

Heavy Unarmored Vehicles

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International 5000 kg Truck

Notes: This heavy truck was in production until 1974. The cab is identical to that used on the International 2500 kg truck, but the body is much larger and heavier. The cargo has drop sides and a drop tailgate, with removable bench seats, removable bows, and a removable canvas cover. Some have a cargo loading crane. Variants include a dump truck, a road paving vehicle, a fire engine, a tanker, and a recovery vehicle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,494	G, A	4.54 tons	11.32 tons	2+20	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
136/54	34/14	191	109	Std	W(3)	HF1 HS1 HR1

MC-3

Notes: This is a Mack RM6866RS 6x6 heavy truck produced for the Australian military by Mack of Australia. They began to be delivered to the Australian military in 1981 and all 906 units were delivered by 1986. They were upgraded for continued use in the mid-1990s. An individual MC-3 may or may not have a winch in the front with a capacity of 8 tons. Some of them have a materiel-handling crane with a capacity of 3.4 tons. Other variants include a wrecker, a tanker, an artillery tractor with ammunition racks, a cement mixer, a dump truck, a vehicle to lay asphalt and spray tar, and a bridging vehicle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$14,161	D, A	8 tons	11.57 tons	3+32	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
142/56	36/14	265	104	Std	W(3)	HF1 HS1 HR1

LAVT-9F/2H & ZAVT-9F/1

Notes: These two trucks differ on in that the LAVT-9F/2H has a two-door cab, while the ZAVT-9F/1 has an extended four-door cab. The LAVT-9F/2H is generally used as a normal cargo truck, while the ZAVT-9F/1 is normally used as an artillery tractor. Both vehicles have a front-mounted 4.5-ton capacity winch.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
LAVT-9F/2H	\$8,398	D, A	6 tons	13.2 tons	3+24	5	Headlights	Open
ZAVT-9F/1	\$9,235	D, A	6 tons	14.3 tons	6+24	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
LAVT-9F/2H	126/50	32/13	300	53	Std	W(2)	HF1 HS1 HR1
ZAVT-9F/1	120/48	30/12	300	53	Std	W(2)	HF1 HS1 HR1

OAF Type 20.320

Notes: This is a heavy 6x6 truck used by Austria. It is of all-steel construction, with drop sides and rear, and a loading crane. The engine is to the rear of the crew compartment, between the cab and cargo bed. The cab has room for the driver and two passengers, and the center cab position has a machinegun mount on the roof. Folding seats for 16 passengers are fitted in either the front or rear of the cargo bed. The Type 20.320 is fitted with a heater and a 700-kg capacity crane, and the cargo bed is fitted with a canvas cover.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,972	D, A	10 tons	12.5 tons	3+18	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
144/58	36/15	500	118	Std	W(3)	HF1 HS1 HR1

Steyr 10M22

Notes: This is a standard design truck for Steyr, being a cabover vehicle similar in appearance to their other heavy trucks. It uses some components from German MAN trucks, and is to form the basis of an entire line of trucks of various sizes (the NMK line). Variants of this particular truck include a fire engine, light recovery vehicle, van body, and tanker.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$7,643	D, A	5.6 tons	4.4 tons	3+22	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
182/72	46/18	150	81	Std	W(2)	HF1 HS1 HR1

Steyr 12M18

Notes: The 12M18 is a 4x4 medium truck used by Austria, Kuwait, Pakistan, Thailand, Canada, and the UN. The truck is of a cabover design, and the cab has room for the driver and three passengers. The 12 M18 has a 5000-kg winch with 50m of cable, a machinegun mount over the cab, air conditioning, and a loading crane. Variants include ambulances, recovery vehicles, fire trucks, communications, workshops, and weapon carriers. The 12M21 is the same truck with a more powerful engine and matching transmission.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
12M18	\$8,912	D, A	5.35 tons	6.15 tons	4+18	4	Headlights	Open
12M21	\$9,037	D, A	5.35 tons	6.26 tons	4+18	4	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
12M18	150/60	38/15	180	67	Std	W(2)	HF1 HS1 HR1
12M21	166/66	42/17	180	80	Std	W(2)	HF1 HS1 HR1

Steyr 17M29

Notes: The 17M29 is a 4x4 heavy truck used by China, Egypt, Ghana, and Indonesia. The truck is of a cabover design, and the cab has room for the driver and 3 passengers. There are passenger seats in two rows down the center of the bed, which has drop sides and a canvas cover. The 17M29 has a 10000-kg winch with 60m of cable, a machinegun mount over the cab, and optional automatic transmission. This vehicle is licensed-produced in China as the Hongyan.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,997	D, A	7 tons	10 tons	3+23	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
156/62	78/16	320 or 400	105	Std	W(2)	HF1 HS1 HR1

Steyr 18M28

Notes: This is another member of the NMK series of trucks, a sister vehicle to the 10M22 above. The standard vehicle is a platform bed with no seats and drop sides, but seats can be installed to transport troops. The cargo area is large enough to mount weapons like antiaircraft guns or mortars.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$8,923	D, A	8 tons	5.68 tons	3+32	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
174/70	44/18	200	103	Std	W(2)	HF1 HS1 HR1

Steyr 24M34

Notes: This is a predecessor of the 26M39 listed below. It is a lighter truck with a less powerful engine, but the same cargo load. The 24M34 shares many automotive components with the 17M29. The frame is a bit stiff and the ride in one of these trucks can be quite rough. The rear cargo area has a tarpaulin cover over bows, and there are troops seats down the center facing out. A winch is provided with a 10-ton capacity and 60 meters of cable. Variants include a recovery vehicle, a fire engine, an artillery tractor, and a tractor-trailer. The 24M34 is used much more widely than the 26M39, used by Austria, Cyprus, and Egypt, and being license-produced in Canada and China.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological

\$13,483	D, A	12 tons	12 tons	3+32	8	Headlights	Open
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Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
148/58	37/15	400	126	Std	W(3)	HF1 HS1 HR1

Steyr 26M39

Notes: The 24M32 is a heavy 6x6 truck used by Canada, China, and Cyprus, and Egypt. It features a steel cab, a space between the cab and cargo bed for a 13-ton crane, and a large cargo bed with a canvas cover. Tilting the cab forward accesses the engine and transmission. The cab has room for the driver and two passengers, and the cargo bed has collapsible seats down the center facing out. There is a machinegun mount in the roof of the cab, and a 10-ton winch in front. There are recovery vehicle, firefighting, artillery tractor, and tank transporter variants.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,013	D, A	12 tons	19 tons	3+32	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
146/58	37/15	400	143	Std	W(3)	HF1 HS1 HR1

Steyr 26M42 P40

Notes: The 26M42 P40 is a heavy 6x6 truck used by several European countries. It has a steel cab and body, with a long bed and 13-ton crane, as well as a 10-ton winch in front. The cab has room for the driver and two passengers, and there is a machinegun mount on the roof of the cab. There are tanker, recovery vehicle, shelter carrier, firefighting and troop carrier versions of this truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,605	D, A	14 tons	12 tons	3+40	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
152/60	38/15	400	153	Std	W(3)	HF1 HS1 HR1

ZA-200/1

Notes: This is a large truck that was replaced in Austrian service by the OAF Type 20.320. Some remain in service, however. It uses a cabover type cab, and has a very stiff frame. The rear cargo area has drop sides and a HIAB crane for loading. A 4.5-ton winch leads out through the front bumper. Variants include an engineer vehicle (larger cab, shorter load area), another engineer vehicle with a heavy crane in the bed, a semi-trailer, and an aircraft refueling truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,190	D, A	10 tons	10.63 tons	2+40	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
118/48	30/12	300	73	Std	W(3)	HF1 HS1 HR1

MAZ-6317

Notes: The firm of MAZ was split off from KrAZ; the trucks produced in Belarus under the Soviet Regime were KrAZ trucks, and as Belarus had a fully-functioning truck factory, they decided to produce their own trucks. One of these is the MAZ-6317, which is a heavy utility truck; many of these also service as artillery tractors, ammo carriers, MRL chassis, SSM chassis, and with a box in the bed, specialist vehicles such as command posts and FDCs. The MAZ-6317 was originally a KrAZ truck, and the prototype was completed in 1986; however, field trials were still going on when the fall of the Soviet Union happened and Belarus gained its independence, and LRIP production had not yet started. The Belarussians restarted production, and full production began in 1995. There have been some exports, most notably to North Korea; as Belarus was by then a member of NATO, NATO was not happy with this deal. Other export customers include Azerbaijan and Russia, and Ukraine manufactures these and several other MAZ trucks under license under the company name of Bogdan. MAZ also sells this truck to civilian concerns; several international aid organizations are known to use them, and several European countries have fire trucks based on the MAZ-6317. The 4x4 version is popular as a vehicle for simply having fun in mud or in rough terrain like rock climbing. A commercial, hard-bodies version of this truck is also sold, as well as refrigerated versions.

The Basic MAZ-6317 is designed to transport troops and military supplies, mostly on the road, but it also has decent off-road capacity, with a powerful engine that has a lot of torque and locking differentials, as well as central tire regulation and run-flat/puncture-resistant tires. The truck has all-wheel drive and can steer using all wheels, with the rear four wheels pivoting in opposition to the front wheel. The standard body has folding benches for troops and tie downs for equipment. The rear of the truck is covered with bows and a tarpaulin. The MAZ-6317 also has winch mounted in the front bumper, primarily used for self-recovery. This has a capacity of 10 tons and 50 meters of cable. Though capable of carrying 11 tons of cargo/troops, the MAZ-6317 can tow 29.85 tons if the truck is otherwise empty.

Normal engine is a 425-horsepower TMZ-8424 turbocharged diesel. Drive is 6x6. However, early versions used a TMZ-8421 360-horsepower turbocharged diesel, and some export versions (like the ones exported to North Korea) have a YaMZ-238DE2 turbocharged diesel developing 330 horsepower. The base transmission is manual, though automatic transmission is available upon request. The baseline cab is 2-place, but has a sleeping berth at the rear that can be equipped with luxuries like a TV, CD/DVD player, small refrigerator, etc., especially in civilian versions. The cab can be extended with an extra row of seats for three more crew; this is the MAZ 63171. The cab tilts forward to access the unitary power pack.

The MAZ-6317 is used as the chassis for the BM-21A BelGrad MRL. Other variants include the MAZ-63172 extended-bed/LWB version, MAZ-631705 shelter carrier, MAZ-6425 tractor truck, MAZ-6517 dump truck, (these last two are not depicted below) and the MAZ-5316 4x4 smaller version (found in Belorussian Medium Unarmored Vehicles).. Some more exotic variants include the Zasashnyk MRAP APC, which is built on the MAZ-5316.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
MAZ-6317 (425 hp)	\$18,511	D, A	10.47 tons	14 tons	2+44	10	Headlights	Open*
MAZ-6317 (360 hp)	\$18,266	D, A	10.4 tons	14 tons	2+44	10	Headlights	Open*
MAZ-6317 (330 hp)	\$18,156	D, A	10.36 tons	14 tons	2+44	10	Headlights	Open*
MAZ-63171 (425 hp)	\$18,612	D, A	10.56 tons	14.18 tons	5+44	10	Headlights	Open*
MAZ-63171 (360 hp)	\$18,367	D, A	10.49 tons	14.18 tons	5+44	10	Headlights	Open*
MAZ-63171 (330 hp)	\$18,257	D, A	10.45 tons	14.18 tons	5+44	10	Headlights	Open*
MAZ-63172 (425hp)	\$19,129	D, A	11.03 tons	15.17 tons	2+50	10	Headlights	Open*
MAZ-63172 (360hp)	\$18,884	D, A	10.96 tons	15.17 tons	2+50	10	Headlights	Open*
MAZ-63172 (330hp)	\$18,774	D, A	10.92 tons	15.17 tons	2+50	10	Headlights	Open*
MAZ-631705 (425 hp)	\$18,700	D, A	9.48 tons**	14.35 tons**	2+20	10	Headlights	Open*
MAZ-631705	\$18,445	D, A	9.34 tons**	14.35 tons**	2+20	10	Headlights	Open*

(360 hp) MAZ-631705 (330 hp)	\$18,345	D, A	9.29 tons**	14.35 tons**	2+20	10	Headlights	Open*
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Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
MAZ-6317 (425 hp)	200/140	55/39	350	157	Stnd	W(3)	HF1 HS1 HR1
MAZ-6317 (360 hp)	173/121	48/34	350	132	Stnd	W(3)	HF1 HS1 HR1
MAZ-6317 (330 hp)	161/113	45/31	350	121	Stnd	W(3)	HF1 HS1 HR1
MAZ-63171 (425 hp)	197/138	55/38	350	157	Stnd	W(3)	HF1 HS1 HR1
MAZ-63171 (360 hp)	171/120	48/33	350	132	Stnd	W(3)	HF1 HS1 HR1
MAZ-63171 (330 hp)	160/112	44/31	350	121	Stnd	W(3)	HF1 HS1 HR1
MAZ-63172 (425hp)	186/130	52/36	350	157	Stnd	W(3)	HF1 HS1 HR1
MAZ-63172 (360hp)	162/113	45/32	350	132	Stnd	W(3)	HF1 HS1 HR1
MAZ-63172 (330hp)	151/106	42/29	350	121	Stnd	W(3)	HF1 HS1 HR1
MAZ-631705 (425 hp)	195/137	54/38	350	157	Stnd	W(3)	HF1 HS1 HR1
MAZ-631705 (360 hp)	170/119	47/33	350	132	Stnd	W(3)	HF1 HS1 HR1
MAZ-631705 (330 hp)	158/111	44/31	350	121	Stnd	W(3)	HF1 HS1 HR1

*The shelter body of the MAZ-631705 has a Radiological rating of Enclosed. The cabs of all these trucks likewise have a Radiological rating of Enclosed.

**This does not include any equipment which may installed in the shelter body.

EE-50

Notes: This is a heavier truck built by Brazil. It is also in service with Angola. It is of cabover construction, with the cab over the engine and transmission, and a rear cargo area. The cargo area has a canvas cover over bows. Variants include a cargo/troop carrier, ambulance, van body, tanker, recovery vehicle, fire truck, and mobile workshop.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,149	D, A	5 tons	12 tons	2+30	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
130/52	33/13	300	73	Stnd	W(3)	HF1 HS1 HR1

AEC Militant

Notes: These vehicles were replaced by the Bedford TM 6-6 and other trucks. They have a cabover type cab, drop metal sides, and a removable drop tailgate. Most of them are equipped with a 7-ton capacity winch that has 76.2 meters of cable. Some have a HIAB crane to the rear of the cab. The Mk 3 adds a cab heater and a more powerful engine.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mk 1	\$13,855	D, A	10.16 tons	11.1 tons	2+42	8	Headlights	Open
Mk 3	\$14,489	D, A	10 tons	11.85 tons	2+40	8	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Mk 1	104/42	26/11	218	54	Std	W(3)	HF1 HS1 HR1
Mk 3	122/48	31/12	218	83	Std	W(3)	HF1 HS1 HR1

Alvis Aquatrack

Notes: This large amphibious tracked carrier is currently in use by the Filipino Marines. The Aquatrack is a large, rectangular tracked vehicle with a boat-type hull, powered by two propellers at the rear in Kort nozzles when in water. It can operate fully loaded in rough waters up to Sea State 5, and in plunging surf of up to 3.05 meters. The Aquatrack can also traverse marginal terrain, such as mud, soft sand, frozen ground, or swamps. The hull is very tough, being thin but made of nickel-chrome steel to withstand corrosion. It has five separate watertight compartments which can be sealed from one another, and the Aquatrack has a low center of gravity. The driver's cab is in the front of the hull and has seating for four, with access from a roof hatch or from the rear of the compartment, and large windows to the front and smaller ones to the sides. The roof hatch of the cab has a weapon mount strong enough to take weapons of up to .50/12.7mm size. The rear compartment is large and carries the cargo, with fold-down seating for up to 40 fully-equipped troops. The deck of this compartment has a non-slip coating and rollers to assist in loading and unloading large cargoes; a vehicle the size of a Land Rover may fit inside. The rear has a large ramp and a door, and there are windows near the top of the sides of the compartment. The suspension is a modified form of that used on the M-113 series, but is wider and much longer.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$21,879	D, A	8 tons	13.75 tons	2+42	14	Headlights	Enclosed

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
150/78	35/25/6	400	108	Std	T3	HF1 HS1 HR1

Alvis Stalwart

Notes: This is an amphibious 5-ton truck used by Britain, Austria, and Sweden. Production stopped in 1971, and they have also become quite sought-after civilian and collectors' vehicles. A winch with a capacity of 4.99 tons is mounted at the front. It is propelled in the water by water jets; these water jets include thrust reversers to allow the vehicle to move in reverse in the water.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$8,659	D, A	5 tons	8.97 tons	3+38	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
148/58	37/15/4	365	81	Std	W(3)	HF1 HS1 HR1

Bedford TM 4-4

Notes: This vehicle has been produced by Great Britain since 1980. It is a medium 4x4 truck of cabover design used by England, Bahrain, Abu Dhabi, and Oman. The cab has a hatch in the roof with a light machinegun mount, and has a heater. The cargo body is steel with a wooden floor, removable drop sideboards and tailgate, and may be fitted with seats down the center (facing out) or NATO containers and pallets. Options include an 8-ton capacity winch with 75 meters of cable, and a 3.65-ton capacity cargo-loading crane. Variants include a dump truck and tanker.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$10,706	D, A	8 tons	8.3 tons	2+32	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
134/54	34/14	154	75	Std	W(2)	HF1 HS1 HR1

Bedford TM 6-6

Notes: The TM 6-6 is a larger, 6-wheeled version of the TM 4-4 described above, and uses many of the same components of that vehicle. The cab is identical to the TM 4-4. The cargo body is of the same construction as the TM 4-4, but is 2.27 meters longer. Variants include a platform body for the carrying of containers and pallets, and a version with a 10-ton capacity winch in the front and rear. The TM 6-6 is used by Great Britain and Abu Dhabi.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,010	D, A	14 tons	8.68 tons	2+50	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
112/44	28/11	227	75	Std	W(3)	HF1 HS1 HR1

Foden Low Mobility Vehicle

Notes: This is a heavy 8x4 truck used by the British Army. It is designed primarily for on-road use, and has poor off-road mobility. The vehicle is very long at over 10 meters in length, and most of this is the cargo body. The cab is mounted over the engine, and has a heater and roof hatch with a machinegun mount. Variants include a dump truck and tanker.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$15,483	D, A	20 tons	9.55 tons	3+50	10	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
108/42	27/11	227	80	Std	W(4)	HF1 HS1 HR1

Foden Medium Mobility Vehicle

Notes: This is a heavy 6x6 truck in British service that is related to the Foden 10-ton truck listed in the *NATO Combat Vehicle Handbook*. It is a cabover design, which is primarily meant to tow the FH-70 155mm howitzer, though cargo carrier versions do exist. (These are usually used to carry ammunition pallets for the FH-70 howitzer.) A recovery vehicle version is also made. The cargo area in the cargo version has a hardwood floor, drop sides, and a loading crane.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological

\$15,943	D, A	16.45 tons	10.99 tons	3+42	9	Headlights	Open
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Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
126/50	32/13	409	111	Std	W(3)	HF1 HS1 HR1

Leyland 5000 kg Truck

Notes: This is a medium 4x4 truck that entered British service in 1990, and later was bought by Ireland, Malaysia, Indonesia, and Brunei. It is of cabover design, with a sleeper cab that has a roof hatch with a machinegun mount. The cargo area has interchangeable drop sides and a drop tailgate. The cargo bed can carry a variety of fixtures including seats, containers, NATO pallets, fuel pods, and bridging sections.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$10,485	D, A	5.2 tons	6.01 tons	3+20	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
134/54	34/14	135	52	Std	W(2)	HF1 HS1 HR1

Leyland DROPS Logistics Support Vehicle

Notes: As the name suggests, this is a PLS/DROPS-type vehicle for the transport of large containerized or palletized loads. As such, it is not designed or equipped to carry troops, but a figure for a jury-rigged arrangement is given below. The cab has shock-absorbing seats for two people, and it can be given additional bolt-on armor protection. The truck has a Multilift Mk 4 load-handling system to assist in loading cargo.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,873	D, A	15 tons	14.04 tons	2+30	11	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
126/50	32/16	272	129	Std	W(4)	HF1 HS1 HR1

Unipower M Logistics Support Load Carrier

Notes: This is a large truck similar to the US M-977 HEMTT. It is used by the British armed forces. It is the basis of several variants, including the HRV listed above, a bridgelayer, a tank transporter, a tanker, a minelayer, and a boat carrier. It is an 8x8 heavy truck made of reinforced heat-treated carbon steel. The cab has a roof hatch with a machinegun mount.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$16,962	D, A	17.74 tons	16.26 tons	3+46	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
158/64	40/16	450	147	Std	W(4)	HF1 HS1 HR1

Heavy Engineering Support Vehicle

Notes: This truck is not designed to carry personnel, but is instead to meant to carry large pallets, containerized cargo, and special bodies such as radar units and huge tanker bodies. The vehicle is equipped with a sleeper cab. Variants include a three-way dump truck and a tractor trailer. The passenger load shown below is if the vehicle is provided with improvised seating for troops, something that is possible but not likely.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$20,449	D, A	15.06 tons	15.36 tons	3+30	10	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
138/56	35/14	454	151	Std	W(3)	HF1 HS1 HR1

Medium Logistic Vehicle

Notes: This is a high-mobility medium truck used by Canada. The MLV comes in two versions, a 4.32-meter wheelbase with a capacity of 5 tons, and a 5.08-meter wheelbase with a capacity of 7 tons. The radiator and cooling system is capable of keeping the engine within operating temperatures up to 60 degrees Celsius. The truck is primarily produced with an automatic transmission, but manual transmissions are available. A winch with a capacity of 8 tons may be mounted either in the front or the center of the vehicle. Some of these vehicles have an enlarged cab to hold 6 people; these are normally used to tow artillery pieces or carry anti-aircraft guns. Variants include a fire engine, a version that is strengthened for parachuting, a tanker, and a wrecker.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB	\$11,247	D, A	5 tons	7.09 tons	3+20	4	Headlights	Open
LWB	\$12,209	D, A	7 tons	8.33 tons	3+28	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB	162/64	41/16	227	80	Std	W(2)	HF1 HS1 HR1
LWB	142/58	36/15	227	80	Std	W(2)	HF1 HS1 HR1

TF-300-TT

Notes: This is a heavy truck used to carry very heavy cargoes. The front and rear are attached by a ball joint that enhances cross-country mobility. There is an escape hatch in the roof of the cab, and the cab is heated and air conditioned. The engine is the same as that on the M-113A2 APC.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$18.910	D, A	13.6 tons	13.6 tons	5+54	10	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
110/44	28/11	450	78	Std	W(3)	HF1 HS1 HR1

CA-141

Notes: The CA-141 is an updated CA-15, and up to 100,000 per year were produced before the war. It shares many components and the same general layout as the CA-1091 (see below). They are 4x2 medium trucks designed primarily for road use, and have limited off-road performance.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$8,724	D, A	5 tons	4.35 tons	3+20	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
146/58	37/15	180	57	Std	W(2)	HF1 HS1 HR1

CA-1091

Notes: The CA-1091 trucks are the successor to the CA-15 medium trucks in China. They are medium 4x4 trucks with room in the cab for the driver and two passengers, and a heater. The cargo bed is fitted with wooden side rails and has a ladder for access and a canvas cover.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
CA-1091E2	\$10,237	G, A	5 tons	4.7 tons	3+20	4	Headlights	Open
CA-1091K2E2	\$10,326	D, A	5 tons	4.35 tons	3+20	4	Headlights	Open
CA-1091K3E2	\$10,256	D, A	5 tons	4.2 tons	3+20	4	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
CA-1091E2	138/56	35/14	180	95	Std	W(2)	HF1 HS1 HR1
CA-1091K2E2	154/62	39/16	180	57	Std	W(2)	HF1 HS1 HR1
CA-1091K3E2	146/58	37/15	180	50	Std	W(2)	HF1 HS1 HR1

CQ-261

Notes: The CQ-261 is a heavy 6x6 truck used by Chinese armed forces. The large forward cab is mounted over the engine and transmission, has room for the driver and two passengers, and has a roof hatch with a machinegun mount. The cargo bed has a drop tailgate and wooden side rails, with a canvas cover. Seats are along either side, facing inward. These vehicles are used to carry cargo, troops, and as an artillery towing vehicle. There is also an 8x8 version of this vehicle, which is used to carry the Type 79 ribbon bridge.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,172	D, A	8.27 tons	14.2 tons	3+24	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
114/46	29/12	400	73	Std	W(3)	HF1 HS1 HR1

EQ-1112F8D

Notes: This truck is one of the most numerous built by China. The export name is Aeolus, and under this name it has been sold to almost a dozen countries in Asia, Africa, and South America. The engine is a French Renault design.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,404	D, A	6.4 tons	4.48 tons	3+26	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
134/54	33/14	190	51	Std	W(2)	HF1 HS1 HR1

EQ-1141G

Notes: This heavy Chinese truck was primarily produced for export, though Chinese military and civilian interests use some. It is a 4x2 truck that if meant mostly for on-road use, and has limited off-road capability.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,688	D, A	8 tons	5.9 tons	3+32	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
126/50	32/13	190	58	Std	W(2)	HF1 HS1 HR1

Type 60-1

Notes: This is a tracked load carrier used by China to tow field guns and howitzers, and carry their ammunition. It is similar in

concept to the US M-548 (though it looks different). The Type 60-1 may tow a load of 15 tons, or carry 5 tons. The forward cab is large to accommodate the driver and gun crew, and the roof of this cab has a mount for a DShK machinegun. Behind the cab are stowage bins for the crews' personal equipment, and at the rear is a canvas-covered cargo area. The vehicle has a rear-mounted winch with a capacity of 17 tons and 75 meters of cable. The Type 60-1 is also used as the chassis of the 273mm Type 83 MRL.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$20,674	D, A	5 tons	12.5 tons	6	7	Headlights	Enclosed

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
138/96	32/23	375	110	Std	T2	HF1 HS1 HR1

Fire Control	Stabilization	Armament	Ammunition
None	None	DShK (C)	750x12.7mm

WCT-1

Notes: "WCT" is the English translation of the truck's name, standing for "Water Cannon Truck." And that's what it is; it's a large truck with a pair of water cannons up front and a large water tank in the rear. Its use is as an antiriot vehicle; the water cannons are sufficient to knock down four people standing in a group while doing little physical damage to them. The WCT-1 can also fire CS, marking dye, and a slippery foam. These substances are fed to the water cannons instead of water when selected. A ramming bumper, mesh over the windows, and flashing lights on the roof of the cab help complete the equipment. A spare tire is mounted atop the center of the vehicle, and the tires are run-flat tires.

The WCT-1's water cannons are fed from a 9000-liter water tank; this allows 900 seconds of target spraying. The cannons are mounted on the roof behind the cab and rotate. They have a "gun camera" on them that allows the crew to fire the cannons from inside the vehicle. The cannons also have spotlights on top of them to further aid observation. The water cannons have a range of 50 meters. Each cannon can fire a different substance if necessary. When firing CS, it starts out as a liquid stream with a range of 25 meters; then it reaches its destination, treat it as a CS hand grenade with the burst as being the place where the stream hits. The stream is 1 meter wide and 25 meters long. The dye stream is used for marking targets for possible later apprehension or to blind them, and is a very sticky dye that is difficult to wash off. The dye stream is similar to the CS stream, but has no burst radius other than by splashing. It has no permanent effect on the target. The foam is a 2-meter-wide stream 25 meters long and in a 20-degree arc. The ground area is covered in a foam that requires those in the area (unfortunately, police and troops included) to roll each phase Impossible: Dexterity to stand up. This slippery property lasts for 1 hour. The truck has separate tanks for each substance; 150 liters of CS, dye, and foam are carried, enough for 10 shots each.

The WCT-1 has a crew of six; the driver, vehicle commander; and a crewmember who is a specialist in each type of substance carried. Behind the cab on each side is a large door, allowing the crew to get in and out. The truck is NBC sealed but not radiologically shielded, as the NBC sealing is designed to keep the crew from being affected by CS gas. The crew also has a vehicular NBC system as a backup, and the masks can be disconnected to allow for escape from the vehicle if necessary. Air conditioning and heating is provided, as well as a 20-liter tank for drinking water. The large windshield up front and on the sides of the cab and the doors are bullet-resistant and the vehicle has a modicum of protection, mostly against pistol rounds.

The suspension of the WCT-1 is 4x6, and primarily designed for street travel and to run over low-obstacles in the way. The ramming bumper can be used to clear larger obstacles. The truck is powered by an Arrayal 331-horsepower diesel engine that also powers the water cannons and the pumps for the water and other substances, as well as the AC and heater and NBC Overpressure system.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$362,208	D, A	5 tons	12.5 tons	6	7	Headlights	Enclosed

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
97/14	20/3	300	116	Std	W(4)	HF2 HS2 HR2

Fire Control	Stabilization	Armament	Ammunition
Basic	+1	2xWater Cannons	Water: 900 seconds, Other: 10 Shots

TATRA 111

Notes: This truck series was for some time the most powerful truck used by the Czechs. They were replaced in service by the TATRA 138, but many are still found in civilian roles, and in front-line roles in Vietnam and the Middle East. The TATRA 111NR has a winch with a capacity of 6 tons. Variants include several tractor trucks, a crane-shovel, several crane trucks, several tankers, and a dump truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,733	D, A	8 tons	8.6 tons	3+32	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
124/50	31/13	135	65	Std	W(3)	HF1 HS1 HR1

TATRA 138

Notes: This truck replaced the TATRA 111, and was in turn replaced by the TATRA 138. It is an evolutionary development of the TATRA 111. It is a conventional-layout truck, with a cargo area that has drop sides. Variants include several crane trucks, a tractor truck, a crane/shovel, a couple of dump trucks, and an airfield lighting truck with a large signal light.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,388	D, A	8 tons	8.74 tons	3+32	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
114/46	29/12	150	65	Std	W(3)	HF1 HS1 HR1

TATRA 148

Notes: This is a somewhat old Czech truck, first produced in 1972. It is a basic cargo vehicle with a conventional layout, and variants include the TZ-74 decontamination vehicle, the CAS-32 fire engine, the TATRA 148S series dump trucks, the NT series tractor-trailers, and a variety of hard bodies and tankers.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$10,401	D, A	9.08 tons	11.06 tons	3+36	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
112/44	28/11	200	78	Std	W(3)	HF1 HS1 HR1

TATRA 813

Notes: The first vehicles of this type were produced in The Czech Republic, Slovakia, in 1968. The chassis is related to the OT-64 APC, and is an 8x8 truck with good off-road performance. The cab is large, allowing for the seating of 7 persons including the driver. The cab is pressurized and has two hatches in the roof, one of which has a weapon mount. The rear cargo area has drop sides and rear, and is made of steel. The TATRA 813 has a 22-ton winch at the front, and some are mounted with a snowplow. This vehicle is used to move pontoon bridges or scissors bridges, and some are used as the basis for the RM-70 40-round 122mm MRL. There are also versions of this truck that tow semi-tractor trailers (65 tons), dump trucks, and crane trucks. Only the Czech Republic, Slovakia, and India use the TATRA 813.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,697	D, A	8.2 tons	13.8 tons	7+28	7	Headlights	Enclosed (Cab only)

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
128/50	32/13	520	91	Std	W(4)	HF1 HS1 HR1

TATRA T815 4x4

Notes: This is the smallest of the T815 family, with 4 wheels and a smaller bed and load capability. It is otherwise similar to the T815 8x8, except that the cab may only hold 4 people comfortably. Variants include cargo/troop carrier, workshop carrier, launcher for reconnaissance drone, fire truck, and a civilian model. The Czech Republic, Slovakia, and India use the T815 4x4.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,882	D, A	5.8 tons	9.2 tons	4+20	5	Headlights	Enclosed (Cab only)

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
160/64	40/16	230	98	Std	W(2)	HF1 HS1 HR1

TATRA T815 6x6

Notes: This is a smaller version of the Kolos listed below, with 6 wheels and a smaller cargo bed and load capability. It is otherwise similar to the T815 8x8. Versions of this vehicle include cargo/troop carrier, tanker, decontamination vehicle, container carrier, bridging carrier, radar or antenna carrier, command post carrier, NBC reconnaissance vehicle, recovery vehicle, and fire truck. The T815 6x6 is also the chassis for the TATRAPan APC. The Czech Republic, Slovakia, and India use the T815 6x6.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$14,170	D, G, AvG, A	8 tons	12.8 tons	4+28	7	Headlights	Enclosed (Cab only)

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
124/50	31/13	460	86	Std	W(3)	HF1 HS1 HR1

TATRA T815 8x8 Kolos

Notes: This replaced the TATRA 813 in Czech service (though the TATRA 813 is still being used). It is an 8x8 truck with independent suspension for each wheel, and has good off-road performance. The cab is fully enclosed and has room for six people including the driver, and has a roof hatch with a weapon mount. The cab is NBC sealed and has a heater. The cargo area has drop sides and rear, and can be covered by a tarpaulin. There is a winch mounted in the front bumper that has a capacity of 12 tons, and has 85m of cable. The Kolos may be equipped with an arrow-type snowplow or a dozer blade. Variants include a tractor-trailer (may tow 25 tons, or 100 tons on hard roads), pontoon or ribbon bridge carrier, RM-70 122mm MRL carrier, decontamination vehicle, command post carrier, minelayer, radar vehicle, and recovery vehicle. The TATRA T815 is also the chassis for the Dana and Zuzana SP howitzers. The Czech Republic, Slovakia, India, Saudi Arabia, and the UN use the Kolos.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$15,662	D, G, AvG, A	10 tons	15.9 tons	6+44	9	Headlights	Enclosed (Cab only)

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor

120/48	30/12	460	97	Std	W(4)	HF1 HS1 HR1
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DAF YA 616

Notes: This heavy truck was designed in the mid-1950s and remained in production for 12 years. It is a standard cabover truck with a 9-ton capacity winch in the rear. Variants include a tanker, wrecker, a flatbed container carrier (with the winch moved to the front), a tractor truck, a heavy recovery vehicle, and a tipper.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,255	G, A	6 tons	10.85 tons	2+24	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
140/56	35/14	400	170	Std	W(2)	HF1 HS1 HR1

DAF YA 5441/5442

Notes: This medium 4x4 truck was replaced in production by the YA 5444, but was still being used by the Netherlands at the turn of the century. It is a development of the YA 4440. It is of cabover design. Optional equipment includes a 7-ton capacity crane and an 8-ton capacity winch. Variants include a cargo/troop carrier, Lance missile component carrier, tanker, and radio vehicle.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
YA 5441	\$10,301	D, A	5 tons	7.29 tons	3+20	4	Headlights	Open
YA 5442	\$10,501	D, A	5 tons	7.3 tons	3+20	4	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
YA 5441	132/52	33/13	200	56	Std	W(2)	HF1 HS1 HR1
YA 5442	130/52	33/13	200	56	Std	W(2)	HF1 HS1 HR1

DAF YA-5444 DNT

Notes: This is a medium 4x4 truck that is a development of the YA-4442. The Netherlands uses it. It is of a cabover design, and variants include a cargo/troop carrier, generator carrier, tanker, and shelter carrier. The roof of the cab has a hatch with a machinegun mount.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Open
\$11,385	D, A	5 tons	8.4 tons	3+20	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
134/54	34/14	200	62	Std	W(2)	HF1 HS1 HR1

DAF YAV 2300 DHTD

Notes: This is a heavy Dutch-built truck that was mainly used to transport NATO command posts and personnel, including the towing of the 20-ton command trailers used by the top elements of that command. Sideboards frame the basic cargo body, but these can be removed so the truck can carry containers or shelters, fuel or water tanks, or a low body. Over the commander's position in the cab is a hatch with a weapon mount.

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Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,222	D, A	5.3 tons	10.2 tons	3+22	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
140/56	35/14	300	78	Std	W(2)	HF1 HS1 HR1

DAF YAZ 2300

Notes: This is a larger version of the YAV 2300 DHTD. It has a crane to the rear of the cab.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$15,714	D, A	10 tons	13 tons	3+40	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
134/50	31/13	300	89	Std	W(3)	HF1 HS1 HR1

Sisu E11T-6-6x6/415+140 High Mobility Tactical Vehicle

Notes: Though the name is a mouthful, this truck is simply a large cargo truck for hauling very heavy loads. It is designed for extreme conditions, particularly rocky and soft terrain in cold climates. The HMTV has a high ground clearance and very thick and strong structural members. The cab is heated and is of cabover design. There is an option for an armored cab.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
380 hp	\$13,497	D, A	15.5 tons	10.5 tons	3+62	11	Headlights	Open
405 hp	\$13,592	D, A	15.5 tons	10.57 tons	3+62	11	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
380 hp	144/58	36/15	250	140	Std	W(3)	HF1 HS1 HR1
405 hp	150/60	38/15	250	149	Std	W(3)	HF1 HS1 HR1

Sisu E11T-8x8/1850+3750+1400 High Mobility Vehicle

Notes: This is merely a larger version of the High Mobility Tactical Vehicle listed above. It is an 8x8 vehicle and has a crane to help it load cargo. The primary version is a flatbed PLS-type truck that is used to transport large containerized or palletized loads. Removable side and rear boards can be fitted.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,612	D, A	19.7 tons	12.5 tons	3+80	13	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
136/54	34/14	250	151	Std	W(4)	HF1 HS1 HR1

Sisu SA-130 VKH

Notes: This larger medium Finnish truck, primarily meant to tow artillery pieces and haul ammunition and other large cargoes. The truck's entire frame and suspension moves with the terrain being covered; that, along with the high ground clearance and large tires results in excellent off-road performance. The wheels are also independently suspended, meaning that all four wheels are almost always in contact with the ground. The cab has a roof hatch with a light weapon mount, and the sides and tailgate of the cargo area are droppable. The SA-130 VKH has a winch that may be led out to the front or the rear and has an 8-ton capacity with 50 meters of cable. The XA-180 APC uses many of the automotive components of the SA-130 VKH.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
175 hp	\$10,201	D, A	6.5 tons	7.5 tons	3+26	6	Headlights	Open
180 hp	\$10,221	D, A	6.5 tons	7.5 tons	3+26	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
175 hp	132/54	33/14	225	64	Std	W(2)	HF1 HS1 HR1
180 hp	134/54	34/14	225	66	Std	W(2)	HF1 HS1 HR1

Sisu SA-150 VK

Notes: This predecessor of the SA-130 VKH is also primarily meant to tow artillery and haul ammunition for it. It is flexible enough to be used for other applications, even non-military ones. The vehicle has a twisting chassis that allows excellent cross-country mobility. The frame is non-twisting and the cab and cargo body are rigidly attached to this frame. The cab has a heater, and has a roof hatch. The vehicle has a winch with a capacity of 8 tons, 50 meters of cable, and can be led out through the front or rear of the vehicle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,663	D, A	6.4 tons	7.6 tons	3+26	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
124/50	31/13	225	55	Std	W(2)	HF1 HS1 HR1

Sisu SA-240

Notes: This is a larger version of the SA-150 VK, much as the SA-241 CKH is a larger version of the SA-130 VKH.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,610	D, A	10 tons	9.9 tons	3+40	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
150/60	38/15	200	115	Std	W(3)	HF1 HS1 HR1

Sisu SA-241 CKH

Notes: This is Finland's standard heavy truck, also built to off-road standards. It is basically a 6-wheeled, larger version of the SA-130 VKH. They are primarily used as ammunition carriers for heavy weapons and as heavy artillery towing vehicles. Variants include a firefighting vehicle, recovery vehicle, and as a platform for missile systems. The SA-241 CKH has the same winch as the SA-130 VKH.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,342	D, A	12 tons	10 tons	3+48	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
148/60	37/15	250	125	Std	W(3)	HF1 HS1 HR1

ACMAT MTV WPK 6x6/8x8

Notes: The 6x6 is a larger version of the ACMAT WPK 4x4 found in French Medium Unarmored Vehicles. It has a great degree of similarity to other such trucks of its line, including the cab, most of the structural components, the engine, and many of the drive components. Perhaps the most significant difference is the 6x6 suspension. The cab, as on the 4x4, has a hatch in roof with a weapon mount able to take weapons up to .50/12.7mm in size. In addition to the standard load/troop carrier, there is a van/shelter body, and a model used to carry ISO containers or palletized loads.

The 8x8 version of the MTV is different in that there are no standard load/troop carriers. Instead, the 8x8 MTV is a PLS-type vehicle, used to carry ISO containers or palletized loads, and equipped with an Ampliroll 100 NB load-handling system to help load and unload the cargo by sliding it on rollers in the tipping flatbed. The passenger capacity is for an improvised troop seating arrangement.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
6x6	\$9,868	D, A	6 tons	6.5 tons	2+30	6	Headlights	Open
8x8	\$11,395	D, A	8 tons	10 tons	2+30	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
6x6	156/62	39/16	420	77	Std	W(3)	HF1 HS1 HR1
8x8	130/52	33/13	420	77	Std	W(4)	HF1 HS1 HR1

ARIS Ark

Notes: Used primarily by Italian amphibious troops, the Ark is essentially an M-548 tracked prime mover with the front of the vehicle replaced by a boat-like hull, and the engine compartment made completely watertight. This transforms a previously barely-amphibious vehicle into one which can carry out naval landings and is amphibious without preparation. Other changes include the cab, which is somewhat higher and has watertight doors; improved bilge pumps; a snorkel-type device added to provide air for the engine during amphibious operations; and four ducted propellers have been added to the rear for propulsion in the water. The Ark is otherwise basically the same as the M-548 base vehicle.

Twilight 2000 Notes: This vehicle is not available in the Twilight 2000 timeline.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,281	D, A	5.2 tons	12.8 tons	2+22	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
114/60	25/20/5	397	69	Std	T2	HF1 HS1 HR1

Berliet GBC 180

Notes: This is a Berliet GBC 8 KT that has undergone a major renovation program. The object is to save money by updating existing trucks that are still in decent structural shape. The upgrades include a more powerful engine, beefed-up suspension to increase load carrying ability, a new automatic transmission, better brakes, and a new cab made of steel and fiberglass. The new cab can take an add-on armor kit if desired, and can be equipped with air conditioning.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$10,749	D, A	5 tons	8.37 tons	3+20	5	Headlights	Open

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Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
136/54	34/14	200	65	Std	W(3)	HF1 HS1 HR1

Berliet GBU 15

Notes: This is a heavy Dutch-built truck that was mainly used to transport NATO command posts and personnel, including the towing of the 20-ton command trailers used by the top elements of that command. Sideboards frame the basic cargo body, but these can be removed so the truck can carry containers or shelters, fuel or water tanks, or a low body. Over the commander's position in the cab is a hatch with a weapon mount.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,063	D, G, AvG, A	10 tons	14.5 tons	4+38	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
122/50	31/13	400	118	Std	W(3)	HF1 HS1 HR1

Brimont ETR

Notes: The ETR is a 4x4 all-terrain vehicle load carrier used by the French Air Force. The four wheels are independently suspended, and the vehicle is of a cabover design with large windshields. Air conditioning and heating is standard. The vehicle has a drop tailgate, canvas cover, and troop seats. The ETR is steered with both the front and rear wheels, allowing a very tight turning radius (4.37m). Rear wheel steering cannot be used above a combat move of 12. Variants include an artillery (105mm) or heavy mortar mover, crane, dump truck, engineer vehicle, shovel, fire truck, recovery vehicle, and shelter carrier.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$5,939	D, A	5.6 tons	5.4 tons	4+22	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
130/52	33/13	200	48	Std	W(2)	HF1 HS1 HR1

Renault TRM 180/200

Notes: These are trucks that all share a core chassis, but use different engines and suspension packages to yield trucks with different performance characteristics. They are derived from a commercial trucks brought up to military standards, and were designed to supply the needs of less advanced nations. They are thus easy to take care of and can tolerate a lot of abuse, neglect, and oddball locally-produced parts. The cab has a hatch with a mount for a light machinegun. In addition to a standard troop/cargo carrier, the trucks are available in shelter/van bodies or flatbed versions.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
180.11	\$9,046	D, A	6.24 tons	5.26 tons	3+26	4	Headlights	Open
180.13	\$9,242	D, A	8.06 tons	5.49 tons	3+32	5	Headlights	Open
200.11	\$9,096	D, A	6.13 tons	5.37 tons	3+26	4	Headlights	Open
200.13	\$9,293	D, A	8.03 tons	5.49 tons	3+32	5	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
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180.11	150/60	38/15	275	67	Std	W(2)	HF1 HS1 HR1
180.13	138/56	35/14	275	67	Std	W(2)	HF1 HS1 HR1
200.11	156/62	39/16	275	72	Std	W(2)	HF1 HS1 HR1
200.13	144/58	36/15	275	72	Std	W(2)	HF1 HS1 HR1

Renault TRM 340.34

Notes: This is a heavy 6x6 truck used by France. It is of a conventional design, with a cab and hood that tilts forward to access the engine and transmission. It was developed to meet heavy engineer requirements. Variants include a dump truck, and a tractor-trailer (may tow 75 tons, or half that off road).

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,486	D, A	16.42 tons	9.58 tons	3+56	10	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
136/54	34/14	250	123	Std	W(3)	HF1 HS1 HR1

Renault TRM 6000

Notes: This is basically a smaller version of the TRM 9000; it uses many of the same automotive components and even the same engine (but without a supercharger). The design was originally by Berliet, but it was bought by Renault. The cargo area has drop sides. The cab may have a hard or soft top. Options include an extra 200-liter fuel tank, a winch with a capacity of 3.5 or 4 tons and 60 meters of cable, and larger tires.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,255	D, A	6 tons	6.4 tons	2+24	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
146/58	37/15	200	68	Std	W(2)	HF1 HS1 HR1

Renault TRM 9000

Notes: The TRM 9000 is a cabover-design heavy truck used by France, Algeria, Egypt, Morocco, and Saudi Arabia. The rear cargo area has drop sides and tailgate and a canvas cover. The TRM 9000 has a winch with a capacity of 3500kg and 60m of cable. Variants include an artillery tractor, command vehicle, radio vehicle, tanker, Exocet or Otomat anti-shiping missile launcher, RPV launching vehicle, Shahine SAM launcher, recovery vehicle, and a semi-tractor trailer that can tow 27 tons.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,806	D, A	9 tons	11 tons	2+36	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
128/50	32/13	200 or 400	83	Std	W(3)	HF1 HS1 HR1

Renault TRM 10000

Notes: This is a development of the TRM 9000, with a longer wheelbase, more powerful engine, and different transmission. This vehicle replaced the Berliet GBU 15 in French service, and Saudi Arabia also uses it. The rear cargo area has a removable canvas top, and removable sides and tailgate. Seats for up to 24 persons may be added. There is an 8000kg winch, which may be mounted at the front or rear. The cab has space for up to four, or two seats may be replaced with a bunk. The cab also has a top hatch with a machinegun mount. Variants include an artillery tractor, dump truck, tanker, crane, mine carrier, RPV carrier, MRL carrier, and surface-to-surface missile carrier.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,987	D, A	12.71 tons	10.29 tons	4+40	10	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
128/50	32/13	500	120	Std	W(3)	HF1 HS1 HR1

Renault TRM 12000

Notes: This is a large cargo truck of conventional design and construction. It is normally used by France to tow heavy artillery (it can tow pieces or trailers up to 36 tons). The cargo area has drop sides, and the front has a winch of a 10 ton capacity that can be led out to the front or rear. Variants include a dump truck, tipper truck, and a tractor truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,445	D, A	12 tons	12 tons	3+48	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
130/52	33/13	250	103	Std	W(3)	HF1 HS1 HR1

Faun L-908/54VA

Notes: This is the predecessor of the Faun L-912/45A, and both of them were in German service until well into the 1980s. The L-912/45A is still in service with Turkey. It is a cabover vehicle, with a winch that has a capacity of 10 tons. Some of these vehicles have a crane with a capacity of 1 ton.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$14,782	D, G, AvG, A	10 tons	11.5 tons	3+40	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
110/44	28/11	200	96	Std	W(3)	HF1 HS1 HR1

Faun L-912/45A

Notes; This is a heavy 6x6 truck more commonly used as a crane truck than anything else, though it was once the German Army's primary heavy truck. It is a conventional design truck with non-removable sides. At the front of the vehicle is an 8-ton capacity winch. Variants include a tractor truck, 2 tankers, and a tipper truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,417	D, G, AvG, A	10 tons	12 tons	3+40	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
132/52	33/13	300	146	Std	W(3)	HF1 HS1 HR1

Faun TF 50.60 ATEC

Notes: The ATEC (All-Terrain Equipment Carrier) is similar to other PLS/DROPS-type trucks so often found in the West these days. It is a truck designed for carrying heavy palletized or containerized loads. (It is not really meant for carrying troops, and is not equipped to do so; the passenger load below is for a hypothetical jury-rigged passenger seat arrangement.) The vehicle has a 12x10 suspension; steering is normally done with the front three axles, but can be done on all five drive axles if necessary. The cab is a forward control model with excellent visibility to all sides. It is air conditioned and heated.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$19,690	D, A	28 tons	21.2 tons	2+56	16	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
128/50	32/13	350	207	Std	W(6)	HF1 HS1 HR1

IFA L60 LA/PVB

Notes: This truck was produced by the former East Germany, and was still in German service by 2000. The truck is of a cabover design. The cargo area is covered with a canvas top over bows. The front bumper has a 4500-kg winch with 60m of cable. Variants include a tractor-trailer, maintenance workshop, dump truck, shelter carrier, and crane. Germany, Cambodia, Hungary, and Iraq use this vehicle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological

\$12,914	D, A	5 tons	7 tons	3+20	4	Headlights	Open
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Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
142/56	36/14	180	63	Std	W(2)	HF1 HS1 HR1

IVECO Magirus 110.16 AWM

Notes: This medium truck is available with either one set or two sets of tires on the rear axle. It is of a cabover design, with a square three-man cab. The 110.16 AWM can carry cargo, passengers, or containers in its cargo bed, which may have hard or canvas sides and roof. The 110.16 AWM has a roof hatch on the cab with a weapon mount. A 5000kg-capacity winch is in the front bumper, and stowage is provided for 5 jerry cans. The 110.16 AWM is in widespread service worldwide.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,229	D, A	5.5 tons	6.3 tons	2+22	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
142/56	36/14	130 or 200	61	Std	W(2)	HF1 HS1 HR1

IVECO Magirus 120.19 ANWM

Notes: This is an enlarged version of the 90-13 ANWM. It has a more powerful engine, longer wheelbase, and wider gear range. The cargo body may be fitted with a variety of containers and hard or soft covers, and has drop sides and tailgate which are removable. The cab has a roof hatch with a weapon mount, and has a large one-piece windshield. The 120-19 ANWM is fitted with either a 5000kg or 8000kg winch in the front bumper. A wading kit is available which allows fording to a depth of 1.2m. This vehicle is in service with many countries worldwide.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,984	D, A	5 tons	7.3 tons	3+20	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
148/60	37/15	130, 200, or 330	70	Std	W(2)	HF1 HS1 HR1

IVECO Magirus 160.23 ANWM

Notes: The 160-23 is a lengthened and three-axle version of the 120-19. It exists as a basic cargo/troop carrier, tanker, command post carrier, and mobile workshop. The basic version has a canvas cover. The winch capacity is increased to 8000 or 10000kg. Stowage for 5 jerry cans is provided.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,304	D, A	7 tons	9.4 tons	3+28	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
142/56	36/14	200, 300 or 500	85	Std	W(3)	HF1 HS1 HR1

IVECO Magirus 200.23 ANWM

Notes: The 200.23 is similar to the 160.23, but is larger, and has a more powerful engine.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
200.23	\$11,810	D, A	10 tons	10.4 tons	3+34	7	Headlights	Open
210.32	\$12,410	D, A	10 tons	10.4 tons	3+34	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
200.23	128/50	32/13	200, 300, or 500	85	Std	W(3)	HF1 HS1 HR1
210.32	148/60	37/15	200, 300, or 500	118	Std	W(3)	HF1 HS1 HR1

IVECO Magirus 240.25

Notes: This vehicle replaced the 160-23 and 200-23 in production. It is basically an enlarged version of those vehicles.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$14,140	D, A	12 tons	8.8 tons	3+48	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
124/50	31/13	300	97	Std	W(3)	HF1 HS1 HR1

MAN 11.136 HA

Notes: This is a medium 4x4 truck used by Belgium. It is the replacement for the MAN 630 in Belgian service. The layout is conventional, with a reinforced hood and windshield. The rear cargo area has a canvas cover, steel frame, and steel drop sides and tailgate. The floor of the cargo area has is made of pine.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$8,289	D, A	5 tons	6 tons	3+20	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Std	Armor
138/56	35/14	200	109	Std	W(2)	HF2 HS1 HR1

MAN 14.240 FAEG/20.280 DFAEG

Notes: This medium 4x4 truck was based on standard commercial components, with minor modifications for military use. It is an upgrade of the MAN 11.136 HA, and is in service with various North African and South American countries. The layout is conventional, and the rear cargo area has a steel frame, steel drop sides and tailgate, a tarpaulin cover, and a floor made of pine. The 20.280 DFAEG is a larger version of the same truck, with a 6x6 suspension, more powerful engine, and higher load-carrying ability.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
14.240 FAEG	\$11,167	D, A	6 tons	8.35 tons	3+24	5	Headlights	Open
20.280 DFAEG	\$12,654	D, A	10 tons	10.3 tons	3+40	8	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
14.240 FAEG	156/62	39/16	310	88	Std	W(2)	HF1 HS1 HR1
20.280 DFAEG	140/56	35/14	310	103	Std	W(3)	HF1 HS1 HR1

MAN 18.284/18.223 LAE

Notes: This is a civilian truck (the M-2000) modified to military standards. It has a forward-control cab. It is otherwise an unremarkable truck except for its cargo capacity. The 18.223 is similar to the 18.284, but can carry more cargo.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
18.284	\$8,425	D, A	10.2 tons	5.8 tons	3+42	7	Headlights	Open
18.223	\$8,856	D, A	11.27 tons	5.74 tons	3+46	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
18.284	160/64	40/16	200	103	Std	W(2)	HF1 HS1 HR1
18.223	154/62	39/16	200	103	Std	W(2)	HF1 HS1 HR1

MAN 630

Notes: This medium 4x4 truck was the standard truck in its class in the German Army until recently. It is still used in large numbers by Germany, and by Belgium, India, and several nations in Central and South America. The layout is conventional, and both the cab and cargo area have removable canvas tops. Some of these vehicles have a 5000kg-capacity winch mounted at the front. Variants include an ambulance, a decontamination vehicle, an RPV carrier, a field kitchen, a radar vehicle, a tanker, a dump truck, and a hard-bodied shelter carrier.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Open
630L2A	\$10,384	D, G, AvG, A	5.49 tons	7.52 tons	2+22	5	Headlights	Open
630L2AE	\$10,575	D, G, AvG, A	5.22 tons	7.98 tons	2+22	5	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
630L2A	120/48	30/12	110	70	Std	W(2)	HF1 HS1 HR1
630L2AE	120/48	30/12	110	70	Std	W(2)	HF1 HS1 HR1

Mercedes-Benz 1017

Notes: This vehicle was developed to meet the needs of the German Army, and is essentially a commercial vehicle with a minimum of modifications to convert it to military service. It is a 4x4 medium truck with a cabover layout, with a hatch of the cab roof and a weapon mount. Stowage boxes were added to the cargo area and rear wall of the cab. The cab is noise and temperature insulated, and has a heater and air blower. The cargo area is bedded with wood and has attachment points for containers and van bodies, and has drop sides and tailgate. This vehicle is in use by Germany, Belgium, Portugal, and other NATO units.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
1017	\$9,016	D, A	5.45 tons	6.25 tons	2+22	5	Headlights	Open

1017A	\$9,544	D, A	5.4 tons	6.8 tons	2+22	5	Headlights	Open
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Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
1017	138/56	35/14	135	63	Std	W(2)	HF1 HS1 HR1
1017A	140/56	35/14	135	63	Std	W(2)	HF1 HS1 HR1

Mercedes-Benz 1217CA

Notes: This vehicle is for cargo and personnel transport and for towing of light artillery pieces. It is of cabover design, with either a standard two-door cab or a larger 4-door cab. The cab in both cases has a roof hatch. The vehicle has a winch with a capacity of 5 tons that may be led out to the front or rear. Variants include an ambulance, commo vehicle, tanker truck, and fire engine.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,034	D, A	5.5 tons	7.8 tons	3+22	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
132/52	33/13	200	62	Std	W(2)	HF1 HS1 HR1

Mercedes-Benz 1222A

Notes: Two versions of this German truck are produced; one has a load area 4.35 meters long, and one has a load area 4.85 meters long. Both have the same cargo capacity. Two cab styles are available, one a standard cab and one an extended cab for more equipment storage behind the seats. An optional feature is a front or rear-mounted crane with a capacity of 5 tons. The cargo area has drop sides and a drop tailgate; hard-bodied versions are also available.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB	\$11,050	D, A	5.5 tons	8.5 tons	3+22	5	Headlights	Open
LWB	\$11,741	D, A	5.5 tons	8.5 tons	3+24	5	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
(Both)	148/60	37/15	200	79	Std	W(2)	HF1 HS1 HR1

Mercedes-Benz 1628A/2028A

Notes: These are larger cousins of the 1222A. They were generally produced for export, and several European and African countries used them, but some were also used by the German Army. Like the 1222A, there are two cabs available, a normal one and a larger one with room for equipment storage behind the seats. The 1628A is smaller and has a 4x4 suspension, and the 2028A is large with a 6x6 suspension. Both are capable of fording depths up to 1 meter, and have drop sides and tailgate. As optional equipment, both may be fitted with a winch at the front or rear with a capacity of 10 tons.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
1628A	\$11,649	D, A	7 tons	9 tons	3+28	6	Headlights	Open
2028A	\$11,449	D, A	10 tons	11.2 tons	3+40	8	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
1628A	102/40	26/10	300	38	Std	W(2)	HF1 HS1 HR1
2028A	94/38	24/10	300	38	Std	W(3)	HF1 HS1 HR1

Mercedes-Benz 2628A

Notes: This is a larger version of the 2028A. Like that vehicle, it was designed primarily for export, and one of the countries using it is Brazil, where its chassis forms the basis for the ASTROS II multiple rocket launcher. Another common use for this truck is as an artillery tractor, fitted with equipment and ammunition racks, and they are also used as recovery vehicles for armored personnel carriers; the cargo bed is big enough to carry an M-113-sized vehicle, and the cargo capacity is just enough for that purpose. That version can also carry other equipment, and is often used to carry construction or engineer equipment. Like the other vehicles of the series, two cabs may be fitted, and like the 2028A, a 10-ton may be fitted either in front or in the rear.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,633	D, A	12 tons	11.3 tons	3+48	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
126/50	32/13	300	103	Std	W(3)	HF1 HS1 HR1

Mercedes-Benz LG-315/46

Notes: This is a heavy 4x4 truck designed in the late 1950s and used by Germany until the late 1970s. They are still in use by Chile. It is a conventional design, with a very long hood to house the large multifuel engine. The cargo area has drop sides. Variants include a tanker, a vehicle with a telescoping observation mast, and a wrecker.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,594	D, G, AvG, A	5 tons	7.6 tons	2+20	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
126/50	32/13	140	79	Std	W(2)	HF1 HS1 HR1

Unimog Heavy Trucks

Notes: The Mercedes Benz Unimog 1700L is a large truck used by a variety of nations around the world, including Germany and several other NATO countries. A weapons mount is not normally supplied, but may be improvised. The 2150L is yet an even larger version of the Unimog series. The U-2150L has larger tires, a different engine, and a larger cargo area. The 2150L is the largest truck of the Unimog line. The U-2450L has a 6x6 suspension, larger cargo area, larger fuel tank, supercharged engine, and larger tires.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
1700L SWB	\$7,617	D, A	4 tons	4.9 tons	3+16	4	Headlights	Open
1700L LWB	\$9,718	D, A	5 tons	6.9 tons	3+20	4	Headlights	Open
2150L	\$9,883	D, A	5 tons	7 tons	3+20	5	Headlights	Open
2450L	\$11,804	D, A	7 tons	8.1 tons	3+28	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
1700L SWB	164/66	41/17	160	61	Std	W(2)	HF1 HS1 HR1
1700L LWB	140/56	35/14	160	61	Std	W(2)	HF1 HS1 HR1
2150L	158/62	40/16	160	79	Std	W(2)	HF1 HS1 HR1
2450L	142/56	36/14	165	88	Std	W(3)	HF1 HS1 HR1

Csepel D-564/566

Notes: The D-566 is a medium 6x6 truck manufactured and used by Hungary, which entered service in 1970. It is of cabover design, and the cargo area has a drop tailgate and a canvas cover. Variants include a recovery vehicle and a hard body shop/van. The D-564 is similar, but is of a smaller 4x4 configuration.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
D-564	\$8,209	D, A	4 tons	5.4 tons	2+18	4	Headlights	Open
D-566	\$9,450	D, A	5 tons	9 tons	2+20	5	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
D-564	148/60	37/15	300	53	Std	W(2)	HF1 HS1 HR1
D-566	142/56	36/14	300	73	Std	W(3)	HF1 HS1 HR1

Ashok Leyland Super Stallion

Notes: This is the flagship line of Ashok Leyland's heavy truck line. It was developed as a private venture in 2012; the Indian Army quickly showed interest in the Super Stallion, which is so far the only sale of any significant number. The Indian order was for over 40,000 vehicles. The Indian has a lot of uses for the Super Stallion, including general transport, troop transport, artillery tractor, or specialized equipment/command post carrier (with hard sides). A crane is mounted between the rear area and cab with a capacity of 7.4 tons for loading and unloading heavy gear. Smaller sales were made to Saudi Arabia, China, Togo and Zimbabwe, including the Panhard TC54 variant.

The cab of the Super Stallion is all-steel with steel sideboards topped by wooden slats, and the whole rear end may be covered with bows and canvas. The cab has two bench seats with three places. Behind the seat is an open area which has enough room for a single cot as well as the crewmembers' personal gear, rations, a ration/water heater, and a chilled water tank carrying 30 liters of water. Over the commander's seat is an observation hatch, but the roof of the cab is not strong enough to mount a weapon.

The chassis is 8x8, with steering on the front four axles. Several drive train, transmission, and controls are available according to customer wishes; I will do the stats for an automatic transmission with 7 forward and two reverse gears, as well as power steering and brakes. The Super Stallion is powered by a Neptune 360-horsepower turbocharged diesel. There is a central tire inflation system, as well as ruin flat and puncture resistant tires. The central tire inflation system works automatically, in accordance with terrain traversed. The Super Stallion has a 12-ton winch with 150 meters of cable in the front bumper.

The Indian Standard – The Stallion Mk3/4

The Mk 3 Stallion is a variant for use by the Indian Army, primarily when there are roads or hard-packed trails. It is powered by W06DTI Turbo/Supercharged Diesel developing t77 horsepower. It is a 4x4 variant, though it has the same drive train, suspension, controls, and transmission as the above vehicle. Being a much smaller version, it is not capable of carrying the load of a Super Stallion. The cab is extended and has room for the above cab accoutrements, as well as rooms for two cots. Most other details are as the Super Stallion 8x8 above, though it is also used as a tanker truck and light recovery vehicle. It is also used in a 6x6 configuration, larger than the Mk 3, called the Mk 4. It is commensurately larger than the 4x4 and has higher loading, though it has the same features as the Super Stallion above as well as the Stallion Mk 3. The Mk 4 is also equipped with a 260-horsepower engine.

The Panhard TC54 – The French Copy for Export Sales

Designed specifically for Saudi Arabia and China, the TC54 was licensed to France by the Indians, as they could not produce enough vehicles for export while retaining the promised amounts of vehicles to the Indian Military. This version is also used by Togo and Zimbabwe. The Saudis and Chinese normally use them as artillery tractors. It is a 4x4 truck with most of the same features of the Super Stallion above. They entered service in 2011, and other countries a bit later. The TC54 is powered by a Steyr turbocharged diesel engine, developing 215 horsepower, and has a Czech manual transmission with conventional driver controls. A variant of the TC54 has a slightly armored cab, though the rest of the vehicle is not so protected. The TC54 has an MRAP design. Atop the cab is an RWS, normally using a light or medium machinegun.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Super Stallion	\$49,591	D, A	12 tons	14.3 tons	3+40	20	Headlights	Enclosed
Stallion Mk 3	\$46,936	D, A	5 tons	4.5 tons	3+16	4	Headlights	Enclosed
Stallion Mk 4	\$47,734	D, A	9.4 tons	9.4 tons	3+28	6	Headlights	Enclosed
Panhard TC54	\$53,313	D, A	5 tons	4.3 tons	3+16	4	Headlights	Enclosed
Panhard TC54 (w/Cab Armor)	\$75,604	D, A	5 tons	4.44 tons	3+16	4	Headlights	Enclosed

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Super Stallion	202/102	57/28	270	122	Std	W(5)	HF1 HS1 HR1
Stallion Mk 3	290/136	80/41	270	127	Std	W(3)	HF1 HS1 HR1
Stallion Mk 4	218/110	61/29	270	96	Std	W(4)	HF1 HS1 HR1
Panhard TC54	355/179	99/50	270	79	Std	W(3)	HF1 HS1 HR1
Panhard TC54	346/174	97/49	270	79	Std	W(3)	HF2 HS2 HR2*

TC54 (Cab
Armor)

Vehicle	Fire Control	Stabilization	Armament	Ammunition
Panhard TC54	+3	Fair	M2HB (RWS)	2500x.50

Percheron Heavy Logistic Vehicle Wheeled (HLVW)

Notes: The HLVW is a heavy 6x6 truck built by an international consortium. It began service with the Canadian forces in 1988. The three cargo variants have a canvas cover over the cargo area, and drop sides and tailgate. The Percheron 276 is the basic cargo carrier; the Percheron 147 adds a winch, and the Percheron 388 has a winch and a material-handling crane. Other variants include a recovery vehicle with 25-ton-capacity winch (Percheron 124), tractor-trailer which may tow a 25-ton trailer (Percheron 46), dump truck (Percheron 25), ribbon bridging transporter (Percheron 176), and Heavy Mobile Repair Team transporter with 19-ton-capacity crane (Percheron 18). All of these vehicles have an enclosed cab with heater, a cold-weather start capability, and space behind the cab for stowage of a camouflage net.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,076	D, A	10 tons	9.7 tons	3+40	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
140/56	35/14	400	112	Std	W(3)	HF1 HS1 HR1

Astra HD 66.45M

Notes: This Italian-made heavy truck is primarily produced in a dump-truck version, but there are some conventional trucks being made, as well as a tractor-trailer. It is otherwise a conventional truck, notable only for its exceptional cargo capacity.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,067	D, A	22.57 tons	10.44 tons	3+60	12	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
138/56	35/14	300	162	Std	W(3)	HF1 HS1 HR1

Astra HD6 84.45

Notes: This truck is similar to the Foden 10-ton truck featured in the *NATO Combat Vehicle Handbook* in that it is designed primarily for the transport of containerized loads, and is ill suited for the transport of troops or non-containerized loads. The vehicle has load-handling system that can raise or lower a fully loaded container from or to the ground, up to 15 tons in weight. Generally, such a container is issued with the truck, but trucks found on the battlefield may or may not have one.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$14,716	D, A	15 tons	16.2 tons	2	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
142/56	36/14	300	162	Std	W(4)	HF1 HS1 HR1

IVECO 6602 CM

Notes: The 6602 is a medium 4x4 truck that is used by the Italian Army. It is of cabover design, and the vehicle is all steel, except for the wood-lined floor of the cargo area. The cab and cargo area have removable canvas covers, and the cargo area has a drop tailgate with swing-out steps. The cab has a heater. Along the sides of the cargo area are folding bench seats. The rear of the 6602 has a 9200kg-capacity winch with 60m of cable. A tanker version of this vehicle is available.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,136	D, A	6.14 tons	7.4 tons	2+24	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
142/56	36/14	230	71	Std	W(2)	HF1 HS1 HR1

IVECO 6605

Notes: The 6605 is a heavy 6x6 truck. The 6605 A is the cargo truck version of the 6605 series. The 6605 FH hauls the ammunition for the artillery piece towed by the 6605 TM. Aside from weight and cargo capacity, it is identical to the 6605 TM. The 6605 TM is designed for use as an artillery tractor, with the 6605 TM towing the actual artillery piece and carrying the crew. All may tow 15 tons. The truck is of cabover design, with a canvas cab roof and cover for the cargo area. The cab has a heater and ventilator. The sides of the cargo area consist of two boards on each side, with the front boards droppable and the rear boards fixed. The tailgate may also be dropped. The cargo space may be divided into three areas with removable partitions. Italy, Libya, and Somalia use this vehicle.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
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6605 A	\$10,732	D, A	8.5 tons	12 tons	2+34	7	Headlights	Open
6605 FH	\$9,749	D, A	6.62 tons	12.6 tons	12+26	7	Headlights	Open
6605 TM	\$11,560	D, A	5 tons	11.8 tons	12+20	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
6605 A	124/50	31/13	360	80	Std	W(3)	HF1 HS1 HR1
6605 FH	128/52	32/13	360	80	Std	W(3)	HF1 HS1 HR1
6605 TM	134/54	34/14	360	80	Std	W(3)	HF1 HS1 HR1

IVECO 6607 CM

Notes: The 6607 is a medium 6x6 truck that is used by the Italian Army. It is a development of the 6602 CM described above, and uses many components of that truck. The vehicle is of cabover construction, and is all steel except for the wood-lined floor of the cargo area. Both the cab and cargo area have a removable canvas cover. The cab has a heater. The rear of the vehicle has a 9200kg-capacity winch with 60m of cable. The cargo area has folding wooden benches along both sides, and a drop tailgate that is also removable.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,783	D, A	6.17 tons	8.83 tons	2+24	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
136/54	34/14	230	71	Std	W(3)	HF1 HS1 HR1

IVECO Heavy Range

Notes: This is a newer series of heavy tactical trucks by IVECO. The cab is constructed of fiberglass, and can be supplemented with an add-on armor kit. The roof has a hatch over the commander's seat, and this hatch has a ring mount for a light machinegun. These vehicles use similar engines, transmissions, and structural components, making manufacturing and maintenance as simple as possible. Options include heating and air conditioning for the cab, a 10-ton capacity winch that can be led out from the front or rear, and short, long, and medium wheelbase versions.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
M 150.30 WM	\$10,552	D, A	7 tons	10 tons	3+28	6	Headlights	Open
M 250.37 WM	\$12,943	D, A	12 tons	13 tons	3+48	10	Headlights	Open
M 320.42 WM	\$14,860	D, A	15 tons	17 tons	3+70	12	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
M 150.30 WM	160/64	40/16	300	111	Std	W(2)	HF1 HS1 HR1
M 250.37 WM	146/58	37/15	300	136	Std	W(3)	HF1 HS1 HR1
M 320.42 WM	136/54	34/14	300	155	Std	W(4)	HF1 HS1 HR1

IVECO M 320 WM

Notes: This is the largest truck in IVECO's tactical vehicle line, capable of carrying enormous loads. It is otherwise basically a very large truck. It is normally used as an artillery tractor and ammunition carrier, but can also be used to carry damaged smaller vehicles from the battlefield, or large bulk loads or passengers. Though these trucks were used by Italy and by several Middle Eastern nations, though their numbers were never high.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$14,860	D, A	15 tons	17 tons	3+70	12	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
136/54	34/14	300	155	Stnd	W(4)	HF1 HS1 HR1

FW-415

Notes: This heavy Japanese truck replaced the FW-115 truck in production, though both are still used. It is of cabover construction, and comes in many variants, including cargo/troop carrier, recovery vehicle, tractor truck, and artillery tractor. Options include drop sides, a 10-ton capacity winch, and a 2-ton capacity crane.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,085	D, A	7 tons	9.58 tons	3+28	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
152/60	38/15	270	118	Std	W(3)	HF1 HS1 HR1

FW-419

Notes: This is an updated version of the FW-415, which replaced the FW-415 in production. Variants include a cargo truck with drop sides, a heavy wrecker, and two versions with winches.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,261	D, A	7 tons	11.48 tons	3+28	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
168/66	42/17	270	131	Std	W(3)	HF1 HS1 HR1

Type 74

Notes: This is the Japanese's truck for very heavy and large loads. It is of cabover construction, and has drop sides and tailgate, and a canvas cover for the cargo area. Variants include a cargo/troop carrier and a bridging carrier.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB	\$11,901	D, A	9.5 tons	9.6 tons	3+36	8	Headlights	Open
LWB	\$13,300	D, A	10 tons	9.85 tons	3+40	8	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB	150/60	38/15	275	110	Std	W(3)	HF1 HS1 HR1
LWB	146/58	37/15	275	110	Std	W(3)	HF1 HS1 HR1

W-121P

Notes: This is a larger medium truck used by the Japanese forces. It is a standard layout truck, with a front engine, cab behind it, and rear cargo area. Behind the cab on the right side is a winch with a capacity of 10 tons and 60 meters of cable. In Japanese service, this truck is most often used to tow artillery and antiaircraft pieces, and carry their ammunition. Variants include a cargo/troop carrier, tractor truck, and wrecker.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
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\$10,476	D, A	6 tons	9.7 tons	2+24	5	Headlights	Open
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Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
134/54	34/14	270	73	Stnd	W(3)	HF1 HS1 HR1

Natech P6-300M

Notes: Developed by Natech (Narvik Technology) with the help of the Finnish company of Hydrolink, the P6-300M was designed for the Norwegian Army for use in high arctic conditions and mountainous regions, both of which Norway has in abundance. Entering service in 1997, the first P6-300Ms were outfitted as electronic warfare vehicles and equipped with EW devices made in Germany; however, the P6-300M is capable of a wide variety of roles from cargo carrier to specialist vehicle, and can carry a staggering amount of weight for its size. Norway's original requirement was for 1000 P6-300Ms, but budget concerns will probably make this expected acquisition much smaller.

The P6-300M is similar in concept to vehicles such as the Finnish NA series and the Bv-206, having a front drive/passenger section and a rear section connected to the front by an articulated coupling, and capable of carrying anything from cargo to specialist equipment. It uses special wide tracks, hydraulic boosts for steering and the final drives, stepless speed control, and digital assist for the steering and load control. The front section is fully enclosed and made form steel, with large windows all around. The rear unit can be quickly reconfigured for many roles, from fully enclosed and heated passenger carrier to a flatbed configuration. The rear section can be outfitted with items such as cranes, shelter carriers, tilt beds, containerized loads, and specialist systems. The rear section has automatic load leveling.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$8,928	D, A	7 tons	7.85 tons	1+5 (+ up to 16 in rear)	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
210/73	53/23	300	76	Std	T2	HF1 HS1 HR1

Yasoob

Notes: This is a heavy truck used by Pakistan. It is of conventional construction, and is used as a logistics vehicle, cargo/troop carrier, and artillery tractor. The cargo area has drop sides and tailgate and can be covered with a canvas top. Variants include a hard body, dump truck, wrecker, and tanker, tractor truck that can tow 25 tons.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
4x4	\$10,440	D, A	3 tons	6.4 tons	3+12	4	Headlights	Open
6x6	\$11,340	D, A	6 tons	9.5 tons	3+24	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
4x4	166/66	42/17	270	66	Std	W(2)	HF1 HS1 HR1
6x6	148/60	37/15	270	88	Std	W(3)	HF1 HS1 HR1

Jelcz 315

Notes: These are heavy trucks designed in the late 1960s and still in use in Poland. They were some of the earliest post-war East-West cooperation, being built with Austrian assistance. These vehicles are just as common in civilian as in military service. Variants include a tractor truck, tipper, dump truck, and tanker.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,160	D, A	8 tons	6.98 tons	3+32	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
154/62	39/16	150	90	Std	W(2)	HF1 HS1 HR1

Jelcz S662D.43

Notes: This is a platform truck designed primarily to carry large bulk loads, containerized cargo, and palletized cargo. It is a modification of an earlier truck (the Jelcz P662), redesigned to conform to NATO specifications. The cab is a sleeper cab with special shock-absorbing seats. There is a hatch over the commander's position, but no weapon mount is provided. The S662D.43 can be fitted with drop sides and bench seats for carrying troops if required.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$15,040	D, A	10.7 tons	12.3 tons	2+44	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
166/66	42/17	500	159	Std	W(3)	HF1 HS1 HR1

Mazur D-350

Notes: This artillery tractor was replaced in production by the Bumar Labedy, but is still being used in Polish service, as well as by the Czech Republic and Slovakia. It is a tracked towing vehicle for field artillery and for carrying ammunition and gun crews. The cab is behind the engine, and has two doors in either side for entry. The rear cargo area has a tarpaulin cover over bows and a drop tailgate. There is a 17-ton capacity winch with 80 meters of cable at the rear. The cab has a square hatch over the commander's position with a weapon mount.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,014	D, A	10 tons	7.06 tons	8+20	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
157/110	37/26	395	129	Std	T2	HF1 HS1 HR1

Star 244

Notes: This truck was derived from the predecessor of the Star 266, the 200 series. Variants include the Star 244RS agricultural services model; A244 shelter carrier, the P244L fire engine, and the 3W244 dump truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$7,741	D, A	5 tons	5.5 tons	3+20	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
142/56	36/14	180	55	Stnd	W(2)	HF1 HS1 HR1

Bravia Elephant

Notes: This truck resembles a much larger version of the US M-809 truck. It has twice the cargo capacity of that truck, but looks similar. Other than the cargo capacity, it is a conventional truck. Variants include a dump truck, tractor truck, road paving truck, and a cement mixer.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$15,426	D, A	10 tons	13.61 tons	2+40	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
114/23	29/12	736	78	Stnd	W(3)	HF1 HS1 HR1

DAC 13.215 FAEG

Notes: This may be regarded as a larger version of the DAC 11.154 FAEG found in Romanian Medium Unarmored Vehicles. The cab is identical, and the only major change is in the wheelbase, engine, and transmission. The vehicle has a 6-ton capacity winch with 60 meters of cable which may be led out to the front or the rear of the truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$10,192	D, A	5 tons	7.07 tons	4+20	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
150/60	38/15	220	79	Std	W(2)	HF1 HS1 HR1

DAC 15.240 DFAEG

Notes: This is an updated version of the DAC 665T below. The main difference is the engine, a more powerful one with Western emissions standards. Improvements were also made to the cab.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,143	D, A	5 tons	9.4 tons	6+20	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
146/58	37/15	220	86	Std	W(3)	HF1 HS1 HR1

DAC 16.215/240 FA

Notes: This is a heavy 4x4 truck designed for use as an artillery tractor, general troop/cargo carrier, or with a flatbed modification, for palletized or containerized loads. It is otherwise similar in design and construction as other DAC trucks. The 16.240 FA is the same, but is powered by a stronger engine built to Western standards.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
16.215 FA	\$11,536	D, A	6.77 tons	6.8 tons	4+28	6	Headlights	Open
16.240 FA	\$11,616	D, A	7 tons	6.8 tons	4+28	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
16.215 FA	140/56	35/14	220	78	Std	W(2)	HF1 HS1 HR1
16,240 FA	142/56	36/14	220	86	Std	W(2)	HF1 HS1 HR1

DAC 21.410 VFAEG

Notes: This heavy 8x8 cargo truck is designed to be able to tow heavy trailers and artillery pieces without a significant loss of mobility, and is able to tow loads of up to 16 tons. The truck has a winch able to be lead out the front or back, and with a capacity of 14 tons. It is otherwise similar to other trucks of the DAC line.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological

\$13,265	D, A	7 tons	13.8 tons	4+28	7	Headlights	Open
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Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
170/68	43/17	840	150	Std	W(4)	HF1 HS1 HR1

DAC 33.360 DFA

Notes: This heavy 6x6 truck is a PLS/DROPS type vehicle, designed for the transport of containerized or palletized loads. It is not meant to transport troops, but a figure for a jury-rigged seating arrangement is provided. The cab is heated and air conditioned, and has a hatch over the commander's position (without a weapon mount). The only known variant is a 10,000-liter tanker.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,603	D, A	19.4 tons	13.6 tons	4+38	11	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
126/50	32/13	310	132	Std	W(3)	HF1 HS1 HR1

DAC 665T

Notes: The DAC 665T is a medium 6x6 truck used by Romania. It is an enlarged DAC 444T (see above), and shares many components with that vehicle. It is of a cabover design, with the crew cab located over the engine and transmission, and the cargo compartment to the rear. The cargo compartment is all metal, with a drop tailgate and removable tarpaulin cover. There are folding bench seats on either side, facing inward. The cab is also all metal, with a hatch on the right side of the roof with a weapon mount. There is a spare tire behind the cab on the right side. The DAC 665T has a winch with a 10-ton capacity and 60 meters of cable. Variants of this vehicle include a carrier for a Romanian-built 40-round 122mm rocket launcher, and a resupply vehicle for the rocket launcher that has a 6-ton capacity loading crane.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$10,242	D, A	5 tons	9.94 tons	3+20	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
142/58	36/15	220	79	Std	W(3)	HF1 HS1 HR1

ROMAN 12135 DFAE

Notes: This is a German MAN heavy truck manufactured under license in Romania. Like the German model, it has drop sides, and a cabover cab, but the engine used is different and there are dimensional and weight differences.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,429	D, A	10 tons	5.76 tons	3+40	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
112/46	23/12	220	49	Std	W(3)	HF1 HS1 HR1

AT-T

Notes: The AT-T is an ancient Soviet artillery tractor, introduced in 1950. It was once used widely throughout the former Soviet Union and Warsaw Pact, the former Yugoslavia, and several former Soviet client states in the Middle East and North Africa. The AT-T is now unlikely to be found in any sort of military service in Russia or the former Warsaw Pact, and would probably be rare even in the former Yugoslavia, Middle East, and North Africa. Most examples would probably be found these days in museums, private collections, and in the hands of collectors.

The AT-T is a decent-sized vehicle (especially in width), and has a roomy cab seating up to four across one row of seats. The tracked suspension does well over broken ground, though a ride in an AT-T is described by some as a miserable experience due to excessive bouncing and jolting. The rear section is normally used to carry ammunition, equipment, and crews for the artillery pieces it normally tows, but it can also carry up to four rows of seats facing forward and seating up to four troops across. The cargo area in either case is either open or covered with bows and a canvas cover. The cab, on the other hand, is fully enclosed. Engine power is abundant (necessary due to the high weight of the AT-T), but the transmission is manual and like many early Soviet military vehicles, a bit obtuse. Towing capacity is likewise large, with the AT-T able to tow up to 25 tons. Early production models were capable of fording up to 0.75 meters, but later examples can ford a full meter of water.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$10,420	D, A	5 tons	20 tons	4+16	10	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
146/51	37/13	1415	122	Std	T2	HF1 HS1 HR1

DT-10/DT-30

Notes: This is a series of tracked all-terrain vehicles, the first of which (the DT-10P) appeared in 1982. They have the same basic configuration as do many such vehicles, with a front section carrying the engine and drive components and much of the crew, and a rear section connected by an articulated coupling carrying cargo, more personnel, or specialist equipment (The DT-30 is an exception). All of these vehicles are still in production with the exception of the DT-30, and none of them have ever been exported outside Russia and the former Soviet republics. They are optimized for deep snow and swamps, with very wide rubber tracks that have steel shoes (960mm wide in the case of the DT-10s, and 1100mm for the DT-30s). The roadwheels have independent suspension via torsion bars, and steering is hydraulically assisted. Engines have a preheater for use in very cold climates, and the cab is also heated. All use the same engine, a multifuel development of the engine used in the T-64 main battle tank, with the exception of the more powerful engines used in the DT-10PM and DT-30PM.

The original DT-10P is the smallest of the series. The cab/crew section carries ten crew and passengers, and there are two cargo areas, one behind the engine (which is behind the cab) and one in the rear module. Both load areas may be fitted with bows and a tarpaulin cover. The DT-10P is amphibious. The DT-10PM is an updated version of the DT-10P, with a more powerful engine and a hydromechanical transmission with a torque converter. It is also amphibious.

As stated above, the DT-30 has a single body supporting a flatbed cargo trailer connected to the main vehicle with a gimbal. It is not amphibious. It is typically used to carry shelter bodies, containerized loads, and items such as rubber fuel bladders or tank bodies for water or fuel. The DT-30P is a more normal version of this series of vehicles, with twin bodies like the DT-10P, and is basically a larger version of the DT-10P. The DT-30P is amphibious, and it has a materiel-handling crane. The DT-30PM is the DT-30P's counterpart to the DT-10PM, with a more powerful engine and improved transmission.

Twilight 2000 Notes: The DT-10PM and DT-30PM are fairly rare compared to the other vehicles of these series in the Twilight 2000 timeline.

Merc 2000 Notes: Some of this series, most notably the DT-10PM, are in use by the UN and by civilian Arctic and Antarctic research outfits, while more, including both the DT-10PM and DT-30PM, are used by those looking for or drilling for oil in the far north reaches of the Earth.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
DT-10P	\$18,200	D, G, AvG, A	10 tons	22.5 tons	2+8 (+26)	12	Headlights	Open

DT-30	\$25,106	D, G, AvG, A	30 tons	28 tons	2+8	17	Headlights	Open
DT-30P	\$27,093	D, G, AvG, A	30 tons	29 tons	2+8 (+52)	18	Headlights	Open
DT-10PM	\$18,438	D, A	10 tons	22 tons	2+8 (+26)	12	Headlights	Open
DT-30PM	\$27,349	D, A	30 tons	30 tons	2+8 (+52)	18	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
DT-10P	202/71	51/23/5	1200	210	Std	T3	HF1 HS1 HR1
DT-30	170/59	43/20	1200	210	Std	T3	HF1 HS1 HR1
DT-30P	166/58	42/19/4	1200	210	Std	T3	HF1 HS1 HR1
DT-10PM	228/80	57/26/5	1200	237	Std	T3	HF1 HS1 HR1
DT-30PM	176/62	44/20/4	1200	237	Std	T3	HF1 HS1 HR1

GM-569A

Notes: This new tracked carrier first appeared in reports in the West in 1990, but probably had been in use for a couple of years prior to that. It is basically a new design, but uses drive components of the T-64 main battle tank, but with three possible and increasingly-powerful engines. The transmission is an improved hydromechanical design, with a reduction mechanism, a hydraulic torque converter, an equalizing block, and hydraulically-assisted steering. It is essentially a sophisticated form of automatic transmission, but drivers require special training to properly operate the vehicle and get the best performance out of it; mechanics likewise require special training. When properly employed, high speed and tight turns are possible on difficult terrain, and even pivot turns at maximum speed are possible on hard surfaces. Though the primary engine is a multifuel diesel engine, a small gas turbine is used to power the GM-569A's two electrical system generators. (A drawback of these systems is the relatively high weight of the vehicle.) The body of the GM-569A has a forward crew/passenger compartment and cargo compartment at the front in a low superstructure; the rear of the vehicle houses the engine in a higher-roofed compartment. The GM-569A has six roadwheels and four return roadwheels on each side. The primary role of the GM-569A in the Russian Army is that of artillery tractor, but it can be used as a general-purpose carrier as well.

A variant of the GM-569A, the GM-5955, is longer, with seven roadwheels on each side. Its primary role in the Russian Army is to carry components of the Tor-M1 SAM system, but it also can be used for general cargo-carrying duties when required.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
GM-569A (710 hp)	\$11,502	D, G, AvG, A	10.65 tons	35.8 tons	3+20	13	Headlights	Open
GM-569A (780 hp)	\$11,702	D, G, AvG, A	10.65 tons	35.9 tons	3+20	13	Headlights	Open
GM-569A (840 hp)	\$11,902	D, G, AvG, A	10.65 tons	36 tons	3+20	13	Headlights	Open
GM-5955 (710 hp)	\$12,398	D, G, AvG, A	11 tons	37 tons	3+20	13	Headlights	Open
GM-5955 (780 hp)	\$12,598	D, G, AvG, A	11 tons	37.1 tons	3+20	13	Headlights	Open
GM-5955 (840 hp)	\$12,798	D, G, AvG, A	11 tons	37.2 tons	3+20	13	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
GM-569A (710 hp)	142/50	36/16	575	210	Std	T3	HF1 HS1 HR1

GM-569A (780 hp)	152/53	38/17	575	232	Std	T3	HF1 HS1 HR1
GM-569A (840 hp)	160/56	40/18	575	249	Std	T3	HF1 HS1 HR1
GM-5955 (710 hp)	138/49	35/16	575	210	Std	T4	HF1 HS1 HR1
GM-5955 (780 hp)	148/52	37/16	575	232	Std	T4	HF1 HS1 HR1
GM-5955 (840 hp)	156/55	39/18	575	249	Std	T4	HF1 HS1 HR1

K-61

Notes: Also known as the GPT, the K-61 replaced the earlier BAV-485 as an amphibious carrier. Primarily meant for use in shallow-water and riverine operations, the K-61 can also be used to carry troops from assault troops to shore. The K-61 is far larger than the BAV-485, and uses a tracked suspension instead of wheels. The engine is partially in front and partially underneath the driver/crew compartment, and the rear has a large cargo/passenger compartment at the rear accessed by a drop ramp. Both the driver/crew compartment and the cargo compartment are normally open, but both may be covered by a tarpaulin cover (the compartments are high enough that bows are not necessary). The cargo/passenger compartment is large enough to allow cargoes as large as a light truck, several 120mm mortars, light field guns, or three AA guns such as a ZPU-2 or ZPU-4. The sides of the compartment have fold-down seats for troops as well. Propulsion in the water is provided by a pair of 3-bladed propellers at the rear of the K-61, under the ramp.

Once common throughout the former Warsaw Pact, Soviet Union, and several client states, the K-61 was almost totally replaced by the PTS series starting in the mid-1960s. Egypt is known to have retained a few, and Vietnam still uses the K-61.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,830	D, A	3 tons (5 tons on Water)	9.55 tons	2+60	11	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
110/49/19	28/12/5	260	39	Std	T2	HF1 HS1 HR1

KAMAZ-5350

Notes: This is part of a family of trucks, including the KAMAZ-4350 and KAMAZ 6350. These trucks have a high degree of parts commonality. These trucks are known for their high-efficiency engines and long range. The cargo body has drop sides and a drop tailgate.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,215	D, A	6 tons	9.2 tons	3+24	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
156/62	39/16	295	95	Std	W(3)	HF1 HS1 HR1

KAMAZ-6350

Notes: This is one of the largest of the KAMAZ line. It is related to the 5350 and 4350, with a lot of parts commonality between the vehicles.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$14,296	D, A	10 tons	11.9 tons	3+39	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
154/62	39/16	375	132	Std	W(4)	HF1 HS1 HR1

KrAZ-214

Notes: This vehicle was in production for 11 years until replaced by the Kr-AZ-255B. It is a large 6x6 truck of conventional design. The KrAZ-214 has an 8-ton capacity winch and a cab heater.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,373	D, A	7 tons	12.3 tons	3+36	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
124/50	31/13	450	75	Std	W(3)	HF1 HS1 HR1

MAZ-200

Notes: This is a post-World War 2 truck similar to many US trucks of the same period. It is a rather light truck for its size, constructed of sheet steel and light frame. Variants include a tanker, mobile crane, 2 tractor trucks, and a dump truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$10,844	D, A	5 tons	6.75 tons	3+20	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
114/46	29/12	225	43	Std	W(2)	HF1 HS1 HR1

MAZ-500

Notes: This is a civilian vehicle adapted for military use. It was used by Russians for cargoes ranging from bulk supplies to bridging equipment, but the main use was as a box-body command vehicle. The cab is the forward control type (cabover).

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,723	D, A	7.5 tons	6.5 tons	3+30	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
134/54	34/14	200	66	Std	W(2)	HF1 HS1 HR1

MAZ-543M

Notes: Russian, former Pact, Iraqi, and Yugoslav units use this 8x8 heavy truck family. It is designed for off-road use, with a heavy-duty suspension. It is not normally a troop carrier, but is instead used to transport fire direction centers, command posts, Scud and Scaleboard missiles, or heavy cargoes or tanker bodies. The MAZ-543M has an unusual cab mounted on the front-left side.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological

\$18,073	D, AvG, A	15.17 tons	17.3 tons	4+80	13	Headlights	Open
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Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
152/62	38/16	1400	193	Std	W(5)	HF1 HS1 HR1

MT-T

Notes: The MT-T is a Russian tracked logistics carrier used for the transporting of heavy loads. The chassis of the MT-T is the basis for several other vehicles, including the BAT-2 engineer vehicle, the PMM-2 bridging vehicle, the PTS-2 amphibious tracked vehicle, and as a vehicle carrying the SA-12 surface to air missile system. The engine in the MT-T is derived from that of the T-72 tank, and the suspension is derived from the T-64 tank. The engine is directly behind the forward cab, with a rear cargo area covered with a canvas top. The roof of the cab has a hatch with a mount for a machinegun.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$17,763	D, A	12 tons	25 tons	5+48	13	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
186/70	47/33	705	262	Std	T3	HF1 HS1 HR1

MZKT-79191

Notes: Perhaps one of the largest military trucks anywhere, the MZKT-79191 is a 12x12 vehicle able to switch power off of one of its axles to conserve fuel. The size is phenomenal, with a length of over 16 1/2 meters. It uses a forward control cab and low-pressure tires to help off-road mobility. Most of these gigantic trucks are used by civilian concerns, especially the mining and oil industries, but some are used by the Russian military, primarily to transport IRBM and ICBM-type missiles.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
650 hp	\$28,240	D, A	55.15 tons	34.85 tons	3+220	35	Headlights	Open
653 hp	\$28,250	D, A	55.15 tons	34.85 tons	3+220	36	Headlights	Open
677 hp	\$28,340	D, A	55.15 tons	34.92 tons	3+220	36	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
650 hp	106/42	27/11	900	239	Std	W(6)	HF1 HS1 HR1
653 hp	106/42	27/11	900	240	Std	W(6)	HF1 HS1 HR1
677 hp	108/44	27/11	900	249	Std	W(6)	HF1 HS1 HR1

MZKT Volat 79098

Notes: Described by the Russians as a "heavy-duty cargo truck," the Volat is able to transport enormous loads across difficult terrain. It is optimized for hot weather, able to operate in temperatures of up to 55 degrees Celsius without difficulty. It is a huge vehicle; just the load area is 5.82x2.85 meters in size. A crane is located at the rear of the cargo area with a capacity of 1.17 tons and a reach of 7 meters. Variants include a tanker and a heavy wrecker.

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

503 hp	\$23,903	D, A	20.5 tons	23.95 tons	4+82	17	Headlights	Open
544 hp	\$24,058	D, A	20.5 tons	24.06 tons	4+82	17	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
503 hp	128/50	32/13	600	185	Std	W(4)	HF1 HS1 HR1
544 hp	132/52	33/13	600	200	Std	W(4)	HF1 HS1 HR1

PTS-M

Notes: This is a large amphibious logistics carrier used to carry large loads and offload assault ships. The PTS-M is controlled from a cab at the front of the vehicle. Some of these vehicles have a weapon mount over the commander's position, but most are unarmed. The cargo area is large, wide, and open-topped. Troops and equipment are loaded and unloaded over the top or by a powered ramp at the rear of the vehicle. Most former Pact members as well as Algeria, Angola, Congo, Cuba, Egypt, India, Iran, Libya, Tanzania, Vietnam, Yemen, and Yugoslavia use the PTS-M series, though in most Pact countries it has been largely replaced by the newer PTS-2.

The PTS-2 is the replacement for the PTS-M. It is basically a PTS-M with a far more powerful engine (derived from that of the T-72 MBT), a revised running gear with 7 roadwheels on each side, NBC protection, and a rear ramp. The PTS-2 is also 500mm longer and wider, and the PTS-2 can carry more cargo.

The series started with the PTS in the mid-1960s, replacing the earlier K-61 in most countries using it. The PTS is essentially similar to the PTS-M in virtually all respects; it is simply built using earlier technology. For game purposes, it is identical to the PTS-M, though examples of the PTS will probably have a greater wear value to start out with.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
PTS-M	\$18,432	D, A	(Land) 5 tons, (Water) 10 tons	17.7 tons	2+70	17	WL Searchlight	Open
PTS-2	\$24,115	D, A	(Land) 7.5 tons, (Water) 12 tons	22.13 tons	2+84	22	WL Searchlight	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
PTS-M	148/60	37/15/4	705	128	Std	T3	HF1 HS1 HR1
PTS-2	172/68	43/17/5	705	262	Std	T3	HF1 HS1 HR1

Ural-377

Notes: This is a 6x4 heavy truck with fair cross-country performance, based upon the Ural-375. Layout is conventional, with engine in front, cab behind it, and a rear cargo bed. The rear cargo area is of wooden construction over steel, and is much longer than the Ural-375's cargo area. Standard equipment includes a cab heater, and the cab has room for the driver and two passengers. The Ural-377D is the winterized version, with an insulated cab, snow tires, and windows with double-paned glass. The Ural-377S is a semi-tractor trailer version of the basic truck; it has no cargo bed, and instead has a fifth wheel for towing the trailers.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,404	G, A	7.73 tons	7.28 tons	3+20	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
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128/52	32/13	300	128	Std	W(3)	HF1 HS1 HR1
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Ural-4320

Notes: This is a 6x6 truck that is a development of the Ural-375. The original gasoline engine is replaced with a more powerful diesel engine, fuel consumption is cut, and cargo capacity is increased. The cab is increased in size to allow three persons. The Ural-4320-10 has a front-mounted winch with a capacity of 7 tons, and has 60m of cable. This vehicle is available as a cargo/troop carrier, tanker, recovery vehicle, and workshop. Only Russia and Egypt use the Ural-4320.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
4320-10	\$10,951	D, A	5 tons	8.33 tons	3+20	5	Headlights	Open
4320-31	\$11,176	D, A	6 tons	8.6 tons	3+24	6	Headlights	Open
4320-300	\$11,401	D, A	9.5 tons	9.05 tons	3+38	8	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
4320-10	136/54	34/14	270	65	Std	W(3)	HF1 HS1 HR1
4320-31	152/60	38/15	360	88	Std	W(3)	HF1 HS1 HR1
4320-300	152/60	38/15	360	110	Std	W(3)	HF1 HS1 HR1

Ural-43223

Notes: This is a truck designed for extreme environments, operating reliably in temperatures from -50 to +50 degrees Centigrade and at altitudes up to 4000 meters. The cab is heated. Variants such as a van/shelter body or tanker are available.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,451	D, A	5.5 tons	9.05 tons	3+33	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
152/60	38/15	259	85	Std	W(3)	HF1 HS1 HR1

Zil-133

Notes: This is a 6x4 version of the Zil-130. The Zill-133 base model has a 220 hp engine, but this was found to be so fuel hungry and prone to overspeeding that it was replaced by one that is much less powerful. By the early 1980s, the Zil-133G1 was the only model in production, and these were later replaced by more modern vehicles.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Zil-133	\$9,385	G, A	8 tons	6.2 tons	3+40	7	Headlights	Open
Zil-133G1	\$9,125	G, A	8 tons	6.88 tons	3+40	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Zil-133	148/60	37/15	170	161	Std	W(3)	HF1 HS1 HR1

Zil-133G1	124/50	31/13	170	109	Std	W(3)	HF1 HS1 HR1
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Zil-135

Notes: An 8 x 8 heavy truck with fair cross-country performance, the Zil-135 is the carrier for the Bm-27 rocket launcher system. It is also used as a FROG-7 launcher, cruise missile launcher, ZU-23 twin autocannon carrier, and cargo/troop carrier. Many countries use the Zil-135, including former Warsaw Pact, Russia, Algeria, Egypt, Cuba, Iraq, North Korea, Yemen, and Yugoslavia.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Open
\$12,578	G, A	10 tons	9 tons	3+30	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
166/66	42/17	768	265	Std	W(4)	HF1 HS1 HR1

SAMIL 100

Notes: This is the one of the standard heavy trucks of South Africa. It is a large truck made of pressed steel with drop sides and tailgate for the cargo area. Variants include an armored version with AV2 all around, a dump truck, a tanker, an artillery tractor, a field kitchen, a refrigerator truck, an ambulance, a recovery vehicle, a carrier for a multiple rocket launcher, and a carrier for a 23mm antiaircraft gun. The cargo carriers have a crane with a 1.2-ton capacity.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$15,817	D, A	10 tons	9.14 tons	3+50	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
134/54	34/14	400	98	Stnd	W(3)	HF1 HS1 HR1

KM500

Notes: This South Korean 6x6 truck is similar in appearance to the US M-809 series; however, the engines are produced by the German firm of MAN. The standard cargo vehicle has wooden, removable sides, a drop tailgate, and removable canvas covers over the cab and cargo area, the latter supported by bows. The vehicle comes in several variants, including the KM501 dump truck, the KM502 wrecker (see South Korean Unarmored Recovery Vehicles), the KM503 tractor truck, and the KM507 expansible van. Most of these vehicles have a winch located in the front bumper with a capacity of 9.07 tons and 61 meters of cable.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,143	D, A	5 tons	10.55 tons	3+20	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
130/52	33/13	416	86	Stnd	W(3)	HF1 HS1 HR1

Pegaso 3050

Notes: This is a heavy truck produced by Spain, and also used by Nigeria. It is of cabover construction, using the same cab as the 3045. The standard version is a cargo/troop carrier, with a cargo area covered by canvas and troop seats down the center. Other versions include a bridging vehicle, dump truck, recovery vehicle, shop van, and tractor truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$9,001	D, A	6 tons	8.5 tons	2+24	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
130/52	33/13	250	62	Std	W(3)	HF1 HS1 HR1

Pegaso 3055

Notes: This heavy truck supplements the 3050 in Spanish service. It was designed for off-road use, with a better suspension than the 3050, while the 3050 was primarily designed for on-road use. It is also used by Morocco. Variants include a tanker, an artillery tractor, a carrier for an artillery rocket launcher called the Tereul, crane truck, tractor truck, recovery vehicle, fire truck, dump truck, and with van bodies for communications, ambulance, command post, or refrigerator truck duties.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
200 hp	\$8,783	D, A	6 tons	9 tons	2+30	6	Headlights	Open
220 hp	\$8,858	D, A	6 tons	9 tons	2+30	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
200 hp	138/56	35/14	350, 400, or 560	73	Std	W(3)	HF1 HS1 HR1
220 hp	144/58	36/15	350, 400, or 560	81	Std	W(3)	HF1 HS1 HR1

Scania P93 5-Ton

Notes: This is a Swedish 4x4 truck used by Sweden, Norway, Brazil, Angola, and Greece. The P93 has all-wheel drive, and an automatic transmission is optional. The cab has a heater, and additional improvements for cold-weather operation may be fitted.

The P113 HK is a heavy cargo truck that is related to the Scania P-93 trucks listed above. It is a 6x6 truck used by Sweden, Norway, Brazil, Angola, and Greece. Most of these trucks are heavy flatbed load carriers designed to haul NATO-compatible pallets and containers. The cab has a heater, and additional improvements for cold-weather operation may be fitted.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
P93 MK 4x4Z	\$11,194	D, A	5 tons	9.3 tons	3+20	5	Headlights	Open
P93 MK 4x4-8T	\$13,013	D, A	8 tons	9.5 tons	3+32	6	Headlights	Open
P113 HK	\$13,073	D, A	11.54 tons	13.4 tons	3+46	9	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
P93 MK 4x4Z	160/64	40/16	265	92	Std	W(2)	HF1 HS1 HR1
P93 MK 4x4-8T	144/58	36/15	265	92	Std	W(2)	HF1 HS1 HR1
P113 HK	134/54	34/14	265	114	Std	W(3)	HF1 HS1 HR1

Scania P124

Notes: These are a family of PLS/DROPS-type vehicles used primarily for the transport of containerized, palletized, or bulk loads, rather than troops or loose cargo. They can also carry vehicles that will fit on their flatracks. All of them have an optional crew cab, able to seat the driver and up to 6 others, but the normal cab carries the driver and two others. They are equipped with an integral load handling system to allow easy loading of pallets, containers, vehicles, etc. They are equipped with winches that may be led out the front or rear and have a capacity of 70 tons with 50 meters of cable. The engine is equipped with a preheater for cold weather operations, and a cab heater.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
P124CB6x6NZ360	\$15,143	D, A	20.14 tons	13.86 tons	3+40	14	Headlights	Open
P124CB8x6/4NZ360	\$15,501	D, A	25 tons	15.5 tons	3+50	17	Headlights	Open
P124CB8x8HZ420	\$15,896	D, A	23.18 tons	17.83 tons	3+46	16	Headlights	Open
P124GB6x2NZ360	\$12,949	D, A	15.2 tons	13.8 tons	3+30	12	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
P124CB6x6NZ360	124/50	31/13	350	132	Std	W(3)	HF1 HS1 HR1
P124CB8x6/4NZ360	114/46	29/12	400	132	Std	W(4)	HF1 HS1 HR1
P124CB8x8HZ420	122/48	31/12	400	155	Std	W(4)	HF1 HS1 HR1
P124GB6x2NZ360	134/27	34/7	500	132	Std	W(3)	HF1 HS1 HR1

Scania-Vabis L-36A

Notes: This is a medium 4x2 truck developed from a Swedish civilian truck known as the L-3642. It is an older truck that ceased production in 1967 after about 800 were built. It is of conventional construction, with a three-seat cab and rear cargo area. The cargo area has drop sides and a drop tailgate, and various enclosed cargo bodies also exist. Some models have a cargo crane at the rear with a capacity of 2 tons.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$7,532	D, A	5.92 tons	4.58 tons	3+24	4	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
118/48	30/12	100	37	Std	W(2)	HF1 HS1 HR1

Volvo BM A25C

Notes: This is the largest Volvo military truck, and one of the largest trucks in the world. It is designed over an articulated chassis to provide good off-road mobility, and the cab is roll protected and lined with foam rubber cushions. The truck is equipped with a materiel-handling crane able to lift 7 tons. The primary users of this truck are Swedish artillery batteries, to tow guns and to haul ammunition and personnel equipment.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$25,058	D, A	19 tons	21.27 tons	2+76	13	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
114/46	29/12	280 or 360	92	Std	W(3)	HF1 HS1 HR1

Volvo FL-6

Notes: Though this truck was designed and tested in Sweden, production is actually carried out in Volvo's plant in Belgium. It is a military version of a commercial truck. It is basically a standard sort of truck with a forward control cab.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
180 hp	\$9,554	D, A	9.02 tons	4.89 tons	3+36	6	Headlights	Open
207 hp	\$9,654	D, A	9.02 tons	4.97 tons	3+36	6	Headlights	Open
230 hp	\$9,744	D, A	9.02 tons	4.99 tons	3+36	6	Headlights	Open
250 hp	\$9,814	D, A	9.02 tons	4.99 tons	3+36	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
180 hp	136/54	34/14	200	66	Std	W(2)	HF1 HS1 HR1
207 hp	144/58	36/15	200	76	Std	W(2)	HF1 HS1 HR1
230 hp	154/62	39/16	200	85	Std	W(2)	HF1 HS1 HR1
250 hp	160/64	40/16	200	92	Std	W(2)	HF1 HS1 HR1

Volvo N-10

Notes: The N-10 is a heavy Swedish truck that is one or two weight classes below the F-10 described above. It is a conventional 6x6 truck, with the cab to the front and a rear cargo area covered by canvas. Some of these vehicles are fitted with a materiel-handling crane to the rear of the cab; this has a capacity of 1.1 tons. Variants include office bodies, dump trucks, maintenance workshops, wreckers, and ambulances. This vehicle is built in Sweden, but not used by that country; instead, the N-10 is used by Belgium and the United Nations.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,142	D, A	13 tons	13.49 tons	3+52	10	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
122/50	31/13	300	101	Std	W(3)	HF1 HS1 HR1

Volvo NL-10/12

Notes: This Swedish-built heavy truck is in service with Sweden, Australia, Brazil, Iran, Morocco, and Peru. It is known for its good off-road performance, and replaced the N-10 listed above in Belgian and UN service. They are also available in a variety of configurations. The truck has rigid axles to increase off-road performance and comfort of ride.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
NL-10	\$11,649	D, A	12.82 tons	6.92 tons	3+34	7	Headlights	Open
NL-12	\$13,610	D, A	23.7 tons	9.15 tons	3+94	15	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
NL-10	152/62	38/16	600	118	Std	W(3)	HF1 HS1 HR1
NL-12	132/54	33/14	600	149	Std	W(3)	HF1 HS1 HR1

Saurer 4CM

Notes: This is basically a larger version of the Saurer 2DM. Many of the automotive components are the same. An odd feature is the engine; it is a rather low-powered one for the size of the vehicle, and even less powerful than the one on the smaller 2DM.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$8,354	D, A	5 tons	7 tons	2+32	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
126/50	32/13	160	51	Std	W(2)	HF1 HS1 HR1

Saurer 6 DM/10 DM

Notes: These two related Swiss trucks differ only in size. They are in common use by Swiss forces, but rarely found outside the armed forces of that country, except in UN service. They both use the same engine, and both have a semi-flexible frame that helps cross-country performance. Some of them have a 10-ton winch mounted either in the front or the back.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
6 DM	\$12,157	D, A	6 tons	10 tons	3+24	4	Headlights	Open
10 DM	\$14,225	D, A	10 tons	12 tons	3+40	8	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
6 DM	150/60	38/15	300	91	Std	W(3)	HF1 HS1 HR1
10 DM	128/50	32/13	300	91	Std	W(3)	HF1 HS1 HR1

MANAS 16.230 FAEG/26.372 DFAEG

Notes: These two trucks were developed by Germany for Turkish service. They share most of their components, except for the engine, transmission, and certain structural members. The cab has a hatch over the commander's position (not normally with a weapon mount). The trucks have a winch which can be led out to the front or the rear; capacity is 10 tons if led out to the rear, and 5 tons if led out to the front, and 60 meters of cable are available. Variants include a snowplow, tipper, tanker, and fire engine.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
16.230 FAEG	\$10,421	D, A	8.55 tons	7.45 tons	3+34	6	Headlights	Open
26.372 DFAEG	\$11,497	D, A	16.23 tons	9.77 tons	3+66	11	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
16.230 FAEG	144/58	36/15	300	85	Std	W(2)	HF1 HS1 HR1
26.372 DFAEG	146/58	37/15	300	136	Std	W(3)	HF1 HS1 HR1

KrAZ-255B

Notes: The KrAZ-255B is the replacement for the Ural-377 in Russian and Bloc service. The layout is conventional, with an engine in front, cab in the center, and cargo area in the rear. The cargo area has hinged tailgate and removable canvas cover. The cab has a heater and room for the driver and two passengers, and the truck has a front-mounted winch with a 12-ton capacity. When using the winch, the suspension may be locked if necessary. There are at many variants, including the basic cargo/troop carrier, a timber truck, a semi-tractor trailer that can tow an 18-ton trailer, a crane shovel, tanker, pontoon bridge, and pile driver.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$13,971	D, A	7.5 tons	11.95 tons	3+22	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
132/52	33/13	450	88	Stnd	W(3)	HF1 HS1 HR1

KrAZ-260

Notes: While the KrAZ-255B replaced the Ural-377, the KrAZ-260 replaced the KrAZ-255B, although all three are still used by the Bloc and Russia. It was first seen in 1976 towing the 2A36 152mm nuclear-capable howitzer in a parade. The cargo body has hinged tailgate with a canvas cover. The cab has a heater and room for the driver and two passengers, and the truck has a front-mounted winch with a 12-ton capacity. When using the winch, the suspension may be locked if necessary. The KrAZ-260 has many versions, including the basic cargo/troop carrier, artillery tractor, semi-tractor trailer (which may tow a 27.5-ton trailer), SA-10 SAM launcher, crane, and dump truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$14,375	D, A	9 tons	12.78 tons	3+24	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
140/56	35/14	380	110	Stnd	W(3)	HF1 HS1 HR1

LARC-15

Notes: The LARC-15 was developed in the late 1950s and early 1960s to provide the US Army with a means to deliver larger cargoes and amounts of troops to shore from assault ships, and inland if necessary. In the US Army, its role has been taken over by helicopters, and the job of amphibious warfare largely taken over by the US Marines, and thus the LARC-15 is seldom seen in the US except in civilian hands or in museums. The Germans and the French also once used the LARC-15, but theirs have also been retired long ago. Most active LARC-15s are in the service of scientific or exploratory agencies, and no longer used by the military.

The LARC-15 is essentially a large amphibious truck with a 4x4 off-road suspension and a boat-like hull made from aluminum plates over an aluminum framework. The LARC-15 looks backwards, with the cab at the rear of the vehicle, the engine underneath the cab, and the cargo section up front. The design allows cargo and troops to be offloaded quickly after the LARC-15 is driven ashore. The bow has a ramp over which a longer ramp with retractable rollers may be slid out if necessary. The LARC-15 is also low enough to be easily loaded by forklifts, and the cargo section is large enough to accept standard NATO CONEX containers or equipment of a similar size. The LARC-15 is propelled by a single four-bladed propeller in the water and steered by a combination of a rudder and the wheels; on land, the driver may choose 2-wheel drive (for road use), 4-wheel drive, or crab steering, where the wheels may be turned virtually sideways and the LARC-15 driven at slow speeds to the sides.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$32,503	D, A	13.61 tons	20.5 tons	2+60	11	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
144/36/9	36/9/2	1363	87	Std	W(3)	HF1 HS1 HR1

LARC-60

Notes: One of the largest of the "amphibious trucks" ever designed or produced, the LARC-60 was designed in the early 1950s for the US Army to deliver large amounts of troops and/or heavy cargoes to beach landings and beyond. Once used by the US Army, the LARC-60's role was made unnecessary by the heavy-lift helicopter and hovercraft-type beach assault vehicles; in addition, the amphibious warfare role in the US military was basically made the exclusive province of the Marines in the 1960s. The original designation for the LARC-60 was the BARC.

The LARC-60 has a large boat-like hull, with an additional 4x4 suspension underneath. The bow has a hydraulic ramp in front to unload troops and cargo; in addition, a further ramp may be extended that has retractable rollers to make the loading of cargo into the hold easier. Like the LARC-15, the LARC-60 looks "backwards," with the crew compartment at the extreme rear and the cargo hold up front and taking up most of the vehicle. There are a total of four engines, one over each wheel and powering that wheel exclusively (though there are provisions for the other engines to take over the work of a damaged engine). In the water, the LARC-60 is propelled by a pair of propellers; in this case, the two engines power each propeller. The tires of the LARC-60 have a central tire pressure regulation system. The transmission of the LARC-60 is automatic; shifting the gears of the four engines would be a nightmare otherwise. While the standard Load figure is listed below, the LARC-60 can carry an emergency overload of 100 tons in both water and on land. This is extremely stressful on almost every component of the LARC-60, and the maintenance figure for the vehicle should be doubled in any period that an overload is carried.

The LARC-60 was never exported to any other countries' militaries, and it has long been out of use in the US Army. Most have gone to the scrapyard or museums or private collections by now, but a very few are still operating here and there in roles ranging from scientific exploration to oil exploration.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$84,902	D, A	60 tons	37 tons	3+200	25	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
160/40/10	40/10/3	2271	194	Std	W(3)	HF1 HS1 HR1

M-54

Notes: This medium 6x6 truck is the immediate predecessor of the M-809 5-ton truck (the standard 5-ton truck listed in the *Twilight: 2000 Version 2.2* rules). Most statistics are similar, and in fact the M-813 is merely an upgraded M-54. The M-54 entered US service in 1950, and large numbers were still used by the time of the Twilight War. The standard vehicle has wooden side rails in the cargo bed that are removable, and a removable canvas cover. Some of these vehicles have a front-mounted winch with a capacity of 9.07 tons. Variants include a dump truck, a tractor-trailer that can tow 13.6 tons, a long wheelbase version, a wrecker, a version with a fully enclosed cargo body, and expandable-side version, and a truck that carries bridging components. Some of these trucks have a ring mount over the commander's position for a weapon. This vehicle is in use by the US and countries that have received American aid or have been US allies.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$10,968	D, G, AvG, A	4.54 tons	8.73 tons	3+20	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
156/62	39/16	295	127	Std	W(3)	HF1 HS1 HR1

M-520 Goer

Notes: This vehicle was formerly the US Army's standard heavy tactical truck before its replacement by the HEMTT, and it was still found in large numbers in National Guard and even some Reserve units. It never served outside the US Army however, and is thus a relatively rare vehicle outside of US units. The Goer is somewhat of an oddity among trucks, being amphibious and articulated. The front unit is independent of the rear cargo area; the truck can flex and is very sure over rough terrain. In the US's involvement in the Vietnam War, the Goer developed a reputation of being able to go where other trucks could not, and it was one of the preferred resupply vehicles after its introduction in 1966. They achieved a 90% availability rate even though spare parts for the Goer were not an official part of the US Army inventory until 1971. The front-mounted cab has a canvas cover over a tilt, and the windshield could be folded forward. The front of the vehicle has a winch with a capacity of 4.54 tons and 61 meters of cable. Some of these vehicles are equipped with a materiel-handling crane with a capacity of 4 tons. A kit was available that added a ring mount for a weapon over the commander's position, but this was not a standard installation. Variants include a wrecker able to tow or recover a 10-ton vehicle and a tanker with a capacity of 9463 liters.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$16,431	D, A	8.26 tons	10.24 tons	2+32	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Type	Config	Susp	Armor
128/52	32/13/3	416	77	Unarmored Vehicle	Std	W(3)	HF1 HS1 HR1

M-548

Notes: This logistics carrier is based on the chassis and automotive components of the M-113 series armored personnel carrier. It does not have armor, but instead carries large loads over terrain too difficult for wheeled load carriers. The number of variants is almost bewildering, ranging from a basic load carrier to radar and electronic warfare variants to minelayers to missile carriers such as for Lance ballistic missiles or the Chaparral SAM system. There is a cab for the crew with doors on either side, and the rear area is accessed by a rear that has double watertight doors. The cargo area is covered by a canvas tilt over bows. The base M-548 is amphibious; however, after many sinkings, the amphibious capability of US M-548s was removed and water crossing barred by policy. At the front of the vehicle is a winch with a capacity of 9.07 tons. Over the commander's position is a ring mount for a weapon; normally, an M-2HB is used, but a weapon does not come with the vehicle.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
M-548A1	\$9,817	D, A	5.44 tons	12.88 tons	2+22	7	Headlights	Enclosed

M-548A1E1	\$12,103	D, A	6.05 tons	16.17 tons	2+24	8	Headlights	Enclosed
M-548A3	\$10,914	D, A	5.44 tons	12.88 tons	2+22	8	Headlights	Enclosed

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
M-548A1	135/94	31/22/3	397	63	Std	T2	HF1 HS1 HR1
M-548A1E1	146/102	34/24/4	416	89	Std	T2	HF1 HS1 HR1
M-548A3	152/106	35/25/4	397	81	Std	T2	HF1 HS1 HR1

M-648

Notes: Though based on a real proposed vehicle, the M-648 does not actually exist in real life.

Twilight 2000 Notes: This vehicle is along the same lines as the M-548, but built on the chassis of the Bradley and MLRS. This vehicle was developed specifically for the needs of US forces in the Gulf and delivery of them did not start until late 1995, so they are rarer than the M-548. Most of them were used as ammunition carriers, especially for MLRS and LARS formations. It is believed that the only other country that received these vehicles other than the United States was Israel, and they got few of them. Like the M-548, there are doors on either side of the cab, with the engine compartment to the rear of that. The cargo area is accessed by a watertight ramp. On top of the all-metal cab, there is a mount for a weapon, but no weapon is provided with the vehicle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,088	D, A	10.89 tons	14.51 tons	3+44	12	Headlights	Enclosed

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
152/107	36/25/4	617	185	Std	T3	HF1 HS1 HR1

M-809

Notes: This is the standard 5-ton truck described in the *Twilight: 2000 Version 2.2* rules. However, the statistics given are not exactly correct. Alternate statistics are given below. The standard vehicle has all-metal construction, with a drop tailgate, removable wooden fence-type side rails, and a tarpaulin cover. The M-809 has many variants, including a model with drop sides, a long wheelbase version, a wrecker, a tractor-trailer which can tow 17 tons, an expandable van, a bridging transporter, and various hard cargo area versions which are used as workshops, command posts, or communications vehicles. Some M-809s have ring mounts above the commander's position for a weapon. The M-809 series is in use by the US and countries that received US aid or are US allies. An undisclosed number were supplied to China in the early 1990s.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$10,655	D, A	4.54 tons	9.73 tons	3+26	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
134/54	34/14	295	88	Std	W(3)	HF1 HS1 HR1

M-939

Notes: This series of 5-ton trucks is based on the M-809 series. They are improved in three basic areas, the transmission, the transfer case, and the brakes. As the transmission on the M-809 was under capacity and mismatched to the output of the engine, it was replaced on the M-939 to prevent the engine from overspeeding. In addition, this new transmission is automatic instead of the manual transmission of earlier US trucks. The new transfer case is pressure-lubricated and has the ability to shift into 4x6 mode to conserve

fuel. The new brakes are air brakes, which have four times the life of the shoe-based brakes on the M-809. In addition, the noise in the cab was reduced, and for the first time, a heavy US military vehicle met the Surgeon General's requirements for noise. The M-939 has a winch in the front bumper that has a capacity of 8 tons with 80 meters of cable. There are many variants of the M-939 series, including the basic cargo, long wheelbase cargo, a dump truck, a tractor-trailer, an expandable van, a hard-bodied van, a wrecker, and a tanker (with fuel and water variants). About 40,000 of these trucks were produced between 1981 and 1992 for the US, Egypt, Saudi Arabia, and a few other countries.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$10,812	D, A	4.54 tons	10.16 tons	3+24	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
154/62	39/16	295	88	Std	W(3)	HF1 HS1 HR1

M-977 HEMTT

Notes: The HEMTT (Heavy Expanded Mobility Tactical Truck) is the primary heavy truck of the US Army, and is also used by Bahrain, Egypt, Israel, South Korea, Kuwait, Saudi Arabia, and Taiwan. It is designed for heavy loads and rough terrain. The rear set of wheels and the front set of wheels steer separately, allowing for a tighter turning radius than might otherwise be expected from a truck of the HEMTT's size. Several variants exist, including the basic version, one with a materiel-handling crane with a capacity of 5 tons, a recovery vehicle (see Unarmored Recovery Vehicles), a tractor truck, a tanker, and a flatbed truck for pallets and containers.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,741	D, A	9.48 tons	17.6 tons	2+40	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
154/62	39/16	589	164	Std	W(4)	HF1 HS1 HR1

M-1074/M-1075 Palletized Load System (PLS)

Notes: These vehicles are heavy 10x10 trucks designed to carry a number of standardized NATO pallets and containers, similar in concept to the German MAN 7t truck listed in the *NATO Combat Vehicle Handbook*. The primary difference between the two is that the M-1074 is equipped with a materiel-handling crane with a capacity of 1.77 tons, and the M-1075 does not have this crane. Both versions have a winch and A-frame over the front of the vehicle that pulls cargo onto the load bed by means of rollers. The entire truck can be unloaded in less than one minute without the crew leaving the cab of the truck. An optional feature is a hatch in the roof of the cab with a machinegun mount. The PLS is not normally set up for passengers, though an improvised load may be carried; this number is shown below.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$16,646	D, A	14.97 tons	24.95 tons	2+20	11	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
134/54	34/14	379	184	Std	W(5)	HF1 HS1 HR1

Medium Tactical Vehicle Replacement (MTVR)

Notes: This is basically the USMC's equivalent of the US Army's MTV. It is not, however, the same vehicle. The MTVR will replace existing 2 1/2-ton and 5-ton trucks. The MTVR is all around a better truck, with greater load-carrying capability, a more powerful engine, automatic transmission, and a stronger construction. The MTVR is equipped with a winch to the rear with a capacity of 9.07

tons. It can be transported in any transport aircraft the size of the C-130 or greater, and in a stripped-down condition, inside a CH-53 helicopter.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$12,657	D, A	6.44 tons	12.61 tons	3+26	8	Headlights	Open
Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor	
152/62	38/16	303	157	Stnd	W(3)	HF1 HS1 HR1	

MK48

Notes: The MK48 is a heavy 8x8 truck used by the US Marines since 1983. It is a long vehicle of cabover construction. The cab has a roof hatch with a weapon mount, as well as a heater. The engine is behind the cab. The vehicle has excellent cross-country mobility. Variants include the basic cargo/troop carrier (MK48/17), a flat-decked logistics platform (MK48/14), a recovery vehicle (MK48/15), and a tractor truck that may pull a 14-ton trailer (MK48/16).

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$14,388	D, A	11.34 tons	18.6 tons	2+44	14	Headlights	Open
Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor	
118/46	30/12	568	164	Stnd	W(4)	HF1 HS1 HR1	

FAP-2026 BS/AV

Notes: This is one of the standard heavy trucks of Yugoslavia, and is also in use by Saudi Arabia. It is primarily used as a prime mover, meaning that it carries items such as ammunition, multiple rocket launchers, and scissors bridges, and tows artillery and other heavy specialized trailers. It is sometimes used as a regular troop carrier and cargo hauler, however. The cargo area has drop sides and tailgate, and may be covered with canvas over bows.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$11,382	D, A	10 tons	11 tons	2+20	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
132/52	33/13	310	94	Std	W(3)	HF1 HS1 HR1

FAP-2832 BS/AV

Notes: This is another heavy truck used by Yugoslavia. This truck is more likely to be used for general cargo and troop-carrying duties than the FAP-2026 BS, but is also used to carry a multiple rocket launcher, carry ammunition, or tow field guns. The vehicle has a drop tailgate, and a cargo area covered by canvas over bows.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$14,142	D, A	9 tons	16 tons	2+36	9	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
136/54	54/14	450	118	Std	W(4)	HF1 HS1 HR1