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"Bren Gun Carrier" redirects here. For the gun, see Bren light machine gun. This article includes a list of general references, but it lacks sufficient corresponding inline citations. Please help to improve this article by introducing more precise citations. (January 2009) (Learn how and when to remove this template message) Armoured personnel carrier/weapon carrier Universal Carrier Universal Carrier as mortar carrier with Bren mounted at frontTypeArmoured personnel carrier/weapon carrierPlace of originUnited KingdomService historyWarsWorld War IIIndonesian National RevolutionIndochina War1948 Arab–Israeli WarCosta Rican Civil WarKorean WarSuez CrisisBiafran WarProduction historyNo. built13,000Specifications (Universal Carrier, Mk 1)Mass 3 ton 16 cwt (3.75 t) laden[1] 3 ton 5 cwt (3.19 t) unladen Length12 ft (3.65 m)[1]Width6 ft 9 in (2.06 m)[1]Height5 ft 2 inch (1.57 m)Crew3Armour7–10 mmMainarmamentBren light machine gun or Boys anti-tank rifleSecondaryarmamentone Vickers machine gun/M2 Browning machine gun, or 2-inch mortar/3-inch mortar, or Projector, Infantry, Anti-Tank carriedEngine3.9-litre (239 cu. in.) Ford V8 petrol[2]85 hp (63 kW) at 3,500 rpm[2]SuspensionHorstmannFuel capacity20 imp gal (91 L)[1]Operationalrange150 miles (250 km)[2]Maximum speed 30 mph (48 km/h)[2] The Universal Carrier, also known as the Bren Gun Carrier and sometimes simply the Bren Carrier from the light machine armament,[3] is a common name describing a family of light armoured tracked vehicles built by Vickers-Armstrongs and other companies. The first carriers – the Bren Carrier and the Scout Carrier with specific roles – entered service before the war, but a single improved design that could replace these, the Universal, was introduced in 1940. The vehicle was used widely by British Commonwealth forces during the Second World War. Universal Carriers were usually used for transporting personnel and equipment, mostly support weapons, or as machine gun platforms. Design and development The origins of the Universal Carrier family can be traced back generally to the Carden Loyd tankettes family, which was developed in the 1920s, and specifically the Mk VI tankette.[4] In 1934, Vickers-Armstrongs produced, as a commercial venture, a light tracked vehicle that could be used either to carry a machine gun or to tow a light field gun. The VA.D50 had an armoured box at the front for driver and a gunner and bench seating at the back for the gun crew. The War Office considered it as a possible replacement for their Vickers "Light Dragon" artillery tractors and took 69 as the "Light Dragon Mark III"[5] One was built as the "Carrier, Machine-Gun Experimental (Armoured)", carrying a machine gun and its crew. The decision was made to drop the machine gun and its team and the next design had a crew of three – driver and gunner in the front, third crew-member on the left in the rear and the right rear open for storage. Fourteen of this design were built in mild steel as "Carrier, Machine-Gun No 1 Mark 1" and entered service in 1936. Six were converted into pilot models for the Machine gun Carrier No.2, Cavalry Carrier and Scout Carrier designs – the remainder were used for training.[6] The sidevalve Ford engine was in the centre of the vehicle with the final drive at the rear. The carrier put the driver and commander at the front sitting side by side; the driver to the right. The Ford V8 sidevalve engine with four speed gearbox was placed in the centre of the vehicle with the final drive (a commercial Ford axle[7]) at the rear. The suspension and running gear were based on that used on the Vickers light tank series using Horstmann springs.[8] Directional control was through a vertical steering wheel which pivoted about a horizontal axis. Small turns moved the crossstube that carried the front road wheel bogies laterally, warping the track so the vehicle drifted to that side. Further movement of the wheel braked the appropriate track to give a tighter turn. The hull in front of the commander's position jutted forward to give room for the Bren light machine gun (or other armaments) to fire through a simple slit. To either side of the engine was an area in which passengers could ride or stores could be carried. Initially, there were several types of Carrier that varied slightly in design according to their purpose: "Medium Machine Gun Carrier" (the Vickers machine gun), "Bren Gun Carrier", "Scout Carrier" and "Cavalry Carrier". The production of a single model came to be preferred and the Universal design appeared in 1940; this was the most widely produced of the carriers. It differed from the previous models in that the rear section of the body had a rectangular shape, with more space for the crew. Production Australian-built machine gun carrier Production of carriers began in 1934 and ended in 1960.[2] Before the Universal design was introduced, the vehicles were produced by Aveling and Porter, Bedford Vehicles, Ford of Britain, Morris Motors Limited, the Sentinel Waggon Works, and the Thornycroft company. With the introduction of the Universal, production in the UK was undertaken by Aveling-Barford, Ford, Sentinel, Thornycroft, and Wolseley Motors. By 1945 production amounted to approximately 57,000 of all models, including some 2,400 early ones. The Universal Carriers, in different variants, were also produced in allied countries. Ford Motor Company of Canada manufactured about 29,000 vehicles known as the Ford CO1UC Universal Carrier. Smaller numbers of them were also produced in Australia (about 5,000), where hulls were made in several places in Victoria and by South Australian Railways workshops in Adelaide, South Australia. About 1,300 were also produced in New Zealand. Universal Carriers were manufactured in the United States of America for allied use with GAE and GAEA V-8 Ford engines.[9] About 20,000 were produced. Operational history This section needs expansion. You can help by adding to it. (March 2010) The Universal Carrier was ubiquitous in all the theatres during the Second World War with British and Commonwealth armies.[10] from the war in the East to the occupation of Iceland.[11] Although the theory and policy was that the carrier was a "fire power transport" and the crew would dismount to fight, practice differed. It could carry machine guns, anti-tank rifles, mortars, infantrymen, supplies, artillery and observation equipment.[10] United Kingdom A Universal Carrier of 52nd Reconnaissance Regiment catches air on manoeuvres, Scotland, 10 November 1942 The seven mechanized divisional cavalry regiments in the British Expeditionary Force (BEF) in France during 1939–1940 were equipped with Scout Carriers – 44 carriers and 28 light tanks in each regiment. There were 10 Bren Carriers in each infantry battalion in the same period.[12] The Reconnaissance Corps regiments – which replaced the cavalry regiments in supporting infantry divisions after 1940 – were each equipped with 63 carriers, along with 28 Humber Cars. Universal Carriers were issued to support companies in infantry rifle battalions for carrying support weapons (initially 10,[13] 21 by 1941,[14] and up to 33 per battalion in 1943)[15]. A British armoured division of 1940–41 had 109 carriers; each motor battalion had 44.[16] British troops leap from their Universal Carrier during an exercise. A British Carrier platoon originally had ten Universal Carriers with three carrier sections of three Universal Carriers each plus another Universal Carrier in the platoon HQ (along with a 15-cwt GS truck). Each Universal Carrier had an non-commissioned officer (NCO), a rifleman and a driver-mechanic. One Universal Carrier in each section was commanded by a sergeant, the other two by corporals. All the Universal Carriers were armed with a Bren gun and one carrier in each carrier section also had a Boys anti-tank rifle. By 1941, the carrier platoon had increased in strength to contain four carrier sections; one carrier in each carrier section also carried a 2-inch mortar. By 1943, each Universal Carrier had a crew of four, an NCO, driver-mechanic and two riflemen. The Boys anti-tank rifle was also replaced by the PIAT anti-tank weapon. The Universal Carrier's weapons could be fired from in- or outside the carrier. A carrier platoon had a higher number of light support weapons than a rifle company. Carrier section composition (after 1943)[citation needed] Task Rank Weapon Notes Orderly Private Sten Equipped with a motorcycle Carrier 1 Commander Sergeant Rifle Driver-mechanic Private Rifle Gunner Private Bren Rifleman Lance corporal Rifle No.38 Wireless set Carrier 2 Commander Corporal Rifle Driver-mechanic Private Rifle Gunner Private Bren Rifleman Private Rifle 2-inch mortar with 36 rounds Carrier 3 Commander Corporal Rifle Driver-mechanic Private Rifle Gunner Private Bren Rifleman Private Rifle No.10 PIAT to allow the Universal to function as an artillery tractor in emergencies, a towing attachment that could allow it to haul the Ordnance QF 6 pounder anti-tank gun was added from 1943. Normally the Loyd Carrier – which was also used as a general utility carrier – acted as the tractor for the 6-pdr.[11] In Motorised Infantry Battalions in BAOR (British Army of the Rhine) in the early 1950s the Universal was issued to one per platoon carrying the Platoon Commander, driver, signaller and the 2-inch Mortar group Nos 1 & 2. Australia Universal and the earlier Bren carriers were used by Australian Army units in the Western Desert campaign.[17] Australian Universal Carriers were deployed to the Western Desert, Egypt during August 1942 serving as command vehicles for the 9th Divisional Cavalry Regiment.[18] Germany Captured Universal Carriers were used in a number of roles by German forces. A total of around sixty Bren No.2 Carriers and Belgian Army Vickers Utility Tractors were converted into demolition vehicles. Carrying a large explosive charge, these would be driven up to enemy positions under remote control and detonated, destroying both themselves and the target. Twenty-nine of both kinds were deployed in 1942 during the Siege of Sevastopol. They achieved some success in destroying Soviet trenches and bunkers, but a significant number were destroyed by artillery. Others were disabled by land mines before reaching their target or were lost because of mechanical breakdowns. A difficulty for the Germans using these foreign-built vehicles was the lack of spare parts.[19] Variants Bren Carrier No.2. The earlier carriers had much less armor than the Universal. In this case only one side behind the driver protected with a sloping plate. Universal Carrier Mk II Flamethrower-equipped universal carrier at the Israeli Armored Corps museum in Latrun The widespread production of the Carrier allowed for several variants to be developed, manufactured and/or used by different countries. Argentine An attempted conversion to self-propelled artillery consisting of a single T16 carrier fitted with a six-Miller 1968 recoilless gun mount was developed in the late 1960s or early 1970s.[citation needed] British Carrier, Machine-Gun No. 2 1937[20] Carrier, Bren No.2, Mark 1 and Mark II Seating for three crew.[21]Armour plate on front and left hand side only.[20] Carrier, Scout Mk 1 Carried a No. 11 Wireless set.[21] Armour plate on front and right hand side only.[20] Carrier, Cavalry Mk 1 Used for carrying personnel of Light tank regiments in Mobile Divisions. A total of 50 were built by Nuffield, discontinued with the reorganization of the Mobile Divisions into Armoured divisions.[12] Seating was provided for six passengers on benches.[21] Carrier, Armoured Observation Post For carrying Royal Artillery officers under protection. The machine gun position was fitted with an armoured shutter instead of gun slit. Ninety-five built in two marks. Carrier, Armoured, 2-pounder (40 mm) A Carrier, Machine Gun converted to mount a 2-pdr gun with fixed armoured shield protecting the crew Carrier, Armoured 6-pounder (57 mm) Universal Mk 1 Initial model Universal Mk. It updated stowage and layout, battery moved behind the divisional plate, towing hitch added. Welded waterproof hull. Crew of four. 2-inch mortar or 4-inch smoke mortar beside gunner. Spare wheel on front hull, weighed 1/2 ton more than Mark I. Universal Mk. III welded hull as Mark II, modified air inlet and engine cover Wasp (FI, Transportable, No. 2) A flamethrower-equipped variant, using the "Flame-thrower, Transportable, No. 2". The Mark I had a fixed flamethrower on the front of the vehicle fed from two fuel tanks with a combined capacity of 100 imperial gallons (450 l). 1000 produced.[17] The Mk II had the projector in the co-driver's position. The Mk IC (C for Canadian) had a single 75 imperial gallons (340 l) fuel tank on the rear of the vehicle outside the armour protection, allowing a third crew member to be carried. Australian An Australian 3 inch mortar carrier Carrier, Machine Gun, Local Pattern, No. 1: Also known as "LPI Carrier (Aust)". Australian production similar to Bren carrier but welded and some minor differences.[22] Universal Carrier MG, Local Pattern No. 2: Also known as "LP2 Carrier (Aust)". Australian-built variant of the Universal Carrier. Also produced in New Zealand. Used 1938–1939 Ford commercial axles; the 2A had 1940 Ford truck axles. 2-pounder Anti-tank Gun Carrier (Aust) or Carrier, 2-pdr Tank Attack: A heavily modified and lengthened LP2 carrier with a fully traversable QF 2 pounder (40 mm) anti-tank gun mounted on a platform at the rear and the engine moved to the front left of the vehicle. Stowage was provided for 112 rounds of 2pdr ammunition. 200 were produced and used for training.[23] 3 inch Mortar Carrier (Aust): A design based on the 2 Pounder Carrier with a 3-inch (76 mm) mortar mounted in place of the 2 pounder. Designed to enable the mortar to have 360 degree traverse and to be fired either from the vehicle, or dismounted. 400 were produced and were ultimately sent as military aid to the Nationalist Chinese Army.[23] Canadian Windsor carrier, Overloon Museum "Carrier, Universal No.3" Mk I\* (certain differences, otherwise similar to British model) Mk. II\* (certain differences, otherwise similar to British model) Mk. II\* Carrier, 2-pdr Equipped Canadian modification of Mark I\* and II\* to carry a 2-pdr gun. 213 used for training [22] Wasp Mk II\* Canadian version of the Wasp flamethrower variant. Windsor Carrier Canadian development with a longer chassis extended 76 cm (30 in) and an additional wheel in the aft bogie. 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At 155 in (3.9 m)[24] it was longer than the Universal with an extra road wheel on the rear bogie; making for a pair of full Horstmann dual-wheel suspension units per side, the engine was a Mercury-displacement 239 version (GAU370) of the Ford V8 delivering the same power. Instead of the steering wheel controlling the combination brake/warp mechanism, the T-16 used track-brake steering operated by levers (two for each side). The British were supplied with over 3,200 in 1944–1945 but it was considered mechanically unreliable and had less carrying capacity than the Universal.[20] During the war, it was chiefly used by Canadian forces as an artillery tractor. After the war, was used by Argentine, Swiss (300) and Netherlands forces. 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At 155 in (3.9 m)[24] it was longer than the Universal with an extra road wheel on the rear bogie; making for a pair of full Horstmann dual-wheel suspension units per side, the engine was a Mercury-displacement 239 version (GAU370) of the Ford V8 delivering the same power. Instead of the steering wheel controlling the combination brake/warp mechanism, the T-16 used track-brake steering operated by levers (two for each side). The British were supplied with over 3,200 in 1944–1945 but it was considered mechanically unreliable and had less carrying capacity than the Universal.[20] During the war, it was chiefly used by Canadian forces as an artillery tractor. After the war, was used by Argentine, Swiss (300) and Netherlands forces. 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