

LIGHT UNARMORED VEHICLES



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Land Rover 110 Heavy-Duty Truck

Notes: This Australian development of the Land Rover Defender 110 is a stretched version of that vehicle with a beefed-up, heavy-duty 6x6 suspension for an increased cargo capacity. It uses a more powerful engine and a wider, longer body, but the 110 Heavy Duty Truck retains almost 50% parts commonality with the Defender 110 series, and the Defender 110's less powerful 111 horsepower diesel engine may be used in the Heavy Duty Truck. The front of the vehicle has a winch with a capacity of 4 tons. The primary user of this vehicle in Australian service is the SAS, but units that must operate in the outback also use some.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
111 hp	\$10,403	D, A	2 tons	5.6 tons	2+12	2	Headlights	Open
121 hp	\$10,438	D, A	2 tons	5.63 tons	2+12	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
111 hp	170/68	43/17	130	41	Std	W(3)	HF1 HS1 HR1
121 hp	178/72	45/18	130	44	Std	W(3)	HF1 HS1 HR1

OKA

Notes: The OKA is a military adaptation of a series of Australian light trucks designed for durability under harsh conditions. The construction is modular and the OKA can be adapted to a wide variety of roles. The cab is reinforced against roll over damage to the occupants, and an optional roll cage can be added to the cargo bed too. Some OKAs have a front mounted winch with a capacity of 3.7 tons. These vehicles are in service with the Australian Army and with the United Arab Emirates.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Standard	\$10,174	D, A	2 tons	5.5 tons	2+9	2	Headlights	Open
With Winch	\$13,412	D, A	2 tons	5.5 tons	2+9	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
(Both)	172/68	43/17	105	40	Std	W(2)	HF1 HS1 HR1

OAF HA 2-90 Husar

Notes: This light 4x4 truck was designed by OAF for the Austrian Army to replace the Dodge WC51/52. The Austrians accepted it for service, but only 136 were built before production was cancelled; the Austrian Army declined to produce a large amount, in favor of the Pinzgauer (below). Production ran from 1968 to 1969. It is a conventional truck, with a rear cargo area that has drop sides. The cab is mostly all-metal and fully enclosed, but some had an open cab (34 of the total). The left side was only partially droppable, with the space wheel cutout not allowing the entire left side to be folded. Note that if the Husar stays on roads, the Husar can haul 3 tons. Some Husars have been fitted with a 3.5-ton capacity winch in the front. They have a universal trailer coupling in the rear and a tow hitch to the front; the Husar can tow 3 tons on road, and 1.5 tons off road. Brakes, but not steering, are power assisted, and act on all four wheels. The Husar is powered by an OAF D-0834 M6 diesel developing 90 horsepower, coupled to a manual transmission.

The Husar was later sold at public auctions to civilian concerns, and many continue in service today, with systems rebuilt several times.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$6,481	D, A	2 tons	5.75 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
143/72	40/20	175	22	Std	W(2)	HF1 HS1 HR1

Steyr-Puch Pinzgauer 4x4/6x6 Light Trucks

Notes: This is a light truck built by Austria and used by that country and Ghana, Nigeria, Oman, Sudan, Switzerland, and several Middle Eastern and South American countries. It has a beefy suspension and all-steel construction. Some newer versions of this vehicle have a larger fuel tank. The Steyr 2.5-liter and 2.7-liter engines were designed specifically for the Pinzgauer and have more than one oil pump to retain positive oil pressure to the engine and transmission regardless of orientation of the chassis. The Pinzgauer has basically a box-like shape, with a canvas cab top and a canvas cover over bows for the rear cargo area; some have a continuous hard top. The internals are designed to keep the center of gravity as low as possible, and have a central tube chassis with a transaxle. The Pinzgauer has locking differentials.

The second-generation Pinzgauer II differs primarily in being mostly hard-topped versions and having Volkswagen D24T diesel engines developing 84 horsepower, 91 horsepower, or 110 horsepower engines. The Pinzgauer II also has a standard automatic transmission with an optional manual transmission, slightly wider track, slightly bigger tires, disc brakes. Some later Pinzgauer IIs had a Volvo D24TIC diesel engine with 127 horsepower.

The Turbo D variant was produced and used primarily by the British Army. It is in service with airmobile and commando units. It is otherwise a conventional truck. The Turbo D is powered by a 109-horsepower Volkswagen TDi turbocharged diesel engine which meets Euro III emission standards.

The Pinzgauer 6x6 1½-Ton is a larger, 6x6 version of the Pinzgauer 4x4 1-ton described above. The Austrian Army has mounted 20mm Oerlikon anti-aircraft cannons in some of these vehicles. A light armored version called the Vector was briefly used by the British Army in Afghanistan. (Troops quickly lost confidence in the Vector due to its limited armor protection and commanders ordered it withdrawn.) The Malaysian Army uses the 6x6 Pinzgauer to tow heavy mortars.

Pinzgauers may double their load hauled or towed by staying on roads. The Pinzgauer 4x4 may tow 1.5 tons off-road; the 6x6 may tow 1.8 tons off-road.

The Pinzgauer was built from 1971 to 2000 by Steyr-Puch in Graz, Austria. A small number were built by BAE after that, but production seems to have stalled in 2009, though the production line remains active to produce spare parts. Variants range from liaison vehicles to ambulances to weapon carriers.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Pinzgauer 4x4 Soft Top, 87 hp	\$3,085	G, A	1.1 tons	3.05 tons	2+8	2	Headlights	Open
Pinzgauer 4x4 Soft Top, 92 hp	\$3,099	G, A	1.1 tons	3.07 tons	2+8	2	Headlights	Open
Pinzgauer 4x4 Hard Top, 87 hp	\$3,089	G, A	1.1 tons	3.2 tons	2+8	2	Headlights	Open
Pinzgauer 4x4 Hard Top, 92 hp	\$3,103	G, A	1.1 tons	3.22 tons	2+8	2	Headlights	Open
Pinzgauer II 4x4, 84 hp	\$3,079	D, A	1.1 tons	3.05 tons	2+8	2	Headlights	Open
Pinzgauer II 4x4, 91 hp	\$3,095	D, A	1.1 tons	3.07 tons	2+8	2	Headlights	Open
Pinzgauer II 4x4, 110 hp	\$3,142	D, A	1.1 tons	3.12 tons	2+8	2	Headlights	Open
Pinzgauer II 4x4, 127 hp	\$3,185	D, A	1.1 tons	3.16 tons	2+8	2	Headlights	Open

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Pinzgauer Turbo D 4x4	\$3,274	D, A	1.5 tons	3.5 tons	2+8	2	Headlights	Open
Pinzgauer 6x6 Soft Top, 87 hp	\$3,451	G, A	1.55 tons	3.9 tons	2+10	3	Headlights	Open
Pinzgauer 6x6 Soft Top, 92 hp	\$3,471	G, A	1.55 tons	3.92 tons	2+10	3	Headlights	Open
Pinzgauer 6x6 Hard Top, 87 hp	\$3,460	G, A	1.55 tons	4.15 tons	2+10	3	Headlights	Open
Pinzgauer 6x6 Hard Top, 92 hp	\$3,476	G, A	1.55 tons	4.17 tons	2+10	3	Headlights	Open
Pinzgauer II 6x6, 84 hp	\$3,449	D, A	1.55 tons	3.92 tons	2+10	3	Headlights	Open
Pinzgauer II 6x6, 91 hp	\$3,467	D, A	1.55 tons	3.94 tons	2+10	3	Headlights	Open
Pinzgauer II 6x6, 110 hp	\$3,520	D, A	1.55 tons	3.99 tons	2+10	3	Headlights	Open
Pinzgauer II 6x6, 127 hp	\$3,568	D, A	1.55 tons	4.03 tons	2+10	3	Headlights	Open
Pinzgauer Turbo D 6x6	\$3,667	D, A	1.8 tons	4.3 tons	2+10	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Pinzgauer 4x4 Soft Top, 87 hp	224/113	62/31	75 or 125	39	Std	W(2)	HF1 HS1 HR1
Pinzgauer 4x4 Soft Top, 92 hp	234/118	65/33	75 or 125	41	Std	W(2)	HF1 HS1 HR1
Pinzgauer 4x4 Hard Top, 87 hp	216/109	60/30	75 or 125	39	Std	W(2)	HF1 HS1 HR1
Pinzgauer 4x4 Hard Top, 92 hp	224/113	62/31	75 or 125	41	Std	W(2)	HF1 HS1 HR1
Pinzgauer II 4x4, 84 hp	219/110	61/30	125	25	Std	W(2)	HF1 HS1 HR1
Pinzgauer II 4x4, 91 hp	231/117	64/33	125	27	Std	W(2)	HF1 HS1 HR1
Pinzgauer II 4x4, 110 hp	266/134	74/38	125	33	Std	W(2)	HF1 HS1 HR1
Pinzgauer II 4x4, 127 hp	297/150	83/42	125	38	Std	W(2)	HF1 HS1 HR1
Pinzgauer Turbo D 4x4	240/121	67/34	120	40	Std	W(2)	HF1 HS1 HR1
Pinzgauer 6x6 Soft Top, 87 hp	185/94	51/26	75 or 125	39	Std	W(3)	HF1 HS1 HR1
Pinzgauer 6x6 Soft Top, 92 hp	193/97	54/27	75 or 125	41	Std	W(3)	HF1 HS1 HR1
Pinzgauer 6x6 Hard Top, 87 hp	178/90	50/25	75 or 125	39	Std	W(3)	HF1 HS1 HR1
Pinzgauer 6x6 Hard Top, 92 hp	185/93	51/26	75 or 125	41	Std	W(3)	HF1 HS1 HR1
Pinzgauer II 6x6, 84 hp	181/91	50/25	125	25	Std	W(3)	HF1 HS1 HR1
Pinzgauer II 6x6, 91 hp	191/97	53/27	125	27	Std	W(3)	HF1 HS1 HR1
Pinzgauer II 6x6, 110 hp	220/111	61/30	125	33	Std	W(3)	HF1 HS1 HR1
Pinzgauer II 6x6, 127 hp	245/124	69/35	125	38	Std	W(3)	HF1 HS1 HR1
Pinzgauer Turbo D 6x6	198/100	55/28	120	40	Std	W(3)	HF1 HS1 HR1

Steyr-Puch 700 AP Haflinger

Notes: The Haflinger is a very light off-road vehicle, little more than a platform that (sometimes) has a tubular framework with a canvas cover. The Haflinger was designed to produce a locally-based replacement for the Willys MB and Ford GPW Jeeps.

The rear seat may be folded down to allow more cargo space. The vehicle comes with a post for mounting weapons; these may range in size from automatic rifles to 90mm recoilless rifles or light ATGM, but no weapon is provided. The Haflinger comes in a short wheelbase and long wheelbase model; the SWB version is about 2.8 meters long, while the LWB model is about 3.2 meters long. The suspension is nonetheless 4x4, and the engines, while low-powered, are fuel efficient and adequate for the vehicle's light weight and it has excellent on-road and off-road mobility. Though not in Austrian service anymore, they have passed into the hands of civilian collectors and companies and soldier on, and continue all over the world, as they served in 35 countries. The Haflinger is air droppable, sling-loadable, and can be loaded into the beds of various trucks and load-bearing vehicles. The Haflinger has a very low center of gravity and is resistant to overturning. Both axles have differential locks, and the ground clearance is relatively high. The vehicle has independent suspension for each wheel.

The Pinzgauer may be thought of in some ways as an enlarged Haflinger. Variants include the Polycab, with a fully enclosed fiberglass body, the SchneeWiesel, with tires replaced with tracks for over-the-snow operations, the Swiss Military version, with bumpers and a canvas cover over bows, and the USA Spec, with headlights and a number of features to allow the Haflinger to be street-legal on US roads. In addition to over 16,000 produced in Austria, some 800 were assembled from parts kits in Australia.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB, 24 hp	\$2,290	G, A	555 kg	1.2 tons	2+2	1	Headlights	Open
SWB, 27 hp	\$2,297	G, A	555 kg	1.2 tons	2+2	1	Headlights	Open
LWB, 24 hp	\$2,405	G, A	600 kg	1.26 tons	2+2	1	Headlights	Open
LWB, 27 hp	\$2,412	G, A	600 kg	1.26 tons	2+2	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB, 24 hp	170/86	47/24	32	11	Std	W(2)	HF1 HS1 HR1
SWB, 27 hp	183/93	51/26	32	12	Std	W(2)	HF1 HS1 HR1
LWB, 24 hp	163/82	46/23	32	11	Std	W(2)	HF1 HS1 HR1
LWB, 27 hp	176/89	49/25	32	12	Std	W(2)	HF1 HS1 HR1

MSN Gurza

Notes: Called by the Azerbaijani MoD a "Tactical Intelligence Patrol Vehicle," the Gurza is a light vehicle based on the Toyota Hilux 12. The suspension has been beefed up to allow it to carry more troops and cargo; the Gurza can carry up to 7 men along with considerable weapons and equipment.

Atop the vehicle, behind the right side of the cab, is a soft mount for an NSVT machinegun. The NSVT has been modified so that on the right side of the gun, there is a hanger for an additional box of ammunition (though it cannot feed from this side; it is not a dual feed weapon). To the sides of the cargo compartment, mounted on the roll bars, are a pair of removable PKM machineguns. Each gun has a collimator and SPP optical sight to give the gunners some kind of sight picture and more accuracy than an unsighted gun.

It is powered, or really overpowered by a D-4D PS 5 MT 152-horsepower diesel built for the Azerbaijanis by Toyota. The Gurza has increased ground clearance, giving it improved off-road performance. The entire frame and roll cage has been equipped with high-strength aluminum alloy bars; often, during a rollover, the crew can right the Gurza, put everything back in, and go about their business. Offroad tires, run-flat and with central tire regulation, complete the suspension.

The front of the vehicle has an electrically-powered winch, which uses power from the engine. This winch has a capacity of 5500 kg. The seats of the front are ergonomic and anatomic. The cab is essentially an extension of the cargo compartment (or vice versa...), with ballistic glass on the windshield and side windows (and these can still be rolled down. Atop the cab are four spotlights, trainable by the cab crew or those at the front of the cargo compartment. Two fire extinguishers are standard, as are two fuel and water cans. The front lights are halogen lights, supplemented with blackout markers. The Gurza has a ruggedized laptop, and the installed GPS feeds into this, allowing long-range navigation.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$1,042,079	D, A	2.5 tons	5.5 tons	7	4	Headlights, 4 Spotlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
206/104	52/26	80	57	Stnd	W(2)	HF1 HS1 HR1

Vehicle	Fire Control	Stabilization	Armament	Ammunition
(Both)	None	None	NSVT, 3xPKM	600x12.7mm, 3000x7.62mm

FN AS-24

Notes: This lightweight vehicle, designed for airborne forces, is little more than a large motorized tricycle with a rudimentary seat and steering mechanism. It normally tows a small two-wheeled trailer designed on the same chassis; this trailer can hold 250 kg. The small bench seat may hold passengers or cargo. The vehicle folds into a package measuring only 1.065x1.64x0.75 meters. It is a vehicle that, with its trailer, has surprising utility despite its small size. The engine is very small and low-power, but adequate for the task; it is a two-cylinder motorized bike engine with a modest 15 horsepower. The steering can be disconnected from the front and reconnected in the rear, so someone could walk behind the trike and steer it. Gas and brakes are on the steering column.

463 total AS-24s were built. The AS-24 was used primarily by Belgian Paratroopers, most notably during Operation Dragon Rouge in 1964. A single example was procured by the US Army and given extensive testing, but not adopted. 130 returned to service with French Airborne units, but were replaced by the Lohr Fadier in 1984.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$1,187	G, A	340 kg	564 kg	1+3	1	None	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
220/51	61/14	11	6	Stnd	W(1)	HF0 HS0 HR0

Engesa EE-12

Notes: This light Brazilian-made vehicle is a small, jeep-like vehicle, with a conventional layout. The top is soft, folding back if necessary; the doors are also canvas over a frame and are removable. No weapon is provided, but there is a post that can mount any NLT, NMT, or NHT-compatible weapon, or an M40 recoilless rifle, or a light ATGM. There is also a communications hard-top variant and an ambulance variant, carrying one stretcher and two wounded seated. Power is provided by an 85-horsepower GM-151 gasoline engine, a 50-horsepower VW Kombi engine, or a 90-horsepower Perkins 4.203 diesel engine. Transmission is manual; the brakes are power assisted, but the steering is not. The rear wheel track was widened by 20 centimeters early in production in order to open up more cargo space behind the rear seats. The maximum towed load is 250 kilograms; maximum fording is 60 centimeters, but the EE-12 is not amphibious. Most of the structural members and working parts of the EE-12 are of steel, treated with a robust anticorrosion coating. Large quantities of the EE-12 are used by Angola (theirs are fiberglass hard-topped), and they have also been exported to several Middle Eastern countries; they are not used by Brazil. Due to the EE-12 also being produced in a civilian version, and to make versions as interchangeable as possible, the EE-12 has comfort, especially in the seats, that most military vehicles do not have.

A civilian version is also available; this is designated EE-4. These versions have mostly hard tops and doors. The demand for this version greatly outnumbered the supply, as Engesa only produced 60 per month, concentrating on their Angolan contract. In addition to the engines listed above, an 88-horsepower alcohol-only engine was available for the EE-4 (there are a lot of alcohol-fueled vehicles in Brazil). The electrical system of the EE-4 is 12 volts, while military versions have a 24-volt electrical system.

Twilight 2000 Notes: Though the EE-12 found prewar sales only to Angola, it was pressed into Brazilian service when shipping to that country disappeared.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
85 hp Gas	\$2,440	G, A	500 kg	2.08 tons	2+2	1	Headlights	Open
90 hp Diesel	\$2,453	D, A	500 kg	2.09 tons	2+2	1	Headlights	Open
50 hp Diesel	\$2,353	D, A	500 kg	1.99 tons	2+2	1	Headlights	Open
88 hp Alcohol	\$2,450	A	500 kg	2.09 tons	2+2	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
85 hp Gas	299/151	83/42	92	38	Std	W(2)	HF1 HS1 HR1
90 hp Diesel	314/158	88/44	92	27	Std	W(2)	HF1 HS1 HR1
50 hp Diesel	201/102	56/28	92	10	Std	W(2)	HF1 HS1 HR1
88 hp Alcohol	262/132	73/37	92	43	Std	W(2)	HF1 HS1 HR1

Engesa EE-15

Notes: This is a light truck used by Brazil. It is used by both civilian and military organizations, as well as individual civilians. It has a high-strength chassis and is compact, yet capable of hauling a lot of cargo for its size. Like the EE-12, the cab has a vinyl roof, and the cargo area can also be covered with a tarpaulin, but fiberglass and metal hard tops are available. No weapon mount is provided. The EE-15, like many Engesa vehicles, uses common components and has a high parts commonality with other Engesa vehicles. A high base clearance makes the EE-15 able to tackle rough terrain, and the EE-15 can ford 90 centimeters of water, but the EE-12 is not amphibious. Most of the structural members and working parts of the EE-12 are of steel, treated with a robust anticorrosion coating. Engines include a Mercedes-Benz OM-314 diesel developing 85 horsepower and an OM-352 diesel developing 130 horsepower. Transmission is manual; the brakes are power assisted, but the steering is not.

Versions include the standard cargo/troop carrier, ambulance, fire truck, and van body. In addition to Brazil, this vehicle is used by Angola, Chile, Columbia, and Gabon.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
85 hp	\$3,737	D, A	1.5 tons	5.45 tons	3+6	3	Headlights	Open
130 hp	\$3,850	D, A	1.5 tons	5.56 tons	3+6	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
85 hp	142/72	40/20	136	25	Std	W(2)	HF1 HS1 HR1
130 hp	192/97	53/27	136	38	Std	W(2)	HF1 HS1 HR1

Engesa EE-34

Notes: This is a light truck used by Brazil that offers more versatility than the BT-50. It is inspired by American designs such as the M715, and the similar form factor is easily seen. Standard form is a pickup truck with a canvas cover, but the vehicle is also available

as a van body for communications, command, workshops, and other types, and an ambulance. The cargo truck has a post on the bed behind the cab that may mount any NATO tripod type weapon, an M40 recoilless rifle, or a light ATGM. Construction is similar to other Engesa offerings, with most of the structural members and working parts of steel, treated with a robust anticorrosion coating. Like the EE-12, the cab has a vinyl roof, and the cargo area can also be covered with a tarpaulin, but fiberglass and metal hard tops are available. The engine is a Mercedes-Benz OM-314 diesel developing 85 horsepower. Transmission is manual; the brakes are power assisted, but the steering is not. The suspension is 4x4, switchable to 4x2 for road use. The EE-34 can haul one ton if it stays on roads. The EE-34 has a cutout on the right side behind the cab that is normally used to carry an extra fuel or water jerry can, but some civilians have attached a door to this cutout and used the space for vehicle equipment. The seats in the cab are actually rather well-cushioned and covered in vinyl.

Unlike the EE-15, where a civilian model was manufactured, the EE-34 takes a minimalist approach that yet appealed to civilians that must do a lot of off-road driving. Civilians thus procured the military surplus EE-34s as the Brazilian Military exchanged their EE-34s for more up-to-date designs. In the end, however, it was Engesa's bankruptcy that ended production of the EE-34, along with several other designs.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,396	D, A	750 kg	3.56 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
193/98	53/27	105	25	Std	W(2)	HF1 HS1 HR1

Gurgel X-12

Notes: This is a series of civilian jeep-like vehicles adapted to military use. They are produced using a large amount of Volkswagen parts, including the entire chassis of a Volkswagen Beetle. Over this chassis is laid a body composed of steel-reinforced fiberglass, which the designer called Plasteel. The Gurgel, like many early Volkswagens, has a trunk at the front of the vehicle and the engine under the floor at the rear. The X-12 is a 4x2 vehicle with limited off-road capability. The X-12 is powered by a Volkswagen Beetle gasoline engine developing 65 horsepower, with a manual transmission. The X-12 is essentially a Volkswagen Beetle with a different body.

The X-12-L is the basic model, with a removable canvas top, a light 2-ton winch at the front with 25 meters of cable, and a post for a weapon if the top is not mounted. The X-12-TR is similar, but is a hard top model without a weapon post. The X-12-RM is a hard top model with seating for only two, and a large cargo area at the rear. The X-15 series are long wheelbase versions, with models similar to the X-12 and three rows of seats.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
X-12-L	\$2,990	G, A	340 kg	1.11 tons	2+3	1	Headlights	Open
X-12-TR	\$3,121	G, A	400 kg	1.2 tons	2+3	1	Headlights	Open
X-12-RM	\$2,690	G, A	450 kg	1.22 tons	2	1	Headlights	Open
X-15-CD	\$3,090	G, A	500 kg	1.5 tons	2+4	1	Headlights	Open
X-15-CS	\$3,039	G, A	500 kg	1.45 tons	2+4	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
X-12-L	366/102	102/28	37	29	Std	W(2)	HF1 HS1 HR1
X-12-TR	342/96	95/26	37	29	Std	W(2)	HF1 HS1 HR1
X-12-RM	337/94	94/26	37	29	Std	W(2)	HF1 HS1 HR1
X-15-CD	282/79	78/22	80	29	Std	W(2)	HF1 HS1 HR1
X-15-CS	290/81	81/22	80	29	Std	W(2)	HF1 HS1 HR1

Bernardini Xingu BT-25

Notes: This is a jeep-like vehicle in service with Brazil. They are conventional in layout, and have a split windshield to accommodate a weapon on a mount. The vehicle has a weapon post behind the front seats, and this may carry any NATO-tripod compatible weapon, an M40 recoilless rifle, or a light ATGM like a Milan or MAF. The BT-25 has a winch in the front bumper with a capacity of 2.5 tons. On the front right side is a bracket for mounting a jerry can. The BT-25 and BT-50 are powered by a Mercedes-Benz OM-314 diesel developing 94 horsepower; later in production, this engine was replaced by an OM-364 diesel of the same horsepower rating, but more torque. At the same time, the transmission was replaced by one better suited to the new engine.

The BT-50 may be thought of as a long wheelbase variant of the BT-25. The cargo bed is usually covered with a canvas tilt over bows. The spare tire is usually carried in front of the driver's door instead of in back. The vehicle is not usually armed, but a post is sometimes placed behind the cab, mounting the same weapons as the BT-25. The rear seat bench can be removed, and the BT-50 used as sort of a military pickup truck; in this case, the Crew Rating is 2.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
BT-25	\$3,088	D, A	500 kg	2.1 tons	2+2	1	Headlights	Open
BT-50	\$3,380	D, A	750 kg	2.45 tons	2+4	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
BT-25	293/164	81/46	90	28	Std	W(2)	HF1 HS1 HR1
BT-50	257/144	71/40	90	28	Std	W(2)	HF1 HS1 HR1

Ford U-50

Notes: This is a virtual copy of the Ford M38 Jeep, and the U-50 is in fact produced by Ford of Brazil. It has an optional canvas top; if this is not fitted, the U-50 can use a post with a pintle mount behind the front seats. The U-50 is powered by a Ford I-4 OHC gasoline engine developing 91 horsepower; this engine is pretty OP in such a light vehicle. The transmission is a manual synchromesh. Fording is 35 centimeters of water, but the U-50 is so light that heavy flooding may sweep it away.

A special model is a carrier for an M40A2 106mm recoilless rifle; in this variant, the rear cargo area and rear seats are removed and replaced with racks for 106mm ammunition.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,457	G, A	520 kg	1.71 tons	2+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
341/191	95/53	50	41	Std	W(2)	HF1 HS1 HR1

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Crayford Cargocat

Notes: This is a light cargo vehicle designed specifically for use by light formations in the desert. As such, it was an excellent vehicle for Kuwait, who bought hundreds of them, and some of them were subsequently captured and used by the Iraqis. It can mount a variety of weapons, and has even been tested with a quadruple Swingfire ATGM launcher.

The main body shell of the Cargocat is of polyethylene polymer. This is riveted to a steel frame, including into the main chassis. The internal chassis is also of high-strength steel. Steering is similar in concept to the M113A2 and uses right and left levers; pulling back on both levers brakes the vehicle. Unfortunately, this means that the gear cannot be changed while the Cargocat is in motion, however, the Cargocat is designed to operate primarily in high gear and gear shifts are seldom necessary. Low gear is normally needed only when doing a task like climbing a steep slope while carrying lots of cargo, or when towing a vehicle (the Cargocat can tow two tons). A kit is available that gives the Cargocat an enclosed body; these are simple canvas shells over a steel roll cage. A flip-down windshield is standard. It is possible to attach an outboard motor in the rear of the Cargocat; this is meant for increased water speed and operation, but negatively impacts performance when out of water due to unbalancing. A bilge pump is part of the Cargocat, and the vehicle may operate up to Sea State 3. Engines are designed specifically for the Cargocat, but the vehicle literature states that riding lawn mower or snowmobile engines can work just as well.

The Kuwaiti variant is called the LRDP (Long Range Desert Patrol); it uses the 32-horsepower engine and has a larger fuel tank, as well as a 20-liter tank of refrigerated drinking water in the cargo bed.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
16 hp	\$2,070	G. A	600 kg	2.1 tons	2	1	Headlights	Open
17 hp	\$2,072	G. A	600 kg	2.1 tons	2	1	Headlights	Open
30 hp	\$2,103	G. A	600 kg	2.2 tons	2	1	Headlights	Open
32 hp	\$2,110	G. A	600 kg	2.2 tons	2	1	Headlights	Open
LRDP	\$2,189	G. A	600 kg	2.32 tons	2	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
16 hp	92/46	26/13/5	32	7	Std	W(4)	HF1 HS1 HR1
17 hp	95/48	27/14/5	32	7	Std	W(4)	HF1 HS1 HR1
30 hp	129/65	36/18/6	32	13	Std	W(4)	HF1 HS1 HR1
32 hp	137/69	38/19/7	32	14	Std	W(4)	HF1 HS1 HR1
LRDP	132/66	37/18/7	71	14	Std	W(4)	HF1 HS1 HR1

Cobra Light Strike Vehicle (LSV)

Notes: This is the British version of a FAV, designed for reconnaissance and airborne missions in hostile environments. There is a weapon mount on an overhead mount on the roll bar for an NLT/NMT/NHT-compatible weapon or ATGM. The Cobra may be sling-loaded or parachuted. The LSV is powered by a Volkswagen turbodiesel developing 95 horsepower, coupled with a manual transmission that has a crawler gear in addition to four forward and one reverse gear. The Suspension likewise includes a great deal of Volkswagen components. Fording is 50 centimeters, and it can negotiate a 50% gradient and a 50-degree side slope without overturning. It can cross a 1-meter trench. The LSV has switchable 4x2/4x4 suspension, and the axles have locking differentials. The entire underside has a light alloy bottom plate, protecting the components. This also muffles the IR and noise signature of the LSV. The sides and hood have brackets for equipment stowage. The hood and most of the vehicle body are made of aluminum. The LSV will fit into a standard ISO 6.1-meter container and can be sling loaded beneath a variety of heavy and medium helicopters or carried and parachuted from most cargo aircraft.

The LSV has some weaknesses from the SAS's standpoint. The suspension has been shown to be prone to damage with the kind of driving the SAS does, and it has too low a cargo capacity for extended missions. These weaknesses and a lack of long-range fuel tanks led the SAS to reject the LSV and only six were made; these six were later sold at public auction.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,385	D. A	590 kg	1.82 tons	2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
372/188	103/52	75	35	Std	W(3)	HF1 HS1 HR1

Escarco 2000 kg ATV

Notes: This 8x8 all-terrain truck has an unusually tight turning radius, since the front and rear axles are both used for steering. The automotive components, except for the suspension, are slight modifications of those of the Land Rover 110. The cab has a heater and has a canvas sides and cover; the rear area has a canvas cover. Unusually, the passenger seats in the rear are bucket seats, but they only partially fill the load area. The normal overland travel is in 8x8 mode, but on roads the second transfer case could be uncoupled, and the vehicle will travel in 8x4 mode for greater road efficiency. The chassis are of steel and treated for corrosion resistance. Power is supplied by a Rover 3.5-liter gasoline engine developing 114 horsepower or a VM692HT diesel developing 150 horsepower. The RAF and Saudi Arabia use the gasoline engine, while Zimbabwe uses the diesel engine version. Towing is possible with a 4-ton limit. Fording is 50 centimeters; the Escarco is not amphibious, but can easily negotiate soft mud, sand, swamps, snow, and slush. Ground

pressure when fully loaded is only 7.8 pounds per square inch, which is less than a fully loaded human. This is in part to the large, numerous tires.

Several variants were cooked up, including an AAA carrier, a Combat Digger, a Weapons Platform, an APC, and an amphibious version. Only the Helicopter Field Service Vehicle variant was actually produced, and comprised several of the RAF versions.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Gas	\$3,903	G. A	2 tons	4.47 tons	2+10	3	Headlights	Open
Diesel	\$3,993	D. A	2 tons	4.47 tons	2+10	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Gas	205/103	57/29	80	51	Std	W(4)	HF1 HS1 HR1
Diesel	255/129	71/36	80	44	Std	W(4)	HF1 HS1 HR1

Rolba Goblin

Notes: This vehicle was built for the British Royal engineers to carry EOD equipment. It had to be a light vehicle, in order to be transportable by helicopter; Rolba Limited started with an Austrian riding lawn mower! The vehicle was fitted with a wide load-carrying platform and a better driving position. Beneath the decking is a cargo area and the automotive components. Construction is largely of aluminum, with a steel engine. The Goblin has a 4x4 suspension, unlike other similar British Light Vehicles; this was also a weight-saving design, though it is not as maneuverable off-road as a Cargocat, for example. The Goblin can be sling-loaded from heavy lift helicopters in threes and fours, or loaded into them in twos. A parking lot's worth can be loaded into a C-17. The Goblin is powered by a Citroen AZ-KA gasoline engine developing 28 horsepower, and has only two cylinders. (The engine is, essentially, the riding lawn mower's engine, little modified.)

The resulting vehicle is surprisingly useful, if not powerful.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$1,520	G. A	410 kg	800 kg	1	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
85/43	23/12	25	8	Std	W(2)	HF0 HS0 HR0

Land Rover 1000 kg Truck

Notes: Also called the One-Ton Land Rover or FC101, this is a small truck by Land Rover. It is used by the British Army and Air Force, Australia, Egypt, Iran, and Luxembourg, primarily for towing weapons systems such as light howitzers, field guns, heavy mortars, and surface-to-air missile launchers. Some are modified with 81mm mortars or Milan or Swingfire ATGM systems mounted in the truck bed. Some also have hard bodies and are used as workshop vehicles. The One-Ton was used by the British Paras and Commandos until the mid-1990s, and remained in service with some countries until the early 2000s.

The Land Rover 1-Ton looked like a large vehicle, but when parked next to other large vehicles its compact dimensions become apparent, and it is only a little over four meters long. The Land Rover 1-Ton has a forward control cab and typically operates without the canvas cover for the rear or even without the cab side walls or roof, and with the windshield removed. Power is provided by a Rover V8 gasoline engine developing 128 horsepower, along with a manual transmission. It should be noted that while the vehicle is rated by the MoD at 1-ton capacity, the Paras and Commandos regularly carried 125%, 150%, or even 200% of this weight, while towing an 1800-kilogram artillery piece, over rough ground. Even when fully (over)loaded, the Land Rover 1-ton survived being parachute dropped.

Twilight 2000 Notes: This vehicle was being replaced by the Land Rover Defender 130 in British and Australian units prior to the Twilight War, but not enough of the latter vehicle was available to replace all of them.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,279	G. A	1 ton	3.12 tons	2+8	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
301/152	83/42	109	57	Std	Std	W(2)

Land Rover APLV

Notes: Land Rover designed the APLV (AirPortable Light Vehicle), also known as the ½-ton Lightweight, to meet the requirements of British airborne, airmobile, and Royal Marines. It first appeared in the late 1960s, and the British military gradually began replacing these vehicles with the Land Rover Defender 90 and 110 starting in the late 1980s. The APLVs were then sent for duty in units such as the Gurkhas and in Commonwealth nations, as well as in Belize and some African countries. They were still in use by 2000 by Belgium, Brunei, Guyana, Hong Kong, Indonesia, Jamaica, Libya, the Netherlands, Saudi Arabia, and Sudan as well as a large number of civilian collectors and concerns.

The APLV is similar to other Land Rover designs, but much smaller. The APLV was designed so that it, in a stripped-down form, could be sling-loaded under a Westland Wessex helicopter, a standard British medium-lift helicopter of the time. (Removing the upper half of the sides, rear, and cab, along with the frame was required.) The design was also narrowed by 10 centimeters over the Series

IIA Land Rover. The APLV could be powered by a Rover 4-cylinder gasoline engine developing 70 horsepower or a diesel variant of the same engine developing 62 horsepower. Towing up to 1.13 tons is allowed.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
<u>Diesel</u>	<u>\$2,383</u>	<u>D. A</u>	<u>564 kg</u>	<u>1.95 tons</u>	<u>2+2</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>
<u>Gas</u>	<u>\$2,403</u>	<u>G. A</u>	<u>564 kg</u>	<u>1.97 tons</u>	<u>2+2</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
<u>Diesel</u>	<u>243/122</u>	<u>68/34</u>	<u>90</u>	<u>18</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>Gas</u>	<u>266/134</u>	<u>74/38</u>	<u>90</u>	<u>31</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>

Land Rover Defender XD

Notes: These Land Rovers largely replaced earlier models in European militaries and some other countries starting in the mid-1980s. They are basically military SUVs, with tough off-road characteristics and military features such as tow hooks, weapons mounts, starter switches, and other such things. They may have hard or soft tops. The Core Military Defender is an improved version of the Defender 90, with a strengthened frame, chassis, and suspension, and can be airdropped. The brakes are also improved. The Defender XD 90 is further improved, with a greater handling, cargo capacity, durability, and ergonomics. The XD 90 is available with a variety of Rover and Volkswagen engines, from four-cylinder to eight-cylinder, and both gasoline and diesel models. Towing for all models is 4 tons.

The XD 110 is a somewhat larger version of the Defender 90. They have been offered since the mid-1980s, and many civilian sales were made, but military sales were slow until the early 1990s. The suspension has been upgraded, and ground clearance has been raised for better off road mobility. The Core Military Defender was the primary military version; interior comfort has been increased, the frame, chassis, and suspension are further strengthened, and a better transmission is fitted. The Defender XD 110 is a further improved version of the Core Military Defender, with increased handling, payload, and ergonomics, as well as improvements to ease maintenance.

The XD 130 is an extended chassis version of the Land Rover Defender 110. There are a large number of variants of the 130 available, from cargo/troop carriers to command posts to work shops. Perhaps the most common variant is an ambulance version. It is otherwise similar to the 110 and 90.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
<u>XD 90 83 hp Gas</u>	<u>\$2,837</u>	<u>G. A</u>	<u>600 kg</u>	<u>1.91 tons</u>	<u>2+6</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>
<u>XD 90 134 hp Gas</u>	<u>\$2,963</u>	<u>G. A</u>	<u>600 kg</u>	<u>2.07 tons</u>	<u>2+6</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>
<u>XD 90 68 hp Diesel</u>	<u>\$2,800</u>	<u>D. A</u>	<u>600 kg</u>	<u>1.86 tons</u>	<u>2+6</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>
<u>XD 90 107 hp Diesel</u>	<u>\$2,897</u>	<u>D. A</u>	<u>600 kg</u>	<u>1.98 tons</u>	<u>2+6</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>
<u>XD 90 111 hp Diesel</u>	<u>\$2,907</u>	<u>D. A</u>	<u>600 kg</u>	<u>2 tons</u>	<u>2+6</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>
<u>XD 110 83 hp Gas</u>	<u>\$3,203</u>	<u>G. A</u>	<u>1.2 tons</u>	<u>2.05 tons</u>	<u>2+8</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>
<u>XD 110 134 hp Gas</u>	<u>\$3,329</u>	<u>G. A</u>	<u>1.2 tons</u>	<u>2.21 tons</u>	<u>2+8</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>
<u>XD 110 68 hp Diesel</u>	<u>\$3,166</u>	<u>D. A</u>	<u>1.2 tons</u>	<u>2.1 tons</u>	<u>2+8</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>
<u>XD 110 107 hp Diesel</u>	<u>\$3,263</u>	<u>D. A</u>	<u>1.2 tons</u>	<u>2.13 tons</u>	<u>2+8</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>
<u>XD 110 111 hp Diesel</u>	<u>\$3,273</u>	<u>D. A</u>	<u>1.2 tons</u>	<u>2.14 tons</u>	<u>2+8</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>
<u>XD 130 111 hp Diesel</u>	<u>\$4,128</u>	<u>D. A</u>	<u>1.2 tons</u>	<u>2.54 tons</u>	<u>2+10</u>	<u>2</u>	<u>Headlights</u>	<u>Open</u>
<u>XD 130</u>	<u>\$5,479</u>	<u>G. A</u>	<u>1.2 tons</u>	<u>2.61 tons</u>	<u>2+10</u>	<u>2</u>	<u>Headlights</u>	<u>Open</u>

134 hp
Gas

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
<u>XD 90 83</u> hp Gas	<u>317/160</u>	<u>88/45</u>	<u>55</u>	<u>37</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>XD 90 134</u> hp Gas	<u>451/227</u>	<u>125/63</u>	<u>55</u>	<u>60</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>XD 90 68</u> hp Diesel	<u>275/138</u>	<u>77/38</u>	<u>55</u>	<u>20</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>XD 90 107</u> hp Diesel	<u>384/194</u>	<u>107/54</u>	<u>55</u>	<u>32</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>XD 90 111</u> hp Diesel	<u>393/198</u>	<u>109/55</u>	<u>55</u>	<u>33</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>XD 110 83</u> hp Gas	<u>299/150</u>	<u>83/42</u>	<u>82</u>	<u>37</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>XD 110</u> 134 hp Gas	<u>425/214</u>	<u>118/59</u>	<u>82</u>	<u>60</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>XD 110 68</u> hp Diesel	<u>249/126</u>	<u>69/35</u>	<u>82</u>	<u>20</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>XD 110</u> 107 hp Diesel	<u>313/158</u>	<u>87/44</u>	<u>82</u>	<u>32</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>XD 110</u> 111 hp Diesel	<u>370/186</u>	<u>103/52</u>	<u>82</u>	<u>33</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>XD 130</u> 111 hp Diesel	<u>317/160</u>	<u>88/45</u>	<u>90</u>	<u>33</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>XD 130</u> 134 hp Gas	<u>365/184</u>	<u>101/51</u>	<u>90</u>	<u>60</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>

Land Rover Defender SOV

Notes: Known to the US military as the RSOV (Ranger Special Operations Vehicle), this vehicle was introduced in 1992, after the Persian Gulf War. The SOV (Special Operations Vehicle) is designed to meet a critical role in providing transportation for infantry, which can fulfill a multitude of ordinance needs and be inserted via several different modes. The SOV is capable of mounting a primary weapon in the center top spot (able to mount one NHT-compatible weapon or two NLT/NMT-compatible weapons), and another weapon in front of the front passenger seat (NLT/NMT). The SOV is capable of carrying a number of different items in internal racks, and can carry mortar ammunition, rockets, or ATGMs on side racks. Side bins are also standard to allow the vehicle to carry land mines or explosive charges. The SOV is capable of being carried inside aircraft such as a C-130, CH-47, or EH-101; it may also be slung under medium and heavy lift helicopters as well. (If all else fails, parachute or LAPES may drop it.) Initial prototypes used 3.5-liter gasoline engines, but these were quickly replaced by diesel engines developing 111 horsepower (the same as on the XD above), and the Defender SOV was in fact based on the Defender XD 110.

It is notable that 60 or more examples of this vehicle were purchased by the United States for use by their elite Rangers. It is capable of being locally modified from stock Land Rover LWBs. Some models have been modified with armor inserts on the bottom to prevent damage from land mines, and optional armored doors, side plates, and ballistic glass are available. The SOV has become a popular vehicle in England where it was created, as well as in the US. Its flexibility in mounting any type of weapon makes it popular with the average grunt. The SOV was also used by Spanish special operations units to help safeguard visitors to the 1992 Summer Olympics, but they were kept largely out of sight to avoid panic. Other users include the Czech Republic, Israel, Portugal, and Turkey.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
<u>Standard</u>	<u>\$3,439</u>	<u>D. A</u>	<u>2 tons</u>	<u>3.52 tons</u>	<u>2+5</u>	<u>2</u>	<u>Headlights</u>	<u>Open</u>
<u>Armored</u>	<u>\$3,932</u>	<u>D. A</u>	<u>1 ton</u>	<u>5.58 tons</u>	<u>2+5</u>	<u>2</u>	<u>Headlights</u>	<u>Open</u>

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
<u>Standard</u>	<u>243/123</u>	<u>68/34</u>	<u>125</u>	<u>33</u>	<u>Std</u>	<u>W(2)</u>	<u>HF1 HS1 HR1</u>
<u>Armored</u>	<u>171/86</u>	<u>48/24</u>	<u>125</u>	<u>33</u>	<u>Std</u>	<u>W(2)</u>	<u>HF2 HS2 HR2*</u>

*Floor armor is 4Sp.

Land Rover 101 Forward Control

Notes: Also known as the 101 Forward Control or Land Rover 101FC, this is basically a heavy, cabover-design Land Rover truck. It is constructed largely of aluminum to make it lighter and has an adjustable seat for the driver. The cab tilts forward for access to the engine and transmission, but regular maintenance can be carried out without tilting the cab. The cabover design allows for a larger load area and less wasted space on transport aircraft. The 101FC is powered by a 3.5-liter Rover V8 gasoline engine developing 131 horsepower. It can tow 4 tons. Brakes are power assisted, as well as steering. 101FCs were built in right and left-hand drive versions. The drive train has a central locking differential. Under the passenger seat in the cab is a lockable compartment.

At first not sold to civilians, the 101FC was later sold as military surplus. Some of these vehicles were put into storage immediately, and very low miles 101FCs could be had. When first produced, the 101FCs were all soft-top/canvas topped vehicles, though several were later rebuilt with hard tops for roles such as ambulances, electronic warfare vehicles, communications vehicles, and workshops. The original 101FCs were designed as towed gun tractors. A specially detailed 101FC of the Life Guards Regiment carried the coffin of Louis Mountbatten from his funeral at Westminster Abbey to Waterloo Station. 31 101FCs were fitted by Land Rover with the stylized body shells used by Judge vehicles in 1995's Judge Dredd (the one with Sylvester Stallone). The backstory stated that Land Rover was the only surviving ground vehicle manufacturer in 2139. Several of these versions still exist in drivable condition and often make appearances at Land Rover events.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,830	G. A	2 tons	4 tons	3+10	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
251/126	70/35	106	58	Std	W(2)	HF1 HS1 HR1

Saboteur Trooper

Notes: This light amphibious vehicle looks very much like a wheeled metal raft. They were originally built to a Royal Marine specification, but the Royal Marines passed on it and the only buyers were Iraq and Nigeria. (Two were tested by the British in the Falklands as Milan ATGM carriers.)

The Saboteur Trooper is an 8x8 vehicle propelled in the water by a propeller; the propeller can only engage or disengage and there is no reverse. Steering is by twist grips instead of a wheel or tillers, and there is somewhat of a learning curve to operate the Trooper. The vehicle has a central post for a weapon. The vehicle can carry cargo as heavy as a four-round Swingfire ATGM launcher, or a variety of weapons ranging from light machineguns to ATGM launchers such as the Milan, or carry seven fully equipped troops. The driver and two passengers sit at the front, the rest of passengers or cargo in the center, and the engine is at the rear. The engine is a Volkswagen 127 gasoline-burner developing 73 horsepower; an alternate Volkswagen engine developing 77 horsepower may be fitted. Other engines tested or considered include Ford 65-horsepower and 78-horsepower diesels. An optional long-range fuel tank may be fitted; this has a capacity of 109 liters and an additional cost of \$54. Construction is largely of aluminum.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
73 hp Gas Engine	\$2,310	G. A	907 kg	1.81 tons	2+7	1	Headlights	Open
77 hp Gas Engine	\$2,320	G. A	907 kg	1.82 tons	2+7	1	Headlights	Open
65 hp Diesel Engine	\$2,290	G. A	907 kg	1.83 tons	2+7	1	Headlights	Open
78 hp Diesel Engine	\$2,323	G. A	907 kg	1.84 tons	2+7	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
73 hp Gas Engine	295/149	82/42/8	55	32	Std	W(4)	HF1 HS1 HR1
77 hp Gas Engine	307/155	85/43/9	55	34	Std	W(4)	HF1 HS1 HR1
65 hp Diesel Engine	265/134	73/37/8	55	19	Std	W(4)	HF1 HS1 HR1
78 hp Diesel Engine	310/156	85/43/9	55	23	Std	W(4)	HF1 HS1 HR1

Stonefield CCV

Notes: The CCV (Cross-Country Vehicle) was designed to produce a light truck able to take a great amount of abuse, be highly mobile both on and off-road, be easy to drive even for inexperienced drivers, and to use then-new concepts such as antilock brakes and all-wheel drive. The original CCV prototypes were built in 1975, with production examples first appearing in 1978 and going to civilian concerns. In 1982, the sole military customer, Malaysia, began receiving their CCVs, and this order was completed in early 1986. Since then, the Stonefield company has changed hands several times, but has continued to produce the CCVs for civilian use, and is also a leader in research into new heavy vehicle subsystems.

The CCV has a chassis which is flexible but torsionally rigid, and is not the traditional ladder-type frame which most vehicles of its type have. This allows off-road mobility on a lower suspension. The CCVs have either 4x4 (P-5000M) or 6x4 (P-5000) suspensions, with all-wheel drive, traction control, antiskid features, and antilock braking. The transmission is fully automatic, and steering is power-assisted. The trucks may be built with left or right-hand drive, depending upon the customer. A large number of different bodies and specialist equipment may be carried in or in place of the cargo bed. The cab is of the cabover type, and may be all-metal (using a tubular steel frame with sheet aluminum panels), or have a canvas roof. The doors may be metal and permanently attached, or canvas and removable. The side windows may be permanent or removable. The windshield may be upright or folding. The rear cargo area has a tailgate and removable bows with a canvas tilt. The engine is mounted below and behind the cab; the standard engine is a gasoline-powered Chrysler 318M 150-horsepower engine, but Stonefield has been known to fit other engines at customer request. Though the drive is 4x4 or 6x4, only one-third of the engine power goes to the front wheels, with the rest going to the rear wheels. This arrangement means that the all-wheel drive may remain engaged at all times, and increases the efficiency of the traction control and antiskid features. Other options include air conditioning, auxiliary fuel tanks, high-efficiency air filters, spotlights, and headlights whose pointing direction may be controlled or vary with the steering direction.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
P-5000M	\$3,926	G. A	2 tons	4.34 tons	2+10	3	Headlights	Open
P-5000	\$4,209	G. A	2.85 tons	5.03 tons	2+12	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
P-5000M	262/132	73/37	109 or 160	67	Std	W(2)	HF1 HS1 HR1
P-5000	231/118	64/33	109 or 160	67	Std	W(3)	HF1 HS1 HR1

Alvis Supacat

Notes: This light vehicle is produced by Great Britain and used by that country and Mexico. It is a 6-wheeled ATV designed for use by airborne, airmobile, and Marine units. The Supacat has an amphibious capability and can be fitted with tracks for soft snow or mud. Although the Supacat floats, it has no power to propel itself in water other than rotation of the tires. Supacats can be used for troop transport and as light weapons carriers, and can tow light field guns and trailers. ATGMs, recoilless rifles, machineguns, grenade launchers, and 60mm and 81mm mortars can be fired from this vehicle. A weapons mount for a machinegun or automatic grenade launcher is provided behind the front seats. The Supacat may be overloaded to 2.4 tons, traveling at half-speed at this load. The Supacat can tow 2.1 tons and a specially designed trailer was devised using Supacat components that can haul 400 kilograms. The Supacat can be sling-loaded under heavy and medium-lift helicopters and parachuted or LAPESed from aircraft; alternately, the Supacat can be double-stacked inside transport aircraft. The Supacat is largely constructed of aluminum body panels and tubular frames. Power is provided by VW Audi 1,588-liter diesel engine developing 54 horsepower, and coupled with an automatic transmission. (The Mk 3 has a Volkswagen ADE 1900 turbodiesel developing 78 horsepower.) The steering and brakes are power assisted.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mk 2	\$1,963	D. A	1 ton	2.52 tons	2+4	2	Headlights	Open
Mk 3	\$2,120	D. A	1.6 tons	3.4 tons	2+4	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Mk 2	179/90	50/25/2	50	16	Std	W(3)	HF1 HS1 HR1
Mk 3	189/95	52/26/2	64	28	Std	W(3)	HF1 HS1 HR1

Transcraft 1600PL Privateer

Notes: Similar in concept to the Cargocat and Trooper, the Privateer is a very simple vehicle, with a small engine compartment up front, a basic set of twin seats up front in a very simple driver position, and a rear area which is mostly a flat bed, with a small sunken box-like area behind the front seats. The cargo "bed" is surrounded by a tubular framework, with roll bars behind the seats and extending to the front. The body of the Privateer is made from reinforced glass-fiber composites with molded-in color of the buyer's choice. The chassis is steel, and the suspension is 8x8 and each axle has independent suspension. The brakes are designed so that the Privateer may steer in almost the same manner as a tracked vehicle's pivot steering; the Privateer may in fact turn completely around inside of its own length of 2.74 meters. The Privateer is powered by a Reliant 848 gasoline engine developing 40 horsepower. Options include a passenger seat beside the driver's seat (which may be folded or removed entirely), an enclosed cabin (which is also made from glass-fiber composites), a reinforced roll cage, a windshield, and a tow hitch. The Privateer was bought in small numbers

by the British MoD, but is believed to no longer be in service.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
<u>\$1.930</u>	<u>G.A</u>	<u>725 kg</u>	<u>1.36 tons</u>	<u>1</u>	<u>1</u>	<u>Headlights</u>	<u>Open</u>

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
<u>229/115</u>	<u>63/32/4</u>	<u>19</u>	<u>18</u>	<u>Std</u>	<u>W(4)</u>	<u>HF1 HS1 HR1</u>

Bombardier Bombi

Notes: Though designed primarily as a snowcat-type vehicle, the Bombi is equally at move on other types of marginal terrain such as deep-sand deserts and swamps. Today it is used primarily by various civilian agencies and companies, but it was once used widely by the Canadian armed forces, the Royal Navy and Marines and the British Army. (I don't know whether they are still in use by these militaries or not.) The Bombi is a small vehicle, basically the snowcat counterpart to a jeep, with an enclosed 3-man cab, a rear-mounted Ford 1600 57-horsepower gasoline engine, and a small cargo platform in the rear. The suspension is tracked with four roadwheels, each with air-filled tires around them. (Solid tires are an option.) Transmission is manual, but the Bombi is capable of pivot steering. Summer tracks, to be used primarily on hard surfaces, are 457mm wide and have rubber belts with steel track shoes; winter tracks use 584mm-wide rubber belts with aluminum track shoes. The Bombi is equipped as standard with full air filtration for the engine and its components, an oil cooler/heater, and a cab lighting system. Options include a spare roadwheel, an engine block heater, cab heating, air conditioning, and windshield defrosting, a brush guard/cutter for the front of the vehicle, a front or rear-mounted winch, high-altitude engine adjustments, a rear tow hook, and a front dozer blade. A trailer has also been designed specifically for the Bombi; this trailer has two conventional tires, has a capacity of 453 kg, and has a tailgate as well as a tipper body.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,273	G, A	450 kg	1.53 tons	1+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
252/177	70/49	43	26	Std	T2	HF1 HS1 HR1

Bombardier Iltis

Notes: This is the standard light vehicle of the former West Germany, Belgium, the Netherlands, and Canada. A weapons mount is located behind the front seats; however, no weapon is provided. Originally a German design produced by Volkswagen, the design and rights to manufacture and sell the Iltis was sold to Bombardier of Canada in 1981, and it is still in production upon demand. The Iltis is a jeep-type light vehicle with a conventional layout. The front has two individual seats, while the back has a single bench seat which can be folded up to increase cargo space. Though the Iltis can be equipped with a fiberglass hard top, this is not a common configuration, and the Iltis generally is equipped with no top or a canvas top over a roll bar and a rear bow. The 4x4 suspension may be shifted to 4x2 for road use. Normally, the Iltis is capable of towing 750 kilograms, but if the trailer is equipped with its own brakes, this increases to 2 tons. The engine of the Iltis is a Volkswagen 183 4-cylinder OHC gasoline engine developing 75 horsepower. It can be sling loaded from helicopters and parachuted from aircraft or dropped using LAPES. Options include a front-mounted winch, a weapons post mount behind the front seats, or mounts and racks for TOW or Milan ATGM and extra missiles. Variants include ambulances, command vehicles, cable-laying vehicles, commo vehicles, and a version fitted with artillery ranging equipment for FO teams.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,417	G, A	500 kg	2.05 tons	2+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
274/138	77/38	85	33	Std	W(2)	HF1 HS1 HR1

Bombardier Skidozer

Notes: This is a snow-cat-type vehicle designed for use in particularly difficult terrain such as deep snow, swamps, and sand, and able to be used in climates ranging from the high arctic to the deep desert. The Skidozer is used by many countries and agencies, including Canada, Argentina, Greece, Italy, the RAF, the USAF, Turkey, and several civilian agencies ranging from the UN to Arctic and Antarctic scientists.

The Skidozer is basically a boxy steel body on a tubular frame, mounted on a pair of tracks which may be 740mm or 1040mm wide. Two versions are available, one with a two-man heated and air-conditioned cab and a cargo bed at the rear, and one with a fully enclosed body which is able to carry up to nine passengers. (This is the version stated below.) There are doors on either side of the cab; they are wide so that personnel bundled up in heavy arctic clothing can get in easily. With the fully enclosed body, there are also two large doors at the rear. The tracks are rubber with steel or aluminum track shoes. Roadwheels are large and have thin air-filled tires around them. The Skidozer has high-efficiency air filtration for the engine, cooling and heating system for the fluids, and a lighting system for the interior. The engine of the Skidozer is a Ford 6-cylinder gasoline engine developing 132 horsepower. Options include two types of dozer blades (straight/angled and U-shaped), power steering, solid rubber tires, and a rotating beacon atop the cab.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,443	G, A	1.09 tons	5.03 tons	1+1 or 1+9	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
188/131	52/37	170	58	Std	T2	HF1 HS1 HR1

Western Star M1500 Light Support Vehicle Wheeled (LSVW)

Notes: The LSVW is a 4x4 truck on a heavy-duty chassis, used by Canada. They started replacing 3/4-ton, 1-ton, and 5/4-ton trucks in the Canadian Armed Forces in 1993. The LSVW is of the high-mobility-type, with good ground clearance and automatic transmission. The truck has a hardtop cab that seats three and a canvas-covered cargo bed. The LSVW is powered by an Iveco Fiat 8142-47-1811 diesel developing 118 horsepower. It can tow 1.65 tons. A heater is provided, and the LSVW comes in the basic canvas-covered cargo bed, a van body, and a utility version for use as an ambulance, communications vehicle, cable-laying vehicle, shelter carrier, or workshop. There is a 5-ton winch mounted in the front bumper.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$5,183	D, A	1.5 tons	5.25 tons	3+6	3	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
186/94	52/26	180	35	Stnd	W(2)	HF1 HS1 HR1

Beijing Automobile Works BJ212

Notes: These vehicles are similar to the Russian UAZ-469 and may be unlicensed copies of it. Military and civilian versions are available. Various versions of the BJ212 are manufactured by other Chinese firms and sold under the names of Zhanqi (actually a diesel-powered variant), Jinxuanfeng, City Cruiser, Kuangchao, and Ludi. In the Chinese military, the BJ212 is used by low and mid-level officers and NCOs, as well as by low-level political cadres, with the BJ2020S being used by higher-level officers, NCOs, and higher-level political cadres.

They have a post behind the front seats for a weapon. The BJ212 has a convertible-type folding cover; the BJ212A has a solid cover that may be removed or mounted, but not folded back. Both are powered by a 70-horsepower M21 (GAZ-21) gasoline engine. The BJ212E has a more powerful BJ493 TD 113-horsepower turbodiesel engine and has 4 doors instead of just two. All three may tow an 800-kilogram load.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
BJ212	\$2,506	G, A	425 kg	1.96 tons	2+3	1	Headlights	Open
BJ212A	\$2,845	G, A	600 kg	2.12 tons	2+6	1	Headlights	Open
BJ212E	\$2,952	D, A	600 kg	2.12 tons	2+6	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
BJ212	268/135	74/38	60	31	Std	W(2)	HF1 HS1 HR1
BJ212A	251/126	70/35	60	31	Std	W(2)	HF1 HS1 HR1
BJ212E	377/190	104/53	60	33	Std	W(2)	HF1 HS1 HR1

Beijing Automobile Works BJ2020

Notes: This is a light 4x4 jeep-like vehicle used by China in place of the UAZ-469, and is in fact an improved BJ212. Chad, Pakistan, and some other nations also use it. Military and civilian versions are available. The BJ2020S is the standard version with an 85-horsepower engine, and the BJ2020SA is the stretched version; the BJ2022 is an improved version of the BJ2020S, with a 108-horsepower engine. The BJ2020SA has a rear tailgate, and all three have folding cloth roofs (hardtop versions are also available). A variant of this vehicle is used as a carrier for the Type 75 105mm recoilless rifle; other versions have a weapon mount, though no weapon is provided. These vehicles may tow up to 800 kilograms.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
BJ2020S	\$2,550	G, A	425 kg	2.01 tons	2+3	1	Headlights	Open
BJ2020SA	\$2,772	G, A	600 kg	2.15 tons	2+5	1	Headlights	Open
BJ2022	\$2,618	G, A	425 kg	1.95 tons	2+3	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
BJ2020S	307/155	85/43	60	37	Std	W(2)	HF1 HS1 HR1
BJ2020SA	291/146	81/41	60	37	Std	W(2)	HF1 HS1 HR1
BJ2022	393/198	109/55	60	48	Std	W(2)	HF1 HS1 HR1

Beijing Automobile Works BY5020TSL

Notes: This is an amphibious jeep-like vehicle similar in form and concept to the Russian GAZ-46, but based on the BJ2020. It is a very versatile vehicle, but one of its faults is the quality of the standard steel body, which does not resist corrosion very well and is not recommended for use in salt water. A stainless steel-coated version is available that is far better in rust resistance, but it costs \$1000 more and is one step rarer. It is otherwise a fast and agile vehicle, though its load-carrying capability is a bit lacking. The engine is the same 85-horsepower gasoline engine as on the BJ2020S. The standard version is the BY5020TSL; the stretched version is the BY5032.

Most of the users of this vehicle were Chinese or North Korean Naval Infantry or special operations forces.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
BY5020TSL	\$2,573	G, A	425 kg	1.82 tons	2+3	1	Headlights	Open
BY5032	\$2,989	G, A	600 kg	1.95 tons	2+5	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
BY5020TSL	335/169	93/47/9	80	37	Std	W(2)	HF1 HS1 HR1
BY5032	315/159	88/44/9	80	37	Std	W(2)	HF1 HS1 HR1

Sungri-61

Notes: This is a small truck, based on the Russian GAZ-63 (itself in Chinese service as the Sungri-58), used by North Korea, Iran and China, though in China it is largely out of service and sold as military surplus. It is a 4x4 vehicle with a weapons mount behind the front seat, though weapon is provided. The primary changes are minor ones made to suit Chinese production methods and materials.

The cab is all metal, but the rear cargo area has a wooden floor and can be covered by a canvas over bows. The rear cargo area has folding wooden benches for troop transport. However, a more common use of the Sungri-61 is more commonly used as an artillery tractor. The Sungri-61 is powered by a GAZ-11 gasoline engine developing 70 horsepower. It is known to have weaker leaf springs in the suspension than the GAZ-63, and despite its 4x4 drive, it makes the Sungri-61 not well suited for off-road travel. The carburetor is also crudely copied, and this leads to increased fuel consumption. Because of the carburetor, the Sungri-61 is also hard to start.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,683	G A	1.76 tons	3.86 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
158/60	43/17	195	34	Std	W(2)	HF1 HS1 HR1

Norinco Blade FAV

Notes: A very new vehicle to the Chinese Army, the proper designation of their FAV is as yet unknown; the "Blade" moniker appears in internet searches often, but may not be correct. The Norinco FAV was developed for airborne, special operations and light forces as a small, fast raiding vehicle. It is basically a heavily modified BJ2020 jeep, turned into a vehicle similar in concept and design to the US Chenoweth-made FAVs. The Norinco FAV is a 4x4 vehicle using a lightweight 108-horsepower gasoline engine and transmission. It is a fast, light vehicle capable of carrying a variety of weapons on two weapons mounts: one in front of the commander's position for a medium or light weapon such as a medium or light machinegun or SAW, and one on the rollbar capable of mounting weapons as heavy as a 23mm autocannon or heavy ATGM launcher. The small size of the vehicle allows several to be placed aboard a cargo aircraft or sling-loaded on helicopters.

Twilight 2000 Notes: The Norinco FAV does not exist in the Twilight 2000 timeline.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,766	G, A	500 kg	1.95 tons	2+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
393/198	109/55	60	48	Std	W(2)	HF1 HS1 HR1

Tatra 805

Notes: The Tatra 805 was introduced to replace the Praga A150 in the mountain transport role. It does have exceptional high-altitude performance, but was phased out due to a number of unspecified problems. The 805 has very high ground clearance, which contributes to its off-road mobility, particularly in rocky terrain. Czech troops called the 805 the "Crybaby" due to the peculiar noise its V8 air-cooled engine made at high revs. The truck has a forward control all-metal cab and a cargo area with a canvas cover over bows; there is a hatch on the right side of the cab roof, but it does not have a weapon mount. The 805 boasts a 75-horsepower, magnesium block, Hemi 2.5-liter V8 Tatra 603A gasoline engine, with a 4-speed manual transmission. The 805 was designed for harsh conditions, and the cab has an adequate heater and cab insulation. The 4x4 suspension is designed for off-road work and has independent suspension for all wheels. The engine has good torque and the 805 can tow 1.6 tons off-road. The brakes are power assisted, but the steering is not. Note that if the 805 stays on roads, it can haul 2.25 tons and tow 2.25 tons.

A number of van-bodied variants were made, mostly in ambulance and workshop roles.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,331	G, A	1.5 tons	4.25 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
157/78	43/22	120	33	Stnd	W(2)	HF1 HS1 HR1

DAF 66 YA

Notes: This is basically a civilian car converted to military use. The conversions include a starter switch instead of keys, a collapsible top and folding windshield, a radio mount, larger fuel tank, beefed-up electrical system (necessary to support military radios), and features such as blackout lights. The rear seats may be folded down to increase cargo space. A weapon mount is optional. Not having a 4x4 suspension (it is 4x2), off-road performance is lacking compared to other vehicles in its class. The engine is a B110E gasoline engine developing 47 horsepower, with a Variomatic transmission. The brakes are power assisted, but steering is not. These vehicles were largely replaced in Dutch service by various versions of the Land Rover; in the 1990s, the DAF 66 YAs were largely sold off to private individuals, collectors, and museums.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,347	G, A	435 kg	1.3 tons	2+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
340/68	94/19	50	21	Std	W(2)	HF1 HS1 HR1

DAF YA 126

Notes: Depending on how you look at it, this is a small truck or large jeep. It is of conventional layout, with engine in front, cab in center, and rear cargo area. The YA 126 was designed to replace the Dodge WC51, and appears to resemble that vehicle. The YA 126 is called by Dutch troops the Wep, short in Dutch for weapons carrier. In some models the front bumper has a winch with a capacity of 2.5 tons. On each side of the vehicle below and behind the cab are spare tires; these are freely mounted and can assist in soft terrain. The suspension is 4x4, switchable to 4x2 for road use. The YA 126 is powered by a Hercules JXC gasoline engine developing 102 horsepower. The maximum towing capacity is 2.5 tons.

Variants include a van body for use as an ambulance or a workshop, and a command variant.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,915	G, A	1 ton	4.23 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
196/99	54/27	110	45	Std	W(2)	HF1 HS1 HR1

CJ-7

Notes: This is exactly as it sounds – the AMC Jeep CJ-7 produced under license in Egypt by AAV. The basic vehicle looks almost exactly like the civilian CJ-7, complete with removable soft top and a foldable windshield, but it has been militarized by the removal of most civilian equipment or replacement with more durable items, addition of military radios, a weapon mount on a post behind the front seat, etc. AAV built some 5500 CJ-7s for the Egyptian Army; 1000 more were built for sale to Egyptian civilians, and another 500 were made for the Omani Army. In addition to the standard versions, two variants were built for the Egyptian Army. One carries a double mount in the rear with a seat between them for SA-7 SAM missiles; the other carries a pallet in the rear for two Swingfire ATGM. In the latter case, the Swingfires may be fired from within the cab, or via a remote cable connection with a sight for guiding the missiles.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
122 hp	\$2,658	G, A	750 kg	2.01 tons	1+3	1	Headlights	Open
177 hp	\$2,795	G, A	750 kg	2.13 tons	1+3	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
122 hp	424/214	118/59	59	54	Stnd	W(2)	HF1 HS1 HR1
177 hp	565/285	157/79	59	79	Stnd	W(2)	HF1 HS1 HR1

YJ-L

Notes: This is an Egyptian modification of the Chrysler YJ Jeep. It is mostly a basic sort of light jeep-type vehicle, but has a mount behind the front seat for a heavy machinegun or other compatible weapon, a 24-volt electrical system, an inertial land navigation system, and an auxiliary fuel tank. This vehicle is used primarily by the Egyptian Border Patrol. Heavy-duty bumpers and tow eyes allow for sling-loading or air transport. The YJ-L can tow 3 tons. Armored versions have armor made of hot-formed steel, and take the form of a protective shell that is removable. In addition, the armored variant has a windshield, side windows, and rear window of ballistic glass. The Israelis have a variant of this armored YJ-L called the Storm 3; I have not been able to determine if this was devised with cooperation between Egypt and Israel, or if the Storm 3 is a copycat of the armored YJ-L, or if the Storm 3 is an independent development.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
117 hp	\$12,769	G, A	665 kg	2.58 tons	2+3	2	Headlights	Open
Armored Version	\$13,264	G, A	665 kg	2.98 tons	2+3	2	Headlights	Open
180 hp	\$12,926	G, A	665 kg	2.75 tons	2+3	2	Headlights	Open
Armored Version	\$13,420	G, A	665 kg	3.15 tons	2+3	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
117 hp	329/166	91/46	100	52	Stnd	W(2)	HF1 HS1 HR1
Armored Version	291/146	81/41	100	52	Stnd	W(2)	HF2 HS2 HR2
180 hp	454/229	127/64	100	80	Stnd	W(2)	HF1 HS1 HR1
Armored Version	426/215	119/60	100	80	Stnd	W(2)	HF2 HS2 HR2

Delta Explorer

Notes: This is another jeep-type vehicle, used by the Philippines, Qatar, UAE, Columbia, Pakistan, and Thailand. It is similar in appearance to various other vehicles in the world of the same type, but is an indigenous development. The Explorer is available as a civilian Jeep called the Mini Cruiser; it appears sort of a scaled-down 40-series Toyota Land Cruiser. It can be found in canvas-topped versions, open-topped, with a box body, as an ambulance, with police equipment, and as a weapon carrier. The engine for the RJ-2B is the Toyota 12RM gasoline engine developing 90 horsepower; for the DJ-2B, it is the Isuzu C-190 diesel developing 55 horsepower. Both come in both left and right-hand drive models. The basic models can be used as a command vehicle or a weapons carrier; more specialized variants include ambulance and police versions.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
RJ-2B	\$2,553	G, A	700 kg	1.74 tons	2+3	1	Headlights	Open
DJ-2B	\$3,085	D, A	700 kg	1.74 tons	2+3	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
RJ-2B	367/186	102/51	45	40	Stnd	W(2)	HF1 HS1 HR1
DJ-2B	242/122	68/34	45	16	Stnd	W(2)	HF1 HS1 HR1

Auverland Type A3/A3L

Notes: This is a light 4x4 vehicle used by the French Army (1st Regiment of Infantry), the Gendarmerie, and the French Air Force. The Type A3 is the basic version, while the A3L is the stretched version. Most have a small winch (1-ton capacity) mounted on the front bumper. There is a weapon mount on a post behind the front seats; this usually mounts an AAT-52, but no weapon is provided. The A3L often mounts a 106mm recoilless rifle or a Milan ATGM. The Type A3 or A3L come in soft- and hard-top versions; the hardtop is removable, and the windshield may be folded down in either case. Production began with the A3 equipped with the 92-horsepower Peugeot XUD 9A turbodiesel, but continued from Oct 95 with the 95-horsepower XUD9 TF turbodiesel engine, coupled with a Peugeot BA 7/5 manual transmission.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
A3 (92 hp)	\$2,575	D, A	540 kg	1.9 tons	2+2	1	Headlights	Open
A3 (95 hp)	\$2,590	D, A	540 kg	1.91 tons	2+2	1	Headlights	Open
A3L (92 hp)	\$2,954	D, A	950 kg	2.65 tons	2+5	2	Headlights	Open
A3L (95 hp)	\$2,964	D, A	950 kg	2.66 tons	2+5	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
A3 (92 hp)	350/176	97/49	80	34	Std	W(2)	HF1 HS1 HR1
A3 (95 hp)	361/182	100/50	80	35	Std	W(2)	HF1 HS1 HR1
A3L (92 hp)	264/133	73/37	80	34	Std	W(2)	HF1 HS1 HR1
A3L (95 hp)	270/136	74/38	80	35	Std	W(2)	HF1 HS1 HR1

Auverland A3F

Notes: This is a development of the A3, rigged out as a fast attack-type vehicle. The basic A3 has been modified with a beefed-up suspension, rigid axles, strengthened drive train, a roll-bar frame, and run-flat tires. The roll bar may mount a variety of weapons, ranging from Minimis to 20mm autocannons, while weapons such as recoilless rifles or light ATGM may be mounted in the rear of the vehicle. A common use of the A3F is to tow and tote ammunition for heavy mortar teams; the A3F may tow 605 kilograms, or 1.59 tons if the trailer or piece has brakes. The A3F may be loaded in heavy lift helicopters or airdropped. The A3F is powered by the 95-horsepower Peugeot XUD9 TF turbodiesel engine, coupled with a Peugeot BA 7/5 manual transmission.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,527	D, A	1.06 tons	2.51 tons	2+1	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
283/142	79/40	80	35	Std	W(2)	HF1 HS1 HR1

Auverland A4

Notes: This is a modification of the A3. It is a hard-top 4-door light 4x4 vehicle used for liaison duties. Most of the automotive components and many of the structural components are identical to those of the A3. Configurations include SUV-like versions and extended cab pickup versions. Much of the particulars of the A4 are the same as the A3. The A4 is powered by the 95-horsepower XUD9 TF turbodiesel engine, coupled with a Peugeot BA 7/5 manual transmission.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,225	D, A	950 kg	2.5 tons	2+3	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
284/143	79/40	80	35	Std	W(2)	HF1 HS1 HR1

Citroën FAF A

Notes: This is basically a standard civilian vehicle (the Citroën A-Type) with a minimum of modifications to suit it for military service. The base vehicle has been modified to give it a 4x4 suspension, upholstery and floor mats which do not wear out as fast, and a switch starter instead of a key, along with things such as rifle racks, radio mounts, and other such accouterments. The front windshield can be folded forward and the canvas top removed. The rear bench seat folds forward to increase cargo room if necessary. Rear area commanders and teams in lower-priority areas use these vehicles. The FAF A is strong enough to be airdropped. A copy of the FAF A, called the La Dalat, was produced by Vietnam until 1975. The Greek firm of Namco produced a copy called the Pony until 1983, and this version was exported to several countries, with 30,000 being built. A copy was built in Iran, called the Mehari (without the accent), about 9000 were produced in the 1970s. Various versions with kit bodies were also produced by several countries, particularly in Africa. Most of these copies were civilian versions, but some were also taken into military and government service. Engines varied, but most stuck close to the original models. The 4x2 and one of the 4x4s used a Citroën four-cylinder developing 28.5 horsepower, while an improved version used a 34-horsepower engine. Transmissions could be manual or automatic.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
4x2	\$2,102	G, A	400 kg	1.09 tons	2+2	1	Headlights	Open
4x4 (28.5 hp)	\$2,335	G, A	400 kg	1.25 tons	2+2	1	Headlights	Open
4x4 (34 hp)	\$2,343	G, A	400 kg	1.27 tons	2+2	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
4x2	259/52	71/14	66	12	Std	W(2)	HF1 HS1 HR1
4x4 (28.5 hp)	184/93	51/26	66	12	Std	W(2)	HF1 HS1 HR1
4x4 (34 hp)	207/106	58/30	66	15	Std	W(2)	HF1 HS1 HR1

Citroën Méhari Armée

Notes: All branches of the French Armed Forces, as well as the French police, used this light vehicle. The Méhari was procured during the transition between the Jeep Hotchkiss and Peugeot P4. The Méhari has an all-steel chassis with a plastic body; the bodywork requires almost no maintenance, as it does not rust. There are two seats and a cargo area at the rear, behind the front seat are simple foldable bench seats; when folded the cargo space at the rear is actually quite large. The Méhari has a soft top and is not normally equipped with a weapon mount. The vehicle can be parachuted and stacked inside some cargo aircraft, by folding the windshield down and folding down the soft top. Suspension is 4x2, as the Méhari is not intended for intensive off-road adventures and is meant primarily to be a liaison and rear-area command car. The engine is an AK2 2-cylinder gasoline engine developing 29 horsepower at an astounding 5000 RPM.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,303	G, A	405 kg	990 kg	2+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
290/58	80/16	25	13	Std	W(2)	HF1 HS1 HR1

Hotchkiss M201

Notes: This vehicle is virtually identical to the Willys Jeep of World War 2, and was built from 1955 to 1966, and served the French military into 2000. It is also known to the French as the VLTT (*Vehicule de Liaison Tout Terrain*). These vehicles have largely been replaced by France by later vehicles, but are still in service with reserve forces and by Belgium and several North African countries. France normally uses them as liaison or radio vehicles, but she has modified some for use as 106mm recoilless rifle carriers or missile carriers armed with Entac or Milan missiles; some were even modified to carry a GSR dish in the rear. The engine is a four-cylinder modification of the Willys Go Devil engine developing 60 horsepower; in 1962, production switched to the 65-horsepower engine of the Peugeot 603 automobile. The M201 was modified to be a lot tougher than the base Willys Jeep (US forces during World War 2 could literally wear out a Jeep in a month), but the body of the M201 is almost a clone of the Willys MB.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
60 hp Engine	\$2,380	G, A	400 kg	1.52 tons	2+2	1	Headlights	Open
65 hp Engine	\$2,390	G, A	400 kg	1.52 tons	2+2	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
60 hp Engine	293/148	81/41	49	27	Std	W(2)	HF1 HS1 HR1
65 hp Engine	310/156	85/43	49	29	Std	W(2)	HF1 HS1 HR1

LOHR Fardier FL-500/501

Notes: This vehicle is a light jeep used by France, Spain, Tunisia and Argentina. It was replaced by the Auerland vehicles above in French service, but is believed to still be operating in the Argentine Military, while it can't be assured that the Fardiens in Spain and Tunisia are still in service. Some FL-500 vehicles mount a Milan ATGM. These vehicles are common with French and Argentine airborne units and the Foreign Legion.

The chassis of the Fardier is built of welded tubes, with the engine in the middle and the driver on the front left. Each axle has a transmission unit, with coil-spring suspension for the wheels. There are disk brakes on each wheel; the suspension is 4x4 and the Fardier can tow 800 kilograms. A C-130 can carry up to six configured for parachuting, or up to 12 as general cargo. A Puma helicopter can sling-load a Fardier and a 120mm heavy mortar (the typical item the Fardier would be towing). The engine of the Fardier 500 is an AK2 2-cylinder gasoline engine developing 29 horsepower at an astounding 6750 RPM. The engine of the Fardier 501 is a Citroen 602cc Flat Twin. This engine provides 36 horsepower, decent for the weight of the vehicle and the light cargo and towing the Fardier would be doing. The Fardier does not have locking differentials, but it does have a limited-slip differential on each axle. The cargo deck is installed above the chassis and is a simple flat steel deck.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
FL-500	\$1,403	G, A	500 kg	1.18 tons	1	1	Headlights	Open
FL-501	\$1,420	G, A	500 kg	1.38 tons	1	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
FL-500	200/101	56/28	25	13	Std	W(2)	HF1 HS1 HR1
FL-501	209/105	58/29	25	16	Std	W(2)	HF1 HS1 HR1

Peugeot 504 Dangel

Notes: This is a standard French civilian pickup truck modified to 4x4 format and fitted with bows, a canvas cover, and bench seats in the cargo bed, and some other modifications to suit it for military use. It is essentially built as a kit to be assembled by other manufacturers (most notably Peugeot), and details can vary from Dangel to Dangel. The Dangel was based on the Peugeot 504 station wagon (due to it having a rear deck already). Additional differences between the military and civilian base include the replacement of the civilian radio with a military radio, a 24-volt electrical system, and some reinforcement of the vehicle and the fitting of military standard tires. A winch is in the front of the vehicle with a capacity of 2 tons. In addition to a cargo/troop carrier, there is a hard-bodied ambulance version. The gasoline engine is a Peugeot 95-horsepower; the diesel engine is also from Peugeot and has 64 horsepower.

The Dangel was particularly popular in Africa, where there were many Peugeot 504 cars, trucks, and station wagons already. Unfortunately, spare parts for the Dangel were not made in quantity, and that, coupled with the lack of popularity of pickup trucks in France, meant that spare parts were always rare.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Gas	\$3,199	G, A	1.11 tons	3.11 tons	2+8	2	Headlights	Open
Diesel	\$3,123	D, A	1.11 tons	3.11 tons	2+8	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Gas	238/119	65/34	90	42	Std	W(2)	HF1 HS1 HR1
Diesel	175/88	49/25	90	19	Std	W(2)	HF1 HS1 HR1

Peugeot P4

Notes: This is one of a number of light vehicles used by the French military. The P4 is a vehicle in standard configuration, constructed from sheet metal, and is of 4x4 suspension. The P4 comes in gasoline-powered and diesel-powered versions. There is a weapon mount on the roll bar behind the front seats; however, no weapon is provided.

This vehicle has sort of a composite construction; the engines of the Peugeot 504 and the transmission of the Peugeot 604 are installed on the chassis of the Mercedes-Benz G-Class SUV. The electrical system and the body are designed for the P4, but even the body is derivative of the Mercedes Gelandewagen. The first prototypes were completed in 1978, and tested in a rally race in Southern Algeria, satisfactorily. The gasoline engine used is a Peugeot XN8 78-horsepower model; the diesel engine model is powered by an XD3 developing 70 horsepower. Both are four-cylinder I-4s.

The VPS variant was designed for French special operations forces. It uses a long wheelbase and has an armored floor and beefed-up suspension for protection against mines and IEDs. The P4 VIPAIR is a version with a mount for Mistral SAMs; it will not be detailed further here. The P4P is an armored version; it is used by the French Navy to patrol around ships and facilities. It has a 150-horsepower turbodiesel engine. It is also used by GIGN. The P4P is available in an XWB (eXtended WheelBase) variant with a wheelbase of 3.12 meters, along with the 2.4 meters or 2.85 meters wheelbases.

The French Army ordered 13,500 P4s, and construction continues for both military and civilians. Other users include Cameroon, Chile and Ukraine.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB, Gas	\$2,457	G, A	750 kg	1.82 tons	2+2	1	Headlights	Open
SWB, Diesel	\$2,437	D, A	750 kg	1.9 tons	2+2	1	Headlights	Open
LWB, Gas	\$2,756	G, A	750 kg	1.99 tons	2+4	1	Headlights	Open
LWB, Diesel	\$2,536	D, A	750 kg	2.07 tons	2+4	1	Headlights	Open
VPS	\$2,736	D, A	750 kg	2.47 tons	2+4	2	Headlights	Open
P4P, SWB	\$3,120	D, A	750 kg	2.3 tons	2+2	2	Headlights	Open
P4P, LWB	\$3,429	D, A	750 kg	2.82 tons	2+4	2	Headlights	Open
P4P, XWB	\$3,684	D, A	750 kg	3.26 tons	2+6	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB, Gas	312/158	87/44	75	34	Std	W(2)	HF1 HS1 HR1
SWB, Diesel	274/138	77/38	75	21	Std	W(2)	HF1 HS1 HR1
LWB, Gas	289/146	80/41	75	34	Std	W(2)	HF1 HS1 HR1
LWB, Diesel	255/129	71/36	75	21	Std	W(2)	HF1 HS1 HR1

VPS	222/112	44/31	75	21	Std	W(3)	HF1 HS1 HR1*
P4P, SWB	454/229	127/63	75	45	Std	W(3)	HF2 HS2 HR2*
P4P, LWB	379/191	105/53	75	45	Std	W(3)	HF2 HS2 HR2*
P4P, XWB	334/168	93/46	75	45	Std	W(3)	HF2 HS2 HR2*

*Floor AV is 4Sp.

Renault B110 Turbo

Notes: This is a light tactical truck built on a 4x4 chassis, used by France. The B110 uses a front-mounted cab with a large sloping windshield. The cab has room for the driver and two passengers. There are many versions of this vehicle, such as troop/cargo carrier (with a canvas-covered cargo bed), ambulance, platform truck (for transporting bulk cargo), and a van. The B110 comes in two models: the lighter B110-35D, and the larger B110-45D. They have SOFIM 8140 106-horsepower turbodiesels in them, with a 5-speed manual transmission. A Flamestart system is present in the engine to help start the vehicle in cold weather. A peculiar note on the B110 Turbo is the gearshift: the gears are inverted from a normal gearshift pattern. This takes getting used to, but allows for a PTO to power a winch or other equipment.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
B110-35D	\$3,983	D, A	725 kg	3.51 tons	3+4	2	Headlights	Open
B110-45D	\$7,610	D, A	1.73 tons	4.51 tons	3+6	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
B110-35D	233/118	64/33	67	39	Std	W(2)	HF1 HS1 HR1
B110-45D	192/97	53/27	67	39	Std	W(2)	HF1 HS1 HR1

Renault TRM 1200

Notes: This is a light truck designed for road use. France, Algeria, Morocco, and other undisclosed countries use it. The TRM may be found with a van-type arrangement, or with a standard cargo bed with tarpaulin cover. Seats in the cargo area may be down the center (back-to-back), or along the sides. Variants include an ambulance, command post, dump truck, fire truck, and light recovery vehicle. Some of these vehicles have a front-mounted winch with a capacity of 2 tons. The cabover cab may be all-metal, or have a soft top with a folding windshield. The TRM 1200 is made in left and right-hand drive versions. The engine of the TRM 1200 is a Renault 712 diesel developing 72 horsepower. The TRM 1200 can tow 1 ton cross-country.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,107	D, A	1.33 tons	3.95 tons	2+12	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
160/81	44/22	70 or 120	21	Std	W(2)	HF1 HS1 HR1

SAMO SWB/LWB

Notes: The SAMO SWB (Standard WheelBase) is standard multi-purpose vehicle of the French forces as well as those of a number of African nations. The SAMO is a 4x4 jeep that can be used for a number of duties, including weapons carrier. The SAMO LWB (Long WheelBase) is a stretched version of the SWB. Some versions carry a HOT ATGM, a 106mm recoilless rifle, or a 20mm autocannon turret. Towing is 800 kilograms cross-country, or 3 tons on roads.

In the mid-1980s, Auverland replaced the former SAMO SWB and LWB vehicles with a new version, called the Autoland. It looks quite similar to the two former SAMO vehicles, but is internally very different, and is also smaller. It comes in two versions, the SC-11 and the Serie A, and both of those vehicles come in SWB and LWB models. The SC-11 and Serie A differ primarily in the engines used; both have a choice of three engines, but the engines available to the Serie A are more powerful than those for the SC-11, including a 90-horsepower turbocharged diesel for the Serie A. Both may have a hard or soft top and doors, and both may have a weapon mount behind the front seats, whether on a post for the soft top version or on the roof for the hard top. A front-mounted winch is an option. Though their Load figures are unimpressive, the SC-11 may tow up to 1.94 tons and the Serie A up to 2.35 tons.

SAMO was bought by Auverland in the early 1980s, and these vehicles are now produced under the Auverland name. The Autoland was a design upgrade initiated after the Auverland takeover of SAMO.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SAMO SWB, 80 hp Gas	\$2,630	G, A	1.2 tons	2.6 tons	2+4	2	Headlights	Open
SAMO SWB, 67.4 hp Diesel	\$2,597	D, A	1.2 tons	2.6 tons	2+4	2	Headlights	Open
SAMO SWB, 85 hp Diesel	\$2,640	D, A	1.2 tons	2.6 tons	2+4	2	Headlights	Open
SAMO LWB, 80 hp Gas	\$2,830	G, A	1.8 tons	3.4 tons	2+6	2	Headlights	Open
SAMO LWB, 67.4 hp Diesel	\$2,797	D, A	1.8 tons	3.4 tons	2+6	2	Headlights	Open
SAMO LWB, 85 hp Diesel	\$2,840	D, A	1.8 tons	3.4 tons	2+6	2	Headlights	Open
SC-11 SWB, 83 hp Gas	\$2,637	G, A	900 kg	2.33 tons	2+4	1	Headlights	Open
SC-11 SWB, 67 hp Diesel	\$2,597	D, A	900 kg	2.32 tons	2+4	1	Headlights	Open
SC-11 SWB, 85 hp Diesel	\$2,640	D, A	900 kg	2.33 tons	2+4	1	Headlights	Open

SC-11 LWB, 83 hp Gas	\$2,837	G, A	970 kg	2.57 tons	2+6	2	Headlights	Open
SC-11 LWB, 67 hp Diesel	\$2,797	D, A	970 kg	2.56 tons	2+6	2	Headlights	Open
SC-11 LWB, 85 hp Diesel	\$2,840	D, A	970 kg	2.57 tons	2+6	2	Headlights	Open
Serie A SWB, 90 hp Gas	\$2,653	G, A	870 kg	2.85 tons	2+4	2	Headlights	Open
Serie A SWB, 72 hp Diesel	\$2,610	D, A	870 kg	2.77 tons	2+4	2	Headlights	Open
Serie A SWB, 90 hp Diesel	\$2,653	D, A	870 kg	2.8 tons	2+4	1	Headlights	Open
Serie A LWB, 90 hp Gas	\$2,853	G, A	1.04 tons	3.08 tons	2+6	1	Headlights	Open
Serie A LWB, 72 hp Diesel	\$2,810	D, A	1.04 tons	3 tons	2+6	1	Headlights	Open
Serie A LWB, 90 hp Diesel	\$2,853	D, A	1.04 tons	2.96 tons	2+6	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SAMO SWB, 80 hp Gas	239/121	67/34	55	36	Std	W(2)	HF1 HS1 HR1
SAMO SWB, 67.4 hp Diesel	206/104	58/29	55	20	Std	W(2)	HF1 HS1 HR1
SAMO SWB, 85 hp Diesel	249/126	69/35	55	26	Std	W(2)	HF1 HS1 HR1
SAMO LWB, 80 hp Gas	194/98	54/27	55	36	Std	W(2)	HF1 HS1 HR1
SAMO LWB, 67.4 hp Diesel	169/86	47/24	55	20	Std	W(2)	HF1 HS1 HR1
SAMO LWB, 85 hp Diesel	201/102	56/28	55	26	Std	W(2)	HF1 HS1 HR1
SC-11 SWB, 83 hp Gas	269/135	74/38	88	37	Std	W(2)	HF1 HS1 HR1
SC-11 SWB, 67 hp Diesel	226/114	63/32	88	20	Std	W(2)	HF1 HS1 HR1
SC-11 SWB, 85 hp Diesel	272/138	75/38	88	26	Std	W(2)	HF1 HS1 HR1
SC-11 LWB, 83 hp Gas	248/125	69/34	88	37	Std	W(2)	HF1 HS1 HR1
SC-11 LWB, 67 hp Diesel	210/106	58/30	88	20	Std	W(2)	HF1 HS1 HR1
SC-11 LWB, 85 hp Diesel	251/126	70/35	88	26	Std	W(2)	HF1 HS1 HR1
Serie A SWB, 90 hp Gas	243/122	68/34	97	40	Std	W(2)	HF1 HS1 HR1
Serie A SWB, 72 hp Diesel	209/106	60/30	97	21	Std	W(2)	HF1 HS1 HR1
Serie A SWB, 90 hp Diesel	246/124	69/34	97	27	Std	W(2)	HF1 HS1 HR1
Serie A LWB, 90 hp Gas	229/115	63/32	97	40	Std	W(2)	HF1 HS1 HR1
Serie A LWB, 72 hp Diesel	196/99	54/27	97	21	Std	W(2)	HF1 HS1 HR1
Serie A LWB, 90 hp Diesel	235/119	65/33	97	27	Std	W(2)	HF1 HS1 HR1

SIGAL M25

Notes: At first meant exclusively for alpine-type regions, the M25 was later developed into a vehicle capable of traversing other marginal terrain such as swamps, deserts, and tropical regions. Though only a little over a dozen were actually bought by the French armed forces, many others were sold to civilian concerns.

The M25's body is constructed primarily from light alloy instead of heavier steel. The cab is in the front of the vehicle, over the compact engine; the cab may be tilted backwards for access to the engine and transmission. The cab seats two, with more passengers or cargo carried in the enclosed rear; the rear of the cargo body has its own large door. On the roof of this rear section is a hatch (meant as an emergency escape, but also usable as a lookout hatch). The cab and rear section are heated; the windows are heated and have a defroster. There are two windows on each side of the rear section and one in the rear door; the cab has a large one-piece windshield and two windows in each door (at the top and bottom of each door). For military use, these windows may be made of ballistic glass. The engine is a 150-horsepower turbocharged design which can also provide power to tools and other accessories as necessary. The transmission is automatic and hydrostatically assisted; the steering is likewise power assisted. The tracks are made from rubber, with light alloy blade-like track shoes which are fitted with small spikes to help in icy weather. The tracks also have anti-tilt features, useful since the tracks are 895mm wide. The rear of the vehicle has a tow hook, and a winch may be fitted to the front or rear as an option. Another option is a front-mounted dozer or snowplow blade.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,595	D, A	998 kg	3.75 tons	1+9	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
266/186	74/52	90	56	Std	T2	HF1 HS1 HR1

SOFRAME VLA

Notes: This vehicle was developed in response to a French Army requirement for a light vehicle to be transported in or under helicopters. It is made from aluminum and polystyrene and has an automatic transmission. It is a small vehicle with large tires and is affectionately called the "Playmobil" by the soldiers using it. There is room for a driver and commander, with passenger/cargo space in the rear well. The VLA can be parachuted, and may be stacked two high for transport. There is a weapons mount on the roll bar, but no weapon is provided. The cargo area may mount various weapons, such as a TOW or Milan ATGM. Alternately, the VLA can be kitted out as a light ambulance. Though its wartime utility is obvious, the VLA has no crumple zones, and it is not perceived safe for operation in peacetime (though it operates anyway). The VLA has permanent all-wheel drive and a Peugeot XUD 9A turbodiesel governed down to 71 horsepower.

While not used by France, the VLA is used by the Royal Netherlands Army. The Dutch call the VLA the Luchtmobiel Speciaal Voertuig, or LSV. The replacement process has only recently started and the LSV soldiers on.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,676	D, A	800 kg	2.2 tons	2+4	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
248/125	69/34	100	26	Std	W(2)	HF1 HS1 HR1

SOVAMAG TC10 DT

Notes: France and Mauritania use this French-made vehicle. It was originally designed by Sovamag, which became a part of Auverland, which became a part of Panhard. It is a 4x4 vehicle that looks like a large jeep. It is a very rugged vehicle; one reviewer remarked that "it is built like a Rhinoceros." The cab has seats for the driver and passenger, and there is a rear cargo bed. The TC10 DT usually mounts fairly heavy weapons, such as an M2HB, 20mm Giat autocannon, or 106mm recoilless rifle. The mount for these weapons is on the roof of the cab, and someone standing in the cargo bed mans the weapons. The TC10 DT is powered by an Iveco/Sofim 2.8-liter diesel developing 103 horsepower. Standard equipment includes two 40-liter cans for drinking water, and a rack of three jerry cans at the rear for fuel. Other models include van bodies, missile carriers, workshops, tankers, and fire engines.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,158	D, A	1.1 tons	3 tons	2+8	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
261/131	72/36	105	31	Std	W(2)	HF1 HS1 HR1

SUMB 1500kg

Notes: The SUMB is a light truck used by the French Army. The layout is standard, with the engine at the front, cab behind it, and rear cargo area. The cab and cargo area are covered with a tarpaulin, though later radio fittings required an all-metal cab. Bench seats are fitted down the center of the cargo area, back-to-back. The front bumper has a winch with a 2-ton capacity and 60 meters of cable. The wheels can be locked, if necessary, when using this winch. Variants include cargo/troop carrier, shovel, and communications vehicle. The SUMB was built from the late 1950s to late 1960s, but by the 1980s, there was a great difficulty sourcing spare parts, and in the 1990s, the SUMBs were rebuilt, with the 115-horsepower diesel engines in the stats below and rebuilt suspensions.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Gas 100 hp	\$4,639	G, A	1.5 tons	5.17 tons	2+6	3	Headlights	Open
Diesel 100 hp	\$4,639	D, A	1.5 tons	5.15 tons	2+6	3	Headlights	Open
Diesel 115 hp	\$4,675	D, A	1.5 tons	5.21 tons	2+6	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Gas	167/84	47/23	130	44	Std	W(2)	HF1 HS1 HR1
Diesel 100 hp	168/84	47/23	130	30	Std	W(2)	HF1 HS1 HR1
Diesel 115 hp	183/93	51/26	130	34	Std	W(2)	HF1 HS1 HR1

ACMAT VLRA TPK 4.15

Notes: The SM3 version of this light French truck has drop sides, drop tailgate, and troop seats down the center facing outwards. Its chassis is strengthened for airdrops and LAPES operations. The STL version is the same, but is not strengthened for air delivery, and has a higher suspension for use in brushy terrain. Both vehicles have a 100-liter tank for drinking water, and both have canvas covers that can be rolled up to open up the sides while still keeping the sun off your head. Most parts are in common with the 4.20 SM3/STL truck. No weapon mounts are provided with the basic vehicles. A version of this vehicle mounts the LAU-97 multiple rocket launcher (see Belgian MRLs). The entire VLRA series is in use by France and by most African nations, as well as Ireland; some 30 countries use the VLRA TPK line of trucks. The entire VLRA TPK line has excellent parts commonality between their light and medium trucks. Power is provided by a Perkins 6.354.4 developing 138 horsepower, coupled with a manual transmission. The brakes are power assisted, but steering is not.

The FSP is a patrol version of the VLRA TPK 4.15 SM3 with drop sides and five weapon mounts. There is a heavy weapon mount in the center of the cargo area that can mount an ATGM, SAM, machinegun, grenade launcher, or recoilless rifle. There are two other lighter weapon mounts on both sides of the vehicle (NLT/NMT equivalent). The vehicle is otherwise the same as the SM3, but heavier.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SM3/STL	\$4,920	D, A	1.5 tons	5.65 tons	3+12	3	Headlights	Open
FSP	\$5,220	D, A	1.5 tons	5.8 tons	3+12	3	Headlights	Open

French Light Unarmored Vehicles

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SM3/STL	199/100	56/28	240	41	Std	W(2)	HF1 HS1 HR1
FSP	194/98	54/27	240	41	Std	W(2)	HF1 HS1 HR1

Kässbohrer Flexmobil FM 23.150K

Notes: This all-terrain vehicle is based upon the civilian Kässbohrer Pisten Bully, used by some 40 countries throughout the world. It is a general-purpose cargo and troop carrier for use in deep snow, swamps, mud, and other such terrain, in addition to normal terrain. To accomplish this, the Flexmobil uses wide tracks, made from rubber with steel track shoes. (Three widths of tracks are available.) The main rollers are self-cleaning. The transmission has a hydrostatic drive which also powers the steering and braking systems. Two engines are available; one is water cooled and develops 150 horsepower, and the other is air-cooled and develops 160 horsepower. If necessary, the engine may use up to 80 horsepower of its output (when stationary) to power tools and equipment which require it. A large amount of options and accessories are available, including a snowplow, snow-blower, a materiel-handling crane, a 3-ton-capacity winch with 50 meters of 11mm cable, and snow sweeping brushes.

The body of the Flexmobil has as its base a steel cab, and is basically a large box-shaped structure. The rear area may have seats or a cargo bed and be covered by bows and a canvas tarpaulin; another option is a fully enclosed rear area. Large windows surround the cab, and if the rear area is enclosed, it also has large windows around it. Another option is the cab along with a rear area mounting a backhoe or a fifth wheel; if the fifth wheel is mounted, it may be used to tow a special tracked semi-trailer, weighing 2 tons and having a capacity of 4 tons.

A variant of this vehicle, the FM 23.150K Series 106, may have a 150-horsepower engine (a different one than the FM 23.150K) or a 152-horsepower engine. This version has a modified transmission and exhaust system which reduces engine noise and fuel consumption. The steering mechanism is also changed to make steering easier, and fuel tankage is increased.

The Flexmobil has not seen wide use, but has had some sales to various unnamed countries, as well as to the UN.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
FM 23.150K (150 hp)	\$5,122	D, A	1.2 tons	4.5 tons	1+9	3	Headlights	Open
FM 23.150K (160 hp)	\$5,173	D, A	1.2 tons	4.5 tons	1+9	3	Headlights	Open
FM 23.150K Series 106 (150 hp)	\$5,173	D, A	1.2 tons	4.5 tons	1+9	3	Headlights	Open
FM 23.150K Series 106 (152 hp)	\$5,173	D, A	1.2 tons	4.5 tons	1+9	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
FM 23.150K (150 hp)	210/74	53/24	116	44	Std	T2	HF1 HS1 HR1
FM 23.150K (160 hp)	220/78	56/25	116	47	Std	T2	HF1 HS1 HR1
FM 23.150K Series 106 (150 hp)	210/74	53/24	160	40	Std	T2	HF1 HS1 HR1
FM 23.150K Series 106 (152 hp)	212/75	53/24	160	40	Std	T2	HF1 HS1 HR1

Kraka 640

Notes: This is a motorized cart similar in concept to the French LOHR Fardier. They were designed as light vehicles for airborne units to carry bulk supplies, large weapons, and casualties. There is a rudimentary driving position and a flat area behind him. On each side of the driver are two small boxes, each a little larger than an ammo can, for storing various items.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,493	G, A	870 kg	735 kg	1+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
146/58	37/15	25	18	Std	W(2)	HF0 HS0 HR0

LKW Wolf IFAV

Notes: This light vehicle is in use by German forces and in limited use by the US Marines. It is designed meant to provide a more capable vehicle than the FAV in a size similar to the M-151 Jeep. The Jeep uses very flammable gasoline and has a tendency to turn over during high-speed turns. The FAV is considered too small for many purposes, and both vehicles are too wide to be deployed inside V-22 Osprey aircraft, while the Wolf can. The Wolf can be equipped with up to three weapon mounts, but weapons are not included in the basic cost of the vehicle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,314	D, A	700 kg	2.1 tons	2+3	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
288/114	72/29	96	44	Std	W(2)	HF1 HS1 HR1

Mercedes-Benz L-508 DG MA

Notes: This light truck is primarily meant to transport troops and equipment over roads; and cross-country capability is quite poor. It is basically a civilian truck with a minimum of modifications to suit a military role. The vehicle has a heater, and the cab is insulated both against temperature and noise. (The L-508 D/35, a van-bodied variant, also has these features for the rear van body.) The rear cargo area has a wooden floor and side rails, but the side boards and tailgate are of steel, with the side boards being droppable. There are also support points in the center of the cargo bed for the attachment of a central double row of seats, and steel storage boxes at the front of the cargo bed. The cargo area may be covered by a canvas tilt over removable bows. All sides of the cargo bed may be completely removed, including the folding troops seats, allowing the truck to act as a flatbed transport and also revealing locking points for shelter bodies or pallets.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$6,281	D, A	2.11 tons	3.5 tons	3+8	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
146/29	37/7	200	31	Std	W(2)	HF1 HS1 HR1

Mercedes-Benz Light Vehicle

Notes: This is a light truck built by Germany and used by that country and a number of others in Europe, Eastern Asia, Africa, and the Middle East. It is of standard construction, and resembles a heavily built 4x4 pickup truck. Over 40,000 of these vehicles have been built and sold worldwide. The vehicle is made of sheet steel and has all-wheel drive and traction. This vehicle is built in a number of versions, including utility, ambulance, communications, and NBC decontamination. Two sizes of this vehicle are available, the short and long wheelbase.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB, 72 hp Diesel	\$3,139	D, A	700 kg	1.67 tons	2+4	2	Headlights	Open
SWB, 88 hp Diesel	\$3,199	D, A	700 kg	1.72 tons	2+4	2	Headlights	Open
SWB, 120 hp Diesel	\$3,314	D, A	700 kg	1.82 tons	2+4	2	Headlights	Open

German Light Unarmored Vehicles

SWB, 90 hp Gas	\$3,204	G, A	700 kg	1.73 tons	2+4	2	Headlights	Open
SWB, 150 hp Gas	\$3,429	G, A	700 kg	1.92 tons	2+4	2	Headlights	Open
SWB, 164 hp Gas	\$3,479	G, A	700 kg	1.97 tons	2+4	2	Headlights	Open
LWB, 72 hp Diesel	\$3,646	D, A	1.6 tons	2.68 tons	2+6	2	Headlights	Open
LWB, 88 hp Diesel	\$3,706	D, A	1.6 tons	2.73 tons	2+6	2	Headlights	Open
LWB, 120 hp Diesel	\$3,821	D, A	1.6 tons	2.83 tons	2+6	2	Headlights	Open
LWB, 90 hp Gas	\$3,711	G, A	1.6 tons	2.73 tons	2+6	2	Headlights	Open
LWB, 150 hp Gas	\$3,936	G, A	1.6 tons	2.93 tons	2+6	2	Headlights	Open
LWB, 164 hp Gas	\$3,986	G, A	1.6 tons	2.98 tons	2+6	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB, 72 hp Diesel	206/82	52/21	96	26	Std	W(2)	HF1 HS1 HR1
SWB, 88 hp Diesel	234/94	59/24	96	32	Std	W(2)	HF1 HS1 HR1
SWB, 120 hp Diesel	286/114	72/29	96	44	Std	W(2)	HF1 HS1 HR1
SWB, 90 hp Gas	238/94	60/24	96	65	Std	W(2)	HF1 HS1 HR1
SWB, 150 hp Gas	334/134	84/34	96	110	Std	W(2)	HF1 HS1 HR1
SWB, 164 hp Gas	354/142	89/36	96	120	Std	W(2)	HF1 HS1 HR1
LWB, 72 hp Diesel	168/68	42/17	96	26	Std	W(2)	HF1 HS1 HR1
LWB, 88 hp Diesel	190/76	48/19	96	32	Std	W(2)	HF1 HS1 HR1
LWB, 120 hp Diesel	228/92	57/23	96	44	Std	W(2)	HF1 HS1 HR1
LWB, 90 hp Gas	192/76	48/19	96	65	Std	W(2)	HF1 HS1 HR1
LWB, 150 hp Gas	266/106	67/27	96	110	Std	W(2)	HF1 HS1 HR1
LWB, 164 hp Gas	282/112	71/28	96	120	Std	W(2)	HF1 HS1 HR1

Munga

Notes: This is a small jeep-type vehicle used by Germany, Indonesia, and the Netherlands. It is a basic 4x4 vehicle with a removable tilt and a post for a weapon. It is basically an unremarkable vehicle, but one likely to be encountered in Europe.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
38 hp	\$2,901	G, A	375 kg	1.25 tons	2+2	1	Headlights	Open
40 hp	\$2,911	G, A	375 kg	1.25 tons	2+2	1	Headlights	Open

44 hp	\$2,926	G, A	375 kg	1.25 tons	2+2	1	Headlights	Open
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Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
38 hp	184/74	46/19	45	27	Std	W(2)	HF1 HS1 HR1
40 hp	192/76	48/19	45	29	Std	W(2)	HF1 HS1 HR1
44 hp	204/82	51/21	45	32	Std	W(2)	HF1 HS1 HR1

P-2M

Notes: This was one of East Germany's first attempts at an indigenous light military vehicle, and it was somewhat less than successful. It was nevertheless still in limited use in East Germany until the re-unification, though most of them had been replaced by the P-3 and the UAZ-469. It essentially looks like a smaller version of the P-3, being a jeep-like vehicle with straight vertical steel sides, the ability to mount a roll bar and bows over which a tarpaulin cover may be used, and a folding windshield. The P-2M has four doors in the sides for entry to the seats. The biggest problems with the P-2M are that it is relatively heavy, underpowered, and the engine is poorly-made and tends to overheat with distressing regularity. Another problem is the poor load-carrying capability and towing ability (750 kg). The P-2M is primarily a museum and collector's vehicle these days, but a few may be found in obscure corners of the world that were once Soviet client states. These are likely to be in poor repair due to age and the generally poor quality of the vehicle.

Twilight 2000: The P-2M was used during the Twilight War, though most of them quickly became unusable early in hostilities due to the stresses placed upon them by the war.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,286	G, A	400 kg	1.77 tons	1+3	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
254/51	60/13	100	30	Std	W(2)	HF1 HS1 HR1

P-3

Notes: This former East German vehicle replaced the earlier P2M in 1962. It is a large, clunky, jeep-like vehicle with a heavy body and frame and straight steel sides, and a suspension only partially suited to off-road use. The P-3 has a door for the driver and commander and another door at the rear. The metal body goes halfway up the vehicle; the P-3 may be driven with no top, only a roll bar and the bows, or with bows and a canvas top. The windshield may be folded down against the hood if desired. The P-3 is basically a museum or collector's piece for the most part these days, but can still occasionally be found in use in some Third World former Soviet client states. Any examples in actual use would probably no longer have a very good wear rating, due to age and poor quality of construction. Most P-3s were long ago replaced by the UAZ-469 and later vehicles.

Twilight 2000 Notes: During the Twilight War, the P-3 still saw extensive use – though they did tend to break down a lot. They were by no means one of the preferred vehicles, but they were often better than no vehicle at all.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,376	G, A	700 kg	1.86 tons	1+7	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
274/55	65/13	104	33	Std	W(2)	HF1 HS1 HR1

Robur Garant 30K

Notes: Pretty much no longer used by anyone, the Garant 30K (and its diesel-powered sister, the Garant 32) are now mostly museum and collectors' pieces. They were built from 1953-62 in then-East Germany, replacing an older light truck. Both 4x4 and 4x2 versions were built, with both single and dual rear wheels. They could have fully-enclosed steel cabs or open-topped cabs. In all cases, the rear cargo area has slat wooden sides with removable bows and a canvas tilt. They were often used to tow artillery in East German Army service, and an ambulance version was built in small numbers. The Garant 32 used a diesel engine of the same power as the gasoline engine, but was otherwise identical. The LWB version was also used as the basis for the SK-1 armored car. After their East German Army service, they were passed on to the East German Workers' Militia, but by the time of re-unification, even they weren't using these trucks, and they were not exported.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Garant 30K/32 SWB	\$4,422	G, A or D, A	1 ton	2.25 tons	2+6	1	Headlights	Open
Garant 30K/32 LWB	\$4,672	G, A or D, A	1 ton	2.29 tons	2+8	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Garant 30K/32 SWB	204/51	51/13	72	26 or 17	Std	W(2)	HF1 HS1 HR1
Garant 30K/32 LWB	200/50	50/13	72	26 or 17	Std	W(2)	HF1 HS1 HR1

Robur LO-1800A

Notes: This light truck series replaced the Garant 30K, entering production in 1961 and used by then-East Germany, Poland, and Hungary. After re-unification, most of these trucks were scrapped or sold off to civilians, with some also ending up in museums and in the hands of collectors. The first version, the LO-1800A, had a forward control cab which tipped forward for access to the engine and transmission. The cab was built of steel, and on the right side of the cab's roof was an observation hatch (without a weapon mount). The rear cargo area is basically standard for such a truck, with a canvas tilt over removable bows, and a tailgate. The LO-1800A had a 4x4 suspension with two wheels per axle and a spare tire under the frame.

The LO-1800A was replaced in production in 1968 by the LO-1801A. This version had an engine of the same horsepower as the LO-1800A, but was easier to maintain. This new engine was of a somewhat different shape and therefore the shape of the cab also changed. The LO-1801A also was equipped with a front-mounted 5-ton-capacity winch, and a better suspension. In 1972, the LO-1801A itself was replaced in production by the LO-2002A; this version looks basically the same as the LO-1801A, but has a slightly more powerful engine and a beefed-up suspension which enabled a cargo-carrying increase. The transmissions in all three cases are manual.

Some of the variants of these trucks include various van-body types and shelter carriers for use from anything from command posts to maintenance vehicles. One version mounted a water purification unit in the rear. The most unusual variant mounted the DA-66 decontamination shower system, used to decontaminate personnel and their equipment after radiological or chemical exposure. This variant has a shower unit with a heater able to heat the shower water to scalding levels, and a tent in which to mount the shower as well as separate sections for contaminated personnel to undress and decontaminated personnel to dress again. Though there is space in the truck to roll the tent up and store it, in practice the tent was normally carried in a small trailer towed by the truck; this trailer also contained stowage boxes for uncontaminated uniforms and replacement MOPP suits, as well as additional soaps and solvents for decontamination.

Twilight 2000 Notes: Despite their age, all three of these trucks were still in fairly common use by the Polish and Hungarians in the Twilight War. In Poland, they were mostly issued to reserve and local militia units, while in Hungary, they were often still found in front-line units. The Germans also used some of these trucks, mostly to replace combat losses.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
LO-1800A	\$5,156	G, A	1.8 tons	3.2 tons	3+8	2	Headlights	Open
LO-1801A	\$5,194	G, A	1.88 tons	3.38 tons	3+8	2	Headlights	Open
LO-2002A	\$5,194	G, A	2.1 tons	3.34 tons	3+8	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
LO-1800A	178/54	45/14	160	30	Std	W(2)	HF1 HS1 HR1
LO-1801A	172/53	43/13	160	30	Std	W(2)	HF1 HS1 HR1
LO-2002A	182/54	45/14	180	32	Std	W(2)	HF1 HS1 HR1

Unimog Light Trucks

Notes: This is a 4x4 medium truck built by Germany and used by many nations in Africa, South America, Southeast Asia, and Europe. They are license-produced in Argentina, Australia, Indonesia, South Africa, and Turkey. The layout is conventional, with an engine up front, cab behind it, and a rear cargo area covered with a canvas top. The cargo area has a drop tailgate and drop sides. The Unimog series is known for its excellent cross-country ability despite its 4x4 suspension, and many have a winch for extraction if the vehicle becomes stuck.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
U-100L	\$4,911	D, A	1.8 tons	3 tons	2+6	2	Headlights	Open
U-600L	\$4,095	D, A	1.25 tons	2.25 tons	2+6	2	Headlights	Open
U-1300L	\$6,844	D, A	2.25 tons	5.25 tons	3+8	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
U-100L	192/76	48/19	85	42	Std	W(2)	HF1 HS1 HR1
U-600L	142/56	36/14	90	22	Std	W(2)	HF1 HS1 HR1
U-1300L	134/54	34/14	160	35	Std	W(2)	HF1 HS1 HR1

VW 181

Notes: This is basically an updated version of the World War 2 Kubelwagen. Like many VW vehicles of the period, the 181 has a trunk in the front of the car and the engine under the floor at the back. The body is sheet steel and the top folds down. The rear seats may also be folded down to increase the cargo space. There is post behind the front seats for a weapon.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
44 hp	\$2,926	G, A	450 kg	1.35 tons	2+2	1	Headlights	Open
48 hp	\$2,941	G, A	450 kg	1.35 tons	2+2	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
44 hp	232/92	58/23	40	32	Std	W(2)	HF1 HS1 HR1
48 hp	246/98	62/25	40	35	Std	W(2)	HF1 HS1 HR1

Csepel 130

Notes: This is a virtual copy of the US World War 2 Beep. It is still in service in small numbers, but most have been scrapped or sold off to civilians. The cargo area may be covered by a tarp and bows, and there is a weapon mount behind the front seats.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,195	G, A	682 kg	3.18 tons	2+6	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
180/72	45/18	112	62	Std	W(2)	HF1 HS1 HR1

K-800

Notes: A variant of the M-2 artillery tractor used by the Soviets in World War 2, the K-800 is no longer in active Hungarian service. It was also exported to China, but is not in active service there either; however, both countries still keep them in reserve status. The K-800 was also license-built in Yugoslavia as the GJ-800, using a different (and less powerful) engine as well as the cab of a FAP-made truck of the period (1950s), but this vehicle is probably also in reserve status in the remnants of that country.

Changes from the M-2 include a more powerful diesel-burning engine and a roof hatch in the center of the cab roof (though it is not reinforced to allow a weapon mount). The suspension is derived from that of the SU-76 assault gun, and other than being tracked, the layout is conventional, with an engine compartment at the front, cab center, and a cargo/passenger section to the rear. The cargo section may be covered by a tarpaulin over bows. The front windows of the cab hinge upwards if desired. Meant for use as an artillery tractor, the K-800 is capable of towing 8 tons.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
K-800	\$5,238	D, A	1.8 tons	8.4 tons	2+8	4	Headlights	Open
GJ-800	\$5,038	D, A	1.8 tons	7.3 tons	2+8	4	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
K-800	144/50	36/13	280	38	Std	T2	HF1 HS1 HR1
GJ-800	122/43	31/11	280	35	Std	T2	HF1 HS1 HR1

Szocske LSV

Notes: This is the only Fast Attack type vehicle in the Warsaw Pact, and Hungary uses it. It is of conventional design, with an open construction fitted with a tubular frame and roll bars, and heavy-duty suspension. The roll cage may mount several types of weapons, such as machineguns, grenade launchers, and recoilless rifles. Two weapon mounts are provided.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Gas	\$3,086	D, A	500 kg	1.2 tons	2+2	1	Headlights	Open
Diesel	\$3,046	D, A	500 kg	1.1 tons	2+2	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Gas	330/132	83/33	70	64	Std	W(2)	HF1 HS1 HR1

Hungarian Light Unarmored Vehicles

Diesel	302/120	76/30	70	28	Std	W(2)	HF1 HS1 HR1
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Carrier

Notes: The Carrier is a locally-produced copy of the Japanese Nissan D4W73, which is itself a development of the US M-37 light truck. The Carrier has a hard-top cab and a canvas-covered rear cargo area. Some of these trucks have a square observation hatch over the commander's seat. Some also have a front-mounted winch.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,843	G, A	750 kg	2.69 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
246/98	62/25	110	106	Std	W(2)	HF1 HS1 HR1

Jonga

Notes: This is a locally produced Indian version of the Japanese Nissan Patrol Vehicle, modified and upgraded for Indian Army use. A civilian 4x2 version of this vehicle is also sold on the Indian auto market. The vehicle is produced in a three-door soft-top or five-door hard top version. An ambulance version of this vehicle is also made, as well as a version with a launcher for ATGM (normally SS-11s, though some mount newer missiles). Optional equipment includes a 2-ton capacity winch in the front bumper and an extra fuel tank at the expense of cargo capacity. This vehicle is also used by Mozambique.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Diesel	\$3,166	D, A	700 kg	2 tons	2+8	2	Headlights	Open
Gas 125 hp	\$3,226	G, A	700 kg	2.05 tons	2+8	2	Headlights	Open
Gas 145 hp	\$3,301	G, A	700 kg	2.11 tons	2+8	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Diesel	276/110	69/28	80	40	Std	W(2)	HF1 HS1 HR1
Gas 125 hp	302/120	76/30	80	92	Std	W(2)	HF1 HS1 HR1
Gas 145 hp	334/134	84/34	80	107	Std	W(2)	HF1 HS1 HR1

Mahindra Army Model

Notes: These are Indian versions of the old Willys Jeep of World War 2, progressively upgraded and modified over the years. Chief differences are in size and the engine, replacing the gasoline engine with a diesel engine. The Mahindra comes in three versions, the CL-540 and MM-540 differing primarily in body style (the MM-540 has an enclosed cab and doors in the sides of the cab, while the CL-540 is open, but may have a canvas cover, and has no doors). The MM-540 is used mainly for transport of officers and other staff personnel while the CL-540 is used as a weapons carrier and cargo/troop transport. Normal weapon mounted is a heavy machinegun or 106mm recoilless rifle. In addition to India, this vehicle is used by Bangladesh, Sri Lanka, and Iran.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
CL-340	\$3,031	D, A	600 kg	1 ton	2+2	1	Headlights	Open
CL-540	\$3,156	D, A	770 kg	1 ton	2+4	1	Headlights	Open
MM-540	\$3,206	D, A	770 kg	1 ton	2+4	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
CL-340	298/120	75/30	40	26	Std	W(2)	HF1 HS1 HR1
CL-540	276/110	69/28	40	26	Std	W(2)	HF1 HS1 HR1
MM-540	316/126	79.32	60	31	Std	W(2)	HF1 HS1 HR1

VV-501 Toofan

Notes: This is a basic jeep-type vehicle of conventional design and construction, unremarkable other than its speed.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,290	G, A	500 kg	2 tons	2+2	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
294/118	74/30	80	81	Std	W(2)	HF1 HS1 HR1

Desert Raider

Notes: This unusual fast attack vehicle has an innovative suspension that the manufacturer claims give it a degree of off-road mobility comparable to tracked vehicles. The four rear wheels are on springing boggy-type units that allow the rear wheels to flex up to 600 millimeters. The suspension is so sure that the vehicle is able to maintain movement even though only one of its wheels is touching the ground. The roll bar cage incorporates a weapon mount, and a number of mounts (up to four, depending on the size of the weapons mounted) may be used in the rear cargo area.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Gas	\$3,457	G, A	1.2 tons	1.25 tons	2+6	2	Headlights	Open
Diesel	\$3,297	D, A	1.2 tons	1.13 tons	2+6	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Gas	360/144	90/50	100	110	Std	W(3)	HF1 HS1 HR1
Diesel	286/114	72/40	100	39	Std	W(3)	HF1 HS1 HR1

Lizard

Notes: This is a light utility vehicle designed for airborne infantry use. It is a light vehicle constructed primarily of aluminum and not much more than frame, engine, transmission, and wheels with a platform body on top. There are two seats with a small cargo area at the rear.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,936	G, A	600 kg	600 kg	1+1	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
258/104	65/26	40	34	Std	W(2)	HF1 HS1 HR1

M-240 Storm

Notes: This Israeli vehicle is also known as the MMV (Multi-Mission Vehicle). It is the result of decades of experience with off-road vehicles, and has a reinforced body and frame, automatic transmission, 4x4 suspension, and a powerful engine with a better-than-average drive train. The Storm normally has a weapon mount for the commander, and some are armed with a 106mm recoilless rifle or ATGM system. All versions have a 3629kg capacity winch.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Gas	\$3,431	G, A	850 kg	1.76 tons	2+4	1	Headlights	Open
Diesel	\$3,201	D, A	850 kg	1.78 tons	2+4	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Gas	464/186	116/47	76	133	Std	W(2)	HF1 HS1 HR1
Diesel	410/164	103/41	76	43	Std	W(2)	HF1 HS1 HR1

M-325 Commandcar

Notes: The Commandcar is the predecessor of the Abir listed below. It is used by Israel and has seen some export sales. The cab may be open or closed, and a machinegun mount may be located in front of the commander's position. There are several cargo bodies. A hard-bodied ambulance may carry 4 stretcher cases or 12 seated wounded, and has air conditioning. The basic cargo body is canvas-covered, and has a towing hook at the rear; in this version, the seats are on the outside facing inward. The patrol/reconnaissance body is the same, but the seats are down the center facing outward, and there is a weapon mount and a searchlight mount on each side of the cargo area. A box body is available, which may carry a variety of shelters and containers.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,989	G, A	1.95 tons	2.55 tons	2+12	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
182/74	46/19	144	73	Std	W(2)	HF1 HS1 HR1

M-462 Abir

Notes: The Abir is a multipurpose 4x4 tactical truck used by Israel. The layout is conventional, and the vehicle has some resemblance to the soft-top version of the HMMWV. The vehicle has been designed with crew and passenger comfort in mind, with a heavy-duty suspension, high all-round visibility, and automatic transmission. Three weapon mounts are provided, one on each side of the cargo area and one in front of the commander's seat. Variants include a TOW ATGM carrier, communications shelter carrier, command/intelligence vehicle, and ambulance.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Diesel	\$4,642	D, A	1.89 tons	2.81 tons	3+10	2	Headlights	Open
Gas	\$4,587	G, A	1.89 tons	2.76 tons	3+10	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Diesel	256/102	64/26	144	63	Std	W(2)	HF1 HS1 HR1
Gas	240/96	60/24	144	114	Std	W(2)	HF1 HS1 HR1

Matmar CJ-5/CJ-6

Notes: From the mid-1970s to early 1980s, Matmar Industries manufactured the Jeep CJ-5 and the long wheelbase version, the CJ-6, under license. (Matmar is no longer in business.) These included militarized models, with improved suspensions and reinforced frames, in addition to other changes necessary for military operations. By the mid-1990s, most of these were out of active IDF service, but could still be found with reserves, local defense units, and with the police. The body panels of the Matmar versions are made from heavy 18-gauge steel, and have a soft top and doors which may be removed if desired. A roll bar behind the front seats is standard, along with a folding frame for the soft top. The floor of the rear cargo/passenger area is ribbed to increase strength, and the rear seat (or seats, in the case of the CJ-6) may be folded upwards to increase cargo space. The windshield may be folded down onto the hood. Options include various weapons mounts (normally on a post behind the front seats or on the roll bar), a front-mounted winch, a heater, and mounts for two stretchers. Variants include the Tolar variant of the CJ-6, which mounts a 106mm recoilless rifle, and is fitted with ammunition racks, an additional fire extinguisher, equipment for the recoilless rifle, and a rack at the rear for additional jerry cans. There are command and radio variants of both the CJ-5 and CJ-6; these versions have extra lights on the roll bar for the interior, a strengthened electrical system, and various mounts and racks as necessary for its duties. A reconnaissance version machinegun mounts on the roll bar, at the rear, and in front of the commander's seat. It also has racks for two radios and a base for a long antenna, as well as storage for ammunition.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological

Israeli Light Unarmored Vehicles

CJ-5	\$3,560	G, A	691 kg	2.04 tons	1+3	1	Headlights	Open
CJ-6	\$3,594	G, A	820 kg	2.2 tons	1+7	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
CJ-5	294/89	74/26	58	39	Std	W(2)	HF1 HS1 HR1
CJ-6	278/84	70/25	58	39	Std	W(2)	HF1 HS1 HR1

CL-51

Notes: This is a light truck of 1950s vintage, which remained in production until the early 1970s. The vehicle is of cabover design, and the commander has an observation hatch (without a weapon mount) in the roof.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,784	D, A	1.8 tons	2.83 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
162/64	41/16	90	31	Std	W(2)	HF1 HS1 HR1

Fiat 1101B (AR-59)

Notes: This is a progressive update of a post-World War 2 design. It was introduced in 1959, but many remain in service today, particularly with Yugoslavia. It is a basic light-jeep-type vehicle with good towing capability (the Italians often use it to tow the 1.29-ton OTO Melara 105mm Pack Howitzer). The driver and commander have conventional seats, and the passengers have bench seats in the rear. The vehicle has a soft canvas top with hard doors; the top has a folding frame and the entire top may be folded to the rear if desired. The tops of the doors may also be removed or even swung back a full 180 degrees and clipped against the sides of the rear sides of the vehicle. The windshield may be folded flat against the hood. It is rare, but weapons mounts may be added, though AR-59s carrying 106mm recoilless rifles are fairly common, and some Yugoslavian variants have launchers for AT-2 or AT-3 missiles. Though the AR-59 was largely replaced by the Fiat Campagnola, it is still in service with the armies of the former Yugoslavia, and it was for a time produced under license by Zastava (though they call it the AR-51, and it is somewhat different in performance and in the engine).

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,971	G, A	480 kg	1.44 tons	2+4	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
216/86	54/22	58	41	Std	W(2)	HF1 HS1 HR1

Fiat Campagnola 1107AD

Notes: This is the standard light vehicle of Italy, Tunisia, and the former Yugoslavia. The Campagnola is a 4x4 vehicle, which can be easily modified to suit varying roles. Hard top and soft versions are available, with the soft top able to fold to the rear of the vehicle. Both models have hard doors, with the tops of the doors able to be removed and the windshield folded against the hood. Variants include a version for desert or tropical use, which has a high-efficiency air cleaner, an extra fuel filter, a sealed clutch system, extra protection for the front end, and a low-octane engine which has lower horsepower but can digest just about any sort of gasoline, even that which is dirty (to an extent). Another version is the Campagnola 2500, which uses a diesel engine. The Campagnola may be adapted for a variety of roles, including ambulances, command vehicles, radio carriers, and ATGM or recoilless rifle carriers. Standard features for all versions include a heater, a towing pintle, a fire extinguisher, and a rack at the rear for jerry cans. Options include air conditioning and various weapons mounts.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Open
1107 AD SWB	\$3,010	G, A	750 kg	1.67 tons	2+5	1	Headlights	Open
1107 AD LWB	\$3,072	G, A	750 kg	1.74 tons	2+7	1	Headlights	Open
1107 AD SWB (Tropical)	\$2,945	G, A	750 kg	1.67 tons	2+5	1	Headlights	Open
1107 AD LWB (Tropical)	\$3,006	G, A	750 kg	1.74 tons	2+7	1	Headlights	Open

2500 LWB	\$2,860	D, A	750 kg	1.67 tons	2+5	1	Headlights	Open
2500 LWB	\$2,919	D, A	750 kg	1.74 tons	2+7	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
1107 AD SWB	318/80	80/22	57	37	Std	W(2)	HF1 HS1 HR1
1107 AD LWB	308/78	77/21	57	37	Std	W(2)	HF1 HS1 HR1
1107 AD SWB (Tropical)	302/75	76/20	57	33	Std	W(2)	HF1 HS1 HR1
1107 AD LWB (Tropical)	292/73	73/16	57	33	Std	W(2)	HF1 HS1 HR1
2500 LWB	294/74	74/17	57	22	Std	W(2)	HF1 HS1 HR1
2500 LWB	284/71	71/17	57	22	Std	W(2)	HF1 HS1 HR1

Fresia F18 Mountain Power Truck

Notes: This light vehicle is similar to the LOHR Fardier and the old US Mechanical Mule. It is basically a flat platform mounted over a powered frame. The F18 is used by Italian mountain units, and is used to move light cargo or casualties. The F18 can be steered from a rudimentary driving position or by an operator walking behind it. Low handrails surround the cargo area. The entire vehicle is less than 2 meters long and a little over a meter wide.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,215	G, A	550 kg	530 kg	1	1	None	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
40/16	10/4	40	13	Std	W(2)	HF0 HS0 HR0

IVECO 40.10 WM

Notes: This 4x4 light truck is a development of a commercial vehicle known as the Daily. Italy, Pakistan, Belgian Police, Netherlands, Portugal, and Yugoslavia use it. A version of the 40.10 is used by Canada (see Light Support Vehicle Wheeled). The layout is conventional, and the cargo area is all steel with folding seats along the sides and a folding tailgate. Variants of this vehicle include a cargo/troop carrier, container/shelter carrier, ambulance, and van. There is a 2000kg-capacity winch in the front.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
40.10 WM	\$4,708	D, A	1.5 tons	2.9 tons	2+6	2	Headlights	Open
40.12 WM	\$4,956	D, A	1.7 tons	3.02 tons	2+6	2	Headlights	Open
40.13 WM	\$4,971	D, A	1.8 tons	3.04 tons	2+6	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
40.10 WM	188/74	47/19	70 or 90	38	Std	W(2)	HF1 HS1 HR1
40.12 WM	204/82	51/21	70 or 90	44	Std	W(2)	HF1 HS1 HR1

40.13 WM	208/84	52/21	70 or 90	46	Std	W(2)	HF1 HS1 HR1
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IVECO 6640 G/H/A

Notes: The 6640 is a wheeled personnel carrier used by Italy in amphibious assaults and in disaster relief operations. It has a boat-type hull and is propelled in the water by hydrojets. The engine is at the front of the vehicle; behind this is the cab, and behind that is the passenger compartment. Both the cab and the passenger compartment are open, though the passenger compartment has a tarpaulin cover. The front of the vehicle has a 4.5-ton capacity winch, and the rear area has a cargo crane with a capacity of 700 kg.

The 6640 A was the predecessor of the 6640 G and 6640 H; it was designed primarily for Italian civilian agencies such as the Home Office of Civil Protection and certain firefighting units, but is also suitable for military use. It is a physically smaller vehicle, primarily in its wheelbase, which is almost a half a meter shorter, and the total length, which is nearly a whole meter shorter. The 6640 A's layout is similar to that of the later versions, but there is no short covered section of the passenger compartment as there is on the 6640 G and H. Water propulsion is by a four-bladed propeller instead of a hydrojet. The front of the vehicle has a crane with a 3-ton capacity and 30 meters of 11mm cable. The transmission is manual instead of the automatic transmission of the later models.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
6640 G	\$11,943	D, A	2 tons	6.7 tons	3+13	4	Headlights	Open
6640 H	\$12,038	D, A	2 tons	6.78 tons	3+13	4	Headlights	Open
6640 A	\$8,004	D, A	2.14 tons	4.81 tons	2+12	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
6640 G	184/46	46/12/5	215	71	Std	W(2)	HF1 HS1 HR1
6640 H	198/50	50/13/5	215	80	Std	W(2)	HF1 HS1 HR1
6640 A	192/48	48/12/3	140	34	Std	W(2)	HF1 HS1 HR1

Lamborghini LM-002 & 004/7000

Notes: These are basically larger, heavier, militarized versions of the civilian Cheetah due buggy. They have the appearance of militarized sports cars. The LM-002 is the base version; it has seating for two, plus a small rumble seat in the rear where three more can be squeezed in. Alternatively, the rear seat can contain cargo, extra radios, weapons, etc. The LM-004/7000 is larger, more powerful, and roomier, more a military SUV than a car. The roof of the passenger section has a hard top (though the hard top may be removed totally or replaced with a canvas top), and the small rear cargo section may also be topped with a canvas tilt. Under the floor of the cargo section is a spare tire, and a towing hook is provided at the rear. A rack may be added to the rear for two jerry cans. A front-mounted winch is also optional.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
LM-002	\$4,624	G, A	1 ton	2.6 tons	2+3	2	Headlights	Open
LM-004/7000	\$5,074	G, A	1 tons	2.9 tons	2+6	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
LM-002	548/220	137/55	280	246	Std	W(2)	HF1 HS1 HR1
LM-004/7000	628/252	251/63	320	311	Std	W(2)	HF1 HS1 HR1

Leoncino

Notes: This is a small truck adopted by the Italian Army in the early 1960s. It is a conventional truck with a cab up front and the cargo area in the rear. The cab is soft-topped, and the cargo area can be covered with a tarpaulin, though it has no tailgate, door, or even drop sides. The windshield may be folded flat over the hood. The cab doors may be removed. There is a winch in the front bumper.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,865	D, A	1.14 tons	2.86 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
176/70	44/18	90	31	Std	W(2)	HF1 HS1 HR1

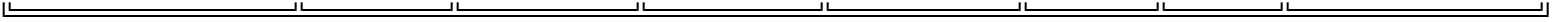
Prinoth All-Track

Notes: Though designed for military use, Prinoth has not been successful in making any military sales of the All-Track. However, the All-Track has proved to be popular with civilian agencies, particularly those operating in alpine-type and other mountainous regions. Similar in design to many other such vehicles, the All-Track uses a two-module design, with a front section containing the driver and a limited amount of passenger seats and a rear module connected by an articulating joint and carrying most of the cargo or other passengers. The front module has two large doors on either side of the cab and another at the rear of the module, and the windows are also very large, offering unparalleled visibility. The rear module has likewise large windows and is accessed by a large door on the rear of the module. The All-Track may be equipped with either summer or winter treads; the winter treads are of woven rubber with reinforcing belts of a copper/aluminum alloy and steel plate-type track shoes. The summer treads are narrower, but also use rubber tracks with the same sort of reinforcement, but have normal steel track shoes. The summer treads are suitable for rough ground and deep sand in addition to road use and normal open ground. Three engines are available for the All-Track; 55 and 60-horsepower diesel engines, or a 115-horsepower gasoline engine. The transmission is automatic, and the steering power-assisted. As might be expected on a basically civilian vehicle, options are myriad and too numerous to mention. It should be noted that of the Load rating, 600 kg is designed to be carried in the front module, while the other 1000 kg is carried in the rear module. Towing capacity is 3.2 tons, from a tow pintle on the rear module.

In addition to the standard enclosed cargo/passenger rear module, flatbed rear modules are also available, as well as a module decked out as an ambulance (a variant known as the Life-All). For military use, Prinoth has also developed versions with rear modules configured with ammunition racks for artillery and other large-caliber guns, command vehicles, communications vehicles, versions with amphibious capability, and even a version with light armor plating and a hatch on the front module with a weapon mount for virtually any sort of machinegun, automatic grenade launcher, recoilless rifle or light rocket launcher, or light ATGM. The military versions would be powered only by the 60-horsepower diesel engine and be amphibious. (No military version has yet been sold yet; however, the armored version is included below for completeness and as sort of a "what-if").

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
All-Track (55 hp)	\$5,198	D, A	1.6 tons	1.44 tons	1+15	3	Headlights	Open
All-Track (60 hp)	\$5,224	D, A	1.6 tons	1.44 tons	1+15	3	Headlights	Open
All-Track (115 hp)	\$5,398	D, A	1.6 tons	1.51 tons	1+15	3	Headlights	Open
Military All-Track	\$16,830	D, A	1.3 tons	2.06 tons	1+15	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
All-Track (55 hp)	228/80	57/20	36	15	Std	T2	HF1 HS1 HR1
All-Track (60 hp)	248/87	62/22	36	17	Std	T2	HF1 HS1 HR1
All-Track (115 hp)	428/150	107/38	36	50	Std	T2	HF1 HS1 HR1
Military All-Track	186/65	47/16/3	36	17	Std	T2	HF1 HS2 HR2



Kohkidohsha

Notes: The Kohkidohsha is a Japanese vehicle similar in concept and design to the US HMMWV. It is slightly larger, and can carry a pedestal-mounted Stinger SAM system, in addition to other armament.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,700	D, A	1.5 tons	2.44 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
264/106	66/27	110	55	Std	W(2)	HF1 HS1 HR1

Nissan Q4W73

Notes: This is a 1950s-vintage light truck based on the US T214 truck. It is rarely found in Japanese service anymore, but it still soldiers on in Vietnam, Indonesia, and among civilians in South Korea and Japan. The truck has a conventional layout with the engine in front, crew cab, and rear cargo area.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,851	G, A	750 kg	2.69 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
246/114	62/29	68	106	Std	W(2)	HF1 HS1 HR1

Toyota 2FQ15L

Notes: This vehicle was developed at about the same time as the Q4W73, and is about the same size. It is also a development of the T214. More of them still remain in service with Japanese forces, and they are also used by South Korea and US Forces stationed in Japan, Korea, and the Philippines.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,851	G, A	840 kg	2.8 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
138/56	35/14	68	76	Std	W(2)	HF1 HS1 HR1

Type 60/61 Over-Snow Vehicle

Notes: These two vehicles are basically snow-cat types used primarily by the Japanese Ground Self-Defense Force primarily in the northern Japanese island of Hokkaido, where much of the terrain is mountainous and at high altitude. They are of conventional construction for such vehicles, with a front-mounted engine compartment and a crew/passenger compartment behind stretching to the rear of the vehicle. The Type 60, the smaller of the pair has a crew/passenger compartment covered by a canvas tarpaulin over bows; the front windshield may be folded over the top of the hood, and the tarpaulin cover has four small plastic windows on the sides. A drop tailgate is located at the rear, and the rear is the only method of access to the vehicle if the tarpaulin is mounted. The suspension is tracked, using eight small roadwheels on each side. Transmission is manual. Maximum towed load is 1.5 tons. The Type 60 was developed from a civilian design, the KC-20 of 1952; the Type 60 dates from 1960.

The Type 61 is basically a larger version of the Type 60, with a longer engine compartment to accommodate the much more powerful turbocharged diesel engine. As the name would indicate, the Type 61 was introduced in 1961. While the Type 60 is used primarily to

carry troops or cargo, the Type 61 is used mostly as an artillery tractor in addition to being a general cargo/troop carrier. Towing capacity is 3.2 tons.

The Type 60 is also known as the Medium Snow Mobile, while the Type 61 is also called the Large Snow Mobile.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Type 60	\$3,858	G, A	900 kg	2.87 tons	1+9	3	Headlights	Open
Type 61	\$5,738	D, A	1.28 tons	5.22 tons	1+10	4	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Type 60	226/79	57/20	90	46	Std	T2	HF1 HS1 HR1
Type 61	192/67	48/17	160	57	Std	T2	HF1 HS1 HR1

Type 73 Jeep

Notes: This is a Japanese upgrade of the Jeep, with a greater cargo capacity and a diesel engine. The vehicle may mount a variety of weapons, including machineguns, grenade launchers, recoilless rifles, or light ATGM (normally the KAM-3D). Besides Japan, the Type 73 is used by Burma, Indonesia, and Thailand.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,061	D, A	480 kg	1.47 tons	2+4	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
278/110	70/28	48	29	Std	W(2)	HF1 HS1 HR1

Type 73 2000kg Truck

Notes: This light truck was slated to be replaced in Japan by the Kohkidohsha, but many were still around as 2004. It is a cabover layout aircraft, with the cab over the engine, and a rear cargo area. It is designed for cold weather, with an engine preheater and crew heater for the cab and cargo area. Variants include a cargo/troop carrier, an ambulance, and a mortar carrier.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$5,334	D, A	2 tons	3.2 tons	2+8	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
160/64	40/16	115	35	Std	W(2)	HF1 HS1 HR1

AB3 Black Iris

Notes: This is a Jordanian fast attack vehicle that is similar in many respects to the FAVs of other countries. It was developed with the help of the British, and was combat tested by Jordanian special operations troops assigned to UN forces in Sierra Leone in 2001. The Jordanians were completely satisfied and placed a large order for the vehicle to replace Jeeps in several of their units. Up to four weapons may be mounted, depending upon the size of the weapons, with one in front fired by the commander, two overhead weapons fired by rear seat passengers, and one in the rear. The rear area may carry weapons as large as TOW ATGM, but the two overhead weapons mounts may not be used in such a case.

Twilight 2000 Notes: This vehicle does not exist.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,260	D, A	500 kg	1.1 tons	2+4	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
394/158	99/40	60	37	Std	W(2)	HF1 HS1 HR1

AB5 SFV (Special Forces Vehicle)

Notes: This is a much-modified Land Rover Defender 110, used by Jordan as a special operations, patrol, and fast attack vehicle. Like the AB3, it was first used operationally in Sierra Leone and then large scale orders were made. The roll cage has a ring mount for a heavy machinegun or similar weapon, while the commander has a mount for a light machinegun or similar weapon.

Twilight 2000 Notes: This vehicle does not exist.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,888	G, A	1 ton	3.05 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
240/96	60/24	82	98	Std	W(2)	HF1 HS1 HR1

Victory-58

Notes: This is basically the Russian GAZ-51A truck, built in North Korea – and to a far lower standard of quality. The shocks absorbers are much worse, leading to an exceptionally rough ride, as well as broken leaf springs. The engine is rated as 70 horsepower, but habitually develops much less than this, and is extremely polluting and fuel-thirsty.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,942	G, A	2 tons	2.71 tons	2+8	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
136/54	34/14	90	40	Std	W(2)	HF1 HS1 HR1

Nispak

Notes: This is one of those innumerable jeep-type vehicles present all over the world. It is based on a Japanese Nissan light vehicle. It is otherwise unremarkable.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,420	G, A	400 kg	1.58 tons	2+3	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
444/178	111/45	50	107	Std	W(2)	HF1 HS1 HR1

Tarpan Honker

Notes: This is a jeep-like vehicle used in place of the UAZ-469 by Poland. The layout is conventional, and the vehicle looks similar to a Land Rover. The Honker comes in two sizes, a short wheelbase version (the 4012) and a long wheelbase version (the 4022). Hardtop and soft-top versions are available. There is a weapon mount either on the roof of the hardtop version or on a post behind the front seats in the soft-top version.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB, 102hp	\$3,881	D, A	800 kg	2.05 tons	2+4	2	Headlights	Open
SWB, 74 hp	\$3,776	D, A	800 kg	1.96 tons	2+4	2	Headlights	Open
LWB, 102 hp	\$3,914	D, A	1.18 tons	1.68 tons	2+8	2	Headlights	Open
LWB, 74 hp	\$3,809	D, A	1.18 tons	1.59 tons	2+8	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB/LWB, 102 hp	252/100	55/15	110	37	Std	W(2)	HF1 HS1 HR1
SWB/LWB, 74 hp	204/82	51/21	110	27	Std	W(2)	HF1 HS1 HR1

Bravia Commando

Notes: This is another jeep clone (it is, in fact, an M-151 produced under license and with some modifications).

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,220	G, A	605 kg	1.1 tons	2+4	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
372/138	93/35	40	67	Std	W(2)	HF1 HS1 HR1

Bravia Gazela

Notes: This is a light 4x4 truck used by Portugal. It has a conventional layout, and the troop seats face outwards down the center. Variants include a cargo/troop carrier, ambulance, shelter carrier (usually for communications equipment), and a fire engine.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Diesel	\$5,328	D, A	1.13 tons	2.72 tons	2+8	2	Headlights	Open
Gas	\$5,663	D, A	1.13 tons	2.72 tons	2+8	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Diesel	180/72	45/18	106	33	Std	W(2)	HF1 HS1 HR1
Gas	296/118	74/30	106	132	Std	W(2)	HF1 HS1 HR1

UMM

Notes: This Jeep-like light vehicle is used by Portugal, Angola, Cape Verde, Congo, France, and Netherlands. It comes in two versions, a Long Wheelbase (LWB) and standard version. Variants include a personnel carrier, cargo carrier, weapons carrier, a police version, and a hydraulics maintenance vehicle.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB	\$3,290	D, A	1.11 tons	1.61 tons	2+6	2	Headlights	Open
LWB	\$3,332	D, A	1.7 tons	1.77 tons	2+10	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB	276/110	69/28	60 or 120	40	Std	W(2)	HF1 HS1 HR1
LWB	232/92	58/23	60 or 120	40	Std	W(2)	HF1 HS1 HR1

ARO-240

Notes: This is the Romanian replacement for the UAZ-469B. It is basically a UAZ-469 with a more powerful engine.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
75 hp	\$3,160	G, A	700 kg	1.5 tons	2+4	1	Headlights	Open
80 hp	\$3,180	G, A	700 kg	1.5 tons	2+4	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
75 hp	242/98	61/25	95	55	Std	W(2)	HF1 HS1 HR1
80 hp	254/102	64/26	95	59	Std	W(2)	HF1 HS1 HR1

DAC 2.65 FAEG

Notes: This light 4x4 amphibious vehicle is used for general transport and by special operations units in riverine raiding. It is not meant for rough water conditions, but instead for bodies of water like rivers, ponds, lakes, and swamps. The DAC 2.65 FAEG is amphibious without any sort of preparation; buoyancy is provided by large floats on either side of the vehicle, and a propeller in the rear drives the vehicle in the water. The engine and transmission are watertight, and the cab is kept above the water by the floats. The cab is a two-seater and there is a small cargo bed in the rear.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,347	D, A	400 kg	2.1 tons	2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
148/60	35/15/3	40	12	Std	W(2)	HF1 HS1 HR1

Hamster

Notes: This is described by the manufacturer as a "special purpose off-road vehicle." It is primarily meant as a high-mobility liaison vehicle and to provide transport for airborne and airmobile forces. The Hamster is basically a steel cage with an engine, wheels, and seats attached, and is virtually as basic as a vehicle can get.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,630	G, A	750 kg	750 kg	2+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
276/110	69/28	60	45	Std	W(2)	HF0 HS0 HR0

GAZ-46 MAV

Notes: This is an amphibious version of the GAZ-69 (the forerunner of the UAZ-469). In this role, the vehicle has a boat-shaped hull with propellers at the rear of the vehicle for propulsion in the water. This vehicle was first produced in 1944 and remained in production until 1955; however, thousands of these vehicles were retained in Pact service by Naval Infantry units, lovingly cared for by mechanics, drivers, and aides of Naval Infantry and Spetsnaz commanders who liked their combination of small size, mobility, and amphibious characteristics. More were maintained through the years by private collectors around the globe, with many of them being impressed into military service. A weapon mount is normally found on top of the windshield or on a post or roll bar behind the front seat, but no weapon is provided in the basic cost of the vehicle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,285	G, A	450 kg	2 tons	2+3	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
182/72	46/18/5	60	39	Std	W(2)	HF1 HS1 HR1

GAZ-51A/63

Notes: These are essentially oversized Jeep-like vehicles used by Bloc and Chinese forces. There is a weapon mount, but no weapon is provided. The GAZ-63 is a 4x4 vehicle.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
GAZ-51A	\$5,589	G, A	2 tons	2.71 tons	2+6	2	Headlights	Open
GAZ-63	\$5,589	G, A	2 tons	3.49 tons	2+6	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
GAZ-51A	136/54	34/14	90	50	Std	W(2)	HF1 HS1 HR1
GAZ-63	140/56	35/14	195	50	Std	W(2)	HF1 HS1 HR1

GAZ-66

Notes: Bloc and Chinese forces, as well as Angola, Cambodia, Cuba, Egypt, Finland, Iran, Iraq and Syria use this 4x4 truck. It replaced the GAZ-63. There is a weapon mount on the cab roof, but no weapon is provided. Civilians also use the GAZ-66. The GAZ-66 is of all-steel construction, with fixed sides and drop tailgate. A canvas tarpaulin covers the cargo area, and the cab has a heater. Many GAZ-66s have a front-mounted winch. Other variants have a hard-bodied cargo area for use as machine shops, communications, and command vehicles. A version of the GAZ-66 is used as the chassis for a lightweight version of the BM-21 MRL, known as the BM-21V Grad-P.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$6,227	G, A	2 tons	3.47 tons	2+8	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
170/68	43/17	210	84	Std	W(2)	HF1 HS1 HR1

GAZ-69

Notes: This vehicle is the predecessor of the UAZ-469 in Pact service, but may still be found in many countries that received Russian aid throughout the years, such as Cambodia, Cuba, Egypt, Finland, Syria, North Korea, Vietnam, and several African nations.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
GAZ-69	\$3,100	G, A	500 kg	1.53 tons	2+4	1	Headlights	Open
GAZ-69A	\$3,100	G, A	650 kg	1.54 tons	2+5	1	Headlights	Open
GAZ-69M	\$3,145	G, A	650 kg	1.58 tons	2+5	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
GAZ-69	190/76	48/19	75	37	Std	W(2)	HF1 HS1 HR1
GAZ-69A	202/82	51/21	60	37	Std	W(2)	HF1 HS1 HR1
GAZ-69M	232/92	58/23	60	46	Std	W(2)	HF1 HS1 HR1

GAZ-3308 Sadko

Notes: This is a light truck designed to replace trucks of around the 2-ton payload class, and specifically, the GAZ-66 series. It was originally designed for export as well as domestic use, and perhaps this is why it is built to more modern specifications than most Russian trucks. The GAZ-3308 has power steering and brakes, automatic transmission, variable pressure tires, and an off-road suspension. Air conditioning and heating are options, as is a 5-ton capacity winch.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$7,203	D, A	2 tons	4.28 tons	2+10	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
182/72	46/18	210	51	Std	W(2)	HF1 HS1 HR1

GAZ-3937 Vodnik

Notes: When this vehicle first appeared in mid-1995, it was confused with the GAZ-3934 SIAM light armored vehicle, and thought to be a lightly armored personnel carrier. It is now known to be a rough equivalent to the US HMMWV, but larger, being a medium truck. It was designed to provide better cross-country mobility than normal trucks of the same class. It is also amphibious, propelled in water by the turning of its heavy-lugged tires. It does have many automotive components in common with the GAZ-3934. This vehicle is in common use by KGB, Spetsnaz, and Alpha Teams, and if you run into a unit driving them, chances are you have run into such a special unit. A Weapon may be mounted on a post in the passenger area.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$5,153	D, A	2 tons	4.5 tons	2+8	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
208/82	52/21/5	180	64	Std	W(3)	HF1 HS1 HR1

GT-S

Notes: The GT-S series goes back to 1955; this was when the original GT-S (also known as the GAZ-47) was introduced. The GT-S

was an over-the-snow vehicle designed for a variety of roles, but primarily as a general cargo/troop carrier and light artillery/heavy mortar tractor. The GT-S is also capable of traversing shallow swamps and mud. The layout is conventional, with an engine compartment up front under a short hood, a cab behind that, and the cargo/troop section behind the cab. The cab and cargo/troop section is covered by a canvas tarpaulin over bows; the cab has two doors, while the rear area is accessed via a drop tailgate, and has small plastic windows in the rear and sides of the tarpaulin. Towing capacity of the GT-S is 2 tons. The GT-S is fully amphibious, but only the tracks propel it in the water. Early models used a 74-horsepower engine, but this was quickly changed to an 85-horsepower engine. Today, the GT-S is primarily used in the civilian role, ranging from logging companies to scientific agencies.

The LFN-RVD-GPI-66 is an unusual variant of the GT-S; it is designed for higher speeds over water, deep snow, deep mud or sand, and swamps, but is incapable of traversing other terrain except in an excruciatingly slow manner. The tracks on this variant have been replaced by large cylindrical screw-type pontoons which propel the vehicle. This makes it quick over its chosen terrain, but virtually incapable of movement over anything else; it has a Com Mov of only 1 over any other sort of terrain whether on road or off, and no effective Tr Mov. It was placed in production, but is quite rare, as it proved to be impractical for anything other than amphibious assault, and of only limited use in that role. The 85-horsepower engine is standard for this version.

The GT-SM (also known as the GAZ-71) replaced the GT-S in the early 1970s; it is basically a GT-S with a more powerful engine. It is somewhat larger than the GT-S, but has the same cargo and towing capacities, and the same general shape and specifications. Production has since stopped, but it is still in lower-level service with the Russian Army. Category 1 and 2 units have largely replaced the GT-SM with the MT-LB.

The GT-T is a further development of the GT-S series, and is also capable of negotiating deep mud and swamps and is also amphibious with preparation. Developed for Arctic troops, the GT-T is known for its very wide chassis and tracks, features that help it on the terrain for which it was developed. Since it was developed for Arctic troops, it is also one of the few vehicles designed by the old Soviet Union which was designed with a more than adequate heater, and the engine, transmission, and the fluids it uses were either designed to work at low temperature or have pre-heaters. Though not an especially large vehicle, it can haul a decent amount of cargo for its size, in addition to being able to tow 4 tons. The GT-T is, however, a very old design, entering service in the early 1960s, and is primarily found in Category 2, 3, and Mobilization-Only units, though some are still in front-line service. Some are also found in civilian use, particularly by logging companies in Siberia. Variants include a maintenance vehicle, a field kitchen, and an NBC decontamination vehicle. Most Category 1 units have replaced the GT-T with the MT-LB. The driver and two other persons may sit in the cab at the front of the vehicle; the rest are seated in the rear compartment. The GT-T does not have any weapon mounts nor firing ports.

The GT-SM-1D is a light tracked general-purpose carrier designed primarily for transport over difficult terrain, and the latest in a long line of similar Russian carriers. The GT-SM-1D is not, however, an all-terrain vehicle, lacking the special tracks, roadwheels, engine and transmission, and other modifications for use in deep snow, mud, or swamps; in fact, the tracks are rather narrow. The GT-SM-1D is, however, amphibious, propelled in the water by its tracks, and is also designed for high-altitude operations. It is used by both civilian and military agencies in Russia and the former Soviet Union. Though its load capacity is modest, it is capable of towing 2 tons. Layout is otherwise conventional, with an engine compartment up front, a cab, and a rear cargo area which may be covered by bows and a tarpaulin.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
GT-S (74 hp)	\$4,472	G, A	1 ton	3.6 tons	1+9	3	Headlights	Open
GT-S (85 hp)	\$4,522	G, A	1 ton	3.62 tons	1+9	3	Headlights	Open
LFN-RVD-GPI-66	\$4,522	G, A	1.2 tons	3.6 tons	1+9	4	Headlights	Open
GT-SM	\$4,756	G, A	1 ton	3.75 tons	1+11	4	Headlights	Open
GT-T	\$9,064	D, A	2 tons	8.2 tons	2+11	6	Headlights	Open
GT-SM-1D	\$5,522	D, A	1.25 tons	3.25 tons	2+8	4	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
GT-S (74 hp)	142/50	36/12/2	208	32	Std	T2	HF1 HS1 HR1
GT-S (85 hp)	158/55	40/14/2	208	37	Std	T2	HF1 HS1 HR1

LFN-RVD-GPI-66	-/71/83*	-/18/21*	208	37	Std	T2*	HF1 HS1 HR1
GT-SM	196/69	49/17/3	300	50	Std	T2	HF1 HS1 HR1
GT-T	152/54	38/13/2	395	66	Std	T2	HF1 HS1 HR1
GT-SM-1D	234/82	59/26/5	250	45	Std	T2	HF1 HS1 HR1

***The Off-road speed of this version is in deep snow, mud, water, or swamps only; otherwise, the LFN-RVD-GPI-66 has no effect Tr Mov, and a Com Mov of only 1. The LFN-RVD-GPI-66 does not actually have tracks; instead, it has cylindrical steel screw-type pontoons. However, they are treated as tracks for game purposes.**

LuAZ-967M

Notes: The Warsaw Pact in then-East Germany first deployed this vehicle in the late 1960s. It is used for battlefield support and as a medical evacuation vehicle. It is also used by airborne forces due to its light weight, and is used by them as a weapon carrier. The LuAZ-967M has two folding seats for passengers; one seat may be folded to accommodate a stretcher. There is a treadway on each side of the vehicle for crossing trenches and other obstacles. It also has a 200-kg capacity winch in the front. The LuAZ-967M's rear is flat, except for the two folding seats. No weapon mount is provided, except on the airborne weapons carrier variant; this vehicle usually carries an AGS-17 grenade launcher, AT-4 Spigot ATGM, or B-10 recoilless rifle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,901	G, A	420 kg	930 kg	2+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
206/82	52/21/5	34	27	Std	W(2)	HF1 HS1 HR1

LuAZ-969/1302

Notes: This light vehicle was meant for airborne and airmobile forces, primarily as a command and liaison vehicle. It is based on a passenger car built in Russian called the ZAZ-966. The chassis is over 50% compatible with the LuAZ-967M, as they are based on the same vehicle. There is a later version called the LuAZ-1302, with a more powerful engine. It is considerably heavier because of this engine, but has the same cargo and towing ability.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
LuAZ-969	\$2,861	G, A	380 kg	820 kg	1+1	1	Headlights	Open
LuAZ-1302	\$2,961	G, A	380 kg	900 kg	1+1	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
LuAZ-969	178/70	45/18	32	19	Std	W(2)	HF1 HS1 HR1
LuAZ-1302	280/112	70/28	32	39	Std	W(2)	HF1 HS1 HR1

UAZ-452

Notes: This is a van used by certain Warsaw Pact units, particularly as ambulances or command vehicles. Unlike similar vehicles produced in other countries, the UAZ-452 was purpose-built for the military and is not an adaptation of a civilian vehicle. In addition to the van configuration, the UAZ-452 is also produced as a sort of pickup truck, with a forward cab, open-topped rear cargo bed, and drop sides.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,666	G, A	800 kg	1.72 tons	2+8	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
214/86	54/22	86	52	Std	W(2)	HF1 HS1 HR1

UAZ-469

Notes: This was the standard light vehicle of Russian and most Pact forces, as well as almost all former or current Russian or Pact client states. In addition, it was sold as a civilian off-road vehicle in Eastern Europe. Though in many countries it was being replaced by newer versions of the UAZ-469 or other light vehicles, the UAZ-469 was an ubiquitous sight in most of the world. It is a light Jeep-like vehicle, of conventional layout. The rear area may be open or covered by a canvas tilt; hard-bodied versions are also available. There is a weapon mount behind the front seats; however, no weapon is provided in the cost of the vehicle.

The UAZ-469B is a version of the standard UAZ-469. It has a lower ground clearance, which reduces the cost of the vehicle. The UAZ-469B has been sold in the West as the Tundra (not to be mistaken for the Toyota Tundra), and is used by the Warsaw Pact, Afghanistan, Cuba, Egypt, Iran, Iraq, and Syria.

The UAZ-3151 is the version of the UAZ-469 produced after 1990. It has a more powerful engine, and a diesel engine is an option. A heater is fitted, and cross-country performance is improved with a better suspension. Russia and Czechoslovakia use this version.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
UAZ-469	\$3,185	G, A	695 kg	1.49 tons	2+5	1	Headlights	Open
UAZ-469B	\$3,085	G, A	695 kg	1.49 tons	2+5	1	Headlights	Open
UAZ-3151 (85 hp Gas)	\$3,220	G, A	800 kg	1.35 tons	2+5	1	Headlights	Open
UAZ-3151 (152 hp Gas)	\$3,470	G, A	800 kg	1.57 tons	2+5	1	Headlights	Open
UAZ-3151 (205 hp Gas)	\$3,670	G, A	800 kg	1.74 tons	2+5	1	Headlights	Open
UAZ-3151 (91 hp Diesel)	\$3,245	D, A	800 kg	1.38 tons	2+5	1	Headlights	Open
UAZ-3151 (91.5 hp Diesel)	\$3,250	D, A	800 kg	1.38 tons	2+5	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
UAZ-469	236/94	59/24	78	54	Std	W(2)	HF1 HS1 HR1
UAZ-469B	236/94	59/24	78	54	Std	W(2)	HF1 HS1 HR1
UAZ-3151 (85 hp Gas)	270/108	68/27	78	61	Std	W(2)	HF1 HS1 HR1
UAZ-3151 (152 hp Gas)	398/160	100/40	78	111	Std	W(2)	HF1 HS1 HR1
UAZ-3151 (205 hp Gas)	486/194	122/49	78	151	Std	W(2)	HF1 HS1 HR1
UAZ-3151 (91 hp Diesel)	284/114	71/29	78	33	Std	W(2)	HF1 HS1 HR1
UAZ-3151 (91.5 hp Diesel)	286/114	72/29	78	34	Std	W(2)	HF1 HS1 HR1

VAZ-2121

Notes: This is basically a military application of the civilian Lada Niva SUV. It has the minimum modifications necessary for use as a military vehicle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,123	G, A	400 kg	1.15 tons	2+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
316/126	79/32	45	55	Std	W(2)	HF1 HS1 HR1

Flyer

Notes: This is another one of the fast attack-type vehicles that seem to be proliferating of late. The Flyer is originally an American design, but the design was bought by the Flyer group in Australia before in turn being bought out by ST Kinetics of Singapore. The Flyer is like most such vehicles, combining a dune buggy-like body and frame with modern materials and construction techniques to produce a lightweight but strong vehicle. A powerful diesel engine allows good mobility yet reasonable fuel consumption. Typical weapons mounts include one for light weapons, one for heavy weapons, plus a rear-mounted rocket launcher, recoilless rifle, or ATGM launcher.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,789	D, A	1 ton	1.4 tons	2+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
302/122	76/32	80	40	Std	W(2)	HF1 HS1 HR1

BAT

Notes: This South African vehicle is described by the SADF as a "special forces utility vehicle." It is based on a civilian lightweight off-road vehicle, with a great deal of strengthening of the chassis, suspension, and frame, better brakes, different starter, and weapons mounts. The rear of the BAT can carry a variety of weapons or pallets, from cargo boxes to communications setups to light multiple rocket launchers. Also commonly carried are recoilless rifles and ATGM. There are two mounting points for weapons, equivalent to NATO tripods, one over the windshield and one on the roll bar.

The BAT Mk2 is a larger version of the BAT.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
BAT, Gas Engine	\$3,395	G, A	625 kg	1.2 tons	2+3	1	Headlights	Open
BAT, Diesel Engine	\$3,300	D, A	625 kg	1.13 tons	2+3	1	Headlights	Open
BAT Mk 2	\$3,325	D, A	1.5 tons	2.3 tons	2+3	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
BAT, Gas Engine	458/184	115/46	77	102	Std	W(2)	HF1 HS1 HR1
BAT, Diesel Engine	398/160	100/40	77	41	Std	W(2)	HF1 HS1 HR1
BAT Mk 2	230/92	58/23	96	44	Std	W(2)	HF1 HS1 HR1

Jakkals

Notes: This is a jeep-like vehicle used by South Africa. Instead of metal, the body is made of glass fiber that is impact resistant and lighter than metal. It is very small, and 10 of them can fit inside a C-130 aircraft, with trailers. They can be air dropped. No weapon is provided, but the vehicle has a post behind the front seats that can mount any two NATO tripod compatible weapons. The trailer designed for this vehicle weighs only 180 kg and can hold 350 kg.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,370	G, A	350 kg, +530 kg towed	940 kg	2+1	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
314/126	79/32	60	46	Std	W(2)	HF1 HS1 HR1

SAMIL 20

Notes: This is a fairly common light truck in South African service. It has numerous variants, including a cargo/troop carrier, van body, rocket launcher, workshop, container carrier, and may even be armored with plates giving AV 2 to all faces. The cab and cargo area are covered with canvas. The sides and tailgate may be dropped. The standard truck has a forward control-type cab with a canvas roof, removable side windows, and a steel roll bar. The rear cargo area uses aluminum side boards and a steel framework over which a canvas tilt may be placed. Troops seats are placed down the center, but they may be folded up along the sides or removed altogether when more cargo space is needed. The floor of the cargo area has tie-down points and locking points for containers or shelter bodies. Between the cab and the cargo area is a spare tire, complete with a light crane to help the crew lower it or raise it. A variant of this truck has a mine-protected body shape (the underside is V-shaped to deflect the blast of a mine). It has an underside AV of 2, though it is not actually armored. The shaping unfortunately takes away some of the cargo area, which is physically smaller than that of the standard truck (though the Load figure is identical).

The Mk 2 is a light truck used by South Africa and Mozambique. It was developed from the SAMIL 20 Mk 1, but has a much lighter engine and a stronger fuel tank. The transmission is also altered to suit the new engine. Most importantly, the Mk 2 is made of over

90% local parts. The cab is fully enclosed. The only version is the cargo/troop carrier.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mk 1	\$7,387	D, A	2 tons	4.58 tons	2+12	3	Headlights	Open
Mk 2	\$7,397	D, A	2 tons	4.73 tons	2+12	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Mk 1	130/52	33/13	200	37	Std	W(2)	HF1 HS1 HR1
Mk 2	138/56	35/14	200	38	Std	W(2)	HF1 HS1 HR1

Wasp

Notes: This is roughly equivalent to the US RAMP-V in concept, being a heavier version of a fast attack-type vehicle to carry more troops and/or more cargo. The Wasp has three seats in front, with three more in the back (the troops in the back have their legs dangling over the rear of the vehicle). The rear seats may be folded down or removed and sides added to produce a cargo area. Under the rear seats is also a small area for more cargo. The roll cage has a single weapon mount able to take a weapon in size up to a light 20mm autocannon or something like an ASP autocannon. Included with the vehicle is a 60-liter tank for drinking water.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,300	D, A	1.45 tons	2.15 tons	2+4	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
230/92	58/23	60+60	41	Std	W(2)	HF1 HS1 HR1

Kiamaster 1250 kg Truck

Notes: This is basically a civilian panel truck, such as those that might be used for bulk deliveries, with a minimum of modifications for military use. The cargo area has been changed to an open area topped with canvas, a rear tailgate fitted, and a starter switch instead of a key is used (usually), but it is otherwise the same as the civilian vehicle. The Kiamaster 1250 kg truck is normally used in rear areas or where good roads are expected, and is not normally considered a combat vehicle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$5,765	D, A	1.25 tons	3.95 tons	3+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
178/62	45/16	140	34	Std	W(2)	HF1 HS1 HR1

KM410

Notes: This is South Korea's version of the old Jeep, and is similar in appearance to the Japanese Jeep CJ series. It is a basic off-road utility vehicle of conventional configuration, and is the standard light vehicle of the South Korean armed forces. Many variants exist; the standard utility vehicle is the KM410, and there is also a KM410L long wheelbase version, the KM411 ambulance version of the KM410L, the KM412 TOW ATGM carrier, the KM414 106mm recoilless rifle carrier, and the KM415 searchlight carrier.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
KM410	\$3,150	G, A	540 kg	1.18 tons	2+2	1	Headlights	Open
KM410L	\$3,158	G, A	620 kg	1.29 tons	2+4	1	Headlights	Open
KM411	\$3,948	G, A	480 kg	1.38 tons	2+4 or 2 stretchers	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
KM410	282/114	71/29	46	53	Std	W(2)	HF1 HS1 HR1
KM410L	262/104	66/26	46	53	Std	W(2)	HF1 HS1 HR1
KM411	266/106	67/27	46	53	Std	W(2)	HF1 HS1 HR1

KM450

Notes: This is a South Korean 5/4-ton truck, similar in appearance to the US M-715 series. However, they are fitted with new MZBA1 diesel engines and a new power train. The basic model is the KM450 cargo truck; other variants include the KM451 ambulance (a fully-enclosed body with space for eight seated or 5 stretcher casualties), KM452 communications vehicle (fully-enclosed body), and various other van-body types (KM453 to KM458), used as mobile offices and workshops.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$5,052	D, A	1.53 tons	1.53 tons	2+8	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
214/86	54/22	106	42	Std	W(3)	HF1 HS1 HR1

Fox-15D

Notes: This light vehicle was designed for the requirements of the Spanish Parachute Brigade and Foreign Legion, as well as some airmobile units in the Spanish Army. It was designed for high mobility and to also have a good payload, while being light enough to be parachuted or sling loaded from helicopters or loaded inside larger helicopters. There is a small winch in the front that has a capacity of 750 kilograms. A variety of weapon mounts may be installed on the rear deck, and the Fox-15D may tow up to 1.5 tons.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,225	D, A	1 ton	1.68 tons	2+4	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
246/98	62/25	55	34	Std	W(2)	HF1 HS1 HR1

MM-1 MATV

Notes: The MM-1 MATV (Multipurpose All-Terrain Vehicle) is a small vehicle similar in concept to vehicles such as the LOHR Fardier or Kraka. It is designed for use as a light load carrier by airborne and heliborne troops, and up to 12 can be put into a C-130 Hercules aircraft. A pallet of up to 6 can be dropped by parachute or LAPES.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
68 hp	\$3,016	D, A	1 ton	650 kg	1+4	1	Headlights	Open
74 hp	\$3,036	D, A	1 ton	661 kg	1+4	1	Headlights	Open
90 hp	\$3,096	D, A	1 ton	710 kg	1+4	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
68 hp	280/112	70/28	55	25	Std	W(2)	HF1 HS1 HR1
74 hp	294/118	74/30	55	27	Std	W(2)	HF1 HS1 HR1
90 hp	338/134	85/34	55	33	Std	W(2)	HF1 HS1 HR1

MM-1A MATV

Notes: This is basically a larger version of the MM-1 above. It is a small truck with a frontal cab and a rear area that may be outfitted with a flatbed with rollers for load handling and tiedowns, or with sides and seats installed for general cargo or personnel transport. It is a very light vehicle able to be hoisted by light helicopters, carried inside heavy helicopters, or dropped by parachute. The MM-1A is equipped with a winch with a capacity of 4.08 tons; this winch may be mounted on the cargo platform for assistance in loading cargo, or moved to the front, rear, or either side.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
72 hp	\$3,150	D, A	1.2 tons	1.74 tons	2+6	2	Headlights	Open
90 hp	\$3,215	D, A	1.2 tons	1.78 tons	2+6	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
72 hp	194/78	49/20	100	26	Std	W(2)	HF1 HS1 HR1
90 hp	222/90	56/23	100	33	Std	W(2)	HF1 HS1 HR1

Model 88 Militar

Notes: This is a light jeep-like vehicle produced by Santana of Spain, based on a design by Land Rover of England. It is used by Spain, Egypt, and Morocco. A soft and hard top version is made. No weapon is provided with the basic cost of the vehicle, but a post is installed that may mount any NMT or NHT-compatible weapon, a MILAN ATGM, or a 90mm or 106mm recoilless rifle. A 60mm mortar may also be installed in the rear of the vehicle, and fired from within.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Gas	\$3,105	G, A	500 kg	1.66 tons	2+5	1	Headlights	Open
Diesel	\$3,100	D, A	500 kg	1.66 tons	2+5	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Gas	210/84	53/21	97	44	Std	W(2)	HF1 HS1 HR1
Diesel	206/82	52/20	97	21	Std	W(2)	HF1 HS1 HR1

Model 109 Militar

Notes: This is a close copy of the British Land Rover produced under license by Santana. The biggest differences are the engine, its deep-wading capability, and the strengthening to allow air drops. Hard-top and soft-top versions are made, and the Model 109 is also built in a number of variants.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
61 hp Gas	\$3,130	G, A	1 ton	1.89 tons	2+6	2	Headlights	Open

95 hp Gas	\$3,260	G, A	1 ton	1.89 tons	2+6	2	Headlights	Open
59 hp Diesel	\$3,125	D, A	1 ton	1.89 tons	2+6	2	Headlights	Open
91.7 hp Diesel	\$3,245	D, A	1 ton	1.89 tons	2+6	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
61 hp Gas	166/66	42/17	114	43	Std	W(2)	HF1 HS1 HR1
95 hp Gas	218/88	55/22	114	69	Std	W(2)	HF1 HS1 HR1
59 hp Diesel	164/66	41/17	114	21	Std	W(2)	HF1 HS1 HR1
91.7 hp Diesel	212/86	53/22	114	33	Std	W(2)	HF1 HS1 HR1

S-2000 Militar

Notes: This is a light truck used by Spain and some other nations. It is of cabover construction, and the cargo area has outward-facing seats along the center of the bed for its passengers. The cargo area has droppable sides and tailgate, and the cab has a mount over the commander's position with a weapon mount (NMT/NHT). The cargo area may be covered with a canvas tilt over bows. Other variants include a van body for command post roles, communications, or mobile workshops, and a tanker and a generator carrier (for a 15 kW generator) also exist.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,932	G, A	2 tons	2.26 tons	2+12	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
182/74	46/19	157	69	Std	W(2)	HF1 HS1 HR1

URO 115 PM

Notes: This truck entered Spanish service in 1984 and is still in service, though it has been supplanted to some extent by the URO MT. Like the MT, it is a heavily-built truck designed for rough terrain, with a beefy suspension and an engine with a lot of torque, though it is a bit underpowered. It comes in SWB and LWB versions, differing only in their wheelbase, size, and weight; cargo carrying capacity in the same in both cases. The SWB version is used primarily for cargo and troop transport, while the LWB is often fitted with a variety of special bodies and specialist equipment, including shelter/van bodies for several different purposes ranging from command posts to communications vehicles to workshops. Other versions of the LWB variant include an ambulance, water and fuel tankers, trucks with cranes mounted in the rear, fire trucks, a dump truck, and a minibus. There are also several civilian models. The engine is a license-produced version of a US Perkins Military diesel engine. The cab is of the cabover type, with a steel frame and aluminum sheet metal for the walls, and is insulated. The suspension is 4x4, with both axles having independent suspension and a frame designed to flex to a large degree. The 115 PM has power steering.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
115 PM SWB	\$4,854	D, A	2 tons	4.9 tons	2+14	3	Headlights	Open
115 PM LWB	\$5,088	D, A	2 tons	5.1 tons	2+16	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
115 PM SWB	192/57	48/14	180	34	Std	W(2)	HF1 HS1 HR1
115 PM LWB	188/56	47/14	180	34	Std	W(2)	HF1 HS1 HR1

URO MT

Notes: This is a very strong, very heavily built Spanish light-duty truck designed for rough terrain. They were designed for used in the mountainous areas of Spain and other areas where Spanish troops might be deployed. The suspension and shock absorbers are top notch. Besides the basic cargo/troop carrier, there are a number of variants, including a communications carrier, ambulance, tanker, workshop vehicle, wrecker, snow plow, an antiaircraft gun platform, and a bus.

Twilight 2000 Notes: Greece and Turkey acquired a good number of them shortly before the Twilight War.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
115 hp	\$6,904	D, A	2 tons	4.49 tons	2+10	2	Headlights	Open
143 hp	\$7,009	D, A	2 tons	4.58 tons	2+10	2	Headlights	Open
150 hp	\$7,034	D, A	2 tons	4.59 tons	2+10	2	Headlights	Open
177 hp	\$7,134	D, A	2 tons	4.68 tons	2+10	2	Headlights	Open
180 hp	\$7,144	D, A	2 tons	4.69 tons	2+10	2	Headlights	Open
230 hp	\$7,334	D, A	2 tons	4.85 tons	2+10	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
115 hp	160/64	40/16	130 or 200	42	Std	W(2)	HF1 HS1 HR1
143 hp	180/72	45/18	130 or 200	52	Std	W(2)	HF1 HS1 HR1
150 hp	186/74	47/19	130 or 200	55	Std	W(2)	HF1 HS1 HR1

177 hp	206/82	52/21	130 or 200	65	Std	W(2)	HF1 HS1 HR1
180 hp	206/82	52/21	130 or 200	66	Std	W(2)	HF1 HS1 HR1
230 hp	242/98	61/25	130 or 200	85	Std	W(2)	HF1 HS1 HR1

UROVESA VAMTAC

Notes: The VAMTAC (a Spanish acronym for High Mobility Tactical Vehicle) could easily be mistaken for a HMMWV at first glance. It is, however, an original design, built to the same specifications and requirements as the HMMWV, thus the resemblance. It is a somewhat larger vehicle than the HMMWV. So far, it is being used by every branch of the Spanish military, Spanish Customs, Spanish National Police, and Spanish Civil Protection. It can also be seen in the hands of international news outfits like CNN and BBC News, who use the vehicle to get into combat and disaster zones. The VAMTAC has seen combat use in Afghanistan by the Spanish Army, as well as by Spanish military forces used by UN peacekeepers in Congo and Lebanon. Other users include the Dominican Republic, Saudi Arabia, Malaysia, Morocco, Romania, Thailand, and Venezuela. Spain, however, has recently stated their intent to replace some or all of their VAMTACs with MRAP vehicles.

The engine of the VAMTAC is designed to run without a hitch in temperatures between -20 and 50 degrees Celsius. It is capable of running over deep sand dunes, large rocks, snow, and black ice. It is often used in areas where normally only tracked vehicles can normally operate. The VAMTAC can ford deep water; up to 750mm, or double that with a deep fording kit. It is light enough to be carried as a sling load by heavy-lift helicopters, and strong enough to be parachuted or LAPEsed. The user can buy the VAMTAC with an automatic or manual transmission. It has a locking differential, with locking on the front wheels being separate from the locking system for the rear wheels. The suspension is 4x4, with run-flat puncture-resistant tires. The four wheels have independent suspension, something that greatly increases mobility over rocky and uneven terrain. The VAMTAC also has four-wheel disc brakes and protected half-shafts. A central tire pressure regulation is an option; so is light alloy plate protection (from ground/terrain obstacles) for the entire underside. All this makes the VAMTAC a very rugged and mobile vehicle off-road. A ramming bumper can be mounted in front. Construction of the VAMTAC is mostly of light alloy, polymer, and Kevlar. An option is a suspension which can be switched from 4WD to 2WD.

1500 kg is the standard cargo capacity, but the suspension can be strengthened to allow a cargo capacity of 2000 kg. (The higher-rated vehicles are normally used to tow light artillery or transport heavy infantry such as ATGM and sapper teams.) The cargo capacity mentioned is with a crew of two and 3 troops in the cargo area. The engine is also a more powerful one than in the standard HMMWV. The VAMTAC can mount a variety of weapons and use several configurations, from a canvas-topped load carrier to a utility vehicle to weapons carriers for heavy weapons such as ATGM launchers or recoilless rifles. The "short" wheelbase version can, in its soft-top version transport a driver and commander along with 10 troops with a standard load (combat equipment and rucksacks) maximum; the "long" wheelbase version can transport 12 such troops. There are load-carrying-capable rails on both sides of the cargo area on the soft-top version. There are soft and hard-top ambulances, with the soft top version able to carry two stretchers and a medical attendant, and a decent supply of medical supplies; the hard-top version can carry four stretchers, an attendant, and a better load plan with lockers and drawers for medical supplies. An option for the hard-top ambulance is a tent that can be extended to increase the length of the work area by two meters. Shelter carriers also exist, carrying comms, command stations, maintenance and repair shelters; these are also available with an extension tent. Other hard-top versions include a firefighting vehicle. Other soft-top versions include a 1500 or 2000-liter water or fuel tank (with refueling equipment), and a crane/recovery vehicle. Options for both include a snowplow/digging and terrain clearance vehicle (the plow used has an AV rating of 3); a winch with a capacity of 5.4 tons and 60 meters of cable, a trailer towing vehicle, and a towing/carrier vehicle for artillery, mortars, and ammunition. Power is provided by a 188 horsepower Steyr M16 Monoblock turbocharged diesel; optionally, the VAMTAC can be powered by 166-horsepower engine that offers more torque than the standard engine. Equipped with this engine, the VAMTAC is not capable of the speed that the 188-horsepower engine is capable of, but can tow 3000 kg versus the 2500 kg of the standard VAMTAC, and has a better percentage for the off-road speed and ability to power out of hazards and obstacles.

Standard armament for the soft-top versions is a machinegun or grenade launcher over the commander; approximate ammunition load is 800 rounds for a .50-caliber machinegun (you can estimate other weapons from this figure). On the hard-top versions, this mount is in roughly the center of the vehicle, with the operator sitting on a wide strap. Other weapons that can be carried on the VAMTAC include ATGM launchers SAMs, and recoilless rifles. A mortar mount can be put in the rear cargo section, allowing the vehicle to operate as an 81mm, 4.2", or 120mm mortar vehicle. There is a vehicle armor protection kit available for the VAMTAC, which includes a mine protection kit. The hard-top version can mount an RWS. Air conditioning is an option, except on the hard-top ambulance, where it is a standard feature.

As with the HMMWV, URO also sells a civilian version, which is outfitted in the way specified by the buyer. Unlike the HMMWV, there is no equivalent version to the H2 or H3.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB, Soft-Top	\$10,586	D, A	1.5 tons	3 tons	2+10	2	Headlights	Open
SWB, Soft-Top, 166 hp	\$10,506	D, A	1.5 tons	3 tons	2+10	2	Headlights	Open
SWB, Soft-Top, Strengthened	\$12,350	D, A	2 tons	3.5 tons	2+10	2	Headlights	Open

Spanish Light Unarmored Vehicles

SWB, Soft-Top, Strengthened, 166 hp	\$12,257	D, A	2 tons	3.5 tons	2+10	2	Headlights	Open
LWB, Soft-Top	\$10,875	D, A	1.64 tons	3.27 tons	2+12	2	Headlights	Open
LWB, Soft-Top, 166 hp	\$10,795	D, A	1.64 tons	3.27 tons	2+12	2	Headlights	Open
LWB, Soft-Top, Strengthened	\$12,688	D, A	2.19 tons	3.56 tons	2+12	2	Headlights	Open
LWB, Soft-Top, Strengthened, 166 hp	\$12,942	D, A	2.19 tons	3.56 tons	2+12	2	Headlights	Open
SWB, Hard-Top	\$13,233	D, A	1.45 tons	3.76 tons	2+6	2	Headlights	Enclosed
SWB, Hard-Top, 166 hp	\$12,633	D, A	1.45 tons	3.76 tons	2+6	2	Headlights	Enclosed
SWB, Hard-Top, Strengthened	\$15,439	D, A	1.9 tons	4.07 tons	2+6	4	Headlights	Enclosed
SWB, Hard-Top, Strengthened, 166 hp	\$13,595	D, A	1.9 tons	4.07 tons	2+4	4	Headlights	Enclosed
LWB, Hard-Top	\$13,595	D, A	1.35 tons	3.3 tons	2+4	4	Headlights	Enclosed
LWB, Hard-Top, 166 hp	\$13,493	D, A	1.35 tons	3.3 tons	2+4	3	Headlights	Enclosed
LWB, Hard-Top, Strengthened	\$15,861	D, A	1.9 tons	3.5 tons	2+4	3	Headlights	Enclosed
LWB, Hard-Top, Strengthened, 166 hp	\$13,967	D, A	1.9 tons	3.5 tons	2+4	3	Headlights	Enclosed
LWB, Soft-Top, Ambulance	\$12,507	D, A	820 kg	3.33 tons	2+4 sitting or 2 stretcher patients, plus one attendant	4	Headlights	Open
LWB, Hard-Top, Ambulance	\$15,635	D, A	675 kg	3.37 tons	6 stretcher patients, or 4 sitting and 3 stretcher cases, or 8 sitting patients, plus an attendant	5	Headlights	Enclosed
SWB, Patrol Vehicle	\$19,358	D, A	1.26 kg	3.96 tons	2+4	3	Headlights	Enclosed
SWB, Patrol Vehicle, 166	\$19,212	D, A	1.26 kg	3.96 tons	2+4	3	Headlights	Enclosed

hp								
LWB, Patrol Vehicle	\$19,886	D, A	1.22 kg	4.14 tons	2+6	3	Headlights	Enclosed
LWB, Patrol Vehicle, 166 hp		D, A	1.22 kg	4.14 tons	2+6	3	Headlights	Enclosed

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB, Soft-Top	205/67	51/17	110	64	Std	W(2)	HF1 HS1 HR1
SWB, Soft-Top, 166 hp	184/63	46/16	110	56	Std	W(2)	HF1 HS1 HR1
SWB, Soft-Top, Strengthened	181/52	46/13	110	66	Std	W(2)	HF1 HS1 HR1
SWB, Soft-Top, Strengthened, 166 hp	164/57	41/14	110	57	Std	W(2)	HF1 HS1 HR1
LWB, Soft-Top	191/56	48/14	110	64	Std	W(2)	HF1 HS1 HR1
LWB, Soft-Top, 166 hp	172/60	43/15	110	61	Std	W(2)	HF1 HS1 HR1
LWB, Soft-Top, Strengthened	178/53	45/14	110	70	Std	W(2)	HF1 HS1 HR1
LWB, Soft-Top, Strengthened, 166 hp	161/55	40/14	110	61	Std	W(2)	HF1 HS1 HR1
SWB, Hard-Top	171/59	43/15	110	80	Std	W(2)	HF1 HS1 HR1
SWB, Hard-Top, 166 hp	154/53	39/13	110	56	Std	W(2)	HF1 HS1 HR1
SWB, Hard-Top, Strengthened	161/55	40/14	110	83	Std	W(2)	HF1 HS1 HR1
SWB, Hard-Top, Strengthened, 166 hp	145/49	36/12	110	58	Std	W(2)	HF1 HS1 HR1
LWB, Hard-Top	188/65	47/16	110	70	Std	W(2)	HF1 HS1 HR1
LWB, Hard-Top, 166 hp	188/65	47/16	110	70	Std	W(2)	HF1 HS1 HR1
LWB, Hard-Top, Strengthened	181/62	45/16	110	74	Std	W(2)	HF1 HS1 HR1
LWB, Hard-Top, Strengthened, 166 hp	163/56	41/14	110	82	Std	W(2)	HF1 HS1 HR1
LWB, Soft-Top, Ambulance	188/65	47/16	110	71	Std	W(2)	HF1 HS1 HR1
LWB, Hard-Top, Ambulance	186/64	47/16	110	72	Std	W(2)	HF1 HS1 HR1
SWB, Patrol Vehicle	164/56	41/14	110	84	Std	W(3)	HF3 HS3 HR3*

Spanish Light Unarmored Vehicles

SWB, Patrol Vehicle, 166 hp	149/51	37/13	110	74	Std	W(3)	HF3 HS3 HR3*
LWB, Patrol Vehicle	164/54	41/14	110	88	Std	W(3)	HF3 HS3 HR3*
LWB, Patrol Vehicle, 166 hp	149/51	37/13	110	74	Std	W(3)	HF3 HS3 HR3*

*This version has a top AV of 2 and a floor AV of 4Sp.

Bv-202

Notes: This vehicle was designed as a vehicle to negotiate difficult terrain, such as deep snow and swamps, and is often known in the West as a "Snowcat." By 2000 it is primarily used by Swedish, Norwegian, British, and Finnish forces, with a few holdovers still equipping the US Army's 10th Mountain Division and the two Arctic Brigades. In British and US service it is usually unarmored, but in Swedish, Norwegian, and Finnish service it is usually equipped with appliqué armor (weight 1.5 tons, cost \$1000, slows the vehicle by 10% when mounted, adds 2 to all faces). In this guise, it is usually known as the "Skalman" (armorman), after a Swedish cartoon character, an anthropomorphosized turtle. The layout of the BV-202 is similar to the BV-206, with a drive section in front and a cargo section in the rear with a drive linkage between the two. There are doors on either side of the drive section, and doors in the rear of the cargo section. There is a hatch on the roof of the vehicle, which is an NHT equivalent.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mk1	\$4,809	G, A	1 ton	2.9 tons	2+8	3	Headlights	Open
Mk2	\$4,829	G, A	1.2 tons	2.9 tons	2+8	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Mk1	161/113	38/26/4	156	66	Std	T2	HF1 HS1 HR1
Mk2	163/114	38/27/4	156	70	Std	T2	HF1 HS1 HR1

Bv-206

Notes: Designed by Sweden to succeed the Bv-202, the Bv-206 was widely adopted by countries around the world that needed a robust vehicle for use in difficult terrain (primarily snow and swamp) over which a normal vehicle could not operate. By the 2000, over 10,000 were in use by 16 countries. The design is similar to the proven Bv-202, with a front section containing the crew, engine, and some of the passengers and cargo; the rear section is the primary load-carrying section. An articulating joint that allows greater off-road mobility than one long vehicle and also transmits power to the rear section connects the two sections. The heater in the Bv-206 is very efficient, able to maintain a comfortable temperature in the front or back in temperatures as cold as -40 degrees Celsius. At least 17 variants of the basic vehicle were available by 2000. There are two doors on either side of the front section and one on either side of the rear section; each section also has a roof hatch, and these sometimes have weapons mounts, though they are not standard.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Gas	\$6,123	G, A	2.25 tons	4.49 tons	2+9	4	Headlights	Enclosed
Diesel 125 hp	\$6,083	D, A	2.25 tons	4.46 tons	2+9	4	Headlights	Enclosed
Diesel 136 hp	\$6,123	D, A	2.25 tons	4.49 tons	2+9	4	Headlights	Enclosed

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Gas	153/107	36/25/4	360	99	Std	T2	HF1 HS1 HR1
Diesel 125 hp	145/101	34/24/4	360	45	Std	T2	HF1 HS1 HR1
Diesel 136 hp	153/107	36/25/4	360	49	Std	T2	HF1 HS1 HR1

Volvo 4140

Notes: This is a Swedish truck that is also in use by Malaysia. It is a 4x4 light truck that comes in two models: the cargo carrier (4140) and the hardtop version (4141). The 4140 has an all-steel cargo area with a rear drop tailgate and a removable canvas cover. The hardtop version has a fully enclosed steel body with an aluminum roof. Both versions are 4x4 vehicles with brakes on all four wheels.

The cab of the 4140 and the body of the 4141 has a heater; optional equipment includes air conditioning, an engine preheater, and an air compressor with 10 meters of hose. A winch with a capacity of either 2.2 or 3 tons is fitted. The 4142 is a stretched version of the 4140, and the 4143 is even longer, and of 6x6 configuration.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
4140/4141	\$3,836	G, A	1.2 tons	2.25 tons	2+5	2	Headlights	Open
4142	\$3,994	G, A	1.96 tons	1.94 tons	2+7	2	Headlights	Open
4143	\$4,776	G, A	3.1 tons	2.4 tons	2+9	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
4140/4141	254/102	64/26	83	91	Std	W(2)	HF1 HS1 HR1
4142	232/94	58/24	125	92	Std	W(2)	HF1 HS1 HR1
4143	186/74	47/19	150	91	Std	W(3)	HF1 HS1 HR1

Volvo L2204

Notes: This is a light 6x6 truck of conventional design and construction. It entered service in 1955, and by 2003, most have been scrapped or sold off to civilians. The sides of the cargo area are removable, as is the canvas cover. In the rear of the vehicle is a 4-ton capacity winch.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$5,580	G, A	1.5 tons	4.2 tons	3+10	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
172/68	43/17	90	84	Std	W(3)	HF1 HS1 HR1

Volvo L3304

Notes: This light reconnaissance vehicle was produced specifically for the Swedish Army. It is called Pvpjtgbil-9031 by the Swedes. It is used for basic reconnaissance or, when equipped with a PV-1110 recoilless rifle, a light mobile antitank platform. The L3304 is similar to other Western Fast Attack-type vehicles.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,135	G, A	630 kg	1.57 tons	2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
226/90	57/23	46	50	Std	W(2)	HF1 HS1 HR1

Volvo L3314 Laplander/C202

Notes: The Laplander is a light truck is used by Sweden, Norway, and some 40 other countries, though it was no longer in production by 2000. Hardtop and pickup versions of this truck exist. The cab has a heater and defroster, and there is a winch with a capacity of 2.1 tons.

The C202 is a later version of the L3314 Laplander described below. This vehicle is heavier, and comes in hardtop and pickup versions. The pickup has a heater for the front cab, and the hardtop version has a heater for the whole passenger area. It has a more powerful engine than the Laplander, and optional equipment includes air conditioner, engine heater, spotlight, snow tires, and a canvas top. The vehicle has a winch with a capacity of 2 tons.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
L3314	\$3,160	G, A	900 kg	1.52 tons	2+4	1	Headlights	Open
C202 Hard Top	\$3,193	G, A	730 kg	1.8 tons	2+5	2	Headlights	Open
C202 Pickup	\$3,193	G, A	925 kg	1.6 tons	2+5	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
L3314	224/90	56/23	46	55	Std	W(2)	HF1 HS1 HR1
C202 (Both)	234/94	59/24	51	59	Std	W(2)	HF1 HS1 HR1

Croco

Notes: This is an "ultralight" 4x4 vehicle similar in concept to vehicles like the French LOHR Fardier and the German Kraka 640. The Croco is a two-part vehicle joined by a ball joint and amphibious. There are two seats and a cargo section. The cargo section contains two boxes for loose cargo (22 cubic meters) and tie-downs for other cargo.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,050	G, A	500 kg	1.2 tons	2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
202/82	51/21/5	60	33	Std	W(2)	HF0 HS0 HR0

MOWAG 1500 kg Truck

Notes: This boxy light truck looks sort of like a shorter and wider Unimog; however, there is no relation between the two. These trucks were built for the Swiss Army between 1951 and 1962, with 1688 being built. They were still in service with the Swiss Army until at least the late 1980s, but I have no information about their service with the Swiss Army beyond that point. Some of them were apparently sold to civilians, and some placed in museums, however. These trucks were built using a lot of components made by Dodge. The truck has a forward control-type cab with the small engine partially in front of and partially under the cab, and the transmission under the cab. The engine is accessed via a hatch in front, and the transmission from underneath the vehicle. The transmission is a manual transmission. The suspension is 4x4 and does well off-road. The cargo area has a tailgate, low sides with picket-type extensions, removable bows and a canvas tilt, and folding troop seats on each side. Many of these trucks have a front-mounted winch. The MOWAG 1500 kg Truck was originally powered by 93-horsepower engine, but this was later replaced by a 103-horsepower engine. Variants include an ambulance with an enclosed rear cargo body able to up to five stretcher patients and a medic, or 9 seated patients and a medic. Another common variant was a communications vehicle, also with a fully-enclosed cargo body.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
94 hp	\$4,414	G, A	1.5 tons	2.6 tons	2+10	2	Headlights	Open
103 hp	\$4,414	G, A	1.5 tons	2.61 tons	2+10	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
94 hp	252/77	63/20	100	41	Std	W(2)	HF1 HS1 HR1
103 hp	270/81	68/21	100	45	Std	W(2)	HF1 HS1 HR1

Saurer M4

Notes: This is an artillery tractor, i.e., a vehicle designed to carry gun crews and tow artillery pieces and ammunition trailers. It looks very much like an oversized jeep-like vehicle. As such, the vehicle can tow 2.5 tons. It has a winch in the front with a capacity of 2.5 tons and 50 meters of cable. The engine is at the rear and the personnel carrying ability is large.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,758	D, A	2.25 tons	4.25 tons	2+8	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
128/50	32/13	100	27	Std	W(2)	HF1 HS1 HR1

GTD

Notes: This is a locally-designed heavy jeep-like vehicle using a Turkish engine (which is a Turkish model of a Ford engine). It is designed to replace a number of older light vehicles, and to serve alongside British-made Land Rovers. The roll bar has a mount for a light machinegun or similar-sized weapon.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,140	D, A	700 kg	1.47 tons	2+6	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
232/92	58/23	60	25	Stnd	W(2)	HF1 HS1 HR1

H2A

Notes: This fast attack vehicle is touted by ADCOM, its manufacturer, as an "armor harassment vehicle." The primary mission is to be a mobile, agile platform for ATGM, and in this role it is capable of carrying missiles as heavy as the Hellfire if necessary. Secondary armament is usually a heavy machinegun such as the M-2HB, and two Minimi SAWs. The vehicle is surprisingly strong for its size with a good load-carrying capability.

Twilight 2000 Notes: This vehicle does not exist.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$4,641	D, A	1.2 tons	2.04 tons	2+1	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
548/220	137/55	190	111	Std	W(2)	HF1 HS1 HR1

DOZOR-A

Notes: This vehicle is, like many such vehicles in the world today, similar in concept to the HMMWV – a lightweight, rough-terrain vehicle which may be heavily-loaded and used as the base chassis for a number of vehicles. In the case of the DOZOR-A, the vehicle may function as a basic light truck, a civilian light truck, a police vehicle, an ambulance, a shelter carrier able to contain a number of specialist bodies (workshops, communications, etc.), a light troop carrier, etc. It is in its basic configuration a 4x4 light truck with an enclosed forward body that has front and back seats and a rear body with a canvas cover over bows. (Four persons plus the driver are carried in the enclosed body, while six are carried in the cargo body.) Over the commander's position on the front right side is a pintle mount for a light or medium weapon. The DOZOR-A may have one of three engines: a 122-horsepower engine with manual transmission, a 136-horsepower engine with manual transmission, or a 197-horsepower engine with a choice of manual or automatic transmission. All are turbocharged diesel engines. The DOZOR-A is equipped with a GPS set, night vision for the driver, air conditioning and heating for the forward body, and a winch in the front bumper with a capacity of 4.18 tons.

Twilight 2000 Notes: This vehicle does not exist in the Twilight 2000 timeline.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
122 hp Engine	\$30,002	D, A	2 tons	3.5 tons	2+9	2	Passive IR	Open
136 hp Engine	\$30,109	D, A	2 tons	3.51 tons	2+9	2	Passive IR	Open
197 hp Engine	\$30,202	D, A	2 tons	3.6 tons	2+9	2	Passive IR	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
122 hp Engine	210/63	50/30	137	35	Std	W(2)	HF1 HS1 HR1
136 hp Engine	228/69	55/30	137	40	Std	W(2)	HF1 HS1 HR1
197 hp Engine	314/80	75/45	137	63	Std	W(2)	HF1 HS1 HR1

ASLV (Advanced Light Strike Vehicle)

Notes: This is basically an FAV (also known as the LSV) grown a size larger, and given a more powerful engine to cope with the increased weight. The resulting vehicle is able to carry greater loads and heavier weapons, up to Heavy ATGM and light autocannons. It otherwise performs in a similar manner to the FAV. These vehicles were not introduced to the US inventory until early 1996, and are relatively rare.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,883	D, A	1.1 tons	1.35 tons	2+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
362/144	91/36	80	51	Std	W(2)	HF1 HS1 HR1

CUCV

Notes: In the late 1970s and early 1980s, the US military faced a problem. The Jeeps and their descendants used as general utility vehicles were rapidly wearing out and could not carry large amounts of cargo, and the vehicle that would become the HMMWV was still on the drawing boards and as yet even prototypes had not been built. There was a need for new utility vehicles. Therefore, the military adapted commercially available heavy-duty pickup trucks and SUVs for military use. The suspension of these vehicles were beefed up, the option to start with a key replaced by a simple switch, the seats replaced with simple bench seats, heavy-duty bumpers installed, and tie down loops, a towing hook, brackets for small arms, heavy duty air and oil filters, blackout lights, and a slave receptacle added. The cargo carrier vehicles come in 2-door standard and 4-door extended cabs, and variants include basic cargo/troop carriers, ambulance, shelter/workshop carriers, and flatbed pallet carriers. By the 2000, the CUCV and its descendants were still in wide use by US forces, especially by the Reserves, National Guard, and the skeleton crews left behind at bases in the US. In the US military, it is common for troops to mispronounce the acronym and call this vehicle the "Cut-Vee."

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
M-1009	\$4,067	D, A	544 kg	2.36 tons	2+3	2	Headlights	Open
M-1008	\$4,666	D, A	1.32 tons	2.68 tons	3+6	2	Headlights	Open
M-1010	\$6,013	D, A	943 kg	3.34 tons	3+4 or 2 Stretchers	3	Headlights	Open
M-1031	\$4,533	D, A	1.79 tons	2.54 tons	3+8	2	Headlights	Open
M-1028	\$4,675	D, A	1.63 tons	2.63 tons	3	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
M-1009	308/124	77/31	130	50	Std	W(2)	HF1 HS1 HR1
M-1008	244/98	61/25	130	50	Std	W(2)	HF1 HS1 HR1
M-1010	230/92	58/23	130	49	Std	W(2)	HF1 HS1 HR1
M-1031	230/92	58/23	130	49	Std	W(2)	HF1 HS1 HR1
M-1028	232/92	58/23	130	49	Std	W(2)	HF1 HS1 HR1

CUCV II

Notes: This is an "SUV" version of the CUCV, used by command or communications elements in support units, as well as elements as diverse as civilian employees of military bases and police. The cargo area is covered, and the vehicle is usually equipped with extra communications equipment. Otherwise, it has the same modifications as the Cargo Carrier. Most of these vehicles were based on Chevy Suburbans or Tahoes, unlike the pickups of the Cargo Carrier. The US military did not order these vehicles; however, orders were made by Saudi Arabia, Sweden, Ecuador, Britain, and Venezuela.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
K10516	\$4,237	G, A	475 kg	2.36 tons	2+3	2	Headlights	Open
K30903	\$4,737	G, A	1.7 tons	2.47 tons	3+8	2	Headlights	Open
K30903 Ambulance	\$6,373	G, A	907 kg	3.27 tons	3+6 or 3 Stretchers	3	Headlights	Open
K20906	\$4,712	G, A	953 kg	3.9 tons	2+4	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
K10516	424/170	106/43	145	143	Std	W(2)	HF1 HS1 HR1
K30903	310/124	78/31	145	143	Std	W(2)	HF1 HS1 HR1
K30903 Ambulance	308/124	77/31	145	143	Std	W(2)	HF1 HS1 HR1
K20906	326/130	82/33	145	143	Std	W(2)	HF1 HS1 HR1

DJ-5 Dispatcher

Notes: This is a light truck for use in rear areas where off-roading is not expected. It is normally used for deliveries or shuttling

paperwork around. In civilian use, it is most commonly seen in use by the US Postal Service; in that role, the driver's seat is on the right instead of the left (so the postman can access roadside postal boxes without leaving his seat). The doors on either side of the cab slide instead of hinge open, and there is a rear door.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,142	G, A	499 kg	1.02 tons	1+2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
370/148	93/19	38	65	Std	W(2)	HF1 HS1 HR1

Fast Attack Vehicle (FAV)

Notes: This light vehicle resembles a militarized dune buggy. The frame is constructed of high-strength chrome-moly steel, with steel sheets stretched over it. The fuel tank is explosion-resistant, and the fuel tank requires 20% more fuel damage before fuel in it ignites. Tires are run flat, with the FAV able to achieve 80% of full speed while flat (though the ride will be much rougher). The standard engine is a gasoline one, but a diesel engine is also available. The FAV has three weapons mounts, including one NLT/NMT mount in the rear and one in front of the commander's position; another weapon mount, which can carry weapons up to light autocannons, heavy machineguns, automatic grenade launchers, or heavy ATGM, is found on top of the roll cage. Special operations units using these vehicles are also fond of strapping two rocket launchers onto the vehicle, one on each side of the roll cage. The FAV is strong enough to be airdropped.

American forces using the FAV often referred to it as the "Ninja Jeep."

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,230	G, A	409 kg	699 kg	2	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
502/200	126/50	60	69	Std	W(2)	HF1 HS1 HR1

Honda Pioneer 700

Notes: The Pioneer 700 touts its 100% construction in the US using US parts. It has a powerful engine with strong torque. The Pioneer 700 can change from a four-seater to a three-seater with a small cargo bay where the 4th seat was, to a two-seater with a larger cargo bay. The crew and passengers are protected by an all-around roll cage. Suspension is independent to all four wheels. The Pioneer 700 can tow 680 kg. The bed, in its 2-seater mode, has a tilt cargo area. Seat belts are four-point and doors are double-latched. Brakes are front-wheel disc and rear-wheel disc. It has a 36 horsepower engine, and for its light weight, this is decent.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,230	G, A	454 kg	572 kg	1+3	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
407/285	113/79	8	14	Std	W(2)	HF1 HS1 HR1

HMMWV M-998

Notes: The M-998 is the base vehicle of the HMMWV line, first delivered to the US Army in 1982, and going to serve in over 25 countries as well as in civilian versions. Military versions have proven to be rugged vehicles with astonishing capabilities, and the ability to accelerate to 50 kmh in 8 seconds and climb 60% slopes or negotiate 40% side slopes. Normal fording is rated at 0.76 meters, though I have personally put unmodified HMMWVs through deeper water for short distances. With a fording kit, 1.52 meters can be forded. An optional accessory is a winch in the front bumper, with 60 meters of cable and a capacity of 2.7 tons.

The M-997 is a HMMWV variant for transport of wounded. The cargo bed is sealed off in a large, boxy bay. Air conditioning and heating (for patient comfort) is provided.

The M-1042 is a shelter (or box) carrier, with the rear area designed to accommodate a pre-constructed box with various missions (machine shop, communications, etc.). It is equipped with a 200amp power system for external systems. The M-1042 also has a 2700 kg winch. Like all HMMWVs, it can ford up to 0.75m of hard-bottom water, or twice that with a kit that takes 15 minutes to install and requires no special skill. No weapons mount is provided.

The M-1044 is a standard HMMWV fitted with a hard top, NHT mount (C), a 2700kg winch, and supplemental Kevlar armor.

The M-1097 is a higher-payload version of the cargo/troop carrier. It is equipped with a 200 amp power system for external systems. The M-1097 is soft- or open-topped and can carry up to 8 passengers in its bed. The M-1097 has a 2700 kg winch. It can ford up to 0.75m of hard-bottom water unprepared, or twice that with a kit that takes 15 minutes to install and requires no special skills.

Also known as the Expanded-Capacity HMMWV, the M-998A2 features a more powerful engine and upgrades suspension that greatly increases the HMMWV's cargo capacity. This version replaced the M-998 and M-998A1 in production starting in 1993, and production of all HMMWV models based on older chassis (except for some of the armored versions) stopped in 1995.

In addition to being based on the M-998A2 chassis, the M-997A2 is also fitted with supplemental armor for more protection. It is otherwise the same vehicle as the M-997A1.

The M-1042A2 is a shelter carrier based on the M-998A2 Expanded Capacity HMMWV chassis. It is otherwise identical to the M-1042.

The M-1113, also known as the Expanded Capacity Vehicle (ECV), is a HMMWV with a 190 hp engine and even greater cargo capacity. Most of these vehicles are used as the basis for various armored HMMWV variants, but a "stock" ECV exists.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
M-998	\$3,931	D, G, A	1.13 tons	2.3 tons	2+4	2	Headlights	Open
M-997	\$5,720	D, G, A	1.25 tons	2.88 tons	2+6 or 4 Stretchers	3	Headlights	Open
M-1042	\$4,064	D, G, A	1.63 tons	2.3 tons	2	2	Headlights	Open
M-998A1	\$3,931	D, G, A	1.08 tons	2.5 tons	2+4	2	Headlights	Open
M-997A1	\$5,720	D, G, A	1.25 tons	2.96 tons	2+6 or 4 Stretchers	3	Headlights	Open
M-1044A1	\$5,168	D, G, A	1.25 tons	2.64 tons	2+2	2	Headlights	Open
M-1097A1	\$3,931	D, G, A	1.83 tons	2.71 tons	2+8	2	Headlights	Open
M-998A2	\$4,290	D, G, A	1.71 tons	2.68 tons	2+4	2	Headlights	Open
M-997A2	\$7,109	D, G, A	1.25 tons	3.47 tons	2+6 or 4 Stretchers	3	Headlights	Open
M-1042A2	\$4,290	D, G, A	2 tons	2.68 tons	2	2	Headlights	Open
M-1097A2	\$4,290	D, G, A	2 tons	2.68 tons	2+8	2	Headlights	Open
M-1113	\$4,539	D, G, A	2.36 tons	2.86 tons	2+4	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
M-998	268/108	67/27	94	55	Std	W(2)	HF1 HS1 HR1
M-997	256/102	64/26	94	55	Std	W(2)	HF1 HS1 HR1
M-1042	266/106	67/27	94	55	Std	W(2)	HF1 HS1 HR1
M-998A1	286/114	72/29	95	55	Std	W(2)	HF1 HS1 HR1
M-997A1	252/100	63/25	95	55	Std	W(2)	HF1 HS1 HR1
M-1044A1	268/108	67/27	95	55	Std	W(2)	HF2 HS2 HR2
M-1097A1	240/96	60/24	95	55	Std	W(2)	HF1 HS1 HR1
M-998A2	256/102	64/26	95	59	Std	W(2)	HF1 HS1 HR1
M-997A2	242/96	61/24	95	59	Std	W(2)	HF2 HS2 HR2
M-1042A2	244/98	61/25	95	59	Std	W(2)	HF1 HS1 HR1
M-1097A2	244/98	61/25	95	59	Std	W(2)	HF1 HS1 HR1
M-1113	258/102	65/26	95	70	Std	W(2)	HF1 HS1 HR1

LMC-1200

Notes: The LMC-1200 is rectangular-shaped tracked over-the snow vehicle also suited for other difficult terrain such as mud and swamps. There are three variants of the LMC-1200. The first has a two-man enclosed cab equipped with bucket seats and an open rear cargo area. The second has a larger cab that seats up to five and has a smaller uncovered rear cargo area. The third variant has a fully-enclosed body that seats up to twelve, and has a cargo area behind the last seat. Entry to the cab is by doors on either side (four on the 5-man cab, and two on the other two models); the 12-man fully-enclosed body also has double doors in the rear. Heavy-duty windows are located in front and the sides of the cab, and in the 12-man version, three more windows are on either side of the vehicle and two in the rear. The LMC-1200 is equipped with a combined heater/window defroster, and in the 12-man version, a secondary heater may be added at the rear. Standard tracks (used on good terrain and in summer) are 914 millimeters wide, but winter tracks (also meant to be used in deep mud or swamps) are 1152 millimeters wide and make the LMC-1200 somewhat heavier. Production of the LMC-1200 has been complete for many years, but the vehicles are still used by the all branches of the US armed forces, including the Coast Guard.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Summer Tracks	\$5,995	G, A	1.36 tons	2.8 tons	2+0-10	3	Headlights	Enclosed
Winter Tracks	\$6,055	G, A	1.36 tons	3 tons	2+0-10	3	Headlights	Enclosed

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Summer Tracks	242/128	55/40	159	61	Std	T2	HF1 HS1 HR1
Winter Tracks	228/130	55/36	159	61	Std	T2	HF1 HS1 HR1

LMC-1450

Notes: Developed for the US Marines in the late 1970s, the LMC-1450 was rapidly overtaken by the LMC-1500, which was designed by the same manufacturer shortly after the LMC-1450 was. Therefore, the Marines bought only five LMC-1450s, though some other sales were made to civilian agencies. The LMC-1450 is basically a boxy-shaped vehicle with a somewhat V-shaped front end and tracked suspension. The basic version (as used by the Marines) has a fully-enclosed body with seats for the driver and five passengers, as well as some space at the rear for cargo. US Marine versions also use the optional roll bars, even though the roof and sides are designed to take twice the weight of a fully-loaded LMC-1450. The driver and front passenger have doors on either side of

the vehicle (which open to the rear instead of the front), and the rear of the vehicle has a large door. Each door has a window, and there is also a window on either side of the body. The tracked suspension uses five roadwheels, with rubber tracks and steel track shoes. The tracks may be either 644mm or 793mm wide; softer ground or deep snow calls for wider tracks. Weight is similar with either width of tracks. The transmission is automatic, but steering is by laterals instead of a steering wheel, yoke, or bar. Cab heating is available, but was not used in the Marine LMC-1450s; civilian ones typically do have heaters.

A variant of the LMC-1450 has a two-man cab; the rear of the cab has an uncovered cargo area (which may be used with bows and a canvas tarpaulin cover) and a tailgate at the rear.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
LMC-1450 (Enclosed Body)	\$3,560	G, A	1.09 tons	1.59 tons	1+5	1	Headlights	Open
LMC-1450 (Open Cargo Bed)	\$3,388	G, A	1.09 tons	1.44 tons	1+2	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
LMC-1450 (Enclosed Body)	376/132	94/33	91	46	Std	T2	HF1 HS1 HR1
LMC-1450 (Open Cargo Bed)	412/144	103/36	91	46	Std	T2	HF1 HS1 HR1

LMC-1500

Notes: Replacing the earlier LMC-1450, the LMC-1500 is a box-shaped tracked carrier designed primarily for over the snow travel. It is used in the US military primarily by the Navy and Marines and the Army, in very small numbers. It is also in widespread civilian use by arctic explorers and researchers, and by the FAA. The vehicle comes in three forms; one version has a small cab with seating for two in bucket seats and an uncovered cargo area to the rear. The second version has a larger cab with seating for five (in bucket seats) and an enclosed cargo area behind the second row of seats, and doors at the rear of the cargo area in addition to the ones in the cab; it also has two small windows in the sides of the cargo area in addition to the large ones at the front and sides of the cab. The third model has three rows of seats to provide seating for up to eight, with a smaller cargo area to the rear of the third row of seats, and the last row of seats being a bench. All windows are made from thick safety glass (but not ballistic glass). In all cases, the weight of the vehicle is about the same, as is the cargo weight that may be carried. Two sets of tracks may be used; one is the standard-width "summer" tracks, while the other is the wide "winter" tracks. The LMC-1500 is also a good vehicle for negotiating deep mud and swamps, though it is not amphibious and can ford only 35.5 centimeters of water. The LMC-1500 is pretty good on snow, but on deep, unpacked snow, cargo capacity is reduced to 454 kilograms to prevent the vehicle from becoming stuck, even with winter tracks. (With summer tracks, the LMC-1500 is not capable of negotiating snow any deeper than its water fording capability, 35.5 centimeters). The LMC-1500 is still in use and still in production.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Summer Tracks	\$3,921	G, A	1.09 tons	1.95 tons	2+0-6	2	Headlights	Open
Winter Tracks	\$3,960	G, A	1.09 tons	2.09 tons	2+0-6	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Summer Tracks	332/174	75/55	110	61	Std	T2	HF1 HS1 HR1
Winter Tracks	312/177	70/56	110	61	Std	T2	HF1 HS1 HR1

M-37

Notes: This is a light cargo truck once found in droves in the US, but now found mainly in Central America, Turkey, Spain, and Thailand. This vehicle is a 4x4 truck somewhat larger than a pickup truck.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
M-37	\$4,002	G, A	680 kg	2.59 tons	3+6	2	Headlights	Open
M-43	\$4,422	G, A	680 kg	3.95 tons	3+8 or 4 Stretchers	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
M-37	182/72	46/18	91	56	Std	W(2)	HF1 HS1 HR1
M-43	154/62	39/16	91	56	Std	W(2)	HF1 HS1 HR1

M-38 Jeep

Notes: This predecessor of the M-151 series was developed shortly after World War 2 by Willys to replace the Jeeps from that war. It is basically the model of Jeep produced for civilian use with modifications to better suit it to military use. In appearance, it is almost identical to the World War 2 model.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
M-38	\$3,105	G, A	363 kg	1.25 tons	2+2	1	Headlights	Open
M-38A1	\$3,150	G, A	363 kg	1.21 tons	2+2	1	Headlights	Open
M-170	\$3,135	G, A	400 kg	1.34 tons	2+6 seated or 3 stretchers	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
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M-38	258/104	65/26	49	43	Std	W(2)	HF1 HS1 HR1
M-38A1	292/118	73/30	64	53	Std	W(2)	HF1 HS1 HR1
M-170	272/108	68/27	72	50	Std	W(2)	HF1 HS1 HR1

M-151 Jeep

Notes: This descendant of the World War 2 Jeep is also known as the "Mutt" (based on the acronym MUTT, for Military Utility Tactical Transport). It is used all over the world and can be found in most places that are or have been US Allies, proxies, or otherwise have received US aid. They were largely phased out of US military service in the 1980s in favor of the HMMWV, but some can be found in National Guard and Reserve units. Several variants are available; the original M-151 was replaced in production in 1964 by the M-151A1, then by the M-151A2 in 1970. The heavier variants M-718A1 and M-825 came later; these two did not have trailer hitches and were not authorized by the US military to haul towed loads. The vehicle may have a frame with a canvas top fitted, and some even had a hard top. The Jeep has a pintle mount, but no weapon is provided.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
M-151	\$3,150	G, A	554 kg	1.01 tons	2+2	1	Headlights	Open
M-151A1	\$3,150	G, A	544 kg	1.09 tons	2+2	1	Headlights	Open
M-151A2	\$3,150	G, A	545 kg	1.11 tons	2+2	1	Headlights	Open
M-718A1	\$3,150	G, A	409 kg	1.25 tons	2+4	1	Headlights	Open
M-825	\$3,150	G, A	785 kg	1.17 tons	2+2	1	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
M-151	302/122	76/31	56	53	Std	W(2)	HF1 HS1 HR1
M-151A1	294/118	74/30	56	53	Std	W(2)	HF1 HS1 HR1
M-151A2	292/116	73/29	60	53	Std	W(2)	HF1 HS1 HR1
M-718A1	292/116	73/29	60	53	Std	W(2)	HF1 HS1 HR1
M-825	256/102	64/26	60	53	Std	W(2)	HF1 HS1 HR1

M-274 Mechanical Mule

Notes: Originally designed for cargo transport in light, airborne, and air assault units, the Mule is little more than a metal platform over a skeletal framework with a bare-bones driving position. Handrails can be raised on the edges of the cargo platform to help retain cargo. The driver may unlock the steering column and fold down the seat to steer the vehicle while walking or crouching behind it. It is not equipped for towing. These vehicles were largely out of US service by the Twilight War, but some were used in National Guard units, and dozens were used as utility vehicles at Fort Irwin. One unusual use for this vehicle is as a carrier for the M-40A2 106mm recoilless rifle, and some were modified during the war to mount the TOW II missile launcher.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,465	G, A	454 kg	376 kg	1+3	1	None	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
166/66	42/17	30	12	Std	W(2)	HF0 HS0 HR0

M-561 Truck

Notes: More commonly known as the Gama Goat, a few of these vehicles can still be found in US National Guard and Reserve units. The Gama Goat is a 6x6 drive vehicle with an integral articulated trailer that carries the cargo. The Gamma Goat is amphibious. Some Gama Goats have been modified as ambulances or to carry TOW ATGMs or machineguns.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$5,492	D, A	1.32 tons	3.31 tons	2+6	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
182/74	46/19/5	151	38	Std	W(3)	HF1 HS1 HR1

M-715

Notes: The M-715 is a light truck that replaced the original M-37 light truck in US service. It is no longer in active US service (though it may be found in some National Guard and state militia units), but it is still used by Haiti and Israel. The M-715 is a 4x4 vehicle of conventional design that somewhat resembles a pickup truck. The cab has a removable canvas top, and the rear cargo area has a drop tailgate and removable tarpaulin cover. Many of these vehicles have a front-mounted winch with a capacity of 3.4 tons. A kit is available that allows the M-715 to ford water 1.1 meters deep. Variants include an ambulance, a maintenance truck (normally used to maintain communications lines), and a communications shelter carrier.

After completing production of the M-715 for the US and Israel in 1969, AM General developed an upgraded version called the AM-715. This version is virtually identical in appearance, but features a better suspension, more powerful engine, a folding windshield, folding seats on each side of the cargo bed, and some other minor modifications. It is physically a smaller vehicle, but only just so,

and it is also significantly lighter than the M-715. This version has been sold to various countries worldwide, including many civilian agencies.

The AM-720 is a modification (though not an upgrade) of the AM-715. It follows the AM-715 pattern in appearance, but is designed to be less expensive and to be easier to maintain, while offering more cargo space. Slightly longer than the AM-715, it has folding seats in the cargo area for up to 13 troops (6 on each side, and one at the front of the cargo area facing the rear). The canvas tilt has been replaced by a vinyl one, and a winch has been added to front with a capacity of 2.83 tons. The AM-720 may be supplied with left- or right-hand drive according to the needs of the customer, and a 24-volt electrical system instead of the standard 12-volt system if necessary. Two engines are available, one low-power (but high torque) and one high-power (but lower torque). The AM-720 is in widespread use around the world, both by military and civilian agencies. Towing capacity far exceeds its cargo capacity, at 3.63 tons.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
M-715	\$5,386	G, A	1.36 tons	2.49 tons	2+6	1	Headlights	Open
AM-715	\$5,038	G, A	1.13 tons	2.13 tons	3+10	1	Headlights	Open
AM-720 (112 hp)	\$4,806	G, A	1.14 tons	2.18 tons	3+13	2	Headlights	Open
AM-720 (144 hp)	\$5,006	G, A	1.14 tons	2.24 tons	3+13	2	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
M-715	342/85	86/22	106	97	Std	W(2)	HF1 HS1 HR1
AM-715	432/129	108/33	72	66	Std	W(2)	HF1 HS1 HR1
AM-720 (112 hp)	332/101	83/26	69	49	Std	W(2)	HF1 HS1 HR1
AM-720 (144 hp)	398/120	100/36	69	63	Std	W(2)	HF1 HS1 HR1

M-998A4 COHHV

Notes: The M-998A4 COHHV (also known as the Cabover HMMWV) is a HMMWV modification, made almost entirely of standard HMMWV parts. The M-998A4 fills the battlefield void that commercially produced light trucks could not fill, such as parts compatibility and cross-country performance.

Two versions exist, a standard truck with a bed like the troop carrier HMMWV, and a flatbed version, designed to accept universal "piggy-back" cargo boxes. These boxes are deployed and mounted by rollers or an integral winch (capacity 2.1 tons). Communications, hospital, and machine shop boxes have been fielded, and more were devised during the war. These types of boxes are modular and can be changed according to need and availability.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$5,830	D, G, A	2.72 tons	2.95 tons	2+12	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
242/96	61/24	182	70	Std	W(3)	HF1 HS1 HR1

NMC-40 Warrior FAV

Notes: This is an experimental three-seat version of the US Army's Fast Attack Vehicle. The layout differs slightly from the standard FAV in that a third seat is mounted between the engine and passenger compartment facing rear. There are also two weapons mounts--one in the front of the forward passenger's seat, and one mounted between the rear passenger seat and the engine.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,180	D, G, AvG, A	350 kg	748 kg	2+1	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
442/176	111/44	60	29	Std	W(2)	HF1 HS1 HR1

Oshkosh Joint Light Tactical Vehicle

Notes: Alarmed by the vulnerability of even up-armored HMMWVs in Iraq and Afghanistan, especially to IEDs, the Army, Air Force, and Marines demanded a replacement, something along the lines of an MRAP light utility vehicle, and one which could take armor add-ons as well. The first RFP was put out by the DoD in 2006, and the second in 2008. Some 14 companies responded to the 2008 RFP. These designs ranged from MRAP-modified HMMWVs to hybrid electric vehicles. At this point the TD phase of the RFP began (the "run-off"). This resulted in LRIP contracts for the designs by three companies; strangely, Oshkosh was not one of those companies, and they arrived late in the game as the DoD decided they were not impressed with any of the 3 companies' designs. Finally, in 2015, the Oshkosh version was selected as the final winning design, and went at first into LRIP, though Full Production has not yet commenced as of April 2021..Oshkosh version is related to Oshkosh's L-ATV, though it is smaller than the L-ATV.

Foreign interest has been lively, and the UK in 2017 decided to purchase the JLTV, to be built by the Oshkosh London facility, it is currently in LRIP by the London facility. The Lithuanians purchased a number of JLTVs in 2019 (about 200), with deliveries slated to begin in 2021. The Slovenians have requested a whopping order of 11,149 in 2018; deliveries should begin in late 2020. The Montenegrins have requested a small order of 65 for advanced field tests with their armed forces, with deliveries starting in April-June

2020. Lithuania ordered 200, and they should be delivered this year (2020).

The JLTV is based around Oshkosh's independent suspension system. This gives each wheel an independent suspension with a combination of pneumatic shocks and coil-springing, to give each wheel a large amount of independent travel, making the JLTV very agile off-road, while keeping the cabin relatively level. The JLTV is powered by a Duramax LML turbocharged and supercharged 397-horsepower engine; this is normally a diesel engine but, keeping with DoD standards, may also run off of JP8 jet fuel. This engine is coupled to an Allison 2500SP automatic transmission, with power brakes and steering. The tires are run-flat and puncture-resistant, as well as being made thicker-than-normal rubber. The fuel tanks are also puncture-resistant. The JLTV is designed to be able to travel up to 5 kilometers at full speed with three 0.75-centimeter holes in the fuel tanks. The JLTV can ford up to 150 centimeters of water without a deep fording kit. The JLTV is an MRAP 2 vehicle.

The JLTV has armor based on the Army Long Tern Armor Strategy (LTAS) which calls for an A-Kit/B-Kit principle. This gives the base JLTV a modicum of armor, but allows for the application of an armoring kit that can be bolted on using conventional hand tools or basic power tools. In addition, an RPG Protection Kit may be installed by higher-echelon maintenance units, and is essentially a cage of bar/slat armor. The JLTV also has internal Kevlar spall liners as a part of base armor. Current US Army plans call for enough armoring kits and RPG Cage kits to outfit one of three vehicles in combat conditions, while in training scenarios no extra armoring would be fitted. The Marines also intend to use no armoring kits during training, but to have all of their JLTVs up-armored when in combat zones, and RPG Cages as needed. The vehicle cabin and engine compartment also have automatic fire detection and suppression systems. Fuel tanks are mounted externally. The JLTV has a crew compartment heater and air conditioning. A BMS with vehicle state computer has been installed. Each vehicle has crew seats which are independently-mounted and on large springs.

JLTV (except for the M1282 have cluster of four smoke grenade launchers on each rear corner on top of the vehicle. The Special Operations version is a special case; see below.

The JLTV Variants

The JLTV is basically a modular vehicle, from the armor setup above to the mission packages. Any version may be converted to another version in 2-7 hours, depending on what JLTV version you start with and which one you intend to end up with.

The M1278 Heavy Guns Carrier is designed for convoy escort, military police, and combat patrols. It almost always is up-armored to the max and its primary mark is the roof "castle" on a rotating turret and armed with a pair of heavy weapons such as M2HBs and Mk 19s or Javelin missiles. The turret has all-around armor with bullet-resistant windows, and the top has further armored panels with bullet-resistant glass. Inside the four-seat Heavy Gun Carrier are more heavy and infantry weapons, and ammo. The gunner is on a separate stand behind and between the two rear seats.

The M1279 Utility Vehicle is basically an armored modular body which can be used for anything from armored truck to logistics carrier to repair shop with box rear body to a mobile command post. Some of these setups include:

- "Battlespace Awareness" variant, which is equipped with numerous communications-type and ranging equipment and extra radios, allowing small teams such as command elements and TACP teams – and other small units that need a high degree of battlefield mobility. This version is armed with a single M2HB on a compact RWS mount, downlinked to a monitor in the right rear seat, and can be aimed, fired, and reloaded from inside the vehicle. This RWS also has its own night vision equipment and laser rangefinder/designator. This is generally a four-seater, with the rear area holding extra radios and equipment.
- An Infantry Carrier, which is based around a two-seat version and can carry six infantrymen plus the driver and commander, as well as room for bulky weapons like the Javelin, M32, or M240 machinegun. The Infantry Carrier can also carry a specialist antitank or SHORAD team. This is an Army and Marine version.
- An armored utility truck, the Utility Carrier, based on the two-seat version of the JLTV, and with a cargo bed at the rear. The bed may be accessed by two half-sized doors at the rear of the vehicle. It has roll in, lock down and tie-down points in the bed.
- The Light Ambulance sub-version is, designed as a light ambulance, with a somewhat raised rear end to accommodate up to two stretcher patients or four seated patients. The interior has a three-seat design, with the third seat accommodating a medic. The third seat is on a track and the medic may move along the length of the rear area on his seat.
- A Heavy Logistics Mover/light workshop version may be set up as transportation for larger items or many smaller items and equipment. The workshop may be setup as a light radio repair workshop, vehicle repair workshop, etc.

The M1280 General Purpose is generally used for various scouting and reconnaissance setups. This includes:

- The Reconnaissance, Scout, has a six-seat configuration with the rear seat members operating day/night vision devices and an a small C4I suite. It also includes extra radios, including very-long-range radios with a range of 500 kilometers or more, and an RWS station above the center of the vehicle, but controlled by the right rear crewmember, via a downlinked monitor. The RS also generally carries a pair of Javelin Missiles and a pair of Stinger missiles in the back; up to two dismounts may also be carried.
- The Command and Control on the Move sub-version is similar to Battlespace Awareness variant, and is a four-seat version to carry small command parties around the battlefield. It generally has similar equipment to the Battlefield Awareness variant, but is used at higher echelons and has several more radios including satellite radio, and many elements of C4I equipment, as well as extensive night vision and day vision gear.

The M1281 Close Combat Weapons Carrier is similar, but has its primary weapons in a low-profile RWS. There are generally two weapons in the RWS, heavy and light or two heavy weapons. It is a four-seat version, and its weapons are operated through a downlinked interface for the right rear passenger. Two more soldiers are generally carried in the rear bed of the vehicle, though other equipment, ammo, or weapons may be carried instead, in the RWS or in the rear area. It is almost always fully armored in combat.

The M1282 Special Operations variant typically does not have a roof, instead having two roll bars upon which are mounted up to four light, medium, or heavy weapons, from M249s to Javelin missiles. (It could be almost anything.) In front of the commander's position can be mounted an M249 or M240. Though the sides of the vehicle are armored, they are only armored up to a point (up to the chest of a sitting crewmen or legs of a standing crewmember). The M1282 is typically equipped with other equipment, ranging from regular, long range, or satellite radios, some minor C41 equipment (it can, for example, communicate with aircraft and control certain UAVs). Grenade launchers are more like small mortars and can launch 76mm flares, chaff, anti-laser aerosol, or airburst grenades on a timer. Extra and personal equipment is usually strapped to the sides of the rear. The M1282 is often fitted with the anti-HEAT cage armor to provide places to tie, strap, and lock more equipment and mount more weapons. The M1282 may carry up to eight operators.

The JLTV may be fitted with the JVLT-T, which is a trailer allowing the JLVT to tow up to two tons and having the same mobility as the JLTV.

The US Marines are experimenting with a light SPAA version, with twin 30mm Mk 44 autocannons and six Stinger or Mistral SHORAD SAMs, called the MADIS (Marine Air Defense Integrated System). These will be combined with self-contained short-range radar, day/night vision, and the ability to interoperate with most other AAA units within 2 kilometers. This has yet to be given a designation; They will be contained in an unmanned module at the rear, with the actual gunner being in a third seat behind the first row of seats. I have given it a placeholder designation of M1283.

Vehicles	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
M1278 HGC	\$288,937	D, JP8, A	1.52 tons	11.53 tons	5+2	8	FLIR (G), 2 nd Gen Image Intensification (G)	Enclosed
M1279 BA	\$598,173	D, JP8, A	1.59 tons	10.86 tons	4+4	14	2 nd Gen FLIR (G, C), 2 nd Gen Image Intensification (G, C), GSR (20 km)	Enclosed
M1279 IC	\$163,674	D, JP8, A	2.32 tons	10.37 tons	2+6	6	Headlights	Enclosed
M1279 UC	\$146,484	D, JP8, A	2.58 tons	10.25 tons	2	6	Headlights	Enclosed
M1279 LA	\$272,017	D, JP8, A	1.17 tons	11.1 tons	3+2 Stretcher Cases or 4 Seated	12	Headlights	Enclosed
M1279 HLM	\$310,334	D, JP8, A	3.14 tons	10.03 tons	2+2	10	Headlights	Enclosed
M1280 RS	\$506,332	D, JP8, A	1.42 tons	11.3 tons	4+2	14	2 nd Gen FLIR (G, C), 2 nd Gen Image Intensification (G, C)	Enclosed
M1280 CCM	\$508,485	D, JP8, A	1.3 tons	11.2 tons	2+2	14	2 nd Gen FLIR (G, C), 2 nd Gen Image Intensification (G, C)	Enclosed
M1281 CWC	\$196,352	D, JP8, A	1.67 tons	11.35 tons	4	12	FLIR (G, C), 2 nd Gen Image Intensification (G, C)	Enclosed
M1282 SOV	\$560,564	D, JP8, A	1.35 tons	10.07 tons	4+4	14	2 nd Gen FLIR (G, C), 2 nd Gen Image Intensification (G, C)	Open
M1283	\$888,900	D, JP8, A	818 kg	12.11 tons	3	12	nd	Enclosed

MADIS	2 Gen FLIR (G), 2 nd Gen Image Intensification (G), Radar (30 km) (G)
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Vehicles	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
M1278 HGC	246/124	69/34	200	146	Trtd	W(3)	TF10 TS5 TR5 HF8 HS6 HR6*
M1279 BA	259/130	72/36	200	146	CiH	W(2)	TF5 TS2 TR2 HF4 HS3 HR3**
M1279 IC	270/136	74/38	200	146	Std	W(2)	HF4 HS3 HR3***
M1279 UC	274/138	77/38	200	146	Std	W(2)	HF4 HS3 HR3***
M1279 LA	256/130	71/36	200	146	Srnd	W(2)	HF4 HS3 HR3***
M1279 HLM	280/142	78/55	200	146	CiH	W(2)	HF4 HS3 HR3***
M1280 RS	252/127	70/35	200	146	CiH	W(2)	TF5 TS2 TR2 HF4 HS3 HR3**
M1280 CCM	254/128	71/36	200	146	CiH	W(2)	TF5 TS2 TR2 HF4 HS3 HR3**
M1281 CWC	251/126	70/35	200	146	CiH	W(3)	TF10 TS5 TR5 HF9Sp HS7Sp HR7Sp*
M1282 SOV	279/141	78/39	200	146	Std	W(3)	HF5Sp HS4Sp HR4Sp**
M1283 MADIS	238/120	65/34	200	146	CiH	W(3)	TF10 TS5 TR5 HF8 HS6 HR6*

Vehicle	Fire Control	Stabilization	Combat Equipment	Armament	Ammunition
M1278 HGC	+2	Basic	Secure Radios, Data-Capable Radios (3 km, 30 km, 300 km), Laser Designator (10 km), 3 rd Gen Laser Rangefinder, BMS, Vehicle State System, GPS, Mapping Module	M2HB and Mk 19 or M240 or M249 or M242 Autocannon or Mk 30 Autocannon; others possible	840x.50 and 300x40mm or 1400x7.62mm or 2000x5.56mm, or 450x25mm or 475x30mm; others possible
M1279 BA	+2	Basic	Secure Radios, Data-Capable Radios 30 km, 3x300 km, 1x500 km), SATCOM Radio, Laser Designator (12 km), 3 rd Gen Laser Rangefinder, ECM 1, IRCM 1, ECCM 2, Radio Jammer 2, BMS, Vehicle State System, GPS, Mapping Module, IFF, RDF	M2HB (RWS)	840x.50
M1279 IC/UC/HLM	None	None	Secure Radios, Data-Capable Radios (1x30 km, 1x300 km), BMS, Vehicle State System, GPS, Mapping Module	None	None
M1270 LA	None	None	Secure Radios, Data-Capable Radios (1x30 km, 1x300 km), BMS, Vehicle State System, GPS, Mapping Module, Set 3 Medical Gear, Class 2 Medical Equipment.	None	None
M1280 RS	+3	Fair	Secure Radios, Data-Capable Radios 30 km, 3x300 km, 1x500 km), SATCOM Radio, Laser Designator (12 km), 3 rd Gen Laser Rangefinder, ECM 1, IRCM 1, Radio Jammer 1, BMS, Vehicle State System, GPS, Mapping Module, IFF, RDF	M2HB (RWS)	1050x.50
M1280 CCM	+2	Basic	Secure Radios, Data-Capable Radios 30 km, 3x300 km, 1x500 km), SATCOM Radio, Laser Designator (12 km), 3 rd Gen Laser	M2HB (RWS)	840x.50

M1281 CWC	+3	Good	Rangefinder, ECM 1, IRCM 1, ECCM 2, Radio Jammer 2, BMS, Vehicle State System, GPS, Mapping Module, IFF, RDF, Mission Simulation Computer	Secure Radios, Data-Capable Radios (3 km, 30 km, 300 km), 3 rd Gen Laser Rangefinder, BMS, Vehicle State System, GPS, Mapping Module	M2HB, Mk 19 (other Possible) (RWS)	1050x.50, 500x40mm (Others Possible)
M1282 SOV	None	None	Secure Radios, Data-Capable Radios (30 km, 3x300 km, 1x500 km), SATCOM Radio, Laser Designator (12 km), ECM 1, IRCM 1, ECCM 2, Radio Jammer 2, BMS, Vehicle State System, GPS, Mapping Module, IFF, RDF, Mission Simulation Computer.	1xStretcher, Set 3 Medical Equipment, Class 4 Medical Gear	Up to 7 Weapons of Various Types	Up to 10 Belts of Ammo for Machineguns and/or 5 Belts/Reloads for other Weapons
M1283 MADIS	+4	Fair	Secure Radios, Data-Capable Radios (30 km, 1x300 km, 1x500 km, 1x800 km), SATCOM Radio, 3 rd Gen Laser Rangefinder, ECM 1, IRCM 1, ECCM 2, BMS, Vehicle State System, GPS, Mapping Module, IFF, Automatic Gun/Missile Lay System		2xMk44 Mod 2 30mm Chain Guns, 6xStinger or Mistral Launchers	1000x30mm, 6x Stinger or Mistral SHORAD

Polaris Defense MRZR

Notes: These two vehicles resemble a cross between an overgrown FAV and a light offroad utility vehicle. They are designed, like the FAV, to be lightweight, fast, and agile. The MRZR comes in two versions, the light MRZR-2 and the enlarged MRZR-4. They were not officially released until this year, 2014 – though reputedly several counties’ special ops units are experimenting with them. The transmissions are not exactly automatic or manual; the MRZR uses a continuously-variable transmission. An option allows the rear seats to face to the rear. The MRZR is a modular vehicle, with flatbeds, standard rear section, fencepost rear section or conventional construction just a few of the possibilities. The can also be outfitted as litter carriers for wounded soldiers, or ATGM, rocket, or heavy or light machineguns posts. Most setups have large roll bar cages in case of rollovers. The MRZR, so far, has been finished with a military tan color only, but Polaris can easily put a different color paint on the vehicles.

Vehicles	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
MRZR-2	\$2,616	D, G, AvG, A	454 kg	731 kg	2+2 or 2+2+1 litter	1	Headlights	Open
MRZR-4	\$3,107	D, G, AvG, A	681 kg	868 kg	2+2 or 2+2+2 litters	1	Headlights	Open

Vehicles	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
MRZR	172/99	132/67	28	20	Std	W(2)	HF1 HS1 HR1
MRZR-4	155/87	105/59	28	20	Std	W(2)	HF1 HS1 HR1

R-1 RATT

Notes: The RATT (Rescue All-Terrain Transport) was designed for use by USAF search and rescue teams to provide rapid, lightweight transport on the ground when searching for downed pilots, and transporting of wounded pilots to waiting rescue aircraft. It is basically a metal frame with a rudimentary body stretched over it, and some seats attached along with stretcher brackets. It is a light, but strong vehicle capable of great road and off road speed. It is capable of carrying an astonishing amount of passengers or stretchers, despite its small size. The tires are run flats, and the RATT can use HMMWV tires as a field expedient.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,171	G, A	1.36 tons	1.27 tons	3+6 Stretchers	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
284/114	71/29	76	81	Std	W(2)	HF0 HS0 HR0

RAMP-V (RAPid MultiPurpose Vehicle)

Notes: Also known as the GPV (General Purpose Vehicle), the RAMP-V is the load carrier counterpart to the US’s fast attack

vehicles. It is used by special operations forces for casualty evacuation and command and control as well as to carry heavy weapons and other large loads. A wide variety of weapons mounts, up to four, may be mounted on the roll bar frame.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,400 (Gas)	G, A	1 ton	1.1 tons	2+6	1	Headlights	Open
\$3,400 (Diesel)	D, A	1 ton	1.1 tons	2+6	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
410/164	103/41	70	103	Std	W(2)	HF1 HS1 HR1
410/164	103/41	70	51	Std	W(2)	HF1 HS1 HR1

IMR TARA

Notes: This appears to be based on a Pinzgauer design, but has a longer wheelbase than it's nearest comparable Pinzgauer counterpart and numerous other changes. A tarpaulin may cover the rear area, and the cab is enclosed with a heater. The windshield may be folded forward to allow fire through the front of the vehicle. The TARA is issued with a camouflage net and is insulated against radio interference (jamming attempts degrade radios inside the vehicle one level less, and it is also somewhat resistant to EMP). There is a small winch in the front with a capacity of 1 ton, and some vehicles are fitted with an air conditioner. Variants of the basic vehicle include a minibus, a pickup (with or without an enlarged cab), a hard bodied van, and a shelter or container carrier.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,501	D, A	1.2 tons	2.3 tons	2+5	2	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
178/72	45/18	70	27	Std	W(2)	HF1 HS1 HR1

Zastava AR-51

Notes: The AR-51 is basically the Italian Fiat AR-59 built under license in Yugoslavia, with a slightly different front end housing a Yugoslavian-made engine of somewhat less power than that of the AR-59 (only 48 horsepower). As with the AR-59, the AR-51 has two individual front seats and two bench seats on either side of the rear cargo area, which may be folded up to increase cargo space. The AR-51 has a soft top over bows; when they are not in use, the bows are removed and the tarpaulin cover rolled up, and they are strapped to the rear of the vehicle. In Yugoslavian service, the AR-51 is used primarily for command and liaison, as well as to tow the M-52 120mm mortar, the M-55 triple 20mm antiaircraft gun, and the 76mm M-48 field gun. There is also an ambulance version. Though the AR-51 is still being used in some numbers by the Yugoslavians, it has to some extent been replaced by Fiat Campagnolas built under license in Yugoslavia. The AR-51 is also used by Myanmar (Burma) in small numbers.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,360	D, A	480 kg	1.32 tons	1+5	1	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
252/75	63/19	58	21	Std	W(2)	HF1 HS1 HR1