CLAIMS

1. A driver's cab (4) for a utility vehicle (1), in particular for a military utility vehicle, comprising

an interior space (I) enclosed by the driver's cab (4),

a driver's cab floor (12),

a first protrusion (23) and a second protrusion (24) each formed on the driver's cab floor (12), wherein the first protrusion (23) and the second protrusion (24) are each curved away from the interior space (I) such that the first protrusion (23) and the second protrusion (24) each extend away from the interior space (I) and extend into an environment (U) of the driver's cab (4),

wherein the first protrusion (23) and the second protrusion (24) each comprise a first contour (25) defining the first protrusion (23) and the second protrusion (24) in a first sectional plane (E1) intersecting the driver's cab floor (12),

wherein the first contour (25) is curved in an arcuate manner at least in sections,

wherein the first protrusion (23) and the second protrusion (24) each comprise a second contour (26) defining the first protrusion (23) and the second protrusion (24) in a second sectional plane (E2) intersecting the driver's cab floor (12),

wherein the second contour (26) is curved in an arcuate manner at least in sections,

wherein the first sectional plane (E1) and the second sectional plane (E2) are positioned perpendicular to each other,

wherein the first protrusion (23) and the second protrusion (24) are arranged at a distance from each other,

wherein a third protrusion (35) is formed on the driver's cab floor (12),

wherein the third protrusion (35) is curved away from the interior space (I), and

wherein the third protrusion (35) is arranged between the first protrusion (23) and the second protrusion (24).

2. The driver's cab according to claim 1,
characterized in that
a height direction (H) of the driver's cab (4) and a longitudinal direction (L) of the driver's cab (4) span the first sectional plane (E1), wherein the height direction (H) and a cross direction (Q) of the driver's cab (4) span the second sectional plane (E2), and wherein the height direction (H), the longitudinal direction (L) and the cross direction (Q) are positioned perpendicular to each other.

3. The driver's cab according to claim 2,
characterized in that
the first sectional plane (E1) and the second sectional plane (E2) each intersect the first protrusion (23) and the second protrusion (24) centrally.

4. The driver's cab according to one of claims 1 - 3,
characterized in that
the first contour (25) is continuously curved, and/or wherein the second contour (26) is continuously curved.

5. The driver's cab according to one of claims 1 - 4,
characterized in that
the first protrusion (23) and the second protrusion (24) are each at least partially egg-shaped.

6. The driver's cab according to one of claims 1 - 5,
characterized in that
the first contour (25) differs in its curvature from the second contour (26).

7. The driver's cab according to one of claims 1 - 6,
characterized in that
the second contour (26) is more curved than the first contour (25).

8. The driver's cab according to one of claims 1 - 7,
characterized in that
a dome section (27) projecting into the interior space (I) is formed on the driver's cab floor (12) and is arranged between the first protrusion (23) and the second protrusion (24).

9. The driver's cab according to claim 8,
characterized in that
the dome section (27) comprises radii (28, 29) defining the dome section (27) in the second sectional plane (E2), wherein the radii (28, 29) are curved in the opposite direction to the second contour (26).

10. The driver's cab according to claim 8 or 9,
characterized in that
the dome section (27) comprises a third contour (34) defining the dome section (27) in a third sectional plane (E3) parallel to the first sectional plane (E1) and arranged at a distance therefrom, wherein the third contour (34) is curved at in an arcuate manner at least in sections.

11. The driver's cab according to one of claims 1 - 10,
characterized in that
the driver's cab floor (12) comprises a lower part (20), on which the first protrusion (23) and the second protrusion (24) are formed, and an upper part (21) connected to the lower part (20) at an interface (22).

12. The driver's cab according to claim 11,

characterized in that

the lower part (20) and/or the upper part (21) are each formed integrally, in particular as one piece of material.

13. A utility vehicle (1), in particular a military utility vehicle, comprising the driver's cab (4) according to one of claims 1 - 12.