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LEON  
VEHICLE

# LEON

## VEHICLE

### DATA SHEET

Resistance class	STANAG IV (expandable to STANAG V)
Crew	9 + 2
Width	2,600 mm
Height	2,600 mm (top edge of the roof, to the weapon station)
Length	7,200 mm
Weight	18,000 kg
Payload	4,000 kg
Drivetrain	650 BHP, 1,500 Nm (turbodiesel)
Transmission	Automatic, 8 gears with off-road reduction and 3 lockable differentials (Hydraulic torque converter)
Drive formula	4x4 and 6x6 (6x6 + 8000 kg payload), all-wheel steering
Armament	up to 125mm main armament and various small arms
Ground clearance	400 mm
Fording depth	up to 2m (with full utilization of the payload, otherwise amphibious)
Gasmilage	25 L diesel / 100km.
Fuel tank	250 L, range: 1,000 km (without refueling)



Concept: LEON Vehicle  
Law Enforcement / Operational / Naval vehicle

The LEON is an armored wheeled vehicle, which combines the best solutions from the categories MRAP and APC / (armored personell carriers) under the exclusion of the respective disadvantages.

The MRAP is a relatively new class of improvised armored vehicles in the NATO scope. In the course of the 'Global War on Terrorism' (Afghanistan, Iraq, Mali and other campaigns), in response to a new operational concept, these were hurriedly produced by various providers and procured by the US Department of Defense under time pressure. They were not the results of technical and scientific developments and did not go through any significant test periods. Soldiers jokingly refer to them as "homebrew trucks", which is largely correct.

Today's concept of APCs is a post-war development that has been modernized over the years, but never really developed further due to the fear of rushed actionism. The billion dollar slumps in the armaments industry on both sides of the iron curtain at the end of the Cold War affected the small arms sector (OICW, CAWS, etc.) in particular, but not exclusively, which is why the countries armed forces initially focused on conventional solutions and concentrated developing on the Navy, Air Force and Electronic Warfare. Today's APC basically still correspond to the Soviet BTR 60, only received more modern drive trains, slightly improved armor and the latest electronic accessories from the respective decade of their manufacture. APCs are still very limited in their field of use, complicated thus expensive to manufacture, and vulnerable to many modern threats.



**Konzept LEON Vehicle**  
**Law Enforcement / Operational / Naval Vehicle**

There is currently an international trend towards modular concepts, which should noticeably expand the area of application of armored wheeled vehicles with decreasing costs and production times and thus make them logistically more efficient. For example, for some years now often neglected traditional tracked tanks are scrapped by developers in favor of cheaper and simpler wheeled tanks, often based on various APCs. In many developing and emerging countries, but not only there, attempts are currently being made to modernize and expand the existing fleet for new and future challenges. This is exactly where the LEON comes in. It is in its broadest sense the BTR 60 of the 21st century and aims not only at following the trends in global defense technology development over the next decades at eye level but also at leading trends and inspire.

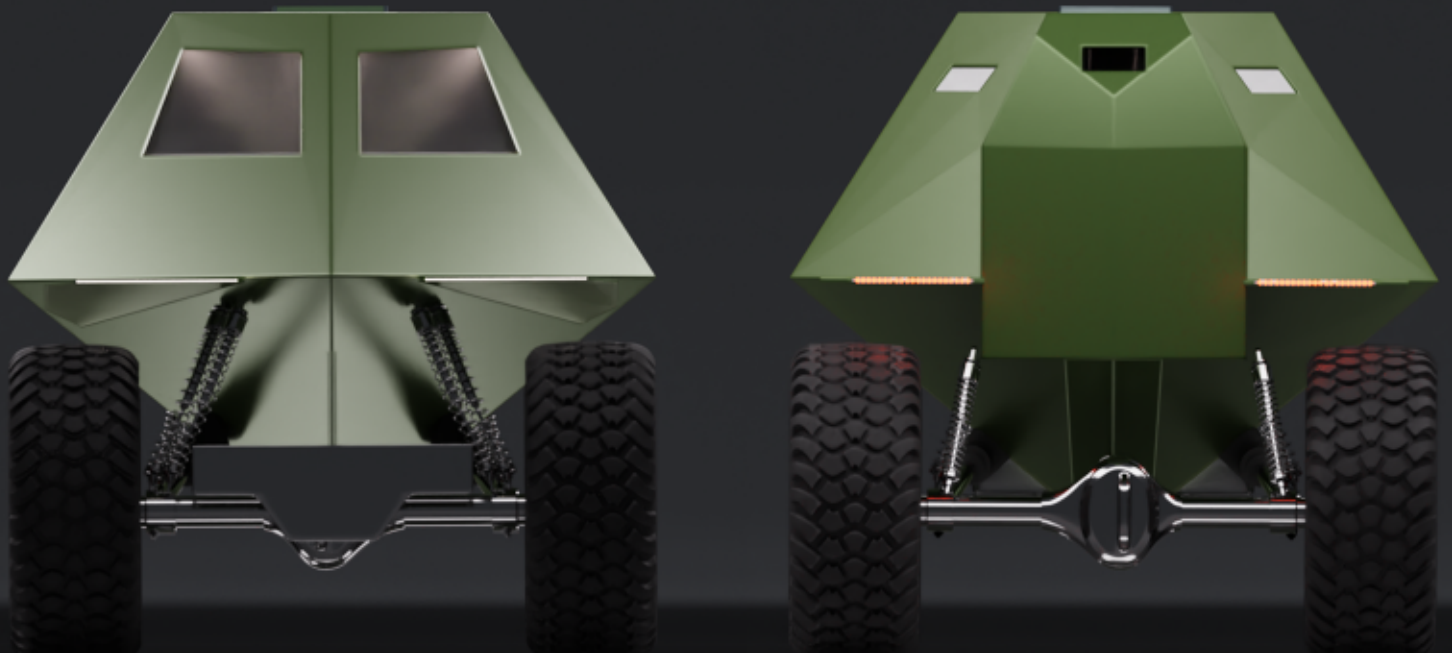
It was designed from scratch and is perfectionated both for use as a SWAT vehicle in the context of police and anti terror tasks, for police-like tasks in the context of asymmetrical warfare by military special forces as well as for the symmetrical confrontation with an opponent who has significant resources and technological skills in armament procurement. During development, great attention was paid to security in a 720 degree radius, i.e. ground and air.



The tank-like monolith structure protects both, the entire drive train and the crew to the same extent. All modular components (axles, wheel suspension), main armament, observation and active defense systems are attached to the outside of the monolithic body for quick, field operable exchange. Due to its shape and displacement, the LEON is particularly suitable for spontaneous amphibious use and is comparable to boats of the same weight class in terms of stability, speed and maneuverability.

The LEON can be converted from a manned platform to a radio- or cable-controlled unmanned ground drone through comparatively simple modification; the modification to the UGV is not recognizable from the outside. This way, potential attackers can never be certain whether e.g. an unmanned convoy operates (this would not be covered by rules of engagement, etc.) or a manned one with actual personnel inside (of course, people are protected by regulations from arbitrary attacks). As a result, it can be operated with minimal risk to human resources and material, even deep in unstable regions and under chaotic conditions.

With a diamond-shaped armored body and a 'True V-Shape' underbody, this vehicle officially offers the smallest effective attack surface and the sharpest impactangles in the world. These properties are considered the holy grail in the construction of modern protected vehicles.





By pairing it with special floating pontoons, the LEON can be converted into a lightly armored patrol boat with significantly improved buoyancy and payload in less than an hour.

Its dimensions enable it to be transported with most military transport aircraft and to conduct relatively uncomplicated air landings.

The protection class STANAG 4 in combination with a monolithic construction is predestined for the use of additional, active protection systems such as KAZ, Trophy, the Russian 'Kontakt' series and others.

Since 2011, our consortium has been designing many multifunctional land vehicles, which we never put into series production: they were a little bit of everything but not perfect in any relevant application area. The LEON is a contrast - it is complete in every objected purpose and in nothing just a little.

