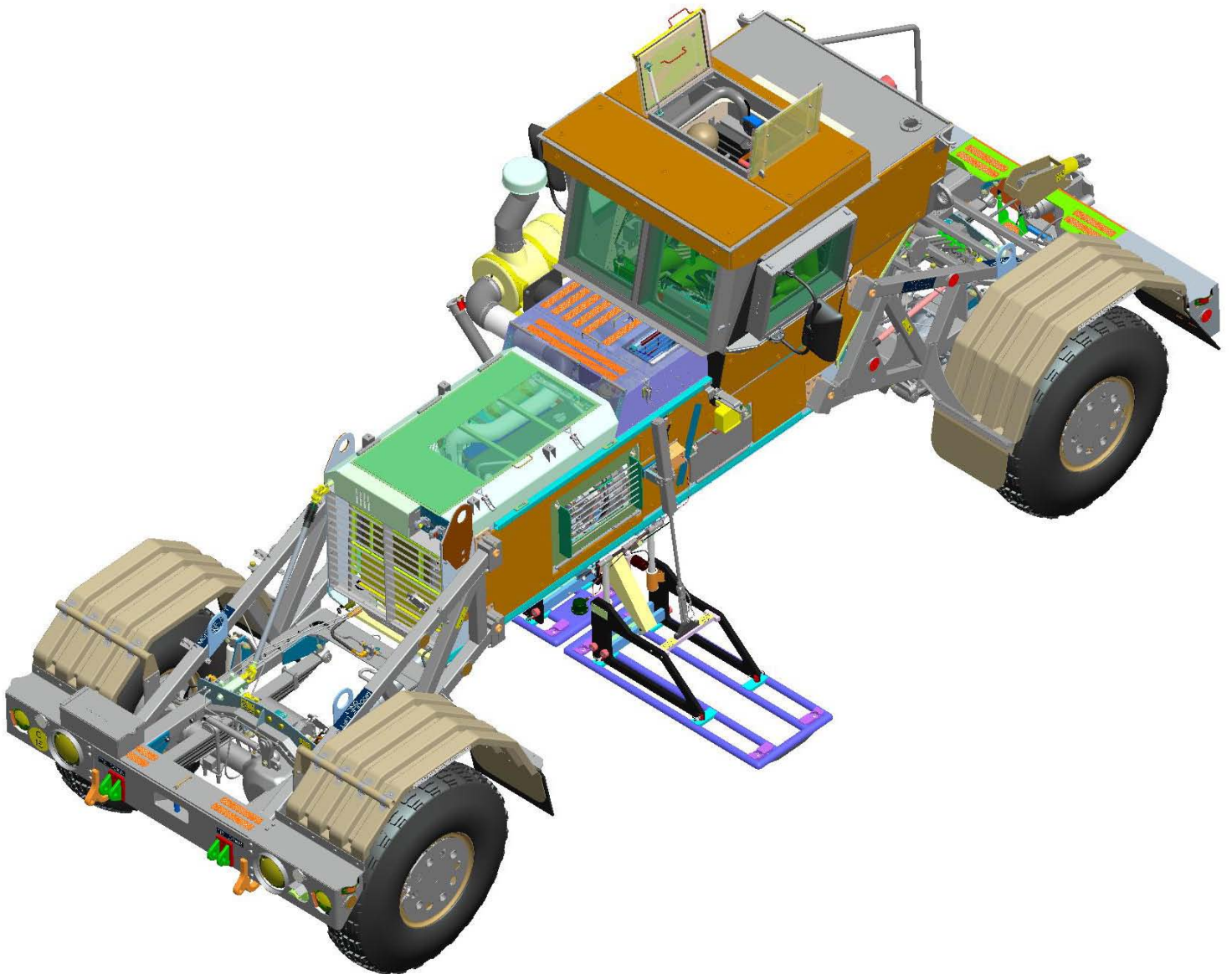
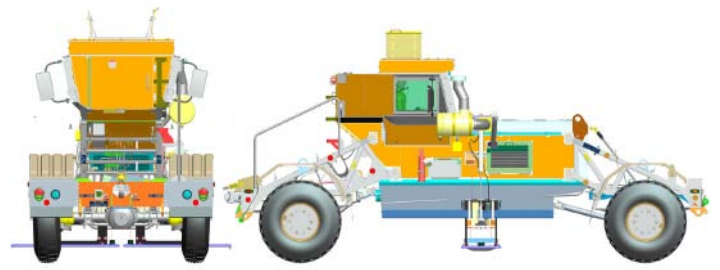


# Two-Operator

# **HUSKY** **2G**



# Two-Operator HUSKY 2G



The Husky is the vehicle of choice to lead Route Clearance Missions due to the fact that it has been combat proven as the most successful blast and ballistic protected vehicle available in the World today. The Husky is absolutely the best in the World when it comes to protection of the occupants, as well as system survivability, and relative ease with which it can be repaired in a short period of time, and returned to service.

However the increasing length of route clearance missions, and the fact that the vehicle is operated by a single occupant, has over time raised the question as to how it could be evolved to support two operators, so as to split the operational tasks operation the vehicle and operating the detection equipment. This will also allow maximum advantage to be drawn from having an operator in the vehicle. The advantage of having an operator in the vehicle is that very often in Route Clearance Operations' an experienced operator having full use of the maximum visibility that can be provided in a vehicle of this type makes a major difference.

The fact is that the Husky is no longer merely fitted with a simple metal detection system. More sophisticated high sensitivity low metal content detectors, and alternative sensors like Ground Penetrating Radar have now been fielded and are being fitted to the vehicles along with other equipment such as the Cyclone and Robotic Arms.

This reality has prompted CSI and RSD to move forward and design a 2 Man derivative of the current MK- III Husky having the same protection, survivability, frangibility, and reparability as well as mobility characteristics, which we can offer commercially to all our customers throughout the world.

Our conceptual design is complete and we are presently progressing well with the detail design phase using the majority of the features of the current Mk III vehicle as well as the major subsystems and components thereof.

Our design philosophy has been to ensure maximum visibility, retain the Husky's' safety characteristics, use existing components wherever possible, maintain the containerized packing system as well as the vehicle wheel base and turning circle.

## The following will be retained from the Mk III Husky:

- Front module.
- Rear module.
- Lower hull length and 'V' angle.
- Grills and Engine and Transmission access doors.
- Cooling pack.
- Drive Train (Engine, transmission, transfer case and drive shafts).
- Fuel System.
- Driver's position relative to steering / dash etc.
- Hood (at present).

The major change will be to increase the cab area, and in doing this the following changes are being made:

- Solid 6mm ARMOX wall behind crew from one side to the other which incorporates rails for mounting backrests.
- Cut out in side plate from rear of seat to firewall at floor level, (not footwell level).
- Windscreen plate will be more vertical for increasing space and improving visibility.
- Two side windows will be used as windscreens to improve the forward facing area.
- Side windows will be angled outward to reduce glare and reflections, thereby enhancing visibility.
- Windscreens will be used as side windows to maximize visibility to the sides.
- Consolidation of pneumatics behind cab on sub-frame with door access.
- Footwell is full width of hull but raised 40mm to minimize impact of reduced access through the transmission access door.
- Roof, to accommodate single hatch with lighter load.
- Windscreen fixing to provide "quick release" emergency escape route.
- Electrical control panel can no longer be situated on left side and the dashboard will incorporate gauges presently on pillar.
- Air-conditioning System and AFES will be modified and upgraded in the cab.
- Dimensions of the cab will generally be as follows;

★ Width at seat level	950mm
★ Width at shoulder level	1200mm
★ Width at roof level	1400mm
★ Seat back to instrument panel is still	750mm
★ Seat front to pedals is still	700mm
★ Volume of single cab (excluding pneumatics)	800 liters (approx)
★ Volume of double cab	1300 liters (approx)

It is presently estimated the mass of the vehicle will increase by 400 kg.

