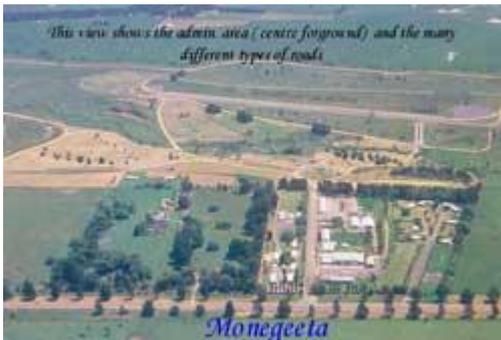


## Moneteega proving grounds

<http://www.remlr.com/monegeetta.html>

For many years the Australian Army has tested vehicles at Moneteega proving grounds. Photos stretching as far back as World War Two show vehicles being tested to destruction on these grounds.

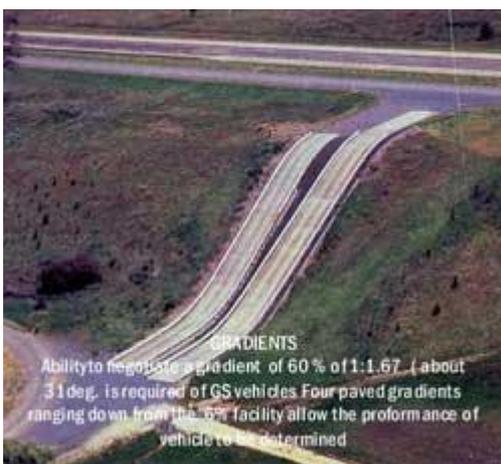
Cliff Hodgson has kindly given us these images which provide an interesting insight as to what goes on at these proving grounds.



An overview of the Monegeeta proving grounds. The center is the administration area with the tracks in the surrounding areas.



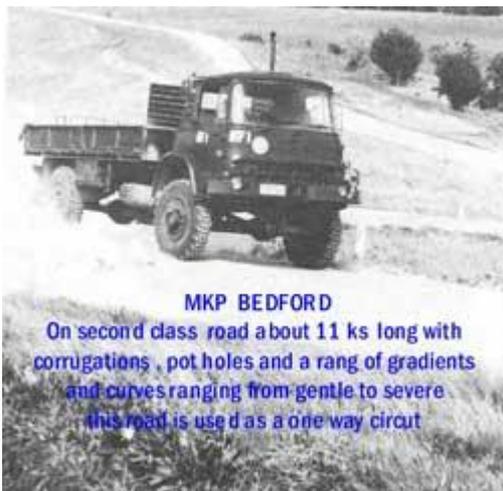
This image does not need a lot of explanation!



**Gradients:** The Ability to negotiate a grade of 60% of 1:1.67 (about 31 degrees) is required of GS vehicles. Four paved gradients ranging down from the 6% facility allow the performance of vehicles to be determined.



A prototype M113 negotiating one of the gradients



**MKP BEDFORD**

On second class road about 11 ks long with corrugations, pot holes and a rang of gradients and curves ranging from gentle to severe this road is used as a one way circuit

**Second Class Roads:** This MKP Bedford is on an 11 km stretch of second class roads which has corrugations, pot holes and a range of gradients and turns ranging from gentle, to severe. This road is strictly a one way circuit.



**SAND AND MUD MOBILITY PITS**

Pit s are 24mx 24m and 1.4 deep one san one mud tests mobility of vehicles in straight line and continuous fig8

turns, winching, residual draw bar tractive effort, tyre aggressiveness and track tread patterns with and without trailers

**Sand and Mud Mobility Pits:** Pits are 24m x 24m and 1.4m deep. One is sand, one is mud. This tests the mobility of vehicles in straight line and continuous figure eight patterns.

Turns, Winching, residual draw bar tractive effort, tyre aggressiveness and track treads patterns with and without trailers are tested.

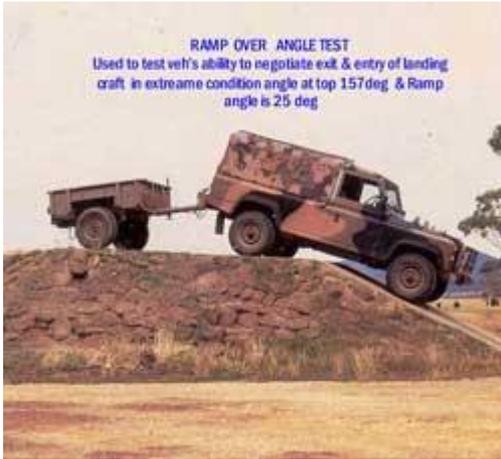


**TILT TABLE**

Used to measure roll over a ngle on a dry smooth surface and show any fuel, oil & water leaks and test engine stability at angles

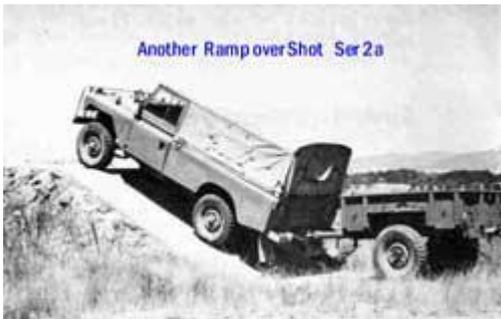
**Tilt Table:** Used to measure roll over angle on a dry smooth surface and show any fuel & oil leaks. It also tests engine stability at angles.

This photo shows a Unimog on the table.



**Ramp Over Angle Test:** Used to test vehicles ability to negotiate exit and entry ramps of landing craft in extreme conditions. The angle at the top is 157 degrees, and the ramp angle is 25 degrees.

This photos shows a Land Rover 110 and trailer on the ramp.



An earlier view of the same ramp showing a Land Rover Series 2a and trailer/



**Deep Fording Pool:** Length, 12m. Water Depth, up to 2.4 meters. Entry and exit ramps of 1:4 and 1:2 to simulate steep river banks or ramps on landing craft etc. This is used to determin fording capabilities and flotation abilities and characteristics of vehicles.

In this case it appears to be a prototype International No.1 truck in the pool, Or maybe a No.1 Mk.3



A unimog in the Deep Fording Pool



**Shallow Fording Pool:** 76 meters long and up to 600mm in depth.

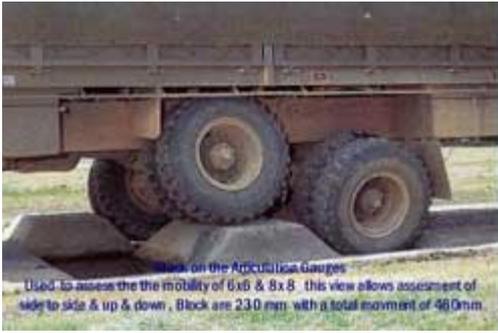
A Land Rover 110 is shown in this image.



**Compound Articulation Gauge 4x4 Mobility Test:** Side by side / up down profile of blocks determines whether mobility can be maintained and this is without damage to steering, brakes and suspension. Depression and bumps are 150 mm, total 300mm.



Another image of a unimog on this test.



A Mack on the articulation gauges. These are used to assess the mobility of 6x6 and 8x8 vehicles. This view allowas assessment of side to side and up and down. Blocks are 230mm with a total movement of 460mm.



To the best of Cliff's knowledgem this mack with single rear wheels was a one off.



A mack on the articulation gauge.



**Fixed Pitch Corrugations**



A heavy transporter on the B roads.



3 vehicles of different sizes on a large side slope.



This rocking platform, suspended effectively on knife edges facilitates determination of the fore & aft vertical location of an equipment's centre of gravity which is very important when equip. is being load into craft or being lifted using slings for loading on to ships ets

**Center of Gravity Platform:** This rocking platform, suspended effectively on knife edge, facilitates determination of the fore and aft vericle location of an equipments center of gravity. This is very importaint when equipment is being loaded into aircraft or being lifted using slings for loading onto ships etc.