

MAHINDRA ARMOURING NEWSLETTER

News from Mahindra Emirates Vehicle Armouring



PART OF THE MEVA RANGE: CIVILIAN, MILITARY AND SPECIAL VEHICLES, BUILT IN THE UNITED ARAB EMIRATES AND IN JORDAN

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A WORD FROM JEAN-PAUL ROSETTE, BUSINESS MANAGER

I went to see the workshops before I said yes.

A large part of my career has been spent with armoured vehicles. Over the years I have sold armoured limousines to many Heads of State, and I learned what separates a well built armoured car from the others: the fit of a door, the line of a weld, the way the glass sits in its frame, and how the car drives once the armour is in.

So before I accepted this new mission with Mahindra Emirates Vehicle Armouring, I visited the workshops myself. I wanted to judge the work with my own eyes, not from a brochure.

What I found is a **very high level of build quality and finish**, at a **very competitive price**, with delivery in **three to four months**, and sometimes less. That is why I am glad to speak for this company today.

This newsletter is not a sales document. It explains who we are, how protection levels really work, how long a vehicle takes to build, what it costs, and what happens after delivery. If one subject deserves more detail, tell me and I will come back to you personally.

It would be a pleasure to welcome you to our workshops in the Emirates. Nothing replaces a visit. For my career, see jeanpaulrosette.com. For MEVA, see www.mahindraarmored.com.

Jean-Paul Rosette

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My career: jeanpaulrosette.comMEVA: www.mahindraarmored.com

JEAN-PAUL ROSETTE

A SHORT STORY

One Head of State once ordered from me, together with his armoured limousines, a camping truck. In this trade you learn to listen to the need first, and to choose the vehicle afterwards.



VEHICLES IN THE PRODUCTION HALL

WHO WE ARE

A Mahindra company that armours **every make.**

Mahindra Emirates Vehicle Armouring, MEVA for short, is the vehicle armouring company of the Indian Mahindra Group, founded in 1945. It has been building armoured vehicles for **16 years.**

1945MAHINDRA GROUP
FOUNDED**\$25 bn+**GROUP ANNUAL
REVENUE**300,000**GROUP
EMPLOYEES**2010**MEVA STARTS
ARMOURING**2**PLANTS: DUBAI
(RAK)
AND JORDAN**90%**OF OUR CIVILIAN
VEHICLES
ARE OTHER MAKES

The name can mislead. We belong to Mahindra, but we do not armour only Mahindra vehicles. In our civilian range, about **90% of what we build is on other makes:** Toyota Land Cruiser, Nissan Patrol, Lexus, GMC, Ford, Mercedes, and any platform a client asks for.

What the Group brings is what a buyer of an armoured vehicle needs most: an industrial company that will still be there in ten years, with the engineering, the purchasing power and the financial standing of a listed international group behind every order.



PART OF THE MEVA TEAM AT THE DUBAI (RAK) PLANT

The Mahindra Group, in a few lines

Founded in 1945, the Mahindra Group is a federation of companies working in more than 100 countries, with revenues above 25 billion US dollars and 300,000 employees. It is a leader in India in farm equipment, utility vehicles, information technology and financial services, and is also present in aerospace and defence, trucks and buses, two-wheelers, renewable energy, logistics, hospitality and real estate.

- **Farm tractors.** The world's largest tractor company by volume (page 14).
- **Automobiles.** India's number one SUV maker by revenue (page 13).
- **Technology.** Tech Mahindra: more than 145,000 people in 90 countries.
- **Aerospace and defence.** Land, naval and radar systems. MEVA belongs to this sector.
- **Pininfarina and Formula E.** Italian design and electric racing (page 15).

WHAT WE BUILD

Three divisions, **one company.**

Every vehicle is built to order, to the protection level and the equipment the client specifies.



Civilian armoured vehicles

Discreet vehicles for executives, families, embassies, banks and companies. From the outside the vehicle looks like the standard one.

- Toyota Land Cruiser 300, 76 and 78
- Mercedes S-Class
- Nissan Patrol, Lexus LX, GMC Yukon and Suburban
- Luxury and ceremonial conversions
- Other platforms on request



Military armoured vehicles

Personnel carriers and protected vehicles for armed forces, police, border and paramilitary units.

- Armoured personnel carriers on Toyota, Ford and Mahindra chassis
- Armored Light Specialist Vehicle
- Mine protected vehicles, 4x4 and 6x6
- Police and patrol vehicles



Special vehicles

Vehicles designed around a mission rather than around a model.

- Armoured ambulances
- Cash-in-transit vehicles and bullion trucks
- Armoured buses, vans and trucks
- Mobile clinics, command posts and workshops



MINE PROTECTED VEHICLE, 6X6 VERSION WITH INTERROGATION ARM



MEVA MARKSMAN, A COMPACT CARRIER FOR CITY STREETS

Tell us the mission and the threat. We propose the platform and the protection level.

ENGINEERING

More than an armourer: **engineers first.**

MEVA is not only an armourer. Our own research and development department, staffed by engineers, lets us take on almost any project, from a standard SUV to a vehicle built around a single mission.



CASH-IN-TRANSIT TRUCK ON A MERCEDES AROCS CHASSIS, IN OUR WORKSHOP

Armoured trucks and vans, on any make

Beyond standard vehicles, we armour vans and trucks of every make. The cash-in-transit truck on a Mercedes chassis is a good example: an armoured cab, and an armoured cargo body with its own doors, lighting and cameras.

- Toyota Land Cruiser 78 and 79, Toyota Hilux
- GMC Savana, Ford F-550 and F-600
- Mercedes Atego and Mercedes Arocs
- Other platforms on request



INSIDE THE ARMoured CARGO BODY



CAB AND FRONT AXLE



SPECIAL BODY ON A MERCEDES ATEGO 4X4

Our own truck chassis

For military and special bodies we can also build on dedicated truck chassis, in the **8 tonne**, **12.5 tonne** and **15 tonne** classes, in 4x4 and 6x6. Details on request.

What the engineers do

- Design of the armour, part by part, for each platform
- Suspension, brakes and axles sized for the added weight
- Integration of equipment: communication, medical, surveillance
- Drawings kept for the life of the vehicle, for spare parts and repairs

UNDERSTANDING ARMOUR

Protection levels, in plain words.

A protection level names the ammunition a vehicle must stop, under a published test standard. Tell us the threat, and we build to the level that answers it.

Civilian vehicles: ballistic protection

LEVEL	STANDARD	TEST AMMUNITION	IN PRACTICE
B4	EN 1063 · 1522	Handguns, up to .44 Magnum at 440 m/s.	The discreet level, with the least added weight.
B5	EN 1063 · 1522	Rifle, 5.56 x 45 at 950 m/s.	The first level that stops rifle ammunition.
B6	EN 1063 · 1522	Rifle, 7.62 x 51 NATO at 830 m/s, standard bullet (not armour-piercing).	The base level for protecting people, and the choice in many cases.
VR7	VPAM BRV, ED. 3	The same two rifle rounds: 5.56 x 45 at 950 m/s and 7.62 x 51 at 830 m/s, fired at the complete vehicle from all angles of attack.	A different standard, not a higher step: it certifies the vehicle as a whole. Our Land Cruiser 300 was tested at Beschussamt Ulm, Germany.
B7	EN 1063 · 1522	Rifle, 7.62 x 51 armour-piercing (hard core) at 820 m/s.	Suspension and braking reinforced accordingly.

Military vehicles: blast and mines

A military vehicle must also withstand a blast under the hull or under a wheel. That is a different standard, STANAG 4569. We armour to levels 1, 2 and 4.

LEVEL	STANDARD	WHAT IT WITHSTANDS	IN PRACTICE
1	STANAG 4569	Hand grenades, unexploded submunitions, small charges under the hull.	Entry level, on a vehicle whose main risk stays ballistic.
2	STANAG 4569	Anti-tank mine of 6 kg under a wheel or under the belly.	The usual requirement on a protected patrol vehicle on unsecured roads.
4	STANAG 4569	The highest level of the standard: 10 kg of explosive under a wheel or under the belly.	Our mine protected range is tested at 14 kg of TNT under the belly and 21 kg under the wheels.

One thing to check on any offer

Is it the complete vehicle that was tested, or only a material? With VPAM, the laboratory receives the finished vehicle and fires where the armour is weakest: door gaps, pillars, lock cutouts, glazing edges.

At MEVA these points are always checked, whatever the level of certification.

AVAILABLE NOW

In stock: a few Toyota Land Cruiser 300, **VR7** armoured.

We normally build to order. These vehicles are the exception: they are finished, inspected and ready to leave our plant in the United Arab Emirates.



ONE OF THE UNITS, AS IT STANDS AT THE PLANT

A fewUNITS
AVAILABLE**2025**MODEL YEAR,
NEW**VR7**VPAM BRV,
EDITION 3**\$155,600**EX WORKS,
PER VEHICLE

The vehicle

- Diesel, 6 cylinders, 3,346 cc, 302 hp, automatic
- Left-hand drive, GCC specification
- Approximately 4,500 kg after armouring

The equipment

- Brakes and suspension as on the vehicle that passed the PAS 301 tests
- Certified run-flats and two complete spare wheels
- Front and rear bull bars, snorkel
- VHF radio, intercom, reversing camera
- Leather seats, air conditioning front and rear



DRIVING POSITION, RADIO INSTALLED



TAILGATE OPEN, SIXTH COMPLETE WHEEL

Sale subject to export approval. First come, first served. A full file with photographs is available on request.

PLANNING A PURCHASE

Delivery times and budgets.

How long, and how much: the two questions every buyer asks first. Here are straight answers.

How long

A vehicle is built to order. Count **three to four months** from order to delivery, and sometimes less. Much of the market quotes six months and more.

What decides the date:

- the availability of the base vehicle
- the protection level and the options
- the export licence for the country of destination
- the transport you choose, by sea or by air

Financing

For some large projects, financing possibilities exist in cooperation with the Indian government, for products built in India. Bank credit lines can even be opened in the buyer's country, to support the import of products, infrastructure and services from India.

Consult Jean-Paul Rosette on this subject.

How much: indicative budgets

These budgets are **indicative**. Each is a "**from**" price, in US dollars, per unit, ex works. **The base vehicle is included.**

VEHICLE	LEVEL	FROM
Mahindra Scorpio	B6	\$98,000
Armoured ambulance, LC 78		\$110,000
Toyota Land Cruiser 78	B6	\$115,000
Toyota Land Cruiser 76	B6	\$120,000
Personnel carrier, MEVA Valor Plus		\$125,000
Toyota Land Cruiser 300	B6	\$135,000
Toyota Land Cruiser 300	VPAM VR7	\$150,000
Personnel carrier, MEVA Lynx		\$155,000
Mine protected vehicle, 4x4		\$320,000
MEVA Armado, light specialist vehicle		\$350,000

- **Options** add to the price.
- **Transport**, by sea or by air, adds to the price.
- **A written quotation is sent within two working days.**

Non-contractual. A firm price is issued only through an official offer. Prices are exclusive of taxes and duties, and these vehicles are subject to export licensing.



MEVA VALOR PLUS, DOUBLE-CAB PERSONNEL CARRIER

Lead time is the first question every buyer asks, often before price.

WHERE WE BUILD

Two plants, two routes to your country.

We build in Dubai (RAK), in the United Arab Emirates, and in Jordan. Both plants work to the same drawings and the same quality controls.



THE DUBAI (RAK) PLANT, WITH FINISHED VEHICLES AWAITING SHIPMENT

Dubai (RAK), United Arab Emirates

Our first plant. Design, armouring, finishing and quality control are under one roof, and this is where we welcome visitors.

Jordan

Our second plant. It builds armoured vehicles at full capacity, and its vehicles leave by the port of Aqaba, on the Red Sea.

Why two plants matter to you

A vehicle built in Jordan leaves by the Red Sea. It does not pass through the Strait of Hormuz. Whatever happens in the Gulf, supply and shipping continue.

When time matters more than freight cost, a vehicle can also travel **by air**, as an option.

We arrange the route and the shipping documents to your country.



WELDING AN ARMOUR PART



INSPECTION ON THE LIFT



DRAWINGS REVIEWED ON THE FLOOR

IN SERVICE

Proven with armed forces and international organisations.



THE MEVA ARMADO, ARMORED LIGHT SPECIALIST VEHICLE

1,300

VEHICLES ORDERED BY
THE INDIAN MINISTRY OF DEFENCE

In March 2021 the Indian Ministry of Defence ordered **1,300 light specialist vehicles** from the Mahindra Group, through Mahindra Defence Systems, for the Indian Army. The same vehicle is offered by MEVA under the name **Armado** (budget on page 8).

A STORY FROM THE FIELD



A MEVA Maqaba personnel carrier was caught in an ambush in Mozambique. All the occupants survived without injuries, and nothing went through the vehicle. The glass shows where it was hit.

Tested where it counts

Our armoured Land Cruiser 300 holds VPAM VR7 certification, edition 3, and passed the British PAS 300 and PAS 301 tests. More than 300 have been delivered from our two plants.

Counter-drone systems

Threats change. We work on the vehicle as a whole and, when a client asks for it, we integrate counter-drone systems into the vehicles we build.

International organisations

Over the years we have won many contracts with United Nations agencies and other international organisations, for armoured vehicles and armoured ambulances working in difficult countries. We do not name our clients, in the public sector or in the private sector.

AFTER THE ORDER

Updates, spare parts, **whole fleets.**

An armoured vehicle is paid for at order and kept for many years. What happens between the two matters as much as the vehicle.

While we build it: you are kept informed

From the day of the order, you receive production and quality updates at each stage, with photographs and video. You see your vehicle take shape rather than take our word for it. We also handle the compliance and shipping documents that come with an armoured vehicle.

When it reaches you

We can train your drivers to handle a heavier vehicle, and your own technicians to maintain it.

For years after: spare parts

Ballistic glass, armour panels, run-flats, reinforced suspension and brakes: none of these parts appears in a car maker's catalogue. We hold the drawings because we built the armour, and we ship from Dubai and from Jordan. Our technicians can be sent to you when the work requires it.



A FLEET ORDER IN OUR FINISHING HALL

Whole fleets entrusted to us

Some countries now entrust us with their entire fleet of armoured vehicles, whatever the original builder: spare parts, repairs, and the rebuilding of older vehicles for a second life, which costs less than replacing them.

Reinforced parts: **brakes, suspension and more**

Armour adds weight, and the vehicle carries it every day. What carries, stops and steers it is rebuilt, and each of these parts is supplied as a spare part. We fit recognised brands, as on the vehicle that passed the PAS 301 tests.

Suspension. Springs and shock absorbers sized for the armoured weight. On our Land Cruiser 300, an **Outback Armour** kit.

Door hinges. Reinforced to carry armoured doors and glass.

Brakes. A reinforced system, front and rear. On our Land Cruiser 300, an **Alcon** front kit and upgraded rear pads.

Ballistic glass. A wearing part, replaced to the same certified level.

Wheels and tyres. Heavy-duty tyres rated for the load, with certified run-flats.

A part we do not hold. Send a photograph or a part number.

WHO WE WORK WITH

Directly with States, and with partners.

We work directly with States, and with the bodies that protect them. They order from us without an intermediary, and we follow each contract from the first drawing to the spare parts.

Presidencies

Armoured limousines and SUVs for the Head of State and the escort.

Governments

Vehicles for ministers, embassies and official delegations.

Ministries of the Interior

Personnel carriers and patrol vehicles for internal security.

Ministries of Defence

Military and mine protected vehicles, 4x4 and 6x6.

Gendarmerie

Armoured patrol and intervention vehicles.

Police

Patrol, intervention and special unit vehicles.

We also work with international organisations and with private companies (page 10).

Beyond end users: dealers and intermediaries

We work regularly with partners who know their market and their clients.

- **Car dealers.** You sell and service the base vehicle. We armour it, and you offer it under your own roof.
- **Truck dealers.** Cash-in-transit bodies, special bodies and armoured cabs on the chassis you distribute (page 5).
- **Intermediaries.** You bring a project and follow your client. We bring the vehicle, the certification and the technical file.



WHAT THE PARTNER GAINS

A new line of revenue: the sale of the armoured vehicle, then its maintenance over the years.

WHAT THE CLIENT GAINS

Service close to home. Local maintenance is often required in the contracts of international organisations.

WHAT WE BRING

Training for your technicians, spare parts from Dubai and Jordan, and our own technicians when the work requires it.

FROM THE MAHINDRA GROUP • AUTOMOBILES

Mahindra on the road: India's number one in SUVs.

Mahindra introduced the first SUV in India. In the financial year that ended in March 2026, it was the country's leading SUV maker by revenue, and its second carmaker by registrations.



XUV 7X0, LAUNCHED IN 2026

25%+

OF SUV REVENUE IN INDIA:
NUMBER ONE FOR THE FULL YEAR

660,276

SUVS SOLD IN INDIA IN THE YEAR,
A RECORD, UP 20%

13.4%

OF ALL CAR REGISTRATIONS:
SECOND PLACE, UP FROM 12.4%



BE 6, THE ELECTRIC COUPÉ SUV

Electric, and growing

The electric SUVs designed as electric from the start, BE 6, XEV 9e and XEV 9S, passed 50,000 sales in their first year of deliveries.

The BE 6 Formula E Edition, launched in 2026, carries the colours of Mahindra Racing (page 15).

The latest models



2026 • ELECTRIC

XEV 9S

The third SUV of the electric range.



OFF-ROAD

Thar Roxx

The five-door Thar, among the best sellers.



THE BEST SELLER

Scorpio-N

The Scorpio leads Mahindra's sales month after month.

AND AT MEVA

Armoured Scorpio

The Scorpio is also one of the platforms we armour, to B6 (page 8).

India in figures: the economy behind the Group

3rd

ECONOMY IN THE WORLD
AT PURCHASING POWER
PARITY: \$17.2 TN IN
2025

7.6%

GROWTH IN 2025, THIRD
YEAR ABOVE 7%

1.46 bn

INHABITANTS, THE
WORLD'S LARGEST
POPULATION

1 million

ENGINEERING GRADUATES
A YEAR, APPROXIMATELY

Sources: Mahindra & Mahindra results for the financial year 2026 (April 2025 to March 2026) and Indian trade press; World Bank, World Development Indicators, July 2026; All India Council for Technical Education. Read on 7 October 2026. Photos: Mahindra.

FROM THE MAHINDRA GROUP · FARM EQUIPMENT

Mahindra tractors: world number one.

Mahindra is the world's largest tractor company by volume. In the financial year that ended in March 2026 it sold more than half a million tractors, a record, under three brands: Mahindra, Swaraj and Trakstar.

DO THE SUM

526,403 tractors in a year of 525,600 minutes: about one Mahindra tractor sold every minute, day and night.



MAHINDRA OJA, THE LIGHT TRACTOR PLATFORM

526,403

TRACTORS SOLD IN THE YEAR, UP 24%

43.6%

OF THE INDIAN TRACTOR MARKET, A RECORD

7 million

TRACTORS BUILT, PASSED IN JUNE 2026

350+

TRACTOR MODELS AND VARIANTS

Some tractors and farm machines



TRACTOR

Yuvo Tech+

The 585 version was launched last year.



TRACTOR

Arjun Novo

The larger range, in two- and four-wheel drive.



TRACTOR · SWARAJ

Swaraj Protek

The new range of the Swaraj brand.



FARM MACHINE · SWARAJ

Harvester

A self-propelled machine.

The farm machinery range follows the crop: rotavators, rice transplanters, balers and harvesters.

Also in the Group: construction equipment

Mahindra Construction Equipment builds its machines at Chakan, near Pune, and reports more than 15,000 at work in India.

EarthMaster backhoe loaders: SX, 74 hp, and SXe, 55 hp. **RoadMaster motor graders:** G100, 102 hp, G90 and G80, 74 hp.



BACKHOE LOADERS AND MOTOR GRADERS

Sources: Mahindra & Mahindra, press releases of April and June 2026; Mahindra Farm Machinery; Mahindra Construction Equipment and Indian trade press. Read on 7 October 2026. Photos: Mahindra, Swaraj.

FROM THE MAHINDRA GROUP · DESIGN

Pininfarina: Italian design, since 1930.

Pininfarina was founded in Turin in 1930 by Battista "Pinin" Farina. Its name is linked to some of the best known cars of the last century, among them many Ferraris, the Alfa Romeo Spider and the Peugeot 406 Coupé.

Since December 2015 it has belonged to the Mahindra Group, through Tech Mahindra and Mahindra & Mahindra. Today it designs far more than cars: architecture, interiors, yachts, trains and everyday objects, from offices in Italy, Germany, China and the United States.

In September 2026 the Group announced an offer for the shares it does not yet hold, about 21% of the company.



AUTOMOTIVE DESIGN BY PININFARINA



ALSO ARCHITECTURE AND YACHTS

FROM THE MAHINDRA GROUP · RACING

Mahindra Racing: in Formula E since the first race.



2014

A founding team of the FIA Formula E World Championship.

600 kW

The new GEN4 car: about 816 hp, above 335 km/h.

Formula E is the world championship for electric single-seaters. Mahindra Racing has taken part in every season since the first.

The team has committed to the next generation, GEN4, which starts with the 2026/27 season and runs until 2030. Its new car is the Mahindra M12Electro; its drivers, Edoardo Mortara and Nyck de Vries, stay with the team.

Why does a maker of tractors and SUVs race electric cars? Because the motor, the battery management and the power electronics tested on the track go into the electric SUVs of page 13.

Sources: Pininfarina and Tech Mahindra; Forbes Italia, 17 September 2026; Mahindra Racing and Formula E; Racer, 29 September 2026. Read on 7 October 2026. Photos: Pininfarina, Mahindra Racing.

YOUR QUESTIONS

What buyers ask us most.

Can a vehicle be built to our own specification?

Yes. Every vehicle is built for its client: protection level, interior layout, communication systems, and equipment such as surveillance or medical fittings. All of it stays within recognised international armouring and safety standards.

Does the vehicle still drive well with the armour?

The chassis, suspension, brakes and axles are reinforced for the added weight. Our armoured Land Cruiser 300 passed the PAS 301 tests: acceleration, braking, slalom and lane changes. It drives with the same ease as an unarmoured vehicle.

How does a vehicle protect against explosive devices?

With a blast-resistant hull, a reinforced floor and fragment-resistant materials. Where the requirement calls for it, a mine-resistant underbody and shock-absorbing seats are added.

How is an armoured vehicle maintained?

Like any vehicle, with more checks: the integrity of the armour, the mechanical parts and the electronics, besides fluids, tyres and brakes. We can train the people who will use and maintain it.

Passive or active protection: what is the difference?

Passive protection is the armour and the structure of the vehicle. Active protection uses sensors and countermeasures to stop a threat before it reaches the vehicle. We integrate such systems when a client asks for them (page 10).

How does the crew stay in contact in a hostile area?

Through integrated communication systems: encrypted radio networks, satellite terminals and data links, which keep the vehicle connected to its command centre and to other units.

Are drivers and crews trained?

Yes. Training covers defensive driving, tactical manoeuvres, first aid and emergency procedures, to respond to a threat, an accident or a breakdown.

How do we know what stage our vehicle is at?

We send production and quality updates while the vehicle is on the line, with photographs and video.

Which spare parts do you supply?

Armour panels and ballistic glass, heavy-duty suspension, brakes and tyres, electrical and communication equipment, engine and transmission parts.

Can an older armoured vehicle return to service?

Often, yes. Refurbishment strips and rebuilds an older armoured vehicle for a second life.

Come and see for yourself

It would be a pleasure to welcome you to our workshops in Dubai (RAK), in the United Arab Emirates. You walk the production line, open the doors, look at the welds and the glass, and meet the people who will build your vehicle. Tell me your dates and I will arrange the visit.



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