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All-terrain vehicles: Foremost in name, foremost in sales

Canadian Foremost Limited of Calgary, Alberta recently signed a contract worth more than \$25 million with the Union of Soviet Socialist Republics to supply 50 of its special heavy-duty vehicles over the next 19 months.

The sale, which involves 50 of the company's *Husky-8G* tracked vehicles, spares and related parts, is the largest contract obtained to date by the Canadian-owned manufacturing company. Since 1968, the company has signed some 20 contracts involving about 390 vehicles with the USSR.

The latest contract was signed through the Canadian Export Development Corporation with Avtopromimport, a foreign trade organization, for the USSR. Deliveries are scheduled to begin in July at a rate of five units a month until May 1986.

All-terrain vehicles

The primary business of Canadian Foremost Ltd. is the design, manufacture and supply of heavy-duty, off-highway transportation equipment.

One of the company's divisions, the Transportation Equipment Group, specializes in the design and manufacture of low ground bearing pressure wheeled and tracked all-terrain vehicles. The vehicle line payload capacities range from 3.6 to 64 tonnes.

Equipped with all-wheel drive and articulated steering, Foremost's Terra-tired low ground bearing pressure vehicles are designed for maximum mobility in marginal terrain conditions. These specially designed low pressure tires evenly distribute the load over a greater area thus improving vehicle traction and effectively increasing vehicle mobility and gradeability.

The wheeled vehicles can be equipped with a wide variety of auxiliary equipment to meet special job requirements. Supplied with a deck, Foremost wheeled vehicles are versatile logistical support units, able to transport loads weighing up to 64 tonnes across rough terrain conditions.

The wide flexible tracks on the tracked vehicles substantially reduce ground bearing pressure and provide greater traction al-



The large Husky-8G four-tracked vehicle, recently sold to the USSR, is designed to move heavy payloads in mud, muskeg, swamp, and snow conditions. The independent crankarm suspension and flexible track provide constant ground contact, absorb shock loads and increase productivity by allowing higher travel speeds than steel tracks.

Happy New Year



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