

**GEOHERMAL PROJECT IN MUNICH:
UP TO 8 FLEETS. 16 VIBRATORS.
ONE CONNECTED OPERATION.**

Munich geothermal 3D,
late August to December 2026,

~120,000
vibration
points

300
VP per
fleet

60 s
linear
sweep

5 s
start-to-start
separation

up to 8
autonomous
fleets

16
Force3
vibrators

Secure Connect
via GSM and
Starlink

1. PROJECT OVERVIEW
Munich only.

2. NAVLINK MUNICH OPERATIONS
60 s linear sweep, 5 s start-to-start, autonomous.

3. LIVE DASHBOARDS
Live operational dashboards with QC and production. ~120,000 vibration points. ~300 VP per fleet.

4. SC COMM – CONNECTING PEOPLE IN THE FIELD
16 vibrators connected via SC Comm. Real-time position, status, and messaging.

5. HSE & SAFETY FIRST
High control. Maximum safety. Every movement is monitored.

AUTONOMOUS FLEETS
Maximum efficiency

CONNECTED OPERATIONS
One live environment

REAL-TIME INTELLIGENCE
Better decisions

HSE CONTROL
Protecting people & the public

HIGH PRODUCTIVITY
Delivering results

**CONNECTED TECHNOLOGY.
PROVEN PERFORMANCE.
STRONGER TOGETHER.**

SUCCESS STORY

DMT Takes the First European Leap on Secure Connect — and Holds Production That Looked Theoretical

This is a success story, not a product catalogue. DMT is Seismic Source’s first European client to take the leap on Secure Connect. From the first day of that leap of faith, the jump was not incremental: one of Europe’s most demanding inner-city geothermal 3Ds — around 120,000 vibration points across Munich — is already holding a planned 300 VPs per fleet with up to eight autonomous Force3 groups. Production that until recently looked theoretical is the day the crew is shooting.

Partners: DMT GROUP × Seismic Source Co. **Location:** Munich, Germany **Project:** 3D geothermal seismic

Technology: Force3 · Secure Connect · NavLink · SourceLink · SSC Dashboard · SC Comm · SSC Fleet Plan

On 20 August 2026, DMT began the field measurement phase of a large inner-city 3D vibroseis campaign across about 1,100 square kilometres of Munich.

The geological purpose is straightforward. The Malm limestone reservoir beneath the region already supplies geothermal heat from existing wells. This 3D is building a continuous picture of that reservoir — two to five kilometres down — so future heat projects can be planned with far less drilling risk.

The operational reality is harder than the geology. This is not an open prospect. It is Munich: streets, forests, parks, lakes and the natural landscape around the city, UXO clearance, morning traffic, evening quiet hours, and about 120,000 vibration points that have to be planned, permitted, reached, swept and documented.

Coordination is not a support function. It is the job.

That is the ground DMT chose for a first. Secure Connect had not yet been the communications backbone of a European source operation. DMT is Seismic Source's first client on the continent to take that leap of faith — to go recorder-less, connected and live from the opening pad. The improvement was not a later upgrade. It was the jump from day one.

DMT is executing that job with Seismic Source Co. technology at the centre of the source operation: Force3 on the vibrators, a Munich-specific NavLink build, SourceLink, Secure Connect as the communications backbone, SSC Dashboard for live production and HSE intelligence, SC Comm for people and machines in the field, and SSC Fleet Plan for tomorrow's work and the paperwork that lets heavy machines move legally through the city.

The success so far is not improvisation. Field measurement started on 20 August 2026. From that first morning the crew has been running as a recorder-less, connected operation: tomorrow's 300 points assigned by fleet, today's sweeps self-timing at five-second start-to-start, and the same live picture in the cab and with the observer.

~120,000

Vibration points across Munich

1,100 km²

Survey area across Munich

Up to 8 × 2

Autonomous fleets · up to 16 Force3 vibrators

300 VP / fleet

Planned daily production per fleet

What success looks like on this crew

Success here is not a press line. It is a daily rate that, until recently, looked theoretical — and that still matches the plan after the city, the forest and the permit have had their say.

1. **The planned 300 VPs per fleet is the held rate.** Up to eight two-vibrator groups are not waiting on a central recorder start. A 60-second linear sweep, five seconds of listen and five-second start-to-start separation are how that rate stays a schedule instead of a hope.
2. **Yesterday's remaining points become this morning's work.** SSC Fleet Plan colours the fleets, keeps completed pads and remaining work on one Munich map, and hands each crew a pack they can drive. The success is that production and the night plan are the same geometry.
3. **Quality is decided while the plate is still down.** Force, phase and THD sit in NavLink on the sweep. QC pass and warning sit on SSC Dashboard before the next pad is claimed. Voids are counted, not hidden.
4. **People and machines stay in one picture.** SC Comm puts up to sixteen vibrators and the people attached to them on the same live map — talk, location, proximity, SOS — so a lost radio does not become a lost fleet.
5. **DMT sees the same truth as the observer.** Token access to SSC Dashboard means field leadership and partners are not waiting for an evening report to learn whether the day is still the day they planned.

Why this survey is different

Most high-production vibroseis stories are about open ground, long lines and radio. Munich is the opposite. Source points sit 25 metres apart along roads, tracks and accessible ground. A 60-second linear sweep goes into the ground, followed by five seconds of listening. Fleets then continue autonomously with five-second start-to-start separation. The physics is familiar. The environment is not.

The crew is running up to eight two-vibrator fleets — up to sixteen Force3-controlled units — mixing INOVA AHV-IV workhorses with UniVib units for tighter and wetter access, including water-adjacent terrain. There is no central recorder truck dictating the start. Each fleet is self-timing. Secure Connect carries status, QC, locations and commands over GSM and Starlink. If a conventional radio net cannot cover 1,100 square kilometres of city, forest and suburb, the operation does not stop to wait for it.

Working hours stay inside the envelope DMT has to honour: weekdays and Saturday, no late disturbance in living streets, no extra congestion in the morning peak. Sweeps are short at each pad. Convoys move on. Vibration is monitored against DIN limits. Inside that envelope, DMT still has to decide *which* 300 points each fleet will actually shoot tomorrow — and which points must wait because of UXO, a forest stand that cannot be driven, a school-run bottleneck, a Vmax routing limit, or a resident-sensitive street that cannot take eight heavy machines at 07:00.

Those decisions sit with DMT's observers, permitting staff and field supervisors. A missed exclusion, a noisy hour, a lost fleet or a safety incident would not stay inside the doghouse. Coordination has to be visible inside the operation — not reconstructed after the shift.

On a 120,000-point inner-city 3D, coordination is the production system. Safety and permitting are not adjacent to the sweep. They are part of the sweep.

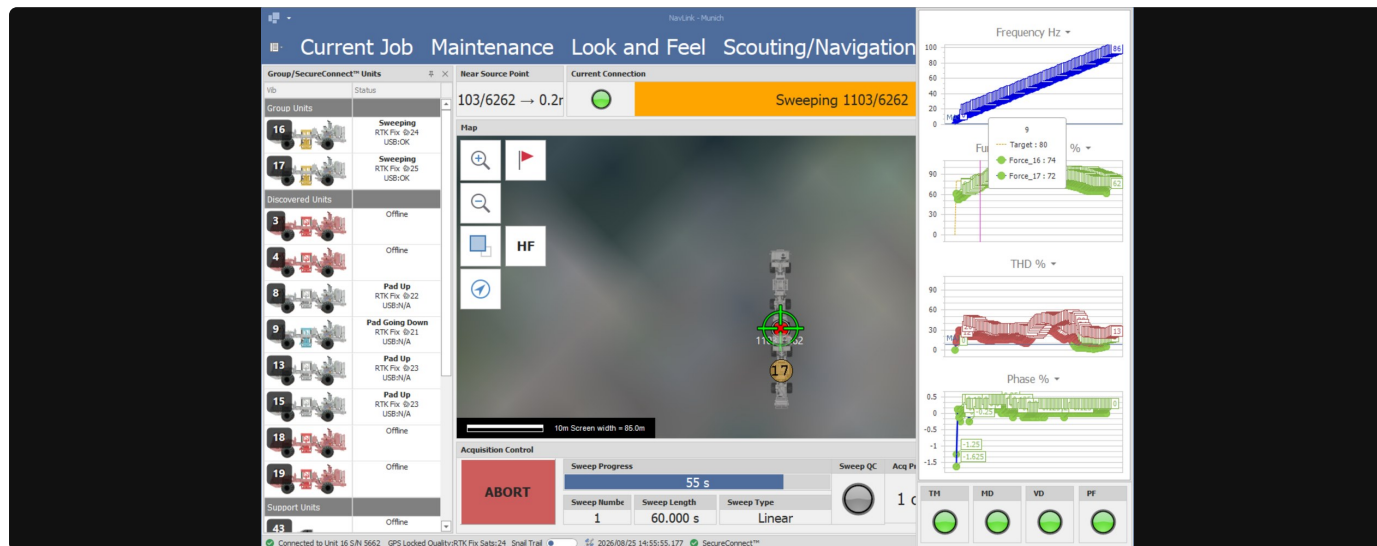
One source ecosystem, not a pile of tools

The Seismic Source stack on this crew is built so that planning, driving, sweeping, talking, locating and reporting share the same operational picture.

- **Force3** controls each vibrator: pad, sweep, force, phase, THD and the QC that decides whether a point is production or a problem.
- **NavLink — Munich** is the custom in-cab navigation and autonomous control build for this crew. It groups units, claims starts, aborts, shows the source grid, work orders and live QC, and keeps Secure Connect in the status bar as a first-class link — not an optional radio accessory.
- **SourceLink** ties source control and QC into the same connected environment.
- **Secure Connect** is the encrypted channel that carries vibrator telemetry, SC Comm traffic, dashboard feeds and fleet status across GSM and Starlink.
- **SSC Dashboard** is the live operational picture: every vibrator, every SC Comm unit, production KPIs, TD separation, non-compliance, violations, work orders, drafts, postplot and storage.
- **SC Comm** is how people stay in the same picture as the machines — continuously, not only when someone can raise a radio.

- **SSC Fleet Plan** is how tomorrow is drawn on a 120,000-point map and then turned into a plan that drivers, observers and permitting authorities can actually use.

None of these products is a side app. The Munich operation only holds together because they close a loop: Fleet Plan decides the next legal, quiet, reachable 300 points per fleet; NavLink and Force3 execute them autonomously; Secure Connect keeps the loop alive; SC Comm keeps people attached to it; SSC Dashboard tells observers, field managers and permitting whether the day is still the day they planned.



NavLink — Munich during a live 60-second linear sweep. Units 16 and 17 operate as one Force3 group, RTK-fixed, with Secure Connect active. Sweep QC, abort and source-point claiming sit in the same cab screen.

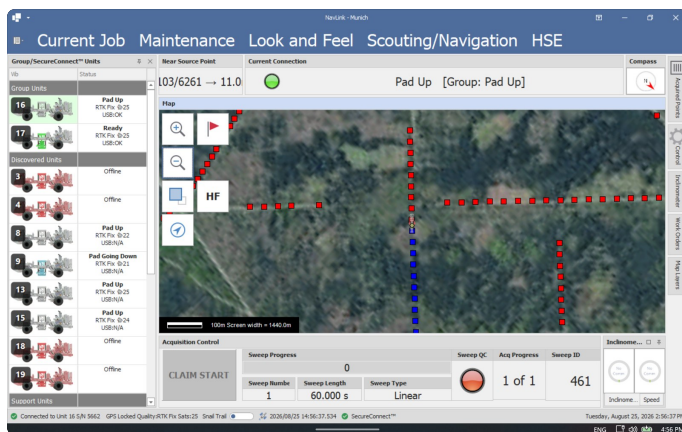
Force3 and NavLink: autonomous source control in the city

Each vibrator is a Force3-controlled source. The Munich NavLink build turns those units into fleets that can find the next pad, drop the plate, sweep, listen, respect time/distance separation and move — without a recorder operator pressing a start button for every point.

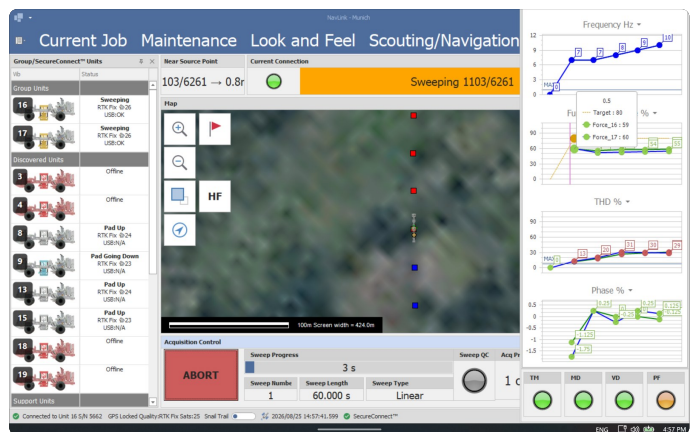
The acquisition recipe is deliberately simple and deliberately tight: a 60-second linear sweep, five seconds of listening, and fully autonomous operation with five-second start-to-start separation between fleets. That is how up to eight two-vibrator groups can coexist in the same urban mosaic without waiting on one another's radio start, and how the crew can aim at 300 VPs per fleet rather than at the speed of the slowest conversation.

In the cab, the operator is not flying blind. NavLink shows the group and every discovered Secure Connect unit: sweeping, pad up, pad going down, ready or offline. It shows the near source point, the live sweep progress, RTK satellite count, and the four QC traces that matter on every sweep — frequency, force, THD and phase. Work orders, acquired points, map layers and HSE sit in the same application. If a point is wrong, the abort is in the same place as the start.

That matters in Munich because the next pad is rarely "straight ahead 25 metres." It may be after a no-drive polygon, a wet access, a school zone, a forest track or a street that permitting has only opened for a defined window. Autonomous production is only useful if the vibrator still knows where it is allowed to be. NavLink carries that map. Force3 carries the sweep integrity. Secure Connect carries both to everyone who is not in that cab.



NavLink map: remaining and acquired source points, live unit position, work orders and map layers in the same cab view.



Live Force3 QC: frequency, force, THD and phase on the group while the 60-second sweep is running.

Secure Connect: the channel everything else rides on

Secure Connect is the reason this operation can be recorder-less and still fully supervised. It is the encrypted, relayed communications layer between Force3, NavLink, SourceLink, SC Comm and SSC Dashboard. In Munich it runs over GSM where the city network is strong and over Starlink where forest, fringe municipalities or weak terrestrial coverage would otherwise create a hole in the picture.

That hole is exactly what high-production urban work cannot afford. If fleet 7 cannot tell anyone it is pad-down, if a junior observer cannot see where fleet 2 went, if permitting cannot confirm that a vibrator is still on the notified street, the crew starts managing by phone and guesswork. Secure Connect is built so that message relaying, unit status, locations and commands keep moving even when a single radio channel would have already given up.

For DMT this is not a convenience. It is why they took the leap. Secure Connect is how up to eight fleets, support trucks, observers, vibrator coordinators and field managers stay in one operation instead of a set of private ones.

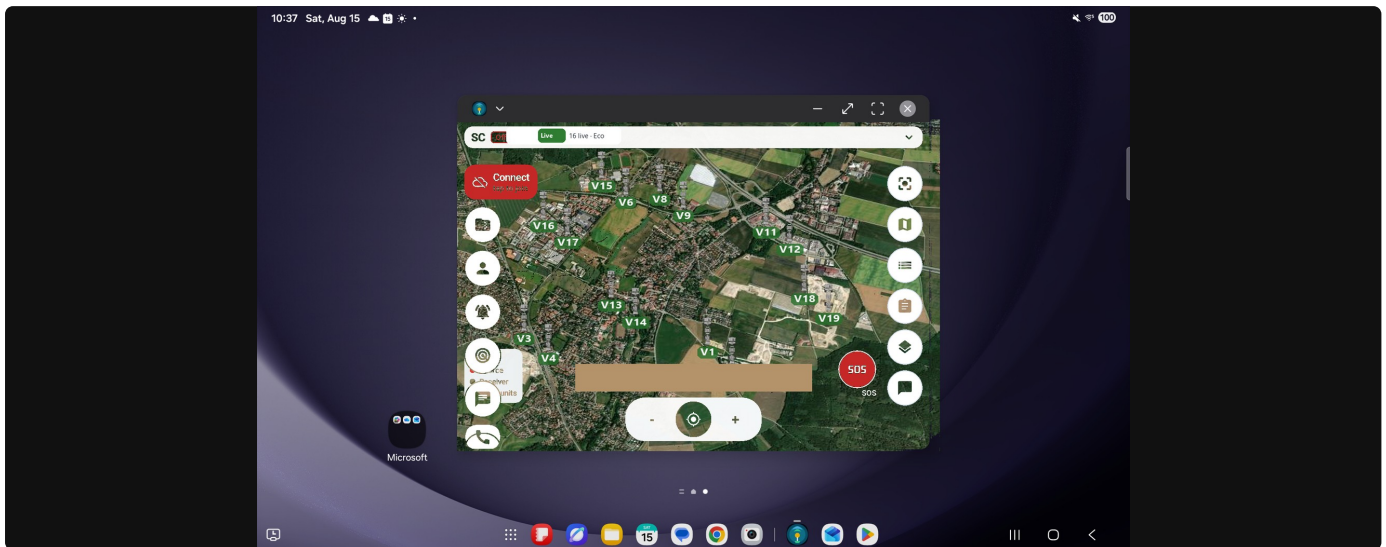
SC Comm: communication, location and safety on the same map

SC Comm is the human layer of Secure Connect. Android in the truck and on the tablet, Windows in the observer workspace: the map is the home screen, and every tool opens over that map. Once a user is Live with a display name, unit ID and vehicle type, they are not a name in a chat list. They are a fleet unit — the same identity that dispatch, SOS, NavLink overlays and the dashboard can see.

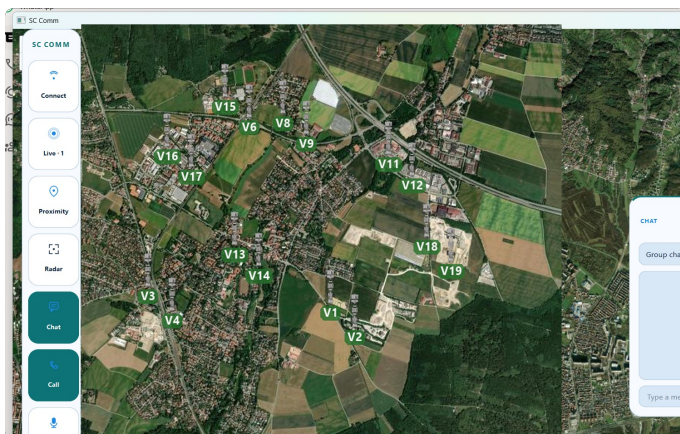
That is the first operational fact of the Munich crew. SC Comm does not only “let people talk.” It keeps every vibrator fleet, and every person attached to it, continuously locatable. Junior observers on the ground, vibrator coordinators, permitting staff, partners, chiefs, field managers and support drivers use the same live map. If two people need to find each other in a forest block south of Hofolding, they do not describe a junction on the radio. They see each other, measure the distance, and navigate.

SC Comm on Android — in the truck and on the tablet

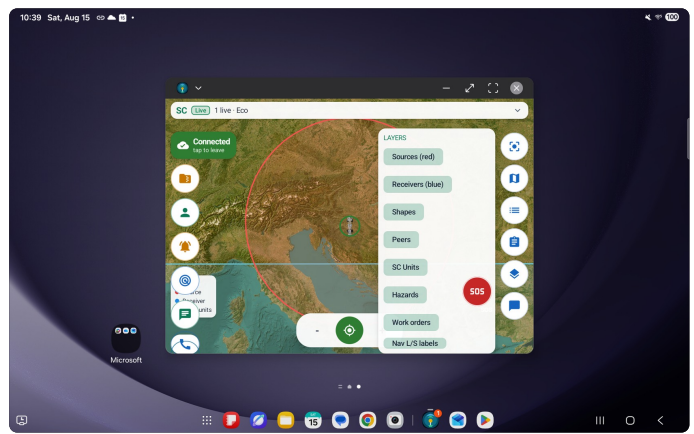
The Android build is what fleets, junior observers and vibrator coordinators actually carry. The map is always home: Connect to go Live, SOS on the right, chat, call and radio on the left. Layers switch sources, receivers, SC units, hazards, work orders and NavLink labels. A vibrator operator with a unit ID shows as a fleet unit, not as a private phone.



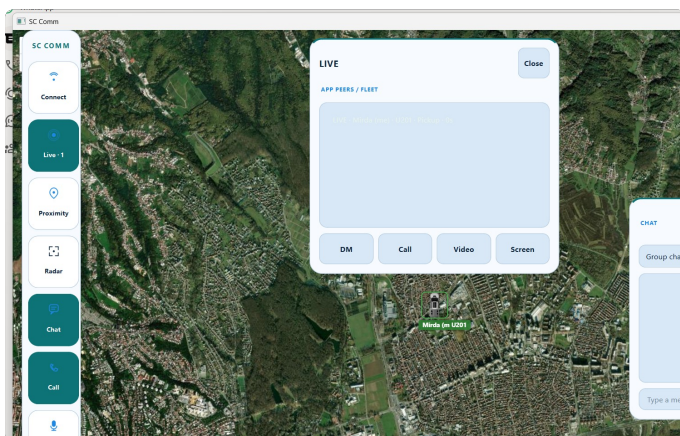
SC Comm Android front screen: 16 vibrators on a zoomed map, eight two-vibrator fleets, Connect and SOS on the same home view.



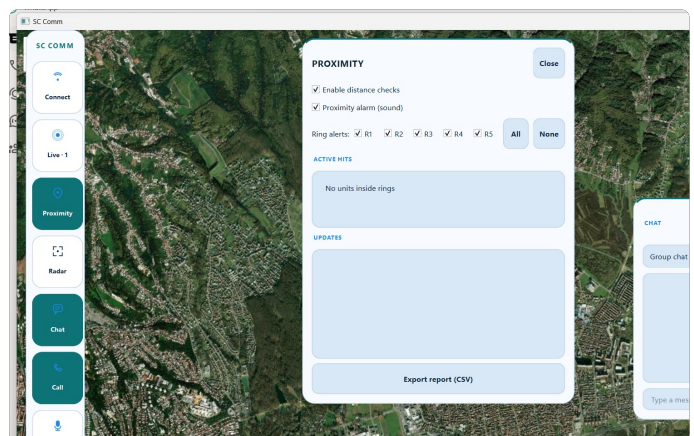
SC Comm Windows: the same 16 vibrators on the zoomed map — observer and office front screen.



Android layers: sources, receivers, SC units, hazards, work orders and NavLink labels.



Windows Live: peers and fleet, then DM, Call, Video or Screen share.



Windows radar: range, speed/course, target and weather.

A communications ladder that matches the urgency

Urban vibroseis generates a constant mix of short facts and real conversations. SC Comm gives DMT a ladder instead of a single radio channel:

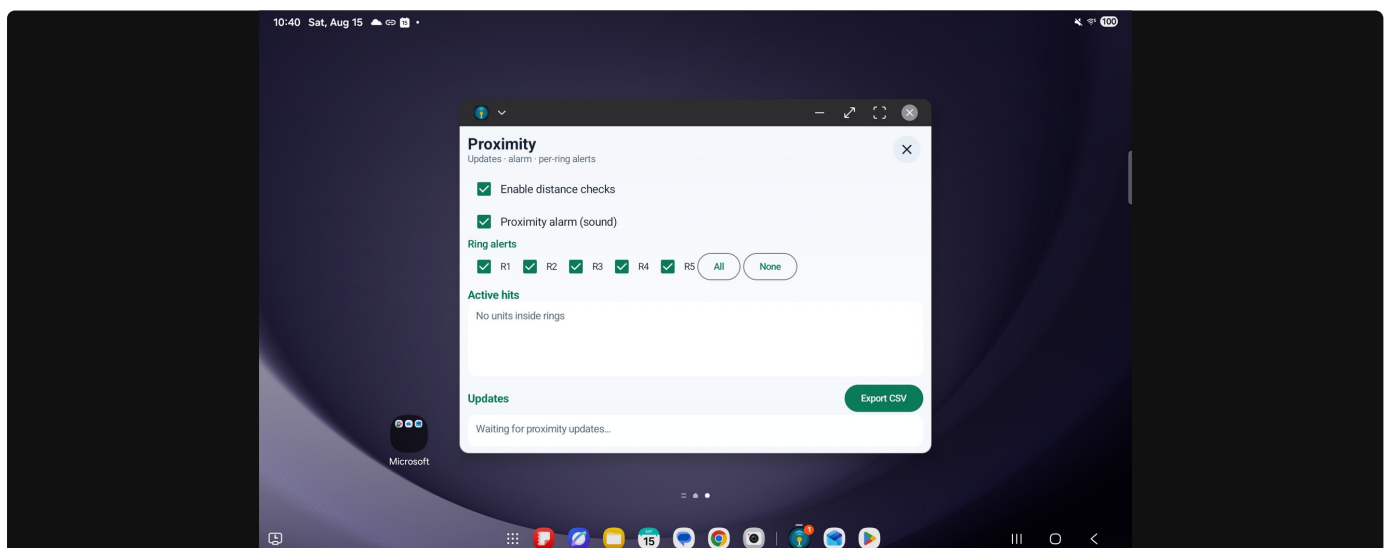
- **Group and direct messaging** — text, location pins, photos and files. The right tool for a pad photo, a blocked access, or a “stay on this street” instruction that must survive the next sweep.
- **PTT radio** — hold-to-talk channels for the short voice traffic that used to own the whole net.
- **Voice calls** — when a real conversation is needed and a one-line radio burst is not enough.
- **Video calls** — when the scene itself is the information: a wet pad, a fence, a blocked forest track, a UXO flag.
- **Screen sharing** — when the other person must see the map, the layers or the NavLink point, not the rear camera.

Location sharing is not a separate product. A pin in chat, a live marker on the map, a Navigate hand-off toward Google Maps guidance, a proximity ring and a radar blip are all the same idea: nobody should be guessing where a fleet is while up to 16 vibrators are working through a city.

Radar, weather and proximity

SC Comm’s radar view puts the user at the centre and the rest of the live network as blips, with range, speed and course. Target and weather information sit on that same scope. In a campaign that runs for months through Bavarian autumn weather, that is not decoration. Rain changes access. Wind and storms change whether a forest track is still a source line. Seeing weather next to the people you are trying to coordinate is the difference between a delayed plan and a surprised fleet.

Proximity rings turn distance into an active rule. Support and vibrators working close in streets and forest roads can set realistic radii and get hits, optional sound and an exportable record. In an inner-city 3D, “we thought they were further away” is not an acceptable HSE sentence. Proximity is how SC Comm makes that sentence unnecessary.



Android proximity: enable checks, optional sound, rings R1–R5, active hits and CSV export. Distance becomes a rule, not an estimate.

SOS, hazards and work orders

Safety tools in SC Comm are deliberately heavy, because they are meant to be used as safety tools.

SOS is confirmed and held. It needs a unit ID. It is not a chat shortcut. When it fires, the unit is already on the live map, so the observer, field manager and dashboard see who and where — not a voice shouting a street name.

Hazards are dropped on the map with a type — warning, road, hill, livestock and the rest of the field vocabulary — so the next fleet does not discover the same problem with a plate already down.

Work orders are location tasks with a life cycle, from created to done or cancelled. They are how an observer, a permitting officer or a field manager turns “someone should look at that pad” into an assignment that the person in SC Comm can close, and that SSC Dashboard can still see.

This is why DMT can put SC Comm in the hands of junior observers and vibrator coordinators without turning the project into a mess of private WhatsApp groups. The communication channel is Secure Connect. The identity is a unit. The map is shared. The safety objects are first-class, not screenshots.

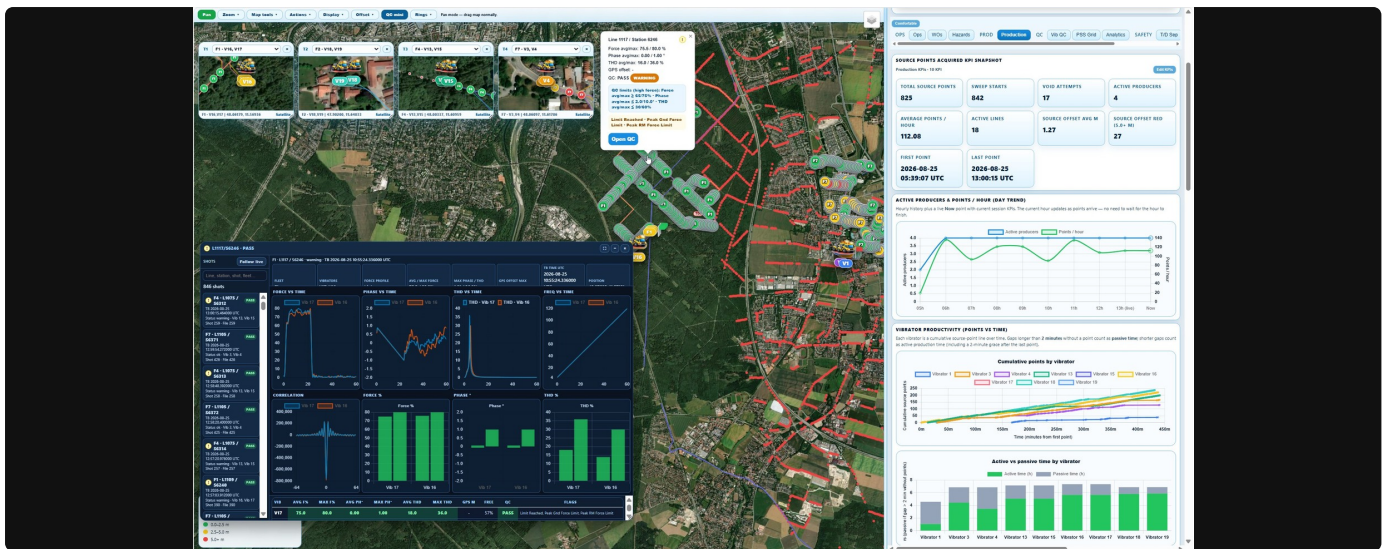
What SC Comm is doing on this project

Continuous location of every vibrator fleet and every live person. Group and individual messaging. Voice, video and screen sharing. PTT radio. Radar and weather. Proximity. SOS, hazards and work orders. Google Maps guidance from a live unit. Used equally for communication, for finding people, and for HSE — because in Munich those three jobs are the same job.

SSC Dashboard: the decision surface for a city-scale crew

If NavLink is the cab and SC Comm is the people, SSC Dashboard is the place where DMT and Seismic Source can see the whole thing at once.

It is not a replay at the end of the shift. It is a live picture of every vibrator and every unit that is connected through NavLink or through the SC Comm application. That dual feed is the safety contribution that is easy to underestimate. A vibrator that is sweeping is visible. A support truck that is only running SC Comm is also visible. A junior observer walking a line is visible. If safety only watched the Force3 units, half the operation would be a ghost. The dashboard does not allow that.



SSC Dashboard on the Munich crew: live map, fleet insets, Force3 QC on the selected point, and production KPIs.

Safety you can point at

Because every connected unit is on the map, the dashboard becomes an HSE instrument, not only a production scoreboard. Time and distance separation is visible. Non-compliance is visible. Speed and movement violations are visible. No-drive and restricted ground can be supervised against live positions rather than against a paper map from last week. When a QC warning appears on a pad — peak force at the limit, phase, THD — it is attached to a line, a station, a fleet and a place on the satellite image.

That is the standard Munich requires. The campaign is accompanied in the field. DIN vibration limits are watched. Infrastructure is in the plan. The dashboard is how DMT's observers, recording/pool managers and field managers see whether those rules are still true at 11:40, not only in the method statement.

Production KPIs that arrive in time to change the day

The production side is equally concrete. The dashboard carries the numbers a supervisor actually uses to decide:

- source points acquired versus the 300 VP per fleet plan
- sweep starts and void attempts
- active producers versus parked or passive time
- points per hour and the shape of the day
- contribution by vibrator and by fleet
- first and last point of the shift
- drafts, postplot and storage so the geometric truth of the day is not trapped in one laptop

Faster data flow only matters if the display is simple enough to use while the city is still moving. The Munich dashboard is built for that: map in the centre, fleet insets when a supervisor needs eyes on one group, QC when a point looks wrong, production when the question is "are we still on 300?" The point is not to drown the observer in telemetry. The point is to put the next good decision on the table while there is still daylight left to use it.

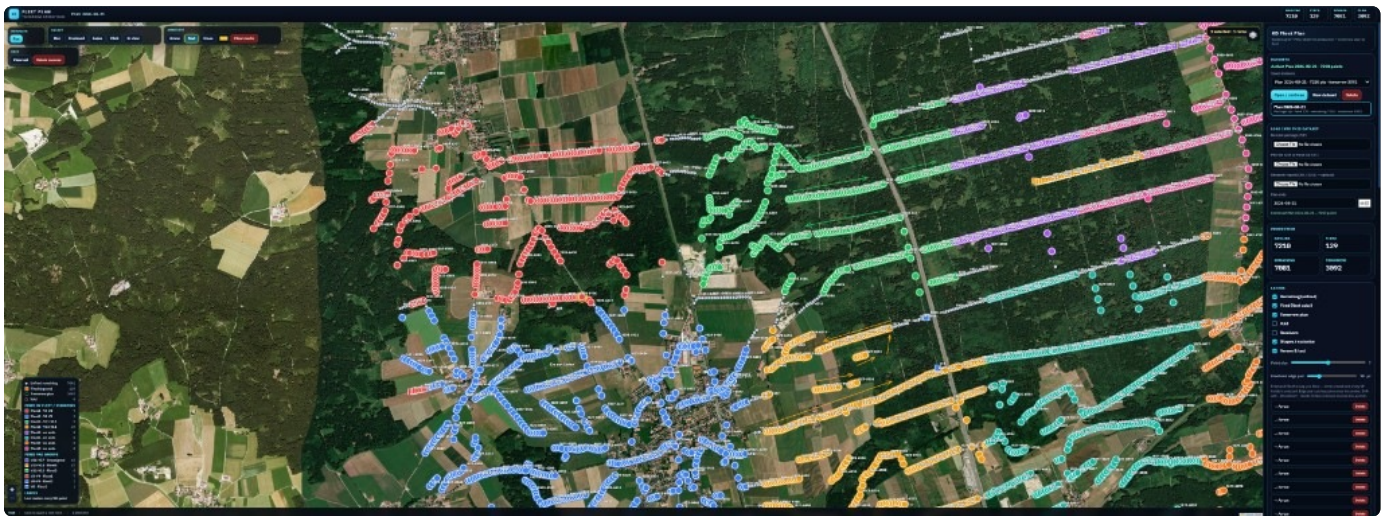
Access is token-based. The same operational picture can sit in the observer truck, with DMT's field leadership, with partners and, where appropriate, with permitting. Everyone is not editing the plan. Everyone is looking at the same truth. That is how a project this size stays aligned without a conference call every hour.

SSC Fleet Plan: tomorrow's 300 points, drawn against the city

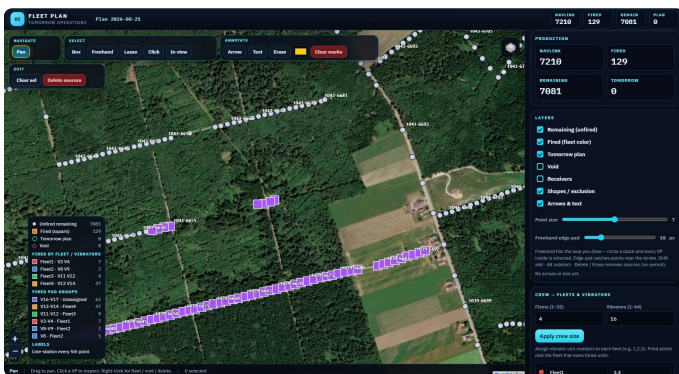
High-production autonomy is worthless if tomorrow's points are the wrong points. SSC Fleet Plan is the night-before instrument for a survey in which almost nothing can be assigned by "take the next line."

The planner loads the NavLink package — the live geometry of the Munich source grid — then loads production so fired pads turn into coloured squares and remaining pads stay as work. Crew configuration matches the field: up to eight fleets, unit IDs as Force3 and PSS know them, two vibrators on a point where that is the group. From there the work is visual and fast on purpose. Remaining points are circled with box, freehand or lasso. A right-click assigns that selection to Fleet 2 or Fleet 7. Attributes such as force, PPV and notes go on the selection. Driver arrows and short text tell the crew how to move. The next morning each fleet has a pack: CSV, HTML map and KML/KMZ, plus a combined all-fleets export.

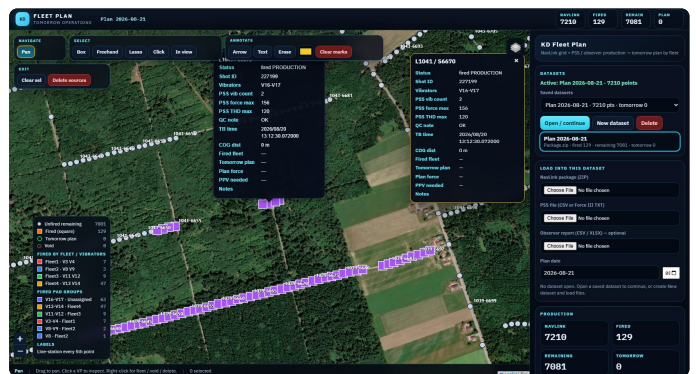
That circling-and-assigning workflow is the only way to stay honest on a 120,000-point urban grid. A spreadsheet cannot see a forest stand that must not be driven. A line-by-line order cannot see that a school street will be blocked at 07:30. A radio instruction cannot be attached to 300 pads and handed to permitting.



SSC Fleet Plan on the Munich grid: fleets in colour, remaining work and completed production on one map — the night plan and the day's success in the same picture.



Zoomed line: fired pads as fleet-coloured squares, remaining pads as open dots, labels on station.



Click a fired square: shot ID, vibrators, force, THD, QC and time — production, not tomorrow's plan.

Restrictions that are the plan, not exceptions to it

Every remaining pad in Munich is a negotiation with the landscape and the law. SSC Fleet Plan is where those negotiations become a fleet assignment instead of a hope.

- **UXO / Kampfmittel.** Pre-work includes ordnance investigation. A point that is not cleared is not a source point. It is removed, deferred or re-routed in the plan before a vibrator ever claims it.

- **Forests and the natural landscape.** Munich is not only streets. Source lines run through woodland, parks and the countryside around the city. Those stands are planned, not treated as leftover ground. A point that would chew a track or sit in the wrong place is left out of tomorrow before a vibrator claims it.
- **Residents.** No late-hour disturbance in living streets, and no extra congestion in the morning peak. That is not only a clock on the vibrator. It is a sequencing problem: which 300 points can Fleet 3 take after 09:00, which forest block can start at 06:30, which urban street is only legal in a defined window.
- **Access and water.** UniVib and AHV-IV are not interchangeable on every pad. Wet ground, water-adjacent points and tight streets are assigned to the fleet that can actually occupy them.

The planner is not decorating a map. They are deciding what the city will feel tomorrow. That is why Fleet Plan also carries force and PPV notes onto points: a pad near buildings is not the same pad as a forest track, even if the line and station look similar in a SPS file.

From tomorrow's circles to a Vmax permit

Heavy vibrators are not ordinary city traffic. Their movement through Munich and the surrounding Landkreise requires official approval — the Vmax / heavy-machine movement permits that competent authorities issue before a fleet is allowed to take a given route at a given time.

SSC Fleet Plan is the source of that package. The same assignment that tells Fleet 5 “these remaining pads are yours” becomes a mapped, dated, exportable plan that permitting can put in front of the institutions which must authorise the machines to move. HTML maps and KML are not a courtesy to the driver. They are the language authorities, police, municipal offices and internal permitting staff can inspect.

That closes a loop which urban seismic usually leaves half-open: the people who request the movement permit, the people who dispatch the fleet, and the people who drive it are working from one geometry. If the city changes, the plan can be redrawn the same afternoon by circling a different set of remaining points — not by rewriting a 120,000-row file by hand.

What SSC Fleet Plan is doing on this project

Load the NavLink package. See what is already fired. Circle remaining points. Assign them to a fleet. Respect UXO, forest access, resident hours and morning traffic. Export the plan that drivers will follow and that authorities will use for Vmax movement permits. Repeat every night, because Munich does not give anyone a static week.

Who actually uses this picture

A connected operation only counts if the right roles are inside it.

In the **observer / recording workspace**, NavLink, SourceLink, SC Comm and SSC Dashboard sit together. The observer sees fleets, QC, KPIs, work orders, hazards and SOS without assembling them from four radio voices.

Field managers, fleet managers and the recording/pool manager use SSC Fleet Plan to build tomorrow, then the dashboard to see whether today is still matching that plan. They send work orders instead of hoping a message was understood.

Junior observers and vibrator coordinators use SC Comm to find each other, to talk, to share a camera or a screen, and to stay on the same live locations as the vibrators they are supporting.

Permitting uses the live map and the exported Fleet Plan to keep heavy-machine routing inside the approved Vmax envelope, and to reroute when the city requires it.

Partners and chiefs hold a token into the dashboard. They see production, locations and the state of the ground without standing in the observer truck.

Support dispatch uses the same live vibrator picture to send fuel, recovery, permitting help or a spare UniVib to the fleet that actually needs it, with Google Maps guidance from the unit that is asking.

HSE built into the day, not added after it

A vibrator convoy is obvious. A 60-second sweep is audible nearby. The work moves through streets, forests and the countryside around Munich. DMT's obligation is control.

Control, on this crew, is not a binder. It is Force3 staying inside sweep and force limits. It is NavLink keeping the unit on the assigned pad and off no-drive ground. It is SC Comm putting SOS, hazards, proximity and live location on the same channel as the conversation. It is SSC Dashboard showing separation, violations and every connected person, not only the vibrator that happens to be sweeping. It is Fleet Plan refusing to assign the 300 points that would wake a street at 21:00 or push eight trucks into a morning jam that the city never approved.

Münster already taught DMT how to work seismically inside a German city. Munich is larger and longer. The SSC stack is how that experience becomes a daily operating system instead of a set of heroic individuals on the radio.

Production that still looks like the plan

The production target is not a slogan. It is 300 vibration points per fleet. With up to eight fleets that is the daily rate required to treat 120,000 points as a campaign rather than as an open-ended presence in Munich. Until recently that rate lived in the theoretical column — the number you could defend on paper if every wait, every radio hole and every wrong remaining point disappeared. DMT took the leap that made those waits disappear.

That is the success note that matters. From day one DMT is making the rate because the waiting has been designed out of the system. Fleets do not wait for a central start. They do not wait for a radio to come back. They do not wait until morning to discover that yesterday's remaining points were the wrong remaining points. Five-second autonomous separation, 60-second sweeps and a night plan that already respected UXO, forest access, residents and Vmax routing are what allow 300 VPs to be a schedule instead of a stretch goal.

You can see that success on the Fleet Plan map: coloured fleets, remaining work and completed production in one view. The campaign is not "tools in the field." It is a plan that is being executed, measured and re-drawn the same evening when the city changes.

Quality is supervised at the same time: live force, phase and THD on NavLink, QC pass/warning on the dashboard, voids counted instead of hidden, postplot and storage so the point that was claimed is the point that will be processed.

DMT took the first European leap on Secure Connect. From that first day, the jump was the production that until recently looked theoretical — and they are holding it.

A partnership built for this kind of project

DMT is Seismic Source's first European client on Secure Connect. They brought the urban seismic organisation, the fleet, the geophones, the permitting machinery and the field discipline that inner-city work requires. They also brought the willingness to commit a live crew to a connected, recorder-less operation before anyone else in Europe had done it. Seismic Source brought Force3, a Munich-specific NavLink, Secure Connect, SSC Dashboard, SC Comm and SSC Fleet Plan — the connected source environment that makes up to eight autonomous fleets look like one operation.

The cooperation is practical. The NavLink package is the same geometry Fleet Plan assigns, SC Comm displays and the dashboard reports. Work orders exist in the cab, in the phone and in the supervisor screen. Locations are not a second system. Safety objects are not a side channel. When the city changes — and it will, for months — the plan can be circled again the same evening.

That is what "stronger together" has to mean on a 120,000-point geothermal 3D in Munich. Not two logos on a poster. One loop from tomorrow's permit to this minute's sweep.

The success is simple to state and hard to do: DMT took the first European leap on Secure Connect, and from day one the jump was real — 120,000 points, up to eight fleets, 300 VPs each. Production that looked theoretical is the day that was shot.

Connected technology. Planned production. Safe execution — with DMT and Seismic Source in the same picture.