

OVERVIEW

Project LAND 121 is a multi-phase project that aims to provide field vehicles, modules and trailers, as well as through-life support, with greater versatility and lifespan than the assets currently in service. LAND 121 seeks to deliver around 7500 protected and unprotected vehicles across the range of lightweight, light, medium and heavy fleet segments. In addition, each category will provide trailers to enhance payload-carrying capability and modules to enable specialist functions. LAND 121 Phase 3A Lightweight and Light Capability (LLC) is acquiring a fleet of lightweight and light vehicles for tactical training. The fleet will comprise 2146 unprotected Mercedes-Benz G-Wagons, including specialist modules, and 1799 Haulmark trailers. Together with the protected light vehicles planned to be procured under LAND 121 Phase 4, the G-Wagons will replace the current fleet of Land Rovers. The G-Wagon fleet will comprise eight mission system variants and will be delivered to Army and Air Force units across Australia between July 2012 and June 2015. The delivery of the trailers will take place between July 2012 and mid-2016.

Trailer, Lightweight, Cargo

The Trailer, Lightweight, Cargo is a single-axle trailer with a maximum rated payload of 800 kg. The trailer is designed to be towed behind the G-Wagon to transport general stores and cargo.

The Trailer, Lightweight, Cargo is an all-steel frame with an aluminium sheet floor and a canvas canopy supported on three canopy bows.



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| Height (unladen with canopy) | 1900 mm |
| Height (unladen less canopy and frame) | 1600 mm |
| Length | 4030 mm |
| Width | 1950 mm |

Trailer, Light, Cargo

The Trailer, Light, Cargo is a tandem-axle trailer with a payload of 1500 kg. The trailer is designed to be towed behind the G-Wagon to transport general stores and cargo, including the 16 kVA generator sets.

The Trailer, Light, Cargo is an all-steel frame with an aluminium sheet floor and a canvas canopy supported on three canopy bows.



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| Height (unladen with canopy) | 1900 mm |
| Height (unladen less canopy and frame) | 1570 mm |
| Length | 4480 mm |
| Width | 1950 mm |

Truck, Light, Single Cab, Carryall



Eight mission system variants

Truck, Lightweight, Single Cab, Carryall



Improved safety

Truck, Lightweight, Single Cab, Panel Van



The role of these variants is to provide high-mobility general purpose load transport. These variants are an essential component of support, sustainment, deployment and redeployment structure and are used to transport combat supplies, materiel and replacement combat systems. These vehicles will accommodate two people; a driver and a co-driver.

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|-----------------|---|---------------------|
| Payload | 2390 kg | |
| Fuel Tank–main | 95 L plus ancillary 55 L = total 150 L | |
| Engine | 300 CDI (Common Rail – Diesel Direct Injection) V6 cylinder turbocharged engine (Euro 5) with 135 kW, 400 Nm torque, 5 speed fully automatic transmission | |
| Length | 6380 mm without winch, 6590 mm with winch fitted | |
| Width | 2490 mm over mirrors, 2140 mm reduced | |
| Height | 2660 mm nominal (unladen) | |
| Towing Capacity | 150 kg drawbar vertical loading | |
| Speed | First class roads: | As per speed limits |
| | Second class roads: | 80 km/h |

| | | |
|-----------------|---|---------------------|
| Payload | 1180 kg | |
| Fuel Tank–main | 95 L plus ancillary 55 L = total 150 L | |
| Engine | 300 CDI (Common Rail – Diesel Direct Injection) V6 cylinder turbocharged engine (Euro 5) with 135 kW, 400 Nm torque, 5 speed fully automatic transmission | |
| Length | 5280 mm without winch, 5490 mm with winch fitted | |
| Width | 2490 mm over mirrors, 2160 mm reduced | |
| Height | 2590 mm nominal (unladen) | |
| Towing Capacity | 150 kg drawbar vertical loading | |
| Speed | First class roads: | As per speed limits |
| | Second class roads: | 80 km/h |

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|-----------------|---|---------------------|
| Payload | 1600 kg | |
| Fuel Tank–main | 95 L plus ancillary 55 L = total 150 L | |
| Engine | 300 CDI (Common Rail – Diesel Direct Injection) V6 cylinder turbocharged engine (Euro 5) with 135 kW, 400 Nm torque, 5 speed fully automatic transmission | |
| Length | 4820 mm without winch, 5030 mm with winch fitted | |
| Width | 2140 mm over mirrors, 1815 mm reduced | |
| Height | 2225 mm nominal (unladen) | |
| Towing Capacity | 150 kg drawbar vertical loading | |
| Speed | First class roads: | As per speed limits |
| | Second class roads: | 80 km/h |

Truck, Light, Dual Cab, Command Post Mobile



Equip and sustain the Australian Defence Force

The role of the Truck, Light, Dual Cab, Command Post Mobile is to provide high-mobility transport for command, control and communications elements within formation and unit headquarters. When mobile, the vehicle will accommodate up to four personnel, who may consist of one driver, one section commander, and two signallers. In the static role, the vehicle may be operated alone, or as part of a larger command post.

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| Payload | 1915 kg | |
| Fuel Tank–main | 95 L plus ancillary 55 L = total 150 L | |
| Engine | 300 CDI (Common Rail – Diesel Direct Injection) V6 cylinder turbocharged engine (Euro 5) with 135 kW, 400 Nm torque, 5 speed fully automatic transmission | |
| Length | 6700 mm without winch, 6910 mm with winch fitted | |
| Width | 2490 mm over mirrors, 2130 mm reduced | |
| Height | 2210 mm nominal (unladen) | |
| Towing Capacity | 150 kg drawbar vertical loading | |
| Speed | First class roads: | As per road speed limits |
| | Second class roads: | 80 km/h |

Truck, Light, Dual Cab, Canine



Greater versatility, greater lifespan and full through-life support

The role of the Truck, Light, Dual Cab, Canine is to provide high-mobility transport for Explosive Detection Dogs (EDD) and Military Working Dogs (MWD) and their respective handlers. While the vehicle is mainly used for transportation to job sites, the vehicle also holds the dogs' food, veterinary requirements and other stores. The Royal Australian Air Force will be the primary user of this vehicle system.

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| Payload | 1979 kg | |
| Fuel Tank–main | 95 L plus ancillary 55 L = total 150 L | |
| Engine | 300 CDI (Common Rail – Diesel Direct Injection) V6 cylinder turbocharged engine (Euro 5) with 135 kW, 400 Nm torque, 5 speed fully automatic transmission | |
| Length | 6650 mm without winch, 6860 mm with winch fitted | |
| Width | 2490 mm over mirrors, 2150 mm reduced | |
| Height | 2480 mm nominal (unladen) | |
| Towing Capacity | 150 kg drawbar vertical loading | |
| Speed | First class roads: | As per road speed limits |
| | Second class roads: | 80 km/h |

Truck, Light, Single Cab, Ambulance



In-service with over 60 armies world-wide

The role of the Truck, Light, Single Cab, Ambulance is to provide high-mobility medical transport to enable the resuscitation and stabilisation of casualties from the point of evacuation, or to point of land, air or sea evacuation. Normal operation will include one medical attendant, although additional medical personnel may be carried to support seriously injured/ ill patients if necessary. Two patients on stretchers or a combination of one stretchered patient, and three seated patients can be carried.

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| Payload | 1330 kg (interim) | |
| Fuel Tank–main | 95 L plus ancillary 55 L = total 150 L | |
| Engine | 300 CDI (Common Rail – Diesel Direct Injection) V6 cylinder turbocharged engine (Euro 5) with 135 kW, 400 Nm torque, 5 speed fully automatic transmission | |
| Length | 6335 mm without winch, 6545 mm with winch fitted | |
| Width | 2990 mm over mirrors, 2990 mm reduced | |
| Height | 2790 mm nominal (unladen) | |
| Towing Capacity | 150 kg drawbar vertical loading | |
| Speed | First class roads: | As per road speed limits |
| | Second class roads: | 80 km/h |

Truck, Lightweight, Dual Cab, Station Wagon



Smarter and more environmentally friendly technology

The role of the Truck, Lightweight, Dual Cab, Station Wagon is to provide high-mobility transport for commanders, staff, liaison officers, reconnaissance parties and some weapon systems. The vehicle provides a mobile platform for electronic communications equipment with a limited cargo carrying capability. The vehicle will accommodate four people; a driver and a co-driver and two passengers/operators.

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| Payload | 1200 kg | |
| Fuel Tank–main | 95 L plus ancillary 55 L = total 150 L | |
| Engine | 300 CDI (Common Rail – Diesel Direct Injection) V6 cylinder turbocharged engine (Euro 5) with 135 kW, 400 Nm torque, 5 speed fully automatic transmission | |
| Length | 4820 mm without winch, 5030 mm with winch fitted | |
| Width | 2140 mm over mirrors, 1815 mm reduced | |
| Height | 2225 mm nominal (unladen) | |
| Towing Capacity | 150 kg drawbar vertical loading | |
| Speed | First class roads: | As per road speed limits |
| | Second class roads: | 80 km/h |

Truck, Light, Surveillance and Reconnaissance



The role of the Truck, Light, Surveillance and Reconnaissance is to provide high-mobility transport to Regional Force Surveillance Units for conducting wide area surveillance tasks. The vehicle, when on patrol, will normally be operated by three personnel, comprising of a driver, co-driver and rear observer.

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| Payload | 2200 kg (interim) | |
| Fuel Tank–main | 95 L plus ancillary 55 L plus 200 L = total 350 L | |
| Engine | 300 CDI (Common Rail – Diesel Direct Injection) V6 cylinder turbocharged engine (Euro 5) with 135 kW, 400 Nm torque, 5 speed fully automatic transmission | |
| Length | 6565 mm without winch, 6775 mm with winch fitted | |
| Width | 2490 mm over mirrors, 2140 mm reduced | |
| Height | 2565 mm nominal (unladen) | |
| Towing Capacity | 150 kg drawbar vertical loading | |
| Speed | First class roads: | As per road speed limits |
| | Second class roads: | 80 km/h |