is in the middle of the three platforms on display at Villepinte with a gross vehicle weight of 3,500kg. Powered by a thermal engine compatible with



jet fuel, it has an endurance of 12 hours and is also fitted with a deFNder Medium system featuring a 30x113 mm cannon.

The heaviest UGV visible at the Soframe stand is the Mission Master CXT2, a 4x4 diesel hybrid platform which relies on its huge pneumatics and adjustable tyre pressure to absorb irregularities in terrain, since it lacks any suspension. The CTX2 has already been trialled in France and Soframe has now partne-

red with Rheinmetall Canada to present an offer as soon as the DGA invites a bid. Soframe will be the prime for any such offer and the CXT2 assembled in France could be a serious and viable contender. At Eurosatory it is being shown with a tethered drone as payload.

For teleoperation and autonomy modules, Soframe partners with specialised companies on a case-by-case basis. ●



S-KAPS



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FN MAG TACTICAL: TEACHING AN OLD GIRL NEW TRICKS

BY VALERIO DEL GRANDE

Having entered service in 1958, FN Herstal's MAG (Mitrailleuse d'Appui Général or general-purpose machinegun) is just two years short of its 70th birthday. By this age most human beings have retired: some machineguns - not so much. They do, however, require some uplift to adapt them to the requirements of the modern battlespace, the capacity to fight at night being a case in point.

FN Herstal therefore decided to develop a kit to allow the use of state-of-the-art sighting systems on its 7.62x51 mm machinegun and to introduce a series of ergonomic improve-

ments. When fitted with the kit the machinegun becomes the FN MAG® TACTICAL.

The most obvious is the addition of an 11 inch (279 mm) long Picatinny-type top rail, which can accept in-line day and night sights - the use of a day sight to which a night one is added when needed being the standard today. The rail, which allows retention of the original iron sights, is linked to the cover, which features an ambidextrous and symmetric latch based on the FN SIDE-CLICK system as well as a built-in opening stop at 62° to avoid damaging the optics. Operational space for the optics is around 14 inches (355 mm)



HALL 6
STAND D-94

and when the latch is open the weapon can accept optics up to 2.5 kg in weight.

Another item that was modified to avoid interference with optics was the handle, which is now longer and articulated. It was designed to guarantee balanced transport and allows barrels to be changed. Ergonomics has become a key factor, now being appreciated as one of the main elements that encourage accurate shooting. The MAG had

a fixed buttstock, but the FN MAG TACTICAL is fitted with an adjustable one which features a 3-position length and 6-position cheek rest adjustment, as well as an integrated folding shoulder rest and soft butt plate.

New orders will, of course, incorporate all these improvements, while older FN MAGs can easily be retrofitted, including all variants, such as the US M240 and the UK L7A2. ●

THE SWITCH THAT MEANS BUSINESS, ALITER'S AT11001 HEADS TO EUROSATORY

BY JULES ROUKOZ

Aliter Technologies is set to present the AT11001 Ruggedized Mobile Switch at Eurosatory, showcasing a compact networking solution designed for mission-critical environments where standard commercial equipment is unlikely to withstand operational demands. Built around Cisco architecture, the system combines enterprise-grade switching performance with a ruggedised form factor intended for deployment across ground, air and maritime platforms.

At the core of the AT11001 is

the Cisco ESS-9300 module, providing L2/L3 switching and hardware routing in a handheld package. The unit features 10 ports supporting up to 10G SFP connectivity, with 387TV circular connectors chosen to maintain reliable links in high-vibration conditions. According to the company, this configuration is aimed at users who require both compactness and robust throughput in constrained tactical spaces.

Durability is a central selling point. The AT11001 is certified to MIL-STD-810F and MIL-



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STD-461F, indicating resistance to shock, vibration and electromagnetic interference, which are essential characteristics for defence users operating in demanding theatres. Aliter Technologies has also integrated a ZEROIZE function, allowing the rapid physical erasure of sensitive data if the device is compromised.

Security is further reinforced through Cisco TrustSec, which provides hardware-based encryption and policy-driven protection for secure communications. In practical terms,

the switch is designed to support modern tactical networks where resilience, mobility and data protection are equally important.

By combining a rugged chassis, high-speed connectivity and Cisco-based networking features, the AT11001 is positioned as a practical answer to the growing need for deployable communications hardware at the front line. ●

NEW NAME, SAME TEAM...

BY SHAUN CONNORS

At Eurosatory 2026, Hiab's long-standing Government Business Operations (GBO) is highlighting three ground-breaking technologies engineered for high-stakes environments, as well as debuting its new designation of Hiab Defence Logistics (HDL). Backed by the same veteran team of specialised experts, HDL continues to build on GBO's more than four decades of experience with global defence capabilities.

At the show HDL is showcasing the MULTILIFT Talon hooklift, the HIAB 1622 ATF loader crane, and the HIAB JMIC Top

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Handler. The MULTILIFT Talon is a fully automated hooklift that offers 100% in-cabin operation, allowing a single operator to load or unload ISO containers and flatracks from the safety of a (protected) truck cabin. The system can be found installed on TATRA's latest FORCE chassis, located in Hall 5A Stand K246-K256.

The HIAB 1622 ATF-3 is an evolution of the combat-proven HIAB 2222 ATF Loader Crane. The 1622 ATF is designed to combine heavy-duty lifting capacity with an exceptionally low profile and long outreach. En-

gineered to be strategic-mobility ready, the crane features a uniquely foldable column that makes it ideal for rail and air transport and truck cabs with a roof-mounted weapon station. The unit is rated at 14.45 tm, with a maximum outreach of 8.3 m and a lifting capacity of 1,660 kg. Features such as Stability Control and Crane Tip Control (CTC) allow crane operators to handle cargo with extreme accuracy and safety.

The HIAB JMIC top handler has been designed to capitalise on the fact that defence and military logistics are now heavily standardised around 20ft ISO containers and STANAG flatracks. By loading these with Joint Modular Intermodal Containers (JMIC), logistics flows will be optimised. The JMIC Top Handler is available in manual and hydraulic versions, and both are on show at Eurosatory. ●



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THREE FRENCH COMPANIES UNITE AGAINST DRONE THREATS

BY JOSEPH ROUKOZ

HALL
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STAND
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In a world première at Eurosatory 2026, three French firms are joining forces to unveil the S-KAPS Counter Drone system, an extension of the S-KAPS system and a next-generation anti-drone solution that could reshape the protection of armoured vehicles in today's operational theatres. Lacroix, Bertin Technologies and MC2 Technologies are presenting their joint project: an integrated system combining detection, analysis and countermeasures in a compact, scalable package.

The collaboration comes as the drone threat has become a constant feature of modern battlefields. Building on experience gained since 2016 with the first generation of S-KAPS, known as AOS (Automatic Obscurant System), Lacroix has developed an open, modular architecture able to integrate a range of detection technologies. The system now brings together four complementary layers of detection: the proven laser warning system, the Pilar acoustic system from Metravib, and two new technologies provided by its partners.

MC2 Technologies contributes HADDES, a passive RF sensor that discreetly scans the radiofrequency environment. It analyses frequencies between 1 and 6 GHz to detect drones at ranges of up to 3 kilometres, even in electromagnetically saturated environments. With embedded artificial intelligence, HADDES reduces the risk of false alarms and delivers reliable warning of a drone threat to the vehicle. The onboard system remains compact thanks to its remote HMI, and operates from -20°C to +55°C with an IP54 protection rating.

Bertin Technologies brings PeriSight Top Attack, a fully passive hemispherical infrared optronic detection solution. This compact system provides day-and-night surveillance

through four camera modules, each covering 95° x 76°. It can detect tactical surveillance UAVs at around 1 kilometre and FPV drones at 300 metres, and remains effective against fibre-optic-guided systems, which are immune to electronic warfare. It operates between -40°C and +60°C and complies with MIL-STD-810-G and STANAG 4370 military standards, with an IP68 rating.

Once the threat is detected through this dual sensor layer, the S-KAPS generic computer selects an appropriate response based on Lacroix's Galix munition family. The system offers several protection modes, including multiband decoying and hemispherical or hemi-cylindrical masking, with reaction times among the best on the market. This soft-kill approach, covering the full electro-optical spectrum, is designed to decoy or disrupt the drone or its operator without systematically resorting to kinetic means.

The modular architecture of the S-KAPS Counter Drone allows it to be adapted to any type of vehicle and to evolve in line with operational needs. The system can also be developed in several variants, including the S-KAPS Counter Missile for protection against laser-guided missiles, or the S-KAPS Global Protection for broader defence.

This world première highlights the French defence industry's ability to work as an ecosystem in response to today's security challenges. By pooling their expertise, Lacroix, Bertin Technologies and MC2 Technologies are offering a sovereign and comprehensive solution aimed at increasing the survivability of armoured vehicles while reducing crew cognitive load. The S-KAPS Counter Drone is clearly positioned as an operational response to the conflicts of today and tomorrow. ●



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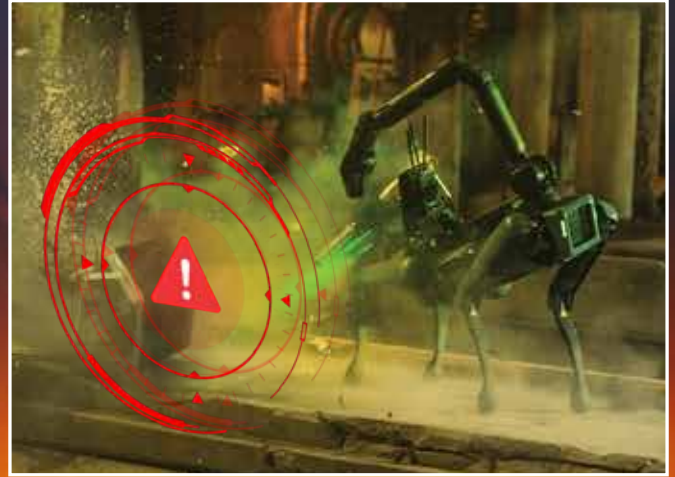
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D127

TRUCK TALK WITH DAIMLER

BY SHAUN CONNORS



At Eurosatory this year Daimler Truck is showcasing a selection of vehicles from its broad portfolio of defence mobility solutions. These range from traditional military logistics and frontline mobility and defence technologies to truck-based air defence and autonomous systems. In addition to vehicular exhibits, a key focus of Daimler Truck at the show will be on the company's expanded service offering through Integrated Product Support (IPS).

At the show Daimler is presenting vehicles that include an Arocs 4463AK heavy-duty tractor unit. The vehicle on display features a protected cab developed by KNDS and is a prototype featuring ballistic, mine and IED protection. Integrated systems include a CBRN overpressure filtration system, a roof-mounted weapon station mount, an intercom system and a camera-based rear-view system.

The cab is manufactured using a hot-forming process and robotic welding technology, enabling precise and efficient production while reducing weight without compromising structural strength.

The vehicle is also equipped with a heavy-duty fifth-wheel coupling, a dual HPC winch system rated at 25 tonnes each, and a central tyre inflation system. With a gross combination weight of up to 250 tonnes, the platform is ideally suited for the transport and recovery of heavy military vehicles.

A further Arocs model, the 2736A, is being shown equipped with a TSD body and a HIAB MULTILIFT Ultima 21S hooklift system.

The first of three Zetros models to be shown, the 3848A 8x8 is equipped with a 20-foot container frame and carries the Valhalla reconnaissance, counter-UAS and air defence system called SKYTHUNDER 300. This includes three radars and electro-

optical sights from HENSOLDT, a remotely operated weapon station featuring a Dillon Aero weapon system, and a primary weapon system from Northrop Grumman - Bushmaster Chain Guns. In addition, the system is fitted with the Land -LGR4 Laser Guided Weapon System, an air-defence rocket developed by Arnold Defence.

Also being shown is a Zetros 2648A, this model serving as one of the base vehicles for the current PL6T programme being delivered jointly by Daimler Truck and Arquus to the French armed forces. As exhibited, the vehicle features a cargo platform capable of accommodating both 10-foot and 15-foot containers via twist-lock interfaces. It has three Quantum Systems Drone Ports, demonstrating the increasing integration of UAS into military logistics and reconnaissance operations.

The third and final Zetros being shown, the model 2048A 4x4, is shown with a torsion-free 10-foot container frame and features ASELSAN's advanced SARP Remotely Controlled Weapon Station (RCWS). In addition, the vehicle has a Helsing-developed multi-launch system that enables the deployment of multiple HX-2 medium-range loitering munitions as part of a networked ISR and strike capability.

An example of the ubiquitous Unimog is also being shown. Configured as a four-stretcher ambulance, the U5023 was developed for operation in demanding climatic and infrastructural conditions and features a cold-climate package with a fording depth of up to 1.2 m.

The final exhibit is a Unimog-derived (but technically not based) Special Chassis FGA 14.8, the exhibited version prepared for the integration of a protected vehicle body and the lightweight configuration displayed featuring aluminium wheels and aluminium bumpers among other weight-saving measures. ●



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ROLLS-ROYCE RAISES THE BAR WITH 1,300 KW ENGINE AT EUROSATORY 2026

BY JULES ROUKOZ



HALL
6
STAND
J335

At Eurosatory, Rolls-Royce is unveiling a major expansion of its mtu Series 199 engine family, underlining its ambition to power the next generation of armoured vehicles across NATO and allied forces.

The British engine maker is developing a new 12-cylinder variant delivering more than 1,300 kW, or 1,740 hp, aimed at main battle tanks and heavy support vehicles weighing over 70 tonnes. This new flagship model lifts the mtu 199 range to four configurations, covering outputs from 260 kW to more than 1,300 kW. The family now spans everything from agile reconnaissance vehicles to the heaviest tracked combat systems.

The latest flagship of the series was presented last year at the DSEI show in London on a modernised Leopard 1 main battle tank presented by Flensburger Fahrzeugbau Gesellschaft, fitted with a new mtu 8V199 engine producing 800 kW - the most powerful engine ever installed on this iconic platform. Originally designed for 530 kW, the eight-cylinder unit has been progressively upgraded through improved turbocharging, refined common-rail injection and a more efficient cooling architecture.

The result is a striking power-to-weight ratio of more than 20 kW per tonne on a 40-tonne tracked vehicle, translating into sharper acceleration and improved cross-country mobility. It also highlights how propulsion upgrades can extend the life of existing fleets while simplifying maintenance and reducing through-life costs.

Building on the success of the eight-cylinder version, Rolls-Royce is also developing two further derivatives: the 10V199, offering up to 1,100 kW for medium and heavy armoured vehicles, and the 12V199, a 1,300 kW flagship intended for future main battle tanks and heavy tracked platforms.

Beyond raw performance, the expanded mtu Series 199 reflects a broader NATO priority: logistics harmonisation. A common engine family helps reduce platform diversity, streamline supply chains and support more efficient battlefield maintenance.

In a period of renewed European defence investment, Rolls-Royce is positioning the mtu Series 199 as a powerful, scalable and strategically relevant propulsion solution for tomorrow's armoured fleets. ●

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STAND J38 HALL 6

KNDS ROBOTICS AND S2M EQUIPMENT TURN OLD TANKS INTO HIGH VALUE ROBOTIC OFFENSIVE ASSETS

BY MARC CHASSILLAN



HALL
6
STAND
E279

The war in Ukraine has shown the full importance of carefully preserving decommissioned equipment because it is one of the means to regenerate potential in the short term at the cost of a reasonable industrial effort, provided that ammunition, tools, and spare parts have also been preserved. The recycling of T62s, T55s, and other T72s on the Russian side made it possible to offset losses in the first battles. Several European companies, including some big names like Rheinmetall, also bought stocks for commercial purposes, which enabled the famous Ringtausch with countries using Russian-origin equipment (T72s for Leopard 2s) to benefit Ukraine. The United States preserves phenomenal quantities of old equipment in the western American dry deserts.

Building on this observation, the companies KNDS France, KNDS Robotics, and S2M Equipment, the latter specialized in the valorisation of used military equipment, went to meet the regiments of the French Army, either on site or at Army events (Infantry Days, Innovation forum). Today, regiments are essential players in innovation. Their dedicated units are redoubling their creativity. The exchanges with the 1st Régiment de Hussards Parachutistes sparked an idea to

turn a concept into an innovation: how to provide heavy robotics capabilities from obsolete platforms while remaining competitive?

In 2024, KNDS and KNDS Robotics developed a prototype to experiment with the operation of a heavy platform such as an AMX30 chassis, called Refurbot. It implements the high-level robotics kit Toxo from KNDS Robotics and a low-level device to interface with the control system of the chassis. The heavy platform allows for a unique configuration in the field of ground robotics. This 'robot' incorporates, in place of the original tank turret, an ARX-25 25mm dual-feed RWS with nearly 300 rounds of ammunition ready to fire and a comprehensive optronics ensemble. A tethered Arastelle UAV can be observed on top of the robot, for a better situational awareness.

The Refurbot solution proposed by KNDS and S2M combines a 'free' chassis that maintains very high mobility due to the weight reduction caused by the removal of the heavy turret, as well as good protection, and a modern weapon system that provides new operational capabilities. S2M and KNDS are working together to realize this idea and test it with the French forces. ●


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LIGHTENING THE LOAD...

BY SHAUN CONNORS

At Eurosatory this year STEYR Trucks International (STI) is highlighting the company's latest light tactical vehicle portfolio, with a focus on current and future armed forces' requirements. The company is highlighting its two 4x4 platforms, the LTV X and LMV X, both designed to deliver high mobility and mission flexibility with modular body concepts that include ballistic protection.

Featured prominently on the company's stand is the LTV X 4x4 in a Light Infantry Vehicle (LIV) configuration. With a maximum gross vehicle weight (GVW) of 7,000 kg, it combines a high payload capacity with a high level of off-road perfor-



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mance, supported by front and rear independent suspension and portal axles. The platform can be equipped with full or modular armouring and is designed for a wide range of roles, from general service and troop transport to ambulance. A 10kW on-board flywheel generator provides sufficient power for C2 and other specialist missions, such

as UAV detection and countermeasures.

Complementing the LTV X is the lighter LMV X 4x4, which has a maximum GVW of 4,800 kg. The LMV X family places strong emphasis on high mobility and fully customised body solutions, giving users significant flexibility to meet specific operational needs. Among its standout ap-

plications are light special operations and utility vehicle variants. All models allow helicopter lift as well as transport by air and s. As defence forces continue to modernise their tactical vehicle fleets, STI STEYR is positioning its LTV X and LMV X families as flexible, future-oriented platforms for a broad spectrum of missions. ●

MOVING WITH THE FORCE...

BY SHAUN CONNORS



HALL
6
STAND
C119

At Eurosatory 2026 Spain's UPLIFTING is highlighting the company's latest military-specific forklift handler, the RTUP 4-AT.AB.

Explaining the design ethos behind the vehicle, UPLIFTING's Commercial Director, Jean-Michel Aspas Arrieta, told the Show Daily: "Recent operations have made one point very clear; logistics is no longer a rear-area function. Forces that cannot move, unload and redistribute their own supplies quickly become dependent on the tempo of others. With

the RTUP 4-AT.AB, UPLIFTING wants to give defence users a practical logistics asset that can move with the mission, operate autonomously and deploy by air when the mission requires it."

As with all other military materials handling equipment offered by UPLIFTING, the RTUP 4-AT.AB is not based around a commercial platform: from the wheels up it was designed to meet a specific military requirement. Development is now complete, and the vehicle will shortly enter production for an undisclosed operator.

It was designed around two core capabilities: the ability to self-deploy; and the capability to stuff/destuff a 20ft ISO container.

To meet the former requirement the machine, which is all-wheel drive and all-wheel steer (4x4x4), is capable of reaching 65km/h on roads and has an operational range of 180km. Motive power is provided by a Deutz TCD 2013 L4 2V diesel developing 129kW at 2,300rpm and 670Nm at 1,600rpm. This is coupled to a 6F/3R ZF 6WG 160 transmission driving Kessler axles with

oil-cooled wet disc service brakes. The machine can climb a 15% gradient fully laden, ford to 500mm and is air-transportable by A400M or similar aircraft.

The RTUP 4-AT.AB's stuff/destuff container mission is engineered around a 2-tonne load capacity at 5.50m from the load centre of gravity. The fork carriage width ranges from 435mm to 2.015m, maximum lift height is 5.9m and maximum boom extension is 5.4m. Maximum lift capacity for this 13-tonne machine is 4-tonnes. ●



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ATOS GROUP: EXPERTISE IN DIGITALISATION AND CYBERSECURITY

BY GILES EBBUTT

HALL
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STAND
J128



Atos Group is showcasing a number of its capabilities at Eurosatory from both its principle subordinate companies, Eviden and Atos, covering cyber defence and digital transformation.

Developed by Avantix, Eviden's signals intelligence (SIGINT) centre of expertise, ELIT AI is an electronic intelligence (ELINT) sensor whose capabilities are augmented by artificial intelligence (AI). It enables real-time tactical radar situational awareness, faster visualisation and identification of next-generation complex radar waves.

ELIT AI consists of a flexible and scalable hardware and software platform that can be integrated into a variety of carriers and environments. It addresses the challenges of detecting new complex radar waveforms and low probability of intercept (LPI) signals capable of dynamically modifying their emissions while operating at lower power levels.

The system integrates adaptive software-defined radio (SDR) technologies as well as sovereign AI capabilities derived entirely from Eviden's research and development. Highly configurable, ELIT AI offers intelligent scanning strategy, real-time tactical display, recording triggering and in-depth technical analysis for deferred information capitalisation. The sensor also features improved sensitivity that extends its detection range, and increased agility and adaptivity due to its wide spectral band.

Combined with the complementary offerings of Avantix's ELINT portfolio, CARACAL for the radar signal database, and OSCAR for in-depth radar signal analysis, the ELIT AI system provides a solution for the entire spectrum of radar threat management, from detection to analysis and identification.

The SCORPION Combat Information System (SICS), is the digital backbone of the French army's concept of collaborative combat, enabling real-time sharing of the tactical situation at battle group level between dismounted units, vehicles, command posts and army aviation, to ensure agile and efficient combined-arms manoeuvre. SICS is an element of the CaMo partnership between French, Belgium and Luxembourg.

Eviden is working on the integration of robotic assets equipped with sensors, virtual and augmented reality, and artificial intelligence to shape the next generation of collaborative combat foundations.

P3TS is a plug-and-play position, navigation and timing (PNT) multi-constellation, multi-frequency Global Navigation Satellite

System (GNSS) receiver solution to extend blue force tracking (BFT) to non-digitised units and platforms.

ECHO is a hybrid tactical IP radio (radio + LTE) designed to deliver secure and resilient voice and data communications, ensuring IP connectivity as close as possible to deployed units, even in degraded environments. It enables optimised mission preparation through the direct sharing of radio configurations between devices, over the radio network itself, providing high modularity and increased operational responsiveness in the field.

The Digital Soldier System (DSS) is a tactical communication solution deployed on rugged equipment such as smartphones, tablets and computers allowing secure exchanges between soldiers. It allows all forces involved in a specific mission to exchange operational information, positions, reports and order, securely and in real-time.

The multi-level security (MLS) gateway portfolio provides sovereign, modular solutions to ensure cyber-secure connectivity and controlled data exchange between critical systems operating at different security levels (multi-level) or across equivalent classifications (multi-domain). These gateways enable information sharing that supports resource coordination and the development of common operational strategies in collaborative combat environments.

Eviden hardware security models (HSMs), combined with its next generation key management system (KMS), form a sovereign trusted foundation for securing a tactical data hub. This solution ensures full control of encryption keys and end-to-end protection of data and information flows exchanged between sensors, command and control systems and operational platforms, including in distributed, deployable and constrained environments.

In March this year Atos launched its Threat Research Centre (TRC), an intelligence hub designed to deliver earlier, deeper, and more actionable insights into the world's rapidly evolving cyberthreat landscape. The new Atos TRC consolidates advanced threat intelligence research expertise, threat actor monitoring, vulnerability intelligence, AI powered orchestration and automation. It also combines OT and IT vulnerabilities research across hardware, software and network layers, serving industries such as healthcare, life sciences, telecommunications, utilities, and manufacturing. remediation. It provides insights into threat actor behaviour and emerging campaigns, leading to shorter exposure windows and faster response times. ●



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DRONESHIELD BEGINS MANUFACTURING IN EUROPE

BY GILES EBBUTT



DroneShield, an Australian developer of counter-UAS systems, has announced its first European-produced system has successfully come off the production line, marking a significant milestone in the company's global manufacturing and supply chain strategy.

The RfPatrol Mk2 is a next-generation wearable C-UAS solution that provides 360° detection of a wide variety of UAS and remote controllers across all environments. Powered by DroneShield's latest software-defined radio scanning technology and with a device database that stays up to date with changing threat environments via DroneShield's proprietary AI-driven detection engine, it provides instant visual, audible, or haptic notifications of drone threats.

DroneShield is collaborating with an existing European manufacturer that is providing full turnkey assembly and component manufacturing, including PCB assembly, precision machining, cable and wire harness assembly and associated assembly and testing labour. As part of this collaboration, DroneShield has established and will continue to grow a primarily EU-based supply chain, making this the company's only production line currently outside of Australia.

DroneShield says that the newly manufactured European system delivers the same proven performance, capability and design as its Australian-built systems, which will continue to be supported by a predominantly Australian supply chain.

The announcement builds on DroneShield's expansion into Europe, including the official opening of its European headquarters in Amsterdam in March. The new headquarters serves as an operational base for DroneShield's EU Centre of Excellence which is focused on manufacturing and assembly, R&D, drone testing and training.

Louis Gamarra, Chief Commercial Officer of DroneShield said, "This milestone reflects our commitment to supporting allied nations with locally produced, highly capable counter-UAS systems. Customers in Europe can now access the same trusted DroneShield technology, built with a supply chain aligned to regional industrial priorities [...] This is just the beginning, as DroneShield expands its production capabilities into Europe. With a strong pipeline of next-generation products coming online, European customers can have confidence that these capabilities will be built and supported within the EU."

At Eurosatory DroneShield is showing its range of layered drone defence capability, including RF sensors and effectors, radars and optical sensors. It is also demonstrating how sensor data is ingested into its C2 system to provide the operator a clean «dot on the map». ●

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HALL
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H 299

LIGHTWEIGHT CBRN PROTECTION FROM AVON

BY GILES EBBUTT

Avon Protection is showing its new short-duration chemical, biological, radiological, and nuclear (CBRN) Combination Powered Air Purifying Respirator (CS-PAPR SD). This new system has been developed to provide military special forces and tactical teams the ability to switch between breathing protection levels in a single system with a smaller, lower-profile package for greater operational flexibility.

Previously, traditional CS-PAPR units offered limited functionality for tactical users due to their bulk. With its low-profile, lightweight design, the new CS-PAPR SD reduces wearer burden, enabling users to remain on target for longer and operate more effectively in physically restricted environments, such as subterranean settings or confined spaces.

Built around a modular methodology, CS-PAPR SD can be easily added to existing fielded systems from Avon, including the FM53, FM54 APR and ST53 SCBA configurations, allowing users to build on existing equipment investment.

The new system is on display alongside Avon Protection's full range of CBRN protective equipment, including the newest scalable system, the MITR-M1 Half Mask and MITR-PG1 Powered Goggle. Selected by the Government of Canada in May 2026 to equip the Canadian Armed Forces, the MITR-M1 Half Mask together with the MITR-PF Compact Particulate Filter will provide lightweight, flexible respiratory solutions for tactical low- to mid-level threat environments.

The MITR-M1 weighs 250g, which according to Avon is lighter than other half masks, even with the filter attached. The ergonomic nose cup accommodates a diverse range of face shapes. It is available in three sizes to ensure a safe and comfortable fit for all users and is optimised to minimise user fatigue for prolonged use. The mask integrates with helmet rails and does not require a chinstrap extender.

The MITR-PF Compact Particulate Filter incorporates a low-profile, high efficiency pleated element. A 99.97% filtration efficiency removes oil- and water-based particulates, very fine dust and viruses.

Weighing 400g including the battery, the MITR-PG1 Powered Goggle includes an integrated air purge system that prevents visor fogging even in extreme temperatures, enhancing visibility. The positive pressure inside the goggle constantly purges the eye space, ensuring maximum comfort and protection. Optional vision correction lenses are available. ●



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DÜRR SHOWCASES SCALABLE PRODUCTION TECHNOLOGIES FOR DEFENCE MANUFACTURING

BY JULES ROUKOZ

HALL
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A454



At Eurosatory 2026, Dürr Group is putting the spotlight on production technologies designed to help defence manufacturers scale up capacity without sacrificing precision, quality or repeatability. The German engineering company is presenting a portfolio that spans painting, assembly, dispensing, balancing, end-of-line testing and digitalisation with each system tailored to support higher throughput in complex industrial environments.

The group says its offer is particularly relevant at a time when European defence companies are under pressure to increase output quickly. With around 18,000 employees and a long track record in automation, digitisation and energy efficiency, Dürr is positioning itself as a production enabler rather than a traditional platform supplier.

One of the key highlights is its painting and assembly technology. Dürr, a major global supplier of automotive painting systems, is applying that experience to military vehicles and aircraft components, where finish quality, process consistency and integration into wider manufacturing lines are critical. The company emphasises scalable solutions, from bespoke workstations to series production lines, allowing defence manufacturers to move from prototype or low-rate production to sustained industrial output.

Also on display is its dispensing technology for adhesives and sealants. In defence manufacturing, such systems are essential for bonding, sealing and structural assembly, especially where durability and

environmental resistance are required. Dürr's approach focuses on precise application, reduced waste and integration into automated production cells, which can help improve both efficiency and quality control.

Another technical area is mass balancing and determination of mass properties. This is especially important for rotating components, aerospace parts and other high-precision items where accurate weight distribution affects safety, performance and service life. Dürr's subsidiary Schenck RoTec contributes balancing machines, vibration tables and measurement systems that can be used to identify and correct imbalances early in the production chain.

For final-stage validation, the company is also presenting scalable assembly and end-of-line testing systems through BBS Automation. These tools are designed to enhance reliability by checking that components and subsystems meet specification before they leave the production line. In defence applications, where failure tolerance is extremely low, this type of testing can be as important as the manufacturing itself.

Dürr is using the exhibition to underline a broader message: efficient production is now a strategic capability in its own right. As defence budgets rise and industrial bottlenecks become more visible, the ability to automate, standardise and accelerate output may prove just as decisive as the product being built. ●

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THE SAME, BUT DIFFERENT...

BY SHAUN CONNORS

UNAC is highlighting the unmanned capabilities of its RIDER (Rapid Intervention Droppable Equipment for Raiders) air-droppable ultra-light tactical vehicle. The two-seat RIDER is in service with French special and parachute forces, with a total of 300 units ordered by the DGA.

Based around the base RIDER platform, all RIDER UGV variants share a common platform and architecture, including the use of an internal combustion engine which alleviates any battery-associated range/endurance anxieties and field recharge issues.

UNAC is showing two variants of the platform on its stand, a baseline UGV and the ROBIN (ROBot for Investigation): a contract for 24 units of the latter is already in place.

The base UGV platform is suited to a variety of roles, including logistics, medevac, intelligence gathering and weapon station. It has an unladen weight of 2000 kg and a payload capacity of 1,000 kg. Dimensions are 3m length, 1.6m width and 1.25 height.

The ROBIN variant is essentially a tele-operated ground investigation platform for

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investigation and reconnaissance of hazardous and high-threat areas. Its key feature is a rotating, extendable arm that can be fitted with a selection of work and/or investigation tools. The arm has a capacity of 120 kg at up to 3.8 m extension. ROBIN is also fitted with an 1,800 kg capacity winch with 20 m of cable.

RIDER UGV platforms have a maximum speed of 50 km/h, can be towed if required and can themselves tow a 400 kg payload trailer. Control is by radio link at up to 400 m, or by tethered fibre-optic link at up to 2km. ●

VISIONWAVE LAUNCHES VARAN UGV

BY GILES EBBUTT

VisionWave is launching an innovative UGV called VARAN at Eurosatory. Jeremy Williman, VARAN designer, told the Daily in a pre-show interview that the concept for VARAN was for a vehicle "that can be serviceable in the field, is not too heavy, is very mobile, offers a variance from existing vehicles and is relatively inexpensive so it is attritable". Potential roles and modules include ISR with a sensor mast, basic cargo, weapon station and casualty evacuation.

A key feature is the vehicle's height adjustability. Resembling the Boston Dynamics robot dog, the four "legs",

each of which has a wheel, are independently adjustable for height. "This means you can drop the fuselage on the ground or at any height or angle. That's particularly helpful if you've got a weapon system mounted and you're on the side of a hill and you need a level platform" Williman explained. The VARAN can operate on a 60% gradient and a 40% side slope.

With a chassis made of high strength aluminium and composites, the VARAN is 2.6m long and 1.5m wide, has a payload capacity of 400kg and a towing capacity of more than a tonne. Driven by an electric motor it has a maximum speed

of 45mph and with a 7.7Kw battery Williman said this provides "about four hours of continuous use, although we can daisy-chain up to seven batteries, so if it was pulling a chariot with additional batteries we could run it for pretty much 24 hours". He added "we could fairly easily turn it into a hybrid or a conventional engine". The vehicle can be driven directly by an operator sitting on it, by remote control at up to four kms range, or it can be fully autonomous. Williman said that VisionWave has separately developed a full sensor stack consisting of LiDAR, gyroscopic cameras, and radar to support autonomous operation, and Nvidia Jetson Control can

be custom embedded. Communication options include RF, StarLink, 5G or mesh network. Williman said that the VARAN is at about technological readiness level (TRL) seven, with testing and demonstrations being conducted just prior to Eurosatory. "The next level will take us up to [TRL] eight or nine, and we're talking to various potential partners about manufacturing the core backbone and architecture as we want to create a sovereign capability in UK" he said. "We're also looking at how existing systems are being used by, for example, the UK Commando Force and 16 Air Assault Brigade and how we could slot in with these" he added. ●

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TEXTRON SHOWCASES DAMOCLES

BY GILES EBBUTT

In February this year Textron Systems Corporation, a Textron Inc company, announced that it had been awarded a prototype agreement from the US Army for the Low Altitude Stalking and Strike Ordnance (LASSO) programme. Under the agreement, Textron Systems will deliver a Damocles loitering munition system and demonstrate it to the Army. Textron is showcasing the Damocles Launched Effect (LE) at Eurosatory.

With Textron Systems' GEN2 Explosively Formed Penetrator (EFP), the Damocles LE delivers top-attack, EW and ISR capabilities as either a ground- or air-delivered payload. It has a low acoustic signature, which

enhances stealth and reduces detectability during operations. For the LASSO programme, the Damocles system is integrated with a VTOL UAS to deliver top-attack capability. In the VTOL configuration, no launch or recovery equipment is required.

Damocles is built using a modular open systems approach (MOSA), allowing other payloads to be integrated into the system to support different concepts of operation, such as EW effects. For operational safety, the system includes features to prevent unexploded ordnance, reducing the risk of hazardous remnants on the battlefield.

Equipped with autonomous tracking capabilities and ad-



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CD255

vanced AI, the Damocles LE provides operators with advanced capabilities, with full motion video feedback for human-in-the-loop for mission supervision and decision-making. The precision unitary munition ensures accurate targeting.

According to Textron, launched effects are purpose-built systems designed to autonomously or semi-autonomously deliver kinetic or non-kinetic payloads, with a focus on three interlocking priorities: precision le-

thality and targeting, safety for friendly forces and non-combatants, and the ability to manufacture and operate at scale. These systems can be used for beyond-line-of-sight engagement, thus reducing the risk to users. The ability to defeat the intended target reliably, while minimizing the need for repeat engagement, enhances mission outcomes and reduces the number of sorties and supporting assets required to achieve objectives. ●

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CHEMRING SHOWCASES BIOLOGICAL DEFENCE CAPABILITIES

BY GILES EBBUTT

US biological threat detection specialists Chemring Sensors and Electronic Systems (CSES) is showcasing two of its biological threat detection products at Eurosatory. According to Ben Atkinson, senior defence expert at CSES, "biological threats can be delivered through aerosols, water supplies, or entomological vectors, and a variety of other dispersal methods. Rapid understanding of the scope and nature of a biological attack is a core capability, one that is essential to limiting the attack's impact and to protecting warfighters."

The ATHINA Detector Collector 200 (DC200) is an integrated particle detection and collection system that provides early warning of biological threats in homeland security, public health, and military applications.

The DC200 contains a continuously operating detector and a triggered collector that

can be used in both indoor and outdoor applications. The detector is based on TAC-BIO detection technology that uses semiconductor ultraviolet light-emitting diodes (UVLEDs) to detect airborne biological particles, including bacteria, spores, viruses, and toxins, without any consumables.

The system continuously samples the surrounding air, monitoring for increases in particle concentrations. When a potential threat is detected, the DC200 triggers a sample collection and transmits alarm data within 90 seconds to the local user interface and through the communications network for potential response actions. The collector's dry electret filter and rapid filter elution system yield a 6 ml liquid sample for subsequent analysis.

This improved TAC-BIO technology was originally developed by the US Army Edgewood Chemical Biological Centre, which

HALL 5A STAND D345

used UVLEDs for reagentless detection of airborne biological particles.

The DC200 provides broad detection capabilities in a package that is less than 42.5l in volume and weighs less than 21kg. It can be used as a stand-alone detector/collector or in combination with networked detection systems. It has an LCD interface, Ethernet and USB connections and can be operated from vehicle, infrastructure or battery power.

The Joint Biological Tactical Detection System (JBTDTS) combines bioaerosol detection and collection technology with a handheld confirmatory identifier in a rugged design to provide actionable situational awareness during a biological event.

The system automatically detects the presence of potential biological aerosol hazards within 60 seconds using TAC-BIO and captures aerosol samples for confirmatory identification.

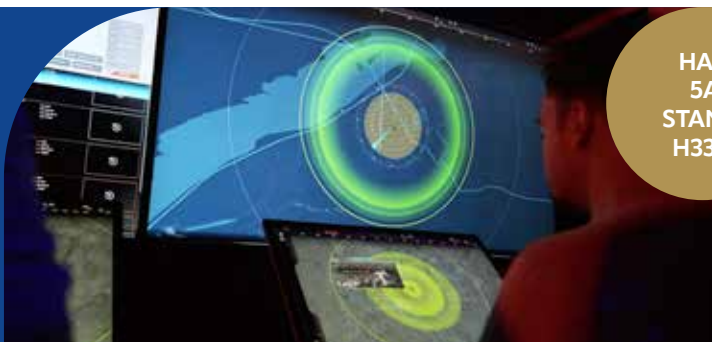


It can detect bacteria, viruses and toxins at less than 200ppb with a detector false alarm rate of less than one false alarm every 168 hours.

A modular system that is scalable from individual units to networked configurations, the JBTDTS is deployable across tactical vehicles, shelters and fixed sites and can be set up in two minutes. Component level upgrades support future capability enhancement. ●

OUTPERFORMING TOMORROW'S THREAT - TODAY

BY DAVID OLIVER



HALL 5A STAND H335

MARSS is a technology company protecting millions of lives across the globe. The company arrives at Eurosatory with NiDAR, its AI-powered C2 platform, fresh from the Gulf frontline, where it has been countering real-world drone and asymmetric threats in one of the world's most demanding operating environments.

Visitors to the MARSS stand can get 'hands-on' with the brain behind multi-domain defence.

NiDAR delivers 360° situational awareness across air, land, surface, and sub-surface, autonomously detecting, tracking and classifying threats, as well as recommending responses, cutting the decision cycle from minutes to seconds. Sensor- and effector-agnostic, with more than 60 deployments worldwide, it folds legacy and next-generation hardware onto a single screen.

The show also marks a new

chapter for the company. With the Australian company Electro Optics Systems (EOS) acquisition of MARSS now complete, customers gain a single partner spanning the full counter-UAS chain, pairing EOS's world-leading effectors with the MARSS proven C2 and AI to deliver genuine end-to-end, turnkey protection for military, homeland security and critical infrastructure.

There is more to come. Over

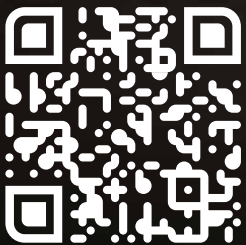
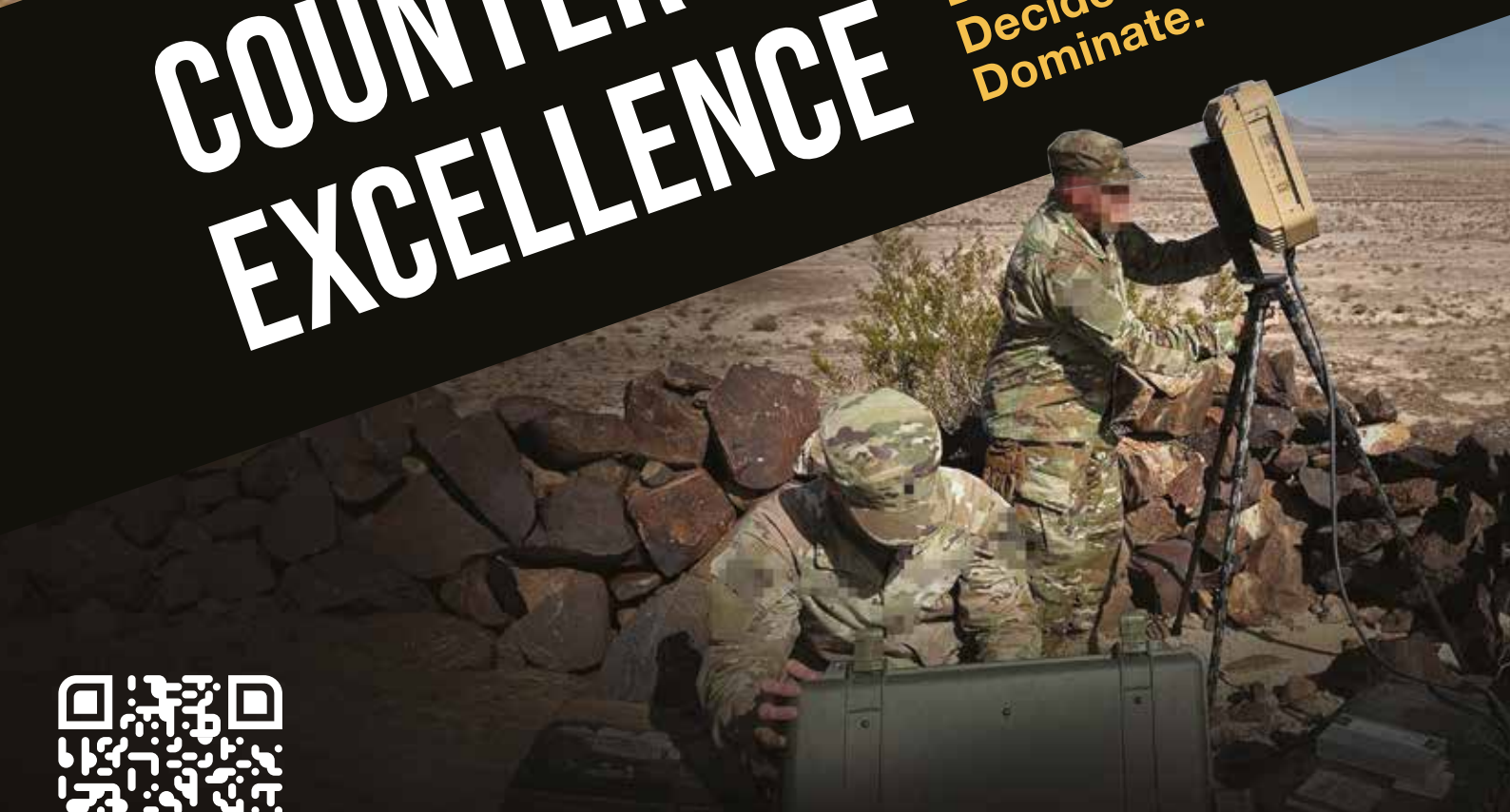
the course of the week in Villepinte MARSS will unveil a major new C2 partnership with a tier-one defence prime, alongside news of its expanding European footprint.

«NiDAR has proven itself where it matters most, protecting people, critical infrastructure and national assets» said Johannes Pinl, MARSS Founder and CEO. «Eurosatory is where we show the world what AI-enabled C2 can do.» ●



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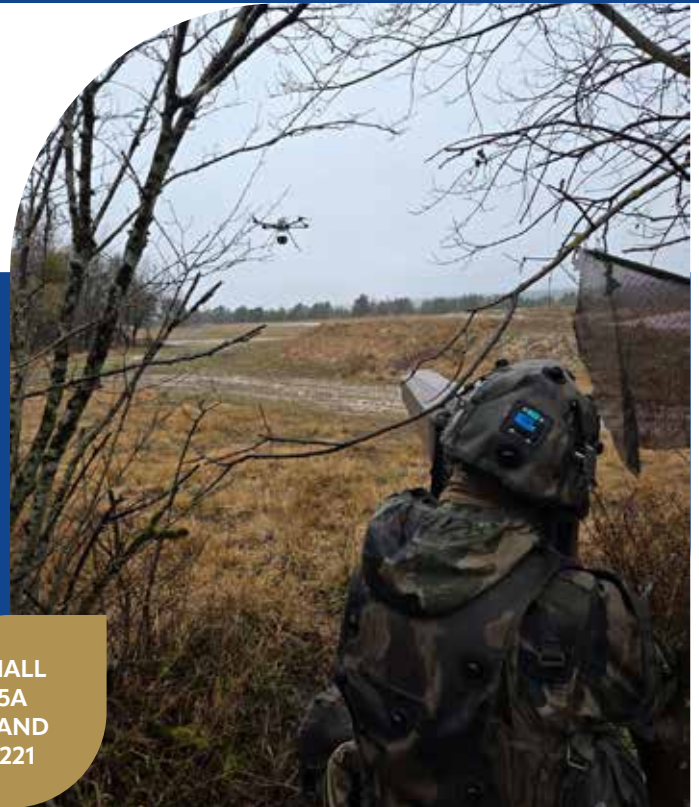


ECHODYNE

GDI SIMULATION ADDS DRONE SIMULATION, LIVE/VIRTUAL INTEGRATION TO ITS PRODUCTS

BY GILES EBBUTT

HALL
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French simulation specialist GDI Simulation has developed two new capabilities to support the training of land forces and is showcasing them at Eurosatory.

The LUDUS application platform supports distributed training by federating live outdoor and virtual indoor participants into a single networked training scenario, using existing infrastructure. The lightweight architecture utilises the 4G/5G public network with a virtual private network and hardened Android phones running the LUPUS application.

Guillaume Dandrieux, GDI commercial and business development director, told the Daily in a pre-show interview that LUPUS is a self-funded development, focussing on software because the network already exists. He noted that 95% of France is covered by 4/5G, although the 5% includes parts of the main French Army training areas so it would be necessary to avoid using the system in these zones.

He explained that by connecting indoor simulators, such as those for the Akeron MP and LP anti-tank guided weapon, and live tactical engagement simulation systems (TESS), soldiers training in barracks can interact with those conducting live training in the field. The system can connect with GDI's existing vehicle and heavy weapon simulators as well as to dismounted infantry. The Akeron MP (Moyenne Portée) simulator is a dual system (2-channel laser and virtual reality) which can be used with geospecific 3D terrain. The Akeron LP (Longue Portée) simulator was developed by GDI for MBDA and OCCAR for in-flight training of the airborne Akeron LP missile on the Tiger helicopter.

"We are beginning to discuss establishing a tactical evaluation of the system with the French army" Dandrieux said, "when we will put the system at the disposal of a unit conducting outdoor training so we can evaluate and assess its capabilities. This could be in a local area rather than at a combat training centre." This evaluation will be in late 2026 or early 2027, he said.

The DraconeS family provides drone payloads and simulators

that enable live outdoor training against drone threats. The Draco-R is a payload for reconnaissance drones while the Draco-F is a lightweight payload for FPV/kamikaze drones which can simulate proximity impact on vehicles when within 20m of the target. Dandrieux said that both are agnostic to the type of drone, as they are stand-alone systems with their own power supply and are just strapped to the drone. They are also compatible with and agnostic to existing TESS instrumentation systems, using the Universal Laser Engagement Industry Standard (U-LEIS) protocol, so they can be engaged by ground troops.

The Draco-J is a simulator for the MC2 Technologies NEROD RF jammer rifle, currently in service with the French army. Dandrieux explained that it utilises lasers in the same way as conventional weapons, but this simulates the drone being jammed. If the engagement is successful the drone payload provides a visible indication and the drone operator will then simulate its jammed behaviour.

Dandrieux noted that while the Draco-R could be engaged from any angle, the Draco-F laser detectors were limited to a forward-facing segment. This reflects the nature of an FPV and tactics, techniques and procedures developed in Ukraine, where FPV drones are not engaged as passing targets in order to avoid revealing troop locations.

Draco-R and Draco-J were co-funded by the AID (French Defence Innovation Agency) and successfully evaluated by the Centre d'Entraînement au Combat (CENTAC), the French army combat training centre at Mailly-le-Camp. Dandrieux said that GDI was now working on industrialising the systems so they can be produced on a large scale. He added that Draco-F had been developed since the beginning of 2026 and was intended to pass final internal qualification tests by the end of July. It is also being offered for tests by the French army.

Dandrieux observed that although the French army had been involved in the development, there was likely to be a competition for the main procurement programme. ●

EYES ON TARGET, FINGER ON THE FUTURE, SENOP'S AFCD TI RAISES THE BAR AT EUROSATORY

BY JULES ROUKOZ

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At Eurosatory, SENOP is turning heads with its Advanced Fire Control Device Thermal Imager (AFCD TI), a compact yet highly capable system designed to maximise first-round hit probability in all conditions. That is why the French defence procurement agency DGA has selected the Senop AFCD TI smart sight as its next-generation fire control solution.

Built as an all-in-one solution, the AFCD TI integrates an uncooled LWIR thermal imager, a high-resolution day camera, an eye-safe laser range finder, and a sophisticated ballistic computer supported by environmental sensors.

The system's digital image fusion significantly enhances detection, particularly in low-light and night-time scenarios, while its target tracking capability allows operators to engage both stationary and moving threats with confidence. The ballistic computer automatically receives ammunition data via the weapon interface, streamlining engagement and reducing operator workload.

The AFCD TI features a 640×480 thermal sensor operating in the 8–12 μm band, paired with a 1280×1080 day camera. A 3x optical magnification, complemented by 2x and 4x digital zoom, provides flexibility across engagement ranges. Its laser

range finder delivers accurate measurements beyond 3 km, with ±1 metre precision under NATO-standard conditions. The integrated OLED display (800×600) ensures clear visualisation, while image capture and live streaming capabilities add a valuable reconnaissance dimension.

While weighing only 1.7 kg, the device is housed in a rugged carbon-fibre casing, offering shock resistance and IP67 protection for harsh environments. It operates reliably between -40°C and +63°C, meeting stringent MIL-STD and STANAG requirements.

Fully qualified for the Saab Carl-Gustaf M4 and M3 systems, the AFCD TI is also compatible with the AT4 and NLAW systems, and supports weapons such as 40 mm grenade machine guns and 12.7 mm heavy machine guns. Additional features include airburst programming compatibility with Saab's Firebolt® ammunition and a versatile power supply using standard AA batteries or external sources.

With its blend of precision, durability, and digital integration, SENOP's AFCD TI positions itself as a top-level force multiplier, bridging the gap between targeting and reconnaissance on today's battlefield. ●

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MAB ROBOTICS, POLAND, PRESENTS THE HONEY BADGER 5.0 ROBOT - A QUADRUPED PLATFORM FOR DEMANDING ENVIRONMENTS

BY MARC CHASSILLAN

Originating from Poznań University of Technology, the MAB Robotics team has been developing legged robot technology since 2016. Till now, MAB solutions have been used primarily in R&D projects, including research on new locomotion methods based on artificial intelligence as well as the exploration of hard-to-access environments - such as caves, underground heating networks or water and sewage infrastructure featuring high humidity and dust levels - for inspection purposes.

"We see growing demand for reliable robots designed and

manufactured in Europe for operation in harsh environments. Honey Badger 5.0 is our response to these needs," the company's co-founder and CEO, Jakub Bartoszek, told Show Daily. Honey Badger 5.0 features an IP66-rated design and incorporates the company's proprietary drive technologies, based on MD Series brushless motor controllers, which offer high torque density and reliability, proven in projects delivered to more than 250 customers worldwide.

The new version of the robot introduces structural improvements and additional safety



HALL 5B
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features that enhance operational stability without significantly increasing size. Honey Badger remains one of the smallest waterproof quadruped robots on the market, allowing it to operate in confined spaces and reach locations inaccessible to other technologies. At the same time, the robot's payload capacity has been increased to 6kg, and enhanced battery capacity extends operational endurance to approximately two hours. Another important improvement is the rede-

signed user interface, allowing non-specialized personnel to operate it.

Honey Badger 5.0 is the first generation of the platform ready for serial production. Unlike version 4.0, which was primarily used in R&D projects and pilot deployments, the new model is entering the commercial market. First deliveries are scheduled for the second quarter of this year, with robots already contracted for customers in Germany, South Korea, the United Kingdom and Italy. ●

SIMULATION THROUGH A PRISM

BY GILES EBBUTT

US simulation specialist XR Training (XRT) develops and produces individual-to-small-unit immersive training systems for combat vehicle operators and maintainers. Powering these systems is PRISM, XRT's purpose-built open architecture integrating AI with the latest advances in training technology, extended reality (XR) and adaptive learning methodologies.

According to XRT the PRISM platform is rapidly deployable, easy to sustain, and built to plug-and-play mission requirements, doctrine, vehicles and specifications as they change over the life of a programme.

It has used novel agentic AI in its latest vehicle crew mission trainer to enhance trainee outcomes across mission planning, mission rehearsal, and After-Action Reviews (AARs).

Mission planning is streamlined by interpreting natural-language orders to generate realistic plans and dynamically incorporate new technologies such as UAS/counter-UAS systems. Users can write open-ended mission orders, enabling easier adoption and planning. Agentic AI generates realistic plans with explicit and implicit tasks for non-player characters (NPCs) during mission rehearsal.

During rehearsal, it integrates evolving friendly and opposition force and tactics, techniques, and procedures (TTPs) by ingesting natural-language documents, enabling NPCs and AI teammates to display true-to-life, adaptive behaviours and respond to authentic tactical communication. Trainees face realistic, adaptive AI threats informed by emerging battlefield tactics, providing flexibility and realism in training environments.

The system concludes the training cycle with AI-driven AARs that analyse performance data to offer deep insights and iden-

tify key trends across units, with the option to develop rapidly new scenarios that address specific training needs.

XRT was recently awarded a six-month US\$5.1 million contract by the US Marine Corps to develop a prototype crew gunnery trainer for the Corps' Amphibious Combat Vehicle, for which it is using the PRISM platform.

At Eurosatory XRT will be demonstrating the capabilities of PRISM using its maintenance training model for the HM-MVW. ●



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