



Australian Government  
Department of Defence

# G-WAGON

Project LAND 121 Phase 3A







**Greater Versatility, Greater Lifespan and  
Full Through-life Support**



To ensure the Australian Defence Force (ADF) is provided with a state-of-the-art tactical training capability, Defence and its industry partners, Mercedes-Benz Australia/Pacific Pty Ltd (MBAuP) and Haulmark Trailers (Australia) Pty Ltd, have delivered the current generation Mercedes-Benz G-Wagons and trailers into service.

The provision of ground mobility vehicles to the ADF provides our troops with a pervasive capability. Army is the principal operator of the capability provided by the Field Vehicle, Module and Trailer System with the Air Force also receiving the range of new vehicles, modules and trailers.

In July 2012, the roll-out of the G-Wagons and matching Haulmark trailers commenced. Between 2012 and 2016, the Defence project known as LAND 121 Phase 3A – Lightweight and Light Capability will roll out more than 2200 G-Wagons and over 1900 matching trailers to ADF units across Australia. The G-Wagon fleet will comprise ten mission-system configurations: lightweight single cab carryall, light single cab carryall, command post, surveillance and reconnaissance, ambulance, station wagon, panel van, dual cab canine, line-laying module and general maintenance vehicle. With the exception of the line-laying module, the range of specialist modules has been designed and manufactured by the Australian company G.H. Varley Pty Ltd, a subcontractor to MBAuP.

The matching trailers, which are being provided by the Australian company Haulmark Trailers, have been custom-designed specifically for the ADF G-Wagons and have a very robust construction in order to survive the tough conditions under which they will operate.

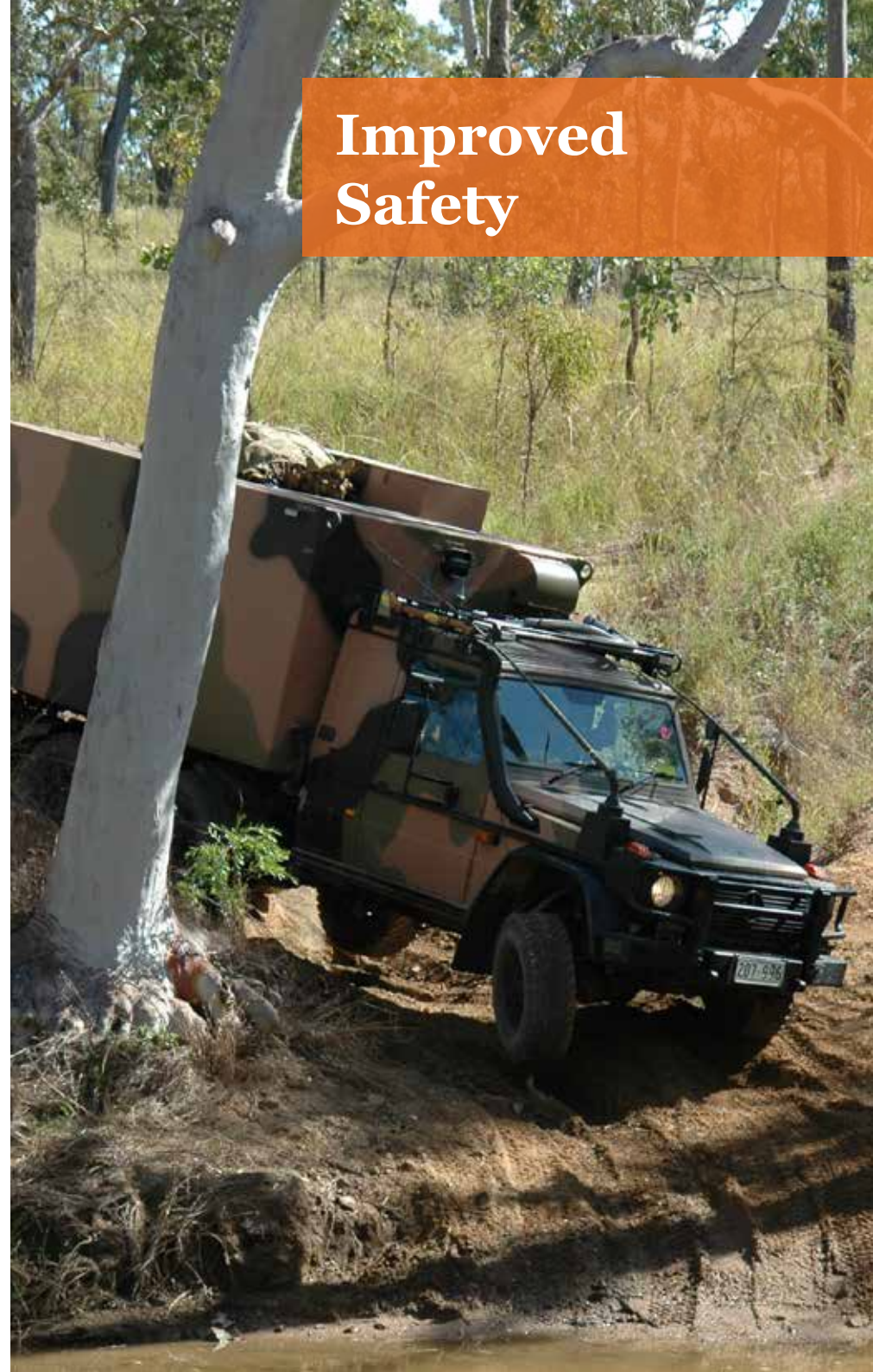
The delivery of the G-Wagon marks a significant milestone as the first official delivery of new equipment under Project LAND 121, the multi-billion dollar project to provide the next generation of the ADF's field vehicles and trailers.

This booklet will provide you with information about the ADF's new lightweight and light vehicle capability.



**Paul McLachlan, AM, CSC**  
Major General  
Head Land Systems

## Improved Safety





# Ten Mission System Variants

## OVERVIEW

Project LAND 121 is a multi-phase project that aims to provide field vehicles, modules and trailers, as well as through-life support, with greater versatility and lifespan than the assets currently in service.

LAND 121 seeks to deliver around 7500 protected and unprotected vehicles across the range of lightweight, light, medium and heavy fleet segments. In addition, each category will provide trailers to enhance payload-carrying capability and modules to enable specialist functions.

LAND 121 Phase 3A Lightweight and Light Capability (LLC) is acquiring a fleet of lightweight and light vehicles for tactical training. The fleet will comprise 2268 unprotected Mercedes-Benz G-Wagons, including specialist modules, and 1921 Haulmark trailers. Together with the protected light vehicles planned to be procured under LAND 121 Phase 4, the Mercedes-Benz G-Wagons will replace the current fleet of Land Rovers.

The G-Wagon fleet will comprise ten mission system variants and will be delivered to Army and Air Force units across Australia between July 2012 and 2016. The delivery of the trailers will take place between July 2012 and 2016.







**Current Generation  
Tactical Training Capability**



# G-WAGON VARIANTS

## Truck, Light, Single Cab, Carryall

## Truck, Lightweight, Single Cab, Carryall

## Truck, Lightweight, Single Cab, Panel Van

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



## Truck, Lightweight, Dual Cab, Station Wagon

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



## Truck, Light, Dual Cab, Canine

**The role of the Canine variant is to provide high-mobility transport for Military Working Dogs (MWD) and their respective handlers (up to three dogs and their handlers).** While the vehicle is mainly used for transportation to job sites, the vehicle also holds the dog's food, veterinary requirements and other stores. The Air Force will be the primary user of this vehicle system.



## Truck, Light, Dual Cab, Command Post Mobile

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



### Truck, Light, Single Cab, Ambulance

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



### Truck, Light, Surveillance and Reconnaissance

The role of the Surveillance and Reconnaissance variant is to provide high-mobility transport to Regional Force Surveillance Units for conducting wide area surveillance tasks. The vehicle, when on patrol, will normally be operated by three personnel, comprising of a Driver, Co-Driver and Rear Observer.



### Truck, Light, Dual Cab, Line Laying Module

The role of the Line Laying Module variant is to provide high-mobility transport for communications line laying and retrieval functions over significant distances for land forces within deployable headquarters at brigade level and above. Designed by Integrated Design & Engineering Solutions Pty Ltd, the Line Laying Module will support the establishment of inter-node and intra-node cabling for a range of communication services, including information systems and telephony.



### Truck, Light, Dual Cab, General Maintenance Vehicle

The role of the General Maintenance Vehicle variant is to provide high-mobility transport for a mobile work station for unit and field repair as well as internal stowage for tools, test equipment, repair parts and personal equipment. The General Maintenance Vehicle will normally be operated by two mechanics and have the capacity for two additional passengers.



## TRAILER VARIANTS

### Trailer, Lightweight, Cargo

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

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



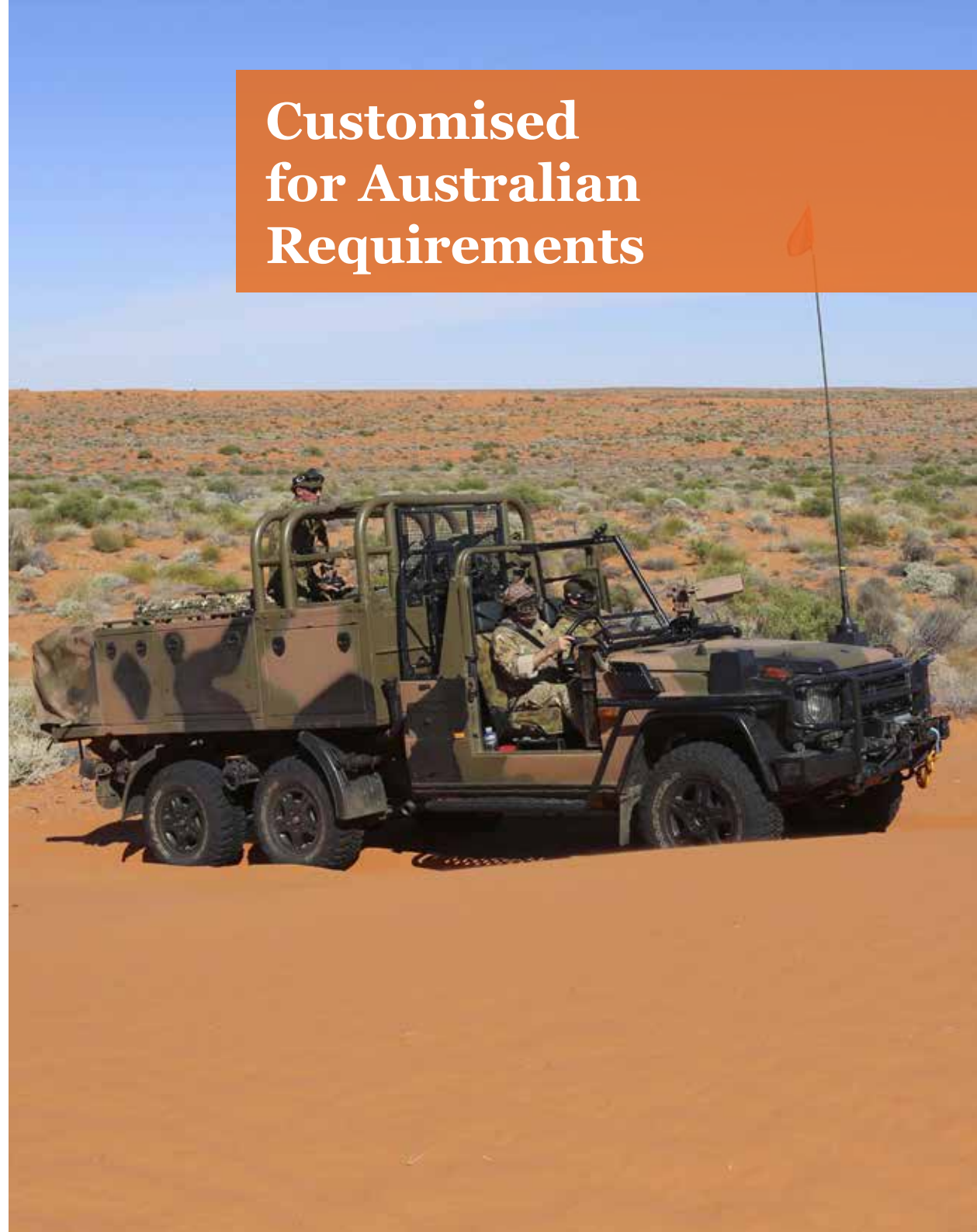
### Trailer, Light, Cargo

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

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



## Customised for Australian Requirements





# G-WAGON TECHNICAL SPECIFICATIONS

MODEL	4x4	6x6	Transmission	Payload (kg)	Fuel Tank			Engine	Length (mm)		Width (mm)		Height (mm) Nominal – unladen	Towing capacity	Speed (km/h)	
					95 L	55 L Ancillary	200 L Ancillary		Without winch	Winch Fitted	Over Mirrors	Reduced			First Class Roads	Second Class Roads
STATION WAGON	•		Five speed fully automatic transmission	1200	•	•		300 CDI (Common Rail-Diesel Direct Injection) V6 cylinder turbocharged Engine (Euro 5) with 135 kw, 400 Nm torque	4820	5030	2140	1815	2225	150 kg Drawbar vertical loading	As per road speed limits	80
SINGLE CAB CARRYALL	•			1180	•	•			5280	5490	2490	2160	2590			
PANEL VAN	•			1600	•	•			4820	5030	2140	1815	2225			
SINGLE CAB CARGO		•		2390	•	•			6380	6590	2490	2140	2660			
DUAL CAB CANINE		•		1979	•	•			6650	6860	2490	2150	2480			
DUAL CAB COMMAND POST MOBILE		•		1915	•	•			6700	6910	2490	2130	2210			
SINGLE CAB AMBULANCE		•		1330 (interim)	•	•			6335	6545	2490	2150	2790			
SINGLE CAB SURVEILLANCE AND RECONNAISSANCE		•		2200 (interim)	•	•	•		6565	6775	2490	2140	2565			
DUAL CAB LINE LAYING		•		1200	•	•			6240	6450	2490	2090	2490			
DUAL CAB GENERAL MAINTENANCE		•		2000 (estimated)	•	•			6700	6910	2490	2130	2350			







## Enhanced Levels of Mobility and Operational Functionality



## THROUGH LIFE SUPPORT

The G-Wagon family of vehicles will be utilising similar in-service support to that currently provided to the Land Rover fleet it is replacing.

A standalone support contract was signed with Mercedes-Benz Australia/Pacific Pty Ltd on 29 October 2008. It has an initial contract period of 15 years from Through Life Support Commencement Date, with three options to extend, each of seven years.

The Support Contract provides for a range of services under the headings of Engineering Support, Maintenance Support and Supply Support and is based on an agreed rate-of-effort.



## INDUSTRY PARTNERS

### Mercedes-Benz Australia/Pacific Pty Ltd



Mercedes-Benz

A company of the Daimler Group, Mercedes-Benz Australia/Pacific Pty Ltd (MBAuP) is the importer and wholesaler for a range of vehicles. Under LAND 121 Phase 3A MBAuP is proud to supply the ADF with its G-Wagon vehicle, which is currently in service with more than 60 armies worldwide.

MBAuP enjoys a strong, long-standing relationship with the ADF, having first delivered products to the ADF in 1978. MBAuP employs over 1000 people and engages over 400 small-to-medium enterprises in Australia.

### Haulmark Trailers (Australia) Pty Ltd



Haulmark Trailers (Australia) Pty Ltd, established in 1963, is a wholly Australian-owned company with sites in Brisbane, Sydney and Darwin.

Haulmark has a history of providing trailers to the ADF and industry. It has established a reputation for building quality products that are designed, engineered and developed to suit the unique requirements of each customer.

### G.H. Varley Pty Ltd

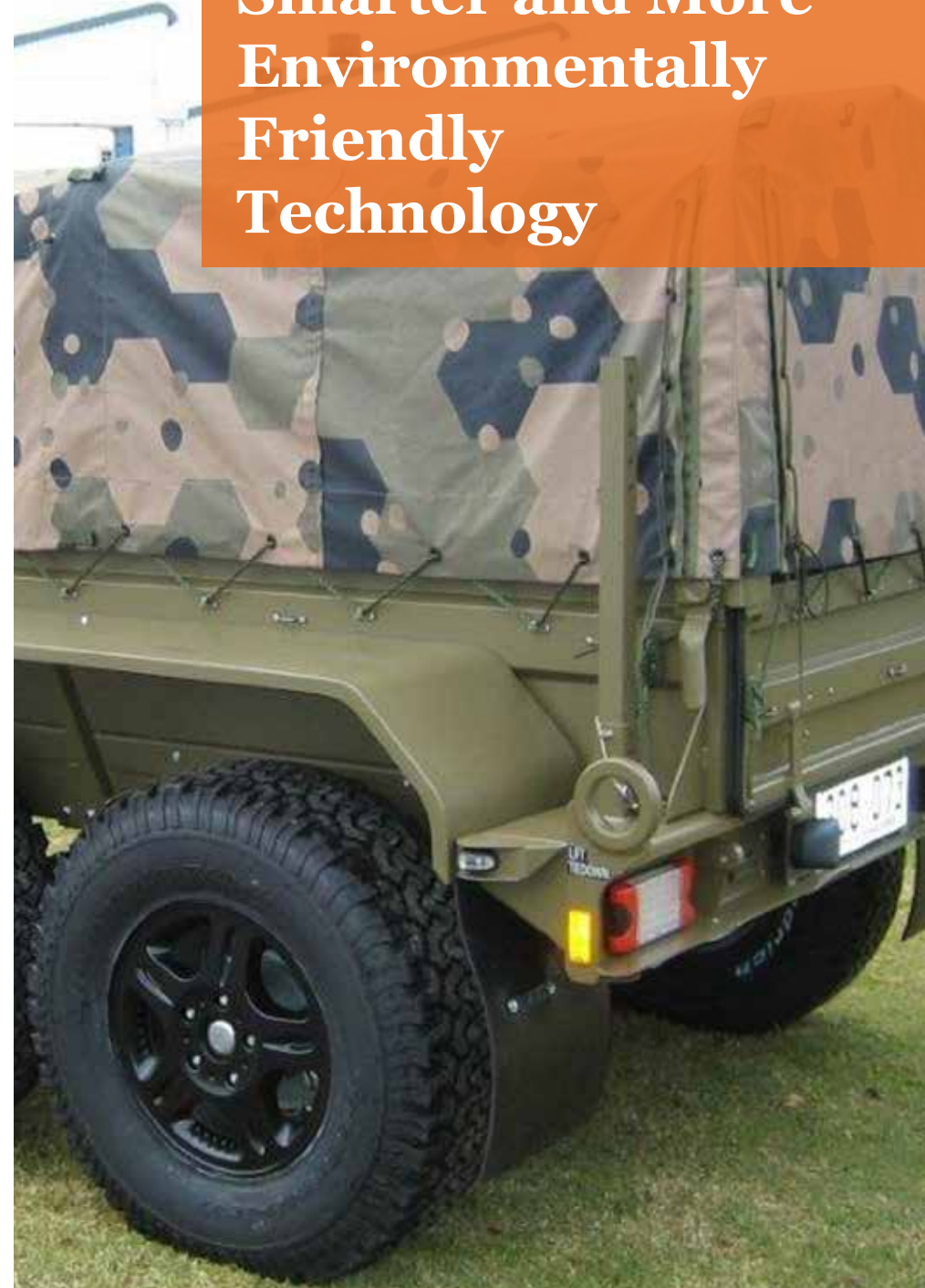


A proudly family-owned company, the Varley Group is one of the oldest companies in the Hunter region of New South Wales. Varley has over 125 years of expertise in light and heavy engineering, including the fabrication of aluminium, stainless steel, ferrous and non-ferrous materials, machining, vehicle body building, auto electrics, fibreglass, painting and panelling.

Varley is producing modules for LAND 121 Phase 3A as a subcontractor to MBAuP.



**Smarter and More  
Environmentally  
Friendly  
Technology**







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