



# The Babcock General Logistics Vehicle





## Introducing the Babcock General Logistics Vehicle

After 75 years of service, the British Army's relationship with the iconic Land Rover is nearing its end. The search is now on to find a worthy successor that will help the Ministry of Defence (MOD) to deliver its mission well into the 21st century.

This is an opportunity to transform the combat support vehicle capability to reflect the needs of the modern military force, increasing performance, comfort and safety, and reducing cost and environmental impact.

As a company, Babcock is uniquely placed to help the MOD with this programme, combining specialist vehicle design and development, modern, UK-based production facilities, and the experience of delivering in-service support throughout the UK's Armed Forces.

The Babcock General Logistics Vehicle (GLV) family has been specifically tailored to the needs of the military. It's a platform soldiers can rely on, and become a new icon for the British Army.





## Tried and tested

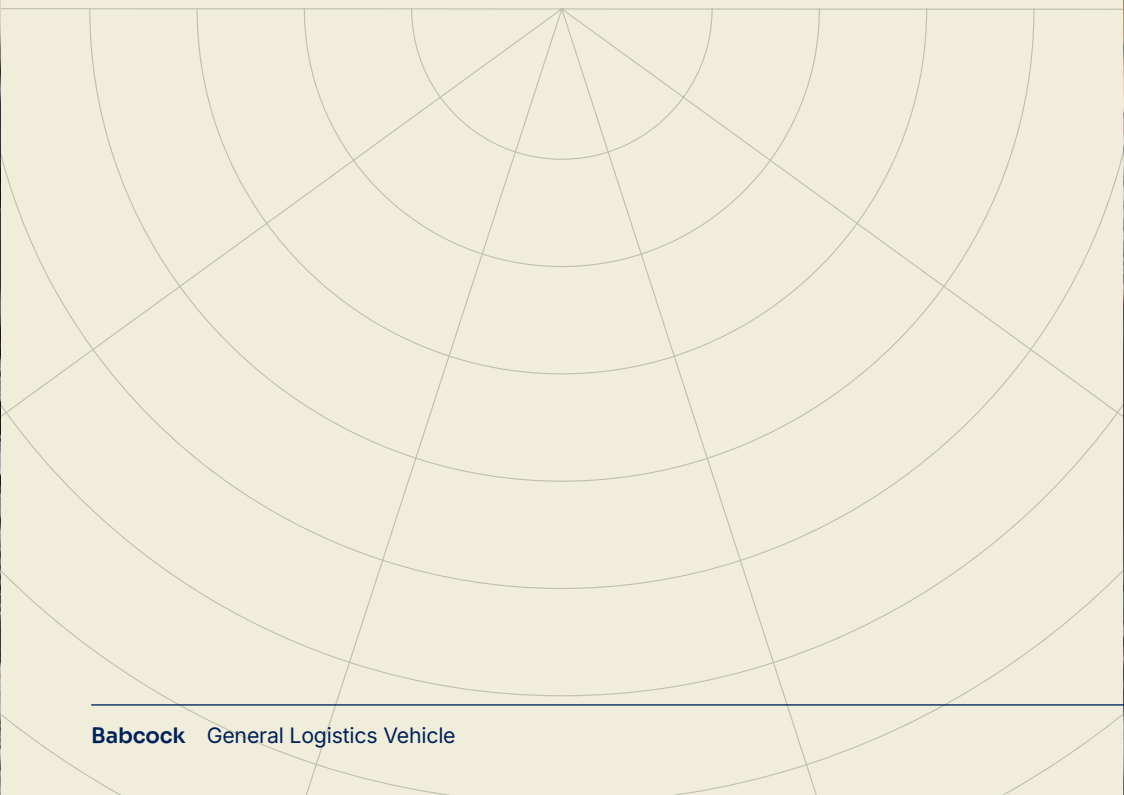
For over 70 years, government agencies and other organisations around the world have relied upon Toyota Land Cruisers to get them through the harshest of terrains. The GLV is built on the next generation of this iconic platform, delivering greater performance, comfort and efficiency when you need it most.

The GLV is based on one of the world's most popular off-road vehicles – and popular for good reason. Tough and reliable, easy to maintain and repair, and with global spares availability that's second to none, the GLV can be relied upon both at home and across the world.



## Arrive ready

Personnel need to reach their destination fatigue-free and ready for the mission. Whatever their size or equipment they're carrying, the cab of the GLV is designed to accommodate every soldier. Improved suspension delivers greater comfort, whilst features such as air conditioning and multiple USB charging sockets means they'll arrive ready for anything.





## Medium wheelbase

The GLV Medium Wheelbase variant enables greater off-road mobility to allow for comfortable navigation of unpredictable terrains, in all weathers. At just 12.6 meters, the turning circle of the GLV medium wheelbase is the tightest available, compared with other military and security vehicles in its class.

Despite its shorter chassis length, the medium wheelbase variant still has four individual crew seats and storage capacity for a four-person team to deploy on a 72-hour patrol.





## Long wheelbase

The GLV Long Wheelbase variant is the perfect general-purpose vehicle for the armed forces, bringing outstanding off-road pedigree alongside unsurpassed performance.

The unique engineering adaptations are designed with crew safety and operational performance as the highest priorities, with room for a standard NATO pallet in the back and a driver + three passengers and full kit in the front.





## Utility

The GLV Utility variant offers enhanced load carrying capacity without sacrificing performance or protection. With a payload of one tonne and space for up to four pallets, it can provide the logistical support required for mission critical operations.





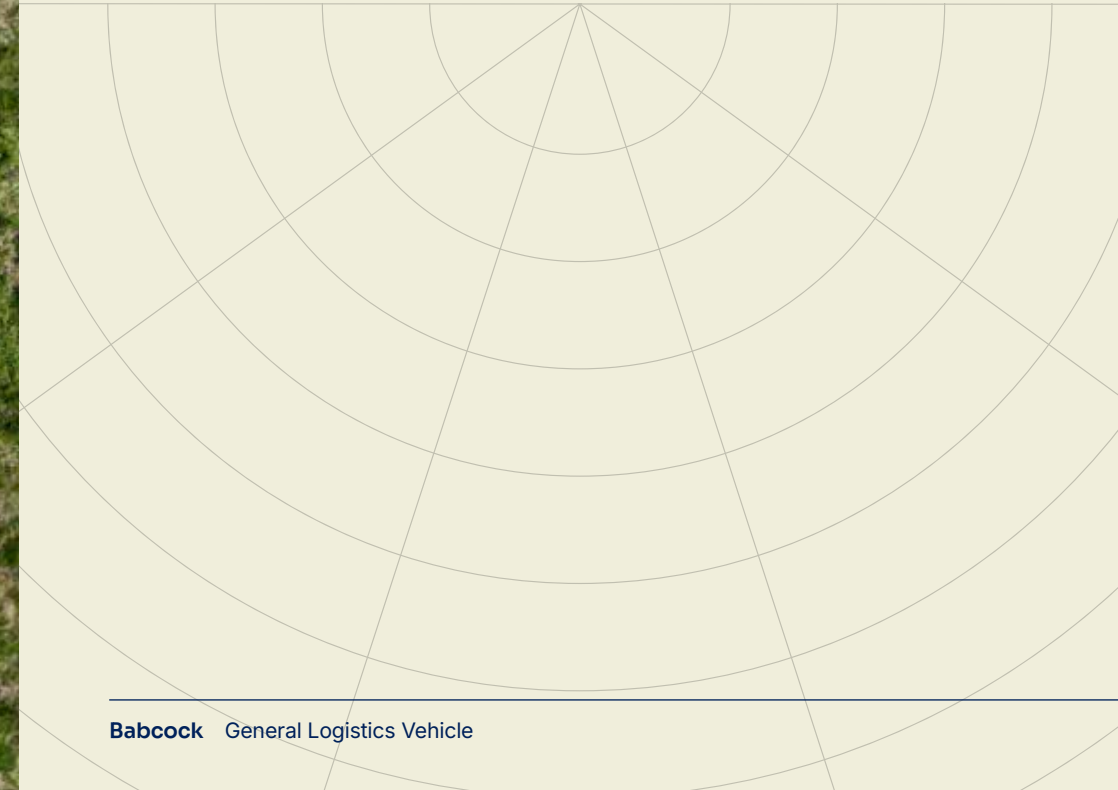
## Carry more

The GLV provides a flexible platform for specialist roles and carrying cargo and meeting a wide range of mission requirements. The General Support variant is designed to take a standard NATO pallet, whilst the 6×6 cab version offers multiple configurations, including Babcock's new MiniDROPS concept.



## Safe travels

In developing the GLV, we have taken the 5-star safety rated Land Cruiser platform and gone even further. With forward facing seats, four-point inertia reel harnesses and options for blackout and armouring kits, we've placed the safety of the soldier at the heart of the GLV design.





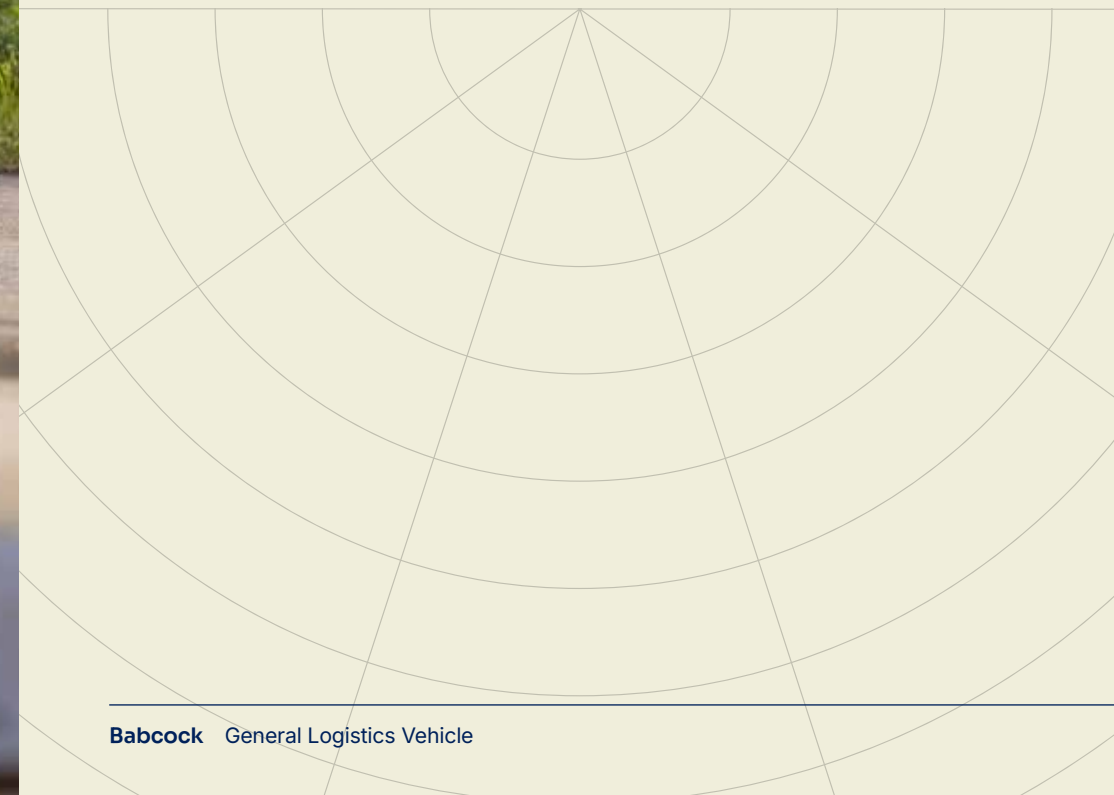
## Great British engineering

While it's based on a Japanese platform, around 70% of the GLV's value is delivered by UK industry. This includes vehicle design, all the specialist military components, and the final vehicle assembly. This makes the GLV arguably the most British vehicle in its class, supporting British industry and creating export potential.



## Affordable

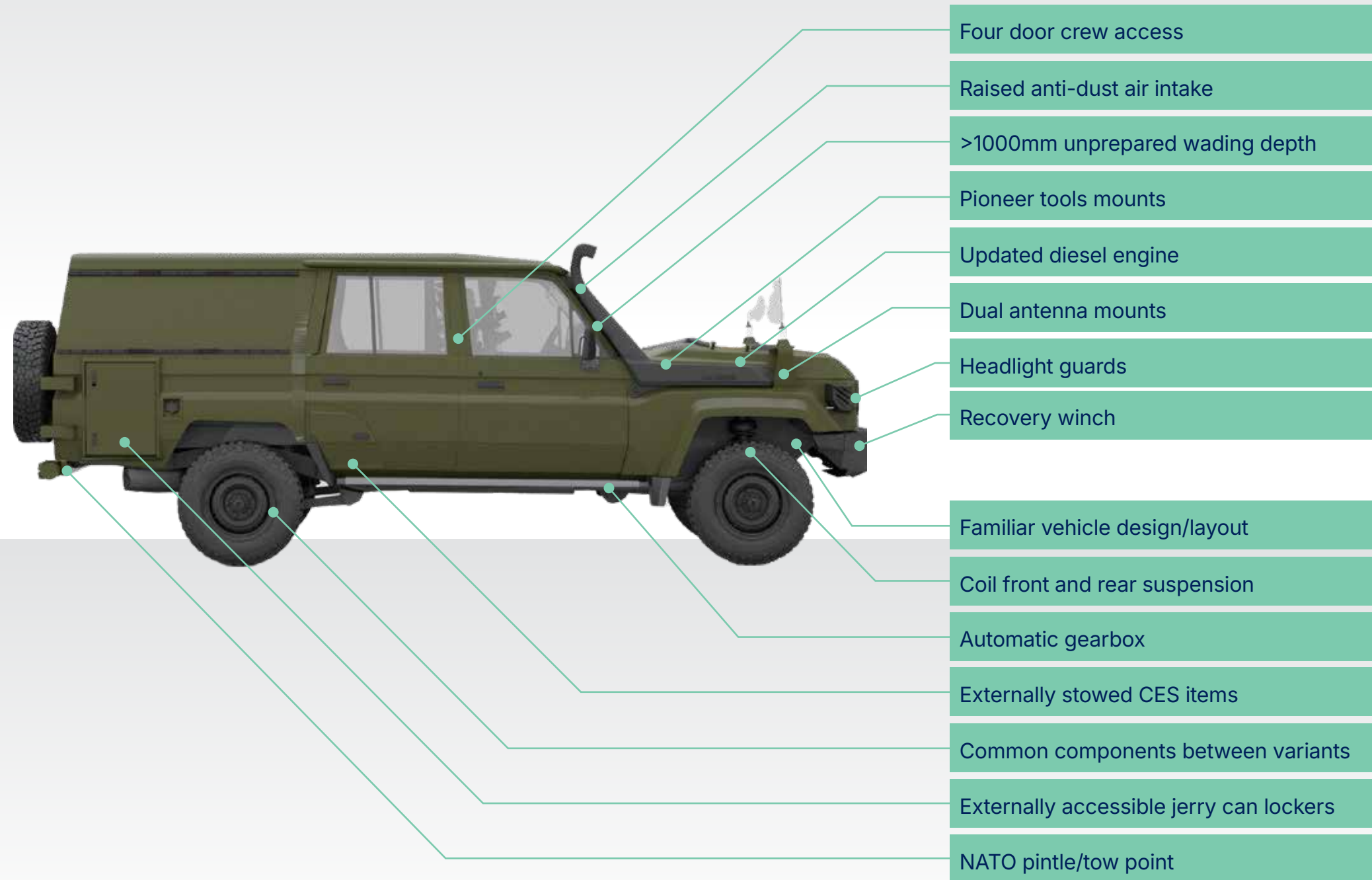
The GLV is not just good news for the soldier. A common platform means less spares need to be held, less training courses, and less support infrastructure. The GLV Digital Twin will further increase reliability and performance, whilst our experience across the Defence Lines of Development will help reduce the risks associated with introducing a new platform.





## A true successor

Babcock has developed the GLV with the same design values of a British icon; off-road performance, reliability and maintainability. But we have gone further, with modern performance, comfort and enhanced load capability. We believe that the GLV will become a true friend to the soldier, help them achieve the mission, and, most importantly, get them home safe.





## Core range

### Medium wheelbase



- › General purpose variant
- › Low complexity fit for radio
- › Generic Vehicle Architecture
- › Stowage for four persons for 72 hour patrols
- › Increased mobility
- › Tightest turning circle in class

### Long wheelbase



- › Complex fit for radio
- › Equipment support
- › Mechanic variant
- › Class-leading logistics capability
- › 180 degree doors
- › NATO pallet compatibility
- › Modular and tactical capability

### Utility chassis



- › Load carrying up to 5.5t
- › Recovery vehicle
- › UAS launch capability
- › Command post integration

## Role variants

### Troop carrier



### Pod ambulance



### Rapid response ambulance



### 6x6









# Technical Data

## All variants

| Power-train            |                                 |
|------------------------|---------------------------------|
| Engine                 | 1GD-FTV                         |
| Configuration          | 2.8l four cylinder turbo-diesel |
| Displacement           | 2,755cm³                        |
| Max. power             | 150kW @ 3,400rpm                |
|                        | 201bhp @ 3,400rpm               |
| Max. torque            | 420Nm @ 1,400-3,400rpm          |
| Valve train            | 16 valve double overhead cam    |
| Fuel system            | Fuel injection with common rail |
| Bore x stroke          | 92.0mm x 103.6mm                |
| Compression ratio      | 15.6:1                          |
| Transmission           | Six speed automatic             |
| Gear ratios            | Reverse: 3.732:1                |
|                        | 1 <sup>st</sup> : 3.600:1       |
|                        | 2 <sup>nd</sup> : 2.090:1       |
|                        | 3 <sup>rd</sup> : 1.488:1       |
|                        | 4 <sup>th</sup> : 1.000:1       |
|                        | 5 <sup>th</sup> : 0.687:1       |
|                        | 6 <sup>th</sup> : 0.580:1       |
| Transfer ratio (H4/L4) | 1.000:1 (H4)/2.488:1 (L4)       |
| Drive-line             | 4WD                             |

| Suspension and brakes     |  |
|---------------------------|--|
| Front suspension          | Rigid live axle, coil springs, dampers and anti-roll bar |
| Rear suspension           | Rigid live axle, coil springs, dampers and anti-roll bar |
| Brakes                    | ABS with ventilated discs front, unventilated discs rear |
|                           |  |
| Steering                  |  |
| Steering                  | Hydraulic power steering                                 |
|                           |  |
| Fuel                      |  |
| Fuel type                 | Diesel   |
| Fuel tank capacity        | 130l   |
| Fuel consumption          | 11.2km/l (LWB)   |
| Emission Standard         | Euro 0, 4 and 6 available                                |
|                           |  |
| Performance               |  |
| Maximum speed             | 175 km/hr (LWB)  |
| Acceleration (0-100km/hr) | 10.7s (LWB)  |







Creating  
a safe and  
secure  
world  
**together**



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