Medium Unarmored Vehicles

Australian Medium Unarmored Vehicles
Austrian Medium Unarmored Vehicles
Brazilian Medium Unarmored Vehicles
British Medium Unarmored Vehicles
Canadian Medium Unarmored Vehicles
Chinese Medium Unarmored Vehicles
Croatian Medium Unarmored Vehicles
Czech Medium Unarmored Vehicles
Dutch Medium Unarmored Vehicles
Finnish Medium Unarmored Vehicles
French Medium Unarmored Vehicles
German Medium Unarmored Vehicles
Hungarian Medium Unarmored Vehicles
Indian Medium Unarmored Vehicles
Italian Medium Unarmored Vehicles
Japanese Medium Unarmored Vehicles
Malaysian Medium Unarmored Vehicles
Polish Medium Unarmored Vehicles
Portuguese Medium Unarmored Vehicles
Romanian Medium Unarmored Vehicles
Russian Medium Unarmored Vehicles
Singaporean Medium Unarmored Vehicles
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South Korean Medium Unarmored Vehicles
Spanish Medium Unarmored Vehicles
Swedish Medium Unarmored Vehicles
Swiss Medium Unarmored Vehicles
US Medium Unarmored Vehicles

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. The version used by the Australian military is powered by an International AGS-282 gasoline engine developing 148 horsepower. It is a 4x4 vehicle with good off-road performance, and is capable of towing 2.72 tons off-road or 4.54 tons on-road. Fording is 1.09 meters without preparation, but with proper preparation, the International 2500 kg Truck can ford 1.98 tons. The brakes are power assisted, but the steering is not. The cab is all metal, but does not have a hatch in the roof. The rear cargo area has bench seats along the sides, but these seats may be moved to the center with the troops facing outward back-to-back. The cargo area may be covered by a canvas tilt over bows. The seats, side boards, tailgate, and bows and canvas tilt may be removed to make a flat cargo bed for the carrying of containers or pallets.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$5,618	G, A	2.72 tons	8.03 tons	2+10	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
160/81	44/22	200	81	Stnd	W(2)	HF1 HS1 HR1

JRA Land Rover 110 Perentie 6x6

Notes: This Australian development of the Land Rover Defender 110 is a stretched version of that vehicle with a beefed-up, heavy-duty 6x6 suspension for an increased cargo capacity. It uses a more powerful engine and a wider, longer body, but the Perentie retains almost 50% parts commonality with the Defender 110 series, and the Defender 110's less powerful 111 horsepower gasoline engine may be used in the Perentie. The front of the vehicle has a winch with a capacity of 4 tons. Though capable of carrying a lot of gear a long distance, the Perentie 6x6 has proven vulnerable to mines and IEDs and is being replaced by the Bushranger light APC and Mercedes-Benz G-Wagens with belly armoring.

The primary user of this vehicle in Australian service is the SAS, but units that must operate in the outback also use some. Variants include the Ambulance, GMV (General Maintenance Vehicle), ERV (Electronic Repair Vehicle) and Parakeet (Satellite Communications Vehicle). The Perentie is named after the largest goanna lizard native to Australia.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
89 hp Diesel	$4,040	D, A	3 tons	5.5 tons	2+12	3	Headlights	Open
111 hp Gas	$4,096	G, A	3 tons	5.56 tons	2+12	3	Headlights	Open
121 hp Diesel	$5,020	D, A	3 tons	5.59 tons	2+12	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
89 hp Diesel	147/74	41/21	134	26	Stnd	W(3)	HF1 HS1 HR1
111 hp Gas	170/86	48/24	134	49	Stnd	W(3)	HF1 HS1 HR1
121 hp Diesel	181/91	50/26	134	36	Stnd	W(3)	HF1 HS1 HR1

Steyr 480 A

Notes: This is a civilian medium truck with modifications to make it suitable for 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 A has quite poor cross-country performance, but a strengthened version known as the Steyr 580 G is much better in this regard. The 480 A was at first powered by a WD-380 diesel developing 90 horsepower, but six months later, that engine was replaced in production by the 95-horsepower WD-413C. The 580 G is powered by a WD-610 120-horsepower diesel. In addition to hauling 3 tons off-road, the 580 G can haul 5 tons on roads. The 586 can haul 6 tons on roads; the 480 variants may haul 4 tons on roads. The windshields have a "luxury" not often found on military vehicles of that period – a defroster. The cab is all-metal and has rubber bearings and is soundproofed and heated.

Other variants include the 480 K dump truck, 480 G saddle tractor, and 480 U long wheelbase version.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Steyr 480 A (90 hp)	$6,451	D, A	3 tons	6.85 tons	3+20	3	Headlights	Open
Steyr 480 A (95 hp)	$6,454	D, A	3 tons	6.86 tons	3+20	3	Headlights	Open
Steyr 480 F	$6,970	D, A	5 tons	8.6 tons	3+20	3	Headlights	Open
Steyr 580 G	$7,108	D, A	3 tons	7.25 tons	3+20	4	Headlights	Open
Steyr 586	$7,404	D, A	4 tons	7.32 tons	3+20	4	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Steyr 480 A (90 hp)	160/32	45/9	100	26	Stnd	W(2)	HF1 HS1 HR1
Steyr 480 A (95 hp)	167/33	46/9	100	28	Stnd	W(2)	HF1 HS1 HR1
Steyr 480 F	144/29	41/8	100	28	Stnd	W(2)	HF1 HS1 HR1
Steyr 580 G	148/74	41/21	100	35	Stnd	W(2)	HF1 HS1 HR1
Steyr 586	147/74	41/21	100	35	Stnd	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 is 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 with 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 transmission 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 when deployed.

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 the 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 allows, 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 match 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 at 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 has 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	$3,649	G, A	1.5 tons	2.45 tons	2+10	1	Headlights	Open
Model 710T	$2,682	G, A	1.65 tons	2.8 tons	2	2	Headlights	Open
Model 710K	$3,749	G, A	1.25 tons	3.35 tons	2+10	2	Headlights	Enclosed
Model 710AMB-Y	$4,254	G, A	370 kg	2.53 tons	3+3 Stretchers or 2 Stretchers and 3 Sitting or 6 Sitting	3	Headlights	Enclosed
Model 710AMB-S	$5,270	G, A	370 kg	2.73 tons	3+3 Stretchers or 2 Stretchers and 3 Sitting or 6 Sitting	4	Headlights	Enclosed
Model 712M	$4,082	G, A	1.8 tons	4.15 tons	2+12	3	Headlights	Open
Model 712T	$2,882	G, A	1.98 tons	3.86 tons	2	3	Headlights	Open
Model 712K	$4,182	G, A	1.5 tons	4.04 tons	2+12	3	Headlights	Enclosed
Model 712AMB-S	$5,452	G, A	421 kg	3.28 tons	3+4 Stretchers or 2 Stretchers and 4 Sitting or 6 Sitting	4	Headlights	Enclosed
Model 712FW	$293,205	G, A	239 kg	3.86 tons	5	6	Headlights	Enclosed
Model 712W	$5,499	G, A	289 kg	3.27 tons	3	4	Headlights	Enclosed
Model 716M (101 hp)	$4,724	D, A	3.31 tons	6.51 tons	2+14	3	Headlights	Open
Model 716T (101 hp)	$3,324	D, A	3.86 tons	6.42 tons	2	3	Headlights	Open
Model 716K (101 hp)	$4,824	D, A	3.04 tons	6.5 tons	2+14	3	Headlights	Enclosed
Model 716AMB-S (101 hp)	$6,127	D, A	754 kg	4.64 tons	3+4 Stretchers or 2 Stretchers and 4 Sitting or 7 Sitting	5	Headlights	Enclosed
Model 716W (101 hp)	$6,036	D, A	300 kg	4.44 tons	3	4	Headlights	Enclosed
Model 718M (101 hp)	$5,106	D, A	3.88 tons	7.74 tons	2+16	5	Headlights	Open
Model 718T	$3,929	D, A	4.14	7.23 tons	2	5	Headlights	Open

(101 hp)			tons					
Model 718K (101 hp)	$6,206	D, A	3.55 tons	7.72 tons	2+16	5	Headlights	Enclosed
Model 718AMB-S (101 hp)	$6,612	D, A	814 kg	5.09 tons	3+4 Stretchers or 2 Stretchers and 5 Sitting or 8 Sitting	6	Headlights	Enclosed
Model 718W (101 hp)	$6,309	D, A	274 kg	4.84 tons	3	5	Headlights	Enclosed
Model 716M (118 hp)	$4,788	D, A	4.15 tons	7.35 tons	2+14	3	Headlights	Open
Model 716T (118 hp)	$3,570	D, A	4.43 tons	6.99 tons	2	4	Headlights	Open
Model 716K (118 hp)	$6,409	D, A	3.9 tons	7.36 tons	2+14	3	Headlights	Enclosed
Model 716AMB-S (118 hp)	$6,191	D, A	1.04 tons	4.93 tons	3+4 Stretchers or 2 Stretchers and 4 Sitting or 7 Sitting	6	Headlights	Enclosed
Model 716W (118 hp)	$6,373	D, A	490 kg	4.53 tons	3	5	Headlights	Enclosed
Model 718M (118 hp)	$5,170	D, A	4.26 tons	8.12 tons	2+16	4	Headlights	Enclosed
Model 718T (118 hp)	$3,993	D, A	4.42 tons	7.51 tons	2	4	Headlights	Enclosed
Model 718K (118 hp)	$6,270	D, A	4.18 tons	8.35 tons	2+16	4	Headlights	Enclosed
Model 718AMB-S (118 hp)	$6,676	D, A	1.15 tons	5.43 tons	3+4 Stretchers or 2 Stretchers and 5 Sitting or 8 Sitting	7	Headlights	Enclosed
Model 718W (118 hp)	$6,373	D, A	504 kg	5.57 tons	3	5	Headlights	Enclosed
Model 716MV-SO	$390,997	D, A	2.41 tons	7.37 tons	2+5	7	Headlights	Enclosed
Model 718MV-C	$694,611	D, A	381 kg	5.92 tons	2+5	8	Headlights	Enclosed
Model 716MV-S	$47,116	D, A	599 kg	5.22 tons	3	6	Headlights	Enclosed
Model 718MV-GS	$16,014	D, A	4.24 tons	8.46 tons	3	6	Headlights	Enclosed
Model 718MV-A	$11,588	D, A	2.08 tons	6.83 tons	3+4 Stretchers or 2 Stretchers and 5 Sitting or 8 Sitting	8	Headlights	Enclosed
Model 716M-NZ	$4,903	D, A	3.48 tons	6.68 tons	2+14	3	Headlights	Open
Model 716T-	$3,503	D, A	4.71	7.27 tons	2	3	Headlights	Open

NZ			tons					
Model 716K-NZ	$5,003	D, A	3.15 tons	6.61 tons	2+14	3	Headlights	Enclosed
Model 716AMB-S-NZ	$6,306	D, A	1.15 tons	5.04 tons	3+4 Stretchers or 2 Stretchers and 4 Sitting or 7 Sitting	5	Headlights	Enclosed
Model 716W-NZ	$6,215	D, A	472 kg	5.18 tons	3	5	Headlights	Enclosed
Model 718M-NZ	$5,285	D, A	3.63 tons	7.49 tons	2+16	4	Headlights	Enclosed
Model 718T-NZ	$4,108	D, A	4.07 tons	7.16 tons	2	4	Headlights	Enclosed
Model 716K-NZ	$5,385	D, A	3,53 tons	6.99 tons	2+16	4	Headlights	Enclosed
Model 718AMB-S-NZ	$6,791	D, A	1.29 tons	5.57 tons	3+4 Stretchers or 2 Stretchers and 5 Sitting or 8 Sitting	7	Headlights	Enclosed
Model 718W-NZ	$6,488	D, A	565 kg	5.14 tons	3	5	Headlights	Enclosed
Vector	$27,154	D, A	1.6 tons	6 tons	3+4	4	Headlights	Shielded
Mantis	$6,820	D, A	4.5 tons	8.46 tons	2+14	6	Headlights	Enclosed

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Model 710M	254/128	70/35	75, 125, or 140	48	Stnd	W(2)	HF1 HS1 HR1
Model 710T	226/114	63/32	75, 125, or 140	48	Stnd	W(2)	HF1 HS1 HR1*
Model 710K	194/98	54/27	75, 125, or 140	48	Stnd	W(2)	HF1 HS1 HR1
Model 710AMB-Y	246/125	69/34	75, 125, or 140	48	Stnd	W(2)	HF1 HS1 HR1
Model 710AMB-S	231/117	64/32	75, 125, or 140	48	Stnd	W(2)	HF1 HS1 HR1
Model 712M	163/82	46/23	75, 125, or 140	48	Stnd	W(3)	HF1 HS1 HR1
Model 712T	173/87	48/24	75, 125, or 140	48	Stnd	W(3)	HF1 HS1 HR1*
Model 712K	167/84	47/23	75, 125, or 140	48	Stnd	W(3)	HF1 HS1 HR1
Model 712AMB-S	198/100	54/28	75, 125, or 140	48	Stnd	W(3)	HF1 HS1 HR1
Model 712FW	182/92	51/26	75, 125, or 140	48	Stnd	W(4)	HF2 HS2 HR2
Model 712W	199/100	56/28	75, 125, or 140	48	Stnd	W(3)	HF1 HS1 HR1
Model 716M (101 hp)	130/66	36/18	125 or 145	37	Stnd	W(2)	HF1 HS1 HR1
Model 716T (101 hp)	131/66	37/18	125 or 145	37	Stnd	W(2)	HF1 HS1 HR1*
Model 716K (101 hp)	130/66	36/18	125 or 145	37	Stnd	W(2)	HF1 HS1 HR1
Model	195/85	47/23	125 or 145	37	Stnd	W(2)	HF1 HS1 HR1

716AMB-S (101 hp)							
Model 716W (101 hp)	174/88	49/25	125 or 145	37	Stnd	W(2)	HF1 HS1 HR1
Model 718M (101 hp)	114/58	32/16	125 or 145	37	Stnd	W(3)	HF1 HS1 HR1
Model 718T (101 hp)	120/61	33/17	125 or 145	37	Stnd	W(3)	HF1 HS1 HR1*
Model 718K (101 hp)	114/58	32/16	125 or 145	37	Stnd	W(3)	HF1 HS1 HR1
Model 718AMB-S (101 hp)	157/78	43/22	125 or 145	37	Stnd	W(3)	HF1 HS1 HR1
Model 718W (101 hp)	162/82	46/22	125 or 145	37	Stnd	W(3)	HF1 HS1 HR1
Model 716M (118 hp)	133/67	37/18	125 or 145	44	Stnd	W(2)	HF1 HS1 HR1
Model 716T (118 hp)	138/70	39/19	125 or 145	44	Stnd	W(2)	HF1 HS1 HR1*
Model 716K (118 hp)	133/67	37/18	125 or 145	44	Stnd	W(2)	HF1 HS1 HR1
Model 716AMB-S (118 hp)	182/92	50/26	125 or 145	44	Stnd	W(2)	HF1 HS1 HR1
Model 716W (118 hp)	195/98	54/27	125 or 145	44	Stnd	W(2)	HF1 HS1 HR1
Model 718M (118 hp)	123/62	34/18	125 or 145	44	Stnd	W(3)	HF1 HS1 HR1
Model 718T (118 hp)	131/66	37/18	125 or 145	44	Stnd	W(3)	HF1 HS1 HR1*
Model 718K (118 hp)	121/61	33/17	125 or 145	44	Stnd	W(3)	HF1 HS1 HR1
Model 718AMB-S (118 hp)	169/85	47/23	125 or 145	44	Stnd	W(3)	HF1 HS1 HR1
Model 718W (118 hp)	164/83	46/23	125 or 145	44	Stnd	W(3)	HF1 HS1 HR1
Model 718MV-SO	170/86	48/24	145	60	Stnd	W(3)	HF1 HS1 HR1
Model 718MV-C	190/96	52/26	145	55	Stnd	W(3)	HF1 HS1 HR1****
Model 716MV-S	198/100	56/28	145	51	Stnd	W(2)	HF1 HS1 HR1
Model 718MV-GS	134/68	38/19	125 or 145	51	Stnd	W(3)	HF1 HS1 HR1**
Model 718MV-A	169/85	47/24	125 or 145	55	Stnd	W(3)	HF2 HS2 HR2
Model 716M-NZ	160/80	44/22	145	55	Stnd	W(2)	HF1 HS1 HR1
Model 716T-NZ	161/81	44/22	145	55	Stnd	W(2)	HF1 HS1 HR1*
Model 716K-NZ	173/87	48/24	145	55	Stnd	W(2)	HF1 HS1 HR1
Model 716AMB-S-NZ	218/107	60/30	145	55	Stnd	W(2)	HF1 HS1 HR1
Model 716W-NZ	212/132	59/30	145	55	Stnd	W(2)	HF1 HS1 HR1
Model 718M-NZ	157/79	43/22	145	55	Stnd	W(3)	HF1 HS1 HR1

Model 718T-NZ	162/82	46/22	145	55	Stnd	W(3)	HF1 HS1 HR1*
Model 718K-NZ	165/84	46/23	145	55	Stnd	W(3)	HF1 HS1 HR1
Model 718AMB-S-NZ	200/101	56/28	145	55	Stnd	W(3)	HF1 HS1 HR1
Model 718W-NZ	213/108	59/30	145	55	Stnd	W(3)	HF1 HS1 HR1
Vector	145/74	40/21	145	40	Stnd	W(4)	HF3 HS3 HR3***
Mantis	176/89	49/25	145	67	Stnd	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.
****Floor AV is 2. When Kevlar side sheets are deployed, AV of all faces is 2; these sheets may be partially deployed if desired.

BVEIL CAMANF Amphibious Truck

Notes: Designed for use by the Brazilian Marines, the CAMANF (an acronym 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 or below. The suspension has a central tire-pressure regulation system to allow easier negotiation of soft surfaces such as sandy beaches; the tires are also puncture resistant. 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. If the CAMANF stays on roads, it can haul 5 tons. The CAMANF is powered by a Detroit Diesel 40-54N developing 145 horsepower.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$7,780	D, A	2.5 tons	13.5 tons	2+10	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
99/50/17	28/14/5	225	42	Stnd	W(3)	HF1 HS1 HR1

Engesa 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 vinyl 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. No weapon mount is provided. Most EE-25s have a 6x6 suspension, but a few, mostly specialist models, are 4x4; these will have a Suspension value of W(2). The EE-25 is powered by a Mercedes-Benz OM352A diesel developing 156 horsepower, linked to a manual transmission with 5 speeds forward and one in reverse. The brakes are power assisted, as is steering. If the EE-25 stays on roads, it can haul 5 tons. The EE-25 is not amphibious, but it can ford 0.9 meters.

Variants include a cargo/troop carrier, ambulance, fire truck, dump truck, wrecker, tanker, lubrication vehicle, van body, and NBC decontamination truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$6,583	D, A	2.5 tons	9.6 tons	3+10	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
133/67	37/18	200	46	Stnd	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 multifuel 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 and its predecessor, the MK. 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 MK and MJP have a front-mounted Turner winch with a capacity of 5.08 tons and 76 meters of cable. The earlier MK is powered by a Type 330-93 multifuel engine developing 98 horsepower while the later MJP is powered by Bedford 6-cylinder turbocharged diesel developing 103 horsepower. The brakes are power assisted, but the steering is not. The MK was ordered by Britain and some early export customers (such as Denmark), and the MJP by Britain and later export customers.

Variants include a carrier for an RPV drone, dump truck, enclosed office body and refueling vehicle.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
MK	$9,129	D, G, AvG, A	4.53 tons	9.85 tons	2+18	6	Headlights	Open
MJP	$9,270	D, A	4.53 tons	9.85 tons	2+18	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
MK	94/47	27/13	155	28	Stnd	W(2)	HF1 HS1 HR1
MJP	98/49	27/14	155	38	Stnd	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 the conflict. It was based on a civilian truck called the SLC. Originally, the RL was designed for a 3-ton capacity, but a 1968 re-rating increased this figure to 4 tons, based on experience and not from any mechanical modification; regardless, it was still called by troops the “3-Ton.” Construction is largely of steel. At first, the sides were fixed, but these were later modified to be drop sides, and of course, the tailgate dropped as well. The cargo box is generally covered by a canvas tilt over tubular steel bows. The cab is all-steel; the cab as manufactured did not have a roof hatch, but some units added one in, with or without a weapon mount. At first, the 110-horsepower gasoline engine was installed, superseded later in some examples by the 130-horsepower gasoline engine. These were both replaced in the late 1960s with a diesel engine that does not have as much power, but has more torque. The RL can ford 0.76 meters without preparation, but deep fording kits are also available. The same winch as on the MJP was also used on the RL; in the RL, the winch is driven by a PTO and the vehicle cannot be in motion while the winch is used. The brakes are power assisted, but the steering is not.

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. Australia used some as brush fire engines. The RL is also known by its British Army designation, FV13100.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
110 hp Gas	$8,636	G, A	4 tons	8.4 tons	2+16	6	Headlights	Open
130 hp Gas	$8,686	G, A	4 tons	8.47 tons	2+16	6	Headlights	Open
107 hp Diesel	$8,629	D, A	4 tons	8.39 tons	2+16	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
110 hp Gas	113/58	31/16	118	48	Stnd	W(2)	HF1 HS1 HR1
130 hp Gas	128/65	36/18	118	57	Stnd	W(2)	HF1 HS1 HR1
107 hp Diesel	112/56	31/16	118	31	Stnd	W(2)	HF1 HS1 HR1

Leyland 5000 kg Truck

Notes: This is a medium 4x4 truck that entered British service in 1990, and later was bought by Ireland, Malaysia, Indonesia, and Brunei. It is of cabover design, with the T244 having a sleeper cab, and both having a roof hatch with a machinegun mount. The cargo area has interchangeable drop sides and a drop tailgate, and the troop seats may be installed as bench seats along the sides of the cargo bed or down the center facing out. The cargo bed can carry a variety of fixtures including seats, containers, NATO pallets, fuel pods, and bridging sections, and the bed may be covered by a canvas cover over tubular steel bows. There is a Reynolds Boughton winch in the front bumper with a capacity of 5.5 tons and has 75 meters of cable. The 5000-kg Truck is powered by a Leyland 313 turbocharged diesel developing 145 horsepower. The truck has eyes and hooks around its body which allow it to be towed, slung under CH-47 helicopters, or carried inside C-130 or C-17 aircraft. For operations in Afghanistan, Permali of Gloucester devised an add-on armor kit, 16 being supplied to the British Army.

The Leyland 5000-kg Truck has appeared in the movies *The Mark of Cain* and *Shaun of the Dead*, as well as episode 17.05 of *Top Gear.*

Vehicles	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
C44	$9,925	D, A	5.2 tons	11.21 tons	3+20	7	Headlights	Open
w/Armor	$10,974	D, A	5.2 tons	11.76 tons	3+20	7	Headlights	Open

T244	$10,632	D, A	5.2 tons	11.51 tons	3+20	7	Headlights	Open
w/Armor	$11,779	D, A	5.2 tons	12.06 tons	3+20	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
C44	113/57	31/16	135	53	Stnd	W(2)	HF1 HS1 HR1
w/Armor	109/55	30/15	135	53	Stnd	W(2)	HF2 HS2 HR2
T244	111/56	31/15	135	53	Stnd	W(2)	HF1 HS1 HR1
w/Armor	107/54	30/15	135	53	Stnd	W(2)	HF2 HS2 HR2

Reynolds Boughton RB44

Notes: The RB44 is a medium 4x4 truck used by the British Army that entered service in the 1989 after a very long development period that began in the 1978. It is of cabover construction, and can be fitted with a variety of cargo bodies, or a rear cargo box with bows and a canvas tilt. The RB44 is powered by a Perkins 110MT diesel engine developing 109 horsepower. The RB44 had chronic problems with its brakes throughout its service (the vehicle would veer sharply tot the left when hard braking), and were withdrawn from service in the late 1990s. Many RB44s passed into civilian service, both as business vehicles and expedition-type vehicles. The RB44 can tow 2.2 tons, and has a self-recovery winch with a capacity of 3.7 tons.

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
$5,628	D, A	2.6 tons	5.3 tons	3+12	3	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
161/81	44/22	100	32	Stnd	W(2)	HF1 HS1 HR1

Bombardier MLVW

Notes: The MLVW (Medium Logistics Vehicle Wheeled) is an M35 2 1/2-ton truck given "the Canadian treatment." There have been over 1500 improvements, ranging from a better, turbocharged engine (rated at 140 horsepower) to improved suspension to better wiring harnesses. The transmission is fully automatic, the tires are tougher, and the fuel tank is a new Explosafe tank, which takes 20% more damage before the possibility of a fuel explosion. The truck has a 4.5-ton winch in its front bumper, for recovery or to pull itself through deep fords. The cab is all steel, and the sides of the cargo box are drop sides, along with a drop tailgate. The cargo box may be covered with a canvas tilt over bows, or may take a large variety of box van shelters. The cab has a heater, and air conditioning is an option, most commonly fitted to MLVWs going to Afghanistan.

For operations in Afghanistan, an armor kit was devised. The Canadian Army did not commit MLVWs until they were so armored.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
MLVW	$8,754	D, A	2.27 tons	10.76 tons	3+20	7	Headlights	Open
w/Armor	$9,733	D, A	2.27 tons	11.31 tons	3+20	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
MLVW	113/57	31/16	177	51	Stnd	W(3)	HF1 HS1 HR1
w/Armor	110/55	30/15	177	51	Stnd	W(3)	HF2 HS2 HR2*

*Floor AV is 2Sp.

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; on the front of the vehicle skis may be mounted. The engine is in the front, and the transmission is manual. The engine is a Perkins 4.236 diesel developing 78 horsepower. 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)	$2,741	D, A	3.64 tons	7.09 tons	1	3	Headlights	Open
Muskeg (2-Man Cab, Open Cargo Bed)	$2,841	D, A	3.64 tons	7.24 tons	1+1	3	Headlights	Open
Muskeg (6-man Enclosed Cab)	$3,241	D, A	3.64 tons	7.84 tons	1+5	4	Headlights	Open
Muskeg (10-man Enclosed Cab)	$3,641	D, A	3.64 tons	9.14 tons	1+9	5	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Muskeg (1-Man Cab, Open Cargo Bed)	91/64	25/18	105	23	Stnd	T2	HF1 HS1 HR1
Muskeg (2-Man Cab, Open Cargo Bed)	90/63	25/18	105	23	Stnd	T2	HF1 HS1 HR1
Muskeg (6-man Enclosed Cab)	86/60	24/17	105	23	Stnd	T2	HF1 HS1 HR1
Muskeg (10-man Enclosed Cab)	78/54	22/15	105	23	Stnd	T2	HF1 HS1 HR1

Jiefang CA-10 Liberation

Notes: This is a 4x2 medium truck that is a modified version of the Russian ZIL-150, which is itself a copy of the US Studebaker US6.. Although it has very limited cross-country capability, it is used as a cargo carrier and as an artillery prime mover. The Chinese no longer use the CA-10, though it is ubiquitous in Chinese civilian service and in East Asia and Africa, and about one million were built. 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, but is otherwise, for game purposes, identical to the standard CA-10. The CA-10 is powered by a 95-horsepower engine. The CA-10C has an improved suspension and a higher cargo capacity. The CA-10CJ is fitted with a 100-horsepower engine, while the CA-10CT has a 110-horsepower engine, and the CA-15 has a 115-horsepower engine. Other versions include tankers, cranes, and dump trucks.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
CA-10	$5,592	G, A	3.54 tons	7.38 tons	2+14	3	Headlights	Open
CA-10C	$5,592	G, A	4.5 tons	8.34 tons	2+14	4	Headlights	Open
CA-10CJ	$5,605	G, A	4.5 tons	8.35 tons	2+14	4	Headlights	Open
CA-10CT	$5,629	G, A	4.5 tons	8.38 tons	2+14	4	Headlights	Open
CA-15	$5,642	G, A	4.5 tons	8.4 tons	2+14	4	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
CA-10	143/28	39/8	158	42	Stnd	W(2)	HF1 HS1 HR1
CA-10C	130/26	36/7	158	42	Stnd	W(2)	HF1 HS1 HR1
CA-10CJ	136/27	38/8	158	44	Stnd	W(2)	HF1 HS1 HR1
CA-10CT	144/29	41/8	158	48	Stnd	W(2)	HF1 HS1 HR1
CA-15	150/30	42/8	158	51	Stnd	W(2)	HF1 HS1 HR1

Jiefang 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 from which it was devised (but with a different cab). Normally, the cargo area is fitted with a canvas cover over bows, but a box body is available. The sides of the CA-30's cargo box are of wood slats over stakes and can be removed; drop tailgate is also made of wooden slats and cannot be removed, but does drop. It is used for a number of roles, including troop and cargo carriers, artillery towing vehicle, and as a base chassis for the 122mm MRL. CA-30s were basically worked to death by the PLA and few of them remain in service, in the hands of civilians, and in Vietnam, where so many of them served. The engine of the CA-30 is a Chieh Fang 120 gasoline engine developing 95 horsepower. The CA-30 can haul 4.5 tons if it stays on roads. It can tow 3.6 tons cross-country.

The CA-30A is basically a CA-30 with several improvements based upon experience, such as a cover for the easily damaged drive axle, air getting into the fuel system, and poor heat dissipation. For game purposes, the CA-30A is identical to the CA-30, but probably has less of a wear value than the CA-30 when encountered.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$5,453	G, A	2.5 tons	7.95 tons	3+10	3	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
108/54	30/15	150	42	Stnd	W(3)	HF1 HS1 HR1

Shanghai C&T 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. It is mostly found in a civilian role, but has seen some PLA use as a troop transport and a prime mover for artillery. The Chiao T'ung sources its parts from several other Chinese trucks of the same time period, such as the drive shaft and axles are from the CA-10, while the engine and transmission are from the International K7, steering subsystem from the GMC CCKW, and the brakes are from the US M54 series trucks. The engine has 88 horsepower and decent torque; towing up to 4.5 tons off-road is possible. The Chiao T'ung can haul up to 4.5 tons on roads. The cabover design cab is large and is fully enclosed, and unlike most Chinese trucks of the period, has an adequate heater. The rear cargo area has drop metal sides and a drop tailgate.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$5,813	G, A	3.5 tons	7.73 tons	5+14	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
132/33	36/9	120	39	Stnd	W(2)	HF1 HS1 HR1

Dong Feng EQ2080E4D

Notes: This Chinese truck is the latest version of the EQ2080E range, which was formerly known as the EQ240. It is exported under the name of the Aeolus, and this version is used by Thailand. It, together with the similar EQ2100E6D (below), is the most numerous trucks in PLA service. It is basically a conventional 6x6 truck, with a mostly steel body but a wooden floor for the cargo bed. 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 (included below). Early variants used a gasoline-burning engine developing 135 horsepower, but most are equipped with a Cummins 6B5.9.5.88 turbocharged diesel engine developing 140 horsepower. Both are coupled with the same manual transmission. The EQ2080E may haul up to 4 tons on roads, and can tow 2.5 tons cross-country and 4 tons on roads.

The EQ2082E is a version of the EQ2081E4D exported to Peru, and different only in items like dashboard instrument and other vehicle labeling. The EQ2082 6x6 Troop Carrier is the same sort of vehicle, but exported to the Philippines. The Peruvians bought about 400 of this truck, but the Filipino Government was not satisfied with the price of their trucks and cut their order short after 18 had been delivered. Sudan also operates an unknown, but large number, of EQ2081E4D trucks.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
EQ-2080E4D	$6,678	G, A	2.5 tons	7.61 tons	3+10	5	Headlights	Open
EQ-2081E4D	$7,019	D, A	2.5 tons	7.59 tons	3+10	5	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
EQ-2080E4D	143/72	40/20	170	60	Stnd	W(3)	HF1 HS1 HR1
EQ-2081E4D	148/74	41/21	170	51	Stnd	W(3)	HF1 HS1 HR1

Dong Feng EQ-2100E6D

Notes: Also exported under the name of Aeolus, this is a high mobility 6x6 medium truck with a conventional layout. The EQ2100E6D 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. The initial variant, the EQ2100E6D, was produced using the same 135-horsepower gasoline engine of the EQ2080E4D; performance with this engine proved to be less than inspiring, so production was quickly changed to a Cummins 6BTS.9 turbocharged diesel developing 160 horsepower. The EQ-2100E series has the same winch as the EQ2080E series above.

The EQ2100E took part in the Sino-Vietnamese war of 1979, in which its performance was praised.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
EQ2100E6D	$7,450	G, A	3.5 tons	10 tons	3+14	7	Headlights	Open
EQ2101E6D	$7,708	D, A	3.5 tons	10 tons	3+14	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
EQ2100E6D	117/59	32/17	205	60	Stnd	W(3)	HF1 HS1 HR1
EQ2101E6D	132/66	37/18	205	59	Stnd	W(3)	HF1 HS1 HR1

RH-ALAN 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 an updated suspension with a high clearance has been installed. Finally, the entire structure has been strengthened. The engine is a BF6L 912S turbodiesel developing 125 horsepower. The drive is 4x4 and the driver has a central tire pressure regulation system at his disposal; the tires are also run-flat. The TK-130 T-7 can ford up to one meter of water, and can climb a 68% slope and negotiate a 45% side slope without rolling over. The TK-130 T-7 was the subject of many complaints from its crews due to the high step up into the cab and poor footrests, spoiling an otherwise solid vehicle.

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
$4,816	D, A	2.5 tons	7 tons	2+12	3	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
144/73	40/20	100	37	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's air suspension can be lowered by 200 millimeters. It is possible to carry both NATO and Pact shelters and containers. The TNK can also be configured with drop/removable sideboards and a drop tailgate, and with a tarpaulin cover over bows and folding bench troop seats. The cab is of the cabover type, and may have a steel roof or a canvas roof; it has an internal light for using maps or documents in white or red light. This light may be removed from the cab and used as a flashlight. Power for the TNK is provided by an Avia D407.01.00 diesel engine developing 87 horsepower. 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
$5,122	D, A	2.5 tons	6 tons	2+10	3	Headlights, WL Spotlight	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
123/62	34/18	195	26	Stnd	W(2)	HF1 HS1 HR1

Daewoo/Avia AZ

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 Daewoo/Avia engines, both more powerful and modern and using NATO standard parts. These engines employ plug heating to assist starting the engines. The AZ is also a physically heavier truck, though it is about the same size as the TNK. Most of the details that apply to the TNK also apply to the AZ.

Twilight 2000 Notes: This vehicle is not available in the *Twilight 2000 v2.2* timeline.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
102 hp	$6,059	D, A	3.1 tons	6.24 tons	3+18	3	Headlights	Open
114 hp	$6,089	D, A	3.1 tons	6.28 tons	3+18	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
102 hp	134/68	38/18	195	30	Stnd	W(2)	HF1 HS1 HR1
114 hp	145/74	40/20	195	34	Stnd	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 by 2000. It is a conventional layout, 6x6 truck. The V3S is known for its high ground clearance and excellent shock absorbing suspension. Two jerry cans may be stowed behind the front bumper, and some also have a winch with a 3.5-ton capacity (included below). 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, or one of several box bodies, regular cargo carriers have 6-man folding bench seats along the sides of the cargo box and one seat at the front of the cargo box facing to the rear. The V3S is powered by a Tatra 912-1 diesel engine developing 98 horsepower; late productions V3Ss have a Tatra 912-2 developing 110 horsepower. The brakes are power assisted, but the steering is not. The V3S can climb a 75% slope, and ford 80 centimeters. The V3S can haul 5 tons on roads; towing is 3.1 tons off roads, or 5.5 tons on roads.

Other variants include a crane truck, dump truck, workshops, tankers, and tractor-trailer. The chassis is also used to mount a 32-round 130mm MRL or an M53/59 antiaircraft gun. The Praga V3S has been exported to an astounding 72 countries, and is still seen in military and civilian service due to its durable construction.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
98 hp	$6,553	D, A	3 tons	8.35 tons	2+13	5	Headlights	Open
110 hp	$6,583	D, A	3 tons	8.39 tons	2+13	5	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
98 hp	105/53	29/14	120	29	Stnd	W(3)	HF1 HS1 HR1
110 hp	114/58	32/16	120	32	Stnd	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. The roof of the cab may be rolled back, the side windows folded, and the windshield folded forward. The cab does not even have a heater, but drivers knew a trick by which they opened a gap in the engine access panels in the cab to cause some engine heat (and noise and fumes) heated the cab. The seating in the rear is an extension of the rear wheel arches, and cannot be folded up. The YA-314 may tow 2.5 tons cross country or 3 tons on roads. The engine is a Hercules JXC gasoline engine developing 102 horsepower.

The YA-324 is similar, but has a reinforced suspension that allows a much superior ride; the YA314 was reportedly exhausting to ride in due to the bouncy ride. It also has a light for the interior of the cab, generally for reading maps.

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
$5,979	G, A	3 tons	7.5 tons	2+12	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
117/59	32/16	210	45	Stnd	W(2)	HF1 HS1 HR1

DAF YA-4440

Notes: This predecessor of the YA-4442 (see below) was still in Dutch service by 1995, as well as in the service of Jordan, 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, but a fully enclosed metal cab, and the cab has a heater. The cab has a hatch with a machinegun mount. The cargo area's sideboards and tailgate can be quickly removed for the transport of bulk cargo. Optional equipment includes an ALK HIAB cargo crane with a 4-ton capacity, automatic transmission, and a 4-ton winch (included in the stats below). The YA-4440 is powered by a DAF DT turbodiesel with 153 horsepower.

Variants include a cargo/troop carrier, tanker, and container/shelter carrier.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
YA-440	$9,546	D, A	4 tons	11.5 tons	2+18	7	Headlights	Open
YAK-4440	$13,146	D, A	2.5 tons	11.65 tons	2+14	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
YA-440	115/58	32/16	200	56	Stnd	W(2)	HF1 HS1 HR1
YAK-4440	114/58	32/16	200	56	Stnd	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 DAF DNT turbocharged diesel engine developing 180 horsepower. The vehicle is of cabover construction, with either a hard or soft-side cargo body; troop carriers and artillery tractors are normally canvas-covered while specialist vehicles are hard bodied. The cargo area's sideboards and tailgate can be quickly removed for the transport of bulk cargo. The cab is all-metal, and the cab roof has a hatch with a machinegun mount. Optional equipment includes an ALK HIAB cargo crane with a 4-ton capacity, automatic transmission, and a 4-ton winch (included in the stats below).

The YA-4442 had disappointing export figures; in fact, the only export order was the three bought by Italy for evaluation. The Italians chose not to order further YA-4442s. Variants include a cargo/troop carrier, tanker, and radar carrier.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
YA-4442	$8,851	D, A	4 tons	11.07 tons	2+18	7	Headlights	Open
YAK-4442	$12,451	D, A	2.5 tons	11.22 tons	2+14	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
YA-4442	134/67	37/18	200	66	Stnd	W(2)	HF1 HS1 HR1
YAK-4442	132/67	37/18	200	66	Stnd	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 over bows. The cab is fully enclosed, but has no roof hatch, and the driver has an adjustable seat. The cab roof is fiberglass and is detachable. 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. The A-45 may be powered by an L6 diesel developing 130 horsepower, or a turbocharged version of the same engine developing 160 horsepower. These engines are coupled with a synchromesh transmission with five forward and one reverse gear. The A-45 has a 4x4 drive and both axles have differential locks, and the suspension consists of leaf springs, with the front wheels also having shock absorbers. The brakes are power assisted. The A-45 can haul 4.05 tons on roads, tow 2 tons off roads, or 4 tons on roads.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
130 hp	$7,551	D, A	3.05 tons	9 tons	3+12	7	Headlights	Open
160 hp	$7,624	D, A	3.05 tons	9.05 tons	3+12	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
130 hp	123/62	34/17	210	38	Stnd	W(2)	HF1 HS1 HR1
160 hp	142/72	40/20	210	47	Stnd	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. It has a great degree of similarity to other such trucks of its line, including the cab, most of the structural components, the engine, and many of the drive components. 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. In addition to the standard load/troop carrier, there is a van/shelter body, and a model used to carry ISO containers or palletized loads. The 6x6 is powered by a Perkins turbocharged diesel developing 210 horsepower; the transmission is a Type S 6.65 with six forward and one reverse gear. Steering and brakes are power assisted. A 170-liter drinking water tank is located between the cab body and the chassis. The WPK may have one or two fuel tanks, each holding 210 liters of fuel.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$7,757	D, A	4 tons	9.8 tons	2+20	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
167/84	47/23	210 or 420	78	Stnd	W(2)	HF1 HS1 HR1

Berliet GBC 8 KT Gazelle

Notes: This elderly vehicle has been in the French inventory since the late 1950s. It is also in service with Algeria, Austria, China (where they are license built), Iraq, Morocco, and Portugal (where they are also license-built, and called the Tramagal). They were designed specifically for the conditions in Algeria, which was a French colony at the time. 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 windshield of the cab may be folded forward if the roof is rolled back, to allow for a gunner in the cab. The cab also has folding side windows, and the doors may also be entirely removed. The spare tire is located under the left side of the chassis behind the cab, with the fuel tank opposite the spare tire. 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 facing out. The GBC KT is powered by a Berliet Magic MK520 multifuel engine, rated at 125 horsepower. Despite not being in the least bit buoyant, the GBC can ford 1.2 meters of still water for short periods. The GBC can tow up to 6 tons cross-country, and a special trailer, the Titan, was specifically designed for it.

A variant of the GBC 8 KT, the GBC 8 MT, is identical except for the shape of its hood and engine housing and is powered by a 150-horsepower diesel engine. The GBC 180 is the result of an upgrade kit applied in the late 1990s, prolonging the GBC's life in the French Army by over twenty years. The GBC 180 has upgraded wheels, brakes, drive shafts, cabs, clutches, gearboxes, and electrical systems. It also has a new Renault 06.02.26 diesel engine developing 175 horsepower. As of 2024, the GBC 180 was still in service with the French Army; I have no information of its use by any other country or agency.

French troops using the GBC called it the "Bebert," a diminution of the name Bernard, which, in French, is pronounced very similar to the name Berliet. The GBC appeared in the Marvel movie *Captain America – the First Avenger,* as a HYDRA vehicle, painted in night blue.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
GBC 8 KT	$9.239	D, G, AvG, A	4 tons	12.37 tons	3+16	7	Headlights	Open
GBC 8 MT	$9,303	D, A	4 tons	12.43 tons	3+16	7	Headlights	Open
GBC 180	$9.363	D, A	4 tons	12.49 tons	3+16	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
GBC 8 KT	95/48	27/14	360	36	Stnd	W(3)	HF1 HS1 HR1
GBC 8 MT	108/54	30/15	360	44	Stnd	W(3)	HF1 HS1 HR1
GBC 180	120/60	33/17	360	51	Stnd	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 desert operations, and has large tires and a strong suspension. The FOM also has excellent oil and air filters. The FOM also comes in a hard body version, and was also used as a weapons carrier. The rear cargo area may be covered with a canvas tilt over bows; the cab is also covered by a canvas roof, and the windshield may be folded forward. At the front of the vehicle is a winch with a capacity of 5 tons and 60 meters of cable. The engine is a Citroen 6-cylinder gasoline engine developing 97 or 140 horsepower, or a 6-cylinder diesel developing 85 horsepower. The 140-horsepower gasoline engine showed a tendency to overheat in the desert and was primarily used by civilian off-road racers. Civilian off-road racers value the FOM for its excellent torque.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
97 hp Gas	$8,332	G, A	3 tons	12.5 tons	2+12	8	Headlights	Open
140 hp Gas	$8,438	G, A	3 tons	12.61 tons	2+12	8	Headlights	Open
85 hp Diesel	$8,308	G, A	3 tons	12.48 tons	2+12	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
97 hp Gas	81/41	22/11	150 or 500	42	Stnd	W(2)	HF1 HS1 HR1
140 hp Gas	101/51	28/14	150 or 500	61	Stnd	W(2)	HF1 HS1 HR1
85 hp Diesel	75/38	21/10	150 or 500	30	Stnd	W(2)	HF1 HS1 HR1

Renault TRM 2000

Notes: This is a larger, high-mobility version of the TRM 1200 listed in French Light Unarmored Vehicles. The French Army, Morocco, Namibia, and Qatar use it. The Ukrainians were given a number of them during the ongoing war. The TRM 2000 has a higher ground clearance than the TRM 1200, and more robust suspension. The cab is square, and is mounted over the engine and transmission. The cargo area is covered with a tarpaulin over bows, and the front bumper mounts a winch with a 2.5-ton capacity and 60 meters of cable. The cab can have a hard or soft roof. The cargo bed has drop sides and a drop tailgate, and the sides and tailgate may be completely removed. The engine is a Type 720S supercharged diesel developing 117 horsepower with an S5-24/3 transmission. The TRM 2000 can ford 80 centimeters, climb a 50% slope, and negotiate a 30% side slope (depending on the cargo or body carried) without rolling over. It can tow 2 tons cross-country.

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
$5,894	D, A	2.32 tons	6.3 tons	3+12	3	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
148/74	41/21	130	34	Stnd	W(2)	HF1 HS1 HR1

Renault TRM 4000

Notes: This truck is a commercial vehicle (the Saviem SM8) 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, both of which are also removable. 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 60 meters of cable. The engine is a MAN Type 797 diesel developing 133 horsepower, coupled with an ET301 manual transmission. The steering and brakes are power assisted. The TRM 4000 can ford up to 90 centimeters of still water, climb a 50% slope, and negotiate a 30% side slope (depending on the cargo or body carried). The TRM 4000 can tow 3.8 tons cross-country or 6 tons on roads. The TRM 4000 can haul 5.34 tons on roads.

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
$8,597	D, A	4.32 tons	10 tons	2+16	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
115/58	32/16	150	39	Stnd	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 militarized version of a civilian truck, the Simca-Unic Cargo. The F594 WML is changed to four-wheel drive and has a reinforced suspension, including stronger leaf springs. It is a cabover design with a removable canvas top over bows and a canvas roof for the cab, with a fold-down windshield. It has a winch with 60 meters of cable and a capacity of 4.5 tons. This truck is powered by a Ford V8 F9 gasoline engine with 85 horsepower. The civilian front grille was replaced by a radiator protection grid. The F594 WML can haul 5 tons on roads; towing is 2 tons cross country, and 4 tons on roads.

A late 1970s update for the F594 WML replaced virtually every worn part of the truck (reduce Wear Value by two), and replaced the engine with an uprated Ford V8 developing 100 horsepower. The transmission was changed to a Synchromesh transmission due to the base vehicle's balky manual transmission. The designation was changed to F937 WML.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
F594 WML	$7,829	G, A	3 tons	10.8 tons	2+12	7	Headlights	Open
F937 WML	$7,869	G, A	3 tons	10.84 tons	2+12	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
F594 WML	81/41	22/11	120	37	Stnd	W(2)	HF1 HS1 HR1
F937 WML	90/46	26/13	120	44	Stnd	W(2)	HF1 HS1 HR1

Sovamag TC24

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

TC10. It was originally designed by Sovamag, which became a part of Auverland, which became a part of Panhard. The cab has seats for the driver and passenger, and there is a rear cargo bed. The TC24 usually mounts fairly heavy weapons, such as an M2HB, 20mm Giat autocannon, or 106mm recoilless rifle. The TC24 is powered by an IVECO/SOFIM 2.8-liter turbodiesel developing 115 horsepower. The TC24 can be airdropped and LAPESed. Standard equipment includes two 40-liter cans for drinking water, and a rack of three jerry cans at the rear for fuel. Optional armor is available for the vehicle; this turns the vehicle into the TC24 Blinde. A version with a lightened suspension is available; this version has a much-reduced cargo capacity, but improved agility.

Variants include a tanker, a fire engine, one of several hard bodied versions, and a cargo/troop carrier.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
TC24	$5,336	D, A	2.57 tons	5.17 tons	2+20	3	Headlights	Open
TC24 Blinde	$5,463	D, A	2.07 tons	6.17 tons	2+16	3	Headlights	Open
TC24 Light	$4,536	D, A	1.07 tons	4.57 tons	2+12	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
TC24	172/86	48/24	160	43	Stnd	W(2)	HF1 HS1 HR1
TC24 Blinde	150/75	41/21	160	43	Stnd	W(2)	HF2 HS2 HR2
TC24 Light	190/96	53/26	160	43	Stnd	W(2)	HF1 HS1 HR1

FFSA SUMB 3000kg

Notes: This is a long wheelbase version of the SUMB 1500kg found in French Light Unarmored Vehicles. The layout is standard, with the engine at the front, cab behind it, and rear cargo area. The cab and cargo area are covered with a tarpaulin, though later radio fittings required an all-metal cab. Bench seats are fitted down the center of the cargo area, back-to-back. The front bumper has a winch with a 2-ton capacity and 60 meters of cable. The wheels can be locked, if necessary, when using this winch. Variants include cargo/troop carrier, shovel, and communications vehicle. The SUMB was built from the late 1950s to late 1960s, but by the 1980s, there was a great difficulty sourcing spare parts, and in the 1990s, the SUMBs were rebuilt, with the 115-horsepower diesel engines in the stats below and rebuilt suspensions. Towing is limited to 2 tons cross-country.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Gas 100 hp	$6,984	G, A	3 tons	7.22 tons	2+12	3	Headlights	Open
Diesel 100 hp	$6,984	D, A	3 tons	7.2 tons	2+12	3	Headlights	Open
Diesel 115 hp	$7,021	D, A	3 tons	7.26 tons	2+12	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Gas 100 hp	119/60	33/17	130	45	Stnd	W(2)	HF1 HS1 HR1
Diesel 100 hp	119/60	33/17	130	30	Stnd	W(2)	HF1 HS1 HR1
Diesel 115 hp	131/66	37/18	130	34	Stnd	W(2)	HF1 HS1 HR1

ACMAT 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 and a shelter carrier. The SM3 version of this light French truck has drop sides, drop tailgate, and troop seats down the center facing outwards. Its chassis is strengthened for airdrops and LAPES operations. The STL version is the same, but is not strengthened for air delivery, and has a higher suspension for use in brushy terrain. All vehicles have a 100-liter tank for drinking water, and both have canvas covers that can be rolled up to open up the sides while still keeping the sun off your head. The entire VLRA TPK line has excellent parts commonality between their light and medium trucks. Power is provided by a Perkins 6.354.4 developing 138 horsepower, coupled with a manual transmission. The brakes are power assisted, but steering is not. No weapon mounts are provided with the basic vehicles. The 4.20 and its variants may tow 3 tons.

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 4.20 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. Power is provided by a Perkins 6.354.4 diesel developing 145 horsepower.

The 4.21 SM3 is a patrol version of the VLRA TPK 4.20 SM3 with drop sides and five weapon mounts. There is a heavy weapon

mount in the center of the cargo area that can mount an ATGM, SAM, machinegun, grenade launcher, or recoilless rifle. There are two other lighter weapon mounts on both sides of the vehicle (NLT/NMT equivalent). The vehicle is otherwise the same as the SM3, but heavier. The 6.40 CTL is of the same concept as the 4.21 SM3, but based on the larger 6.40 chassis.

The 4.20 BL is a light armored personnel carrier version, also called the 4.20 Blinde. The cab is also armored and has a hatch on the roof with a weapon mount, and there is another weapon mount on the roof of the passenger compartment. The 6.50 BL is similar to the 4.20 BL, but based on the 6.40.

The 6.50 SH/STL2 is a logistics carrier, able to carry the standard NATO container or several standard NATO pallets. It can also carry a variety of shelter bodies, or be configured to carry a large number of troops. This vehicle has drop sides and a drop tailgate, both of which are also removable.

The entire VLRA series is in use by France and by most African nations, as well as Ireland; some 30 countries use the VLRA TPK line of trucks.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
4.20 SM3	$5,600	D, A	2.5 tons	6.8 tons	3+14	3	Headlights	Open
4.21 SM3	$5,936	D, A	2.5 tons	7.8 tons	5+14	4	Headlights	Open
4.20 BL	$5,837	D, A	2.5 tons	7.8 tons	3+10	5	Headlights	Open
4.36 STL	$6,000	D, A	3 tons	8.3 tons	3+18	5	Headlights	Open
6.40 SM3	$6,986	D, A	4.5 tons	10.2 tons	3+20	7	Headlights	Open
6.40 CTL	$7,406	D, A	2.5 tons	11.2 tons	3+18	7	Headlights	Open
6.50 SH/STL2	$7,186	D, A	5.6 tons	11.8 tons	3+22	7	Headlights	Open
6.50 BL	$7,171	D, A	4.8 tons	11.2 tons	3+14	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
4.20 SM3	159/80	44/22	360	41	Stnd	W(2)	HF1 HS1 HR1
4.21 SM3	143/72	40/20	360	41	Stnd	W(2)	HF1 HS1 HR1
4.20 BL	143/72	40/20	360	41	Stnd	W(2)	HF2 HS2 HR2
4.36 STL	137/69	38/19	360	41	Stnd	W(2)	HF1 HS1 HR1
6.40 SM3	121/61	33/17	360	43	Stnd	W(3)	HF1 HS1 HR1
6.40 CTL	113/58	31/16	360	43	Stnd	W(3)	HF1 HS1 HR1
6.50 SH/STL2	109/55	30/15	360	43	Stnd	W(3)	HF1 HS1 HR1
6.50 BL	113/58	31/16	360	43	Stnd	W(3)	HF2 HS2 HR2

IFA W50 LA/A

Notes: This is the predecessor of the IFA L60 LA/PVB; however, the W50 outlived the L60 by several months, and they were in turn replaced by trucks produced in the former West Germany and Western Europe. 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 60 meters of cable. W50s produced from 1965-67 were equipped with the 4 KVD 14.5/12 diesel developing 110 horsepower. This was replaced in production by the 4 VD 14.5/12-1 from 1967-90, developing 125 horsepower. The 125-horsepower engine is also easier to start in cold weather, down to -40 degrees Celsius. The truck has a manual gearbox which is synchromesh in forward gears 2 through 5. The W50 is all-wheel drive with locking differentials. The W50 can haul 5.3 tons on roads.

Variants include tractor-trailer, maintenance workshop, fire engine, dump truck, crane, tanker, and wrecker. Some 60 variants and subvariants were built, both by IFA and various second and third-hand shops. After the reunification, many W50s, now available on the civilian market, were reimagined as overland travel trucks. There is an IFA truck club, web address wp.ifaclub.co.uk, which is devoted to refurbishing and keeping the IFA trucks in action.

Twilight 2000 Notes: The W50 was built in large numbers, and Germany, Cambodia, Hungary, Iran, and Iraq were still using many at the time of the war.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
110 hp	$6,979	D, A	3 tons	8.08 tons	2+12	5	Headlights	Open
125 hp	$7,015	D, A	3 tons	8.13 tons	2+12	5	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
110 hp	117/59	32/16	100	32	Stnd	W(2)	HF1 HS1 HR1
125 hp	128/64	36/18	100	36	Stnd	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 cargo bed's sides and tailgate may also be completely removed, providing a flat cargo space. The 75.13 AWM has a forward-mounted winch with a capacity of 3000 kilograms. This vehicle is known for its fuel-efficient engine, a Deutz Diesel F6L 913 130-horsepower engine, coupled with a manual transmission with five forward and one reverse gear. The 75.13 AWM may tow up to 7.5 tons.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$7,798	D, A	2.6 tons	7.5 tons	3+12	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
140/71	39/20	130 or 200	38	Stnd	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 cab has a roof hatch with a weapon mount. The spare tire is behind the cab between the cab and the cargo area. The cargo area is covered with a canvas top and has drop sides and tailgate, all of which may be removed. There is a 5000 kilogram-capacity winch mounted in the front bumper, and a wading kit may be installed which allows fording of up to 1.2 meters; normal fording is 80 centimeters. The engine is a Deutz Diesel F6L 913 130-horsepower engine, coupled with a manual transmission with five forward and one reverse gear. The 90.13 may be fitted with a 130-liter or 200-liter fuel tank, or both. Towing is limited to 5 tons.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$9,241	D, A	4 tons	10.1 tons	3+16	5	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
112/57	31/16	130, 200, or 330	38	Stnd	W(2)	HF1 HS1 HR1

MAN-Volkswagen Type 8.150 FAE/9.150 FAE

Notes: Denmark, the United Kingdom, and Hungary (where it is license produced) 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 over bows, 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 (not included). The Type 8.150 FAE and 9.150 FAE may ford water up to 1 meter deep. The 8.150 uses a 135-horsepower diesel engine, while the 9.150 uses a 150-horsepower diesel engine. The Hungarian variant, the RABA H9, is equipped with a 155-horsepower engine.

Twilight 2000 Notes: These trucks are neither used nor produced by Hungary.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
8.150 FAE	$7,141	D, A	3.33 tons	6.95 tons	3+14	3	Headlights	Open
9.150 FAE	$7,178	D, A	3.24 tons	6.95 tons	3+14	3	Headlights	Open
RABA H9	$7,191	D, A	3.33 tons	6.96 tons	3+14	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
8.150 FAE	154/78	43/22	100	40	Stnd	W(2)	HF1 HS1 HR1
9.150 FAE	168/84	47/23	100	44	Stnd	W(2)	HF1 HS1 HR1
RABA H9	172/86	48/24	100	46	Stnd	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 under a canvas cover may be fitted. The cab is noted for its ergonomic control and instrument layout, and there is a roof hatch (but without a weapon mount). The vehicle may be fitted with a wading kit allowing fording up to one meter; otherwise, fording is limited to 50 centimeters. The drive configuration is 4x4, and the axles are fitted with differential locks.

Variants include a tanker, wrecker, container carrier, and a shelter body for command posts and workshops.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
1114A	$7,864	D, A	4 tons	10.5 tons	3+16	7	Headlights	Open
1117A	$7,951	D, A	5 tons	12.5 tons	3+16	8	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
1114A	113/57	31/16	200	40	Stnd	W(2)	HF1 HS1 HR1
1117A	118/59	32/17	200	50	Stnd	W(2)	HF1 HS1 HR1

Mercedes-Benz LA911B

Notes: This medium 4x4 truck is in widespread use, particularly in Africa and Asia; new ones are still produced by Khodro Diesel Company in Iran. It has a standard layout, with a distinctive short, curved hood. The cab has a roof hatch with a weapon mount. The drive configuration is 4x4 and has distinctive independent suspension for all four wheels. The drive components, engine, transmission, and wiring are all waterproof and the LA911B can ford up to 90 centimeters of still water without preparation. The standard engine is a 130-horsepower OM352 diesel, but some were upgraded to an OM352A 168-horsepower diesel, particularly in Middle Eastern use. Most long wheelbase versions are used in hard-bodied form or as a flatbed for carrying a standard NATO ISO container,

Variants include an ambulance, light recovery vehicle, fire engine, and hard cargo body. The LA911B is also used as an artillery tractor, able to tow 11 tons. The LA911B is popular among civilians, being used as an expedition truck and off-road racing vehicle.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB, 130 hp	$8,771	D, A	4.5 tons	10 tons	3+24	7	Headlights	Open
SWB, 168 hp	$8,854	D, A	4.5 tons	10.12 tons	3+24	7	Headlights	Open
LWB, 130 hp	$9,403	D, A	4.5 tons	10.31 tons	3+24	7	Headlights	Open
LWB, 168 hp	$9.496	D, A	4.5 tons	10.43 tons	3+24	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB, 130 hp	113/58	31/16	135	38	Stnd	W(2)	HF1 HS1 HR1
SWB, 168 hp	135/69	38/19	135	47	Stnd	W(2)	HF1 HS1 HR1
LWB, 168 hp	111/56	31/15	135	38	Stnd	W(2)	HF1 HS1 HR1
LWB, 168 hp	133/67	37/18	135	47	Stnd	W(2)	HF1 HS1 HR1

Mercedes-Benz L508 DG MA

Notes: This is essentially a civilian truck with minor modifications for the military. 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. The L508 is primarily meant for use in rear areas and transportation in peacetime, and is a 4x2 drive vehicle with poor off-road performance. The L508 may be found as a truck body or a van body. The truck body may be covered with a tarpaulin over bows. The cargo bed has a number of tie-down/chain-down points for the carriage of cargo, including NATO standard pallets. The L508 may tow 1.16 tons. The engine is an OM314 diesel developing 85 horsepower.

To German soldiers, this vehicle is colloquially known as the “Dusseldorfer.” This vehicle is in service with Germany and Sweden.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$4,916	D, A	2.11 tons	5.61 tons	3+8	3	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
160/32	45/9	85	25	Stnd	W(2)	HF1 HS1 HR1

Mercedes-Benz Vario 815 DA

Notes: This truck is mostly standard in layout; however, it comes in a long (the standard; 3.7 meters) and short (3.15 meters) wheelbase version. It also may be equipped with a standard or extended 4-door 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. The Vario is powered by an OM904 LA diesel developing 152 horsepower, exceptional for such a light vehicle.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB, Regular Cab	$6,009	D, A	4.15 tons	7.34 tons	3+18	6	Headlights	Open
SWB, Extended Cab	$6,681	D, A	4.15 tons	7.64 tons	6+18	6	Headlights	Open
LWB, Regular Cab	$6,481	D, A	4.15 tons	7.49 tons	3+20	6	Headlights	Open
LWB, Extended Cab	$7,153	D, A	4.15 tons	7.79 tons	6+20	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB, Regular Cab	161/82	44/22	70	45	Stnd	W(2)	HF1 HS1 HR1
SWB, Extended Cab	157/79	43/22	70	45	Stnd	W(2)	HF1 HS1 HR1
LWB, Regular Cab	159/80	44/22	70	45	Stnd	W(2)	HF1 HS1 HR1
LWB, Extended Cab	154/78	42/22	70	45	Stnd	W(2)	HF1 HS1 HR1

Unimog Medium Trucks

Notes: This is a 4x4 medium truck built by Germany and used by many nations in Africa, South America, Southeast Asia, and Europe. They are license-produced in Argentina, Australia, Indonesia, South Africa, and Turkey. The Unimog series is produced for civilian as well as military use, and is encountered in private businesses and relief organizations. The layout is conventional, with an engine up front, a cab behind it, and a rear cargo area covered with a canvas top. The cab features a hydraulically suspended driver's seat that is also adjustable. The frame and chassis are basically extended versions of each other and have a high commonality of parts. The cargo area has a drop tailgate and drop sides. The axles have differential locks and semi-independent suspension. The Unimog series is known for its excellent cross-country ability despite its 4x4 suspension, and the medium Unimogs have a 3-ton-capacity winch for extraction if the vehicle becomes stuck. The steering and brakes are power assisted.

The U-140L is a larger version of the Unimog U-100L found in German Light Unarmored Vehicles. It has a larger cargo area, a transmission with a wider gear range, larger tires, and a more powerful 140-horsepower diesel engine.

The U-800L is roughly the same size as the U-1100L SWB, but was designed as a truck for export rather than domestic use. It is powered by an OM314 diesel developing 75 horsepower.

The U-1100L is basically a larger version of the U-600L found in German Light Unarmored Vehicles. It comes in a short (2.9-meter) and long (3.4-meter) wheelbase version. They are powered by an OM352 engine developing 110 horsepower.

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. It is powered by an OM366A diesel developing 136 horsepower.

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. It is powered by an OM366A uprated to 155 horsepower.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
U-140L	$7,618	D, A	2.5 tons	6.5 tons	2+10	3	Headlights	Open
U-800L	$5,594	D, A	2.5 tons	5.36 tons	2+10	3	Headlights	Open
U-1100L SWB	$5,720	D, A	2.8 tons	5.66 tons	2+12	3	Headlights	Open

U-1100L LWB	$6,030	D, A	3 tons	5.98 tons	2+12	3	Headlights	Open
U-1350L	$6,429	D, A	3 tons	8 tons	3+12	6	Headlights	Open
U-1550L	$7,362	D, A	3 tons	8.2 tons	3+16	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
U-140L	165/83	46/23	110	41	Stnd	W(2)	HF1 HS1 HR1
U-800L	120/60	33/17	120	22	Stnd	W(2)	HF1 HS1 HR1
U-1100L SWB	153/78	42/22	120	32	Stnd	W(2)	HF1 HS1 HR1
U-1100L LWB	147/74	41/21	120	32	Stnd	W(2)	HF1 HS1 HR1
U-1350L	138/70	39/19	160	40	Stnd	W(2)	HF1 HS1 HR1
U-1550L	151/76	42/21	160	46	Stnd	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. It is otherwise a standard 4x4 truck of the era, with a long hood, cab behind that, and a rear cargo area. The cab has a metal roof, but the rear cargo area is covered by canvas over bows. The D-344 is powered by a Csepel D-414H four-cylinder diesel developing 100 horsepower, coupled with a five-speed manual transmission. The transfer gearbox also includes the differential for the front axle, and the individual front wheels have independent drive shafts This allows for the engine to sit lower in the chassis, giving the D-344 a lower center of gravity, making it surer of foot on difficult terrain. To increase this off-road performance, the transfer gearbox has a differential lock. The D-344 can tow 2 tons across country. The front bumper has a 4-ton-capacity winch.

Variants include several hard van bodies, a tanker, an artillery tractor, a decontamination vehicle, and a bridging equipment carrier.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$6,559	D, A	3 tons	8.4 tons	3+12	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
107/54	30/15	145	29	Stnd	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 light steel cargo area with folding sides and tailgate. The cab itself is all-metal. The cargo area is covered with canvas over bows. The engine is a copy of an American Cummins B 5,9-180 diesel, developing 180 horsepower, and coupled with a Csepel S5-70U transmission. The steering and brakes are power assisted. If the D-594.00 stays on roads, it can haul 5 tons. Production of this truck ended in 1995 with the bankruptcy of Csepel.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$6,297	D, A	3 tons	9 tons	3+12	3	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
158/79	43/22	200	53	Stnd	W(2)	HF1 HS1 HR1

VFJ Shaktiman

Notes: This medium truck is used by India and Bangladesh. It is based on an older German design by MAN, and was manufactured from 1959 to 1996, with the last Indian example being retired by 2009. It is of conventional construction, with a front-mounted engine under a long hood, cab behind it, and a rear cargo area. Body panels have flat, angular surfaces to simplify production. The cargo area is covered by a tubular metal framework that can be covered with canvas. Initially, the Shaktiman had significant German parts manufacture, but in the last few decades of its manufacture, components were all-Indian. The Shaktiman's engine is a D0026 M8A diesel developing 110 horsepower.

Variants include a van body, artillery tractor, tanker, dump truck, and ambulance.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$6,349	D, A	3.95 tons	9.03 tons	2+16	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
109/54	30/15	300	32	Stnd	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 over bows. There is a winch which may be installed in the front or rear with a capacity of 4000 kilograms and 60 meters of cable. The 75.14 is powered by a Model 8060.05 diesel developing 139 horsepower coupled with a manual transmission with 5 forward and one reverse gear. The 75.14 can climb a gradient of over 60% and ford 70 centimeters. The 75.14 can tow 4 tons.

Variants include a bus, crane, digger, fire engine, lubrication unit, and dump truck.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$6,551	D, A	3 tons	8.25 tons	2+12	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
138/70	39/19	155	41	Stnd	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, Pakistan, Singapore, and Somalia and several other countries in small numbers. The vehicle is all steel, and the cab has a hatch on the roof with a light weapon mount. The rear cargo area has drop sides and a drop tailgate, and may be covered with a tarpaulin over tubular steel bows. The 90.17 is powered by a Model 8060.25 supercharged diesel developing 170 horsepower. The supercharger gives the vehicle excellent high-altitude performance and acceleration. The towing capacity is 4 tons cross-country. There is a winch which may be installed in the front or rear with a capacity of 4000 kilograms and 60 meters of cable.

Variants include a light recovery vehicle, tanker, fire truck, mobile workshop, ambulance (in standard van bodies and Protetto versions), and light artillery tractor. For use in Somalia, Iraq, and Afghanistan, an armored version of the 90.17, the Protetto, was devised; this has an armored cab, armored floor, and armored sideboards for the rear cargo area. The sides and tailgate remain droppable. As with most such light armored trucks, the Protetto was criticized for not having enough protection, particularly in the rear cargo area, but was regarded has having better protection than none at all.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
90.17 WM	$8,532	D, A	4 tons	9.74 tons	3+18	7	Headlights	Open
90.17 Protetto	$9,409	D, A	4 tons	10.84 tons	3+18	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
90.17 WM	142/71	39/20	155	63	Stnd	W(2)	HF1 HS1 HR1
90.17 Protetto	131/66	37/18	155	63	Stnd	W(2)	HF2 HS2 HR2*

*The rear cargo area has no overhead armor and has AV0 for the roof.

IVECO FIAT 6601

Notes: This is an older Italian truck of cabover construction and otherwise conventional design. The drop tailgate is completely removable if necessary, and also has steps that swing down from it. The engine of the CM52 version is a Fiat 364A diesel developing 89 horsepower; a later version, the CM62, uses a Fiat 364A/60 120-horsepower engine. In between those two, the CM55 has a more ergonomic instrument and control layout in the cab, a hatch on the roof (without a weapon mount), and changes to the cargo box. All may tow 3 tons cross-country and 6.49 tons on roads. The 6601 may haul 3.15 tons cross-country and 4.15 tons on roads.

Not many of these are still in Italian service, but many were exported to North Africa and South America, and many have been sold off to civilians and civilian agencies.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
6601 CM52/55	$6,332	D, A	3.15 tons	8.37 tons	2+14	6	Headlights	Open
6601 CM62	$6,408	D, A	3.15 tons	8.45 tons	2+14	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
6601 CM52/55	98/50	28/14	91	26	Stnd	W(2)	HF1 HS1 HR1
6601 CM62	120/61	33/17	91	35	Stnd	W(2)	HF1 HS1 HR1

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Hino 4000 kg Truck

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. The engine is a 6-cylinder variant of a Ford diesel developing 180 horsepower, couple with a manual transmission or an automatic transmission. The Hino 4000 kg can actually haul 8 tons on roads, and tow 4 tons cross-country. The truck is all-steel with a three-man cab and a cargo body covered with steel bows and a canvas tilt; the Hino 4000 kg may have a canvas cab roof in the case of early production examples, or a steel roof in the case of late production vehicles. The windshield of canvas-roofed cabs can be folded forward onto the hood; the windshield of steel-roofed cabs theoretically could also be folded forwards (it's the same windshield), but in fact the steel roof locks it in place.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$8,075	D, A	4 tons	12.04 tons	3+18	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
125/63	34/18	165	53	Stnd	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 2-ton-capacity crane; the versions with a crane are equipped with two outriggers which are extended from the truck before using the crane. The crane is powered by a PTO from the engine. The beds have tie-down/lock-down/chain-down points on the floor. They are otherwise conventional trucks, with a long hood, cab behind the engine, and a rear cargo bed with may be covered with a tarpaulin over bows. The sides do not drop, but they are removable, and the tailgate drops. The engine of both these vehicles is an Isuzu 6BD1 developing 160 horsepower, and coupled with a manual transmission with five forward and one reverse gear. The brakes are power assisted, but the steering is not.

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	$5,339	D, A	2.5 tons	9.33 tons	2+10	7	Headlights	Open
w/Crane	$7,339	D, A	2.5 tons	9.77 tons	2+10	7	Headlights	Open
TSD55	$5,963	D, A	2.5 tons	9.38 tons	2+14	7	Headlights	Open
w/Crane	$7,963	D, A	2.5 tons	9.82 tons	2+14	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
TSD45	140/70	39/19	100 or 200	47	Stnd	W(2)	HF1 HS1 HR1
w/Crane	134/68	38/19	100 or 200	47	Stnd	W(2)	HF1 HS1 HR1
TSD55	139/70	39/19	100 or 200	47	Stnd	W(2)	HF1 HS1 HR1
w/Crane	134/68	38/19	100 or 200	47	Stnd	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. The TWD25 has the same design as the GMC 2.5-ton truck, including a long hood covering the engine, a cab behind the engine, and the rear cargo area. The cab has a canvas roof and the windshield folds down over the hood. The rear cargo area has a wooden floor and has wooden and steel bows to hold up a canvas tilt. The engine is a DA120 diesel developing 210 horsepower, coupled with a manual transmission with four forward and one reverse gear. The TWD20 can tow 2.5 tons cross country, and can haul 5 tons if the truck stays on roads. A 5-ton-capacity winch is mounted at the front.

Variants include a heavy-duty air compressor carrier (used to inflate heavy assault rafts or power equipment such as 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
$8,044	D, A	2.5 tons	8.2 tons	3+10	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
192/97	53/27	100	62	Stnd	W(3)	HF1 HS1 HR1

Isuzu Type 73 3500 kg Truck

Notes: This is the one of the standard medium trucks in Japanese service. They are generally called by Japanese troops the "three-and-a-half." 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. This truck also comes in civilian variants, and as

Type 73s are upgraded, older Type 73s appear from time to time for resale to civilians.

The basic version has drop sides and tailgate, and a canvas cover. It can haul 6 tons on roads, and tow 6 tons on roads. The engine of the original SKW 440 is an Isuzu 8PC1 diesel developing 210 horsepower. The next generation SKW 464 is equipped with a more powerful 250-horsepower engine and has a modified cab which is less sloped and larger. The SKW 475 series has a totally new cab which is more ergonomic, a more powerful 286-horsepower engine, and an automatic transmission. The cabs in all cases are canvas-covered and the windshield may be folded down over the front of the vehicle and the tops of the doors folded down to the sides, depending on the tactical situation or the loading requirements. The rear cargo area on the standard versions can be covered with a tarpaulin over tubular steel bows.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SKW 440	$7,106	D, A	3.5 tons	10.5 tons	2+14	7	Headlights	Open
SKW 464	$7,972	D, A	3.5 tons	10.9 tons	3+14	7	Headlights	Open
SKW 475	$8,062	D, A	3.5 tons	11.2 tons	3+14	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SKW 440	157/79	43/22	140	62	Stnd	W(3)	HF1 HS1 HR1
SKW 464	175/88	49/25	140	74	Stnd	W(3)	HF1 HS1 HR1
SKW 475	192/97	53/27	190	84	Stnd	W(3)	HF1 HS1 HR1

HICOM Handalan

Notes: This medium truck was developed by Malaysia with the help of Isuzu of Japan; it is based on the Isuzu FSS 32G. It is a standard cabover truck of unremarkable design (except for the unusual nearly 7-meter 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 were also interested in the Handalan; only Brunei, in addition to the Australian RAAF, actually bought any. The Handalan I is the basic model, powered by an Isuzu 6HE1 diesel engine with 180 horsepower, coupled with a manual transmission with five forward and one reverse gear. The Handalan II uses a domestically produced 195-horsepower diesel, coupled with an automatic transmission. It can haul 4.8 tons on the road, and features software allowing the crew to monitor the state of their vehicle in real time. The Handalan II has a winch in front with a capacity of 5.4 tons and 60 meters of cable. The Handalan III was recently introduced; chief among its improvements is the installation of a Tata diesel engine developing 230 horsepower.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Handalan I	$7,788	D, A	3 tons	8.98 tons	3+16	6	Headlights	Open
Handalan II	$9.175	D, A	3 tons	9.01 tons	3+16	6	Headlights	Open
Handalan III	$9.625	D, A	3 tons	9.1 tons	3+16	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Handalan I	157/79	43/22	140	53	Stnd	W(2)	HF1 HS1 HR1
Handalan II	167/84	47/23	140	57	Stnd	W(2)	HF1 HS1 HR1
Handalan III	191/96	53/26	140	68	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 and time period). 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. The 668 is powered by a modified tank engine – an A-650-G diesel developing 295 horsepower.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$15,443	D, A	3 tons	16.75 tons	6+12	9	Headlights	Shielded (Cab), Open (Cargo Area)

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
129/90	36/25	580	87	Stnd	T2	HF1 HS1 HR1

FSC 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, none can be found with a wear value of better than 5. The Star 28 is known for its excellent soundproofing and thermal insulation for the cab, as well as efficient heating and good visibility from the forward control cab. The Star 25 is powered by an S472 gasoline engine developing 95 horsepower, coupled with a 5-speed manual transmission. Other engines used during the Star 25's production include the S473 87.5-horsepower gasoline engine and the S474 105-horsepower gasoline engine; the 87.5-horsepower engine was used in the tropicalized Star 25 Tropic and the 105-horsepower engine in the Star 25M1. The Star 25 was produced in a number of van bodies and a variety of civilian versions ranging from wreckers to garbage trucks.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Star 25 Tropical	$5,721	G, A	3.5 tons	7.1 tons	2+14	3	Headlights	Open
Star 25	$5,741	G, A	3.5 tons	7.12 tons	2+14	3	Headlights	Open
Star 25M1	$5,764	G, A	3.5 tons	7.14 tons	2+14	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Star 25 Tropical	137/28	38/8	105	38	Stnd	W(2)	HF1 HS1 HR1
Star 25	146/29	41/8	105	42	Stnd	W(2)	HF1 HS1 HR1
Star 25M1	155/31	43/9	105	46	Stnd	W(2)	HF1 HS1 HR1

FSC 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 design has a semi-cabover configuration, with engine and transmission access panels on the front and in the cab. Both the cab and rear cargo area are canvas covered. A limited number of prototypes were built; these had an S46 102.5-horsepower gasoline-burning engine. Production versions are powered by an S47 gasoline engine developing 105 horsepower. Both are coupled with 5-speed manual transmission. 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 S530A1 100-horsepower engine.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Star 66 Prototype	$6,226	G, A	2.5 tons	8.2 tons	3+10	6	Headlights	Open
Star 66	$6,233	G, A	2.5 tons	8.2 tons	3+10	6	Headlights	Open
Star 660D	$6,223	D, A	2.5 tons	8.2 tons	3+10	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Star 66 Prototype	110/55	30/15	300	45	Stnd	W(3)	HF1 HS1 HR1
Star 66	112/56	31/16	300	46	Stnd	W(3)	HF1 HS1 HR1
Star 66D	109/55	30/15	300	29	Stnd	W(3)	HF1 HS1 HR1

FSC 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 floor of the cargo box is wooden. The brakes of the Star 266 are power assisted; on the 266M, the steering is also power assisted. The front bumper has a 6000-kilogram capacity winch with 50 meters of cable. The Star 266 uses an S359 diesel developing 148 horsepower; the 266M is powered by a MAN D0824LFL09 diesel with 153 horsepower and which meets Euro2 specifications. The 266M also has other improvements, like the spare tire moved under the frame behind the cab, better cab soundproofing and thermal insulation, better ventilation, as well as a more ergonomic instrument and control layout for the driver. The driver's seat is also fully adjustable, and all cab seats are hydraulically suspended. On the 266M, there is also a space behind the cab seating to form a sleeper cab or store extra gear.

Variants include a cargo/troop carrier and a hard-bodied workshop. The Star 266 has also seen much service among civilians and international organizations, with variants limited only by the imagination. Some 17 armies use or used the Star 266.

Twilight 2000 Notes: The Star 266M does not exist in the Twilight 2000 timeline.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Star 266	$8,314	D, A	3.5 tons	7.35 tons	3+14	3	Headlights	Open
Star 266M	$9,255	D, A	4 tons	7.67 tons	3+14	5	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Star 266	158/79	43/22	300	43	Stnd	W(3)	HF1 HS1 HR1
Star 266M	157/79	43/22	250	45	Stnd	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. The layout is conventional, with the engine under a long hood at the front, the cab behind it, and the rear cargo bed. The cab has a removable canvas roof, and the windshield folds forward onto the hood. The cargo box has removable bows with a canvas cover over them, and fold-up bench seats are along the sideboards. Three engines are available: a Model 318-3 gasoline engine developing 202 horsepower, a Model 361-3 gasoline engine developing 210 horsepower, and a Perkins T6-354-2D turbodiesel developing 215 horsepower. These are coupled with a manual transmission with 5 forward and one reverse gear.

Variants include a cargo/troop carrier, a dump truck, a tanker, a van body, a wrecker, and fire engine.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
202 hp Gas	$9,376	G, A	2.27 tons	11.44 tons	3+16	7	Headlights	Open
210 hp Gas	$9,396	G, A	2.27 tons	11.46 tons	3+16	7	Headlights	Open
215 hp Diesel	$9.672	D, A	2.27 tons	11.34 tons	3+16	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
202 hp Gas	143/72	40/20	189	89	Stnd	W(3)	HF1 HS1 HR1
210 hp Gas	147/74	41/21	189	93	Stnd	W(3)	HF1 HS1 HR1
215 hp Diesel	151/76	42/21	189	79	Stnd	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. The layout is conventional, with the engine under a long hood at the front, the cab behind it, and the rear cargo bed. The cab has a removable canvas roof, and the windshield folds forward onto the hood. The cargo box has removable bows with a canvas cover over them, and fold-up bench seats are along the sideboards, with removable back-to-back benches in the center of the cargo box. Four engines are available: a Cummins 378C diesel with 140 horsepower, a Perkins V-8-510 diesel developing 170 horsepower, a Perkins V-8-540 diesel developing 180 horsepower, and a Chrysler 361-4 gasoline engine developing 200 horsepower. These are coupled with a manual transmission with 5 forward and one reverse gear.

Variants include a cargo/troop carrier, a dump truck, a tractor-trailer, a van body, and a fire engine. The version with the 250-horsepower engine is sort of a variant, having stats different from the rest of the Panteras; it can haul 12 tons on roads and can tow 6.8 tons cross country and 13.62 tons on roads. The 250-horsepower version may be equipped with a 5-speed manual transmission or a 6-speed automatic transmission.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
140 hp Diesel	$10,818	D, A	4.54 tons	14.58 tons	3+24	9	Headlights	Open
170 hp Diesel	$10,895	D, A	4.54 tons	14.66 tons	3+24	9	Headlights	Open
180 hp Diesel	$10,918	D, A	4.54 tons	14.68 tons	3+24	9	Headlights	Open
200 hp Gas	$10,968	G, A	4.54 tons	14.73 tons	3+24	9	Headlights	Open
250 hp Diesel	$11,104	D, A	6 tons	15.73 tons	3+24	10	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
140 hp Diesel	92/46	26/13	295	41	Stnd	W(3)	HF1 HS1 HR1
170 hp Diesel	105/53	29/14	295	50	Stnd	W(3)	HF1 HS1 HR1
180 hp Diesel	109/55	30/15	295	53	Stnd	W(3)	HF1 HS1 HR1
200 hp Gas	118/59	32/17	295	88	Stnd	W(3)	HF1 HS1 HR1
250 hp Diesel	132/66	37/18	295	74	Stnd	W(3)	HF1 HS1 HR1

DAC 8.120 FAEG/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 ROMAN SA 798-05 120-horsepower engine. The 8.130 is slightly smaller and has a somewhat reduced payload, but a more powerful Type 92L4 DTI 130-horsepower Euro2-compliant engine. The 8.140 FAE has an even more powerful Steyr WD 812.02 140-horsepower engine, but is even smaller in dimensions. The 11.154 FAEG is the most powerful of the four listed here (there is an even larger version, the 15.215 DFAEG, in Romanian Heavy Unarmored Vehicles); however, it is even smaller in size than the other three, even though it is heavier. It uses a Type 798-05 turbodiesel developing 154 horsepower. 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 from wood planks. The cab is heated. These four trucks share many automotive and structural members, along with the 15.215 DFAEG in Romanian Heavy Unarmored Vehicles.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
8.120	$7,803	D, A	2.38 tons	5.58 tons	4+20	2	Headlights	Open
8.130	$7,830	D, A	2.2 tons	5.3 tons	4+20	2	Headlights	Open
8.140	$7,680	D, A	2.2 tons	7.25 tons	4+20	3	Headlights	Open
11.154	$7,544	D, A	2.5 tons	8.8 tons	5+20	5	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
8.120	164/83	46/23	140	35	Stnd	W(2)	HF1 HS1 HR1
8.130	184/93	51/26	140	38	Stnd	W(2)	HF1 HS1 HR1
8.140	152/77	42/22	220	41	Stnd	W(2)	HF1 HS1 HR1
11.154	142/71	39/20	310	45	Stnd	W(2)	HF1 HS1 HR1

Steagul Rosu SR-101

Notes: This predecessor of the SR-132 is basically a Romanian copy of the Russian Zil-150 with a slightly different cab, and slightly different specifications. The SR-101 can be distinguished from the Zil-150 by the differently shaped cab roof; the SR-101 has a fixed windshield, a flat cab ceiling, and a differently shaped cab doors. The cab itself is all-metal (though very early prototypes had a wooden cab). The SR-101 is powered by an SR-101 gasoline engine developing 90 horsepower, coupled with a manual transmission. The layout is conventional, with the engine under a hood up front, the cab behind that, and a rear cargo area, which can be covered by a canvas tilt over wooden and steel bows. The standard SR-101 is a 4x2 drive vehicle, but there is a rare 4x4 version called the SR-104. Both can haul 4 tons on roads.

One variant exists, a dump truck.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SR-101	$5,703	G, A	3.5 tons	7 tons	2+14	4	Headlights	Open
SR-104	$5,703	G, A	3.5 tons	7 tons	2+14	4	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SR-101	122/24	34/7	150	39	Stnd	W(2)	HF1 HS1 HR1
SR-104	97/49	27/14	150	39	Stnd	W(2)	HF1 HS1 HR1

Steagul Rosu SR-131 Carpati

Notes: The SR-131 is a medium 4x4 truck used by Romania and Czechoslovakia. It is a further development of the SR-101 above. 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. The engine is a modification of the Ford Block Y engine; the resulting SR-211 V-8 develops 140 horsepower, a marked increase over the engine of the SR-101. The transmission is sort of a limiting factor, having only four forward speeds. The SR-131 is a 4x2 vehicle with limited off-road mobility, but there is a 4x4 version, the SR-132.

The SR-113 Bucegi is a larger version of the Carpati, with a reinforced suspension to enable it to haul more cargo. The engine is the same, but the Bucegi has a 5-speed transmission. The Bucegi is also used by Romania and Czechoslovakia. Like the SR-131, the SR-113 is a 4x2 vehicle, but there is a 4x4 version, the SR-114.

Variants of these vehicles 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.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SR-131 Carpati	$5,063	G, A	3 tons	6.75 tons	3+14	3	Headlights	Open
SR-132 Carpati	$5,063	G, A	3 tons	6.75 tons	3+14	3	Headlights	Open
SR-113 Bucegi	$6,462	G, A	5 tons	9.19 tons	3+18	7	Headlights	Open
SR-114 Bucegi	$6,462	G, A	5 tons	9.19 tons	3+18	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SR-131 Carpati	204/41	56/11	120	62	Stnd	W(2)	HF1 HS1 HR1
SR-132 Carpati	147/74	41/21	120	62	Stnd	W(2)	HF1 HS1 HR1
SR-113 Bucegi	161/32	45/9	120	62	Stnd	W(2)	HF1 HS1 HR1
SR-114 Bucegi	128/64	36/18	120	62	Stnd	W(2)	HF1 HS1 HR1

KMZ ATS-59

Notes: Though the ATS-59's 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 missiles.

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, 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. The ATS-59 is powered by an A-650 V12 diesel developing 300 horsepower.

This vehicle is used by Russian and former Pact forces, Russian allies and client states, and by Yugoslavia. The Egyptians also use this vehicle, and some of them have been modified to carry a 30-round 122mm Grad rocket launcher. Another variant is the OST combat engineering tractor. In April 2023, an example of an ATS-59G was seen armed with a 2M-3M naval gun in Ukraine, in use by Russian forces.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
ATS-59	$6,395	D, A	3 tons	13 tons	2+9	8	Headlights	Open
ATS-59G	$5,895	D, A	3 tons	13.75 tons	6	8	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
ATS-59	160/112	44/31	580	89	Stnd	T2	HF1 HS1 HR1
ATS-59G	153/107	42/30	580	89	Stnd	T2	HF1 HS1 HR1

Likhachev 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 (sometimes called the Zil-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, but it also 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). The powerplant of the BAV-485 is a ZIS-123 gasoline engine developing 110 horsepower.

A later version of the BAV-585, the BAV-485A (also known as the Zil-485A, or simply the BAV-A), 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. The engine is the ZIS-157K gasoline-burner developing 109 horsepower. 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 were later largely replaced by the K-61, and then 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	$9,972	G, A	2.5 tons	9.65 tons	2+25	6	Headlights	Open
BAV-485A	$9,968	G, A	2.5 tons	9.62 tons	2+25	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
BAV-485	102/52/15	29/14/4	240	48	Stnd	W(3)	HF1 HS1 HR1
BAV-485A	102/51/15	29/14/4	240	47	Stnd	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 in the Twilight 2000 timeline. It is a truck resembling many commercial cargo trucks around the world, with a wooden floor for the cargo area as well as removable wooden fence-type sides and a canvas top. Most of the parts and chassis of the GAZ-53 series are taken from an older truck, the GAZ-51, other than the cab, which is new for the GAZ-53; the chassis is also extended over that of the GAZ-51.

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. The GAZ-53 series may carry an additional fuel tank in the cargo bed, as the expense of cargo. The GAZ-53F and GAZ-53 may haul 4 tons on roads; the GAZ-53A and Madara 400 may haul 5 tons on roads. Towing in all variants is limited to 4 tons. The GAZ-53 series are 4x2 vehicles with limited off-road capability.

The original variant of this truck, the GAZ-53F, is powered by a much less powerful engine, a ZMZ-51A gasoline engine developing 75 horsepower. The main variant, the GAZ-53 (with no suffix), is powered by a ZMZ-53 V8 light alloy-block gasoline engine developing 120 horsepower. The GAZ-53A has a reinforced suspension and can carry more cargo. All variants have a 4-speed transmission, synchronized only on the third and fourth gears. License production took place in Bulgaria, and in the 1970s, powered by locally produced versions of a Perkins turbodiesel engine, at first 80 horsepower, but later 100 horsepower. These versions were called the Madara 400.

Variants include water and fuel tankers, a dump truck, a tractor truck, and a crane truck. Civilianized GAZ-53s may have modifications and outfitting limited only by the imagination and fabrication capabilities. Over 4 million GAZ-53s were produced, making it the most produced truck of the Soviet Union. Some 3000 Madara 400s were produced every year throughout the 1980s.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
GAZ-53F	$5,230	G, A	3 tons	5.99 tons	2+12	3	Headlights	Open
GAZ-53	$5,340	G, A	3 tons	6.25 tons	2+12	3	Headlights	Open
GAZ-53A	$5,507	G, A	4 tons	6.26 tons	2+12	3	Headlights	Open
Madara 400 (80 hp)	$5,402	D, A	4 tons	6.16 tons	2+12	3	Headlights	Open
Madara 400 (100 hp)	$5,453	D, A	4 tons	6.21 tons	2+12	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
GAZ-53F	139/28	39/8	90 + 150	33	Stnd	W(2)	HF1 HS1 HR1
GAZ-53	190/38	53/11	90 + 150	53	Stnd	W(2)	HF1 HS1 HR1
GAZ-53A	190/38	53/10	90 + 150	53	Stnd	W(2)	HF1 HS1 HR1
Madara 400 (80 hp)	143/29	39/8	90 + 150	24	Stnd	W(2)	HF1 HS1 HR1
Madara 400 (100 hp)	168/34	46/9	90 + 150	29	Stnd	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. Prototypes appeared as early as 1991, but full production did not start until 2003. The engine of the KAMAZ-4350 is a KAMAZ-740.11.240 240-horsepower V8 diesel. The transmission is a standard five-speed gearbox, with a two-stage off-road reduction being connected. This means that there are effectively 10 gears available, plus reverse. The KAMAZ-4350 is capable of fording 1.75 meters for short distances, or one meter for longer distances. The driver has access to a central tire inflation system.

The KAMAZ-43501 is a short wheelbase variant with a lower cargo capacity. The KAMAZ-43502 has a 260-horsepower KAMAZ 740.652-260 Euro4 compliant engine and a higher cargo hauling capacity. The Kamaz-4350 can be fitted with cab armor, along with an armored cab and engine floor; most of the cab armor is ballistic nylon plate, but the floor armor is light alloy.

Twilight 2000 Notes: Production began in 1993 in the Twilight 2000 v2.2 timeline; there were a good number of these trucks in service by the beginning of the war. The KAMAZ-43502 does not exist in the Twilight 2000 timeline.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
KAMAZ-4350	$9,102	D, A	4 tons	11.9 tons	3+18	7	Headlights	Open
W/Cab Armor	$10,248	D, A	4 tons	13 tons	3+18	7	Headlights	Open
KAMAZ-43501	$8,076	D, A	3 tons	10.4 tons	3+14	6	Headlights	Open
W/Cab Armor	$9,135	D, A	3 tons	11.5 tons	3+14	6	Headlights	Open
KAMAZ-43502	$9.210	D, A	5.5 tons	13.4 tons	3+18	7	Headlights	Open
W/Cab Armor	$10,364	D, A	5.5 tons	14.5 tons	3+18	7	Headlights	Open

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

KAMAZ-4350	158/80	44/22	295	71	Stnd	W(2)	HF1 HS1 HR1
W/Cab Armor	148/74	41/21	295	71	Stnd	W(2)	HF2 HS2 HR2*
KAMAZ-43501	176/89	49/25	295	71	Stnd	W(2)	HF1 HS1 HR1
W/Cab Armor	163/82	46/22	295	71	Stnd	W(2)	HF2 HS2 HR2*
KAMAZ-43502	153/78	42/22	295	77	Stnd	W(2)	HF1 HS1 HR1
W/Cab Armor	144/73	40/20	295	77	Stnd	W(2)	HF2 HS2 HR2*

*The AV listed is for the cab only; the rest of the truck is not so armored. The cab floor and engine compartment floor AV is 4Sp.

Kharkiv 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 people; 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, and is a YaMZ-238V diesel developing 240 horsepower, coupled with a six-speed manual transmission. 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
$6,313	D, A	4 tons	8.5 tons	8+10	6	Headlights	Enclosed

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
188/132	52/37/6	450	71	Stnd	T2	HF1 HS1 HR1

Ural-355M

Notes: It is an updated Ural-355, which was in turn an updated ZIS-150 from World War 2 production. The truck was called the UralZIS-355M at first and Ural-355M from 1961 due to de-Stalinization. Production continued until 1965. It is a standard-format cargo truck, with a wooden cargo color and drop fence-type sides and a drop wooden tailgate. The floor of the cargo box is likewise of wood. The Ural-355M has limited cross-country capability, as it is a 4x2 drive vehicle, but it has good on-road speed. Engine power is decent for a vehicle of its time period, being a Ural-353A 95-horsepower gasoline-burning engine, coupled with a 5-speed manual transmission. The cab is enclosed and is all-metal and is behind a large hood over the engine.

Despite the large amount of Ural-355Ms built (some 192,500) the truck is rare today, as most of them were worn out by use, first by military, then civilians. There are perhaps 20 working examples in Russia today, and about that number in the hands of collectors and museums worldwide; there are also a number of non-working static displays.

Twilight 2000 Notes: This old truck is only in limited use by Russian forces, primarily by Category 3 and Mobilization-Only units.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$4,958	G, A	3 tons	6.4 tons	2+12	3	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
158/32	43/9	110	42	Stnd	W(2)	HF1 HS1 HR1

Ural-375

Notes: A 6x6 truck with good cross-country performance, the Ural-375 is the carrier for a BM-21 rocket launcher system. The layout is conventional, with a fully enclosed cab behind the engine and a cargo bed at the rear, though the base Ural-375 had a canvas roof for the cab. The Ural-375D, the most produced variant, as a proper steel roof for the cab. The standard vehicle has a drop tailgate and canvas cover. The cab has a heater, and a modified form is insulated for use in Northern Russia. The engine is a ZIL-375 V8 gasoline engine developing 180 horsepower, with considerable torque. The Ural-375 can tow 5 tons cross country and 10 tons on a hard road; it can haul 4.5 tons on a hard road. The vehicle's fuel is divided into two tanks, one with 300 liters, and a reserve/emergency tank of 60 liters. The Ural-375 has power assisted brakes and steering.

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; the Ural-375 has about thirty variants. The Ural-375 and its variants were produced from 1961 to 1993.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$8,330	G, A	4 tons	12.4 tons	3+17	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
123/62	34/18	360	79	Stnd	W(3)	HF1 HS1 HR1

Ural-43206

Notes: This development of the Ural-4320-10 was designed for export, and many were sold to Middle Eastern nations aligned with Russia; in addition, a few hundred were taken into Russian, Polish, and Czech service. 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-43206, but the engine is a different, less powerful, more fuel-efficient YaMZ-236 180-horsepower model. The variant Ural-43206-41 model has a powerful YaMZ-236NE2 turbodiesel developing 230 horsepower. A feature is a winch, with a 7-ton capacity, using 60 meters of cable. The Ural-43206 can haul 5 tons on hard roads and can tow 7 tons cross-country.

The Ural-43206-0551 is an artillery tractor variant; its cargo capacity is smaller due to a shorter cargo bed, but it has an enlarged four-door cab seating six.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Ural-43206	$9,979	D, A	4 tons	11.63 tons	3+24	7	Headlights	Open
Ural 43206-41	$10,392	D, A	4 tons	11.75 tons	3+24	7	Headlights	Open
Ural-43206-0551	$9,879	D, A	3.5 tons	11.7 tons	6+20	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Ural-43206	129/65	36/18	300	53	Stnd	W(2)	HF1 HS1 HR1
Ural 43206-41	155/78	43/22	300	85	Stnd	W(2)	HF1 HS1 HR1
Ural-43206-0551	129/65	36/18	300	53	Stnd	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, and production lasted from 1962 through 1994, with nearly 3.4 million being produced in that time. The cab of the Zil-130 has room for the driver and two passengers. The Zil-130 is conventional, with the engine at the front, cab in the center, and rear cargo area. The standard engine of the Zil-130 is a 6-liter V8 gasoline engine developing 170 horsepower, coupled with a 5-speed manual transmission, but the Zil-130AN is powered by the less expensive, and much less capable, Zil-157K gasoline engine developing 109 horsepower. The Zil-130 can tow 6.4 tons. However, the Zil-130 is a 4x2 drive vehicle that has poor performance off-road.

Various other styling and cost-cutting changes were applied to the Zil-130 over the decades, with major modernizations taking place in 1966 and 1977. The Zil-130E featured a tropicalization kit and a shielded electrical system, allowing it to conduct deeper fording operations; it is otherwise identical to the standard Zil-130. The Zil-130G is a long bed, long-wheelbase variant with a 4.5-meter wheelbase instead of the standard Zil-130's 3.8-meter wheelbase.

The Zil-130 comes in several versions, including cargo/troop carrier, dump truck, tanker, and decontamination vehicle. There is a plethora of other variants.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Zil-130	$7,161	G, A	4.5 tons	9 tons	3+20	7	Headlights	Open
Zil-130AN	$7,031	G, A	4.5 tons	8.87 tons	3+20	7	Headlights	Open
Zil-130G	$7,834	G, A	5 tons	9.35 tons	3+24	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Zil-130	190/38	53/10	150	75	Stnd	W(2)	HF1 HS1 HR1
Zil-130AN	137/28	38/8	150	60	Stnd	W(2)	HF1 HS1 HR1
Zil-130G	185/37	52/10	150	75	Stnd	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

steering and brakes. The Zil-131 may be regarded as a fully militarized version of the Zil-130, and the two trucks share many components. The cab is heated and is triple insulated, with an adjustable driver's seat and a double passenger seat. The fuel supply is actually divided into two tanks, each with 170 liters. The brakes and steering are power assisted. The truck has a central tire pressure regulation system for extra mobility in soft terrain. The engine is a Zil-131 (specially designed for the truck) V8 gasoline engine developing 150 horsepower; however, the Zil-131A is equipped with the Zil-130's engine, developing 170 horsepower, and the Zil-131N uses the newer Zil-5081 gasoline engine, developing 150 horsepower, and has been given a long-life design. Another engine variant is found in the Zil-131D which is equipped with a YaMZ-236 diesel rated at 180 horsepower; this is a very rare variant. Two other rare variants were the Zil-131N1 and Zil-131N2; these had a D-245.20 105-horsepower and Zil-0550 132-horsepower diesel engine respectively. All these are coupled with a 5-speed manual transmission. The Zil-131 may haul 5 tons on roads; it may tow 4 tons off-roads, or 5 tons on roads.

The Zil-131 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.

Twilight 2000 Notes: The Zil-131D does not exist in the Twilight 2000 timeline.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Zil-131/Zil-131N	$7,366	G, A	3.5 tons	10.2 tons	3+14	7	Headlights	Open
Zil-131A	$7,416	G, A	3.5 tons	10.25 tons	3+14	7	Headlights	Open
Zil-131D	$7,439	D, A	3.5 tons	10.28 tons	3+14	7	Headlights	Open
Zil-131N1	$7,253	D, A	3.5 tons	10.08 tons	3+14	7	Headlights	Open
Zil-131N2	$7,319	D, A	3.5 tons	10.15 tons	3+14	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Zil-131/Zil-131N	124/62	34/18	340	66	Stnd	W(3)	HF1 HS1 HR1
Zil-131A	137/69	38/19	340	75	Stnd	W(3)	HF1 HS1 HR1
Zil-131D	141/71	39/20	340	53	Stnd	W(3)	HF1 HS1 HR1
Zil-131N1	97/49	27/14	340	30	Stnd	W(3)	HF1 HS1 HR1
Zil-131N2	113/57	31/16	340	38	Stnd	W(3)	HF1 HS1 HR1

Zil-151

Notes: Originally designated the ZIS-151, 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. The cab was at first made of wood, but these were soon replaced with an all-steel cab. 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). The Zil-151 is powered by a Zil-121 gasoline engine developing 92 horsepower, coupled with a 5-speed manual transmission. The chassis has a 6x6 drive and features both leaf springs and double-acting shock absorbers, leading to a firm but even ride. The two rear wheels have double wheels and tires. The Zil-151 has power brakes, but not power steering.

The BM-13 Katyusha MRLs were placed on the Zil-151, replacing their previous mounts, the ZIS-6 and US-made Studebaker US6 trucks. The Zil-151 also served as the base chassis for the BTR-152 APC. The Zil-151 also spawned a large number of hard-bodied versions, with installations ranging from command vehicles to communications trucks. There were several tanker variants for fuel and water, decontamination vehicles, crane trucks, and shop vans and repair vehicles. The Zil-151D is powered by a diesel version of the Zil-121 engine; it is rare. For that matter, the Zil-151 is today rare, except in North Korea, where they were produced until 1986; they were essentially worn out to dirt, with a few lucky ones having found a home in museums and static displays, and some of the unluckier ones being towed out to ranges for use as targets.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$5,496	G, A	2.5 tons	8.08 tons	3+10	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Zil-151	104/52	29/14	300	41	Stnd	W(3)	HF1 HS1 HR1
Zil-151D	104/52	29/14	300	27	Stnd	W(3)	HF1 HS1 HR1

Zil-157

Notes: This 6x6 medium truck was being replaced in Bloc service by the Zil-131. It is essentially a variant of the Zil-151 and was produced from 1958 to 1994, with almost 800,000 built in that time. The Zil-157 is very similar to the Zil-151, but the cab is slightly different, and the rear bogie has single, larger tires instead of smaller, double wheels; the Zil-157 is also physically a larger vehicle. The layout of the vehicle is conventional, with a front-mounted engine, a cab behind the engine for two people, and a cargo bed with a variety of bodies and configurations. The engine is a Zil-157 104-horsepower gasoline engine, but from 1961 the Zil-157K was

produced with a 109-horsepower gasoline engine. The brakes are power assisted. The Zil-157 can haul 4 tons on road; it can tow 2.5 tons cross country, or 3.6 tons on roads. Most of these trucks have a front-mounted winch with a 4-ton capacity. The spare tire is under the right front of the cargo box.

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). The 1978 BTR-157KD variant of the BTR-157K has a slightly larger cargo capacity (3 tons off road and 5 tons on roads), but is otherwise the same as the BTR-157K.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Zil-157	$7,282	G, A	2.5 tons	8.45 tons	2+10	6	Headlights	Open
Zil-157K	$7,292	G, A	2.5 tons	8.46 tons	2+10	6	Headlights	Open
Zil-157KD	$7,450	G, A	3 tons	8.5 tons	2+10	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Zil-157	110/55	30/15	150	46	Stnd	W(3)	HF1 HS1 HR1
Zil-157K	112/57	31/16	150	48	Stnd	W(3)	HF1 HS1 HR1
Zil-157KD	112/57	31/16	150	48	Stnd	W(3)	HF1 HS1 HR1

Zil-164

Notes: This was the replacement for the ZIS-150 truck of post- War 2 vintage, replacing the ZIS-150 in production in 1957, and differed outwardly only in the style of the radiator grille (many horizontal slots instead of a few vertical ones) and bumper (a simple bar instead of a curved bumper). It fostered over a score of variants and was in front line service for over 20 years. The Zil-164 was also popular on the Eastern Bloc civilian market. The base Zil-164 has a 97-horsepower gasoline-burner for an engine, but the Zil-164A has a 100-horsepower engine. The Zil-164 may haul 4 tons on the road, tow 3.5 tons cross-country, and tow 4.5 tons on roads.

Twilight 2000 Notes: Most Zil-164s were replaced by the Zil-130, but some soldier on in secondary former Warsaw Pact service and in Third World countries.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Zil-164	$5,782	G, A	3.5 tons	8.33 tons	3+14	6	Headlights	Open
Zil-164A	$5,792	G, A	3.5 tons	8.34 tons	3+14	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Zil-164	132/26	36/7	150	42	Stnd	W(2)	HF1 HS1 HR1
Zil-164A	136/27	38/8	150	44	Stnd	W(2)	HF1 HS1 HR1

ZIS-150

Notes: The ZIS-150 was one of Russia's first post-war designs, being first built in 1946. It replaced the ZIS-5 on the assembly line in 1947. In 1956, the designation was changed to Zil-150 due to de-Stalinization, but the year after that, the Zil-150 was replaced in production by the Zil-164. The ZIS-150 is partially based on the Lend-Lease International K-7 of US manufacture. The first LRIP examples used an 82-horsepower gasoline engine, but testing revealed that this was too weak an engine for its designated role, which was a frontline troop and cargo transport. The engine therefore was replaced with one of 95 horsepower. This is coupled with the first Soviet use of a five-speed manual transmission. Most ZIS-150s were built with the spare tire on the right side behind the cab, but some later examples placed the spare tire underneath the cargo bed at the right front.

The ZIS-150 is a conventional layout vehicle found primarily wheezing along in Third World backwaters. Like the Zil-157 and Zil-164, some 20 variants and sub-builds of the ZIS-150 were produced. The Chinese CA-10 Liberation is a modification of the ZIS-150. The ZIS-150A is a dual fuel (LNG and gasoline) powered version of the standard ZIS-150. The Zil-164 may be regarded as a variant of the ZIS-150.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
ZIS-150 (LRIP)	$5,683	G, A	3.5 tons	7.4 tons	3+14	3	Headlights	Open
ZIS-150	$5,717	G, A	3.5 tons	7.44 tons	3+14	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
ZIS-150 (LRIP)	127/26	35/7	150	36	Stnd	W(2)	HF1 HS1 HR1
ZIS-150	141/28	39/8	150	42	Stnd	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 Bronco is powered by a Caterpillar 3126B diesel developing 350 horsepower. The commander's position has a hatch above him which has a weapons mount able to take any weapon compatible with an NMT or below. The Bronco has a cluster of three smoke grenade launchers on each front bumper.

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 on the sides, and a hatch on the roof with a weapons mount able to handle any weapon up to those normally mounted on an NMT 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.

The Warthog is a variant deployed by the British, and used in combat primarily in Afghanistan. Variants include the troop carrier, logistics carrier, and ambulance, and also command and repair and recovery. (These last two will not be detailed here due to lack of information.) The Warthog has supplemental armor plates of steel and internal Kevlar boards, and can mount bar/slat armor. The Warthog has an MRAP's V-hull and crash-resistant seats. The Warthog is powered by a Caterpillar C7 turbodiesel engine developing 350 horsepower. The Warthog's weapon mount can take any weapon able to be placed on an NHT or below. The Warthog is, in fact, more an APC than anything else, but is included here for completeness.

Twilight 2000 Notes: The Bronco and the Warthog do not exist in the Twilight 2000 timeline.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Troop Carrier	$7,006	D, A	4.8 tons	15 tons	2+14	9	Headlights	Enclosed
Logistics Carrier	$9,006	D, A	5.3 tons	16 tons	6	9	Headlights	Enclosed
Ambulance	$8,517	D, A	4.8 tons	16.8 tons	5+8 or 4 Stretcher Cases	9	Headlights	Enclosed
Warthog Troop Carrier	$9,094	D, A	3.8 tons	17 tons	2+14	9	Headlights	Enclosed
Warthog Logistics Carrier	$11,094	D, A	4.3 tons	18 tons	6	9	Headlights	Enclosed
Warthog Ambulance	$11,169	D, A	3.8 tons	18.8 tons	5+8 or 4 Stretcher Cases	9	Headlights	Enclosed

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Troop Carrier	161/113	45/31/5	500	104	Stnd	T2	HF1 HS1 HR1
Logistics Carrier	153/107	42/30/5	500	104	Stnd	T2	HF1 HS1 HR1
Ambulance	147/103	41/29/5	500	104	Stnd	T2	HF1 HS1 HR1
Warthog Troop Carrier	146/102	40/28/4	500	130	Stnd	T2	HF3 HS2 HR2*
Warthog Logistics Carrier	139/97	39/27/4	500	130	Stnd	T2	HF3 HS2 HR2*
Warthog Ambulance	135/94	37/26/4	500	130	Stnd	T2	HF3 HS2 HR2*

*The floor AV of the Warthog is 5Sp, in addition to the benefits of an MRAP hull.

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 V903-C diesel engines developing 295 horsepower. 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
$12,361	D, A	4.54 tons	13.14 tons	3+20	8	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
172/86/46	48/24/13	545	87	Stnd	W(2)	HF1 HS1 HR1

TAM 150 T11 BV

Notes: This vehicle is a medium 6x6 truck used by the former Yugoslavian nations and Saudi Arabia. It is basically a greatly enlarged TAM 110 T7 BV (found in Croatian Light Unarmored Vehicles), and uses the same forward control cab and general layout as that vehicle; that cab is canvas covered in most versions, and has a removable PVC plastic cab roof in hardtop examples. The windshield may be folded forward over the front of the vehicle in both cases. The cab has a swinging bracket for use with night vision equipment (for the driver only). The TAM 150 T11 BV is equipped with a winch of 5000-kilogram capacity under the rear of the cargo body. The TAM 150 can haul 5 tons on roads, tow 3.6 tons cross country, and 5 tons on roads. The engine of the TAM 150 is a TAM F6L 413Fdiesel developing 154 horsepower, and coupled with a ZF S5-35S transmission with 5 speeds. The brakes and steering are power assisted. The vehicle can ford 1 meter of water. The driver has a central tire pressure regulation system at his disposal.

Variants include an artillery tractor, decontamination vehicle, tanker trucks, communications vehicle, mobile workshop, and fire truck. The BOV family of armored vehicles are based on the TAM 150 T11 BV, and serve as a base for the M94 Plamen-S MRL and the Kosava MRL. The TAM 150 is also popular with civilians of the region, especially outfitted as expedition trucks.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$12,533	D, A	3.6 tons	9.8 tons	2+18	7	Active/Passive IR (D)	Enclosed (Cab only)

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
131/66	37/18	150	45	Stnd	W(3)	HF1 HS1 HR1

TAM 162 T9

Notes: This is a medium 4x4 cabover truck available in a short (3.26-meter) or long (3.8-meter) wheelbase version. The front has a 5000-kilogram winch for self-recovery. The truck is designed for cold weather and has a cab heater and an engine preheater. A few of the cabs of this truck have a canvas roof (actually vinyl), but most have a steel or PVC plastic roof. The cab roofs can be removed, and the windshield folded forward. The TAM 162 is powered by a MAN D0824 LFL09 diesel engine with 155 horsepower that possesses good torque, coupled with a ZF S6 36 OD transmission with six forward and one reverse gear. The engine is Euro2 compatible. The TAM 162 can tow 3.5 tons on and off road.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SWB	$7,863	D, A	3.5 tons	9.5 tons	3+18	7	Headlights	Open
LWB	$8,385	D, A	3.5 tons	10.36 tons	3+20	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SWB	134/68	38/19	120	46	Stnd	W(2)	HF1 HS1 HR1
LWB	127/64	36/18	120	46	Stnd	W(2)	HF1 HS1 HR1

SAMIL 50

Notes: The SAMIL 50 is one of the standard medium trucks used by South Africa. It is a medium truck made of pressed steel with drop sides and tailgate for the cargo area; the sides and tailgate are also removable for the transport of outsized cargoes. The cab windows and members can likewise be folded down, and the cab roof is canvas and may be rolled back. 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 1 is powered by a Deutz F6L 413F 188-horsepower diesel. The truck is a permanent 4x4 vehicle, with locking differentials to heighten its off-road capability. The fuel tankage is actually divided into two 200-liter tanks.

There is a water tanker version (very important in South Africa's hot weather) which has five taps on each side at the bottom of the tanker body from which water may be drawn. At the rear of the tank is a drawing pipe from which is suspended a shower sprinkler which is large enough for two soldiers to shower. There is also a water pump from which water may be drawn at a rate of 500 liters per minute for filling smaller water tanks or trailers, water bags, etc.

There is a fuel tanker version which is equipped with a single hose, reel, and fuel valve per section to fill other vehicles or containers, at a rate of 500 liters per minute.

The Kwevoel is a version with an armored cab, a V-hull, and belly armor running down its entire length. It shares a name with the armored version of the SAMIL 100 (see South African Heavy Unarmored Vehicles) SAMIL 20 (see South African Light Unarmored Vehicles), but is a smaller version. An Armored ambulance version of the Kwevoel exists, though it is no longer being manufactured.

The Mk 2 is an upgraded version of the SAMIL 50 Mk 1. It has a much lighter engine and fuel tank, but at the same time it is a physically larger vehicle. It has a modified transmission with an option for automatic transmission. The engine is an ADE409 diesel developing 161 horsepower; the hood and engine housing is enlarged, as this engine is larger than the Deutz engine. The front axle is strengthened after some problems with the Mk 1's front axle. The main reasons for the changes in design are to ease local construction methods. Variants of the Mk 2 include a welding workshop, a fuel tanker, a field kitchen, and a mobile shower unit for personnel.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mk 1	$10,330	D, A	4.8 tons	12.4 tons	2+40	7	Headlights	Open
Kwevoel	$11,373	D, A	3.84 tons	13.25 tons	2+24	8	Headlights	Open
Fuel Tanker	$11,330	D, A	5000 liters + 310 kg	12.78 tons	2	9	Headlights	Open
Water Tanker	$10,330	D, A	4000 liters + 310 kg	12.59 tons	2	9	Headlights	Open
Mk 2	$10,368	D, A	4.8 tons	12.4 tons	2+40	7	Headlights	Open
Fuel Tanker	$11,368	D, A	5000 liters + 310 kg	12.78 tons	2	9	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
Mk 1	127/64	36/18	400	55	Stnd	W(2)	HF1 HS1 HR1
Kwevoel	121/61	33/17	400	55	Stnd	W(4)	HF2 HS2 HR2*
Fuel Tanker	124/62	34/18	400	55	Stnd	W(2)	HF1 HS1 HR1
Water Tanker	125/63	34/18	400	55	Stnd	W(2)	HF1 HS1 HR1
Mk 2	113/58	31/16	400	47	Stnd	W(2)	HF1 HS1 HR1
Fuel Tanker	111/56	31/15	400	47	Stnd	W(2)	HF1 HS1 HR1

*The AV shown applies only to the cab; the rest of the Kwevoel is AV1, except for the entire belly, which is AV4Sp.

Kiamaster Boxer

Notes: This is in some ways a larger version of the Kiamaster 1250 kg truck, but is more limited off-road due to its 4x2 drive and lack of an off-road suspension. The automotive components are virtually identical, and the engine the same. The engine is a 6-cylinder 4.052-liter diesel developing 115 horsepower. The wheelbase and cargo box are extended, but the Boxer can be considered in some ways to be a variant of the 1250-Kilogram Truck. The cargo box has bench seats along the sides; these can be removed, but do not fold up. The Boxer is normally used in rear areas or where good roads are expected, and is not normally considered a combat vehicle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$5,657	D, A	4 tons	7.75 tons	3+18	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
158/32	43/9	150	34	Stnd	W(2)	HF1 HS1 HR1

Kia KM250

Notes: The KM250 is 6x6 truck used by South Korea. It is similar in appearance to the US M44A2 series, but uses a German-produced MAN DO846HM diesel 160-horsepower engine and a different power train. Most of these vehicles have a 4.5-ton capacity winch in the front bumper with 61 meters of cable (included below). The standard vehicle has canvas covers over the cab and cargo area (the latter supported with bows), and wooden fence-type sides in the cargo area that is removable. The tailgate can be lowered.

The KM250A has a new South Korean designed KK-74 engine with more power: it has 183 horsepower.

The KM250 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.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
KM250	$8,631	D, A	2.25 tons	8.45 tons	3+20	6	Headlights	Open
KM251	$9,036	D, A	2.43 tons	9.43 tons	3+24	6	Headlights	Open
KM255	$10,600	D, A	4540 liters + 250 kg	8.46 tons	3	6	Headlights	Open
KM256	$9,860	D, A	3800 liters + 250 kg	7.93 tons	3	6	Headlights	Open
KM250A	$8,688	D, A	2.25 tons	8.45 tons	3+20	6	Headlights	Open
KM251A	$9,093	D, A	2.43 tons	9.43 tons	3+24	6	Headlights	Open
KM255A	$10,657	D, A	4540 liters + 250 kg	8.46 tons	3	6	Headlights	Open
KM256A	$9,917	D, A	3800 liters + 250 kg	7.93 tons	3	6	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
KM250	150/76	42/21	200	47	Stnd	W(3)	HF1 HS1 HR1
KM251	138/70	38/19	200	47	Stnd	W(3)	HF1 HS1 HR1
KM255	150/76	42/21	200	47	Stnd	W(3)	HF1 HS1 HR1
KM256	158/80	44/22	200	47	Stnd	W(3)	HF1 HS1 HR1
KM250A	167/84	47/23	200	54	Stnd	W(3)	HF1 HS1 HR1
KM251A	153/78	42/21	200	54	Stnd	W(3)	HF1 HS1 HR1
KM255A	167/84	47/23	200	54	Stnd	W(3)	HF1 HS1 HR1
KM256A	175/89	49/24	200	54	Stnd	W(3)	HF1 HS1 HR1

ENASA 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, with input from Leyland of Britain. Like many European military trucks, the Pegaso 3045 was tested in the Sahara. The Pegaso 3045 was initially powered by a DAF 6-cylinder gasoline engine developing 134 horsepower, but this was quickly supplanted with a more economical Pegaso 9026/13 125-horsepower, and later, 135-horsepower diesel engine. The gasoline engine was noted for its smooth, vibration-free operation, the diesel engine not so much. The 3045 can haul 5 tons on roads, and can tow 4.5 tons cross-country and 7.5 tons on roads. The truck can ford to a depth of 2 meters, and has a high suspension. The cab has a canvas roof, and the rear cargo area may be covered with a canvas tilt over bows. The 3045 has a winch in the front bumper with a capacity of 4 tons and 60 meters of cable.

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	$7,933	G, A	3 tons	9.75 tons	2+20	7	Headlights	Open
3045D (125 hp)	$7,910	D, A	3 tons	9.73 tons	2+20	7	Headlights	Open
3045D (135 hp)	$7,933	D, A	3 tons	9.75 tons	2+20	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
3045	119/60	33/17	260	59	Stnd	W(2)	HF1 HS1 HR1
3045D (125 hp)	112/57	31/16	260	37	Stnd	W(2)	HF1 HS1 HR1
3045D (135 hp)	119/60	33/17	260	39	Stnd	W(2)	HF1 HS1 HR1

ENASA Pegaso 3046

Notes: This is another of the standard medium trucks of Spain, and is also used by Egypt, Somalia, Peru, and Morocco. The 3046 is of cabover construction, with the engine under the cab and rear cargo area. The cab for most 3046s is canvas, with some hardtop cabs being produced, primarily for specialist versions. The engine powering the 3056 is a Pegaso L6 9135 170-horsepower turbodiesel, coupled with a Pegaso 3/4 6-speed manual transmission. The 3046 can haul 5 tons on roads and tow 4.5 tons off road and 7.5 tons on roads. The front has a 4.5-ton-capacity winch.

Versions include a troop/cargo carrier, tanker, recovery vehicle, and van bodies for ambulances, communications, workshops, refrigerator vehicles, and command posts. Egypt caused some problems for ENASA when it ordered 10,500 3046s – 8000 were delivered, but then Egypt declared default on the rest of the order, which cost ENASA a ton of money. The Spanish government then came to the rescue by buying the 2500 remaining on the order and converting them to fire engines and other first responder and service vehicles, which they sent out to the municipalities. (Egypt later ordered and paid for 2000 more.) The 3046 also figures heavily in civilian off-road competitions.

The 7217 is an updated 3046, with a 200-horsepower Pegaso L6 9100 turbodiesel and an automatic transmission. It has a longer 4.14-meter wheelbase (vs the 3046's 3.7-meter wheelbase) and a slightly higher ground clearance.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
3046	$8.524	D, A	3 tons	10.2 tons	2+23	7	Headlights	Open
7217	$9,192	D, A	4 tons	11.25 tons	2+23	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
3046	137/69	38/19	350	63	Stnd	W(2)	HF1 HS1 HR1
7217	143/72	40/20	350	74	Stnd	W(2)	HF1 HS1 HR1

ENASA 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 rear-mounted Pegaso 9125/5 190-horsepower diesel engine, a cab behind in front, and a central cargo area covered with canvas over a frame. The VAP 3550/1 uses automotive components from the Pegaso 3045 and 3050. The VAP 3550/1 is divided into several leakproof compartments, and one of these may fail without affecting the functioning of the vehicle. The cab is open to the cargo area at the back. The cargo area has a pintle with a machinegun mount (normally mounting an MG3 in Spanish service). The carrier is propelled in the water by waterjets, and bilge pumps are turned on before amphibious operations. At the front is a winch with a capacity of 4.5 tons, and there is a light material handling crane with a capacity of 350 kilograms.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$9,735	D, A	3 tons	12.5 tons	3+18	8	WL Spotlight (C)	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
128/64/13	36/18/4	250	56	Stnd	W(3)	HF1 HS1 HR1

Scania SBA111

Notes: This medium 4x4 truck is used by Sweden, Finland, and India. The SBA111 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 SBA111 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 SBA111 is powered by a Scania D11 diesel developing 220 horsepower.

The SBAT111S is a larger, heavier, 6x6 version of the SBA111 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. The SBAT111S is powered by a Scania DS11 turbodiesel developing 300 horsepower. 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 SBA111 above. India ordered special SBAT111Ss that have a reinforced suspension and brakes, allowing them to haul 8.5 tons on road and 7 tons cross-country. After the Indian sale, the Swedish bought 83 of this model.

Civilian models include rough terrain firefighting, septic trucks, high-lifting loading cranes, water and oil-drilling platforms, and heavy recovery vehicles.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SBA111	$9,667	D, A	4.5 tons	13.5 tons	3+18	8	Headlights	Open
SBAT111S	$11,460	D, A	6 tons	17.65 tons	3+24	10	Headlights	Open
SBAT111S Artillery Tractor	$11,360	D, A	6 tons	19.25 tons	10+16	11	Headlights	Open
SBAT111S FAT	$11,938	D, A	7 tons	19 tons	3+24	11	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
SBA111	134/68	38/19	167	65	Stnd	W(2)	HF1 HS1 HR1
SBAT111S	139/70	39/19	167	111	Stnd	W(3)	HF1 HS1 HR1
SBAT111S Artillery Tractor	130/66	37/18	167	111	Stnd	W(3)	HF1 HS1 HR1
SBAT111S FAT	132/66	37/18	167	111	Stnd	W(3)	HF1 HS1 HR1

Volvo L3154

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. The engine is the Volvo D96 AS diesel developing 150 horsepower, coupled with a Volvo K12 manual transmission with five forward and one reverse gear. The L3154 has power brakes, but not power steering.

There is a wrecker version, and a crash/rescue vehicle for airfields. The L3154 is also used as an artillery tractor and ammunition resupply vehicle.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$6,621	D, A	3 tons	10.32 tons	3+12	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
123/62	34/18	120	44	Stnd	W(3)	HF1 HS1 HR1

Volvo L4854

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 L4854 is noted for the simplicity of maintenance and ease of servicing. The cab is all steel, and has a hatch on 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. The L4854 is powered by a Volvo D67C turbodiesel, with a Volvo K17 manual transmission with five forward and one reverse gear. The L4854 can haul 4.5 tons on roads.

Over 20 variants of this vehicle exist, including several civilian variants, especially in the timber and construction trades.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$6,811	D, A	3 tons	9.72 tons	3+12	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
112/57	31/16	120	46	Stnd	W(2)	HF1 HS1 HR1

Bucher DURO 4x4/6x6

Notes: These are newer trucks to the Swiss Army. This entry refers to the DURO I; DURO II and III may be done in the future. There are three versions, a 4x4 short wheelbase, a 4x4 long wheelbase, and a 6x6 version. There are both soft and hard-bodies versions, but both use a hardtop cab. Visibility is very good from the cab with the large windows and the forward control configuration. The DURO is powered by a VM 4.162-liter turbocharged diesel developing 160 horsepower, coupled with an automatic transmission. A handicap of the truck is its low suspension; this gives more efficient operation over roads, but detracts from its off-road performance. The DURO, however, has a combination of coil springs and gas pressure shocks, making the low suspension not too much of a penalty. The cab roof has a box housing an air conditioner.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
4x4 S	$4,893	D, A	2.97 tons	5.8 tons	3+10	3	Headlights	Open
4x4 L	$5,404	D, A	3.1 tons	6 tons	3+12	3	Headlights	Open
6x6	$5,777	D, A	3.68 tons	7.01 tons	3+14	3	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
4x4 S	204/103	57/29	120	59	Stnd	W(2)	HF1 HS1 HR1
4x4 L	199/100	56/28	120	59	Stnd	W(2)	HF1 HS1 HR1
6x6	174/88	49/25	120	59	Stnd	W(2)	HF1 HS1 HR1

Saurer 2CM

Notes: These older Swiss trucks were in service until the 1960s. The 2CM also served as the basis of larger, similar trucks like the 4CM in Swiss Heavy Unarmored Vehicles. It has a forward control cab and the commander's seat has an observation hatch on the roof over his head; this hatch does not incorporate a weapon mount. The rear cargo area has drop sides and removable bows and canvases. The front has a 6-ton capacity winch with 55 meters of cable. The 2CM is powered by a Saurer CR2D 4-cylinder diesel engine developing 75 horsepower, which makes the 2CM quite underpowered. This engine is coupled with a manual five-speed transmission. The rear tires are doubled for a total of six tires, plus the spare mounted under the center left of the frame.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$8,987	D, A	3.5 tons	9 tons	2+28	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
84/42	23/12	100	22	Stnd	W(2)	HF1 HS1 HR1

Saurer 2DM

Notes: 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. The engine is also more powerful, being a Saurer CT3D diesel developing 135 horsepower. The transmission has a larger gear range, with eight forward and two reverse gears. The front has a 6-ton capacity winch with 55 meters of cable.

In addition to its military use, the 2DM is in common use by civilians, in roles ranging from engineering trucks to drilling platforms to adventure trucks. Large amounts of 2DMs were supplied to Ukraine as military aid.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$10,415	D, A	4.9 tons	11.8 tons	3+28	7	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
104/53	29/14	160	40	Stnd	W(2)	HF1 HS1 HR1

ConDiesel 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 early LARC-5s were powered by a gasoline-burning engine developing 300 horsepower; these were replaced in production by Cummins diesel engines also developing 300 horsepower. A 2006 SLEP gave 42 of the US's LARC-5s a John Deere turbodiesel developing 375 horsepower and following Tier 2 emissions controls.

The LARC-5 is used by the US Army (in small numbers), Argentina, Australia, France, Germany, Portugal, Singapore, and Thailand. The LARC-5 has seen combat use in Vietnam and the Falklands (used by Argentine Marines). Australian LARC-5s saw extensive service in the 2010-11 Queensland Floods. Australian LARC-5s are also sometimes used by scientists in Antarctica.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
LARC-5 (Gas Engine)	$12.015	G, A	4.55 tons	14.06 tons	3+20	8	Headlights	Open
LARC-5 (Diesel Engine)	$12.015	D, A	4.55 tons	14.06 tons	3+20	8	Headlights	Open
LARC-5 (SLEP)	$12,201	D, A	4.55 tons	14.34 tons	3+20	8	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
LARC-5 (Gas Engine)	165/83/37	46/23/10	547	132	Stnd	W(3)	HF1 HS1 HR1
LARC-5 (Diesel Engine)	165/83/37	46/23/10	547	88	Stnd	W(3)	HF1 HS1 HR1
LARC-5 (SLEP)	195/98/44	54/27/12	547	111	Stnd	W(3)	HF1 HS1 HR1

AM General M35A2

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. Some of these vehicles are fitted with a ring mount over the commander's seat for a weapon. The M35 (A0) is powered by a Continental COA-331 146-horsepower gasoline engine; the M35A1 replaced this engine with a Continental LDS 427-2 multifuel engine which could burn diesel, gasoline, aviation fuel, kerosene, or heating oil. It was turbocharged and produced 140 horsepower. (This engine was not considered reliable, suffering from frequent head gasket failures.) The M35A2 traded engine power for fuel economy, producing only 134 horsepower in their LD-465-1 multifuel engines, and doing without the turbocharger. The M35 series can haul 4.54 tons on roads; it can tow 2.72 tons offroad and 4.54 tons on roads.

The M36A2 is a long wheelbase variant of the M35A2; it has a cargo box 5.3 meters long, as opposed to the M35A2's 3.7-meter cargo box. The M49A2 is a fuel tanker variant, able to double its fuel load if traveling on roads. The tank is steel, and the fuel may be dispensed by gravity if small amounts of fuel are to be delivered. The crew may also employ a pump which may deliver fuel at a rate of 303 liters per minute. The M50A3 is, despite its designation, a variant of the M35A2. It is a water tanker with an aluminum tank, which can double its water load if it stays on roads. It can feed from three gravity-fed taps on each side of the tank at the bottom, or pump using the same pump mechanism as the M49A2. Both the M49A2 and M50A3 may mount a tarpaulin over bows to disguise what kind of vehicle they are.

The M35A3 is an M35A2 upgraded by Extended Service Program (ESP) for the US and certain US allies' forces. The manual transmission is replaced with an automatic transmission, the multifuel engine is replaced by a more powerful Caterpillar 3116 turbocharged diesel engine developing 205 horsepower, power steering is added, and other improvements have been added. Most of these vehicles are merely upgraded versions of the M35 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 M35A2 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.

The M35 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. The M35 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.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
M35	$6,473	G, A	2.72 tons	10.4 tons	3+10	7	Headlights	Open
M35A1	$6,629	D, G, AvG, A	2.72 tons	10.4 tons	3+10	7	Headlights	Open
M35A2	$6,443	D, G, AvG, A	2.72 tons	10.4 tons	3+10	7	Headlights	Open
M36A2	$7,708	D, G, AvG, A	2.72 tons	11.5 tons	3+14	7	Headlights	Open
M49A2	$7,292	D, G, AvG, A	2271 liters + 440 kg	10.1 tons	3	8	Headlights	Open
M50A3	$6,914	D, G, AvG, A	1893 liters + 440 kg	10.41 tons	3	8	Headlights	Open
M35A3	$6,874	D, A	2.72 tons	10.02 tons	3+10	7	Headlights	Open
M35 Gun Truck	$35,502	D, G, AvG, A	1 ton	14.91 tons	4+6	7	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
M35	120/61	33/17	189	64	Stnd	W(3)	HF1 HS1 HR1
M35A1	117/58	32/16	189	51	Stnd	W(3)	HF1 HS1 HR1
M35A2	113/57	31/16	189	39	Stnd	W(3)	HF1 HS1 HR1
M36A2	105/53	29/14	189	39	Stnd	W(3)	HF1 HS1 HR1
M49A2	115/58	32/16	189	39	Stnd	W(3)	HF1 HS1 HR1
M50A3	113/57	31/16	189	39	Stnd	W(3)	HF1 HS1 HR1
M35A3	160/81	44/22	189	76	Stnd	W(3)	HF1 HS1 HR1
M35 Gun Truck	89/45	24/13	189	39	Stnd	W(3)	HF4 HS4 HR4

Vehicle	Fire Control	Stabilization	Armament	Ammunition
M35 Gun Truck	None	None	M2HB, 2xM60 or M240	1050x.50, 2000x7.62mm

GMC M211

Notes: This predecessor of the M35 series was first designed just after World War 2. It is a conventional layout truck with an appearance very similar to that of the M35. The truck has a removable canvas top for the cab and the cargo area, and the cargo area has removable fence-type sides. Some M211s have a ring mount above the commander's seat with a heavy weapon mount, able to take any weapon usable on an NHT or below. Some of them are fitted with a winch that has a capacity of 4.54 tons (included in the stats below), and a deep-fording kit is available. With the kit, fording up to 1.98 meters is possible; without the kit, fording is limited to 76 centimeters. The engine of the M211 is a GM 302 gasoline engine developing 130 horsepower. This is coupled with something unusual for its time period: an automatic transmission.

The M135 is nearly identical, but has single larger wheels and tires instead of the smaller, dual rear wheels and tires. This makes the M135 slightly worse at off-road work, but has no practical effect in game terms, except when trying to change tires.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
$7,356	G, A	2.27 tons	8.24 tons	2+10	6	Headlights	Open

Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
131/66	37/18	212	57	Stnd	W(3)	HF1 HS1 HR1

Oshkosh Family of Medium Tactical Vehicles

Notes: The Family of Medium Tactical Vehicles (FMTV) is the replacement of dozens of M35, M54, and M809 2 ½ and 5-ton trucks in the US Army, Air Force, and Space Force. The LMTV (Light Medium Tactical Vehicle is a 4x4 cabover design that has 80% of parts in common with the M1083 5-ton truck listed below, and 50% parts commonality with the Steyr 12M18. 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). The 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. They are built of 758 MPa high-grade steel, sourced from Sweden. FMTVs may be fitted with an armored cab, the Crew Protected Cab (CPC). The CPC was not actually developed with ballistic protection in mind; it was designed to protect the crew from exhaust and debris when a HIMARS launcher is fired. This was later upgraded to include floor protection. The CPC also includes armored shutters over the windshield and side windows, again originally developed to protect the crew from HIMARS launches.

Another armored variant is the US Marines' Caiman MRAP.

The MTV (Medium Tactical Vehicle) is a larger version 6x6 of the LMTV, with double the cargo capacity and more powerful engines. The M1083 is the base cargo/troop carrier version. The M1084 is the same vehicle with a 3-ton-capacity cargo handling crane. The M1085 is a long wheelbase (LWB) variant, with a length of 8.86 meters, as opposed to the M1083's 6.96-meter length. The M1086 is the LWB version fitted with a cargo handling crane. The M1091 is a fuel tanker variant, with a sealed and lined steel tank divided into three sections, and a pump for each section.

A0 variants of the LMTV are powered by a 3116 ATAAC diesel engine developing 225 horsepower, coupled with an Alison MD-D7 automatic transmission. A1 variants have an upgraded 3126 ATAAC with 275 horsepower, coupled with an Alison MD 3070 PT automatic transmission. A1P2 versions are powered by a Caterpillar C7 diesel which has the same horsepower rating but is easier to maintain and adjust, and has more torque. The engine is also compliant with the (former) regulations of the EPA. This engine is coupled with an Alison 3070 SP automatic transmission. MTVs use the same transmissions; the A0 MTV uses the same engine as the LMTV, but it is uprated to 290 horsepower. The A1 versions of the MTV again use the same engine as the LMTV, but uprated to 330 horsepower. Steering and brakes for both the LMTV and MTV are power assisted.

The base chassis for these vehicles was the Austrian Steyr 12M18, but this chassis was strengthened and upgraded for better cross-country mobility. Variants of this vehicle include a standard cargo/troop carrier, a van body, and a version designed for airdropping. The MTV comes in a wide variety of versions, including a basic cargo/troop carrier, a wrecker, 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.

The FMTV also includes a set of trailers based on the trucks' components and cargo beds.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
M1078	$6,483	D, A	2.27 tons	9.8 tons	3+10	7	Headlights	Open
(w/Armored Cab)	$7,326	D, A	2.27 tons	10.9 tons	3+10	7	Headlights	Open
M1078A1	$6,607	D, A	2.27 tons	9.92 tons	3+10	7	Headlights	Open
(w/Armored Cab)	$7,450	D, A	2.27 tons	11.02 tons	3+10	7	Headlights	Open
M1083	$7,978	D, A	4.54 tons	13.52 tons	3+20	8	Headlights	Open
(w/Armored Cab)	$8,886	D, A	4.54 tons	14.62 tons	3+20	8	Headlights	Open
M1083A1	$8.078	D, A	4.54 tons	13.62 tons	3+20	8	Headlights	Open
(w/Armored Cab)	$8,986	D, A	4.54 tons	14.72 tons	3+20	8	Headlights	Open
M1084	$11,486	D, A	4.54 tons	15.37 tons	3+20	9	Headlights	Open
(w/Armored Cab)	$12.493	D, A	4.54 tons	16.47 tons	3+20	9	Headlights	Open
M1084A1	$11,586	D, A	4.54 tons	15.47 tons	3+20	9	Headlights	Open
(w/Armored Cab)	$12,593	D, A	4.54 tons	16.57 tons	3+20	9	Headlights	Open
M1085	$9,112	D, A	4.54 tons	14.08 tons	3+20	8	Headlights	Open
(w/Armored Cab)	$10,215	D, A	4.54 tons	15.18 tons	3+20	8	Headlights	Open
M1085A1	$9,212	D, A	4.54 tons	14.18 tons	3+20	8	Headlights	Open
(w/Armored Cab)	$10,315	D, A	4.54 tons	15.28 tons	3+20	8	Headlights	Open
M1086	$12,588	D, A	4.54 tons	15.28 tons	3+20	9	Headlights	Open
(w/Armored Cab)	$13,756	D, A	4.54 tons	16.38 tons	3+20	9	Headlights	Open
M1086A1	$12,688	D, A	4.54 tons	15.38 tons	3+20	9	Headlights	Open
(w/Armored Cab)	$13,856	D, A	4.54 tons	16.48 tons	3+20	9	Headlights	Open

M1091	$12,326	D, A	5678 liters + 570 kg	15.66 tons	3	9	Headlights	Open
(w/Armored Cab)	$13,363	D, A	5678 liters + 570 kg	16.76 tons	3	9	Headlights	Open
M1091A1	$14,426	D, A	5678 liters + 570 kg	15.76 tons	3	9	Headlights	Open
(w/Armored Cab)	$15,463	D, A	5678 liters + 570 kg	16,86 tons	3	9	Headlights	Open

Vehicle	Tr Mov	Com Mov	Fuel Cap	Fuel Cons	Config	Susp	Armor
M1078	176/89	49/25	235	67	Stnd	W(2)	HF1 HS1 HR1
(w/Armored Cab)	162/82	44/22	235	67	Stnd	W(2)	HF2 HS2 HR2*
M1078A1	205/104	57/29	235	81	Stnd	W(2)	HF1 HS1 HR1
(w/Armored Cab)	189/95	52/26	235	81	Stnd	W(2)	HF2 HS2 HR2*
M1083	167/84	47/23	300	86	Stnd	W(3)	HF1 HS1 HR1
(w/Armored Cab)	157/79	43/22	300	86	Stnd	W(3)	HF2 HS2 HR2*
M1083A1	184/93	51/26	300	98	Stnd	W(3)	HF1 HS1 HR1
(w/Armored Cab)	173/87	48/24	300	98	Stnd	W(3)	HF2 HS2 HR2*
M1084	151/76	42/21	300	86	Stnd	W(3)	HF1 HS1 HR1
(w/Armored Cab)	143/72	40/20	300	86	Stnd	W(3)	HF2 HS2 HR2*
M1084A1	167/84	47/23	300	98	Stnd	W(3)	HF1 HS1 HR1
(w/Armored Cab)	158/79	43/22	300	98	Stnd	W(3)	HF2 HS2 HR2*
M1085	161/82	44/22	300	86	Stnd	W(3)	HF1 HS1 HR1
(w/Armored Cab)	152/77	42/22	300	86	Stnd	W(3)	HF2 HS2 HR2*
M1085A1	178/90	50/25	300	98	Stnd	W(3)	HF1 HS1 HR1
(w/Armored Cab)	168/85	47/23	300	98	Stnd	W(3)	HF2 HS2 HR2*
M1086	168/85	47/23	300	86	Stnd	W(3)	HF1 HS1 HR1
(w/Armored Cab)	143/72	40/20	300	86	Stnd	W(3)	HF2 HS2 HR2*
M1086A1	167/84	47/23	300	98	Stnd	W(3)	HF1 HS1 HR1
(w/Armored Cab)	158/79	43/22	300	98	Stnd	W(3)	HF2 HS2 HR2*
M1091	149/74	41/21	300	86	Stnd	W(3)	HF1 HS1 HR1
(w/Armored Cab)	141/71	39/20	300	86	Stnd	W(3)	HF2 HS2 HR2*
M1091A1	163/82	46/23	300	98	Stnd	W(3)	HF1 HS1 HR1
(w/Armored Cab)	155/78	43/22	300	98	Stnd	W(3)	HF2 HS2 HR2*

*The listed AV is for the cab only; the rest of the truck is not so armored. The floor AV for the cab is 4Sp.