

Type: Veh, Utility Nomenclature: **M151, Trk, Util, 1/4-ton, 4x4**

Country: US Date of Introduction: 1960

*Physical Data:*

Weight:  
 Empty ..... 2440 lbs (1108 kgs)  
 Loaded ..... 3240 lbs (1471 kgs)  
 Length (OA) ..... 132 in (3353 mm)  
 Width (OA) ..... 63 in (1600 mm)  
 Height (windshield up) 71 in (1803 mm)  
 Ground Clearance .. 9.4 in (239 mm)  
 Wheel Base ..... 85 in (2159 mm)  
 Wheel Tread ..... 53 in (1346 mm)  
 Drive ..... 4x2 or 4x4  
 Armor ..... armor kit available  
 NBC Protection ... Individual

*Armament:*

Main - Cal..... (1) M60 7.62mm  
 LMG or (1) M2  
 .50cal HMG  
 Elevation ..... Manual  
 Traverse ..... Manual

*Capacity:*

Fuel ..... 17.7 gals (67 liters)  
 gasoline  
 Ammo/Qty ..... Depends on wpn  
 Crew/Passengers ... 1/3

*Engine:*

Type ..... In-line gasoline  
 HP at Rev/Min ..... 71 hp ( 52.5 kW)  
 @ 4000 rpm  
 Model ..... Ordnance  
 Mfr ..... Continental  
 No. of Cyls..... 4  
 Location ..... Front  
 Cooling ..... Liquid

*Transmission:*

Type ..... Manual  
 Speeds Fwd/Rev .... 4/1 w/selective 4wd  
 Model ..... unk  
 Mfr ..... Ford

*Suspension System:*

Type ..... Indep coil spring  
 Wheels Steerable ... Front pair  
 Turning Radius ..... 17 ft (5.2 m)  
 No of wheels ..... 4  
 Tire Size ..... 7:00x16

*General Data:*

Elec Voltage ..... 24V w/(2)  
 12V batteries  
 Radio ..... As fitted by user  
 Cargo Vol/Weight ... 1200 lbs (545 kg)

*Night Vision Devices:* Individual

*Performance:*

Speed/Land ..... 60 mph (96.5 km/h)  
 Speed/Water ..... n/a  
 Range ..... 300 mi (483 km)  
 Fording Depth ..... 21 in (533 mm)  
 Max Grade ..... 60%  
 Trench Crossing (est) 28 in (711 mm)  
 Step (est) ..... 8 in (203 mm)

**Manufacturer: Kaiser Jeep Corp USA  
 (from 1960)**



*Remarks:* The M151 series of vehicles was as close as the US Army came in the 1960s to a true, "throw away vehicle". The M151 had a predetermined fixed life, and much of the repair parts inventory was intended to be supplied from the cannibalization of older or damaged vehicles. This process was carried out even if it meant washing out and stripping down a serviceable, but older vehicle to support the rest of the fleet. The sequence of production for the series was the first M151 prototype in 1952, the second prototype in 1954 and a third series in 1956. Actual production started in 1960, with the M151A1 series starting in 1964 and the M151A2 in 1970. By 1978 all production of new M151s had ceased. Equipment options for the M151 included, Deep Water Fording (to 60 in 1524 mm), 100 Amp alternator, Heater, Winterization kit, Hardtop, Door side curtain and top, Machine gun mounting for 7.62 mm or .50 cal. and rifle mountings for either the M14 or M16 rifle. With the beginning of American involvement in the Vietnam war, it also became apparent that some sort of armored protection was going to be necessary as the vehicle went from a utility vehicle to being



used as a scout, patrol and weapons carrier.

*Usage:* Besides the US military, the M151 series has been used by Argentina, Bahrain, Bolivia, Brazil, Cambodia, Canada, Chad, Chile, Nationalist China, Colombia, Denmark, Dominican Republic, Egypt, El Salvador, Ethiopia, Fiji, France, Ghana, Greece, Guatemala, Haiti, Honduras, Indonesia, Iran, Israel, Jamaica, Jordan, Korea (South), Kuwait, Laos, Lebanon, Liberia,

Top: M151 as photographed at Aberdeen Proving Ground. Above: M151 in Vietnam with local armor kit as used by the Army circa 1966/67. (Photos: US Army)

Libya, Luxembourg, Morocco, Pakistan, Panama, Paraguay, Peru, Philippines, Portugal, Saudi Arabia, Senegal, Singapore, Somalia, Spain, Sudan, Thailand, Tunisia, Turkey, Uruguay, Venezuela, Vietnam (N & S), Yemen and Zaire.