

Type: Car, Armored, 6x4 Nomenclature: T21 Armored Car
 Country: US Date of Introduction: 1942

Physical Data:

Weight:
 Empty
 Loaded 17,200 lbs (7809 kgs)
 Length (OA)
 Width (OA)
 Height (OA)
 Ground Clearance
 Wheel Base
 Wheel Tread
 Drive 6x4
 Armor .375 to 1.125 in (9.5 to 28.6 mm)
 NBC Protection No

Armament:

Main – Cal (1) 37mm Gun, M6 and (1) .30 cal. LMG M1919A5 in Combination Gun Mount, M23.
 Elevation Manual
 Traverse Manual
 Fire Control
 Aux wpn – Cal

Capacity:

Fuel Gasoline
 Ammo/Qty
 Crew/Passengers 4

Engine:

Type In-line
 HP at Rev/Min 112 hp
 Model JXD
 Mfr Hercules
 No. of Cyls 6
 Location Rear
 Cooling Liquid

Transmission:

Type Manual
 Speeds Fwd/Rev 5/1
 Model
 Mfr

Suspension System:

Type
 Wheels Steerable Front axle
 Turning Radius
 No of total wheels 6
 Tire Size

General Data:

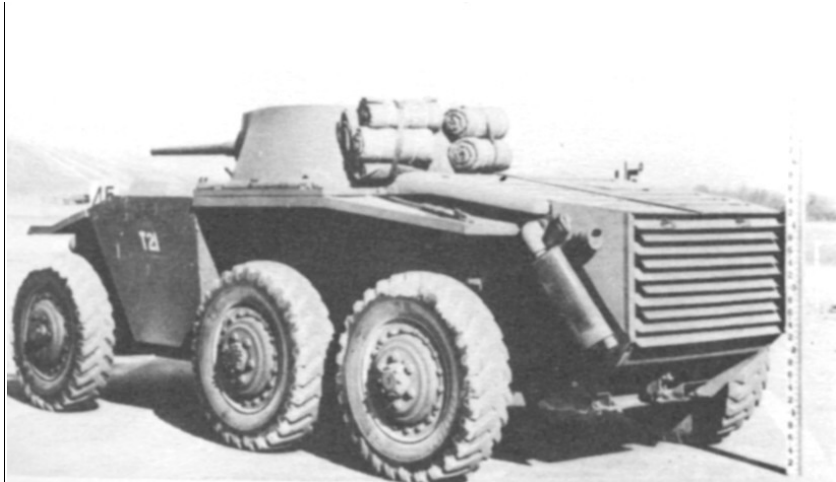
Elec Voltage
 Intercom
 Cargo Volume

Night Vision Devices:

Driver
 Commander
 Gunner

Performance:

Speed/Land
 Speed/Water
 Cruising Rng
 Fording Depth
 Max Grade
 Trench Crossing
 Step



Above: The sole Studebaker T21 during testing at Aberdeen Proving Ground. (Photos: US Army)

Remarks: Developed concurrently with the Ford T22 (which became the M8), the Studebaker T21 was a rear-engine design driving the rear two axles, making the car a 6x4. Had it been started earlier, the Studebaker design might have become standard, the Armored Vehicle Board having judged the car satisfactory as a reconnaissance vehicle; but engineering problems delayed development and the T22 (M8) won out.

Usage: Only one T21 was completed.

Manufacturer: Studebaker Corp.