



GROUND · CS-240

GOES FIRST. SEES FIRST. CARRIES ALMOST NOTHING.

A wheeled route-picker with thermal eyes — and a watch mode measured in days.

ROUTE SURVEY · OVERWATCH · SILENT WATCH · SCOUT-PLUS-MULE

PATENT PENDING

EXPORT-CONTROLLED — INTERNATIONAL TRANSFER SUBJECT TO CANADIAN GOVERNMENT PERMITS

SENSOR CARRIER — CUES NOTHING, GUIDES NOTHING, NEVER A STRIKE PLATFORM

50 KG

GROSS VEHICLE MASS

36 KM/H

SPRINT — WITH ~20 M
PERCEPTION HORIZON

~45 H

SILENT WATCH · DUTY-CYCLED
WATCH MODE

0

EMISSIONS ON ANY TIER

OVERVIEW

THE FAMILY'S LIGHT TIER — THE GRIZZLY, INVERTED.

Part of the 2-system Ground line — shares its envelope and doctrine with Grizzly.

50 KG GROSS VEHICLE MASS	36 KM/H SPRINT — WITH ~20 M PERCEPTION HORIZON	~45 H SILENT WATCH · DUTY-CYCLED WATCH MODE	0 EMISSIONS ON ANY TIER
--	--	---	---

Lynx CS-240 is the ground family's scout: where the anchor is mass, payload and flotation, the Lynx is speed, perception and economy of presence. A 50 kg moulded-polymer shell on four independently driven wheels, with an EO/LWIR pod on a brush-shedding mast.

It protects exactly two things — the perception stack and the battery — inside a crash-protected core, with sacrificial moulded structure outboard. Everything else is replaceable at scout-tier cost, and cheap to replace only because the moulds are ours. Wheels are a decision, not a default: driveline efficiency, ride quality, quietness and tyres as a field consumable — a stalker's chassis, chosen for stated reasons.

And the honesty that anchors the platform: the 50 kg wheeled scout presses harder on the ground than the 500 kg tracked Grizzly. So the Lynx is a route-picker, not a muskeg machine — it scouts where wheels carry and reports the rest, which is exactly what the convoy behind it needs.

THE CLAIM

PERCEPTION-LIMITED, NOT POWER-LIMITED.

A scout must stop short of what it has not yet classified — so its honest top speed is set by how far it reliably sees, not by its motors. Bigger motors buy nothing; better perception and lower latency buy speed directly. We publish the physics that says so, with its conditions attached.

HOW IT WORKS

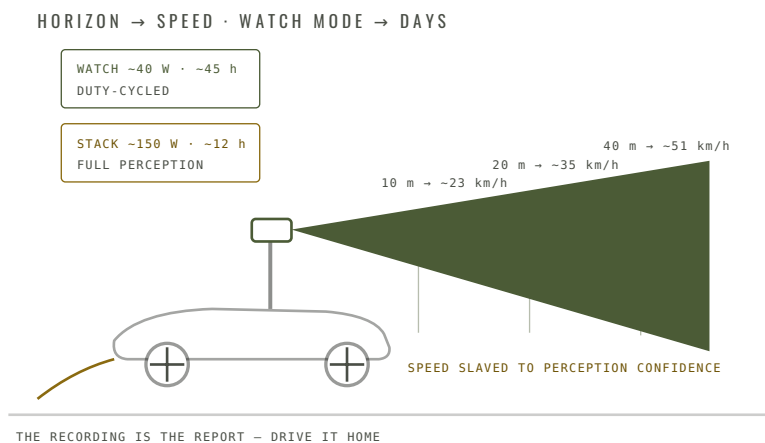
MECHANISM

THE SPEED LIMIT IS THE SENSING HORIZON

Four electric corner drives give torque from zero and graceful degradation — a Lynx driving on three wheels still limps home. Above them, the autonomy stack does the real governing: speed is slaved to perception confidence, in software, as a load-bearing safety function.

See 10 m through dust and brush, and the honest speed is ~23 km/h. See 20 m in good daylight: ~35. See 40 m on open ground: ~51. The drivetrain could sprint faster than any of it — which is why the governor watches the sensors, not the throttle. Every speed claim on this page states its perception conditions, or it isn't made.

Reporting honours the no-radio rule absolutely. On overwatch, the Lynx creeps on a fibre tether and streams in real time. On deep scout, it records — and the recording is the report, delivered by driving home or by handing a sealed data tray to the courier bay. Silent watch in between: mast up, wheels still, stack duty-cycled down to watch-mode watts, for days.



CS-240 · A SCOUT THAT CANNOT TRANSMIT MUST DELIVER — AND DOES

SPECIFICATIONS

CAPABILITIES & SPECIFICATIONS

LYNX CS-240	
DIMENSIONS & MASS	PERFORMANCE
Gross vehicle mass	50 kg
Sensor / mission payload	10 kg
Ground pressure	≈10.2 kPa — harder on the ground than the Grizzly; route-picker by doctrine
Configuration	Wheeled 4×4 — independent electric corner drives
Cruise / sprint	18 / 36 km/h (5 / 10 m/s) — sprint with ~20 m perception horizon
Supported speed vs horizon	10 m → ~23 · 20 m → ~35 · 40 m → ~51 km/h
Drive power (per corner)	~100 W continuous · ~600 W-class peak
Correction authority	Speed slaved to perception confidence — a load-bearing safety function
RANGE & ENDURANCE	SENSING & PAYLOAD
Energy storage	2 kWh LFP (~13 kg), protected core
Range — firm ground	~137 km at 20 °C · ~82 km at -30 °C, modelled
Range — mixed soft soil	~74 km at 20 °C, modelled
Silent watch — full stack	~12 h, modelled
Silent watch — watch mode	~45 h, duty-cycled watch mode, modelled
Sensor mast	EO + LWIR, low-light, onboard recording — perception, never targeting
Bay modules	Recon · route-survey · micro-relay · courier · passive decoy — all non-kinetic
Protected core	Perception stack and battery, crash-protected; sacrificial moulded structure outboard
GUIDANCE & DATA	COMPLIANCE
Guidance	SLAM primary · preset waypoint · fibre for creep-and-watch only — no radio, no GPS
Data return	Fibre on overwatch · physical return on deep scout — the recording is the report
Emissions	None on any tier — nothing to intercept, direction-find or jam
Patent status	Patent pending
Export control	Export-controlled — international transfer subject to Canadian government permits; export posture is counsel-first
Munitions classification	Sensor carrier, not a munition — no warhead, fuze, energetic material, weapon mount or targeting function in any variant
Scope	The sensors cue nothing and guide nothing; the load belongs to Grizzly CS-210 — the scout carries almost nothing by design

RANGE AND SILENT-WATCH FIGURES ARE MODELLED OVER THE STATED GROUND AND TEMPERATURE CONDITIONS; EVERY SPEED FIGURE STATES ITS PERCEPTION HORIZON. THE FLOTATION INVERSION IS PRINTED, NOT BURIED: AT ≈10.2 KPA THE 50 KG WHEELED SCOUT PRESSES HARDER ON THE GROUND THAN ITS 500 KG TRACKED MULE, SO IT DOES NOT GO EVERYWHERE THE GRIZZLY GOES — IT SCOUTS WHERE WHEELS CARRY AND REPORTS THE REST.

THE TRADES, STATED

THE EYES ARE PASSIVE. THE REPORT COMES HOME BY HAND.

The no-radio doctrine collides hardest with reconnaissance — and the Lynx resolves it the fleet's way: emit nothing, record everything, deliver physically or by fibre. Nothing to intercept, nothing to direction-find, nothing to jam.

The carrier doctrine is built into the architecture, not just the policy: mobility sensing and the mission payload live on separate electrical, data and software boundaries. The Lynx's sensors answer "what is out there, and will the ground hold a convoy" — they cue nothing and guide nothing, and no variant carries an effector. A sensor carrier — never a strike platform. Manufacturing-wise it is the most mouldable platform in the ground family — the purest ground application of the division's tooling-first cost thesis.

FAMILY CONTEXT

SCOUT PLUS MULE — THE PAIRING THAT MOVES THE FAMILY.

The Lynx runs the route first — will the ground hold, is the route clear — and the Grizzly follows with the load. Route survey out, convoy follow back. The scout's logs feed the family's terrain-bearing question with ground truth, one proven kilometre at a time.

DEPLOYMENT

A SCOUT ROTATION, WALKED THROUGH.

One rotation, walked end to end — illustrative of how the scout is used, not a mission record.

01 · ARRIVAL

LIGHT ENOUGH TO THROW FORWARD

Fifty kilograms rides in a truck bed, on a family deck, or under a sling. At the start point the recon pod seats in the bay, the mast checks its shed-and-survive travel, and the route brief loads. In the field it charges from a Grizzly's pack — the mule feeds the scout.

02 · WORK

RUN, WATCH, LOG

The Lynx runs the route at the speed its horizon supports — quick on open ground, slow and deliberate in brush. Where the ground gets doubtful it logs bearing data for the heavy follower. Then the stalk: mast up behind a treeline, wheels still, stack dimmed to watch-mode watts, thermal eyes open for days.

03 · RECOVER

DELIVER THE REPORT

On overwatch the fibre already carried the picture home. On deep scout the Lynx drives back — the recording is the report — or hands its sealed tray to the courier chain. Pack swap, tyre check, lens wipe: the turnaround is minutes, because everything that wears is a cheap moulded or catalogue part.

THE FAMILY

RELATED SYSTEMS

CS-210 · FAMILY ANCHOR

GRIZZLY

The 500 kg tracked mule — mass, payload and flotation. It follows the route the Lynx proves, and in the field its pack feeds the scout.

Lynx CS-240 · patent pending · export-controlled — international transfer requires Canadian government permits; export posture is counsel-first. A reconnaissance sensor carrier — never a strike platform. Its sensors cue nothing and guide nothing; no warhead, fuze, energetic material, weapon mount or targeting function in any variant; no radio and no GPS in any tier. The scout presses harder on the ground than its tracked mule — a route-picker by doctrine; heavy haul belongs to Grizzly CS-210, not this scout.



GOES FIRST. SEES FIRST. CARRIES ALMOST NOTHING.

LYNX · GROUND · CS-240

Scout plus mule — the pairing that moves the family.

01

REQUEST A TECHNICAL EXCHANGE

A working session with engineering, not sales — bring your engagement problem, we bring the mechanism.

02

REQUEST THE GROUND FAMILY DATA PACK

Drawings, tolerances and test basis for Lynx and its siblings, gated behind export screening.

03

DISCUSS A TRIAL QUANTITY

Tell us end-user, jurisdiction, quantity band and timeline — we respond against your program, not a price list.

SALES

sales@cdnshield.ca

GENERAL

info@cdnshield.ca

WEB

cdnshield.ca

Direct lines, named points of contact and facility details are shared with qualified programs following screening — not withheld, sequenced.

Canadian Shield is a defence and industrial drone company, backed by SIG: four-domain uncrewed systems built for jammed, GPS-denied environments — no-radio by design, manufactured for cost and salvo depth.

Lynx CS-240

Lynx CS-240 · patent pending · export-controlled — international transfer requires Canadian government permits; export posture is counsel-first. A reconnaissance sensor carrier — never a strike platform. Its sensors cue nothing and guide nothing; no warhead, fuze, energetic material, weapon mount or targeting function in any variant; no radio and no GPS in any tier. The scout presses harder on the ground than its tracked mule — a route-picker by doctrine; heavy haul belongs to Grizzly CS-210, not this scout. Product specification R1.0 · 2026-08-15 · © Canadian Shield, a division of SIG (Sustainable Infrastructure Group).