

IM DAY 2013 – Industry Presentation

- RPGs & Shaped Charges: What Standard?
- IM & Green Issues: The Case of Fuel Fire
- Modeling of IM: Can we Predict?
- Ageing of IM: Is Signature for Life?
- Economics of IM: What Costs for What Benefits?



IMEMG Expert Working Groups

- 5 Expert Working Groups
- 48 People involved

- 20 member Companies
- 6 European Countries

















- The promulgated STANAG 4526 (ed2) cannot be used as a standardized reference for the following reasons:
 - Document is not ratified by all Nations
 - 50 mm Rockeye Shaped Charge is not available out of US
 - Performance of 50 mm Rockeye is not properly defined for determination of an equivalent Shaped Charge
 - Test set-up is not clearly defined (conditioning plate ...)
 - Test Centers use their own replacement shaped charge and test procedure





- Recent feedback from Afghanistan and Iraq has led to a Threat Hazard Analysis review
- National Authorities tend to choose or design specific Standard Shaped Charges which do not represent the same aggression level, e.g.:
 - USA MIL-STD-2105(D) specifies a standardized 81 mm Shaped Charge
 - France has selected CCEB 62 Shaped Charge
 - Germany is developing a PG-7 replica



- IMEMG intends to support current harmonization efforts
- STANAG 4526 should list a very limited number of approved Shaped Charge types and test set-ups:
 - Select shaped charges diameter sufficiently close to generate comparable aggressions, with performances precisely defined
 - Define conditioning plate thickness and precise quality
 - Specify a standardized stimulus in terms of V²d



Hazard Assessment & Classification

Expert Working Group Membership

Dr Werner Arnold	MBDA – TDW GmbH	Germany
Dr Massimo Castiglia	RWM Italia	Italy
Raymond Coleno	ROXEL France	France
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To be nominated	NEXTER Munitions	France
Michel Vives	MBDA France	France
Dr Alexander Weigand	MBDA - Bayern Chemie	Germany







- STANAG 4240 for Fuel Fire requires the use of Kerosene/Jet A1
- This comes from origins of IM when the threat referred to accidents with aircrafts







- Jet Fuel raises environmental issues like:
 - Heavy dark Smoke with particles
 - Ground pollution
- Jet Fuel has other drawbacks:
 - Sensitivity to wind conditions
 - Somewhat difficult to handle before and after testing





Is it time to change direction?

"Where environmental concerns dictate, alternative fuel such as propane (LPG), or natural gas may be used...

(NATO Nations Proceedings of the Fuel Fire Experts II Meeting held in France in Sept. 2012)





- Advantages of LPG:
 - Clean (no residue, clear smoke)
 - Easy to handle (on/off burners, reduced space)
 - Cheap (propane is commercial off-the-shelf, set up is basic)
 - Less sensitive to wind conditions







Is it time to change direction?

"... if testing verifies that the overall test item heating rate, uniformity of spatial heating to the test item and type of radiation heat transfer duplicate those of the hydrocarbon fuel fire".





- IMEMG activities:
 - Compare LPG and Jet Fuel Fire (type of heating)
 - Build up a Data Base of LPG test results
 - Provide Recommendations for the use of LPG in STANAG 4240







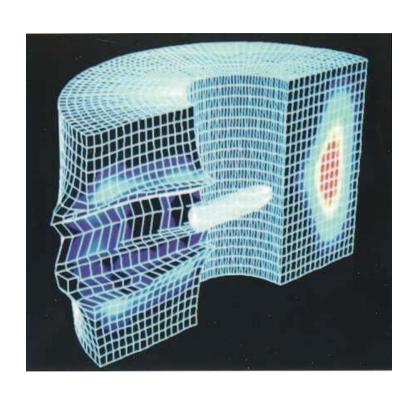


Fast Cook Off

Expert Working Group Membership

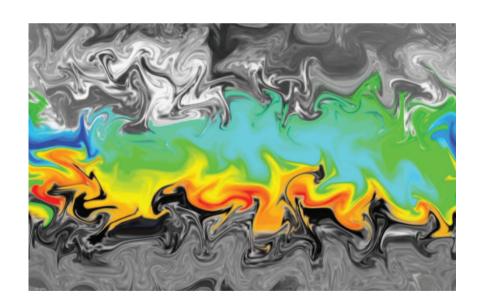
Hans Göran Ohlsson (Chairman)	SAAB Dynamics	Sweden
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- Using Computer Models to predict IM response of an explosive item can be of great interest:
 - Time saving
 - Cost saving
 - Risk reduction





- Most of the time, developer's approach consists of using commercial available backbone software's like CFDs and customizing them through testing protocols
- This subject can be competition sensitive given the advantage these Computer Models can provide to the owner if proven effective



- However, IMEMG is convinced there are grounds to promote a collaborative approach with the following action plan:
 - Map the areas where Computer Models could be relevant in the design and assessment of IM performance and make a list of available computer models
 - Explore the opportunities for knowledge exchange with official technical organizations (TNO, DGA, BAAINBW, MSIAC, etc)
 - Specifically assess MSIAC TEMPER and FDS (Fire Dynamics Simulator) software as potential inter-companies comparative simulation tools
 - Advise on the applicability and capability of each model including a strengths and weaknesses assessment
 - Publish recommendations on gap analysis of the available computer models against above map

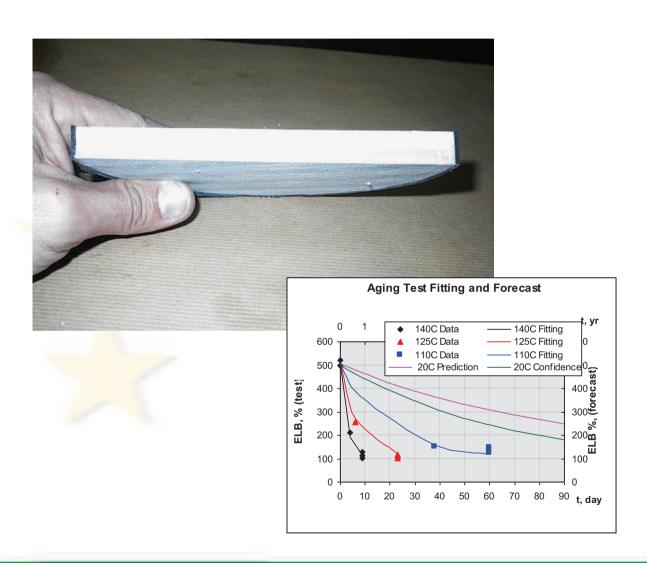


Computer Models

Expert Working Group Membership

CASTAGNA, Alan	RWM Italia
LAMY_BRACQ, Peggy	NEXTER-Group
LOCKING, Paul	BAE Systems Munitions
PRYTZ, Anne Kathrine	NAMMO Raufoss AS
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UNTERHUBER, Georg (Chairman)	MBDA Bayern-Chemie GmbH
VIVES, Michel	MBDA France
WINKLER, Erik	SAAB Dynamics AB
WÖLFLE, Tobias	JUNGHANS-Microtec GmbH









- IMEMG claims it is of high importance to ensure that IM properties are maintained throughout the service life of munitions
- Focusing on age-related changes to the intrinsic safety properties of energetic materials, IMEMG intends to:
 - Understand how energetic materials degradation can affect IM response
 - Establish state-of-the-art with respect to ageing of energetic materials
 - Identify data with which to validate the proposed failure modes
 - Identify gaps in empirical evidence and knowledge



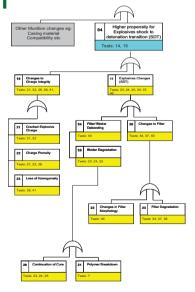


 A wide range of energetic materials are used in IM (cast-cure PBXs, composite propellants, melt-cast IM formulations and gun propellants);

 First study conducted on cast-cure PBXs with development of a generic approach

if possible;

- Use of well-established techniques:
 - Fault Tree Analysis (FTA)
 - Failure Modes and Effects Analysis (FMEA)





 Cast-cure PBXs were developed with the intention of being chemically and physically resistant to ageing under representative conditions

 A preliminary conclusion of the work so far is that the properties of a castcure PBX are unlikely to change in a way that affects IM





Ageing of IM

Expert Working Group Membership

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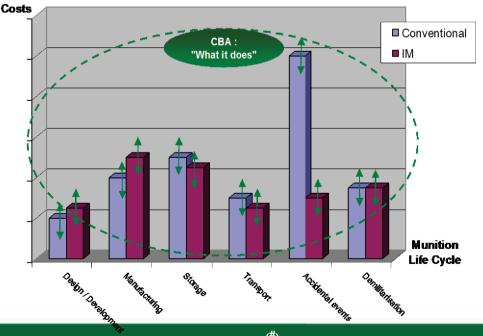






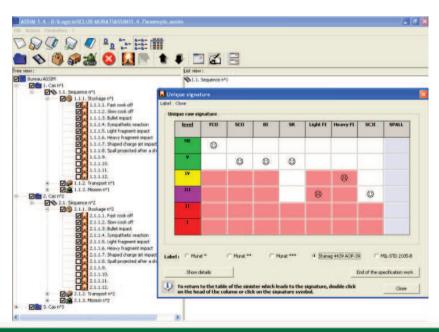
 Basic principle of Costs & Benefits Analysis (CBA) is to help assessing the cost linked to IM/MURAT **implementation**

 CBA software tools were initially developed to calculate the cost of IM vs. non IM with consideration of total cost of ownership from "cradle to grave"





- CBA approach has generated derivative tools like ASSIM to assist in defining the appropriate level of IM considering:
 - Life Cycle Phases
 - Peacetime or Operations
 - Logistics configuration
- ASSIM (Assistant to Specify a Signature for an IM) is IMEMG software





- ASSIM is:
 - User friendly
 - Easily adaptable to different languages
 - Concurrent cases can be studied at the same time
 - Update for new OS platforms on-going
- ASSIM upgrade is planned to be available in 2014;
- French DGA would like to use ASSIM for supporting the new national Murat policy implementation.

Life c	ycle phase	Environment	Configuration
	National	Peacetime (P)	Palette
Storage	Logistical Storage	Operations (O)	Palette
	Tactical Storage	0	Tactical
Transport	Road	Р	Box
	Road	P	Palette
	Road	0	Tactical
	Rail	Р	Palette
	Sea	Р	Palette
	Air (Aircraft)	0	Palette
	Air (Helicopter)	0	Box
	Training	Р	Tactical
Fire	Combat Operation (vehicle)	0	Tactical



Cost Benefit Analysis

Expert Working Group Membership

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