

Type: Car, Armored, 8x8 **Nomenclature:** Car, Armored, T18E2 Boarhound
Country: US **Year of Introduction:** 1942

Physical Data:

Weight 53,000 lbs
 (24,062kgs)
 Wheel Base 146 in (3708mm)
 Length (oa) 246 in (6248mm)
 Width (oa) 121 in (3073mm)
 Height (oa) 103.25 in
 (2623mm)
 Ground Clr 13.5 in (343mm)
 Armor .38 to 2 in
 (9.7 to 50.8mm)
 NBC Protection No

Armament:

(1) 57mm cannon
 and (2) .30 cal ma-
 chine guns.
 Elevation power
 Traverse power 360 deg

Capacity:

Fuel 90 gal (340.7 ltrs)
 Ammo/Qty 57mm (64 rds),
 .30 cal (3000 rds)
 Cargo Volume n/a
 Crew/Passengers 5

Engine:

Type Gasoline
 HP 125 hp @ 3000rpm
 Engine Model 329
 Mfr GMC
 No of Cyls 6
 Location Rear
 Cooling Liquid

Transmission:

Type Automatic
 Gears Fwd/Rev 3/1
 Model 85
 Mfr GMC

Suspension System:

Type Articulated
 Leaf spring
 Steering Front four
 Turning Radius 80 ft (24.4m)
 No of total wheels 8
 Tire Size 14.00 x 20 in

General Data:

Elec Voltage 12V
 Intercom Yes
 Night Vision Dev No

Performance:

Speed/Land 50 mph (80.5km/h)
 Spd/Water n/a
 Range 300 mi (483km)
 Forcing 40 in (1016mm)
 Max Grade 60%
 Trench unk
 Step 21 in (533mm)
 Drive 8x8



Photos (top & bottom): T18E2 Boarhound. (US Army photos)



Remarks: Agreement was reached in May 1942, between the British Tank Mission and the US Tank Committee that the T18 design should be modified to provide for the mounting of the 57mm gun instead of the 37mm gun. The second pilot, designated armored car T18E2, was modified to mount the 57mm gun, M1 with other changes as required. The hydramatic transmission intended for a lighter vehicle proved unsatisfactory and a torque converter type transmission was substituted.

Design changes delayed production until December 1942. The revised forecast for the production of armored car T18E2 for 1942 were; September 5, October 10, November 15 and December 50, for a total 80 units.

Because of the difficulties in obtaining a source for the 57mm gun mount, deliveries of first vehicles were slowed. Further causes of delay were tool bottlenecks and difficulty in obtaining acceptable clutch throwout bearings.

No requirement for this car appeared on the Army Supply Program in November 1942. Production had, however, progressed to the point where complete cancellation was inadvisable, and procurement of 30 vehicles plus one quarter set of spare parts for concurrency and an additional one quarter set of spare parts for all-time buy was authorized.

Usage: 30 vehicles (F205182-211) were delivered to Britain.

Manufacturer: Yellow Truck & Coach, USA.