ALVIS MODULAR BRIDGING SYSTEM - SPECIFICATIONS

Modular	All bridges, both tank-launched and general support, are made from the same modular panels and ramps, which are tactically flexible and economical
MLC70 (T) 105 (W)	All the modular bridges take the world's main battle tanks and tanks on wheeled transporters weighing over 100 tonnes
Pontoon	A new pontoon system provides the floating pier for Two Span Bridges and can be developed for use as a tank ferry
30 minutes	The basic 32m General Support Bridge, which covers over 80% of all gaps in the world, is built in 25 minutes by ten men with three vehicles
Fastest	The 26m tank launched number 10 bridge is launched in two minutes – easily the fastest in the world
Re-Use Launcher	The launching vehicle is ready to launch or recover more bridges immediately – another tactical and economical advantage of the system
Trestle	The scissors launch enables the use of gravity-deployed trestles for multiple tank-launched bridges in wet or dry gaps up to 5m deep
Over-Bridge	The scissors launch also enables the use of integral wedges so that the bridge can be arched over oil pipelines and weak bridges
52m Single Span	Axial tensioned, Single Span Bridges up to 44m are built in one hour using one additional man and vehicle and up to 52m in 75 minutes using a further extra man and vehicle
Double Tank Bridge	Two 13.5m Number 12 bridges can be carried and launched from one AVLB
62m Two Span	Two Span Bridges can be built up to 62m and Alvis Bridging can supply a specially designed pontoon pier
No Preparation	All times are from arrival on site. The Alvis Bridging System is normally used on unprepared sites unlike some other systems

The Company reserves the right to change these specifications

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ALVIS BRIDGING

BRIDGING
MODULAR BRIDGING SYSTEM

TACTICAL

MODULAR

TANK OR WHEELED

RUGGED, RELIABLE

WORLD'S FASTEST

WORLD'S LONGEST

UP TO 62M

ALVIS BRIDGING

ALVIS MODULAR BRIDGING SYSTEM

Alvis Modular Bridging System, known as BR90 in British Army service, is the longest, fastest and most flexible tactical bridging system available. It is modular, and the panels are used in both tank-launched and general support bridges (GSB). All bridges take main battle tanks and 110 tonne loaded tank transporters.

The 52m bridge has been selected for a Far Eastern Army in an open competition with the other international bridge companies. The system was preferred on technical, tactical and cost grounds.

Among unique features are the following:

- The bridges are more rugged and reliable than competitors.
- There is more system redundancy (alternative operation in case of system failure).
- They are better proven because of intensive development testing and because there are more BR90 in service than the total of all major competitors added together.

They have been used in the UK, Germany, Poland, Canada, and Balkan countries.

- They are more flexible.
- They are better tactically because they can be laid where a commander decides rather than where road conditions dictate.
- They are more economical because the launch vehicle can launch and recover several bridges in sequence – competitors incorporate their launch rails into their bridge, leaving the launch vehicles redundant.
- Wedges can be fitted to overbridge pipelines and weak existing bridges.

The standard 32m GSB covers 80% of all world gaps, and is built in 25 minutes by ten men. Axially Tensioned Long Span Bridges (ATLSB) use high technology composite parts to extend the length up to 52m, built in only 75 minutes. Using Alvis pontoons or fixed piers, bridges extend to a 62m span.

Tank bridges are 26m and 13.5m (two of the latter can be carried on a bridgelayer and laid sequentially). Integral trestles enable combination bridges to be laid in 5m deep gaps.