

# FB German Vehicle Compilation

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**24. PzKpfw IVH:** With 3,774 produced, this was numerically the most important PzKpfw IV and formed the mainstay of the Pz. divisions during the latter years of the war. The Date and game piece also represent about 700 Ausf G which had extra armor bolted onto the hull and superstructure front (the Ausf H itself actually became available during the spring of 1943). An interesting gunnery aid found on the Pz IV, Panther D and Tiger E, was a rotating ring around the inside circumference of the commander's cupola. This cupola was marked from 1 to 12 like a clock, with further subdivisions also indicated. When the turret was traversed, the ring rotated at the same speed but in the opposite direction, thus allowing the commander to tell at a glance the turret's position relative to the vehicle's axis (something easily forgotten in the heat of battle). In addition, he used it to quickly bring the gun to bear on a target; for this purpose the gunner had a clock scale indicator which he had only to align according to the bearing given by the commander and the target would appear in his sights. A full strength Pz IV platoon was officially comprised of five such AFV, but the ever-present tank shortage in reality reduced this to four in all but certain favored Pz. divisions. † RF is as follows: 1.5: 8/42-12/42; 1.3: 1/43-6/43; 9: 7/43 on. See also German Vehicle Notes B, S.

**27. PzKpfw VG:** Most of the Panther D's flaws were eventually rectified (although the later model's engines remained capricious), and in the Ausf G (and earlier A, which the game piece also represents) the panzer force had one of the best tanks of World War II. Its combination of firepower, mobility and armor made it an extremely formidable opponent. The U.S. Army judged that it generally took five Shermans to destroy a Panther. Although over 5,000 were built (2,000 As and 3,126 Gs) and the 1944 Pz. Regiment establishment called for one battalion each of Panthers and PzKpfw IV (with the Panthers generally equipping the 1st Battalion), there were—fortunately for the Allies—never enough to go around. Like the PzKpfw IV, the Panther—in other than favored Pz. divisions—was used in four-vehicle platoons rather than the five called for in the official establishment. † RF is as follows: 1.5: 8/42-12/42; 1.3: 1/43-6/43; 9: 7/43 on. See also German Vehicle Note H.

**28. PzKpfw M15/42(i):** This was the final version of the Italian M13/40 series of tanks. It was just coming into service when the Italian Army was disarmed by the Germans, and subsequently about 100 were used against the Allies. Most remained in Italy, but in 1944 some saw combat with the 22nd Maria Theresia Freiwilligenkavalleriedivision der SS in Hungary. See also German Vehicle Note I.

**29. StG III G (L) & StuH 42 (L):** Various improvements were made to the late production StG III G and StuH 42, among them being a CMG, a remote-controlled MG on the roof, and a Nahverteidigungswaffe. Not all these additions were always present together, but occasionally they were—and the game piece represents such a vehicle. "(L)" in the piece name indicates "late model". When used in a Panzerjaegerabteilung (TD battalion), a StG platoon consists of four StG III G. See also German Vehicle Notes O, Q, S.

**30. JgdPz 38(t):** The Hetzer (Troublemaker or Agitator) was a light SP AT gun on the proven chassis of the PzKpfw 38(t), and was used to replace the many makeshift conversions (Marders, etc.) of earlier years. About 2,500 saw action (although very few, if any, fought in Normandy). Hetzers were primarily issued to independent TD battalions and those that were organic to infantry divisions. 100 were supplied to Hungary, 10/44-1/45. See also German Vehicle Notes E, O.

**31. JgdPz IV(L):** This was the intended replacement for the StuG III. Designed specifically as a TD, it used the PzKpfw IV chassis and had well-sloped armor. A 1944 TD battalion often contained a mixture of StuG III and JgdPz IV. A total of 769 JgdPz IV were built. The "(L)" in the piece name indicates "late model". See also German Vehicle Note S.

**32. JgdPz IV/70:** The JgdPz IV mounting the Panther 7.5cm gun was first available in only small numbers. Its long gun and thick frontal armor made it very nose-heavy and difficult to steer. About 1,200 were built. † RF is 1.5, 8-11/44; and 1.2, 12/44 on. See also German Vehicle Note S.

**33. SPW 250/SMG & 251/SMG:** The HMG carriers of the armored infantry. Two 250/SMG were included in the 4th (Heavy Weapons) platoon of each Pz. Aufklaerungs company; two 251/SMG were included in the 4th (Heavy Weapons) platoon of each armored infantry company. † The halftrack carries a 7 FP CMG which can be Removed (D6.631) only as a LMG; it also carries a 3 FPAAMG which can be Removed from the vehicle (by crew or passenger) as a dm HMG. Both MG may be Scrounged, but only as LMG. The CMG has a range of 16 (like its infantry SW counterpart) but cannot fire outside the VCA (as signified by "CMG: VCA only" being printed on the counter); otherwise it is treated as a normal CMG. † The halftrack starts each scenario with an inherent crew, and also a 2-4-7 (or otherwise specified by SSR) HS as passenger. PC capacity is not affected by the AAMG/dm HMG, but is affected normally (D6.1) by the passenger HS. See also German Vehicle Notes C (251/SMG only), J, N.

**34. SPW 250/7 & 251/2:** Treat as a normal OT SP gun for To Hit purposes. The mortar's range is 2-60, and is removed dm (A9.8), leaving the vehicle with an inherent driver. Two 250/7 were included in the 4th (Heavy Weapons) platoon of each Pz. Aufklaerungs company; two 251/2 were included in the 4th (Heavy Weapons) platoon of each armored infantry company. † Errata: The SPW 250/7, and SPW 251/2 ht start each scenario manned by an Inherent Infantry (i.e., 2-2-8) crew as signified by "Inf Crew" on the back of the counter. When such a crew exists their vehicle their ID should be recorded since it differs from a normal Infantry crew by having vehicular crew capabilities. See also German Vehicle Notes J, N.

**35. SPW 251/1:** This halftrack was designed to carry the Armored Infantry of the Pz. divisions. However, it should be realized that generally one about one-fourth—i.e., one battalion—of the infantry in a Pz. division were thusly equipped (usually two battalions in elite and SS Pz. divisions) and even this level of usage was not reached until 1942. The "standard" allotment of Armored Infantry during the Invasion of France was only one company per Pz. division. Over 15,000 of all models were built. First use was with the 1st Pz. Division in Poland. See also German Vehicle Notes C, N.

**36. SPW 251/16:** A platoon of six was officially allotted to the HQ company of each Armored Infantry regiment, and another platoon was assigned to the same unit's Panzerpionier company. † This actually had two FT with limited traverse—one on each side (as denoted by "SF" (side FT) rather than "BF" on the counter). Therefore, the vehicle's FT may fire twice in a Fire Phase; the port-side FT can fire once within the red area in the diagram, and the starboard-side FT can fire once into the blue area. If in Bypass, each FT can fire only within its respective Bypass side Target Facing. An Original Effects DR of  $\geq 11$  for either attack eliminates both FT.

**37. SPW 251/21:** When the Luftwaffe began uparming its aircraft with 30mm machine-cannons, numbers of now-surplus MG 151 15mm and 20mm rapid-fire aircraft guns were made available to the Heer. Some of these weapons were installed in specially built halftracks for use in both ground and AA roles. Designated the 251/21, this halftrack carried in its passenger compartment a modified Kriegsmarine pedestal mount with three such guns of the same caliber. Production of the 251/21 began in late summer of 1944, but relatively few were produced. It was apparently intended that three such vehicles would equip the AA section of the 4th (Heavy Weapons) platoon in each panzergrenadier company. Two SPW251/21 were left behind in La Gleize by Kampfgruppe Peiper. † Make three To Kill DR on the MG column when using the AP To Kill Table; only one DR (firer's choice) is used. This counter is found in HASL Module 2 Kampfgruppe Peiper I.

**38. PSW 232:** At the time of their design these AC, known as Achtrads, where the most advanced cross-country wheeled vehicles in the world, having 8-wheel drive and steering, fully independent suspensions, and a rear driver. Achtrads were used in support of the light AC and were highly valued in Russia for their excellent off-road characteristics. A total of 607 of the eight-wheeled 231 and 232 were built. The 232 model (long-range radio variant) was built concurrently with the 231, but in 1942 production of the latter ceased while the 232 was continued in a modified form. Through 1943, six PSW 231/232 formed the 4th (Heavy Weapons) platoon of the PSW 221/222-equipped Pz. Spaehwagen Kompanie (armored car companies); later they were probably used like the PSW 234/1.

**39. PSW 234/2: The Puma** was the original design for the PSW 234 series, and retained most of the earlier PSW 231 (8 rad)'s virtues while having better armor and a 12 cylinder air-cooled diesel engine. 101 were built. 25 formed the complement of the Panzerspaehwagen Kompanie Type A. It was issued to four Pz. divisions and saw action on both the Eastern and Western Fronts.

**40. sIG 38(t)M: The Cricket (Grille) or Bison** as it was also known, used a specially designed chassis (the same as later utilized for the Marder III M) to effect a more permanent solution to the need for efficient mobility in the SP Heavy Infantry Gun Companies of Armored and Motorized Infantry regiments. Its chief drawback was that it carried only 15-18 rounds of ammo. 282 Ausf M were built, plus 90 of the earlier Ausf H. See also German Vehicle Notes E, N.

**41. PzA II:** The Wasp consisted of a field howitzer on a much-modified PzKpfw IIF chassis. 676 were built. Two batteries of six Wasps each were usually allotted to a Pz. division. First major action was at Kursk. See also German Vehicle Note M.

**42. PzA III/IV:** The Hummel (Bumblebee) used the same PzKpfw III/IV chassis as the Nashorn, but mounted a heavy field howitzer. A Pz. division was usually allotted one battery of six. 714 were built, and their first action was at Kursk. The onboard ammo capacity of a Hummel was only 18 rounds.

**43. FlaK Pz IV/20: The Whirlwind** was a PzKpfw IV chassis carrying the 2cm Flakvierling gun. 105 were constructed. They were issued to Pz. divisions. Four were combat-tested by the Panzer Lehr Division in Normandy. † Make four To Kill DR when using the 20L column of the AP To Kill Table; only one DR (firer's choice) is used. See also German Vehicle Note A.

**44. FlaK Pz IV/37:** The Ostwind (Eastwind) mounted the 3.7cm FlaK 43 in basically the same vehicle as the Wirbelwind, but only 43 were built before the war's end. See also German Vehicle Note A.

**45. SdKfz 10/4:** The first German SP AA gun. 610 were built. They were used by both Army and Luftwaffe AA units. Some armored infantry and motorized infantry regiments were issued a FlaK company of 12 AA halftracks (three per platoon). A Pz. divisions FlaK battalion also contained four platoons of SdKfz 10/4. See also German Vehicle Notes A, D, N.

**46. SdKfz 7/1:** 319 were built. A platoon of three was usually allotted to the HQ company AA platoon of each Pz. and Panzerjaeger battalion, but often other AA halftracks were substituted. A platoon was sometimes also present in the Pz. division's FlaK battery, replacing one of the SdKfz 10/4 platoons. † Make four To Kill DR on the 20L column when using the AP To Kill Table; only one DR (firer's choice) is used. See also German Vehicle Notes A, D, N.

**GERMAN MULTI-APPLICABLE VEHICLE NOTES**

**A** MA and CMG (if so equipped) have AA capability—signified by "MA:AA" being printed on the counter.

**B** Optional AAMG is available 1944-45 with RF of 1.3.

**D** This vehicle is assumed to be towing an ammo trailer which, by its owner's announcement, can be unhooked at the start of its MPH if it is not in Motion and its crew is CE. Unhooking is accomplished by simply flipping the counter over to the side showing no trailer. Its MP allotment is thus increased (although the act of unhooking the trailer costs the vehicle one fourth of this new MP allotment), and its B# becomes 11. [EXC. 10 for SdKfz 10/4]. The trailer is always assumed to be hooked up at the start of the scenario and an unhooked trailer cannot be hooked up again. A hooked-up trailer is otherwise treated as per C10.4-41.

**E** As signified by the "(t)" in the piece name, this AFV used the extremely reliable and durable chassis of the PzKpfw 38(t); therefore it receives a zero Nationality DRM when risking ESB (D2.5).

**H** Each time a Panther G or Jagdpanther expends one MP to start, its owner must make a DR; if a 12 is rolled, the AFV has stalled and has not actually begun to move. The owner must then immediately make another DR, which equals the total number of Delay MP (including the one MP to stop, but excluding the MP expended to start) that the FV has used in the unsuccessful attempt to move. It can again attempt to move, but must expend another MP to start—and must undergo another Stall DR as it does so. If the owning player forgets to make his Stall DR, the opposing player can thereafter call for it to be made at any time during that same MPH as the AFV expends any MP. An AFV that stalls is subject to Defensive First Fire (since it has expended a MP to start), but not as a moving target unless it had already entered a new hex during the same MPH. Should a Stall result in more Delay MP being expended than the AFV has available, the AFV is considered to have expended its entire MP allotment in Delay.

**K** A Tiger crew was the creme de la creme of the Panzer force. Therefore, as an inherent crew its morale is 9 (signified by "ML:9" on the counter) and the Tiger's printed APCR number (if one is present on the counter) is one higher than normal.

**L** Vehicle has Low Ground Pressure (D1.41)—signified by its identity letter being inside a square. Moreover, when this vehicle is bogged, one (only) CX squad (even a Prisoner, but not a Guard) on foot expending  $\geq$  four MF in the vehicle's hex Location (and declared to be assisting its unbogging) thereby allows the owning player to subtract 2 (1 per crew/HS) from its immediately subsequent unbogging DR.

**N** This vehicle was used in North Africa at some time from 3/41 to 5/43 (within the limits of the given date). If the superscript "T" appears, the vehicle was used in small numbers only (RF = 1.5; if normal RF is  $\geq$  1.5; North Africa RF = 1.6). If the superscript "T" appears, the vehicle's use in NA was limited to Tunisia, 11/42-5/43 (within the limits of the given date).

**S** This AFV can have Schuerzen (D11.2).