

cnas autonomous weapons and operational risk - 160219 - autonomous weapons and operational risk 1 about the author paul scharre is a senior fellow and director of the 20yy future of warfare initiative at cnas.

power supply and integration in future combat vehicles - military vehicles must have the capacity to operate anywhere in the world, under extreme environmental conditions, from the frigid temperatures of the arctic to the intense heat of the deserts, and from hard rocky

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sealing solutions for aerospace and military - parker hannifin - sealing solutions for aerospace and military . sealing environment $\hat{\phi}$ aggressive chemicals, including hydraulic fluids, jet fuels, engine lubricants and solvents/degreasers $\hat{\phi}$ elastomer temperatures to 608 $\hat{\phi}$ $\hat{\phi}$ metal seal temperatures to 2,000 $\hat{\phi}$ $\hat{\phi}$ high and low pressures ranging from 20,000 psi to vacuum $\hat{\phi}$ $\hat{\phi}$ high frequency oscillations $\hat{\phi}$ $\hat{\phi}$ dynamic, static and rotary applications ...

collaboration for land, air, sea, and space vehicles ... - these vehicles, owing to their operational environments, military role or even just plain physics. on the on the other hand, at times the discussions concerned issues where the word $\hat{\phi}$ $\hat{\phi}$ could be easily replaced

a hybrid-electric drive concept for high speed tracked ... - a hybrid-electric drive concept for high speed tracked vehicles $\hat{\phi}$... $\hat{\phi}$ ivko ilijevski brodarski institut, d.o.o. zagreb, croatia zivko@hrbi abstract.

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improved power density standardization military form factors (6t, 4hn,!)
use in existing force vehicles cost minimize initial manufacturing total life
cycle cost beating la successful ...

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