

Medium Unarmored Vehicles

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International 2500 kg Truck

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

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

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

Steyr 14M22

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

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

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

Steyr 680

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

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

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

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

Steyr 480

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

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

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Steyr 480	130/26	33/7	100	34	Std	W(2)	HF1 HS1 HR1
Steyr 580g	120/48	30/12	100	34	Std	W(2)	HF1 HS1 HR1

Steyr Pinzgauer High-Mobility All-Terrain Vehicle

Notes: These are a family of 4x4 and 6x6 medium-duty trucks with enhanced off-road capability. They were manufactured by Steyr-Daimler-Puch from 1971 to 2000, and then BAE in Britain took over manufacturing and parts responsibility, though they are still operating under a license. Denel in South Africa examined whether to obtain a production license for manufacture of the Pinzgauers in that country, but later decided not to obtain this license. (South Africa would have been manufacturing a modified V-hull version of the Pinzgauers.) The Pinzgauer is regarded as one of the most capable off-road vehicles in the world, and are used by civilians as well as military concerns. The HMATV is increasingly becoming the military utility of choice in the world, replacing the Land Rover Defender in that category.

First Generation

These vehicles are noted by their boxy construction with a wedge-shaped nose. The Model 710 4x4 and Model 712 6x6 are, as stated above, excellent performers off-road, despite being slightly handicapped by relatively anemic engines. They also have gasoline engines high-efficiency super/turbochargers which allow them to operate properly at high altitude, hot conditions, and high humidity, and dual carburetors. The central tube chassis gives the vehicles a low center of gravity, and the wheels have independent suspension (a revolution in off-road design in the late 1960s when the vehicles were designed). The rear axles also have locking

differentials, and the other axles are portal axles

The First Generation HMATVs have large, high-visibility windshields and short noses with the engine under the cab. As stated above, the engine was a little anemic in power at 87 horsepower, but this is partially offset by the HMATV's light weight. Both the 710 and 712 have the ability to tow up to 5 tons on road or 1.5 tons (4x4) or 1.8 tons (6x6) off-road, and in some smaller countries, are used as artillery or mortar tractors for light pieces. This towing ability is due to the high torque the engine, transmission, and suspension are capable of producing.

The Model 710 comes in five versions: the 710M soft-top with rear passenger seats, the 710T flatbed cargo carrier, the 710K 5-door hard-top truck with passenger seats (popular with civilians), the 710AMB-Y hard-top ambulance with rear door, and the 710AMB-S ambulance, the same as the AMB-Y, but with an air conditioner, a 2kW generator, and a tent shelter to expand the workspace in the rear and able to be packed onto the rear roof of the vehicle, making the ambulance into an aid station.

The Model 712 comes in the same versions as the 710 above with the exception of the AMB-Y, and also comes in a 712FW fire truck version, a 712K 4-door hard top with air conditioner (again, popular with civilians), and the 712W workshop/utility truck version with an air conditioner and 2kW APU. This version has a tent assembly similar to that of the AMB-S model. The Model 712FW has additional blast shield "armor" and has heat-resistant tires and self-sealing fuel tanks. It has air conditioning, interior fans, and a refrigerator with cold packs. The "armament" is a roof-mounted high-pressure spray nozzle and three 200-meter hoses, along with a 400-liter water tank and a 50-liter foam tank.

Second Generation

In 1980, work began on an updated HMATV, often referred to as the HMATV II or simply Pinzgauer II (or 2). They come in the same versions as the First Generation vehicles, with the 4x4 model being the 716, and the 6x6 model being the 718. Most features of the vehicle are the same, but updated; likewise, the body style is for the most part the same as the First Generation vehicles. The engine was the biggest change, being replaced with a Volkswagen TurboDiesel D24T with 101 horsepower. The transmission of the First Generation was manual, the Second Generation has a standard automatic suspension with an optional manual transmission. The track is slightly wider, and the tires somewhat larger. The Second Generation has all-wheel power disc brakes.

In 1990, the engine was replaced with a version with an intercooler (not important in game performance terms, but very important in the game to parts-hunters). In 2002, the engine was replaced again with a Volkswagen TDI engine, and the horsepower increased to 118. (The increase in power was not the actual reason for the engine change – BAE needed the HMATV to comply with new Euro3 emissions requirements. This was one of the engines that led to the Volkswagen Emissions Scandal in 2015.)

Special Use Pinzgauers

The Model 716 and 718 also come in some additional variants by request of specific customers.

The 718MV-SO is designed for special operations forces and has several weapon mounts, including for ATGM, guided rockets, and has the ability to carry large amounts of ammunition as cargo. The engine is much more powerful at 162 horsepower. The MV-SO is longer and lower than a standard 718, and is topped with a large roll cage on which Kevlar curtains or camouflage nets (or both) may be rolled. The MV-SO is noted for its use by US Army Delta, who uses a collection of non-standard vehicles. The form-fitting camouflage nets that cover them have antiradar and IR-absorbing properties and give the vehicle Stealth 1 and IRCM 1.

The command and control version (718MV-C) varies in setup depending on its role, but it has as a minimum 1 SATCOM, 2 long range, one medium range, and one short range radios, all data-capable, secure, and frequency-hopping. It also will have as a minimum 2 laptop computers and an ability to operate in an intranet, and will have a BMS capability. Some limited MIJI, laser, and radar jamming capability is provided, not as good as a soft-kill APS, but it does automatically launch up to 4 smoke or prismatic aerosol decoy smoke automatically. This vehicle has a 149 hp engine. It has air conditioning with NBC filters, a 70-liter chilled water tank, and NBC Overpressure. Due to its radar-jamming capability and radio jamming ability, the vehicle has ECM 2 and Radio Jamming 3.

The 716MV-S is a mobile electronic communications platform with the further ability to repair radios and electronic equipment. It has a tent which may be extended to the rear to increase workspace, and has air conditioning. It has several data-capable extra radios and a small computer with technical information, along with a plethora of spare parts. It is powered by a 138-horsepower engine.

The 718MV-GS versions are for the most part cargo trucks, but with hard bodies and a roof hatch above the commander for a medium or light machinegun. It is often used as an artillery tractor or ammo hauler. Engine power is 138 horsepower.

The 718MV-A is a well-appointed ambulance, essentially a mobile aid station in which surgery can also be performed, and has a hard body with a roof hatch above the commander's position for observation only. Engine power is 149 horsepower. The vehicle's interior is lined with Kevlar boards that increase AV. As with most such vehicles, it has an NBC-Filtered air conditioner, but it also has a 3kW generator.

New Zealand's HMATVs have a much more powerful 149 horsepower engine that allow, amongst other things, greater mobility and greater cargo capacity.

The Vector

The Pinzgauer 2 Vector is a fully-armored version of the Model 718K used briefly by British forces in Afghanistan. It is also called the PPV (Protected Patrol Vehicle, or sometimes Vector PPV) The British wanted an inexpensive, armored cargo and troop carrier for patrols in Afghanistan. Its armor is meant to be light and adequate for the Vector's purpose, which was essentially a job similar to the

up-armored trucks used in Vietnam and Iraq. Unfortunately, it's armor was nothing to write home, unless you wanted to tell your loved ones how many holes are in your Vector after the last firefight. It did have a reinforced floor, but not enough to really mitigate IED blasts. The Vector has a full cabover design, though the cab crew is behind the front wheels; the cabover design makes it shorter than the standard Pinzgauer. The vehicle has light steel external armor, along with internal Kevlar plates. It was able to carry a decent cargo load, but room for troops was rather limited. In the center of the cargo bay is an overhead hatch with a weapon pintle mount; this can be replaced with heavier weapons. In addition, there are two firing ports on each side of the Vector as well as one in each rear door. The Vector was designed around the idea of an 8-hour patrol/convoy escort; it was not designed for speed, but for fuel economy, and the 109-horsepower engine shows this thinking. The Vector can also be used as a field ambulance; in this role, it is essentially a mobile aid station/emergency room. Some of the British Vectors were also configured as command and control vehicles, and some as EW vehicles. The Vector has run-flat puncture-resistant tires, Towing is reduced to 4 tons on or off-road. Under the front bumper of the Vector is a detection and jamming emitter for extra protection against IEDs detonated by radio or magnetics. The Vector has air conditioning.

The Mantis

The Pinzgauer 2 Mantis is a new version of the Model 716, fitted with a turbodiesel engine developing 194 horsepower. A ride in this monster off-road must be jarring! It can carry much more cargo, or 14 troops in crash-resistant seats, or two standard NATO pallets. It has enhanced suspension and is usually fitted with add-on armor panels. The Mantis has a true hooded design rather than the wedge-nose of other Pinzgauers; this means that the bed is shorter, but that the height of the vehicle is shorter. It borrows from aspects of the MRAP designs, as the driver and commander's seats are behind the front wheels so if a mine takes out the front wheels, it will probably not hurt them as much; it also crash-resistant suspended seats. The Mantis has a lower roofline than other Pinzgauers and can be loaded inside a CH-47 or CH-53 helicopter. The Mantis has been tested as an artillery tractor for the M777 light howitzer by the US Marines. The Mantis has air conditioning.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Model 710M	\$23,059	G, A	1.5 tons	1.95 tons	2+10	4	Headlights	Open
Model 710T	\$22,509	G, A	1.65 tons	1.15 tons	2	4	Headlights	Open
Model 710K	\$23,090	G, A	1.25 tons	2.1 tons	2+10	4	Headlights	Enclosed
Model 710AMB-Y	\$29,539	G, A	370 kg	2.16 tons	3 Stretchers or 2 Stretchers and 3 Sitting or 6 Sitting	5	Headlights	Enclosed
Model 710AMB-S	\$30,809	G, A	370 kg	2.36 tons	3 Stretchers or 2 Stretchers and 3 Sitting or 6 Sitting	6	Headlights	Enclosed
Model 712M	\$23,492	G, A	1.8 tons	2.35 tons	2+12	4	Headlights	Open
Model 712T	\$23,292	G, A	1.98 tons	1.88 tons	2	4	Headlights	Open
Model 712K	\$23,525	G, A	1.5 tons	2.54 tons	2+12	4	Headlights	Enclosed
Model 712AMB-S	\$31,006	G, A	421 kg	2.86 tons	4 Stretchers or 2 Stretchers and 4 Sitting or 6 Sitting	5	Headlights	Enclosed
Model 712FW	\$344,864	G, A	239 kg	3.62 tons	5	7	Headlights	Enclosed
Model 712W	\$44,034	G, A	289 kg	2.98 tons	3	7	Headlights	Enclosed
Model 716M (101 hp)	\$24,134	D, A	3.31 tons	3.2 tons	2+14	4	Headlights	Open
Model 716T (101 hp)	\$22,734	D, A	3.86 tons	2.56 tons	2	4	Headlights	Open

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Model 716K (101 hp)	\$24,376	D, A	3.04 tons	3.46 tons	2+14	4	Headlights	Enclosed
Model 716AMB-S (101 hp)	\$31,870	D, A	754 kg	3.89 tons	4 Stretchers or 2 Stretchers and 4 Sitting or 7 Sitting	5	Headlights	Enclosed
Model 716W (101 hp)	\$44,595	D, A	300 kg	4.04 tons	3	7	Headlights	Enclosed
Model 718M (101 hp)	\$24,316	D, A	3.88 tons	3.86 tons	2+16	4	Headlights	Open
Model 718T (101 hp)	\$24,316	D, A	4.14 tons	3.09 tons	2	4	Headlights	Open
Model 718K (101 hp)	\$24,560	D, A	3.55 tons	4.17 tons	2+16	4	Headlights	Enclosed
Model 718AMB-S (101 hp)	\$54,326	D, A	814 kg	4.28 tons	4 Stretchers or 2 Stretchers and 5 Sitting or 8 Sitting	7	Headlights	Enclosed
Model 718W (101 hp)	\$53,509	D, A	274 kg	4.57 tons	3	7	Headlights	Enclosed
Model 716M (118 hp)	\$24,198	D, A	4.15 tons	3.2 tons	2+14	4	Headlights	Open
Model 716T (118 hp)	\$22,798	D, A	4.43 tons	2.56 tons	2	4	Headlights	Open
Model 716K (118 hp)	\$24,624	D, A	3.9 tons	3.46 tons	2+14	4	Headlights	Enclosed
Model 716AMB-S (118 hp)	\$58,621	D, A	1.04 tons	3.89 tons	4 Stretchers or 2 Stretchers and 4 Sitting or 7 Sitting	7	Headlights	Enclosed
Model 716W (118 hp)	\$53,788	D, A	490 kg	4.04 tons	3	7	Headlights	Enclosed
Model 718M (118 hp)	\$24,468	D, A	4.26 tons	3.86 tons	2+16	4	Headlights	Enclosed
Model 718T (118 hp)	\$24,468	D, A	4.42 tons	3.09 tons	2	4	Headlights	Enclosed
Model 718K (118 hp)	\$24,683	D, A	4.18 tons	4.17 tons	2+16	4	Headlights	Enclosed
Model 718AMB-S (118 hp)	\$58,762	D, A	1.15 tons	4.28 tons	4 Stretchers or 2 Stretchers and 5 Sitting or 8 Sitting	7	Headlights	Enclosed
Model 718W	\$54,607	D, A	504 kg	4.57 tons	3	7	Headlights	Enclosed
Model 716MV-SO	\$406,397	D, A	2.41 tons	4.96 tons	2+5	7	Headlights	Enclosed
Model 718MV-C	\$814,811	D, A	381 kg	5.54 tons	2+5	8	Headlights	Enclosed
Model	\$95,483	D, A	599 kg	4.32 tons	3	8	Headlights	Enclosed

716MV-S Model	\$44,216	D, A	4.24 tons	4.22 tons	3	4	Headlights	Enclosed
718MV-GS Model	\$61,304	D, A	2.08 tons	4.75 tons	4	8	Headlights	Enclosed
718MV-A Model	\$25,736	D, A	3.48 tons	3.2 tons	Stretchers or 2 Stretchers and 5 Sitting or 8 Sitting 2+14	4	Headlights	Open
716M-NZ Model 716T- NZ	\$22,913	D, A	4.71 tons	2.56 tons	2	4	Headlights	Open
Model 716K- NZ	\$25,829	D, A	3.15 tons	3.46 tons	2+14	4	Headlights	Enclosed
Model 716AMB-S- NZ	\$58,069	D, A	1.15 tons	3.89 tons	4 Stretchers or 2 Stretchers and 4 Sitting or 7 Sitting	7	Headlights	Enclosed
Model 716W-NZ	\$53,805	D, A	472 kg	4.04 tons	3	7	Headlights	Enclosed
Model 718M-NZ	\$25,895	D, A	3.63 tons	3.86 tons	2+16	4	Headlights	Enclosed
Model 718T- NZ	\$23,037	D, A	4.07 tons	3.09 tons	2	4	Headlights	Enclosed
Model 716K- NZ	\$25,957	D, A	3,53 tons	3.46 tons	2+16	4	Headlights	Enclosed
Model 718AMB-S- NZ	\$58,681	D, A	1.29 tons	4.28 tons	4 Stretchers or 2 Stretchers and 5 Sitting or 8 Sitting	7	Headlights	Enclosed
Model 718W-NZ	\$54,555	D, A	565 kg	4.57 tons	3	7	Headlights	Enclosed
Vector	\$88,189	D, A	1.6 tons	4.4 tons	3+4	4	Headlights	Shielded
Mantis	\$32,832	D, A	4.5 tons	3.96 tons	2+14	4	Headlights	Enclosed

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Model 710M	310/157	87/43	75, 125, or 140	48	Std	W(2)	HF1 HS1 HR1
Model 710T	503/254	140/70	75, 125, or 140	48	Std	W(2)	HF1 HS1 HR1*
Model 710K	291/146	81/40	75, 125, or 140	48	Std	W(2)	HF1 HS1 HR1
Model 710AMB-Y	283/143	79/40	75, 125, or 140	48	Std	W(2)	HF1 HS1 HR1
Model 710AMB-S	262/132	73/37	75, 125, or 140	48	Std	W(2)	HF1 HS1 HR1
Model 712M	263/133	73/37	75, 125, or 140	48	Std	W(3)	HF1 HS1 HR1
Model 712T	320/162	89/45	75, 125, or 140	48	Std	W(3)	HF1 HS1 HR1*
Model 712K	243/123	68/34	75, 125, or 140	48	Std	W(3)	HF1 HS1 HR1

Model 712AMB-S	222/112	62/31	75, 125, or 140	48	Std	W(3)	HF1 HS1 HR1
Model 712FW	182/93	51/26	75, 125, or 140	48	Std	W(4)	HF2 HS2 HR2
Model 712W	214/108	60/30	75, 125, or 140	48	Std	W(3)	HF1 HS1 HR1
Model 716M (101 hp)	229/115	63/32	125 or 145	37	Std	W(2)	HF1 HS1 HR1
Model 716T (101 hp)	278/140	77/39	125 or 145	37	Std	W(2)	HF1 HS1 HR1*
Model 716K (101 hp)	214/108	60/30	125 or 145	37	Std	W(2)	HF1 HS1 HR1
Model 716AMB-S (101 hp)	195/98	54/27	125 or 145	37	Std	W(2)	HF1 HS1 HR1
Model 716W	189/95	52/26	125 or 145	37	Std	W(2)	HF1 HS1 HR1
Model 718M	195/98	54/27	125 or 145	37	Std	W(3)	HF1 HS1 HR1
Model 718T	235/118	65/33	125 or 145	37	Std	W(3)	HF1 HS1 HR1*
Model 718K	183/92	51/26	125 or 145	37	Std	W(3)	HF1 HS1 HR1
Model 718AMB-S (101 hp)	179/90	50/25	125 or 145	37	Std	W(3)	HF1 HS1 HR1
Model 718W (101 hp)	170/86	48/24	125 or 145	37	Std	W(3)	HF1 HS1 HR1
Model 716M (118 hp)	260/132	73/37	125 or 145	44	Std	W(2)	HF1 HS1 HR1
Model 716T (118 hp)	271/136	75/38	125 or 145	44	Std	W(2)	HF1 HS1 HR1*
Model 716K (118 hp)	245/124	68/34	125 or 145	44	Std	W(2)	HF1 HS1 HR1
Model 716AMB-S (118 hp)	222/112	61/31	125 or 145	44	Std	W(2)	HF1 HS1 HR1
Model 716W (118 hp)	214/108	60/30	125 or 145	44	Std	W(2)	HF1 HS1 HR1
Model 718M (118 hp)	223/113	62/31	125 or 145	44	Std	W(3)	HF1 HS1 HR1
Model 718T (118 hp)	271/136	75/38	125 or 145	44	Std	W(3)	HF1 HS1 HR1*
Model 718K (118 hp)	209/106	58/30	125 or 145	44	Std	W(3)	HF1 HS1 HR1
Model 718AMB-S (118 hp)	183/92	51/26	125 or 145	44	Std	W(3)	HF1 HS1 HR1
Model 718W	179/90	50/25	125 or 145	44	Std	W(3)	HF1 HS1 HR1
Model 718MV-SO	238/120	65/34	145	60	Std	W(3)	HF1 HS1 HR1
Model 718MV-C	220/111	62/25	145	55	Std	W(3)	HF1 HS1 HR1
Model 716MV-S	232/117	64/33	145	51	Std	W(2)	HF1 HS1 HR1
Model 718MV-GS	252/127	70/35	125 or 145	55	Std	W(3)	HF1 HS1 HR1**
Model 718MV-A	228/115	63/32	125 or 145	55	Std	W(3)	HF2 HS2 HR2
Model 716M-NZ	323/162	90/45	145	55	Std	W(2)	HF1 HS1 HR1
Model 716T-NZ	395/199	110/55	145	55	Std	W(2)	HF1 HS1 HR1*
Model 716K-	301/152	83/42	145	55	Std	W(2)	HF1 HS1 HR1

NZ Model 716AMB-S-NZ	271/137	75/38	145	55	Std	W(2)	HF1 HS1 HR1
Model 716W-NZ	262/132	73/37	145	55	Std	W(2)	HF1 HS1 HR1
Model 718M-NZ	301/152	83/42	145	55	Std	W(3)	HF1 HS1 HR1
Model 718T-NZ	306/155	84/43	145	55	Std	W(3)	HF1 HS1 HR1*
Model 718T-NZ	273/138	75/38	145	55	Std	W(3)	HF1 HS1 HR1
Model 718AMB-S-NZ	250/126	69/35	145	55	Std	W(3)	HF1 HS1 HR1
Model 718W-NZ	240/121	66/34	145	55	Std	W(3)	HF1 HS1 HR1
Vector	186/94	52/26	145	40	Std	W(4)	HF3 HS3 HR3***
Mantis	315/159	88/44	145	67	Std	W(3)	HF2 HS2 HR2*

Vehicle	Fire Control	Stabilization	Armament	Ammunition
Model 718MV-SO	+2 (GL or ATGM Only)	Basic	M240, Mk19 or Javelin ATGM Launcher; 2xAT-4 Rocket Launchers	2000x7.62mm; 300x40mm or 6xJavelin Missiles
Model 718MV-C	None	None	MAG (or other) (G)	1000x7.62mm
Model 718MV-GS	None	None	MAG (or other) (G)	2000x7.62mm
Vector	None	None	MAG (or other) (G)	5000x7.62mm

*This has a flatbed-type cargo rear area. This area has little more than cargo fences (if anything), and has AV0 from all directions except for fire originating from the front and the underside, where the bed has AV1.

** Floor AV is 2

***Floor AV is 4.

MAZ-5316

Notes: As noted in Belorussian Heavy Unarmored Vehicles, the MAZ-5316 is a smaller version of the MAZ-6317. In fact, the two vehicles share some 50-70% of their parts, depending upon which engine the MAZ-6317 is using. The MAZ-5316 is known to be used by the Belorussians and the Syrians, but most use seems to be by civilian concerns, ranging from relief organizations to civilian thrill-seekers. Some of the versions the MAZ-6317 has have their counterparts in the MAZ-5316.

The basic MAZ-5316 is about 8 meters long, and has a two-man cab. The cab has a space in the back of the seat and underneath part of it for crew equipment, and behind there, are essentially "bunk bed" sleeping berths for the crew. The rear cargo area has fold-up passenger bench seats and tie down points for cargo; the benches may also be totally removed and tied to the bows if more cargo space is needed. The engine is a standard YaMZ 238DE2 turbocharged diesel, with manual transmission. Drive is 4x4. The cab is tilted forward for access to the unitary power pack. 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. Like the MAZ-6317, the engine has a lot of torque and has 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,

Military variants include an artillery tractor/ammo carrier/equipment/crew carrier; the MAZ-5316 is capable of towing 16.28 tons if nothing is carried in the bed. Other variants include the MAZ-53161 extended-cab version, MAZ-531605 Shelter Carrier, and the Zasashnyk MRAP APC. Military versions are generally used as troop/cargo/ammo carriers, but are also used as artillery tractors, MRL tractors, or tow trailers with even more cargo. The shelter-bed versions are generally used as command vehicles, FDCs, shop vehicles, communication vehicles, etc.

Civilians concerns often use shelter carriers, but just as often use standard-bed versions. Long-distance haulers with box-body beds often are equipped with luxuries like a TV, CD/DVD player, small refrigerator, etc.,. Thrill-seekers will often have independent suspension for each wheel, upgraded shocks, etc. Civilian versions will not be covered here. It might be noted, though, that PCs or NPCs who are equipped with an extended-cab civilian version will be well-appointed indeed.

The Zasashnyk, is, as stated above, V-hulled MRAP with suspended explosion-resistant seats for the crew and the troops in back. The roof of the Zasashnyk has a Rafael Protector RWS equipped with an M2HB and a Mk 19 AGL. These weapons can be aimed, fired, and reloaded from inside the troop compartment, and there is a seat with a downlinked monitor for the gunner to sit while operating the RWS. The RWS has its own sensors and day/night vision devices, and the RWS is electrically rotated, traversed, and elevated.

See the Glossary for Ground Vehicles for the effects of an MRAP hull and interior. Though Belorussia lists the Zasashnyk, as an APC, it is more an armored logistics vehicle and also can be used as an artillery tractor.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological*
MAZ-5316	\$17,492	D, A	6.09 tons	11 tons	2+24	6	Headlights	Enclosed
MAZ-53161	\$17,586	D, A	6.16 tons	11.28 tons	5+24	6	Headlights	Enclosed
MAZ-531605	\$17,629	D, A	6.01 tons**	11.28 tons**	2+20**	6	Headlights	Enclosed
Zasashnyk	\$194,942	D, A	3.76 tons	16.77 tons	2+10	10	Image Intensification (G), Thermal Imaging (G), Day/Night CCD Camera (G)	Enclosed

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
MAZ-5316	197/138	55/38	350	121	Std	W(3)	HF1 HS1 HR1
MAZ-53161	193/135	54/38	350	121	Std	W(3)	HF1 HS1 HR1
MAZ-531605	193/135	54/38	350	121	Std	W(3)	HF1 HS1 HR1
Zasashnyk	135/94	37/26	350	116	Std	W(3)	TF6 TS3 TR2 HF5 HS4 HR3***

*The open bed of a standard MAZ-5316 is Radiologically Open.

**These will depend, of course, upon what equipment is installed in the shelter body.

***The Zasashnyk has a floor AV of 6Sp.

CAMANF Amphibious Truck

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

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

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

EE-25

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

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

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

Bedford MJP

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

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

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

Bedford RL

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

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

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

RB-44

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

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

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

Bombardier 2.5-Ton Truck

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

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

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

Bombardier Muskeg

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

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

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

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

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

CA-10 Liberation

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

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

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

CA-30

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

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

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

Chiao-T'ung

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

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

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

EQ-1112F8D

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

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

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

EQ-2080E4DY

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

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

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

EQ-2100E6D

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

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

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

TK-130 T-7

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

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

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

Avia TNK

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

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

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

Daewoo/Avia AZ 4x4

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

Twilight 2000 Notes: This vehicle does not exist.

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

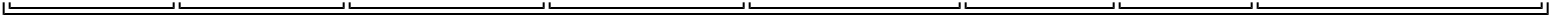
Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
102 hp	144/58	36/15	195	37	Std	W(2)	HF1 HS1 HR1
114 hp	152/62	38/16	195	41	Std	W(2)	HF1 HS1 HR1

Praga V3S

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

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

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



DAF YA-314

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

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

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

DAF YA-4440

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

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

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

DAF YA-4442

Notes: This is a medium 4x4 truck that began in Dutch service in 1988. It is virtually identical to the YA-4440, but has a new radiator and a new turbocharged diesel engine. The vehicle is of cabover construction, with either a hard or soft-side cargo body. The cab roof has a hatch with a machinegun mount. Variants include a cargo/troop carrier, tanker, and radar carrier.

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

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

Sisu A-45

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

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

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

ACMAT MTV WPK 4x4

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

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

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

Berliet GBC 8 KT

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

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

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

Citroen FOM

Notes: This is a medium truck formerly used by France, and possibly still used by Burkina Faso, Cameroon, Chad, Ivory Coast, Mauritania, and Senegal. It is a vehicle designed for cross-country mobility, and has large tires and a strong suspension. At the front of the vehicle is a winch with a capacity of 5 tons and 60 meters of cable.

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

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

Renault TRM 2000

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

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

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

Renault TRM 4000

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

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

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

Simca-Unic F594 WML

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

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

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

Sovamag TC-24

Notes: This medium French truck resembles a large jeep and has good off-road capability. It is basically a larger version of the TC-10. Optional armor is available for the vehicle; this armor weighs 1 ton and provides an armor value of 2 from all directions. Variants include a tanker, a fire engine, and a cargo/troop carrier. The TC-24 can be airdropped.

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

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor

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

SUMB 3000kg

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

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

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

VLRA TPK

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

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

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

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

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

IFA W50 LA

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

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

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

IVECO Magirus 75.13 AWM

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

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

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
158/62	40/16	130 or 200	47	Std	W(2)	HF1 HS1 HR1

IVECO Magirus 90.13 ANWM

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

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

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

MAN-Volkswagen Type 8.150 FAE/9.150 FAE

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

Type 8.150 FAE and 9.150 FAE may ford water up to 1 meter deep.

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

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
(Both)	172/68	43/17	100	55	Std	W(2)	HF1 HS1 HR1

Mercedes-Benz 1114A/1117A

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

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

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

Mercedes-Benz LA-911B

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

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB, 130 hp	\$8,672	D, A	4.5 tons	5.5 tons	3+24	4	Headlights	Open
SWB, 168 hp	\$8,812	D, A	4.5 tons	5.62 tons	3+24	4	Headlights	Open
LWB, 130 hp	\$9,867	D, A	4.5 tons	5.81 tons	3+24	4	Headlights	Open
LWB, 168 hp	\$10,007	D, A	4.5 tons	5.93 tons	3+24	4	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB, 130 hp	136/54	34/14	135	47	Std	W(2)	HF1 HS1 HR1
SWB, 168 hp	154/62	39/16	135	61	Std	W(2)	HF1 HS1 HR1

LWB, 168 hp	132/52	33/13	135	47	Std	W(2)	HF1 HS1 HR1
LWB, 168 hp	150/60	38/15	135	61	Std	W(2)	HF1 HS1 HR1

Mercedes-Benz L-508 DG MA

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

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

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
146/58	37/15	85	30	Std	W(2)	HF1 HS1 HR1

Mercedes-Benz Vario 815 DA

Notes: This truck is mostly standard in layout; however, it comes in a long and short wheelbase version. It also may be equipped with a standard or extended cab. The Vario comes in a standard cargo body, tipper, or van body. A superstructure may be fitted to the top of the cab that allows the mounting of a weapon.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$6,890	D, A	4.15 tons	3.34 tons	3+20	3	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
172/70	43/18	70	55	Std	W(2)	HF1 HS1 HR1

Unimog Medium Trucks

Notes: The U-140L is a larger version of the Unimog U-100L. It has a larger cargo area, a transmission with a wider gear range, larger tires, and a different engine.

The U-800L is roughly the same size as the U-140L (though it is shorter), but was designed as a truck for export rather than domestic use.

The U-1100L is basically a larger version of the U-600L found in German Light Unarmored Vehicles. It comes in a short and long wheelbase version.

The U-1350L is a still-larger version of the above vehicles. The U-1350L has a different engine than the preceding two vehicles, and an even wider gear range than the U-140L, and a larger fuel tank.

The U-1550L is an even-larger version of the Unimog series. The U-1550L has a larger cargo bed and larger tires than the U-1350L.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
U-140L	\$6,347	D, A	2.5 tons	4 tons	2+10	2	Headlights	Open
U-800L	\$5,579	D, A	2.5 tons	2.86 tons	2+10	2	Headlights	Open
U-1100L SWB	\$5,729	D, A	2.8 tons	2.86 tons	2+12	2	Headlights	Open

U-1100L LWB	\$6,376	D, A	3 tons	2.98 tons	2+12	2	Headlights	Open
U-1350L	\$6,501	D, A	3 tons	5 tons	3+12	3	Headlights	Open
U-1550L	\$7,452	D, A	3 tons	5.2 tons	3+16	4	Headlights	Open

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

Csepel D-344

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

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

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

Csepel D-594.00

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

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

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

Shaktiman

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

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

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

IVECO 75.14 WM

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

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

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

IVECO 90.17 WM

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

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

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

IVECO 6601

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

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

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

Hino

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

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

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

Isuzu TSD45/55

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

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

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

Isuzu TWD20

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

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

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

Type 73 3500kg Truck

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

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological

Japanese Medium Unarmored Vehicles

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

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

Handalan

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

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

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

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

Bumar Labedy 668

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

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

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

Star 25

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

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

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

Star 66

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

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

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

Star 266

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

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

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

Bravia Leopardo Mk III

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

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

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

Bravia Pantera

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

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

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

DAC 8.120/130 FAEG/140 FAE/11.154 FAEG

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

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

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

SR-101

Notes: This predecessor of the SR-132 is basically a Romanian copy of the Russian Zil-150 with a slightly different cab. One variant exists, a dump truck.

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

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

SR-132 Bucegi

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

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$5,475	G, A	3 tons	3.75 tons	3+10	2	Headlights	Open

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Romanian Medium Unarmored Vehicles

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

ATS-59

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

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

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

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

BAV-485

Notes: The Soviets received a number of DUKWs from the US during World War 2 for use in amphibious operations. Though they liked the DUKWs capabilities, they felt there was room for improvement, and also wanted to use indigenous trucks as a basis. The BAV-485 was designed to this end, and it was first fielded in 1952, based on a Zil-151 6x6 truck chassis. The biggest change from the standard DUKW body was the addition of a drop ramp in the rear of the vehicle, along with ramps carried on the sides of the vehicle when not in use. This not only allowed troops to rush out of the vehicle in a fight, it allowed the loading of small field guns, larger mortars, and even small vehicles into the cargo compartment. The BAV-485 uses a central tire regulation system, but the controls are on the outside of the vehicle on the air lines leading to the tires themselves. The layout of the BAV-485 is otherwise virtually identical to the DUKW, with an engine at the front, a small area behind the engine compartment with two seats from which the vehicle is driven, and a rear cargo area with folding bench seats along the sides plus one behind the driver's area. This cargo area may be covered with bows and a canvas tarpaulin. Most are seen unarmed, but a few have a post behind the front seats upon which a DShK is normally mounted (but not included in the price of the vehicle).

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

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

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

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

GAZ-53

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

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

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

KAMAZ-4350

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

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

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

MT-L

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

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

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

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor

172/90	40/30/4	450	80	Std	T2	HF1 HS1 HR1
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Ural-355M

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

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

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

Ural-375

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

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

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

Ural-4325

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

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

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

Zil-130

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

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

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

Zil-131

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

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

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

Zil-150

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

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

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

Zil-151

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

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

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

Zil-157

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

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

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

Zil-164

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

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

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

Bronco ATTC Logistics Carrier

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

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

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

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

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

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

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

SAE Upgraded LARC-V

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

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

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor

Singaporean Medium Unarmored Vehicles

244/61/15	61/15/4	545	86	Std	W(2)	HF1 HS1 HR1
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TAM 110 T7 BV

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

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

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

TAM 150 T11 BV

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

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

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

TAM 162 T9

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

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

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

SAMIL 50

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

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

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

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

Kiamaster Boxer

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

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

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

KM250

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

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

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
KM250	166/66	42/17	200	58	Std	W(3)	HF1 HS1 HR1
KM250A	178/72	45/18	200	67	Std	W(3)	HF1 HS1 HR1

Pegaso 3045

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

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

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

Pegaso 3046

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

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

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
154/62	39/16	350	62	Std	W(2)	HF1 HS1 HR1

VAP-3550/1

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

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

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

Scania SBA 111

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

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

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

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

Volvo FL-6

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

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

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

Volvo L-3154

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

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

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

Volvo L-4854

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

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

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

Bucher DURO 4x4/6x6

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

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

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

Saurer 2CM

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

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

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

Saurer 2DM

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

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

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

LARC-5

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

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

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

M-35A2

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

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

One of the most innovative vehicle types seen during the war was the "gun truck," standard cargo carriers field-modified into makeshift armored vehicles by adding improvised armor and weapons mounts. Originally developed during the Vietnam War as a means of providing escorts for poorly protected supply convoys, the idea proved successful and was widely used. This is a representative American design, produced from a standard M-35 2½-ton truck. There is welded steel armor protecting the cab and cargo area, and three weapons mounts located in the truck's bed -- one NHT mount firing forward over the cab, and two NMT mounts, one firing to each side. The most common armament on these vehicles consisted of machineguns and AGLs. Note that in order to provide adequate fields of fire for the gunners in the bed, the cargo bed must be at least half-empty, and the gunners must also expose at least half their body to return fire when firing their weapons.

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

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
M-35	156/62	39/16	189	106	Std	W(3)	HF1 HS1 HR1

M-35A1	156/62	39/16	189	53	Std	W(3)	HF1 HS1 HR1
M-35A2	152/60	38/15	189	51	Std	W(3)	HF1 HS1 HR1
M-35A3	186/74	47/19	189	73	Std	W(3)	HF1 HS1 HR1
M-35 Gun Truck	116/46	29/12	189	79	Std	W(3)	HF4 HS4 HR4

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

M-211

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

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$8,523	G, A	2.27 tons	5.97 tons	2+10	3	Headlights	Open

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

M-1078 Light Medium Tactical Vehicle (LMTV)

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

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

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

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

M-1083 Medium Tactical Vehicle (MTV)

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

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

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