

# PistenBully Canyon

## The new tracked utility vehicle that's right for the times

**When Kassbohrer All Terrain** Vehicles, Inc., Reno, Nevada studied the market for small to medium sized tracked utility vehicles it became very apparent that most types required a fair amount of operator training in order to become proficient with handling and steering the vehicle. This was due to the fact that the steering controls are typically quite different than those found in a truck or car. As a result, electric utility and telecommunications companies that use tracked vehicles are

faced with the additional requirement of training line personnel in driving these vehicles. It only made sense that a tracked utility vehicle with automotive type controls was the answer. The PistenBully Canyon from Kassbohrer is a utility tracked vehicle designed for ease of operation.

Kassbohrer has been producing snow-tracked vehicles - called PistenBullys - since 1969. From the onset all PistenBullys have been produced with automotive type controls consisting of

a steering wheel, forward/reverse control and fuel pedal. The initial design concept was based on the premise that it would be a natural progression for anyone who drives a car to drive a PistenBully because the mode of operation was basically the same as driving their own automobile.

The PistenBully Canyon features a semi circular steering wheel with an adjustable steering column that allows the driver to position the steering wheel low in the lap for maximum comfort. >>>



A forward/reverse switch is mounted on the steering wheel along with an adjustable speed control dial. These are controllable without having to remove the left hand from the steering wheel. This frees up the driver's right hand to operate an optional joystick. The Canyon accelerates when the driver steps down on the fuel pedal after he has pushed the directional switch to the forward position. He steers the Canyon right or left simply by turning the semi circular steering wheel.

Although operating the Canyon is as simple as flipping a directional switch, pushing the fuel pedal and controlling the steering wheel, there is quite a bit that goes on behind the scenes. Kassbohrer has spent over 25 years refining the drive electronic steering controls. A digital electronic card takes driver inputs and engine load inputs to calculate the proper output to the transmission. The result is a stepless transition when encountering different loading conditions. The driver cannot lug or stall the engine because the drive electronic limits the load the engine sees by reducing the signal to the transmission decreasing vehicle speed automatically. The drive electronic allows for independent control of both right and left track. There is a separate hydrostatic transmission for each track.

The design criteria called for a PistenBully suited for both transportation and work tasks in almost every type of terrain and weather condition. Off road use in ground pressure sensitive mediums was a must. As an added challenge, the new Canyon had to be light enough to be easily towed behind a pickup truck but ruggedly built for day-in-day-out use when traversing rough terrain.

To meet this challenge Kassbohrer engineers drew from experience gained building PistenBullys for the past 30 plus years. The PistenBully Canyon is industrial grade. It features a torsionally rigid main frame made from high tensile strength steel. This steel is fracture resistant even in extremely cold temperatures. The suspension consists of full width support axles with trailing arms in rubber-mounted torsion bars.

Performance is a key element of any



tracked utility vehicle. The PistenBully Canyon features a new Volkswagen turbo charged diesel engine with electronically controlled direct fuel injection and charge air intercooler. The engine meets the strict EURO III emission standards. The PistenBully Canyon develops nearly 90 hp, has a maximum speed approaching 20 mph and an operating range of 10 hours (fuel tank is only 29 gallons). The PistenBully Canyon is lightweight (approx. 6600 pounds normally configured) with an extremely low center of gravity. Ground pressure is a low 0.65 psi. As a result of its light weight, the PistenBully Canyon can be towed comfortably by a ¾ ton pickup truck.

The driver's cabin is two passenger with a full suspension seat for the driver. It features large windows for all around visibility. The engine and transmission are mounted behind the cabin to minimize interior noise levels. The rear cowling is easily removed for servicing the engine. The PistenBully Canyon comes standard with a rear deck and a corresponding payload of 1,100 pounds. Optional accessories include front auxiliary hydraulics, front blade, electric winch and a three-man crew cabin.

Tracked vehicle performance hinges on track design. Up to now end users of tracked utility vehicles had to make conscious decisions on track types and

where they could use them. A steel track works well in rock and mud but is very damaging to asphalt. Working together with a market leader in rubber and tire technology, Kassbohrer engineers developed a track that combined the strength of steel and the forgiveness of rubber. The new MultiGrip becomes the latest addition to the Kassbohrer family of tracks.

The MultiGrip features steel crosslinks mounted on rubber belts. The rubber belts have molded rubber lugs that act as tread blocks. The rubber lugs are elevated above the surface of the steel crosslinks. As a result the new MultiGrip provides a smooth, undamaging ride on asphalt but is rugged, durable and grips well when climbing a boulder-strewn slope.

The PistenBully Canyon. It's the new tracked utility vehicle that's right for the times. □

*For more information,  
please contact:*



**KÄSSBOHRER ALL  
TERRAIN VEHICLES, INC.**

750A South Rock Blvd. • Reno, Nevada 89502  
Tel: 775.857.5000 • Fax: 775.857.5010  
www.katvpb.com • email: info@katvpb.com