HEADQUARTERS
UNITED STATES ARMY, EUROPE
AND SEVENTH ARMY
APO New York 09403

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15 February 1974

# IDENTIFICATION GUIDE

## PART TWO

## WEAPONS AND EQUIPMENT
## EAST EUROPEAN COMMUNIST ARMIES

## VOLUME II

## SOVIET TRUCKS AND TRAILERS

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*For supersession see Foreword (page 3).

# FOREWORD

The purpose of this guide is to present the essential tactical, technical and recognition data on weapons and equipment presently employed in the armies and security forces of the Communist countries of Eastern Europe.

Every effort has been made to make this guide comprehensive, within the limits of an unclassified publication. Any discrepancies noted or any information on new or modified weapons or equipment should be forwarded to this headquarters for inclusion in future change sheets.

Part One of this guide supersedes the weapons and armored vehicles sections of the Identification Guide (Ordnance Equipment) Warsaw Pact Countries, USAREUR Pam 30-60-1, Seventh Revised Edition, 31 July 1968; and it also replaces the same section that appeared in the rescinded (6 Oct 69) Identification Handbook, Yugoslav Army Weapons and Equipment, USAREUR Pam 30-60-5, 31 March 1965.

Part Two of this guide replaces the truck and tractor sections of the above mentioned publications and of the Identification Guide (Engineer Equipment) Warsaw Pact Countries, USAREUR Pam 30-60-8, Fifth Edition, 27 February 1970.

Part Three of this guide (to be published at a future date) will cover all other equipment, thus completing the replacement of the older guides mentioned.

The date of information for Part Two, Volume II, of the new guide is December 1973.

THOMAS W. BOWEN
Brigadier General, GS
Deputy Chief of Staff,
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TABLE OF CONTENTS

FOREWORD
TABLE OF CONTENTS

VOLUME ONE

TRACTORS AND TRUCKS
TRACTORS, AMPHIBIOUS VEHICLES, SNOW AND SWAMP VEHICLES

TRACKED ARTILLERY TRACTORS
  Armored Tracked Artillery Tractors
  Light Tracked Artillery Tractors
  Medium Tracked Artillery Tractors
  Heavy Tracked Artillery Tractors
  Yugoslav Tracked Artillery Tractors
SOVIET CRAWLER TRACTORS
  Crawler Tractors T-4 Series
  Crawler Tractors TDT Series
  Crawler Tractors DT-54 Series
  Crawler Tractors S-80 Series
  Crawler Tractors T-130 and T-170 Series
  Crawler Tractors T-140 and T-180 Series
  Crawler Tractors T-150 Series
  Crawler Tractors DET-250 Series
  Crawler Tractors T-220, T-330, and T-500 Series
NON-SOVIET CRAWLER TRACTORS
  East German Crawler Tractors KS-30 Series
  Yugoslav Crawler Tractors BNT Series
  Yugoslav Crawler Tractors TG-50, TG-75, and TG-90
  Yugoslav Crawler Tractor TG-160
SOVIET WHEELED TRACTORS
  Wheeled Tractors T-125 and T-150K Series
  Wheeled Tractor T-210
  Wheeled Tractor D-456
  Wheeled Tractors MAZ-529 Series
  Wheeled Tractors BelAZ-531 Series
  Wheeled Tractors MAZ-538 Series
  Wheeled Tractors MoAZ-542 Series
  Wheeled Tractors MoAZ-546 Series
  Wheeled Tractors K-700 Series
NON-SOVIET WHEELED TRACTORS
  Czechoslovak Wheeled Engineer Tractor DOK

Czechoslovak Wheeled Tractor LKT-75
Czechoslovak Wheeled Tractors ST-180
Czechoslovak Wheeled Tractors T-180 Series and Zetor 12045
East German Cross-Country Multi-purpose Vehicle GMG 2-70
East German Wheeled Tractors ZT Series
Hungarian Wheeled Tractors Dutra Series
Polish Wheeled Tractors ZgSH-201A
Yugoslav Wheeled Tractors
AMPHIBIOUS VEHICLES
Amphibious Trucks
Tracked Amphibians K-61 and PTS
Tracked Transporters (Amphibious)
Amphibious Crawler Tractors
SNOW AND SWAMP VEHICLES

VOLUME II

SOVIET TRUCKS AND TRAILERS

TRUCKS
GAZ-51 Series..... 15
GAZ-52 and GAZ-53 Series..... 21
GAZ-63 Series..... 29
GAZ-66 Series..... 35
KAZ-605 Series..... 43
KamAZ-Series..... 47
KrAZ-214 and KrAZ-255B Series..... 51
KrAZ-219 Series..... 59
KrAZ-257 Series..... 63
LuAZ-969 Series..... 67
MAZ-200 Series..... 71
MAZ-500 Series..... 77
MAZ-501 Series..... 83
MAZ-514 Series..... 89
MAZ-535 and MAZ-537 Series..... 93
MAZ-543 Series..... 99
NAMI-058 and NAMI-076..... 105
UAZ-69 (GAZ-69) Series..... 109
UAZ-450 Series..... 115
UAZ-469 Series..... 121
Ural-355M Series..... 125
Ural-375 Series..... 129
Ural-377 Series..... 137
YaAZ-210 Series..... 141
ZIL-130 Series..... 145
ZIL-131 Series..... 151
ZIL-133 Series..... 157
ZIL-135 Series..... 161
ZIL-150 Series..... 169

—ZIL-151 Series..... 175
—ZIL-157 Series..... 179
—ZIL-164 Series..... 185
TANK TRUCKS AND DECONTAMINATION TRUCKS
Fuel Tank Trucks GAZ-51 and GAZ-63 Chassis..... 193
Fuel Tank Trucks GAZ-53 Chassis..... 195
Fuel Tank Trucks MAZ Chassis..... 199
Fuel Tank Trucks Ural-355M Chassis..... 203
Fuel Tank Trucks, Ural-375 Chassis..... 205
Fuel Tank Trucks ZIL 4x2 Chassis..... 209
Fuel Tank Trucks ZIL 6x6 Chassis..... 213
Fuel Service Trucks GAZ Chassis..... 215
Fuel Service Trucks KAZ Chassis..... 217
Fuel Service Trucks MAZ Chassis..... 219
Fuel Service Trucks KrAZ-255B and Ural-375 Chassis..... 221
Fuel Service Trucks ZIL 4x2 Chassis..... 225
Fuel Service Trucks ZIL 6x6 Chassis..... 227
Oil Service Trucks GAZ Chassis..... 231
Water Tank Trucks GAZ Chassis..... 233
Water Tank Trucks ZIL Chassis..... 237
Water and Oil Service Trucks ZIL Chassis..... 241
Combined Fuel, Lubricant, and Water Service Truck..... 243
Decontamination Trucks..... 245
AMBULANCES
Medical Evacuation Vehicle..... 251
Ambulances GAZ Chassis..... 253
Ambulances UAZ Chassis..... 255
HEAVY TRANSPORT TRAILERS AND SEMITRAILERS
Heavy Transport Trailers and Semitrailers..... 259

VOLUME III

NON-SOVIET TRUCKS AND TRAILERS

BULGARIAN TRUCKS
CZECHOSLOVAK TRUCKS
Avia Series
Praga Series
Skoda 706 R and RT Series
Skoda 1203 Series
Tatra 111 Series
Tatra 138 Series
Tatra 148 Series
Tatra 805 Series
Tatra 813 Series
TAZ Series
EAST GERMAN TRUCKS
Patrol Cars Trabant and Wartburg
P2M and P3

Barkas Series
Robur LO 1800 A Series
Robur LO 2500 Series
H3A, S 4000-1, and H6 Series
W 50 L Series
G 5 Series
HUNGARIAN TRUCKS
Csepel 130
Csepel K300 and D-344
Csepel D-350 Series
Csepel D-452 Series
Csepel D-562 Series
Csepel D-705-710 Series
Csepel D-730 Series
Raba Series
POLISH TRUCKS
Tarpan Series
Nysa Series
Zuk Series
Star 20 Series
Star 28 and Star 200 Series
Star 66 Series
Zubr Series
Jelcz Series
ROMANIAN TRUCKS
ARO-240 Series
TV Series
M-461 Series
SR-101 Series
SR-131 Series
Bucegi BA Series
ROMAN and DAC Series
YUGOSLAV TRUCKS
IMV and ZASTAVA 1100/1300 Series
FAP 4 Series
FAP 6 Series
FAP 10B Series
FAP 13 Series
FAP 15B Series
FAP 18B and FAP 22B Series
TAM 1500 and TAM 2000 Series
TAM 4500 Series
TAM Pionir Series
Zastava AR-51 Series
Zastava 615B Series
US 1/4 ton and 3/4 ton
US 1 1/2 ton and 2 1/2 ton
US 12 ton M20
TANK TRUCKS AND DECONTAMINATION TRUCKS
Czechoslovak Tank Trucks
East German Tank Trucks
Hungarian Tank Trucks

Polish and Romanian Tank Trucks
East German Decontamination Trucks
Hungarian and Polish Decontamination Trucks
AMBULANCES
East German Ambulances
Polish Ambulances
Romanian Ambulances
HEAVY TRANSPORT TRAILERS AND SEMITRAILERS
Czechoslovak Heavy Transport Trailers
East German Heavy Transport Trailers
Polish Heavy Transport Trailers and Semitrailers
Yugoslav Heavy Transport Semitrailers

# INTRODUCTION

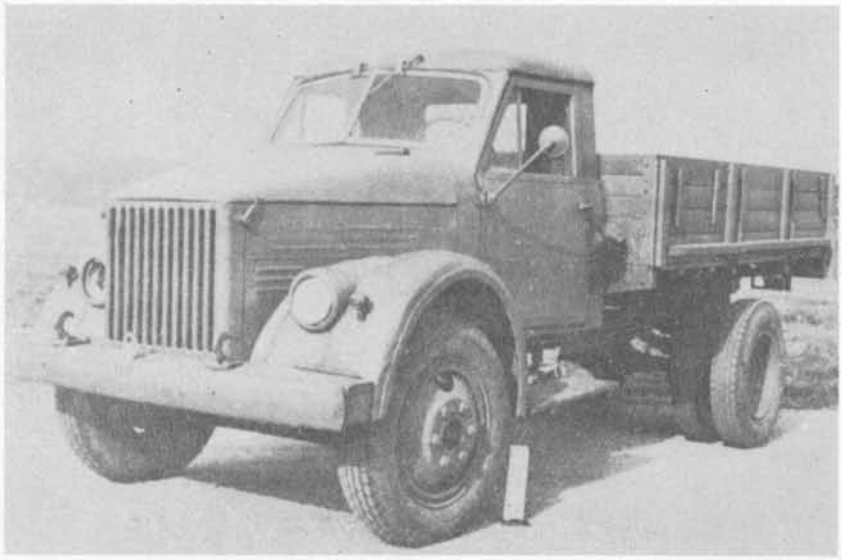
This guide is neither the final nor complete word on the armament and equipment of the ground forces of the East European Communist countries. The fact that this book represents the eighth edition of the weapons and vehicles guide in eighteen years, the sixth edition of the engineer equipment guide over the same period and the second edition of a special guide on Yugoslav Army weapons and equipment in seven years, is testimony to this fact. The picture of any nation's armament and equipment is one of constant obsolescence, change and development. Any nation or military alliance, regardless of political orientation, cannot be understood properly without reference to other nations or alliances. Military developments are among the most international of activities. For this reason the information set forth in this guide should be studied and compared with comparable information about other countries. Pertinent field and technical manuals are good sources of information, as are many unofficial books and periodicals available in many languages.

The old grouping of weapons and equipment by countries has been replaced by a strict grouping by types of weapons and equipment, regardless of country of origin or use. In order to save space the data presented has been given in the metric system--the international system.

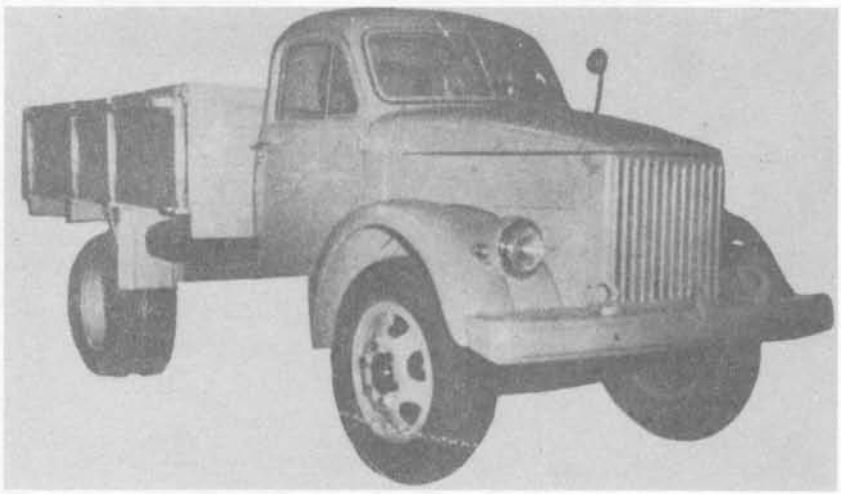
Tables in this guide showing characteristics and specifications will occasionally be incomplete. Data not applicable is indicated by a series of dashes, whereas data either not available or not releaseable in this publication is indicated by a blank space.

Those vehicles not covered in this Part Two, such as dump trucks, will be treated in Part Three, Engineer Equipment. Further data on vehicles of engineer equipment which are covered in Part Two will be given in Part Three.

# TRUCKS



GAZ-51



GAZ-51A

# TRUCKS GAZ-51 SERIES

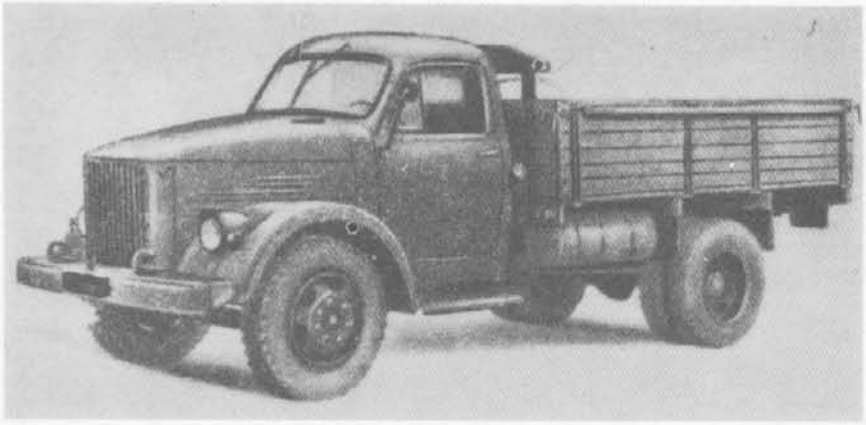
Truck, 4x2, GAZ-51
Truck, 4x2, GAZ-51A
Tractor Truck, 4x2, GAZ-51P
Dump Truck, 4x2, GAZ-93
Dump Truck, 4x2, GAZ-93A

The GAZ-51 is a light truck which has been used widely in both the Warsaw Pact armed forces and in the civilian economy. In addition to its normal use as a cargo carrier, it has been used as a personnel carrier and as a prime mover. The original GAZ-51, which went into production in 1946, underwent modification in 1955, resulting in a model change to GAZ-51A. The most important variants of the GAZ-51 are the GAZ-51P tractor truck (production beginning in 1956) and the GAZ-93 and GAZ-93A dump trucks. In addition, the PAZ-653 ambulance, some AS-3 ambulances, and various POL and water tank trucks use the GAZ-51 chassis. For a number of years the GAZ-51 was produced in Poland as the Lublin-51.

The GAZ-52 and GAZ-53 series trucks are the replacements for the GAZ-51 models.

| | | GAZ-51A | GAZ-51P |
|---|---|---|---|
| weight | kg | 2710 | 2595 |
| wheelbase | mm | 3300 | 3300 |
| length | mm | 5715 | 5120 |
| width | mm | 2280 | 2100 |
| height | mm | 2130 | 2130 |
| track front | mm | 1585 | 1585 |
| rear | mm | 1650 | 1650 |
| clearance | mm | 245 | 245 |
| tire size | | 7.50x20 | 7.50x20 |
| engine model | | GAZ-51 | GAZ-51 |
| horsepower | | 70 | 70 |
| cylinders | | 6 | 6 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 70 | 60 |
| cruising range | km | 345 | |
| fuel capacity | l | 90 | 195 |
| fuel consumption | l/100km | 22* | |
| trench | mm | 430 | 430 |
| step | mm | 290 | 290 |
| slope | ° | 14.5** | |
| tilt | ° | | |
| ford | mm | 640 | 640 |
| payload dirt road | kg | 2000 | --- |
| highway | kg | 2500 | --- |
| towed load dirt road | kg | 1200 | |
| highway | kg | 3500 | 6000 |

*average. 20 l/100km control, 26.5 l/100km manual
**loaded



GAZ-51



GAZ-51A



GAZ-51P



GAZ-93A



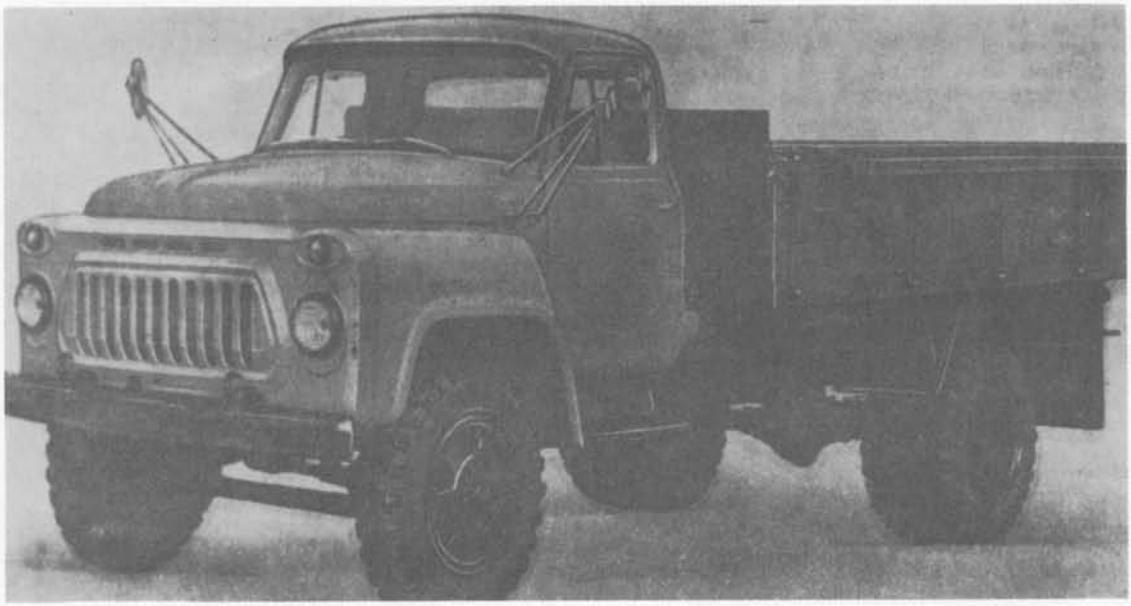
LUBLIN-51



LUBLIN-51



GAZ-52



GAZ-53A

Truck, 4x2, GAZ-52-03
Truck, 4x2, GAZ-53
Truck, 4x2, GAZ-53A
Truck, 4x2, GAZ-53F
Truck, 6x4, GAZ-33
Tractor Truck, 4x2, GAZ-53P
Dump Truck, 4x2, GAZ-53B
Dump Truck, 4x2, GAZ-SAZ-53B

The GAZ-52 and GAZ-53 series of trucks are being produced as replacements for the older GAZ-51 models. During the developmental stage, the GAZ-53 was known originally as the GAZ-52, then with a greater payload as the GAZ-52A. Difficulties with the new V-8 gasoline engine, however, forced the Soviets to produce the initial models with an improved version of the six-cylinder, in-line engine of the GAZ-51 truck. This version, which is known as the GAZ-53F, was produced from the end of 1961 to the beginning of 1967. In 1964, the difficulties with the new V-8 engine had been overcome, and some trucks were produced with this powerplant. These are known as the GAZ-53. In 1965, further improvements were made, increasing the payload. This model, known as the GAZ-53A, is still in production.

In addition to the cargo models, an agricultural dump truck, the GAZ-53B, is being turned out. One of the assembly plants for this truck is at Saransk, resulting in the designation GAZ-SAZ-53B or SAZ-53B at times. Both the tractor truck (GAZ-53P) and a projected 6x4 cargo truck with larger engine (GAZ-33) have not gone into production.

The currently produced GAZ-52-03 is a truck which closely resembles the GAZ-53, with an identical cab and many other components. Nevertheless, the GAZ-52 has considerably less payload and is powered by an improved version of the old six-cylinder, in-line GAZ-51 engine.

All of these trucks have been produced in a variety of styles, especially noticeable in the placement of the headlights and parking lights. Currently, all GAZ-52 and GAZ-53 models being produced have the parking lights above the headlights.

| | | GAZ-52-03 | GAZ-53A | GAZ-53F |
|---|---|---|---|---|
| weight | kg | 2950 | 3250 | 2950 |
| wheelbase | mm | 3700 | 3700 | 3700 |
| length | mm | 6395 | 6395 | 6395 |
| width | mm | 2380 | 2380 | 2380 |
| height | mm | 2190 | 2220 | 2220 |
| track front | mm | 1577 | 1630 | 1577 |
| rear | mm | 1650 | 1690 | 1650 |
| clearance | mm | 245 | 265 | 265 |
| tire size | | 7.50x20 | 8.25x20 | 8.25x20 |
| engine model | | GAZ-52 | GAZ-53 | GAZ-51F |
| horsepower | | 75 | 115 | 82 |
| cylinders | | 6 | V-8 | 6 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 70 | 85 | 75 |
| cruising range | km | 300 | | |
| fuel capacity | l | 90 | 90 | 90 |
| fuel consumption | l/100km | 21 | 24 | 19.5 |
| trench | mm | 430 | 460 | 460 |
| step | mm | 290 | 300 | 300 |
| slope | ° | | 15 | 15 |
| tilt | ° | | | |
| ford | mm | | | |
| payload dirt road | kg | | 3000 | 2500 |
| highway | kg | 2500 | 4000 | 3000 |
| towed load dirt road | kg | | | |
| highway | kg | 2500 | 4000 | 4000 |

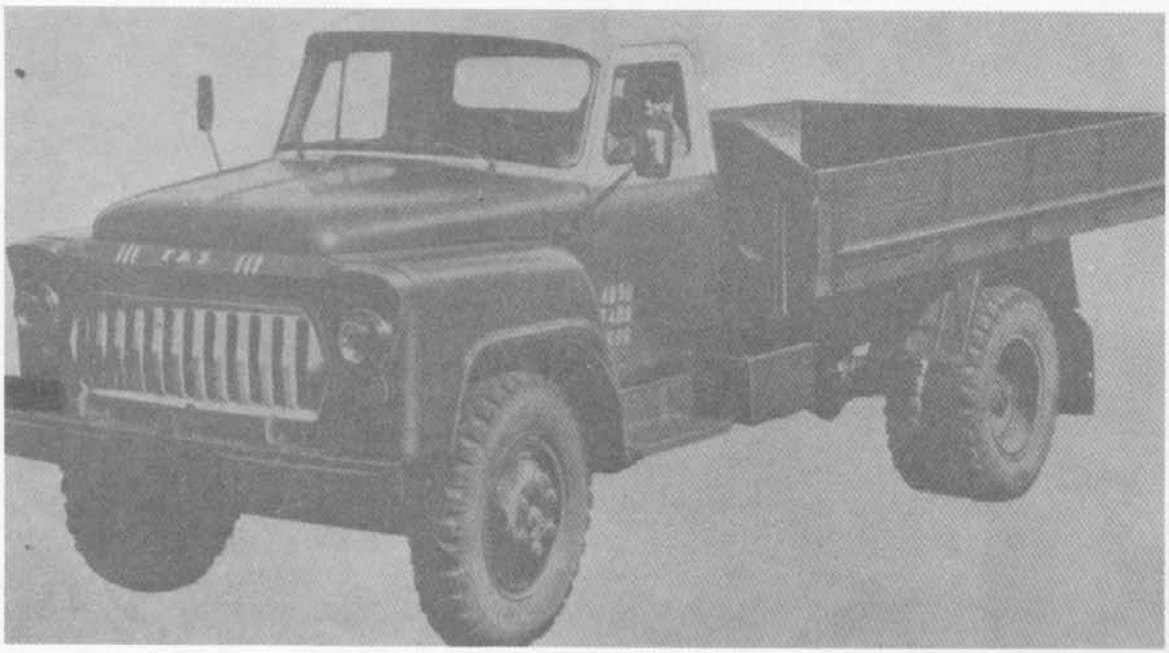


GAZ-53A

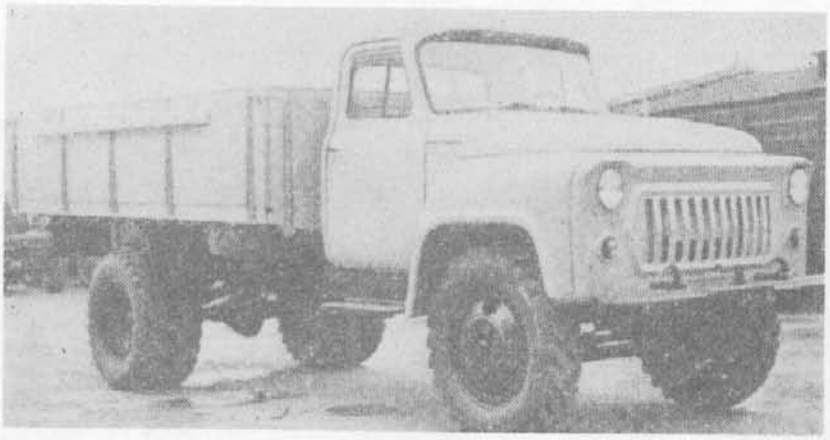


GAZ-53A





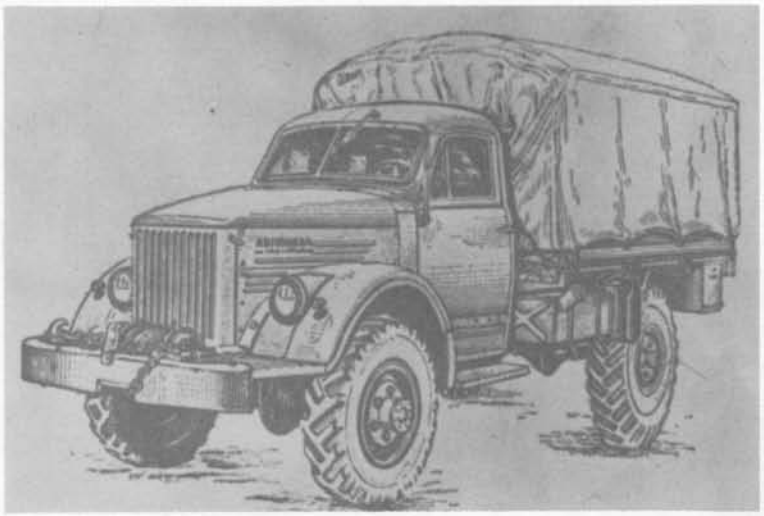
GAZ-53F



GAZ-53F



GAZ-53B



GAZ-63



# TRUCKS GAZ-63 SERIES

Truck, 4x4, GAZ-63
Truck, 4x4, GAZ-63A
Tractor Truck, 4x4, GAZ-63D
Tractor Truck, 4x4, GAZ-63P

The GAZ-63 is a four-wheel-drive version of the GAZ-51 light truck. A noticeable difference in the cargo version is the use of single tires on the rear wheels. The GAZ-63 has been used extensively in the Warsaw Pact to tow mortars and light field and antiaircraft weapons. It has also mounted multiround rocket launchers such as the BM-14-17. The chassis further forms the basis for the BTR-40 armored personnel carrier.

The GAZ-63 proper was produced from 1946 to 1963 when a slightly modified version, the GAZ-63A, went into production until April 1968. Major variants are the GAZ-63D tractor truck for dump trailers, the GAZ-63P tractor truck, the AS-3 (4x4) ambulance, and various tank trucks. The GAZ-63 series is now in the process of being replaced by the newer and more powerful GAZ-66 series.

| | | GAZ-63A | GAZ-63P |
|---|---|---|---|
| weight | kg | 3490 | 2700 |
| wheelbase | mm | 3300 | 3300 |
| length | mm | 5800 | 4950 |
| width | mm | 2200 | 2100 |
| height | mm | 2245* | 2220 |
| track front | mm | 1588 | 1506 |
| rear | mm | 160 | 1650 |
| clearance | mm | 270 | 250 |
| tire size | | 10.00x18 | 10.00x18 |
| engine model | | GAZ-51 | GAZ-51 |
| horsepower | | 70 | 70 |
| cylinders | | 6 | 6 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 65 | 60 |
| cruising range | km | 650 | |
| fuel capacity | l | 195 | 195 |
| fuel consumption | l/100km | | |
| trench | $kg/cm^2$ | 550 | 550 |
| step | mm | 460 | 460 |
| slope | ° | 28 | 28 |
| tilt | ° | 20 | 20 |
| ford | mm | 800 | 800 |
| payload dirt road | kg | 1500 | --- |
| highway | kg | 2000 | --- |
| towed load dirt road | kg | 2000 | --- |
| highway | kg | 2000 | 6000 |

*cab
2814mm over tarp



GAZ-63





GAZ-63P



GAZ-63P





AS-3



AVTs 18-63



GAZ-66



GAZ-66-01

Truck, 4x4, GAZ-66
Truck, 4x4, GAZ-66-01
Truck, 4x4, GAZ-66-02
Truck, 4x4, GAZ-66-04
Truck, 4x4, GAZ-66-05
Truck, 4x4, GAZ-66-51
Truck, 4x4, GAZ-66-52
Truck, 4x4, GAZ-66-54
Truck, 4x4, GAZ-66-55
Truck, 4x4, GAZ-66A
Truck, 4x4, GAZ-66AE
Truck, 4x4, GAZ-66B
Truck, 4x4, GAZ-66E
Tractor Truck, 4x4, GAZ-66P

Since 1964, the GAZ-66 trucks have been in production as the replacement for the earlier GAZ-63 models. Radically different in appearance, the GAZ-66 models also feature a number of improvements such as a more powerful engine. They also do not have the high center of gravity which plagued drivers of the GAZ-63.

The complicate and sometimes confusing system of designating modifications to the basic GAZ-66 can be seen on the following chart.

| | Tire Regulation | Winch | Electrical Shielding | Tropical Equipment |
|---|---|---|---|---|
| GAZ-66 | | | | |
| GAZ-66-01 | x | | | |
| GAZ-66-02 | | x | | |
| GAZ-66-04 | | | x | |
| GAZ-66-05 | | x | x | |
| GAZ-66A | x | x | | |
| GAZ-66E | | | x | |
| GAZ-66AE | x | x | x | |
| GAZ-66-51 | x | | | x |
| GAZ-66-52 | | x | | x |
| GAZ-66-54 | | | x | x |
| GAZ-66-55 | | x | x | x |

In addition to all of these variants two other models have been produced. One, the GAZ-66B, is a special truck for airborne troops. It has a collapsible cab top made of canvas, removable doors and windshield frames, a telescopically attached collapsible steering mechanism and special tiepoints for attaching parachutes. The second vehicle, which has been produced in prototype only, is the GAZ-66P tractor truck.

| | | GAZ-66 | GAZ-66A |
|---|---|---|---|
| weight | kg | 3440 | 3700 |
| wheelbase | mm | 3300 | 3300 |
| length | mm | 5655 | 5655 |
| width | mm | 2342 | 2342 |
| height | mm | 2440 | 2410* |
| track front | mm | 1800 | 1800 |
| rear | mm | 1750 | 1750 |
| clearance | mm | 310 | 310 |
| tire size | | 12.00x18 | 12.00x18 |
| engine model | | ZMZ-66 | ZMZ-66 |
| horsepower | | 115 | 115 |
| cylinders | | V-8 | V-8 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 85 | 85 |
| cruising range | km | 525 | 525 |
| fuel capacity | l | 210 | 210 |
| fuel consumption | l/100km | 25 | 25 |
| trench | mm | 700 | 700 |
| step | mm | 600 | 600 |
| slope | ° | 30 | 30 |
| tilt | ° | | |
| ford | mm | 800 | 800 |
| payload dirt road | kg | 2000 | 2000 |
| highway | kg | 2000 | 2000 |
| towed load dirt road | kg | 2000 | 2000 |
| highway | kg | 2000 | 2000 |

*top of cab, 2520mm to top of canvas



GAZ-66A





GAZ-66A



GAZ-66A TOWING 120 MM MORTAR



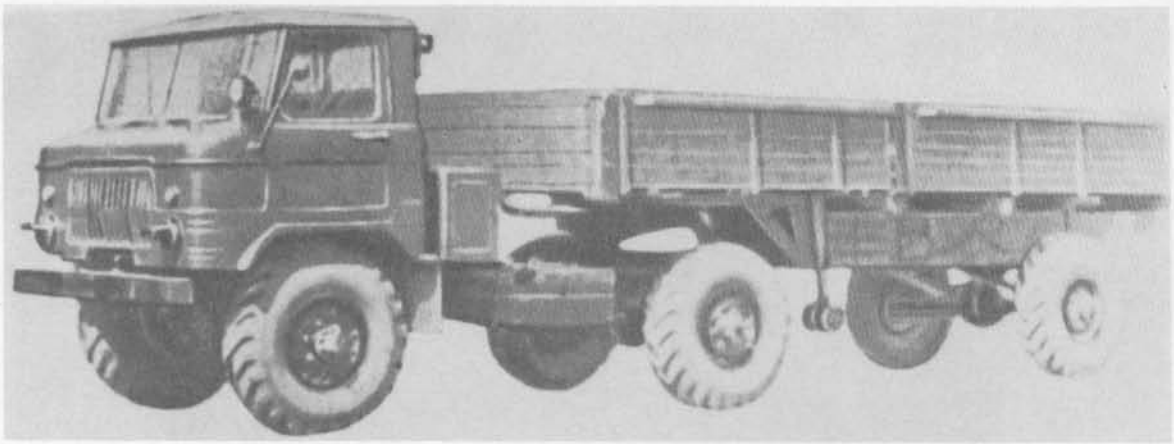
GAZ-66AE



GAZ-66B



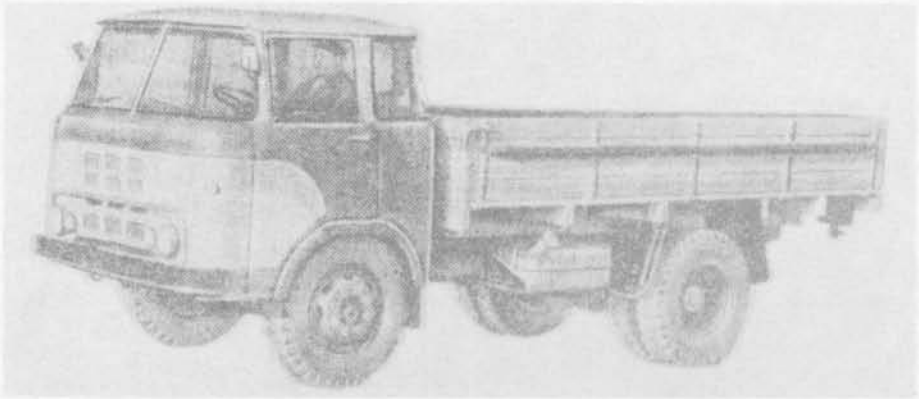
GAZ-66B



GAZ-66P



DDA-66 DECONTAMINATION TRUCK



KAZ-605



KAZ-606

# TRUCKS KAZ-605 SERIES

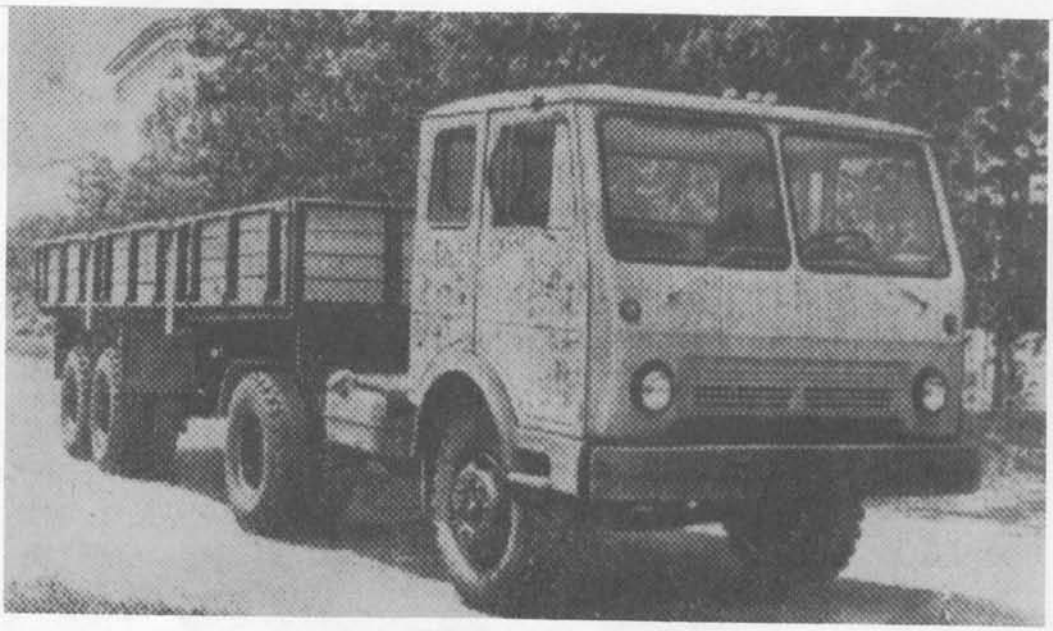
Truck, 4x2, KAZ-605
Tractor Truck, 4x2, KAZ-606
Tractor Truck, 4x2, KAZ-606A
Tractor Truck, 4x2, KAZ-608
Tractor Truck, 4x2, KAZ-608B
Tractor Truck, 4x2, KAZ-608V

The KAZ-605 was a cab-over-engine truck designed for use in mountainous terrain. It was a further development of the earlier KAZ-trucks which were adaptations of the ZIL-150 series. Improvements in the KAZ trucks, such as the cab-over-engine styling, the shorter wheelbase, and the increased cooling efficiency, were made for ease of mountain operations. The cargo KAZ-605 was produced in prototype only, while the KAZ-606 tractor truck was in serial production from 1959 to 1961. The improved KAZ-606A was produced from 1961 to 1968, when it was replaced by the KAZ-608 which uses the ZIL-130 engine in place of the ZIL-164. The KAZ-608V has new styling.

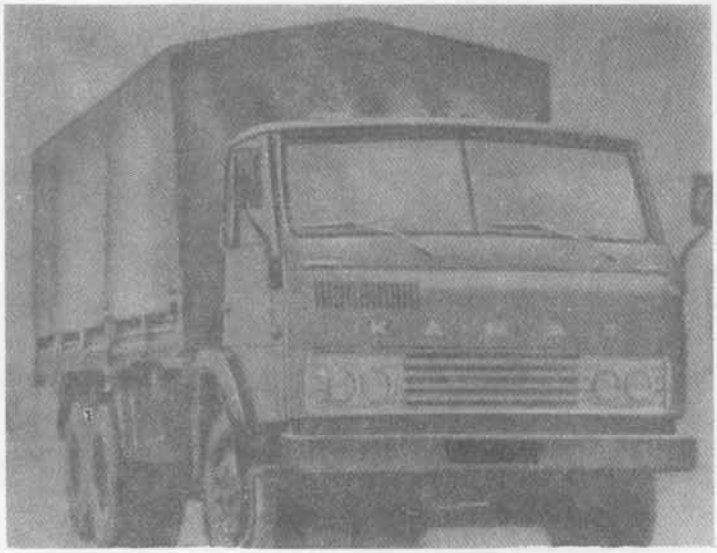
| | | KAZ-606A | KAZ-608 |
|---|---|---|---|
| weight | kg | 3868 | 4000 |
| wheelbase | mm | 2800 | 2900 |
| length | mm | 4905 | 5155 |
| width | mm | 2300 | 2360 |
| height | mm | 2370 | 2442 |
| track front | mm | 1710 | 1800 |
| rear | mm | 1740 | 1790 |
| clearance | mm | 265 | 275 |
| tire size | | 9.00x20 | 9.00x20 |
| engine model | | KAZ-120 | ZIL-130 |
| horsepower | | 104 | 148 |
| cylinders | | 6 | V-8 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 60 | 75 |
| cruising range | km | | |
| fuel capacity | l | 210 | 210 |
| fuel comsumption | l/100km | 40 | 40 |
| trench | mm | 470 | 470 |
| step | mm | 260 | 260 |
| slope | ° | | |
| tilt | ° | | |
| ford | mm | | |
| payload dirt road | kg | --- | --- |
| highway | kg | --- | --- |
| towed load dirt road | kg | | |
| highway | kg | 9500 | 10500 |



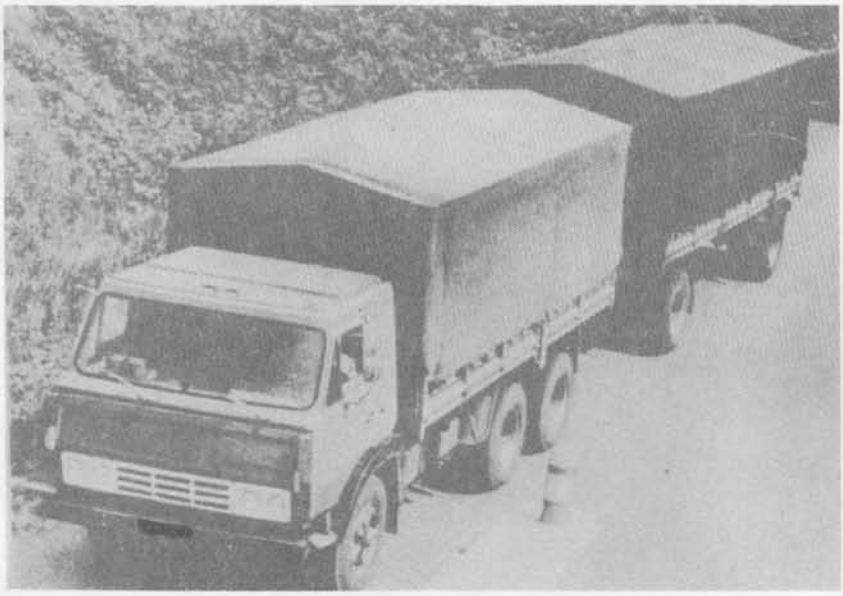
KAZ-606



KAZ-608V



KamAZ-5320



KamAZ-53202

Truck, 6x4, KamAZ-4310
Truck, 6x4, KamAZ-43101
Truck, 6x4, KamAZ-5320
Truck, 6x4, KamAZ-53202
Tractor Truck, 6x4, KamAZ-4410
Tractor Truck, 6x4, KamAZ-5410
Tractor Truck, 6x4, KamAZ-54101
Tractor Truck, 6x4, KamAZ-54102
Dump Truck, 6x4, KamAZ-5510
Dump Truck, 6x4, KamAZ-55102

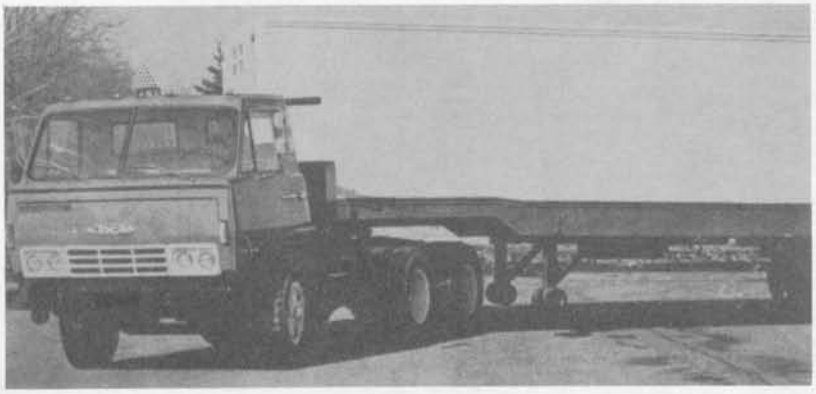
The Soviet Union is currently in the process of building a very large truck plant at Nabereshnye Chelny on the Kama River. This plant, which is known as the Kama Motor Vehicle Plant, or KamAZ, will produce a wide variety of cargo trucks, tractor trucks, and dump trucks. All of these vehicles will feature cab-over-engine styling and are based on an eight ton 6x4 cargo model. It is also possible that 6x6 and 6x2 versions will be built.

The prototypes of the basic cargo truck have been built by ZIL, those of the tractor truck by BelAZ, and the dump models by MAZ. The basic engine is the YaMZ-740 water-cooled diesel on V-8 configuration with a 10.85-liter displacement, producing 210 horsepower. A modified version producing 180 horsepower is used in some models. For heavier KamAZ trucks a V-10 version of this engine is produced with a displacement of 13.54 liters, producing 260 horsepower. The 210-horsepower engine is the TaMZ-740 proper; the 180-horsepower version is designated the YaMZ-7401, while the 260-horsepower model is called the YaMZ-741.

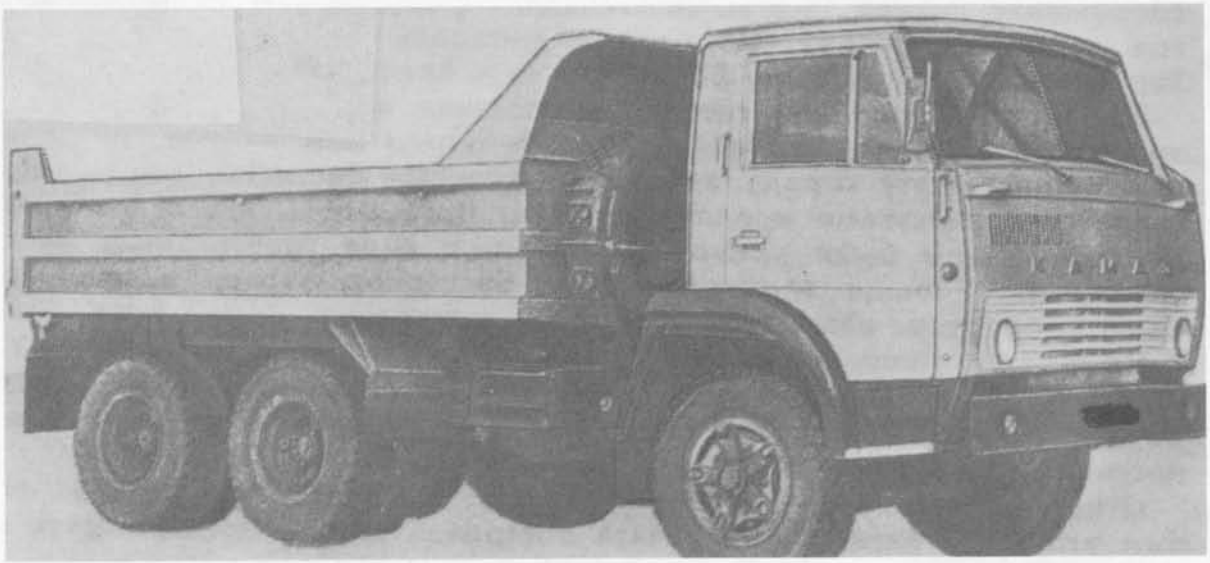
The KamAZ-4310 and 43101 are standard cargo trucks of which the KamAZ-4410 is the tractor truck version. The KamAZ-5320 is a cargo truck with eight-ton capacity, while the KamAZ-53202 is also designed to tow an eight-ton trailer. The KamAZ-5410 is the tractor truck version of this model, while the KamAZ-54101 is especially designed to tow dump semitrailers. The KamAZ-54102 is a heavier version with a 260-hp engine towing a 20-ton trailer. The KamAZ-5510 dump truck is for construction work, while the KamAZ-55102 is designed for agricultural employment.

| | | KamAZ-4310 | KamAZ-4410 | KamAZ-5410 | KamAZ-53202 |
|---|---|---|---|---|---|
| weight | kg | 8600 | | | 7400 |
| wheelbase | mm | 3340 | 3340 | 2840 | 3690 |
| length | mm | 7610 | 6840 | 6140 | 8295 |
| width | mm | | | | |
| height | mm | 2800 | 2800 | 2630 | 2630 |
| track front | mm | | | | |
| rear | mm | | | | |
| clearance | mm | | | | |
| tire size | | 9.00x20 | 9.00x20 | 9.00x20 | 9.00x20 |
| engine model | | YaMZ-740 | YaMZ-740 | YaMZ-740 | YaMZ-740 |
| horsepower | | 210 | 210 | 210 | 210 |
| cylinders | | V-8 | V-8 | V-8 | V-8 |
| fuel | | Diesel | Diesel | Diesel | Diesel |
| cooling | | water | water | water | water |
| speed | km/h | 80 | 80 | 85 | 85 |
| cruising range | km | | | | |
| fuel capacity | l | | | | |
| fuel consumption | l/100km | 30* | 40 | 35 | 26* |
| trench | mm | | | | |
| step | mm | | | | |
| slope | o | | | | |
| tilt | o | | | | |
| ford | mm | | | | |
| payload dirt road | kg | | --- | --- | |
| highway | kg | 5000 | --- | --- | 8000 |
| towed load dirt road | kg | | | | |
| highway | kg | 4000 | 8000 | 14000 | 8000 |

*without trailer



KamAZ-5410



KamAZ-5510



KrAZ-214



KrAZ-255B

Truck, 6x6, YaAZ-214
Truck, 6x6, KrAZ-214
Truck, 6x6, KrAZ-214B
Tractor Truck, 6x6, KrAZ-214
Timber Truck, 6x6, KrAZ-214
Truck, 6x6, KrAZ-255B
Tractor Truck, 6x6, KrAZ-255V
Timber Truck, 6x6, KrAZ-255L

Until the appearance of the 8x8 ZIL and MAZ trucks the KrAZ-214 was the largest all-wheel-drive model used by the Soviet forces. Originally produced in Yaroslavl from 1956 to 1959 as the YaAZ-214, production was shifted to Kremenchug in 1959, changing the nomenclature to KrAZ-214. In 1963, improvements were made in the vehicle, resulting in the designation KrAZ-214B.

The major recognition feature of the KrAZ-214 series is the use of large single tires on the rear wheels in place of the dual tires used in the related YaAZ-210 and KrAZ-219 series of trucks. These tires are not equipped with a central pressure regulation system. In addition to its role as a cargo truck and heavy prime mover, the KrAZ-214 has appeared as a tractor truck, timber truck, as a mount for the BM-25 multiround rocket launcher, carrying the TMM heavy scissors bridge, as a carrier for the PMP ponton, and as the E-305V crane-shovel.

Following the termination of the KrAZ-214 production in 1967, a new model, the KrAZ-255B, was placed into production. This truck closely resembles the KrAZ-214, but has a more powerful engine and much larger tires with a central pressure regulation system. It, too, has appeared in the same roles as the KrAZ-214.

| | | KrAZ-214 | KrAZ-255B |
|---|---|---|---|
| weight | kg | 12300 | 11820 |
| wheelbase | mm | 4600+1400 | 4600+1400 |
| length | mm | 8530 | 8645 |
| width | mm | 2700 | 2750 |
| height | mm | 2880* | 2940** |
| track front | mm | 2030 | 2160 |
| rear | mm | 2030 | 2160 |
| clearance | mm | 360 | 365 |
| tire size | | 15.00x20 | 1300x530-533 |
| engine model | | YaMZ-M206B | YaMZ-238 |
| horsepower | | 205 | 240 |
| cylinders | | 6 | V-8 |
| fuel | | diesel | diesel |
| cooling | | water | water |
| speed | km/h | 55 | 71 |
| cruising range | km | 530 | 650 |
| fuel capacity | l | 450 | 450 |
| fuel consumption | l/100km | 70 | 38 |
| trench | mm | 960 | |
| step | mm | 800 | |
| slope | ° | 30 | 30 |
| tilt | ° | 40 | |
| ford | mm | 1000 | 850 |
| payload dirt road | kg | 7000 | 7500 |
| highway | kg | 7000 | 7500 |
| towed load dirt road | kg | 10000 | 10000 |
| highway | kg | 50000 | 30000 |

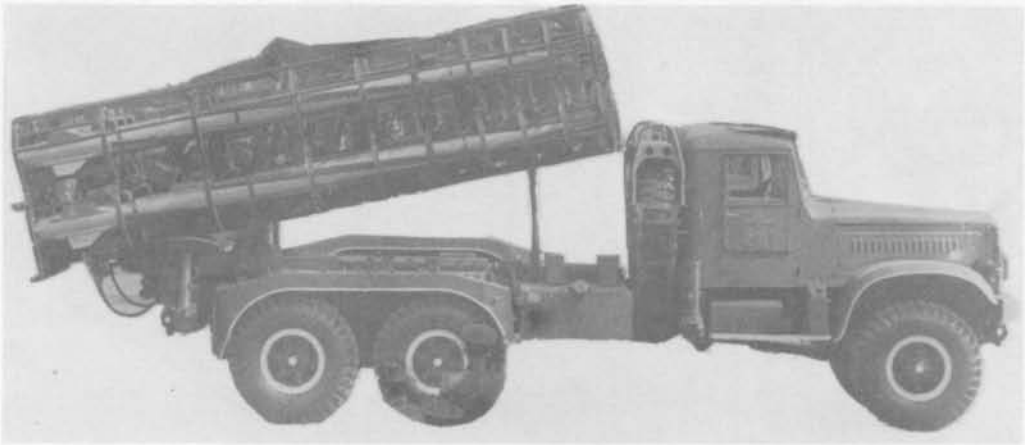
*over cab, 3170mm over canvas
**over cab, 3170mm over canvas



E-305V



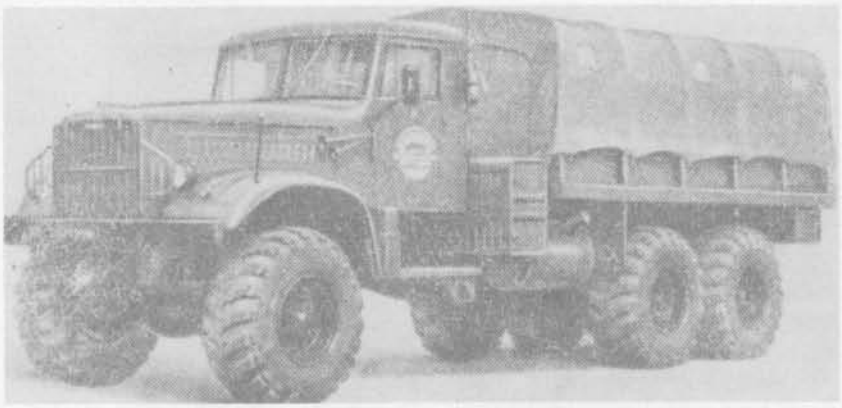
KrAZ-214 TRACTOR TRUCK WITH SEMI-TRAILER CARRYING BAT DOZER



250mm ROCKET LAUNCHER BM-25



TMM TRUCK-MOUNTED SCISSORS BRIDGE
KrAZ-214



KrAZ-255B



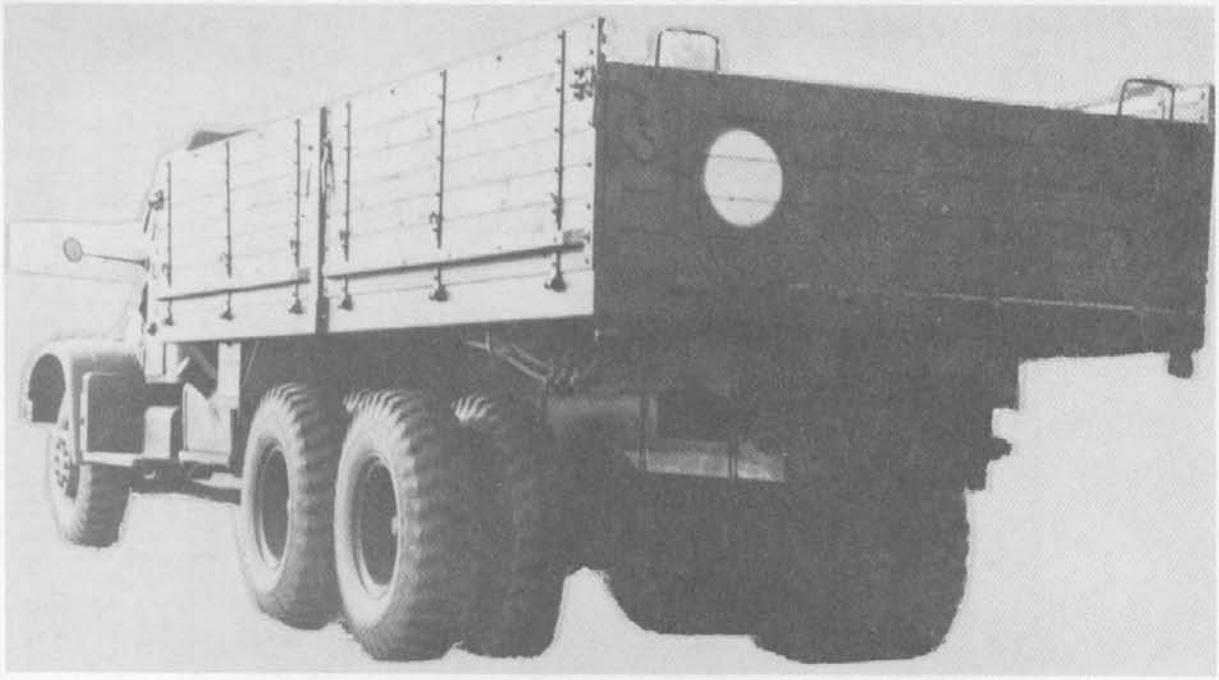


KrAZ-255L





KrAZ-255B



KrAZ-219



KrAZ-221

Truck, 6x4, YaAZ-219
Truck, 6x4, KrAZ-219
Truck, 6x4, KrAZ-219B
Tractor Truck, 6x4, KrAZ-221
Tractor Truck, 6x4, KrAZ-221B
Dump Truck, 6x4, KrAZ-222
Dump Truck, 6x4, KrAZ-222B

The KrAZ-219 trucks, which replaced the earlier YaAZ-210 models, were initially produced from 1958 to 1959 at Yaroslavl, but in the latter year production was transferred to Kremenchug, resulting in a change in nomenclature. This series closely resembles the earlier models, but incorporates a number of improvements such as an engine with greater horsepower. In 1963, certain changes resulted in another nomenclature shift to KrAZ-219B. Production ceased in 1965/66 when the new KrAZ-257 came out. In the transition phase in 1965, some KrAZ-219B trucks were produced with the YaMZ-238N engine of 215 horsepower.

| | | KrAZ-219 | KrAZ-221 |
|---|---|---|---|
| weight | kg | 11300 | 10100 |
| wheelbase | mm | 5050+1400 | 4080+1400 |
| length | mm | 9660 | 7375 |
| width | mm | 2650 | 2638 |
| height | mm | 2620 | 2620 |
| track front | mm | 1950 | 1950 |
| rear | mm | 1920 | 1920 |
| clearance | mm | 290* | 290* |
| tire size | | 12.00x20 | 12.00x20 |
| engine model | | YaMZ-M206I | YaMZ-M206A |
| horsepower | | 180 | 180 |
| cylinders | | 6 | 6 |
| fuel | | diesel | diesel |
| cooling | | water | water |
| speed | km/h | 55 | 45 |
| cruising range | km | 750 | |
| fuel capacity | l | 450 | 450 |
| fuel consumption | l/100km | 55 | 80 |
| trench | mm | 530 | 530 |
| step | mm | 340 | 340 |
| slope | ° | 20 | |
| tilt | ° | | |
| ford | mm | | |
| payload dirt road | kg | 10000 | --- |
| highway | kg | 12000 | --- |
| towed load dirt road | kg | | |
| highway | kg | 15000 | 30000 |

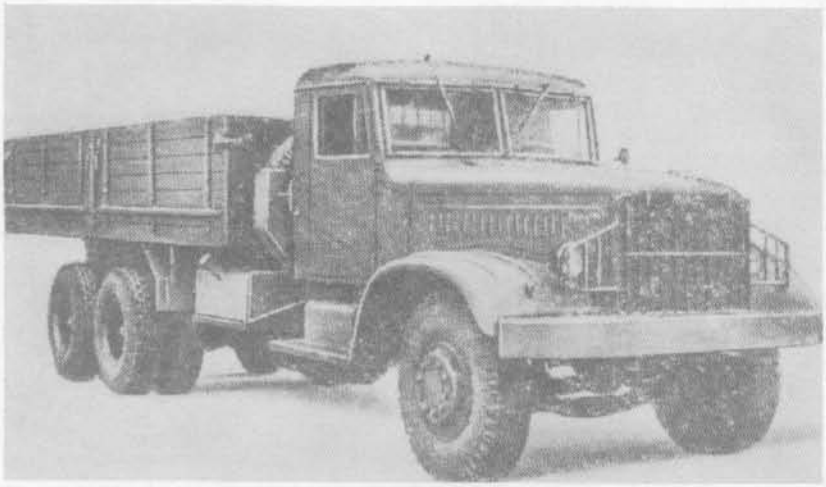
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KrAZ-222



K-104 CRANE



KrAZ-257



KrAZ-258

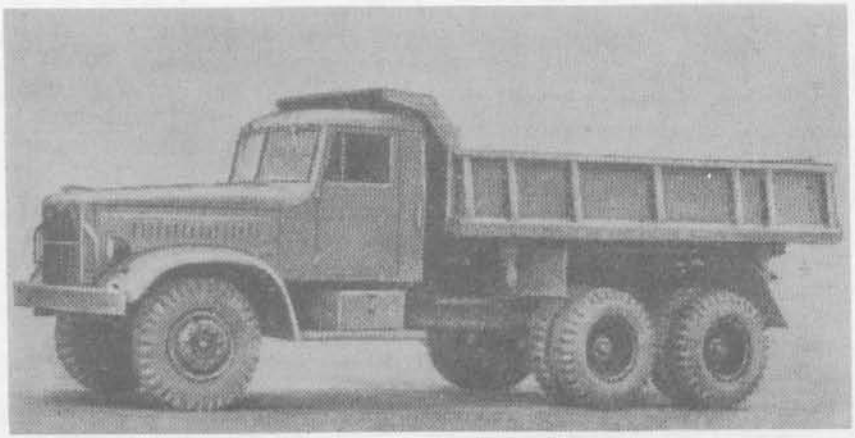
Truck, 6x4, KrAZ-257
Tractor Truck, 6x4, KrAZ-258
Dump Truck, 6x4, KrAZ-256
Dump Truck, 6x4, KrAZ-256B
Dump Truck, 6x4, KrAZ-256BS

The KrAZ-257 series trucks replaced the KrAZ-219 models on the production line at Kremenchug during the winter of 1965/66. They closely resemble the older models and have the same exterior dimensions. The improvements are internal and have resulted in better performance and easier maintenance. The most obvious improvement is the more powerful V-8 diesel engine.

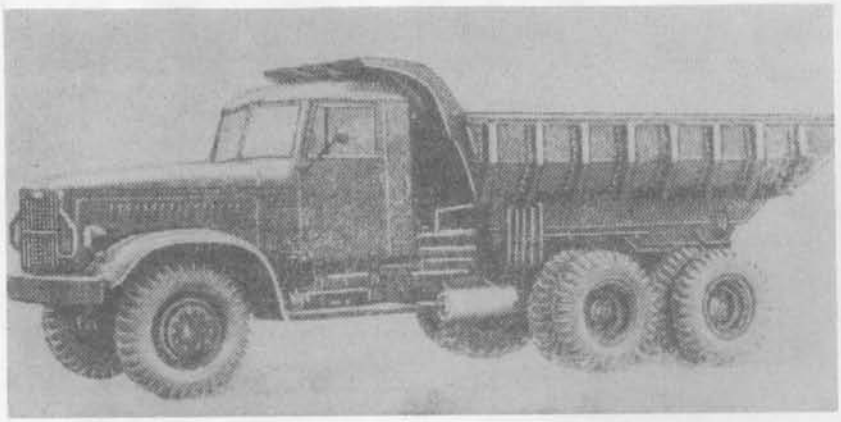
Standard variants are the KrAZ-258 tractor truck, the KrAZ-256 and KrAZ-256B hopper-type dump trucks, and the KrAZ-256BS hopper-type dump truck for cold climates. The letter "B" denotes a strengthened vehicle capable of carrying heavier loads. A KrAZ-254 dump truck never went into production.

| | | KrAZ-257 | KrAZ-258 |
|---|---|---|---|
| weight | kg | 11130 | 9680 |
| wheelbase | mm | 5050+1400 | 4080+1400 |
| length | mm | 9660 | 7375 |
| width | mm | 2650 | 2630 |
| height | mm | 2620 | 2620 |
| track front | mm | 1950 | 1950 |
| rear | mm | 1920 | 1920 |
| clearance | mm | 290 | 290 |
| tire size | | 12.00x20 | 12.00x20 |
| engine model | | YaMZ-238* | YaMZ-238* |
| horsepower | | 240 | 240 |
| cylinders | | V-8 | V-8 |
| fuel | | diesel | diesel |
| cooling | | water | water |
| speed | km/h | 70 | 70 |
| cruising range | km | | |
| fuel capacity | l | 450 | 450 |
| fuel consumption | l/100km | 36 | 50 |
| trench | mm | 530 | 530 |
| step | mm | 340 | 340 |
| slope | ° | 18** | 12** |
| tilt | ° | | |
| ford | mm | | |
| payload dirt road | kg | | --- |
| highway | kg | 12000 | --- |
| towed load dirt road | kg | | |
| highway | kg | 16600 | 30000 |

*Those vehicles produced before July 1966 were powered by the 215-horsepower YaMZ-238A engine.
**loaded



KrAZ-254 NOT PRODUCED



KrAZ-256, 256B





LuAZ-969

Truck, 4x4, ZAZ-969
Truck, 4x4, LuMZ-969
Truck, 4x4, LuAZ-969
Truck, 4x4, LuAZ-969M

In an attempt to create a true quarter-ton vehicle on the basis of the ZAZ-966 light passenger car, the engineers of the Zaporozhe Motor Vehicle Plant have been building and testing a series of new vehicles. The first model, the ZAZ-969, appeared in 1965, but never went into production. Late in the 1960's a number of changes were made in the prototypes, including different styling. At this time the work was transferred to the Lutsk Machine Building Plant, resulting in a model change to LuMZ-969. Production finally began in 1972 under the name LuAZ due to the change of the name of the Lutsk plant from "machine building" to "motor vehicle."

The LuAZ-969 differs from most Soviet trucks in that it uses an air-cooled engine. It also uses the front axle for primary drive rather than the rear axle as in most vehicles. Although considerably lighter than the new UAZ-469B jeep, the Lutsk model could find many uses in the armed forces, especially in airborne and mountain units.

## LuAZ-969

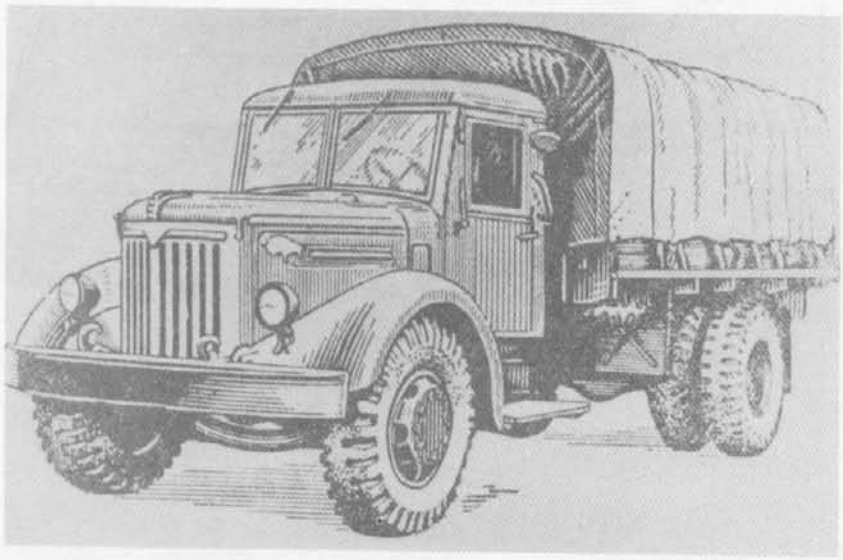
| | | |
|---|---|---|
| weight | kg | 820 |
| wheelbase | mm | 1800 |
| length | mm | 3200 |
| width | mm | 1600 |
| height | mm | 1770 |
| track front | mm | 1320 |
| rear | mm | 1320 |
| clearance | mm | 300 |
| tire size | | 5.90x13 |
| engine model | | MeMZ-966 |
| horsepower | | 27* |
| cylinders | | V-4 |
| fuel | | gasoline |
| cooling | | air |
| speed | km/h | 75 |
| cruising range | km | |
| fuel capacity | l | 32 |
| fuel consumption | l/100km | 8 |
| trench | mm | |
| step | mm | |
| slope | o | 30 |
| tilt | o | 20 |
| ford | mm | 450 |
| payload dirt road | kg | 400 |
| highway | kg | 400 |
| towed load dirt road | kg | 300 |
| highway | kg | 300 |

*a 40 HP model is planned.

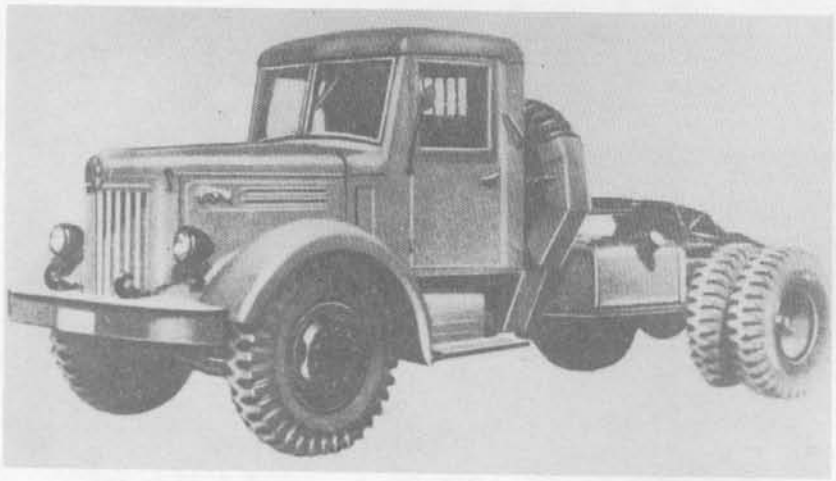


ZAZ-969





MAZ-200G



MAZ-200V

# TRUCKS MAZ-200 SERIES

Truck, 4x2, MAZ-200
Truck, 4x2, MAZ-200G
Truck, 4x2, MAZ-200P
Tractor Truck, 4x2, MAZ-200V
Tractor Truck, 4x2, MAZ-200M
Dump Truck, 4x2, MAZ-205

The MAZ-200 trucks, originally called the YaAZ-200, were in production from 1947 to 1965. A large number of variants were turned out, among them the MAZ-200G (especially suited for military use) which was made from 1951 to 1957, and the MAZ-200P, produced from 1963 to 1964. The latter model was distinguished by the use of the V-6 engine of the MAZ-500 truck.

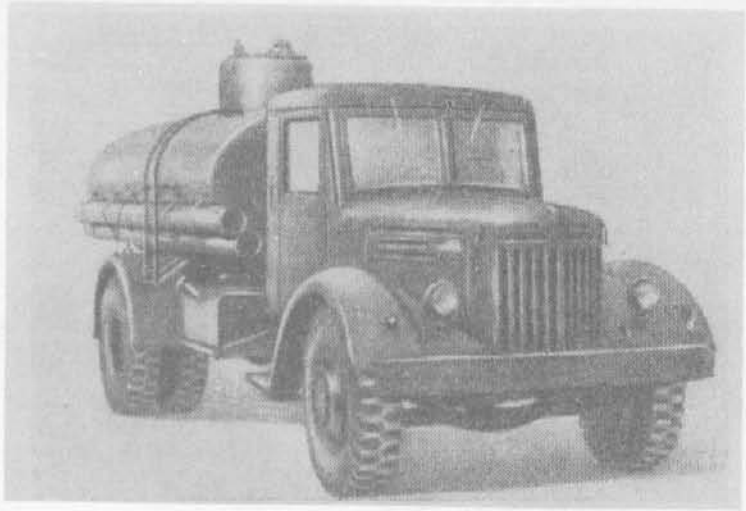
In addition, the MAZ-205 dump truck and a variety of crane and tank trucks were turned out. The original tractor truck was the MAZ-200V, but this was supplemented in 1964/65 by the MAZ-200M which used the V-6 engine. It should be also noted that the very early MAZ-200, series trucks were equipped by a 110-horsepower engine in place of the later standard 120-horsepower model.

Other trucks based on the MAZ-200 are the MAZ-501 timber truck, the MAZ-501V and MAZ-502V tractor trucks, and the MAZ-502 and MAZ-502A cargo trucks. These models are characterized by four-wheel-drive, and except for the timber truck, by a 135-horsepower engine.

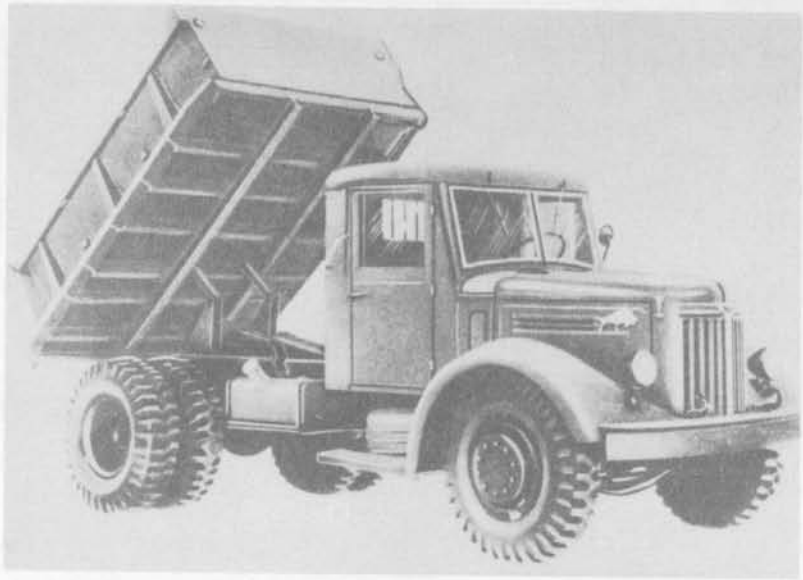
| | | MAZ-200 | MAZ-200G | MAZ-200P |
|---|---|---|---|---|
| weight | kg | 6400 | 6750 | |
| wheelbase | mm | 4520 | 4520 | 4520 |
| length | mm | 7620 | 7590 | 7620 |
| width | mm | 2650 | 2638 | 2650 |
| height | mm | 2430 | 2935* | 2430 |
| track front | mm | 1950 | 1950 | 1950 |
| rear | mm | 1920 | 1920 | 1920 |
| clearance | mm | 290 | 290 | 290 |
| tire size | mm | 12.00x20 | 12.00x20 | 12.00x20 |
| engine model | | YaMZ-M204A | YaMZ-M204A | YaMZ-236 |
| horsepower | | 120 | 120 | 180 |
| cylinders | | 4 | 4 | V-6 |
| fuel | | diesel | diesel | diesel |
| cooling | | water | water | water |
| speed | km/h | 65 | 52 | |
| cruising range | km | 590 | 465-515 | |
| fuel capacity | l | 225 | 225 | 225 |
| fuel consumption | l/100km | 35 | 46 | |
| trench | mm | 530 | 530 | 530 |
| step | mm | 340 | 340 | 340 |
| slope | ° | 11** | 11** | |
| tilt | ° | | | |
| ford | mm | 1000 | 1000 | 1000 |
| payload dirt road | kg | 5000 | 5000 | 5000 |
| highway | kg | 7000 | 7000 | 7000 |
| towed load dirt road | kg | | | |
| highway | kg | 9500 | 9500 | 9500 |

*over canvas, 2430mm over cab
**loaded

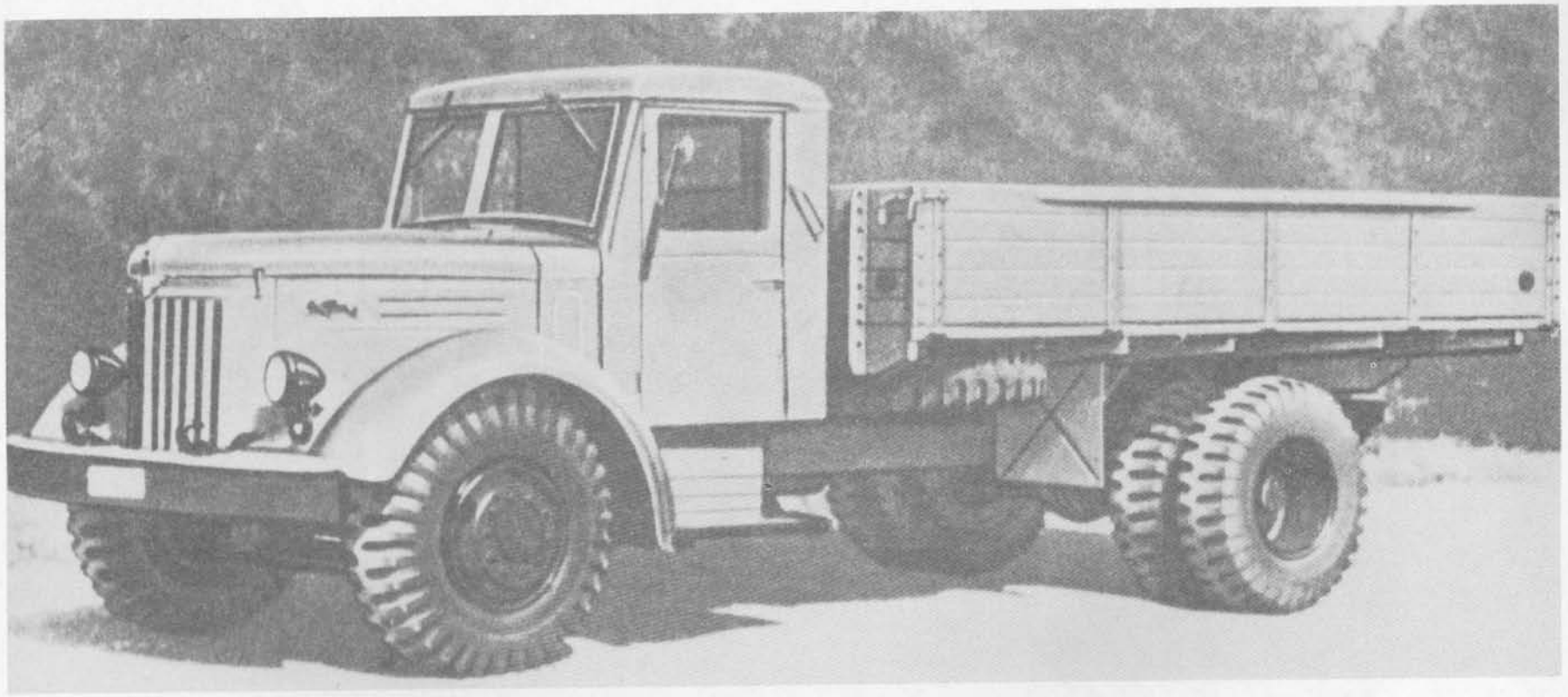
| | | MAZ-200V | MAZ-200M |
|---|---|---|---|
| weight | kg | 6500 | |
| wheelbase | mm | 4520 | 4520 |
| length | mm | 6495 | 6495 |
| width | mm | 2638 | 2638 |
| height | mm | 2430 | 2430 |
| track front | mm | 1950 | 1950 |
| rear | mm | 1920 | 1920 |
| clearance | mm | 290 | 290 |
| tire size | | 12.00x20 | 12.00x20 |
| engine model | | YaMZ-M204V | YaMZ-236 |
| horsepower | | 135 | 180 |
| cylinders | | 4 | V-6 |
| fuel | | diesel | diesel |
| cooling | | water | water |
| speed | km/h | 52 | |
| cruising range | km | 860 | |
| fuel capacity | l | 450 | 450 |
| fuel consumption | l/100km | 52 | |
| trench | mm | 530 | 530 |
| step | mm | 340 | 340 |
| slope | ° | | |
| tilt | ° | | |
| ford | mm | | |
| payload dirt road | kg | --- | --- |
| highway | kg | --- | --- |
| towed load dirt road | kg | | |
| highway | kg | 16500 | 16500 |



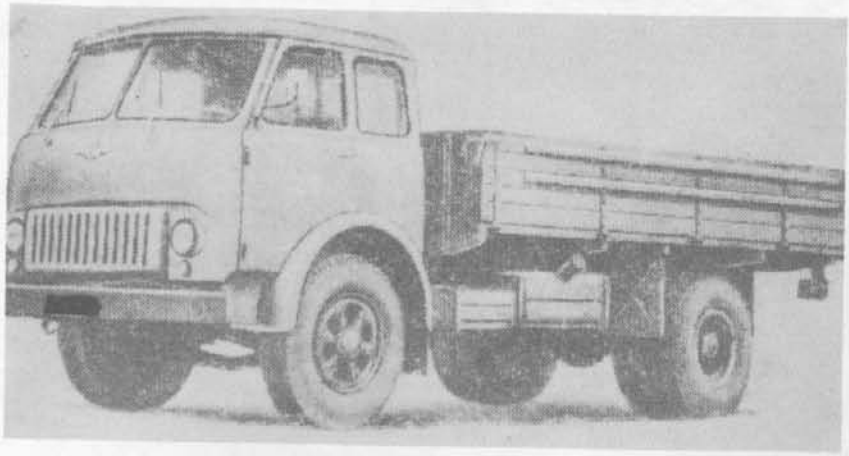
ATs 8-200



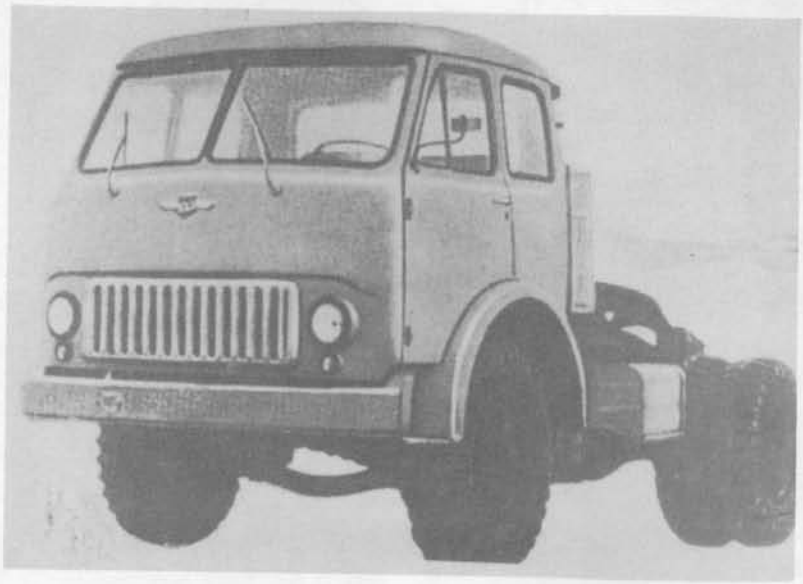
MAZ-205



MAZ-200



MAZ-500



MAZ-504

Truck, 4x2, MAZ-500
Truck, 4x2, MAZ-500A
Truck, 4x2, MAZ-500G
Truck, 4x2, MAZ-500S
Tractor Truck, 4x2, MAZ-504
Tractor Truck, 4x2, MAZ-504A
Tractor Truck, 4x2, MAZ-504B
Tractor Truck, 4x2, MAZ-504G
Tractor Truck, 4x2, MAZ-504S
Timber Truck, 4x4, MAZ-509
Timber Truck, 4x4, MAZ-509P
Dump Truck, 4x2, MAZ-503
Dump Truck, 4x2, MAZ-503A
Dump Truck, 4x2, MAZ-503B
Dump Truck, 4x2, MAZ-511
Dump Truck, 4x2, MAZ-511A
Dump Truck, 4x2, MAZ-511B

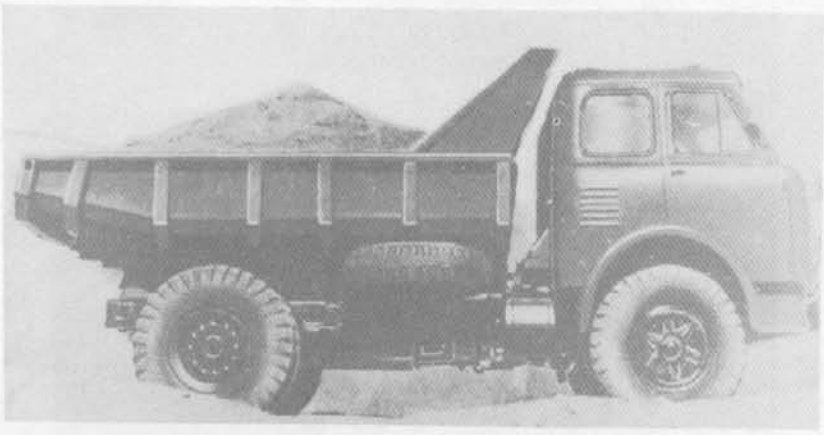
Since 1966, the MAZ-500 trucks have replaced the older MAZ-200 models on the production line. These newer vehicles have many improved design features, including more powerful V-6 engines and greater load carrying capacities. Externally they differ markedly because of their cab-over-engine styling.

Variants of the MAZ-500 are numerous. In the cargo field they include the MAZ-500G long wheelbase truck and the MAZ-500S for extreme cold climates. The MAZ-504 tractor trucks come in various models, including the MAZ-504B and MAZ-504G which are used with rear-dumping semitrailers. A special series of all-wheel-drive logging trucks is also produced, the MAZ-509 and MAZ-509P. The MAZ-503 dump truck dumps to the rear only as does the MAZ-503B. The models differ only in height of side walls of the dump body. The MAZ-511 models are side dump trucks, with some being fitted for use with dump trailers. All models with the letter "A" in the nomenclature are improved vehicles. These are distinguished by two distinctive new grill designs as are most newer versions of the MAZ-500 series.

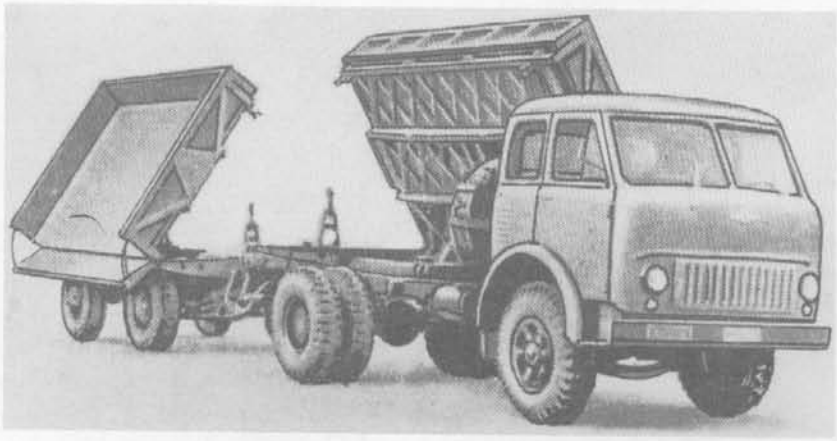
In addition to these variants, both fuel tank and fuel service trucks have been produced. Various crane trucks also use the MAZ-500 chassis. Finally both 6x4 and 6x2 trucks have been developed on the MAZ-500 chassis (see MAZ-514 series).

| | | MAZ-500 | MAZ-509 | MAZ-504 |
|---|---|---|---|---|
| weight | kg | 6500 | | 6150 |
| wheelbase | mm | 3850 | 3960 | 3200 |
| length | mm | 7330 | 6770 | 5430 |
| width | mm | 2650 | 2600 | 2600 |
| height | mm | 2640 | 2900 | 2640 |
| track front | mm | 1950 | 1950 | 1950 |
| rear | mm | 1900 | 1900 | 1900 |
| clearance | mm | 295 | 300 | 295 |
| tire size | | 12.00x20 | 12.00x20 | 12.00x20* |
| engine model | | YaMZ-236 | YaMZ-236 | YaMZ-236 |
| horsepower | | 180 | 180 | 180 |
| cylinders | | V-6 | V-6 | V-6 |
| fuel | | diesel | diesel | diesel |
| cooling | | water | water | water |
| speed | km/h | 75 | 60 | 75 |
| cruising range | km | 800 | | 800 |
| fuel capacity | l | 200 | 350 | 350 |
| fuel consumption | l/100km | 22 | 48 | 32 |
| trench | mm | 530 | | 530 |
| step | mm | 340 | | 340 |
| slope | ° | 25 | 12% | |
| tilt | ° | | | |
| ford | mm | | | |
| payload dirt road | kg | | --- | --- |
| highway | kg | 7500 | --- | --- |
| towed load dirt road | kg | | | |
| highway | kg | 12000 | 20000 | 17450 |

*Also uses 11.00x20 tires



MAZ-503



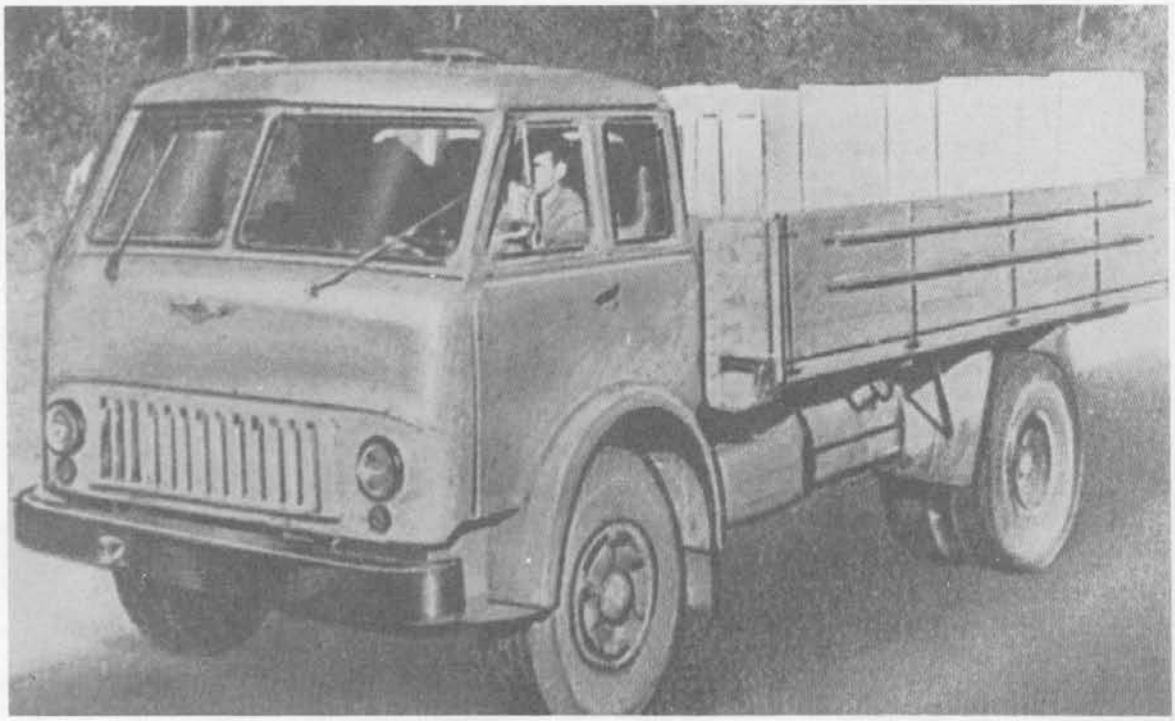
MAZ-511



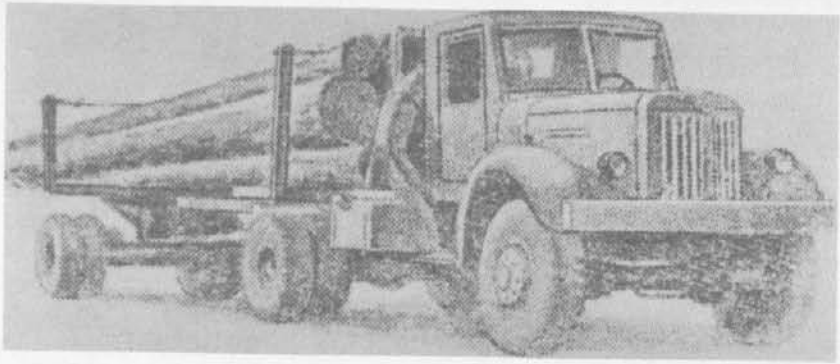
MAZ-504V WITH NEW GRILL



MAZ-509



MAZ-500



MAZ-501



MAZ-501V



MAZ-502V

# TRUCKS MAZ-501 SERIES

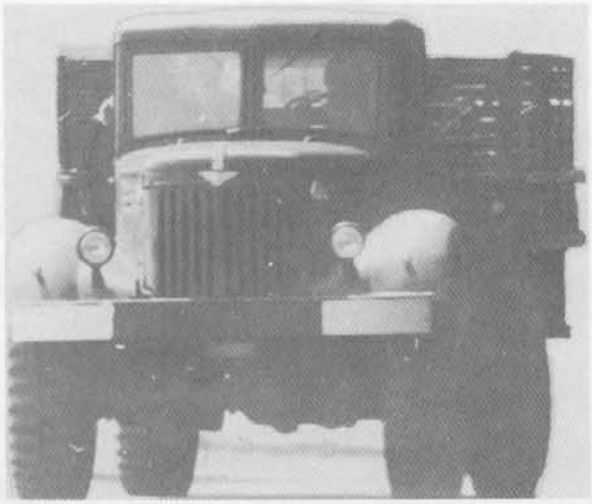
Timber Truck, 4x4, MAZ-501
Tractor Truck, 4x4, MAZ-501V
Truck, 4x4, MAZ-502
Truck, 4x4, MAZ-502A
Tractor Truck, 4x4, MAZ-502V

Between 1955 and 1966, the Soviets produced a 4x4 logging truck based on the MAZ-200V tractor truck. This vehicle is called the MAZ-501. As the need for an all-wheel-drive (4x4) diesel-powered tractor truck arose, the MAZ-501 was converted from timber hauling to a standard-design semitrailer tower. The nomenclature became MAZ-501V. In 1957, cargo versions of a MAZ 4x4 truck went into production. These trucks, which stayed in production until 1966, are the MAZ-502 and the MAZ-502A (with winch). They have a 135-horsepower engine in place of the earlier 120-horsepower model and have large single tires on all wheels. In general they have a shorter and higher appearance than either the MAZ-200 or MAZ-501 models. Although they have a smaller payload than the MAZ-200 trucks, they do have a much better cross-country ability due to the all-wheel-drive and the more powerful engine.

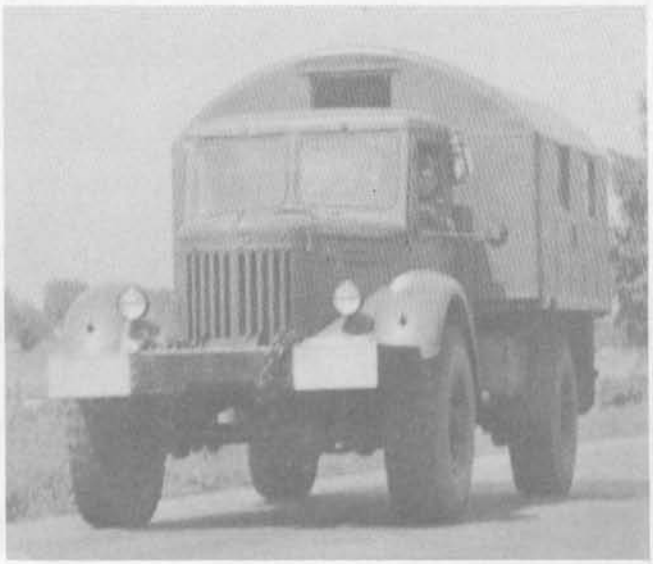
In addition to these models, a few MAZ-502V tractor trucks were also produced. The MAZ-501V tractor truck, the MAZ-502 cargo truck, and the MAZ-502A cargo truck have been used extensively by the Soviet armed forces.

| | | MAZ-501 | MAZ-502 | MAZ-502A |
|---|---|---|---|---|
| weight | kg | 7600 | 7700 | 8050 |
| wheelbase | mm | 4520 | 4520 | 4520 |
| length | mm | 6700 | 7150 | 7500 |
| width | mm | 2650 | 2700 | 2650 |
| height | mm | 2650 | 2725* | 2725* |
| track front | mm | 1950 | 2030 | 2030 |
| rear | mm | 1920 | 2030 | 2030 |
| clearance | mm | 290 | 350 | 350 |
| tire size | | 12.00x20 | 15.00x20 | 15.00x20 |
| engine model | | YaAZ-M204A | YaMZ-M204V | YaAZ-M204V |
| horsepower | | 120 | 135 | 135 |
| cylinders | | 4 | 4 | 4 |
| fuel | | diesel | diesel | diesel |
| cooling | | water | water | water |
| speed | km/h | 45 | 50 | 50 |
| cruising range | km | 375 | 660 | 660 |
| fuel capacity | l | 225 | 450 | 450 |
| fuel consumption | l/100km | 60 | 68 | 68 |
| trench | mm | | 900 | 900 |
| payload dirt road | kg | --- | 4000 | 4000 |
| highway | kg | --- | 4000 | 4000 |
| towed load dirt road | kg | | 5000 | 5000 |
| highway | kg | 15000 | 9500** | 9500** |

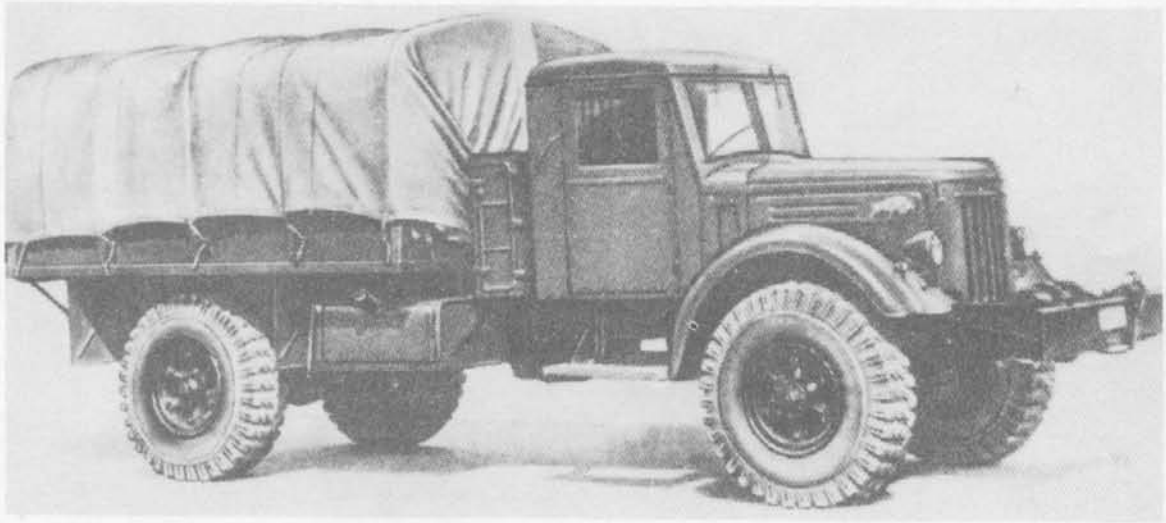
*over cab, 3025mm over canvas
**the tractor truck MAZ-502V can tow 12000 kg



MAZ-502



MAZ-502A



MAZ-502A



MAZ-501V



MAZ-516

# TRUCKS MAZ-514 SERIES

Truck, 6x4, MAZ-514
Truck, 6x2, MAZ-516
Truck, 6x2, MAZ-516B
Tractor Truck, 6x4, MAZ-515

These trucks are three-axle models based on the MAZ-500. The only one of these currently in production is the MAZ-516, which is driven on the second axle only. When not loaded the third axle is raised. Primarily designed for economical transport on good roads, these trucks will probably see only limited use in the Soviet forces.

Although the 180-horsepower V-6 diesel of the MAZ-500 is the only model currently used, it is planned to equip the various trucks with the V-8 engine of 240 horsepower. One example is the MAZ-516B. The MAZ-515 probably will have a new cab and an engine of 320 horsepower when it finally goes into production. Most likely, the new KamAZ trucks will replace the MAZ-514 series.

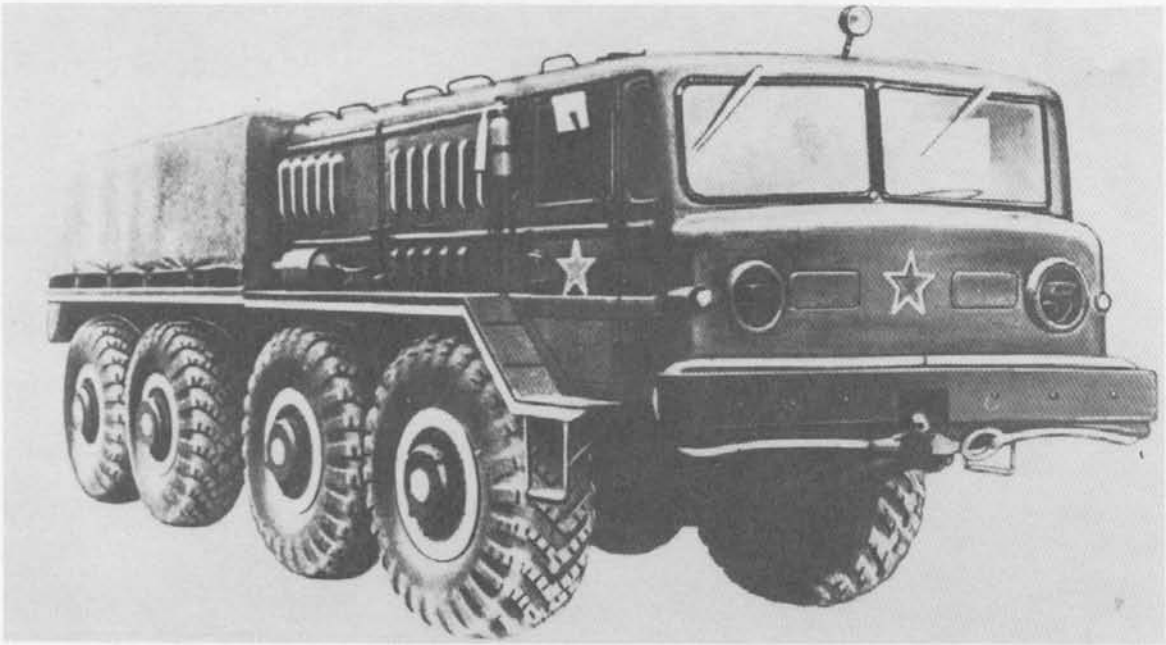
| | | MAZ-514 | MAZ-516B | MAZ-515 |
|---|---|---|---|---|
| weight | kg | 9400 | 8800 | 8500 |
| wheelbase | mm | 3150+1400 | 3124+1455 | 2450+1400 |
| length | mm | | 8520 | |
| width | mm | | 2500 | |
| height | mm | | 2560 | |
| track front | mm | | 1970 | |
| rear | mm | | 1866 | |
| clearance | mm | | 270 | |
| tire size | | 11.00x20 | 11.00x20 | 11.00x20 |
| engine model | | YaMZ-238 | YaMZ-238 | YaMZ-238 |
| horsepower | | 240 | 240 | 240 |
| cylinders | | V-8 | V-8 | V-8 |
| fuel | | diesel | diesel | diesel |
| cooling | | water | water | water |
| speed | km/h | 80 | 85 | 70 |
| cruising range | km | | | |
| fuel capacity | l | 300 | 300 | |
| fuel consumption | l/100km | 30 | 30 | |
| trench | mm | 530 | 530 | 530 |
| step | mm | 340 | 340 | 340 |
| slope | ° | | | |
| tilt | ° | | | |
| ford | mm | | | |
| payload dirt road | kg | | | --- |
| highway | kg | 14000 | 14000 | --- |
| towed load dirt road | kg | | | |
| highway | kg | | 12000 | 25000? |



MAZ-515 WITH NEW GRILL



MAZ-514 or MAZ-516



MAZ-537A

# TRUCKS MAZ-535 AND MAZ-537 SERIES

Truck, 8x8, MAZ-535A
Truck, 8x8, MAZ-537A
Truck, 8x8, MAZ-537K
Tractor Truck, 8x8, MAZ-535V
Tractor Truck, 8x8, MAZ-537
Tractor Truck, 8x8, MAZ-537D
Tractor Truck, 8x8, MAZ-537E
Tractor Truck, 8x8, MAZ-536G

These all-wheel-drive trucks are among the largest used by the Soviet forces. They were first displayed on the 7 November 1964 parade in Moscow. Since then they have been observed with a variety of troop units in the Soviet, Bulgarian and Yugoslav Armies as well as with civilian oil pipeline construction enterprises.

All trucks of these two series are designed to tow heavy loads as their primary mission. They differ, however, in detail in spite of very similar appearance. The MAZ-535A, the MAZ-537A and the MAZ-537K are cargo trucks designed to tow full trailers. The MAZ-537K is equipped with a crane. Cargo carrying capacities are limited. Whereas the MAZ-537A is used normally to tow heavy trailers, the MAZ-535A is often used as an artillery prime mover for field pieces such as the 130mm field gun M-46, replacing the older tracked artillery tractors. The MAZ-535A differs from the MAZ-537A principally in the use of an engine adjusted to deliver less horsepower.

The other MAZ-537 movels are all tractor trucks designed to tow heavy semitrailers. The MAZ-537D differs in that it has an extra generator mounted to the rear of the engine compartment, while the MAZ-537G has a winch not present on the other two vehicles. The MAZ-537E has both the generator and the winch and can be used with a powered semitrailer. The MAZ-537 is used as a prime mover for towing tanks.

All of these vehicles are powered by the same basic V-12 diesel engine which is used on most Soviet medium and heavy tanks. They also have torque converter transmissions and are equipped with a centralized tire pressure regulation system. All steer on the forward two pairs of wheels. A closely related vehicle is the MAZ-543 which is treated separately.

| | | MAZ-535A | MAZ-537A | MAZ-537 |
|---|---|---|---|---|
| weight | kg | 19400 | 22500 | 21600 |
| wheelbase | mm | 1700+2350+ 1700 | 1700+2650 +1700 | 1700+2650+ 1700 |
| length | mm | 9000 | 9130 | 8960 |
| width | mm | 2800 | 2885 | 2885 |
| height | mm | 2900 | 2800* | 2880* |
| track front | mm | 2200 | 2200 | 2200 |
| rear | mm | 2200 | 2200 | 2200 |
| clearance | mm | 500 | 500 | 500 |
| tire size | | 18.00x24 | 18.00x24 | 18.00x24 |
| engine model | | D12A-375 | D12A-525 | D12A-525 |
| horsepower | | 375 | 525 | 525 |
| cylinders | | V-12 | V-12 | V-12 |
| fuel | | diesel | diesel | diesel |
| cooling | | water | water | water |
| speed | km/h | 60 | 60 | 60** |
| cruising range | km | 600 | 650 | 650 |
| fuel capacity | l | 760 | 840 | 840 |
| fuel consumption | l/100km | 110 | 125 | 125 |
| trench | mm | | | |
| step | mm | | | |
| slope | ° | 30 | 8*** | 8*** |
| tilt | ° | | | |
| ford | mm | 1300 | 1300 | 1300 |
| payload dirt road | kg | 6000 | 15000 | --- |
| highway | kg | 6000 | 15000 | --- |
| towed load dirt road | kg | 15000 | 30000 | |
| highway | kg | 50000 | 75000 | 65000 |

*top of cab, 3100mm to top of searchlight
**unloaded, 55 km/h loaded
***loaded, 42 percent unloaded



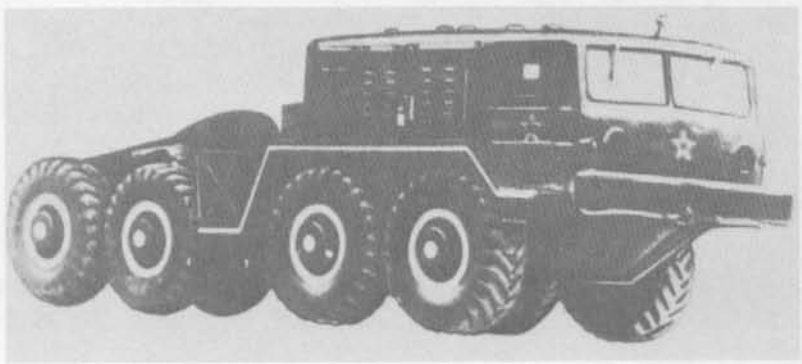
MAZ-535A



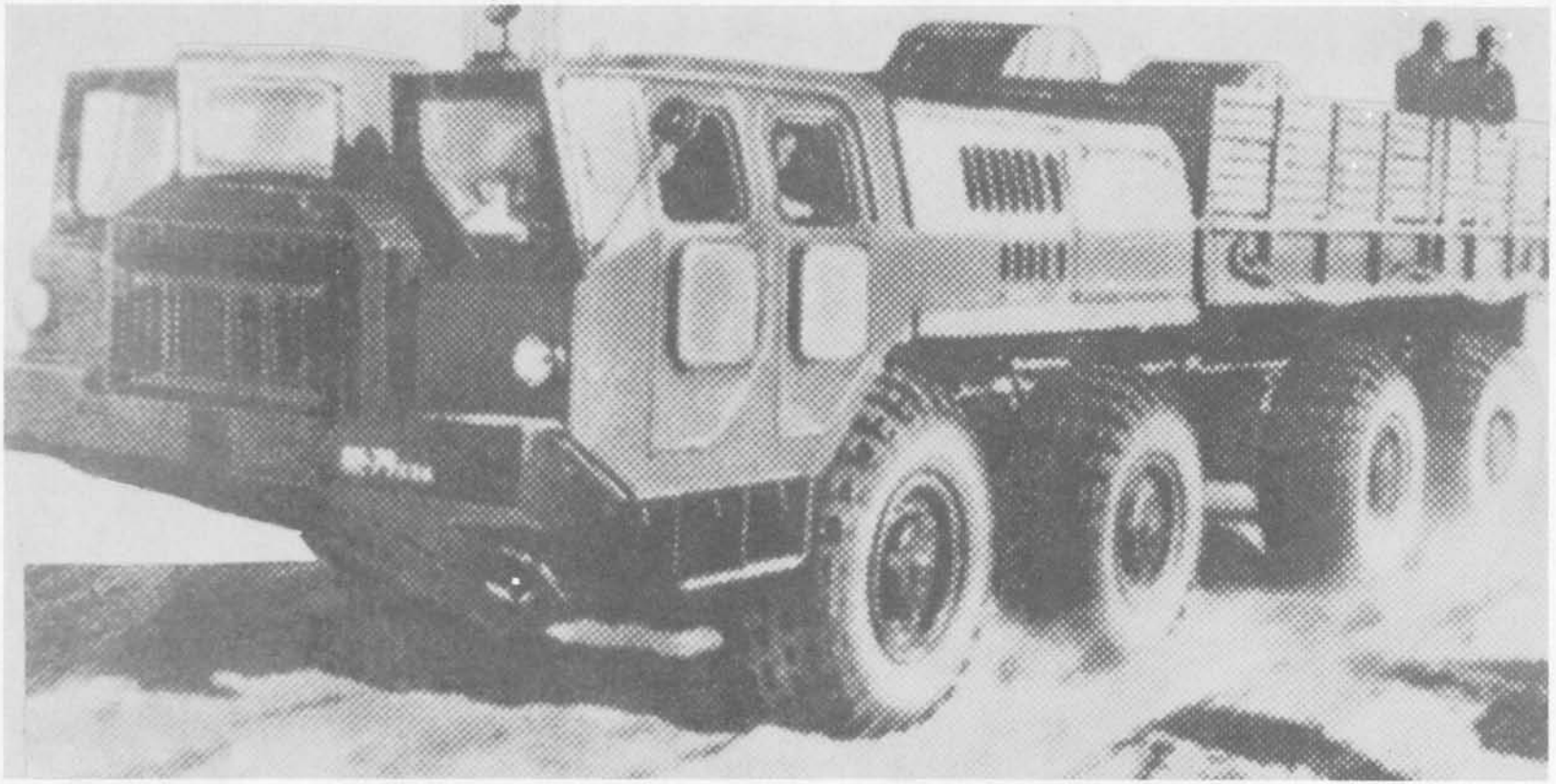
MAZ-537



MAZ-537*



*For picture of MAZ-537G see "Yugoslav Semitrailers" in Volume 3.



MAZ-543

Truck, 8x8, MAZ-543

The MAZ-543 eight-wheel-drive truck is based on the MAZ-537 models. It uses the same V-12 diesel engine and employs the same basic automotive components, so that in essence, it is a long-wheel-base version of the MAZ-537A with radically different cab configuration. This split cab configuration permits the hauling or transport of long objects such as large pipes or guided missiles. As a result, the MAZ-543 has been employed in the pipelaying industry both in the normal cargo truck configuration as well as in a tractor truck combination.

In this missile transport role, the MAZ-543 has been configured to perform as the transporter-erector-launcher for the SS-1C SCUD B surface-to-surface ballistic guided missile, and for the SCALEBOARD surface-to-surface ballistic guided missile. The two transporter-erector-launchers differ in many details, but they both take advantage of the unique configuration of the MAZ-543 truck.

| | | MAZ-543 |
|---|---|---|
| weight | kg | 17300* |
| wheelbase | mm | 2200+3300+2200 |
| length | mm | 11700 |
| width | mm | 3020 |
| height | mm | 2650 |
| track front | mm | 2375 |
| rear | mm | 2375 |
| clearance | mm | 450 |
| tire size | | 15.00x25 |
| engine model | | D12A-525 |
| horsepower | | 525 |
| cylinders | | V-12 |
| fuel | | diesel |
| cooling | | water |
| speed | km/h | 70 |
| cruising range | km | 500 |
| fuel capacity | l | |
| fuel consumption | l/100km | |
| trench | mm | 3380 |
| step | mm | 780 |
| slope | ° | 30 |
| tilt | ° | |
| ford | mm | 10000 |
| payload dirt road | kg | 151700* |
| highway | kg | 151700* |
| towed load dirt road | kg | |
| highway | kg | |

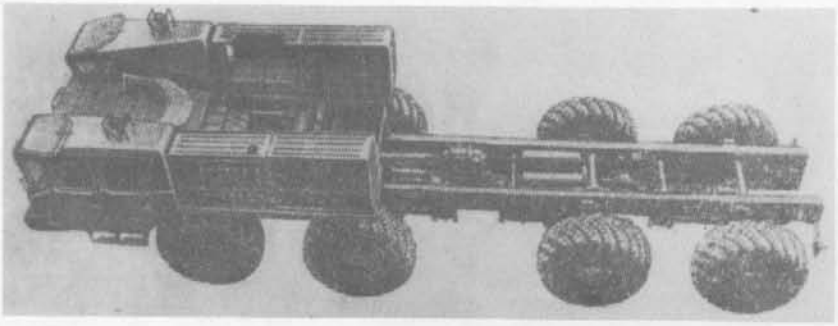
*weight of chassis only
payload of chassis only



MAZ-543 WITH SCUD MISSILE



MAZ-543 WITH SPECIAL CONFIGURATION



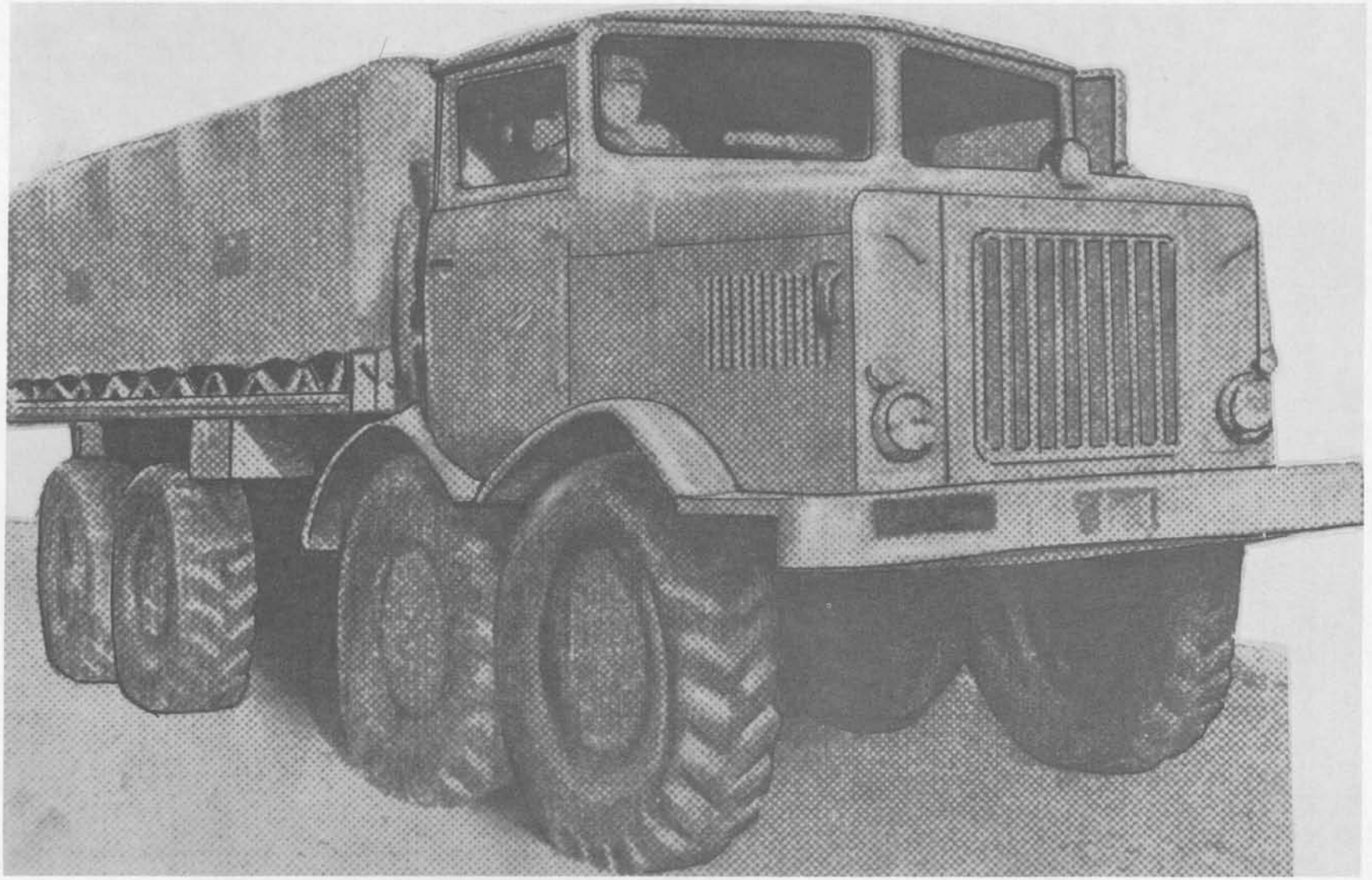
MAZ-543 CHASSIS



MAZ-543 PIPE CARRYING VEHICLE



AIRFIELD FIRE TRUCK ON MAZ-543 CHASSIS



NAMI-058

# TRUCKS NAMI-058 AND NAMI-076

Truck, 8x8, NAMI-058 "Octopus"
Truck, 6x6, NAMI-076 "Yermak"

NAMI trucks are test vehicles developed by the Soviet central automotive research and development establishment. NAMI-058 is an 8x8 diesel-powered truck.

NAMI-076 is a larger 6x6 vehicle designed primarily for use in the logging industry. The driver's cab is large enough for three persons and has a 200-liter water tank and radio transmitter. Air conditioning in the cab enables the "Yermak" to operate either in the Artic or in tropical climates. A further feature is the centrally controlled tire pressure regulation device.

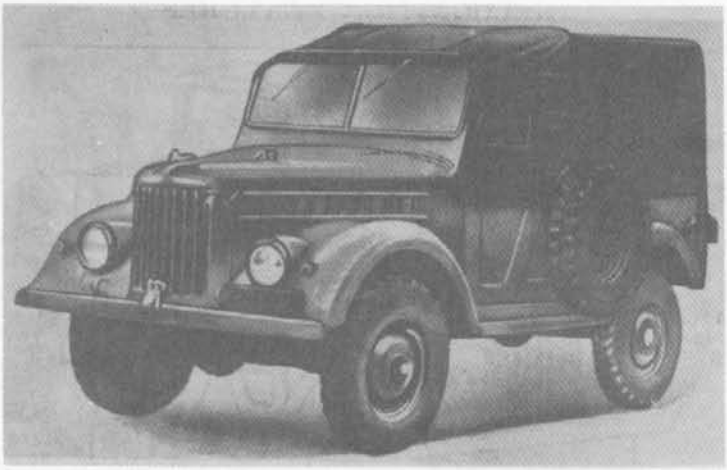
| | | NAMI-058 | NAMI-076 |
|---|---|---|---|
| weight | kg | 11925 | 19000 |
| wheelbase | mm | 4230* | 5400* |
| length | mm | | 15000 |
| width | mm | | 3000 |
| height | mm | | 2950 |
| track front | mm | 2000 | |
| rear | mm | 2000 | |
| clearance | mm | 410 | |
| tire size | | | 21.00x18 |
| engine model | | | YaMZ-238N |
| horsepower | | 300 | 320 |
| cylinders | | | V-8 |
| fuel | | diesel | diesel |
| cooling | | | water |
| speed | km/h | 75 | 60 |
| cruising range | km | | |
| fuel capacity | l | | |
| fuel consumption | l/100km | | |
| trench | mm | | |
| step | mm | | |
| slope | ° | | |
| tilt | ° | | |
| ford | mm | | |
| payload dirt road | kg | 8000 | 25000 |
| highway | kg | | |
| towed load dirt road | kg | 10000 | |
| highway | kg | | |

*overall

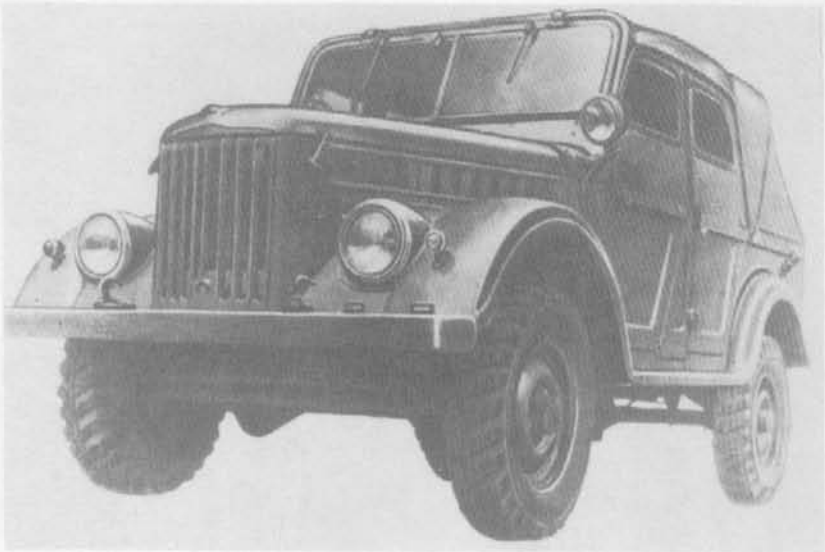


NAMI-076





UAZ-69



UAZ-69A

# TRUCKS UAZ-69 (GAZ-69) SERIES

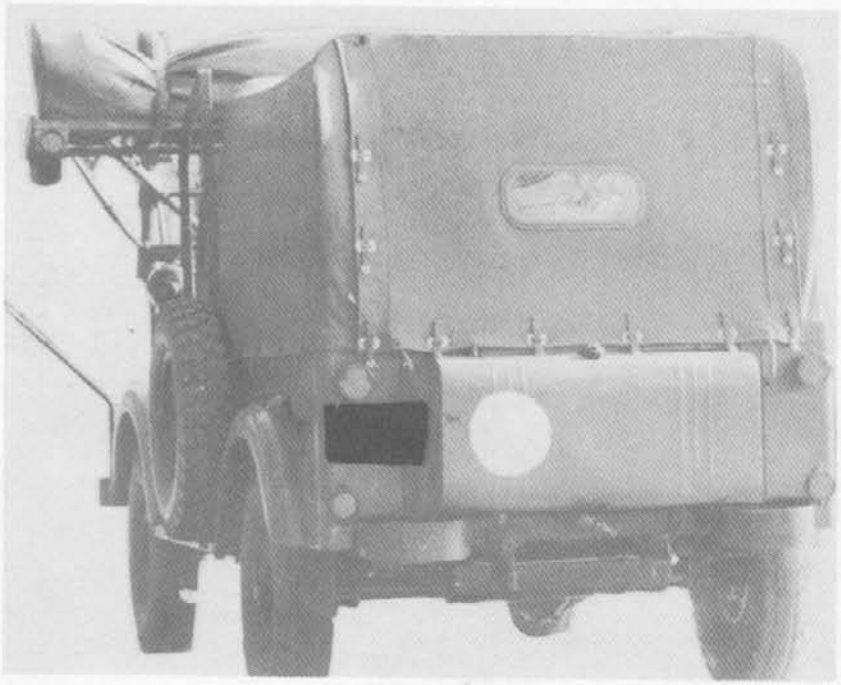
Truck, 4x4, GAZ-69
Truck, 4x4, GAZ-69A
Truck, 4x4, UAZ-69
Truck, 4x4, UAZ-69A
Truck, 4x4, UAZ-69M
Truck, 4x4, UAZ-69AM
Truck, 4x4, GAZ-19
Truck, 4x4, UAZ-69-68
Truck, 4x4, UAZ-69A-68

The UAZ-69 jeep was the replacement for the World War II GAZ-67B and the lend-lease American jeeps. It was produced at the Gorkiy Plant from 1952 to 1956 and referred to as the GAZ-69, a name which still frequently appears even after production was shifted in 1956 to Ulyanovsk. The UAZ-69 proper is a light cargo and personnel carrier, sometimes used as a prime mover for light recoilless guns and mortars with airborne units, and also as a communications vehicle. The UAZ-69A is a passenger vehicle only. Some recent models powered by the M-21 engine are known as the UAZ-69M and UAZ-69AM. Due to the delays in developing the UAZ-469 successor vehicle, certain improvements were made a few years ago resulting in the designation UAZ-69-68 and UAZ-69A-68. All of these vehicles are identical in appearance to the original models.

The UAZ-69 is also used as the basis for other vehicles such as the MAV (GAZ-46) amphibious jeep and the UAZ-456 tractor truck. In Romania it is produced as the M-461. Trucks of the UAZ-450 series also use many UAZ-69 parts.

| | | UAZ-69 | UAZ-69A |
|---|---|---|---|
| weight | kg | 1525 | 1535 |
| wheelbase | mm | 2300 | 2300 |
| length | mm | 3850 | 3850 |
| width | mm | 1850 | 1750 |
| height | mm | 2030 | 1920 |
| track front | mm | 1440 | 1440 |
| rear | mm | 1440 | 1440 |
| clearance | mm | 210 | 210 |
| tire size | | 6.50x16 | 6.50x16 |
| engine model | | M-20 | M-20 |
| horsepower | | 55* | 55* |
| cylinders | | 4 | 4 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 90 | 90 |
| cruising range | km | 530 | 420 |
| fuel capacity | l | 75 | 60 |
| fuel consumption | l/100km | 14 | 14 |
| trench | mm | 460 | 460 |
| step | mm | 300 | 300 |
| slope | ° | 30 | 30 |
| tilt | ° | | |
| ford | mm | 550 | 550 |
| payload dirt road | kg | 500 | ** |
| highway | kg | 500 | |
| towed load dirt road | kg | 800 | |
| highway | kg | 800 | |

*65 HP for UAZ-69M and UAZ-69AM
**5 men



DIM MINE DETECTOR



AT-1 SNAPPER ANTITANK MISSILE CARRIER



MAV AMPHIBIOUS JEEP



AIRCRAFT-STARTING VEHICLE



UAZ-450



UAZ-451

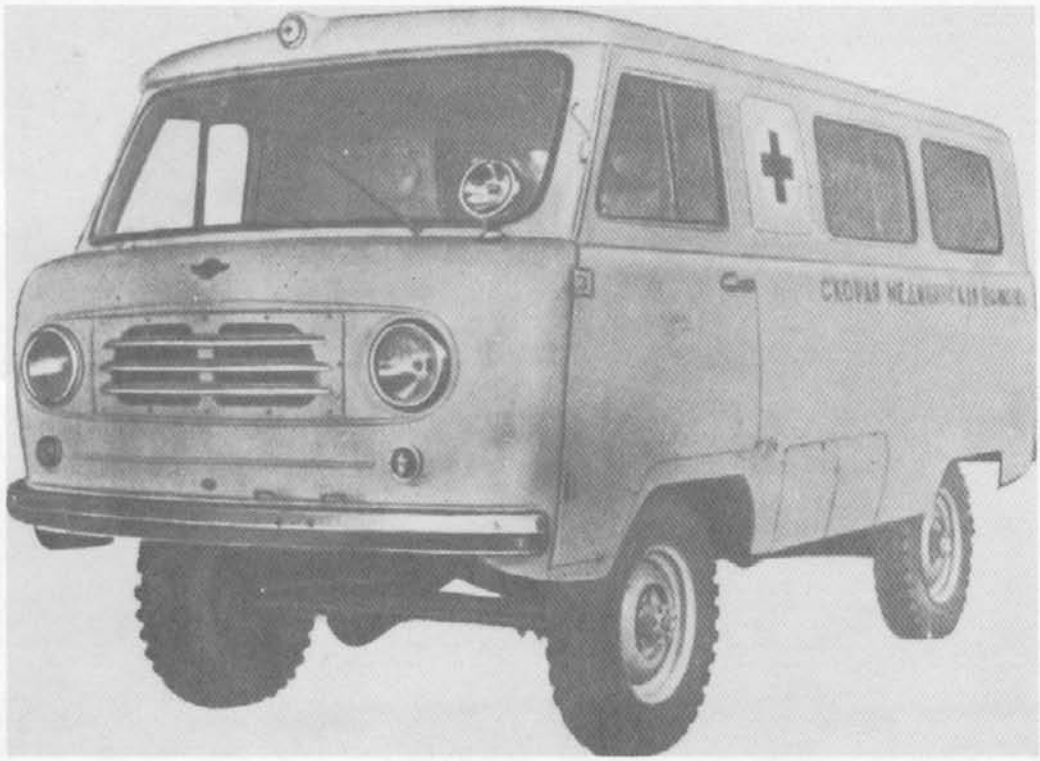
# TRUCKS UAZ-450 SERIES

Truck, 4x4, UAZ-450
Truck, 4x4, UAZ-450D
Truck, 4x2, UAZ-451
Truck, 4x2, UAZ-451D
Truck, 4x2, UAZ-451DM
Truck, 4x2, UAZ-452
Truck, 4x4, UAZ-452D

The original vehicles of this series were the UAZ-450 van truck, the UAZ-450D cargo truck, the UAZ-450A ambulance, and the UAZ-450V bus, which were produced from 1958 to 1966. All were equipped with all-wheel-drive. In 1961 a 4x2 version, the UAZ-451, went into production. It was modified as the UAZ-451M in 1966 and is still in production. An improved all-wheel-drive series, the UAZ-452, went into production in 1966 as well. It has a four-speed transmission in contrast to the three-speed transmission of the other models.

All of these vehicles are very similar in appearance and it is often impossible to tell them apart. Although used primarily in civilian life, they have been employed for several years in the Soviet forces, especially as ambulances and for special purposes in the van configuration.

| | | UAZ-450D | UAZ-451D | UAZ-452D |
|---|---|---|---|---|
| weight | kg | 1660 | 1500 | 1600 |
| wheelbase | mm | 2300 | 2300 | 2300 |
| length | mm | 4350 | 4460 | 4460 |
| width | mm | 2040 | 2044 | 2044 |
| height | mm | 2050 | 2020 | 2070 |
| track front | mm | 1436 | 1442 | 1442 |
| rear | mm | 1436 | 1442 | 1442 |
| clearance | mm | 210 | 220 | 220 |
| tire size | | 8.40x15 | 8.40x15 | 8.40x15 |
| engine model | | M-20 | ZMZ-451 | ZMZ-451E |
| horsepower | | 65 | 70 | 72 |
| cylinders | | 4 | 4 | 4 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 95 | 95 | 95 |
| cruising range | km | 265 | | |
| fuel capacity | l | 55 | 56 | 56 |
| fuel consumption | l/100km | 14 | 12 | 13 |
| trench | mm | | | |
| step | mm | | | |
| slope | ° | 30 | | |
| tilt | ° | | | |
| ford | mm | | | |
| payload dirt road | kg | 800 | 800 | 800 |
| highway | kg | 800 | 800 | 800 |
| towed load dirt road | kg | 800 | | |
| highway | kg | | 800 | 850 |



UAZ-451A



UAZ-452



UAZ-451D



UAZ-452D



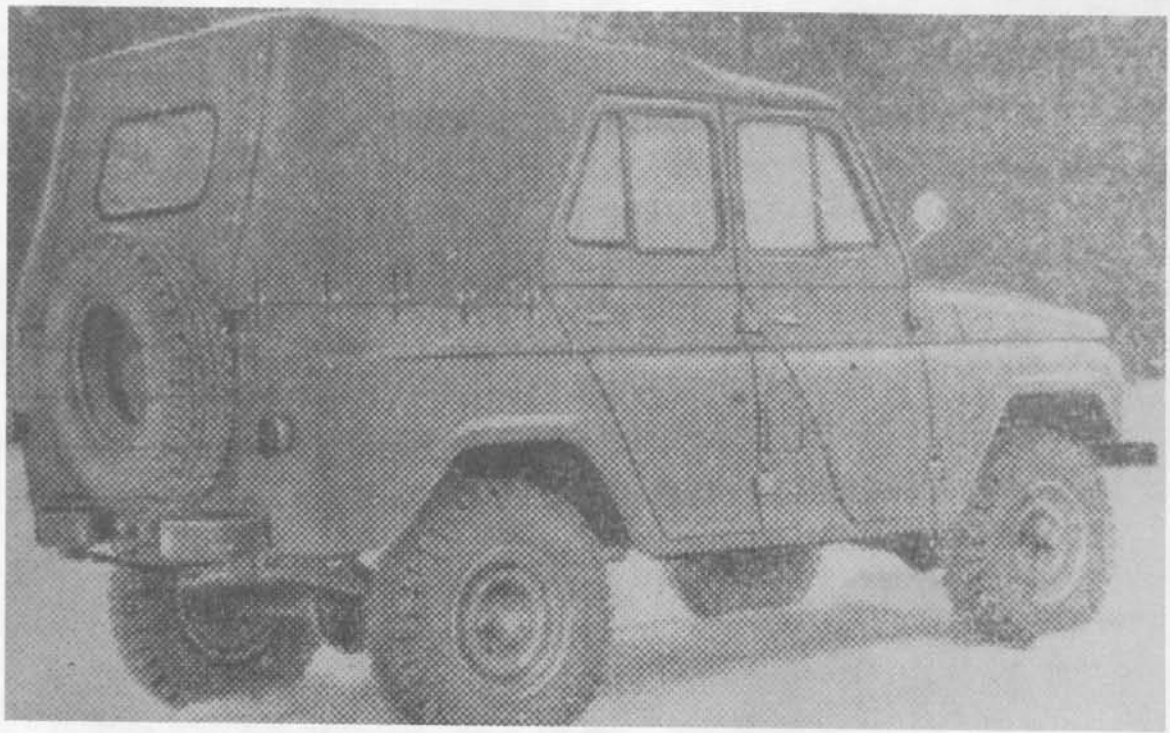
UAZ-452P



UAZ-452D

UAZ-69





UAZ-469B

Truck, 4x4, UAZ-460B
Truck, 4x4, UAZ-469
Truck, 4x4, UAZ-469B
Ambulance, 4x4, UAZ-469BG

Since the early 1960's, the Soviet automotive industry has been developing and testing vehicles to replace the not completely satisfactory UAZ-69 jeep which has been produced since 1953. Initial test models, called UAZ-460B, appeared in 1960, but did not go into production. Later models, very similar in appearance, were tested in the late 1960's, and finally went into production in the fall of 1972. In 1973 they were issued to the Soviet troops in East Germany.

The UAZ-469 vehicles, all of which have the same basic four-door design, have many components from the UAZ-452 series of trucks. These components include the engine, transmission, frame sections, axles and brakes. In fact the engine is nothing more than a slightly improved version of that of the UAZ-69 series. It is probable that it will be replaced by a more powerful model in later production models.

The basic vehicle of this new series is the UAZ-469B, which can be used as a personnel transporter with seven seats, or as a load-carrying vehicle with two seats. A further version, called the UAZ-469BG, serves as a light ambulance carrying the driver and four passengers. All of these vehicles can appear with the standard canvas top or with a metal top to replace it. The upper part of the doors (carrying the windows) can also be removed, further permitting the lowering of the silhouette by folding down the windshield. Complete metal body vehicles, such as vans, will also be produced.

Prototypes of an improved vehicle, called the UAZ-469, also exist. These differ from the UAZ-469B by the use of a portal axle, giving a 300 mm ground clearance and improved cross-country performance. It is probable that production of this vehicle will begin when a more powerful powerplant is made available.

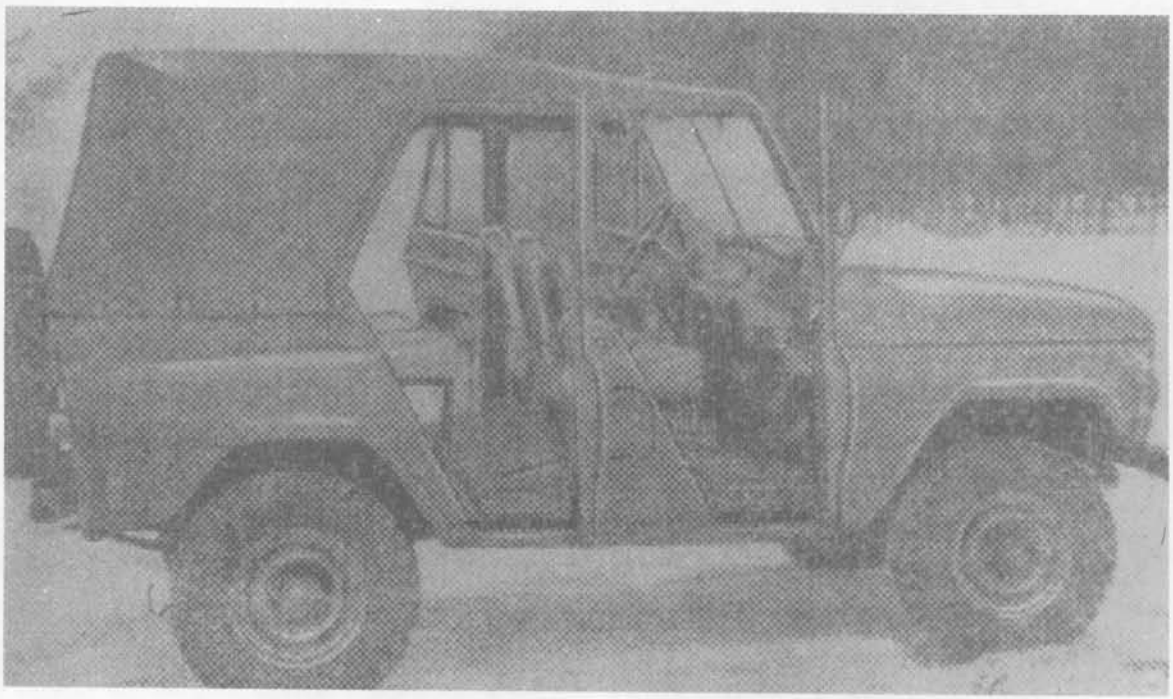
| | | UAZ-469B |
|---|---|---|
| weight | kg | 1540 |
| wheelbase | mm | 2380 |
| length | mm | 4025 |
| width | mm | 1785 |
| track front | mm | 1442 |
| rear | mm | 1442 |
| clearance | mm | 220 |
| tire size | | 8.40x15 |
| engine model | | UMZ-451M |
| horsepower | | 75 |
| cylinders | | 4 |
| fuel | | gasoline |
| cooling | | water |
| speed | km/h | 100 |
| cruising range | km | 750 |
| fuel capacity | l | 78 |
| fuel consumption | l/100km | 10.6* |
| trench | mm | |
| step | mm | 450 |
| slope | o | 32** |
| tilt | o | |
| ford | mm | 700 |
| payload dirt road | kg | *** |
| highway | kg | *** |
| towed load dirt road | kg | 850 |
| highway | kg | 850 |

*on hard roads at 30 km/h. On dirt roads 28 l, and cross country without trailer 39 l.

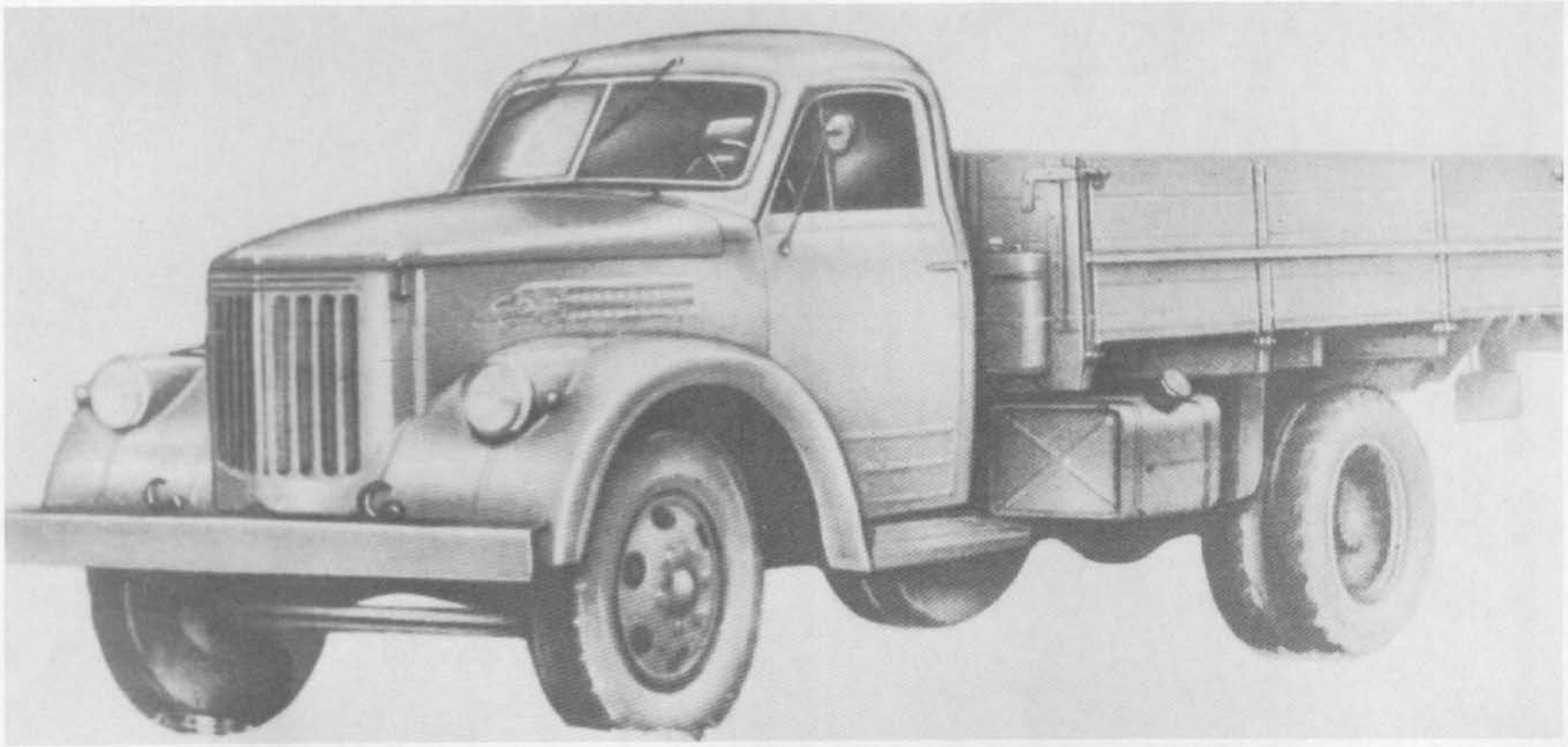
**without trailer. With trailer loaded 20°.

***Either 2 persons and 600 kg cargo, or 7 persons and 100 kg cargo.





UAZ-469B



Ural-355M

Truck, 4x2, Ural-355M

Although the Ural-355M is primarily a civilian truck it does appear in some military units. Even though it does resemble the old ZIL-150 it is actually an improved Ural ZIS-5 truck.

This truck, which is easily confused with both the ZIL-150 and the ZIL-164, is a modernized version of the Ural ZIS-355 which in turn was a copy of the old and now obsolete ZIS-5. Many of the components and the engine are similar to those of the ZIL-150.

The Ural-355M was in production at Miass from 1958 to 1965 and is largely used in the Soviet civilian economy, although it does appear in some military units. The only known variant is a fuel tank truck, the ATsM 2,6-355M.

| | | Ural-355M |
|---|---|---|
| weight | kg | 3400 |
| wheelbase | mm | 3824 |
| length | mm | 6290 |
| width | mm | 2280 |
| height | mm | 2095 |
| track front | mm | 1611 |
| rear | mm | 1675 |
| clearance | mm | 262 |
| tire size | | 8.25x20 |
| engine model | | Ural-353A |
| horsepower | | 95 |
| cylinders | | 6 |
| fuel | | gasoline |
| cooling | | water |
| speed | km/h | 75 |
| cruising range | km | 450 |
| fuel capacity | l | 110 |
| fuel consumption | l/100km | 24 |
| trench | mm | 460 |
| step | mm | 320 |
| slope | ° | 15 |
| tilt | ° | |
| ford | mm | 800 |
| payload dirt road | kg | 3000 |
| highway | kg | 3500 |
| towed load dirt road | kg | |
| highway | kg | 5000 |



Ural-355M



Ural-375

Truck, 6x6, Ural-375
Truck, 6x6, Ural-375A
Truck, 6x6, Ural-375D
Truck, 6x6, Ural-375DK-1
Truck, 6x6, Ural-375N
Truck, 6x6, Ural-375T
Truck, 6x6, Ural-375Yu
Tractor Truck, 6x6, Ural-375S
Timber Truck, 6x6, Ural-375L

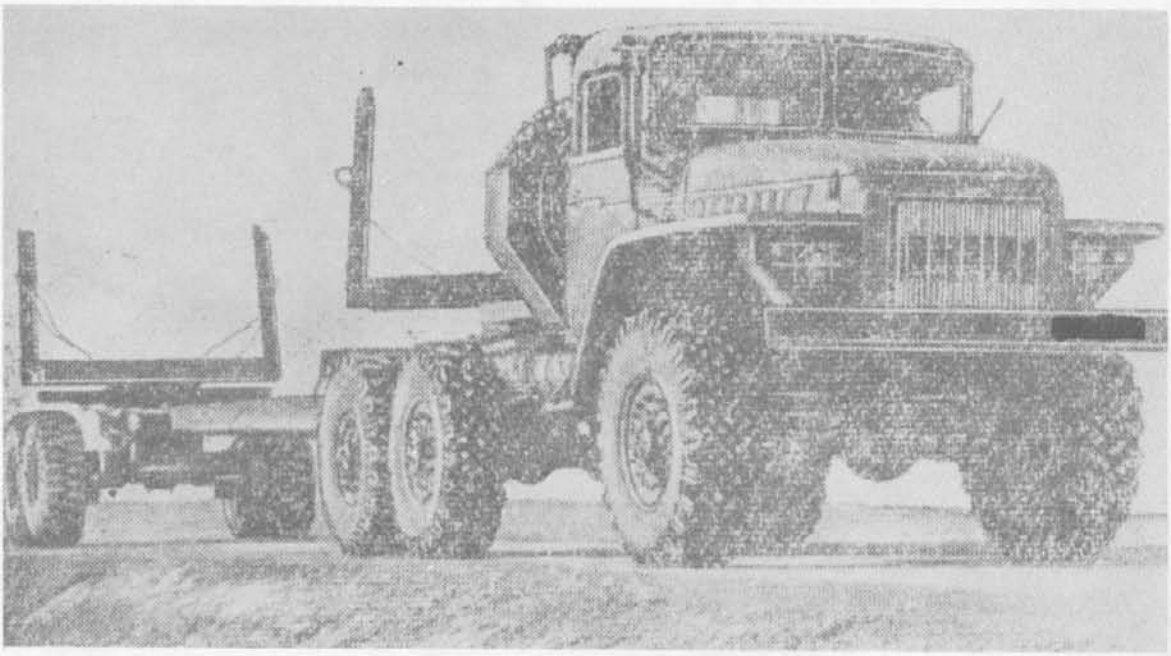
The Ural-375 is an all-wheel-drive truck which first went into production during 1961. The initial model had a canvas cab and a stake body. In the middle 1960's improvements were made in the drive train, also the metal cab of the Ural-375A was adopted as standard. The resulting truck is the Ural-375D which is widely used by the Soviet and East German military forces. A variant of this model equipped with a winch is the Ural-375T. Further variants are the Ural-375Yu for tropical regions and the Ural-375K and Ural-375DK-1 for the Far North. A prototype cargo version, the Ural-375N, has been reported.

Non-cargo models include the Ural-375L timber truck and the Ural-375S tractor truck. The latter chassis is also used to mount cranes and the BM-21 multiround rocket launcher. A closely related truck using the same engine and many of the same components is the Ural-377.

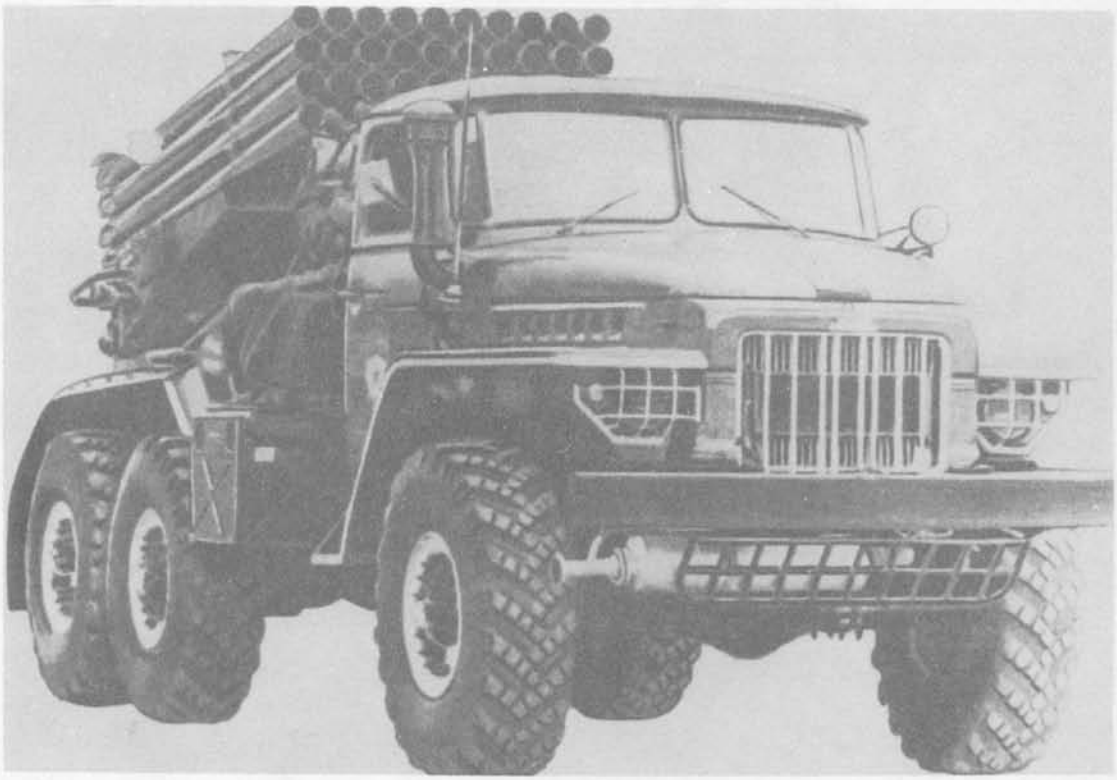
A prototype diesel-powered version was produced in 1973 and is now under test. It probably will replace the current gasoline-powered models in the future. The engine is the 210-horsepowered KaMZ-740 which is used in KamAZ-trucks.

| | | Ural-375D | Ural-375S |
|---|---|---|---|
| weight | kg | 8400 | 7500 |
| wheelbase | mm | 3500+1400 | 3500+1400 |
| length | mm | 7350 | 6690 |
| width | mm | 2690 | 2500 |
| height | mm | 2680* | 2680 |
| track front | mm | 2000 | 2000 |
| rear | mm | 2000 | 2000 |
| clearance | mm | 410 | 400 |
| tire size | | 14.00x20 | 14.00x20 |
| engine model | | ZIL-375 | ZIL-375 |
| horsepower | | 175 | 175 |
| cylinders | | V-8 | V-8 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 75 | 65 |
| cruising range | km | 650 | |
| fuel capacity | l | 360 | 410 |
| fuel consumption | l/100km | 48 | 63 |
| trench | mm | 875 | 875 |
| step | mm | 800 | 800 |
| slope | ° | 32 | 32 |
| tilt | ° | | |
| ford | mm | 1000/1500 | 1000/1500 |
| payload dirt road | kg | 4500** | --- |
| highway | kg | | --- |
| towed load dirt road | kg | 5000 | |
| highway | kg | 10000 | 12000 |

*cab, 2980mm over canvas
**4000 kg cross-country



Ural-375L



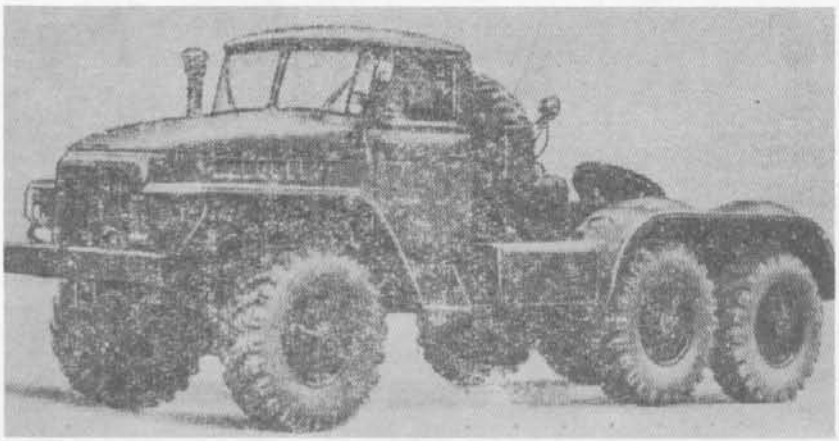
BM-21



Ural-375T



Ural-375



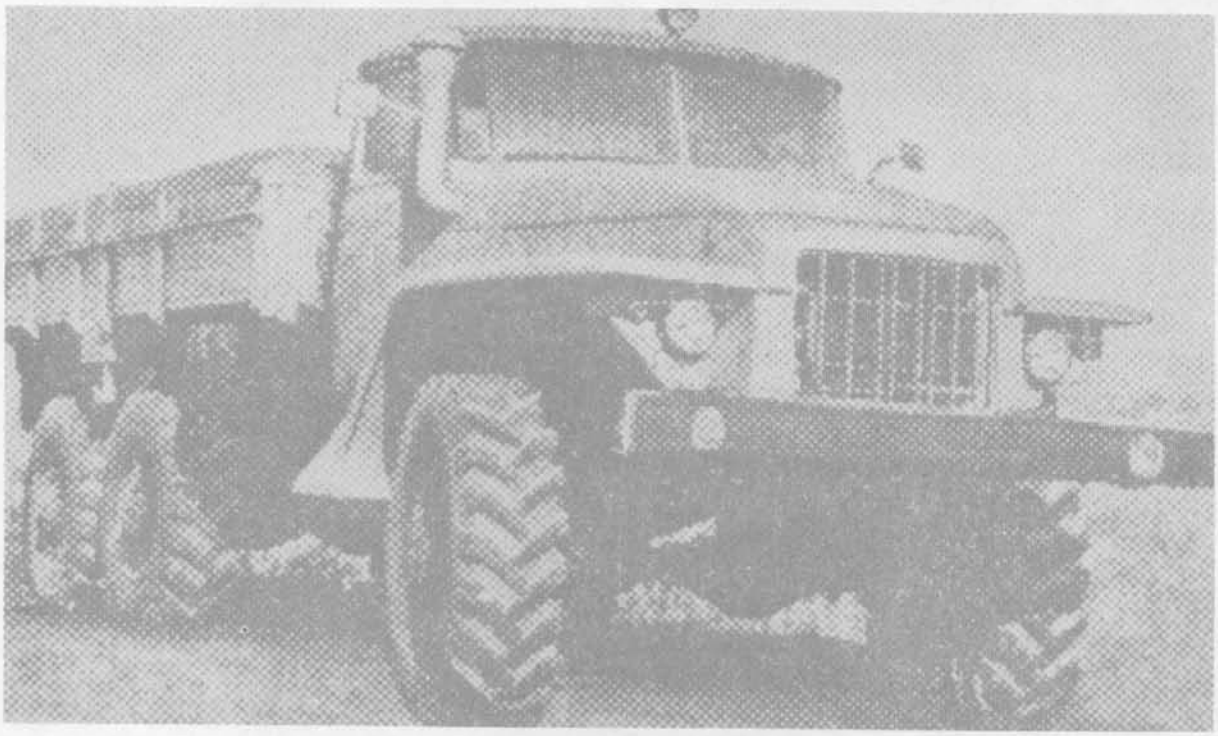
Ural-375S



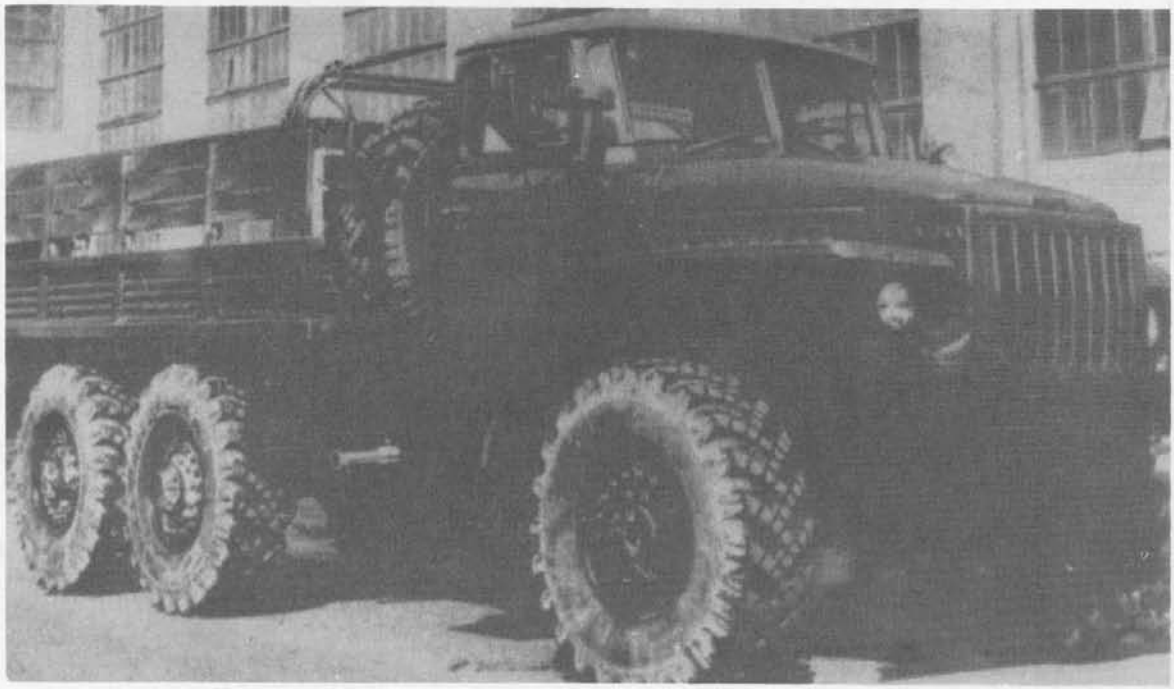
Ural-375S WITH CRANE



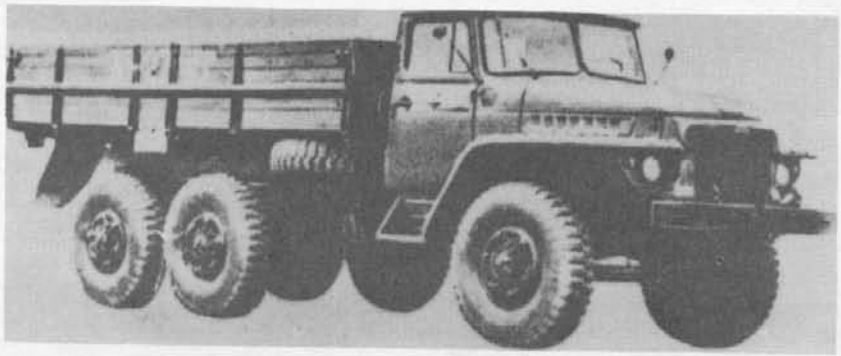
Ural-375S WITH GRIFFON



Ural-375DK-1



Ural-375 WITH DIESEL ENGINE



Ural-377



Ural-377M



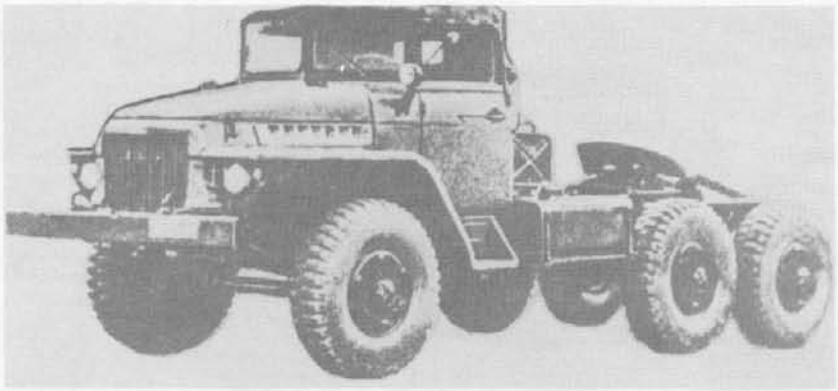
Ural-377S

Truck, 6x4, Ural-377
Truck, 6x4, Ural-377D
Truck, 6x4, Ural-377K
Truck, 6x4, Ural-377M
Tractor Truck, 6x4, Ural-377S
Dump Truck, 6x4, Ural-377V

The Ural-377 is a 6x4 version of the Ural-375 with a large cargo platform and a metal cab in all cases. A special version designed for extreme cold climates, the Ural-377D, has an insulated cab, windows of double glass, special cold weather tires, and a central tire pressure regulation system. This system is also incorporated in the Ural-377M, a model widely used by the Soviet military forces.

Other models are the Ural-377S tractor truck for semitrailers and the Ural-377V side-type dump truck. Production of the Ural-377 began in 1965.

| | | Ural-377 | Ural-377M | Ural-377S |
|---|---|---|---|---|
| weight | kg | 7275 | 6635* | 7060 |
| wheelbase | mm | 3500+1400 | 3500+1400 | 3500+1400 |
| length | mm | 7600 | 7860 | 6900 |
| width | mm | 2500 | 2500 | 2500 |
| height | mm | 2620 | 2535 | 2620 |
| track front | mm | 2000 | 2000 | 2000 |
| rear | mm | 2000 | 2000 | 2000 |
| clearance | mm | 400 | | 320 |
| tire size | | 14.00x20 | 14.00x20 | 14.00x20 |
| engine model | | ZIL-375Ya | ZIL-375Ya | ZIL-375Ya |
| horsepower | | 180 | 180 | 180 |
| cylinders | | V-8 | V-8 | V-8 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 75 | | 65 |
| cruising range | km | 547 | | |
| fuel capacity | l | 300 | 300 | 300 |
| fuel consumption | l/100km | 50 | 45 | 55 |
| trench | mm | 530 | | |
| step | mm | 360 | | |
| slope | ° | 25 | | |
| tilt | ° | | | |
| ford | mm | 610 | | |
| payload dirt road | kg | | | --- |
| highway | kg | 7500 | 8000 | --- |
| towed load dirt road | kg | 5600 | | |
| highway | kg | 10500 | | 19000 |



Ural-377S

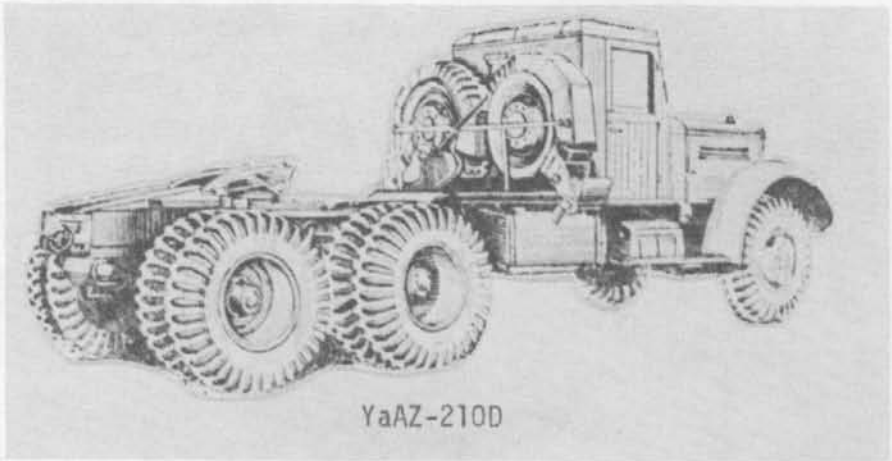




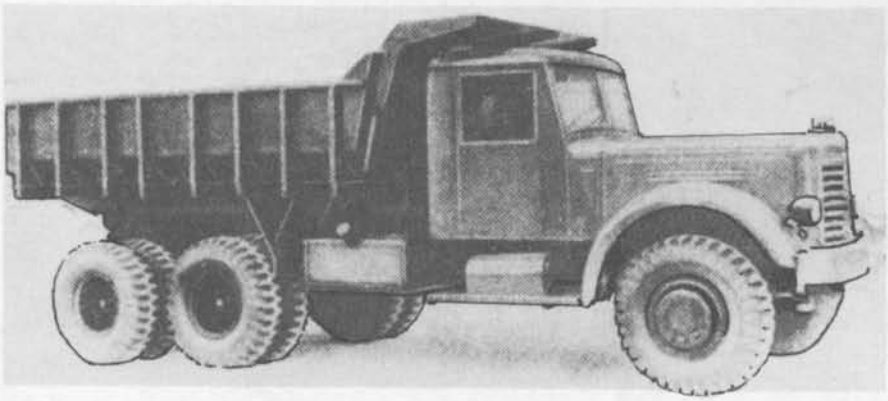
Ural-377V



YaAZ-210G



YaAZ-210D



YaAZ-210E

# TRUCKS YaAZ-210 SERIES

Truck, 6x4, YaAZ-210
Truck, 6x4, YaAZ-210A
Truck, 6x4, YaAZ-210G
Tractor Truck, 6x4, YaAZ-210D
Dump Truck, 6x4, YaAZ-210E

YaAZ-210 series trucks were produced at Yaroslavl between 1951 and 1959. At the time they were exceeded in size in the USSR only by the specialized MAZ-525 and MAZ-530 dump trucks. In 1959 they were replaced by the KrAZ-219 series which is very similar in appearance.

The five models produced were the YaAZ-210 cargo truck, the YaAZ-210A cargo truck with winch, the YaAZ-210G ballast tractor (not for semitrailers), the YaAZ-210D tractor truck for semitrailers, and the YaAZ-210E hopper-type dump truck. The YaAZ-210G resembles the basic truck but has a shorter wheelbase, and a shorter cargo body. As shown in the photos, it came in a conventional stake version as well as in a metal ballast compartment version.

The YaAZ-210 was also used for other purposes such as the mount for automotive cranes such as the K-104.

| | | YaAZ-210 | YaAZ-210G | YaAZ-210D |
|---|---|---|---|---|
| weight | kg | 11300 | 12360 | 10220 |
| wheelbase | mm | 5050+1400 | 4080+1400 | 4080+1400 |
| length | mm | 9660 | 7375 | 7375 |
| width | mm | 2650 | 2700 | 2640 |
| height | mm | 2575 | 2575* | 2575 |
| track front | mm | 1950 | 1950 | 1950 |
| rear | mm | 1920 | 1920 | 1920 |
| clearance | mm | 290 | 290 | 290 |
| tire size | | 12.00x20 | 12.00x20 | 12.00x20 |
| engine model | | YaAZ-M206A | YaAZ-M206A | YaAZ-M206A |
| horsepower | | 165 | 165 | 165 |
| cylinders | | 6 | 6 | 6 |
| fuel | | diesel | diesel | diesel |
| cooling | | water | water | water |
| speed | km/h | 55 | 45 | 45 |
| cruising range | km | 820 | 820 | |
| fuel capacity | l | 450 | 450 | 450 |
| fuel consumption | l/100km | 60 | 60 | 60 |
| trench | mm | 530 | 530 | 530 |
| step | mm | 340 | 340 | 340 |
| slope | ° | 10 | 17 | 11 |
| tilt | ° | 24 | | |
| ford | mm | 1000 | 1000 | 1000 |
| payload dirt road | kg | 10000 | 8000 | --- |
| highway | kg | 12000 | 8000 | --- |
| towed load dirt road | kg | | 15000 | 15000 |
| highway | kg | 15000 | 30000 | 30000 |

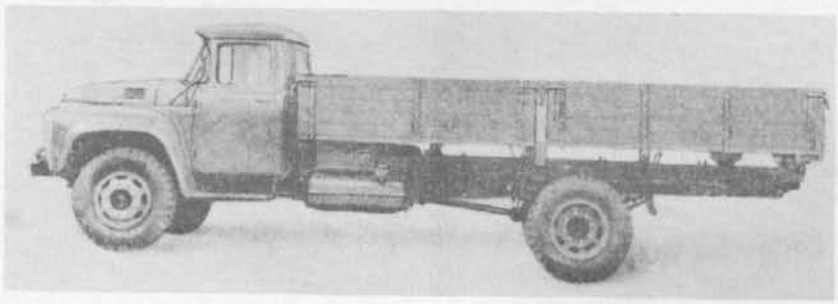
*cab, 3100mm over canvas



YaAZ-210G



ZIL-130



ZIL-130G

# TRUCKS ZIL-130 SERIES

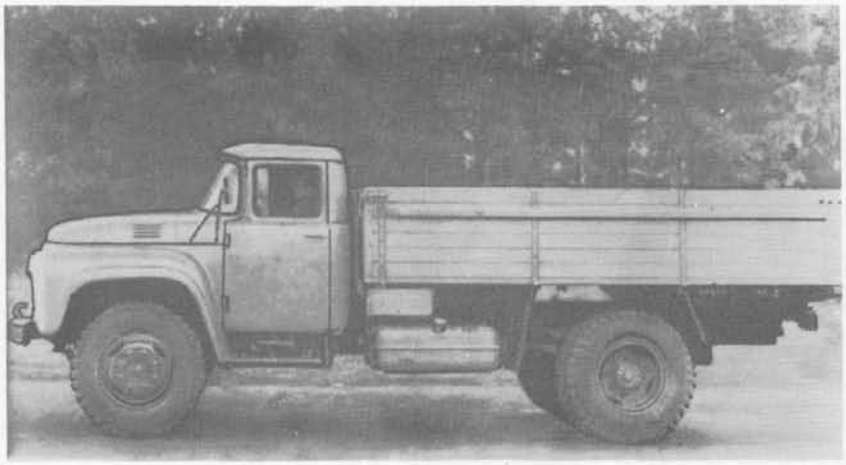
Truck, 4x2, ZIL-130
Truck, 4x2, ZIL-130A1
Truck, 4x2, ZIL-130G
Truck, 4x2, ZIL-130S
Tractor Truck, 4x2, ZIL-130V1
Dump Truck, 4x2, ZIL-MMZ-554
Dump Truck, 4x2, ZIL-MMZ-555

The ZIL-130, which went into production in late 1962, is the replacement for the ZIL-164. The newer truck has a more powerful engine, improved transmission and steering mechanism, and a distinctly different styling.

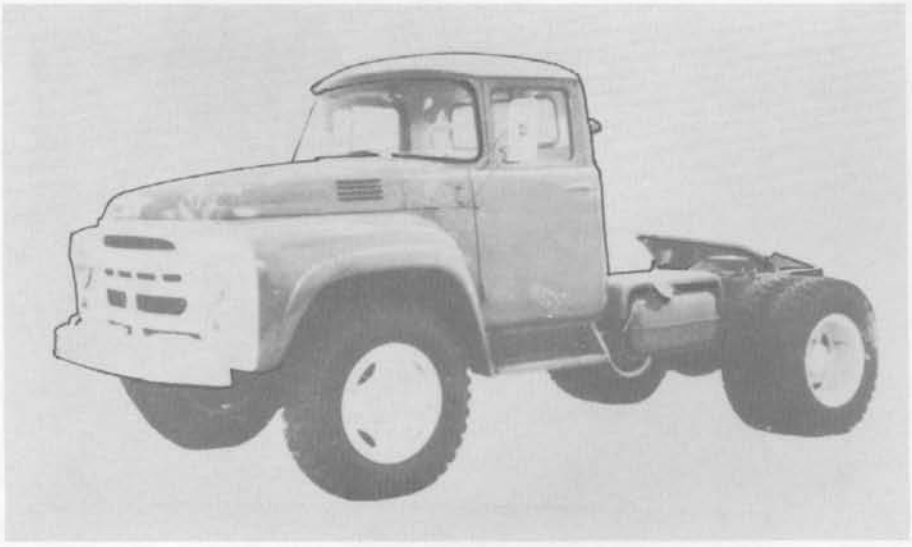
In addition to the basic cargo truck, many other models have been produced. They are the ZIL-130A1 cargo truck designed for towing trailers, the ZIL-130S cargo truck for the Far North, the ZIL-130G long wheelbase cargo truck, the ZIL-130V1 tractor truck, and the ZIL-MMZ-554 and 555 dump trucks. In the Soviet forces the ZIL-130 cargo and the ZIL-130V1 tractor trucks are the most common, although the ZIL-MMZ-555 construction dump truck is used. Since the ZIL-MMZ-554 is an agricultural dump truck it is less suited for military purposes.

The ZIL-130 is also used in the tank truck role and as the mount for a variety of automotive cranes and other specialized equipment. The ZIL-130 forms the basis also for the ZIL-131 series of all-wheel-drive trucks. The engine is also used along with other components in the KAZ-608 tractor-truck.

| | | ZIL-130 | ZIL-130G | ZIL-130V |
|---|---|---|---|---|
| weight | kg | 4300 | 4575 | 3860 |
| wheelbase | mm | 3800 | 4500 | 3300 |
| length | mm | 6675 | 7610 | 5280 |
| width | mm | 2500 | 2500 | 2360 |
| height | mm | 2340 | 2340 | 2340 |
| track front | mm | 1800 | 1800 | 1800 |
| rear | mm | 1790 | 1790 | 1790 |
| clearance | mm | 275 | 275 | 275 |
| tire size | | 9.00x20 | 9.00x20 | 9.00x25 |
| engine model | | ZIL-130 | ZIL-130 | ZIL-130 |
| horsepower | | 148 | 148 | 148 |
| cylinders | | V-8 | V-8 | V-8 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 85 | 85 | 80 |
| cruising range | km | 475 | 475 | |
| fuel capacity | l | 170 | 170 | 250 |
| fuel consumption | l/100km | 26 | 26 | 32 |
| trench | mm | 475 | 475 | 475 |
| step | mm | 480 | 480 | 480 |
| slope | ° | 21 | 21 | |
| tilt | ° | | | |
| ford | mm | 1000 | 1000 | 1000 |
| payload dirt road | kg | 4000 | 4000 | --- |
| highway | kg | 5500 | 5500 | --- |
| towed load dirt road | kg | | | |
| highway | kg | 6400 | 6400 | 10500 |



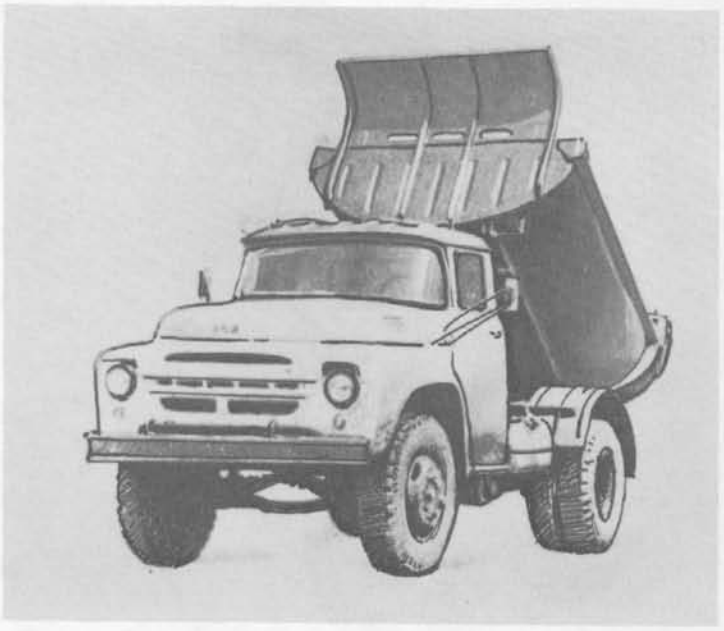
ZIL-130



ZIL-130V1



ZIL-MMZ-554



ZIL-MMZ-555



ZIL-131

# TRUCKS ZIL-131 SERIES

Truck, 6x6, ZIL-131
Truck, 6x6, ZIL-131A
Tractor Truck, 6x6, ZIL-131V
Tractor Truck, 10x10, ZIL-137
Dump Truck, 6x6, ZIL-131D

As the replacement for the ZIL-157 all-wheel-drive truck the ZIL-131 went into production in Moscow in December 1966. The new model incorporated a new and more powerful V-8 engine, an improved transmission, and was considerably different in appearance. Like its predecessor and many other modern Soviet trucks, the ZIL-131 has a centralized tire pressure regulation system.

The variants in production are the ZIL-131A cargo truck designed for towing trailers and the ZIL-131V tractor truck. [Prototypes of the ZIL-131D dump truck and of a tractor-truck-powered semitrailer combination, the ZIL-137, have also been developed.]

In the Soviet forces the ZIL-131 is normally used as a prime mover for artillery pieces such as the 122mm howitzer D-30, although it does have other roles. A recent development is the use of the ZIL-131 chassis for the ARS-14 decontamination vehicle.

| | | ZIL-131** | ZIL-131V |
|---|---|---|---|
| weight | kg | 6700 | 6225 |
| wheelbase | mm | 3350+1250 | 3350+1250 |
| length | mm | 7040 | 6480 |
| width | mm | 2500 | 2420 |
| height | mm | 2975* | 2480 |
| track front | mm | 1820 | 1820 |
| rear | mm | 1820 | 1820 |
| clearance | mm | 330 | 330 |
| tire size | | 12.00x20 | 12.00x20 |
| engine model | | ZIL-131 | ZIL-131 |
| horsepower | | 150 | 150 |
| cylinders | | V-8 | V-8 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 80 | |
| cruising range | km | 525 | |
| fuel capacity | l | 340 | 340 |
| fuel consumption | l/100km | 40 | 50 |
| trench | mm | 640 | 640 |
| step | mm | 530 | 530 |
| slope | ° | 30 | 30 |
| tilt | ° | | |
| ford | mm | 1400 | 1400 |
| payload dirt road | kg | 3500 | --- |
| highway | kg | 5000 | --- |
| towed load dirt road | kg | 4000 | 7500 |
| highway | kg | 6500 | 12000 |

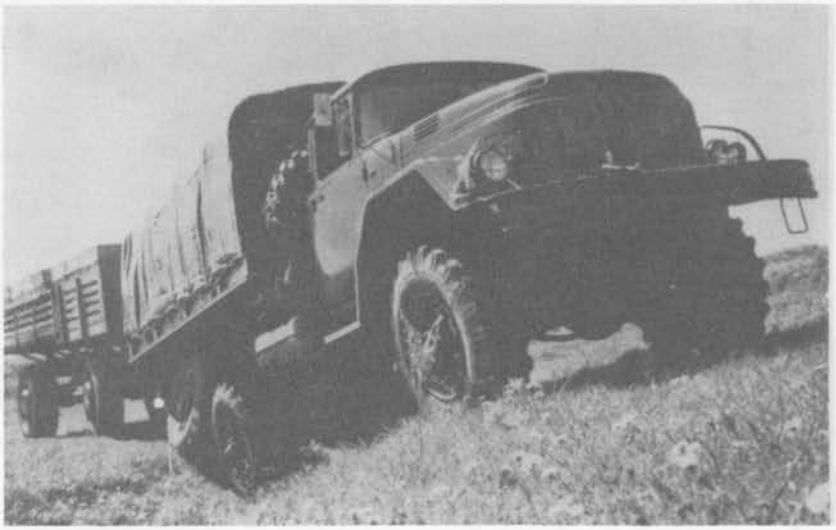
*over canvas, 2480mm over cab
**with winch



ZIL-131



ZIL-131





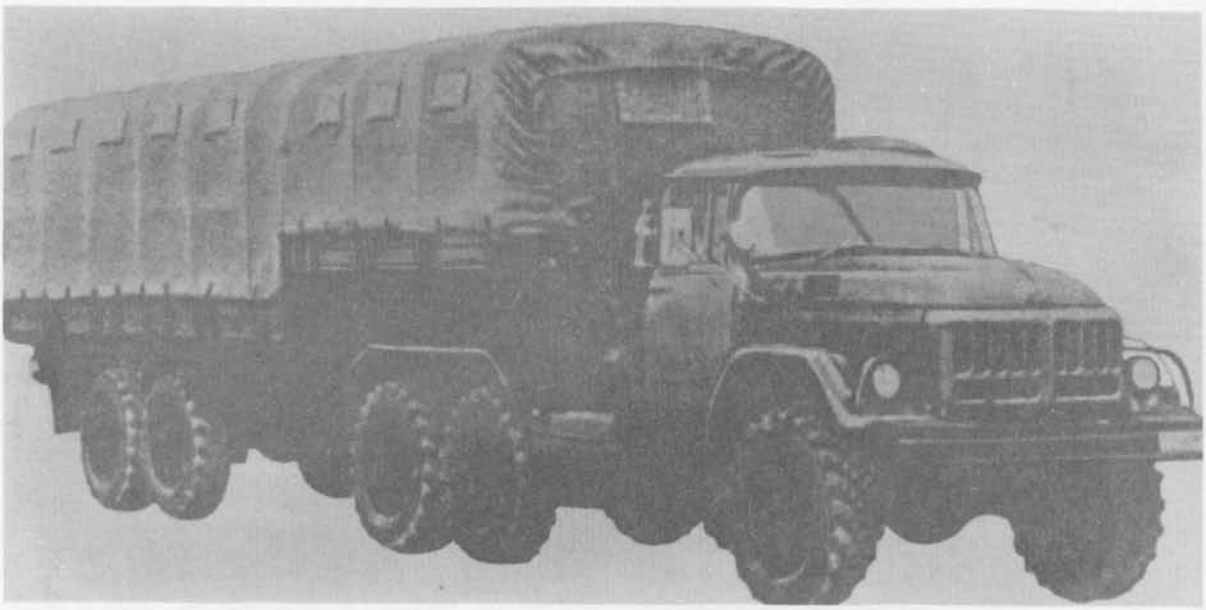
ZIL-131



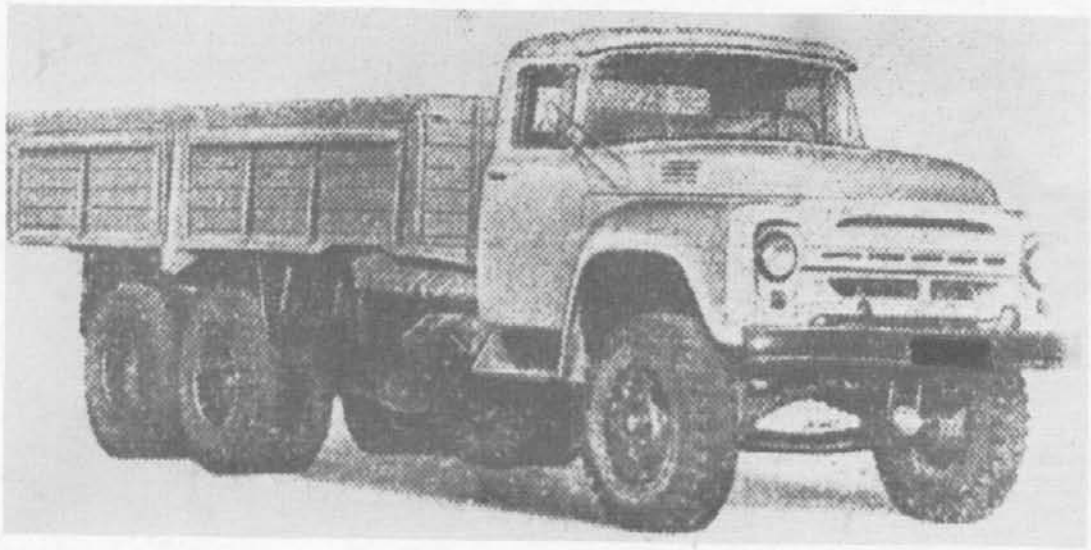
ZIL-131V



ZIL-131V



ZIL-137 POWERED SEMITRAILER COMBINATION



ZIL-133



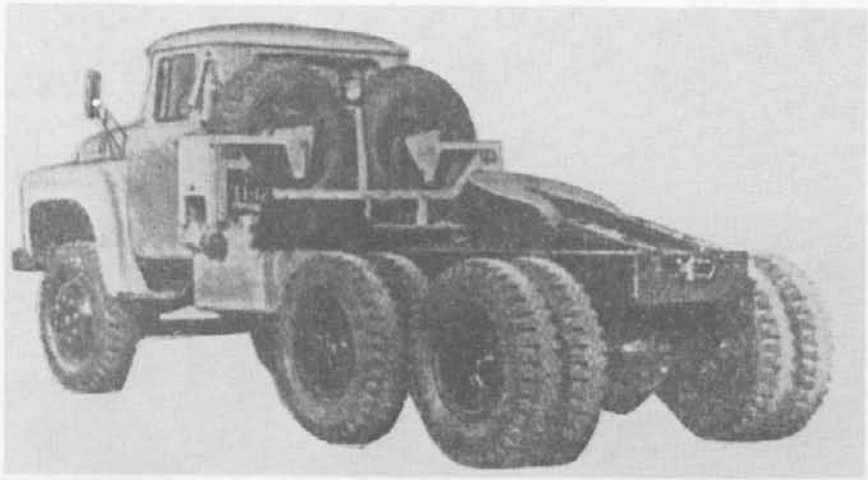
ZIL-133G

Truck, 6x4, ZIL-133
Truck, 6x4, ZIL-133G
Truck, 6x4, ZIL-133 G1
Tractor Truck, 6x4, ZIL133V
Dump Truck, 6x4, ZIL-133B
Dump Truck, 6x4, ZIL-133D

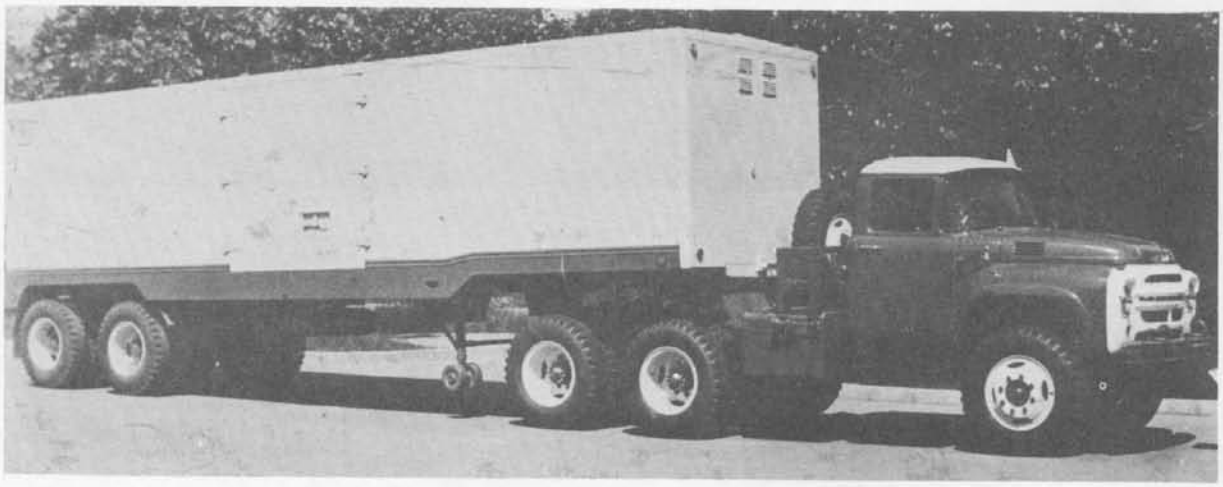
The ZIL-133 is a 6x4 version of the ZIL-130 truck, also incorporating certain components of the ZIL-131. The only model in production is the ZIL-133G1 long-wheelbase truck which is designed for operation without trailers. In contrast to the prototype models which were equipped with 220-horsepower engines, the ZIL-133G1 has the standard 150-horsepower model of the ZIL-130 truck.

Other variants, still not in production, are the ZIL-133 cargo truck, the ZIL-133G long-wheelbase truck, the ZIL-133V tractor truck, the ZIL-133B agricultural dump truck, and the ZIL-133D construction dump truck.

| | | ZIL-133 | ZIL-133G1 | ZIL-133V |
|---|---|---|---|---|
| weight | kg | 6200 | 6875 | 6350 |
| wheelbase | mm | 4020+1360 | 4610+1400 | 3420+1360 |
| length | mm | 8070 | 9000 | 6325 |
| width | mm | 2500 | 2500 | 2480 |
| height | mm | 2410 | 2395 | 2410 |
| track front | mm | 1800 | 1835 | 1800 |
| rear | mm | 1790 | 1850 | 1790 |
| clearance | mm | 275 | 250 | 275 |
| tire size | | 9.00x20 | 9.00x20 | 9.00x20 |
| engine model | | ZIL-133 | ZIL-130 | ZIL-133 |
| horsepower | | 220 | 150 | 220 |
| cylinders | | V-8 | V-8 | V-8 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 97.5 | 80 | 86 |
| cruising range | km | | | |
| fuel capacity | l | 170 | 170 | 250 |
| fuel consumption | l/100km | | 36 | 52 |
| trench | mm | 480 | 480 | 480 |
| step | mm | 320 | 320 | 320 |
| slope | ° | 21 | | |
| tilt | ° | | | |
| ford | mm | 100 | | |
| payload dirt road | kg | | | |
| highway | kg | 8000 | 8000 | |
| towed load dirt road | kg | | | |
| highway | kg | 9500 | | 19000 |



ZIL-131V





FROG-7 RESUPPLY VEHICLE ON ZIL-135 CHASSIS

# TRUCKS ZIL-135 SERIES

Truck, 8x8, ZIL-135
Truck, 8x8, BAZ-135L4
Truck, 6x6, ZIL-E-167

The ZIL-135 eight-wheeled truck first appeared in the middle 1960's. It is a vehicle of unusual design which is powered by two V-8 gasoline engines with each engine transmitting its power to all of the wheels on one side only. All wheels are individually suspended, but steering is accomplished by the front and rear pairs only. A further unusual feature is that the wheelbase between the second and third pairs of wheels is considerably less than that between the other pairs.

The ZIL-135 was at first employed by the Soviet forces as the transporter-launcher for the SSC-2 SHADDOCK surface-to-surface cruise missile, and then as the transporter-launcher and resupply vehicle for the FROG-7 free-rocket-over-ground. At this time also civilian versions were tested including a special tractor truck version for large pipe sections.

A cargo truck version, the BAZ-135L4, was developed and produced in limited numbers at Bryansk. This vehicle has been offered for commercial use and has also been identified with Soviet military units.

The ZIL-E-167 is an experimental 6x6 vehicle, based on the ZIL-135, suitable for operation in roadless, snow covered terrain. Like the ZIL-135 all wheels are powered, but only the front and rear pairs steer. As in the case of the ZIL-135 vehicles, the tire pressure is centrally regulated. Cross-country performance of the ZIL-E-167 is excellent with a capability of travelling though 1 meter of snow or 0.8 meters of sand.

| | | BAZ-135L4 | ZIL-E-167 |
|---|---|---|---|
| weight | kg | 9000 | 7000 |
| wheelbase | mm | 2415+1500+ 2415 | 3150+3150 |
| length | mm | 9270 | 9268 |
| width | mm | 2800 | 3130 |
| height | mm | 2530 | 3060 |
| track front | mm | 2300 | 2500 |
| rear | mm | 2300 | 2500 |
| clearance | mm | 580 | 852 |
| tire size | | 16.00x20 | 21.00x28 |
| engine model | | two ZIL-375 | two ZIL-375 |
| horsepower | | 180 | 180 |
| cylinders | | V-8 | V-8 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 65 | 65 |
| cruising range | km | 500 | |
| fuel capacity | l | 768 | |
| fuel consumption | l/100km | 160 | 100 |
| trench | mm | 2630 | |
| step | mm | 685 | |
| slope | ° | 30 | 30 |
| tilt | ° | | |
| ford | mm | 580 | 1500 |
| payload dirt road | kg | 10000 | 5000 |
| highway | kg | 10000 | 5000 |
| towed load dirt road | kg | 18000 | |
| highway | kg | 20000 | |



SHADDOCK ON ZIL-135



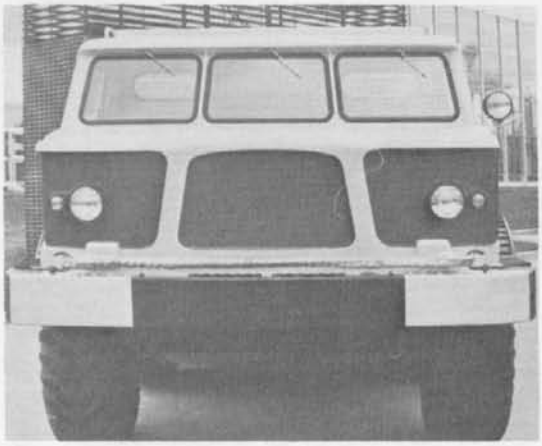
FROG-7 ON ZIL-135



BAZ-135L4

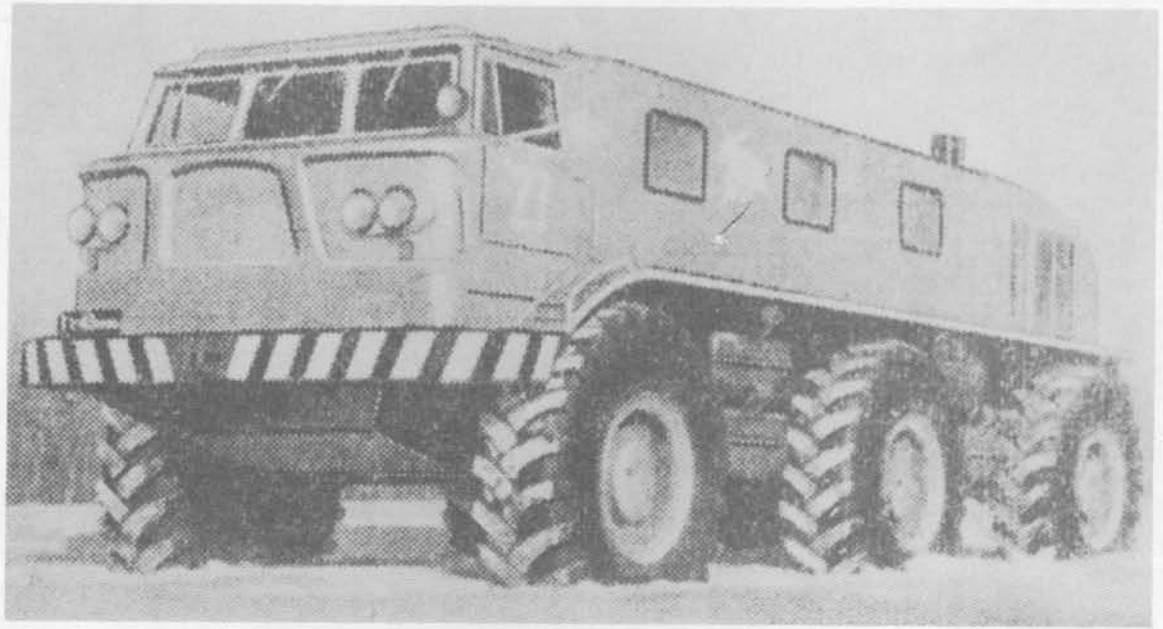


BAZ-135L4



BAZ-135L4





ZIL-E-167




ZIL-E-167



ZIL-150



# TRUCKS ZIL-150 SERIES

Truck, 4x2, ZIL-150
Tractor Truck, 4x2, ZIL-120N
Dump Truck, 4x2, ZIL-585
Dump Truck, 4x2, ZIL-585K
Dump Truck, 4x2, ZIL-585V
Dump Truck, 4x2, KAZ-600

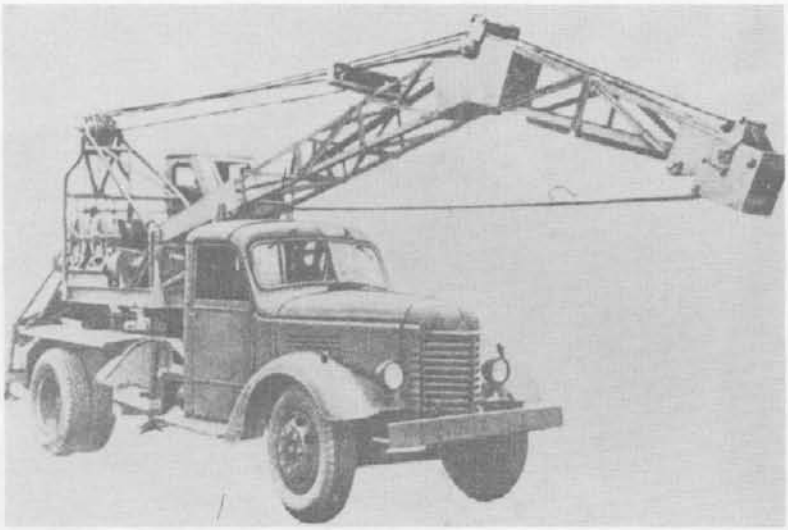
The ZIL-150, originally called the ZIS-150, was in production in Moscow from 1946 to 1957 when it was replaced by the very similar ZIL-164. Although it was used primarily as a cargo truck it was used at times as a prime mover for light artillery.

The variants of the ZIL-150 include the ZIL-120N tractor truck, which was produced from 1956 to 1957, the ZIL-585 dump truck, produced from 1949 to 1955. From 1955 to 1957 the ZIL-585K agricultural and the ZIL-585V construction dump trucks were produced on the ZIL-150 chassis. In addition a wide variety of tank trucks and automotive cranes used the ZIL-150.

The dump trucks were produced at Kutaisi using ZIL components.

The ZIL-151 (6x6) used many of the same components as the ZIL-150. Both trucks have become relatively uncommon today in the Soviet forces.

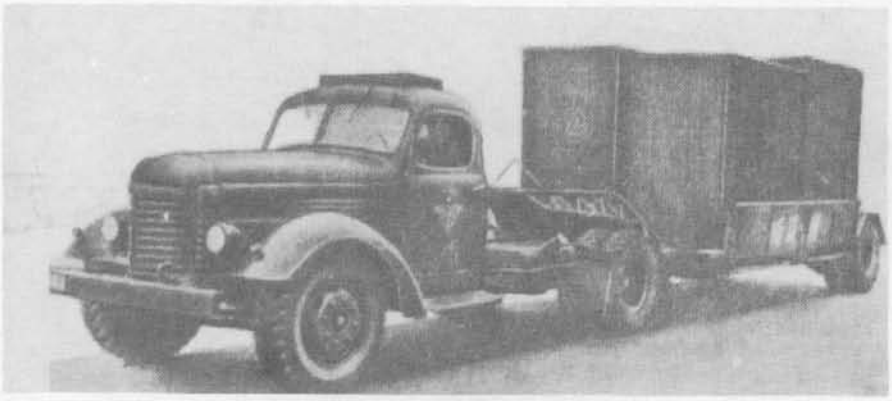
| | | ZIL-150 | ZIL-120N |
|---|---|---|---|
| weight | kg | 3900 | 3815 |
| wheelbase | mm | 4000 | 4000 |
| length | mm | 6720 | 5675 |
| width | mm | 2470 | 2300 |
| height | mm | 2180 | 2180 |
| track front | mm | 1700 | 1700 |
| rear | mm | 1740 | 1740 |
| clearance | mm | 265 | 265 |
| tire size | | 9.00x20 | 9.00x20 |
| engine model | | ZIL-120 | ZIL-120 |
| horsepower | | 90 | 90 |
| cylinders | | 6 | 6 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 65 | 55 |
| cruising range | km | 405 | |
| fuel capacity | l | 150 | 300 |
| fuel consumption | l/100km | 38 | |
| trench | mm | 460 | 460 |
| step | mm | 320 | 320 |
| slope | ° | 15 | |
| tilt | ° | | |
| ford | mm | 800 | 800 |
| payload dirt road | kg | 3500 | --- |
| highway | kg | 4000 | --- |
| towed load dirt road | kg | 3000 | |
| highway | kg | 4500 | 9500 |



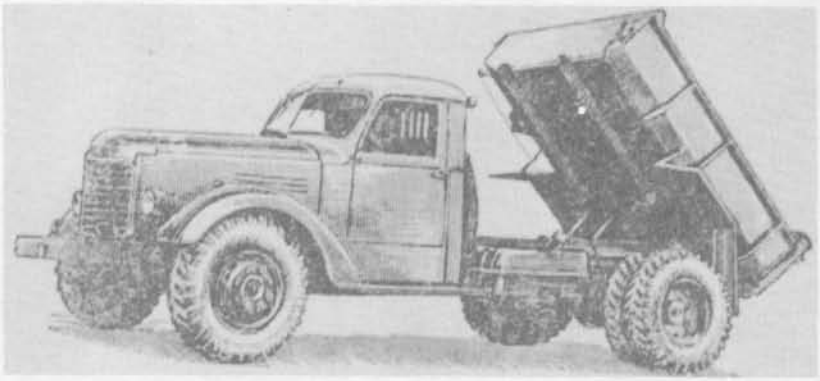
K-32 ON ZIL-150



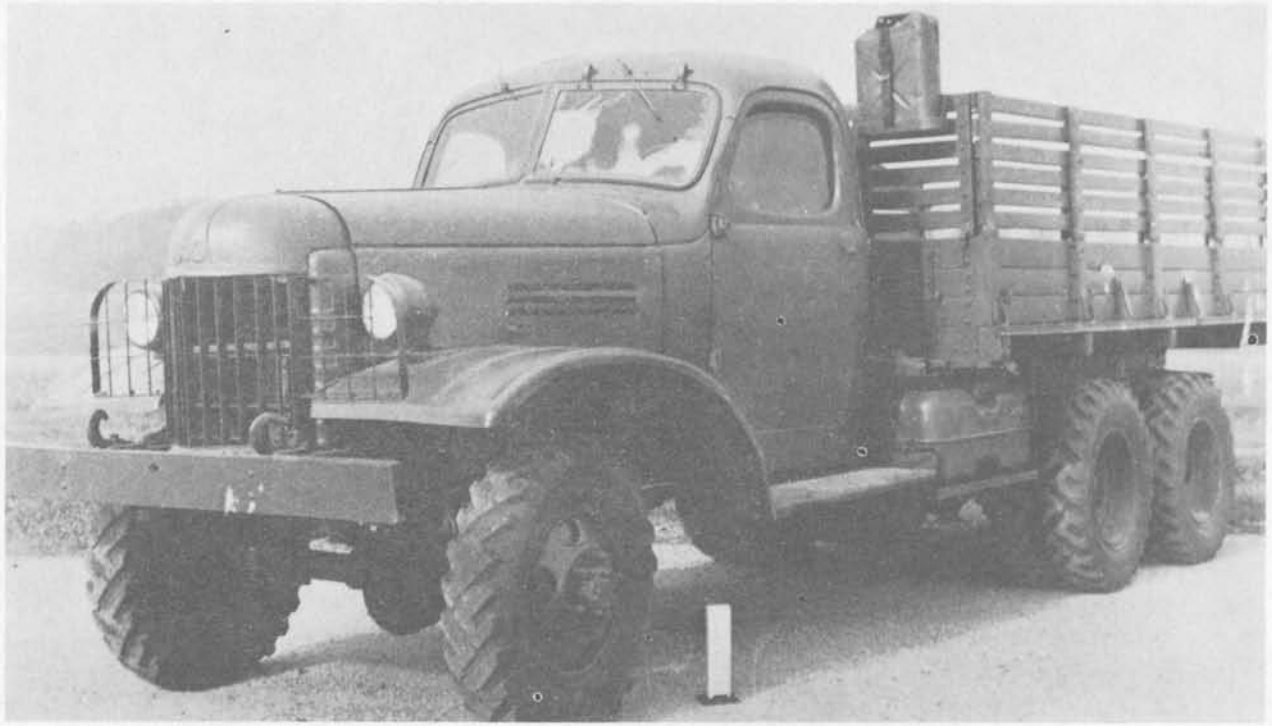
ZIL-150



ZIL-120N



ZIL-585



ZIL-151

# TRUCKS ZIL-151 SERIES

Truck, 6x6, ZIL-151
Tractor Truck, 6x6, ZIL-121D
Tractor Truck, 6x6, ZIL-151D

The ZIL-151, originally known as the ZIS-151, was produced in Moscow from 1947 to 1958 when it was replaced by the improved ZIL-157. During the period of phasing in of the production of the latter truck late model ZIL-151's received the hood and radiator design of the ZIL-157, but can be distinguished by the dual tires on the rear wheels.

At one time the ZIL-151 was the work horse of the Soviet Army. It was used as a cargo truck, a prime mover for artillery pieces up to 152mm in caliber, and for specialized bodies. Multiround rocket launchers such as the BM-14-16, the BM-24, and the BMD-20 all used ZIL-151 chassis. Tank trucks, crane-trucks, ponton trucks and decontamination vehicles also used the chassis. In addition the early BTR-152 armored personnel carriers were built on the ZIL-151 chassis. Another prominent variant was the tractor truck used to tow the resupply semitrailer for the SA-2 "GUIDELINE" surface-to-air missile.

The ZIL-151 used many of the same basic components as did the ZIL-150 (4x2) truck.

| | | ZIL-151 | ZIL-121D |
|---|---|---|---|
| weight | kg | 5580 | 5580 |
| wheelbase | mm | 3665+1220 | 3665+1220 |
| length | mm | 6930 | 6930 |
| width | mm | 2320 | 2320 |
| height | mm | 2320* | 2320 |
| track front | mm | 1590 | 1950 |
| rear | mm | 1720 | 1720 |
| clearance | mm | 265 | 265 |
| tire size | | 8.25x20 | 8.25x20 |
| engine model | | ZIL-121 | ZIL-123 |
| horsepower | | 92 | 110 |
| cylinders | | 6 | 6 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 60 | 40 |
| cruising range | km | 600 | |
| fuel capacity | l | 300 | |
| fuel consumption | l/100km | 46 | |
| trench | mm | 690 | 690 |
| step | mm | 460 | 460 |
| slope | ° | 28 | |
| tilt | ° | 25 | |
| ford | mm | 800 | 800 |
| payload dirt road | kg | 2500 | --- |
| highway | kg | 4500 | --- |
| towed load dirt road | kg | 3600 | 6000 |
| highway | kg | 3600 | 11000 |

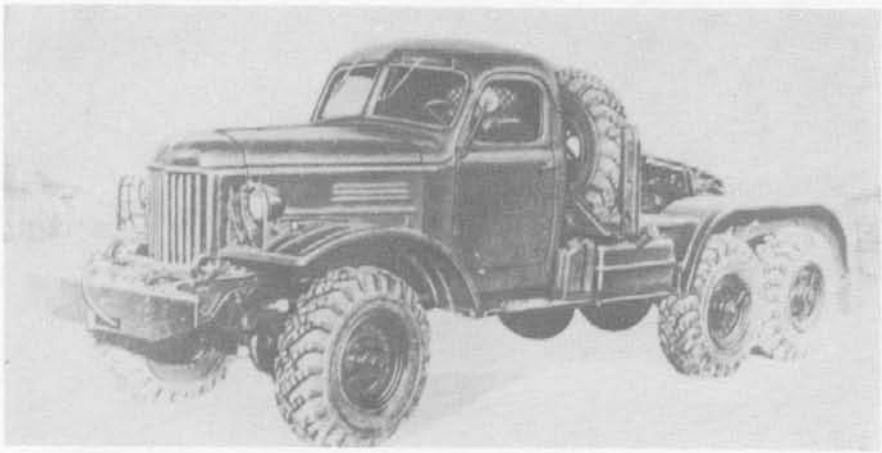
*over cab, 2740mm over canvas



ZIL-121D TOWING GUIDELINE RESUPPLY SEMITRAILER



ZIL-151 TPP PONTON TRUCK



ZIL-157V



ZIL-157

Truck, 6x6, ZIL-157
Truck, 6x6, ZIL-157K
Tractor Truck, 6x6, ZIL-157V
Tractor Truck, 6x6, ZIL-157VK

In October 1958 the ZIL-157 replaced the older ZIL-151 in serial production in Moscow. Aside from a somewhat different hood design (which was also used on late ZIL-151 trucks), the ZIL-157's distinguishing feature is the use of large single tires on all axles. These tires are connected to a central tire pressure regulation device with internal airlines such as found on the later BTR-152V armored personnel carriers.

The ZIL-157 has found use in all of the roles once designated for the earlier ZIL-151. These include cargo truck, prime mover, tank truck, crane truck, decontamination vehicle, and ponton truck. It is also used to mount multiround rocket launchers, and as the carrier for the spans of the KMM treadway bridge. The ZIL-157V tractor truck has been used as the tow vehicle for a variety of resupply semitrailers for FROG's and guided missiles. These include FROG 3/4/5, SA-2 "GUIDELINE" surface-to-air guided missile, and SS-1 "SCUD" surface-to-surface guided missiles.

In 1961 a number of improvements were made which resulted in the addition of the letter K to the nomenclature of the truck. Since 1966 the much improved ZIL-131 (6x6) has been in the process of replacing the ZIL-157.

| | | ZIL-157 | ZIL-157V |
|---|---|---|---|
| weight | kg | 5800* | 5850* |
| wheelbase | mm | 2665+1120 | 3665+1120 |
| length | mm | 6922 | 6750 |
| width | mm | 2315 | 2360 |
| height | mm | 2360** | 2360 |
| track front | mm | 1755 | 1755 |
| rear | mm | 1750 | 1750 |
| clearance | mm | 310 | 310 |
| tire size | | 12.00x18 | 12.00x18 |
| engine model | | ZIL-157 | ZIL-157 |
| horsepower | | 109 | 109 |
| cylinders | | 6 | 6 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 65 | 40 |
| cruising range | km | 430 | |
| fuel capacity | l | 215 | 300 |
| fuel consumption | l/100km | 50 | 51 |
| trench | mm | 720 | 720 |
| step | mm | 600 | 600 |
| slope | ° | 28 | |
| tilt | ° | | |
| ford | mm | 850 | 850 |
| payload dirt road | kg | 2500 | --- |
| highway | kg | 4500 | --- |
| towed load dirt road | kg | 3600 | 8500*** |
| highway | kg | 3600 | 11000 |

*with winch
**over cab, 2915mm over canvas
***6100 kg cross-country



ZIL-157





ARS-12U CHEMICAL DECONTAMINATION TRUCK



ZIL-164



ZIL-164A

Truck, 4x2, ZIL-164
Truck, 4x2, ZIL-164A
Truck, 4x2, ZIL-164AR
Tractor Truck, 4x2, ZIL-MMZ-164N
Tractor Truck, 4x2, ZIL-MMS-164AN
Dump Truck, 4x2, ZIL-MMZ-585I
Dump Truck, 4x2, ZIL-MMZ-585K
Dump Truck, 4x2, ZIL-MMZ-585L
Dump Truck, 4x2, ZIL-MMZ-585M

From October 1957 through late 1964 the ZIL-164 truck was in serial production at Moscow replacing the very similar appearing ZIL-150. Although since then the ZIL-164 has been replaced by the new ZIL-130, it is still common in the Soviet forces.

In addition to the basic model a number of variants are produced. These include the ZIL-164AR cargo truck with winch and 109 horsepower engine, the ZIL-MMZ-164N tractor truck, the ZIL-MMZ-585K and ZIL-MMZ-585M agricultural dump trucks, and the ZIL-MMZ-585I and ZIL-MMZ-585L construction dump trucks. With the exception of the agricultural dump trucks all models are used in the Soviet forces.

Further models are specialized vehicles such as tank trucks and crane trucks. In 1961 a number of changes were incorporated in the ZIL-164, resulting in the addition of the letter "A" as a suffix to the nomenclature.

Many of the basic components, including the engine, are common between the ZIL-164 and the ZIL-157 (6x6) trucks.

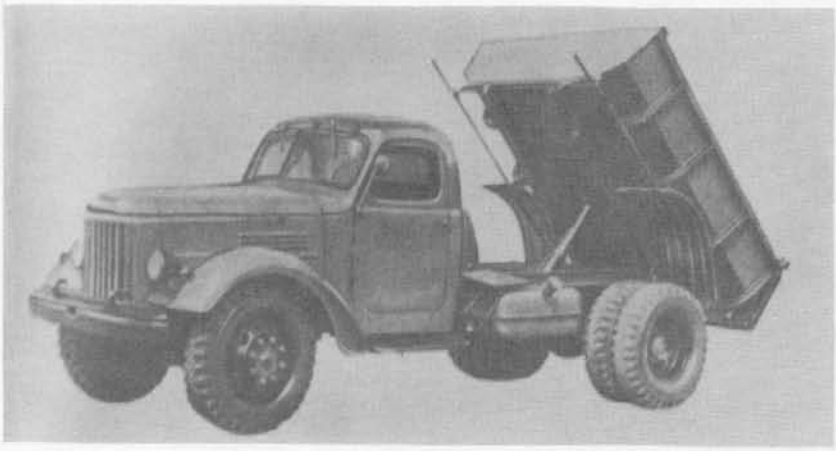
| | | ZIL-164A | ZIL-MMZ-164AN |
|---|---|---|---|
| weight | kg | 4100 | 3775 |
| wheelbase | mm | 4000 | 4000 |
| length | mm | 6700 | 5680 |
| width | mm | 2470 | 2300 |
| height | mm | 2180 | 2180 |
| track front | mm | 1700 | 1700 |
| rear | mm | 1740 | 1740 |
| clearance | mm | 265 | 265 |
| tire size | | 9.00x20 | 9.00x20 |
| engine model | | ZIL-164 | ZIL-164A |
| horsepower | | 97 | 104 |
| cylinders | | 6 | 6 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 70 | 55 |
| cruising range | km | 415 | |
| fuel capacity | l | 150 | 300 |
| fuel consumption | l/100km | 27 | 27 |
| trench | mm | 480 | |
| step | mm | 320 | |
| slope | ° | 17 | |
| tilt | ° | | |
| ford | mm | | |
| payload dirt road | kg | 3500 | --- |
| highway | kg | 4000 | --- |
| towed load dirt road | kg | | |
| highway | kg | 4500 | 9500 |



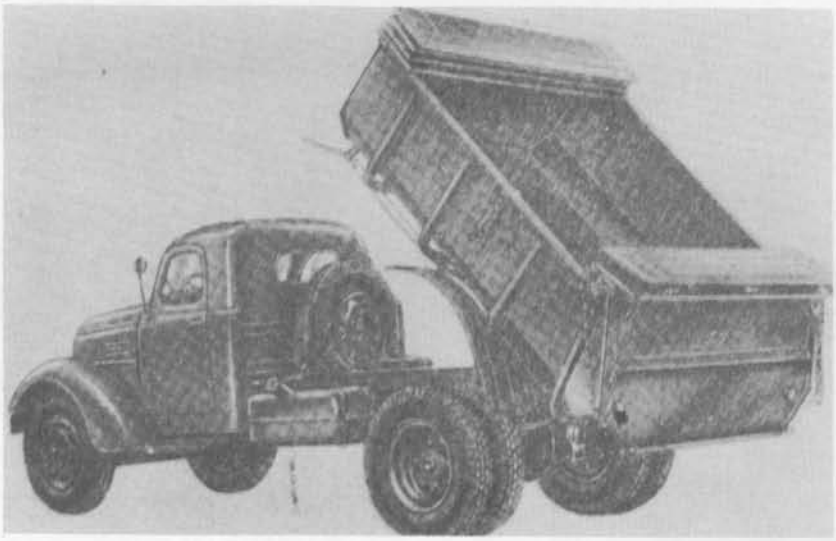
ZIL-164N



ZIL-164 FIRE TRUCK



ZIL-MMZ-585L



ZIL-MMZ-585M

# TANK TRUCKS
# and
# DECONTAMINATION TRUCKS

# TANK TRUCKS

Various types of tank trucks are employed by the Soviets. Those termed "fuel tank trucks" are designed for the bulk transport of fuel. The models designated "ATs" have manually operated pumps, while the "ATsM"s have mechanically operated pumps. In forward areas 6x6 truck chassis such as the ZIL-157, ZIL-131, and Ural-375 are preferred, while in rear areas 4x2 trucks such as the ZIL-164, ZIL-130, MAZ-200, and MAZ-500 dominate. Care must be taken to distinguish "ATs" fuel tank trucks from the "ATZ" or "TZ" fuel service trucks, although at times this is difficult.

Generally the nomenclature of fuel tank trucks can be deciphered as follows: "ATs" or ATsM" stand for the basic type. The first number following, such as "4", stands for the approximate capacity in thousands of liters, while the second number, such as "157", stands for the truck model.

Fuel service trucks, designated "ATZ" or "TZ" differ from the fuel tank trucks (ATs) in that they are designed for the direct delivery of fuel to consuming vehicles rather than the bulk transport. As in the case of the tank trucks, 6x6 vehicles are preferred in forward areas, while the 4x4 vehicles are used. Soviet Air Force units also employ large fuel service semitrailers towed by KrAZ-221 tractor trucks. The deciphering of the nomenclature of fuel service trucks generally follows the same pattern as that used for fuel tank trucks. There are exceptions.

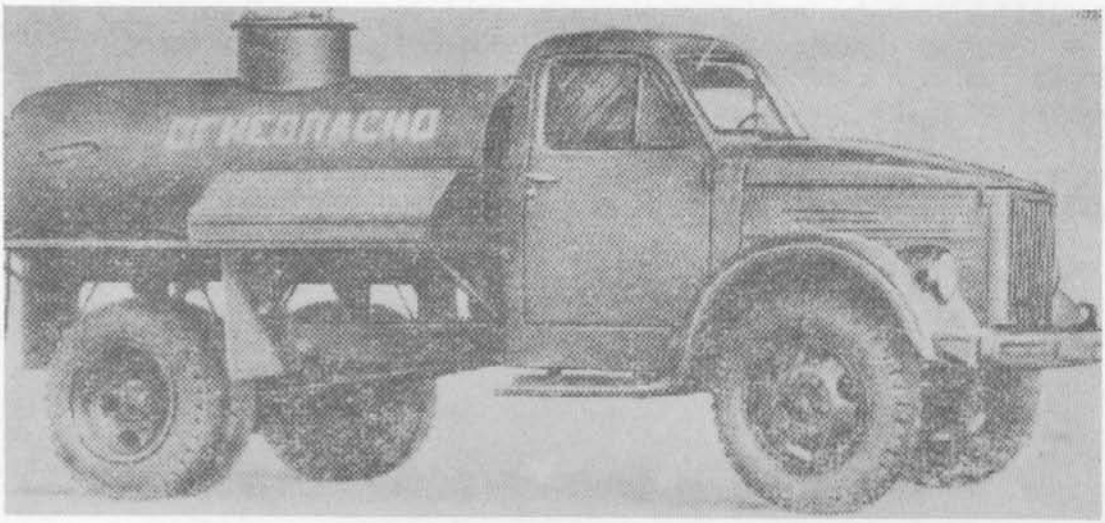
For specialized purposes, oil service trucks are also employed. They are normally designated "MZ".

Many water tank trucks are also employed by the Soviet military. They vary in nomenclature. The less frequently encountered models on GAZ chassis use either "ATs", "AVTs", or "AVV", followed by a number giving the capacity in either hundreds or thousands of liters. Military water tanks trucks, however, are usually built on larger chassis in the ZIL series. Here the basic nomenclature is "AVTs" followed by a number such as "28" standing for the capacity in hundreds of liters, then followed by a second number such as "130" standing for the truck model. Normally water tank trucks can be easily distinguished by the shape of the tank and the absence of the Russian word for "flammable".

The Soviet military also use special combined water-and-oil service trucks. These vehicles carry both fluids and are equipped with a heating system which can maintain the water temperature between 15°C and 95°C, and the oil temperature up to 80°C. Here, because of the need to service tactical vehicles in the field the normal chassis is a 6x6 ZIL.

The newest type of tank truck is the combined fuel-lubricant-and-water service truck. It carries and dispenses gasoline, diesel fuel, diesel oil, lubricating oil, and water.

Included under tank trucks, because of the frequent confusion of some models, are decontamination trucks. The "ARS" vehicles are tank trucks mounted on ZIL (6x6) chassis. They are used for both chemical and radioactive decontamination of weapons, vehicles, and other equipment, as well as for the decontamination of roads and sectors of terrain. When filled with clear water they can be used as fire trucks or as water tank trucks. The "DDA" vehicles are shower and disinfestation units, generally of distinctive appearance, and mounted in most cases on GAZ trucks. The TMS-65 consists of a jet engine mounted on an Ural-375 chassis. It is intended for the decontamination of armored vehicles.



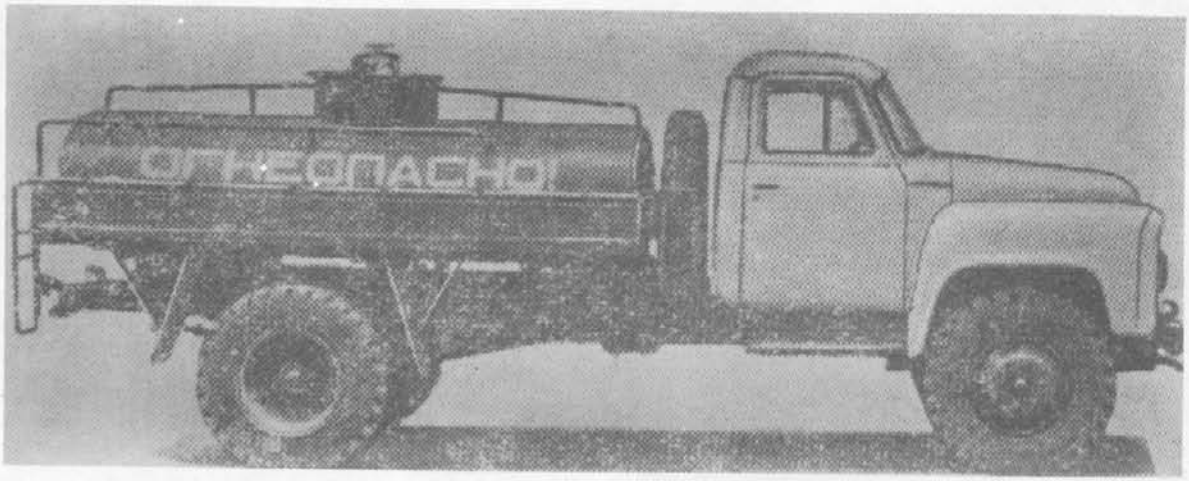

ATs 1,9-51A

# FUEL TANK TRUCKS GAZ-51 AND GAZ-63 CHASSIS

Fuel Tank Truck, 4x2, ATs 2-51A
Fuel Tank Truck, 4x2, ATs 1,9-51A
Fuel Tank Truck, 4x2, ATs 2-63

Light fuel tank trucks using the chassis of the GAZ-51 and GAZ-63 trucks are rarely found in Soviet military units. In civilian life they are being replaced by newer models mounted on the currently produced GAZ-53 chassis. Nevertheless these older, small capacity trucks would be found in military units on mobilization.

| | | ATs 2-51A | ATs 1,9-51A | ATs 2-63 |
|---|---|---|---|---|
| weight | kg | 3400 | 3168 | |
| wheelbase | mm | 3300 | 3300 | 3300 |
| length | mm | 5400 | 5480 | |
| width | mm | 2120 | 2100 | |
| height | mm | 2070 | 2130 | 2245 |
| track front | mm | 1585 | 1585 | 1588 |
| rear | mm | 1650 | 1650 | 1600 |
| clearance | mm | 245 | 245 | 270 |
| tire size | | 7.50x20 | 7.50x20 | 10.00x18 |
| engine model | | GAZ-51 | GAZ-51 | GAZ-51 |
| horsepower | | 70 | 70 | 70 |
| cylinders | | 6 | 6 | 6 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 70 | 70 | 65 |
| cruising range | km | 345 | 345 | 650 |
| fuel capacity | l | 90 | 90 | 195 |
| fuel consumption | l/100km | 22* | 22* | |
| trench | mm | 430 | 430 | 550 |
| step | mm | 290 | 290 | 460 |
| slope | ° | 14.5 | 14.5 | 28 |
| tilt | ° | | | 20 |
| ford | mm | 640 | 640 | 800 |
| carrying capacity | l | 2000 | 1900 | 2000 |



ATs 2.6-53E



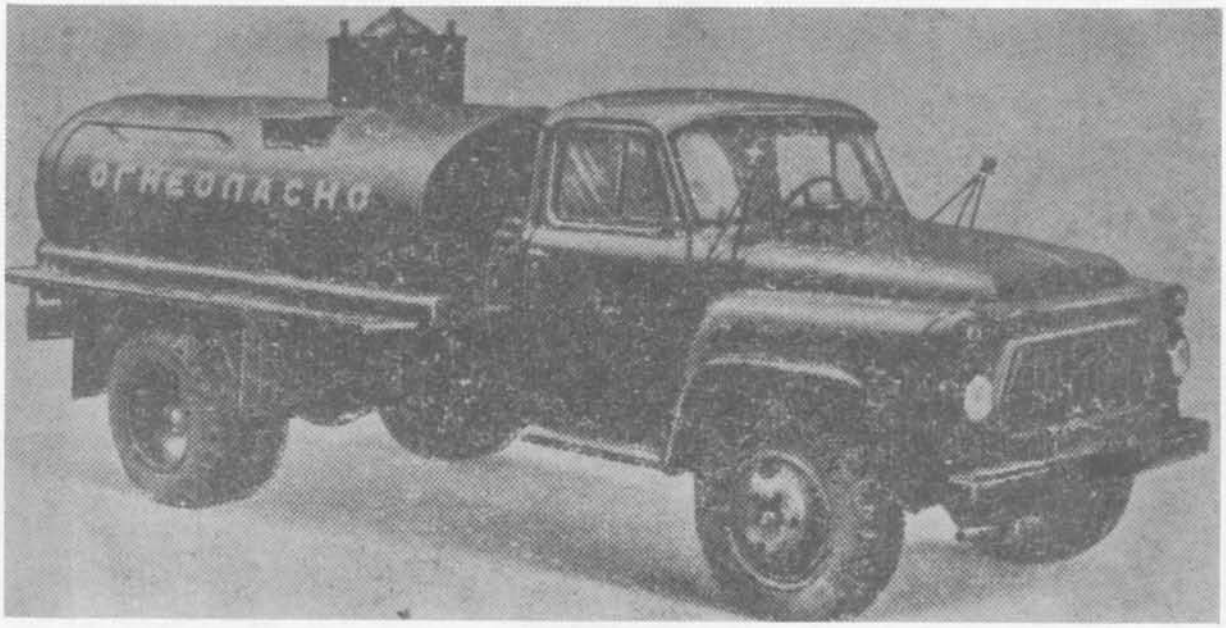
ATs 2.9-53F

# FUEL TANK TRUCKS GAZ-53 CHASSIS

Fuel Tank Truck, 4x2, ATs 2,6-53A
Fuel Tank Truck, 4x2, ATs 2,9-53F
Fuel Tank Truck, 4x2, ATs 4,2-53A

To replace the older small capacity fuel tank trucks on the GAZ-51 chassis the Soviets have produced a line of vehicles using the different variants of the GAZ-53 chassis. These vehicles are not normally used in the Soviet forward area units, but on mobilization such as that during the 1968 invasion of Czechoslovakia, these trucks will be encountered.

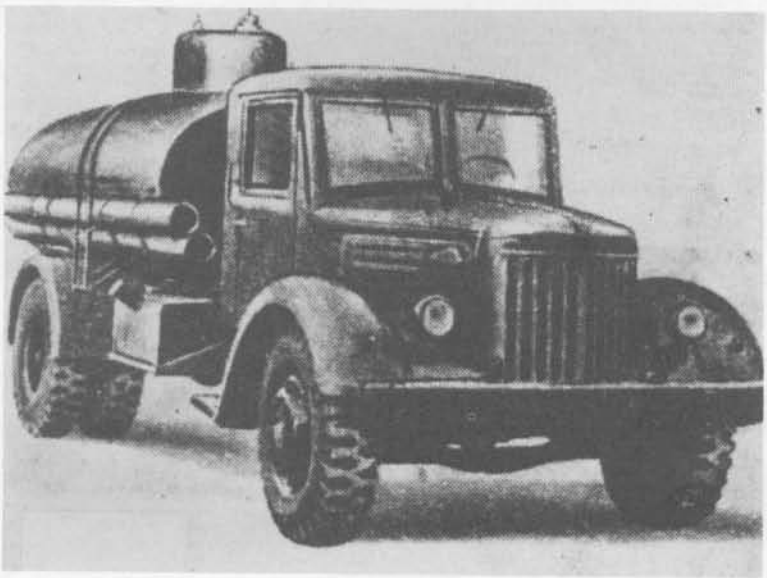
| | | ATs 2,6-53A | ATs 2,9-53F | ATs 4,2-53A |
|---|---|---|---|---|
| weight | kg | 3450 | 3440 | 3750 |
| wheelbase | mm | 3700 | 3700 | 3700 |
| length | mm | 6100 | 6100 | 6190 |
| width | mm | 2150 | 2150 | 2380 |
| height | mm | 2090 | 2660 | 2540 |
| track front | mm | 1630 | 1577 | 1630 |
| rear | mm | 1690 | 1650 | 1690 |
| clearance | mm | 265 | 265 | 265 |
| tire size | | 8.25x20 | 8.25x20 | 8.25x20 |
| engine model | | GAZ-53 | GAZ-51F | GAZ-53 |
| horsepower | | 115 | 82 | 115 |
| cylinders | | V-8 | 6 | V-8 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 85 | 75 | 85 |
| cruising range | km | | | |
| fuel capacity | l | 90 | 90 | 90 |
| fuel consumption | l/100km | 24 | 19.5 | 24 |
| trench | mm | 460 | 460 | 460 |
| step | mm | 300 | 300 | 300 |
| slope | ° | 15 | 15 | 15 |
| tilt | ° | | | |
| ford | mm | | | |
| carrying capacity | l | 2600 | 2900 | 4200 |




ATs 4.2-53A




ATs 8-200



Fuel Tank Truck, 4x2, ATs 8-200
Fuel Tank Truck, 4x2, ATs 8-500

Fuel tank trucks on the MAZ-200 and MAZ-500 chassis are quite common in the Soviet military forces. Although roadbound to a large extent these trucks have a considerable tank capacity. Currently the ATs 8-500 is replacing the older model.

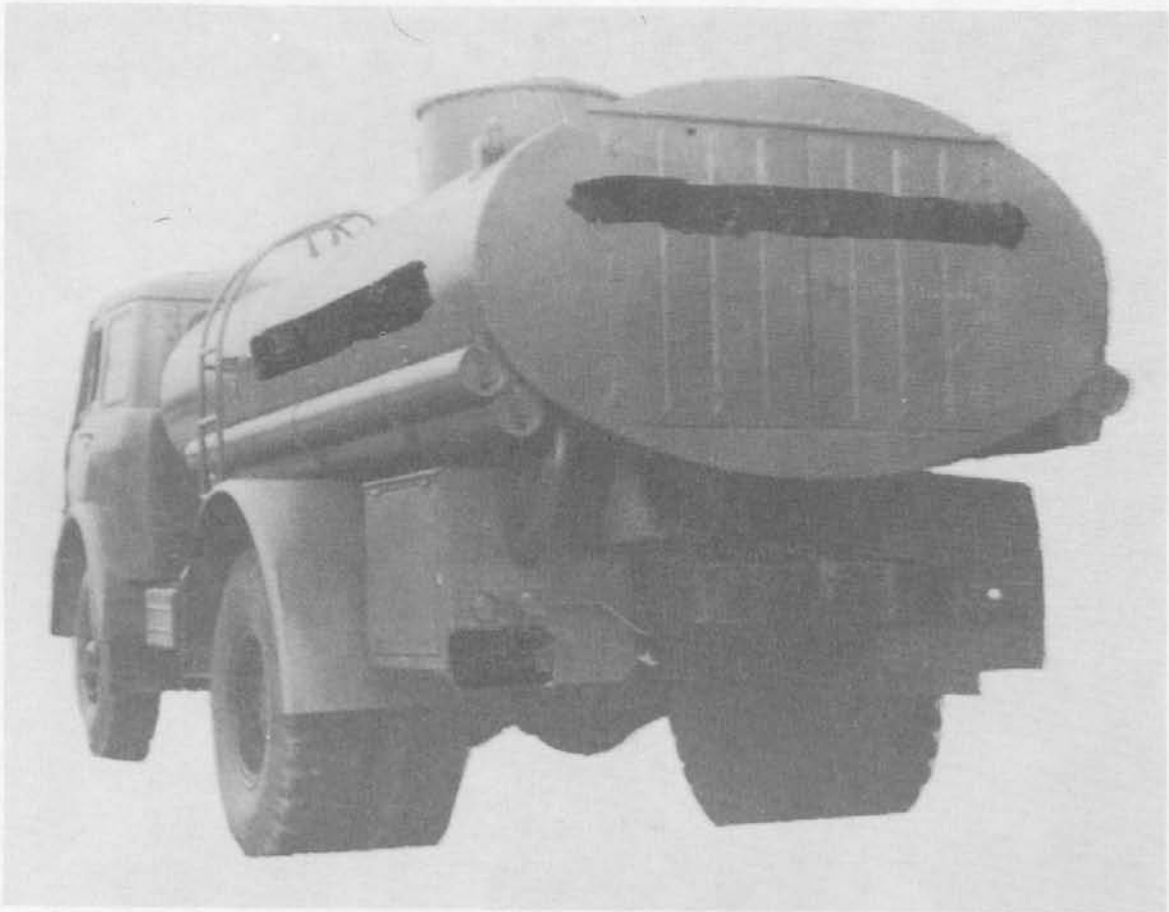
| | | ATs 8-200 | ATs 8-500 |
|---|---|---|---|
| weight | kg | 7325 | 7425 |
| wheelbase | mm | 4520 | 3850 |
| length | mm | 7250 | 6960 |
| width | mm | 2650 | 2650 |
| height | mm | 3070 | 3280 |
| track front | mm | 1950 | 1950 |
| rear | mm | 1920 | 1900 |
| clearance | mm | 290 | 295 |
| tire size | | 12.00x20 | 12.00x20 |
| engine model | | YaMZ-M204A | YaMZ-236 |
| horsepower | | 120 | 180 |
| cylinders | | 4 | V-6 |
| fuel | | diesel | diesel |
| coooling | | water | water |
| speed | km/h | 65 | 75 |
| cruising range | km | 590 | 800 |
| fuel capacity | l | 225 | 200 |
| fuel consumption | l/100km | 35 | 22 |
| trench | mm | 530 | 530 |
| step | mm | 340 | 340 |
| slope | ° | 11 | 25 |
| tilt | ° | | |
| ford | mm | 1000 | |
| carrying capacity | l | 8000 | 8000 |



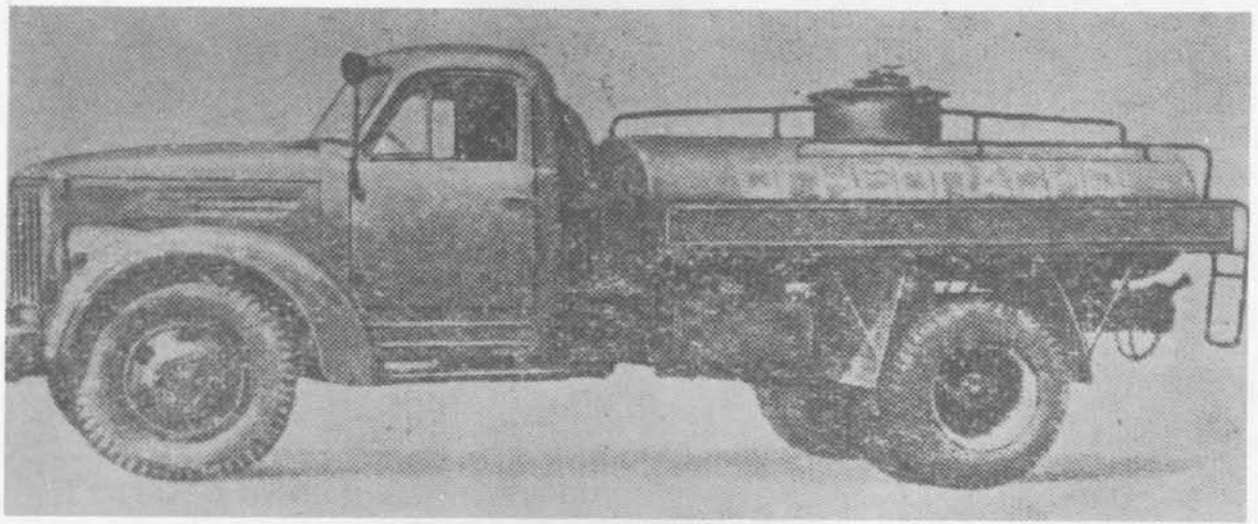
ATs 8-200



ATs 8-500



ATs 8-500



АТsМ 2,6-355М

# FUEL TANK TRUCK Ural-355M CHASSIS

## Fuel Tank Truck, 4x2, ATsM 2,6-355M

The obsolescent Ural-355M truck chassis is still used for some rather small capacity fuel tank trucks. Although these vehicles are used on the civilian economy they could be encountered on mobilization.

| | | ATsM 2,6-355M |
|---|---|---|
| weight | kg | 4050 |
| wheelbase | mm | 3824 |
| length | mm | 6290 |
| width | mm | 2126 |
| height | mm | 2095 |
| track front | mm | 1611 |
| rear | mm | 1675 |
| clearance | mm | 262 |
| tire size | | 8.25x20 |
| engine model | | Ural-353A |
| horsepower | | 95 |
| cylinders | | 6 |
| fuel | | gasoline |
| cooling | | water |
| speed | km/h | 70 |
| cruising range | km | 450 |
| fuel capacity | l | 110 |
| fuel consumption | l/100km | 24 |
| trench | mm | 460 |
| step | mm | 320 |
| slope | ° | 15 |
| tilt | ° | |
| ford | mm | 800 |
| carrying capacity | l | 2600 |




ATsM 4-375



# FUEL TANK TRUCKS Ural-375 CHASSIS

Fuel Tank Truck, 6x6, ATs 5-375
Fuel Tank Truck, 6x6, ATsM 4-375

The Ural-375 truck chassis has also found use in recent years as the mount for fuel tank trucks. Although the carrying capacity is not greatly increased, the more powerful engine and greater cross-country capability should make these vehicles more useful in the forward areas.

| | | ATs 5-375 |
|---|---|---|
| weight | kg | |
| wheelbase | mm | 3500+1400 |
| length | mm | 7350? |
| width | mm | 2960? |
| height | mm | 2680 |
| track front | mm | 2000 |
| rear | mm | 2000 |
| clearance | mm | 410 |
| tire size | | 14.00x20 |
| engine model | | ZIL-275 |
| horsepower | | 175 |
| cylinders | | V-8 |
| fuel | | gasoline |
| cooling | | water |
| speed | km/h | 75 |
| cruising range | km | 650 |
| fuel capacity | l | |
| fuel consumption | l/100km | 48 |
| trench | mm | 875 |
| step | mm | 800 |
| slope | ° | 30 |
| tilt | ° | |
| ford | mm | 1500 |
| carrying capacity | l | 5000 |




ATsN 4-375



ATs 4-150




ATs 4-157 OR
ATsM 4-157

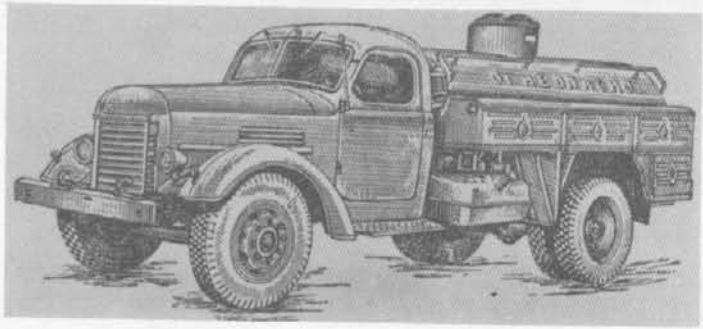
ZIL-150 CHASSIS

# FUEL TANK TRUCKS ZIL 4x2 CHASSIS

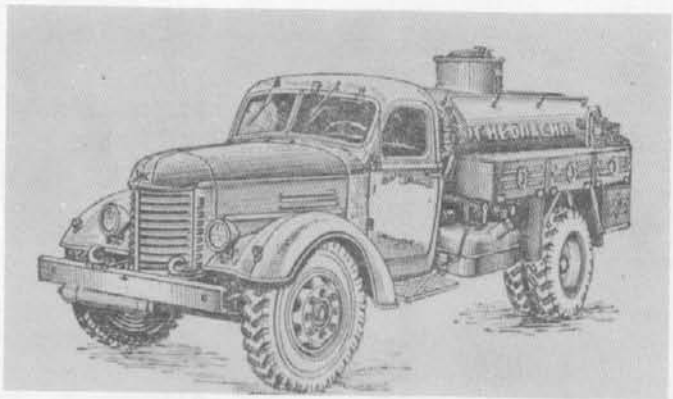
Fuel Tank Truck, 4x2, ATs 4,2-130
Fuel Tank Truck, 4x2, ATs 4-150
Fuel Tank Truck, 4x2, ATsM 4-150
Fuel Tank Truck, 4x2, ATs 4-164

Fuel tank trucks on ZIL 4x2 chassis have been quite common in the Soviet forces although today there is a tendency to use larger capacity models on the MAZ chassis.

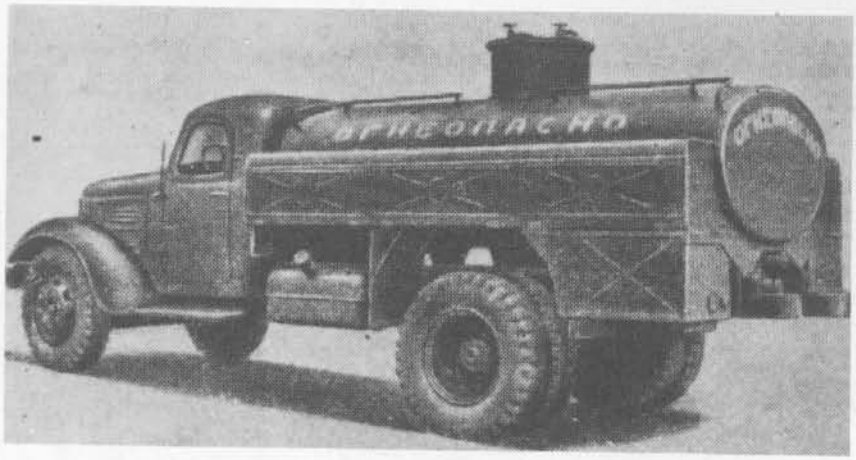
| | | ATs 4-150 | ATs 4-164 | ATs 4,2-130 |
|---|---|---|---|---|
| weight | kg | 4900 | 5100 | 4700 |
| wheelbase | mm | 4000 | 4000 | 3800 |
| length | mm | 6560 | 6570 | 6566 |
| width | mm | 2305 | 2340 | 2428 |
| height | mm | 2600 | 2580 | 2672 |
| track front | mm | 1700 | 1700 | 1800 |
| rear | mm | 1740 | 1740 | 1790 |
| clearance | mm | 265 | 265 | 275 |
| tire size | | 9.00x20 | 9.00x20 | 9.00x20 |
| engine model | | ZIL-120 | ZIL-164 | ZIL-130 |
| horsepower | | 90 | 97 | 148 |
| cylinders | | 6 | 6 | V-8 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 65 | 65 | 85 |
| cruising range | km | 405 | 415 | 475 |
| fuel capacity | l | 150 | 150 | 170 |
| fuel consumption | l/100km | 38 | 27 | 26 |
| trench | mm | 460 | 480 | 480 |
| step | mm | 320 | 320 | 320 |
| slope | ° | 15 | 17 | 21 |
| tilt | ° | | | |
| ford | mm | 800 | | 1000 |
| carrying capacity | l | 4120 | 4100 | 4200 |



ATs 4-164

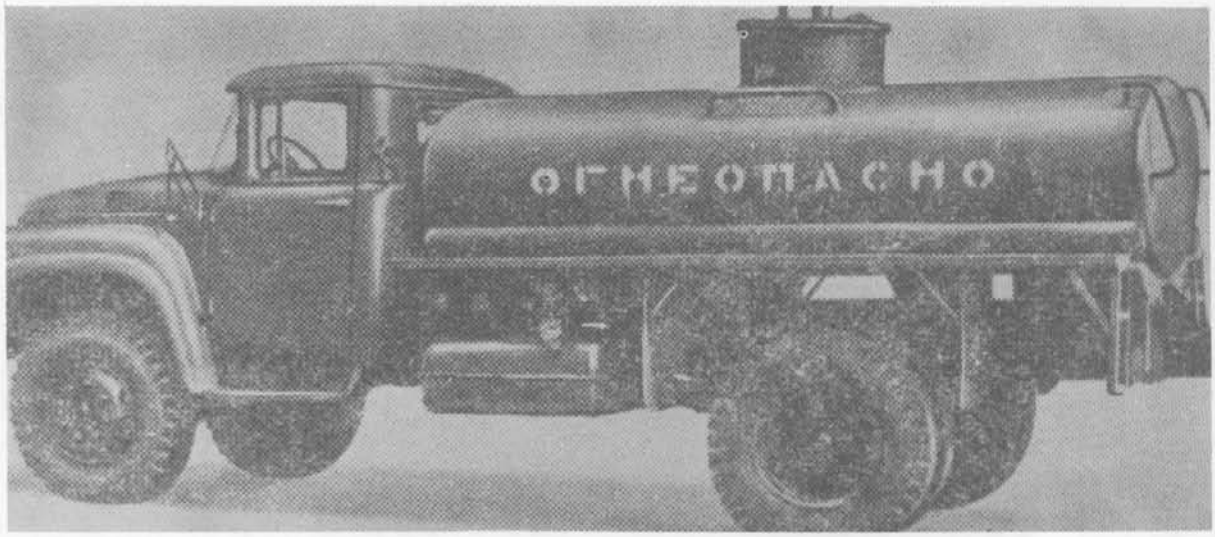


ATs 4-164





ATs 4.2-130






ATsM 4-157



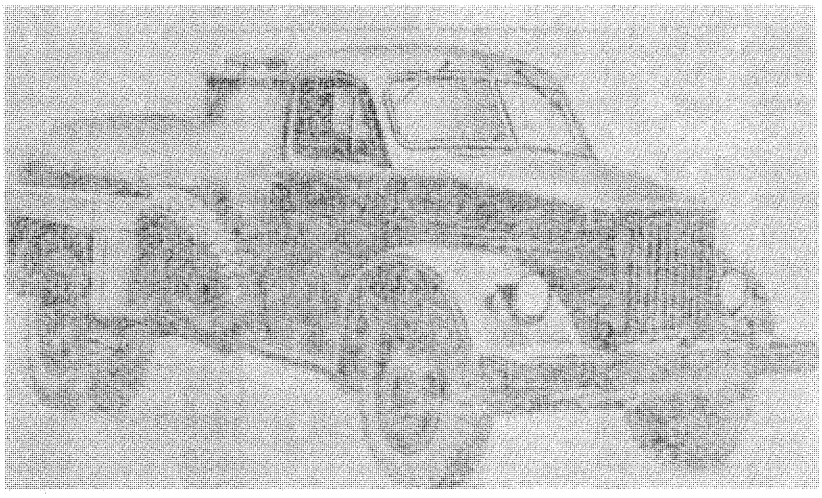

ATs 4,2-131

# FUEL TANK TRUCKS ZIL 6x6 CHASSIS

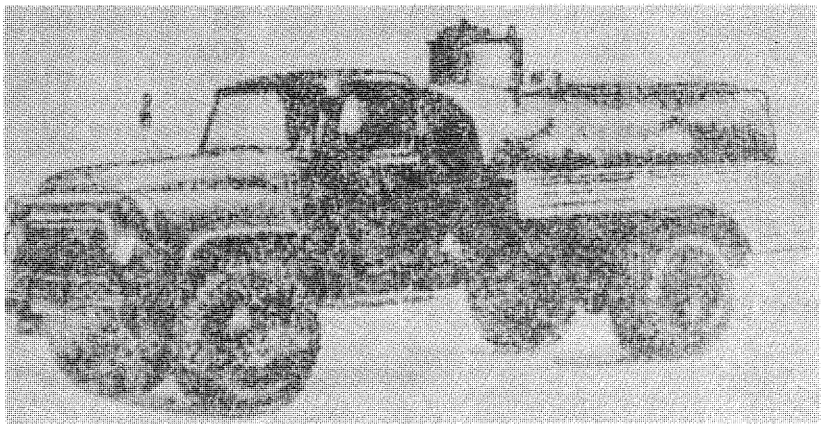
Fuel Tank Truck, 6x6, ATs 4,2-131
Fuel Tank Truck, 6x6, ATs 4-151
Fuel Tank Truck, 6x6, ATsM 4-157

For fuel transport in the forward areas the Soviet use a variety of all-wheel-drive ZIL trucks. Originally employing the ZIL-151, such trucks were later produced on the improved ZIL-157, and now on the much more powerful ZIL-131 chassis.

| | | ATs 4,2-131 | ATs 4-151 | ATsM4-157 |
|---|---|---|---|---|
| weight | kg | 7000 | 6220 | 6250 |
| wheelbase | mm | 3350+1250 | 3665+1220 | 3665+1120 |
| length | mm | 7400 | 6690 | 6960 |
| width | mm | 2500 | 2300 | 2300 |
| height | mm | 2480 | 2310 | 2680 |
| track front | mm | 1820 | 1590 | 1755 |
| rear | mm | 1820 | 1720 | 1750 |
| clearance | mm | 330 | 265 | 310 |
| tire size | | 12.00x18 | 8.25x20 | 12.00x18 |
| engine model | | ZIL-130 | ZIL-121 | ZIL-157 |
| horsepower | | 150 | 92 | 109 |
| cylinders | | V-8 | 6 | 6 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 80 | 60 | 65 |
| cruising range | km | | 600 | 430 |
| fuel capacity | l | 340 | 300 | 215 |
| fuel consumption | l/100km | 40 | 46 | 50 |
| trench | mm | 640 | 690 | 720 |
| step | mm | 530 | 460 | 600 |
| slope | ° | 30 | 28 | 28 |
| tilt | ° | | 25 | |
| ford | mm | 1400 | 800 | 850 |
| carrying capacity | l | 4200 | 4000 | 4000 |



ATZ 2,2-51A



ATZ 3,8-53A

# FUEL SERVICE TRUCKS GAZ CHASSIS

Fuel Service Truck, 4x2, ATZ 2,2-51A
Fuel Service Truck, 4x2, ATZ 3,8-53A

The light fuel service trucks on GAZ chassis find little use in the military forces in peacetime, but they would be encountered on mobilization. The most recent model on the GAZ-53A truck chassis is notable in that he has a tank capacity comparable to that formerly found only on ZIL vehicles.

| | | ATZ 2,2-51A | ATZ 3,8-53A |
|---|---|---|---|
| weight | kg | 2904 | 4205 |
| wheelbase | mm | 3300 | 3700 |
| length | mm | 5500 | 6180 |
| width | mm | 2140 | 2380 |
| height | mm | 2070 | 2600 |
| track front | mm | 1585 | 1630 |
| rear | mm | 1600 | 1690 |
| clearance | mm | 245 | 265 |
| tire size | | 7.50x20 | 8.25x20 |
| engine model | | GAZ-51 | GAZ-53 |
| horsepower | | 70 | 115 |
| cylinders | | 6 | V-8 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 70 | 85 |
| cruising range | km | 345 | |
| fuel capacity | l | 90 | 90 |
| fuel consumption | l/100km | 22 | 24 |
| trench | mm | 430 | 460 |
| step | mm | 290 | 300 |
| slope | ° | 14.5 | 15 |
| tilt | ° | | |
| ford | mm | 640 | |
| carrying capacity | l | 2200 | 3800 |



TZ-2

# FUEL SERVICE TRUCK KAZ CHASSIS

## Fuel Service Truck, 4x2, TZ-2

For servicing of vehicles and aircraft the Soviet civil airline Aeroflot employs a variety of tank trucks and trailers. Among them is the TZ-2, which is mounted on the KAZ-608 chassis. Although not found in the Soviet armed forces the TZ-2 could be encountered on mobilization.

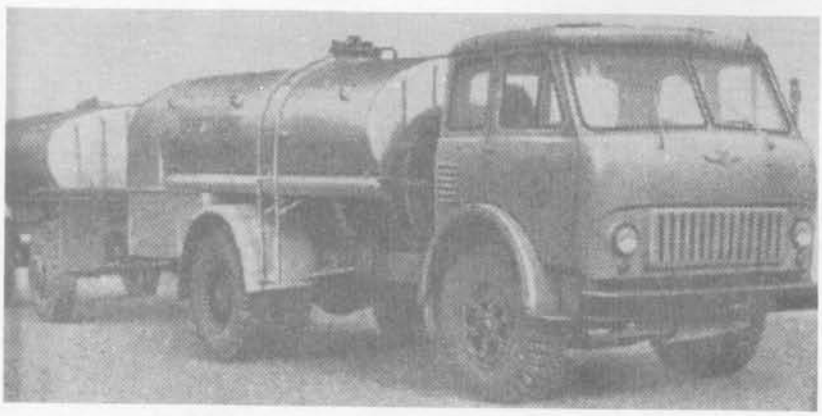
| | | TZ-2 |
|---|---|---|
| weight | kg | 4700 |
| wheelbase | mm | 2900 |
| length | mm | 6450 |
| width | mm | 2300 |
| height | mm | 2420 |
| track front | mm | 1800 |
| rear | mm | 1900 |
| clearance | mm | 270 |
| tire size | | 260-20 |
| engine model | | ZIL-130Ya5 |
| horsepower | | 150 |
| cylinders | | V-8 |
| fuel | | gasoline |
| cooling | | water |
| speed | km/h | 75 |
| cruising range | km | |
| fuel capacity | l | 210 |
| fuel consumption | l/100km | 40 |
| trench | mm | 470 |
| step | mm | 260 |
| slope | ° | |
| tilt | ° | |
| ford | mm | |
| carrying capacity | l | 6000 |



ATZ 8-200



ATZ 8-200



Fuel Service Truck, 4x2, ATZ 8-200 (TZ-200)
Fuel Service Truck, 4x2, ATZ 8-500 (TZ-500)

These 4x2 fuel service trucks are rather common in Soviet military units, probably due to their fairly large carrying capacity with the use of a trailer. The older model using the MAZ-200 truck chassis is now in the process of being replaced by the newer model using the much more powerful MAZ-500 truck chassis.

| | | ATZ 8-200 | ATZ 8-500 |
|---|---|---|---|
| weight | kg | 7850 | 7950 |
| wheelbase | mm | 4520 | 3850 |
| length | mm | 7700 | 7410 |
| width | mm | 2650 | 2650 |
| height | mm | 2700 | 2910 |
| track front | mm | 1950 | 1950 |
| rear | mm | 1920 | 1900 |
| clearance | mm | 290 | 295 |
| tire size | | 12.00x20 | 12.00x20 |
| engine model | | YaMZ-M204 | YaMZ-236 |
| horsepower | | 120 | 180 |
| cylinders | | 4 | V-6 |
| fuel | | diesel | diesel |
| cooling | | water | water |
| speed | km/h | 65 | 75 |
| cruising range | km | 590 | 800 |
| fuel capacity | l | 225 | 200 |
| fuel consumption | l/100km | 35 | 22 |
| trench | mm | 530 | 530 |
| step | mm | 340 | 340 |
| slope | ° | 11 | 25 |
| tilt | ° | | |
| ford | mm | 1000 | |
| carrying capacity | l | 7000 | 7000 |




TZ 5-375



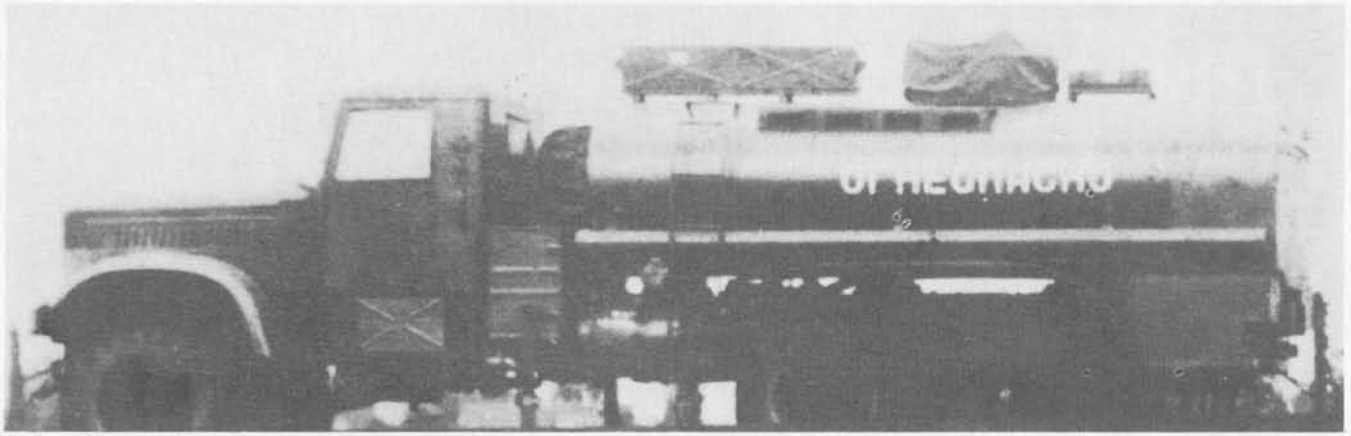
TZ 5-375 TOWING PTs 4,2-754V

# FUEL SERVICE TRUCKS KrAZ-255B & Ural-375 CHASSIS

Fuel Service Truck, 6x6, TZ 5-375
Fuel Service Truck, 6x6, TZ 8-255B

There is a current tendency in the Soviet forces to employ larger tank trucks with cross-country capability. One example, the TZ 5-375, carries 5,000 liters of fuel and in addition tows the PTs 4,2-754V tank trailer of 4,200-liter capacity. The second example is the TZ 8-255B carrying 8,000 liters on the excellent cross-country chassis of the KrAZ-255B.

| | | TZ 5-375 | TZ 8-255B |
|---|---|---|---|
| weight | kg | | |
| wheelbase | mm | 3500+1400 | 4600+1400 |
| length | mm | | |
| width | mm | | |
| height | mm | | |
| track front | mm | 2000 | 2160 |
| rear | mm | 2000 | 2160 |
| clearance | mm | 410 | |
| tire size | | 14.00x20 | 1300x530-533 |
| engine model | | ZIL-375 | YaMZ-238 |
| horsepower | | 175 | 240 |
| cylinders | | V-8 | V-8 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 75 | 71 |
| cruising range | km | 650 | 650 |
| fuel capacity | l | 360 | 450 |
| fuel consumption | l/100km | 48 | 38 |
| trench | mm | 875 | |
| step | mm | 800 | |
| slope | ° | 30 | 30 |
| tilt | ° | | |
| ford | mm | 1500 | 800 |
| carrying capacity | l | 5000 | 8000 |

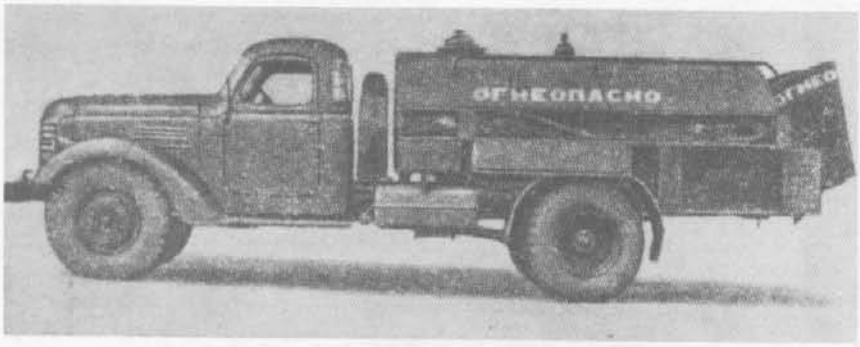


TZ 8-255B



TZ 8-255B

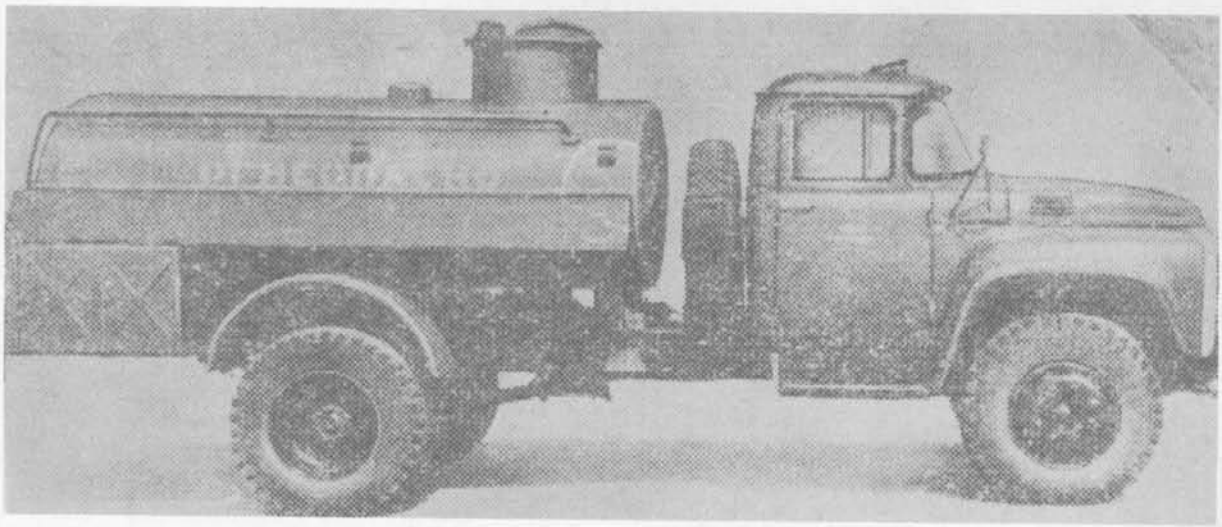





ATZ 4-150



ATZ 4-150



ATZ 3,8-130

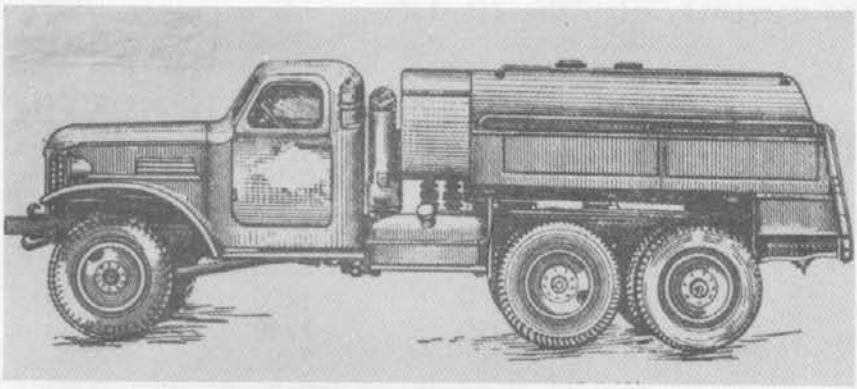
# FUEL SERVICE TRUCKS ZIL 4x2 CHASSIS

Fuel Service Truck, 4x2, ATZ 3,8-130
Fuel Service Truck, 4x2, ATZ 4-150
Fuel Service Truck, 4x2, TZ-164

These fuel service trucks for duty in the rear areas are mounted on the various ZIL (4x2) trucks beginning with the ZIL-150, then the ZIL-164, and currently with the ZIL-130.

| | | ATZ 3,8-130 | ATZ 4-150 | ATZ-164 |
|---|---|---|---|---|
| weight | kg | 5250 | 5150 | 5150 |
| wheelbase | mm | 3800 | 4000 | 4000 |
| length | mm | 6700 | 6900 | 6900 |
| width | mm | 2360 | 2330 | 2330 |
| height | mm | 2700 | 2320 | 2370 |
| track front | mm | 1800 | 1700 | 1700 |
| rear | mm | 1790 | 1740 | 1740 |
| clearance | mm | 275 | 265 | 265 |
| tire size | | 9.00x20 | 9.00x20 | 9.00x20 |
| engine model | | ZIL-130 | ZIL-120 | ZIL-164 |
| horsepower | | 150 | 90 | 97 |
| cylinders | | V-8 | 6 | 6 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 85 | 65 | 70 |
| cruising range | km | 475 | 405 | 415 |
| fuel capacity | l | 170 | 150 | 150 |
| fuel consumption | l/100km | 26 | 38 | 27 |
| trench | mm | 475 | 460 | 480 |
| step | mm | 480 | 320 | 320 |
| slope | ° | 21 | 15 | 17 |
| tilt | ° | | | |
| ford | mm | 1000 | 800 | 1000 |
| carrying capacity | l | 3800 | 4000 | 4000* |

*maximum capacity. Operating capacity is 3900 l.



ATZ 3-151



# FUEL SERVICE TRUCKS ZIL 6x6 CHASSIS

Fuel Service Truck, 6x6, ATZ 3,8-131
Fuel Service Truck, 6x6, ATZ 4,3-131
Fuel Service Truck, 6x6, ATZ 3-151
Fuel Service Truck, 6x6, ATZ 3-157
Fuel Service Truck, 6x6, ATZ 3,8-157K

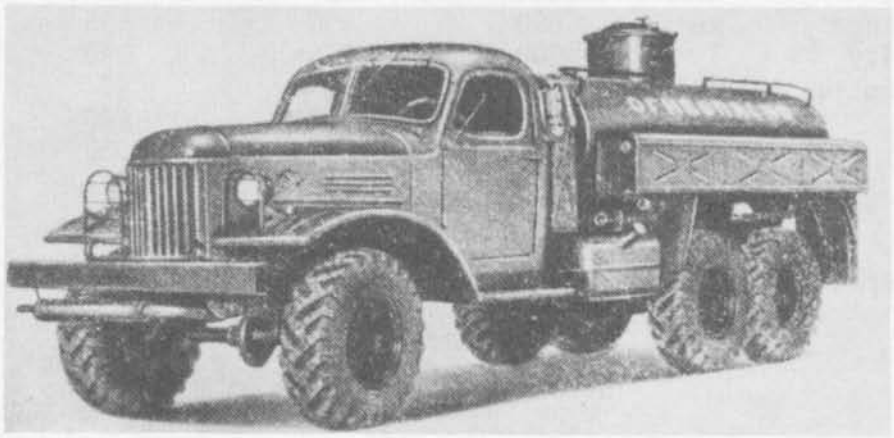
Fuel service trucks using the various ZIL all-wheel-drive chassis are very common in the Soviet military forces. Originally using the ZIL-151, such trucks were produced on the improved ZIL-157 and ZIL-131 as these models became available.

| | | ATZ 3-151 | ATZ 3,8-157K | ATZ 4,3-131 |
|---|---|---|---|---|
| weight | kg | 6700 | 6700 | |
| wheelbase | mm | 3665+1220 | 2665+1120 | 3350+1250 |
| length | mm | 6920 | 7010 | |
| width | mm | 2330 | 2330 | |
| height | mm | 2360 | 2685 | |
| track front | mm | 1590 | 1755 | 1820 |
| rear | mm | 1720 | 1750 | 1820 |
| clearance | mm | 265 | 310 | 330 |
| tire size | | 8.25x20 | 12.00x18 | 12.00x20 |
| engine model | | ZIL-121 | ZIL-157 | ZIL-131 |
| horsepower | | 92 | 109 | 150 |
| cylinders | | 6 | 6 | V-8 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 60 | 65 | 80 |
| cruising range | km | 600 | 430 | 525 |
| fuel capacity | l | 300 | 215 | 340 |
| fuel consumption | l/100km | 46 | 50 | 40 |
| trench | mm | 690 | 720 | 640 |
| step | mm | 460 | 600 | 530 |
| slope | ° | 28 | 28 | 30 |
| tilt | ° | 25 | | |
| ford | mm | 800 | 850 | 1400 |
| carrying capacity | l | 3500* | | 4300 |

*maximum capacity. The operating capacity is 3000 l.

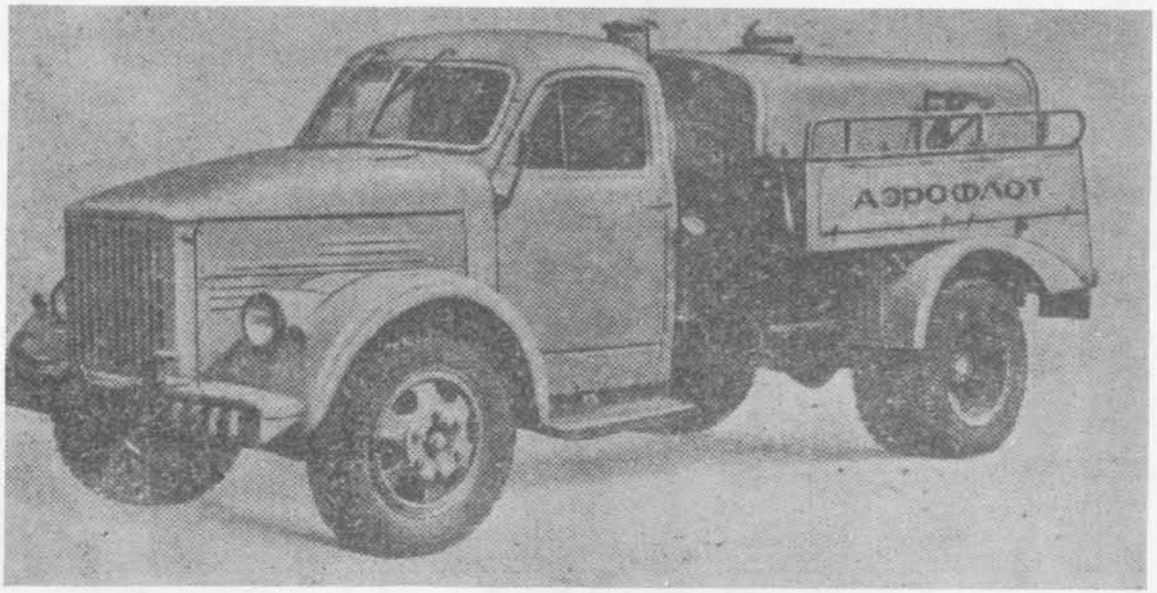


ATZ 3-157





ATZ 4,3-131




MZ-51M

# OIL SERVICE TRUCKS GAZ CHASSIS

Oil Service Truck, 4x2, MZ-51M
Oil Service Truck, 4x4, MZ-3904

These oil service trucks are mounted on older model GAZ truck chassis, the MZ-51M on the GAZ-51 and the MZ-3904 on the all-wheel-drive GAZ-63. Newer models employing the GAZ-53 (4x2) and GAZ-66 (4x4) trucks probably also are in use.

| | | MZ-51M | MZ-3904 |
|---|---|---|---|
| weight | kg | 4100 | 3730 |
| wheelbase | mm | 3300 | 3300 |
| length | mm | 5510 | 5400 |
| width | mm | 2260 | 2190 |
| height | mm | 2160 | 2100 |
| track front | mm | 1585 | 1588 |
| rear | mm | 1650 | 1600 |
| clearance | mm | 245 | 270 |
| tire size | | 7.50x20 | 10.00x18 |
| engine model | | GAZ-51 | GAZ-51 |
| horsepower | | 70 | 70 |
| cylinders | | 6 | 6 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 70 | 65 |
| cruising range | km | 345 | 650 |
| fuel capacity | l | 90 | 195 |
| fuel consumption | l/100km | 22 | |
| trench | mm | 430 | 550 |
| step | mm | 320 | 460 |
| slope | ° | 14.5 | 28 |
| ford | ° | | 20 |
| carrying capacity | l | 920 | 2160 |



AVTs 18-63

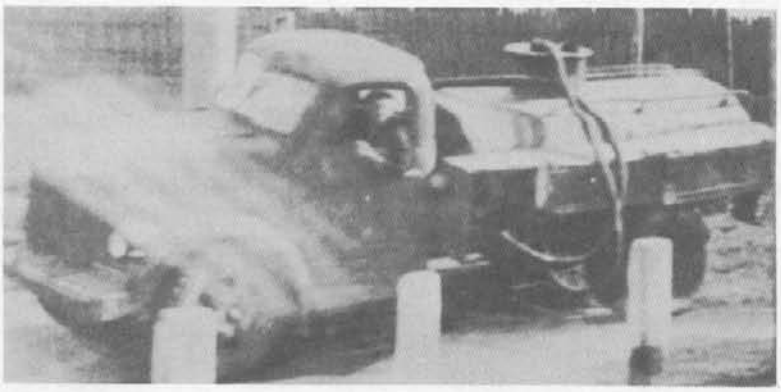


# WATER TANK TRUCKS GAZ CHASSIS

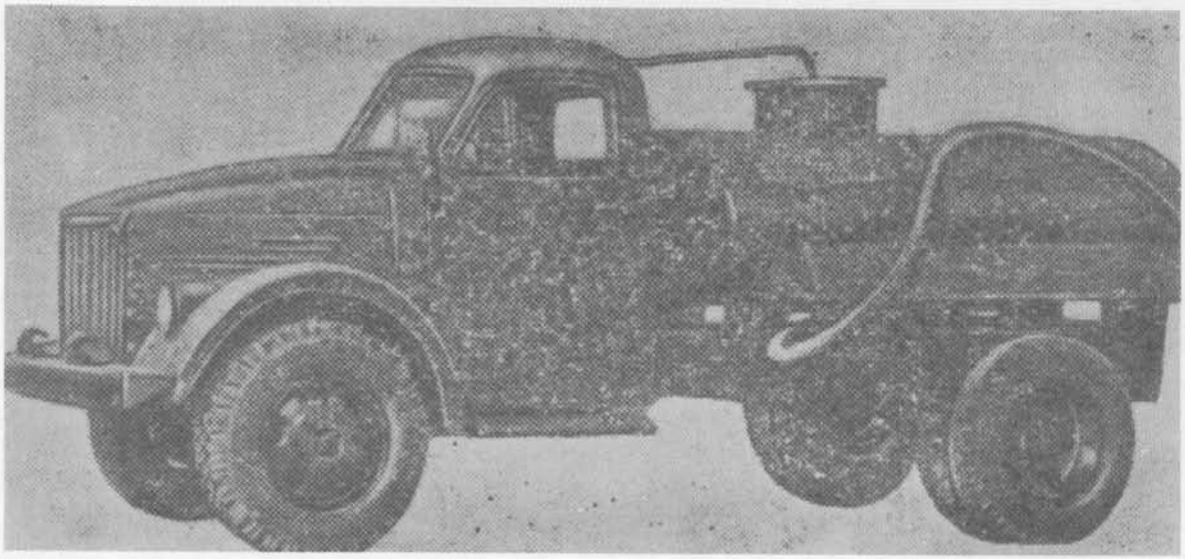
Water Tank Truck, 4x2, ATs 18
Water Tank Truck, 4x4, ATs 18-63
Water Tank Truck, 4x4, AVTs 1,7
Water Tank Truck, 4x2, AVV-2

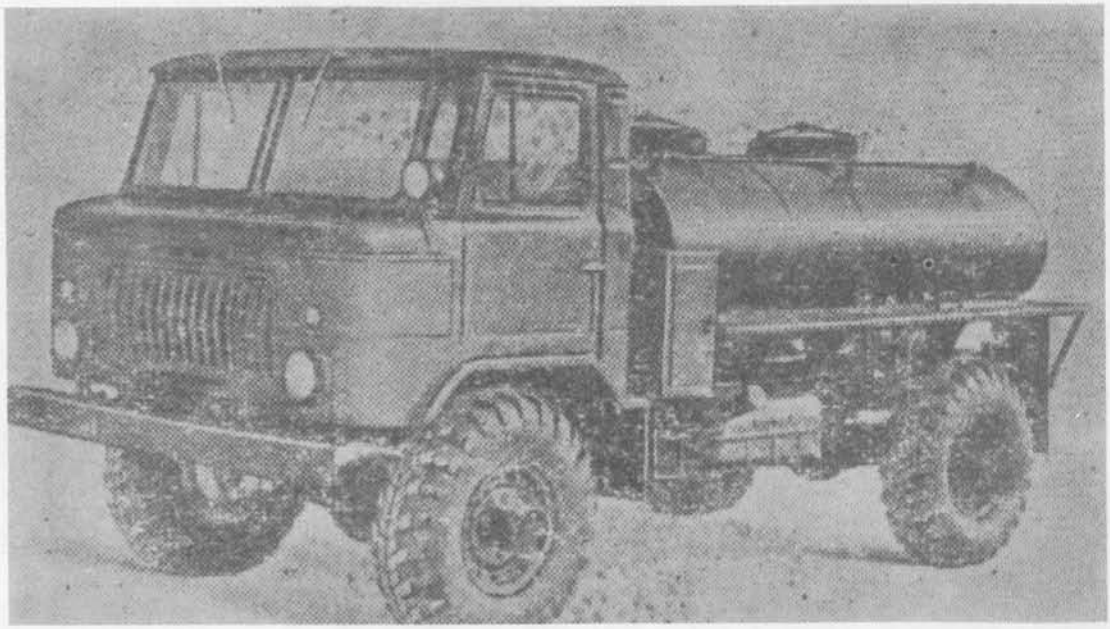
The light water tank trucks on the various GAZ chassis are used primarily in civilian life, although they will be encountered on mobilization. The model most commonly encountered in military units is the ATs 18-63, which is mounted on the all-wheel-drive GAZ -63 chassis. It will probably be replaced by the AVTs 1,7, which is mounted on a new all-wheel-drive chassis, the GAZ-66.

| | | ATs 18-63 | ATs 1,7 | AVV-2 |
|---|---|---|---|---|
| weight | kg | 3810 | 3980 | 2900 |
| wheelbase | mm | 3300 | 3300 | 3300 |
| length | mm | 5525 | 5655 | 5525 |
| width | mm | 2100 | 2342 | 2230 |
| height | mm | 2200 | 2440 | 2130 |
| track front | mm | 1588 | 1800 | 1585 |
| rear | mm | 1600 | 1750 | 1650 |
| clearance | mm | 270 | 310 | 245 |
| tire size | | 10.00x18 | 12.00x18 | 7.50x20 |
| engine model | | GAZ-51 | GAZ-53 | GAZ-51 |
| horsepower | | 70 | 115 | 70 |
| cylinders | | 6 | V-8 | 6 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 65 | 85 | 70 |
| cruising range | km | 650 | 525 | 345 |
| fuel capacity | l | 195 | 210 | 90 |
| fuel consumption | l/100km | | 25 | 22 |
| trench | mm | 550 | 700 | 430 |
| step | mm | 460 | 600 | 290 |
| slope | ° | 28 | 30 | 14.5 |
| tilt | ° | 20 | | |
| ford | mm | 800 | 1000 | 640 |
| carrying capacity | l | 1800 | 1700 | 2000 |

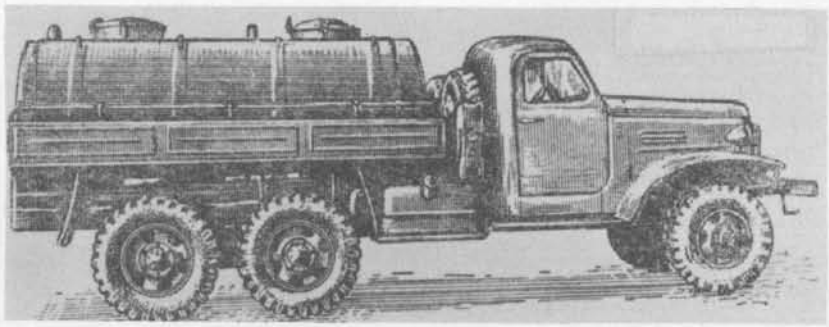


AVV-2

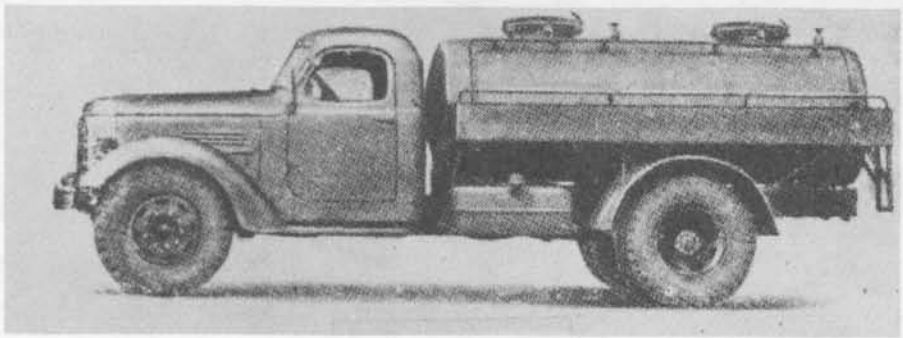




AVTs 1,7



AVTs 28-151



AVTs 28-164

# WATER TANK TRUCKS ZIL CHASSIS

Water Tank Truck, 4x2, AVTs 28-130
Water Tank Truck, 6x6, AVTs 28-131
Water Tank Truck, 4x2, AVTs 28-150
Water Tank Truck, 6x6, AVTs 28-151
Water Tank Truck, 6x6, AVTs 28-157
Water Tank Truck, 4x2, AVTs 28-164

Mounting the same 2,800-liter capacity tank, these vehicles differ primarily in the truck chassis used. The AVTs 28-130 is the most commonly encountered model.

| | | AVTs 28-130 | AVTs 28-151 | AVTs 28-164 |
|---|---|---|---|---|
| weight | kg | | 6420 | 5140 |
| wheelbase | mm | 3800 | 3665+1220 | 4000 |
| length | mm | | 6930 | 6600 |
| width | mm | | 2205 | 2300 |
| height | mm | | 2200 | 2400 |
| track front | mm | 1800 | 1590 | 1700 |
| rear | mm | 1790 | 1720 | 1740 |
| clearance | mm | 275 | 265 | 265 |
| tire size | | 9.00x20 | 8.25x20 | 9.00x20 |
| engine model | | ZIL-130 | ZIL-121 | ZIL-164 |
| horsepower | | 150 | 92 | 97 |
| cylinders | | V-8 | 6 | 6 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 85 | 60 | 65 |
| cruising range | km | 475 | 600 | 415 |
| fuel capacity | l | 170 | 300 | 150 |
| fuel consumption | l/100km | 26 | 46 | 27 |
| trench | mm | 475 | 690 | 480 |
| step | mm | 480 | 460 | 320 |
| slope | ° | 21 | 28 | 17 |
| tilt | ° | | 25 | |
| ford | mm | 1000 | 800 | |
| carrying capacity | l | 2800 | 2800 | 2800 |

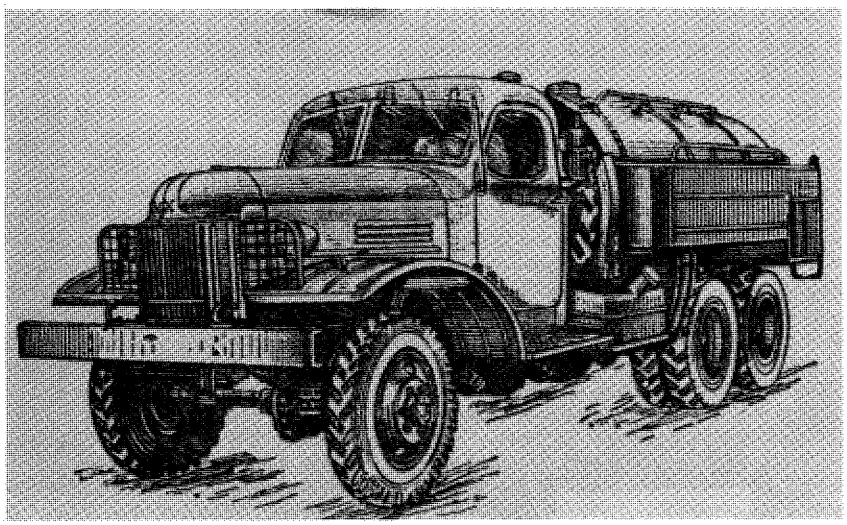


ATs 28-130



ATs 28-130





VMZ-ZIL-151

# WATER AND OIL SERVICE TRUCKS ZIL CHASSIS

Water and Oil Service Truck, 6x6, VMZ-ZIL-151
Water and Oil Service Truck, 6x6, VMZ-ZIL-157K

Combined water and oil service trucks are used in the Soviet forces. These vehicles carry both fluids and are equipped with a heating system which maintains the water temperature at between 15°C and 95°C, and the oil temperature up to 80°C.

| | | VMZ-ZIL-151 | VMZ-ZIL-157K |
|---|---|---|---|
| weight | kg | 7500 | 7625 |
| wheelbase | mm | 3665+1220 | 3665+1120 |
| length | mm | 7040 | 7040 |
| width | mm | 2800 | 2310 |
| height | mm | 2530 | 2635 |
| track front | mm | 1590 | 1755 |
| rear | mm | 1720 | 1750 |
| clearance | mm | 265 | 310 |
| tire size | | 8.25x20 | 12.00x18 |
| engine model | | ZIL-121 | ZIL-157 |
| horsepower | | 92 | 109 |
| cylinders | | 6 | 6 |
| fuel | | gasoline | gasoline |
| cooling | | water | water |
| speed | km/h | 60 | 65 |
| cruising range | km | 600 | 430 |
| fuel capacity | l | 300 | 215 |
| fuel consumption | l/100km | 46 | 50 |
| trench | mm | 690 | 720 |
| step | mm | 460 | 600 |
| slope | ° | 28 | 28 |
| tilt | ° | 25 | |
| ford | mm | 800 | 850 |
| capacity water | l | 1400 | 1400 |
| oil | l | 700 | 700 |

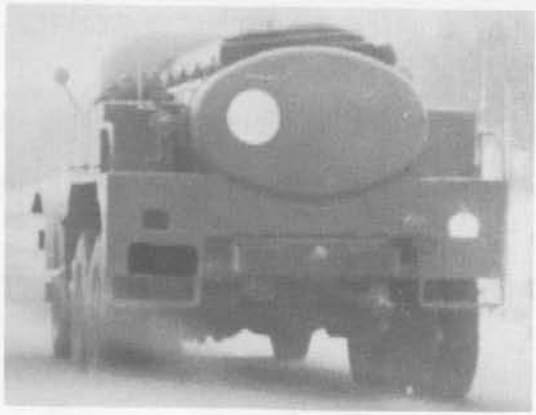



МА-4А

## Combined Fuel, Lubricant, and Water Service Truck MA-4A

One of the latest developments in the POL water service truck field is the MA-4A mounted on a ZIL-131 chassis. It carries diesel fuel, gasoline, and heated diesel and normal lubricant oil as well as heated water. This combination is especially designed to service vehicles in cold climates.

| | | MA-4A |
|---|---|---|
| weight | kg | 7585 |
| wheelbase | mm | 3350+1250 |
| length | mm | 6700 |
| width | mm | 2400 |
| height | mm | 2500 |
| track front | mm | 1820 |
| rear | mm | 1820 |
| clearance | mm | 3300 |
| tire size | | 12.00x20 |
| engine model | | ZIL-131 |
| horsepower | | 148 |
| cylinders | | V-8 |
| fuel | | gasoline |
| cooling | | water |
| speed | km/h | 80 |
| cruising range | km | 525 |
| fuel capacity | l | 340 |
| fuel consumption | l/100km | 40 |
| trench | mm | 640 |
| step | mm | 530 |
| slope | ° | 30 |
| tilt | ° | |
| ford | mm | 1400 |
| capacity diesel | l | 1700 |
| gasoline | l | 340 |
| oil (D) | l | 170 |
| oil | l | 170 |
| water | l | 700 |



ARS-12D



ARS-12U



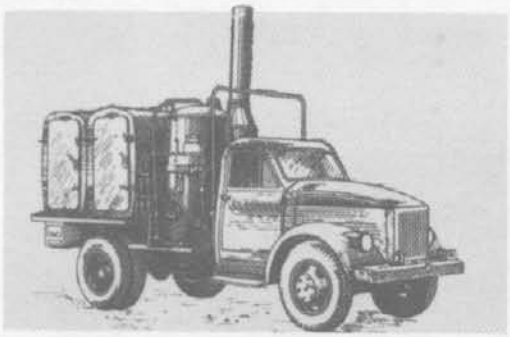
ARS-14

Decontamination Truck, 6x6, ARS-12D
Decontamination Truck, 6x6, ARS-12U
Decontamination Truck, 6x6, ARS-14
Decontamination Truck, 4x2, DDA-53
Decontamination Truck, 4x4, DDA-53A
Decontamination Truck, 4x2, DDA-2
Decontamination Truck, 4x4, DDA-66
Decontamination Truck, 6x6, TMS-65

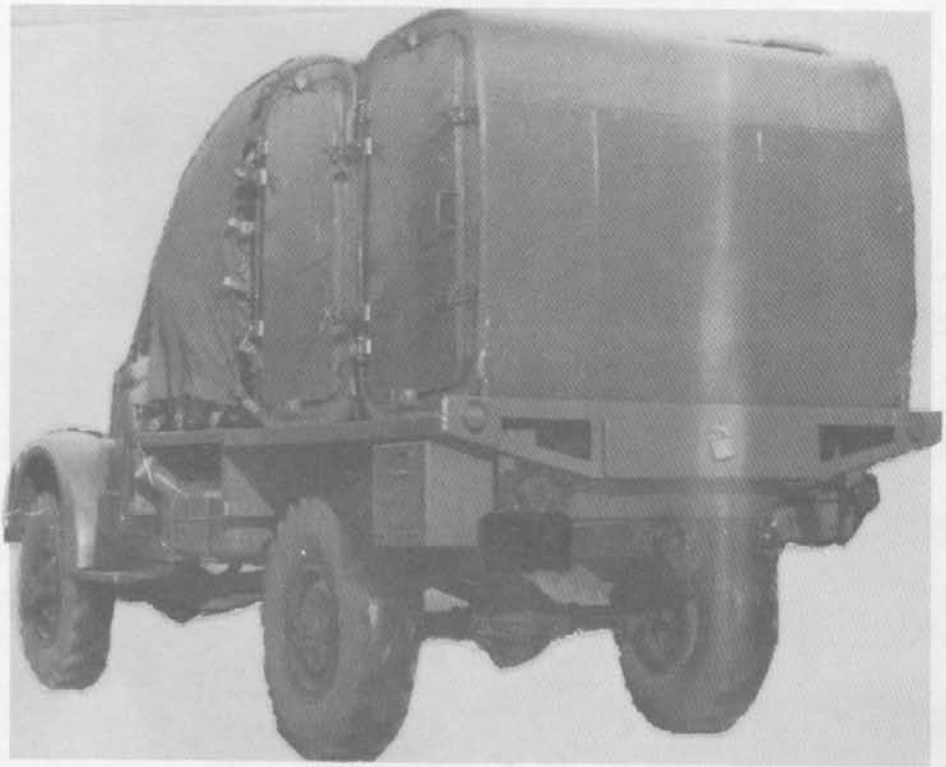
In spite of many differences in detail, the decontamination trucks of the ARS series may be most easily distinquished by the use of different truck chassis, the ZIL-151 for the ARS-12D, the ZIL-157 for the ARS-12U, and the ZIL-131 for the ARS-14. The same applies to the DDA series vehicles which use the GAZ-51 chassis for the DDA-53, the GAZ-63 for the DDA-53A, the ZIL-130 for the DDA-2, and the GAZ-66 for the DDA-66. The TMS-65 uses the Ural-375E.

Details on the functions and characteristics of these decontamination vehicles may be found in USAREUR Pam 30-60-4, Identification Guide, Chemical, Biological and Radiological Equipment, Warsaw Pact Countries (U), 3rd edition, 1 February 1973.

| | | ARS-12U | ARS-14 | DDA-53A |
|---|---|---|---|---|
| weight | kg | 6135 | | 5460 |
| wheelbase | mm | 3665+1220 | 3350+1250 | 3300 |
| length | mm | 6725 | 6775 | 5440 |
| width | mm | 2340 | 2500 | 1850 |
| height | mm | 2360 | 2480 | 2725 |
| track front | mm | 1755 | 1820 | 1588 |
| rear | mm | 1750 | 1820 | 1600 |
| clearance | mm | 310 | 330 | 270 |
| tire size | | 12.00x18 | 12.00x20 | 10.00x18 |
| engine model | | ZIL-157 | ZIL-131 | GAZ-51 |
| horsepower | | 109 | 150 | 70 |
| cylinders | | 6 | V-8 | 6 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 65 | 60 | 65 |
| cruising range | km | 430 | 525 | 650 |
| fuel capacity | l | 215 | 340 | 195 |
| fuel consumption | l/100km | 50 | 40 | 22 |
| trench | mm | 720 | 640 | 550 |
| step | mm | 600 | 530 | 460 |
| slope | ° | 28 | 30 | 28 |
| tilt | ° | | | 20 |
| ford | mm | 850 | 1400 | 800 |
| maximum filling | l | 2600 | | --- |
| operative filling | l | 2500 | | --- |
| maximum allowable weight of fluid | kg | 2500 | | --- |



DDA-53



DDA-53A



DDA-66



DDA-2



TMS-65

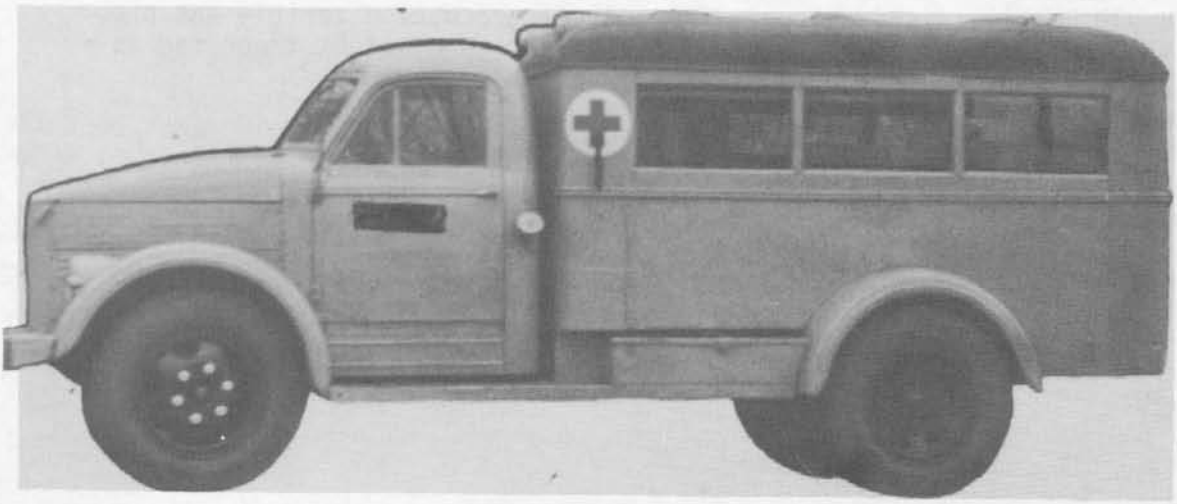
# AMBULANCES



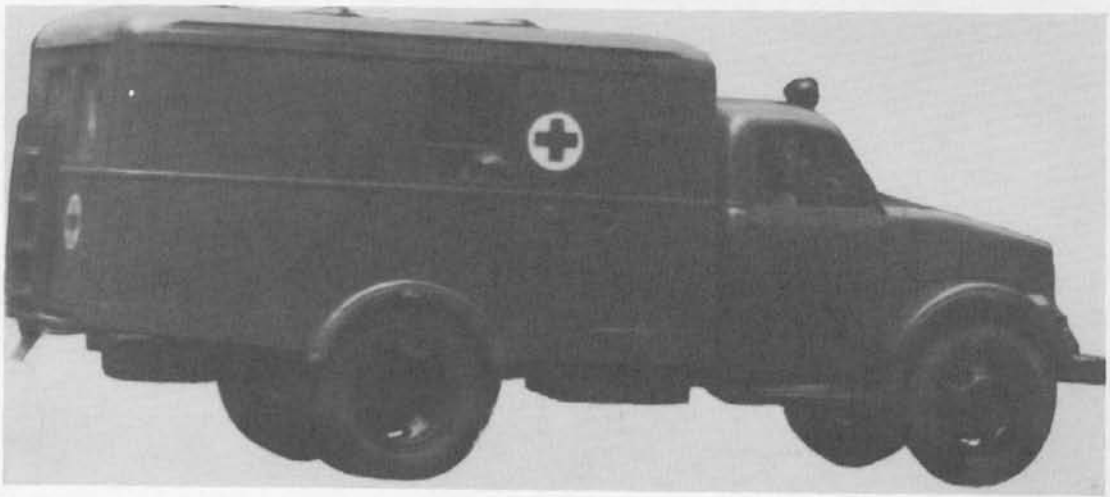
MEDICAL EVACUATION VEHICLE

# MEDICAL EVACUATION VEHICLE

This very light vehicle is the smallest one used in the Soviet armed forces. It is employed by medical units for the evacuation of wounded and injured personnel under conditions where high silhouette ambulances would be at a disadvantage. The medical evacuation vehicle was probably developed from the ZAZ-969 (LuAZ) series of light truck and is probably powered by a V-4 air-cooled gasoline engine.



PAZ-653



AS-3 (4x2)

# AMBULANCES GAZ CHASSIS

Ambulance, 4x2, PAZ-653
Ambulance, 4x2, AS-3
Ambulance, 4x4, AS-3

For many years most of the ambulances used in the Soviet forces were built either on the GAZ-51 or GAZ-63 chassis. The 4x2 models were used for rear area work, while the 4x4 models on the GAZ-63 were found where terrain or road conditions required all-wheel-drive. In most cases these ambulances have been replaced by newer models.

| | | PAZ-653 (4x2) | AS-3 (4x2) | AS-3 (4x4) |
|---|---|---|---|---|
| weight | kg | 3150 | 3375 | 3945 |
| wheelbase | mm | 3300 | 3300 | 3300 |
| length | mm | 5600 | 6330 | 5900 |
| width | mm | 2140 | 2275 | 2275 |
| height | mm | 2340 | 2690 | 2735 |
| track front | mm | 1585 | 1585 | 1588 |
| rear | mm | 1650 | 1650 | 1600 |
| clearance | mm | 245 | 245 | 270 |
| tire size | | 7.50x20 | 7.50x20 | 10.00x18 |
| engine model | | GAZ-51 | GAZ-51 | GAZ-51 |
| horsepower | | 70 | 70 | 70 |
| cylinders | | 6 | 6 | 6 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 70 | 70 | 65 |
| cruising range | km | 300-350 | 300-350 | 625-675 |
| fuel capacity | l | 90 | 95 | 195 |
| fuel consumption | l/100km | 27 | 27 | 30 |
| trench | mm | 430 | 430 | 550 |
| step | mm | 290 | 290 | 460 |
| slope | ° | 14.5 | 14.5 | 28 |
| tilt | ° | | | 20 |
| ford | mm | 640 | 640 | 800 |
| | | 4 stretcher or 13 sitting; 1 driver | 7 stretcher & 2 sitting or 4 stretcher & 6 sitting or 14 sitting 1 driver 1 medic | |



UAZ-450A

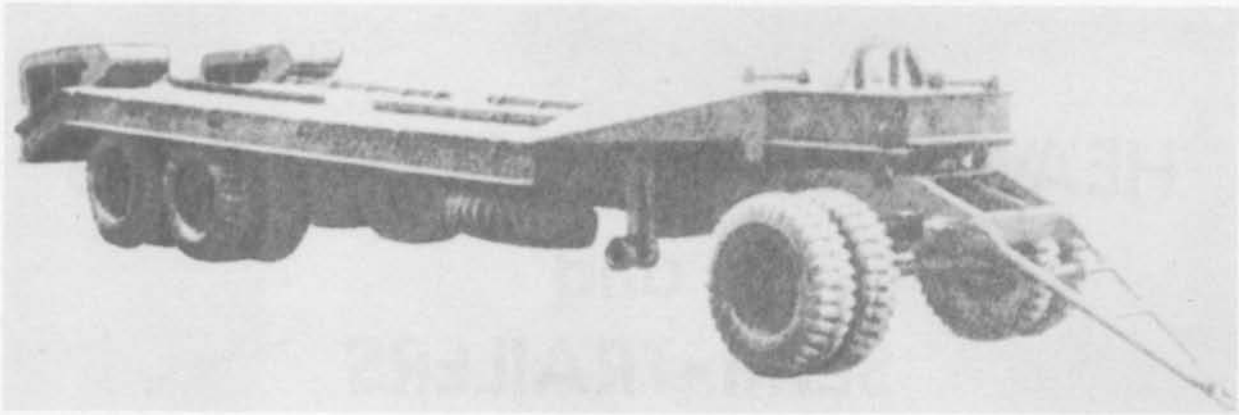
# AMBULANCES UAZ CHASSIS

Ambulance, 4x4, UAZ-450A
Ambulance, 4x2, UAZ-451A
Ambulance, 4x4, UAZ-452A
Ambulance, 4x4, UAZ-469BG

During the past years the UAZ-450 series ambulances have come into wider use in the Soviet military forces. Although they have a smaller capacity than the older GAZ ambulances they are more modern vehicles with a greater flexibility. Capacity is limited to four stretcher patients. The UAZ-469BG, based on the new Soviet jeeps, is the latest model on a UAZ chassis.

| | | UAZ-450A | UAZ-451A | UAZ-452A |
|---|---|---|---|---|
| weight | kg | 1950 | | |
| wheelbase | mm | 2300 | 2300 | 2300 |
| length | mm | 4360 | 4460 | 4460 |
| width | mm | 1940 | 2044 | 1940-2044 |
| height | mm | 2050 | 2020 | |
| track front | mm | 1436 | 1442 | 1442 |
| rear | mm | 1436 | 1442 | 1442 |
| clearance | mm | 210 | 220 | 220 |
| tire size | | 8.40x15 | 8.40x15 | 8.40x15 |
| engine model | | M-20 | ZMZ-451 | ZMZ-451E |
| horsepower | | 65 | 70 | 72 |
| cylinders | | 4 | 4 | 4 |
| fuel | | gasoline | gasoline | gasoline |
| cooling | | water | water | water |
| speed | km/h | 95 | 95 | 95 |
| cruising range | km | 265 | | |
| fuel capacity | l | 55 | 56 | 56 |
| fuel consumption | l/100km | 14 | 12 | 12 |
| trench | mm | | | |
| step | mm | | | |
| slope | ° | | | |
| tilt | ° | | | |
| ford | mm | | | |

# HEAVY TRANSPORT TRAILERS and SEMI-TRAILERS



ChMZAP-5203V*

*For ChMZAP-5247 picture see "MAZ-535 series" in this volume page 93.

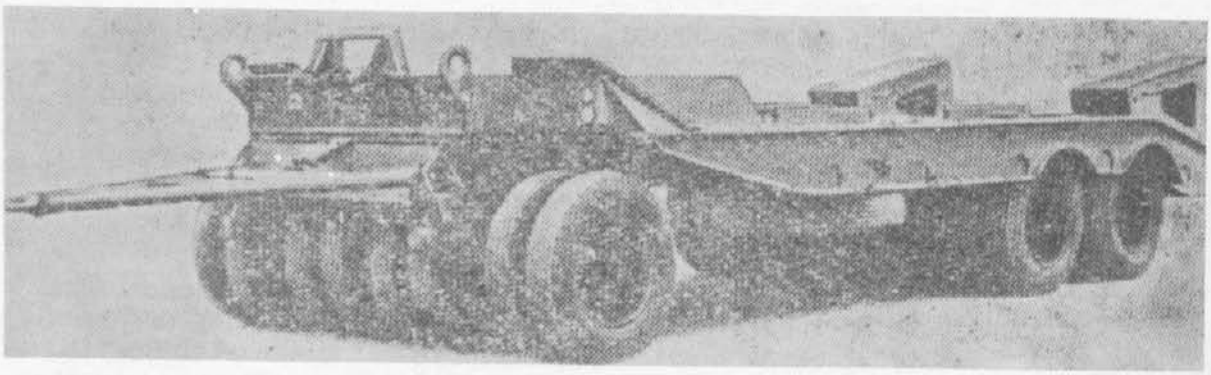
# HEAVY TRANSPORT TRAILERS AND SEMITRAILERS

Heavy Transport Trailer ChMZAP-5203V
Heavy Transport Trailer ChMZAP-5208
Heavy Transport Trailer ChMZAP-5212
Heavy Transport Trailer ChMZAP-5523
Heavy Transport Semitrailer ChMZAP-5247
Heavy Transport Semitrailer ChMZAP-5247G

Heavy transport trailers and semitrailers are used by the Soviet military forces to move tanks, other tracked vehicles, and construction equipment. They are found both in special maintenance units for evacuation purposes and in special motor transport units for the movement of complete units over long distances. The semitrailer ChMZAP-5247 is normally used in the latter role with the MAZ-537 series tractor trucks as prime movers. The other trailers (which in some cases can be also used as semitrailers) are normally found in maintenance or construction units.

| | | ChMZAP-5203V | ChMZAP-5208 | ChMZAP-5212 |
|---|---|---|---|---|
| weight | kg | 8300 | 11000 | 14500 |
| wheelbase | mm | 6830+1400 | 4155+1190 | 1200+4200+1200 |
| length | mm | 12950 | 9330 | 11370 |
| width | mm | 3000 | 3200 | 3300 |
| height | mm | 2005 | 1940 | 2070 |
| platform height | mm | 1345 | 1140 | 1140 |
| platform length | mm | 6590 | 4880 | 5500 |
| tires | | 12.00x20 | 8.25x20 | 9.00x20 |
| payload | kg | 20000 | 40000 | 60000 |
| towing speed | km/h | 50 | 40 | 32 |

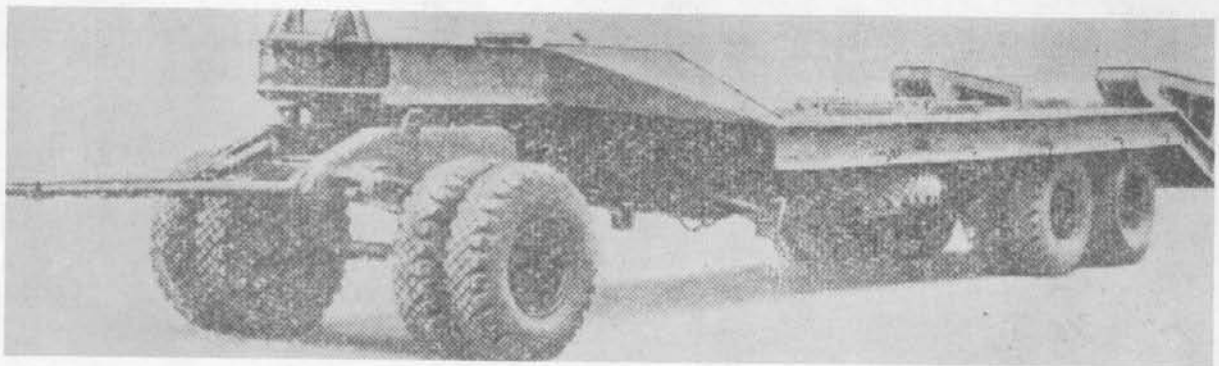
| | | ChMZAP-5523 | ChMZAP-5247G |
|---|---|---|---|
| weight | kg | 9750 | 18000 |
| wheelbase | mm | 6830+1400 | |
| length | mm | 12950 | 15230 |
| width | mm | 3000 | 3380 |
| height | mm | 2085 | 2780 |
| platform height | mm | 1345 | 1160 |
| platform length | mm | 6430 | 5690 |
| tires | | 12.00x20 | 15.00x20 |
| payload | kg | 20250 | 50000 |
| towing speed | | 50 | 50 |



ChMZAP-5208



ChMZAP-5212



ChMZAP-5523

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| USAREUR & 7A ODCSI - IDHA-FMA | 001 |
| USAREUR & 7A ODCSI - LNO AEAGB-C (GO) | 002 |
| USAREUR & 7A ODCSI - LNO-BONN | 007 |
| USAREUR & 7A ODCSI - LNO-ROME | 001 |
| USAREUR & 7A ODCSI - PDN DIV | 061 |
| USAREUR & 7A DCSOPS | 001 |
| USASA FLD STA AUGSBURG | 012 |
| USASAFS AUGSBURG OPS | 012 |
| USASAFS BERLIN | 002 |

| | NO OF COPIES |
|---|---|
| USA SCI & TECH CEN - FAR EAST | 002 |
| USA SCTY EVAL GP (LNO) | 020 |
| USASETAF - G-2/3,- I & S BRANCH | 001 |
| USASRD ACSI | 001 |
| USA ST & TAG | 001 |
| USA TANK AUTOMOTIVE COMD | 006 |
| USA WAR COLLEGE | 001 |
| USA WEAPONS COMD | 002 |
| USCONARC DCSI | 001 |
| USCONARC INTEL CEN | 004 |
| USDAO - AMER EMB APO 09777 | 001 |
| USDAO - AMER EMB - BOX 335 | 001 |
| USDAO (ARMA) | 001 |
| USDAO - AMMAN | 002 |
| USDAO - ATHENS | 001 |
| USDAO - BELGRADE | 004 |
| USDAO - BRUSSELS | 002 |
| USDAO - BUCHAREST | 001 |
| USDAO - BUDAPEST | 005 |
| USDAO - COPENHAGEN | 001 |
| USDAO - THE HAGUE | 013 |
| USDAO - HELSINKI | 001 |
| USDAO - LISBON | 005 |
| USDAO - LONDON | 001 |
| USDAO - MADRID | 005 |
| USDAO - MOSCOW | 040 |
| USDAO - PRAGUE | 005 |
| USDAO - ROME | 001 |
| USDAO - SOFIA | 005 |
| USDAO - VALLETTA | 012 |
| USDAO - VIENNA | 002 |
| USDAO - WARSAW | 007 |
| US ELE - ALLIED NAV FCS - SOUTH | 001 |
| USEUCOM - J-2 | 001 |
| USEUCOM | 006 |
| USMLM | 020 |
| USN EOD FAC | 002 |
| USN FCS EUR | 001 |
| USN MED RSCH LAB | 001 |
| USN REP - GERMANY | 001 |
| USN WAR COLLEGE - CODE 1212 | 001 |
| USN WPNS LAB | 001 |
| USPAC FLT NAVY NO 128 | 002 |
| US READINESS COMD | 004 |
| USTASCOMEUR | 002 |
| USTDC | 003 |
| WATERVLIET ARSENAL | 001 |
| TOTAL | 2954 |