### Type: Car, Armored, 4x4 Nomenclature: AEC Mk III

**Country: UK Date of Introduction: 1944**

<table>
<thead>
<tr>
<th>Physical Data:</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight empty</td>
<td>28625 lb (12982 kg)</td>
</tr>
<tr>
<td>Weight loaded</td>
<td>31200 lb (14164 kg)</td>
</tr>
<tr>
<td>Length (OA)</td>
<td>221 in (5613 mm)</td>
</tr>
<tr>
<td>Width (OA)</td>
<td>106 in (2700 mm)</td>
</tr>
<tr>
<td>Height (OA)</td>
<td>105.9 in (2690 mm)</td>
</tr>
<tr>
<td>Ground clr</td>
<td>12.6 in (320 mm)</td>
</tr>
<tr>
<td>Wheel base (est)</td>
<td>136.6 in (3470 mm)</td>
</tr>
<tr>
<td>Wheel tread</td>
<td>89.5 in (2273 mm)</td>
</tr>
<tr>
<td>Drive</td>
<td>4x2 or 4x4</td>
</tr>
<tr>
<td>Armor</td>
<td>.63 in (30 mm)</td>
</tr>
<tr>
<td>NBC protection</td>
<td>Individual</td>
</tr>
</tbody>
</table>

**Armament:**
- Main – Cal: (1) 75mm cannon and (1) 7.92 mm BESA and (1) 7.7mm LMG

**Elev & traverse:** Power or Manual

**Fire control:** Optical

**Aux wpns:** Crew side arms

**Capacity:**
- Fuel: 45.5 gal (173 liters)
- Ammo/Qty: 75mm (est-40 rds), 7.92mm (3374 rds), 7.7mm (600 rds)

**Crew/Pass:** 4

**Cargo Vol/Wgt:** n/a

**Engine:**
- Type: Diesel
- HP at Rev/Min: 158 hp (116.6 kW) @ 2000 rpm
- Model: 9.65 litre (AEC A197)
- Mfr: AEC
- No. of Cyls: 6
- Location: Rear
- Cooling: Liquid

**Transmission:**
- Type: Manual
- Gear Fwd/Rev: 4/1 w/2-spd transfer
- Model: unk
- Mfr: AEC

**Suspension System:**
- Type: Leaf spring
- Steering: Front axle
- Turning radius: 60 ft (18.3 m)
- No/wheels: 4
- Tire Size: 13.50x20

**General Data:**
- Elec voltage: 24V
- Radio: As fitted by user
- Night Vision: as fitted by user

**Performance:**
- Speed/Land: 41 mph (66 km/h)
- Speed/Water: n/a
- Range: 250 mi (402 km)
- Fording depth: unk
- Max grade: unk
- Trench: unk
- Step: unk

**Remarks:** The last of the wartime AEC heavy armored cars, the Mk III carried the same 75mm cannon as mounted on the Staghound Mk III, but without the rather cramped Crusader turret. The new turret was made of 30mm armor plate and was of welded construction. Power for the turret was supplied using an electric drive. Another improvement was the addition of a second exhaust fan in the turret roof. The AEC Mk III was usually assigned to the Heavy Troop of an armored car regiment to supply some direct support for the lighter units. After World War II the Mk III were dropped from British service as they wore out, cars also soldiered on with Yugoslav, Denmark (three cars for just a year or so) and Belgium, where they remained in service until at least 1960. 200 Mk IIs were completed and carried British serial numbers F88878 thru F89077.

**Usage:** British and Commonwealth forces as well as Belgium, Denmark and Yugoslavia.

**Manufacturer:** Associated Equipment Company, Ltd. London, UK.