

Oshkosh Mk.48 LVS

Heavy high mobility truck



The Oshkosh Mk.48, or Dragon Wagon, is used to transport heavy equipment and basic supplies

Entered service	1985
Configuration	8 x 8
Cab seating	1 + 1 men
Dimensions and weight	
Weight (curb)	18.3 - 22.9 t
Maximum load	12.5 t
Length	10.1 - 11.6 m
Width	2.44 m
Height	2.59 m
Mobility	
Engine	Detroit Diesel 8V92TA diesel
Engine power	450 hp
Maximum road speed	91 km/h
Range	480 km
Maneuverability	
Gradient	60%
Side slope	30%
Vertical step	~ 0.6 m
Trench	~ 1.4 m
Fording	1.5 m

The Oshkosh Mk.48 series of articulated trucks began life as the Lockheed design, named 'Twister'. Later the Oshkosh Truck Corporation signed license agreement with Lockheed and developed it into commercial design. In 1983 it was ordered by the US Marine Corps as the Mk.48 LVS (Logistic Vehicle System). Sometimes it is nicknamed the Dragon Wagon. This nickname was borrowed from the World War II tank transporter. A total of 1433 Mk.48 vehicles were ordered. Deliveries commenced in 1985.

The Oshkosh LVS is a mainstay of the USMC logistics fleet. This 8x8 tactical truck is used to transport heavy equipment and basic supplies, such as ammunition, fuel and water. The LVS has a payload capacity of 12.5 t off road and 22.5 t on hard surface roads. It can also tow a trailer.

All models of the Dragon Wagon share the same articulated joint feature. It is located behind the front pair of axles and divides vehicle into front and rear modules. There is a degree of independent movement between the front and rear units for more mobility. In theory, the front module could be used with any of the other rear modules.

The common front module consists of a cab, engine and transmission. Cab provides seating for driver and co-driver. There is also space for crew stowage. The rear modules differ by function.

The Oshkosh Mk.48 LVS is powered by a Detroit Diesel 8V92TA turbocharged diesel engine, developing 450 hp. Vehicle is fitted with a central tyre inflation system and has an excellent off-road mobility, even with full load. A self-recovery winch was standard across the range.

In 2006 the US Marine Corps selected the new [Oshkosh LVSR](#) (Logistic Vehicle System Replacement). It is a 10x10 vehicle, fitted with an armored cab.

Variants

Mk.48/14 a flatbed truck, equipped to carry standard logistics containers;

Mk.48/15 recovery vehicle, fitted with a hydraulic crane and recovery winch;

Mk.48/16 tractor truck with shorter wheelbase, capable of pulling tank transporter semi-trailers;

Mk.48/17 cargo carrier with a hydraulic load handling crane. It is capable of carrying loads up to 18 000 kg on hard surface roads;

Mk.48/18 self-loading container and bridge transporter.

Can't find what you're looking for?



EXPAND IMAGE 



EXPAND IMAGE 



EXPAND IMAGE 



EXPAND IMAGE 



Mk 48 Logistic Vehicle System (LVS)

The 8 X 8 Mk 48 LVS is an articulated cargo transporter that consists of the Mk 48 tractor and four types of Rear Body Units (RBU). Such a design permits much tighter turns (e.g., a turning radius up to 30% less than a conventional fixed-wheelbase truck) and better off-road mobility. The tractor consists of a two-person cab ahead of the engine and is of heavy-duty, welded-steel construction. The powertrain is identical to that of the M977 Heavy Expanded Mobility Tactical Truck (HEMTT) series. The tractor and RBU are linked through an articulated joint that transmits power to the rear two axles. The joint is also hydraulically driven to provide 32° of steering (yaw) motion to each side and 6° of roll freedom. The RBUs are quickly interchangeable among the platform, wrecker/recovery, tractor (i.e., fifth wheel), drop-side cargo with crane, and pivoting frame variants.

VARIANTS •

RBUs include 1,451 Mk 14 logistics platforms for cargo containers, 97 Mk 15 wrecker/recovery with crane and winch, 249 Mk 16 semi tractors with standard fifth wheel, 277 Mk 17 cargo bodies with drop-down sides, and 530 Mk 18 tiltingbed platforms converted from Mk 14.

DEVELOPMENT • Marine Corps trials began in 1981. Production by Oshkosh Truck Corp., Oshkosh, Wisconsin, ran from July 1985 to September 1989, the LVS achieving initial operational capability in 1986. 1,682 Mk 48 front halves delivered. A total of 2,074 RBUs were delivered.

COMBAT EXPERIENCE • Between 800 and 1,000 Marine Corps LVSs were sent to Saudi Arabia in 1990 for Operations Desert Shield and Desert Storm. All variants except for the Mk 18 were used and performed well.

SPECIFICATIONS •

CREW 2

GROSS VEHICLE COMBINATION WEIGHT RATINGS (GVCWR)

on road

Mk 14: 150,000 lb (68,039kg)

Mk 15 and 17: 153,971 lb (69,840 kg)

Mk 16: 188,000 lb (85,275 kg)

off road, all versions

105,000 lb (47,627 kg)

off-road payload

Mk 14, Mk 18: 25,000 lb (11,340kg)

Mk 17: 20,000 lb (9,072kg)

DIMENSIONS

Mk14, Mk 17: 38 ft (11.58m)

Mk 15: 37 ft (11.28m)

Mk 16: 33 ft 1 in (10.09m)

Mk 18: 35 ft 9 in (10.9 m)

overall width 8ft (2.44 m)

cab height 8 ft 6 in (2.59 m)

distance between axles

1st to 2nd and 3rd to 4th: all models 5 ft (1.52m) 2nd to 3rd: 21 ft 7 in (6.58m) except Mk 16 19 ft 1 in (5.82 m)

POWERPLANT Detroit Diesel 8V-92TA 445-hp liquid-cooled 2-stroke V-8 diesel engine, Allison HT740D automatic transmission with torque converter, 4 forward/1 reverse gears

SUSPENSION 8 X 8 (8 wheels driving, front axle and articulated-joint steering) , Hendrickson leaf spring with steel saddle, 6 torque rods and 14-in (356-mm) vertical travel on front and rear

SPEED 52 mph (84 km/h), range 300 mi (483 km)

OBSTACLE CLEARANCE gradient 60%, side slope 30%, angle of approach 45°, angle of departure Mk 14 45°, Mk 15 48°, Mk 16 65°, Mk 17 40°