

The Husky is a unique landmine detection vehicle that is blast survivable and field repairable. Husky vehicles are fitted with high sensitivity low metal content detectors, and alternative sensors such as ground penetrating radar.



Because of the longer duration of route clearance missions and the addition of different sensors and mission equipment, this has prompted a natural evolution with the design of a two (2) operator derivative of the single operator MK III Husky.

The Husky 2G is a versatile sensor platform that can detect, mark and interrogate land mines and IED threats depending on the equipment fitted to the vehicle. In the event of a detonation, the components have been engineered in a unique configuration that breaks apart in a predictable manner. This facilitates fast in-field repairs, while any damage to the system can usually be repaired in the field, increasing uptime and system availability.

The metal detector and GPR sensor can detect a 3 m wide path during route clearance. The vehicle can be fitted with a remote weapon station for protection against sniper attacks or ambushes. Another option is to add a mine roller system to the vehicle to do route proofing.

The Husky 2G can be supplied with a Redpack and a Bluepack. The Redpack is a spare wheel module trailer set that is towed by a logistical vehicle that carries the spares and tools used to repair the Husky in the field after a blast. The Bluepack is a 20 ft ISO container that is fitted with first line maintenance spares to minimise down time of the vehicle. The Husky 2G, Redpack and Bluepack are packed, preserved and shipped in 20 ft ISO containers.

The Husky is extremely mobile with its powerful driveline, all-wheel drive and all-wheel steer capability. The automatic transmission makes driving easy so that the operator can focus on his prime function of detection, marking and interrogation.

With the Husky 2G design we have maximised the VMMD System and **leveraged the value** of the product to improve the route clearance doctrine and the impact on operations. The Husky 2G is strategically the most important item in the route clearance convoy.

As part of R&D, the Husky was recently fitted with a **Route Clearance Platform Autonomous Control Kit (RC-PACK)** and demonstrated in the manned, tele-operational and autonomous mode.

DCD Protected Mobility has established itself as a fully accredited, socially responsible, international systems house, providing sustainable products and solutions for the defence and transport sectors.

Working in partnership with **AirBoss Defense Group (ADG)**, we have successfully type classified the VMMD System on a US Government Program of Record acquisition. Together, **Protected Mobility and ADG** have been a consistent and reliable source to customers worldwide for the successful acquisition, testing, development and production of special purpose route clearance vehicles and systems.



DCD PROTECTED MOBILITY

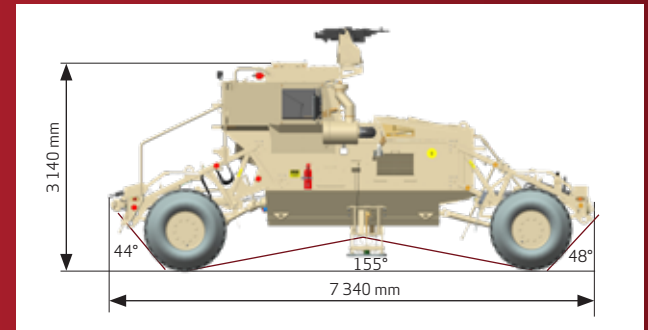
PROTECTION

- 1 Blast Protection**
STANAG 4569 level 4a & 4b (10 kg)
V-shape hull protects crew and driveline
- 2 Ballistic Protection**
STANAG 4569 up to level 3 (7.62 mm x 54 mm AP)
Exterior and interior add-on armour
- 3 Remote Weapon Station**
7.62 weapon station is available as an option
- 4 Fire Protection**
Optional cabin and engine bay AFES
Automatic or manual activation
- 5 RPG Net Protection**
An RPG net is available as an option
- 6 Fragmentation Protection**
STANAG 4569 up to level 5



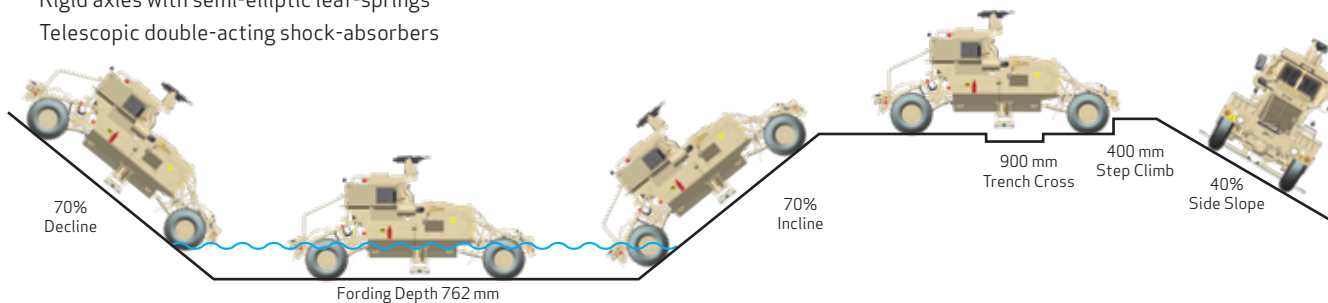
VERSATILITY

- 1 Detection Options**
High sensitivity metal detector
Deep buried detection system
Ground penetrating radar
- 2 Interrogation Options**
Interrogation arm
Cyclone blower
Mine roller system
- 3 Mission Equipment**
OWL 360° SA camera system (optional)
RC-Pack (optional)
SWAT III gunshot detection system (optional)



MOBILITY

- 1 Steering**
Four wheel steering
Hydraulic power assisted
- 2 Suspension**
Rigid axles with semi-elliptic leaf-springs
Telescopic double-acting shock-absorbers



Mass

Curb Weight:
20 520 lb (9 350 kg)

Payload:
5 830 lb (2 650 kg)

GVWR:
26 400 lb (12 000 kg)

Powertrain

Engine:
Mercedes Benz OM 906 LA 6.4 L
6 cylinder turbo diesel
201 hp (150 kW) 553 lb-ft
(750 Nm)

Transmission:
Allison 2500SP 5 speed auto

Transfer Case:
RSD-Z-65 with low range

Axles:
Solid axles four wheel steer with
diff lock front and rear

Brakes

Pneumatic dual circuit
Drum brakes all round

Wheels

14.00R20 with steel rims & CTIS,
Run flat inserts (optional)

Performance

Max Speed:
45 mph (72 km/h) governed

Max Acceleration:
0-30 mph (0-48 km/h) 16 sec

Max Gradient:
35° (70%)

Max Side Slope:
22° (40%)

Range:
220 mi (350 km)

Operating Temp:
-26° F (-31° C) to +135° F
(+57° C)

Width:
2 610 mm (detector heads up)
3 000 mm (detector heads
down)

Ground Clearance:
420 mm

Turning Diameter:
18 m

Electrical

24 V / 200 A alternator
Canbus system

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