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Trailer, Cargo, 1-ton GS 2-Wheel

Notes: This trailer was designed to be a general-purpose trailer for towing behind light and medium wheeled and tracked vehicles. It is a basic sort of trailer, with an aluminum body and two main wheels as well as a retractable third small wheel to support the trailer when it is not connected to a vehicle. The basic trailer body is made of aluminum, and can be used to carry cargo, pre-packaged POL products (such as tanks or flexible bladders), or ammunition of various types (and may also be equipped with special racks for certain ammunition types). The body of the trailer may be removed from the chassis and replaced with tank for water, fuel, or POL products.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Standard GS	\$1,723	1 ton	510 kg	1	W(1)/HF1 HS1 HR1
GS with Tank	\$1,895	1 ton (1000 liters)	561 kg	1	W(1)/HF1 HS1 HR1

Trailer, Chassis, Light MC2 (1-ton)

Notes: Developed at the same time as the GS above, the MC2 is designed to be a chassis upon which modular components may be mounted. Some of these components include dual 10 or 15 kW generators, a single 30 kW generator, a tank body, a hydrogen generator, or a cargo body. This trailer is equipped with hydraulic brakes with electrical connections to hook up to the towing vehicle. It is designed for towing behind wheeled vehicles of 1.5-8 tons capacity. The example below is only the modular chassis.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
MC2 with cargo bed	\$898	1 ton	500 kg	1	W(1)/HF1 HS1 HR1

EMPL 3-Axle 34-ton Low-Bed Semi-Trailer

Notes: Designed as a light armored vehicle transporter, the EMPL is to be towed by an appropriately-equipped truck and is constructed from steel and with components designed for durability. Two loading folding loading ramps are at the rear of the trailer so that vehicles may drive onto the trailer. The three axles (12 wheels total) are at the rear of the trailer, with the front supported by the towing vehicle. The rear section also carries the vehicle or cargo on the trailer. The rear axle is steerable if the trailer is moving at 20 kph or less. All wheels are equipped with airbrakes. Two spare tires are provided with the trailer; a complete set of tools and accessories needed to secure the vehicle or cargo is also carried. This would include a basic tool set, eyebolts, cables, ropes, bolts, nuts, etc.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
EMPL 34-ton	\$6,610	34 tons	12 tons	2	W(3)/HF1 HS1 HR1

Alvis 1-ton Special Purpose Trailers

Notes: These one-axle, two-wheeled trailers share a common chassis and load platform, but are fitted out for different roles. They all feature a strong off-road suspension, hydraulic overrun brakes, and a mechanical parking handbrake. They are used by several countries and may be used by any NATO-compatible vehicle. Options for the trailers include strengthening for airdropping and retractable support legs.

The FV-2411 Missile Resupply Trailer carries containerized spare missiles for the Rapier SAM system in special racks. The FV-2412 Cargo Trailer is normally used for carrying specialist equipment for the Rapier system, but may also be used for general cargo purposes, and has a box cargo body. The FV-2413 and FV-2415 are platform-type trailers used to carry specialist equipment for various weapon systems or large pieces of equipment such as generators. The two trailers differ primarily in that the FV-2415 has a longer, raised towbar to allow it to be towed by larger vehicles with higher tow pintles. The FV-2420 Air-Portable Bridge Trailer is used specifically for carrying sections of the Class 16 air-portable bridging system. The suspension of this trailer may be lowered to provide a smaller cross-section for loading in aircraft, and there are numerous lashing and special attachment points for the bridge sections on the flat platform. The FV-2420 is little more than a chassis fitted with a special framework and its utility for carrying other cargo is limited. The FV-2421 is a platform trailer designed specifically for carrying a 24kW or 16 kW generator for use with Electronic Repair Vehicles, but is also useful for transporting virtually any sort of cargo that fits, and can also mount a water tank. The suspension is uprated to allow it to carry more weight. The FV-2425 was designed specifically for carrying the THORN EMI Cymberline mortar counterbattery radar. The suspension is adjustable to assist in aiming the radar, and there are also four retractable legs at the corners of the platform. Alternatively, the trailer may carry small shelter bodies or containers.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
FV-2411	\$1,971	1 ton	534 kg	1	W(1)/HF1 HS1 HR1
FV-2412	\$1,382	1 ton	534 kg	1	W(1)/HF1 HS1 HR1
FV-2413	\$1,095	1 ton	533 kg	1	W(1)/HF1 HS1 HR1
FV-2415	\$1,095	1 ton	533 kg	1	W(1)/HF1 HS1 HR1
FV-2420	\$876	1 ton	340 kg	1	W(1)/HF1 HS1 HR1
FV-2421	\$1,121	1.5 tons	533 kg	1	W(1)/HF1 HS1 HR1
FV-2425	\$682	1 ton	447 kg	1	W(1)/HF1 HS1 HR1

Alvis High-Mobility Trailer

Notes: Though designed specifically for towing behind the MCRV version of the Warrior, this flatbed trailer is suitable for towing behind virtually any heavy vehicle with a NATO-compatible tow hook. It is normally used to carry major end items such as complete powerpacks or transmission assemblies for armored vehicles, but can also be used to carry heavy weapons and ammunition, radars, bridging equipment, or general cargo. The suspension features a heavy-duty off-road suspension with two axles and four huge tires, and the suspension can traverse up to 40-degree side slopes with its flexible towing system. The High-Mobility Trailer is designed to not impair the performance of the towing vehicle in any way. When not connected to a vehicle (or when stationary), four jacks are lowered which automatically maintain a level platform regardless of the cargo distribution on the trailer. This means that the trailer may also be used as a safe working platform. The trailer is equipped with an umbilical winch to aid in mating to the towing vehicle, and a small motor to power this winch and the automatic jacks (powered by a battery).

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
High-Mobility Trailer	\$3,877	6.5 tons	5.5 tons	2	W(3)/HF1 HS1 HR1

AVRE/CRARRV Trailer

Notes: This Reynolds Boughton-built trailer originated as the AVRE trailer; it was specifically designed to be towed by the Chieftain AVRE, but can also be towed by other tracked and wheeled vehicles of at least 14 tons in size. It is a two-axle trailer with four massive run-flat tires and a high, flexible independent suspension allowing it excellent off-road mobility. It is generally meant for

engineer equipment, such as mine pallets and/or dispensers, Class 60 trackways, fascine rolls, etc., but it is also useful for general cargo and is used for such by heavy trucks and DROPS vehicles. The entire trailer is of high-strength steel and the wheels all have airbrakes (with an integral compressor).

When the idea to carry Challenger powerpacks on top of the CR ARRAV (the Challenger Armored Repair and Recovery Vehicle) proved impractical, the AVRE trailer was modified into the CRARRV trailer to carry these huge powerpacks. 24 of these modifications were done, ending in 2000. The CRARRV trailer has a special cradle for the powerpack, but is otherwise identical to the AVRE trailer.

Twilight 2000 Notes: The AVRE trailer is rather rare; the CRARRV trailer does not exist as such, though the AVRE trailer is sometimes used in this role, with field modifications.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
AVRE/CRARRV Trailer	\$6,190	8.25 tons	4.9 tons	1	W(3)/HF1 HS1 HR1

Crane-Fruehauf Mk 1B

Notes: This tank transporter semi-trailer is not used by the British Army, but has been exported to several Middle Eastern and African countries, including Jordan, Kuwait, Kenya, and Libya. It is a basic sort of tank transporter, with all-steel construction for the frame, chassis, and deck. The suspension is heavy-duty, but this is more to support great weight rather than for any sort of off-road capability (off-road performance of the Mk 1B is mediocre). The axles are, however, split and independently mounted to allow a bit more flex for the bogies, and there are stops to make sure that the tires do not hit the fenders. The Mk 1B is equipped with airbrakes, and if the towing vehicle cannot power these brakes, the Mk 1B becomes rather dangerous, since there are no other brakes other than a manual handbrake acting only on the rearmost wheels. The loading ramps are manually operated, and the Mk 1B has the standard sort of equipment for this type of trailer.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Mk 1B	\$29,275	60 tons	20 tons	5	W(2)/HF1 HS1 HR1

DB-18/2CC-17.5

Notes: This flatbed trailer is designed primarily for use by the Royal Engineers for the moving of large engineer vehicles such as earthmoving and construction vehicles, and other large pieces of machinery. It may also be used as a general cargo trailer, and has a variety of tie-down and lash-down points, as well as the necessary tools and accessories for the securing of vehicles and equipment. It has been designed to be towed by other large engineer vehicles such dump trucks, but may be towed by any vehicle with suitable towing capability. It is a two-axle, eight-wheel trailer, with the axle set placed about two-thirds of the way to the rear of the trailer. The wheels have brakes and there is a handbrake. At the rear of the trailer are adjustable spring-loaded loading ramps. The trailer is constructed largely from steel, but the cargo deck is of treated hardwood over a sheet of steel; construction is quite heavy and strong, and the floor of the trailer has the equivalent of AV 2. The DB-18/CC-17.5 also includes several equipment bins and a recovery winch with a capacity of 5 tons (hand-cranked).

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

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
DB-18/2CC-17.5	\$2,989	12.65 tons	5.85 tons	1	W(3)/HF1 HS1 HR1

DB-20/2-19.5

Notes: This is a large flatbed DROPS-type trailer designed for the towing of heavy loads, primarily by very large trucks. The DB-20/2-19.5 is primarily meant to carry NATO-standard ISO containers, palletized loads, ammunition racks, and other such heavy loads. The trailer uses a heavy-duty suspension with two axles (one at each end) and eight large tires. The wheels initially had simple hydraulic brakes, but these were upgraded starting in 2000 to antilock brakes. In addition, 16 of these trailers were upgraded at the same time for use by the Royal Marines to be able to ford up to 1.5 meters of water or surf. The trailers are otherwise of high-strength steel construction; they also have the novel feature of having two adjustable power-operated giant clamps to hold cargo, in addition to normal tie down/lash down points and lockdown points.

Twilight 2000 Notes: Antilock brakes were never fitted in the Twilight 2000 timeline, though the modifications for the Royal Marines were made during the war.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
DB-20/2-19.5	\$6,136	16.94 tons	10.17 tons	2	W(2)/HF1 HS1 HR1

FV-2381

Notes: This light trailer, designed specifically for military use, is a one-axle two-wheel trailer of all-steel construction. The wheels have overrun brakes, and there is also a mechanical parking brake. The FV-2381 has excellent off-road performance, and can also ford to a depth of 0.76 meters (though only to 0.61 meters without water overrunning the sides of the trailer). The FV-2381 has lashing points for cargo and can be equipped with bows and a canvas tilt. Another version, the FV-2380, is a simple chassis with a platform, allowing it to carry small containers, pallets, or generators, or be fitted with a tank body. Another version, the FV-2361 uses the same chassis, but the cargo box is longer and narrower. The FV-2361 is still in use by the British military, but has not been in production since the mid-1980s.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
FV-2381	\$783	750 kg	408 kg	1	W(1)/HF1 HS1 HR1

FV-2406 Mk 2

Notes: These two trailers use a common chassis (the FV-2405 Mk 2), but different cargo bodies or platforms. The chassis is a one-axle two-wheel design, with a retractable dolly wheel in front. It is off-road rated, and has airbrakes as well as a mechanical parking brake. At the rear under the cargo body or platform is a spare tire. The FV-2406 Flat Platform Trailer is designed to carry a variety of specialist equipment and bodies, including tank bodies, weapon or ammunition racks, generators, air conditioning units, and suchlike. This trailer is comprised mainly of steel components, but the floor of the platform is of weatherproofed plywood. The trailer has three stabilizing jacks, one at the front and two at the rear corners. The FV-2406 Mk 2 Cargo Trailer is a basic cargo carrier with steel sides, a hinged tailgate, and a weatherproof plywood floor.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Flat Platform Trailer	\$1,709	2.5 tons	1.09 tons	1	W(1)/HF1 HS1 HR1
Cargo Trailer	\$2,890	2.5 tons	1.26 tons	1	W(1)/HF1 HS1 HR1

FV-2408

Notes: This is a general purpose cargo trailer designed to be towed behind a wide variety of vehicles, both wheeled and tracked. It is a one-axle, two-wheeled trailer with an off-road suspension, hydraulic overrun brakes (with an onboard master cylinder) and a parking brake, and a spare tire under the cargo body at the rear. Construction is largely of welded sheet steel, with a chassis of steel bars; however, the floor of the cargo body is of treated plywood. The trailer has a hinged tailgate and removable sides, as well as numerous lashing and tie-down points. The cargo body may be removed and the resulting platform used a tank body, weapons or ammunition racks, or other large cargoes within the limits of the payload capacity.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
FV-2408	\$2,044	1.75 tons	1.05 tons	1	W(1)/HF1 HS1 HR1

FV-2842 MGB Trailer

Notes: Designed specifically to carry sections of the Williams Fairey Medium Girder Bridge, this flatbed trailer can also be used to carry other palletized loads, containers, or general cargo, and it has plenty of tie-down/lash-down and lock-down points for such cargo. The FV-2842 is a single-axle trailer with two wheels and a so-so off-road suspension. The chassis is of high-strength tubular steel, covered with a corrugated aluminum cargo deck. The wheels have airbrakes and a mechanical parking brake. The

trailer was not meant for fast towing; maximum speed on roads is 56 kmh (Com Mov 78) and off-roads it is 24 kmh (Com Mov 33); faster towing requires an Easy: Driving check, with it becoming one level more difficult for each doubling of that speed.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
FV-2842	\$3,668	3.48 tons	1.46 tons	1	W(1)/HF1 HS1 HR1

FV-3541A

Notes: This semi-trailer, also known as the Engineer Plant Semi-Trailer, can be used to move light armored vehicles, but its primary role is to move engineer equipment and vehicles. The rear deck is in fact a flatbed with loading ramps, with a narrow foredeck taken up by tool and equipment lockers. The main chassis is comprised of high-strength steel cross-members, with the load deck made from steel and the loading ramps made from hardwood over a steel framework. The trailer has two axles each with four wheels and tires, and the front of the trailer has supports cranked down by hand, along with rear supports deployed in the same manner. As with most such trailers, the FV-3541A comes with the required tools and materials for securing loads to the cargo deck. In the British Army, this trailer is normally towed by a version of the Scammell Crusader, though other semi-tractors may also tow it.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
FV-3541A	\$11,531	35 tons	13.6 tons	4	W(2)/HF1 HS1 HR1

GTS-100/6 and GTS-110/7

Notes: This tank transporter semi-trailer was still looking for customers as of 2003, but was being extensively tested by the US at the time, and it is compatible with virtually all NATO military semi-tractors and US, Canadian, and European civilian semi-tractors. It is designed primarily for hard roads, and has limited off-road capabilities, but it has the capacity to carry pretty much any main battle tank in service today. The length of the load deck also allows the transportation of two smaller armored vehicles such as IFVs. The suspension and gooseneck allow for automatic load leveling over bumpy roads or dirt roads, and to a limited extent off-road. The trailer has a total of six axles and twelve tires, each with airbrakes, and the trailer is able to continue to travel at highway speeds even with both tires on one axle being blown out. The axles may also be fitted with special wide wheels and tires for softer surfaces, and this also improves off-road performance (but slightly penalizes on-road speeds). Construction is of heavy-duty steel throughout, and the deck is thick enough to provide an AV of 2, as are the loading ramps. The loading ramps themselves are power-operated via hydraulics, and are adjustable for the width of the vehicle being loaded. Adjustable track guides and stops are standard, as are the standard assortment of tools and accessories for securing the vehicles. At the corners of the trailer, outriggers may be lowered to stabilize the trailer during loading and unloading.

The GTS-110/7 is basically a higher-capacity, more-advanced version of the GTS-100/6. This version has seven axles instead of six, improved off-road performance, and a manual override for the loading ramps. The GTS-110/7 is currently in production for the British Army.

Twilight 2000 Notes: These trailers do not exist in the Twilight 2000 timeline.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
GTS-100/6	\$15,582	72 tons	25 tons	6	W(6)/HF1 HS1 HR1
GTS-110/7	\$16,231	75 tons	26.5 tons	6	W(7)/HF1 HS1 HR1

King 35-ton HET Trailer

Notes: This is a heavy equipment transporter (HET) semi-trailer designed for transporting vehicles such as APCs, IFVs, and other light armored vehicles, large wheeled vehicles, and heavy equipment such as engineer vehicles, machinery, generators, etc. It can also be used to carry large ISO containers, palletized loads, and suchlike, and includes lockdown points for these, as well as track guides for vehicles. The frame and chassis is made from steel; the load deck is also steel, and can be had in two widths (2.5 and 3 meters). The trailer has spring-loaded ramps at the rear for loading vehicles and cargo. The three axles (with two tires each) are normally not steerable, but versions of this trailer can be had with steerable wheels.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
King HET Trailer (2.5m Width)	\$8,010	35 tons	13 tons	3	W(3)/HF1 HS1 HR1
King HET Trailer (3m Width)	\$9,496	35 tons	13.36 tons	4	W(3)/HF1 HS1 HR1

Lolode 8-ton Recovery Transporter

Notes: This trailer was designed primarily for the recovery of forklift vehicles and other light servicing vehicles and wheeled machinery with low suspensions. To this end, the Lolode's suspension can "kneel" – it lowers between the wheel wells until the load bed almost touches the ground, at which point a large loading ramp is lowered to load the vehicle or machinery. The suspension lowering/raising system is hydraulic and powered by a small gasoline engine at the front of the trailer, and has a hand-crank backup. Automatic locking pins engage when the load bed is raised and the trailer is carrying a load. The trailer is also equipped with a manual winch that has a 2-ton capacity, a tool box with a small selection of tools (equivalent to basic tools), and a spare tire and wheel. Construction of the trailer is largely of high-strength aluminum, but the load deck is of wood with three aluminum tread plates.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Lolode Recovery Transporter	\$2,918	5.64 tons	2.36 tons	1	W(2)/HF1 HS1 HR1

Reynolds Boughton GP Trailers

Notes: These are general purpose cargo trailers. Most may be fitted with bows and a canvas tarpaulin cover, and use a two-wheel suspension with simple mechanical overrun and parking brakes. They have rugged suspensions, but for the most part, not true off-road suspensions.

The 750-kg-capacity versions include the Bushranger 750 kg, which is light and simple in construction, with simple sheet steel sides and a tailgate which does not hinge down, but is removable. The Military Model L uses a beefier suspension, a hinged tailgate, heavier-gauge steel, and actual Land Rover wheels and tires.

In the 1-ton range, these trailers include the Bushmaster 1-ton, which is simply a larger version of the Bushranger 750- kg above. The GP Model 1 is an even simpler trailer, basically a chassis with a steel cargo box mounted on it; neither the sides nor the rear can be dropped or removed, and it has no provision for bows or a cover. The GP Model 2 is basically the same trailer with brakes and provisions for bows and a canvas cover, as well as a dropping tailgate.

The 1500-kg and 2000-kg trailers are basically larger versions of GP series, more sturdily-built to handle the larger load and large in dimensions. Cargo boxes are of heavy-gauge sheet steel with vertical and diagonal reinforcement. They come, of course, with larger wheels and tires; the wheels may be made with six, eight, or ten-bolt fastenings to allow interchanging with most medium Bedford or Mercedes-built trucks. The brakes may be of the mechanical overrun type or the trailers may be supplied with airbrakes, with air supplied by the towing vehicle's air system (if present). Suspension is also more robust, with good off-road performance. The cargo box may be used with bows and a canvas cover. At the buyer's request, the trailers may be supplied with different wheels, tires, and/or axles. The two trailers are basically identical, except for some additional frame reinforcement for the heavier model along with a somewhat beefed-up suspension.

The 1750-kg trailer is designed primarily for general cargo use, but may also be used for other purposes. Like some of the above Reynolds Boughton trailers, it is designed primarily for towing behind Land Rover-series vehicles, and uses Land Rover wheels and tires. The single-axle trailer uses an off-road suspension with hydraulic overrun brakes and mechanical parking brakes. The cargo body is largely of sheet steel with reinforcing ribs and a hinged tailgate. A framework for a canvas tilt may also be fitted. A variant of this trailer mounts a small workshop; this version is basically a platform with lockers for tools, a foldout bench, a davit, working lights, and electrical controls. The power is provided by the towing vehicle. The workshop trailer is provided with a canvas awning to expand the working space and provide protection against the weather.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Bushranger 750 kg	\$700	750 kg	290 kg	1	W(1)/HF1 HS1 HR1
Military L	\$709	760 kg	355 kg	1	W(1)/HF1 HS1 HR1

Bushranger 1-ton	\$910	1 ton	387 kg	1	W(1)/HF1 HS1 HR1
GP Model 1	\$1,046	1 ton	540 kg	1	W(1)/HF1 HS1 HR1
GP Model 2	\$1,055	1 ton	550 kg	1	W(1)/HF1 HS1 HR1
1500-kg Trailer	\$1,528	1.5 tons	850 kg	1	W(1)/HF1 HS1 HR1
2000-kg Trailer	\$1,557	2 tons	882 kg	1	W(1)/HF1 HS1 HR1
1750-kg Trailer	\$1,819	1.75 tons	1.04 tons	1	W(1)/HF1 HS1 HR1

Reynolds Boughton Light Flatbed Trailers

Notes: These three trailers are of similar design and construction, and differ primarily in size and cargo-carrying capacity. They are platform-type trailers with off-road suspensions having one axle and two tires of the same type as on a Land Rover. The trailers are constructed of a rolled steel chassis and thick sheet steel platform deck. They are largely designed to carry outside or unusual loads such as generators, tank bodies, radar systems, weapon or ammunition racks, or even small pallets, containers, or shelters. The trailers may also be used as general cargo trailers when fitted with the optional side, front, and rear panels.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
1000-kg Flatbed	\$767	1 ton	400 kg	1	W(1)/HF1 HS1 HR1
1750-kg Flatbed	\$1,507	1.75 tons	900 kg	1	W(1)/HF1 HS1 HR1
2500-kg Flatbed	\$1,685	2.5 tons	1.05 tons	1	W(1)/HF1 HS1 HR1
1000-kg Cargo	\$1,128	1 ton	462 kg	1	W(1)/HF1 HS1 HR1
1750-kg Cargo	\$2,258	1.75 tons	1.04 tons	1	W(1)/HF1 HS1 HR1
2500-kg Cargo	\$2,423	2.5 tons	1.21 tons	1	W(1)/HF1 HS1 HR1

Reynolds Boughton Military 1000-kg/1250-kg Trailers

Notes: These trailers are designed specifically to be towed behind Land Rovers (and even have Land Rover Wheels and tires), but may be towed behind other vehicles. The trailer bodies are of sheet steel with reinforcing ribs, and the chassis of welded steel. The tailgates are both hinged and removable. The one-axle suspensions are very effective off-road. The wheels have overrun brakes and parking brakes. Both trailers may have overhead frameworks mounted for use with a canvas tarpaulin cover.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
1000-kg Trailer	\$934	1 ton	816 kg	1	W(1)/HF1 HS1 HR1
1250-kg Trailer	\$1,328	1.25 tons	889 kg	1	W(1)/HF1 HS1 HR1

Reynolds Boughton Mobile Servicing/Workshop Trailer

Notes: These two trailers, built on a common chassis and platform, are (as most Reynolds Boughton light trailers) equipped with one axle and two wheels and tires common to those on the Land Rover series. They have chassis of rolled steel and platforms of sheet steel. They have a small dolly wheel at the front and four retractable supports, one on each corner of the trailers. They are equipped with a tubular framework in order to use a canvas tilt, and outer support poles to expand the tilt into a tent when the trailer is stationary.

The Mobile Servicing Trailer is primarily for the lubrication and oiling of vehicles. In this role, the trailer has equipment powered by a compressor with a gasoline engine. This powers the grease pump, two oil pumps, a tire inflation device, a penetrating oil

sprayer, an air/water sprayer, and a spark plug cleaner. The trailer carries that gas-powered compressor with 12 liters of fuel for it, a 30-liter oil tank, a 6-liter grease tank, and a small selection of tools.

The Workshop Trailer has a 6kW generator which powers the rest of the setup and is fueled by diesel fuel. The trailer can recharge batteries as well as start vehicles and equipment with dead batteries, and has two slave receptacles and seven electrical outlets. Equipment carried by the trailer includes a heavy-duty drill, heavy-duty grinder, a bench grinder and polisher, a pillar drill stand, an arc-welding set, an air compressor, two vises, and an extension cable for electrical tools 9.14 meters long.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Mobile Servicing Trailer	\$2,715	See Above + 50 kg	825 kg	3	W(1)/HF1 HS1 HR1
Workshop Trailer	\$3,151	See Above + 50 kg	1.03 tons	3	W(1)/HF1 HS1 HR1

Reynolds Boughton Tank Trailers

Notes: These are, as the name indicates, trailers fitted with tank bodies for the transport of water (primarily drinking water). They are, like many of Reynolds Boughton's smaller trailers, designed specifically for towing by Land Rovers, and the wheels and tires are the same as used on Land Rovers (they have one axle and two tires). The design of all three below are basically the same except for dimensions and capacity, and have excellent off-road capabilities. They are made from steel, with a large manhole on top for filling, a 40mm gate valve at the rear, four 12.5mm taps, and a 25mm tap. The trailers are also provided with a hand pump and 15 meters of hose for filling radiators of vehicles, water cans, etc. The 1350-liter tank has a water purification filter as standard, and this is optional on the other tank trailers.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
680-liter Tank Trailer	\$927	680 liters	350 kg	1	W(1)/HF1 HS1 HR1
1140-liter Tank Trailer	\$1,534	1140 liters	582 kg	1	W(1)/HF1 HS1 HR1
1350 liter Tank Trailer	\$2,205	1350 liters	860 kg	1	W(1)/HF1 HS1 HR1

SM-6001

Notes: Designed to service vehicles and heavy equipment, this trailer is a mobile lubrication unit. It is a single-axle two-wheel trailer with decent, if unspectacular off-road performance. The wheels have overrun brakes and a mechanical parking brake. The frame is of steel, and the load deck is also of steel of the same gauge with additional reinforcement. The frame is strong enough to allow the trailer to be lifted whole and loaded by forklifts. The front of the trailer has a dolly wheel, and each corner is also provided with extendible support struts. The trailer's equipment is powered by a diesel-fueled air compressor. This air compressor powers lubrication pumps, a tire inflation compressor, a high-pressure grease dispenser, three low-pressure oil pumps, a transfer pump to allow oil drums to be filled, a coolant pump, and a hand-held penetrating oil sprayer. Other equipment includes a fire extinguisher, four 7.6-meter hoses, and a canvas canopy with zipper panels. The trailer is further provided with a 50-liter oil drum, a 10-liter grease tank, a 20-liter diesel tank, a 150-liter coolant tank, and a tool box with basic, wheeled vehicle, and tracked vehicle tools.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
SM-6001	\$3,594	See Above + 100 kg	400 kg (Empty)	3	W(1)/HF1 HS1 HR1

Supacat FLPT

Notes: The FLPT (Fork-Lift Pallet Trailer) was designed specifically for towing behind the Supacat light all-terrain vehicle, but it can be towed behind vehicles of a similar size and towing capacity. The trailer is essentially a steel chassis upon which a load platform of a steel framework is placed, and has two wheels and one axle. The load platform, however, tilts backwards through 90 degrees and has folding forklift forks, allowing pallets or containers of cargo to be easily loaded onto the platform, then tilted back to the towing position. The towbar can also be retracted and the suspension lowered, allowing it to be easily stowed for storage or air transport (or even placed aboard a Supacat itself!). The FLPT also has its own tow hook in the rear, allowing trains of trailers or even items such as a heavy mortar or 105mm Light Gun to be towed behind the trailer itself. Corner posts and ratchet straps may

be added, allowing the FLPT to carry more conventional loads, and the FLPT may also be fitted out to carry a water tank or three stretchers. There is also a smaller version of the FLPT; this has about one-third the load-carrying ability, and is suitably smaller, but is otherwise of similar design.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
FLPT	\$931	1.6 tons	560 kg	1	W(1)/HF1 HS1 HR1
FLPT	\$486	500 kg	250 kg	1	W(1)/HF1 HS1 HR1

SWAM II/SWAM-90

Notes: This ammunition trailer was designed specifically for towing behind self-propelled howitzers to carry extra ammunition for them, generally in the form of NATO ULC (Unit Load Containers), which carry seventeen 155mm rounds and charges, and generally weigh 1.32 tons apiece when loaded. The SWAM II is basically an off-road flatbed frame-type trailer made of structural steel. The towbar is hydraulically dampened, has a handbrake for the four wheels, and has an emergency breakaway mechanism which may be activated from inside the towing howitzer. The wheels all have overrun brakes and auto-reversing hubs. The SWAM II comes with lashing points and straps necessary to secure the ULCs; these straps and lashing points have a breaking point of 3 tons per strap, and there are four of them.

The SWAM II can also be configured to carry a large water tank (2500 liters), a general-purpose cargo trailer (by the addition of sideboards), or to carry generators, machinery, or shelter bodies. In 1996, the SWAM II underwent some minor modifications, mostly to make it more compatible with the new AS-90 SP howitzer; at this time, the designation was changed to SWAM-90.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
SWAM II/90	\$1,059	2.75 tons	750 kg	1	W(2)/HF1 HS1 HR1

TT-72/3WB-20.5

Notes: This is a heavy tank transporter capable of transporting virtually any tank in the world today. Construction is entirely of heavy steel beams and plate; the plate is strong enough to offer a deck AV of 2 and an AV of 2 for anyone hiding behind the raised loading ramps. The load deck has a checkered surface with adjustable track guides and adjustable stops, as well as numerous tie-down points. The trailer is equipped with winch rope guides and pulleys to assist in loading the vehicle. The loading ramps are hand-operated, but are hydraulically-assisted and spring-loaded. The trailer has three axles and 12 wheels; the tires are normally air-filled, but may be filled with heavy-duty foam or self-sealing fluids to make them run-flat. The suspension allows for load leveling and decent, if not spectacular off-road performance. A spare tire is carried on the gooseneck, as well as a davit for unloading and loading the spare tire. The gooseneck also has a toolbox, a space for a camouflage net, and a small water tank.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
TT-72/3WB-20.5	\$13,586	72 tons	24 tons	6	W(3)/HF1 HS1 HR1

Hanyang HY-962J

Notes: This is a large flatbed semi-tractor trailer designed for the transporting of large cargoes and vehicles. The trailer is equipped with three axles at the rear and a total of 12 tires, along with two spare tires. The trailer has two loading ramps at the rear and two supporting legs at the front to stabilize the trailer while loading. The HY-962J is an improved version of the earlier HY-962; the HY-962 has similar characteristics, but it is some 0.29 meters shorter, a bit lighter, a little higher at the coupling face, and the loading ramps are not spring-loaded as they are on the HY-962J. The HY-962J is normally towed by the HY-473A tractor truck, while the HJ-962 is normally towed by an HY-417F10 tractor truck. As is usual for trailers of this type, they come with the equipment necessary to secure cargoes or vehicles, including a basic tool kit and cables, ropes, block and tackle, eyebolts, bolts, nuts, etc.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
HY-962J	\$9,631	50 tons	12.34 tons	2	W(3)/HF1 HS1 HR1
HY-962	\$12,113	50 tons	11.5 tons	2	W(3)/HF1 HS1 HR1

DAF Type YAA-602

Notes: The YAA-602 is a two-wheel medium semi-trailer with an enclosed van-type body for use as a mobile workshop, command post, or other such trailers. The suspension does not lend itself easily to off-road use, with a rather low ground clearance and rather small wheels for its size. The wheels are equipped with airbrakes that have hydraulic backups/alternates. The body uses a wooden floor over a steel frame, and steel-plated wooden side panels which may be removed as required. The rear of the trailer is of the same construction, but has double rear doors. The rear panel may also be removed or even totally swung to the side to form a single large opening. Twin dolly wheels may be mechanically deployed to support the trailer front when it is not hooked to a towing vehicle.

The YAA-612 is similar, but has an open top with high removable sides. The sides are of wood supported by steel rails, but not steel-plated as with the YAA-602. The back panel is steel-plated, and swings down to form a ramp. On each side of the trailer is a wide door, which may be accessed with a ladder or stepping on the reinforced stowage boxes. The top quarter of the trailer is open, but may be covered with removable bows and a tarpaulin cover. The YAA-612 is designed primarily for the transport of general cargo and troops, but also has hitches to allow the transport of animals (hence the high sides).

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
YAA-602	\$15,356	6 tons	3.67 tons	1	W(1)/HF1 HS1 HR1
YAA-612	\$17,891	6 tons	3.73 tons	1	W(1)/HF1 HS1 HR1

DAF Type YAF-1014

Notes: This is a large 10,000-liter tank semi-trailer designed for the transport of fuels. It is meant primarily for road use, and is equipped with only one rear axle with a pair of large tires. The YAF-1014 has a pair of front support legs with castors and supported on a sturdy framework. The rear wheels are equipped with airbrakes with hydraulic backups, but the airbrakes must be operated by the air system of the towing vehicle, and if the towing vehicle has no such system, only the hydraulic brakes operate. The tank portion has four compartments, each of which may carry a different type of fuel, and each of which is equipped with its own outlets, hoses, and valves; fuel delivery is by gravity feed.

A variant, the Type YAF-1024 is virtually identical but is also equipped with electric pumps for each of its four compartments. These pumps are operated by an onboard auxiliary engine; there are provisions for pumping by hand or by gravity feed if this engine is inoperable.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
YAF-1014	\$11,330	10,000 liters + 400 kg	4.45 tons	2	W(1)/HF1 HS1 HR1
YAF-1024	\$11,530	10,000 liters + 400 kg	4.51 tons	2	W(1)/HF1 HS1 HR1

DAF Type YEP-600/YRE-600

Notes: The YEP-600 version of this trailer is designed to carry pontoons for floating bridges, but the YRE-600 is used to carry shelter bodies, mostly for radar and electronic equipment. The YEP-600 is little more than a trailer chassis with a flat framework on which the pontoons are placed, but the YRE has a large boxy shelter mounted upon it, and has a torsion bar suspension to provide a soft ride for the electronics. Both have a retractable support at the front of the tow bar.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
YEP-600	\$1,979	2.5 tons	1.28 tons	1	W(1)/HF1 HS1 HR1
YRE-600	\$4,088	2.25 tons	1.75 tons	1	W(1)/HF1 HS1 HR1

DAF Type YEW-400

Notes: The YEW-400 is a tank trailer designed for the transport of drinking water. As such, it has a large tank body with a filling

hatch on top, a suction hose with a hand pump (which can pump water in or out of the tank), and five taps (one 26mm and four 12.7mm). The trailer has four retractable supporting legs for use when the trailer is not hooked to a vehicle. In addition to Dutch use, this trailer is also used by the Norwegians; however, theirs are specially-built, with a heavily-insulated tank and a small heater for the tank to keep the water liquid. The heater is run by electrical power from the towing vehicle or an external generator or battery.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
YEW-400 (Dutch)	\$1,920	900 liters	670 kg	1	W(1)/HF1 HS1 HR1
YEW-400 (Norwegian)	\$1,942	900 liters	685 kg	1	W(1)/HF1 HS1 HR1

DAF Type YFW-610

Notes: The YFW-610 is a conventional-suspension tanker trailer designed specifically for the transport of fuel (and especially gasoline). The suspension may be a conventional off-road type, but the appearance of the tank portion is a little strange – the tank rides high above the trailer with a 4-meter-long cargo/storage platform below it, as well as boxes for the stowage of hoses. On either side of the tank, near the tank's bottom, are further stowage boxes for fuel pipes (with two 3-meter pipes being provided with the trailer). Part of the reason the tank rides so high is that the tank is entirely gravity-fed – there are no pumps at all, the fuel being unloaded through the pipes or hoses, with two connections at the rear of the tank. The tank is also slightly tilted towards the rear. At the front of the trailer is a further cargo box, 1.79 meters long and 1.81 meters wide. The brakes provided are air brakes, with hydraulic backups; however, the airbrakes are fed by the airbrake system of the vehicle towing the YFW-610. If the towing vehicle has no such system, the airbrakes are nonfunctional and braking is hydraulic-only. It should be noted that while the YFW-610's gravity-fed system works quite well, it also leads to a very high trailer – the YFW-610 is 2.7 meters high.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
YFW-610	\$14,969	5000 liters + 1 ton	3.78 tons	3	W(2)/HF1 HS1 HR1

DAF Type YTS-10050

Notes: At the time of its introduction, the YTS-10050 was designed to carry any main battle tank in service in the world at the time. Since then, many heavier tanks have been introduced, but the YTS-100500 remains a capable tank transporter semi-trailer. The trailer has winch guides for a winch to help guide deadlined vehicles onto the transporter (the winch was to be supplied externally, usually by the semi-tractor). The frame of the trailer is of high-strength steel in a ladder-type design, and the deck is of thick sheet steel. The bed has adjustable track guides, and the body has front, side, and rear retractable outrigger legs for stability when loading a vehicle. The trailer comes with the normal tools and materials for securing the vehicle to the bed.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
YTS-10050	\$11,644	55 tons	15 tons	4	W(2)/HF1 HS1 HR1

DAF Type YTT-1004

Next: This is a heavy cargo semi-trailer of a relatively standard type for hauling cargo, but unusual for a semi-trailer. The suspension is heavy with two axles and pairs of tires on each side of both axles. The brakes are airbrakes with a hydraulic backup/alternate. The trailer is mostly made of steel, but the floor is of thick wood, and the sides and front are wooden stake-types with steel posts. The rear has a steel tailgate. The YTT-1004 may mount removable bows and a tarpaulin cover, or extended stake-type sides with roof slats for the tarpaulin cover. The front dolly wheels are mechanically extended and retracted.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
YTT-1004	\$17,917	10 tons	4.74 tons	2	W(2)/HF1 HS1 HR1

DAF Type YVW-1214

Notes: The YVW-1214 is a flatbed trailer that is essentially a civilian trailer with the minimum of modifications necessary to suit it to

military use. Though the YVW-1214 is made mostly of steel, the floor of the cargo area is made from thick wood, and has numerous tie-down points for the securing of cargo, including points at the rear for the attachment of loading ramps (though the ramps themselves are not provided with the trailer). Civilians use this trailer primarily for the transport of construction and engineering equipment; the Dutch military bought about 100 of them for this sort of transport, general cargo use, and for the transport of bridging sections.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
YVW-1214	\$9,659	7.97 tons	3.91 tons	1	W(2)/HF1 HS1 HR1

FTF FLO 25-520

Notes: This tank transporter semi-trailer was purchased by the Dutch Army in 1972, with 39 being placed into service to transport their Leopard 1 tanks. The FLO 25-520 has since been mostly replaced by DAF YTS-10050 and later tank transporter trailers, but a few may still be found here and there in Dutch service; however most were scrapped or sold off to Third World countries or civilian companies. The FLO 25-520 uses twin axles at the rear with a total of eight tires, and at the rear are folding loading ramps that are manually raised and lowered. It is otherwise a standard sort of tank transporter trailer for the period of its manufacture.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
FLO 25-520	\$10,433	55 tons	15 tons	3	W(2)/HF1 HS1 HR1

GEMCO GPT-400

Notes: This light general-purpose trailer is designed to be towed behind virtually any vehicle, including small jeep-type vehicles. It was, however, designed specifically for towing behind the Mercedes-Benz G-Wagen and the Peugeot P-4, and when attached to these vehicles, it does not interfere with the opening of the rear door. The trailer is a one-axle, two-wheel type that uses the same wheels and tires as the G-Wagen and P-4. The chassis is of reinforced steel, and the rest of the trailer from sheet steel. The trailer has overrun-type brakes, a manual parking brake, and a reverse brake lock. A retractable dolly wheel is provided at the front, long with two retractable stabilizers at the rear. The GPT-400 may be fitted with bows and a tarpaulin cover, a drop tailgate, a hinged steel cover, equipment brackets and tie-downs, and a bracket for a fire extinguisher. A special version carries racks for Stinger SAM reloads for use by a Stinger team.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
GPT-400	\$1,618	400 kg	750 kg	1	W(1)/HF1 HS1 HR1

BVK-191W All-Terrain GP Trailer

Notes: This trailer was meant to be towed by wheeled and tracked vehicles (particularly the Swedish-made Bv-206 and the various Patria Vammis NA-series of all-terrain vehicles). The trailer is made with a steel frame and aluminum body panels. It is amphibious, and can move easily over snowy terrain by means of skis which are slightly above the wheels. These skis are steel and also protect the wheels from damage from rough terrain. The wheels are furthermore of the run-flat type and have a special filling which further reduces damage. The BVK-191W has an articulated suspension which keeps the trailer as level as possible regardless of terrain. The BVK-191W comes with a covering tarp, and has a tailgate and cargo lashing points.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
BVK-191W	\$2,017	1 ton	725 kg	1	W(2)/HF1 HS1 HR1

ACMAT RM-215

Notes: The RM-215 is a light cross-country trailer designed specifically for towing behind the ACMAT range of trucks. The RM-215 therefore uses the same wheels and tires as the ACMAT 4x4 trucks, and has a strong suspension able to take considerable bouncing around. The trailer has an integral 200-liter water tank and a small retractable front wheel for use when the trailer is not being towed.

There are several variants of the RM-215. The RM-215 STL Cargo is a general cargo-carrying version, with side panels that may be dropped or removed, and a tailgate. The RM-215 STL includes two toolboxes (but not tools), four 20-liter jerry cans, and a spare tire. The load area may mount a frame for a tarpaulin, or various shelter bodies.

The RM-215 STL Mobile Field Kitchen uses a special platform on the chassis of the trailer. This platform mounts the field kitchen, which includes 4 cookers, a broiler, two 115-liter boiling pans, a roasting pan, 2 work surfaces, a cupboard, and a sink. A fuel tank is included that can power the various devices for up to four hours. The standard 200-liter water tank is replaced by one with a capacity of 400 liters. The trailer comes with an umbrella-type tarpaulin.

The RM-215 SC Tanker has sealed steel tank to carry fuel, water, or POL products. This version does not have the 200-liter water tank, but does have the two stowage boxes.

The RM-215 GE Generator Set carries a generator with a capacity of 55 kW as standard, though others may be carried as the trailer allows. The generator is mounted on a special platform on the chassis of the trailer. The generator is diesel-driven, and the fuel tank is sufficient for 30 hours of continuous running at full load. The platform includes skids to allow the generator to be more easily removed from the trailer if necessary. Power cables, grounding rods, and electrical tools are included in the cost of the trailer.

The RM-215 SA Special Workshop is a shelter version designed for combat maintenance use. The sides of the shelter are quite thick steel and are equivalent to light armor. The equipment carried in a standard Special Workshop includes a wide selection of tools (equal to two sets of basic tools, one set of wheeled vehicle tools, one set of excavating tools, and one set of power tools), a 180-liter oil tank, an 11 kW generator, an air compressor, a tilting work bench with several vises, and a sliding bench with a grinding machine and a drilling machine.

The RM-215 SHF is basically a large refrigerator on a trailer chassis, along with a generator for the refrigeration unit and a tarpaulin to cover it.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
RM-215 STL Cargo	\$1,381	1.5 tons	1.2 tons	1	W(2)/HF1 HS1 HR1
RM-215 STL Kitchen	\$3,042	510 kg	1.68 tons	1	W(2)/HF1 HS1 HR1
RM-215 SC Tanker	\$1,519	1300 liters	1.32 tons	1	W(2)/HF1 HS1 HR1
RM-215 GE Generator	\$6,376	450 kg	2.03 tons	2	W(2)/HF1 HS1 HR1
RM-215 SA Workshop	\$6,320	400 kg	2.05 tons	2	W(2)/HF2 HS2 HR2
RM-215 SHF Refrigeration	\$5,528	990 kg	1.71 tons	2	W(2)/HF1 HS1 HR1

ACMAT RM-430/440

Notes: This is a 4-wheeled heavy-duty trailer primarily meant to carry shelters for mobile workshops, generators, communications setups, and suchlike, though they can be configured as cargo carriers as well. The front and rear suspensions are independent, and the tires and wheels are the same as used on the ACMAT VLRA 4x4 series of trucks. The load platform is surrounded by panels which may be swung down or removed. Standard equipment which comes with this trailer includes a 200-liter water tank, two tool boxes (but not the including the tools), a folding access ladder, and a 1.8-meter long drawbar. It is strong enough to be airdropped.

The RM-440 is a larger version of the RM-430; it is primarily meant for towing behind ACMAT 6x6 trucks. It has a larger load-carrying capacity, and is physically bigger, but is otherwise similar in design.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
RM-430	\$3,112	2 tons	1.6 tons	1	W(2)/HF1 HS1 HR1
RM-440	\$3,917	2.5 tons	2 tons	1	W(2)/HF1 HS1 HR1

ACMAT SR-490 Semi-Trailer

Notes: This is a large military semi-trailer designed for use as a mobile repair shop, communications node, or command post (amongst other things). It is designed specifically to be towed by the various ACMAT semi-tractor variants of ACMAT heavy trucks, most commonly the TPK 6.35 TSR. The rear suspension of the SR-490 is, in fact the same as that of the rear suspension of the TPK 6.35, using the same wheels, tires, and shocks. The semi-trailer has a platform ahead of the enclosed body for the mounting of a generator or other cargo, along with the necessary connections for a generator. A 200-liter water tank is standard on the SR-490, and a spare tire is also carried as standard. The trailer also has NATO-standard air transport hold-down points (but it not air droppable). If necessary, the body of the semi-trailer may be completely removed and replaced with a large tank for the transport of 9000 liters of fuel, water, or POL products.

The SR-490 uses a total of two axles and four heavy-duty tires.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
SR-490	\$8,442	6 tons	10 tons	3	W(2)/HF1 HS1 HR1
SR-490 Tanker	\$9,286	9000 liters + 400 kg	11 tons	3	W(2)/HF1 HS1 HR1

ARE F2 Ammunition Trailer

Notes: This trailer was designed specifically for the towing of additional ammunition behind the AMX-13 VCA, which is a tracked vehicle that carries ammunition and some of the gun crew for Mk F3 self-propelled howitzers. The trailer is constructed of heavy steel and offers some armor protection for the contents. The trailer contains removable racks for 30 155mm shells and charges, and 6 hinged cases for fuzes. The rear door folds downward into a working platform, or may be folded down completely in the manner of a tailgate. When the rear door is closed it forms a watertight seal, allowing fording of up to 1-meter depth. The tires are made from bullet-resistant rubber and are run-flat, and mounted on torsion bars to enhance their cross-country capabilities. The ammunition racks and stowage boxes may be removed, and the ARE F2 used for general cargo purposes. It may also be towed behind other types of vehicles, though it is a rather heavy trailer for its size.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
ARE F2	\$3,148	1.9 tons	2.2 tons	1	W(3)/HF2 HS2 HR2

Decauville SRPC-48

Notes: The SRPC-48 is a standard sort of tank transporter semi-trailer designed to transport what were at the time of its design (mid 1980s) considered heavy tanks, but what would now be considered medium tanks. It was designed in hopes for sales to European militaries, but at that time, Europe was in the process of changing to heavier tanks such as the Leopard 2, Challenger, Leclerc, and Ariete -- thus most sales went to countries still using medium tanks, mostly in the Middle East and Africa.

The suspension, though fairly low, has its axles mounted on oscillating balance bars, which produces somewhere between a road-only and off-road ride. All wheels have airbrakes, operated by the towing vehicle's air system or an integral air compressor if necessary. The SRPC-48 has hand-operated loading ramps at the rear, though power ramps are an option. The front of the trailer has stabilizers which may be lowered if the trailer is not hooked to a towing vehicle. At various points atop and underneath the trailer are a variety of stowage boxes and bins, to store the ropes, chains, tie-down cables and other securing equipment which comes with the SRPC-48. Other equipment which comes with the SRPC-48 includes two spare tires and a jack. The trailer has adjustable track guides and blocks. Optional equipment which may come with the SRPC-48 includes a deck with rollers for the loading of cargo other than vehicles, drinking water tanks of various sizes, racks of various sizes for jerry cans, and camouflage nets large enough for the trailer, the towing vehicle, and the vehicle being transported.

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Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
SRPC-48	\$22,451	54 tons	14 tons	4	W(2)/HF1 HS1 HR1

Fruehauf Flatbed Semi-Trailers

Notes: These trailers are produced in a variety of sizes, and are intended for the transport of large cargoes and vehicles. Versions of each size are built with tilt-beds, with van bodies, and cargo containers, and the trailers are equipped with NATO-compatible tie-downs and lock-down devices. The trailers are two-axle, eight-tire designs meant primarily for use over roads and other reasonably-paved surfaces. They have stabilizer legs at the front for use when the trailers are not being towed, and are equipped with a spare tire as well as a small cargo platform beneath the cargo bed, with its own tie-downs.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Fruehauf Flatbed	\$3,133	20 tons	5 tons	1	W(2)/HF1 HS1 HR1
Fruehauf Flatbed	\$4,349	30 tons	7.5 tons	1	W(2)/HF1 HS1 HR1
Fruehauf Flatbed	\$5,768	40 tons	10 tons	2	W(2)/HF1 HS1 HR1
Fruehauf Flatbed	\$7,109	50 tons	12 tons	2	W(2)/HF1 HS1 HR1
Fruehauf Flatbed	\$8,308	60 tons	15 tons	3	W(2)/HF1 HS1 HR1

Fruehauf Heavy Tank Transporter Semi-Trailer

Notes: As the name suggests, this is a large heavy-duty semi-trailer designed for the transport of tanks and other heavy vehicles. The trailer has two manually-operated ramps for loading of the vehicle to be carried, each 0.6 meters wide. These ramps have removable track guides, as does the trailer itself. The front of the trailer has stabilizers for use when the trailer is not connected to a semi-tractor. This trailer is primarily meant for road use, and has limited off-road capability. The trailer has two axles at the rear and uses a total of eight tires.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Heavy Tank Transporter Trailer	\$10,621	60 tons	23.6 tons	5	W(2)/HF1 HS1 HR1

Fruehauf Tanker Semi-Trailers

Notes: Three versions of this semi-trailer are produced. They were specifically designed for the transportation of fuels, and are not meant for water or POL products. The trailer sets include all the drainage pipes, pumps (operated by an APU), stabilizers mounted in the front of the trailers to enable them to stand alone, enclosed containers on the sides of the trailers for the stowage of the pipes and filling gear, and shielding for the electrical systems to prevent them from accidentally starting a fire in the tank. The tanks are made from aluminum, have ladders on the rear to allow climbing to the top, a filling hatch on top, and guardrails along the top sides of the tanks. The 30,000-liter trailer has two compartments (one above the other) and can thus carry two different types of fuel if necessary. The 37,500-liter trailer has five compartments (behind each other down the length of the tank), and can carry up to five different fuel types if necessary.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Fruehauf Tanker	\$12,162	20,000 liters +300 kg	10.67 tons	3	W(2)/HF1 HS1 HR1
Fruehauf Tanker	\$17,664	30,000 liters +300 kg	12 tons	4	W(2)/HF1 HS1 HR1
Fruehauf Tanker	\$18,257	37,500 liters +300 kg	12.39 tons	4	W(2)/HF1 HS1 HR1

Notes: This heavy trailer was designed specifically for the requirements of the French Air Force, primarily for use in transporting large aircraft components and pieces of equipment. It can, of course transport any sort of cargo. The RM-16 has drop sides and a drop tailgate which may also be removed; in addition, the front panel may also be removed. The top of the trailer may be covered with bows and a canvas cover; the bows may be adjusted to three different heights. The suspension is designed for hard surfaces and is not really meant for off-road use; in addition, the suspension is rather low to facilitate the loading of the trailer aboard cargo aircraft, further impairing any off-road capabilities; in addition, though the RM-16 is strong, it is also very lightly-built. The RM-16 uses two axles and four tires, and is towed by a V-shaped towbar.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
RM-16	\$6,808	11.72 tons	4.28 tons	1	W(2)/HF1 HS1 HR1

Nicolas Tank Transporter Semi-Trailers

Notes: There are some 15 such trailers in the Nicolas line, and they are manufactured for both military and commercial concerns. They differ primarily in size and the number of axles and wheels used, but all share the same basic design. They are constructed of high-strength steel and are braced by two central and two side I-beam rails welded to the body of the trailer. The decking of the trailer ranges from 2-8 millimeters, depending upon the trailer. The loading ramps are adjustable for the width of the vehicle being loaded, and manually-operated loading ramps or hydraulic ramps are available. The wheels are equipped with airbrakes. The trailers come with a toolbox containing basic tools and equipment appropriate to the securing of the vehicle to be carried, such as cables, eyebolts, nuts and heavy bolts, ropes, chains, blocks and tackles, and track guides. Fuel and water tanks may be carried as optional accessories.

The TST-70 MD 6/2 is slightly different from the other trailers; it has power-assisted wheels that allow it and the towing vehicle to travel more easily over rough or soft ground, or even move on its own at up to 7 kph. The power-assist on the TST-70 MD 6/2 may be operated by remote control from the cab of the towing vehicle, or by a small driver's position on the trailer. This trailer has wheels on the front and back of the trailer to enable it to move on its own if necessary.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
STA 18.15	\$8,140	17.5 tons	6 tons	1	W(2)/HF1 HS1 HR1
STA 18.20	\$8,857	17.5 tons	6.3 tons	1	W(2)/HF1 HS1 HR1
STA D 30.15	\$13,086	30 tons	12 tons	3	W(3)/HF1 HS1 HR1
STA L 30.20	\$13,984	33 tons	10.5 tons	3	W(2)/HF1 HS1 HR1
STA 45.15	\$9,259	45 tons	10.6 tons	2	W(2)/HF1 HS1 HR1
STA 40.20	\$10,524	38 tons	10.8 tons	2	W(2)/HF1 HS1 HR1
STA 3 35.15	\$8,739	40.4 tons	10.4 tons	2	W(3)/HF1 HS1 HR1
STA 3 45.22.5	\$10,717	43 tons	11.2 tons	2	W(3)/HF1 HS1 HR1
STA 40.24	\$11,217	40 tons	11.6 tons	3	W(2)/HF1 HS1 HR1
STA 50.20	\$12,014	50.6 tons	12.6 tons	4	W(3)/HF1 HS1 HR1
STA 3 45.15	\$10,293	44.5 tons	11.5 tons	2	W(3)/HF1 HS1 HR1
STA S 60.20.5	\$13,667	60 tons	17 tons	4	W(2)/HF1 HS1 HR1
STA 60.20	\$11,448	58 tons	16.5 tons	4	W(2)/HF1 HS1 HR1
STA 100	\$16,166	95 tons	20 tons	5	W(4)/HF1 HS1 HR1

TST 70 MD 6/2	\$15,926	66 tons	26 tons	6	W(6)/HF1 HS1 HR1
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SOFRAME RF

Notes: This trailer was specifically designed as a carrier for a large refrigerated container. The refrigerated space is accessed through a hinging side panel, and contains various racks and boxes into which the items to be refrigerated are loaded. The trailer includes a small generator to run the refrigeration equipment, and two 50-liter tanks, one for water and one for fuel for the generator. The trailer also has removable steps to access the refrigerated area and generator. The towing arm has a retractable wheel for use when the trailer is not being towed, and in addition, two stabilizers may be lowered at the rear of the trailer in such a circumstance. The trailer comes with a spare tire.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
RF	\$6,273	2.78 tons	1.09 tons	2	W(1)/HF1 HS1 HR1

SOFRAME RM-19

Notes: Designed by the then-LOHR company (later absorbed by SOFRAME), the RM-19 medium flatbed trailer designed for on- and off-road use. The RM-19 has two axles, one at the front of the trailer and one at the rear, each with a heavy-duty suspension and a total of eight tires. The RM-19 is specifically designed for SOFRAME VTL trucks, but may be towed by virtually any NATO or French vehicle of the appropriate size. Vehicles with load-handling cranes can use them to load the trailer provided the crane is located in the appropriate place on the truck and has the proper length of reach. The RM-19 may be equipped with a frame which provides side and rear rails, and may even be covered with a tarpaulin over bows.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
RM-19	\$3,939	13.4 tons	5.6 tons	1	W(2)/HF1 HS1 HR1

SOFRAME RM-22 PLM

Notes: The only known country to actually use this trailer is in fact the United States; there it is known as the M-1076 trailer, and is towed behind the M-1074 and M-1075 10x10 PLS trucks. The trailer is not overly-large (considering the size of trucks that tow it), but has a large load-carrying capacity and is very robustly-built. The trailer has a steerable axle at the front and two non-steering axles at the rear. Airbrakes are provided for all three axles. A spare tire is also provided. The trailer is a flatbed, able to easily carry any sort of NATO-standard pallet, container, or shelter body, and has tie-down points for other types of cargo.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
RM-22 PLM	\$7,056	14.97 tons	7.48 tons	2	W(3)/HF1 HS1 HR1

SOFRAME RP 2.5

Notes: The RP 2.5 is intended to be a modular frame upon which many sorts of cargo, tank, or shelter bodies may be mounted. The suspension is cross-country-strong, and it can be airdropped. The standard suspension is by leaf springs (a pneumatic suspension is optional), with hydraulic shock absorbers. The single axle is equipped with brakes. A spare tire is provided, along with a folding wheel for when the trailer is being towed, a toolbox (but no tools), and two folding stabilizing legs at the rear. Optional equipment includes two side boxes, four ISO-standard corners, and a tarpaulin and bows.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
RP 2.5	\$2,578	1.54 tons	760 kg	1	W(1)/HF1 HS1 HR1

SOFRAME RTC-6000

Notes: Originally designed to carry a water treatment setup, the RTC-6000 is now used for that as well as carrying containers, pallets, shelters, or cargo bodies. The trailer uses a Caterpillar Mobil-trac Suspension (MTS) which allows it considerable mobility

when towed, able to match the off-road speeds of most vehicles. The vehicle is a two-axle design with a total of four tires; rubber tracks are wrapped around the tires for more off-road mobility, though this does hurt on-road performance, slowing the towing vehicle's road speed. The wheels are equipped with airbrakes, and the trailer has a manual parking brake and the obligatory retractable third wheel on forward to balance the trailer when it is not being towed. The RTC-6000 is strong enough to be airdropped.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
RTC-6000	\$2,382	4.1 tons	1.9 tons	1	W(2)/HF1 HS1 HR1

SOFRAME SMC

Notes: This is a family of related semi-trailer tank transporters. Most are for use on- and off-road, but SMC-70-3x2 is intended only for road and hard ground use. The differences are in dimensions, load-carrying capacity, and a few other details, but the basic design for all are similar. Most have loading ramps which must be lifted by hand, but the SMC-60 DT has ramps which are hydraulically raised and lowered. All have a total of eight tires on two axles, and have two spare tires under the cargo deck. Construction is of steel, and the cargo deck has rollers and a winch cable guide to aid in loading. The SMC-60 DT is also capable of carrying conventional cargo loads, usually consisting of pallets, containers, or shelters.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
SMC-60 DT	\$15,768	60 tons	18.5 tons	5	W(2)/HF1 HS1 HR1
SMC-60 RD	\$11,016	60 tons	17 tons	4	W(2)/HF1 HS1 HR1
SMC-40 PL	\$11,687	44 tons	16 tons	4	W(2)/HF1 HS1 HR1
SMC-70-3x2	\$16,330	70 tons	19.3 tons	5	W(2)/HF1 HS1 HR1

SOFRAME SMC-60 EM5 LT

Notes: This is a tank-transporter semi-trailer first designed for a US competition for a new tank transporter trailer for the M-1 Abrams series of tanks. The US military passed on it, and then SOFRAME tried to sell it to the French Army as a transporter for the Leclerc tank. It was unsuccessful at this too, but SOFRAME is still marketing the trailer and hopes for future sales. The trailer is designed for both road use and rough terrain, and can be towed by most semi-trailers based on large cross-country trucks. The trailer is made from a solid steel bed with bracing cross members, and has spring-loaded loading ramps at the rear. The trailer has four axles, each with two tires, and the rear three of these axles are steerable. All wheels have airbrakes. There are two retractable support members at the front of the flatbed portion of the trailer. The standard equipment with this trailer includes four track guides and blocks, three lashing points per side of the flatbed plus two lashing points on the gooseneck, a basic tool kit with wheel wrench, three stowage boxes on either side of the flatbed plus one more on the gooseneck, a 300-liter water tank, a 300-liter fuel tank, and a spare tire,

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
SMC-60 EM5 LT	\$17,730	65 tons	20 tons	5	W(4)/HF1 HS1 HR1

SOFRAME SMT-50D

Notes: This is a semi-trailer toting a huge tank for the transport of fuel. It was designed specifically for use in deserts and has good off-road characteristics. The 50,000 liters of fuel capacity is divided into five compartments, and there is an additional compartment housing 2,000 liters of fuel to power the fuel pumps and to provide additional fuel for the towing vehicle. The fuel pump uses a 36-horsepower motor powering a compressor. The trailer has a total of 6 fuel pumps, two of which may pump at the rate of 670 liters per minute, and four of which may pump at the rate of 250 liters per minute. If they fail, the fuel may also be pumped manually. A 300-liter water tank is also onboard, with a manual pump and tap.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor

SMT-50D	\$35,076	52,000 liters + 200 kg	27 tons	7	W(2)/HF1 HS1 HR1
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SOFRAME SRPB-60

Notes: This is a long, large semi-trailer designed as a tank transporter for some of the largest tanks in the world. The trailer has a maximum possible load of 69.8 tons at 60 kph, but this is decreased to 65.38 tons if speed must be increased to 85 kph. The SRPB-60 is designed for use on roads or hard, flat trails and has very limited off-road capability. The trailer uses six axles and 24 tires, with the rear three axles being steerable. All wheels have brakes. The gooseneck is articulated, so that the load platform may remain as level as possible regardless of dips and bumps in the road. The two rear loading ramps are hydraulically raised and lowered and may be operated by one person. Equipment included with the trailer consists of pulleys, cable guide rollers, and a small winch to help guide the cables.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
SRPB-60	\$15,672	69.8 tons	19.9 tons	5	W(6)/HF1 HS1 HR1

Titan T6 R2

Notes: The T6 R2 is a medium standard trailer with an all-steel chassis, light alloy floor, and ribbed sides, front and tailgate of light sheet steel. The sides and the tailgate all drop, and may also be removed if necessary. The tailgate also includes a small folding ladder. The front does not drop, but can be removed. The floor of the trailer is equipped with an antiskid surface and also has numerous tie-down points; in addition, the mounting points for the sides, front, and tailgate may also be used as tie-down points when they are removed. The T6 R2 has airbrakes, but they use air from the towing vehicle and cannot be used if the towing vehicle does not either have airbrakes or an air compressor of some kind. Underneath the cargo floor is a tool/stowage box and a spare tire. The suspension of this trailer is high, but quite an off-road suspension. Sales of the T6 R2 have been made to undisclosed countries.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
T6 R2	\$6,558	3.8 tons	2.2 tons	1	W(2)/HF1 HS1 HR1

Trailer 1.1-ton Cross-Country Cargo

Notes: This is small but robust cargo trailer sometimes called the "Africa-Type" trailer. It is designed for use in rough terrain, and is constructed from high-strength steel reinforced with several steel cross-members. The axle is some 90mm thick, and the wheels are fitted with airbrakes, along with heavy-duty shock absorbers. The cargo body is likewise of high-strength steel, with droppable sides and a tailgate. The sides are 460mm high, but may be raised with removable extensions, or bows may be added along with a tarpaulin cover. The trailer comes with tools for changing a tire, a spare tire on the front of the cargo body, a tool box (tools not included), a 50-liter water tank, a carrier for up to four jerry cans, and a retractable rear strut to stabilize the trailer when it is not being towed, along with a retractable front wheel. The cargo body may also be removed and replaced by a tank body or a platform for large cargoes (most commonly a small generator in actual use).

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Trailer 1.1-ton	\$2,279	1.1 tons	1.4 tons	1	W(1)/HF1 HS1 HR1

Trailer 17.5-ton Semi-Trailer

Notes: This is a heavy trailer designed for the towing of large and heavy loads. The cargo body has four drop sides on each side of the trailer as well as a tailgate, and the trailer has decent if not spectacular cross-country performance. The frame of the trailer is steel, but the floor or the cargo body is wood. Retractable rings are provided for securing cargo. The trailer has two rear axles, with dual tires for each side (a total of eight tires), and there are two airbrakes for the trailer, each one acting on the two sets of wheels on both sides. The trailer may be fitted with bows and a tarpaulin cover, or may fitted with containers, pallets, or shelter bodies.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor

Trailer 17.5-ton	\$6,241	17.5 tons	5.5 tons	1	W(2)/HF1 HS1 HR1
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Trailer Tank Transporter Trailers

Notes: Trailer makes three models of tank transporter semi-trailers, with different sizes and capacities, but similar designs and performance. They have spring-balanced rear loading ramps which are mechanically-operated, two rear axles with four tires each, and airbrakes for each wheel. The trailers are equipped with track guides, chocks, and winch cable rollers. Construction is entirely of high-strength steel.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Trailer 54T	\$7,203	38 tons	13.8 tons	3	W(2)/HF1 HS1 HR1
Trailer 62T	\$8,977	45 tons	16.3 tons	3	W(2)/HF1 HS1 HR1
Trailer 74T	\$9,726	55 tons	19.9 tons	4	W(2)/HF1 HS1 HR1

Trailer Tanker Semi-Trailers

Notes: These are semi-trailers with large tank bodies. Each uses a steel frame and chassis with an aluminum tank. The 30,000-liter tank has two compartments (upper and lower), while the 37,500-liter tank has five compartments (end-to-end). The top of each tank has a non-skid walkway with handrails. The trailers are equipped with the appropriate hoses (wound on reels) and delivery handles, but are gravity-fed and have no pumps. They have two rear axles, with a total of eight tires; the wheels are fitted with airbrakes.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Trailer 30,000-liter	\$20,898	30,000 liters + 300 kg	15.6 tons	3	W(2)/HF1 HS1 HR1
Trailer 37,500-liter	\$24,448	37,500 liters + 300 kg	19.5 tons	5	W(2)/HF1 HS1 HR1

1/8-Ton Cargo Trailer

Notes: This is a small, two-wheeled trailer designed to be towed by motorcycles.

Price	Load	Veh Wt	Mnt
\$150	125kg	125kg	1

1/4-Ton Cargo Trailer

Notes: This is a small, two-wheeled trailer.

Price	Load	Veh Wt	Mnt
\$250	250kg	250kg	1

400-Kg Cargo Trailer

Notes: This trailer is in common use by Dutch light vehicles, and some are also used by NATO vehicles. It is two-wheeled and ruggedly built.

Price	Load	Veh Wt	Mnt
\$750	400 kg	750 kg	1

1/2-Ton Cargo Trailer

Notes: This is a small two-wheeled trailer in common use with Eastern Bloc forces, normally towed behind vehicles such as UAZ-469.

Price	Load	Veh Wt	Mnt
\$350	500 kg	350 kg	1

680-Liter Tank Trailer

Notes: This trailer is in common use in British and former British countries. It is normally used to transport water, and is two-wheeled.

Price	Load	Veh Wt	Mnt
\$350	680 kg	350 kg	1

3/4-Ton Cargo Trailer

Notes: This is a larger version of the 1/4-ton trailer.

Price	Load	Veh Wt	Mnt
\$750	750kg	600kg	1

900-Liter Tank Trailer

Notes: This trailer is commonly used by Dutch forces to transport drinking water. It is equipped with a hand pump, a hose, and a

water purification filter. Some of these have been adopted by NATO forces.

Price	Load	Veh Wt	Mnt
\$1,300	900 kg	670 kg	1

1-Ton Cargo Trailer/1000-Liter Tank Trailer

Notes: This is a small trailer normally towed behind vehicles weighing at least 1.5 tons.

Price	Load	Veh Wt	Mnt
\$1,000	1 ton	510 kg	1

1.1-Ton Cargo/1100-Liter Tank Trailer

Notes: This trailer is in common use by French and certain African forces, and has been bought by some NATO countries. It is two-wheeled and optimized for off-road use.

Price	Load	Veh Wt	Mnt
\$1,400	1.1 tons	1.4 tons	1

1140-Liter Tank Trailer

Notes: This is another tank trailer used by Great Britain and former British possessions. It is two-wheeled and is equipped with an electric pump.

Price	Load	Veh Wt	Mnt
\$475	1.14 tons	580 kg	1

1.2-Ton Cargo Trailer

Notes: This is a larger trailer normally towed behind larger Pact utility vehicles such as the GAZ-66 and other vehicles of 3 tons or larger. It has two wheels.

Price	Load	Veh Wt	Mnt
\$1,200	1.2 tons	950 kg	1

1250-Liter Tank Trailer

Notes: This French-built trailer is also in use by some African and certain NATO countries. This tank trailer has an armored tank (AV2), and comes with a pump and hoses. It is two-wheeled.

Price	Load	Veh Wt	Mnt
\$2,000	1.25 tons	1.6 tons	2

1350-Liter Tank Trailer

Notes: This is another tank trailer in common use by England and former British possessions. It is two wheeled and equipped with an electric pump and a water purification filtration unit.

Price	Load	Veh Wt	Mnt
\$1,200	1.35 tons	860 kg	2

1½-Ton Cargo Trailer/1500-Liter Tank Trailer

Notes: This is a large trailer normally towed behind trucks behind trucks of 2½-ton size or larger.

Price	Load	Veh Wt	Mnt
\$1,500	1.5 tons	1.2 tons	1

1½-TON GEMSS (Ground-Emplaced Mine-Scattering System)

Notes: This is a mine-laying system mounted on a 1½-ton trailer. This system dispenses up to 800 antitank or antipersonnel mines, at 30 or 60-meter intervals, and can sow a 2500-meter minefield in 6 hours. Mines must be purchased separately.

Price	Load	Veh Wt	Mnt
\$50,000	Mines Only	2 tons	3

1.75-Ton Cargo Trailer

Notes: This is a medium, two-wheeled cargo trailer used by the British Army, normally towed behind vehicles 2 tons or larger.

Price	Load	Veh Wt	Mnt
\$1,300	1.75 tons	1.05 tons	1

1800-Liter Tank Trailer

Notes: This small two-wheeled trailer is the most common tank trailer in Italian service. It is most commonly used for transporting drinking water for troops.

Price	Load	Veh Wt	Mnt
\$1,250	1.8 tons	1 ton	1

2-Ton Cargo Trailer

Notes: This is a common trailer in Italian service. It may be used as a general cargo trailer, or fitted with a variety of containers, pallets, or van bodies. It is two-wheeled. It may be towed behind vehicles 4 tons or greater.

Price	Load	Veh Wt	Mnt
\$1,240	2 tons	1 ton	1

2½-Ton Cargo Trailer

Notes: This is a large, two-wheeled trailer used by Pact forces and towed behind vehicles of 6.5 tons or greater.

Price	Load	Veh Wt	Mnt
\$2,000	2.5 tons	1.61 tons	2

3-Ton Cargo Trailer

Notes: This is another common trailer in Italian service. It has drop side and rear. It may be towed behind vehicles 5 tons or larger. It is 4-wheeled.

Price	Load	Veh Wt	Mnt
\$1,600	3 tons	1.3 tons	2

3000-Liter Tank Trailer

Notes: This is a large tank trailer in common use by Pact forces. It is towed behind vehicles 6.5 tons or greater, and is two-wheeled.

Price	Load	Veh Wt	Mnt
\$1,400	3 tons	1.11 tons	2

3.5-ton Refrigerator Trailer

Notes: This is trailer with a sealed container to carry perishable items. It is a 120-cubic-foot refrigerator with an integral 1.5 kW generator and a 50-liter fuel tank to run the unit. Another 50-liter container is provided for water. The sides may be opened for loading of supplies.

Price	Load	Veh Wt	Mnt
\$2,500	2.68 tons	1.09 tons	3

3.8-Ton Cargo Trailer

Notes: This four-wheeled cargo trailer is in common use by France, some African nations, and some NATO countries. It may be towed behind vehicles 6 tons or greater.

Price	Load	Veh Wt	Mnt
\$2,800	3.8 tons	2.2 tons	2

4-Ton Cargo/Tank Trailer

Notes: These are large, 4-wheeled trailers in use by Eastern Bloc forces. They may be towed behind vehicles 8 tons or larger.

Price	Load	Veh Wt	Mnt
\$2,400	4 tons	1.9 tons	2

5½-Ton Cargo/5500-Liter Tank Trailer

Notes: This is a larger version of the 4-Ton Trailer listed above, used by Pact forces, and towed behind vehicles 4.5 tons or larger.

Price	Load	Veh Wt	Mnt
\$3,100	5.5 tons	2.45 tons	2

6-Ton Semi-Trailer

Notes: This semi-trailer is available in flatbed, stake-side (open top), and fully enclosed bodies. They are typically one-axle, four-tire affairs, and built to military specifications.

Price	Load	Veh Wt	Mnt
\$4,100	6 tons	3.26 tons	2

7000-Liter Tank Trailer

Notes: This is a large, 4-wheeled tank trailer used by Pact forces. It may be towed by vehicles 11 tons or larger.

Price	Load	Veh Wt	Mnt
\$3,800	7 tons	3 tons	2

8-Ton Cargo Trailer

Notes: This is a large, 8-wheeled cargo trailer that may be towed behind vehicles 11 tons or greater. It is used by Pact forces.

Price	Load	Veh Wt	Mnt
\$4,400	8 tons	3.5 tons	3

9000-Liter Tank Trailer

Notes: This tank trailer is in common use by the US and US allies. It may be towed behind any vehicle 10 tons or larger. It is a 4-wheeled sealed container equipped with a pump and a 1.5kW generator to power the pump.

Price	Load	Veh Wt	Mnt
\$7,000	9 tons	5.6 tons	3

10,500-Liter Tank Trailer

Notes: This is a large, 8-wheeled tank trailer that may be towed by vehicles 11 tons or greater weight. It is in limited use by Pact forces.

Price	Load	Veh Wt	Mnt
\$5,000	10.5 tons	4 tons	3

11-Ton Cargo Trailer

Notes: This is a huge trailer much like a truck bed without the engine or cab. It may be towed behind vehicles 10 tons or greater. It has 4 wheels. It is typically used by France and some NATO countries.

Price	Load	Veh Wt	Mnt
\$5,400	11.72 tons	4.28 tons	2

11-Ton Semi-Trailer

Notes: This is a larger version of the 6-ton semi-trailer mentioned above. It usually has two axles and 8 tires.

Price	Load	Veh Wt	Mnt

Price	Load	Veh Wt	Mnt
\$8,200	11 tons	6.53 tons	2

14½-Ton Cargo Trailer

Notes: This is a huge, 8-wheeled trailer designed to be towed by Pact vehicles 20 tons or larger.

Price	Load	Veh Wt	Mnt
\$6,900	14.5 tons	5.5 tons	3

20-Ton Cargo/Semi-Trailer

Notes: This trailer is designed to be towed behind vehicles 7.5 tons or heavier. It may be used as a standard 6-wheeled trailer, or 4 wheels may be removed and it may be towed as a semi-trailer.

Price	Load	Veh Wt	Mnt
\$12,200	20 tons	9.75 tons	3

23-ton Heavy Load Trailer

Notes: This is a heavy trailer in common use by Eastern Bloc forces. It may be towed on its six wheels behind trucks 7.5 tons or larger, or towed as a semi-trailer with 4 wheels removed.

Price	Load	Veh Wt	Mnt
\$7,900	23.7 tons	6.3 tons	3

50-Ton Semi-Trailer

Notes: This is a trailer for a semi-tractor trailer that can hold a maximum of 50 tons of cargo. Box and flatbed versions are available. This trailer typically has 10-12 tires.

Price	Load	Veh Wt	Mnt
\$15,500	50 tons	12.43 tons	3

ACMAT Field Kitchen Trailer

Notes: This is a folding unit that can be air-transported or parachuted. It is two-wheeled, with a small outrigger wheel in the hitch unit to allow the trailer to stand alone. Various models of these kitchens are fueled by wood, gas, diesel, butane, propane, or coal, or a combination of those methods. The unit consists of four large burners that may heat food directly or in 100-liter cooking pots, and a variety of other pots and pans. In the working configuration, the kitchen trailer is surrounded by folding walkways and has a canvas canopy over the top. A 400-liter water tank is provided, as well as a fuel tank that allows three hours of continuous burner activity when running on diesel or butane. Limited storage space is provided for utensils and ready foodstuffs.

Price	Load	Veh Wt	Mnt
\$3,600	400 kg	2.87 tons	3

Ammunition Resupply Trailer

Notes: This trailer was intended to haul extra ammunition required by self-propelled howitzers, though any vehicle 5 tons or larger

may tow this trailer. The trailer has special racks designed to hold and safely transport large-caliber ammunition, and is equipped with a conveyor belt to rapidly offload the ammunition to the waiting weapon.

Price	Load	Veh Wt	Mnt
\$5,000	2.12 tons	3.99 tons	2

CHUCK Wagon

Notes: The CHUCK (Central Heat Unit Cogeneration Kitchen) is a lightweight field kitchen trailer that uses a novel heat generation system to produce a lighter trailer that uses less fuel yet produces more energy. Instead of individual burners and generators for the appliances, the CHUCK Wagon uses a central energy production unit. The unit circulates thermal fluid to the various heating elements as well as powering electrical appliances. The thermal fluid is usually food-grade mineral oil, and the generator produces 11 kW of electrical energy, 6 kW of which is used by the heating elements. The CHUCK Wagon includes a convection oven, a large griddle, two 76-liter kettles, a 38-liter water heater, a 55-liter fryer, and four burners. The kitchen comes with a complete range of cookware and cooking utensils, and a small refrigerator and freezer, as well as an electric blender and mixer. The unit is normally towed by a HMMWV. The generator burns 8 liters per period, and may burn any type of military liquid fuel (aviation fuel is preferred). An 80-liter fuel tank is provided for its operation. The CHUCK Wagon is designed to serve 200 persons per day.

Price	Load	Veh Wt	Mnt
\$3,500	400 kg	2 tons	3

Containerized Batch Laundry (CBL)

Notes: One luxury during wartime that is much appreciated is clean clothes and gear. To this end, the Containerized Batch Laundry system was invented. This is a standard 8x8x20' ISO container with a milspec laundrymat inside. The CBL contains two 23 kg capacity heavy-duty washers, two 34 kg capacity heavy-duty dryers, a water pump, a tank for wastewater, and various hoses, exhaust fans, and connections required. Various preprogrammed wash cycles may be used, taking into account the amount and type of material being washed, from underclothes to TA-50. The system also comes with a 32-square-meter tent for use as an area for folding and packing washed gear or drying material that cannot use the dryer. The CBL can be set up by 4 people in 1 1/2 hours. The CBL comes with an integral 115-liter water tank and a system that recaptures and reuses 30% of the water used in the wash cycles. (The recaptured water is not potable without treatment.) An external 60kW generator must be provided separately. This container may be carried by any vehicle or trailer with the necessary load-carrying ability and cargo bed space (2.5x6.1 meters).

Price	Load	Veh Wt	Mnt
\$21,000	NA	8 tons	5

Containerized Chapel (CC)

Notes: As moral support and religious guidance can be very important to soldiers during wartime, the Containerized Chapel was developed to supply such support in a field-deployable container. The CC comes in a standard 8x8x20' ISO container and is packed with supplies necessary to support a variety of faiths. The CC is set up at the field location inside a 390-square-meter tent, and the package includes a 30 kW generator that burns 20 liters per period at peak capacity. Also included are a TV with VCR, a microwave oven, a coffee machine, and enough folding chairs and tables for 135 soldiers. Religious supplies for up to 4 faiths are included in the package, including 3 lecterns, an altar, linens, crucifixes, offering plates, communion sets, religious books, chaplain kits, yarmulkes, kufis, kimaras, prayer mats, sacramental wine, holy wafers, holy water, incense, and other such items. Religious books and consumables are provided for 550 soldiers for 180 days. A portable PA system, electronic keyboard, and hymnals complete the supplies. This container may be carried by any vehicle or trailer with the necessary load-carrying ability and cargo bed space (2.5x6.1 meters).

Price	Load	Veh Wt	Mnt
\$9,500	NA	4 tons	4

Containerized Kitchen (CK)

Notes: This is an 8x8x20' expandable ISO container (expandable to twice its normal width when set up) containing a field kitchen setup capable of supporting 800 persons per day. The CK uses all-electric components, including burners, and is powered from a 30kW generator that burns 20 liters per period at peak capacity. The CK includes a large refrigerator/freezer (60 cubic feet/18.25 cubic meters total), a roaster, 2 grills, 6 burners, 2 ovens, a fryer, a wash basin for hands and dishes with running water, a hot water heater (150 liters), and heating and air conditioning for the container, along with appropriate cooking appliances, utensils, and cookware. In addition, there is a 2x10 meter tent that can be set up to protect the serving line from the elements. The unit takes 5 soldiers 30 minutes to set up. This container may be carried by any vehicle or trailer with the necessary load-carrying ability and cargo bed space (2.5x6.1 meters).

Price	Load	Veh Wt	Mnt
\$13,000	NA	6 tons	4

Containerized Latrine (CL)

Notes: This was designed to provide a sanitary lavatory system to troops in the field. The CL is packed into a standard ISO 8x8x20' container for transport, and can be set up by two soldiers in 45 minutes. The CL includes 6 privacy stalls with low-water flush toilets, and a trough urinal. There are also two sinks with hot and cold running water, along with mirrors and dispensers for soap and paper towels. The unit comes with a heater and air conditioner. The hot water is fed from a 23-liter hot water heater. There is a 10kW generator to power the unit. The unit also has a large ventilated tank for collection of wastes, and the wastes are collected by a sewage truck or may be emptied directly into a sewage system (or anything else if the users are not concerned for the environment or angering neighbors) via an attached pump and hoses. This unit was designed to serve 150 soldiers per day, and there are enough consumables (except water) issued with the unit to last for 180 days. This container may be carried by any vehicle or trailer with the necessary load-carrying ability and cargo bed space (2.5x6.1 meters).

Price	Load	Veh Wt	Mnt
\$10,000	NA	4.5 tons	5

Containerized Self-Service Laundry (CSSL)

Notes: This is a standard 8x8x20' with a simple laundry setup. The container contains 6 commercial washing machines and dryers able to wash and dry 27 kg of laundry per hour. The washers are not heavy-duty types, and washing of heavy personal gear items is not recommended. The washers are fed from a 150-liter water tank, and wastewater is captured in another 150-liter tank. A 49 square meter tent is provided for folding and packing items, along with 4 folding tables and several lengths of clothesline. The machines are powered by a 30kW generator, which is not provided with the unit. The CSSL may be set up by 4 soldiers in 2 hours. Enough consumables are issued with the unit to provide for 150 soldiers for 180 days. This container may be carried by any vehicle or trailer with the necessary load-carrying ability and cargo bed space (2.5x6.1 meters).

Price	Load	Veh Wt	Mnt
\$9,000	NA	4.5 tons	3

Containerized Shower (CS)

Notes: This is a shower unit packed in an 8x8x20' ISO container. The CS provides 12 fiberglass shower stalls, each with individual water temperature and pressure controls. The unit has all necessary plumbing, wiring, and lighting. The water is heated by a 950-liter fast-heating water unit, and is fed by a 11,350-liter collapsible water tank made out of rubber. The shower unit remains in the container during use, and there is a 40-square-meter tent that can be set up to provide a changing area and to house two sink units with mirrors used for shaving, tooth brushing, and other needs. The unit contains pumps and hoses to collect wastewater and pump it up to 150 meters away to a vehicle or anywhere else. The CS is issued with enough towels for 150 soldiers, and enough consumables like soap, shampoo, disposable razors, and shaving cream for 150 soldiers for 180 days. The shower is capable of providing 72 10-minute showers per hour, and can provide such showers for 8 hours on one tank of water. The CS is powered by a 10kW generator, provided with the unit. The CS may be set up by 4 soldiers within 1 hour. This container may be carried by any vehicle or trailer with the necessary load-carrying ability and cargo bed space (2.5x6.1 meters).

Price	Load	Veh Wt	Mnt
\$8,000	NA	4.1 tons	3

Field Sanitizing Center

Notes: Though useful for general washing, the primary purpose of this equipment is for the cleaning and sanitizing food service equipment. The equipment comes in a medium ISO container, and is set up by two soldiers in 30 minutes in a 20-square-meter tent. The unit contains 3 sink assemblies, one for washing, one for rinsing, and one for sanitizing food service equipment. The sinks have attached burners that can be powered by diesel, gasoline, aviation fuel, butane, or propane. These burners, when all are functioning at full capacity, burn 2 liters per period. The sinks have drain hoses that can drain the sinks to the ground, tanks, jerry cans, barrels, or tankers. The equipment includes storage racks, thermometers, a draining rack and table, a worktable, a lantern, and enough detergent and sanitizing solution for 400 meals worth of food service items. The ISO container may be carried by any vehicle or trailer able to provide the necessary load-carrying capability and cargo space (2.5x2.5x3 meters).

Price	Load	Veh Wt	Mnt
\$2,900	NA	1.5 tons	2

GKN High Mobility Trailer

Notes: Not to be confused with the HMMWV-compatible High Mobility Trailer listed below, the GKN HMT is a similar concept, but was designed to be towed by Warrior-series AFVs. It may be towed by other vehicles, and in British service is often towed by tanks, self-propelled artillery pieces, and various engineer vehicles. The trailer has four large tires and can provide a safe level platform when not being towed. It can traverse 40-degree side slopes without tipping over. This trailer is used by Britain and Kuwait. This trailer does not impair the mobility of a vehicle towing it.

Price	Load	Veh Wt	Mnt
\$14,000	6.5 tons	5.5 tons	2

Heavy Equipment Trailer (HET)

Notes: This is a semi-trailer designed to be towed by the heaviest trucks, such as the M-916 tractor truck (a version of the M-1074 PLS listed in the Unarmored Vehicle file). It is meant to transport large equipment such as the M-1 tank, engineer equipment and building materials, and heavy missiles. The trailer is 5-axled and 20-tired, with each axle steerable. The trailer bed can be "knelt" (dropped to nearly ground level) to facilitate loading and unloading. The cargo deck is 10.24 meters long and 3.05 meters wide, and can transport one M-1 tank or two Bradley IFVs at once.

Price	Load	Veh Wt	Mnt
\$28,200	80 tons	22.86 tons	3

Heavy Expanded Mobility Ammunition Trailer (HEMAT)

Notes: Despite the name, this trailer is not just for ammunition, though one of its primary roles is to haul ammunition pallets for MLRS and LARS vehicles. Other common roles include carrying other heavy ammunition and rubber fuel bladders. The trailer has no side, front, or rear walls, so no loose items can be carried, but the trailer is equipped with 22 reinforced tie-down points. The HEMAT is normally towed by a HEMTT truck, but can also be towed by other vehicles of at least 15 tons, or the MLRS or LARS vehicle itself. They may be transported unloaded in a C-130 or CH-47 aircraft, or loaded in a C-141 or C-5 aircraft. The HEMAT may also be carried loaded while slung beneath a CH-47 or other heavy-lift helicopter.

Price	Load	Veh Wt	Mnt
\$6,300	10 tons	4.99 tons	2

Heavy Tank Transporter Semi-Trailer

Notes: This trailer is similar to the Light Vehicle, Light Tank, and Medium Tank Semi-Trailers listed below. It is used to transport the largest and heaviest tanks, such as the British Challenger and US M-1 series. These trailers typically have 3-5 axles and 12-20 tires.

Price	Load	Veh Wt	Mnt
\$22,800	65 tons	18.5 tons	2

High-Mobility Trailer

Notes: This trailer was designed to be towed by the HMMWV series, and uses HMMWV-compatible suspension and tires. It does not hinder the HMMWV's speed. The High-Mobility Trailer has two wheels.

Price	Load	Veh Wt	Mnt
\$2,000	1.36 tons	750 kg	1

Initial Deployment Kitchen (IDK)

Notes: This is a self-contained kitchen unit designed for short-term use in the beginning stages of a deployment. The IDK is packed in a standard ISO 8x8x20' container, and contains an oven, a large skillet, two kettles, two large refrigerators/freezers, a 3-basin sink with water heaters, a food warmer, 3 burners, a meat slicer, an ice machine, a coffee maker, a water purification unit, a 400-liter water tank, and work tables. The IDK comes with an integral 15kW generator to power the equipment that burns 10 liters per period. The container is equipped with a heating and air conditioning system for operator comfort. Four people can set it up in three hours. The IDK is designed to serve 500 people a day for 10 days. This container may be carried by any vehicle or trailer with the necessary load-carrying ability and cargo bed space (2.5x6.1 meters).

Twilight 2000 Notes: In the Twilight War, they were often used long after this initial deployment, especially by light formations.

Price	Load	Veh Wt	Mnt
\$8,000	NA	3.4 tons	3

Kärcher TFK 250 Field Kitchen

Notes: This is a light field kitchen trailer designed for use by airborne and airmobile units. It is built by Germany and used by that country and Belgium, China, Ireland, Luxembourg, New Zealand, Norway, Qatar, Saudi Arabia, Great Britain, and the US, and by NATO headquarters units. The trailer has foldout counters and a canvas canopy, and contains two pressure cookers, a 55-liter pressure fryer, a two-level oven, a 28-liter hot water heater, and four burners. The whole affair is fueled by a 75-liter fuel tank and can use diesel, butane, propane, gasoline, or kerosene. Up to 250 people can be served on one fuel tank. The entire affair folds into an area 4.17x2.16 meters, and is mounted on a two-wheeled trailer.

Price	Load	Veh Wt	Mnt
\$3,250	425 kg	2.08 tons	3

Kitchen, Company Level, Field Feeding -- Enhanced (KCLFF-E)

Notes: As noted in the name, this kitchen is packed in a standard small ISO container and usually issued at company level in NATO units. The container is normally carried in the cargo bed of an M-1042 HMMWV Cargo Carrier or similar-capacity vehicle, or on a trailer of similar size. It is primarily designed to warm heat-and-serve rations such as A, B, or T-Rations, but does have a limited capacity to cook and store fresh food. It is equipped with a heater cabinet, cookpot burner with cradle, two burners, two folding tables, two 50-liter beverage containers/dispensers, a small oven, a griddle, an ice chest, and several insulated food containers for food delivery to smaller units. The KCLFF-E is designed to serve 200 soldiers one hot meal per day. Two soldiers may set it up in 15 minutes. The container is equipped with a 5 kW generator for power, or it may be run off vehicle power. Any

vehicle with the cargo capacity and space (2x2.5 meters) may carry this container.

Price	Load	Veh Wt	Mnt
\$1,500	NA	1 ton	2

Laundry ADvanced System (LADS)

Notes: This is a large-scale heavy-duty field laundry system. It is mounted on a 20-ton cargo/semi-trailer, and contains several high capacity machines for washing and drying as well as dry cleaning and pressing, and can process all the issued uniforms and TA-50 (personal gear) for 500 soldiers in one 24-hour period. The trailer comes with all the consumables necessary for 500 soldiers' gear for 180 days. 25 soldiers' gear is processed per hour in a dry-to-dry cycle (clothes are put in day, and come out dry). The trailer comes with a 30 kW generator to power the equipment, and a 63,000-liter water tank, as well as a water recycling unit that can reprocess 97% of the water used, up to 61,000 liters per day (the water is not potable without further treatment, however). The trailer may also be powered from commercially available power sources. The LADS may be operated in temperatures ranging from 33-120 degrees Fahrenheit (0.6-49 degrees Celsius). Little setup, other than hooking up power and supplying water (if not present) is required, so setup may be accomplished by 4 soldiers in as little as one hour.

Price	Load	Veh Wt	Mnt
\$46,000	3 tons	22 tons	7

Light Tank Transporter Semi-Trailer

Notes: This is similar in concept to the Light Vehicle Transporter Semi-Trailer, but larger, to accommodate lighter tanks. It typically has 2-3 axles and 8-12 tires.

Price	Load	Veh Wt	Mnt
\$19,600	40 tons	16 tons	2

Light Vehicle Transporter Semi-Trailer

Notes: This semi-trailer is used not only to transport damaged vehicles, but when transporting light armored vehicles long distances (as it is more fuel efficient to transport them using a semi-tractor trailer than having them go a long distance under their own power). Before the war, they were also used to transport light tracked vehicles over roads that the local government did not want torn up by treads, but now that question is moot. The trailer consists of a flatbed area with cable tie-downs to prevent the carried vehicle from shifting during transport. These trailers typically have two or three axles and 8-10 tires.

Price	Load	Veh Wt	Mnt
\$9,200	20 tons	7.5 tons	2

LMTV Trailer

Notes: This trailer was purpose-designed to be towed behind the M-1078 Light Medium Tactical Vehicle (see Unarmored Vehicles file). It is a heavy-duty two-wheeled trailer that uses the wheels, tires, and many of the suspension components of the M-1078. The trailer is equipped with reinforced tie-down points, and can handle standard NATO pallets and containers, as well as equipment such as rubber fuel cells, generators, and workshop modules. The trailer is matched to the LMTV and MTV, and does hinder their maneuverability. Other vehicles of equivalent size or larger may tow it, but do not get the same maneuverability benefit. The sides and the rear of the trailer may be dropped to facilitate cargo handling.

Price	Load	Veh Wt	Mnt
\$3,700	2.27 tons	2.95 tons	1

Lubrication Trailer

Notes: This is a trailer designed to service the lubrication requirements of various vehicles. The trailer is equipped with a 6kW generator to power the pumps and lubrication equipment, and six drums of varying sizes to carry the oil and grease needed for its duties, as well as fuel for its equipment. The trailer may be fitted with a canvas or steel canopy.

Price	Load	Veh Wt	Mnt
\$1,200	500 kg	825 kg	2

Medium Tank Transporter Semi-Trailer

Notes: This is similar to the Light Tank Transporter Semi-Trailer described above, but is designed for heavier tanks. It typically has 3-5 axles and 12-20 tires.

Price	Load	Veh Wt	Mnt
\$24,500	55 tons	20 tons	3

MTV Trailer

Notes: This trailer was designed to be towed by the M-1083 Medium Tactical Vehicle (see the Unarmored Vehicles document). It is a 4-wheeled trailer that is matched to the M-1083 and does not hinder its mobility. (It is too heavy to be towed by the M-1078.) Other vehicles may tow it, but do not get the same mobility benefits. The MTV Trailer uses the wheels, tires, and many of the suspension components of the M-1083. The sides and rear of the trailer may be dropped to facilitate cargo handling.

Price	Load	Veh Wt	Mnt
\$5,200	4.54 tons	4.17 tons	1

NBC Decontamination Trailer

Notes: This is a large, trailer fitted with all the necessary equipment for field decontamination needs. (This same equipment is fitted to certain trucks and armored vehicles on both sides.) The trailer has four modules: a cold water prewash hose system fitted to 1000-liter water tank, 500-liter tank that sprays chemicals needed to neutralize and scrub contamination particles from vehicles and equipment, and a steam generator for post-decontamination treatment, fed from a 1000-liter tank. Another 1000-liter tank is used to feed a hot water personnel shower, which is housed in a small tent set up next to the trailer when in use. (The tent is provided with the trailer.) The NBC decontamination system is powered by a 60 kW generator. An optical chemical sniffer and Geiger counter are provided with the trailer. Note that unlike the Steam Decontamination Trailer described in the *Twilight: 2000 Version 2.2* rules, treatment with this equipment will make irradiated materials partially safe, removing approximately one-half the radiation value of *irradiated* equipment (not radioactive materials), and completely removing fallout.

Price	Load	Veh Wt	Mnt
\$91,000	500 kg	5 tons	4

Shower Trailer

Notes: This trailer provides some badly needed creature comforts for field troops. It is a box-body trailer that can provide showers for up to 8 troops at once. Water is provided from a 500-liter drum, and fed through a hot water heater (as described in the *Twilight: 2000 Version 2.2* rules), except that this unit can heat 300 liters at a time and heats water very rapidly. Shower length may be controlled by the person taking the shower, or by controls outside the unit.

Price	Load	Veh Wt	Mnt
\$4,600	1 ton	3 tons	3

Water Desalination Trailer

Notes: Despite the name, this trailer is capable of more than just water desalination. The unit can remove salt, fallout, silt, sand, mud, biological contaminants (including viruses), and organic material from water. It may be towed by a vehicle of 2½ tons or larger; the unit may also be removed from the trailer, and mounted on any vehicle capable of carrying the weight of the treatment unit itself (1.45 tons). This unit can filter water from containers, or siphon water directly from a natural source such as a river, pond, or ocean. It is capable of filtering 1,000 liters per hour, and the filters function for 24,000 liters before replacement is needed. (Filters weigh 200 kg and cost \$2,000.) The unit is equipped with its own 5 kW generator.

Price	Load	Veh Wt	Mnt
\$15,000	400 kg	2.6 tons	3

Water Treatment Trailer

Notes: This trailer contains a unit for purification of water intended for drinking or use in medicine. The unit can filter out up to 120milligrams/liter of suspended material at a rate of 2,000 liters per hour. Power is provided from an integral 1.5 kW generator. The unit can siphon water from a water tank or directly from a fresh water source such as a lake, pond, or stream. It is not capable of desalinating water.

Price	Load	Veh Wt	Mnt
\$7,600	200 kg	1 ton	3

SLT 50-2

Notes: Originally developed for use with the abortive West German-US MBT-70 tank, the design for the SLT 50-2 tank transporter semi-trailer originates 1965. Though the MBT-70 project was cancelled, Germany decided to go ahead on the SLT 50-2, and 328 were produced for German use. The SLT 50-2 has a total of four axles, each with a single tire. The rear axle is steerable. Each axle has an independent suspension, and has additional mechanisms for load balancing and to allow the suspension to be lowered by up to 100mm for passage under low underpasses. All four axles have airbrakes, and two have parking brakes. The frame is of the box type and constructed of solid steel; the load platform is also of high-strength steel and of sandwich construction. The loading ramps are spring-balanced and though quite strong, may be raised and lowered by only two people. The trailer has cable guides for a winch, and the appropriate cables, ropes, and tie-down points and materials.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
SLT 50-2	\$11,456	52 tons	16.6 tons	4	W(4)/HF1 HS1 HR1

Kärcher TFK-250

Notes: This is a small field kitchen trailer designed for use at the battalion-level and below. It can produce a meals for 250 troops or a one-course meal for 500 troops in two hours. The TFK-250 is equipped with two 150-liter pressure cookers, two 55-liter pressure fryers, two oil-burner-heated 78-liter baking areas (on two levels), two 28-liter hot-water heaters (which may also make tea), and a four-unit pressure vaporization burner. The TFK-250 may be fueled by diesel, butane, gasoline, or kerosene. (Any fuel tanks or cans must be provided separately, but the TFK-250 accepts NATO-compatible fuel connections, and the field kitchen comes with the appropriate connections and lines.) The suspension is cross-country capable and is provided with four retractable stabilizing legs, as well as an all-weather roof which deploys semi-automatically and four tarpaulins to drop from each side of the roof.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
TFK-250	\$6,280	425 kg	2.08 kg	2	W(1)/HF1 HS1 HR1

Kärcher MFK

Notes: The MFK (Modular Field Kitchen) is basically a somewhat smaller version of the TFK-250, but is built in separate modules which may be dismounted and used in different sections or dispersed over an area as the tactical situation dictates. The equipment carried includes two 125-liter boiling units (one single-walled, one double-walled), a 25-liter frying/baking module, a frying pan module, a grill with two large grilling plates, two working tables (which may be joined into one large table), two pressure vaporization units with four burners each, a propane burner, and a solid-fuel burner. The field kitchen has a large roof like that of the TFK-250, along with the four droppable tarpaulins. Built of lighter yet just as strong materials, the MFK is a little lighter than the TFK-250, but does not quite have the same cross-country capability due to its design.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
MFK	\$6,516	425 kg	2 tons	2	W(1)/HF1 HS1 HR1

NK 1000-76T

Notes: This tank transporter semi-trailer was designed to carry the likes of heavy tanks such as the M-1A2 Abrams and Challenger 2 and other tanks up to 76 tons. The NK 1000-76T is carried on a total of four paired axles, each with four wheels and a total of 32 tires. Except for the front axles, all axles are independently steerable, and all have independent suspensions. The front axle pair lifts when the trailer is empty to reduce tire wear. The trailer has load-balancing capability, and each wheel has airbrakes. The loading ramps are mechanically lifted and raised. As is necessary to carry vehicles of the intended weight, the construction of the NK 1000-76T is quite strong and of high-strength steel. A winch is provided to assist in loading the vehicle, along with the necessary equipment and cables to secure it. The Greeks have yet to find a customer for the trailer, though many countries who use heavy tanks are said to be interested.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
NK 1000-76T	\$17,554	76 tons	24 tons	6	W(6)/HF1 HS1 HR1

NK AP-130/60T

Notes: Used by several countries, the NK AP-130/60T is a tank transporter semi-trailer designed for all but the heaviest tanks in the world today. It is largely constructed of high-strength steel, but the load deck is made from weatherproofed hardwood covered with 10mm-thick sheet steel. (This makes for a very strong floor, with an AV of 2.) The rear of the trailer has two axles with two wheels on each side of the axle, for a total of eight tires. The axles have independent suspension and have decent if unspectacular off-road performance. The trailer is equipped with two winches to aid in loading the vehicle, mounted on the sides of the gooseneck. The loading ramps are hydraulically powered. Other equipment includes two spare wheels and tires, two pulley assemblies, wheel chocks, and two storage boxes.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
NK AP-130/60T	\$11,451	60 tons	19 tons		W(2)/HF1 HS1 HR1

General Service Trailers

Notes: The 500-kg General Service Trailer is a simple one-axle, two-wheeled light trailer with a leaf spring suspension and brakes which merely prevent the trailer from running into the towing vehicle. Construction is of sheet steel, with welded steel beams for the chassis. The tow bar has a shock absorber and is adjustable for the height of the towing vehicle from 500 to 700mm. The body panels of the cargo body are all detachable, even the tailgate, allowing for the use of shelter bodies, pallets, small containers, or cargoes such as generators. There is no retractable front wheel as is standard for most such trailers; instead, the trailer is provided with a folding support strut. There are small boxes at either side at the rear for additional storage.

Basically a larger version of the 500-kg trailer above, the 1000-kg GST is of similar design and construction, though larger. The tow bar is adjustable for the height of the towing vehicle between 575 and 775mm.

Tank trailer versions of both of these trailers were produced; these are basically the same chassis as the GSTs with the cargo bed removed and replaced with a tank for water (it is not designed for use with fuel or POL). The tank has a cover at the top for filling and three water taps at the rear of the tank, along with a small shelf. It does not have the boxes at the rear of the trailer. The tank is readily dismountable and can be easily replaced with a cargo body (and vice versa, for the GSTs).

The 1000-kg Generator Set Trailer also uses a similar chassis, but has a flat platform for use with a generator or generators weighting up to 1 ton (about the weight of a 100 kW generator.) The trailer detailed below includes the cost of such a generator, but combinations of generators may also be mounted within weight limits, as well as combinations of generators and cargo.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
500-kg GST	\$666	500 kg	350 kg	1	W(1)/HF1 HS1 HR1
1000 kg GST	\$1,415	1 ton	780 kg	1	W(1)/HF1 HS1 HR1
500-liter Tank	\$873	500 liters + 30 kg	360 kg	1	W(1)/HF1 HS1 HR1
1000-liter Tank	\$1,509	1000 liters + 30 kg	800 kg	1	W(1)/HF1 HS1 HR1
1000-kg Generator	\$4,342	30 kg (+ Generator)	1.7 tons	2	W(1)/HF1 HS1 HR1

20-Ton Low-Deck Full Trailer

Notes: This large trailer is designed to be towed by large trucks and tracked vehicles over rough terrain. The trailer has two axles on the front and rear with two wheels on each axle. The wheels, about twice as large in the front as the rear, are each steerable. Standard Accessories which come with the trailer include a spare wheel of both sizes, lashing shackles, cables, chains, and rope and a tool box with basic tools.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
20-Ton Trailer	\$10,590	20 tons	12.05 tons	3	W(4)/HF1 HS1 HR1

50-ton Heavy-Duty Tank Transporter

Notes: This is a tank transport trailer with considerable off-road capability. The trailer has a single axle at the front with four wheels, and two pairs of twin axles at the rear; there are a total of 24 wheels on the trailer. The wheels are equipped with airbrakes and manual parking brakes. The trailer is made from high-strength steel, with a checkered cargo deck. The rear loading ramps are manually operated. Equipment includes track guides, a wheel chock set, rollers for use when the vehicle is not able to get onto the trailer under its own power, as well as a winching system. There are four spare wheels and tires carried, along with a basic tool box, a variety of cables, chains, and ropes, and other materials necessary for securing the vehicle.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
50-ton Tank Transporter	\$14,418	50 tons	18 tons	5	W(4)/HF1 HS1 HR1

2000-kg Generator Set

Notes: This generator is built sort of like a truck without an engine or driver's compartment – the body is replaced with a large generator weighing a bit under 2 tons and outputting about 150 kW. (Other generators may be used, as long as they do not exceed 2 tons total). The suspension is heavy-duty and gives excellent off-road performance. The front axle is steerable and steers by the pull on the drawbar. Construction is entirely of steel. Room is provided on the trailer for fuel tanks for the generator or combination of generators, and electrical and fuel connections are also provided with the trailer, along with a cable set and grounding pole. Stats below are for the 150-kW generator with 250-liter fuel tanks.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
2000-kg Generator Set	\$6,669	250 kg (+ Generator & Fuel)	2.19 tons	3	W(2)/HF1 HS1 HR1

AAI MT-100

Notes: This is a general-purpose trailer which may be fitted with a cargo body, a flatbed, or a tank for water. The chassis is made from welded steel; the cargo body, flatbed, or tank are also made from steel (though the tank has a non-corrosive liner). The cargo body and flatbed may be fitted with bows and a tarpaulin cover. The cargo body and flatbed have tie-down and attachment points for the securing of cargo. The trailer is off-road rated, and on-road rated at a speed of up to 80 kph. The brakes are of the overrun type, meaning that they activate only to keep the trailer from fishtailing or running into the towing vehicle. If the trailer comes loose from the towing vehicle, full braking is activated.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
MT-100 Cargo	\$1,006	1 ton	435 kg	1	W(1)/HF1 HS1 HR1
MT-100 Flatbed	\$754	1 ton	290 kg	1	W(1)/HF1 HS1 HR1
MT-100 Tanker	\$2,012	770 liters + 100 kg	520 kg	1	W(1)/HF1 HS1 HR1

IMI CST-3

Notes: The CST-3 (Combat Support Trailer) was designed primarily with combat engineers in mind (though it is useable by anyone). To this end, the cargo box is divided into a central cargo compartment 5.25 cubic meters in size, and two side bins each 1.5 cubic meters in size. The CST-3 is equipped with a manual crane with a capacity of 500 kg, and the top of the trailer may be fitted with removable bows and a tarpaulin cover if needed. The CST-3 is designed to allow the mounting of a number of devices and accessories, including mine-laying chutes and various other mine-deployment systems, mine-clearing equipment including line-charge rockets, or simply to carry equipment. The trailer's towing bar/hitch is adjustable for height and length, allowing it to be towed behind virtually any sort of vehicle from light vehicles to tanks. This hitch is also equipped with a small electrically-actuated pyrotechnic charge, triggered by the towing vehicle, which can sever the towing hitch instantly in an emergency. The suspension is a single-axle off-road type, allowing for high off-road and on-road towing speeds, and equipped with airbrakes. The towing bar has a folding dolly wheel for when it is not attached to a vehicle, and folding stabilizers may also be lowered at each of the rear corners.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
CST-3	\$6,600	3 tons	2 tons	1	W(1)/HF1 HS1 HR1

Bartoletti Type B.10

Notes: This is a basic cargo trailer with one axle and two tires, and decent off-road performance. It is of all-steel construction, with a drop tailgate, overrun brakes, and a dolly wheel on the front for when the trailer is not being towed. It is a simple design. The Type B.10 may also be fitted with a water tank in lieu of the cargo body; this water tank has an internal non-corrosive liner, a large manhole on top for filling of the tank, gravity-fed taps on the side (one 65mm gate valve and two 26mm taps), and an extra folding stabilizer bar at the rear.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Type B.10 Cargo	\$1,965	1 ton	750 kg	1	W(1)/HF1 HS1 HR1
Type B.10 Tank	\$2,170	1800 liters	1 ton	1	W(1)/HF1 HS1 HR1

Bartoletti Type B.20

Notes: A larger version of the Type B.10, the Type B.20 has the same general design and even uses the same wheels and tires, along with some other components. The wheels have airbrakes, and the dolly wheel is both retractable and removable. In addition, two stabilizers may be lowered at the rear to further support the trailer when it is not being towed. In addition to the basic cargo body, the Type B.20 may be fitted with shelter bodies, containers, pallets, or even items such as generators and radar sets.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Type B.20	\$2,423	2 tons	1 ton	1	W(1)/HF1 HS1 HR1

Bartoletti Type 2L-30M

Notes: This is a light trailer of all-steel construction and with axles and wheels on each end of the trailer, equipped with airbrakes. Though the trailer is reasonably long, it is rather narrow, and this limits the types of loads it may carry. The front axle is steerable, and the suspension is capable of good off-road performance. The trailer has a drop tailgate and drop sides.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Type 2L-30M	\$1,435	3 tons	1.3 tons	1	W(2)/HF1 HS1 HR1

Bartoletti Type B.40 MGB

Notes: This flatbed trailer was designed specifically for carrying components of the British-built Williams Fairey Medium Girder Bridge (MGB), but can be used for other purposes with preparation. It uses the same wheels as the B.10 and B.20, along with airbrakes. The cargo deck is basically a steel platform with tie-down points. The design is otherwise similar to the B.10 and B.20.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Type B.40 MGB	\$2,790	4.1 tons	1.6 tons	1	W(1)/HF1 HS1 HR1

Bartoletti Type 24RD

Notes: This is a large flatbed trailer designed primarily for the transport of containerized loads, especially NATO ISO containers, palletized loads, and large fuel bladders. It uses the 510mm wheels common to many Bartoletti trailers, along with axles front and rear, each with two sets of two tires (for a total eight); the wheels have airbrakes. The trailer has lockdown points for ISO containers which double as tie-down points for other loads.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Type 24RD	\$3,441	19.25 tons	4.75 tons	4	W(2)/HF1 HS1 HR1

Bartoletti Type 2M-55

Notes: The 2M-55 is a medium tank trailer of basic design and construction, and designed primarily for the transport of fuel. The trailer has axles front and rear, with a total of four tires. The trailer is equipped with a ladder on both sides for climbing to the top of the tank, a large filling mouth on top in the center, a rod-type fuel level indicator, a remote-control foot valve, two gravity-fed fuel valves, and a pump (which requires an external power source), along with hoses, valves, etc.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Type 2M-55	\$7,599	8000 liters	4.2 tons	2	W(2)/HF1 HS1 HR1

Bartoletti 2PX

Notes: This trailer is designed for the transport of light armored vehicles and light-to-medium soft-skinned vehicles, as well as engineering equipment and vehicles. The 2PX is designed to be towed by standard vehicles (it is not a semi-trailer), and has axles on both ends of the trailer with a total of eight tires. The bed is quite low and the 2PX therefore has limited off-road performance. Front and back axles are steerable. The trailer has rear loading ramps along with loading dollies for equipment which cannot simply drive onto the trailer. The wheels are equipped with airbrakes. The sides of the load bed have removable metal fence-type sides.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
2PX	\$4,809	20 tons	7.35 tons	1	W(2)/HF1 HS1 HR1

Bartoletti Type TCS-60 BO

Notes: This is a large tank transporter semi-trailer designed for heavy tanks such as the Ariete. Though it is specifically designed to be towed by the IVECO 320-45 semi-tractor, most other military semi-tractor trucks may tow it as well. The trailer has three axles, with a total of 12 tires, with airbrakes and parking brakes. The trailer is not really meant for off-road use, but has some limited off-road capability provided the ground is reasonably hard and even. There are supports in the front of the trailer for when it is not being towed which are pneumatically deployed. The load bed is equipped with adjustable track guides, along with a system of rollers and pulleys. Two spare tires and wheels come with the trailer, as well as the tools and equipment necessary for securing the vehicle.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Type TCS-60 BO	\$14,573	60 tons	20 tons	5	W(3)/HF1 HS1 HR1

Bartoletti TCS-50 BO

Notes: Like the German SLT 50-2, the TCS-50 BO was designed for use with the abortive MBT-70 project, and only later produced for use with other tanks. It is a tank transporter semi-trailer using four axles and a total of 16 tires, plus a spare. It is fairly low-slung, designed to not exceed a height of 4.5 meters even when carrying a tall tank like the M-60, in order to be able to use as many underpasses and tunnels as possible. The trailer is equipped with adjustable track guides, rollers and pulleys to aid in taking the vehicle aboard and securing it; in addition, the usual complement of tools and securing materials is provided.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
TCS-50 BO	\$11,288	50 tons	14 tons	3	W(4)/HF1 HS1 HR1

Cometto MPS-50/MPS-60

Notes: These two tank transporter semi-trailers are of similar design, one carrying a greater weight than another. The MPS-50 has two axles at the rear; the MPS-60 has four. Each axle has a total of four tires; two spares are also carried under the frame. Both are fitted with a five-speed roller and pulley system to aid in loading vehicles. They have adjustable track guides, and the standard complement of tools and materials to secure the vehicle. A nice touch is a 150-liter water tank. Both trailers are virtually identical except for the suspensions and have the same dimensions. A problem with these two trailers is the length of the load deck; at just

under 8 meters, some vehicles simply don't fit or barely fit.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
MPS-50	\$12,680	50 tons	16 tons	4	W(2)/HF1 HS1 HR1
MPS-60	\$13,948	60 tons	16.6 tons	4	W(4)/HF1 HS1 HR1

Cometto S-53

Notes: This large tank transporter may also be fitted out to carry large equipment, containers, or palletized loads. The trailer has an astounding ten axles, each with a total of four tires. Each axle has independent transmission and are steerable, and the trailer is quite capable off-road. The rear loading ramps are raised and lowered hydraulically, and the trailer has a small APU to run winches and pulleys to assist in loading the trailer. This trailer, as far as I know, is still awaiting customers.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
S-53	\$20,900	51 tons	27 tons	7	W(5)/HF1 HS1 HR1

Hägglunds Moelv MB-58

Notes: This is a medium-sized trailer designed for off-road use. It uses a pendulum bogie suspension (with two axles and eight tires) which makes its off-road performance as good or better than many of the wheeled vehicles which tow it. The frame of the trailer is of steel, but the floor of the cargo box is of pine and the sides, front and rear are of plywood, all over a steel framework. The rear is a tailgate which may be dropped.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
MB-58	\$4,097	6.14 tons	3.06 tons	1	W(3)/HF1 HS1 HR1

Hägglunds Moelv MB-59

Notes: This light general-purpose trailer is not only all-terrain, it is amphibious and has skis which may be lowered for use in deep snow. As such, it is normally towed by tracked rather than wheeled vehicles. The framework of the chassis is of high-strength steel, while the sides, front, and rear of the cargo box is aluminum. The floor is sheet steel. The cargo bed may be covered with a hard top or bows and a tarpaulin. It may also carry containers, pallets, or specialized shelter bodies.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
MB-59	\$2,320	1.1 tons	2 tons	1	W(2)/HF1 HS1 HR1

Hägglunds Moelv MB-63

Notes: This large multi-purpose trailer was designed to transport heavy loads such as large ISO containers, palletized loads, shelter/van bodies, and even light tracked and wheeled vehicles. The entire platform tilts to the rear to touch the ground, and the suspension "kneels," lowering to further enable loading. The trailer platform may also tilt forward to the ground to enable the the loaded vehicle to drive straight off the platform. Vehicles may be driven directly onto the cargo platform, while retractable rollers assist in loading cargo. Lockdown points are provided for NATO-compatible containers, shelter bodies, and pallets, while anchoring points are provided for vehicles. The two widely-separated axles are at the center of the trailer, and are cross-country capable and have a total of eight tires. The suspension has a load-leveling system. In addition to military concerns in seven countries, this trailer is in use by several humanitarian agencies worldwide to bring heavy equipment to afflicted areas.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
MB-63	\$4,121	15.2 tons	5.3 tons	2	W(2)/HF1 HS1 HR1

MVRDE 60-ton Tank Transporter

Notes: This is a standard sort of tank transporter semi-trailer, with two axles at the rear and having a total eight tires. The suspension is, like most tank transporters, not really meant for off-road use. The trailer is equipped with the standard features for vehicle transport: high-strength steel construction, adjustable track guides, loading ramps which are dropped at the rear, and securing tools and materials. In addition to its duties as a tank/heavy vehicle transporter, this trailer sees civilian use in the transportation of civil construction vehicles. An unusual feature is its load deck, which may be sloped down to further facilitate loading.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
60-ton Tank Transporter	\$13,384	60 tons	17 tons	4	W(2)/HF1 HS1 HR1

ChMZAP Convertible Trailers

Notes: These are heavy load trailers designed for towing behind a standard heavy truck (normally the KrAZ-255B in Russian service). The trailer has three rear axles and a removable four wheel front dolly; this dolly may be removed, and then the trailer used as a semi-trailer. The trailers have decent off-road performance, and have an excellent suspension along with airbrakes, and a mechanical parking brake on the rearmost axle. The standard equipment with these trailers includes loading ramps, guide bars, guide rollers, and the various materials for securing the loads. The ChMZAP-2303V has three axles on the rear and four on the dolly, each with two tires; the other three have four axles in the rear and four on the dolly. The ChMZAP-5523 has folding loading ramps, and is designed to carry vehicles in addition to cargo. The others are meant primarily for large cargoes, pallets, containers, or large shelter-type bodies. The ChMZAP-5524 has a high cargo capacity, but is almost 1.5 meters shorter and half a meter shorter than the first two, though a variant, the ChMZAP-5524A is a meter longer than the ChMZAP-5524. The ChMZAP-5208 is even shorter at 9.33 meters, but is 200mm wider than the first tow trailers on the chart at 3.2 meters. These trailers have been in production since at least 1957 and are believed to still be used and possibly even still be in production.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
ChMZAP-2303V	\$9,597	20.5 tons (As Trailer); 22 tons (As Semi-Trailer)	9.75 tons	3	W(7) As Trailer; W(3) As Semi-Trailer/HF1 HS1 HR1
ChMZAP-5523	\$9,518	21.25 tons (As Trailer); 22.8 tons (As Semi-Trailer)	9.75 tons	3	W(8) As Trailer; W(4) As Semi-Trailer/HF1 HS1 HR1
ChMZAP-5524	\$6,468	23.7 tons (As Trailer); 25.5 tons (As Semi-Trailer)	6.3 tons	1	W(8) As Trailer; W(4) As Semi-Trailer/HF1 HS1 HR1
ChMZAP-5524A	\$7,004	23.7 tons (As Trailer); 25.5 tons (As Semi-Trailer)	6.87 tons	1	W(8) As Trailer; W(4) As Semi-Trailer/HF1 HS1 HR1
ChMZAP-5208	\$7,734	40 tons (As Trailer); 43 tons (As Semi-Trailer)	11 tons	2	W(8) As Trailer; W(4) As Semi-Trailer/HF1 HS1 HR1

ChMZAP-5247

These are a pair of heavy load semi-trailers most often used as tank and tracked vehicle transporters, though they are also used to carry heavy equipment and cargoes. The ChMZAP-5247B is a simple flatbed transporter with two axles in the rear of the trailer and a total of eight tires, each with airbrakes. The ChMZAP-5247B has adjustable track guides, guide bars, and the standard selection of tools and materials for the securing of vehicles or cargo. Two spare tires are also provided.

The ChMZAP-5247G is a more advanced form of this trailer; the load deck is within a "well" of sorts, with an incline behind the load area and the gooseneck in front of it. It is a little over half a meter longer than its predecessor and almost three-quarters of a meter wider. It can carry more weight, and has powered folding loading ramps at the rear (the ChMZAP-5247B has only removable loading ramps).

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
ChMZAP-5247B	\$13,610	45 tons	15.8 tons	4	W(2)/HF1 HS1 HR1
ChMZAP-5247G	\$17,810	50 tons	18 tons	5	W(2)/HF1 HS1 HR1

ChMZAP-5212

Notes: This is a heavy flatbed trailer designed for use on hard roads and with little off-road capability. It is normally used for heavy cargo, containers, and palletized loads, but is also capable of being a tank transporter. The ChMZAP-5212 has four axles with a total of 16 tires, and all wheels are fitted with airbrakes. The trailer has the standard track guides, guide bars, and the normal assortment of tools and load-securing equipment. Power-operated loading ramps are provided at the rear of the trailer. The trailer is short compared to a lot of comparable trailers, but it is adequate for most Russian-made tanks.

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Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
ChMZAP-5212	\$10,073	60 tons	14.5 tons	3	W(4)/HF1 HS1 HR1

MWTP-99941

Notes: This largest of Russian tank transporter semi-trailers is designed specifically to be towed by the MZKT Volat 74135 semi-tractor. It is built from high-strength steel in a longitudinal frame with a thick steel with anti-skid flooring and adjustable guide bars. (This flooring is thick enough to give the load bed an AV of 2.) The loading ramps at the rear are hydraulically operated, and are also thick enough to give an AV of 2 to anyone hiding behind them. The trailer has it's own APU to operate the ramps, adjustable guide bars, and a winch. The MWTP-99941 also has a central tire inflation system which allows the towing truck to adjust the pressure of the tires, giving the trailer considerable off-road capability. The trailer has six axles in three sets, each with independent suspension and two tires each. The load bed may carry any combination of vehicles which can fit on the load bed (which is 13.9 meters of the total length of the trailer) and 70 tons total. Stabilizing stands may be lowered at each corner of the trailer when loading vehicles.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
MWTP-99941	\$21,537	70 tons	25 tons	6	W(4)/HF1 HS1 HR1

General-Purpose Russian Cargo Trailers

Notes: Russia (and the Soviet Union before them) has made a wide variety of general-purpose trailers, ranging from small ones designed for use by very light vehicles to large one meant for towing by Russia's largest trucks. Unfortunately, little information is available for these trailers other than raw statistics, but there is enough to present the statistics given below. Most of them are still in service, or in some cases, still being built. Many of them are capable of being used for shelter carriers, container carriers, and water tanks. Some of the larger ones carry spare tires (sometimes more than one), and some even have features like rollers, tie downs, and tools and materials for securing loads. In general, the more expensive the trailer is, the larger it is physically (but not necessarily in cargo capacity); however, a lower price and relatively high cargo capacity could also mean the trailer is a flatbed-type (this is especially true of the high-capacity trailers that have relatively low weights).

The little information about the trailers I do it know is as follows: The 2-ASP-4.5 is a side-tilting dump trailer. The 2-PN-2, 2-PN-4, 2-PN-6, and MAZ-5224 are low-bed trailers designed primarily for pallets and containers. The GKB-817 has a wooden cargo bed floor, drop sides, and a tailgate. The MAZ-886 may drop all four sides and is almost always fitted with bows and a canvas top. The MAZ-5206 is a flatbed trailer designed primarily for carrying shelter bodies, but also capable of carrying containers or palletized loads. The PAZS-3137 is a fueling trailer; it is equipped with a large fuel tank and the requisite hoses and pumps, as well as a small APU to power the pumps; it is not designed to carry water. The TAPZ-754V can drop all 4 sides except the front, and has a wooden cargo box floor. The TsV-50 is a tank trailer for the transport of drinking water; it is not designed for fuel or POL, and has the appropriate taps for use by soldiers. The PTs-4.2-754V and PTs-6 are tank trailers designed for the carrying of fuel; they have hoses and valves, but are gravity-operated. The VMB-40-51 is a water tanker designed for arctic climates; it is well-insulated and is equipped with a small heater to keep the water from being frozen (powered by the towing vehicle).

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
GAZ-704	\$781	500 kg	340 kg	1	W(1)/HF1 HS1 HR1
UAZ-8109	\$919	500 kg	250 kg	1	W(1)/HF1 HS1 HR1
VMG-40-51	\$5,629	950 liters	950 kg	1	W(1)/HF1 HS1 HR1
TAPZ-739	\$1,471	1 ton	625 kg	1	W(1)/HF1 HS1 HR1
TsV-50	\$4,363	1000 liters	910 kg	1	W(1)/HF1 HS1 HR1
GKB-8302	\$2,907	1.2 tons	950 kg	1	W(1)/HF1 HS1 HR1
TAPZ-755A	\$1,271	1.5 tons	588 kg	1	W(1)/HF1 HS1 HR1

TAPZ-738	\$2,635	1.8 tons	750 kg	1	W(1)/HF1 HS1 HR1
2-PN-2	\$3,079	2 tons	1.5 tons	1	W(2)/HF1 HS1 HR1
SMZ-710V	\$4,379	2 tons	1.5 tons	1	W(2)/HF1 HS1 HR1
SMZ-8325	\$5,276	2.1 tons	2.03 tons	1	W(2)/HF1 HS1 HR1
GKB-8301	\$4,341	2.5 tons	1.61 tons	1	W(1)/HF1 HS1 HR1
GKB-816	\$2,985	3 tons	1.5 tons	1	W(2)/HF1 HS1 HR1
TAPZ-754V	\$3,854	4 tons	1.9 tons	1	W(2)/HF1 HS1 HR1
SMZ-810	\$4,224	4 tons	2.4 tons	1	W(2)/HF1 HS1 HR1
2-PN-4	\$2,896	4 tons	2.4 tons	1	W(2)/HF1 HS1 HR1
782V	\$5,997	4 tons	3.03 tons	1	W(2)/HF1 HS1 HR1
PTs-4.2-754V	\$9,245	4200 liters	2.27 tons	1	W(2)/HF1 HS1 HR1
PAZS-3137	\$9,674	4200 liters	2.81 tons	2	W(2)/HF1 HS1 HR1
2-ASP-4.5	\$4,078	4.5 tons	2.19 tons	1	W(4)/HF1 HS1 HR1
GKB-817	\$3,883	5.5 tons	2.54 tons	1	W(2)/HF1 HS1 HR1
GKB-817A	\$3,883	5.5 tons	2.45 tons	1	W(2)/HF1 HS1 HR1
2-PN-6	\$3,246	6 tons	3.2 tons	1	W(2)/HF1 HS1 HR1
MAZ-8926	\$6,622	6 tons	4 tons	1	W(2)/HF1 HS1 HR1
PTs-6	\$7,727	6700 liters	3.7 tons	1	W(2)/HF1 HS1 HR1
MAZ-524Z	\$4,439	6.8 tons	3.2 tons	1	W(1)/HF1 HS1 HR1
MAZ-5243	\$4,439	6.8 tons	3.2 tons	1	W(2)/HF1 HS1 HR1
GKB-8350	\$4,613	8 tons	3.5 tons	1	W(4)/HF1 HS1 HR1
MAZ-886	\$7,134	8.5 tons	3.5 tons	1	W(2)/HF1 HS1 HR1
MAZ-5224	\$4,701	10 tons	5 tons	1	W(2)/HF1 HS1 HR1
MAZ-5206	\$4,439	10 tons	5.4 tons	1	W(2)/HF1 HS1 HR1
MAZ-8378	\$12,439	14.5 tons	5.5 tons	2	W(4)/HF1 HS1 HR1

General-Purpose Russian Cargo Semi-Trailers

Notes: These semi-trailers include general cargo carriers for large cargoes, containerized loads, pallets, or shelter bodies, as well as some tank transporters. As above, little information is available to me at present other than raw data, but there is enough to give game statistics. Many of these vehicles carry spare tires, and most have features like rollers, tie downs, lock downs, and tools and materials for securing loads. In general, physically larger trailers are more expensive, and less expensive ones are physically smaller. These semi-trailers are mostly flatbed-types in their basic form, though some can have removable sides added to them, or

jury-rigged. They generally are meant for on-road use and have poor off-road capability, with the exception of tank transporters, which are somewhat better off-road.

Here's a little information about the trailers I do know: In general, the MAZ-938, and MAZ-938B are special-use shelter carriers; the various ChMZAP-x trailers are tank and vehicle transporters, with loading ramps at the rear and the normal equipment and accessories associated with such vehicles. The rest can be used as *ad hoc* vehicle transporters, but are generally used for large cargoes. The KAZ-717 has a wooden cargo bed floor and three hinged sides (all except the front). The MAZ-584B also has three hinged sides, but has a metal cargo bed floor. The OdAZ-740, 784, 794, 795, 832, 828, and 935 carry a van-type body. The OdAZ-760 carries a cargo body with a tailgate and bows with a canvas tilt.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
OdAZ-828	\$6,058	5.5 tons	5.8 tons	1	W(1)/HF1 HS1 HR1
MAZ-584B	\$4,253	7 tons	2.53 tons	1	W(2)/HF1 HS1 HR1
OdAZ-784	\$10,085	7 tons	2.95 tons	1	W(2)/HF1 HS1 HR1
OdAZ-885	\$4,368	7.5 tons	2.85 tons	1	W(2)/HF1 HS1 HR1
OdAZ-794	\$8,445	7.5 tons	3 tons	1	W(2)/HF1 HS1 HR1
OdAZ-9350	\$11,862	9.5 tons	5.5 tons	1	W(2)/HF1 HS1 HR1
KAZ-717	\$5,153	11.5 tons	4 tons	1	W(2)/HF1 HS1 HR1
OdAZ-832	\$12,288	12 tons	4 tons	2	W(2)/HF1 HS1 HR1
MAZ-938	\$9,430	13 tons	7.5 tons	2	W(2)/HF1 HS1 HR1
MAZ-938B	\$9,430	13 tons	7 tons	2	W(2)/HF1 HS1 HR1
OdAZ-795	\$11,459	13.25 tons	4.2 tons	2	W(2)/HF1 HS1 HR1
MAZ-5245	\$6,447	13.5 tons	3.8 tons	1	W(2)/HF1 HS1 HR1
MAZ-93801	\$5,985	13.5 tons	4.1 tons	1	W(2)/HF1 HS1 HR1
OdAZ-935	\$11,459	13.5 tons	4.8 tons	2	W(2)/HF1 HS1 HR1
OdAZ-760	\$6,736	14 tons	4.8 tons	1	W(2)/HF1 HS1 HR1
OdAZ-9370	\$6,586	15.4 tons	3.7 tons	1	W(4)/HF1 HS1 HR1
MAZ-5205A	\$11,845	20 tons	5.7 tons	1	W(4)/HF1 HS1 HR1
OdAZ-9385	\$7,101	21 tons	4.1 tons	1	W(4)/HF1 HS1 HR1
MAZ-9397	\$13,481	21 tons	6 tons	2	W(4)/HF1 HS1 HR1
OdAZ-740	\$14,161	23 tons	7 tons	2	W(4)/HF1 HS1 HR1
MAZ-941	\$15,700	25 tons	6.7 tons	2	W(4)/HF1 HS1 HR1
ChMZAP-5523A	\$10,417	25 tons	7 tons	2	W(4)/HF1 HS1 HR1
ChMZAP-5524P	\$5,578	25.6 tons	4.4 tons	1	W(4)/HF1 HS1 HR1

MAZ-9398	\$14,434	26.5 tons	6.5 tons	2	W(3)/HF1 HS1 HR1
ChMZAP-8386	\$7,663	40 tons	13.17 tons	3	W(6)/HF1 HS1 HR1
ChMZAP-9990	\$17,269	52 tons	18 tons	5	W(6)/HF1 HS1 HR1
ChMZAP-9990-000020	\$18,152	65 tons	18.5 tons	5	W(6)/HF1 HS1 HR1

AFRIT 3-ton Workshop Trailer

Notes: These trailers are all of the same general layout and design, and serve a number of purposes, including repair trailers, armorer's workshops, welding workshops, electronics and communications setups, electronics workshops, etc. They are two-axle four-wheel trailers, with axles at the front and rear, both of which are equipped with airbrakes. The trailer is off-road rated. They have fully-enclosed bodies with side and rear panels that hinge upwards and lock in place. The trailer comes with a large tent to cover the trailer, providing for more work space. The trailer comes with an integral 10 kW generator to provide power for components which require it, along with internal lighting and two fans in the roof of the trailer. The statistics below are for a bare trailer with no internal components; these must be purchased separately. The "3-ton" moniker actually refers to the nominal weight of the empty trailer, though this weight is actually closer to 4 tons.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
3-ton Workshop	\$8,312	1.72 tons	3.78 tons	2	W(2)/HF1 HS1 HR1

Arm Scor 2-ton Shower Unit Trailer

Notes: This is basically a van-type office trailer body fitted out as a shower facility. The trailer may provide showers for up to eight personnel at one time, with the flow of the shower heads controlled by an outside operator, or if water is plentiful, by the personnel showering. The water is pumped from an outside source, with a filter unit being provided by the trailer along with pumps themselves (which are powered by a gas engine). The trailer has three heaters powered by gasoline (only one is required for operation, though all three may be used for really hot water). Internal lighting is provided by a battery, and the trailer comes with a tunnel tent which may be connected to a standard military tent to allow personnel to dry off and conduct other hygiene requirements. The trailer has a side door (for entry) and a rear door (for the connection of the tunnel tent). The pumps require about 2 kW, while the water heater is the equivalent of 1 kW between all three heaters. About 6 hours of fuel are provided for each device. The trailer has two axles and four wheels, but only mediocre off-road performance.

A variant of this trailer, the Office Trailer, is designed to be used in rear areas as a mobile command post, administrative unit, or other such facilities. This version is equipped with air conditioning (and/or heating for export purposes), a desk, two steel filing cabinets, a map table, a wall-mounted table which folds up and down, and at least two chairs. The Office Trailer has a double door in the middle of the left side; and the left side is also equipped with a roll-up canvas awning along with the necessary poles and guy ropes. In addition, the side door also has a screen door.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
2-ton Shower Unit	\$11,258	2 tons	3 tons	3	W(2)/HF1 HS1 HR1
2-ton Office Trailer	\$11,258	2 tons	3.55 tons	3	W(2)/HF1 HS1 HR1

Arm Scor 10-ton Cargo Trailer

Notes: This is a general-purpose trailer designed to be towed behind SAMIL 100 or similar trucks. The trailer has axles at the front and rear, each with two large tires, and the suspension is designed for heavy off-road use. The wheels are equipped with strong airbrakes. The sides drop in all four directions; these sides are composed of short steel panels topped with tall wire-mesh panel extensions. The wire mesh extensions are topped with roll bars, atop cant rails. The construction of the trailer is largely of high-strength steel. The trailer carries a spare tire underneath the cargo body.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
10-ton Cargo	\$5,431	10 tons	4.2 tons	1	W(2)/HF1 HS1 HR1

Arm Scor Dog Transporter Trailer

Notes: The chassis of this trailer is essentially a standard sort of 1-ton off-road trailer – albeit with better shock absorption. However, the cargo bed of the trailer is specially set up for dog transport, with ten cages (four on each side and two facing to the rear) and a large stowage box at the front for food and water for the dogs and to store the leashes, muzzles, dog dishes, and other such equipment necessary for the care of the dogs. The cages each have a wire mesh front which hinges downwards and may be

covered with a roll-up canvas cover; the tops of the cages are ventilated. A fire extinguisher is also provided with the trailer. The trailer has the usual swing-down jockey wheel in the towing bar. Also provided in the cost of the trailer is the equipment for 10 dogs, including 400 kg of food and water. The Maintenance figure is for the trailer itself; don't forget the dogs!

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
Dog Transporter Trailer	\$5,641	1.4 tons	1.38 tons	2	W(1)/HF1 HS1 HR1

SsangYong Cargo Trailers

Notes: These three trailers use related chassis and frames (the larger ones are actually stretched versions of the smaller ones), as well as the same wheels and tires. Their two-axle designs use off-road-type heavy-duty suspensions with large tires. They are conventional trailers, with axles front and back, with double tire sets. Civilian versions of these trailers also exist, but these generally use suspensions designed for road use. The 10-ton Standard trailer is open-topped, but may be covered with bows and a canvas tarpaulin, and has a drop tailgate. The 35-ton Container trailer is designed primarily for the transport of ISO-type containers up to the size and length of the bed (12.34x2.46 meters), and is equipped with lock-down points for those types of containers as well as lash-down points for other types of cargo. The 35-ton Platform trailer is a flatbed with tie-down points for various cargoes, as well as being capable of carrying small vehicles (though it does not come with loading ramps as standard equipment). It also has a somewhat better suspension and frame.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
10-ton Standard Trailer	\$13,041	10 tons	3.39 tons	1	W(2)/HF 1 HS1 HR1
35-ton Container Trailer	\$12,946	35 tons	5.59 tons	1	W(2)/HF 1 HS1 HR1
35-ton Platform Trailer	\$14,211	35 tons	5.91 tons	1	W(2)/HF 1 HS1 HR1

SsangYong Light Trailers

Notes: This is a family of light trailers designed to be towed behind most sorts of vehicles, wheeled or tracked. They are basically licensed Korean-built versions of US trailers, almost identical to the US versions but with slight differences. They are all one-axle trailers with single tires on each side and have good suspensions that give them decent off-road capability. With the exception of the DA-M106, all may be fitted with bows and a canvas top. They have a retractable dolly wheel at the front for when the trailer is not being towed. They have hinged tailgates. These trailers will actually float in most cases, but are not considered amphibious. The US nomenclature is retained, prefaced by the letters "DA."

The DA-M332 and DA-M106 are special cases. The DA-M332 is an ammunition trailer, with various sorts of racks available for the transport of ammunition of different types or weapons. It has air-over-hydraulic brakes and a mechanical parking brake, and the suspension is somewhat better. The DA-M106 is a tank trailer version of the DA-M105; it carries a sealed tank (almost always used to transport water, but capable of carrying fuel) instead of a cargo body. It has a large filling port on top, two taps on the side, and a draining valve at the rear.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
DA-M100	\$891	250 kg	256 kg	1	W(1)/HF1 HS1 HR1
DA-M101	\$2,362	750 kg	608 kg	1	W(1)/HF1 HS1 HR1
DA-M105	\$2,901	1.5 tons	1.2 tons	1	W(1)/HF1 HS1 HR1
DA-M332	\$2,801	1.5 tons	1.27 tons	1	W(1)/HF1 HS1 HR1
DA-M106	\$3,063	1514 liters	1.07 tons	1	W(1)/HF1 HS1 HR1

SsangYong Low-Bed Semi-Trailers

Notes: These semi-trailers may carry anything from military vehicles to construction equipment to other heavy cargoes. They are fairly low-slung to facilitate loading, but this severely limits their off-road capabilities. All have rear-mounted loading ramps; the largest has ramps which are hydraulically raised and lowered. They are constructed of high-strength steel and use two axles, each with four tires. They carry the standard equipment for securing vehicles and cargo, and also have tie-down points and lock-down points for ISO containers and palletized loads. They are equipped with adjustable track guides, rollers, and pulley systems to aid in loading cargo or vehicles. All four are of similar design, and differ primarily in length and suspensions.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
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Low-Bed Semi-Trailer	\$10,981	25 tons	7.2 tons	1	W(2)/HF1 HS1 HR1
Low-Bed Semi-Trailer	\$11,862	32 tons	9.9 tons	2	W(2)/HF1 HS1 HR1
Low-Bed Semi-Trailer	\$13,255	40 tons	11.59 tons	3	W(2)/HF1 HS1 HR1
Low-Bed Semi-Trailer	\$18,571	60 tons	21 tons	5	W(2)/HF1 HS1 HR1

EINSA RR-1

Notes: This is a small flatbed platform-type trailer designed for towing behind most vehicles, but specifically behind the MM-1 MATV light vehicle. The trailer has two lifting forks and a tilting platform (powered by a small motor under the load platform) to assist in loading cargo. The platform tilts backwards 90 degrees, the cargo is pushed onto the forks, and then the platform is tilted forward again and locked. Of course, there are plentiful tie-down and lashing points. Posts may be placed on each corner of the platform to help retain the cargo and act as additional lashing points. The one-axle trailer has an all-terrain leaf suspension and large tires, giving it good off-road performance. The trailer may be moved in a "daisy chain" manner; there is a towing pintle on the rear of the trailer, allowing it pull another trailer behind it, the towing vehicle thus towing more than one trailer.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
RR-1	\$790	1 ton	520 kg	1	W(1)/HF1 HS1 HR1

FMTV Cargo Trailers

Notes: These large trailers were designed to be towed behind the some of the latest medium and large trucks in the US inventory, the LMTV and MTV trucks. However, they are suitable for towing behind most trucks of the original NATO countries (of the proper size), as well as trucks of the Israeli and South Korean militaries. The cargo capacity of each trailer matches the cargo capacity of the FMTV truck by which it designed to be towed. Both share many components, such as axles, the antilock brakes, wheels and tires, rear lights and electrical systems, tie-down/lash/down points, and sling bars. Both may be fitted with bows for a tarpaulin cover. Both have off-road suspensions and high ground clearances (the same height as the vehicle by which it is designed to be towed). The differences between the two trailers is the size of the cargo body, which are the same size as the cargo body of the appropriate FMTV truck, and the suspensions, as the M-1082 has a one-axle, two-wheel suspension, while the M-1095 has a two-axle, four-wheel configuration.

Twilight 2000 Notes: These trailers do not exist in the Twilight 2000 timeline.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-1082	\$3,346	2.27 tons	2.95 tons	1	W(1)/HF1 HS1 HR1
M-1095	\$3,668	4.54 tons	4.17 tons	1	W(2)/HF1 HS1 HR1

High-Mobility Trailer (HMT)

Notes: Specifically designed for use with the HMMWV, this trailer may also be towed by virtually any vehicle of comparable size. It replaced the M-101 in US service starting in 1997. Three versions of the HMT exist: the M-1101 HMT-L, the M-1102 HMT-H, and the M-1103 HMT-HC. The three trailers have in common riveted construction of high-strength aluminum, a heavy-duty off-road suspension, the same wheels and tires as the HMMWV on a one-axle, two-wheel suspension, hydraulic surge brakes with automatic breakaway activation, a retractable support on the adjustable towbar, and two adjustable support legs at the rear. The HMT-L (Light) is designed for lightweight cargoes; the primary difference between it and the HMT-H (Heavy) is the beefier suspension on the HMT-H. Both may be provided with bows and a canvas cover, and they are designed not to impede the capabilities of the HMMWV. The HMT-HC is a basic chassis with a ladder-type frame; this frame may mount many sorts of tank bodies, shelter bodies, generators, searchlights, ammunition, communications setups, etc. The statistics below are for the basic frame and chassis.

Twilight 2000 Notes: These trailers are quite rare in the Twilight 2000 timeline, and generally not seen outside of US service.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-1101 HMT-L	\$1,352	907 kg	635 kg	1	W(1)/HF1 HS1 HR1
M-1102 HMT-H	\$1,577	1.27 tons	635 kg	1	W(1)/HF1 HS1 HR1
M-1103 HMT-HC	\$989	1.39 tons	512 kg	1	W(1)/HF1 HS1 HR1

M-100

Notes: A basic light cargo trailer, the M-100 was once the standard jeep-towed trailer of the US Army until the late 1980s, when it was replaced by the M-416. The M-100 is still in use by many US and former US allies, however. It is a 1960's design, with a tough 2-wheeled off-road suspension, a steel cargo box without a tailgate or drop sides, a dripping support leg in the towing bar, and a pair of drain plugs in the bottom of the cargo box. The M-100 has no brakes other than a mechanical hand brake. The M-100 has a small metal stowage box at the left front of the cargo box; this is to store a canvas cover which may be stretched over the cargo area (no provisions are given for bows). The M-100 is also light and airtight enough to float in water, and is considered amphibious. Many modifications of this trailer exist, all of which are field expedients and not designed into the trailer, as there are no actual variants.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-100	\$679	340 kg	256 kg	1	W(1)/HF1 HS1 HR1

M-101

Notes: Designed to be towed behind light trucks, the M-101 was, until recently, the standard trailer for use with the HMMWV series in the US military, and they are still being used by many other countries. It is a simple trailer, with one axle and two wheels on an off-road suspension. Construction is all-steel and bows and a tarpaulin cover is provided. The trailer has a tailgate for access. The towbar has a retractable front support.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-101	\$1,855	1.02 tons	608 kg	1	W(1)/HF1 HS1 HR1

M-104

Notes: The M-104 was designed in the 1960s specifically to be towed behind 2 1/2-ton trucks, though it is suitable for towing behind other sorts of vehicles of that size or larger. The M-104 was replaced by the M-105 in US service (and later by other trailers), but may still be found in some countries worldwide. It is a "basic box" sort of trailer, with a steel frame and cargo box. The cargo box has a tailgate in the rear as well as a dropping front end. The M-104A1 variant is identical to the M-104 except for its beefed-up suspension (which was a true off-road suspension, as opposed to the lesser off-road capabilities of the M-104); the M-104A2 is identical to the M-104A1, except that it has no tailgate or front gate. The M-104 series has mechanical overrun brakes, but no other braking except for a mechanical hand brake.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-104	\$2,990	2.5 tons	1.09 tons	1	W(1)/HF1 HS1 HR1
M-104A1/A2	\$3,019	2.5 tons	1.24 tons	1	W(1)/HF1 HS1 HR1

M-105

Notes: This medium trailer was specifically designed to be towed by 2 1/2-ton trucks, and is a one-axle, two, wheel, cross-country cargo trailer. It uses a box-type cargo body with four removable extensions on the sides and one at the front; these extensions may be used to mount wooden slat-type extensions to the front and sides, and/or mount tubular bows and a tarpaulin cover. The wheels have air over hydraulic brakes, and there is a mechanical parking brake. The M-105A1 is slightly smaller than the M-105, but has the same cargo capacity; the M-105A2 is the same as the M-105A1 except for the additional wooden flooring and a retractable support leg on the towbar.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-105	\$2,128	1.36 tons	1.2 tons	1	W(1)/HF1 HS1 HR1

M-106

Notes: This is a tank trailer for drinking water that most US military members are familiar with. It is a one-axle, two-wheel design with an off-road suspension designed for towing by most NATO/Western vehicles. The frame is made largely from steel, but the tank is aluminum with a coating inside to protect the water. The M-106 has a large hatch on top for filling, two taps on either side and just forward of the tank, a hand pump, and a suction hose. The M-106A1 is similar, but has a cover plate over the pipes which run between the two tap boxes. The M-106A2 has hydraulic brakes instead of mechanical ones. Neither the M-106A1 nor the A2 have a support leg on the towbar; only the M-106 has one.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-106	\$3,368	1514 liters	1.03 tons	1	W(1)/HF1 HS1 HR1

M-107

Notes: This drinking-water trailer is similar in concept (if not design) to the M-106 above, and is also commonly-seen in the service

of several countries. It is a two-wheel, one-axle trailer with a cross country suspension; the M-107 has air over hydraulic brakes, though for these to work, the vehicle towing them must also have airbrakes. There is also a mechanical parking brake. The chassis is of steel, and water tank is of interior-coated aluminum; however, the tank is of an elliptical cross-section instead of the round cross-section of the M-106. There is a large hatch on top for filling, along with a 7.62-meter suction hose and a hand pump if a regular water source is not available. There are two taps on each side of the towbar just ahead of the water tank; these are gravity-fed. The M-107 has a retractable support leg, which is not present on the M-107A1 and A2. The M-107A1 has a cover over the pipes coming from the water tank to the taps. The M-107A2 uses hydraulic brakes, not requiring an air supply from the towing vehicle.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-107	\$3,168	1514 liters	1.03 tons	1	W(1)/HF1 HS1 HR1

M-118

Notes: The M-118 is a semi-trailer designed to be towed by semi-tractor variants of standard 2 1/2-ton trucks or larger, or standard semi-tractors. The chassis and frame are steel, but the sides, front and rear are comprised of horizontal wooden boards over an aluminum stake-type frame. The front, and rear may all be removed for loading or to make a simple flatbed trailer. A canvas cover may be stretched over the top of the wooden sides, front and rear; this is stowed in a box on the left side of the chassis when not in use. The axle is taken from standard semi-trailers of the period (1980s), as are the brakes, which are airbrakes. The tires are double on each side, and the suspension is off-road capable. For air transport, the cargo bed of the M-118 may be removed from the chassis, and the sides removed, to make a smaller package. The M-118A1 is similar to the M-118, but uses airbrakes with hydraulic backups.

The M-119 is essentially an M-118, but with a van-type fully-enclosed body instead of the cargo body of the M-118. This can be fitted out for special duties, but usually performs bulk cargo transport duties, or has a refrigeration unit added and used to transport bulk perishable goods. The exterior of the M-119 consists of a sheet steel body over a steel-bar framework, and with the interior covered with plywood panels.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-118	\$6,921	5.44 tons	3.24 tons	2	W(1)/HF1 HS1 HR1
M-119	\$7,157	5.44 tons	3.26 tons	2	W(1)/HF1 HS1 HR1

M-127

Notes: Similar in concept and design to the M-118 above, the M-127 is a large cargo semi-trailer, usually towed by semi-tractor variants of standard 5-ton-class trucks. The frame and chassis are of steel, along with a steel cargo floor. The sides, like the M-118, are of horizontal wooden planks over a steel stake-type frame; all sides may be dropped. The top of these sides may be covered with a tarpaulin, which is stowed in a large box on the left side of the frame. The suspension is off-road capable with two axles and a total of eight tires, and near the front are two retractable support legs, which raise and lower as a unit. The M-127 has airbrakes and must be towed by a vehicle which can supply the air necessary; the M-127A1 and later models have airbrakes with hydraulic backups. The M-127A1 may also be sling-loaded or hoisted, and is equipped with chains and rings on the frame for this purpose. The M-127A1C has a voltage control box under the cargo floor; this fixes the problem with early tail light burnout. The M-127A2C has improved support legs, easier to deploy and also stronger.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-127	\$7,826	10.89 tons	6.12 tons	2	W(2)/HF1 HS1 HR1
M-127A1/A1C/A2C	\$7,957	10.89 tons	6.53 tons	2	W(2)/HF1 HS1 HR1

M-149

Notes: This drinking-water trailer is similar in design and looks to the M-107, and can be easily mistaken for the M-107 at first glance. It is meant to replace both the M-106 and M-107 in US service, and the M-149A2 version is also used by Kenya. It is a one-axle, two-wheel, off-road design, and uses a similar elliptical cross-section tank. The tank has a filling hatch on top and a

hose with a hand-pump for filling the tank. The brakes are air over hydraulic, but do not require an air source from the towing vehicle. The chassis and frame are steel; the M-149 and M-149A1 use a glass-fiber composite tank, and the M-149A2 uses a stainless steel tank. The M-149A1 comes with a light set for use when conditions warrant it.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-149/M-149A1	\$3,736	1514 liters	1.29 tons	1	W(1)/HF1 HS1 HR1
M-149A2	\$2,948	1514 liters	1.44 tons	1	W(1)/HF1 HS1 HR1

M-332

Notes: This medium trailer, with its low cargo bed and low-rise bows and tarpaulin, is designed specifically for the transport of ammunition, particularly that used by infantry units such as small arms ammunition, hand and rifle grenades, rockets, ATGM rounds, etc. It can be used for other purposes, though the low canvas cover limits such utility. The trailer includes tie-down points for the canvas cover. The M-332 is a one-axle, two-wheel all-terrain type with brakes that are air over hydraulic as well as a manual parking brake. On the towbar is a small box; this is for storage of the canvas cover when it is not being used.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-332	\$2,029	1.36 tons	1.27 tons	1	W(1)/HF1 HS1 HR1

M-345

Notes: This is a flatbed trailer designed for carrying large, bulk, palletized, or containerized cargoes. The M-345 has four wheels units mounted on two axles; the wheel units use a total of eight tires, and the suspension is rated for off-road use. The M-345 uses airbrakes and must be towed by a vehicle which can supply the necessary air, even though it has backup hydraulic brakes. The trailer has no parking brakes, however, and it therefore comes with a set of chock blocks for use when it is parked or stopped on a slant. The tow bar has a swing-down support for the front of the trailer.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-345	\$2,985	9.07 tons	5.11 tons	1	W(2)/HF1 HS1 HR1

M-416

Notes: Designed to be towed behind Jeeps, the M-416 is not towed by other light vehicles in several countries, and is still used in the US as a HMMWV trailer. The M-416 is a one-axle, two-wheel off-road trailer with an inertia braking system for the wheels as well as a mechanical parking brake. The all-steel body is bolted to the steel chassis and is watertight; it will actually float. There are two drain holes in the floor if necessary to remove water. A flat tarpaulin cover is provided which is tied down to the cargo body, but many non-standard covers have been devised over the years and are quite common. The towbar has a retractable dolly wheel.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-416	\$730	340 kg	258 kg	1	W(1)/HF1 HS1 HR1

M-871/M-872

Notes: These semi-trailers (and the special M-872A3 version) are designed for the transport of large and bulky cargoes, containerized and palletized loads, military freight, and even some light vehicles and light armored vehicles. At their cores, they are flatbed trailers, used wither as such for cargo transport or with specialized bodies for cargo transport or shelter bodies such as those used for major command elements. The M-871 and M-872 differ primarily in the suspensions and the size of the vehicles; the M-871 uses a two-axle, 8-wheel suspension and is the smaller of the two, while the M-872 has three axles and twelve wheels. Both have two retractable supports at the front of the trailer for when it is not being towed. They have two storage lockers beneath the cargo bed, used primarily for the storage of minor tools and the materials necessary to lash down cargoes. There are also

lockdown points for NATO-standard ISO containers, pallets, and shelter bodies. The trailers may be fitted with side and rear boards for the transport of loose cargoes (a headboard is standard on these trailers and non-removable). The side panels added may be fixed or hinged, and the rear panel may be fixed or used as a tailgate. These trailers have been in service since 1979 and are quite common in the US Army and Air Force. The stats below are for the basic flatbed.

The M-872A3 is specially-designed for vehicle transport; it has loading ramps which are removed between uses and placed in racks under the trailer, and includes vehicular-type tie-downs and tools. It also retains all the capabilities of an M-872.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-871	\$4,260	20.41 tons	7.09 tons	1	W(2)/HF1 HS1 HR1
M-872	\$6,221	30.48 tons	8.3 tons	2	W(3)/HF1 HS1 HR1
M-872A3	\$6,248	30.48 tons	8.7 tons	2	W(3)/HF1 HS1 HR1

M-989A1 HEMAT

Notes: The HEMAT (Heavy Expanded Mobility Ammunition Trailer) is a two-axle, four-wheeled off-road flatbed trailer designed specifically for the transport of MLRS ammunition pods. It may also carry containerized or palletized loads, other ammunition types, and rubber fuel bladders. The original M-989 was discovered to have stability problems soon after entering service, so the existing M-989s were modified to M-989A1 standard and the remaining trailers in production incorporated the stability improvements. Production initially lasted from 1982-90, but another contract for more M-989A1s was issued in 2000; the trailers under the new contract included new radial tires, revised lighting, better storage boxes, and corrosion-resistant paint.

The HEMAT has two axles with two tires each, with the front axle being steerable, and a spare tire supplied. The wheels have airbrakes and air suspension which improves off-road performance and also provides self-leveling capability. Construction is largely steel and aluminum, but the cargo deck is of treated hardwood. The deck is surrounded by 22 tie-down/lash-down points, and the trailer comes with all the straps and tools necessary to secure cargo. The M-985 HEMTT normally tows the HEMAT, but any other truck of roughly the same size (including civilian vehicles) may also tow it, and it can also be towed by an MLRS vehicle itself. It may be air-transported by aircraft as small as a CH-47 helicopter (though putting it in a C-130 requires that it be unloaded first, as it is too tall with a standard MLRS ammunition pallet).

Though these have not yet been built, future proposals for the M-989A1 include the carrying of a modular 9463-liter fuel tank, or to transport shelter bodies. Currently only the US Army uses the M-989A1, though the Marines are evaluating it for use with the MTVR.

Twilight 2000 Notes: the 2000 improvements have not been made to the HEMAT in the Twilight 2000 timeline. The Marines have already begun to use the HEMAT in small numbers.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-989A1	\$3,895	10 tons	4.93 tons	1	W(2)/HF1 HS1 HR1

M-1000 HET

Notes: The M-1000 HET (Heavy Equipment Transporter) semi-trailer is perhaps the highest-capacity, and one of the largest tank transporters in existence, with a load deck of 10.24 meters in length. They entered service with the US Army in 1989, with the US Marines a short time after they were equipped with M-1A1s, and with the Israeli Defense Forces. (Israeli M-1000s have 3.66-meter-wide decks, as opposed to the 3.05-meter-wide decks of American M-1000s. They are known as M-1000Ws.) The M-1000 uses five evenly-spaced axle sets from front to back, and each one has a total of eight tires. All axle sets have independent hydraulic suspension and automatic load leveling. The suspension may also "kneel" to facilitate loading, and there are two spring-assisted loading ramps at the rear, each one able to be lowered or raised by one person. The construction is largely from high-strength steel and aluminum; the deck is thick enough to provide a deck AV of 2, and the loading ramps are similarly thick. The usual assortment of tools and tie-down materials are provided with the trailer.

Twilight 2000 Notes: The US Marines are chronically short of these transporters, and the IDF is even more short – though some emergency shipments were authorized, they were few and far between. The Chinese also have a few of these trailers, used to transport the small amount of M-1s and Challenger 1s given to them by the US and Britain.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
M-1000	\$12,959	80 tons	22.86 tons	6	W(7)/HF1 HS1 HR1
M-1000W	\$14,857	80 tons	24.76 tons	6	W(7)/HF1 HS1 HR1

Oshkosh MTRV Trailer

Notes: This is the competitor to the M-989A1 for the US Marines' requirement for a trailer for their new truck, the MTRV. The MTRV Trailer is a two-axle design with two tires on each axle and the axles at the front and back of the trailer. The front axle is steerable, and has a seven-position locking system to aid the towing vehicle when backing up with the trailer attached and prevent jackknifing. The MTRV Trailer has a high air suspension which provides self-leveling and gives excellent off-road performance. The wheels have antilock brakes and a central tire inflation system, and the towbar is pneumatically assisted for both shock-absorbing purposes and to help the crew lift the towbar. The MTRV Trailer has several parts in common with the MTRV, including the wheels and tires, the components for an ISO container carrying bed configuration, cargo sides (with bows and a tarpaulin cover), and the tailgate (which is removable).

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

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
MTRV Trailer	\$5,161	5.62 tons	4.35 tons	1	W(2)/HF1 HS1 HR1

Talbert Tank Transporter Semi-Trailers

Notes: These two semi-trailers were originally produced for export to Saudi Arabia, Taiwan, and the United Arab Emirates, but during Desert Storm the US Army found itself short of tank transporters and requested that Talbert produce 150 of the T4LW-64M-FG versions for their use. The load bed of the T4LW-64-FG is quite long at 12.04 meters, and can transport a single M-1 Abrams or two M-2 or M-3 Bradley IFVs. The T4LW-60M-FG is somewhat shorter, with a load bed of 10.52 meters, and has a smaller load-carrying capacity. Both use a four-axle, 16-wheel suspension optimized for road use and with limited off-road capabilities. (A version with an off-road suspension is also available.) Construction is of steel and the lading ramps are spring-loaded and balanced, and can be deployed by one person. The gooseneck of the trailer has a spare tire and wheel as well as a 25-liter water tank. The usual assortment of tools and materials for securing the vehicles comes with these trailers.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
T4LW-60M-FG	\$17,454	60 tons	19.38 tons	5	W(4)/HF1 HS1 HR1
T4LW-64M-FG	\$18,575	64 tons	20.33 tons	5	W(4)/HF1 HS1 HR1

FNNPP 50/3U

Notes: This is a low-bed tank transporter semi-trailer. The construction is of high-strength steel in a ladder-type frame, with a large gooseneck. The cargo decking is of treated hardwood with a layer of steel underneath it. The deck has adjustable track guides and has side rails with tie-down hooks for the vehicle. The loading ramps are adjustable for width and 600 millimeters wide each. They are spring-loaded and balanced, but are operated by hand. The trailer has four axles with four tires each, and two spare wheels and tires are carried. The suspension is designed primarily for hard and dirt roads but has some off-road capability. The suspension has limited load-leveling capacity. The trailer includes a winch to assist in loading and guiding the vehicle, powered by a small APU in the gooseneck, and assisted by two pulleys. The trailer also includes the standard assortment of tools and materials needed to secure the vehicle.

Trailer	Price	Load	Veh Wt	Mnt	Susp/Armor
FNNPP 50/3U	\$14,644	50 tons	16 tons	4	W(4)/HF1 HS1 HR1