

FlexTrac Canadair Ltd.

Returning in 1956 when the aviation company Canadair, a subsidiary of [General Dynamics](#), seeking to diversify creates Canadair Vehicle Division in Montreal in 1956. His first project, the 'RAT' ([Remote Articulated Track](#)) light transportation vehicle in difficult terrain. The vehicle was in 2 parts and a cable system was operating direction. The caterpillars covered the entire width and length of vehicle weighing 1100 kg for a payload of 300 kg and a speed of 30 mph on hard snow and 5 mph on water. The engine was a 35 hp VW. A total of 36 rats was constructed, 6 prototypes CL-61 and the remainder in CL-70.

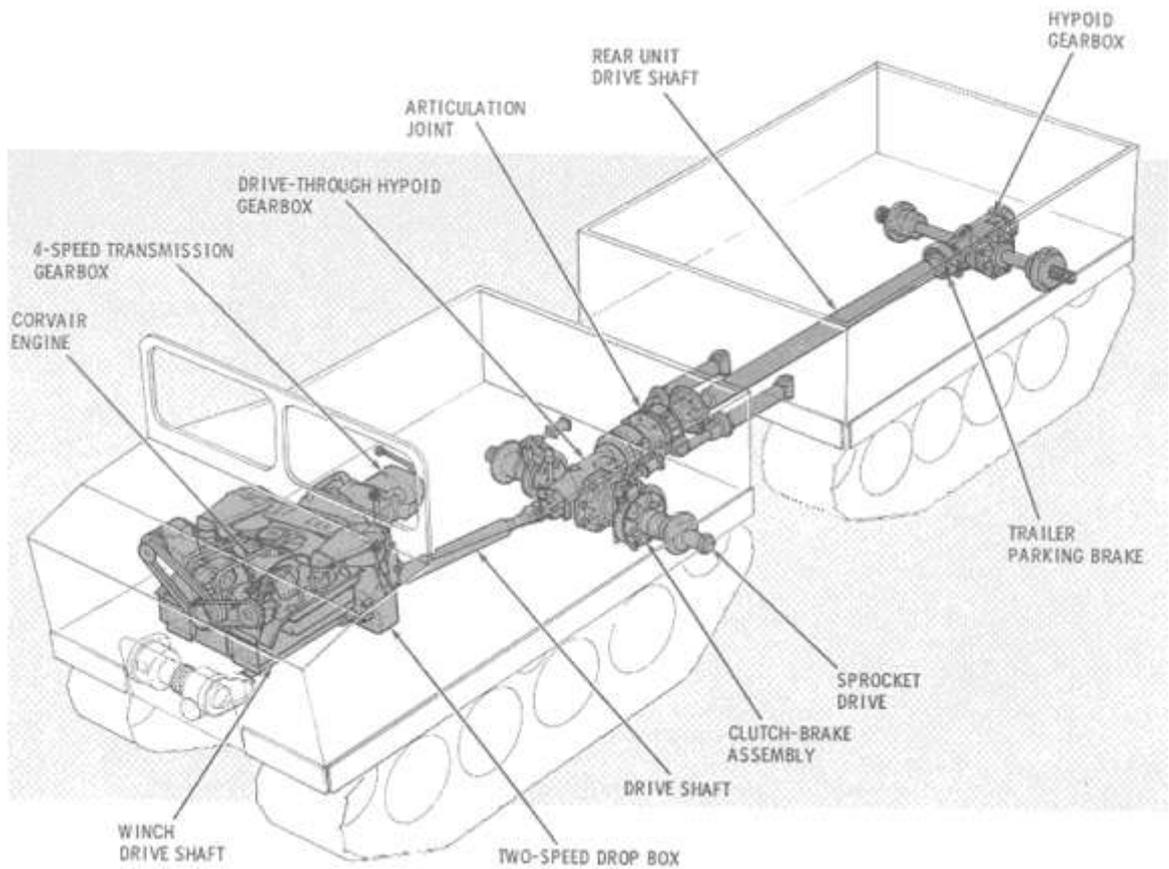
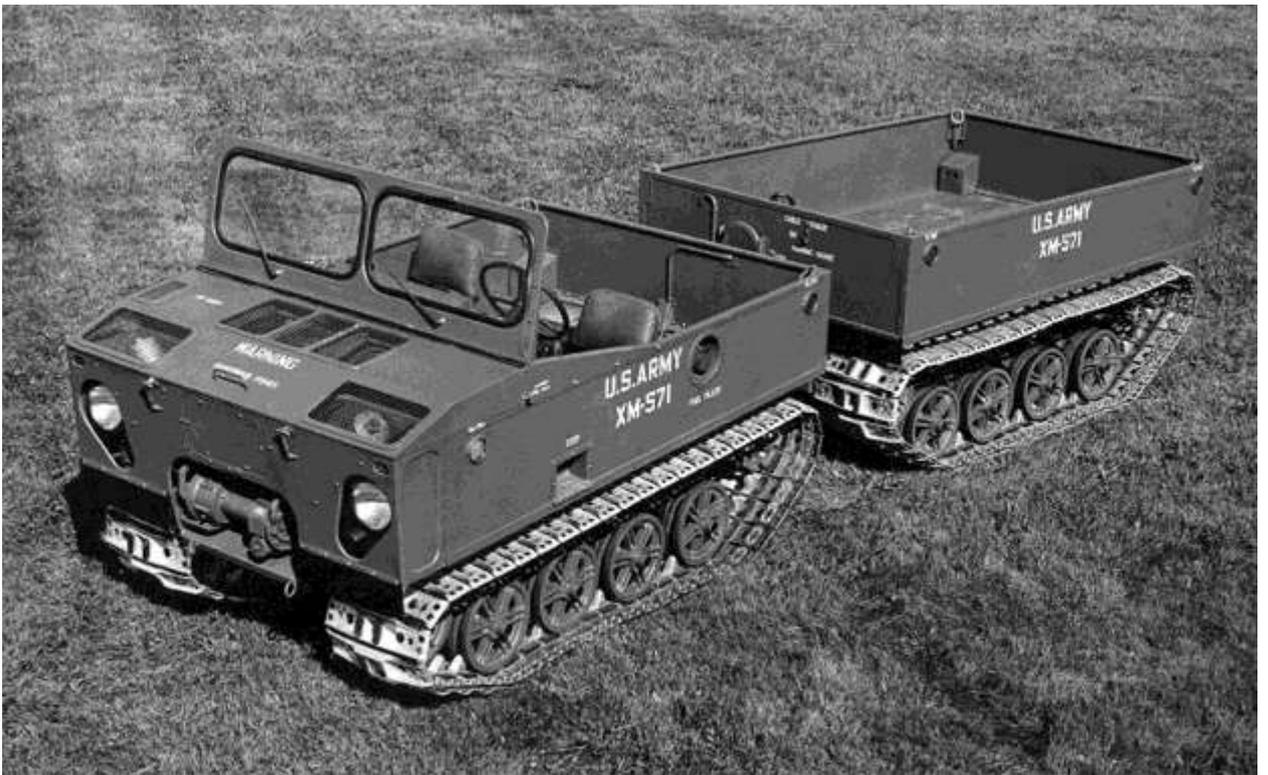
Finding it a little too light, the Vehicles Division of Canadair studied in 1963 the CL-91 Dynatrac, very promising articulated vehicle, which prefigured the future articulated vehicles quite popular nowadays. With its 140 hp Ford engine moving it at 50 km/h on snow and 3 km/h on water and 1100 kg of payload, it could pass slopes of 60% and 40% side slopes with 12 equipped men.

It should be pointed a little original vehicle, the Fisher CL 213 of Canadair between 1962 and 1964, executed by Montrealer, ex-Ford employee, A. Gordon Fisher. This very innovative off-road vehicle resumed old caterpillar patents formed by a series of balloon tires. With a payload of 300 kg for 19 km / h and a 9 ch Rotax engine, he had extraordinary abilities in the mud or deep snow and was offered for sale but probably too far ahead of its time, only two were built. The Army turned to a heavier version but Canadair abandoned the project.

In 1968 the Canadair Vehicle Division took control of Robin-Nodwell to create Flextrac Canadair Ltd. in Calgary. It continued to build Flextrac Robin Nodwell : FN 10 (photo 14) FN 15 (photo 15), FN 22 of 900 kg payload (photo 16), FM 240 (photo 17). The wheeled Walter Trotter (photo 18) was sold under license by Canadair FlexTrac the early 70s.

However, the real intention of Canadair Flextrac was finding a market for the U.S. Army for the Dynatrac CL 91 but only sixty-three were built and Canadair-Flextrac-Robin-Nodwell was resumed, as mentioned above, by Foremost in 1976. It should be noted that Bombardier acquired the whole Canadair aircraft manufacturer in 1986 but it did not manufacture more land transport vehicles.

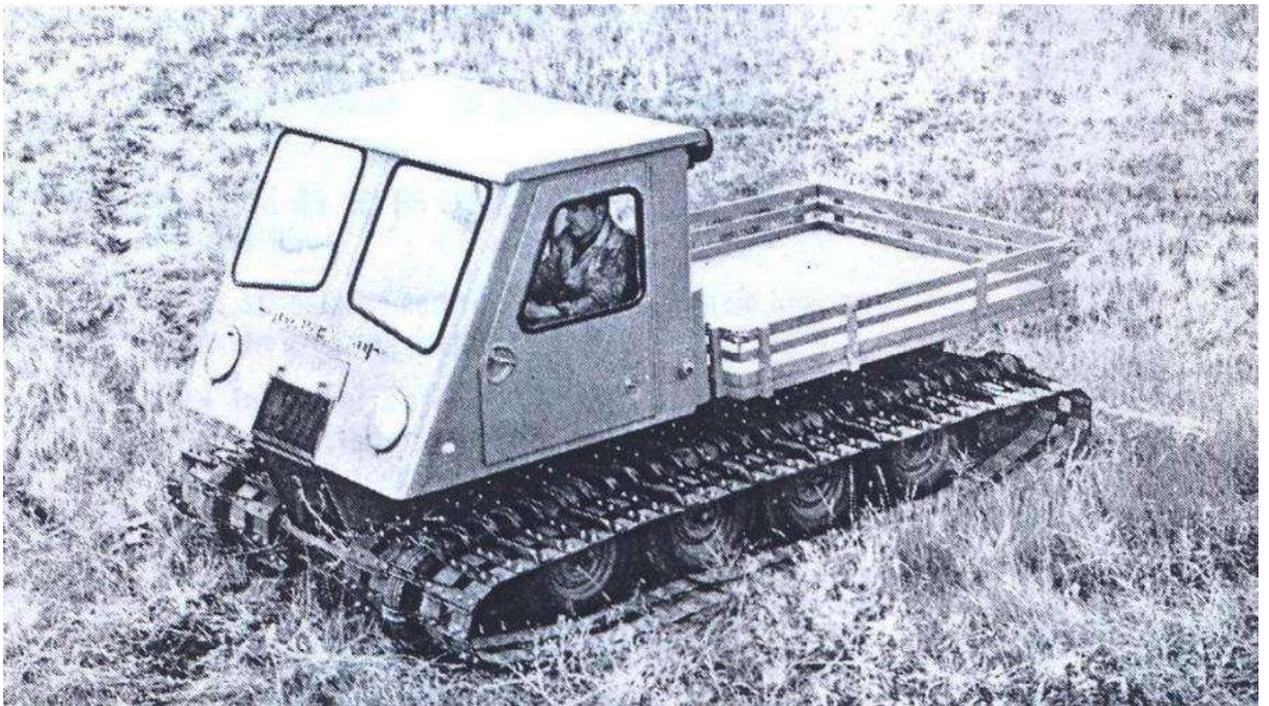
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Dynatrac Canadair CL-91 XM-571 (1962)



Canadair FlexTrac Nodwell FN 10



Canadair FlexTrac Nodwell FN



FlexTrac Nodwell FN 22, 1972



Canadair FlexTrac FN 240

