

Mine-resistant armored vehicle underbody, comprising a first damping plate having a sandwich-like layered structure and damping elements, further comprising a second damping plate, second, third and fourth rows of armor plates forming the lower part of the V-shaped underbody in the form of a cut cone with an opening angle of  $145^\circ$ , connected by means of fasteners to the damping elements. The first and fifth rows of armor plates, where the first row is connected by means of fasteners to the edges of the second row of armor plates remote from the central imaginary longitudinal axis of the mine protection bottom. The fifth row of armor plates is connected by means of fasteners to the edges of the fourth row of armor plates remote from the central imaginary longitudinal axis of the mine protection bottom. The armor plates of the second and third rows on the edge closer to the central imaginary longitudinal axis are connected by means of fasteners to damping elements attached to the armored vehicle body. The first and second damping plates, which have a sandwich-like layered structure, are connected to the body at the edge that is closer to the central imaginary longitudinal axis of the mine protection bottom. The edge of the first damping plate having a sandwich structure remote from the central imaginary longitudinal axis of the mine floor is connected to the first row of armor plates, and the edge of the second damping plate having a sandwich structure remote from the central imaginary longitudinal axis of the mine floor is connected to the fifth row of armor plates. The first and second damping plates, which have a sandwich structure, contain, respectively, the sixth and seventh rows of armor steel sheets, on which a layer of reinforced rubber is placed, on top of which a layer of mineral wool is placed, on top of which a layer of corrugated steel sheets is placed. The thickness of the armored steel of the second, third, and fourth rows is the same, and the damping element uses a mounting bracket. The thickness of the second, third, and fourth rows of armor steel sheets is less than the thickness of the first and fifth rows of armor steel sheets, and the mounting brackets are made of brittle metal or brittle alloy. Two bent central plates are attached to the bending point of the damping elements from the inside with the ends along which they are connected, where the upper one is bent with a convexity upwards, the lower one - with a convexity downwards, the ratio of the lifting strip to the smallest size in the plan is  $1/10$ , in the lateral cavities between the fourth row of armor steel plates and the first row of armor steel sheets, two lateral bent plates are installed with a connection at the ends and on the outside at the bend of the damping element on one side and at the junction of the fourth and first rows of armor steel on the other side, where the upper lateral plate is convex upwards, the lower lateral plate is convex downwards, the ratio of the lifting tape to the smallest size in the plan is  $1/10$ . Armored steel sheets with a layer of reinforced rubber and mineral wool have a deflection with a convexity downward, the ratio of the lifting tape to the smallest size in the plan is  $1/20$ .