

Medium Unarmored Vehicles

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International 2500 kg Truck

Notes: This truck was built starting in the early 1950s. It is a 4x4 heavily-built design, with a cabover driver's position. It has decent off-road performance. Like many "deuce-and-a half" type designs around the world, it was partially replaced by heavier trucks in the 1980s, but it is still being used in some roles.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|-----------|-----------|------|-----|--------------|--------------|
| \$8,568 | G, A | 2.72 tons | 5.54 tons | 2+10 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 162/66 | 41/17 | 200 | 107 | Std | W(2) | HF1 HS1 HR1 |

Steyr 14M22

Notes: The 14M22 is a 4x4 medium cargo truck used by Austria, Greece, Indonesia, Nigeria, and Switzerland, and was introduced in 1990. The cargo body has drop sides and is covered with canvas over a frame. A 5000-kg capacity winch may be mounted at the front or rear. These vehicles may be configured as cargo carriers, tankers, ambulances, fire trucks, or shelter carriers.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|----------|------|-----|--------------|--------------|
| \$9,017 | D, A | 5 tons | 8.5 tons | 2+18 | 5 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 152/62 | 38/16 | 150 | 81 | Std | W(3) | HF1 HS1 HR1 |

Steyr 480

Notes: This is a civilian medium truck with modifications to make it suitable to military use, such as an open cargo bay (with canvas cover), starter switch instead of a key, slave receptacle, etc. The rear cargo area has two rows of seats for a total of 20 troops, but an extra row can be added to the center to allow seats for 28 troops. The 480 has quite poor cross country performance, but a strengthened version known as the Steyr 580g is much better in this regard.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|------------|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| Steyr 480 | \$8,432 | D, A | 3 tons | 3.85 tons | 2+28 | 4 | Headlights | Open |
| Steyr 580g | \$9,916 | D, A | 3 tons | 4.25 tons | 2+28 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|-----------|--------|---------|----------|-----------|--------|------|-------------|
| Steyr 480 | 130/26 | 33/7 | 100 | 34 | Std | W(2) | HF1 HS1 HR1 |

| | | | | | | | |
|---------------|--------|-------|-----|----|-----|------|-------------|
| Steyr 580g | 120/48 | 30/12 | 100 | 34 | Std | W(2) | HF1 HS1 HR1 |
|---------------|--------|-------|-----|----|-----|------|-------------|

Steyr 680

Notes: The 680 M is an older Steyr truck still in use by many countries, including Austria, Greece, Indonesia, Nigeria, and Switzerland. It is of standard format and cabover construction. The all-steel cab has an observation hatch in the roof over the commander's position that may or may not be fitted with a light weapon mount. The rear cargo area has removable bows, a tarpaulin top, a drop tailgate, and folding bench seats. There is also a tanker truck variant.

The 680 M3 is a development of the 680 M listed above. Though load carrying capacity is lightened, the 680 M3 performs better off-road, with an independent 6x6 suspension for all wheels. However, there is a high degree of parts commonality with the 680 M. Another addition is the 4.5-ton capacity winch in the front of the vehicle, with 90 meters of cable. The troop seats in the rear have been moved to the center of the vehicle for a better firing position. There are more variants available, including a cargo/troop carrier, dump truck, and tanker. Only Austrian and Greek armies use the M3 version.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|---------|-----------|----------|-----------|------|-----|--------------|--------------|
| 680 M | \$8,498 | D, A | 6.5 tons | 5.83 tons | 2+20 | 4 | Headlights | Open |
| 680 M3 | \$8,802 | D, A | 5.5 tons | 6.5 tons | 2+16 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------------|
| 680 M | 130/52 | 33/13 | 160 | 48 | Std | W(2) | HF1 HS1 HR1 |
| 680 M3 | 140/56 | 35/14 | 180 | 60 | Std | W(3) | HF1 HS1 HR1 |

CAMANF Amphibious Truck

Notes: Designed for use by the Brazilian Marines, the CAMANF (which, translated, basically means "amphibious truck") replaced old DUKWs that were bought from the US in the 1950s, and entered service in the late 1970s. It is believed that fewer than 30 CAMANFs were built, and they were never exported. The CAMANF is very much like the DUKW in form, with a boat-like body, the engine up front, a "cab" behind the engine compartment with space for two, and a rear cargo area. It is based on the Ford 6x6 F-7000 chassis, and improvements over the DUKW include a diesel instead of a gasoline engine, a strengthened bow to allow it to better push through obstacles, push barges, or push smaller vehicles or boats free of obstructions. The "cab" houses the driver on the left and a passenger on the right; above the passenger position is a ring mount with a pintle mount which can take any weapon which may be mounted on a NATO Heavy Tripod. The suspension has a central tire-pressure regulation system to allow easier negotiation of soft surfaces such as sandy beaches. Before amphibious operations, the crew of the CAMANF must raise a trim board at the front of the vehicle, and turn on bilge pumps; this takes about a minute. The CAMANF is propelled in the water by a propeller at the rear of the hull. The CAMANF has the stability for extended water trips, up to 18 hours in length.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|----------|---------|------|-----|--------------|--------------|
| \$10,490 | D, A | 2.5 tons | 11 tons | 2+10 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|-----------|---------|----------|-----------|--------|------|-------------|
| 158/39/10 | 40/10/3 | 225 | 56 | Std | W(3) | HF1 HS1 HR1 |

EE-25

Notes: This is a medium truck used by Brazil, Angola, Bolivia, Chile, Columbia, Gabon, and Libya. It is of conventional construction, with a front engine, cab behind it, and a rear cargo area. The roof of the cab is vinyl, and the cargo area is fitted with canvas over bows. The EE-25 has a 7.5-ton capacity winch in the center or rear, and optionally, a 6-ton capacity cargo crane can be fitted behind the cab. Variants include a cargo/troop carrier, ambulance, fire truck, dump truck, wrecker, tanker, lubrication vehicle, van body, and NBC decontamination truck. No weapon mount is provided.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|----------|------|-----|--------------|--------------|
| \$9,155 | D, A | 5 tons | 7.1 tons | 3+10 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------------|----------------|-----------------|------------------|---------------|-------------|--------------|
| 134/54 | 34/14 | 200 | 57 | Std | W(3) | HF1 HS1 HR1 |

Bedford MJP

Notes: This is a British-made medium truck produced in large numbers starting in the early 1960s. Early models had gasoline engines, but beginning in 1981, they were upgraded to diesel power. Bangladesh, Belgium, Brunei, Indonesia, Ireland, Kenya, Netherlands, Turkey, Uganda, United Arab Emirates, and the United Kingdom use the MJP. The vehicle is of cabover design. The basic cargo body is all steel, with seats down the center, facing out. A removable canvas cover is provided. A cargo-loading crane is optional. The MJP has a front-mounted winch with a capacity of 5.08 tons and 76 meters of cable. Variants include a carrier for an RPV drone, dump truck, enclosed office body and refueling vehicle.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|-----------|-----------|------|-----|--------------|--------------|
| \$10,135 | D, A | 4.52 tons | 5.13 tons | 2+18 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 120/48 | 30/12 | 155 | 35 | Std | W(2) | HF1 HS1 HR1 |

Bedford RL

Notes: This is a post-World War 2 truck designed to replace the vehicles that had been worn out by that conflict. It was based on a civilian truck called the SLC. Originally, the RL was designed for a 3-ton capacity, but a 1968 upgrade increased this capacity to 4 tons. Despite having been officially replaced by later trucks, the Bedford RL still soldiers on in a variety of roles in and out of the British military, as well as in Belgium, Ireland, Denmark, Malaysia, Malta, the Netherlands, New Zealand, Oman, and Pakistan.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------------|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| 110 hp Gas | \$8,736 | G, A | 4 tons | 4.4 tons | 2+16 | 4 | Headlights | Open |
| 130 hp Gas | \$8,861 | G, A | 4 tons | 4.47 tons | 2+16 | 4 | Headlights | Open |
| 107 hp Diesel | \$8,776 | D, A | 4 tons | 4.39 tons | 2+16 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|------------------|--------|---------|----------|-----------|--------|------|-------------|
| 110 hp Gas | 132/52 | 33/13 | 118 | 79 | Std | W(2) | HF1 HS1 HR1 |
| 130 hp Gas | 144/58 | 36/15 | 118 | 94 | Std | W(2) | HF1 HS1 HR1 |
| 107 hp Diesel | 130/52 | 33/13 | 118 | 39 | Std | W(2) | HF1 HS1 HR1 |

RB-44

Notes: The RB-44 is a medium 4x4 truck used by the British Army that entered service in 1992. It is of cabover construction, and can be fitted with a variety of cargo bodies. Variants include a cargo/troop carrier with a canvas cover, electronic warfare suite, container carrier, ambulance, command post carrier, light recovery vehicle, and a carrier for lubrication materials.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|--------------|--------------|
| \$5,297 | D, A | 2.6 tons | 2.7 tons | 3+12 | 2 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 158/64 | 40/16 | 100 | 34 | Std | W(2) | HF1 HS1 HR1 |

Bombardier 2.5-Ton Truck

Notes: This is an M-35 2 1/2-ton truck given "the Canadian treatment." There have been over 1500 improvements, ranging from a better engine to improved suspension to better wiring harnesses. The transmission is fully automatic, the tires are tougher, and fuel tank is a new Explosafe tank, which takes 20% more damage before the possibility of a fuel explosion.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|--------------|------------------|-------------|---------------|-------------|------------|---------------------|---------------------|
| \$10,007 | D, A | 2.27 tons | 6.23 tons | 3+10 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------------|----------------|-----------------|------------------|---------------|-------------|--------------|
| 148/58 | 37/15 | 177 | 60 | Std | W(3) | HF1 HS1 HR1 |

Bombardier Muskeg

Notes: Produced by Bombardier for a short time in the mid- to late 1980s, the Muskeg actually had a rather short military history, primarily with the British Army and Royal Air Force. The Muskeg, however, actually has had a much longer history of use by civilian agencies; due to its decent cargo-carrying capacity, fairly light weight and small size, and ability to traverse virtually any sort of terrain, it is often used by civilian companies and scientific/exploration agencies operating in extreme environments.

Originally designed as a general tracked cargo carrier, the Muskeg has been modified for a wide variety of roles. The basic Muskeg uses a 6-man enclosed body with a small cargo section at the rear (also part of the enclosed body); however, abbreviated cabs are also available with one-man and two-man capacities, and most of the rest of the body given over to an open cargo hold or one that is covered by bows and a canvas top. Some have been modified to carry large machine tools, ranging from hydraulic augers or drills to backhoes. Some carry tank bodies for water or fuel (which may be heated or cooled as necessary for the operating conditions. An extended enclosed body is also available, with room for 10 and one set of extra roadwheels. The cargo areas of those with open bodies may have rear ramps if desired, or may even be built as ad hoc dump trucks with tipper beds installed. Other options for the Muskeg abound, including a cab/enclosed body heater and/or air conditioning, sealed wheel components, power steering, engine block heaters, tow hooks on the front and/or rear, a 6.8-ton-capacity winch on the front or rear of the vehicle, a cold-start device for the engine, an extra fuel tank in place of passenger seating, radiator shutters and filters, solid-wheel roadwheel tires, automatic transmission, wide or even extra-wide tracks, and even extras such as tachometers, civilian radios, CB radios, and a variety of interior stowage bins. (A few standard Muskegs with either enclosed bodies or open cargo bodies are included below; the myriad variants are not included, but may be extrapolated by GMs as necessary.)

The basic Muskeg has a watertight chassis, and while it is not amphibious, it is capable of fording almost a meter of water. The basic Muskeg design uses four sets of large roadwheels with air-filled tires around them. The roadwheels support tracks which are rubber belts with steel track shoes. The engine is in the front, and the transmission is manual. The engine is weak in horsepower, but has considerable torque; it is designed for power instead of speed.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|------------------------------------|---------|-----------|-----------|-----------|------|-----|--------------|--------------|
| Muskeg (1-Man Cab, Open Cargo Bed) | \$3,845 | D, A | 3.64 tons | 3.45 tons | 1 | 2 | Headlights | Open |
| Muskeg (2-Man Cab, Open Cargo Bed) | \$3,924 | D, A | 3.64 tons | 3.6 tons | 1+1 | 2 | Headlights | Open |
| Muskeg (6-man Enclosed Cab) | \$4,040 | D, A | 3.64 tons | 4.2 tons | 1+5 | 3 | Headlights | Open |
| Muskeg (10-man Enclosed Cab) | \$4,538 | D, A | 3.64 tons | 5.5 tons | 1+9 | 3 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|------------------------------------|--------|---------|----------|-----------|--------|------|-------------|
| Muskeg (1-Man Cab, Open Cargo Bed) | 154/54 | 39/14 | 105 | 23 | Std | T2 | HF1 HS1 HR1 |
| Muskeg (2-Man Cab, Open Cargo Bed) | 148/52 | 37/13 | 105 | 23 | Std | T2 | HF1 HS1 HR1 |
| Muskeg (6-man Enclosed Cab) | 134/47 | 34/12 | 105 | 23 | Std | T2 | HF1 HS1 HR1 |
| Muskeg (10-man Enclosed Cab) | 110/39 | 28/10 | 105 | 23 | Std | T2 | HF1 HS1 HR1 |

CA-10 Liberation

Notes: This is a 4x2 medium truck that is a modified version of the Russian ZIL-150. Although it has very limited cross-country capability, it is used as a cargo carrier and as an artillery prime mover. The vehicle is conventional, with a fully enclosed cab behind the engine compartment and a rear cargo area with drop sides and a tailgate. There is a version of this vehicle, known as the QH-140, which is optimized for high altitudes. Other versions include tankers, cranes, and dump trucks.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|---------|-----------|-----------|-----------|------|-----|--------------|--------------|
| CA-10 | \$6,540 | G, A | 3.54 tons | 3.84 tons | 2+14 | 4 | Headlights | Open |
| CA-10C | \$6,540 | G, A | 4.5 tons | 3.84 tons | 2+14 | 4 | Headlights | Open |
| CA-10CJ | \$6,560 | G, A | 4.5 tons | 3.85 tons | 2+14 | 4 | Headlights | Open |
| CA-10CT | \$6,595 | G, A | 4.5 tons | 3.88 tons | 2+14 | 4 | Headlights | Open |
| CA-15 | \$6,615 | G, A | 4.5 tons | 3.9 tons | 2+14 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------------|
| CA-10 | 134/54 | 34/14 | 158 | 69 | Std | W(2) | HF1 HS1 HR1 |
| CA-10C | 126/50 | 32/13 | 158 | 69 | Std | W(2) | HF1 HS1 HR1 |
| CA-10CJ | 130/52 | 33/13 | 158 | 73 | Std | W(2) | HF1 HS1 HR1 |
| CA-10CT | 136/54 | 34/14 | 158 | 80 | Std | W(2) | HF1 HS1 HR1 |
| CA-15 | 140/56 | 35/14 | 158 | 84 | Std | W(2) | HF1 HS1 HR1 |

CA-30

Notes: This is the standard truck in its class in China, but it has been exported. The layout is conventional, and is similar to the ZIL-157 2½-Ton truck (but with a different cab). Normally, the cargo area is fitted with a canvas cover over bows, but a box body is available. It is used for a number of roles, including troop and cargo carrier, artillery tow vehicle, and as a base chassis for the 122mm MRL.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|-----------|------|-----|--------------|--------------|
| \$6,869 | G, A | 2.5 tons | 5.45 tons | 3+10 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 130/52 | 33/13 | 150 | 69 | Std | W(3) | HF1 HS1 HR1 |

Chiao-T'ung

Notes: This medium truck dates from the early 1960s, but can still be found in some numbers in the Chinese military (and much more among civilians). It has surprisingly good off-road performance for a vehicle designed for civilians.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|-----------|------|-----|--------------|--------------|
| \$6,466 | G, A | 3.5 tons | 4.23 tons | 5+14 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 126/50 | 32/13 | 120 | 64 | Std | W(2) | HF1 HS1 HR1 |

EQ-1112F8D

Notes: This medium 4x2 truck is not used by Chinese armed forces, but is exported to more than 10 nations in Asia, Africa, and South America. It is of conventional layout, with an all-steel body. The cab seats three.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|-----------|------|-----|--------------|--------------|
| \$9,404 | D, A | 6.4 tons | 4.48 tons | 3+24 | 5 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 134/54 | 34/14 | 145 | 51 | Std | W(2) | HF1 HS1 HR1 |

EQ-2080E4DY

Notes: This Chinese truck is the latest version of the EQ-2080E range, which was formerly known as the EQ-240. It is exported under the name of the Aeolus, and this version is used by Thailand. It is basically a conventional 6x6 truck, with a mostly steel body but a wooden floor for the cargo bay. It is available in right and left-hand drive, and an optional winch of 4.5-ton capacity may be fitted in the front bumper.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|-------------|---------|-----------|----------|-----------|------|-----|--------------|--------------|
| EQ-2080E4DY | \$6,999 | D, A | 2.5 tons | 5.09 tons | 3+10 | 3 | Headlights | Open |
| EQ-2081E4DY | \$7,019 | G, A | 2.5 tons | 5.11 tons | 3+10 | 3 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|-------------|--------|---------|----------|-----------|--------|------|-------------|
| EQ-2080E4DY | 154/62 | 39/16 | 170 | 47 | Std | W(3) | HF1 HS1 HR1 |
| EQ-2081E4DY | 158/64 | 40/16 | 170 | 99 | Std | W(3) | HF1 HS1 HR1 |

EQ-2100E6D

Notes: This is a high-mobility 6x6 medium truck with a conventional layout. The EQ-2100E6D was produced for military and civilian purposes. It is of conventional layout, but has a high ground clearance, and is produced for a variety of roles. It is produced and used by China, and is exported.

The cab has room for a driver and two passengers.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|----------|----------|------|-----|--------------|--------------|
| \$10,548 | D, A | 3.5 tons | 6.5 tons | 3+14 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 134/54 | 34/14 | 205 | 47 | Std | W(3) | HF1 HS1 HR1 |

TK-130 T-7

Notes: This is an evolutionary development of the Slovenian TAM 110 T7 medium truck. RH-ALAN of Croatia acquired the design after TAM went out of business and RH-ALAN bought TAM out. The TK-130 T-7 is a basic cargo truck with a forward control cab. The engine is improved over the original model, and a central tire pressure regulation system has been installed. Finally, the entire structure has been strengthened. This truck was used as the chassis for the Croatian LOV series of APCs.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|--------------|--------------|
| \$4,951 | D, A | 2.5 tons | 4.5 tons | 2+12 | 2 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 160/64 | 40/16 | 100 | 46 | Std | W(2) | HF1 HS1 HR1 |

Avia TNK

Notes: This is a new Czech truck introduced in 1993. The vehicle has a cabover design with a two-man cab. The TNK is designed to fill a number of roles, such as cargo/troop carrier, shelter carrier, and container carrier. For loading, the entire vehicle can be lowered by 200mm. It is possible to carry both NATO and Pact shelters and containers. Standard equipment issued with each vehicle includes a decontamination kit, 3kW generator, WL spotlight, and snow chains.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|---------------------|--------------|
| \$6,471 | D, A | 2.5 tons | 3.5 tons | 2+10 | 2 | Headlights, WL Spot | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 142/56 | 36/14 | 195 | 31 | Std | W(2) | HF1 HS1 HR1 |

Daewoo/Avia AZ 4x4

Notes: Produced after the buyout of Avia by Daewoo of South Korea, the AZ is an improved model of the Avia TNK. The biggest difference is the engines; there is a choice of two, both more powerful and modern and using NATO standard parts.

Twilight 2000 Notes: This vehicle does not exist.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|---------|-----------|----------|-----------|------|-----|--------------|--------------|
| 102 hp | \$6,526 | D, A | 3.1 tons | 3.14 tons | 3+18 | 3 | Headlights | Open |
| 114 hp | \$6,571 | D, A | 3.1 tons | 3.18 tons | 3+18 | 3 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------|
|---------|--------|---------|----------|-----------|--------|------|-------|

| | | | | | | | |
|--------|--------|-------|-----|----|-----|------|-------------|
| 102 hp | 144/58 | 36/15 | 195 | 37 | Std | W(2) | HF1 HS1 HR1 |
| 114 hp | 152/62 | 38/16 | 195 | 41 | Std | W(2) | HF1 HS1 HR1 |

Praga V3S

Notes: Czechoslovakia first produced this vehicle in the early 1950s. Its replacement was the Zil-131, but large numbers of the V3S were still being used at the time of the Twilight War. It is a conventional-layout, 6x6 truck. Two jerry cans may be stowed behind the front bumper, and some also have a winch with a 3.5-ton capacity. There is a hatch with a machinegun mount over the passenger position in the cab; however, no weapon is provided with the vehicle. The rear cargo area has a tarpaulin cover with bows, and other variants include a crane truck, dump truck, workshops, tanker, and tractor-trailer. The chassis is also used to mount a 32-round 130mm MRL or an M53/59 anti-aircraft gun.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| 98 hp | \$8,592 | D, A | 3 tons | 5.35 tons | 2+13 | 4 | Headlights | Open |
| 110 hp | \$8,637 | D, A | 3 tons | 5.39 tons | 2+13 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------------|
| 98 hp | 128/52 | 32/13 | 120 | 35 | Std | W(3) | HF1 HS1 HR1 |
| 110 hp | 136/54 | 34/14 | 120 | 40 | Std | W(3) | HF1 HS1 HR1 |

DAF YA-314

Notes: This is an older medium truck no longer in use by primary Dutch forces, but sometimes still found with territorial troops. It was replaced by the YA-4440 and 4442, and the Spanish modified and updated it to become the Pegaso 3045D. It is a cabover truck with a soft cap top and rear cargo area covered by removable canvas. Variants include an air compressor truck, hard body, radar towing vehicle, fuel or water tankers, and a dump truck.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|----------|------|-----|--------------|--------------|
| \$7,594 | G, A | 3 tons | 4.5 tons | 2+12 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 138/56 | 35/14 | 210 | 59 | Std | W(2) | HF1 HS1 HR1 |

DAF YA-4440

Notes: This predecessor of the YA-4442 (see below) was still in Dutch service at the turn of the century, as well as in the service of Portugal and Botswana. It is a 4x4 medium truck that is based on proven commercial components. It is of cabover construction, normally with a canvas-covered cargo body. The cab has a hatch with a machinegun mount. The cargo area's sideboards and tailgate can be quickly removed. Optional equipment includes a cargo crane with a 7-ton capacity, automatic transmission, and a winch. Variants include a cargo/troop carrier, tanker, and container/shelter carrier.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|--------|--------|------|-----|--------------|--------------|
| \$11,024 | D, A | 4 tons | 7 tons | 2+18 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 140/56 | 35/14 | 200 | 55 | Std | W(2) | HF1 HS1 HR1 |

DAF YA-4442

Notes: This is a medium 4x4 truck that began in Dutch service in 1988. It is virtually identical to the YA-4440, but has a new radiator and a new turbocharged diesel engine. The vehicle is of cabover

construction, with either a hard or soft-side cargo body. The cab roof has a hatch with a machinegun mount. Variants include a cargo/troop carrier, tanker, and radar carrier.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|-------------|----------|-----------|--------|-----------|------|-----|--------------|--------------|
| YA-4442 | \$9,594 | D, A | 4 tons | 7.07 tons | 2+18 | 4 | Headlights | Open |
| YA-4442 DNT | \$11,394 | D, A | 4 tons | 7.62 tons | 2+18 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|-------------|--------|---------|----------|-----------|--------|------|-------------|
| YA-4442 | 150/60 | 38/15 | 200 | 66 | Std | W(2) | HF1 HS1 HR1 |
| YA-4442 DNT | 144/58 | 36/15 | 200 | 62 | Std | W(2) | HF1 HS1 HR1 |

Sisu A-45

Notes: This is a Finnish medium truck designed for off-road use. The A-45 has a high suspension and large tires, along with good shock absorbers for excellent off-road performance. The frame is of hard steel and the rest of the truck's construction is also steel. The sides and tailgate can be folded down, and the cargo area may be covered with canvas. There is a winch in the center of the vehicle underneath, with a capacity of 6.5 tons and 60 meters of cable, which may be led out to the front or back.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------------|--------------|------------------|-------------|---------------|-------------|------------|---------------------|---------------------|
| 130 hp | \$7,347 | D, A | 3.05 tons | 5.95 tons | 3+12 | 3 | Headlights | Open |
| 160 hp | \$7,457 | D, A | 3.05 tons | 5.99 tons | 3+12 | 3 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|----------------|---------------|----------------|-----------------|------------------|---------------|-------------|--------------|
| 130 hp | 142/58 | 36/15 | 210 | 47 | Std | W(2) | HF1 HS1 HR1 |
| 160 hp | 158/64 | 40/16 | 210 | 58 | Std | W(2) | HF1 HS1 HR1 |

ACMAT MTV WPK 4x4

Notes: This is a smaller, lighter, 4x4 version of the 8x8 ACMAT WPK. It has the same layout except for the 4x4 configuration, and uses most of the same drive and structural components, including the same engine. As with the larger model, there is a hatch over the commander's position at which may be mounted a .50/12.7mm or smaller weapon.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|----------|------|-----|--------------|--------------|
| \$8,982 | D, A | 4 tons | 5.8 tons | 2+20 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|------------|-----------|--------|------|-------------|
| 178/70 | 45/18 | 210 or 420 | 77 | Std | W(2) | HF1 HS1 HR1 |

Berliet GBC 8 KT

Notes: This elderly vehicle has been in the French inventory since the late 1950s. It is also in service with Algeria, Austria, China, Iraq, Morocco, and Portugal. It is a 6x6 medium truck with a conventional layout. The cab has a removable canvas top, and the rear cargo area is also canvas-covered. The front bumper has a 5-ton winch with 60m of cable, and the cargo area has bench seats down the center of the bed.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|--------------|--------|-----------|------|-----|--------------|--------------|
| \$10,564 | D, G, AvG, A | 4 tons | 8.37 tons | 3+16 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 120/48 | 30/12 | 200 | 45 | Std | W(3) | HF1 HS1 HR1 |

Citroen FOM

Notes: This is a medium truck formerly used by France, and possibly still used by Burkina Faso, Cameroon, Chad, Ivory Coast, Mauritania, and Senegal. It is a vehicle designed for cross-country mobility, and has large tires and a strong suspension. At the front of the vehicle is a winch with a

capacity of 5 tons and 60 meters of cable.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|--------------|---------|-----------|--------|----------|------|-----|--------------|--------------|
| 97 hp Gas | \$9,772 | G, A | 3 tons | 9.5 tons | 2+12 | 5 | Headlights | Open |
| 140 hp Gas | \$9,932 | G, A | 3 tons | 9.5 tons | 2+12 | 5 | Headlights | Open |
| 85 hp Diesel | \$9,727 | G, A | 3 tons | 9.5 tons | 2+12 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------------|--------|---------|----------|-----------|--------|------|-------------|
| 97 hp Gas | 108/44 | 27/11 | 150 | 69 | Std | W(2) | HF1 HS1 HR1 |
| 140 hp Gas | 126/50 | 32/13 | 150 | 101 | Std | W(2) | HF1 HS1 HR1 |
| 85 hp Diesel | 102/42 | 26/11 | 150 | 30 | Std | W(2) | HF1 HS1 HR1 |

Renault TRM 2000

Notes: This is a larger, high-mobility version of the TRM 1200 listed above. The French Army, Morocco, Namibia, and Qatar use it. The TRM 2000 has a higher ground clearance than the TRM 1200, and more robust suspension. The cab is square, and is mounted over the engine and transmission. The cargo area is covered with a tarpaulin over bows, and the front bumper mounts a winch with a 2.5-ton capacity and 60m of cable. Variants include an ambulance, command post carrier, tanker, missile carrier, mortar carrier, ground-surveillance radar carrier, and 20mm Tarasque autocannon carrier.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|-----------|-----------|------|-----|--------------|--------------|
| \$5,879 | D, A | 2.32 tons | 3.98 tons | 3+12 | 2 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 162/64 | 41/16 | 130 | 42 | Std | W(2) | HF1 HS1 HR1 |

Renault TRM 4000

Notes: This truck is a commercial vehicle modified for use as a military truck. The layout is standard, with a cabover design. The cargo area has a canvas cover over bows, and has drop sides and tailgate. The roof of the cab has a hatch with a machinegun mount. There is a winch in the front bumper with a 4.5-ton capacity and 60m of cable. Variants include a Crotale SAM launcher, crane, dump truck, fire engine, light recovery vehicle, tanker, and command vehicle.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|-----------|-----------|------|-----|--------------|--------------|
| \$9,747 | D, A | 4.32 tons | 5.68 tons | 2+16 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 136/54 | 34/14 | 150 | 41 | Std | W(2) | HF1 HS1 HR1 |

Simca-Unic F594 WML

Notes: This is an aging French truck now mostly relegated to reserve status or range target practice. It began production in the 1950s, and the last one was built in the mid-1960s. It is a cabover design with a removable canvas top and a winch with 60 meters of cable.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|----------|------|-----|--------------|--------------|
| \$9,069 | G, A | 3 tons | 7.8 tons | 2+12 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 124/50 | 31/13 | 120 | 60 | Std | W(2) | HF1 HS1 HR1 |

Sovamag TC-24

Notes: This medium French truck resembles a large jeep and has good off-road capability. It is

basically a larger version of the TC-10. Optional armor is available for the vehicle; this armor weighs 1 ton and provides an armor value of 2 from all directions. Variants include a tanker, a fire engine, and a cargo/troop carrier. The TC-24 can be airdropped.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|-----------|----------|------|-----|--------------|--------------|
| \$4,571 | D, A | 2.57 tons | 2.6 tons | 2+20 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 184/74 | 46/19 | 160 | 42 | Std | W(2) | HF1 HS1 HR1 |

SUMB 3000kg

Notes: This is a long wheelbase version of the SUMB 1500kg. The vehicle is otherwise the same as the SUMB 1500kg.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| \$8,622 | D, A | 3 tons | 4.22 tons | 2+12 | 2 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 138/54 | 35/14 | 130 | 36 | Std | W(2) | HF1 HS1 HR1 |

VLRA TPK

Notes: This is the base vehicle of the VLRA range. All other trucks in the VLRA series are modification of this vehicle. The description is generally similar the 4.15, but it is larger. Variants of this vehicle include a cargo/troop carrier, an ambulance, a command post, a patrol vehicle similar to the 4.15 FSP (weight 5.3 tons, 5-man cab), and a shelter carrier.

The 4.36 STL is an extended wheelbase version of the 4.20. Variants include an airdrop version, an enclosed bus, and a workshop vehicle.

The 6.40 SM3 is larger than the others in the series and has 6x6 suspension. Versions include a drop-side troop carrier, a cargo version without seats, a shelter carrier, a tanker, a medium recovery vehicle, and a fire truck, as well as a tractor trailer able to tow 13.3 tons.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|---------|-----------|----------|----------|------|-----|--------------|--------------|
| 4.20 SM3 | \$6,342 | D, A | 2.5 tons | 4.3 tons | 3+14 | 3 | Headlights | Open |
| 4.36 STL | \$7,527 | D, A | 3 tons | 5.3 tons | 3+18 | 4 | Headlights | Open |
| 6.40 SM3 | \$7,856 | D, A | 4.5 tons | 5.7 tons | 3+20 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|----------|--------|---------|----------|-----------|--------|------|-------------|
| 4.20 SM3 | 172/70 | 43/18 | 360 | 50 | Std | W(2) | HF1 HS1 HR1 |
| 4.36 STL | 154/62 | 39/16 | 360 | 50 | Std | W(2) | HF1 HS1 HR1 |
| 6.40 SM3 | 140/56 | 35/14 | 360 | 50 | Std | W(3) | HF1 HS1 HR1 |

IFA W50 LA

Notes: This is the predecessor of the IFA L60 LA/PVB. They were built in large numbers, and Germany, Cambodia, Hungary, and Iraq were still using many at the turn of the century. The vehicle is similar to the IFA L60 LA/PVB, with a cabover design, and cargo area covered with a canvas top. The front has a 4500-kg winch with 60m of cable. Variants include tractor-trailer, maintenance workshop, fire engine, dump truck, crane, tanker, and wrecker.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| 125 hp | \$9,688 | D, A | 3 tons | 5.08 tons | 2+12 | 4 | Headlights | Open |
| 150 hp | \$9,783 | D, A | 3 tons | 5.16 tons | 2+12 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------------|
| 125 hp | 148/58 | 37/15 | 100 | 45 | Std | W(2) | HF1 HS1 HR1 |
| 150 hp | 162/66 | 41/17 | 100 | 55 | Std | W(2) | HF1 HS1 HR1 |

IVECO Magirus 75.13 AWM

Notes: This German-made vehicle is in widespread service worldwide. It is of a cabover construction, with the spare tire between the cab and cargo area. The cab has a roof hatch with a weapon mount. The cargo area has drop sides and tailgate, and a canvas cover with bows is provided. The 75.13 AWM has a forward-mounted winch with a capacity of 3000kg. This vehicle is known for its fuel-efficient engine.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|--------------|--------------|
| \$8,044 | D, A | 2.6 tons | 4.9 tons | 3+12 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------|
|--------|---------|----------|-----------|--------|------|-------|

| | | | | | | |
|--------|-------|------------|----|-----|------|-------------|
| 158/62 | 40/16 | 130 or 200 | 47 | Std | W(2) | HF1 HS1 HR1 |
|--------|-------|------------|----|-----|------|-------------|

IVECO Magirus 90.13 ANWM

Notes: This is a medium truck of conventional layout, which is in widespread service worldwide. The cab is soundproofed and has a large one-piece windshield. The cargo area is covered with a canvas top and has drop sides and tailgate, all of which may be removed. There is a 5000kg-capacity winch mounted in the front bumper, and a wading kit may be installed which allows fording of up to 1.2 meters.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|--------|----------|------|-----|--------------|--------------|
| \$10,575 | D, A | 4 tons | 6.1 tons | 3+16 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|------------------|-----------|--------|------|-------------|
| 134/54 | 34/14 | 130, 200, or 330 | 47 | Std | W(2) | HF1 HS1 HR1 |

MAN-Volkswagen Type 8.150 FAE/9.150 FAE

Notes: Denmark, the United Kingdom, and Hungary use this medium 4x4 truck. It is of cabover layout, with tool storage and spare tire behind the cab. The rear cargo area may be covered with a canvas tilt, or may be a hard body. A winch is located behind the rear axle with a capacity of 5000kg. The cab has a roof hatch with a weapon mount, and the vehicle may have a material-handling crane. The Type 8.150 FAE and 9.150 FAE may ford water up to 1 meter deep.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|-----------|---------|-----------|-----------|-----------|------|-----|--------------|--------------|
| 8.150 FAE | \$7,024 | D, A | 3.33 tons | 3.62 tons | 3+14 | 3 | Headlights | Open |
| 9.150 FAE | \$7,024 | D, A | 3.24 tons | 3.71 tons | 3+14 | 3 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------|
|---------|--------|---------|----------|-----------|--------|------|-------|

| | | | | | | | |
|--------|--------|-------|-----|----|-----|------|-------------|
| (Both) | 172/68 | 43/17 | 100 | 55 | Std | W(2) | HF1 HS1 HR1 |
|--------|--------|-------|-----|----|-----|------|-------------|

Mercedes-Benz 1114A/1117A

Notes: These trucks were designed for both cargo and troops and for towing and supplying light artillery pieces. The 1114A and 1117A are the same vehicle, except that the 1114A has a 136 horsepower engine and the 1117A (the standard version) has a 170 horsepower engine. They are of cabover construction with many access panels to the engine and transmission for daily maintenance and a tilting cab for heavier work. The cargo area has drop sides and tailgate, and bows and a canvas cover may be fitted. Variants include a tanker, wrecker, container carrier, and a shelter body for command posts and workshops. An individual example of this vehicle may or may not be fitted with a wading kit allowing fording of up one meter.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|----------|-----------|--------|----------|------|-----|--------------|--------------|
| 1114A | \$10,285 | D, A | 4 tons | 6.5 tons | 3+16 | 4 | Headlights | Open |
| 1117A | \$10,415 | D, A | 5 tons | 7.5 tons | 3+16 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------------|
| 1114A | 128/52 | 32/13 | 200 | 49 | Std | W(2) | HF1 HS1 HR1 |
| 1117A | 144/58 | 36/15 | 200 | 62 | Std | W(2) | HF1 HS1 HR1 |

Mercedes-Benz LA-911B

Notes: This medium 4x4 truck is in widespread use, particularly in Africa and Asia. It is of standard layout, with a distinctive curved hood. The cab has a roof hatch with a weapon mount. Variants include an ambulance, light recovery vehicle, fire engine, and hard cargo body. The LA-911B is also used as a light artillery tractor.

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

| | | | | | | | | |
|-------------------|----------|------|-------------|--------------|------|---|------------|------|
| SWB, 130 hp | \$8,672 | D, A | 4.5 tons | 5.5 tons | 3+24 | 4 | Headlights | Open |
| SWB, 168 hp | \$8,812 | D, A | 4.5 tons | 5.62 tons | 3+24 | 4 | Headlights | Open |
| LWB, 130 hp | \$9,867 | D, A | 4.5 tons | 5.81 tons | 3+24 | 4 | Headlights | Open |
| LWB, 168 hp | \$10,007 | D, A | 4.5 tons | 5.93 tons | 3+24 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|----------------|-----------|------------|-------------|--------------|--------|------|-------------|
| SWB, 130 hp | 136/54 | 34/14 | 135 | 47 | Std | W(2) | HF1 HS1 HR1 |
| SWB, 168 hp | 154/62 | 39/16 | 135 | 61 | Std | W(2) | HF1 HS1 HR1 |
| LWB, 168 hp | 132/52 | 33/13 | 135 | 47 | Std | W(2) | HF1 HS1 HR1 |
| LWB, 168 hp | 150/60 | 38/15 | 135 | 61 | Std | W(2) | HF1 HS1 HR1 |

Mercedes-Benz L-508 DG MA

Notes: This is essentially a civilian truck with minor modifications for the military. It has poor off-road performance. The cab is noise and temperature-insulated, and has a heater. The rear cargo area has a plywood floor with drop steel sides and tailgate, and has stowage boxes and either a canvas or hard cover. This vehicle is in service with Germany and Sweden.

| 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 |
|--------|---------|----------|-----------|--------|------|-------|
|--------|---------|----------|-----------|--------|------|-------|

| | | | | | | | | |
|-------------|---------|------|----------|-----------|------|---|------------|------|
| U-140L | \$6,347 | D, A | 2.5 tons | 4 tons | 2+10 | 2 | Headlights | Open |
| U-800L | \$5,579 | D, A | 2.5 tons | 2.86 tons | 2+10 | 2 | Headlights | Open |
| U-1100L SWB | \$5,729 | D, A | 2.8 tons | 2.86 tons | 2+12 | 2 | Headlights | Open |
| U-1100L LWB | \$6,376 | D, A | 3 tons | 2.98 tons | 2+12 | 2 | Headlights | Open |
| U-1350L | \$6,501 | D, A | 3 tons | 5 tons | 3+12 | 3 | Headlights | Open |
| U-1550L | \$7,452 | D, A | 3 tons | 5.2 tons | 3+16 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|-------------|--------|---------|----------|-----------|--------|------|-------------|
| U-140L | 178/72 | 45/18 | 110 | 51 | Std | W(2) | HF1 HS1 HR1 |
| U-800L | 132/52 | 33/13 | 120 | 27 | Std | W(2) | HF1 HS1 HR1 |
| U-1100L SWB | 162/64 | 41/16 | 120 | 40 | Std | W(2) | HF1 HS1 HR1 |
| U-1100L LWB | 162/64 | 41/16 | 120 | 40 | Std | W(2) | HF1 HS1 HR1 |
| U-1350L | 162/64 | 41/16 | 160 | 49 | Std | W(2) | HF1 HS1 HR1 |
| U-1550L | 162/66 | 41/17 | 160 | 57 | Std | W(2) | HF1 HS1 HR1 |

Csepel D-344

Notes: This military medium truck was placed in service in 1961. It is a combination and refinement of several earlier trucks. There are several variants, such as a tanker, hard top, and decontamination vehicle. It is otherwise a standard 4x2 truck of the era.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|----------|------|-----|--------------|--------------|
| \$8,781 | D, A | 3 tons | 5.4 tons | 3+12 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 130/52 | 33/13 | 145 | 36 | Std | W(2) | HF1 HS1 HR1 |

Csepel D-594.00

Notes: This 4x4 medium truck is built and used by Hungary. It is of cabover construction, and has a steel cargo area with folding sides and tailgate. The cargo area is covered with canvas over bows. The engine is a copy of an American Cummins B 5,9-180.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|--------|------|-----|--------------|--------------|
| \$8,030 | D, A | 3 tons | 6 tons | 3+12 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 152/62 | 38/16 | 200 | 66 | Std | W(2) | HF1 HS1 HR1 |

Shaktiman

Notes: This medium truck is used by India and Bangladesh. It is of conventional construction, with a front-mounted engine, cab behind it, and a rear cargo area. It is based on an older German design by MAN. The cargo area is covered by a tubular metal framework that can be covered with canvas. Variants include a van body, artillery tractor, and ambulance.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|--------------|------------------|-------------|---------------|-------------|------------|---------------------|---------------------|
| \$7,611 | D, A | 3.95 tons | 5.08 tons | 2+16 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------------|----------------|-----------------|------------------|---------------|-------------|--------------|
| 130/52 | 33/13 | 300 | 40 | Std | W(2) | HF1 HS1 HR1 |

IVECO 75.14 WM

Notes: This is a 4x4 medium truck of cabover design in service with Italy and Somalia. The vehicle is all steel, and the cab has a hatch with a weapon mount. The cargo area has drop sides and tailgate, and a removable canvas cover. There is a winch behind the front bumper with a capacity of 4000kg. Variants include a bus, crane, digger, fire engine, lubrication unit, and dump truck.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| \$6,845 | D, A | 3 tons | 5.25 tons | 2+12 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 156/62 | 39/16 | 155 | 51 | Std | W(2) | HF1 HS1 HR1 |

IVECO 90.17 WM

Notes: The 90.17 is a medium 4x4 truck of cabover design used by Italy, Portugal, Singapore, and Somalia. The vehicle is all steel, and the cab has a hatch in the roof with a weapon mount. The rear cargo area has drop sides and tailgate, and may be covered with a tarpaulin. Variants include a light recovery vehicle, tanker, fire truck, mobile workshop, and light artillery tractor.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| \$8,852 | D, A | 4 tons | 5.74 tons | 2+18 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 158/64 | 40/16 | 155 | 62 | Std | W(2) | HF1 HS1 HR1 |

IVECO 6601

Notes: This is an older Italian truck of cabover construction and otherwise conventional design. The tailgate is completely removable if necessary, and also has steps that swing down from it. Not many of these are still in Italian service, but many were exported to North Africa and South America.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|--------------|------------------|-------------|---------------|-------------|------------|---------------------|---------------------|
| \$8,019 | D, A | 3.15 tons | 5.22 tons | 2+14 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------------|----------------|-----------------|------------------|---------------|-------------|--------------|
| 116/46 | 29/12 | 91 | 32 | Std | W(2) | HF1 HS1 HR1 |

Hino

Notes: This is a medium 6x6 truck in use by Japanese forces. It looks basically like a larger version of the TWD20, and variants include a dump truck, a water sprinkler (for putting down dust on roads), two wreckers, and a tractor truck.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|--------|-----------|------|-----|--------------|--------------|
| \$10,196 | D, A | 4 tons | 8.04 tons | 3+18 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 136/54 | 34/14 | 165 | 58 | Std | W(3) | HF1 HS1 HR1 |

Isuzu TSD45/55

Notes: These vehicles were built for both commercial and military concerns. The military models are largely flatbed or cargo bed versions, and some are equipped with a crane. They are otherwise conventional trucks. The TSD55 has a longer wheelbase, but is otherwise the same as the TSD45.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|---------|-----------|----------|-----------|------|-----|--------------|--------------|
| TSD45 | \$6,770 | D, A | 2.5 tons | 3.83 tons | 2+10 | 2 | Headlights | Open |
| TSD55 | \$7,249 | D, A | 2.5 tons | 3.88 tons | 2+14 | 2 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|------------|-----------|--------|------|-------------|
| TSD45 | 194/78 | 49/20 | 100 or 200 | 58 | Std | W(2) | HF1 HS1 HR1 |
| TSD55 | 198/78 | 50/20 | 100 or 200 | 58 | Std | W(2) | HF1 HS1 HR1 |

Isuzu TWD20

Notes: This 6x6 medium truck actually predates the TSD45 and 55, being based on US World War 2 designs. As a matter of fact, it could easily be at first glance mistaken for the World War 2 "Deuce," and it has most of the same features. Variants include a heavy-duty air compressor carrier (used to inflate heavy assault rafts or power equipment such pneumatic tools), a dump truck, a workshop van body, and a tanker truck. At some point, some of these trucks were sold to Lebanon; in the 1982 Israeli invasion, they were captured fitted with Egyptian-made 122mm- multiple rocket launchers.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|--------------|--------------|
| \$9,340 | D, A | 2.5 tons | 5.7 tons | 3+10 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 200/80 | 50/20 | 100 | 77 | Std | W(3) | HF1 HS1 HR1 |

Type 73 3500kg Truck

Notes: This is the one of the standard medium trucks in Japanese service. They are of cabover construction, and have a large number of variants, including cargo/troop carrier, van body, shelter carrier, tanker, crane, dump truck, wrecker, and long wheelbase version. The basic version has drop sides and tailgate, and a canvas cover.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|-----------|------|-----|--------------|--------------|
| \$9,350 | D, A | 3.5 tons | 6.81 tons | 2+14 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 172/68 | 43/17 | 140 | 77 | Std | W(3) | HF1 HS1 HR1 |

Handalan

Notes: This medium truck was developed by Malaysia with the help of Isuzu of Japan. It is a standard cabover truck of unremarkable design (except for the unusual length), but has the advantage of being domestically produced, and it is anticipated that it will be produced in large numbers for the Malaysian military. Bangladesh, Brunei, and Pakistan are also interested in the Handalan, but have not bought any as of 2003.

Twilight 2000 Notes: This vehicle does not exist, except in Malaysia.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|--------|----------|------|-----|--------------|--------------|
| \$10,102 | D, A | 3 tons | 5.8 tons | 3+16 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 192/68 | 43/17 | 140 | 66 | Std | W(2) | HF1 HS1 HR1 |

Bumar Labedy 668

Notes: This is a general-purpose cargo carrier built by Poland. It is known for its high speed (for a vehicle of its type). It is normally used to tow field guns and howitzers, and can tow 14 tons or carry 3 tons. Seats may be added in the rear for 12 passengers. This vehicle is a close relative of the Russian ATS-59G (q.v.). The vehicle is of cabover design, with the crew compartment over the engine and transmission. The rear cargo area has drop steel sides and tailgate, and is covered with a canvas top. The cab has a hatch on the roof with a weapon mount, and has radiation shielding and an NBC overpressure system. There is a front-mounted winch with a capacity of 14.7 tons, and some versions (the 668 S) have a front-mounted lattice crane with a capacity of 7.5 tons and a reach of 2.5 meters. Optionally, an additional 240-liter fuel tank may be installed at the expense of cargo.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|------------|------|-----|--------------|-----------------------------------|
| \$9,167 | D, A | 3 tons | 13.75 tons | 6+12 | 7 | Headlights | Shielded (Cab), Open (Cargo Area) |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|---------|----------|-----------|--------|------|-------------|
| 162/113 | 38/26 | 580 | 109 | Std | T2 | HF1 HS1 HR1 |

Star 25

Notes: This is an elderly Polish truck that can still be found in some places in Eastern Europe. It was mostly replaced by the heavier Star 28, but can still be found in some reserve formations and among civilians. As these trucks began production in the late 1940s, and the last one was built in 1968, non can be found with a wear value of better than 5.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|--------------|--------------|
| \$6,859 | G, A | 3.5 tons | 3.6 tons | 2+14 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 136/54 | 34/14 | 105 | 69 | Std | W(2) | HF1 HS1 HR1 |

Star 66

Notes: This medium truck is a former standard medium truck used by Poland. It was also used by the Czechs, and is still used by the Vietnamese. The Star 66 was improved in the 1970s to produce the Star 660M1, and then the further improved Star 660M2 (all of which are essentially the same in game terms). Another version, which didn't get much production, was the Star 660D, with a diesel engine.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|-----------|---------|-----------|----------|----------|------|-----|--------------|--------------|
| Star 66 | \$8,408 | G, A | 2.5 tons | 5.7 tons | 3+10 | 3 | Headlights | Open |
| Star 660D | \$8,393 | D, A | 2.5 tons | 5.7 tons | 3+10 | 3 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|----------|--------|---------|----------|-----------|--------|------|-------------|
| Star 66 | 134/54 | 34/14 | 300 | 75 | Std | W(3) | HF1 HS1 HR1 |
| Star 66D | 132/52 | 33/13 | 300 | 36 | Std | W(3) | HF1 HS1 HR1 |

Star 266

Notes: The Star 266 is a medium 6x6 truck used by Poland. The vehicle is of cabover construction, and the cab is all steel. The rear cargo area has a removable canvas cover and a drop tailgate. The front bumper has a 6000kg capacity winch. Variants include a cargo/troop carrier and a hard-bodied workshop.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|-----------|------|-----|--------------|--------------|
| \$8,558 | D, A | 3.5 tons | 7.35 tons | 2+14 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 138/56 | 35/14 | 300 | 54 | Std | W(3) | HF1 HS1 HR1 |

Bravia Leopardo Mk III

Notes: This is a medium 6x6 truck used by Portugal. It is related to the Pantera, and uses the same wheelbase. A Winch with a capacity of 4.54 tons is installed in the front bumper. Variants include a cargo/troop carrier, a dump truck, a tanker, a van body, a wrecker, and fire engine.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|----------|------|-----|--------------|--------------|
| \$9,818 | D, A | 3 tons | 5.9 tons | 3+16 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Type | Config | Susp | Armor |
|--------|---------|----------|-----------|-------------------|--------|------|-------------|
| 168/68 | 42/17 | 189 | 73 | Unarmored Vehicle | Std | W(3) | HF1 HS1 HR1 |

Bravia Pantera

Notes: This is a heavy 6x6 truck built by Portugal. It is basically a larger version of the Leopardo, and uses the same wheelbase. A winch with a capacity of 9.07 tons is fitted in the front bumper. Variants include a cargo/troop carrier, a dump truck, a tractor-trailer, a van body, and a fire engine.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|----------|-----------|-----------|------------|------|-----|--------------|--------------|
| 170 hp | \$10,246 | D, A | 4.54 tons | 10.04 tons | 3+24 | 5 | Headlights | Open |
| 180 hp | \$10,281 | D, A | 4.54 tons | 10.05 tons | 3+24 | 5 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------------|
| 170 hp | 128/52 | 32/13 | 295 | 62 | Std | W(3) | HF1 HS1 HR1 |
| 180 hp | 132/52 | 33/13 | 295 | 66 | Std | W(3) | HF1 HS1 HR1 |

DAC 8.120/130 FAEG/140 FAE/11.154 FAEG

Notes: These are modern cabover all-terrain medium trucks for transport of cargo over rough terrain. The 8.120 has a larger payload, but a less-powerful engine. The 8.130 is slightly smaller and has a somewhat reduced payload, but a more powerful engine. The 8.140 FAE has an even more powerful engine, but is even smaller in dimensions. The 11.154 FAEG is the largest and most powerful of the four listed here (there is an even larger version, the 15.215 DFAEG, in Romanian Heavy Unarmored Vehicles). All have a hatch over the commander's position which may or may not have a light weapon mount. The front windshield is large and affords excellent visibility. The floor of the cargo area is made of wood planks. The cab is heated.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|---------|-----------|-----------|-----------|------|-----|--------------|--------------|
| 8.120 | \$8,453 | D, A | 2.38 tons | 3.2 tons | 4+20 | 4 | Headlights | Open |
| 8.130 | \$8,493 | D, A | 2.2 tons | 3.1 tons | 4+20 | 4 | Headlights | Open |
| 8.140 | \$8,199 | D, A | 2.2 tons | 5.05 tons | 4+20 | 4 | Headlights | Open |
| 11.154 | \$8,583 | D, A | 2.5 tons | 6.3 tons | 5+20 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------------|
| 8.120 | 140/56 | 35/14 | 140 | 43 | Std | W(2) | HF1 HS1 HR1 |
| 8.130 | 148/60 | 37/15 | 140 | 47 | Std | W(2) | HF1 HS1 HR1 |
| 8.140 | 152/62 | 38/16 | 220 | 51 | Std | W(2) | HF1 HS1 HR1 |
| 11.154 | 136/54 | 34/14 | 310 | 56 | Std | W(2) | HF1 HS1 HR1 |

SR-101

Notes: This predecessor of the SR-132 is basically a Romanian copy of the Russian Zil-150 with a

slightly different cab. One variant exists, a dump truck.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|--------------|--------------|
| \$6,819 | G, A | 3.5 tons | 3.5 tons | 2+14 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 126/50 | 32/13 | 150 | 65 | Std | W(2) | HF1 HS1 HR1 |

SR-132 Bucegi

Notes: The SR-132 is a medium 4x4 truck used by Romania. Variants of this vehicle include a carrier for the BM-21 multiple rocket launcher, a dump truck, an ambulance, a tractor truck (which may pull a trailer that weighs 18 tons), and a tanker. The layout is conventional, with the engine at the front, fully enclosed cab behind that, and cargo area at the rear. The cargo area has drop wooden sides and a drop metal tailgate.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| \$5.475 | G, A | 3 tons | 3.75 tons | 3+10 | 2 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 174/70 | 44/18 | 120 | 102 | Std | W(2) | HF1 HS1 HR1 |

ATS-59

Notes: This is an earlier version of the ATG-59G (see above). Though its primary role is that of an artillery tractor, it has also seen use as a personnel carrier. The cab is forward, with the engine behind it. This prevents the full cargo area from being used, as the engine projects into this area. The cab is steel, with a hatch on the right side of the roof and doors on either side. The ATS-59 can tow a load of 14 tons, or carry 3 tons in its bay. Some ATS-59s have had the rear cargo area replaced with a heavy-duty fifth wheel; these vehicles tow trailers mounting the SA-2 surface to air missile.

The ATS-59G tracked logistics carrier is primarily used as an artillery tractor. In this role, the vehicle can tow a load of 14 tons, or carry a load of 3 tons. It is a development of the ATS-59 (see below), with a much larger cab to allow the entire crew to ride inside. The engine has been moved under the cab. There is a hatch on the roof of the cab with a machinegun mount; however, no weapon is provided with the vehicle. The cargo area has a canvas cover over bows. This vehicle is used by Russian and Pact forces, and by Yugoslavia. The Egyptians also use this vehicle, and some of them have been modified to carry a 30-round 122mm rocket launcher.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------------|--------------|------------------|-------------|---------------|-------------|------------|---------------------|---------------------|
| ATS-59 | \$8,839 | D, A | 3 tons | 13 tons | 2+9 | 7 | Headlights | Open |
| ATS-59G | \$8,839 | D, A | 3 tons | 13.75 tons | 6 | 7 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|----------------|---------------|----------------|-----------------|------------------|---------------|-------------|--------------|
| ATS-59 | 147/103 | 34/24 | 580 | 111 | Std | T2 | HF1 HS1 HR1 |
| ATS-59G | 142/100 | 33/23 | 580 | 111 | Std | T2 | HF1 HS1 HR1 |

BAV-485

Notes: The Soviets received a number of DUKWs from the US during World War 2 for use in amphibious operations. Though they liked the DUKWs capabilities, they felt there was room for improvement, and also wanted to use indigenous trucks as a basis. The BAV-485 was designed to this end, and it was first fielded in 1952, based on a Zil-151 6x6 truck chassis. The biggest change from the standard DUKW body was the addition of a drop ramp in the rear of the vehicle, along with ramps

carried on the sides of the vehicle when not in use. This not only allowed troops to rush out of the vehicle in a fight, it allowed the loading of small field guns, larger mortars, and even small vehicles into the cargo compartment. The BAV-485 uses a central tire regulation system, but the controls are on the outside of the vehicle on the air lines leading to the tires themselves. The layout of the BAV-485 is otherwise virtually identical to the DUKW, with an engine at the front, a small area behind the engine compartment with two seats from which the vehicle is driven, and a rear cargo area with folding bench seats along the sides plus one behind the driver's area. This cargo area may be covered with bows and a canvas tarpaulin. Most are seen unarmed, but a few have a post behind the front seats upon which a DShK is normally mounted (but not included in the price of the vehicle).

A later version of the BAV-585, the BAV-485A, uses a Zil-157 6x6 truck as its basis. It's a more robust chassis with a more advanced design; unfortunately, the BAV-485A loses 1 horsepower in the bargain. One improvement is the central tire regulation system, which on the BAV-485A is adjustable from the driver's controls.

Though formerly in service throughout the former Warsaw Pact and Soviet Union, the BAV-485 and BAV-485A was later largely replaced by the K-61, and later the PTS series. Some examples may still be found in out-of-the-way former Soviet client states (especially Vietnam), but most are now used by civilians and civilian agencies ranging from private users to scientific research organizations. Some may also be found in museums and in the hands of collectors. Sadly, most have simply corroded and degraded away into scrap.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|----------|-----------|----------|-----------|------|-----|--------------|--------------|
| BAV-485 | \$11,316 | G, A | 2.5 tons | 7.15 tons | 2+25 | 4 | Headlights | Open |
| BAV-485A | \$11,316 | G, A | 2.5 tons | 7.12 tons | 2+25 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|----------|--------|---------|----------|-----------|--------|------|-------------|
| BAV-485 | 146/36 | 37/9/2 | 240 | 47 | Std | W(3) | HF1 HS1 HR1 |
| BAV-485A | 146/36 | 37/9/2 | 240 | 46 | Std | W(3) | HF1 HS1 HR1 |

GAZ-53

Notes: One of the oldest military trucks still in regular service, the GAZ-53 is still in service in former Warsaw Pact countries. It is a truck resembling many commercial cargo trucks around the world, with a wooden floor for the cargo area as well as removable fence-type sides and a canvas top. The engine is quite powerful for a truck of its weight, but as it is a gasoline engine, it is also a bit fuel-hungry. Variants include water and fuel tankers, a dump truck, a tractor truck, and a crane truck.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| \$6,426 | G, A | 3 tons | 3.25 tons | 2+12 | 2 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 148/60 | 37/15 | 90 + 150 | 84 | Std | W(2) | HF1 HS1 HR1 |

KAMAZ-4350

Notes: This is a newer Russian medium truck. It is part of a family of trucks, including the KAMAZ-5350 and KAMAZ-6350. It is mostly a conventional design, but has a long range due to its high-efficiency engine. It is otherwise a conventional cabover truck.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|--------|----------|------|-----|--------------|--------------|
| \$12,331 | D, A | 4 tons | 7.9 tons | 3+18 | 5 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 172/70 | 43/18 | 295 | 88 | Std | W(2) | HF1 HS1 HR1 |

MT-L

Notes: Developed at about the same time as the GT-T (see Russian Light Unarmored Vehicles), the MT-L is also called an over-the-snow/amphibious carrier; however, in its base form, it is not so much an over-the-snow vehicle as it has a rather high ground pressure and will sink in powdery or deep snow. A variant, the MT-LV, uses wider, lighter tracks and is much better at negotiating snow and ice. The MT-L is also good at traversing mud, swamps, and small bodies of water, and is amphibious without preparation. The MT-L spawned a variety of tracked vehicles, including the MT-LB and PT-76.

The MT-L is a medium-sized vehicle that is able to transport a surprising amount of cargo or troops for

its size. The enclosed cab may carry the driver and up to 7 other persons; the rear area, covered with a canvas tilt, may seat up to ten additional troops. Both compartments have a heating system, and the engine and mechanical components are likewise winterized. There are large doors on either side of the cab, and there is also a roof hatch. The engine is in the center of the vehicle. The rear cargo area has fold-down seats and has a tailgate at the rear; the canvas tilt used with the MT-L has three plastic windows in the sides and one in the rear. The MT-L is capable of towing up to 7 tons, but if this much weight is towed internal cargo carrying capacity is reduced to 2.5 tons. Despite its age, the MT-L is still in widespread service with Russia and her former republics, and remained in production for decades.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|----------|------|-----|--------------|--------------|
| \$8,466 | D, A | 4 tons | 8.5 tons | 2+13 | 6 | Headlights | Enclosed |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 172/90 | 40/30/4 | 450 | 80 | Std | T2 | HF1 HS1 HR1 |

Ural-355M

Notes: This old truck is only in limited use by Russian forces, primarily by Category 3 and Mobilization-Only units. It is an updated Ural-355 which was in turn an updated ZIS-150. It is a standard-format cargo truck, with a wooden cargo color and fence-type sides.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|----------|------|-----|--------------|--------------|
| \$5,814 | G, A | 3 tons | 3.4 tons | 2+12 | 2 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 144/58 | 36/15 | 110 | 69 | Std | W(2) | HF1 HS1 HR1 |

Ural-375

Notes: A 6 x 6 truck with good cross-country performance, the Ural-375 is the carrier for the BM-21 rocket launcher system. The layout is conventional, with a fully enclosed cab behind the engine and a cargo bed at the rear. The standard vehicle has a drop tailgate and canvas cover. The cab has a heater. The Ural-375 is also used as a tanker, decontamination vehicle, workshop, fire engine, crane, recovery vehicle, and as a SA-4 Ganef SAM launcher.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|--------|----------|------|-----|--------------|--------------|
| \$10,951 | G, A | 4 tons | 8.4 tons | 2+17 | 5 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 138/56 | 35/14 | 360 | 131 | Std | W(3) | HF1 HS1 HR1 |

Ural-4325

Notes: This development of the Ural-4320-10 was designed for export, and many were sold to Middle Eastern nations aligned with Russian before and during the war; in addition, a few hundred were taken into Russian, Polish, and Czech service during the war. The number of wheels has been reduced to 4; this results in less load carrying capacity, but also results in a truck that is less expensive to maintain and operate. Most of the parts of a Ural-4320-10 will work in a Ural-4325, but the engine is a different, less powerful, more fuel-efficient model. An optional feature is one of two winches, with either a 7-ton or 9-ton capacity, using 60 meters of cable.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|--------|-----------|------|-----|--------------|--------------|
| \$10,951 | D, A | 4 tons | 7.63 tons | 3+24 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 148/60 | 37/15 | 300 | 65 | Std | W(2) | HF1 HS1 HR1 |

Zil-130

Notes: This aged Russian-built vehicle serves on with the armed forces of many vehicles, though in Russia the Ural-4320-10 and other vehicles were replacing it. The Zil-130 served as the basis for the Zil-131. The Zil-130 is conventional, with the engine at the front, cab in the center, and rear cargo area. The Zil-130 comes in several versions, including cargo/troop carrier, dump truck, tanker, and decontamination vehicle. The cab of the Zil-130 has room for the driver and two passengers.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|----------|----------|------|-----|--------------|--------------|
| \$12,065 | G, A | 4.5 tons | 4.5 tons | 3+20 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 166/66 | 42/17 | 150 | 123 | Std | W(2) | HF1 HS1 HR1 |

Zil-131

Notes: The replacement for the Zil-157, this 6x6 medium truck has a greater load capacity, more powerful engine, and power engine. The cab is heated. The truck is used for cargo or troop transport, and as a prime mover for the D-30 howitzer. Other versions include dump truck, fire engine, SA-6 towing vehicle, decontamination vehicle, tanker, and even as a well-drilling platform. It is also used as the basis for the BM-14 and BM-21 MRLs.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|--------------|--------------|
| \$9,623 | G, A | 3.5 tons | 6.7 tons | 3+14 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 142/56 | 36/14 | 340 | 109 | Std | W(3) | HF1 HS1 HR1 |

Zil-150

Notes: The Zil-150 was one of Russia's first post-war designs, being first built in 1946. They are conventional layout vehicles found primarily wheezing along in Third World backwaters. The Chinese CA-10 Liberation is a modification of the Zil-150.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|--------------|--------------|
| \$6,819 | G, A | 3.5 tons | 3.9 tons | 3+14 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 130/52 | 33/13 | 150 | 65 | Std | W(2) | HF1 HS1 HR1 |

Zil-151

Notes: This is an ancient Russian truck produced in the late 1940s and early 1950s, and now found primarily in backwater portions of the Third World. It is an entirely conventional design, with the engine in front, crew cab, and rear cargo area. Hard body models and conversions of this truck are common. Late production versions can be distinguished by the flatter hood and radiator cover they have (the same as on the Zil-157).

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|-----------|------|-----|--------------|--------------|
| \$8,194 | G, A | 2.5 tons | 5.58 tons | 3+10 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 126/50 | 32/13 | 300 | 66 | Std | W(3) | HF1 HS1 HR1 |

Zil-157

Notes: This 6x6 medium truck was being replaced in Bloc service by the Zil-131. The layout of the vehicle is conventional, with a front-mounted engine, a cab behind the engine for two persons, and a cargo bed with a variety of bodies. Most of these trucks have a front-mounted winch. The Zil-157 is used for many roles, including cargo/troop carrier, semi-trailer towing vehicle, SAM and FROG missile towing vehicle, decontamination vehicle, tanker, firefighting vehicle, crane truck, bridge carrier, and as the basis for various MRLs (such as the BM-24 and BM-14).

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|--------------|--------------|
| \$8,642 | G, A | 2.5 tons | 5.8 tons | 2+10 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 134/54 | 34/14 | 150 | 78 | Std | W(3) | HF1 HS1 HR1 |

Zil-164

Notes: This was the replacement for the ZIL150 truck of post- War 2 vintage. It fostered over a score of variants and was in front line service for over 20 years. Most were replaced by the Zil-130, but some soldier on in secondary former Warsaw Pact service and in Third World countries.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|--------------|--------------|
| \$6,859 | G, A | 3.5 tons | 4.1 tons | 3+14 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 130/52 | 33/13 | 150 | 73 | Std | W(2) | HF1 HS1 HR1 |

Bronco ATTC Logistics Carrier

Notes: This vehicle is a multipurpose tracked carrier that can fulfill a variety of roles; general logistics carrier, troop carrier, and ambulance variants exist (and some others). It is similar in appearance to the Swedish Bvs-10; however, it is not armored in its normal versions, but it does have an articulated trailer like the Bvs-10, and is optimized for difficult ground and terrain conditions. The Bronco features wide tracks of seamless rubber, for quietness, ease of manufacture, and to lighten the vehicle. The Bronco is capable of traversing deep mud, snow, swamps, and other such terrain, as well as ford up to 1.2 meters of water without preparation. With preparation, the Bronco is amphibious.

The troop carrier has an enclosed rear trailer with a large window running across the top of each side of the trailer, plus one in the rear. There is a hatch in the rear and one on the roof, and the sides have three firing ports along with two in the rear. The front part of the vehicle contains the engine and drive components along with some more room for passengers, four doors in the sides, and a hatch on the roof with a weapons mount able to handle any weapon up to those normally mounted on an NHT or equivalent. Six are carried in the front portion; another ten are carried in the rear module.

The logistics carrier (also known as the resupply vehicle) uses a flatbed rear trailer with a materiel handling crane capable of lifting up to 3 tons to a height of 1.8 meters. The flatbed tips to the rear, and has a winch and roller system to allow large or bulky cargoes to be winched aboard the trailer. Despite being a flatbed, it has the same mobility as other variants of the Bronco, including being amphibious with preparation.

The ambulance is a variant of the troop carrier; it has a complete suite of medical equipment including respirators, a defibrillator, a refrigerator and freezer for perishable supplies, the equivalent of 10 doctor's bags, 40 personal medical kit reloads, and other such supplies. The weapon mount on the front part of the vehicle is retained, but there are no firing ports in the rear of the vehicle.

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

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|-------------------|----------|-----------|----------|-----------|--------------------------|-----|--------------|--------------|
| Troop Carrier | \$9,162 | D, A | 4.8 tons | 11.2 tons | 2+14 | 6 | Headlights | Enclosed |
| Logistics Carrier | \$10,876 | D, A | 5.3 tons | 10.7 tons | 6 | 7 | Headlights | Enclosed |
| Ambulance | \$12,911 | D, A | 4.8 tons | 12 tons | 5+8 or 4 Stretcher Cases | 9 | Headlights | Enclosed |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|---------|---------|----------|-----------|--------|------|-------------|
| (All) | 196/136 | 45/30/5 | 500 | 125 | Std | T2 | HF1 HS1 HR1 |

SAE Upgraded LARC-V

Notes: Singapore is one of the last major users of the US-designed LARC-5 amphibious cargo carrier; however, most of their stock LARC-5s have been turned over to civil defense organizations and firefighting units. Most military LARC-5s have been upgraded to the LARC-V standard. Changes include the replacement of the gasoline engines once fitted to Singaporean LARC-5s by Cummins diesel engines. Other changes include a light crane in front of the cargo compartment with a capacity of 2.5 tons and a reach of 4.51 meters, and an improvement in buoyancy by lowering the weight of the vehicle and by adding more buoyant materials to the construction of the vehicle. The LARC-V is otherwise similar to the LARC-5 listed in US Medium Unarmored Vehicles.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|-----------|----------|------|-----|--------------|--------------|
| \$15,800 | D, A | 4.54 tons | 8.6 tons | 3+20 | 5 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|-----------|---------|----------|-----------|--------|------|-------------|
| 244/61/15 | 61/15/4 | 545 | 86 | Std | W(2) | HF1 HS1 HR1 |

TAM 110 T7 BV

Notes: This vehicle is a light 4x4 truck used by the Yugoslavian forces and by Saudi Arabia. It is of cabover design. The cab has a roof made of PVC plastic that can be removed, and has a heater. Under the cab are the engine and transmission, as well as a 2500-kg capacity winch. The cab also has some NBC protection and has a bracket for a night vision device for the driver. The cargo body is all steel with a tarpaulin cover, and has a drop tailgate. Variants include an ambulance and a signals carrier, both with box bodies.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|---------------------------------|---------------------|
| \$5,399 | D, A | 2.5 tons | 4.5 tons | 2+12 | 2 | Active/Passive IR (Driver only) | Enclosed (Cab only) |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 154/62 | 39/16 | 100 | 42 | Std | W(2) | HF1 HS1 HR1 |

TAM 150 T11 BV

Notes: This vehicle is a medium 6x6 truck used by Yugoslavia and Saudi Arabia. It is basically a greatly enlarged TAM 110 T7 BV, and uses the same cab and general layout as that vehicle. The TAM 150 T11 BV is equipped with a winch of 5000kg capacity under the rear of the cargo body.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|---------------------------------|---------------------|
| \$8,070 | D, A | 3.6 tons | 6.2 tons | 2+18 | 4 | Active/Passive IR (Driver only) | Enclosed (Cab only) |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 154/62 | 39/16 | 150 | 56 | Std | W(3) | HF1 HS1 HR1 |

TAM 162 T9

Notes: This is a medium 4x4 cabover truck available in a short or long wheelbase version. The front has a winch for self-recovery. The truck is designed for cold weather and has a cab heater and an engine preheater.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|--------------|------------------|-------------|---------------|-------------|------------|---------------------|---------------------|
| \$7,741 | D, A | 3.5 tons | 6 tons | 3+18 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------------|----------------|-----------------|------------------|---------------|-------------|--------------|
| 152/62 | 38/16 | 120 | 57 | Std | W(2) | HF1 HS1 HR1 |

SAMIL 50

Notes: The SAMIL 50 is one of the standard medium trucks used by South Africa. It has a canvas cover for the cargo area over a steel framework, and the seats in this area may be installed along the sides or down the center, back to back. Variants include a communications vehicle, battery-charging vehicle, welding shop, tanker, field kitchen, mobile personnel shower, and container transporter.

The Mk 2 is an upgraded version of the SAMIL 50 Mk 1. It has a much lighter engine and fuel tank, and a modified transmission. The main reasons for the changes in design are to ease local construction methods. The same sorts of variants that are available for the Mk 1 are available for the Mk 2.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------------|--------------|------------------|-------------|---------------|-------------|------------|---------------------|---------------------|
| Mk 1 | \$10,493 | D, A | 4.8 tons | 6.26 tons | 3+40 | 6 | Headlights | Open |
| Mk 2 | \$10,705 | D, A | 4.8 tons | 7.05 tons | 3+40 | 6 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|----------------|---------------|----------------|-----------------|------------------|---------------|-------------|--------------|
| Mk 1 | 134/54 | 34/14 | 400 | 57 | Std | W(2) | HF1 HS1 HR1 |
| Mk 2 | 136/54 | 34/14 | 400 | 60 | Std | W(2) | HF1 HS1 HR1 |

Kiamaster Boxer

Notes: This is in some ways a larger version of the Kiamaster 1250 kg truck, but is more limited off-road. The automotive components are virtually identical, and the engine the same.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|----------|------|-----|--------------|--------------|
| \$7,293 | D, A | 4 tons | 3.6 tons | 3+18 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 146/29 | 37/7 | 150 | 34 | Std | W(2) | HF1 HS1 HR1 |

KM250

Notes: The KM250 is 6x6 truck used by South Korea. It is similar in appearance to the US M-44A2 series, but uses a German-produced MAN engine and a different power train. The vehicle has at least 5 variants, including the basic cargo/troop carrier, KM254 NBC decontamination truck, KM255 fuel tanker, KM256 water tanker, and the KM258 workshop van. Most of these vehicles have a 4.5-ton capacity winch in the front bumper with 61 meters of cable. The standard vehicle has canvas covers over the cab and cargo area (the latter supported with bows), and wooden fence-type sides to the cargo area that is removable. The tailgate can be lowered.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|---------|-----------|-----------|----------|------|-----|--------------|--------------|
| KM250 | \$8,822 | D, A | 2.25 tons | 6.2 tons | 3+10 | 3 | Headlights | Open |
| KM250A | \$8,907 | D, A | 2.25 tons | 6.2 tons | 3+10 | 3 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------------|
| KM250 | 166/66 | 42/17 | 200 | 58 | Std | W(3) | HF1 HS1 HR1 |

| | | | | | | | |
|--------|--------|-------|-----|----|-----|------|-------------|
| KM250A | 178/72 | 45/18 | 200 | 67 | Std | W(3) | HF1 HS1 HR1 |
|--------|--------|-------|-----|----|-----|------|-------------|

Pegaso 3045

Notes: This is one of the standard medium cargo trucks of Spain, and is also used by Chile and Nicaragua. It is a cabover truck with a rear cargo area covered by canvas, and is basically an improved version of the DAF YA 314 truck of the Netherlands. The truck can ford to a depth of 2 meters, and has a high suspension. The 3045 has a winch in the front bumper with a capacity of 4 tons. Variants include a wrecker, dump truck, tanker, and workshop with a van body.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| 3045 | \$8,000 | G, A | 3 tons | 6.75 tons | 2+12 | 3 | Headlights | Open |
| 3045D | \$7,965 | D, A | 3 tons | 6.75 tons | 2+12 | 3 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------------|
| 3045 | 140/56 | 35/14 | 260 | 98 | Std | W(2) | HF1 HS1 HR1 |
| 3045D | 134/54 | 34/14 | 260 | 45 | Std | W(2) | HF1 HS1 HR1 |

Pegaso 3046

Notes: This is another of the standard medium trucks of Spain, and is also used by Egypt, Somalia, Peru, and Morocco. It is of conventional construction, with the engine in front, cab behind it, and rear cargo area. Versions include a troop/cargo carrier, tanker, recovery vehicle, and van bodies for ambulances, communications, workshops, refrigerator vehicles, and command posts.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|----------|------|-----|--------------|--------------|
| \$7,826 | D, A | 3 tons | 7.2 tons | 2+20 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------|
|--------|---------|----------|-----------|--------|------|-------|

| | | | | | | |
|--------|-------|-----|----|-----|------|-------------|
| 154/62 | 39/16 | 350 | 62 | Std | W(2) | HF1 HS1 HR1 |
|--------|-------|-----|----|-----|------|-------------|

VAP-3550/1

Notes: This wheeled amphibious personnel carrier is built by Spain and used by that country's Marines and by Egypt and Mexico. It has a frontal-mounted engine, a cab behind it, and a rear cargo area covered with canvas. The cab is open to the cargo area in the back. The cargo area has a pintle with a machinegun mount (normally mounting an MG-3 in Spanish service). The carrier is propelled in the water by water jets. At the front is a winch with a capacity of 4.5 tons.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|--------|----------|------|-----|--------------|--------------|
| \$10,376 | D, A | 3 tons | 9.5 tons | 3+18 | 5 | WL Spotlight | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 146/58 | 37/15/4 | 250 | 62 | Std | W(3) | HF1 HS1 HR1 |

Scania SBA 111

Notes: This medium 4x4 truck is used by Sweden, Finland, and India. The SBA 111 has been designed to be easy to drive and maintain, with automatic transmission and easy to service components that can use normal tools. Another consideration was using off-the-shelf proven components from existing truck lines. The cab has a roof hatch with a mount for a light machinegun (though no weapon is provided in the basic cost). The cargo area has removable drop sides and a drop tailgate, and may be covered with a canvas cover. The SBA 111 has a winch in the front bumper with a capacity of 8 tons. The vehicle is meant for cold weather operations, with a cab heater, engine heater, battery heater, and fuel heater.

The SBAT 111S is a larger, heavier, 6x6 version of the SBA 111 listed above. It is designed for carrying cargo loads, with a 5.5-ton capacity crane mounted to the rear of the cab. A modified version of this vehicle tows FH-77 155mm artillery pieces for the Swedish Army; this version has a 10-man fully enclosed cab for the gun crew. Other versions include a radar vehicle, an airfield fire truck, and an airfield snow-clearing vehicle. Other equipment on this truck is the same as on the SBA 111 above.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|-----------|----------|-----------|----------|------------|------|-----|--------------|--------------|
| SBA 111 | \$9,320 | D, A | 4.5 tons | 9.15 tons | 3+18 | 5 | Headlights | Open |
| SBAT 111S | \$10,890 | D, A | 6 tons | 11.65 tons | 3+24 | 7 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|-----------|--------|---------|----------|-----------|--------|------|-------------|
| SBA 111 | 144/58 | 36/15 | 167 | 74 | Std | W(2) | HF1 HS1 HR1 |
| SBAT 111S | 142/58 | 36/15 | 167 | 109 | Std | W(3) | HF1 HS1 HR1 |

Volvo FL-6

Notes: This is a militarized version of a Swedish civilian 4x4 truck. It is versatile and easy to handle, with easy servicing and automatic transmission, and many variants are available. The truck has a conventional layout, with a cabover front and a rear cargo area, which may be hardtop or covered with a canvas over bows. Several wheelbases and cargo capacities are available from 4.96-6.92 tons; figures given are for a medium-sized version.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|---------|-----------|-----------|--------|------|-----|--------------|--------------|
| 180 hp | \$8,917 | D, A | 4.35 tons | 5 tons | 3+17 | 4 | Headlights | Open |
| 207 hp | \$9,017 | D, A | 4.35 tons | 5 tons | 3+17 | 4 | Headlights | Open |
| 230 hp | \$9,107 | D, A | 4.35 tons | 5 tons | 3+17 | 4 | Headlights | Open |
| 250 hp | \$9,177 | D, A | 4.35 tons | 5 tons | 3+17 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------------|
| 180 hp | 168/66 | 42/17 | 200 | 66 | Std | W(2) | HF1 HS1 HR1 |
| 207 hp | 182/72 | 46/18 | 200 | 76 | Std | W(2) | HF1 HS1 HR1 |
| 230 hp | 194/78 | 49/20 | 200 | 85 | Std | W(2) | HF1 HS1 HR1 |
| 250 hp | 204/82 | 51/21 | 200 | 92 | Std | W(2) | HF1 HS1 HR1 |

Volvo L-3154

Notes: This ancient truck was in production for only 6 short years, between 1956 and 1962. It is a basic, conventional design, with the engine in front, crew cab, and rear cargo area. The cargo area has removable canvas and drop sides. In the front bumper is a winch with a capacity of 8 tons. There is a wrecker version, and a crash/rescue vehicle for airfields.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| \$8,637 | D, A | 3 tons | 7.32 tons | 3+12 | 4 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 144/58 | 36/15 | 120 | 55 | Std | W(3) | HF1 HS1 HR1 |

Volvo L-4854

Notes: This Swedish truck is basically a commercial truck known as the Viking, modified for military service. It is a 4x4 truck with a conventional layout. The cab is all steel, and has a hatch in the roof with a light weapon mount. The rear cargo area has drop sides and tailgate. Under the right side of the chassis is a winch with a 5-ton capacity, which can be used to the front or rear. Over 20 variants of this vehicle exist.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|--------|-----------|------|-----|--------------|--------------|
| \$9,020 | D, A | 3 tons | 6.72 tons | 3+12 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 134/54 | 34/14 | 120 | 45 | Std | W(2) | HF1 HS1 HR1 |

Bucher DURO 4x4/6x6

Notes: These are newer trucks to the Swiss Army. There are three versions, a 4x4 short wheelbase, a 4x4 long wheelbase, and a 6x6 version. There both soft and hard-bodies versions. Visibility is very good from the cab with the large windows. A handicap of the truck is its low suspension; this gives more efficient operation over roads, but detracts from its off-road performance.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|---------|-----------|-----------|-----------|------|-----|--------------|--------------|
| 4x4 S | \$5,381 | D, A | 2.97 tons | 2.83 tons | 3+10 | 2 | Headlights | Open |
| 4x4 L | \$5,924 | D, A | 3.1 tons | 2.89 tons | 3+12 | 2 | Headlights | Open |
| 6x6 | \$6,262 | D, A | 3.68 tons | 3.33 tons | 3+14 | 3 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|--------|---------|----------|-----------|--------|------|-------------|
| 4x4 S | 210/84 | 53/21 | 120 | 59 | Std | W(2) | HF1 HS1 HR1 |
| 4x4 L | 206/82 | 52/21 | 120 | 58 | Std | W(2) | HF1 HS1 HR1 |
| 6x6 | 186/74 | 47/19 | 120 | 58 | Std | W(2) | HF1 HS1 HR1 |

Saurer 2CM

These older Swiss trucks were in service until the 1960s. It has a cabover cab and the commander's seat has an observation hatch in the roof over his head. The rear cargo area has drop sides and removable bows and canvas. The front has a 6-ton capacity winch with 55 meters of cable.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|----------|----------|------|-----|--------------|--------------|
| \$7,601 | D, A | 3.5 tons | 5.5 tons | 2+28 | 5 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 110/44 | 28/11 | 100 | 27 | Std | W(2) | HF1 HS1 HR1 |

Saurer 2DM

This is another truck formerly in common use by Swiss forces, but now mostly replaced by more modern vehicles. It was in production until 1973. The layout and features are similar to the 2CM, but it is a larger truck.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|----------|----------|------|-----|--------------|--------------|
| \$10,066 | D, A | 4.9 tons | 6.9 tons | 2+28 | 5 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 134/54 | 34/14 | 160 | 49 | Std | W(2) | HF1 HS1 HR1 |

LARC-5

Notes: The LARC-5 was introduced in the late-1950s to the US Army, and has been subsequently deployed by other armies in the world. The LARC-5 is a wheeled amphibious personnel carrier, with a hull very similar to a patrol boat. The cab is at the front of the vehicle, with an open cargo area in the center, and engine compartment at the rear. The vehicle is propelled in the water by a three-bladed propeller and steered by a rudder. On the roof of the cab is a pintle mount that is NLT/NMT/NHT compatible. The LARC-5 is used by the US Army (in small numbers), Argentina, Australia, France, Germany, Portugal, Singapore, and Thailand.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|-----------|-----------|------|-----|--------------|--------------|
| \$17,438 | D, A | 4.55 tons | 9.51 tons | 3+20 | 5 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 178/72 | 45/18/5 | 547 | 110 | Std | W(3) | HF1 HS1 HR1 |

M-35A2

Notes: This is the standard 2½-ton truck described in the *Twilight: 2000 Version 2.2* rules. The statistics given in those rules are not exactly correct, and alternate statistics are given below. The vehicle is of conventional design, with the engine at the front, cab behind that, and rear cargo area. The standard vehicle has an all-metal construction, and a cargo area with a tarpaulin cover, drop tailgate, and removable wooden fence-type sides. The M-35 has numerous variants, including a tanker, dump truck, long wheelbase version, wrecker, hard cargo body (for use as a workshop, ambulance, or radio vehicle), and a tractor-trailer that can tow 7.71 tons. Some of these vehicles are fitted with a ring mount over the commander's seat for a weapon. The M-35 series is in use by the US and many countries who have received US aid or are allied with the US. In addition, some were sold to China, and some were captured by Vietnam after the US left that country.

The M-35A3 is an M-35A2 upgraded by Extended Service Program (ESP) for the US and certain US allies' forces. The transmission is replaced with an automatic transmission, the multifuel engine is replaced by a more powerful diesel engine, power steering is added, and other improvements have been added. Most of these vehicles are merely upgraded versions of the M-35 series, instead of new vehicles. These upgrades were begun in 1990 and completed in 1996.

One of the most innovative vehicle types seen during the war was the "gun truck," standard cargo carriers field-modified into makeshift armored vehicles by adding improvised armor and weapons mounts. Originally developed during the Vietnam War as a means of providing escorts for poorly protected supply convoys, the idea proved successful and was widely used. This is a representative

American design, produced from a standard M-35 2½-ton truck. There is welded steel armor protecting the cab and cargo area, and three weapons mounts located in the truck's bed -- one NHT mount firing forward over the cab, and two NMT mounts, one firing to each side. The most common armament on these vehicles consisted of machineguns and AGLs. Note that in order to provide adequate fields of fire for the gunners in the bed, the cargo bed must be at least half-empty, and the gunners must also expose at least half their body to return fire when firing their weapons.

| Vehicle | Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------------|----------|--------------|-----------|------------|------|-----|--------------|--------------|
| M-35 | \$8,772 | G, A | 2.72 tons | 5.9 tons | 3+10 | 3 | Headlights | Open |
| M-35A1 | \$8,772 | D, G, AvG, A | 2.72 tons | 5.9 tons | 3+10 | 3 | Headlights | Open |
| M-35A2 | \$8,747 | D, G, AvG, A | 2.72 tons | 5.9 tons | 3+10 | 3 | Headlights | Open |
| M-35A3 | \$8,972 | D, A | 2.72 tons | 6.21 tons | 3+10 | 3 | Headlights | Open |
| M-35 Gun Truck | \$11,309 | D, G, AvG, A | 1 ton | 15.91 tons | 4+6 | 4 | Headlights | Open |

| Vehicle | Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|----------------|--------|---------|----------|-----------|--------|------|-------------|
| M-35 | 156/62 | 39/16 | 189 | 106 | Std | W(3) | HF1 HS1 HR1 |
| M-35A1 | 156/62 | 39/16 | 189 | 53 | Std | W(3) | HF1 HS1 HR1 |
| M-35A2 | 152/60 | 38/15 | 189 | 51 | Std | W(3) | HF1 HS1 HR1 |
| M-35A3 | 186/74 | 47/19 | 189 | 73 | Std | W(3) | HF1 HS1 HR1 |
| M-35 Gun Truck | 116/46 | 29/12 | 189 | 79 | Std | W(3) | HF4 HS4 HR4 |

| Vehicle | Fire Control | Stabilization | Armament | Ammunition |
|----------------|--------------|---------------|--------------|-----------------------|
| M-35 Gun Truck | None | None | M-2HB, 2xMAG | 1050x.50, 1000x7.62mm |

M-211

Notes: This predecessor of the M-35 series was first designed just after World War 2. It is a conventional layout truck with an appearance very similar to that of the M-35. The truck has a removable canvas top for the cab and the cargo area, and the cargo area has removable fence-type sides. Some of them are fitted with a winch that has a capacity of 4.54 tons, and a deep-fording kit is available.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|----------|-----------|-----------|-----------|------|-----|--------------|--------------|
| \$8,5,23 | G, A | 2.27 tons | 5.97 tons | 2+10 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 150/60 | 38/15 | 212 | 94 | Std | W(3) | HF1 HS1 HR1 |

M-1078 Light Medium Tactical Vehicle (LMTV)

Notes: This is a new 2½-ton truck for the US armed forces, based on the Family of Medium Tactical Vehicles (FMTV). It is a 4x4 cabover design that has 80% of parts in common with the M-1083 5-ton truck listed below. The vehicle is designed to be easily serviceable, and most components can be removed, serviced, or replaced with basic tools and the use of a crane (for larger components). Variants of this vehicle include a standard cargo/troop carrier, a van body, and a version designed for airdropping. The entire FMTV has a roof mount for a machinegun. They are designed to be easily sling-loaded while carrying full loads in their cargo area, with sliding outriggers for this purpose. They may also be air-transported without preparation.

The base chassis for this vehicle was the Austrian Steyr 12 M 18, but this chassis was strengthened and upgraded for better cross-country mobility.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|-----------|-----------|------|-----|--------------|--------------|
| \$8,903 | D, A | 2.27 tons | 7.53 tons | 3+10 | 3 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|---------|---------|----------|-----------|--------|------|-------------|
| 258/102 | 65/26 | 235 | 101 | Std | W(2) | HF1 HS1 HR1 |

M-1083 Medium Tactical Vehicle (MTV)

Notes: This is a new 6x6 5-ton truck used by the US armed forces. It is part of the Family of Medium Tactical Vehicles (FMTV), and has 80% parts commonality with the M-1078 listed above. The MTV comes in a wide variety of versions, including a basic cargo/troop carrier, a wrecker (the M-1089 listed below), a version with a cargo loading crane (3-ton capacity), a long wheelbase vehicle, a tractor-trailer (may tow 11.34 tons), a dump truck, a tanker, and air-droppable versions of the basic cargo, long wheelbase, and dump trucks.

| Price | Fuel Type | Load | Veh Wt | Crew | Mnt | Night Vision | Radiological |
|---------|-----------|-----------|-----------|------|-----|--------------|--------------|
| \$9,776 | D, A | 4.54 tons | 8.98 tons | 3+20 | 5 | Headlights | Open |

| Tr Mov | Com Mov | Fuel Cap | Fuel Cons | Config | Susp | Armor |
|--------|---------|----------|-----------|--------|------|-------------|
| 196/78 | 49/20 | 300 | 122 | Std | W(3) | HF1 HS1 HR1 |