

## NVTS DVE ABRAMS AN/VAS-5B(V)4

## **ABRAMS DRIVER VISION ENHANCER**

The NVTS DVE Abrams AN/VAS-5B(V)4 provides enhanced situational awareness in adverse weather, nighttime, and in battlefield operations. Its compact flexible design makes it a drop-in replacement for legacy Abrams Tank DVE systems with mounting kits. Drivers and crew are provided with enhanced high-resolution thermal vision of surroundings, allowing better vehicle mobility and increased safety.

The DVE's controls are manually accessed from within the vehicle's cockpit from the systems Display Control Module (DCM). By deploying the quick-release bracket assembly, the driver can egress safely from the cockpit and/or stow the display and sensor in provided stowage case.

The NVTS AN/VAS-5B(V)4 is a complete turn-key Driver Vision System designed for installation on Abrams M1 Tank variants.

## **FEATURES:**

- Advanced UFPA Sensor Technology High Resolution 640 x 480 UFPA Ultra Crisp Thermal Image
- Modular Design Easy upgrade of sensors and displays

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- Versatile, Flexible Design For all existing Abrams Main Battle Tank versions
- Ruggedized Display and Control Monitor NV-DCM



Simple control of thermal polarity, gain, brightness and camera selection. Design is compliant with government issued performance specifications, and provides backward compatibility with legacy Abrams DVE systems.



## **NVTS DVE ABRAMS** AN/VAS-5B (V)4 *Product Specifications*

IR Detector:	640 x 480 LWIR
HFOV Options:	50° (FOV options available)
Frame Rate:	60hz
Spectral Band:	7.5µm-13.5µm
IR Image Polarity:	Manual White Hot/Black Hot Polarity
	Control via DCM Switch
Gain:	Manual via DCM Control
Focus:	Athermalized, Focus-Free, 5m to Infinity
Power Supply:	12-40 VDC nominal, MIL-STD-1275
Operating Temp:	-40° C to +70° C

Power Consumption:	< 100 W
Environmental:	Per AN/VAS-5B V(4) MIL-PRF
Dimensions:	(H xWxD):
System:	16.2 x 13.52 x 6.3 in
	412 x 343 x 160 m
Display:	9.0 x 10.5 x 3.9 in
	230 x 267 x 99 mm
Weight System:	17 lb / 7.7 kg
Weight Display:	5.5 lb / 3.7 kg





Top half remains in driver's hatch to allow ease of opening during emergency situations.

This product is subject to export control laws and regulations of the United States government and fall under the control jurisdiction of either ITAR or EAR regulations.



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