

ROSENBAUER GROUP

- **A NEW BENCHMARK FOR ENGINEERING AND DESIGN**
- **THE NEW PANTHER – THE VEHICLE FOR THE 21ST CENTURY**
- **DUBAI AIRPORT ORDERS 4 PANTHER 8x8 MA-5's AT DEMONSTRATION**
- **DEVELOPED IN COLLABORATION WITH "SPIRIT DESIGN"**

Leonding, June 10, 2005: ROSENBAUER, one of the world's three biggest manufacturers of fire-fighting vehicles, recently presented its new PANTHER air-crash tender at the INTERSCHUTZ fire-equipment fair. With this ground-up redesign of the PANTHER series, ROSENBAUER has set a brand-new benchmark in terms of design and engineering. In so doing, the world market leader in air-crash tenders is underlining its technological leadership yet again. A key rôle in developing the design was played by the Viennese innovation and branding specialist Spirit Design.

A top-of-the-range model of air-crash tender, the PANTHER was first launched back in 1991, since which time a total of 269 units have been sold.

The aim of the PANTHER 8x8 and 6x6 redevelopment project was to gear the vehicles' design and engineering to airport fire brigades' future requirements. The primary focus was placed on ergonomics, safety, modern materials, high-performance fire-fighting systems, adaptation to new environmental regulations and dynamic design. ROSENBAUER has used an vigorous styling language here to stress such attributes as reliability, safety, power and dynamism.

The optimised processing techniques employed by Spirit Design kept the time-to-market for the new PANTHER very short indeed. Says Spirit Design MD Daniel Huber: "A special combination of innovative computer tools enables us to move into the 3D-phase at a very early stage. This speeds up decision-making and shortens development times."

The 8x8 model will be based on the new 1000 HP rear-engined MAN chassis with an Allison automatic transmission, and the 6x6 model on the 705 HP rear-engined chassis produced by ROSENBAUER Motors in the USA.

The vehicle cab has a panoramic windscreen made of laminated safety glass, and completely transparent doors. The front and side panes extend a long way up and down, giving the driver an unobstructed wide-angle view of his surroundings. The electric swing-forward doors close automatically at a speed of ≥ 5 km/h.

The futuristic instrument panel, with its indicator and operating displays conveniently located between the driver and co-driver, features a LOGIC CONTROL SYSTEM (LCS) which permits genuine "one-man operation" of the Panther's fire-fighting and vehicle systems. Another highlight of the development effort is the flap lids of the equipment lockers, which can now be opened pneumatically – from the cab.

With eight separately driven wheels, an operational weight of 40 tonnes, a 14,500 litre extinguishant tank and a top speed of 140 km/h, the new 8x8 model is *the* air-crash tender of the future.

The new PANTHER-series scored its first sales success while still being presented at the Interschutz trade-fair in Hanover. Dubai International Airport in the United Arab Emirates signed an agreement on the spot, for the supply of four PANTHER 8x8 MA-5's.

Dubai International is currently reckoned to be one of the fastest-growing airports in the world. The home airport of Emirates Airlines, which will be putting the new Airbus A-380 into service starting from next year, Dubai is working hard to be ready to meet the safety requirements for this extraordinary aircraft.

Having seen the new PANTHER generation demonstrated, and mindful of the need to ensure continued compliance with the stringent stipulations of the International Civil Aviation Organisation (ICAO) once the current airport extension project has been completed, the client made an immediate decision to purchase the new model.

The highest category of ICAO certification is mandatory before an airport can be approved for the Airbus A-380. ROSENBAUER's internationally acclaimed fire-fighting technology is considered to be the worldwide benchmark for airports aspiring to this certification.

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