



# HX BRIDGELAYER

WHEELED HIGH MOBILITY BRIDGE LAYING  
SYSTEM ANACONDA

**GENERAL DYNAMICS**  
European Land Systems-Deutschland

 **RHEINMETALL MAN**

# GDELS

## BRIDGE SYSTEM ANACONDA

### THE EVOLUTION OF THE PROVEN & RELIABLE BEAVER BRIDGE FROM MLC50 TO MLC80+

- Can be crossed by all NATO Main Battle Tanks
- Launching/retrieving time <5 minutes
- Over 240 BEAVER bridges are in worldwide service and fully interoperable with the bridge system ANACONDA
- Low procurement and service costs compared to tracked systems
- Speed up to 90 km/h allows driving in military convoy
- Wheeled bridge layer for independent transport over long distance
- Can also be used in civil defense and disaster control
- Launcher and bridge were designed by GDELS-Bridge Systems as a system

ANACONDA BRIDGE	
Bridge MLC	MLC80+
Bridge width	4 m
Bridge length	1 x 22 m bridge 2 x 12 m bridge

Operators	2 man crew (commander/driver)
Bridge Deployment	Less than 5 min (automated)
Operation	Single or combination bridging
HUMS	Usage & Monitoring System – optional

Designed for permissible 10,000 load cycles at maximum load according TDTC

### ANACONDA bridges



ANACONDA bridge 22 m



ANACONDA bridge 2 x 12 m

### ANACONDA on HX 8x8 or HX 10x10



ANACONDA wheeled bridge layer can be realized on a 8x8 or 10x10 truck. The bridge layer is able to launch and retrieve the proven BEAVER bridges as well as the newly produced ANACONDA MLC 80+ bridges.

Optional: Protected cabin and integration of further mission equipment (e.g. remote weapon station).



# THE HX TACTICAL TRUCK SYSTEM

## WHEELED HIGH MOBILITY

Mobility has always been at the core of manoeuvres. Transport has always been critical to support and sustain forces in the field. As modern conflict scenarios are growing more complex and lethal, Rheinmetall MAN's tactical truck systems have evolved to become part of the operational edge.

A true military-off-the-shelf solution, the HX family of vehicles combines professional logistics with force mobility support and tactical special role applications rendering it a reliable enabler for joint operations in a new defence environment.

### GENERAL – HX 8 x 8

#### Function

Transport and deployment of one ANACONDA 22m bridge or two ANACONDA 12m bridges

Total weight approx. 40 t

Operators 2 man crew (commander/driver)

Bridge layer MLC Military Load Class (MLC) 40

Bridge MLC Military Load Class (MLC) 80+

Bridge deployment Automated

#### DIMENSIONS <sup>1</sup>

Total length with 22 m bridge 15 m

Total length with 2x 12 m bridges 15.7 m

Length without bridge 12.5 m

Total width 4.0 m

Total width without bridge 2.5 m

Total height with bridge below 4.0 m

Wheelbase 1,800 + 5,500 + 1,500 mm

#### MOBILITY <sup>2</sup>

Approach angle up to 40°

Departure angle up to 20°

Ramp angle 28°

Gradient 60%

Fording ability up to 1.5 m

Temperature range -32°C to +49°C

#### PROTECTION

Optional: Weapon Station Interface

Optional: NBC protective ventilation system

Optional: ROSY rapid smoke/obscurant systems

### DRIVE TRAIN

#### Engine

MAN D20 Diesel engine

Optional: MAN D26 Diesel engine

Emission standard Euro 5

324 kW (440 hp) 2,100 Nm

Optional: 394 kW (540 hp) 2,500 Nm

Qualified for military fuel operation (F-34, F-63 and others)

#### Transmission

12-speed automated gearbox

Optional: 7-speed fully automatic gearbox

#### Transfer case

MAN 2-speed transfer case with selectable all-wheel drive

Optional with neutral position and/or with permanent all-wheel drive

### RUNNING GEAR

#### Brakes

MAN BrakeMatic<sup>®</sup> electronic brake system with ABS for off-road usage and hill-climbing brake

#### Axles

Planetary hub reduction axles with differential locks giving high ground clearance

#### Tyres<sup>2</sup>

16.00R20 for high off-road performance and low ground pressure

Anti-skid chains optional

#### Suspension

Robust leaf springs with heavy-duty shock absorbers

<sup>1</sup> All values are approximate and in concept stage only

<sup>2</sup> Depending on chassis configuration and equipment





## MOBILITY

- Chassis offers outstanding cross-country mobility and reliability even in the harshest terrains
- Long driving distances for maximum flexibility
- Allows safe operation on public roads, rail and sea transportation as well as air transportation inside military aircrafts (only vehicle and without bridge elements)

### GENERAL – HX 10x10

#### Function

Transport and deployment of one ANACONDA 22 m bridge or two ANACONDA 12 m bridges

Total weight approx. 45 t

Operators 2 man crew (commander/driver)

Bridge layer MLC Military Load Class (MLC) 40

Bridge MLC Military Load Class (MLC) 80+

Bridge deployment Automated

#### DIMENSIONS<sup>1</sup>

Total length with 22 m bridge 15 m

Total length with 2x12 m bridge 15.7 m

Length without bridge 12.5 m

Total width 4 m

Total width without bridge 2.5 m

Total height with bridge below 4 m

Wheelbase 1,800 + 3,825 + 1,550 + 1,600 mm

#### MOBILITY<sup>2</sup>

Approach angle up to 40°

Departure angle up to 30°

Ramp angle 28°

Gradient 60%

Fording ability up to 1.5 m

Temperature range -32°C to +49°C

#### PROTECTION

Optional: Ballistic and Mine blast protection in different levels

Optional: Weapon Station Interface

Optional: NBC protective ventilation system

Optional: ROSY rapid smoke/obscurant systems

## LOGISTICS & COSTS

- High commonality of chassis within the RMMV truck family – more than 16,000 vehicles in operation worldwide
- High standardization of components, operating philosophy and training

### DRIVE TRAIN

#### Engine

MAN D26 Diesel engine

Emission standard Euro 5

397 kW (540 hp)

2,500 Nm

Qualified for military fuel operation (F-34, F-63 and others)

#### Transmission

12-speed automated gearbox

Optional: 7-speed fully automatic gearbox

#### Transfer case

MAN 2-speed transfer case with selectable all-wheel drive

Optional with neutral position and/or with permanent all-wheel drive

### RUNNING GEAR

#### Brakes

MAN BrakeMatic<sup>®</sup> electronic brake system with ABS for off-road usage and hill-climbing brake

#### Axles

Steered rear axle

Planetary hub reduction axles with differential locks giving high ground clearance

#### Tyres<sup>2</sup>

16,00R20 for high off-road performance and low ground pressure

Anti-skid chains optional

#### Suspension

Robust leaf springs at front axles, hydropneumatic suspension at rear axles with heavy duty shock absorbers

<sup>1</sup> All values are approximate and in concept stage only

<sup>2</sup> Depending on chassis configuration and equipment



## MISSION SYSTEMS FOR TACTICAL SUPPORT VEHICLES

### Remote-controlled weapon station NATTER 7.62

- High First-Hit Probability
- High angular precision and speed
- Ability to fight dynamically
- Automatic Target Tracking
- Self-stabilized platform

### ROSY Rapid Obscuring System

- Dynamic screening (during movement)
- Effective against EO, IR and laser threats
- 360° protection
- Multiple effectiveness without reloading
- Effective smoke screen within <1 s

### SCM60 Camera Module

- High resolution day sight and infrared images
- Installation in vehicles of all categories possible
- Detection and tracking of any moving object
- Modular system for covering up to 360°
- Near area surveillance under armour protection

### APV Acoustic Shooter Location

- Automatic detection and localization of enemy fire real time
- Automatic and immediate warning of the user (audio and/or visual)
- Precise identification of the shooter's position even with noise in the vicinity of the vehicle
- Scalable & Modular Acoustic Platform
- Transmission of absolute shooter position via C4I Systems



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