



US007393045B1

(12) **United States Patent**
Gonzalez

(10) **Patent No.:** **US 7,393,045 B1**
(45) **Date of Patent:** **Jul. 1, 2008**

(54) **TWO-PIECE ARMORED CAB SYSTEM**

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(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 272 days.

(21) Appl. No.: **11/340,005**

(22) Filed: **Jan. 17, 2006**

(51) **Int. Cl.**
B62D 33/06 (2006.01)

(52) **U.S. Cl.** **296/190.04**; 296/190.01; 296/190.03; 296/190.11; 180/89.13; 89/36.08

(58) **Field of Classification Search** 296/190.01, 296/190.03, 190.05, 190.08, 190.11; 89/36.08, 89/36.09; 180/89.12, 89.13, 89.14, 89.15, 180/89.16, 89.17, 89.18, 89.19

See application file for complete search history.

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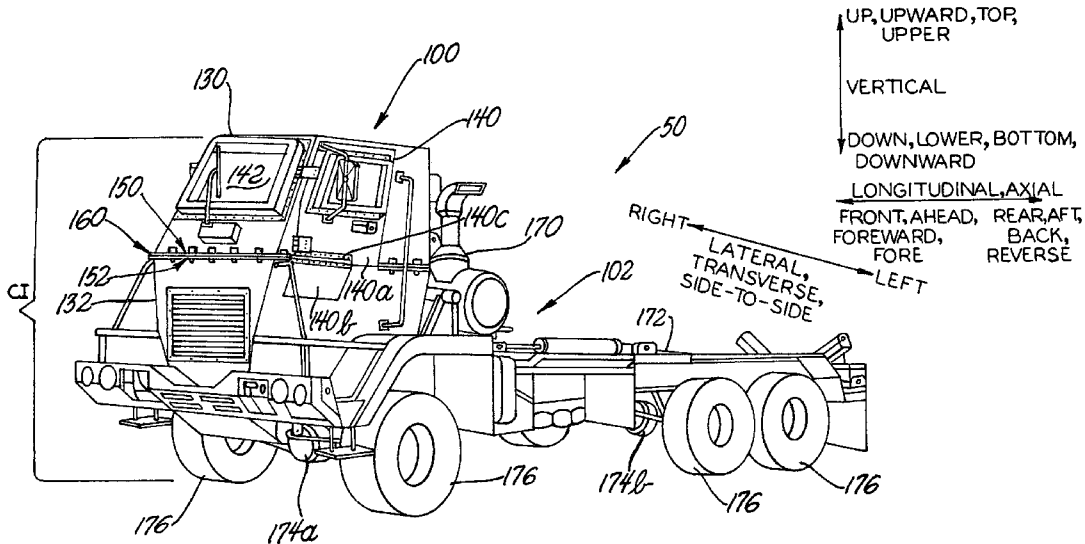
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(57) **ABSTRACT**

A system for a two-piece armored cab includes an upper cab portion, a lower cab portion, and a vehicle chassis system. The upper cab portion and the lower cab portion are armored to provide protection to occupants of the cab system. The upper cab portion removably mates to the lower cab portion at a mating line that comprises a lower edge of the upper cab portion and an upper edge of the lower cab portion. The lower cab portion is mounted to the vehicle chassis system such that the vehicle chassis system is operable when the upper cab portion is removed from the lower cab portion as well as when the upper cab portion is mated to the lower cab portion.

7 Claims, 3 Drawing Sheets



Report Documentation Page

Form Approved
OMB No. 0704-0188

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1. REPORT DATE 01 JUL 2008	2. REPORT TYPE N/A	3. DATES COVERED -			
4. TITLE AND SUBTITLE Two-Piece Armored Cab System		5a. CONTRACT NUMBER			
		5b. GRANT NUMBER			
		5c. PROGRAM ELEMENT NUMBER			
6. AUTHOR(S) Rene' G. Gonzalez		5d. PROJECT NUMBER			
		5e. TASK NUMBER			
		5f. WORK UNIT NUMBER			
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) US Army RDECOM-TARDEC 6501 E 11 Mile Rd Warren, MI 48397-5000		8. PERFORMING ORGANIZATION REPORT NUMBER 18964			
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)		10. SPONSOR/MONITOR'S ACRONYM(S) TACOM/TARDEC			
		11. SPONSOR/MONITOR'S REPORT NUMBER(S) 18964			
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release, distribution unlimited					
13. SUPPLEMENTARY NOTES Patent No.: US 7,393,045 B1					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT SAR	18. NUMBER OF PAGES 9	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

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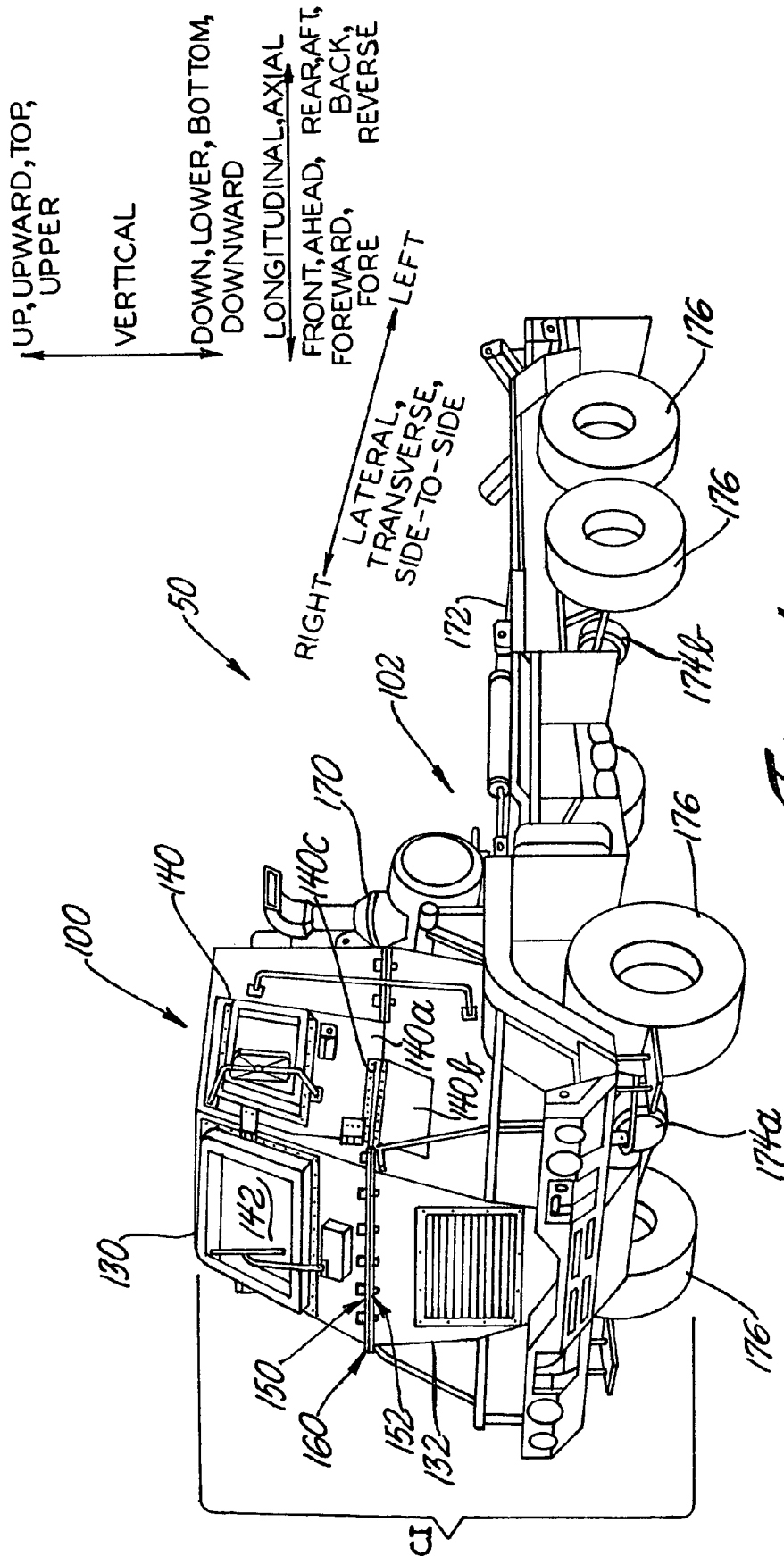


Fig. 1

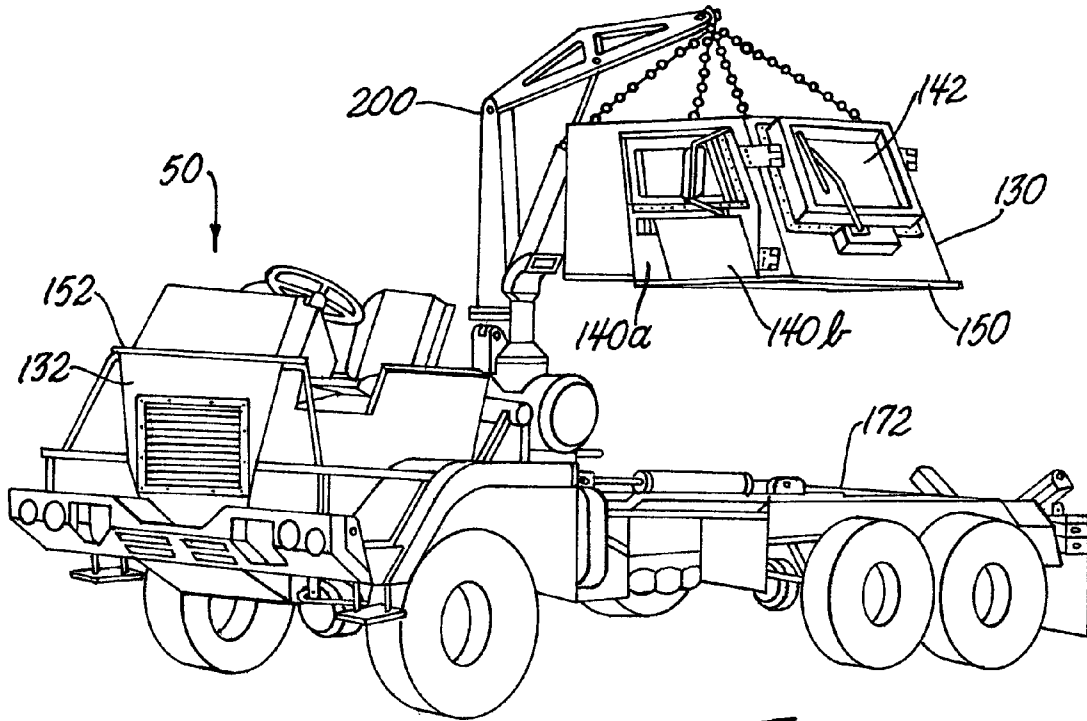


Fig. 2

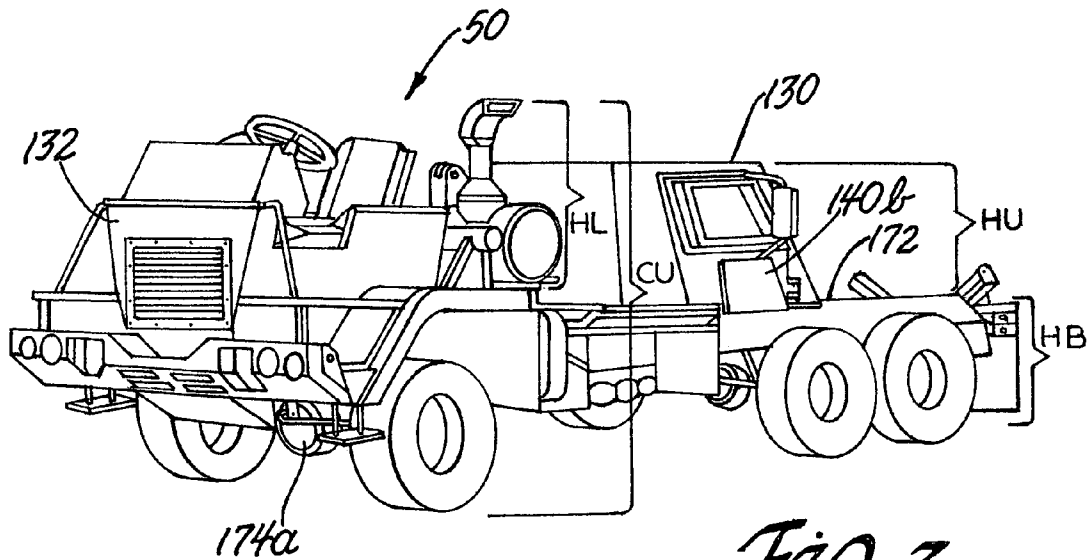


Fig. 3

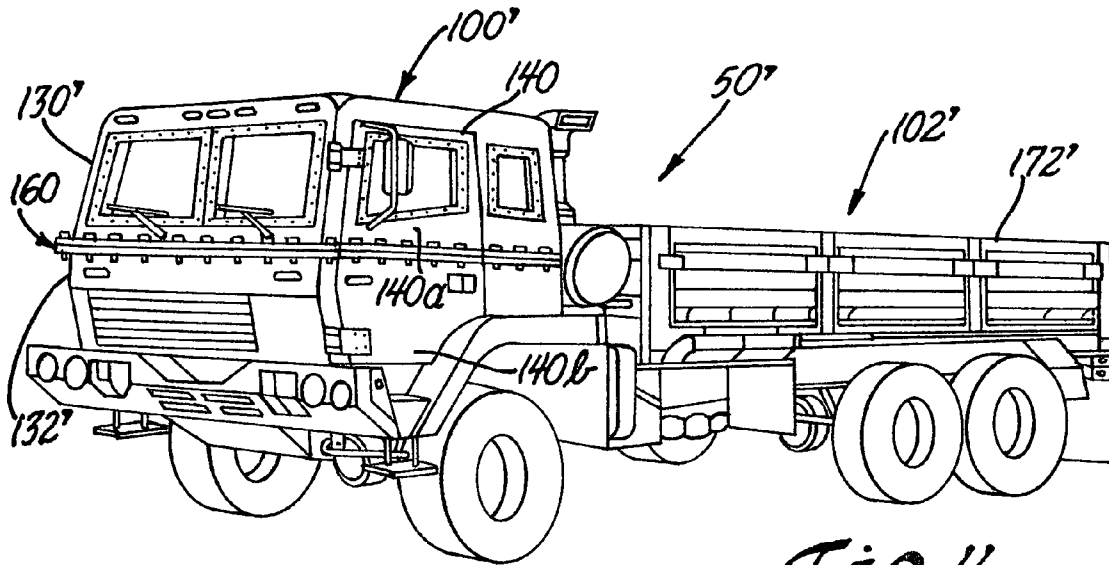


Fig. 4

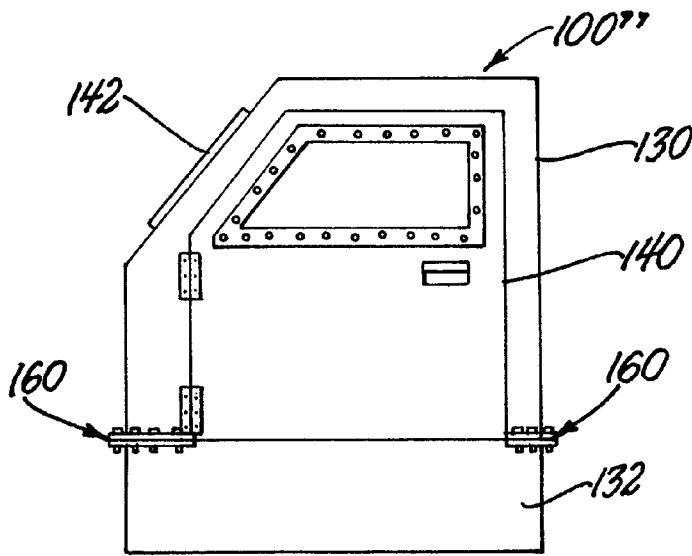


Fig. 5

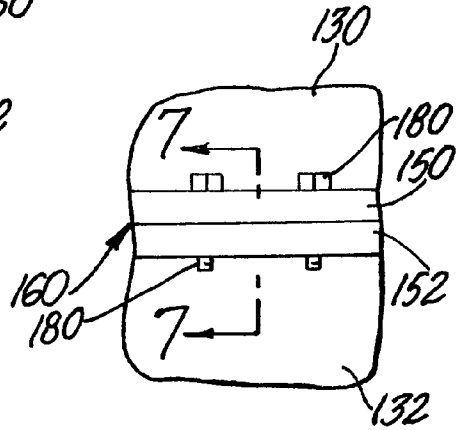


Fig. 6

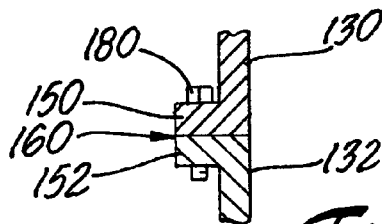


Fig. 7

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TWO-PIECE ARMORED CAB SYSTEM

GOVERNMENT INTEREST

The invention described here may be made, used and licensed by and for the U.S. Government for governmental purposes without paying royalty to me.

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention generally relates to a two-piece armored cab system.

2. Background Art

Conventional armored vehicles (e.g., vehicles used for military or security related applications) typically have protective armor surrounding the cab (i.e., cabin, passenger compartment, etc.) region of the vehicle. Such protective armor is intended to provide occupants of the cab (e.g., driver, passenger, etc.) a desired degree of protection from hostile attack via explosive devices, mortar rounds, small arms fire, grenades, and the like. The protective armor surrounding the cab on a conventional vehicle is typically implemented to provide a single-piece armored vehicle cab where the armor is implemented as multiple pieces of armor that are fastened to a unitary infrastructure.

Protective armor usually adds a significant weight to the armored vehicle. Protective armor can also add to the overall height of the vehicle. Such additions to the weight and height of the vehicle can make the vehicle difficult to transport to a desired use location. In particular, armored vehicles are often transported by airplane to a location of immediate need as other modes of transportation do not provide the speed of deployment desired. One particular problem sometimes encountered (e.g., with some cab-over and cab-forward vehicles) is that the concentrated weight of an armored vehicle at a wheel or axle location may exceed the cargo carrying capacity of the floor structure of the airplane.

Conventional approaches to the air shipment of armored vehicles typically are implemented by shipment of the vehicle in an unarmored or partially armored condition, and remote field installation or reinstallation of the complete armor package that includes many individual sections of armor. The field installation of the armor package can be excessively time consuming and extremely onerous to the individuals who perform the installation as facilities to aid the installation are often very limited and the number of armor components that are to be installed is often numerous. The user of conventional armored cab vehicles typically has two choices (i) attempt to transport a vehicle that has a single piece (unitary) armored cab that can exceed weight and heights limits, and (ii) transport the unarmored or partially armored vehicle and install numerous armor components on the vehicle when the vehicle has reached the desired destination.

Thus, there exists a need and an opportunity for an improved armored cab system. Such an improved system may overcome one or more of the deficiencies of the conventional approaches.

SUMMARY OF THE INVENTION

Accordingly, the present invention may provide an improved armored cab system.

According to the present invention, a system for a two-piece armored cab is provided. The cab system comprises an upper cab portion, a lower cab portion, and a vehicle chassis system. The upper cab portion and the lower cab portion are

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armored to provide protection to occupants of the cab system. The upper cab portion removably mates to the lower cab portion at a mating line that comprises a lower edge of the upper cab portion and an upper edge of the lower cab portion. The lower cab portion is mounted to the vehicle chassis system such that the vehicle chassis system is operable when the upper cab portion is removed from the lower cab portion as well as when the upper cab portion is mated to the lower cab portion.

The cab system further comprises at least one armored cab door, and the cab door comprises an upper door section and a lower door section that are hinged at the mating line such that in one mode of operation the upper door portion folds down, and, alternatively, in another mode of operation, the lower door portion fold ups when the upper and lower cab portions are separated.

The cab system further comprises at least one armored cab door, and the cab door comprises an upper door section that remains with the upper cab portion, and a lower door section that remains with the lower cab portion when the upper and lower cab portions are separated.

The cab system further comprises at least one armored cab door, and the cab door is implemented within the structure of the upper cab portion such that, when the upper cab portion is separated from the lower cab portion, the entire cab door is contained within the upper cab portion.

The cab system wherein the lower edge of the upper cab portion and the upper edge of the lower cab portion are implemented as complementary flanges, and the flanges are mechanically coupled via fasteners.

A vehicle where the cab system is implemented has an overall vertical vehicle clearance when the upper cab portion is removed, CU, and the upper cab portion has a height, HU, that is selected such that the overall vertical vehicle clearance when the upper cab portion is removed, CU, is less than vertical vehicle clearance when the upper cab portion is mated to the lower cab portion, and the overall vertical vehicle clearance when the upper cab portion is removed, CU, is less than the maximum vertical stowage clearance of a C-130 transport aircraft.

The cab system where the upper cab portion height, HU, is selected such that weight distribution and handling characteristics of the vehicle where the cab system is implemented are optimized when the upper cab portion is stowed on a bed of the vehicle.

The cab system where the upper cab portion is positioned on a bed of a vehicle where the cab system is implemented to provide weight distribution such that the weight concentration on front and rear axles of the vehicle is less than the maximum weight concentration value of a C-130 transport aircraft.

The above features, and other features and advantages of the present invention are readily apparent from the following detailed descriptions thereof when taken in connection with the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a diagram of an armored vehicle including the present invention;

FIG. 2 is a diagram of the armored vehicle of FIG. 1 with the two-piece cab of the present invention shown in a disassembled state;

FIG. 3 is another diagram of the armored vehicle of FIG. 1 with the two-piece cab of the present invention shown in a disassembled state and a top section of the vehicle cab is stowed on the bed of the vehicle;

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FIG. 4 is a diagram of another example of an armored vehicle including the present invention;

FIG. 5 is a diagram of a side view of an example of a two-piece armored vehicle cab of the present invention;

FIG. 6 is a diagram of a broken out section of the interface between sections of an example of a two-piece armored vehicle cab of the present invention; and

FIG. 7 is a sectional view of the interface between sections of FIG. 6.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT(S)

With reference to the Figures, the preferred embodiments of the present invention will now be described in detail. Generally, the present invention provides an improved armored cab system. The present invention is generally implemented as a two-piece armored cab.

The present invention is generally implemented in connection with armored vehicles (e.g., vehicles used for military or security related applications) to provide protective armor surrounding the cab (i.e., cabin, passenger compartment, etc.) region of the vehicle. Such protective armor may provide occupants of the cab (e.g., driver, passenger, etc.) a desired degree of protection from hostile attack via explosive devices, mortar rounds, small arms fire, grenades, and the like. The present invention may be especially advantageously implemented in connection with armored versions of cab-over and cab-forward vehicles. However, the present invention may be implemented in connection with any appropriate armored vehicle.

Referring to FIG. 1, a diagram illustrating a vehicle 50 comprising an example of a two-piece armored vehicle cab system (i.e., apparatus, assembly, structure, etc.) 100 of the present invention is shown. The vehicle 50 further comprises a vehicle chassis system 102. Relative directions (e.g., vertical, longitudinal, etc.) are generally as shown. Lateral (i.e., transverse, left-right, etc.) directions are generally perpendicular to the vertical-longitudinal plane.

The cab (i.e., cabin, passenger compartment, etc.) 100 generally comprises an upper portion (i.e., section, part, sub-assembly, etc.) 130, a lower portion 132, and at least one door 140. The upper subassembly 130 generally comprises a windshield 142. The upper section 130 and the lower section 132 are generally armored to comprise a two-piece armored vehicle cab. The upper section 130 and the lower section 132 generally mate (i.e., interface, install, connect, assemble, couple, combine, fit together, etc.) at a lower edge 150 of the upper section 130 and an upper edge 152 of the lower section 132 to form a mating line (i.e., separation line, break line, parting line, etc.) 160. As described in more detail below in connection with FIG. 6, in one example, the lower edge 150 of the upper section 130 and the upper edge 152 of the lower section 132 may be implemented as complementary mating flanges.

When the upper cab subassembly 130 is installed on the lower cab subassembly 132 the vehicle cab 100 may provide armored protection to occupants of the cab system 100 that is substantially (i.e., essentially, about, etc.) the same as protection provided by a conventional single-piece armored vehicle cab where the armor is typically implemented as multiple pieces of armor that are fastened to a unitary infrastructure. The vehicle 50 generally has an overall vertical vehicle clearance, CI, when the upper cab subassembly 130 is installed on the lower cab subassembly 132.

In one example, the door 140 may comprise an upper door part 140a and a lower door part 140b. The upper door section

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140a and the lower door section 140b may be selectively flexibly interconnected via a hinge 140c. The hinge 140c is generally horizontally disposed at or near the mating line 160. In one example, the door portion 140a may fold down, and, alternatively, in another example, the door portion 140b may fold up such that each door portion 140a and 140b is integral with the respective upper vehicle cab section 130 (140a) and lower vehicle cab section 132 (140b). A latch mechanism (not shown) may hold the door section 140a and the lower door section 140b substantially rigidly together when the upper vehicle cab section 130 and lower vehicle cab section 132 are coupled together.

In another example (as illustrated in FIG. 4), the hinge 140c may be deleted, and door 140 may comprise a section 140a that remains with the upper cab section 130 and a section 140b that remains with the lower cab portion 132 when the cab portions 130 and 132 are separated. The separation of the doors sections 140a and 140b is generally implemented at or near the parting line 160. In yet another example (not shown), the door 140 may be a single piece assembly that is removed from the cab 100 when the cab portions 130 and 132 are separated. In yet a further example (as illustrated in FIG. 5), the door 140 may be a single piece assembly that remains with the cab portion 130 (or, alternatively, not shown, the cab portion 132) when the cab portions 130 and 132 are separated.

The vehicle chassis system 102 generally comprises a powertrain 170, a bed 172, axles 174 (e.g., front axle 174a and at least one rear axle 174b), and wheels 176. The powertrain 170, axles 174, and wheels 176 are generally interconnected to provide motivation to move the vehicle 50. The bed 172 generally provides an area for hauling cargo, freight, and the like. The vehicle 50 may be implemented having a cab-over configuration (i.e., the cab assembly 100 may be mounted substantially over the front axle 174a of the vehicle 50). The bed 172 may be implemented as a so-called flat bed having a height, HB, above the surface upon which the vehicle 50 rests.

The vehicle chassis system 102 is generally operable when the upper cab portion 130 is removed as well as when the upper cab portion 130 is installed to the lower cab portion 132. As such, the vehicle 50 may be moved, driven, and used in an "open cab" configuration when the upper cab section 130 is separated from the lower cab section 132 (as illustrated, for example, in FIG. 3).

Referring to FIG. 2, a diagram illustrating separation of the upper cab section 130 from the lower cab section 132 using a crane 200 is shown. The lower door section 140b may be folded up and retained against the upper door section 140a. The cab apparatus 100 of the present invention having a single separation at the break line 160 may advantageously provide for rapid, simple, and convenient removal and installation of the upper cab part 130 vis a vis the lower cab part 132. While the cab system 100 of the present invention is illustrated using the crane 200 to aid the assembly and disassembly processes of the upper cab section 130 from the lower cab section 132, any appropriate apparatus and method such as a hoist, block and tackle, manual labor, and the like may be implemented to aid the disassembly and assembly processes to meet the design criteria of a particular application.

Referring to FIG. 3, a diagram illustrating placement of the upper cab section 130 on the bed 172 is shown. The upper cab section 130 may be advantageously disposed (i.e., stowed, placed, positioned, etc.) on and fastened (i.e., fixed, bolted, clamped, tied, strapped, chained, etc.) to the bed 172 such that the truck 50 may be more conveniently, efficiently, and effectively transported when compared to a vehicle having a conventional one-piece armored cab.

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In particular, the two-piece armored cab system **100** of the present invention may provide an improved weight distribution for transportation of the vehicle **50** as the weight of the upper cab portion **130** is distributed via the bed **172** rather than concentrated over the front axle **174a**. The two-piece armored cab system **100** of the present invention may provide an improved weight distribution for transportation of the vehicle **50** as the position of upper cab portion **130** on the bed **172** may be selected such that the weight distribution on the front and rear axles **174** is less than the maximum weight concentration value (i.e., less than the maximum pounds per square inch) of typical vehicles (not shown, e.g., C-130 aircraft and the like) that are used to transport the vehicle **50**.

Further, when the upper cab section **130** is removed from the lower cab section **132**, the overall height of the vehicle **50** may be reduced when compared to a vehicle having a conventional one-piece armored cab. In particular, the upper cab section **130** may have a height, **HU**, and the lower cab section **132** including the powertrain **170** may have a height that extends above the bed **172**, **HL**, where the upper cab section height, **HU**, is less than the lower cab section height, **HL**. When the upper cab section **130** is removed from the lower cab section **132**, the overall height of the vehicle **50** may have a value, **CU**.

Thus, when the upper cab section **130** is stowed on the bed **172**, the height of the lower cab section **132** including the powertrain **170**, **HL**, plus the height, **HB**, of the flat bed **172** generally determines the overall height clearance (i.e., the vertical distance from the surface on which the vehicle **50** rests to the maximum vertical distance of the vehicle **50**), **CU**, of the vehicle **50**. The value, **CU**, (the vehicle **50** height when the upper cab section **130** is stowed on the bed **172**) is generally less than the value, **CI**, (the vehicle **50** height when the upper cab section **130** is installed on the lower cab section **132**). Generally, $CU=HL+HB$, $HU<HL$, and $CU<CI$.

In one example, the upper cab height, **HU**, may be selected such that the overall vertical vehicle clearance, **CU**, when the upper cab section **130** is removed is less than the maximum vertical stowage clearance provided by typical vehicles (not shown, e.g., C-130 aircraft) that are used to transport the vehicle **50**. As such, the system **100** may provide more rapid deployment of the armored vehicle **50** than provided by conventional unitary armor systems which typically have a height approximately, **CI**. A conventional unitary armored vehicle cab may exceed the maximum vertical clearance that is provided by typical vehicles used for transport which may cause the transportation of the conventional unitary armored vehicle by slower, less timely methods such as ship or rail.

The upper cab height, **HU**, may also determine the overall weight of the upper cab portion **130**. That is, the amount of material that comprises the upper cab portion **130** is directly dependent upon the height, **HU**. As such, in one example, the weight of the upper cab portion **130** may be selected (i.e., calculated, determined, estimated, etc.) such that weight distribution and handling characteristics of the vehicle **50** when transported can be optimized when the upper cab portion is stowed on the bed **172**.

When the armor package of the vehicle **50** is to be configured to provide protection to occupants of the cab **100** (i.e., when the cab sections **130** and **132** are fastened together), as the cab **100** comprises a two-piece apparatus, the upper cab portion **130** is generally quickly and easily assembled to the lower cab portion **132**. In contrast, the time and effort to configure a conventional unitary armored vehicle cab armor having a multi-piece armor package can be extensive.

Referring to FIG. 4, a diagram illustrating a vehicle **50'** comprising an example of a two-piece armored vehicle cab

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system **100'** of the present invention is shown. The vehicle **50'** may be implemented as another example of an armored vehicle including the present invention. The vehicle cab **100'** is generally implemented similarly to the vehicle cab **100**. The vehicle cab system **100'** generally comprises an upper cab section **130'** and a lower cab section **132'**. The vehicle **50'** further comprises a vehicle chassis system **102'**. The vehicle chassis system **102'** may include a stake-bed **172'**.

An unHINGED, flanged version of the door **140** of the vehicle cab **100'** may be implemented within the structure of the cab system **100'**. As such, when the upper cab section **130'** is separated from the lower cab section **132'**, the upper door section **140a** may be integral with the upper cab section **130'** and the lower door section **140b** may be integral with the lower cab section **132'**.

Referring to FIG. 5, a diagram illustrating a side view of a two-piece armored vehicle cab system **100''** of the present invention is shown. The vehicle cab **100''** is generally implemented similarly to the vehicle cab **100**. An unHINGED version of the door **140** of the vehicle cab **100''** may be implemented within the structure of the upper cab section **130**. As such, when the upper cab section **130** is separated from the lower cab section **132**, the entire door **140** may be contained within the upper cab section **130**.

Referring to FIG. 6, a diagram illustrating detail of a broken out section of the interface **160** between the upper and lower cab portions **130** and **132**, respectively, of an example of the two-piece armored vehicle cab **100** of the present invention is shown. In one example, the bottom edge **150** of the upper cab section **130** and the top edge of the lower cab section **132** may be implemented as complementary (i.e., matching, mating, etc.) flanges. The flanges **150** and **152** may be mechanically coupled via fasteners (e.g., bolts, rivets, studs/nuts, etc.) **180**. However, the interface **160** may be implemented via any appropriate edges **150** and **152** and fastening apparatus or method (e.g., welding) to meet the design criteria of a particular application.

Referring to FIG. 7, diagram illustrating a sectional view taken at line 7-7 of FIG. 6 of the interface **160** between the upper and lower cab portions **130** and **132**, respectively, is shown.

As is apparent then from the above detailed description, the present invention may provide an improved, two-piece armored vehicle cab. Such an improved vehicle cab may overcome one or more deficiencies of conventional approaches.

Various alterations and modifications will become apparent to those skilled in the art without departing from the scope and spirit of this invention and it is understood this invention is limited only by the following claims.

What is claimed is:

1. A two-piece armored vehicle cab system, the cab system comprising:

an upper cab portion;
a lower cab portion; and

a vehicle chassis system, wherein the upper cab portion and the lower cab portion are armored to provide protection to occupants of the cab system, the upper cab portion removably mates to the lower cab portion at a mating line comprising a lower edge of the upper cab portion and an upper edge of the lower cab portion, and the lower cab portion is mounted to the vehicle chassis system such that the vehicle chassis system is drivable when the upper cab portion is removed from the lower cab portion as well as when the upper cab portion is mated to the lower cab portion.

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2. The cab system of claim 1 further comprising at least one armored cab door, and the cab door comprises an upper door section and a lower door section that are hinged at the mating line such that in one mode of operation the upper door portion folds down, and, alternatively, in another mode of operation, the lower door portion fold ups when the upper and lower cab portions are separated.

3. The cab system of claim 1 further comprising at least one armored cab door, and the cab door comprises an upper door section that remains with the upper cab portion, and a lower door section that remains with the lower cab portion when the upper and lower cab portions are separated.

4. The cab system of claim 1 further comprising at least one armored cab door, and the cab door is implemented within the structure of the upper cab portion such that, when the upper cab portion is separated from the lower cab portion, the entire cab door is contained within the upper cab portion.

5. The cab system of claim 1 wherein the lower edge of the upper cab portion and the upper edge of the lower cab portion

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are implemented as complementary flanges, and the flanges are mechanically coupled via fasteners.

6. The cab system of claim 1 wherein a vehicle where the cab system is implemented has an overall vertical vehicle clearance when the upper cab portion is removed, CU, and the upper cab portion has a height, HU, that is selected such that the overall vertical vehicle clearance when the upper cab portion is removed, CU, is less than vertical vehicle clearance when is upper cab portion is mated to the lower cab portion, and the overall vertical vehicle clearance when the upper cab portion is removed, CU, is less than the maximum vertical stowage clearance of a C-130 transport aircraft.

7. The cab system of claim 1 wherein the upper cab portion is positioned on a bed of a vehicle where the cab system is implemented to provide weight distribution such that the weight concentration on front and rear axles of the vehicle is less than the maximum weight concentration value of a C-130 transport aircraft.

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