

Mine Blast Utility Troop Seat



Product Numbers

117700-1 (bolted interface)

117700-3 (quick release pin interface)



Seat Features

- Designed for use in either forward, aft, or side facing applications
- Either bulkhead, sidewall, or frame mounted; readily adaptable to a multitude of vehicles and configurations
- Two configurations:
Standard 36 x 18.5 x 20 in (91 x 47 x 51 cm)
High density 36 x 17 x 20 in (91 x 43 x 51 cm)
- For maximum use of space, the seat pan is hinged and easily stowed when unoccupied
- Primary seat structure includes a tubular frame with a fabric seat pan seat back, an energy absorption system, and a 4-point restraint system with a push button release buckle (5-point restraint optional)
- Incorporates an integral headrest and a shoulder cushion
- Seat weight: 22-28 lb (10-13 kg) typical



KEY FEATURES

Energy absorbing

Four-point push button restraint (5-point restraint optional)

Forward, aft, and side facing

Quick release pinned interface

Stowable seat bottom

System Performance

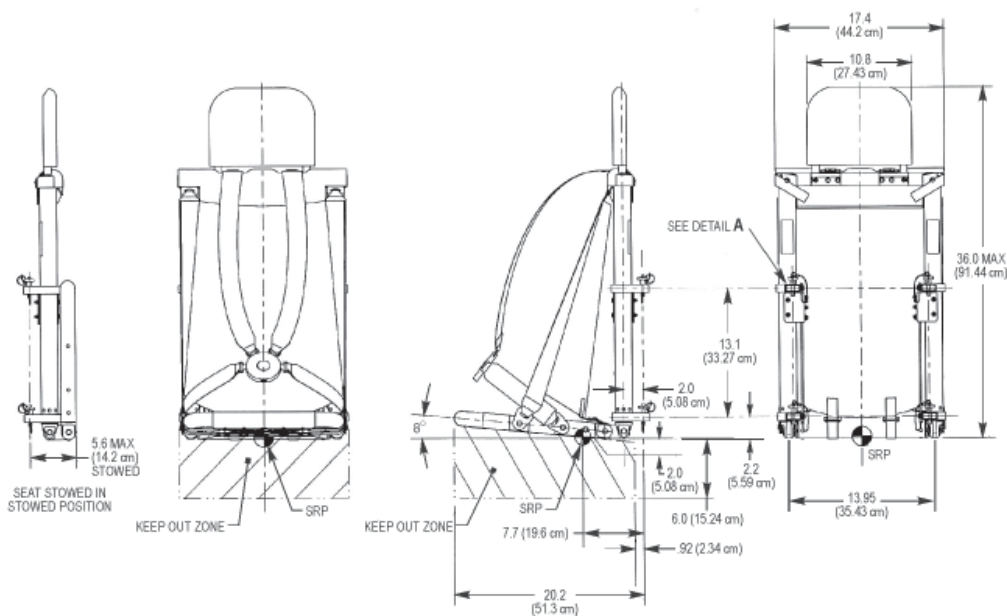
- The seat has demonstrated loading capability exceeding the requirements of FMVSS 207 in the forward, aft, and side facing directions and FMVSS 210 restraint attachment load capability in forward direction
- Vertical energy absorption is provided by two fixed load wire bender energy absorbers that provide 9 in (23 cm) of downward stroke
- Energy absorbing system has been successfully tested by U.S. Army Research Laboratory to pulses exceeding 400 G
- Seat materials exceed the flammability requirements of FMVSS 302 and FAR 29

Custom Applications

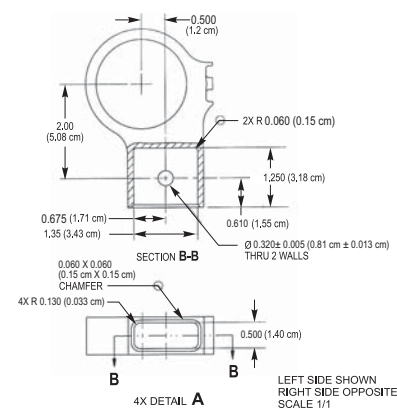
Our lightweight energy absorbing mine blast seat may be adapted to many ground vehicle applications. We can assist with interface, integration and ergonomic requirements as well as any vehicle specific seat modifications that may be required.

Mine Blast Utility Troop Seat

117700-3 INTERFACE AND ENVELOPE



FITTING DIMENSIONS AND CONFIGURATION



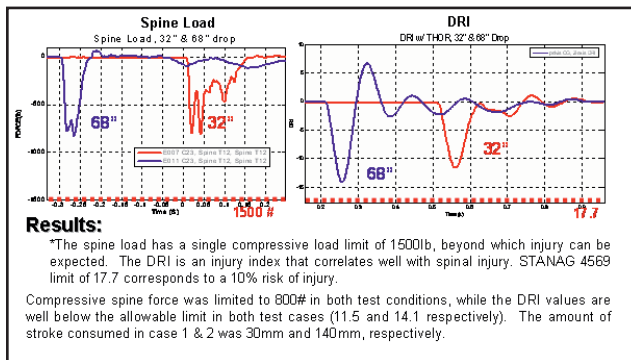
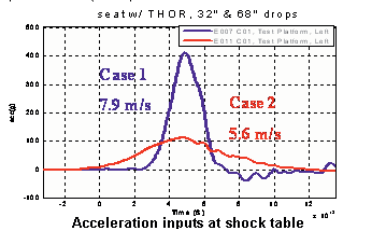
SAMPLE TEST RESULTS

Methods

Two half-sine impulses were generated using a free-fall type shock tester. The THOR -ATD dummy was instrumented to record acceleration at the pelvis, chest and head. Force measurements were taken at the spine neck. (Data presented here was filtered with CFC 1000)



THOR ATD - as tested



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