

# JANKEL

PROTECTION IS EVERYTHING

## For the right levels of protection ask the right questions.

More and more we are seeing enquiries for vehicles that specify tailored protection for specific situations.

Our more savvy customers know that it is not just the level of protection a vehicle's built to that will help keep their operatives safe whilst working in volatile or inhospitable locations. It's also about ensuring that it's equipped with the right type of protection.

Of course budget constraints, lack of information or speed of procurement often stop organisations from making the right purchasing decisions. As a result, they may be unaware that their staff's safety could be seriously compromised and the vehicles potentially inadequate for the task they have been bought to do.

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### When procuring an armoured vehicle the right questions need to be considered:

- Where will the vehicle will be used?
- What will the vehicle be used for?
- What type of environment will it be used in?

Without answers to these questions, the protection offered by the vehicle may be inadequate as different protection levels will be needed for different scenarios. For example, the terrain in parts of Africa makes road worthiness paramount whilst blast needs may be less critical, yet in volatile parts of the Middle East, the opposite is more likely to be true.

### Vehicle protection comes in 3 categories:

- Ballistic Protection against live shots into the vehicle
- Blast Protection against land mines, improvised devices and other blast materials
- Vehicle Road Worthiness to ensure enhancements and modifications have not make the vehicle unsafe for handling.

The most commonly requested standard, the B6 standard (derived from FB6 & BR6 tests on materials for buildings) where ballistic tests are carried out on the armour material outside of the vehicle (3 shots in a triangle), may not offer enough protection on the frontline. Critically, it does not test how the armour material has been put into the vehicle (overlaps, door gaps, etc.) and so technically one piece of armour could be added to the vehicle and it then classified as B6 protection level. Moreover, the heavy armour panels put in a vehicle that is not designed for blast can dislodge and cause serious harm even in a relatively minor event.



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However, a more comprehensive level of testing, the VPAM BRV 2009 standard exists and is carried out on armoured vehicles to offer a superior level of protection. This test looks at the protection of the whole vehicle rather than just the armour material and the armour is tested once installed onto the vehicle system (via live fire testing with hundreds of rounds).

It also means that all angles are covered, for example door locks, overlaps, etc. Couple this with actual blast trial standards such as VPAM ERV2010 and you know you have a vehicle you can trust.

Armoured vehicles tested to the VPAM standard of testing therefore offer superior ballistic and blast protection when compared to vehicles without this certification and may be much more suitable for protection to employees working in high risk areas.

And so by asking the right questions upfront and understanding how and where your vehicles will be used and to what level the passengers need to be protected, as well as considering the right safety standards required, will ensure that your employees will be better protected and mission ready.

## Jankel LC200



The hot-formed Jankel Toyota LC200 is a highly tailored vehicle which meets the VPAM standard of testing and offers outstanding protection in the field against all 3 main types of attack. Jankel uses the latest developments in armour technology, hot-formed armour, (armour formed in large complex shapes to reduce welding), along with in-depth automotive testing, to produce the advanced spec of the LC200, making it one of the most reliable and robust choices for protection whilst operating in hostile territory.

### For more information:

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