

CONFIDENTIAL

Payments will be settled as follows:

100% by bank transfer simultaneously with the signature of the current contract

Delivery time : Goods Available

Taxes and levies: The prices are net to be received and are exclusive of any taxes, stamps, duties and charges to be levied by any government in connection with the contract.

The supplier guarantees that the goods and components supplied are in conformity with OEM specifications. Originating from excess inventories of the French Army, the goods are supplied in "used conditions" according to usual military storage conditions.

These PFM bridges stored by the FRENCH ARMEE DE TERRE, have been rarely used and have been maintained in good condition, because they have been designed and serviced to cross rivers in case of a potential war in Europe, war not planned anymore.

These equipments can be used for many purposes, civilian or military, and are easily ground self-transported. A batch of PFM (about 50 units) have been purchased by an African Government to be used as ferry for civilians (people, cattle, cars, trucks) in high altitude lake. They cross more than 1200 km in hard conditions on severe roads from desert of +50° C to 2500 m altitude, without any problem. This high quality made equipment according the highest military standard can be use as:

- Floating bridges for the land forces to cross rivers and lakes during military operations
- Floating bridge for civilian purpose to replace quickly a bridge out of order in far place
- Floating bridge operated as a ferry for water transportation, with a modular system adaptable to the needs

- Floating bridge used a barge for a rapid deployment on sea, rivers and lakes able to carry a crane, a HIAB, a power supply, a winch etc. and with the capability to be assembled to make a high capacity movable floating dock.
- Floating bridge easily transportable to wild regions (jungle, altitude etc.) to optimize the local development linked to water and its access.

Our company LMC can perform INSPECTION AND SURVEY of your goods before the delivery and we recommend you this checking procedure to avoid any trouble when at destination.

This mission includes:

- ⇒ General inspection of the goods according the contract's technical specifications and terms
- ⇒ Complete checking of the Original Documentation and Original Logbooks
- ⇒ Statics tests including deployment (1)
- ⇒ Control of the replacement/exchange of the possible defective parts or components

OUR COMPANY LMC CAN MANAGE THE TRAINING LOCALY AND ENSURE ON THE SPOT OPERATION.

OUR COMPANY LMC CAN PROVIDE YOU ASSISTANCE TO CONVOY THESE PFM TO FINAL DESTINATION

Our company LMC can perform INSPECTION AND SURVEY of your goods before the delivery and we recommend you this checking procedure to avoid any trouble when at destination.

I hope this information note will feel your interest. I stay at your disposal for any information you may require,

(1) see details annexed to the documents

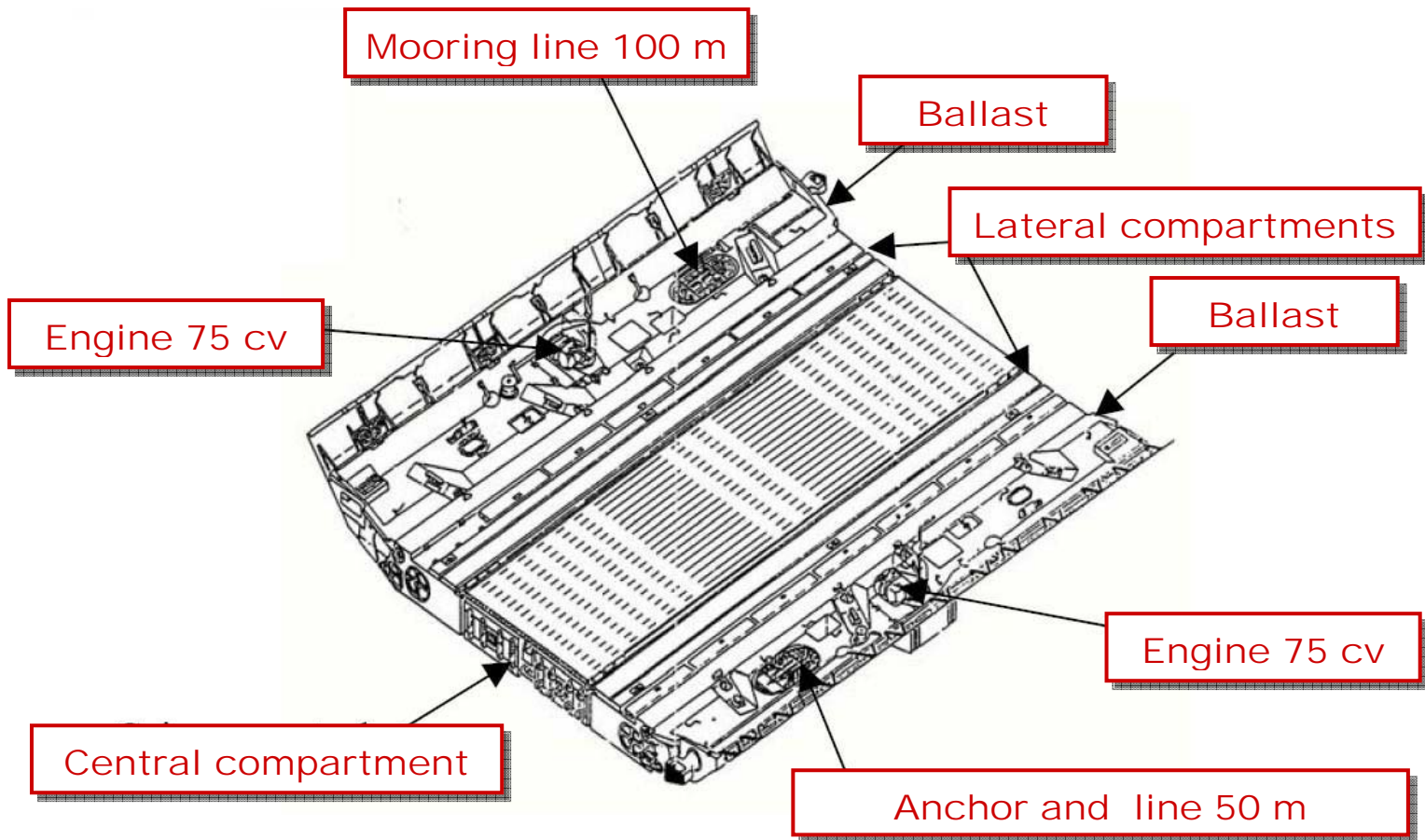
SPECIFICATIONS

MODULE

The module is the main floating element constituting the bridge. It is principally made of:

- One central compartment dedicated to the traffic way
- Two lateral compartments
- Two ballasts
- Two 75 CV outboard engines with a 360° steering rotation angle
- Four jerry cans for two-stroke gas
- One complete pilot lot of equipment:
 - Tooling
 - Ropes
 - Anchors
 - Chains
 - Shackle
 - Lights
 - Etc...

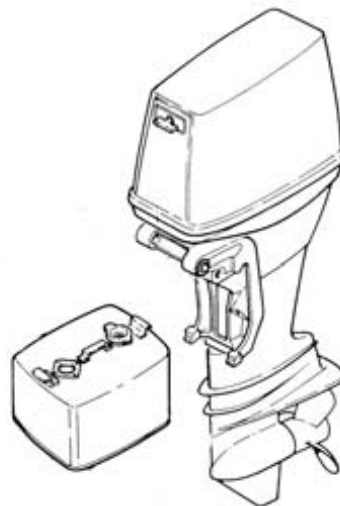




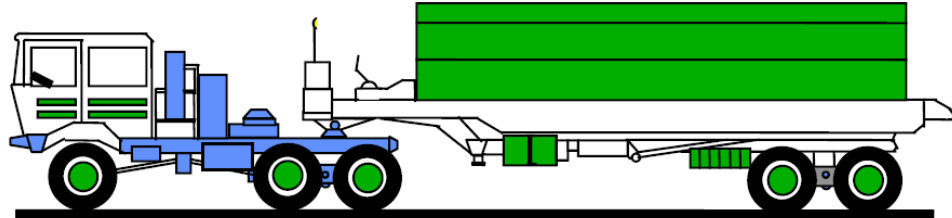
Length: 11, 10 m
 Width: 10, 10 m
 Height with engine deployed: 2, 16 m
 Total weight: 11224 kg
 Power: 2 X 75 CV
 Draft: 0, 90 m
 Class: MLC 28

OUTBOARD ENGINE:

Power: 75 hp.
 Total weight: 115 kg
 Steering rotation angle: 360 °
 Fuel tank capacity: 24 l
 Consumption: 32 l/h
 Draft with empty module: 0, 50 m
 Draft with loaded module: 0, 90 m



MODULE LOADED ON SEMI-TRAILER



Length: 18,04 m

Width: 3,60 m

Height: 4,061 m

Total weight: 32269 kg

Class: MLC 28

Steering angle:

— Between walls: 24 m

— Between pavement: 19,50 m

Ground clearance: 0,30 m

Gradient: 30 %

Fording: 1,20 m

Side Slope max (on hard grounds at low speed) 20 %

Minimum width required on road: 4 m



RAMP

The access ramp is the component set between the river bank and the module; on each end of the bridge made of one or several modules the ramp is activated autonomously with the hydraulic power and the hydraulic jacks. The ramp is not reversible and is loaded and unloaded at the same side.



RAMP DEPLOYED

Length: 13, 60 m

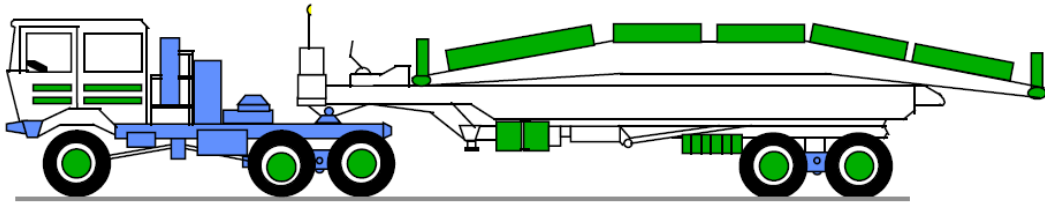
Width: 4, 65 m

Height: 1, 70 m

Total weight: 7380 kg

Energy: hydraulic power

RAMP LOADED ON SEMI-TRAILER



Length: 19,95 m

Width: 3,60 m

Height with propeller deployed: 3,23 m

Total weight: 28625 kg

Class: MLC 24

Steering angle:

— Between walls: 24 m

— Between pavement: 19,50 m

Ground clearance: 0,30 m

Gradient: 30 %

Fording: 1,20 m

Side Slope max: (on hard grounds at low speed) 20 %

Minimum width required on road: 4 m



GENERATOR FOR RAMP

SEMI TRAILER EMPTY

Length: 12, 56 m

Width: 2, 50 m

Height: 3, 23 m

Total weight: 8400 kg

Class: MLC 7

Powered wheels: 4

Hydraulic Power: 400 bars



TRACTOR TRM 10 000

SEMI-TRAILER TRACTOR PFM (TRM 10000 HYD)

Diesel Engine six cylinders: 264 hp.

Range: 1000 km

Length: 7,96 m

Width: 2,5 m

Height: 3,02 m

Weight empty: 12180 kg

Max weight: 23000 kg

Total weight with trailer (operational): 38000 kg

Fuel Tank Capacity: 500 l in two separate tanks

Tyres: 1400 x 20

Pressure on road:

— Front 5,5 bars

— Rear 6 bars

Pressure on smooth ground:

— Front 2,1 bars

— Rear 2,3 bars

Ground clearance: 0,63 m

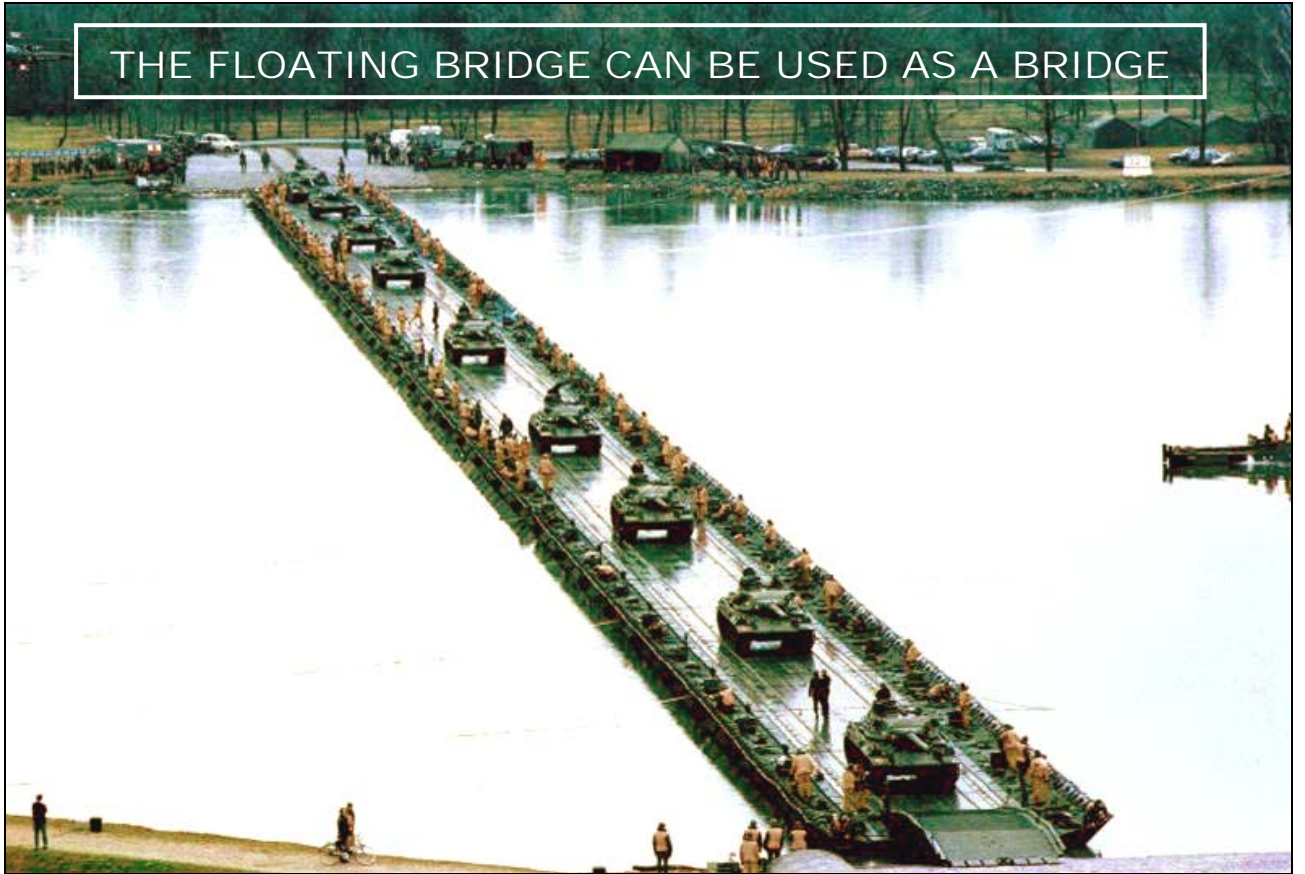
Speed on road: 80 km/h

Class: MLC 11



THE FLOATING BRIDGE

THE FLOATING BRIDGE CAN BE USED AS A BRIDGE



OR AS A SELF MOTORISED FERRY



OF ADJUSTABLE LENGTH



With the **PFM FLOATING BRIDGE** you can find solutions of water transportation during water disasters, flooding, emergency transportation, broken bridges, breaking down roads, rescue, etc.

THE PFM FLOATING BRIDGE IS THE UNIQUE SYSTEM IN THE WORLD DESIGNED TO BE A ROAD TRANSPORTABLE MODULAR SELF-MOTORISED BRIDGE.

PFM FLOATING BRIDGE can be used for civilian, maritime and military purposes.

PFM FLOATING BRIDGE has been manufactured by CNIM according the highest military standards.

PFM FLOATING BRIDGE is used to cross wet areas or stretches of water.

PFM FLOATING BRIDGE can be used as a ferry or bridge, and is very easy to deploy.

PFM FLOATING BRIDGE is in service with three European armies.

PFM FLOATING BRIDGE is a motorized system for crossing wet areas or stretches of water, and can be used as an assault raft or a bridge for caterpillar tracked vehicles up to class MLC 70. Extremely easy to use, the **PFM FLOATING BRIDGE** requires no additional equipment (e.g. boats, cranes or earthmovers) for its deployment.

Thanks to its ability to help heavy vehicles to cross rivers and waters the **PFM FLOATING BRIDGE** can be used in difficult environment.

PFM FLOATING BRIDGE is built to ensure high reliability and low life cycle cost. They are launched and recovered by dedicated semi-trailers from unprepared banks and are autonomous once in the water. They require no additional means such as bank preparation dozers or tug boats. Land mobility is excellent thanks to their design, their reduced weight and their All Wheel Drive (AWD) devices.

Each system is made of one heavy **tractor 6X6 TRM 10000** and a specialised Trailer with a separate hydraulic transmission on the wheels able to give power and mobility when in use in rough conditions. This power (hydraulic and electricity) is supplied by the tractor.

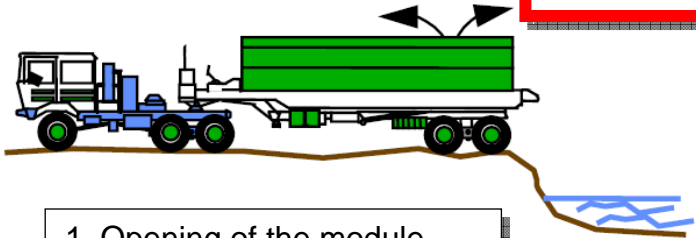
The trailer is used for the transportation and the deployment of the **MODULES** (bridge sections) and the access **RAMPS**.

In good conditions the launching of 1 **MODULE** needs **10 minutes** and the setting up of a **RAMP** requires 15 minutes. To remove these equipments need approximately the same time.

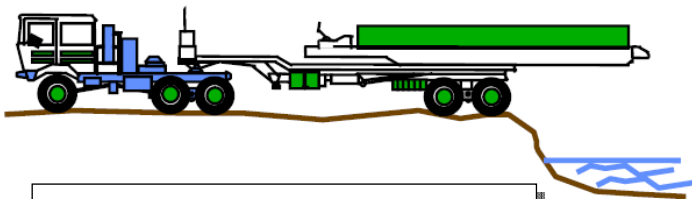


Launching of one module

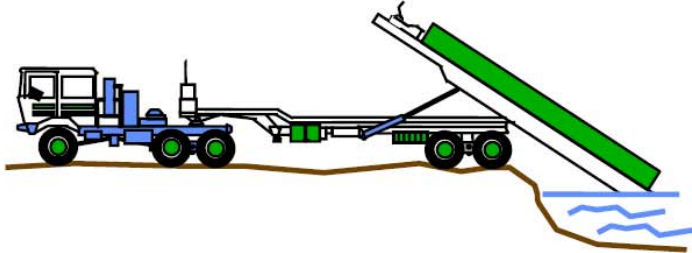
10 MN



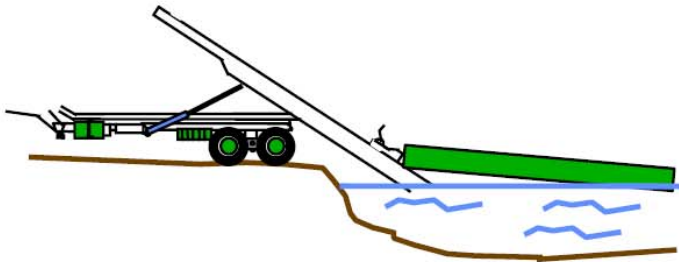
1. Opening of the module



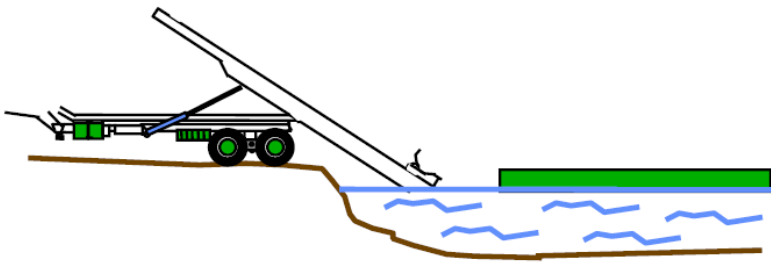
2. Rear translation of the module



3. Tipping over together the frame and the module



4. Rear towing of the module

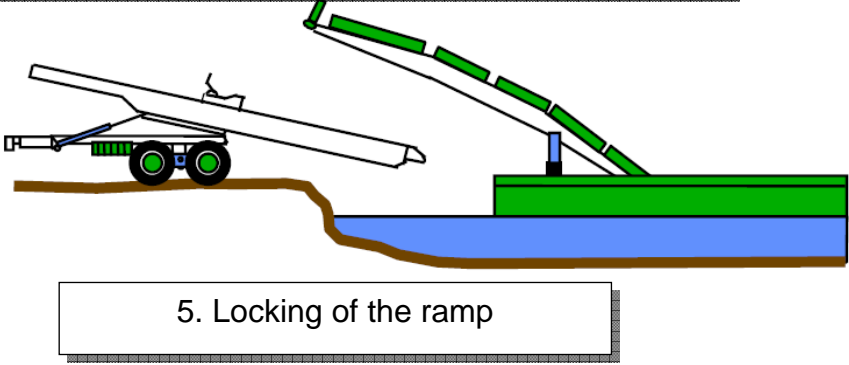
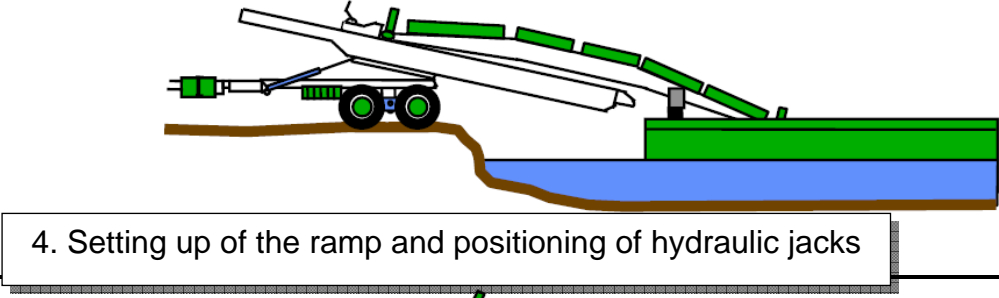
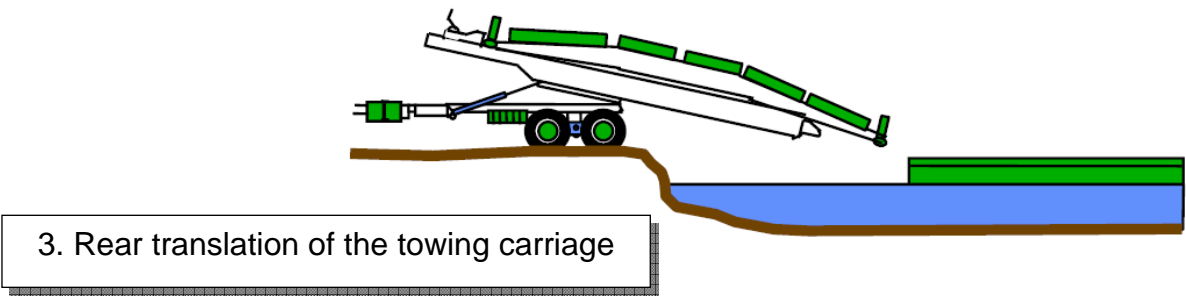
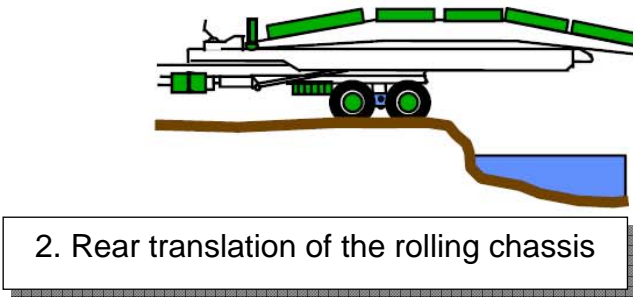
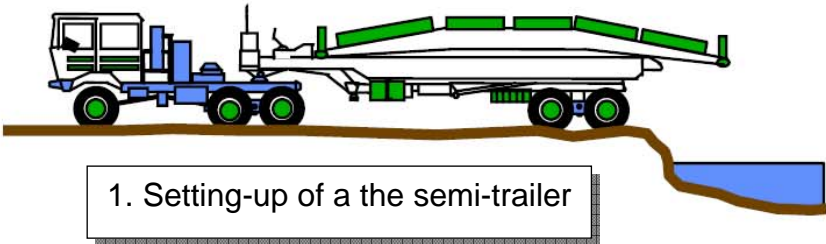


5. Release of the module from the semi-trailer

Setting up of a ramp

The setting-up of a ramp needs 15 mn

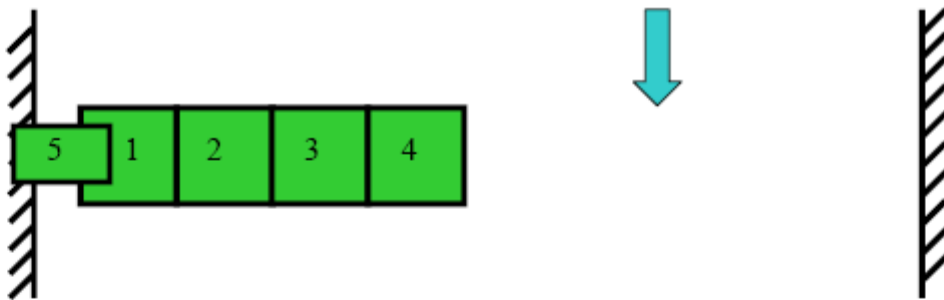
15 MN



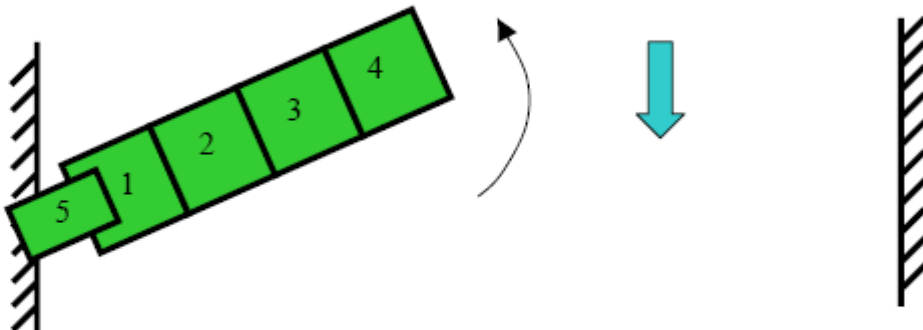


Construction of a bridge: length 80/150 meters

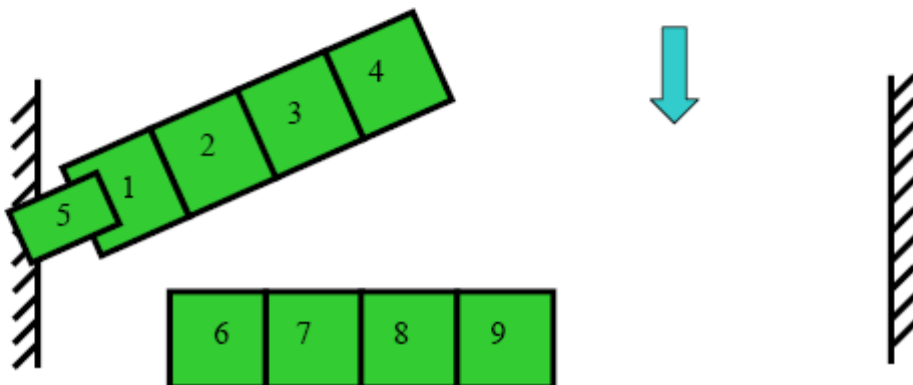
1. A part of the span of the bridge is built with 4 sections 1,2,3,4 and a ramp 5



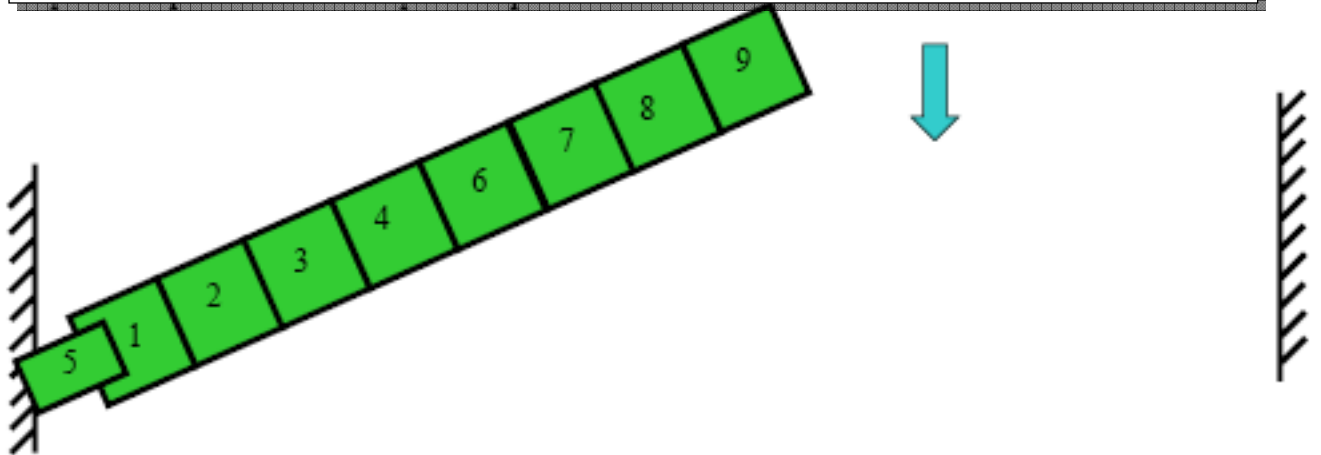
2. This part of the span of the bridge is rotated upstream to make easier the coupling operations



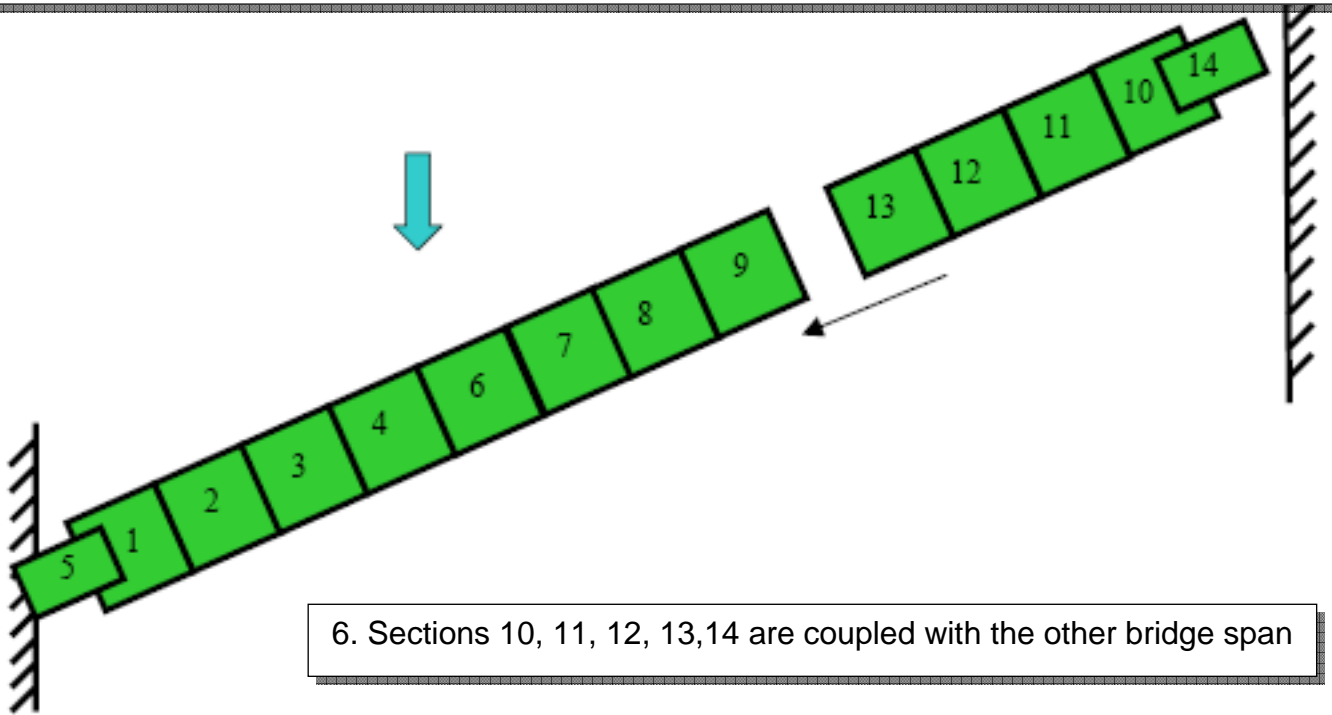
3. A part of the bridge is built with 4 sections: 6,7,8,9



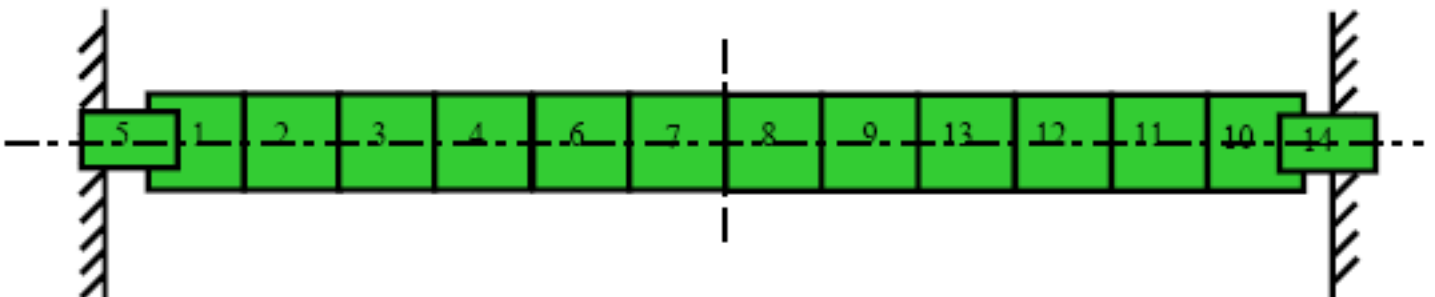
4. The part of the bridge 6,7,8,9 is coupled to the other section 1,2,3,4 and 5



5. An additional part of the span of the bridge is built with 4 sections 10, 11, 12, 13, and a ramp 14



6. Sections 10, 11, 12, 13,14 are coupled with the other bridge span



7. The bridge is rotated and bring into alignment



Since more than thirty years, our company provides a comprehensive range of products and services to the military sector. We are a very experienced, flexible and versatile contracting entity made up of more than 30 associated companies. The target and the mission of the group is built on values and strengths that focus on our engagement to delivering optimum performance and results to our customers.

Our team of qualified professionals specialized in the military sector prides itself in performing projects safely to meet our clients' expectations in quality and program execution.

Our company can perform **inspection and survey** of your goods before the delivery and we recommend you this checking procedure to avoid any trouble when at destination.

WE RECOMMAND TO DO THE INSPECTION IN THE MILITARY STORAGES OR IN THE MANUFACTURER'S FACTOTY THAN IN THE HARBOUR BEFORE THE SHIPMENT

In fact, if some defective components or parts are detected, it is easier to do the repair/exchange on the spot in the seller's workshop.

This mission includes:

General inspection of the goods according the contract's technical specifications and terms

Complete checking of the Original Documentation and Original Logbooks

Statics tests including deployment (1)

Control of the replacement/exchange of the possible defective parts or components (2)



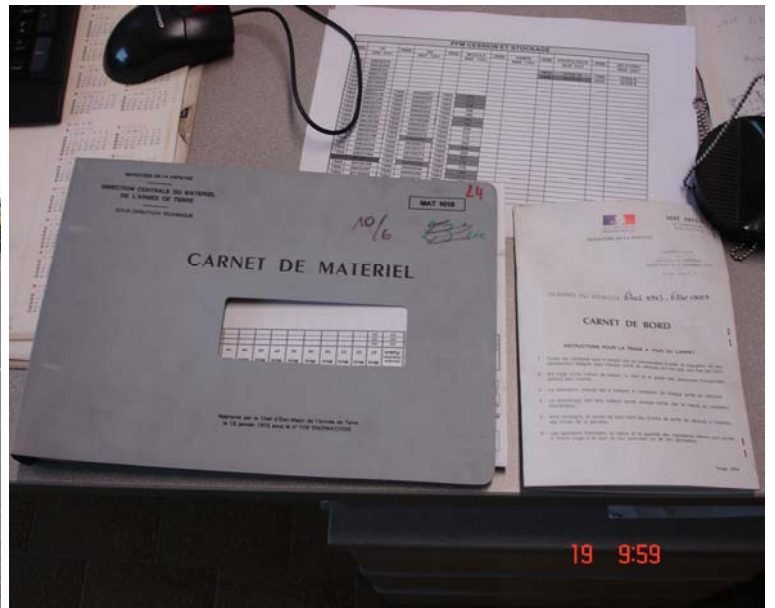
2012: INSPECTION IN STRASBOURG OF FLOATING BRIDGES TRACTORS AND TRAILERS

(1): *On request dynamic trials can be performed in the military camp*

(2): *If spares available*



DYNAMIC TESTS ON ROAD OF TRM 10.000



2012: DYNAMIC INSPECTION IN MOURMELON ARMY CAMP AND ORIGINAL LOGBOOKS

After completion of the inspection, a detailed and confidential written report is provided to you:

This report in French or English language includes:

- Technical report
- Photos of the equipment
- Photos of defectives, exchange, repair
- Classification according the items' condition and the contract terms
- Setting up of equipments' serial numbers for End User's and storage purpose
- Statement of available spare parts and consumables, pilot lots and documentations
- Detailed hours/accommodation/travel expenses of our inspection

On your request, our company **LMC** proposes to be your **SHIPMENT WARRANT** during the loading of the goods in the embarkation French Port. Costs and agreement conditions and terms are identical to the conditions applied for the inspection. This mission can be performed from the military storages to the loading port or airport.



RAILROAD TRANSFER



STORED ON THE PIER, AWAITING THE SHIP



LOADING



SURVEY ON BOARD ACCORDING MARITIME LOADING RULES AND MANUFACTURER STOWING REGULATIONS



CONVEYING



REFUELING

According our knowledge and experience of these equipments, **LMC** can provide you a **LOGISTICAL AND TECHNICAL ASSISTANCE** on the arrival of the goods. On request, LMC can also ensure a follow-up of the goods and manage their **TRANSFER AND CONVEYING** to the final destination.

This type of mission includes:

- **Control and assistance** of unloading of the goods in the arrival port or airport.
- **Groundwork and general checking** of the equipment if the goods are transferred by road:
 - Hydraulic connection of the trailers
 - Electrical connection of the trailers
 - Oil level of the gears and transmissions
 - Lubricant level
 - Tires pressure
 - Ground test
 - Traction test
 - Refueling*
- **Training of the drivers/users:**
 - Familiarization of the vehicle* *
 - Safety instructions
 - Recommendation
 - Individual driving test/selection

After completion of the inspection, a detailed and confidential written report is provided to you:
This report in French or English language includes:

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