For some the boxer is a faithful guard dog, for others a valuable military companion. Next to the German shepherd, the boxer is the biggest export success for Germany’s dog breeders. And now the German and Dutch armies have Boxers too. Not the four-legged variety, you understand, but rather eight-wheelers. Ultra-versatile and highly advanced armored vehicles. Their engines are 530 kilowatt MTU Series 199 units.

The transporter plane lands with a thud on the dusty landing strip. The rear loading ramp folds down and out of the belly of the massive aircraft roll futuristic-looking armored personnel carriers at high speed. While combat helicopters hover like dragonflies above the airfield for protection, foot soldiers emerge from each of the camouflaged Boxers. Making use of every bit of cover available, they occupy the area on the ground, set up communications equipment and strategically position anti-aircraft missile launchers. Mission accomplished. Airfield occupied and secured.

An imagined scenario, of course, but it makes clear the sorts of tasks faced by modern armies in present-day crisis zone deployments. The threats are becoming more multilayered and complex, and the missions impose demanding requirements in operational, organizational and technical terms. International conflict prevention and crisis response no longer simply require commitment and capability, they also demand mobility and flexibility and protection for the troops on the ground anywhere in the world. The answer is the Boxer. The dog of the same name is well-balanced, dependable and confident. Characteristics that are important for armored vehicles too. The new Boxer multirole armored vehicle (MRAV) is also exceptionally versatile and capable of meeting the most diverse challenges. It consist of the base vehicle and a mission module, an interchangeable cell, which is accessible via a large rear door. In the space of only one hour, a personnel carrier can thus be converted into a field ambulance, a repair vehicle, a control center or a command post vehicle. Whatever role it is acting in, the Boxer offers its occupants an unprecedented level of protection for a vehicle of this kind from mines, antitank weapons and the improvised...
the engine is mounted diagonally and inclined at 15 degrees to the perpendicular. Its modified dry sump makes sure that it is reliably lubricated even at inclined angles and the available space is used to optimum effect. And the piece de resistance is that the hot exhaust is discharged together with the cooling air via thermally insulated ducts. That substantially reduces the heat signature of the Boxer so that it is much more difficult for hostile opponents to sniff out – even with the persistence of a tracker dog.

"MTU was the perfect partner for our ambitious project," states Anton Wolf, the man in charge of the Boxer project at the manufacturers Krauss-Maffei-Wegmann. "They not only supplied the engine but also the technical support for the accessories." A highlight among them is a radiator fan that enables the flow of cooling air to be turned through 90 degrees. It considerably simplifies the design of the cooling system.

The first "standard production" Boxer was delivered to the German Army in September. It will be followed by nearly 300 more. The Dutch Army has also ordered a number of Boxers in five different variants.

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