



LAV-25

The LAV-25 as operated by the US Marine Corps is a versatile and proven design based on the Piranha produced by Swiss company MOWAG (now owned by General Motors Defense of Canada) as a private venture in 1972.

It is light enough for helicopter transport and can be used for beach landings.

The LAV-25 has a crew of three (driver and a two-man Delco turret) and can take six infantry. They sit three each side back to back, and there are six firing ports and vision blocks. The 25mm turret chain gun is the same as that fitted to the Bradley.

The LAV was the first American armoured vehicle to be flown into Afghanistan when the Marines established a forward base near Kandahar, and it also played an important role in both Iraq wars.

The Piranha comes in a variety of models, from 4x4 up to 10x10, and there are many variations. The latest version of the Piranha, the Piranha IV (known as the LAV-III) is longer, wider and heavier than the original LAV-25 platform. It has hydropneumatic suspension, ABS and traction control, and is used by the US Army as the

Stryker for its Brigade Combat Teams, with eight variants and a variety of weapons.

The Army had withdrawn from the original LAV programme in 1984.

In 1999 the FCS (future combat system) was launched after delays were experienced in getting Task Force Hawk to deploy in Kosovo. Because FCS is not due to enter service until 2010, it was decided to set up the Brigade Combat Teams for rapid reaction and peacekeeping missions.

In November 2000, the Army ordered 2,131 Piranha IIIs to equip seven such teams.

Variants include a mobile gun with 105mm cannon, infantry carrier, reconnaissance, anti-tank, ambulance, mortar carrier, engineers, command, fire support co-ordination, and NBC reconnaissance.

Apart from the US, the Piranha is in service or on order for Australia, Canada, Chile, Denmark, Ghana, Ireland, Liberia, New Zealand, Nigeria, Oman, Qatar, Saudi Arabia, Sierra Leone, Sweden, Switzerland and Spain.

Among the variants acquired by Saudi Arabia are versions with a 120mm mortar, 90mm assault gun and HOT anti-tank.

SPECIFICATIONS

Designation: Light Armored Vehicle 25

Length: 6.393m

Height: 2.69m

Width: 2.5m

Wheels: 8x8

Ground clearance: 0.5m

Power-weight ratio: 15.7kW/t

Combat weight: 12.88t

Crew: 3+6

Engine: V6 turbocharged diesel by GM Detroit Diesel

Gearbox: MT 653 DR Allison automatic with five forward and one reverse gears

Fuel capacity: 300l

Fuel consumption: 0.45 l/km

Speed: 100km/h

Water propulsion: Two propellers

Water speed: 10.5km/h max

Armament:

Hughes M242 25mm chain gun firing at 100/200/500 rds/min.

Ammunition stowage: 630

Secondary armament:

One co-ax 7.62MG

Smoke dischargers: 2x4

Protection: Armour type is steel

Variants: The USMC operates eight variants. The others are –

- AT version with same TOW launcher as used on the M901 (two missiles ready, 14 carried inside, crew four)
- Mortar version with 81mm mortar, 94 rounds, crew five
- Air defence version, five-barrelled 25mm GAU-12/U cannon and two pods of four Stinger missiles
- Command version with extra radios
- Logistics carrier has twin hatches and a loading crane, and a higher superstructure
- Recovery version has a 1.8t crane and rear-mounted winch
- MEWSS (Mobile Electronic Warfare Support System) has a jammer system, detector radio sets and land navigation system.

PRODUCTION

1972

First prototype after private development by MOWAG

in Canada

1988

Prototype of Bison APC in Canada

1976

Production starts for export

1989

Australia buys 14 LAV-25 and one ARV from USMVC stock

1977

Licence to GM of Canada

1990

Production of 6x6 Panzerjäger 90 anti-tank with twin TOW-2

1979

First 6x6 Cougars and Grizzly

1991

First Saudi order

1981

6x6 and 8x8 licence to Chile

1992

Second Saudi order

1982

Licence for 8x8 as LAV for USMC

1993

Coyote reconnaissance variant 8x8 ordered by Canada

1995

Deliveries to Oman

1996

Pre-production Piranha III built

1997

Piranha III (10x10) for Sweden in three variants

1998

Production of Kodiak 8x8 for Canada from Piranha III variant

Imprint Models, 14 Green Lane, Colchester, Essex CO4 0JA

Tel/Fax: 01206 862313

E-mail info@imprintmodels.co.uk