CANADIAN SHIELD

A DIVISION OF SIG | SUSTAINABLE INFRASTRUCTURE GROUP

GROUND · CS-260

IT DOESN'T PUSH. IT POSITIONS.

A compact tracked carrier that places self-reacting tools at the work face — the force closes on the structure, not the machine.

MECHANICAL ACCESS · SPREADER & CUTTER · WINCH & RECOVERY · RECCE RELAY

PATENT PENDING

EXPORT-CONTROLLED — INTERNATIONAL TRANSFER SUBJECT TO CANADIAN GOVERNMENT PERMITS

TOOL CARRIER — NOT A RAM, NEVER A STRIKE PLATFORM

250 KG	~0.74 KN·M	~92 KM	0
GROSS VEHICLE MASS	FREE-STANDING TIP-MOMENT CEILING — THE NUMBER THAT RULES OUT RAMMING	RANGE — FIRM GROUND, 20 °C	RADIO OR GPS LINKS IN ANY GUIDANCE TIER

OVERVIEW

A TOOL CARRIER. NOT A RAM. THE ACCESS SPECIALIST OF THE GROUND FAMILY.

> Part of the **6-system Ground line** — shares its envelope and doctrine with Grizzly, Moose, Wolf.

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Wolverine CS-260 is a compact, tracked, battery-electric carrier built to place mechanical-access tools — spreaders, cutters, winches, recce probes — exactly where an entry team needs them, then get out of the way. It does not strike anything. It positions.

The physics rules out the other picture. At 250 kg gross, a compact tracked carrier cannot out-muscle its own mass: friction alone caps a straight push at roughly the low kilonewtons — well under the 5–20 kN class of a forced-entry door. So Wolverine does not ram. It carries self-reacting tools whose hydraulic force loop closes across the jamb, bar or gap it is working — the target structure reacts the force, not the vehicle. This is a deliberate design distinction, not a marketing softening: Wolverine is a carrier, never a strike platform, and no growth path to an energetic or ramming capability is designed, reserved or implied anywhere in its scope.

It is the sixth and smallest serious tracked platform in the ground family, sized to pass where a person passes — corridors, gates, stairs. Grizzly hauls the heavy load, Moose the bulk cargo, Wolf works in coordinated numbers, Lynx scouts ahead, Beaver works the ground itself — and Wolverine carries the tools an entry team needs at the work face, never the impact.

THE CLAIM

CARRY THE TOOL. NOT THE BLOW.

Wolverine's job is positioning, not force. The tool does the work and reacts against the structure it is opening — the vehicle only ever carries, aims and holds. Quietly, electrically, and without a tool moving until a person on the tether says so.

HOW IT WORKS

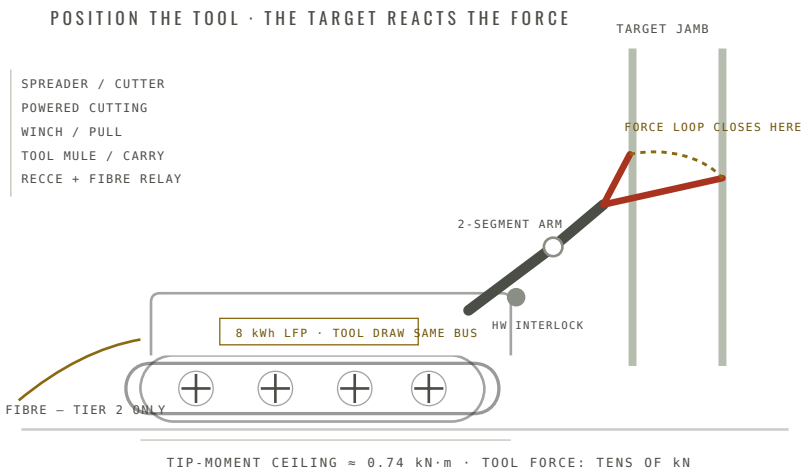
MECHANISM

A POSITIONING ARM, A SELF-REACTING TOOL, A HARDWARE INTERLOCK

Twin electric track drives — skid-steer, torque from zero — carry a compact welded frame to the work face. A two-segment steel positioning arm, hard-pointed to the frame, lifts a mechanical-access module and places it at the target. The arm's job is reach and position, not force.

The tool does the work, and it does it by reacting against the structure, not the vehicle. A hydraulic rescue-tool-class spreader or cutter delivers tens of kilonewtons at the jaws from a modest 1–2 kW-class onboard pump — because the force loop closes across the jamb, bar or gap inside the target, not through the chassis. The frame's free-standing tip-moment ceiling is roughly 0.74 kN·m; a working force of even a few kilonewtons at reach would demand several times that if the vehicle tried to react it alone. The design rule follows directly: prefer self-reacting and externally anchored tools, always.

Governance is engineered in, not appended. A hardware gate — a circuit, not a policy — blocks any arm or tool motion unless the Tier-2 fibre tether is linked and an operator holds the enable. Transit can run on preset waypoint or autonomous guidance; but the instant a spreader closes, a cutter starts or a winch loads, the interlock demands a human on the line. Autonomy never touches a tool.



CS-260 · THE ARM POSITIONS; THE TOOL REACTS AGAINST THE TARGET

SPECIFICATIONS

CAPABILITIES & SPECIFICATIONS

WOLVERINE CS-260

DIMENSIONS & MASS

Gross vehicle mass	**250 kg**
Arm + tool mass allocation	**60 kg**
Mobility-platform mass budget	**~135 kg — the residual after arm, tools and pack**
Track gauge	**0.6 m**
Configuration	**Tracked skid-steer · twin electric drives · sized to pass a doorway**

PERFORMANCE & MOBILITY

Mixed-terrain cruise	**2.0 m/s**
Range — firm / frozen ground, 20 °C	**~92 km**
Range — firm / frozen ground, −30 °C	**~55 km**
Range — mixed soft soil, 20 °C	**~53 km**
Range — deep snow / rubble, 20 °C	**~29 km**
Free-standing tip-moment ceiling	**≈0.74 kN·m — the figure that rules out ramming**

DRIVE & POWER

Drive architecture	**Twin electric track drives — differential steer, torque from zero**
Drive power (per side)	**~1 kW continuous · ~3 kW-class peak**
Energy storage	**8 kWh LFP (~55 kg) · tool draw off the same bus**

GUIDANCE & CONTROL

Guidance tiers — transit	**Preset waypoint · autonomous SLAM**
Actuation tier — any tool motion	**Tier-2 fibre tether · hardware interlock · operator enable required**
Emissions	**None — no radio, no GNSS, in any tier**
Loss-of-link rule	**Stop, hold, wait — exactly where it stopped, silent, waiting for a person**

PAYLOAD & TOOLS

Mechanical-access modules	**6 — spreader/cutter, powered cutting, winch/pull, tool mule/carry, recce + fibre relay, plus the hardware interlock**
Tool tip-force class	**Tens of kN, via self-reacting hydraulic heads (1–2 kW-class pump)**
Force reaction	**The loop closes across the target structure — never through the chassis**

OPERATING ENVELOPE

Design environment	**Corridors, doorways, gates, rubble aprons · to −40 °C**
Deployment	**Self-deploys on its own tracks to the work face**

COMPLIANCE

Patent status	**Patent pending**
Export control	**Export-controlled — international transfer subject to Canadian government permits; export posture is counsel-first**
Classification	**Tool carrier — not a ram, never a strike platform**
Energetic material	**None — no warhead, fuze or energetic material in any module or variant; no explosive or thermal breaching**
Tool governance	**No arm or tool motion without the fibre tether linked and an operator holding the enable — a circuit, not a policy**

EVERY RANGE FIGURE STATES ITS GROUND CLASS AND SEASON. THE TIP-MOMENT CEILING AND THE TOOL TIP-FORCE CLASS ARE STATED TOGETHER DELIBERATELY: THEY ARE THE NUMBERS THAT RULE OUT RAMMING AND MANDATE SELF-REACTING TOOLS. ARM REACH, DEGREES OF FREEDOM AND INDIVIDUAL MODULE MASSES ARE NOT PUBLISHED ON THIS PAGE.

THE TRADES, STATED

NO RADIO. NO GPS. NO FORCE WITHOUT A HUMAN ON THE LINE.

The fleet's thesis is that the link is the vulnerability — so Wolverine carries none for guidance. Preset routes emit nothing, the fibre tether cannot be jammed because there is no spectrum in the loop, and SLAM senses passively and calls home never.

Wolverine adds a second, stricter rule of its own: no arm or tool motion, ever, without the Tier-2 fibre linked and an operator holding the enable. That hardware gate is the platform's licence to exist — a software-only version would be a governance incident waiting to happen, so the interlock is a circuit, not a policy. "Mechanical access" means exactly that: carrying, positioning and powering non-energetic spreaders, cutters and winches that open doors, gates, fences and rubble. No explosive or thermal breaching, no charges, disruptors, obscurants, or flash/acoustic devices, and no weapon mounts — ever, in this platform or its growth path. Wolverine is a carrier for tools, never a strike platform.

FAMILY CONTEXT

SIX PLATFORMS. ONE CHASSIS LOGIC.

Grizzly anchors CS-210 through CS-260: Moose hauls bulk, Wolf coordinates in numbers, Lynx scouts ahead, Beaver works the ground — and Wolverine, the smallest and most specialized of the six, carries the access tools an entry team needs at the work face. The family shares one chassis logic and one no-radio, no-GPS doctrine; Wolverine's contribution is the tool interface and the interlock that keeps every tool motion answerable to a person.

DEPLOYMENT

A WORK FACE, WALKED THROUGH.

One work face, walked end to end — illustrative of how the carrier is used, not a mission record.

01 · ARRIVAL

BY ITS OWN TRACKS, TO THE WORK FACE

Wolverine self-deploys on tracks to the target — a doorway, gate, wrecked vehicle, rubble apron. A spreader/cutter head or the tool-mule module lands on the arm's mount, and the fibre spool is seated for the tethered leg. Transit can run preset waypoint or autonomous guidance; no link check, because there is no radio link to check.

02 · WORK

THE INTERLOCK HOLDS UNTIL A PERSON SAYS GO

At the target, the hardware interlock holds arm and tool motion until the tether is linked and an operator holds the enable. Only then does the arm place the tool and the jaws close — the force loop shutting across the jamb or bar, not through the vehicle. A gloved hand can safe the tool mechanically at any point, and autonomy never touches it.

03 · RECOVER

ARM CLEAR, MODULE SWAPPED, TRACKS OUT

Job done, the arm withdraws, the module swaps or the fibre respools, and Wolverine backs clear on the same tracks that brought it in. If a leg ever ends early, the vehicle is exactly where it stopped — holding, silent, waiting for a person. Recovery is a tow point, not a search.

THE FAMILY

RELATED SYSTEMS

CS-210 · THE ANCHOR

GRIZZLY

The heavy all-terrain mule — the deck standard, console and safety chain the family buys once.

CS-220 · BULK

MOOSE

Hauls bulk.

CS-230 · NUMBERS

WOLF

Coordinates in numbers.

CS-240 · SCOUT

LYNX

Scouts ahead.

CS-250 · GROUNDWORK

BEAVER

Works the ground.

Wolverine CS-260 · patent pending · export-controlled — international transfer requires Canadian government permits; export posture is counsel-first. A mechanical-access carrier for spreaders, cutters, winches and recce tools — never a strike platform, never a ram. No warhead, fuze or energetic material in any module or variant; no explosive or thermal breaching; no radio and no GPS in any guidance tier; tool actuation requires a hardware tether interlock and an operator, always.

IT DOESN'T PUSH.
IT POSITIONS.

WOLVERINE · GROUND · CS-260

Six platforms. One chassis logic.

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 Wolverine 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
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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.