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Israeli Automotive Industry



One of the industrial domains in which the Israeli industry excels is that of the automotive industry. For decades Israeli companies have manufactured a diverse range of the most sophisticated components and assemblies. Local companies combine traditional engineering precision with advanced design and the latest technologies. Manufacturers active in the automotive sector come from many industries including plastics, rubber, metal, and electronics. Additionally, it is worth mentioning that there are several defence suppliers/manufacturers that successfully adapted and applied their technologies to the civil automotive industry. Finally, Israeli firms supply the major global vehicle manufacturers and act as OEM suppliers, after market manufacturers, tooling and production line tool providers and are world leaders in developing innovative automotive technologies.

A growing number of Israeli high-tech companies are entering the marketplace as more and more advanced developments direct the way in which OEMs design, develop, and manufacture vehicles. Israeli companies are focusing on telematics, driver safety systems, and tracking technologies. Innovative Israeli developments are contributing to safer, more efficient transport by such means as reducing traffic accidents and increasing energy efficiency.

Among other things Israeli companies design, develop, manufacture and market cables and exhaust systems, radiators, batteries for trucks and buses, precision stamped metal parts, fuel and air filters, electronic components, security systems, and more.

The success of the Israeli automotive industry both in the military and civil sectors can be mainly attributed to the unmatched pool of highly skilled workers and the world-renowned research and academic capabilities that the country has.

Among the companies which provide products to the automotive industry is Tamor S.M.R. Ltd. The company was founded on June 15, 1988. It started as a producer of rubber bonded to metal and rubber parts for heavy vehicles; primarily for military applications. Tamor mainly manufactured track shoe assemblies and components and solid rubber wheels. In 1996, the Company expanded its product line to supply the heavy vehicle and industrial sectors with manufactured metal products. Today, the maturity of Tamor's metal manufacturing capabilities, its knowledge and experience in fabricating metal and rubber and the implementation of adapted technologies have resulted in the company's ability to manufacture complicated subassemblies and innovative products both for the defence and civilian applications worldwide.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Interview with Mr. Moshe Mazor, President of Tamor SMR Ltd. Company



Mr. Moshe Mazor, President of Tamor SMR Ltd. Company, gave an exclusive interview to Epicos, regarding the position of the company in the international and national markets. Among others, he stated that: "Most recently, the Tamor

factory incorporated several 5-Axis CNC machines and a CMM (Coordinate Measuring Machine) onto its production floor enabling it to meet the technological needs of major OEM vehicle producers, US Army TACOM, IDF (Israel Defense Forces) and other Armies. The products we make are large, heavy products that demand precision finish."

1. Can you please tell us a bit about Tamor SMR Ltd?



Wheel & Track Assembly

Tamor SMR recently celebrated its 26th birthday since its establishment as a factory that produces Metalwork and Rubber Vulcanized (rubber/metal and rubber) Kits, Subassemblies, Assemblies and Components for Heavy Wheeled and Tracked Vehicles for Defense and Industry.

2. So in fact, Tamor SMR Ltd must have acquired a great deal of experience over the years?

As a matter of fact, yes. You know, during the wars in Iraq and Afghanistan, Tamor SMR became a main producer of solid rubber wheels to the US Army. By American standards we are a small business, yet we were able to produce more than 30,000 wheels a year to US ground forces over the years of this war.

In terms of technologies, in recent years we've accumulated experience in the deep drawing of wheels made from flat sheet over 11 mm thickness. It enabled us to be approved supplier for the new Hercules wheels going through a field test with TACOM.

We had developed a very efficient machining of castings and armor steels. Not many companies have the required in-house technology or capacity to do so.

The focus on developing our Logistics is a great asset to our kits supplying.

The daily support of our Engineering to our customers became our best marketing argument.

3. How did you move from being a rubber bonding company to a metal factory, making Solid Rubber Wheels and track shoes, to a kit supplier?

Solid Rubber Wheels and Track Shoe Assemblies and Components were our core production items when we were founded in 1988. At the time we only produced the rubber parts. After a few years, we expanded our in-house technologies to include the production of

metal products. The main focus of our production floor was on the steel and aluminum parts of the solid rubber wheels and the track steel components. We reduced our dependency on subcontractors and supplied ready-to-mount wheels and tracks for Main Battle Tanks.

Today, our product line includes other items: Fuel tanks – irregular shapes to fill the space around the engine, Track adjusters, Machine Gun Mounts – mechanically adjustable to suit the individual, Hatches – Driver Hatches, Commander Hatches and Loader Hatches, bumpers and other kits.

4. What vehicles use these products?

Vehicle possibilities are endless. They can include MBT (Main Battle Tanks), EFV (Expeditionary Fighting Vehicles), APC (Armored Personnel Carriers), Military Trucks, Rolling Stock, Buses and types of specially assigned vehicles.



DOUBLE SUPPORT WHEEL



TRACK ADJUSTERS



MACHINE GUN MOUNT

5. Can you tell us more about Tamor's in-house technologies?

Most recently, the Tamor factory incorporated several 5-Axis CNC machines and a CMM (Coordinate Measuring Machine) onto its production floor enabling it to meet the technological needs of major OEM vehicle producers, US Army TACOM, IDF (Israel Defense Forces) and other Armies. The products we make are large, heavy products that demand precision finish.

In addition our factory incorporates Deep Drawing, Bending, Cutting, Vulcanization, Painting and Preservation, Testing, Packing and Shipping to produce the finished product.



HATCH KITS & SERIES OF HATCHES IN PRODUCTION

6. What are Tamor's priorities and focus for the future?

Today, the maturity of Tamor's manufacturing capabilities, its knowledge and experience in fabricating metal and rubber and the implementation of adapted technologies result in the logistically complicated kits, assemblies, subassemblies and components for Wheeled and Tracked Vehicles for Defense and Industry.

These factors enable Tamor to continue to meet increasingly sophisticated OEM and Army needs. Tamor will continue to produce Army vehicle products that ultimately result in providing better protection to the soldier in the battlefield.

Epicos "Industrial Cooperation and Offset Projects"



Epicos "Industrial Cooperation and Offset Projects" provides a unique set of online tools enabling the structure, identification and implementation of comprehensive Offsets programs, through a searchable database. By introducing different offset projects and ideas proposed by local A&D industry it ensures the optimum cost for Prime Contractors and reassures that the priorities of local industry are fully met...

[For Further Information Press Here](#)

Design and development of an Upgrade package for military Armoured and/or Wheeled vehicles



A company, leading supplier of technologically advanced systems and components for the international Aerospace, Defence, Automotive and other industries, is proposing, in the frame of an offset program, cooperation with a prime contractor for the development of an upgrade package for military Armoured and/or Wheeled vehicles. The upgrade package will be based on a range of systems developed by the

company and already deployed and operationally tested.

[For Further Information Contact our ICO Department](#)

Mail at: g-menexis@epicos.com

Upgrade of armoured military vehicles with state of the art air conditioning and NBC protection systems



As existing military Armoured and/or Wheeled vehicles age and fewer new systems are under development or close to be deployed, the needs of the Forces for more reliable and operational capable armoured vehicles and state of the art subsystems, dictate that these needs can be met by modernization and upgrades to the vehicles the armed forces are currently operating. A company specializing in the design, development and

manufacture of heat exchangers, cooling and air conditioning systems, fuel systems, etc., for military and commercial applications, is proposing the upgrade of military armoured (fighting or beyond) vehicles, with state of the art air conditioning and NBC protection systems.

[For Further Information Contact our ICO Department](#)

Mail at: g-menexis@epicos.com

News from our A&D Business Network

**Successful test-flights for IAI's B767 Tanker using an advanced Fly-by-Wire boom system**

Israel Aerospace Industries (IAI) recently performed successful test-flights on a B767-300ER aircraft, equipped with an advanced Fly-by-Wire (FBW) boom system. The new added FBW boom capability, for this specific type of aircraft, joins and enhances the company's extensive experience in converting tens of aircraft (B767, B707, C130, and IL-78) to tankers or multi mission tanker/transport (MMTT) platforms, for more than 12 customers worldwide, including the Israel Air Force (IAF).

IAI's innovative concept is based on conversion of pre-owned 767 passenger aircraft. The low utilization rate of MMTT platforms compared to commercial passenger aircraft translates into a continued long-term service life at a considerably lower Life Cycle Cost than for new aircraft. As part of the conversion a major part of the structure, wiring and systems are replaced, upgraded or refurbished. New engines, new military avionics including a state-of-the-art glass cockpit and new self-protection systems can also be offered, tailored to the customer's specific requirements. The operational and technological experience gained from IAF and IAI's other customers has been taken into consideration and utilized in the design and development of the new generation B767-300ER MMTT. An IAI B767-200ER MMTT has been converted for the Colombian Air Force (CAF) and is performing successfully in all CAF support missions which include: air-refueling, troop and cargo transport, and presidential (VIP) transport worldwide. From 2012-2013, the B767 MMTT performed successfully in the US Red Flag, Canadian Maple Flag and Brazilian Cruzex exercises.

IAI is currently also offering MMTT platforms based on converted B767-300ER. This version, with over 400,000 lbs MTOW, can carry over 200,000 lbs. of fuel, additional troops and extra cargo pallets. IAI is continuously looking at improving and upgrading its Tanker/Transport aircraft and can offer a "Smart Tanker" version which performs additional tasks while in the air, such as: ELINT, SIGINT, and ESM, or serve as a communications hub or as a Command & Control post.

For further information, please contact:

Eliana Fishler
Senior VP Communications
+972-3-935-8509
efishler@iai.co.il

or visit the company's website: <http://www.iai.co.il/2013/22031-en/homepage.aspx>

Agent Vi, Samsung Techwin Announce Product Integration Partnership



Comprehensive Video Analytics Solutions

Tel Aviv, September 2, 2014 – [Agent Video Intelligence](#) (Agent Vi), the leading global provider of open architecture video analytics software, together with [Samsung Techwin](#), have announced strategic cooperation to integrate their products to allow Agent Vi's embedded component to run on Samsung Techwin network cameras. The integration enables end users to run Agent Vi's full range of video analytics solutions on up to 200 open platform WiseNetIII network cameras simultaneously per single server.

Agent Vi's advanced video analytics platform, [savVi™](#), boasts a set of advanced, automated video analysis tools that provide for the immediate detection and extraction of events and valuable data from surveillance footage, replacing the manual and time-consuming tasks traditionally employed to monitor live video feeds or sift through recorded video. savVi offers the widest set of video analytics functionalities incorporated in a single product, including [real-time event detection](#), [video search](#) and [business intelligence](#) applications.

Together with specialist technology partners, such as Agent Vi, Samsung Techwin is changing the way users work with IP. Its Open Platform WiseNetIII range, which includes 1.3, 2 & 3MP models, offers users complete freedom to choose the perfect combination of cameras, video analytics and video management software (VMS) to match their specific requirements.

Through the integrated solution, Agent Vi's software component is embedded inside the Samsung Techwin cameras, as an Open Platform application, allowing customers to deploy Agent Vi's video analytics in an optimal set up that minimizes hardware requirements and eases deployment.

Agent Vi and Samsung Techwin continue to cooperate on expansion of the integration, to include additional Samsung Techwin camera models in the future.

Agent Vi and Samsung Techwin will be exhibiting the integrated solution at [ASIS](#), on 29 September to 1 October, at the Georgia World Conference Center, Atlanta, GA., USA. Visit Agent Vi in the Samsung Techwin booth, #1927.

About Agent Vi:

Agent Video Intelligence (Agent Vi™) is the leading global provider of open architecture, video analytics software. The comprehensive video analytics solutions offered by Agent Vi extend from real-time video analysis and alerts to video search and business intelligence applications, and are fully integrated with a range of cameras, encoders and video management systems. www.agentvi.com

About Samsung Techwin:

Samsung Techwin provides optimal security solutions to every corner of our society, from homes to critical infrastructures such as commercial, retail, finance, transportation and government. To this end, we utilize our cutting-edge technology in surveillance equipment, the Intelligent Video Analytics Technology and the Integrated Monitoring Control Technology. Furthermore, we are paving our way to be a Global Leader in Safety Solution based upon our extensive global network and a wide range of core technologies in image application. www.samsungsecurity.com

Media Relations: Roni Kresner, Channel Marketing Manager, Agent Vi
r.kresner@agentvi.com +972-72-220-1500

For further information visit the company's website: www.agentvi.com



Taiwan's first budget airline set for maiden flight

Taiwan's first budget airline said Monday it was scheduled to launch its maiden flight later this month, tapping into the robust demand for cheap travel in Asia.

Tigerair Taiwan -- a joint venture by China Airlines, the island's leading air carrier by fleet size, and Singapore's low-cost carrier Tigerair -- is slated to start its service on September 26 with a flight to Singapore from Taiwan.

The announcement came after a brand new A320, the company's first aircraft, flew from France to the northern Taoyuan airport early Sunday morning.

"The arrival of the plane is a milestone in the company's operation," company spokesman Eric Lee told AFP.

"We'd open up to three other flight routes to the Southeast Asian region after October," he said, adding that the air carrier also plans to begin flights to South Korea and Japan from the first quarter of 2015.

Tigerair Taiwan, 90 percent controlled by China Airlines with the remainder held by Tigerair, plans to introduce a fleet of 12 A-320s in three years.

Taiwan's TransAsia Airways has also announced the formation of a low-cost carrier called "V air", expecting the subsidiary to become operational in the final quarter of this year.

Demand for discount flights has been rising in Asia. Twelve foreign budget airlines, including Malaysia-based AirAsia and Japan's Peach Aviation, offer services to and from Taiwan.

Source: 2014 AFP, Agence France-Presse (AFP)

India's air force chief says French fighter jet deal close

India's air force chief has said conclusion of a \$22 billion fighter jet deal with French company Dassault Aviation was imminent after missed deadlines and delays.

Air Chief Marshal Arup Raha told an Indian newspaper that the military could not afford any more hold ups of the 2012 deal to supply 126 French-made Rafale fighters.

Raha said a deadline for finalisation of the deal had not been set but added "it's going to happen soon."

He also appeared to throw cold water on attempts to re-enter the race for the giant contract by by a European consortium that makes the Eurofighter, a rival to the Rafale.

"It will not be appropriate to make any changes in the process," he said in an interview with the Hindustan Times newspaper published on Wednesday.

"The current government has set the pace of work and things are moving fast enough on the fighter deal."

The daily quoted a defence ministry official as saying "Rafale has run through the finish line."

"It's too late in the day to parachute into the race. The door is closed," the unnamed official said.

Dassault won the right in 2012 to enter exclusive negotiations with India to supply 126 fighters after lodging a lower bid than Eurofighter for a tender with an estimated value of \$12 billion.

Those negotiations have since been delayed, prompting Britain to raise the contract with Prime Minister Narendra Modi's government in July, holding out hope for the Eurofighter.

India's right-wing government, which swept to power in May, has pledged to streamline and speed up a major modernisation of the country's military, and has lifted a cap on foreign investment in defence.

India's defence procurement has traditionally been an opaque business, marred by postponements and repeated re-negotiations over cost.

Source: 2014 AFP, Agence France-Presse (AFP)

[ANA, Lufthansa announce cargo business tie-up](#)

Japan's All Nippon Airways (ANA) and Lufthansa of Germany on Wednesday announced an air cargo tie up as they look to fight off intense competition from budget airlines on passenger routes.

The airlines said they had won regulatory approval for the agreement, which will see them integrate network planning, pricing, sales and handling on all routes between Japan and Europe.

"The two carriers aim to introduce the joint approach on shipments originating from Japan to Europe in winter 2014/2015 and for shipments from Europe to Japan in mid-2015," they said in a statement.

"The joint venture will benefit customers by generating a greater selection of routings and a wider range of service options. Customers will especially profit from a larger and faster network with more direct flights, more destinations and more frequencies."

ANA and Lufthansa, both members of the Star Alliance global airline network, launched a joint venture for Japan-Europe passenger flights two years ago.

The Japanese carrier holds a 17 percent market share for air freight between Japan and Europe, while Lufthansa has 16 percent, the leading Nikkei business daily said Wednesday.

Mainline carriers' cargo businesses have become increasingly crucial to their bottom line as they battle budget airlines in the passenger market.

Source: 2014 AFP, Agence France-Presse (AFP)

Australia to play enhanced NATO role

Australia will accept an invitation to boost its role within NATO at the group's summit in Wales, Foreign Minister Julie Bishop said Wednesday, saying it was in the country's national interest.

While not a member, Canberra is a close US ally and has played an increasing part in North Atlantic Treaty Organisation operations over the past decade, particularly in Afghanistan and Iraq.

Bishop said Australia had been formally invited to become part of its Enhanced Partnership Programme.

"At this meeting Australia will accept a formal invitation to become an enhanced partner of NATO," she said as she left for the summit this week in Wales.

"This enhanced partnership means we will continue to cooperate at the very highest level with NATO, the most powerful political and military organisation in the world.

"This will bring considerable benefits to our defence force and to Australia more generally."

Being an enhanced member will give Australia permanent access to the organisation's planning at the earliest stages of future operations and ensure a presence in its governing councils.

Bishop said Australia would maintain autonomy in deciding the extent and character of involvement in future NATO-led operations, but would play a bigger role in global crises.

"Australia has proven itself time and again to be a reliable and capable partner," she said.

"It is in our national interests to continue to cooperate with NATO at this higher level, given that we are now in the transition phase of the longest mission that NATO has been involved in, in Afghanistan."

Source: 2014 AFP, Agence France-Presse (AFP)

Deadline looms for buyers of struggling Cyprus Airways

Potential buyers of Cyprus Airways have until Wednesday to submit non-binding offers for the loss-making national carrier, with Ryanair and Aegean Airlines in the running.

Ireland's budget carrier Ryanair said last week that it was ready to submit a firm offer for Cyprus Airways, before the government extended last Friday's deadline for non-binding offers to September 3.

Although it made no official statement on the deadline extension, local media quoting official sources said it was to allow more time for the 14 interested suitors to put in a bid.

Some of them had reportedly complained they did not have access to questions raised and answers provided to rival bidders.

Earlier in August, Ryanair CEO Michael O'Leary met with Cypriot officials and proposed how he could turn the airline into a profitable operation by increasing passenger traffic by 500 percent over three years.

He said with the help of his low-cost airline, Cyprus Airways would experience rapid growth with new routes and more flights, increasing passenger numbers to three million a year the current average of 500,000.

The recession-hit government owns 93 percent of troubled Cyprus Airways and wants to offload it.

Greece's Aegean Airlines, which has also held talks with government officials, is seen as another serious contender as it aims to use Larnaca Airport as a second base outside Athens.

Also said to be in the frame are Romania's low-budget Blue Air and Spanish Group Arevenca in collaboration with Fly Aruba.

Cyprus Airways, meanwhile, has had a change of chairman with Tony Antoniou stepping down last month to be replaced by former civil servant Makis Constantinides.

Local newspapers say key conditions for the sale are that the airline remains based in Cyprus and as many staff as possible keep their jobs.

Once non-binding business proposals have been received by 6 pm (1500 GMT) on Wednesday, a short list will be drawn up at the end of September.

Those on the shortlist will be given financial data on Cyprus Airways and asked to put in a final binding offer.

- Selling off assets -

The east Mediterranean island's national carrier has been selling off assets, including three time slots at London's Heathrow airport, so it can keep flying.

With a reduced fleet of six aircraft, the airline is struggling to survive against intense competition on its most popular routes to Greece and London.

The airline has implemented several cost-cutting plans, axing staff, scrapping routes and downsizing its fleet, but has failed to stem losses.

It is also under investigation by the European Commission over possible violations of state aid rules in a 31-million-euro (\$40-million) share capital increase and a 73-million-euro state bailout over the past two years.

If asked to return the money, it would face closure.

The airline posted a net loss of 55.8 million euros for 2012, more than double the net loss of 23.88 million a year earlier.

Source: 2014 AFP, Agence France-Presse (AFP)