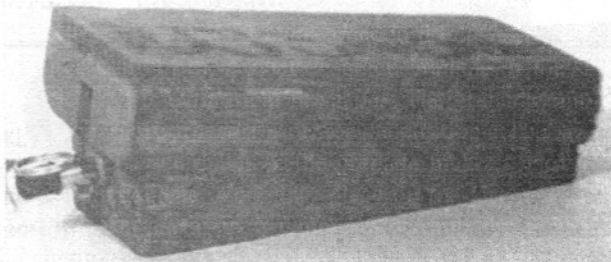




POMZ-2 ANTIPERSONNEL MINE

Description: The POMZ-2 is a antipersonnel fragmentation mine. **Mine Case:** metal **Color:** olive drab **Fuze Type:** MUV trip wire **Actuation Force:** 2-5 kg **Explosive Type:** TNT **Explosive Weight:** .075 kg **Effective Range:** 4 m.



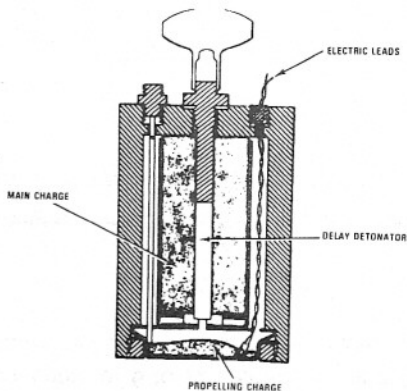
PMD-6 ANTIPERSONNEL MINE

Description: The PMD-6 is a antipersonnel blast mine.

Mine Case: wood **Color:** natural wood **Fuze Type:** MUV
pressure **Actuation Force:** 1-10 kg **Explosive Type:** TNT
Explosive Weight: .02 kg **Effective Range:** limited.

Equipment Recognition

6-122



OZM-3 ANTIPERSONNEL MINE

Description: The OZM-3 antipersonnel mine is a bounding fragmentation mine. The OZM-3 also has electronic fuzing for use in controlled minefields. **Mine Case:** cast iron **Color:** olive drab **Fuze Type:** MUV trip wire **Actuation Force:** 2-5 kg **Explosive Type:** TNT **Explosive Weight:** .075 kg **Effective Range:** 10m.

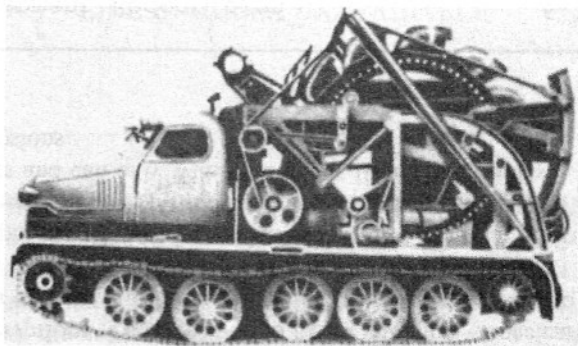
PMR-3 MECHANICAL MINELAYING TRAILER

Description: The PMR-3 consists of a single chute and a plow attachment. The attachment provides the option of burying the mines or depositing them on the surface of the ground. The mines can be spaced 4 to 5.5 meters apart, depending on the control setting. If buried, the mines are emplaced at a depth of 6 to 12 centimeters at a speed of 5 kph. The trailer can store 200 to 300 antitank mines. **Crew:** 4-5.

LINE DIAGRAM UNAVAILABLE

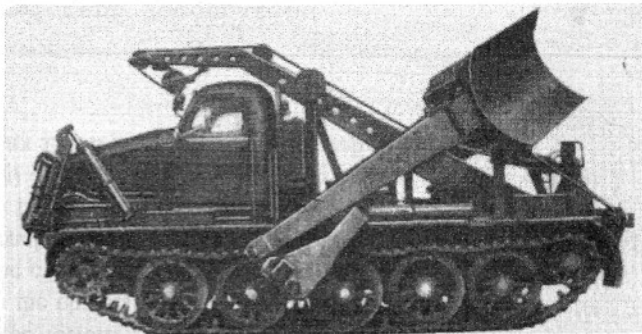
PT-54/55 MINE CLEARING ROLLERS

Description: The PT-54/55 is a tank mounted mineclearing roller system with two independent roller sets attached to arms in front of each tread on a tank. Used at speeds of 8-12 kph, the PT-54/55 can clear a path .8-1.3m wide in front of each roller. The rollers cannot detonate most modern mines and can only withstand about 10 antitank mines explosions.



BTM HIGH SPEED DITCHING MACHINE

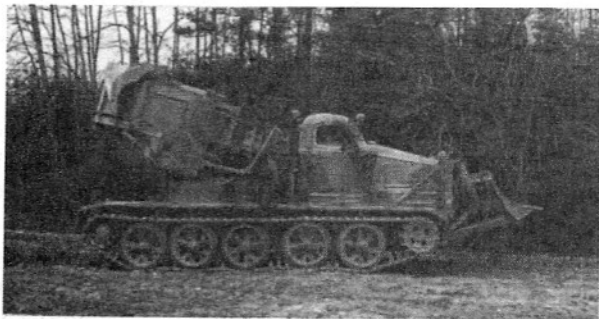
Description: The BTM is a high speed, bucket wheel ditching machine mounted on the AT-T heavy tracked artillery tractor. The ditching wheel is mechanically raised and lowered by cables or chains. The BTM can be used to dig individual protective positions, trenches for shelter, firebreaks and strips. Ditching speed is 300 to 500 m/hr in sandy loam soil. **Max Speed:** 35 kph **Crew:** 2 **Ditch Depth:** 1.5 m **Ditch Depth:** 1 m.



3

BAT-M DOZER

Description: The BAT-M dozer has a hydraulic operated, two section adjustable dozer blade mounted on an AT-T heavy artillery tractor with a rotary crane mounted on the bed of the vehicle. The BAT-M can move material with its blade at a rate of 200-250 cubic meters per hour. Its crane capacity is 2 metric tons. BAT-M also has an air filtration system and can operate in contaminated areas for short periods of time. **Max Speed:** 35 kph **Crew:** 2.



MDK-2 TRENCH DIGGING MACHINE

Description: The MDK-2 trench digging machine is based on the chassis of the AT-T heavy tracked artillery tractor. The circular digging machine is used for digging weapon trenches, pits for vehicles, and other equipment. Depending on the soil conditions, the MDK-2 can dig a maximum of 300 cubic meters per hour. **Max Speed:** 35 kph **Crew:** 2 **Max Ditch Depth:** 4.5m **Max Ditch Width:** 4m.

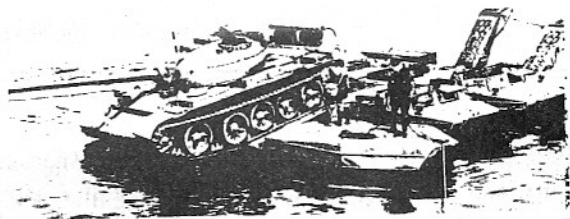
LINE DIAGRAM UNAVAILABLE

PMP PONTOON BRIDGE

Description: The PMP Pontoon Bridge is a version of the Russian PMP Pontoon Bridge. The PMP ribbon set consists of pontoons and approach ramps constructed of a low alloy steel. Each pontoon section is launched from a truck and automatically unfolds upon entering the water. The PMP has a 60 ton capacity and can be constructed in rivers with a current flow or still waters.

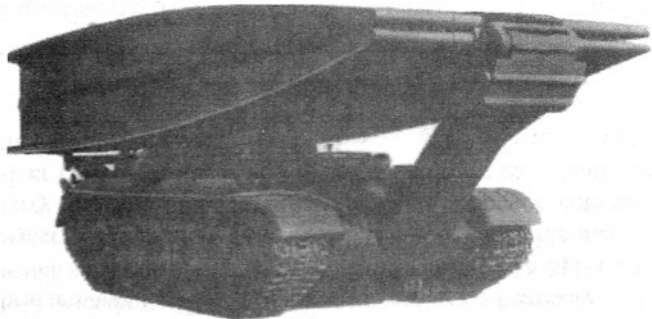
TPP PONTOON BRIDGE

Description: The TPP by today's standards is an obsolete bridging system. However, it is still well suited for use in the LOC role. A full bridge set consists of 96 steel decked pontoon sections that are connected end to end in combinations of two or three to form a single full pontoon. The strong points of the TPP are high load capacity and its ability to operate in high river velocities. However, it requires 116 2.5 ton trucks to transport the system, lacks ramps for loading/unloading directly onto the shore, and is manpower intensive to construct. The TPP can form a 181 m bridge with a 70 ton capacity or a 241 m bridge with a 50 ton capacity.



GSP AMPHIBIOUS FERRY

Description: The Russian GSP Ferry consists of two tracked amphibious vehicles which make up the left and right halves of the ferry. To make the full ferry, the vehicles are joined together in the water and the pontoons are lowered to the float position. There are two retractable scissor type ramps on each side of the full ferry for loading and unloading. The GSP can carry up to 50 metric tons at a water speed of 7.7 kph. Unloaded it can go 10.8 kph in water. The six man crew (2 vehicles) can assemble the ferry in 3 to 5 minutes. The GSP can not operate with the river current faster than 2 m/sec or the river bank is higher than .5 m.



BLG-60 ARMORED VEHICLE LAUNCHED BRIDGE

Description: The BLG-60, armored vehicle launched bridge (AVLB) system, is used to emplace a treadway bridge over obstacles up to 19 meters wide. The BLG-60 consists of a scissor bridge mounted on a modified T-55 hull. The bridge is a two box treadway system that once erected can support vehicles up to 50 tons. **Emplacement Time:** 3 min.

Treadway Width: 3.45 m. **Crew:** 2. **Max Speed:** 50 kph.



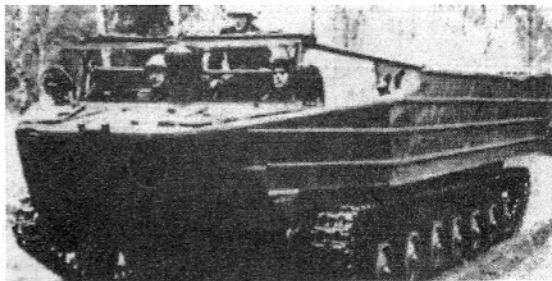
MTU-20 ARMORED VEHICLE LAUNCHED BRIDGE

Description: The MTU-20, armored vehicle launched bridge (AVLB) system, is used to emplace a treadway bridge over obstacles up to 18 meters wide. The MTU-20 consists of a twin treadway superstructure mounted on a modified T-55 hull. The bridge once erected can support vehicles up to 50 tons. **Emplacement Time:** 5-7 min. **Treadway Width:** 3.3 m. **Crew:** 2. **Max Speed:** 50 kph.



MT-55 TANK LAUNCHED BRIDGE

Description: The MT-55 is a tank launched bridge based on a T-55 MBT hull. The MT-55 span is 18 meters long and can support loads up to 50 tons. The launcher has a gap measuring device and infrared equipment for bridge laying at night. **Emplacement Time:** 3 min. **Treadway Width:** 3.2m. **Crew:** 2. **Max Speed:** 50 kph.



K-61 TRACKED AMPHIBIOUS VEHICLE

Description: The K-61 is a large, unarmored tracked amphibious vehicle used extensively to transport cargo, equipment and personnel in river crossing operations. It is capable of carrying light vehicles and equipment up to 5 tons or 50 troops across water and up to 3 tons on land. The K-61 is powered by a 4 cylinder 135 hp diesel engine and is propelled in the water by two propellers located in the rear of the vehicle. Generally considered obsolete, it is an important and integral part of the DPRK ERC units. **Max Speed:** land 36 kph, water 10 kph.

Ground Transportation Vehicles

The numbers of transport equipment organic to combat units in the NKA have greatly increased since the 1950s. The numbers of Motor Transportation Brigades for resupply have also increased, along with quality and performance. The NKA prefers foreign trucks over indigenously produced trucks. Indigenously produced trucks are usually used in the civil sector. Most trucks imported to the DPRK are from the former Soviet Union (FSU) and Japan. Trucks from the FSU offer the NKA the highest performance levels while the Japanese trucks are rated second, but with higher technology and reliability.

All NKA wheeled transport vehicles for either general transport or weapon systems are thin skinned vehicles. They are all vulnerable to small arms fire, fragmentation explosives, and anything more destructive.



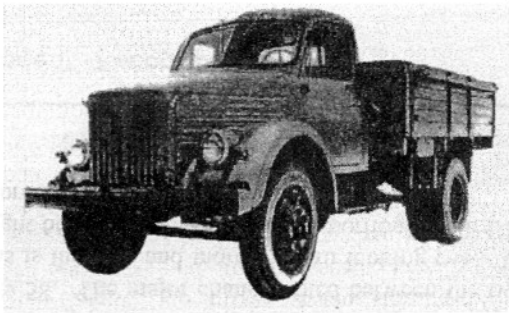
SELF RELIANCE 68 NA (KAENSAENG)

Description: The Self Reliance 68 NA (KAENSAENG) has been the only light utility model vehicle that the DPRK has produced since about 1970. Two variants are produced, a utility and a cargo model. The KAENSAENG is a 4X4 half ton utility truck that appears to be an exact copy of the former Soviet Union GAZ-69. Statistics for the GAZ-69 are as follows: **Max Speed:** 90 kph **Range:** 530 km **Max Cargo Weight:** 500 kg **Max Towing Weight:** 800 kg.



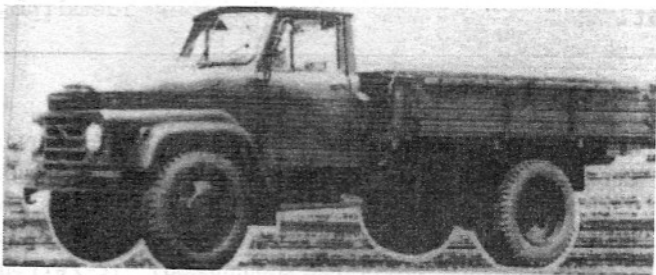
UAZ-469

Description: The Russian designed UAZ-469 utility truck was developed to replace the GAZ-69. The outstanding features of this vehicle include improved cross country performance, better gas milage, greater starting torque, increased maximum and cruising speeds, greater load capacity, and a better heating system than the GAZ-69. The UAZ-469 can be transported and airdropped by airplanes and helicopters. One of the DPRK variants of this vehicle is the UAZ-469 RKh. This vehicle is used in NBC defense units and is equipped with NBC detection equipment.



VICTORY 58 (SUNGNI)

Description: The Victory 58 (SUNGNI) is a copy of the former Soviet Union GAZ-51, but it has weaker springs than the GAZ-51. The engine is hard to start, and the crudely copied carburetor, used since 1961, wastes gasoline badly at low speeds, accounting for the unusually high fuel consumption. Military usage is probably limited due to the vehicle's age.



FIGHT 66 (TUJAENG)

Description: The Fight 66 (TUJAENG) 2.5 ton, 4X2, cargo truck was introduced about 1976 as the replacement for the Victory 58. The major change noted between the two designs is the new and more modern looking cab. Today, the Fight 66 is probably the largest portion of the DPRK's truck production.