

Based on many years of operational experience and feedback from end users, the Husky 3G was developed with emphasis on crew ergonomics, field maintenance, reduction of external noise levels, ease of manufacturing, single-steer axle and total life-cycle costs.



HUSKY 3G
"RENOWNED FOR ITS VERSATILITY, STRENGTH & STAMINA"



The Husky 3G provides the same mobility, protection and operational performance as its predecessor but is a **more cost-effective platform**.

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 (GPR).

The newly selected driveline components of the Husky 3G are **interchangeable** with the Springbuck SD vehicle, which eases the logistic support of the route clearance convoy.

The Husky 3G 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 Husky 3G is extremely mobile with its powerful driveline and all-wheel drive capability. The automatic transmission makes driving easy so that the operator can focus on the primary functions of detection, marking and interrogation.

The Husky 3G can be supplied with a Redpack and a Bluepack. The Redpack is a spare wheel module trailer set towed by a logistical vehicle that carries the spares and tools used to repair the Husky in the field should a blast incident occur. The Bluepack is a 20 ft (6 m) ISO container that is stocked with first-line maintenance spares and tools to minimise downtime of the vehicle. The Redpack and Bluepack are packed, preserved and shipped in 20 ft (6 m) ISO containers.

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

With the Husky 3G design, DCD Protected Mobility has maximised the VMMD system and **leveraged the value** of the product to improve the route clearance doctrine and the impact on operations. The Husky 3G is strategically the most important item in the route clearance convoy.

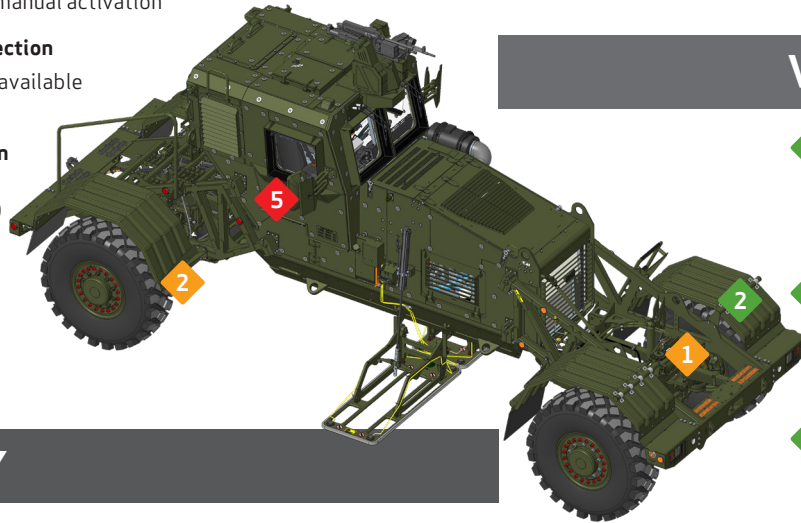
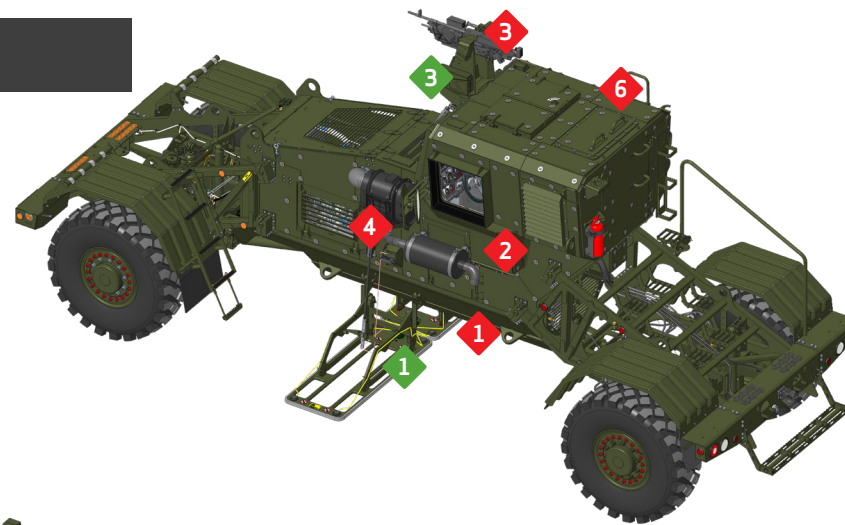
DCD Protected Mobility has established itself as a fully accredited, socially responsible international systems house, providing sustainable products and solutions for the defence and transport sectors.



DCD PROTECTED MOBILITY

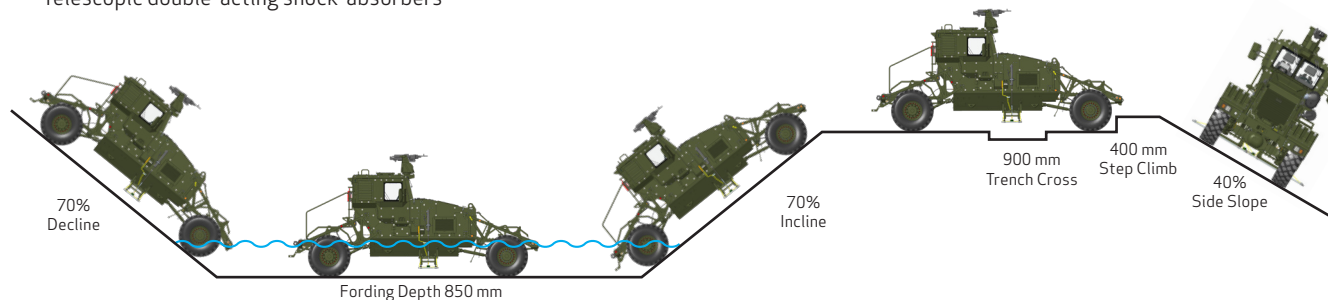
PROTECTION

- 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 3



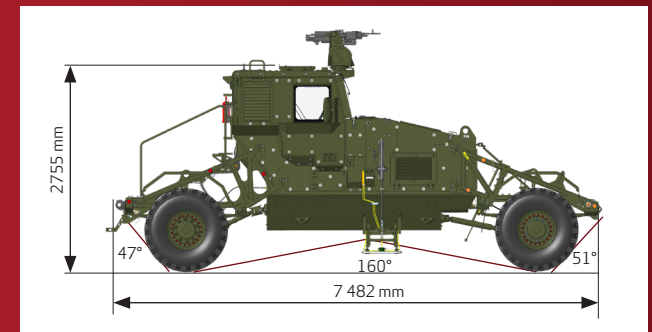
MOBILITY

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



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**
Camera system (optional)
Gunshot detection system (optional)



Mass

Curb Weight:
20 350 lbs (9 250 kg)

Payload:
2 750 lbs (1 250 kg)

GVWR:
23 100 lbs (10 500 kg)

Performance

Max Speed:
60 mph (100 km/h) governed

Max Acceleration:
0-30 mph (0-48 km/h) 14 sec

Max Gradient:
35° (70%)

Max Side Slope:
22° (40%)

Powertrain

Engine:
MWM 6.10T 6.4L
6-cylinder turbo diesel
194 hp (144 kW) 466 lb-ft (632 Nm)

Transmission:
Allison 2500SP 5 speed auto

Transfer Case:
Axletech T-600

Axles:
Solid axles with diff lock front and rear

Range:
220 mi (350 km)

Operating Temp:
14 °F (-10 °C) to +122 °F (+50 °C)

Width:
2 410 mm (detector heads up)
3 000 mm (detector heads down)

Ground Clearance:
385 mm

Turning Diameter:
23 m

Brakes

Pneumatic dual circuit
Drum brakes all round

Electrical
24 V / 90 A alternator

Wheels

14.00R20 with steel rims and run flat inserts (RFI)
14.00R20 with aluminium rims & CTIS (optional)

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