

The manufacture of the running gear - continues E. Kovalev - required the efforts of two plants. Our order was treated with due understanding by the metallurgists who rolled a width of special steel for the tracks. When working on the "Yamal", we often took advantage of the experience we gained in building the 36-tonne swamp buggies "Tyumen", although the "Yamal" required a number of basically new technical solutions. For instance, in conjunction with the very wide (about two metres) caterpillar tracks, twinned supporting wheels with standard treadless tires, similar to those used in road rollers, were employed. The caterpillar turned out to be very strong with extremely small specific pressure exerted on the ground.

...One is truly surprised when becoming acquainted with the technical data of the machine. Weighing more than a hundred tonnes, it exerts a pressure two and half times less than that of a person of an average build. Even with a 70-tonne load on its platform, the specific weight does not exceed 0.35 kg per square centimetre (that of a person amounts to 0.48-0.50 kilograms). It means that the machine meets the ecological requirements: a few repeated runs of the "Yamal" in its tracks do not disturb the vulnerable cover of the tundra.

The design of all the sub-assemblies, the insulation and heating of the cabin permit the use of the vehicle at temperatures of up to -60 degrees. The main engine of the "Yamal" is a 710-horsepower diesel. There also is a spare engine which, in case of a breakdown, will run a power station with sufficient energy for heating, the preparation of food, and communication.