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MAV Technical Specifications

Data subject to change without notice.

GENERAL

Power-to-weight Ratio	20 Hp/ton
Crew	21 (Incl. Gunner, Driver and Commander)
Length	8.3 m
Width	3.3 m
Height Overall	3.8 m

MOBILITY

Engine	Diesel
Transmission	Fully Automatic
Max. Road Speed	70 km/h
Gradient	60%
Side Slope	40%
Vertical Obstacle	0.9 m
Trench Crossing	2 m
Amphibious Capability	Standard
Max. Water Speed	7 knots
Suspension System	Torsion Bar
Steering System	Through Transmission

PROTECTION & LIFE SUPPORT SYSTEMS

Ballistic Protection	STANAG 4569 (Level Classified)
Mine Protection	STANAG 4569 (Level Classified)
Self-Righting Capability	Standard
Smoke Grenade Dischargers	8
Integrated Smoke Generator	Standard
Automatic Fire Suppression System	Standard
CBRN Protection System	Standard
A/C and Heater	Standard

ARMAMENT

Turret Type	Remote Controlled
Main Armament	40 mm AGL & 12.7 mm MG
Elevation	-7° to +45°, Electrical
Traverse	360° Continuous
Sight System	Day & Night Sight

MISSION EQUIPMENT

360° Situational Awareness	Standard
Driver Vision System	Standard
Battlefield Management System	Standard
Navigation System	Standard
Communication Equipment	VHF/UHF Radios Crew Intercommunication System
Electrical System	24 V



MAV

MARINE ASSAULT VEHICLE

FNSS

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MAV

MARINE ASSAULT VEHICLE



OVERVIEW



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During the beach-landing phase of amphibious operations, these vehicles are launched from amphibious assault ships and are able to rapidly cover the distance between the vessel and the shore, allowing marine units to land under armour protection. MAV have all the features and capabilities of both a military land vehicle and a military marine vessel, by balancing the land and sea requirements. This dual role by definition, vehicle offers high performance both on land and water operations.

MAV has higher ballistic and mine protection compared to its predecessors and is equipped with today's most advanced mission equipment. Very few manufactures have this capability worldwide and FNSS is one of the few suppliers in NATO within a hot production line to produce this type of vehicles.

The base vehicle can be configured in different variants such as personnel carrier, battlefield support, beach recovery, combat engineering and command post configurations. The new MAV's are fully qualified and are in service within the new landing helicopter dock (LHD) TCG-ANADOLU of the Turkish NAVY.

MAV is fitted with CAKA Remote Controlled Turret with the ability to carry a maximum load of ready-to-fire rounds and ballistic protection. FNSS CAKA RWS features advantages with its; water resistance structure, light weight, better protection for the gunner, target acquisition, automatic target tracking, stabilisation, reliability, accuracy and increased usable volume inside the vehicle.

MAV outperforms its predecessors in terms of;

- Number of personnel and equipment to be transported in the vehicle,
- Ballistic and mine protection levels,
- Performance criteria to be met on land and in water and
- New generation remote controlled turret.

A unique hull design and powerful water jets make the MAV highly mobile in the water with a speed of 7 knots, as well as on land, at 70 km/h maximum speed. It is capable of self-righting ability in case of capsizing and/or operating at harsh sea/ocean conditions. Thanks to its long cruising range, it offers seaborne, land to sea and land-to-land capabilities. Once on land, they are able to operate alongside with main battle tanks and other mechanised manoeuvre units.

