HÄGGLUNDS

Where the road ends...
Where others go to test their vehicles under tough conditions, we are at home. What others regard as particularly difficult environments are our daily surroundings: roadless wastelands, rocky outcrops, boulder-strewn terrain, swamp and marsh, water hazards.

So it is really not surprising that a vehicle conceived and constructed under tough Nordic conditions can negotiate any kind of terrain in any climate.

Where wheeled vehicles fail, where steel tracks damage sensitive landscape, the Hägglunds Bv 206 all-terrain vehicle is rugged, yet gentle on the terrain. Rocky slopes of 60 percent or steeper are no obstacle. Hill-climbing ability is limited only by the friction between track and ground. The Bv 206 exerts minimal ground pressure — a mere 1.2 N/cm² (1.74 lbf/in²), less than half the pressure exerted by a human foot.

The rubber tracks are easy on road surfaces, even at speeds up to 55 km/h (34 miles/h). Since the Bv 206 is inherently amphibious, no preparations are necessary for crossing water.

In the Polar wastelands, in the roadless forests of Northern Europe, on remote windswept tundra, far from civilization — there, any mishap or engine failure could be fatal. There, reliability is essential.

The reliability of the Bv 206 is matched to stiff military specifications, developed during eight years of hard testing of some 50 prototype vehicles. The unique design concept, featuring articulated steering and drive on all four tracks, was selected because over 20 years of use had proven its
An unbeatable design concept

units, also an advantage from the parts inventory viewpoint. Only aircraft can offer simpler transportation than the Bv 206. Except that no fixed-wing aircraft, nor even a helicopter, can operate in the types of terrain or the weather conditions which the Bv 206 so confidently masters.

Across water, marsh or woodlands...

incomparable ability to negotiate difficult countryside and snow. The servo-assisted steering gear, which is the link between the front and rear units, allows wide flexibility and tight turning. The turning radius is less than eight meters (27 ft), even when fully loaded. The load capacity is over two tons: 600 kg (1320 lb) or six passengers and driver in the front unit; and 1400 kg (3080 lb) or 11 passengers in the rear unit. Up to 200 kg (440 lb) of equipment can be carried on the roof of the rear unit. The nylon-cord reinforced rubber tracks are driven by twin rows of drivers and further supported by twin rows of idlers. The average life of the tracks is 10000 km (6200 miles), or more if used only over snow. Front and rear tracks are identical — a distinct advantage with parts stocking. The vehicle is powered by either a 100 kW (134 hp) gasoline engine or a 93 kW (124 hp) turbocharged diesel engine. Transmission is via an automatic gearbox ensuring smooth gear-change. Both types of engine and the transmission are standard commercial
The potential uses of the Hägglunds Bv 206 all-terrain vehicle are practically unlimited: forestry, transmission line work, pipeline construction and maintenance, construction work on remote sites, forest firefighting, rescue and relief work, ambulance duty, crew transport...
The Bv 206 has proven its worth during Arctic and Antarctic expeditions – due mostly to its built-in Swedish quality.
The most outstanding benefits offered by the Bv 206 include:

- excellent off-road ability due to articulated steering and four-track drive
- low operating costs, little maintenance

Unbeatable benefits

- minimal ground pressure, even with full load
- availability in all types of terrain and under any climatic conditions
- fully amphibious without extra preparations
- excellent traction and hill-climbing ability with powerful diesel/gasoline engine options
- two tons payload, with the possibility of coupling a 2½ t (gross weight) extra trailer
- special arrangements for cold starting down to -40°C (-40°F)

In snow and ice...

- excellent heating and ventilation
- easily changed rear body configuration
The Bv 206 has been tested and approved under tough conditions in all parts of the world, from Alaska to the Antarctic. Its reputation has earned respect for the Hägglunds name wherever the going is roughest.

AB Hägglunds & Söner, the largest engineering company in north Sweden with 2800 employees, specializes in advanced products such as hydraulic drives, electro-hydraulic deck cranes, tunneling equipment, and specialized vehicles for military and civil use.

Hägglunds is part of the ASEA Group, one of Sweden's leading industrial enterprises with over 55,000 employees in almost all countries of the world.
In untamed country, the Bv 206 is often the only viable transportation option. No matter where, the Bv 206 carries maintenance material, emergency gear, machinery, building materials, workers, rescue teams, tourists...

There is a choice of rear body options to match various requirements. The most widely adopted version is the standard fully enclosed body, for both front and rear units. All bodies are built of fiberglass reinforced plastic (grp). Though light, the bodies are well insulated, extremely strong and able to withstand loads.

Internal arrangements are up to the customer, and according to type of use. Seats can easily be installed as required. Up to four stretchers can be accommodated in the standard rear body.

The excellent heating and ventilation system maintains ideal temperature at all times. Air conditions is available as an option.

A trailer of up to 2500 kg (5500 lb) may be towed if extra-bulky equipment is to be moved.

The illustrations below show some of the special body configurations which may be selected to meet individual requirements. It is easy to switch between types when needs change – no special tools are needed.

Interchangeable body option system

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