

The route clearance solution

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The DCD Protected Mobility Husky Mine Detection Vehicle has detonated over 7 000 explosives without loss of life

DCD Protected Mobility (Hangar 4 outside display ON1) has a long history of saving lives through the innovative design and high-quality build standards of its Husky landmine detection vehicle and proven Springbuck armoured personnel carrier (APC).

As its theme for AAD 2022, the company chose “Route Clearance Turnkey Solution” that is closely identified with its Husky landmine detection vehicle.

“As DCD Protected Mobility’s flagship product, the Husky – also known as the Vehicle Mounted Mine Detector (VMMD) – is in service in 17 countries around the world, including NATO nations,” general manager Cornelius Grundling explained. “From its early beginnings 42 years ago, our third generation Husky 3G has now been released.”

According to Grundling, the new Husky 3G was developed with more emphasis on crew ergonomics, field maintenance, reducing exterior noise levels, as well as ease of manufacturing, single steer axle and reduced total lifecycle costs.



DCD’s Husky at AAD

These improvements are based on years of operational experience and end-user feedback.

“It is undoubtedly the world’s leading landmine detection system, which has been tested to international standards in the USA, France, and South Africa,” Grundling stated.

The Husky is certified for Level 4a and 4b for blast and Level 3 for ballistic and artillery fragmentation protection in accordance with STANAG 4569 and AEP-55 (Volume 2, Edition 2) and AEP-55 (Volume 1, Edition 1).

As a versatile sensor platform,

the Husky can detect, mark, and interrogate landmines and IED threats. In the event of a detonation, the components have been engineered to break apart in a predictable manner. This facilitates fast in-field repairs; any damage to the system can usually be repaired in the field, thus increasing uptime and system availability.

The metal detector and GPR (ground penetrator radar) sensor fitted to the Husky can detect a 3 metre wide path during route clearance missions. Besides an Interrogation Arm, the roof-mounted Remote Weapon Station ensures protection against sniper attacks or ambushes.



Husky 3G fitted with the Interrogation Arm

“DCD Protected Mobility has a long-standing partnership with the United States based AirBoss Defense Group (ADG), through which we market and support the Husky Mine Detection System,” Grundling said.

Prominent at AAD2022 is DCD Protected Mobility’s Springbuck family of tactical wheeled vehicles.

“The Springbuck vehicles also play a significant role in our Route Clearance Missions as support vehicles in the Infantry, Command and Control, EOD, Fire Support and Emergency Evacuation applications,” Grundling explained. “Springbuck vehicles are operating in seven African countries; the customer base ranges from the United Nations, Army, Police, Gendarmerie, and Special Forces.”

Thanks to its innovative design and high-quality manufacturing standards, along with significant blast and ballistic protection features, the Springbuck vehicles have saved countless lives of soldiers on the African continent.

“In terms of mobility, our vehicles meet tactical, critical, and strategic mobility requirements, and all vehicles meet International

road regulation requirements,” Grundling noted. “Durability testing is performed to ensure reliable and available products to end-users.”

The Springbuck vehicles are built with simplicity, crew comfort, protection, and cost-effectiveness in mind, making use of internationally available drive-line components for assured performance and parts availability.

With permanent 4x4 engaged, the Springbuck is powered by a turbo-charged diesel engine and carries a driver and 10 personnel.

The Springbuck vehicle family comprises Standard (SD), Heavy-Duty (HD), and Extra-Duty (XD) versions. Their performance, payload, and protection increase with each successive model.

SHERP VEHICLES

As the official distributor of the SHERP vehicles in Africa, DCD Protected Mobility is demonstrating the SHERP-N variant on the mobility track at AAD 2022.

The SHERP amphibious utility vehicle can move on any surface and overcome the most difficult natural obstacles in its way. This makes it ideal for use by specialists such as geologists, oil workers and rescue agencies. It is also useful for fishermen, hunters, extreme drivers, and travellers.

The United Nations World Food Program (WFP) utilises SHERP vehicles in its fight against hunger in several countries around the world.

SHERP vehicles are powered by a Doosan 1.8 litre diesel engine, giving a maximum speed of 40 km/h on hard surfaces and 6 km/h on water. The SHERP carries just over 300 litres of fuel in canisters located inside the wheel rims, allowing an endurance of 61 hours. The vehicle carries up to nine occupants including the driver and has 1 200 kg payload capacity.

The SHERP is available in three variants, from the first SHERP Pro that evolved into the SHERP N, which is bigger and more capable. In turn the SHERP ARK evolved from the Pro model, and carries 22 passengers with a 3 000 kg payload capacity.

The company also offers an Unmanned Ground Vehicle (UGV) SHERP model.



Springbuck vehicles