

# **TM 5-2330-200-15**

**DEPARTMENT OF THE ARMY TECHNICAL MANUAL**

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**ORGANIZATIONAL, DS, GS, AND DEPOT  
MAINTENANCE MANUAL**

**TRAILER, BASIC UTILITY,  
2-1/2-TON, MIL SPEC  
T-1286 (ALL MAKES AND MODELS)  
FSN 2330-697-8102**

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**HEADQUARTERS, DEPARTMENT OF THE ARMY**

**AUGUST 1965**

## **SAFETY PRECAUTIONS**

### **BEFORE OPERATION**

Be sure the landing jack is in the raised position before attempting to tow the trailer. Failure to observe this warning may result in serious injury to personnel.

Do not use a lifting device with a capacity of less than 3,000 pounds. Do not permit the trailer to swing and sway while suspended. Failure to observe this warning may result in serious injury to personnel.

### **DURING OPERATION**

Be sure the landing jack is in the raised position before attempting to tow the trailer. Failure to observe this warning may result in serious injury to personnel.

### **AFTER OPERATION**

Use the landing jack to support the load when the trailer is detached from the towing vehicle. Failure to observe this warning may result in serious injury to personnel.

TECHNICAL MANUAL

No. 5-2330-200-15

HEADQUARTERS  
DEPARTMENT OF THE ARMY  
WASHINGTON, D. C., 19 August 1965

**ORGANIZATIONAL, DS, GS, AND DEPOT MAINTENANCE MANUAL**

**TRAILER, BASIC UTILITY, 2½-TON, MIL SPEC T-1286**

**(ALL MAKES AND MODELS) FSN 2330-697-8102**

	Paragraph	Page
<b>CHAPTER 1. INTRODUCTION</b>		
Section I. General .....	1, 2	3
II. Description and data .....	3-5	3
<b>CHAPTER 2. INSTALLATION AND OPERATION INSTRUCTIONS</b>		
Section I. Service upon receipt of equipment .....	6-8	11
II. Movement to a new worksite .....	9, 10	13
III. Operation of equipment .....	11-17	13
<b>CHAPTER 3. OPERATOR AND ORGANIZATIONAL MAINTENANCE INSTRUCTIONS</b>		
Section I. Operator and organizational maintenance tools and equipment .....	18-22	17
II. Lubrication .....	21,22	17
III. Preventive maintenance services .....	23-25	22
IV. Operator's maintenance .....	26-29	26
V. Troubleshooting .....	30-38	28
VI. Electrical system .....	39-49	28
VII. Wheel assembly .....	50-52	46
VIII. Service brakes .....	53-60	50
IX. Airbrake system .....	61-73	63
X. Landing jack, locking pins, and brace assemblies .....	74-78	80
XI. Frame assembly .....	79-91	83
<b>CHAPTER 4. DEMOLITION OF MATERIEL TO PREVENT ENEMY USE .....</b>	<b>92-96</b>	<b>100</b>

\* This manual supersedes TM 5-2330-200-15, including C 1, 14 March 1961, C 2, 21 November 1961, and C 3, 8 January 1963 and TM 5-2330-200-25P, 5 May 1960, including C 2, 25 January 1963 and C 3, 20 January 1964.

**CHAPTER 5. SHIPMENT AND LIMITED STORAGE**

Section I. Shipment within zone of interior ----- 97, 98 103  
 II. Limited storage ----- 99, 100 103

**CHAPTER 6. DIRECT AND GENERAL SUPPORT AND DEPOT MAINTENANCE INSTRUCTIONS**

Section I. General ----- 101, 102 105  
 II. Description and data ----- 103, 104 105  
 III. Special tools and equipment ----- 105-107 107  
 IV. Troubleshooting ----- 108-112 107  
 V. Airbrake system ----- 113-117 107  
 VI. Service brakes ----- 118-120 113  
 VII. Main and overload spring assembly ----- 121-123 114  
 VIII. Axle Assembly ----- 124-126  
 IX. Landing jack assembly ----- 127, 128  
 X. Frame and toolbox ----- 129-133

**APPENDIX I. REFERENCES ----- 127**  
**II. MAINTENANCE ALLOCATION CHART ----- 128**  
**III. BASIC ISSUE ITEMS LIST AND MAINTENANCE AND OPERATING SUPPLIES ----- 133**  
**IV. ORGANIZATIONAL, DIRECT AND GENERAL SUPPORT AND DEPOT MAINTENANCE REPAIR PARTS AND SPECIAL TOOL LIST ----- 137**

**INDEX ----- 187**

17 ----- 21-23  
 22 ----- 23-25  
 26 ----- 26-29  
 28 ----- 29-31  
 33 ----- 33-35  
 35 ----- 35-37  
 38 ----- 38-40  
 40 ----- 40-42  
 43 ----- 43-45  
 45 ----- 45-47  
 48 ----- 48-50  
 50 ----- 50-52  
 53 ----- 53-55  
 55 ----- 55-57  
 58 ----- 58-60  
 60 ----- 60-62  
 63 ----- 63-65  
 65 ----- 65-67  
 68 ----- 68-70  
 70 ----- 70-72  
 73 ----- 73-75  
 75 ----- 75-77  
 78 ----- 78-80  
 80 ----- 80-82  
 83 ----- 83-85  
 85 ----- 85-87  
 88 ----- 88-90  
 90 ----- 90-92  
 93 ----- 93-95  
 95 ----- 95-97  
 98 ----- 98-100  
 100 ----- 100-102  
 102 ----- 102-104  
 105 ----- 105-107  
 107 ----- 107-109  
 110 ----- 110-112  
 113 ----- 113-115  
 115 ----- 115-117  
 118 ----- 118-120  
 120 ----- 120-122  
 123 ----- 123-125  
 126 ----- 126-128  
 129 ----- 129-131  
 131 ----- 131-133  
 134 ----- 134-136  
 137 ----- 137-139  
 140 ----- 140-142  
 143 ----- 143-145  
 146 ----- 146-148  
 149 ----- 149-151  
 152 ----- 152-154  
 155 ----- 155-157  
 158 ----- 158-160  
 161 ----- 161-163  
 164 ----- 164-166  
 167 ----- 167-169  
 170 ----- 170-172  
 173 ----- 173-175  
 176 ----- 176-178  
 179 ----- 179-181  
 182 ----- 182-184  
 185 ----- 185-187  
 188 ----- 188-190  
 191 ----- 191-193  
 194 ----- 194-196  
 197 ----- 197-199  
 200 ----- 200-202

\* This manual supersedes TM 5-2330-200-15, including C 1, 14 March 1957; C 2, 11 November 1951, and C 3, 1 January 1953 and TM 5-2330-200-15B, 2 May 1950, including C 1, 25 January 1953 and C 2, 20 January 1954.

# CHAPTER 1

## INTRODUCTION

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### Section I. GENERAL

#### 1. Scope

a. These instructions are published for the use of the personnel to whom the trailer is issued. Chapters 1 through 5 provide information on the operation, daily preventive maintenance services, and organizational maintenance of the equipment, accessories, components, and attachments. Chapter 6 provides information for direct and general support and depot maintenance. This manual also provides descriptions of the main units and their functions in relationship to other components.

b. Appendix I contains a list of publications applicable to this manual. Appendix II contains the maintenance allocation chart. Appendix III contains the list of basic issue items and maintenance and operating supplies authorized for the initial operation. Appendix IV contains the organizational, direct and general support, and depot maintenance repair parts and special tool lists.

c. Numbers in parentheses on illustrations indicate quantity. Numbers preceding nomenclature callouts on illustrations indicate the preferred maintenance sequence.

d. The direct reporting by the individual user of errors, omissions, and recommendations for improving this manual is authorized and encouraged. DA Forms 2028 (Recommended Changes to DA Publications) will be used for reporting these improvement recommendations. This form will be completed using pencil, pen, or typewriter and forwarded direct to Commanding General, U.S. Army Mobility Equipment Center, ATTN: SMOME-MMP, 4300 Goodfellow Blvd., St. Louis, Mo. 63120.

e. Report all equipment improvement recommendations as prescribed by TM 38-750.

#### 2. Record and Report Forms

a. DA Form 2258 (Depreservation Guide of Engineer Equipment).

b. For other record and report forms applicable to the operator and organizational maintenance, refer to TM 38-750.

*Note.* Applicable forms, excluding Standard Form 46 which is carried by the operator, will be kept in a canvas bag mounted on the equipment.

### Section II. DESCRIPTION AND DATA

#### 3. Description

The Model T-52 (figs. 1 and 2) and Model 11 (figs. 3 and 4) trailers are pneumatic-wheeled, general utility trailers with extendable draft tubes for accommodating loads of varying lengths. The intended use for the trailers is for off-highway transportation of

engineer equipment and supplies including crane attachments, boom sections, bridge equipment, pontoons, and light poles. The trailer is towed by attaching the lunette to a prime mover. A landing jack is mounted to the underside of the draft tube and is used to support the trailer when it is not in motion.

CHAPTER 1  
INTRODUCTION

Section 1. GENERAL

The direct reporting by the individual  
use of errors, omissions, and recommendations.

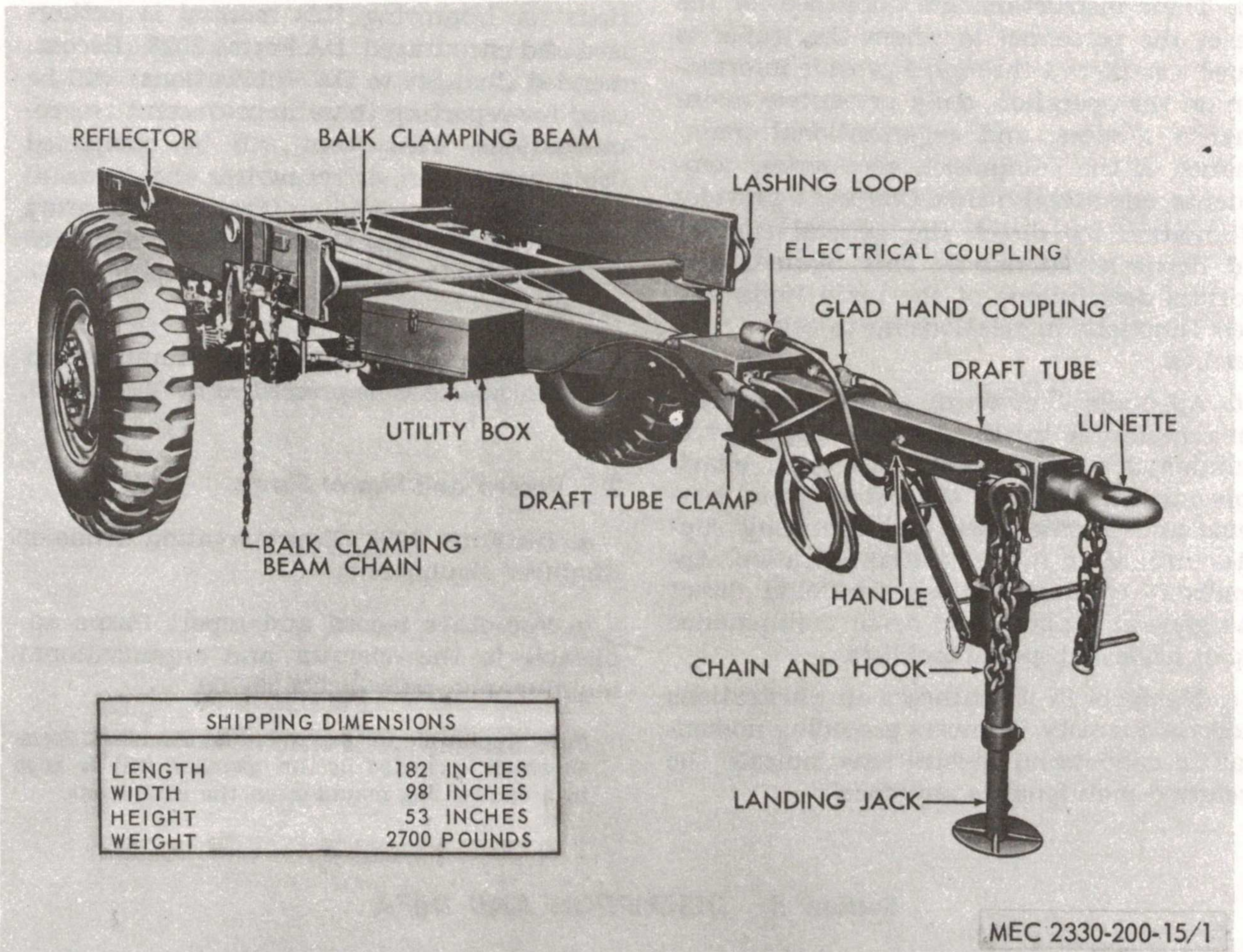
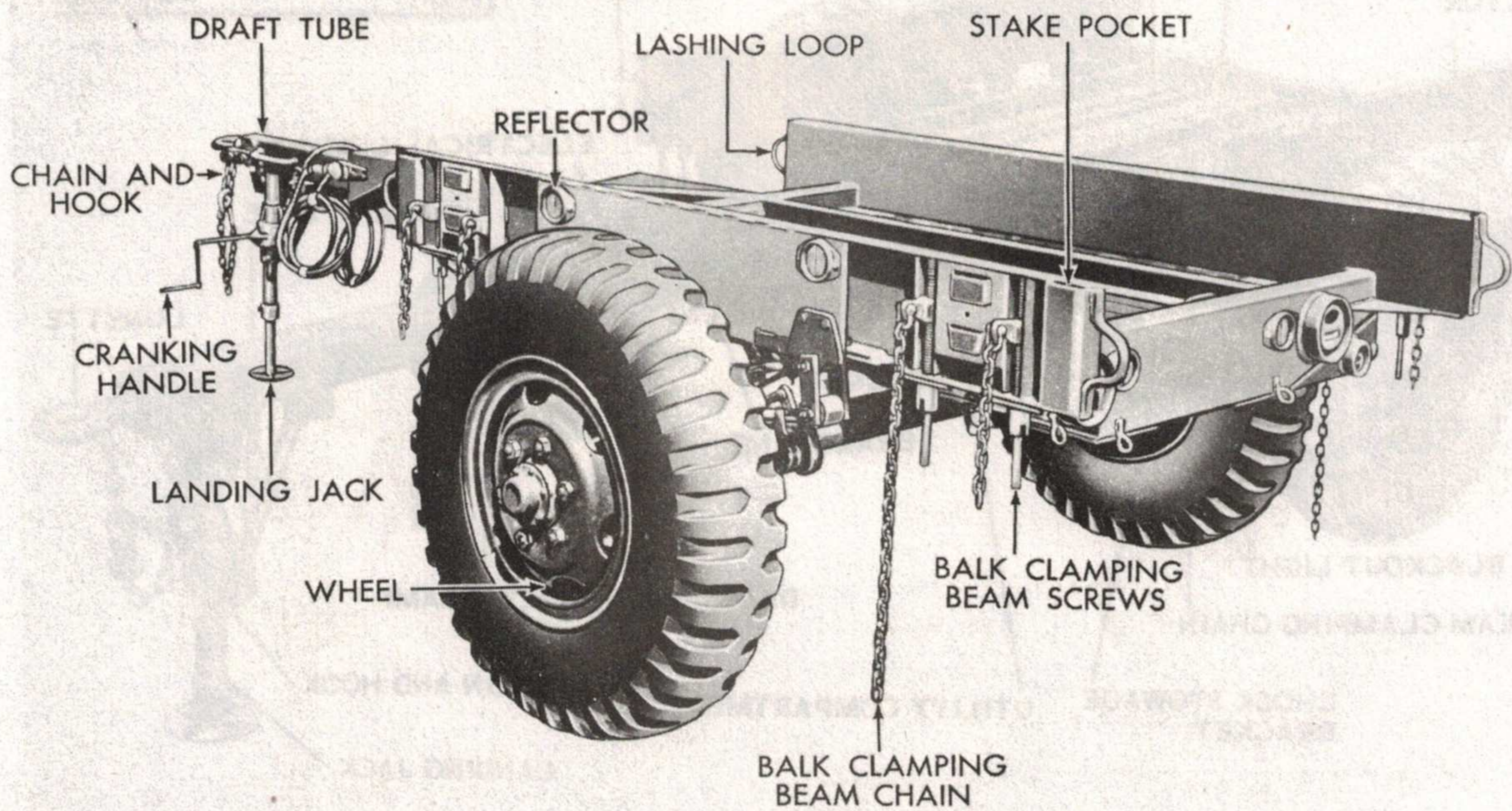


Figure 1. Utility trailer, right front, three-quarter view, with shipping dimensions (Model T-52).



EMC 5-2330-200-15/2

Figure 2. Utility trailer, left rear, three-quarter view (Model T-52)

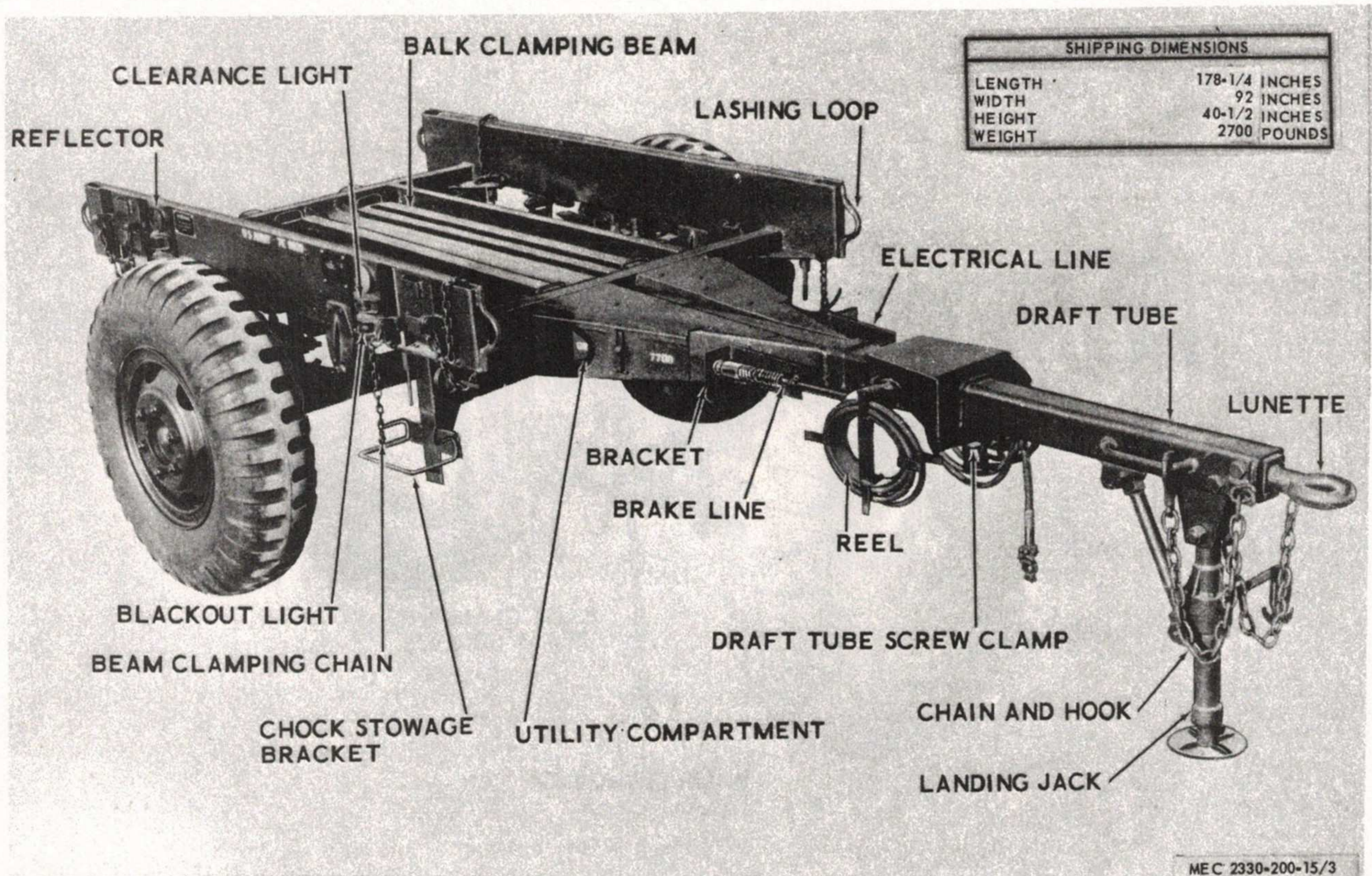
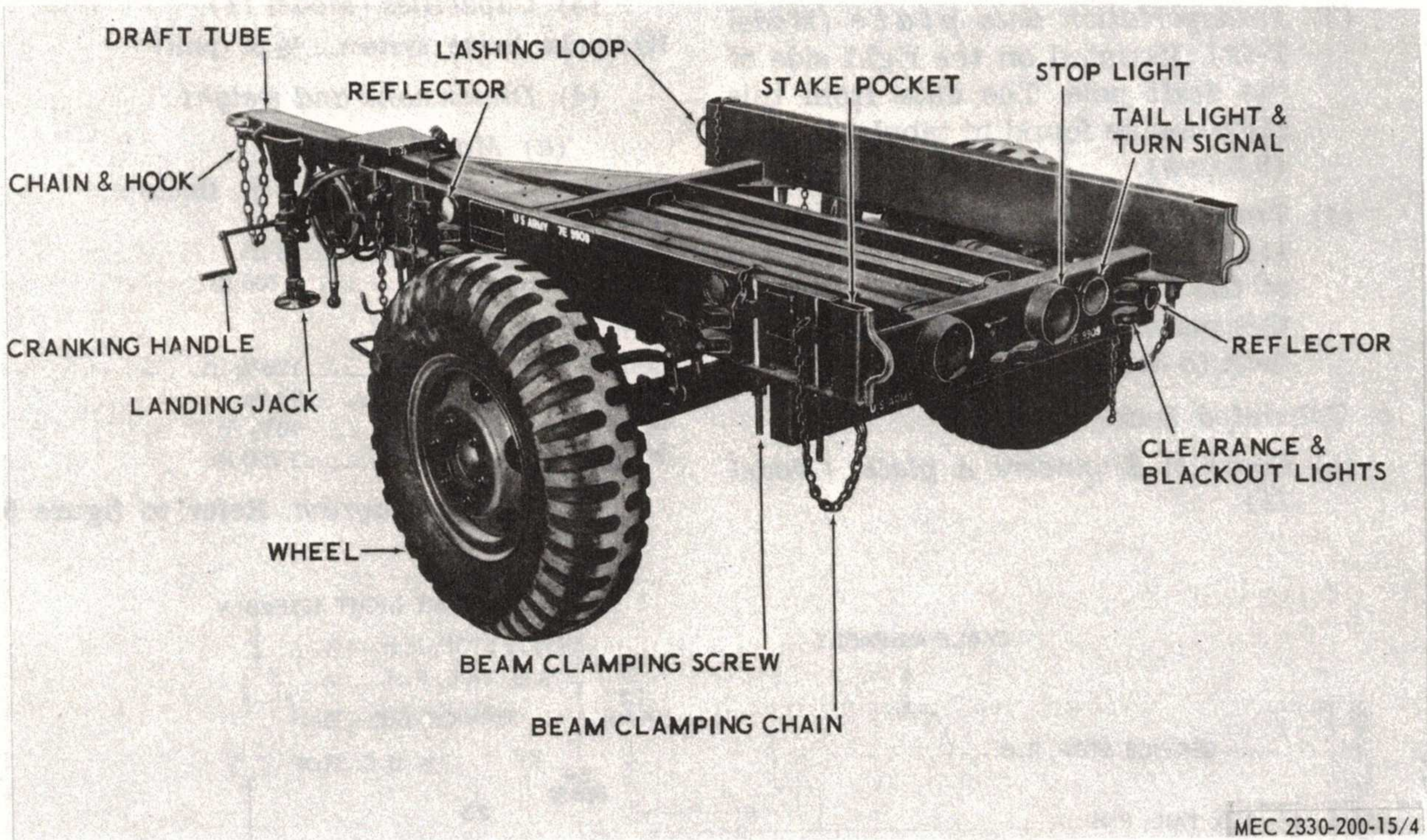


Figure 3. Utility trailer, right front, three-quarter view, with shipping dimensions (Model 11)





MEC 2330-200-15/4

Figure 4. Utility trailer, left rear, three-quarter view. (Model 11)

Manufacturer  
 Model  
 Contract number  
 Stock No.  
 Reg No.  
 (2) General (Model T-52)  
 Make  
 Model  
 Tire pressure  
 Tire size  
 Tire ply  
 Non-directional tread  
 Electrical system voltage 24-v (volt)  
 and snow

Identification and Tabulated Data  
 Identification  
 (1) Corps of Engineer A plate (Model T-52) Mounted on the left side of the draft pole. Specifies manufacturer, model, contract number, and stock number.  
 (2) Corps of Engineer A plate (Model T-52) Mounted on the right front side of the trailer body. Specifies the manufacturer, model, contract number, and stock number.

#### 4. Identification and Tabulated Data

##### a. Identification.

- (1) *Corps of Engineer A plate. (Model T-52).* Mounted on the left side of the draft pole. Specifies manufacturer, model, contract number, and stock number.
- (2) *Corps of Engineer A plate (Model 11).* Mounted on the right front side of the trailer body. Specifies the manufacturer, model, contract number, and stock number.
- (3) *Transportation data plate (Model T-52).* Mounted on the right side of the draft pole. The data from this plate can be found in tabulated data (b below).
- (4) *Transportation data plate (Model 11).* Mounted on the left front side of the trailer body. The data from this plate can be found in tabulated data (b below).

##### b. Tabulated Data.

- (1) *Corps of Engineers A plate. (Model 11).*

Manufacturer..... S. S. Loadcraft  
 Model..... 11  
 Contract number..... DA-11-184-AMC-264-(T)  
 Stock No..... 2330-697-8102  
 Reg No..... 7E9909

##### (2) *General (Model T-52).*

Make..... Crane Carrier Corp.  
 Model..... T-52  
 Tire pressure..... 75 lb (pound)  
 Tire size..... 11:00 x 20  
 Tire ply..... 12  
 Tire Thread..... Nondirectional mud  
 and snow  
 Electrical system voltage..... 24-v (volt)

##### (3) *Capacities (Model 11).*

Hydraulic brake system..... 1/2 pt (pint)

##### (4) *Dimensions and weight.*

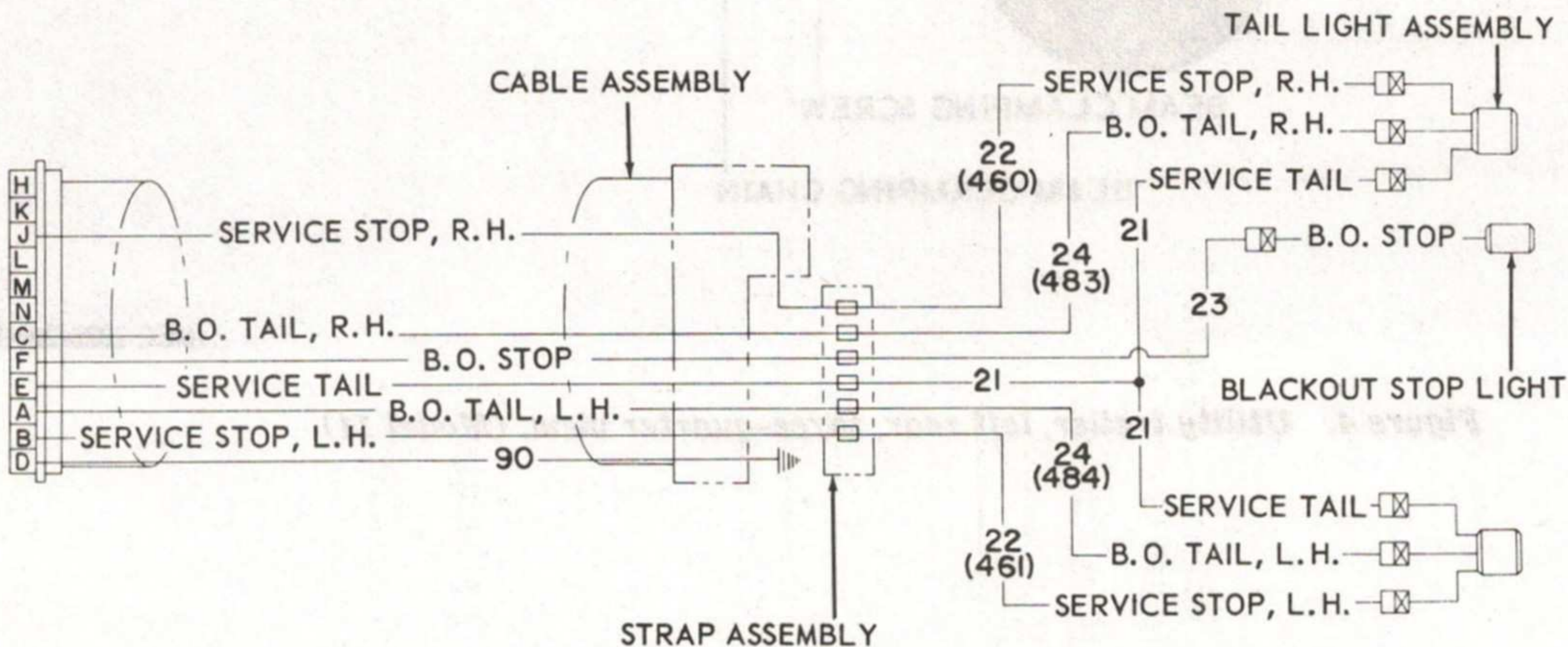
###### (a) *Model T-52.*

Length..... 82 in. (inch)  
 Width..... 98 in.  
 Height..... 53 in.  
 Weight..... 2,700 lb.

###### (b) *Model 11.*

Length..... 178 1/4 in.  
 Width..... 92 in.  
 Height..... 40 1/2 in.  
 Weight..... 2,700 lb.

##### (5) *Wiring diagram. Refer to figure 5.*



#### LEGEND

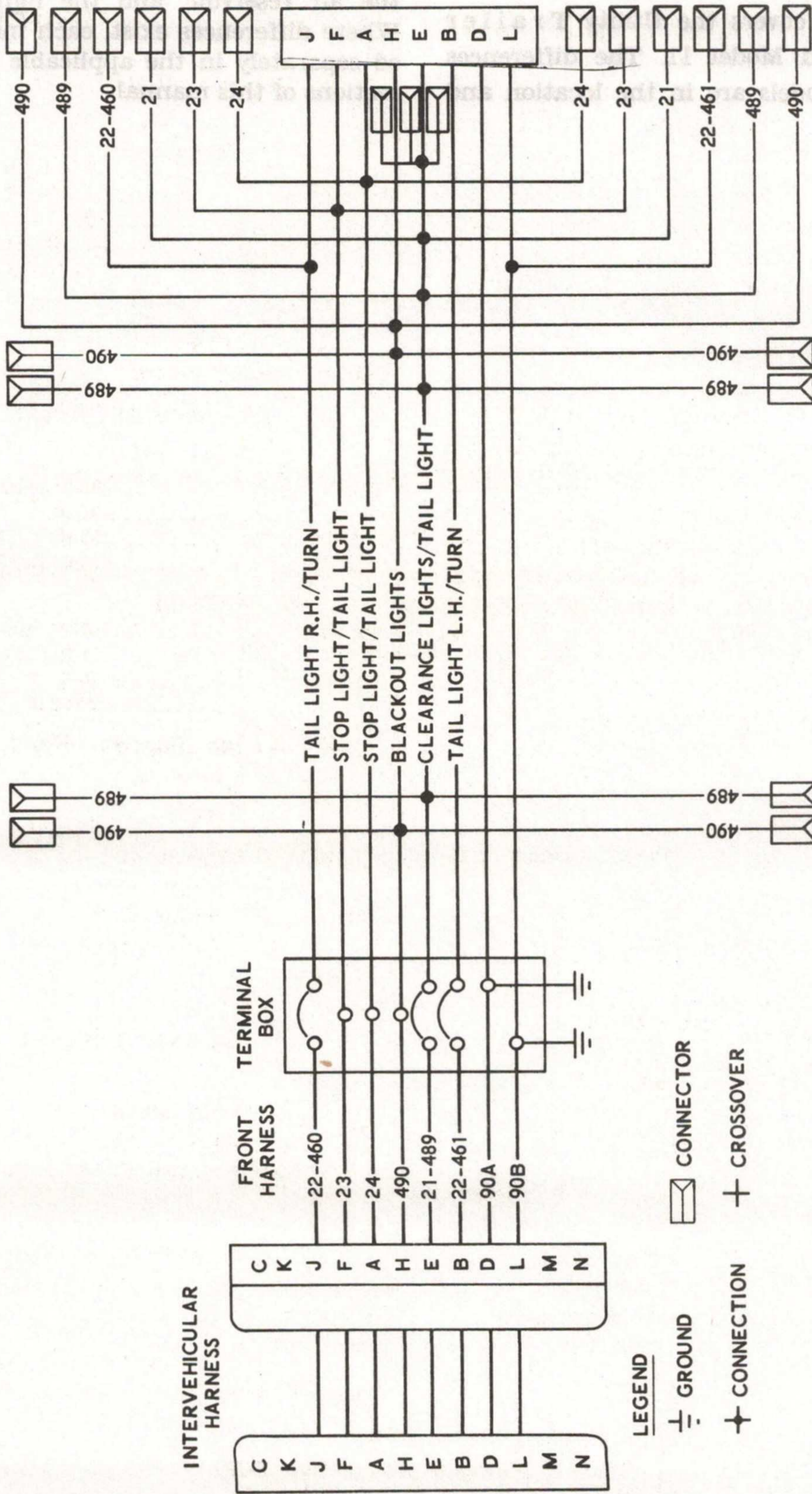
- |              |                     |
|--------------|---------------------|
| ⊥ GROUND     | □ STRAP             |
| + CONNECTION | □ CONNECTOR, FEMALE |
| - CROSSOVER  | ⊗ CONNECTOR, MALE   |

EMC 5-2330-200-15/4

© Model T-52

Figure 5. Wiring diagram (Model T-52)

VEHICULAR HARNESS



MEC 2330-200-15/5 (2)

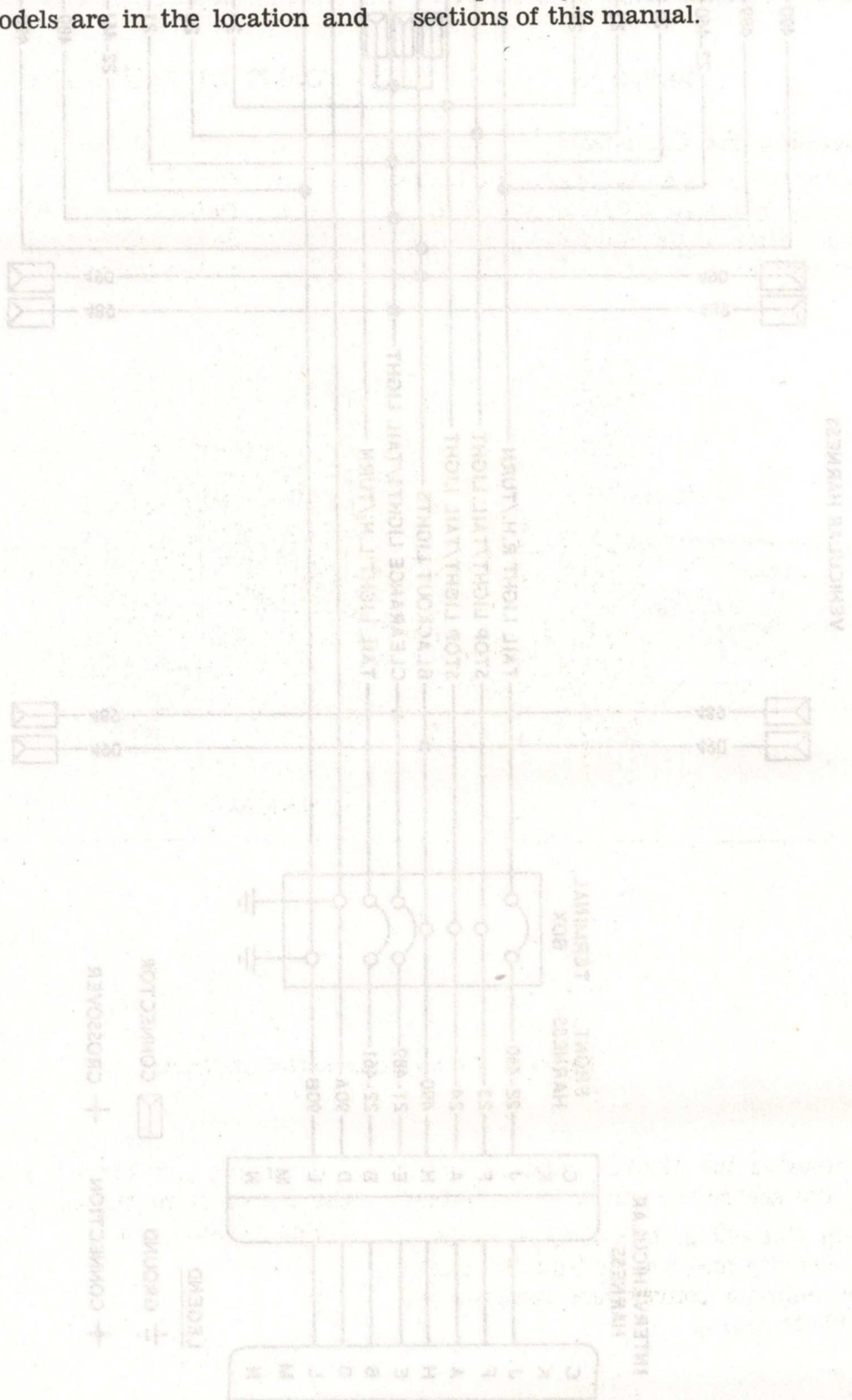
Model 11

Figure 5—Continued

## 5. Difference in Models

This manual covers the Utility Trailer Model T-52 and Model 11. The differences between the models are in the location and

placement of the toolbox, the brake system, the air reservoir, and the lighting system. Where differences exist, each model is covered separately in the applicable maintenance sections of this manual.



## CHAPTER 2

# INSTALLATION AND OPERATION INSTRUCTIONS

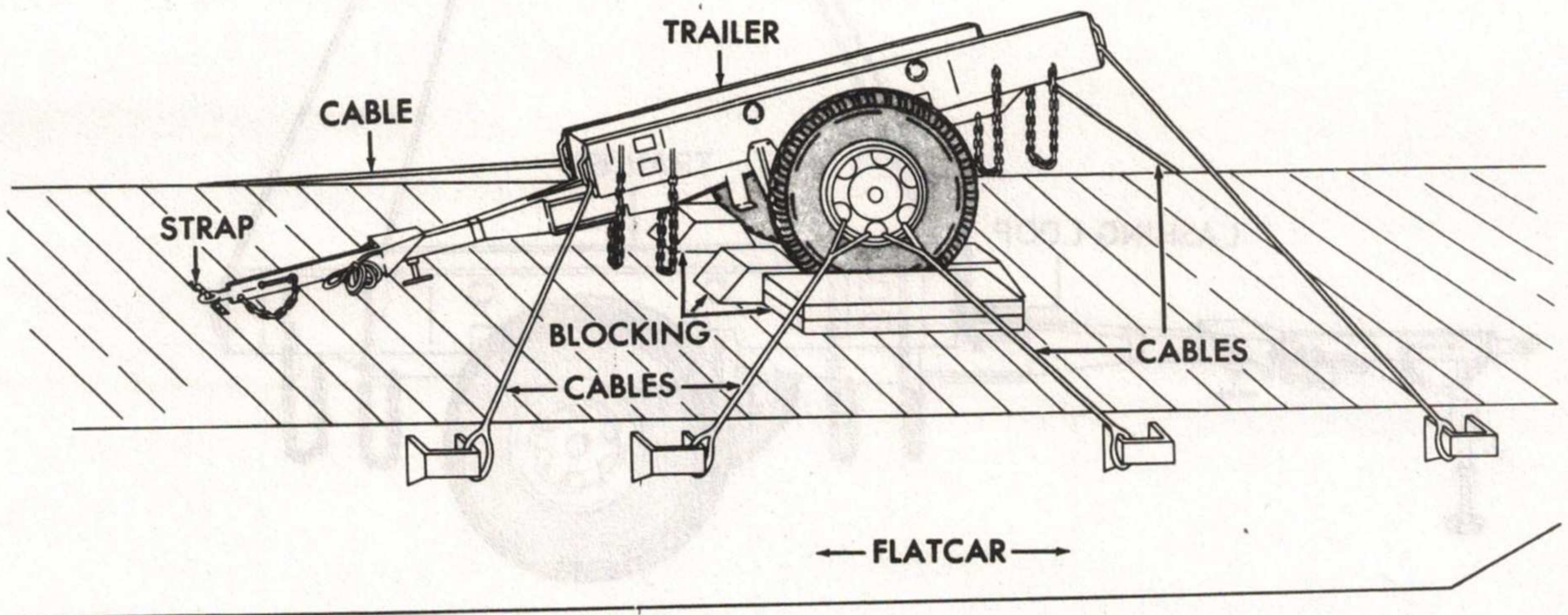
### Section I. SERVICE UPON RECEIPT OF EQUIPMENT

#### 6. Unloading the Equipment

*a. Shipment by Highway.* When the trailer is received by highway, it can be towed to its destination after it is unloaded from the highway carrier.

*b. Shipment by Rail.*

- (1) Refer to figure 6 and remove the tie-down cables that secure the trailer to the flatcar.



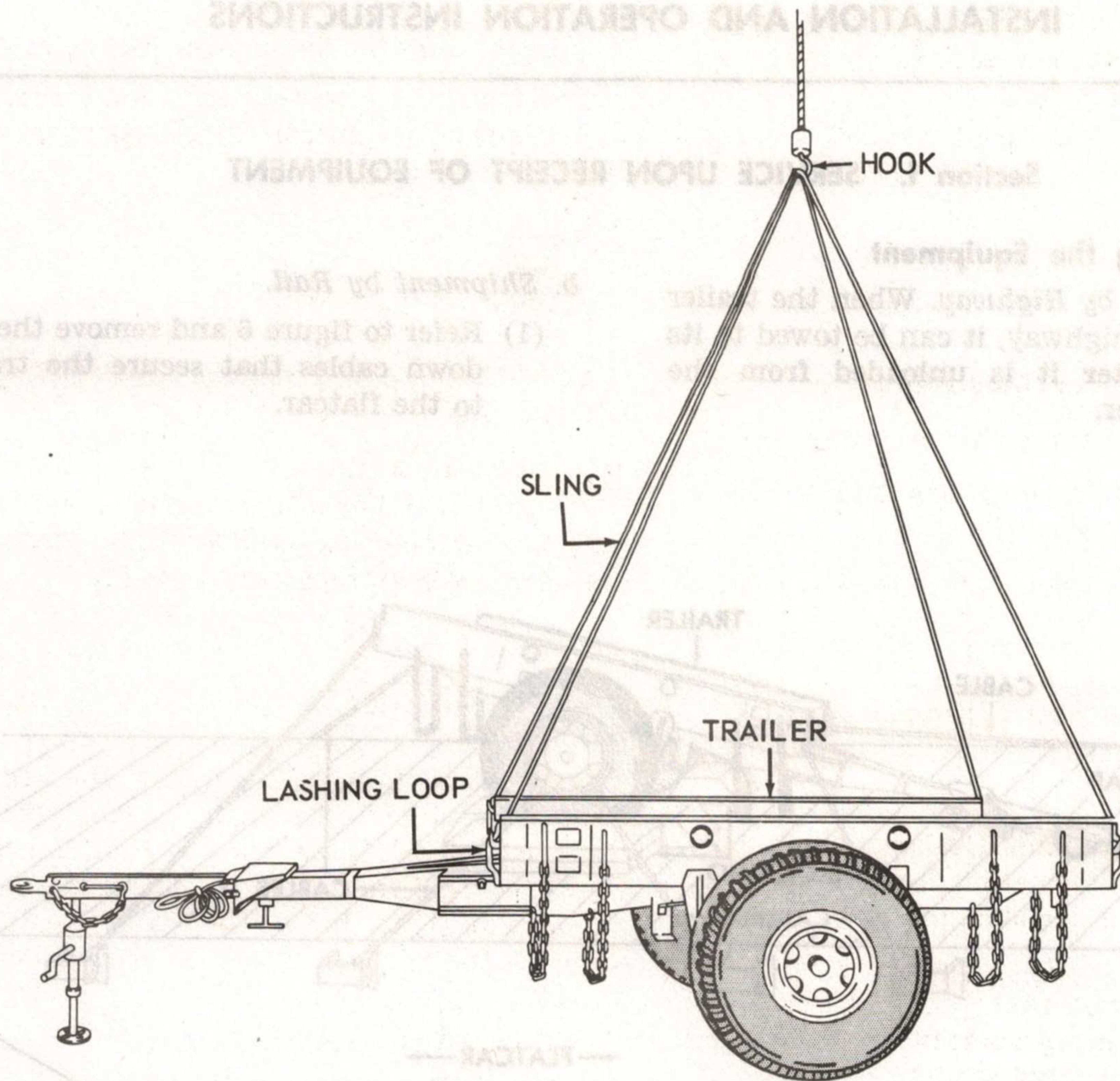
EMC 5-2330-200-15/7

Figure 6. Utility trailer loaded on flatcar.

- (2) Remove the blocking and strapping that secure the trailer to the flatcar.

*c. Ramp Unloading.* Construct a ramp of suitable capacity and tow or lead the trailer from the shipping conveyance. Remove and disassemble the ramp.

*d. Lifting the Trailer.* Refer to 7 and lift the trailer from the carrier with a suitable lifting device.



EMC 5-2330-200-15/8

Figure 7. Unloading trailer with lifting device.

## 7. Inspecting and Servicing Equipment

### a. Depreservation.

- (1) Prepare the trailer for inspection and operation as outlined on DA Form 2258 (Depreservation Guide of Engineer Equipment), attached on or near the operational controls.
- (2) Perform the daily preventive maintenance services (para 24).

### b. Inspection and Servicing.

- (1) Make a complete visual inspection to see that the required tools, repair parts, publications, accessories, and attachments are on the trailer and in serviceable condition.
- (2) Inspect the mounting of all components. See that all capscrews, nuts, and mounting brackets are in place and secure.
- (3) Inspect the tires for proper air pressure.

- (4) Inspect the electrical system for frayed or broken insulation.
- (5) Inspect all lines, hoses, and fittings for loose connections, breaks, and other damage.
- (6) Inspect the draft tube for proper telescopic action.

- (7) Lubricate the trailer in accordance with the current lubrication order.

## 8. Installation or Setting-Up Instructions

The trailer is received ready for operation and requires no special installation or setting-up instructions.

## Section II. MOVEMENT TO A NEW WORKSITE

### 9. Preparation for Movement

- a. Connect the trailer to the prime mover.
- b. Retract the landing jack and secure in position.
- c. Connect the trailer air brakes, safety

chains, and electrical system. Check the systems for proper operation.

### 10. Movement

The trailer is a mobile, wheeled vehicle and may be towed to the new worksite. Refer to paragraph 4 for proper tire pressure.

## Section III. OPERATION OF EQUIPMENT

### 11. General

a. The instructions in this section are published for the information and guidance of the personnel responsible for the operation of the trailer.

b. It is essential that the operator know how to perform every operation of which the trailer is capable. This section gives instructions on connecting and disconnecting the trailer from the towing vehicle, basic motions of the trailer, and how to coordinate the basic motions to perform the tasks for which the trailer is designed.

### 12. Trailer Operation

a. *Electrical System.* The electrical and service brake system are operated from the

prime mover. Before connecting the trailer electrical system to that of the towing vehicle, the operator must check to see that the electrical system of the towing vehicle is the same voltage rating as that of the trailer electrical system. The voltage rating of the trailer is 24 volts.

b. *Connecting to Prime Mover.*

- (1) Connect the lunette (fig. 1) to the pintle hook of the prime mover.
- (2) Raise the landing jack to its raised position with the cranking handle (fig. 2).
- (3) Pull the top brace pin and raise the jack to its UP position. Secure to the draft tube bracket with the same pin that secures the brace to the landing jack (fig. 8).

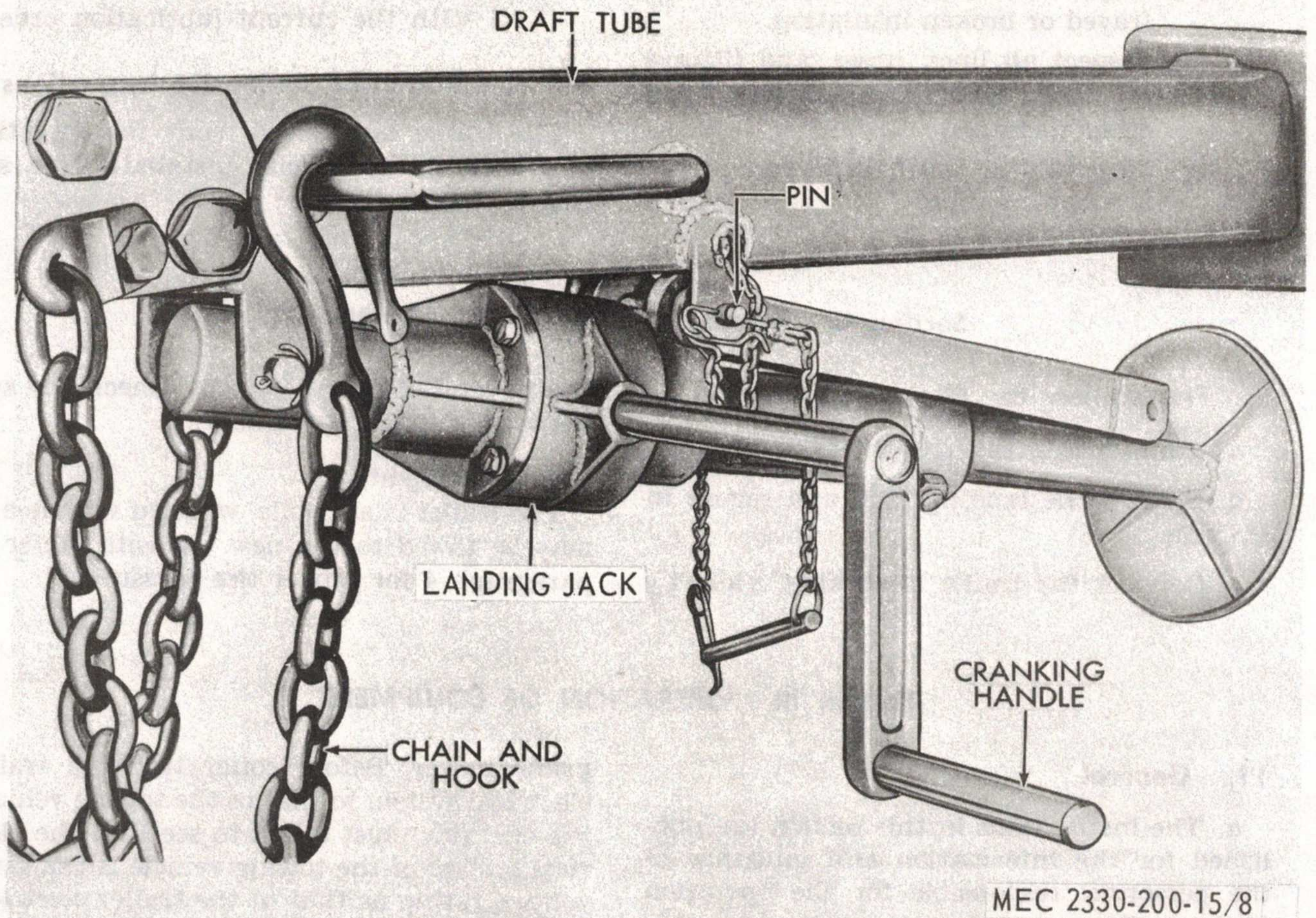


Figure 8. Landing jack, raised position.

- (4) Connect the safety chains to the prime mover.
- (5) Connect the air brake lines to the prime mover through the couplings.
- (6) Connect the electrical coupling to the prime mover. Check for proper operation.
- (7) Check the draft tube to see if the draft pin and clamp are in position and secure.

*c. Disconnecting from Prime Mover.*

- (1) Disconnect the electrical and air hose coupling (fig. 1) from the prime mover.
- (2) Lower the landing jack to its lower position and secure with the brace pins. Lower the jack pad to the ground.

- (3) Disconnect the lunette from the pintle hook of the prime mover.

*d. Draft Tube Adjustment.* The draft tube (fig. 1) should be adjusted when the trailer is not loaded. The tube length can be adjusted to several positions. The necessity for adjusting the length of the tube can be determined by measuring the length of the load to be transported. Do not extend the draft tube unless absolutely necessary. To adjust the draft tube, block the wheels, loosen the draft tube clamp, disengage the draft pin retainer and remove the draft pin. Slide the tube either in or out, align the holes and sleeve, insert the pin and tighten the clamp. Replace the draft pin retainer and snap into position.

*e. Balk Clamping Beams.* The trailer is equipped with four balk clamping beams (fig.



1) used to secure the load to the trailer. When not in use, the beams are carried in brackets on either side of the draft tube sleeve.

- (1) Grasp the spring-loaded balk clamping beam retainer handle (fig. 49), raising up and simultaneously turning the handle until it clears the beams. Both front and rear handles must be adjusted before a beam can be removed.
- (2) Remove the number of clamping beams required to hold a given load, and return the retainer handle to the retaining position, to secure the beams not used.
- (3) Place a clamping beam across the load at the front and rear of the trailer.
- (4) Attach the balk clamping beam chains (fig. 2) to the beams and take up the slack by turning the balk clamping beam screws. Adjust alternately to insure even pressure on load.
- (5) To remove the balk clamping beams from the load, reverse the procedure outlined above and return the beams to their mounting brackets.

*f. Backing the Trailer.* The operator must remember when backing the trailer that the wheels of the trailer will turn in a direction opposite to the direction in which the towing vehicle moves. To back the trailer to the left, the front wheels of the towing vehicle must be turned to the right. To back the trailer to the right, the front wheels of the towing vehicle must be turned to the left.

*g. Turning the Trailer.* The trailer will follow the towing vehicle around a turn; however, the wheels of the trailer will tend to follow a shorter arc than those of the towing vehicle, because of the distance from the turning point of the prime mover to the turning point of the trailer. The best procedure to follow in making turns is to allow the prime mover to pass the point of an ordinary turn by half the distance of itself, then make the turn. This causes the wheels to turn inside the turn made by the prime mover.

*h. Braking.* The Model T-52 trailer is equipped with an air braking system and the Model 11 trailer is equipped with air-over-hydraulic braking system. The trailer braking system is attached to the prime mover system by means of a coupling connection, thus when the brakes of the towing vehicle are applied, the brakes of the trailer are simultaneously applied.

### **13. Operation in Extreme Cold (Below 0°F.)**

*a.* Inspect the electrical connectors, harnesses and lights for condensation. Remove moisture and ice from the connectors whenever necessary.

*b.* Lubricate the trailer in accordance with the current lubrication order.

*c.* If the operating parts of the trailer become frozen or jammed, thaw the parts carefully before attempting to force them to operate.

### **14. Operation in Extreme Heat**

Inspect the trailer frequently. A more thorough servicing will be required, but do not overlubricate. Wipe off any excess lubricant. Electrical wiring should be closely examined as extremely dry climates tend to crack insulation.

### **15. Operation in Dusty or Sandy Areas**

*a.* When operating in dusty or sandy areas, be sure to clean the exterior surfaces frequently.

*b.* Lubricate the trailer in accordance with the current lubrication order and more frequently, as dust and sand will work into lubricated areas, causing wear and other damage.

### **16. Operation Under Rainy or Humid Conditions**

Operation in hot, damp climates causes abnormal deterioration of metal, fabric, and rubber parts. Inspect the trailer frequently. Lubricate the trailer in accordance with the current lubrication order. It is advisable when

the trailer is not in continuous use to move the unit occasionally to change the point of tire contact with the ground.

### 17. Operation in Salt Water Areas

a. Salt water causes corrosive action on metal. Care must be taken to avoid contact

with salt water. After contact with salt water, wash the unit with clean, fresh water.

b. Paint all exposed nonpolished surfaces. Coat all exposed parts of polished steel or other ferrous material with standard issue rustproofing material, if available, or cover parts with a light coat of grease.

### 13. Operation in Extreme Cold (Below 0°F)

a. Inspect the electrical connectors, hoses and lights for condensation. Remove moisture and ice from the connectors whenever necessary.

b. Lubricate the trailer in accordance with the current lubrication order.

c. If the operating parts of the trailer become frozen or jammed, thaw the parts carefully before attempting to force them to operate.

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Inspect the trailer frequently. A more thorough servicing will be required, but do not over-lubricate. Wipe off any excess lubricant. Electrical wiring should be closely examined as extremely dry climates tend to crack insulation.

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beams. Both front and rear handles must be adjusted before a beam can be removed.

(13) Remove the number of clamping beams required to hold a given load and return the retaining handle to the retaining position to secure the beams not used.

(14) Place a clamping beam across the load at the front and rear of the trailer.

(15) Attach the ball clamping beam chains (fig. 2) to the beams and take up the slack by turning the ball clamping beam screws. Adjust alternately to insure even pressure on load.

(16) To remove the ball clamping beams from the load, reverse the procedure outlined above and return the beams to their retaining brackets.

A. Backing the Trailer. The operator must remember when backing the trailer that the wheels of the trailer will turn in a direction opposite to the direction in which the towing vehicle moves. To back the trailer to the left, the front wheels of the towing vehicle must be turned to the right. To back the trailer to the right, the front wheels of the towing vehicle must be turned to the left.

B. Turning the Trailer. The trailer will follow the towing vehicle around a turn, however, the wheels of the trailer will tend to follow a shorter arc than those of the towing vehicle, because of the distance from the turning point of the prime mover to the turning point of the trailer. The best procedure to follow in making turns is to allow the prime mover to pass the point of an ordinary turn by half the distance of track, then make the turn. This causes the wheels to turn inside the turn made by the prime mover.

# CHAPTER 3

## OPERATOR AND ORGANIZATIONAL MAINTENANCE INSTRUCTIONS

### Section I. OPERATOR AND ORGANIZATIONAL MAINTENANCE TOOLS AND EQUIPMENT

#### 18. Special Tools and Equipment

No special tools or equipment are required by the operator or organizational maintenance personnel to perform maintenance on the trailer.

#### 19. Basic Issue Tools and Equipment

Tools and repair parts issued with or auth-

orized for the trailer are listed in the basic issue items list, appendix III of this manual.

#### 20. Organizational Maintenance Repair Parts

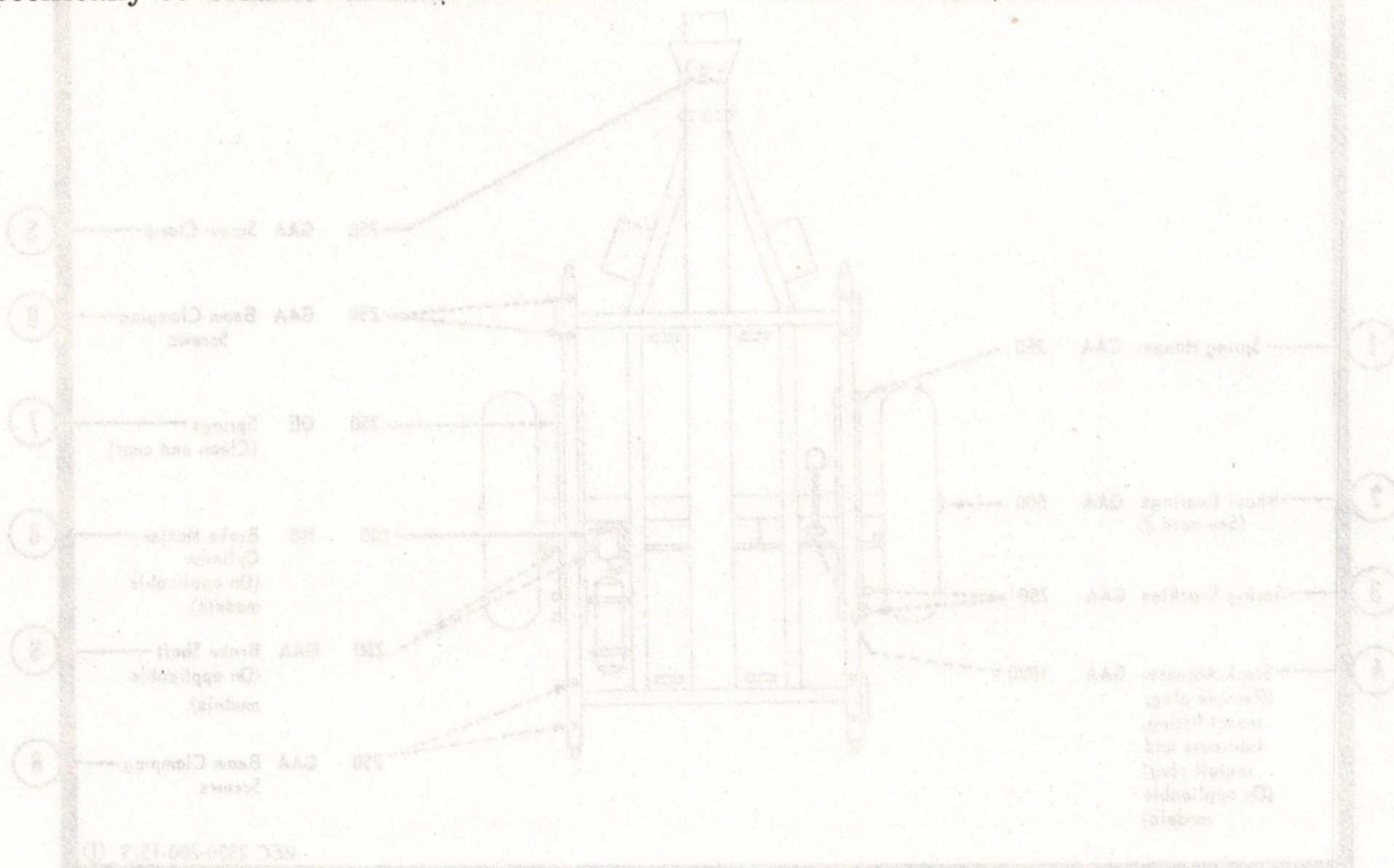
Organizational maintenance repair parts are listed and illustrated in appendix IV of this manual.

### Section II. LUBRICATION

#### 21. General Lubrication Information

a. This section contains a reproduction of the lubrication order and lubrication instructions which are supplemental to, and not specifically covered in the lubrication order.

b. The lubrication order shown in figure 9 is an exact reproduction of the approved lubrication order for the trailer. For current lubrication order, refer to A Pam 310-4.



# LUBRICATION ORDER

# L05-2330-200-15

## TRAILER, BASIC-UTILITY: 2 1/2 TON; MIL SPEC T-1286 (ALL MAKES AND MODELS)

REFERENCE: TM5-2330-200-15, C9100 IL

Intervals are based on normal hours of operations. Reduce to compensate for abnormal operations and severe conditions. During inactive periods sufficient lubrication must be performed for adequate preservation.

Clean fittings before lubricating.

Relubricate after washing or fording.

Clean parts with SOLVENT, dry-cleaning, or with OIL, fuel, Diesel. Dry before lubricating.

Lubricate points indicated by dotted arrow shafts on both sides of equipment.

**-KEY-**

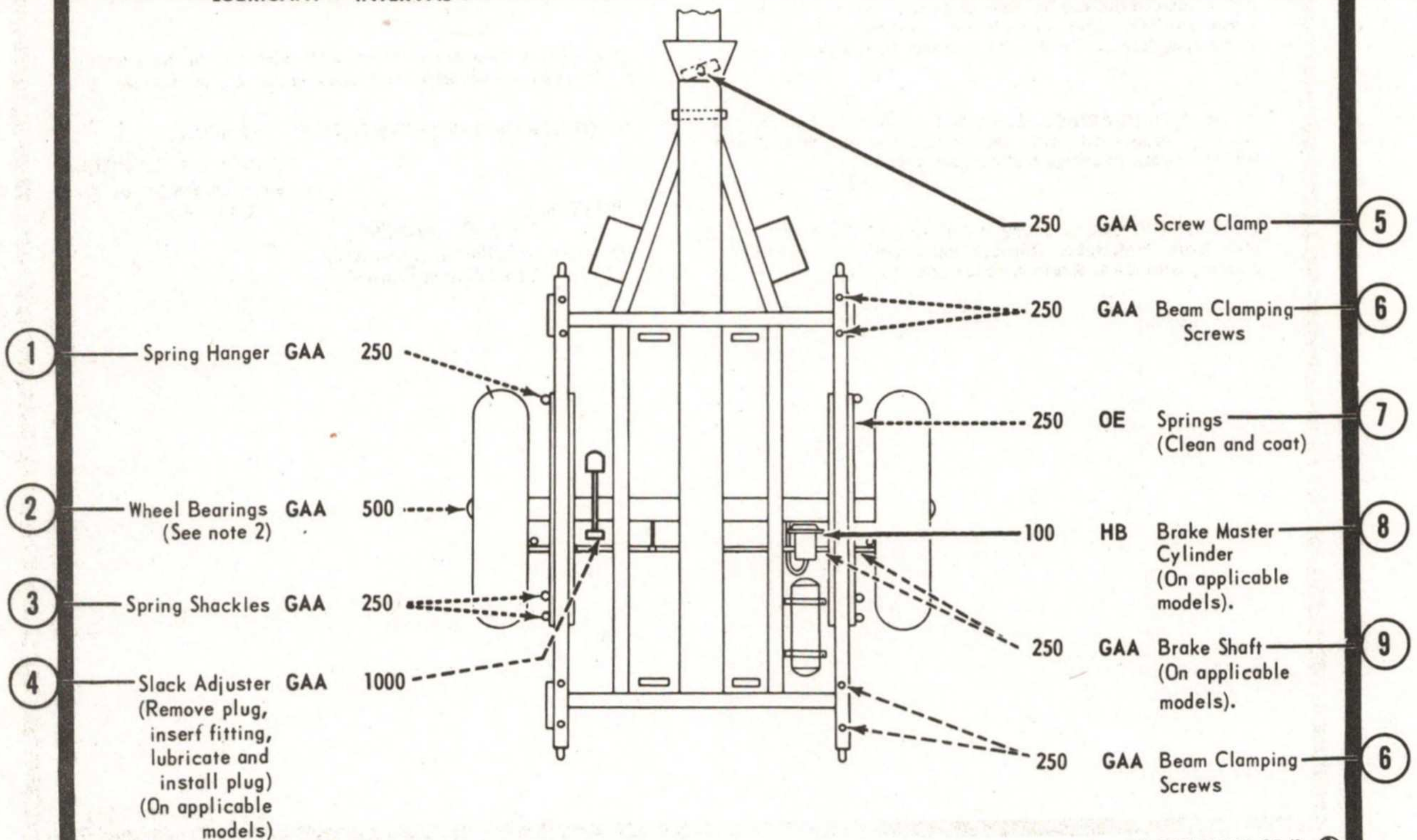
LUBRICANTS	CAPACITY	EXPECTED TEMPERATURE			INTERVALS
		Above +32°F	+40°F to -10°F	0°F to -65°F	
OE-OIL, Engine, Heavy Duty		OE 30 or 9250	OE 10 or 9110	OES	"Intervals given are in hours of normal operation"
OES-OIL, Engine, Sub-zero		All Temperatures			
GAA-GREASE, Automotive and Artillery		HB	HB		
HB-FLUID, Hydraulic Brake				HBA	
HBA-FLUID, Hydraulic Brake, Arctic					

FOLD

FOLD

LUBRICANT • INTERVAL

INTERVAL • LUBRICANT



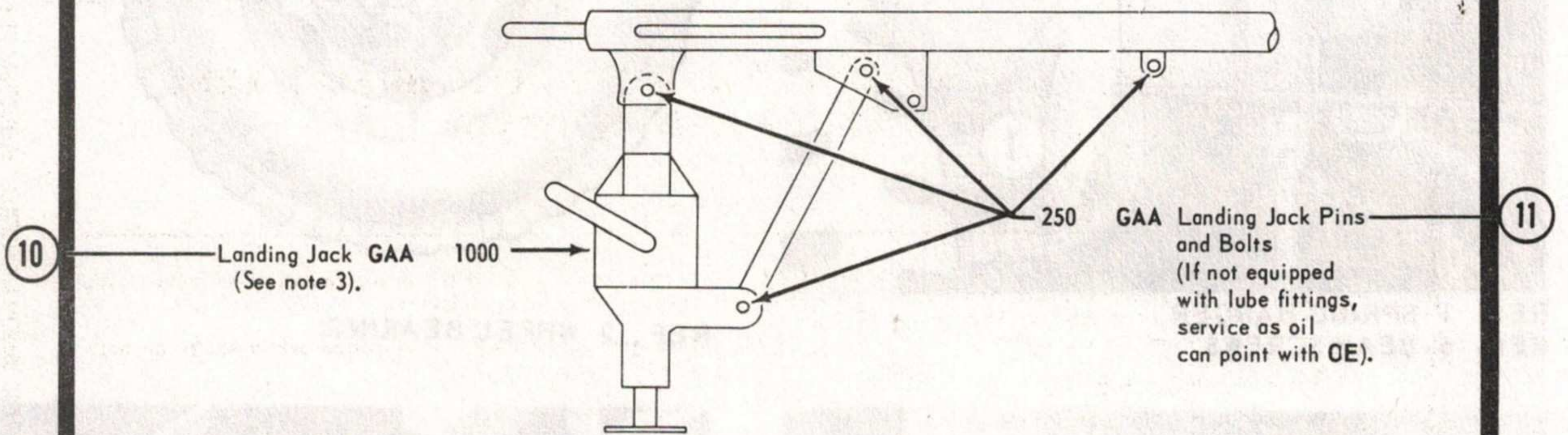
MEC 2330-200-15/9 ①

① Front #1

Figure 9. Lubrication order, LO 5-2330-200-15.

LUBRICANT • INTERVAL

INTERVAL • LUBRICANT



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FOLD

NOTES:

1. FOR OPERATION OF EQUIPMENT IN PROTRACTED COLD TEMPERATURES BELOW  $-10^{\circ}\text{F}$ . Remove lubricants prescribed in the key for temperatures above  $-10^{\circ}\text{F}$ . Clean parts with SOLVENT, dry-cleaning. Relubricate with lubricants specified in the key for temperatures below  $-10^{\circ}\text{F}$ .

2. WHEEL BEARINGS. Every 500 service hours, remove wheels, inspect all parts and replace damaged or worn parts. Repack bearings and reassemble.

3. LANDING JACK. Every 1000 service hours, remove jack from draft tube. Remove top cover and repack jack housing with GAA. Replace cover and install.

4. OIL CAN POINTS. Every 250 service hours, lubricate Beam Retainers with OE.

Copy of this Lubrication Order will remain with the equipment at all times; instructions contained herein are mandatory.

BY ORDER OF THE SECRETARY OF THE ARMY:

HARROLD K. JOHNSON  
General, United States Army,  
Chief of Staff.

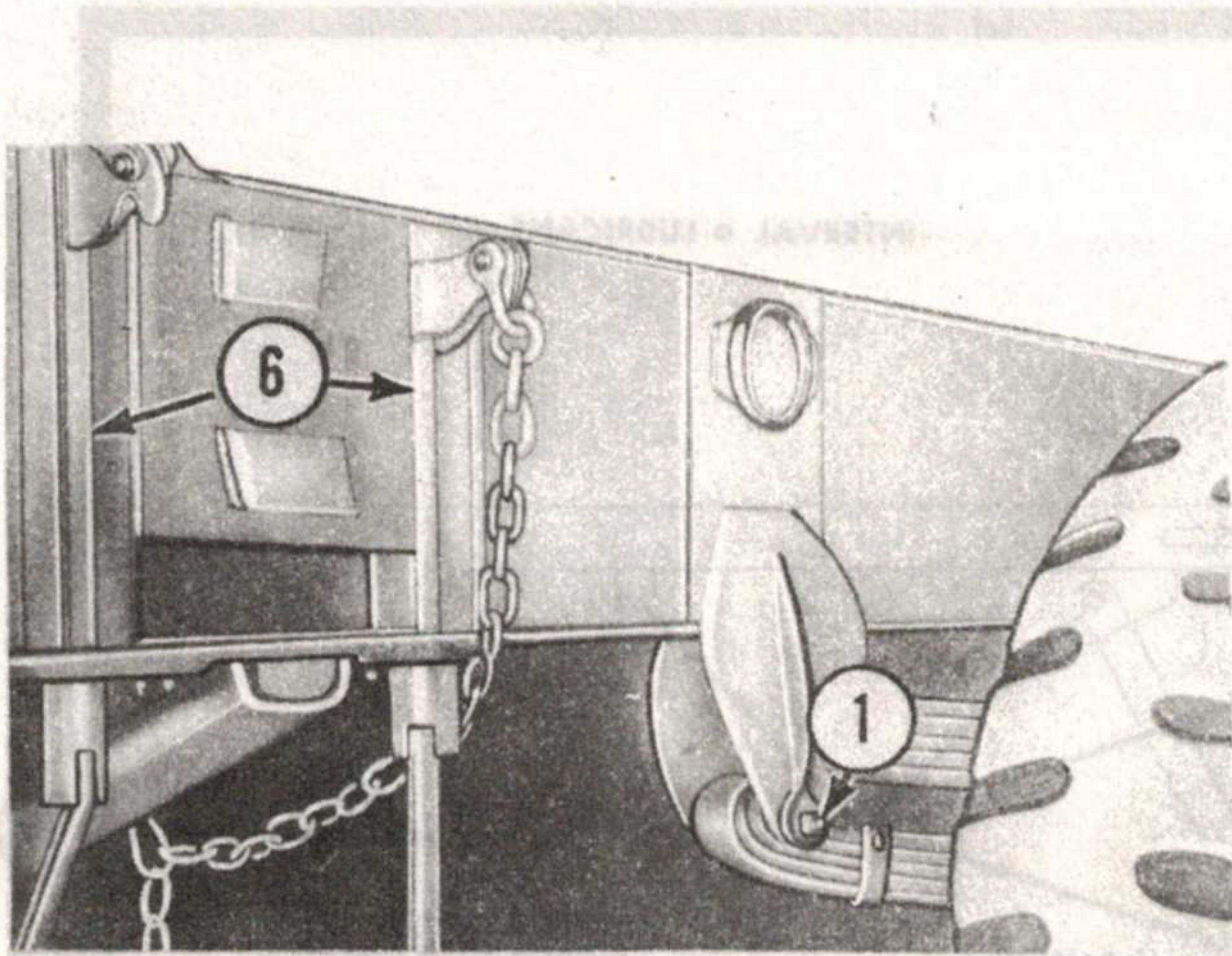
OFFICIAL:

J. C. LAMBERT,  
Major General, United States Army,  
The Adjutant General.

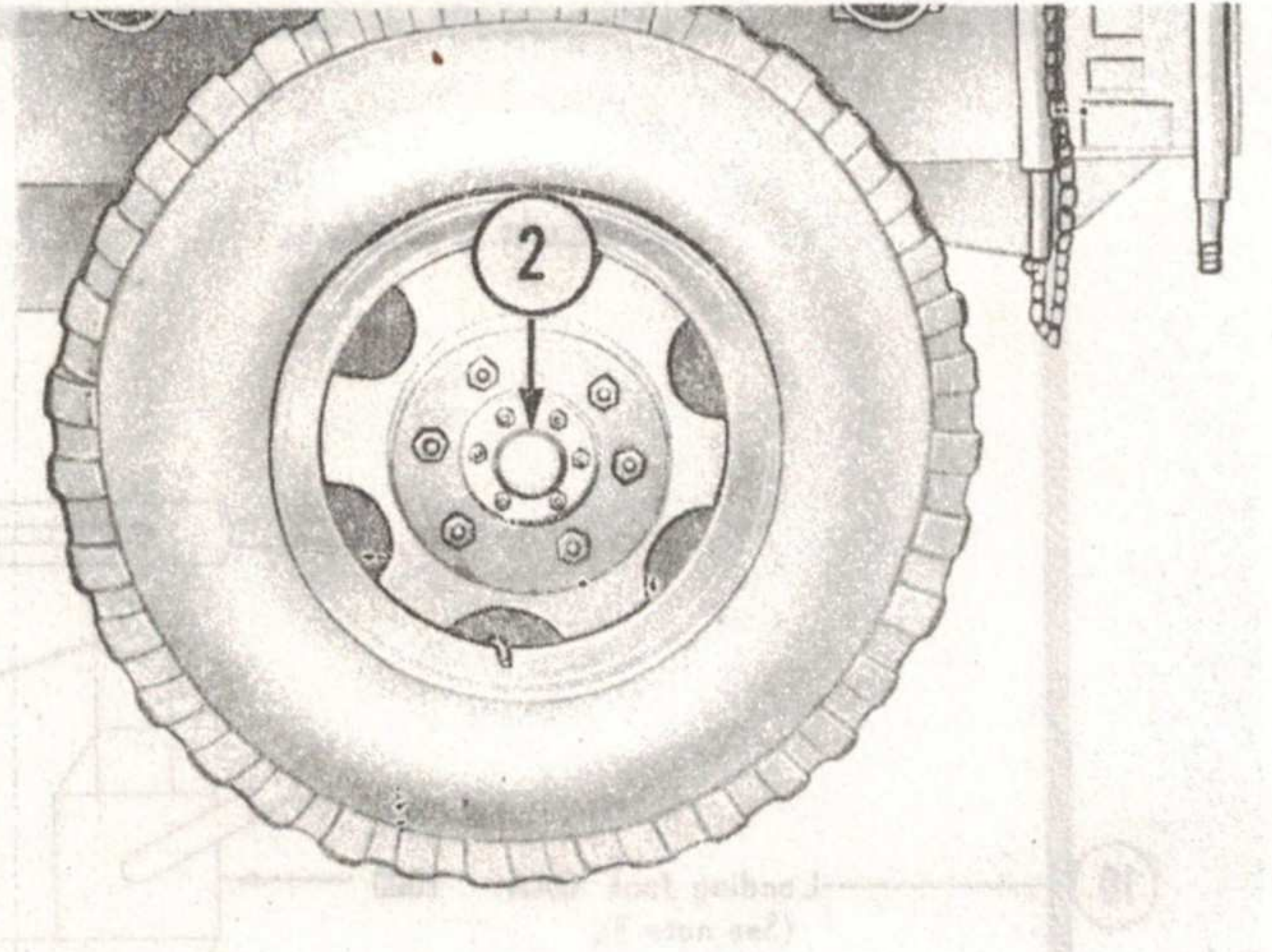
MEC 2330-200-15/9 ②

③ Back =1

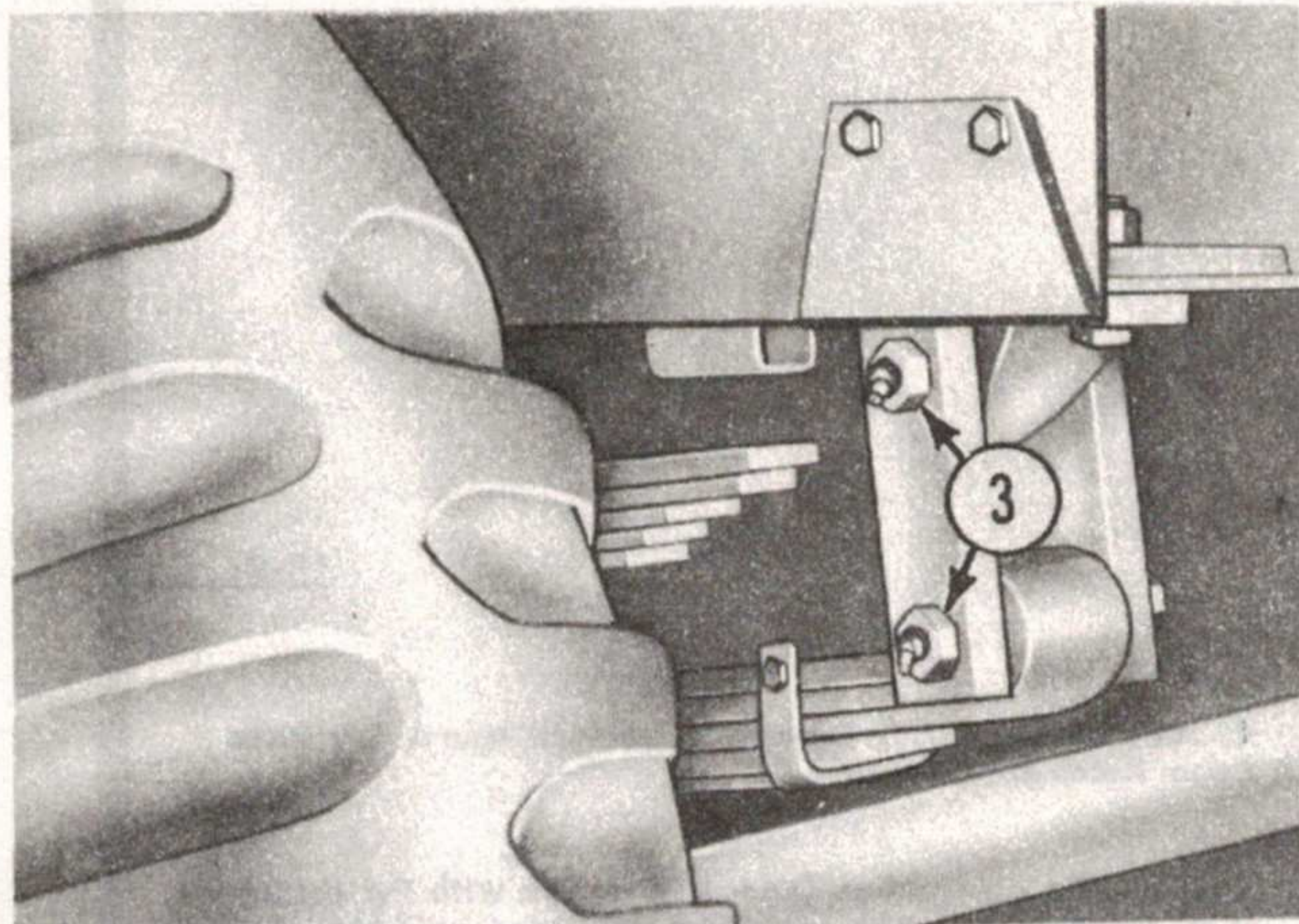
Figure 9—Continued



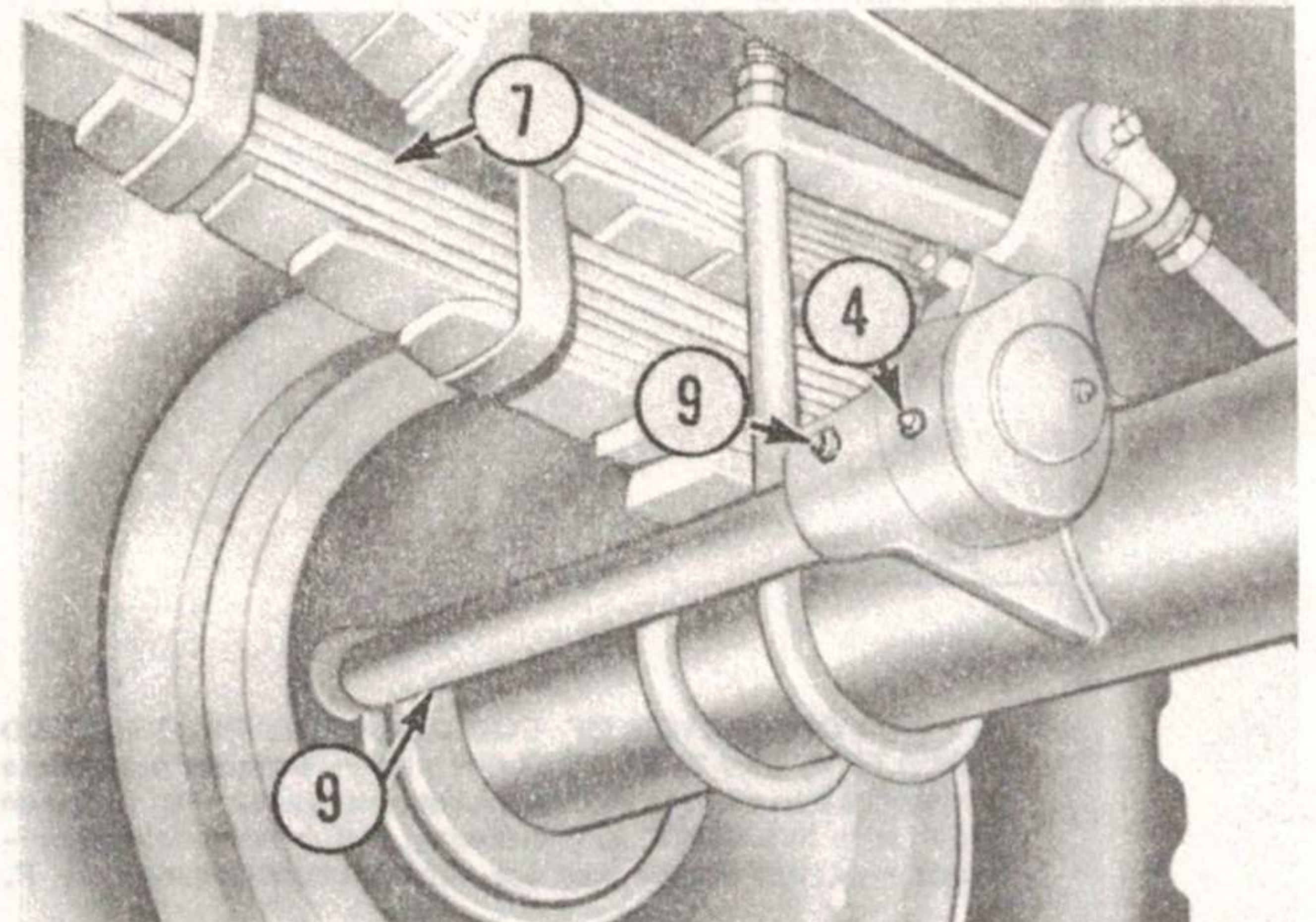
REF. 1 SPRING HANGER  
REF. 6 BEAM SCREWS



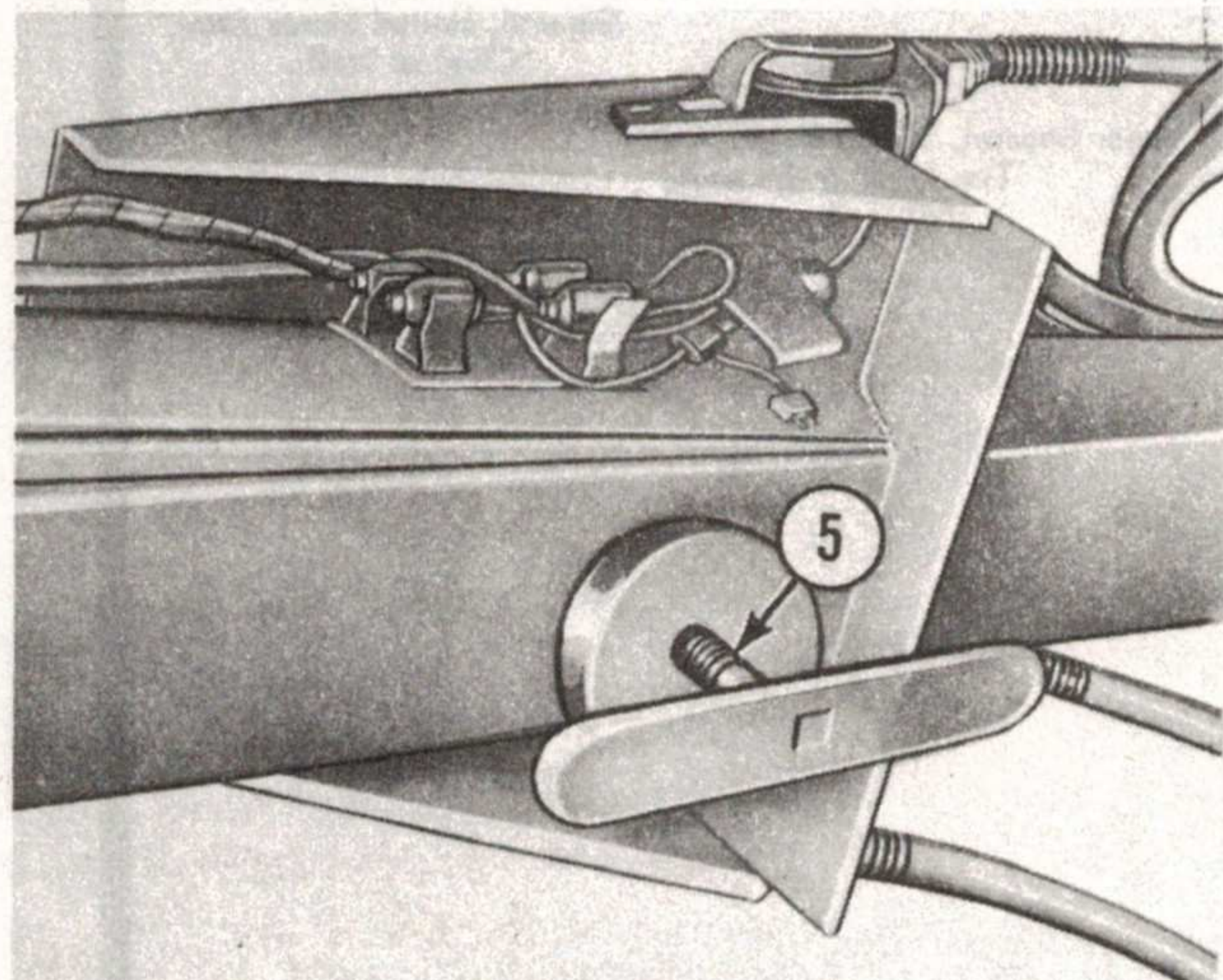
REF. 2 WHEEL BEARING



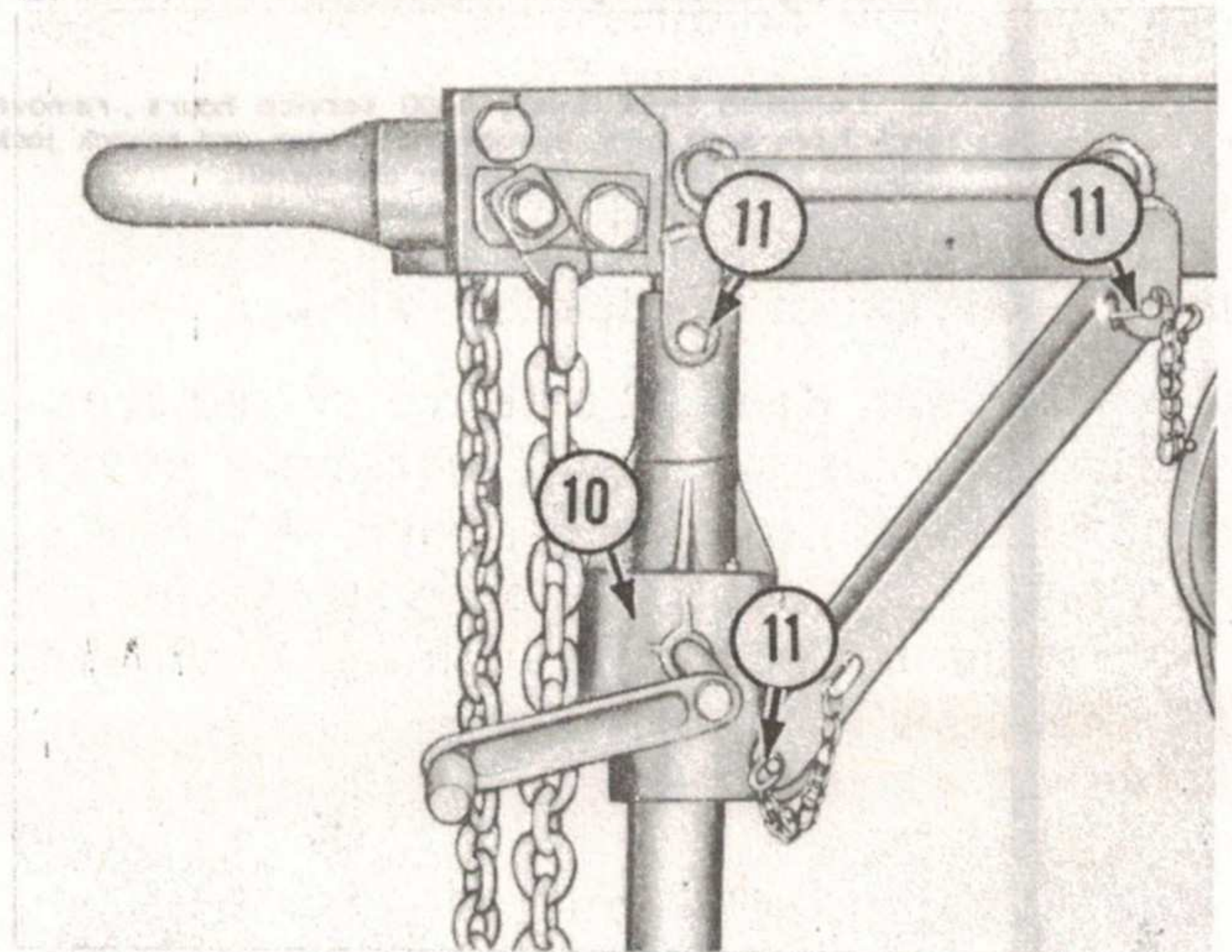
REF. 3 SPRING SHACKLES



REF. 4 SLACK ADJUSTER  
REF. 7 SPRINGS  
REF. 9 BRAKE SHAFT



REF. 5 SCREW CLAMP

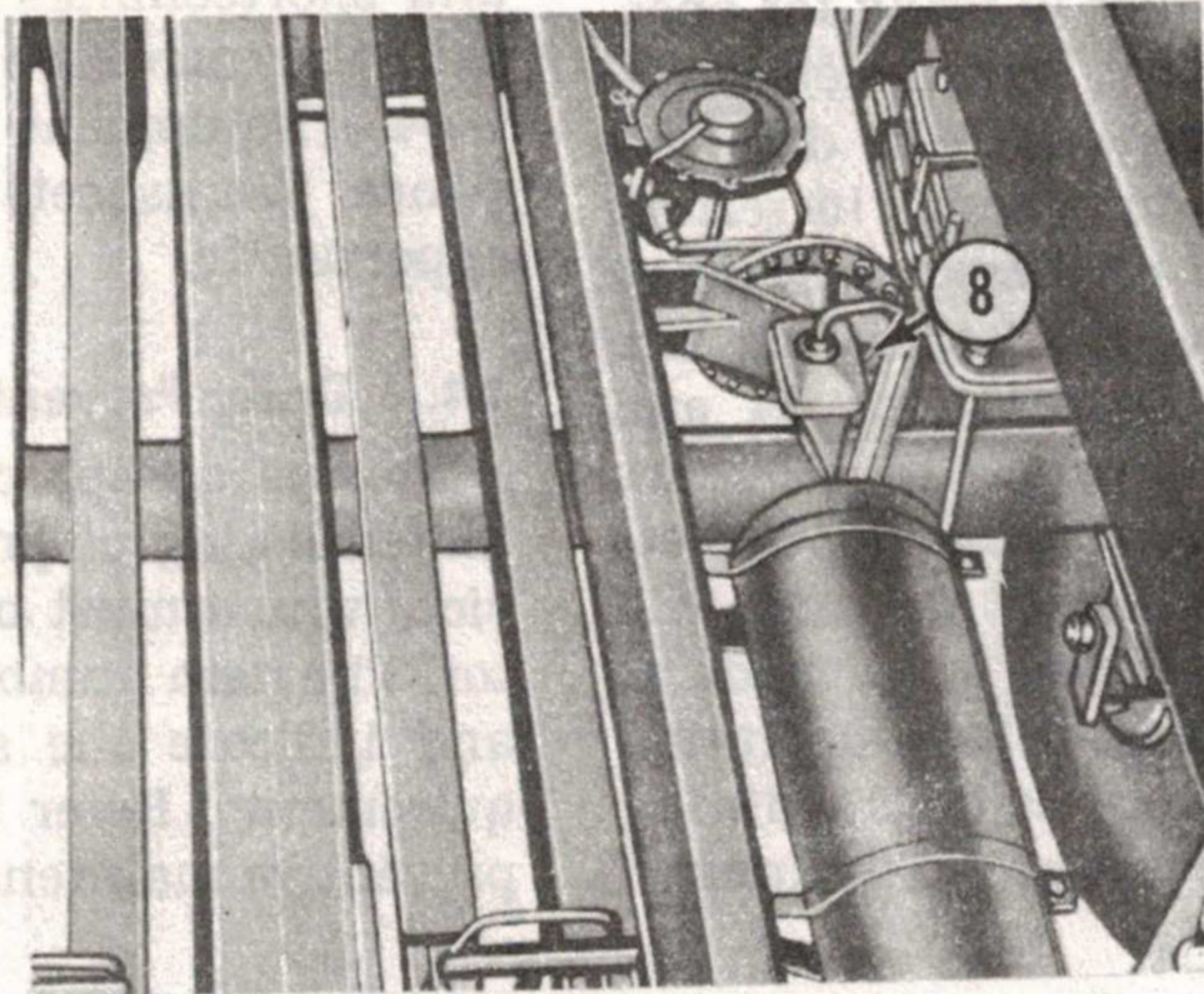


REF. 10 LANDING JACK  
REF. 11 LANDING JACK PINS

MEC 2330-200-14/9 (3)

③ References 1 through 10

Figure 9—Continued



REF. 8 MASTER BRAKE CYLINDER

MEC 2330-200-15/9 ④

④ References 11

Figure 9—Continued

## 22. Detailed Lubrication Information

*a. Care of Lubricants.* Keep all lubricants (grease and oil) in closed containers and store in a clean, dry place away from external heat. Allow no dirt, dust, water, or other foreign materiel of any kind to mix with the lubricants.

*b. Points of Lubrication.* Refer to figure 9 for illustration of lubrication points.

*c. Cleaning.* Keep all external parts not requiring lubrication clear of lubricants. Before lubricating the equipment, wipe all lubrication points free of dirt and grease. Clean all lubrication points after lubrication to prevent accumulation of foreign matter.

### *d. Landing Jack Service.*

- (1) Remove the landing jack from the trailer draft tube, and remove the upright tube (B, fig. 46).
- (2) Clean the landing jack housing and gears with an approved cleaning sol-

vent and dry thoroughly. Inspect all parts for wear and damage. Pack the gear housing with the proper grade of grease, as shown on the current lubrication chart, prior to reassembly and installation.

- (3) Position the upper tube on the landing jack and install the landing jack on the trailer draft tube (A, fig. 46).

### *e. Wheel Bearing Servicing.*

- (1) Remove the wheels and hubs from the trailer (paras 51 and 52).
- (2) Clean the wheels, hubs, and bearings with an approved cleaning solvent and dry thoroughly. Inspect all parts for wear and damage. Pack the wheel bearings with the proper type and grade of grease, as shown on the current lubrication chart, prior to reassembly and installation.
- (3) Install the hubs and wheels on the trailer (paras 51 and 52).

### Section III. PREVENTIVE MAINTENANCE SERVICES

#### 23. General

To insure that the trailer is ready for operation at all times, it must be inspected systematically, so that defects may be discovered and corrected before they result in serious damage or failure. The necessary preventive maintenance services to be performed are listed and described in paragraphs 24 and 25. The item numbers indicate the sequence of minimum inspection requirements. Defects discovered during operation of the unit will be noted for future correction, to be made as soon as operation has ceased. Stop operation immediately if a deficiency is noted during operation which would damage the equipment

if operation were continued. All deficiencies and shortcomings will be recorded, together with the corrective action taken, on DA Form 2404 (Equipment Inspection and Maintenance Worksheet) at the earliest possible opportunity.

#### 24. Daily Preventive Maintenance Services

This paragraph contains an illustrated tabulated listing of preventive maintenance services which must be performed by the operator. The item numbers are listed consecutively and indicate the sequence of minimum requirements. Refer to figure 10 for the daily preventive maintenance services.



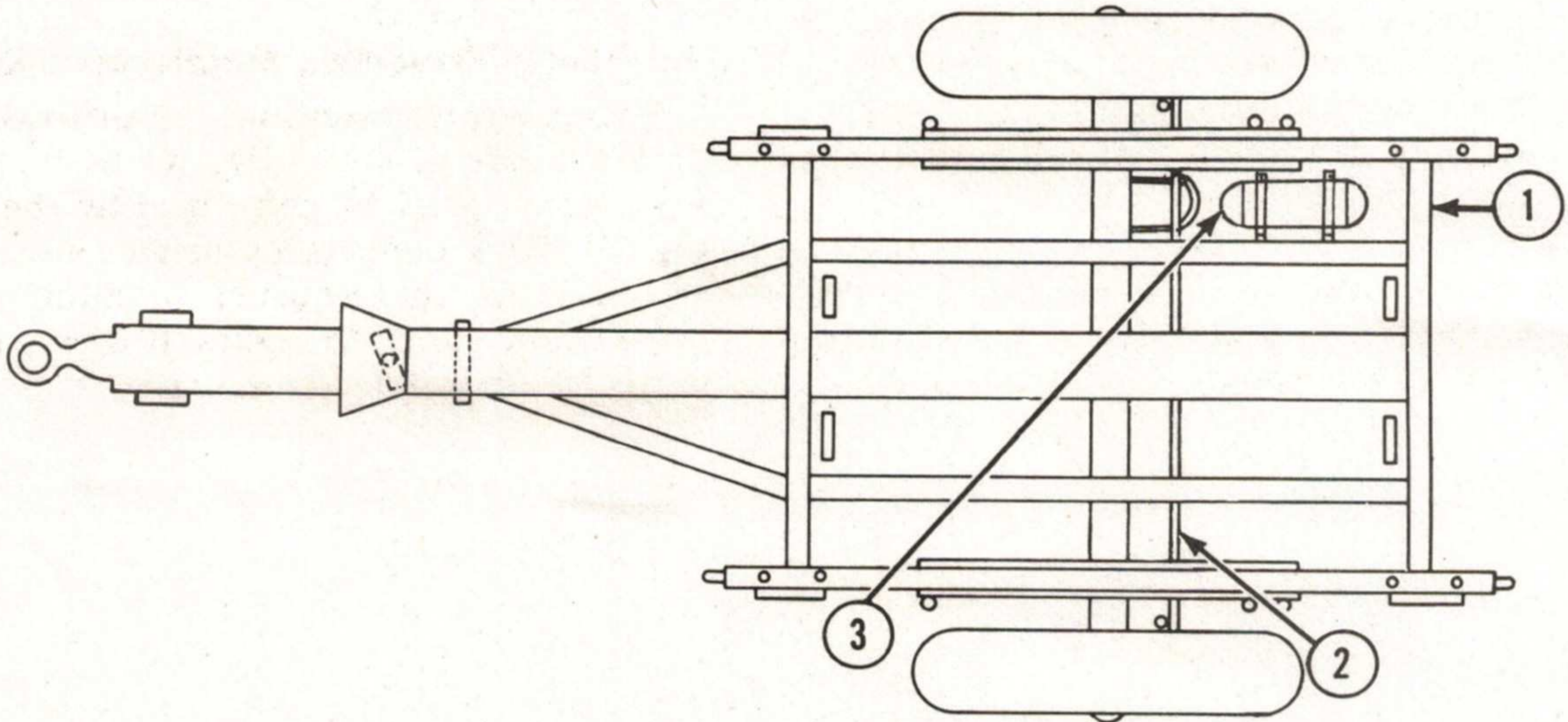
# PREVENTIVE MAINTENANCE SERVICES

## DAILY

TM 5-2330-200-15

BASIC UTILITY (ALL MAKES AND MODELS)

TRAILER



LUBRICATE IN ACCORDANCE WITH CURRENT LUBRICATION ORDER

ITEM		PAR REF
1	<u>LIGHTS AND REFLECTORS.</u> Check operation of lights. Inspect for loose connections and defective lights.	
2	<u>SERVICE BRAKE SYSTEM.</u> Inspect for proper operation.	
3	<u>AIR SYSTEM.</u> Drain condensation from air reservoir tank.	27
	<u>NOTE 1. OPERATION.</u> During operation of the trailer observe for any unusual noise or vibration.	

MEC 2330-200-15/10

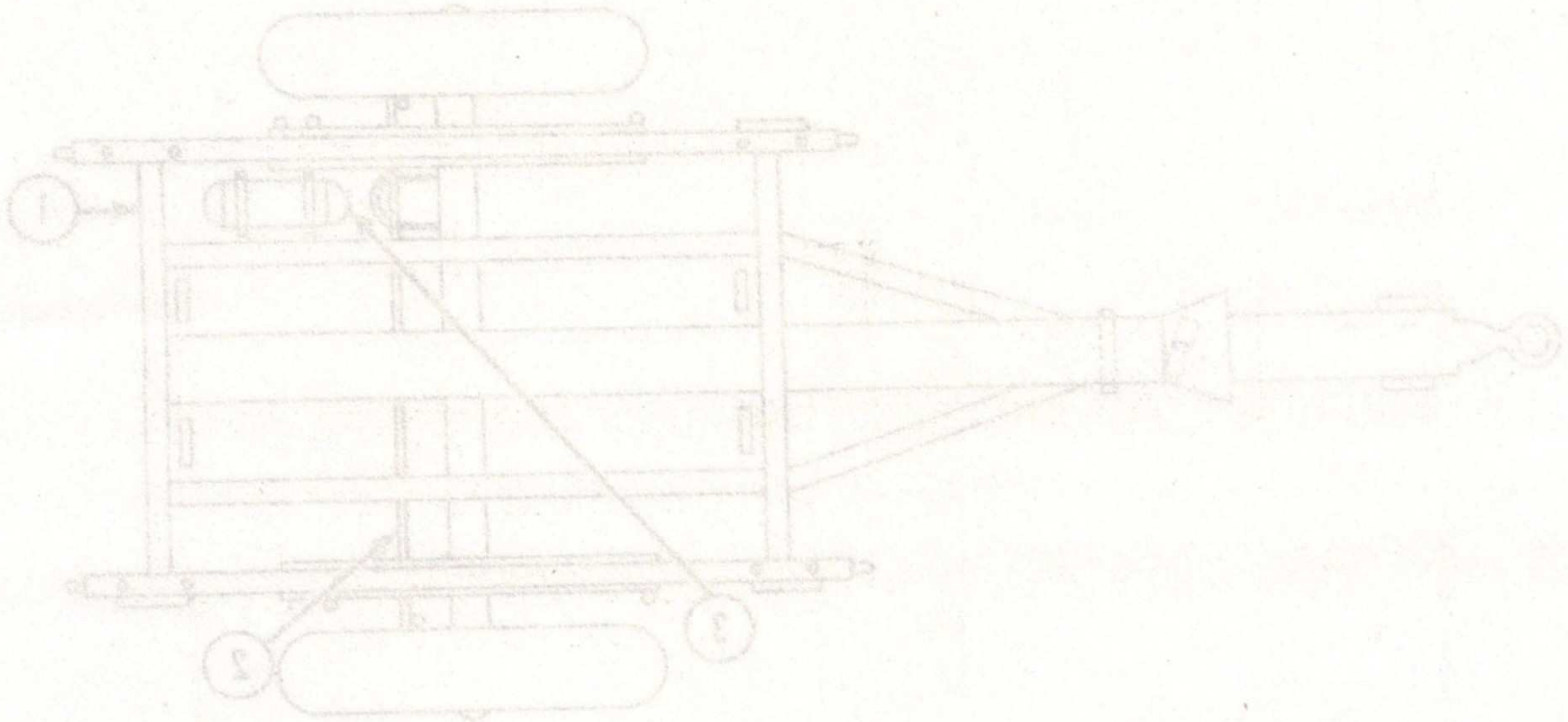
Figure 10. Daily preventive maintenance services.

**25. Quarterly Preventive Maintenance Services**

a. This paragraph contains an illustrated tabulated listing of preventive maintenance services which must be performed by organizational maintenance personnel at quarterly

intervals. A quarterly interval is equal to 3 calendar months or 250 hours of operation, whichever occurs first.

b. The item numbers are listed consecutively and indicate the sequence of minimum requirements. Refer to figure 11 for the quarterly preventive maintenance services.



LUBRICATE IN ACCORDANCE WITH CURRENT LUBRICATION ORDER

ITEM	
1	<u>LIGHTS AND REFLECTORS</u> . Check operation of lights. Inspect for loose connections and defective lights.
2	<u>SERVICE BRAKE SYSTEM</u> . Inspect for proper operation.
3	<u>AIR SYSTEM</u> . Drain condensation from air reservoir tank.
	<u>NOTE: OPERATION</u> . During operation of the trailer observe for any unusual noise or vibration.

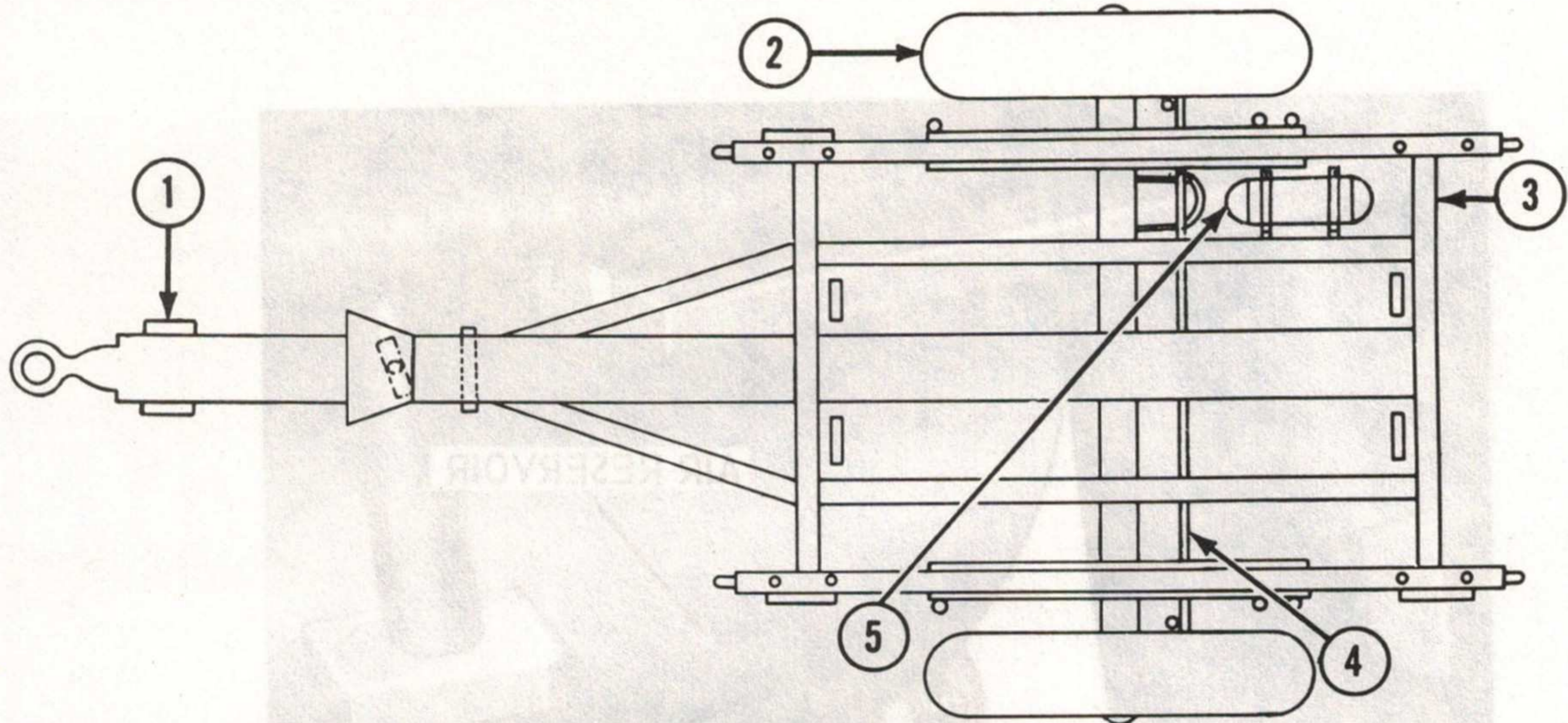
# PREVENTIVE MAINTENANCE SERVICES

## QUARTERLY

TM 5-2330-200-15

BASIC UTILITY (ALL MAKES AND MODELS)

TRAILER



LUBRICATE IN ACCORDANCE WITH CURRENT LUBRICATION ORDER

ITEM		PAR REF
1	<u>LANDING JACK.</u> Inspect for loose or missing mounting pins, bolts, and braces, and for proper operation.	
2	<u>TIRES AND WHEELS.</u> Inspect for proper air pressure (75 psi), wear, and cuts. Inspect for loose wheel bearings and missing nuts.	
3	<u>LIGHTS AND REFLECTORS.</u> Inspect for secure mounting and broken lens. Inspect for loose connections and broken wires. Check operation of the lights.	
4	<u>SERVICE BRAKE SYSTEM.</u> Inspect for proper operation and adjustment.	
5	<u>AIR SYSTEM.</u> Inspect hoses, lines, reservoir, and connections for leaks.	
	<u>NOTE 1. LUBRICATION.</u> During lubrication of the trailer observe all applicable items for secure mounting and obvious defects. Correct or report discrepancies noted.	

MEC 2330-200-15/11

Figure 11. Quarterly preventive maintenance services.

## Section IV. OPERATOR'S MAINTENANCE

### 26. General

In addition to the services described in paragraph 24, the operator will perform the following maintenance on the trailer.

### 27. Air Brake Reservoir and Brake Air Filter Service (Model 11)

Refer to figure 12 and service the air brake reservoir.

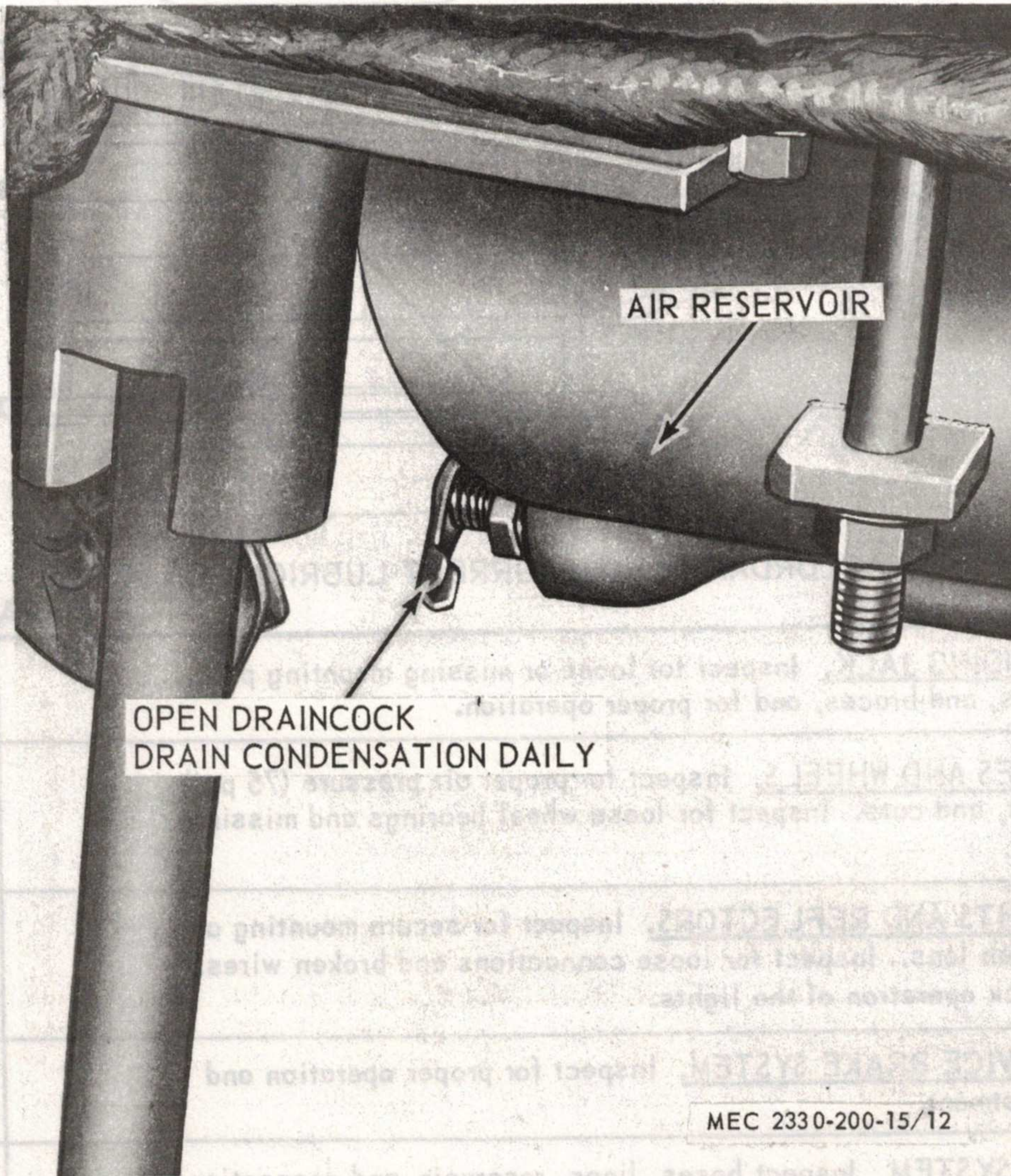


Figure 12. Air brake reservoir servicing (Model 11).

## 28. Air Filter and Air Reservoir Tank Service (Model T-52)

### a. Removal.

- (1) Remove the air filter cap from the air filter body (fig. 13).

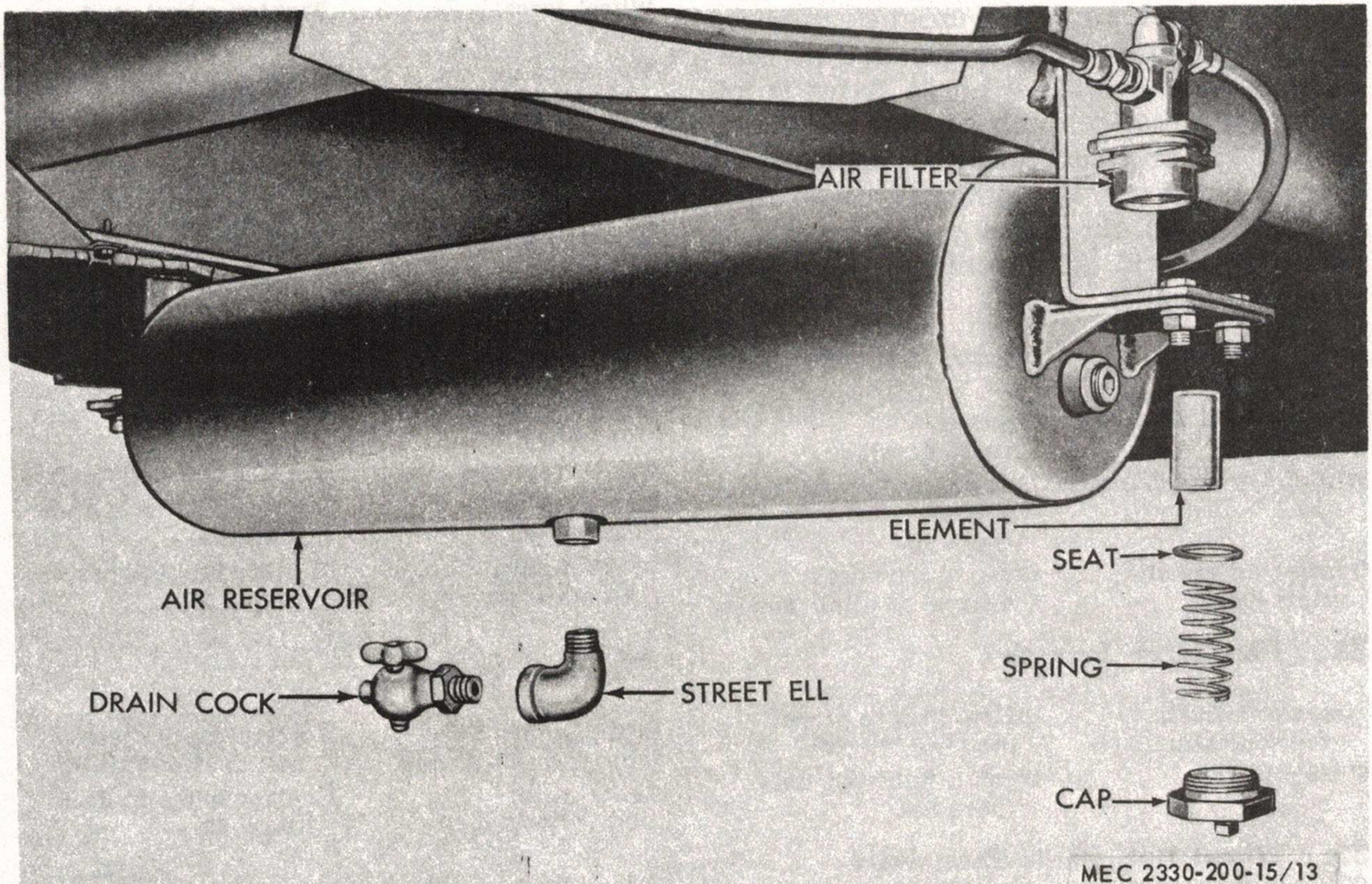


Figure 13. Air filter service (Model T-52).

- (2) Remove the spring seat, and filter element from the air filter body (fig. 13).

### b. Cleaning and Inspection.

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for damage.

### c. Installation.

- (1) Install the filter element, spring seat, and spring in the air filter body.
- (2) Install the cap on the air filter body.
- (3) Install the remaining elements in a similar manner.

## 29. Air Cleaner Service (Model 11)

### a. Removal.

- (1) Remove the nut from the base of the air cleaner body (A, fig. 37).
- (2) Remove the spring, washer, element, and plug.

### b. Cleaning and Inspection.

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, and other damage.

### c. Installation.

- (1) Install the element, washer, and spring in the air cleaner body. Install the nut on the air cleaner body.
- (2) Install the plug in the nut.

## Section V. TROUBLESHOOTING

### 30. General

This section provides information useful in diagnosing and correcting unsatisfactory operation or failure of the trailer and its components. Each trouble symptom stated is followed by a list of probable causes of the trouble. The possible remedy recommended is described opposite the probable cause. Any trouble beyond the scope of organizational maintenance will be reported to direct support maintenance.

### 31. Lights Do Not Operate Properly

<i>Probable cause</i>	<i>Possible remedy</i>
Lamp burned out	Replace lamp (para 41-45).
Wiring harness defective	Test circuit and replace defective wires (para 40).
Current failure of prime mover.	Refer to technical manual of prime mover.

### 32. Tire Wear Excessive

<i>Probable cause</i>	<i>Possible remedy</i>
Tires not inflated to proper pressure.	Inflate tires to proper pressure (75 psi).
Wheels loose	Tighten hub stud nuts (para 51).

### 33. Wheel Hub Heats Excessively

<i>Probable cause</i>	<i>Possible remedy</i>
Lack of lubricant	Pack bearing (para 22).
Bearings defective	Replace bearing (para 52).

### 34. Trailer Does Not Track Properly

<i>Probable cause</i>	<i>Possible remedy</i>
Wheel loose	Tighten wheel stud nuts (para 51).
Tire pressure low	Inflate to proper pressure (75 psi).

### 35. Wheel Hub Throws Grease

<i>Probable cause</i>	<i>Possible remedy</i>
Wheel hub cracked or defective.	Replace hub (para 52).

### 36. Trailer Brakes Inoperative

<i>Probable cause</i>	<i>Possible remedy</i>
Air brake chamber defective.	Replace chamber (para 62).
Relay valve defective	Replace valve (para 63).
Master cylinder defective.	Replace master cylinder (para 68).
Brake linings worn or grease soaked.	Replace brake shoes (paras 55 or 58).

### 37. Brakes Noisy

<i>Probable cause</i>	<i>Possible remedy</i>
Brake linings worn, dirty, or oil soaked.	Replace brake shoes (paras 55 or 58).
Brake drum out-of-round.	Replace hub and drum (para 52).

### 38. Brakes Overheat

<i>Probable cause</i>	<i>Possible remedy</i>
Brakes improperly adjusted.	Adjust brakes (para 55).

## Section VI. ELECTRICAL SYSTEM

### 39. General.

The electrical system on the Model T-52 trailer consists of a 24-volt connector cable used to carry current supplied by the towing vehicle. A wiring harness runs to the rear of the trailer to two taillights and a blackout light and to a rear coupling socket on the lower right-hand rear corner. Each wire is distinctly marked by a metal tag with a numeral for proper installation. The Model 11 trailer does not have the blackout light but does have a taillight and turn signal and clearance lights. The rear coupling socket

on the Model 11 trailer is located on the rear center of the trailer.

### 40. Testing Circuits (Model T-52)

The electrical system of the trailer is a 24-volt rating and a battery of the same voltage must be used. Use a probe lead attached to the positive and negative terminals of the battery, touch the lead of the negative terminal to the electrical prong, marked D on the wiring diagram, of the electrical coupling (①, fig. 5). Touch the lead of the positive terminal to the prongs B, A, E, F, C, and J in order, and

observe the noted items for proper operation. If one or more lines are dead, trace the lines, touching them with the positive lead at each connection until the defective portion is located. Repair or replace the defective components. Test the circuits on the Model 11 trailer in a similar manner. Refer to ②, figure 5.

## 41. Taillight Lamp Replacement (Model T-52)

### a. Removal.

- (1) Loosen the six screws that secure the door to the body (fig. 14) and remove the door and screws from the body.

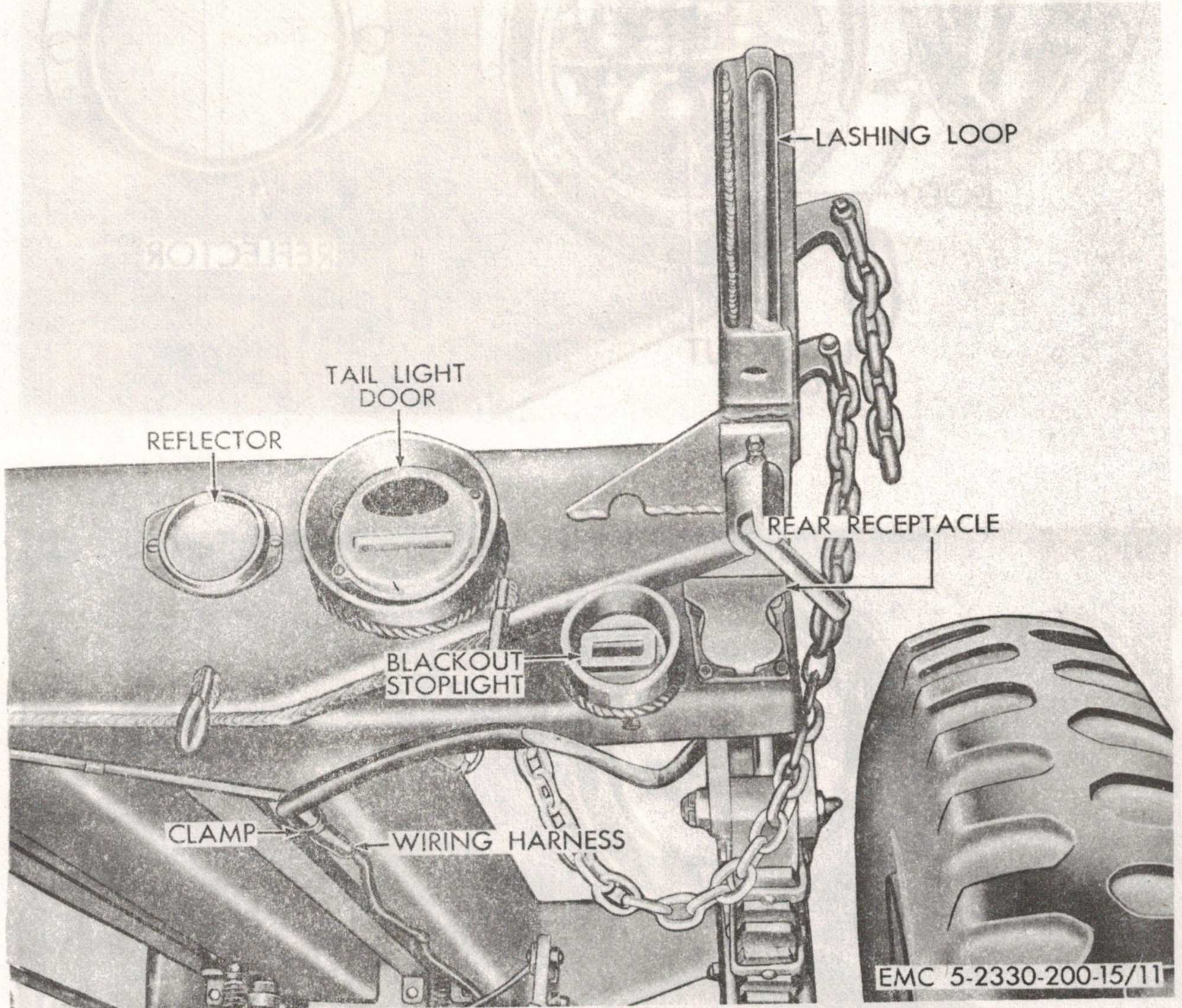
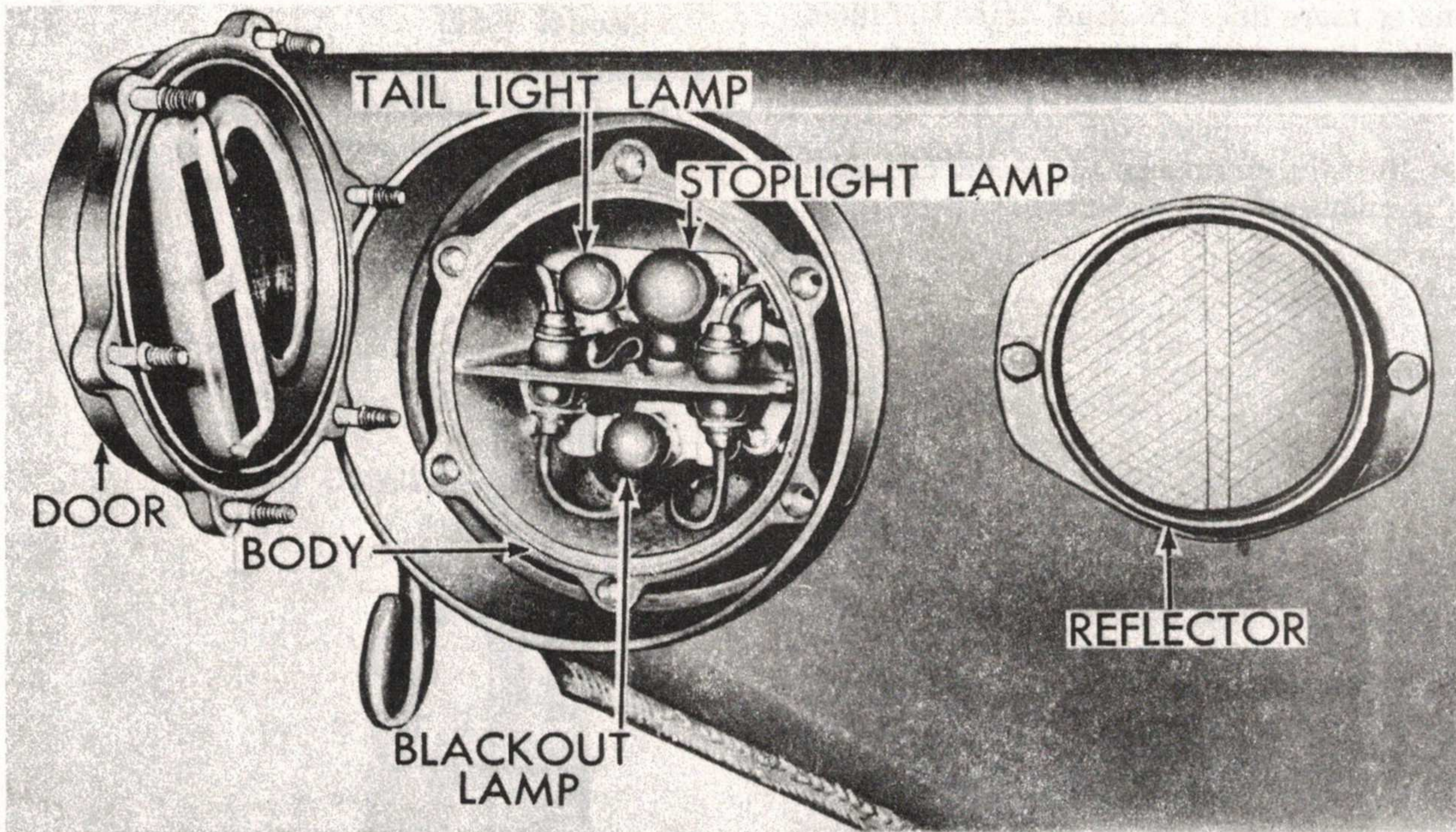
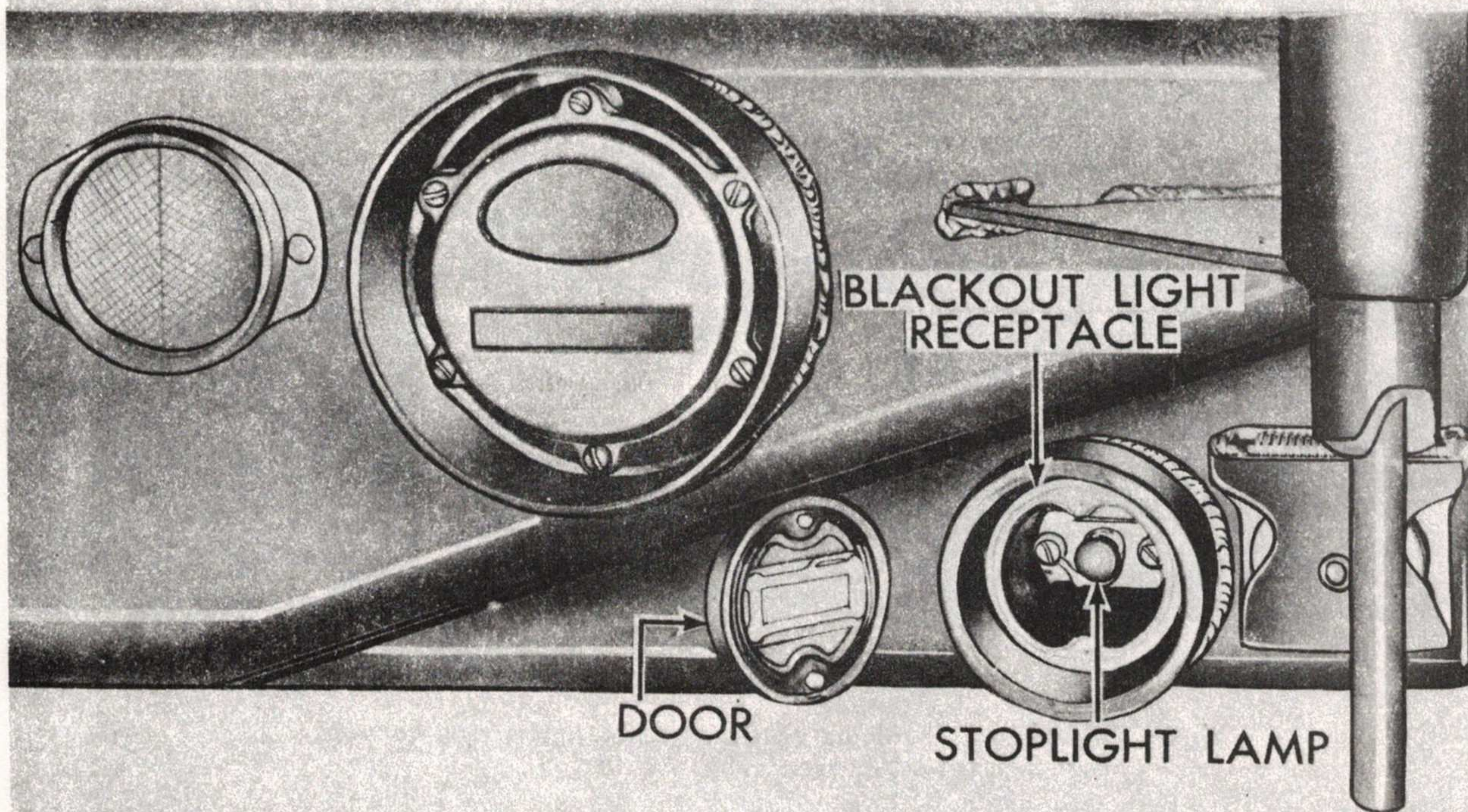


Figure 14. Taillight, stoplight, rear receptacle, and wiring harness, installed view (Model T-52).

- (2) Remove the defective lamp from the receptacle by pushing in and turning counterclockwise (A, fig. 15).



**A**



**B**

EMC 5-2330-200-15/12

A—Taillight

B—Blackout light

Figure 15. Taillight and blackout light lamp replacement (Model T-52).



- (3) Remove the taillight lamp on Model 11 trailer in a similar manner.

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, and other damage.
- (3) Replace a damaged or defective taillight lamp.

*c. Installation.*

- (1) Position a new lamp in the receptacle of the taillight body by pushing in and turning clockwise (A, fig. 15).
- (2) Position the taillight door and screws on the body with the red lens on top and tighten the six screws (fig. 14).
- (3) Replace the lamps in the remaining stoplight in a similar manner.

## 42. Blackout Stoplight (Model T-52)

*a. Removal.*

- (1) Disconnect the female connector from the male connector (fig. 16).

- (2) Remove the capscrew and blackout light from the receptacle in the frame (B, fig. 17).

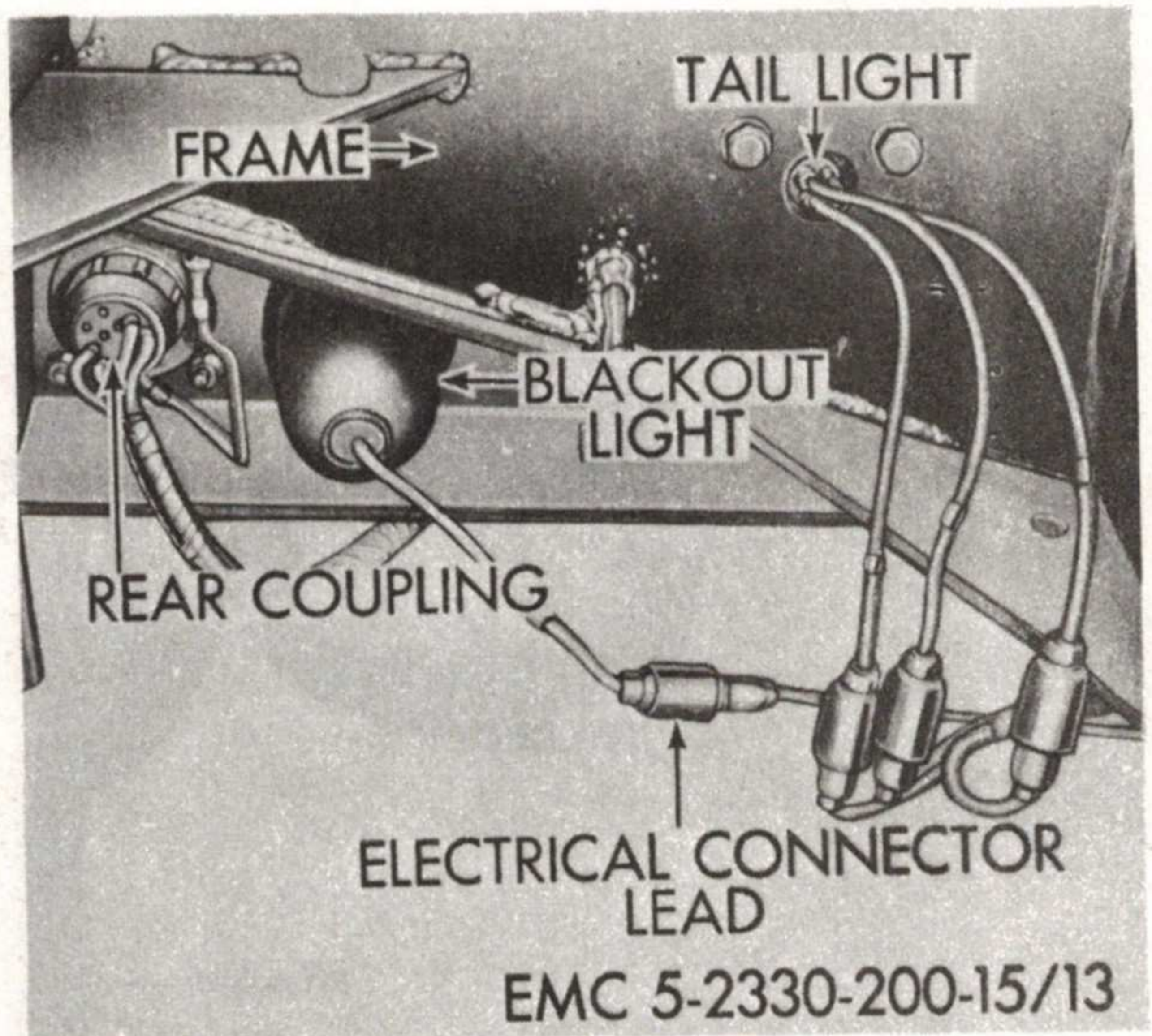
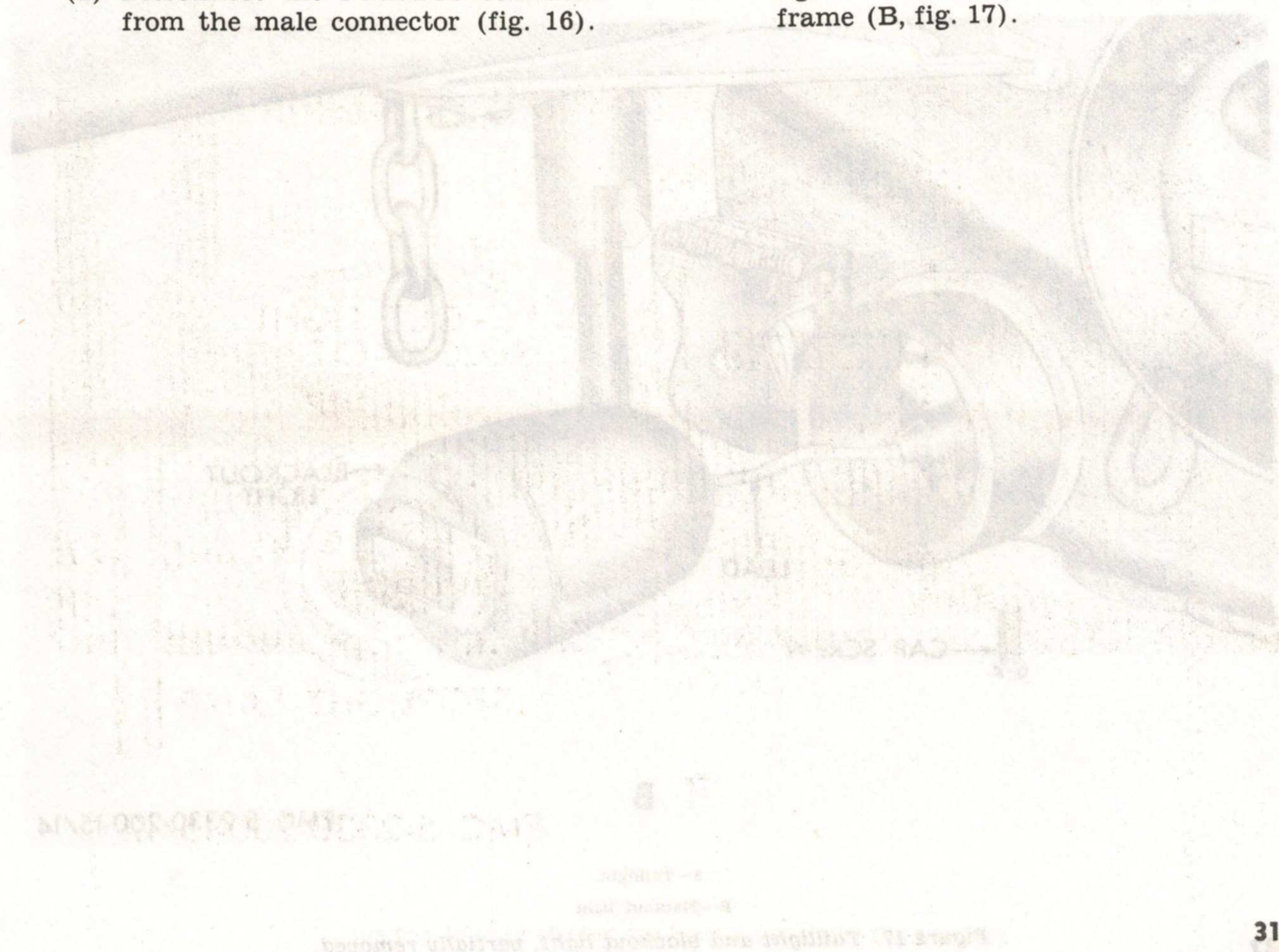
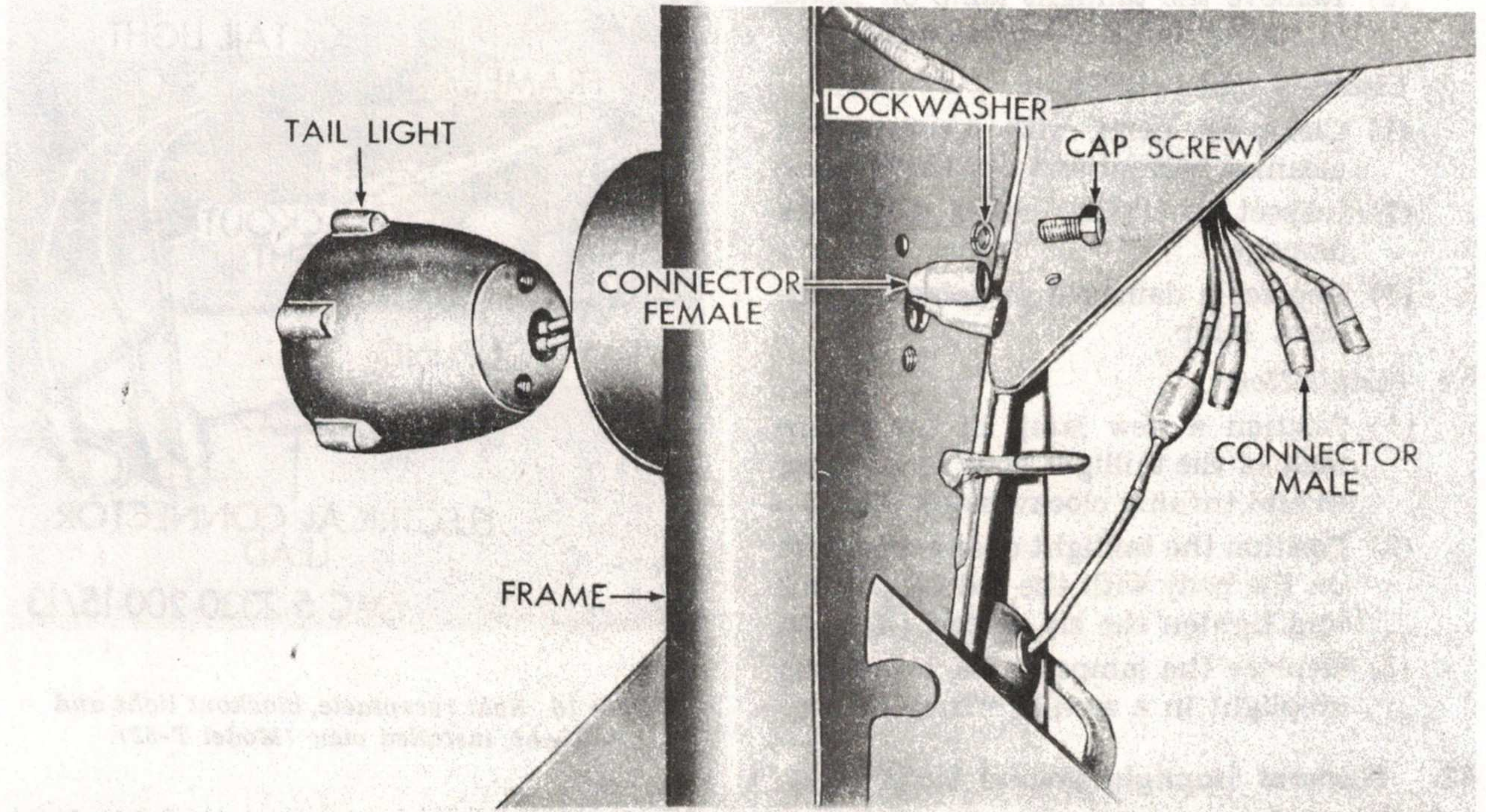
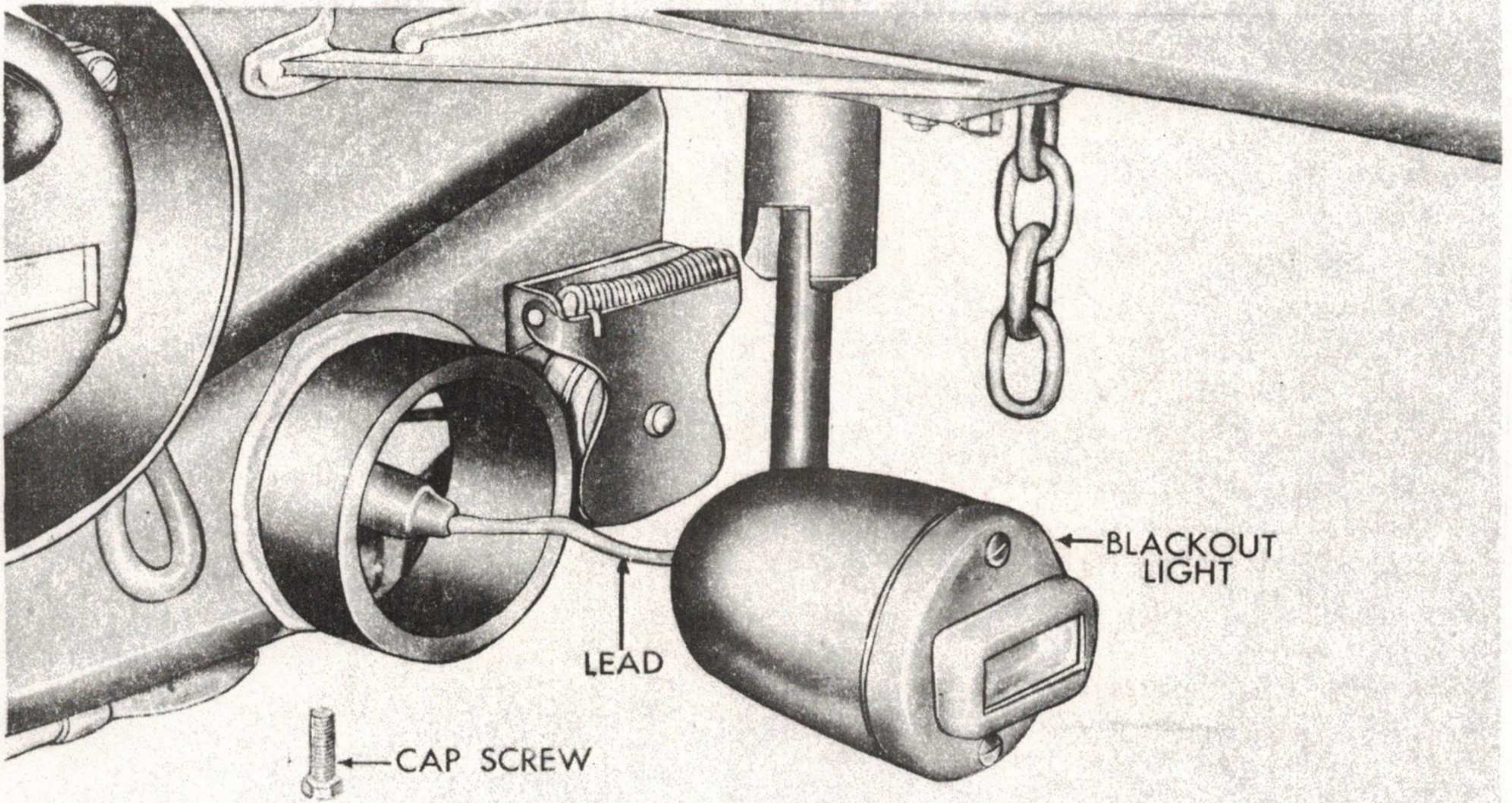


Figure 16. Rear receptacle, blackout light and taillight, installed view (Model T-52).





A



B

EMC 5-2330-200-15/14

A—Taillight

B—Blackout light

Figure 17. Taillight and blackout light, partially removed, (Model T-52).

*b. Disassembly.*

- (1) Remove the two machine screws and the door from the body (B, fig. 17).
- (2) Remove the rubber gasket from the door.
- (3) Remove and replace the lamp as instructed in paragraph 41.

*c. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, dents, loose or frayed insulation, and corroded contact points.
- (3) Replace a damaged or defective blackout stoplight.

*d. Reassembly.*

- (1) Install the rubber gasket on the door.
- (2) Install the door on the body and secure with the two machine screws (B, fig. 17).

*e. Installation.*

- (1) Position the blackout light in the receptacle of the frame and secure with the capscrew (B, fig. 17).
- (2) Install the female connector in the male connector (fig. 16).

**43. Taillight (Model T-52)**

*a. Removal.*

- (1) Disconnect the electrical connector leads at the taillight (A, fig. 17).

- (2) Remove the two capscrews, lockwashers, and the taillight from the frame (A, fig. 17).

- (3) Remove the remaining taillight in a similar manner.

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, loose or frayed insulation, corroded contact points, and other damage.
- (3) Replace a damaged or defective taillight.

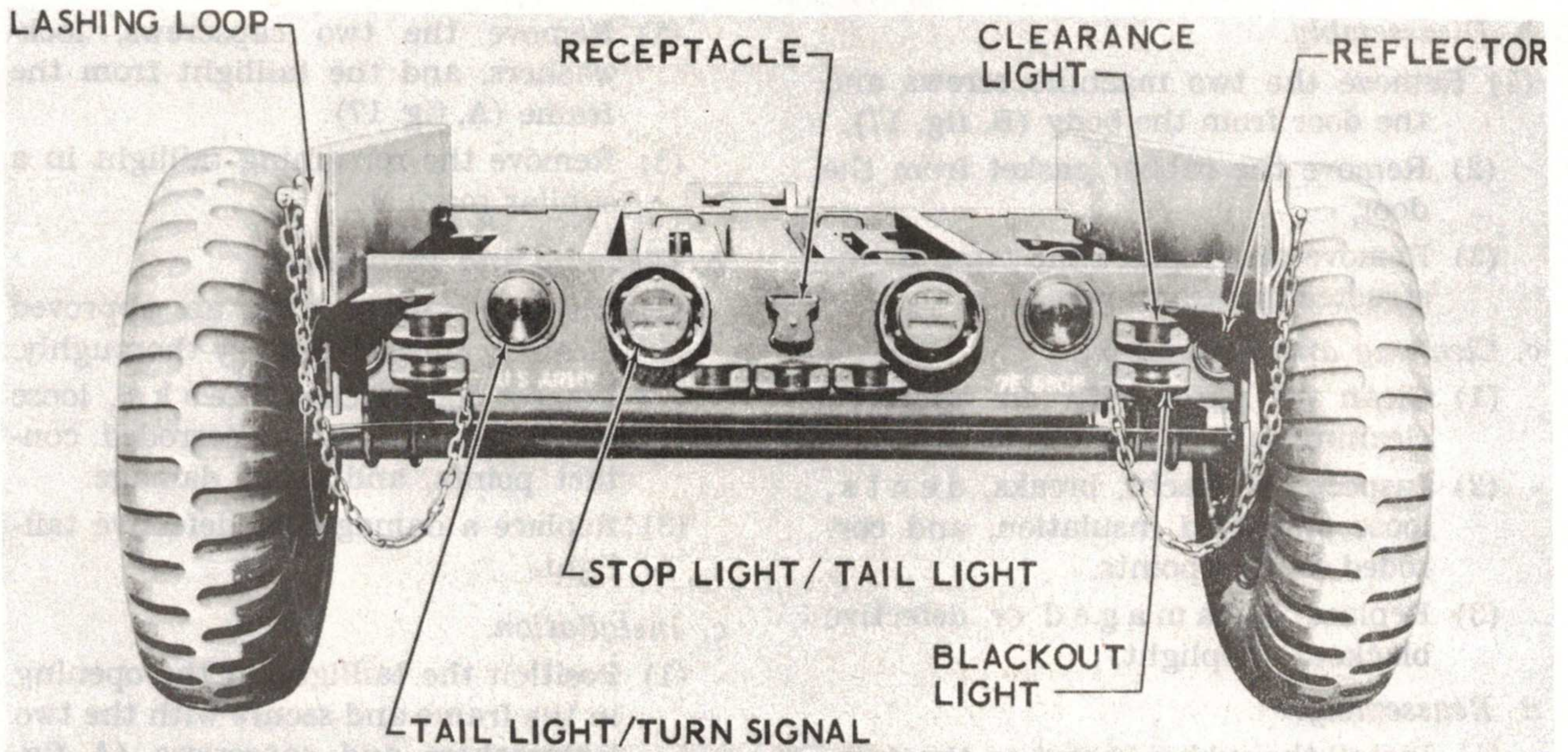
*c. Installation.*

- (1) Position the taillight in the opening in the frame and secure with the two lockwashers and capscrews (A fig. 17).
- (2) Connect the electrical leads to the taillight making sure the metal tags of the taillight correspond with the metal tags of the wiring harness (A, fig. 17).

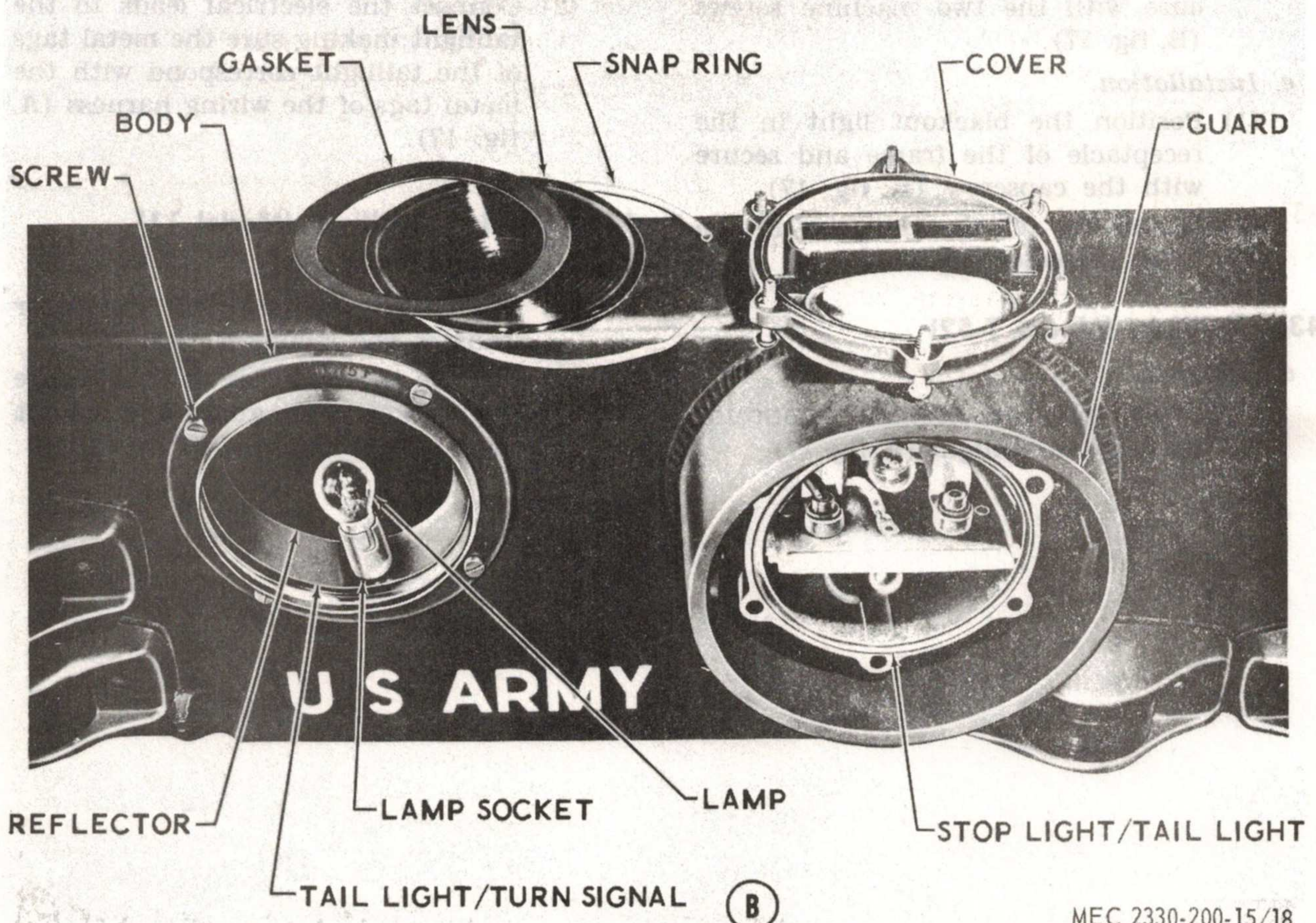
**44. Stoplight Taillight (Model 11)**

*a. Removal.*

- (1) Disconnect the electrical connector leads at the stoplight (fig. 16).
- (2) Remove the four screws that secure the bracket to the guard and lift out the stoplight and bracket (A, fig. 18).



(A)



(B)

MEC 2330-200-15/18

A—Installed view  
B—Exploded view

Figure 18. Stoplight/taillight and taillight/turn signal, installed and exploded views (Model 11).

- (3) Remove the two screws that secure the bracket to the stoplight.
- (4) Remove the remaining stoplight in a similar manner.

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, loose or frayed insulation, corroded contact points, and other damage.
- (3) Replace a damaged or defective stoplight.

*c. Installation.*

- (1) Reassemble bracket and stoplight with two screws and position inside guard. Secure bracket to guard with four screws.
- (2) Connect electrical leads to the stoplight making sure the metal tags of the stoplight correspond with the metal tags of the wiring harness.
- (3) Install the remaining stoplight in a similar manner.

#### **45. Taillight/Turn Signal (Model 11)**

*a. Removal.*

- (1) Remove the snapring, lens, and gasket (B, fig. 18).
- (2) Remove the four screws securing the body to the frame.

- (3) Disconnect the two electrical connector leads at the rear of the body.

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, dents, loose or frayed insulation, and corroded contact points.
- (3) Replace a damaged or defective taillight/turn signal.

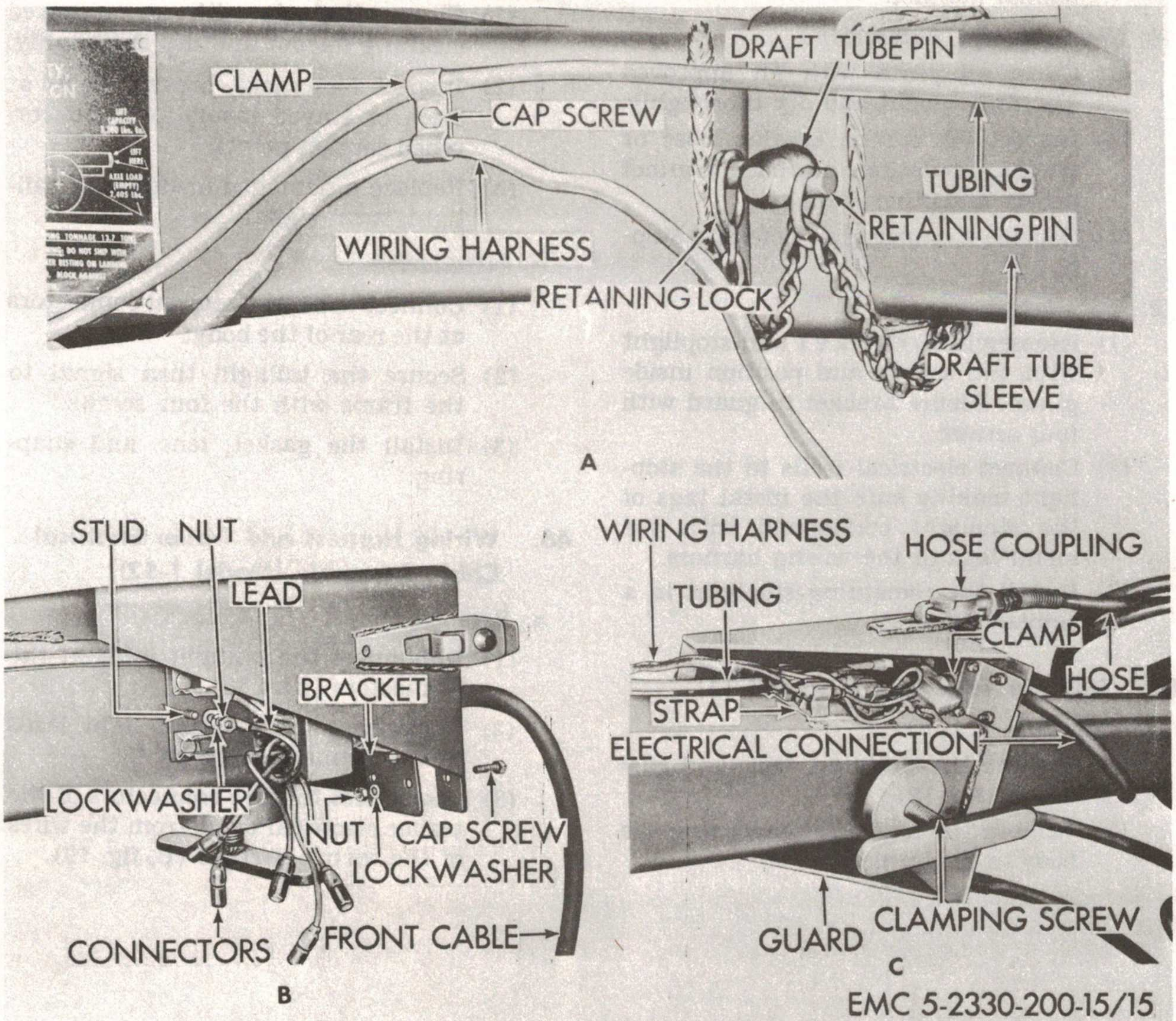
*c. Installation.*

- (1) Connect the two electrical connectors at the rear of the body.
- (2) Secure the taillight/turn signal to the frame with the four screws.
- (3) Install the gasket, lens, and snapring.

#### **46. Wiring Harness and Trailer Electrical Cable Assembly (Model T-52)**

*a. Removal.*

- (1) Disconnect the taillight leads at the connector's (para 43).
- (2) Disconnect the blackout light leads at the connectors (para 42).
- (3) Disconnect the five connectors of the trailer electrical cable from the wires of the wiring harness (B, fig. 19).

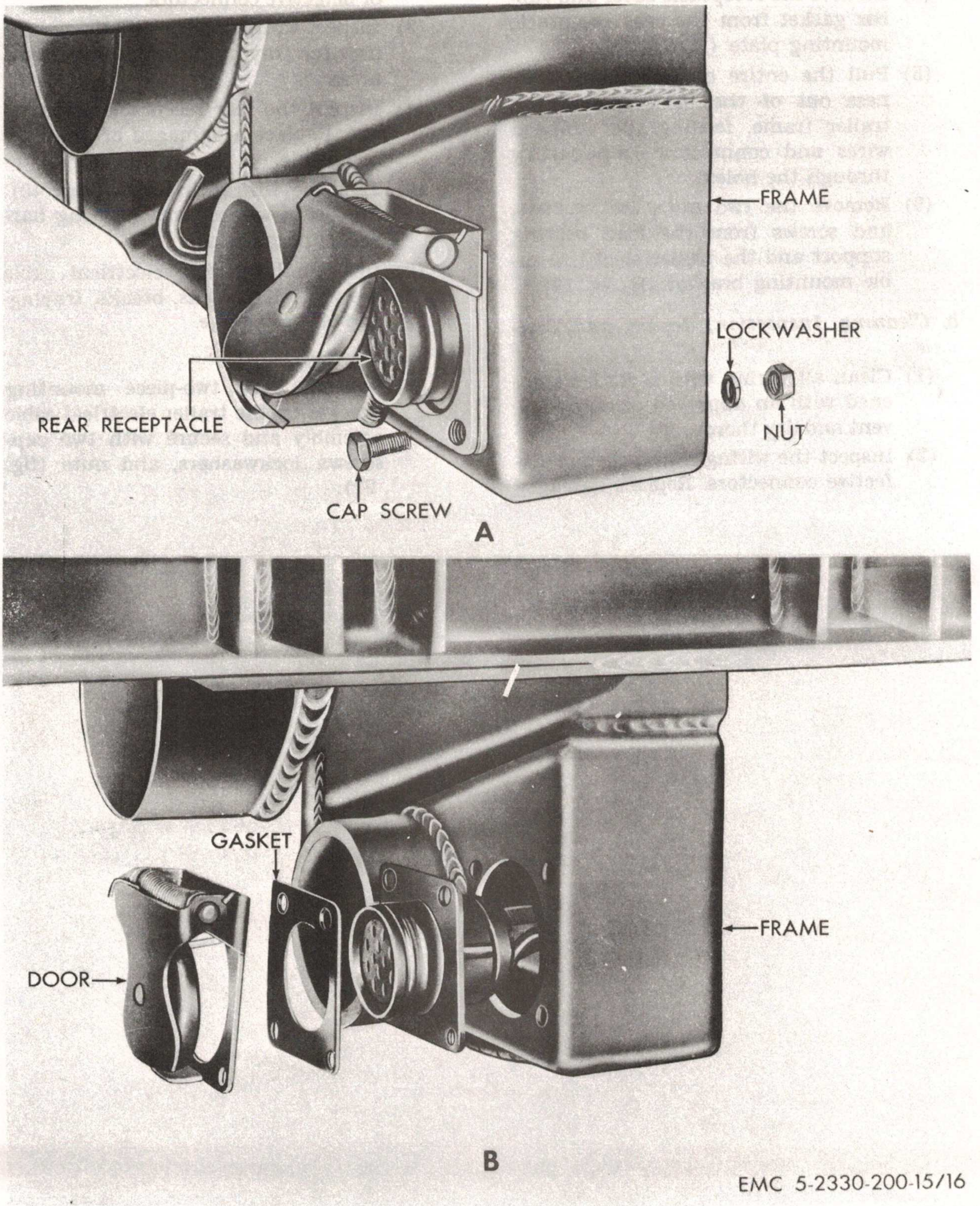


A—Wiring harness, partially removed  
 B—Front cable coupling, partially removed  
 C—Electrical and air connections, installed view

Figure 19. Wiring harness, electrical and air connections, partially removed (Model T-52).

- (4) Remove the nut, lockwasher, and trailer electrical cable lead from the strap (C, fig. 19).
- (5) Remove the capscrews and wiring harness clamps from the frame of

- the trailer (A, fig. 19).
- (6) Remove the four nuts, lockwashers, and screws, from the rear receptacle mounting plate (A, fig. 20).



A—Rear receptacle, partially removed

B—Rear receptacle, partially exploded view

Figure 20. Rear receptacle assembly, removal sequence (Model T-52).

- (7) Remove the receptacle cover and rubber gasket from the rear receptacle mounting plate (B, fig. 20).
- (8) Pull the entire chassis wiring harness out of the back end of the trailer frame, feeding the wrapped wires and connectors carefully through the holes.
- (9) Remove the two nuts, lockwashers, and screws from the load bearing support and the trailer electrical cable mounting bracket (B, fig. 19).

*b. Cleaning, Inspection, Repair, and Testing.*

- (1) Clean all wiring with a cloth dampened with an approved cleaning solvent and dry thoroughly.
- (2) Inspect the wiring for cracked or defective connectors. Replace damaged

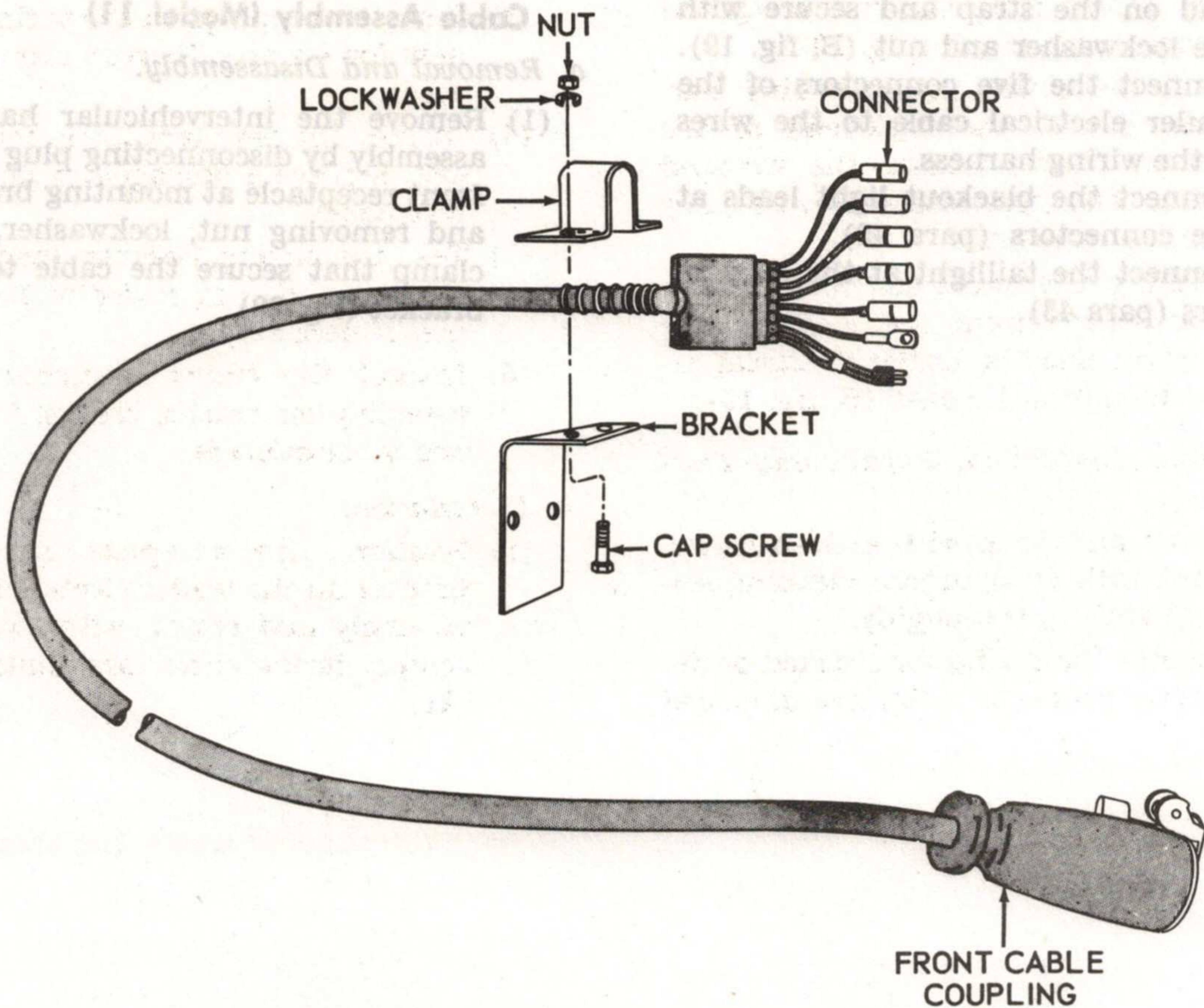
or defective connectors.

- (3) Inspect wrappings on the wiring harness for fraying. Rewrap any frayed areas.
- (4) Inspect the rear receptacle for damage. Replace a damaged or defective receptacle.
- (5) Test the wiring circuits (para 40). Replace a wire or entire wiring harness if necessary.
- (6) Inspect the trailer electrical cable assembly for cracks, breaks, fraying, and other damage.

*c. Installation.*

- (1) Position the two-piece mounting bracket on the trailer electrical cable assembly and secure with two cap-screws, lockwashers, and nuts (fig. 21).





EMC 5-2330-200-15/17

Figure 21. Front cable coupling and bracket, exploded view (Model T-52).

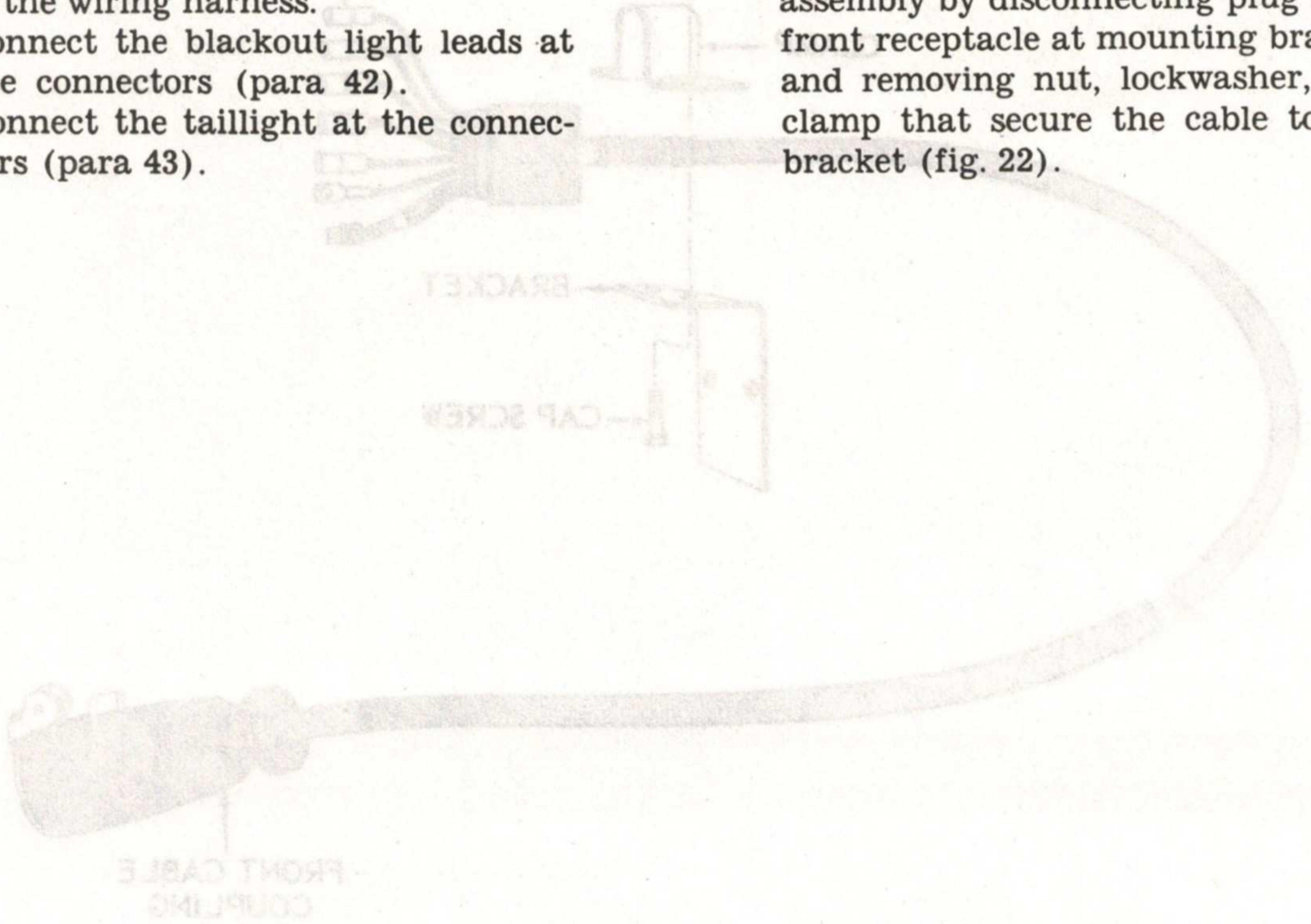
- (2) Install the clamps on the wiring harness.
- (3) Position the trailer electrical cable mounting bracket on the load bearing support and secure with the two screws, lockwashers, and nuts (B, fig. 19).
- (4) Position the wiring harness through the back of the trailer frame, feeding the wrapped wires and connectors carefully through the holes.
- (5) Position the rubber grommet and receptacle cover on the rear receptacle mounting plate (B, fig. 20).
- (6) Position the rear receptacle mounting plate on the rear trailer frame and secure with the four screws, lockwashers, and nuts (A, fig. 20).
- (7) Position the wiring harness clamps on the trailer frame and secure with the capscrews (A, fig. 19).

- (8) Position the trailer electrical cable lead on the strap and secure with the lockwasher and nut (B, fig. 19).
- (9) Connect the five connectors of the trailer electrical cable to the wires of the wiring harness.
- (10) Connect the blackout light leads at the connectors (para 42).
- (11) Connect the taillight at the connectors (para 43).

## 47. Wiring Harness and Trailer Electrical Cable Assembly (Model 11)

### a. Removal and Disassembly.

- (1) Remove the intervehicular harness assembly by disconnecting plug from front receptacle at mounting bracket and removing nut, lockwasher, and clamp that secure the cable to the bracket (fig. 22).

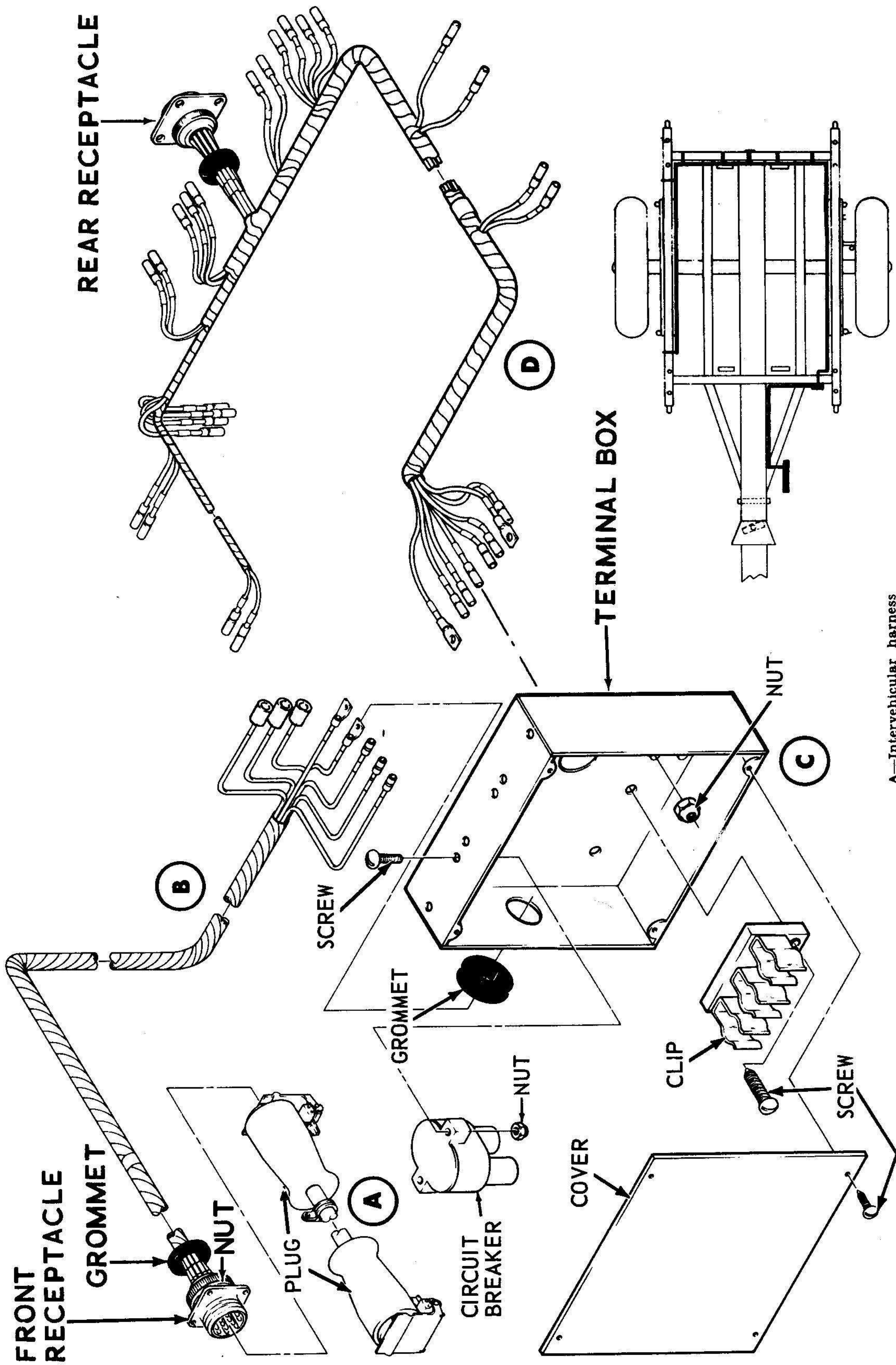


EMC 5-2330-200-15/17

Figure 11. Front cable coupling and bracket, exploded view (Model T-21)

- (5) Position the rubber grommet and receptacle cover on the rear receptacle mounting plate (B, fig. 20).
- (6) Position the rear receptacle mounting plate on the rear trailer frame and secure with the four screws, lockwashers, and nuts (A, fig. 20).
- (7) Position the wiring harness clamps on the trailer frame and secure with the capscrews (A, fig. 19).

- (2) Install the clamps on the wiring harness.
- (3) Position the trailer electrical cable mounting bracket on the load post, lay support and secure with the two screws, lockwashers, and nuts (B, fig. 19).
- (4) Position the wiring harness through the back of the trailer frame, lead the wrapped wires and connector into carefully through the holes.



- A—Intervehicular harness
- B—Terminal box
- C—Front harness
- D—Vehicular harness

Figure 22. Wiring harness and trailer electrical cable assemblies (Model 11).

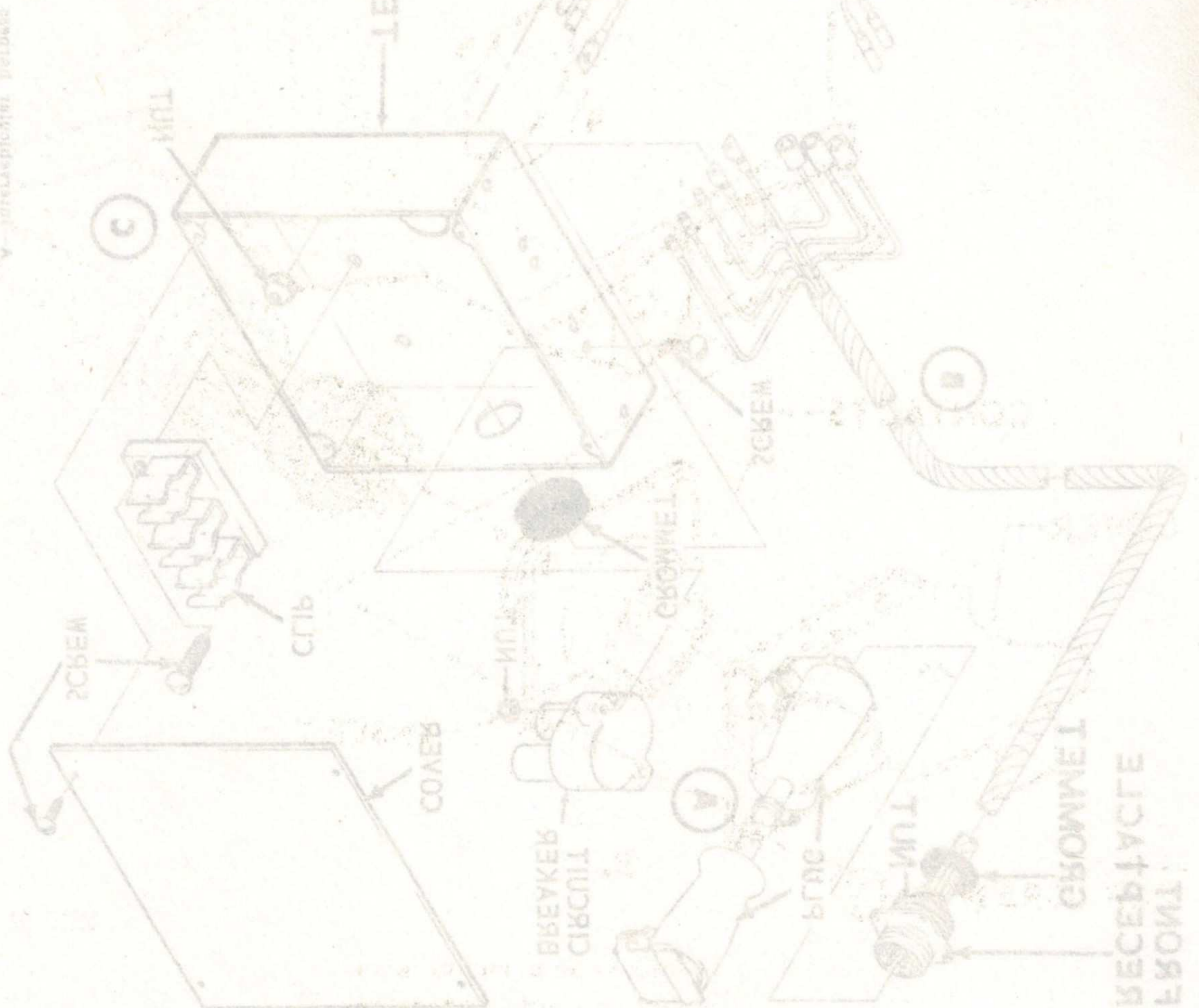
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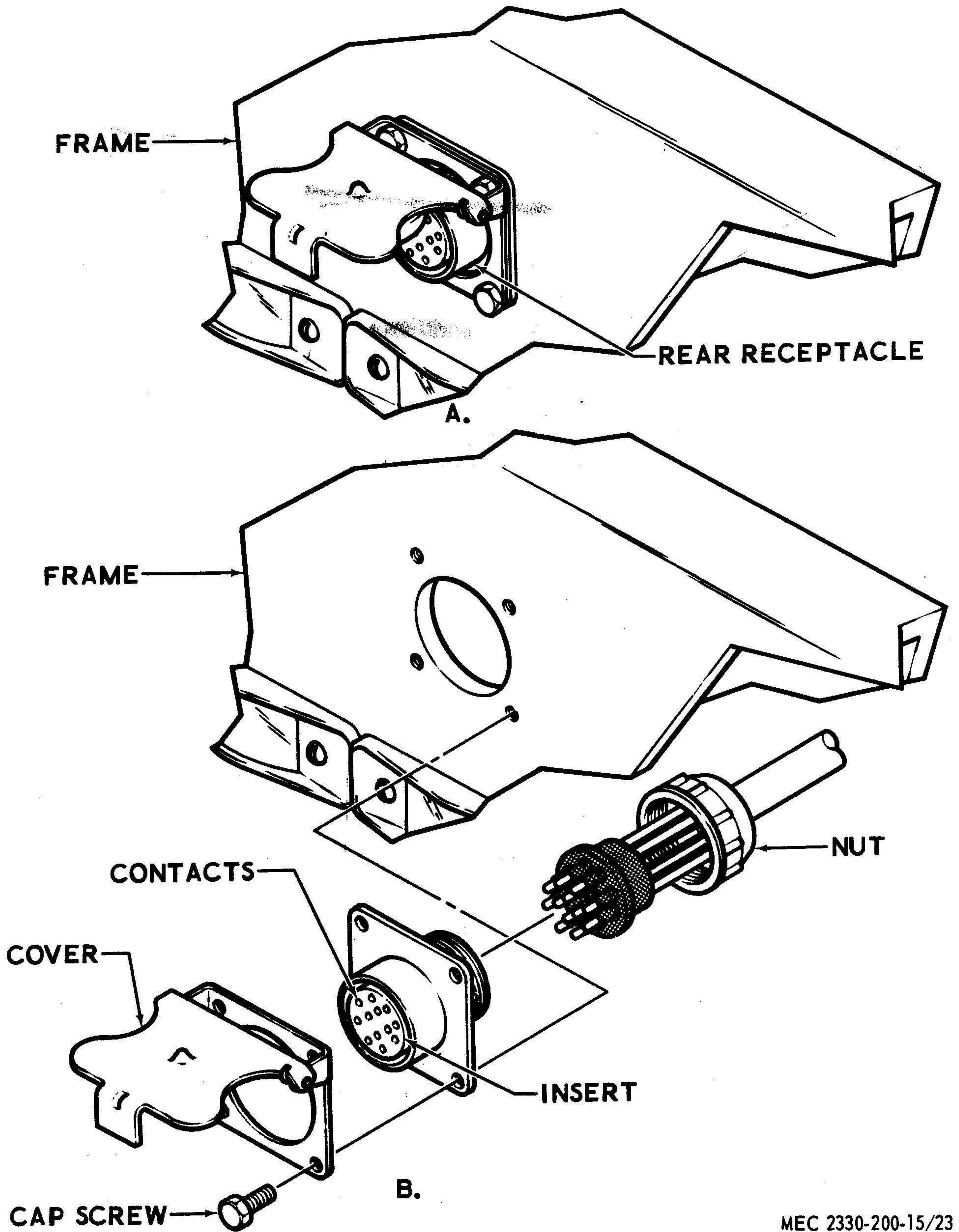
(2) Remove front harness assembly as follows:

- (a) Remove four nuts, washers, and screws that secure front receptacle to mounting plate.
- (b) Remove screws, lockwashers, and clamps that secure cable to draft tube sleeve.
- (c) Remove four screws and cover from terminal and circuit breaker box.
- (d) Remove eight leads in terminal box from circuit breakers, connectors, and grounding lugs. Pull cable leads clear of box.

(3) Remove vehicular harness assembly as follows:

- (a) Remove eight leads in terminal box from circuit breakers, connectors, and grounding lugs. Pull cable leads clear of box.
- (b) Disconnect 6 blackout light and 9 clearance light leads at the connectors (paras 42 and 48).
- (c) Disconnect the taillight leads at the connectors (para 45).
- (d) Disconnect the stoplight leads at the connectors (para 44).
- (e) Remove screws, lockwashers, and clamps that secure cable to the frame.
- (f) Remove four screws, washers, and nuts that secure the receptacle to the rear frame. Remove cover (fig. 23).





MEC 2330-200-15/23

A—Rear receptacle, partially removed  
 B—Rear cover, partially exploded view

Figure 23. Rear receptacle assembly, removal sequence (Model 11).

- (g) Unscrew nut from receptacle assembly.
- (h) Remove insert and lead contacts from receptacle shell.
- (i) Pull all cable leads through grommet holes in frame.
- (j) Remove defective clamps from cable and grommets from cable-run holes.

*b. Cleaning, Inspection, Repair, and Testing.*

- (1) Inspect the wiring for cracked or defective connectors. Replace damaged or defective connectors.
- (2) Inspect wrappings on the wiring harness for fraying. Rewrap any frayed areas.
- (3) Inspect the wiring harness clamps for damage and replace as necessary.
- (4) Inspect the front and rear receptacle assemblies for damage. Replace a damaged or defective receptacle.
- (5) Test the wiring circuits (para 40), and replace a wire or entire wiring harness if necessary.
- (6) Inspect the trailer electrical cable assembly for cracks, breaks, fraying, and other damage. Replace as necessary.

*c. Reassembly and Installation.*

- (1) Install vehicular harness assembly as follows:
  - (a) Install clamps on cable or grommets in cable run-in holes from which they were removed.
  - (b) Position the harness assembly in accordance with figure 19. Carefully feed the wrapped cable, wires, and connectors through the holes.
  - (c) Position nut around rear receptacle leads. Install lead contacts and

insert into receptacle shell. Tighten nut on receptacle (fig. 20).

- (d) Install cover on receptacle. Secure the cover and receptacle to the frame with the four screws, washers, and nuts.
  - (e) Install screws, lockwashers, and clamps to secure the cable to the frame.
  - (f) Connect the stoplight leads at the connectors (para 44).
  - (g) Connect the taillight leads at the connectors (para 45).
  - (h) Connect 6 blackout light and 9 clearance light leads at the connectors (paras 42 and 48).
  - (i) Connect eight electrical leads inside terminal box as marked.
- (2) Install front harness assembly as follows:
    - (a) Connect eight electrical leads inside terminal box as marked.
    - (b) Install cover on terminal box and secure with four screws.
    - (c) Install screws, lockwashers, and clamps that secure cable to the frame.
    - (d) Install four screws, washers, and nuts that secure front receptacle assembly to mounting bracket.
  - (3) Install intervehicular harness assembly by connecting plug to front receptacle assembly at mounting bracket. Remove nut and lockwasher at mounting bracket. Install clamp on bolt and secure cable and clamp with lockwasher and nut.

**48. Clearance Lights (Model 11)**

*a. Removal.*

- (1) Remove two screws that secure the cover and globe to the light assembly (fig. 24).

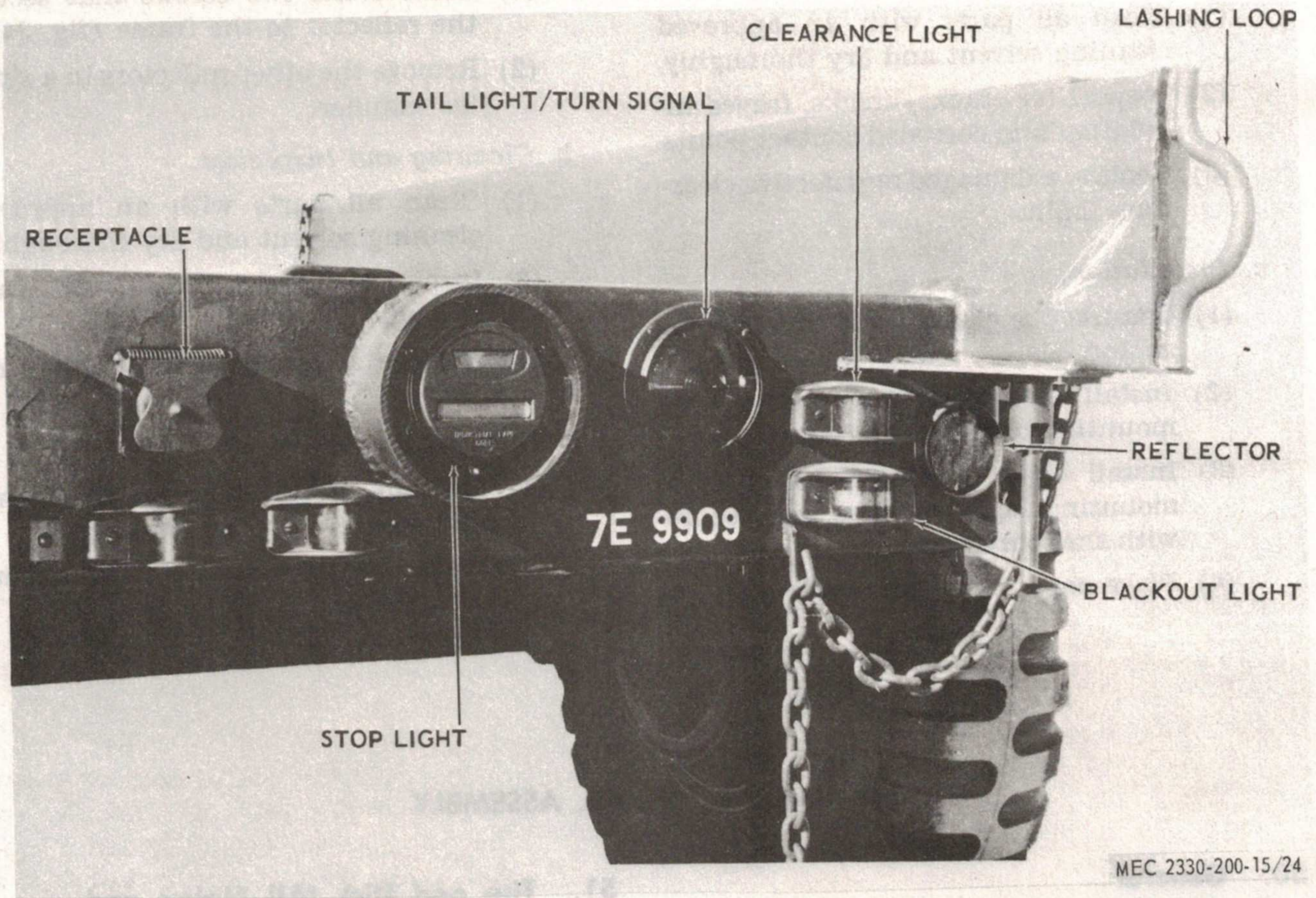


Figure 24. Rear bracket lights, reflectors, and rear receptacle, installed view (Model 11).

- (2) Remove the four screws that secure the light assembly to the frame and remove the light assembly.
- (3) Disconnect the electrical lead to the clearance light.
- (4) Remove the other clearance lights in a similar manner.

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, frayed insulation and corroded contact points.
- (3) Replace a damaged or defective clearance light.

*c. Installation.*

- (1) Connect the clearance light lead connector.
- (2) Install the gasket between the mounting bracket and frame.
- (3) Install light assembly through mounting hole in frame and secure with the four screws.
- (4) Place cover and globe over lamp as-

sembly and secure with the two screws.

- (5) Install the remaining clearance lights in a similar manner.

## 49. Reflectors (All Makes and Models)

*a. Removal.*

- (1) Remove the two screws that secure the reflector to the frame (fig. 24).
- (2) Remove the other reflectors in a similar manner.

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, and other damage.
- (3) Replace a damaged or defective reflector.

*c. Installation.*

- (1) Position the reflector on the frame and secure with the two screws.
- (2) Install the other reflectors in a similar manner.

## Section VII. WHEEL ASSEMBLY

### 50. General

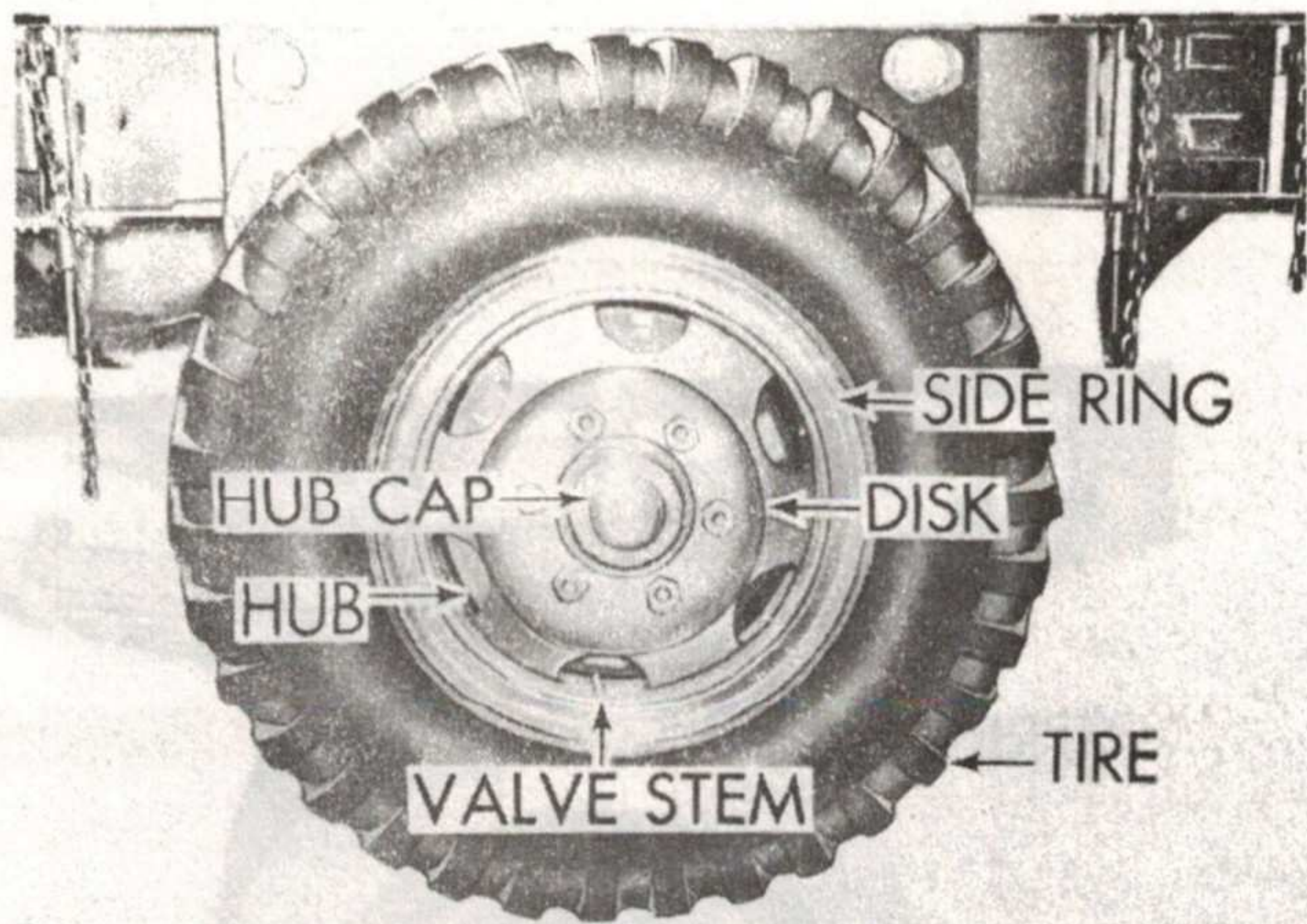
The wheel assembly of Model T-52 and Model 11 trailers consists of the wheels, bearings, and hubs. The axle wheel bearings are the tapered roller type with adjusting nuts and locks. The drums and hubs are for disk wheel type mounting and provide a braking surface for the brakes.

### 51. Tire and Disk (All Makes and Models)

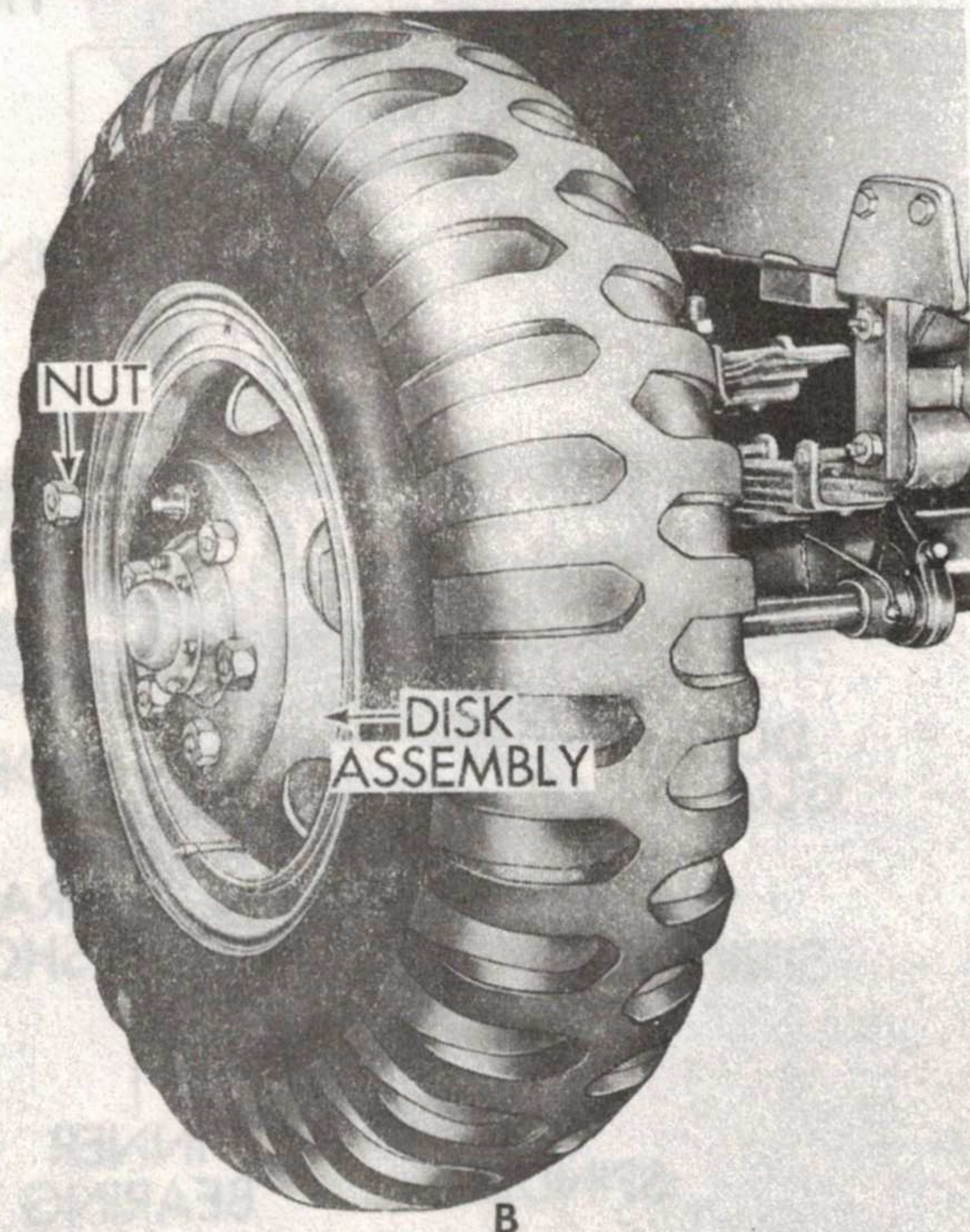
*a. Removal.*

- (1) Use a suitable lug wrench and loosen the six nuts that secure the tire and disk on the left side of the trailer by turning clockwise (B, fig. 25).





A



B

EMC 5-2330-200-15/18

A—Tire and disk assembly, left side, installed view

B—Tire and disk, partially removed

Figure 25. Tire and disk, removal sequence (Model T-52).

- (2) Place a jack of suitable capacity under the axle and raise the tire clear of the ground.
- (3) Remove the nuts previously loosened and remove the tire and disk assembly from the trailer.
- (4) Remove the other tire and disk in a similar manner.

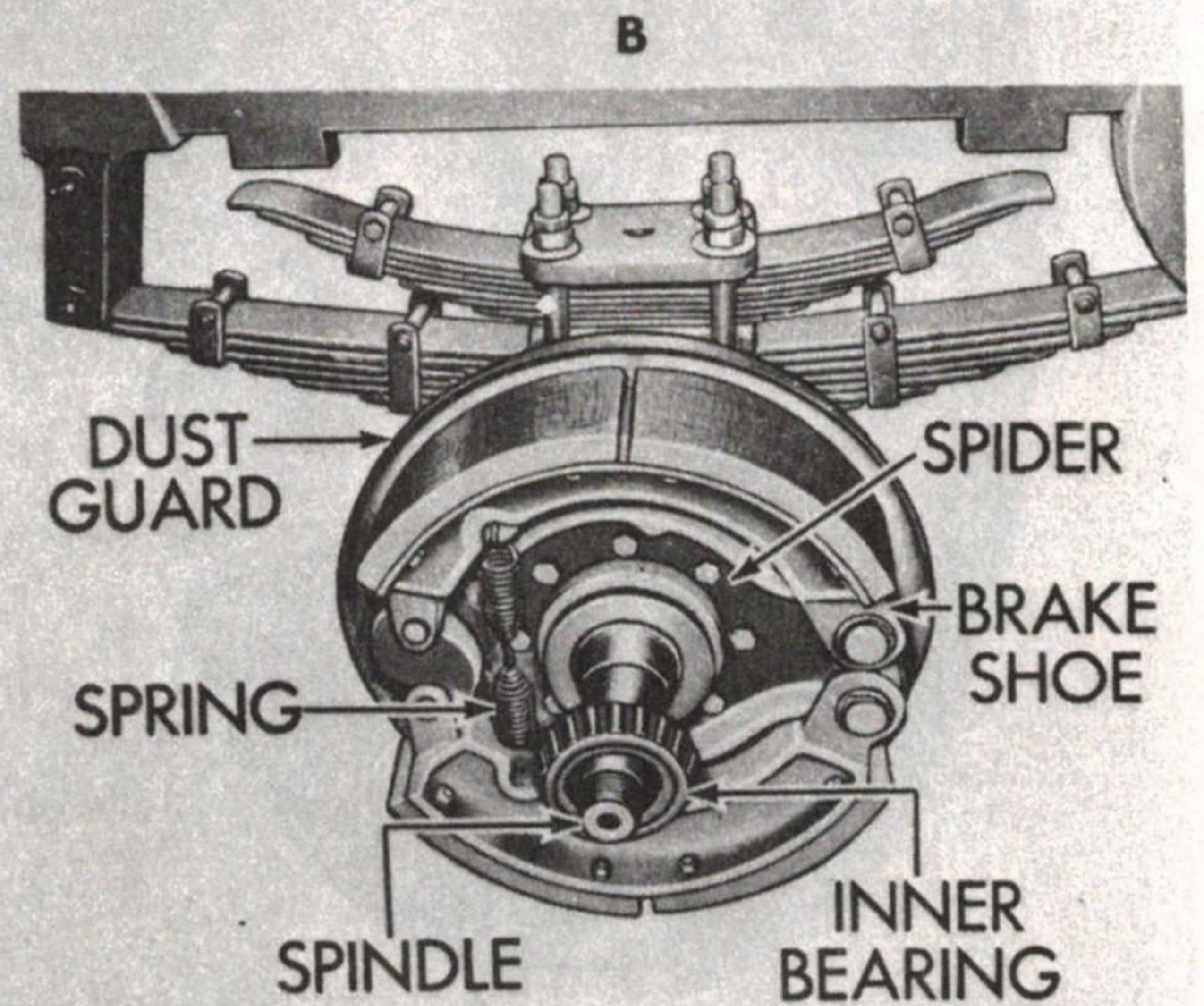
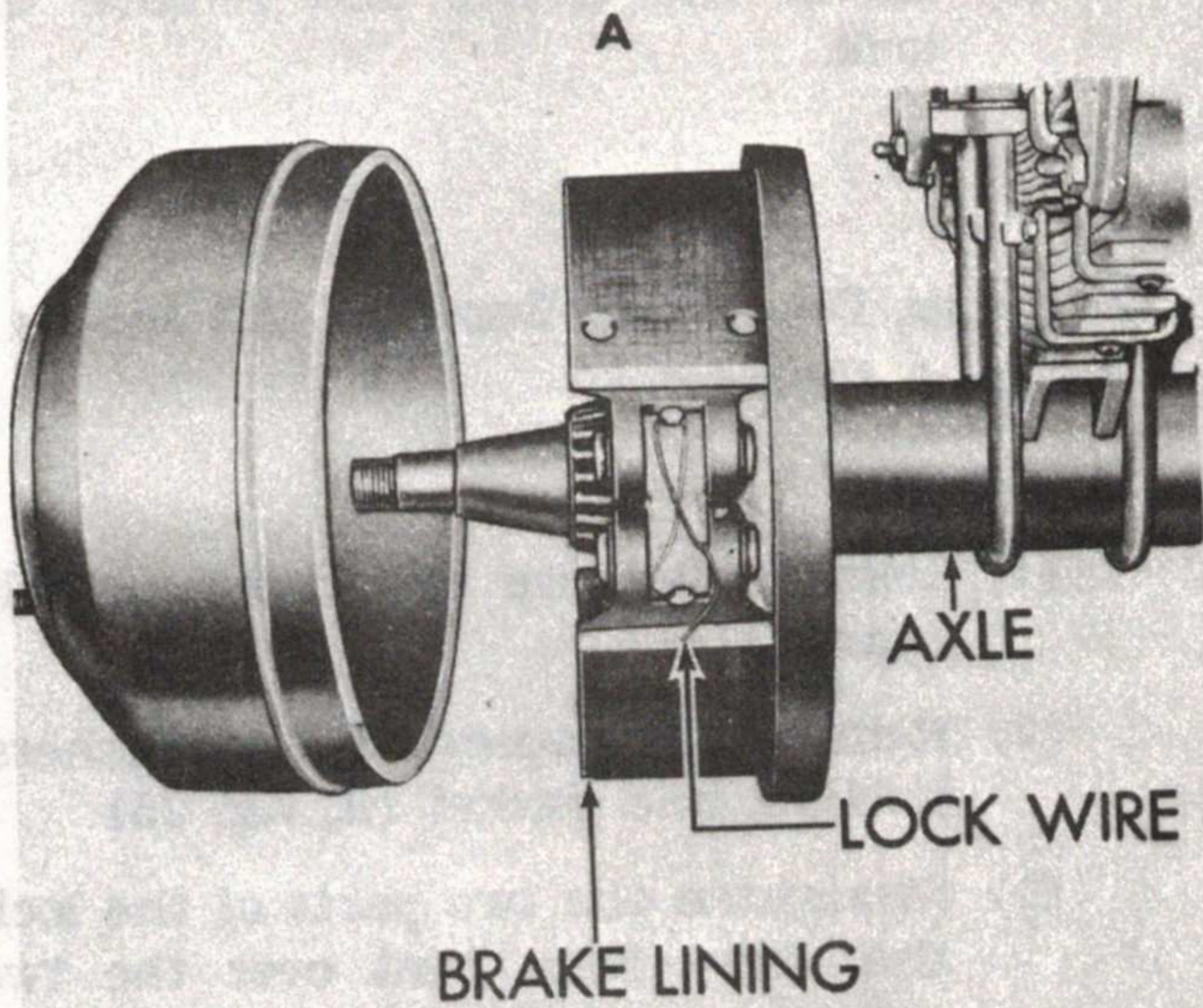
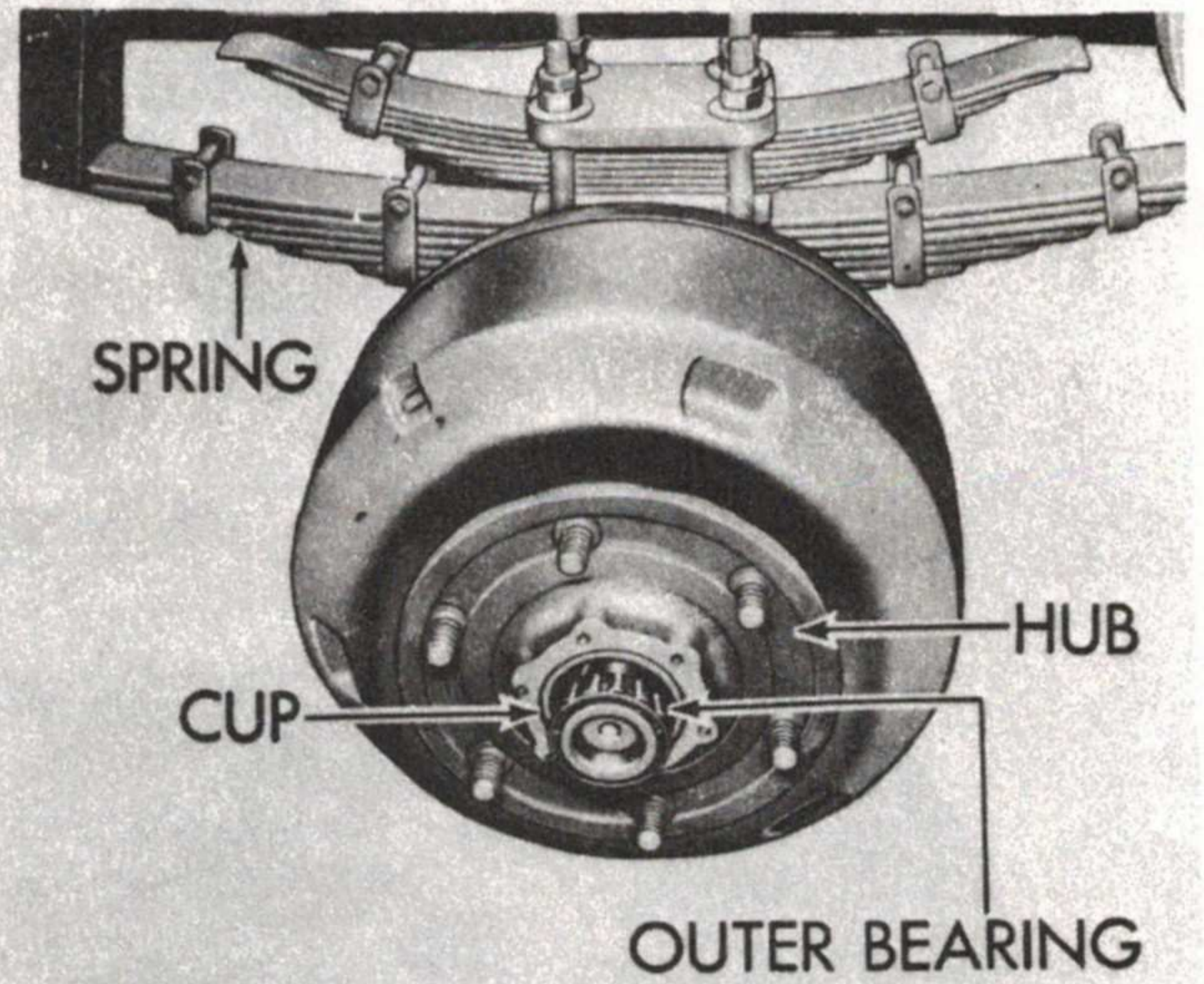
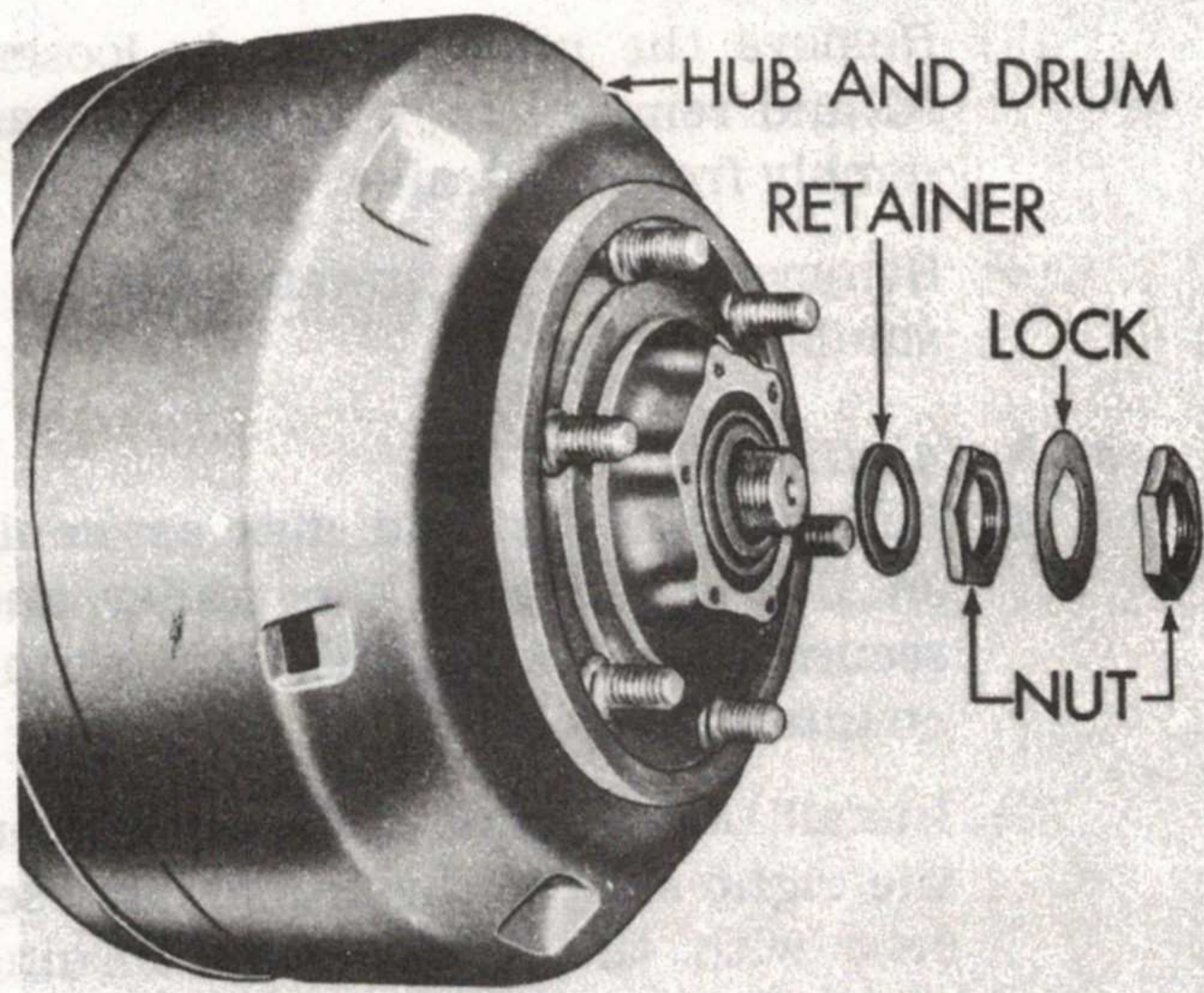
*b. Installation.*

- (1) Position the tire and disk assembly on the left side of the trailer and secure with the six nuts by turning counterclockwise.
- (2) Install the tire and disk assembly on the right side of the trailer and secure with the six nuts by turning clockwise.
- (3) Lower the trailer and remove the jack.

**52. Hub, Drum, and Bearings (All Makes and Models)**

*a. Removal.*

- (1) Remove the tire and disk assembly (para. 51).
- (2) Remove the capscrews, lockwashers, hubcap, and gasket (A, fig. 25).
- (3) Straighten the two parts of the lock that have been bent over the two adjusting nuts on the spindle.
- (4) Remove the first adjusting nut, lock, and second adjusting nut from the spindle (A fig. 26).



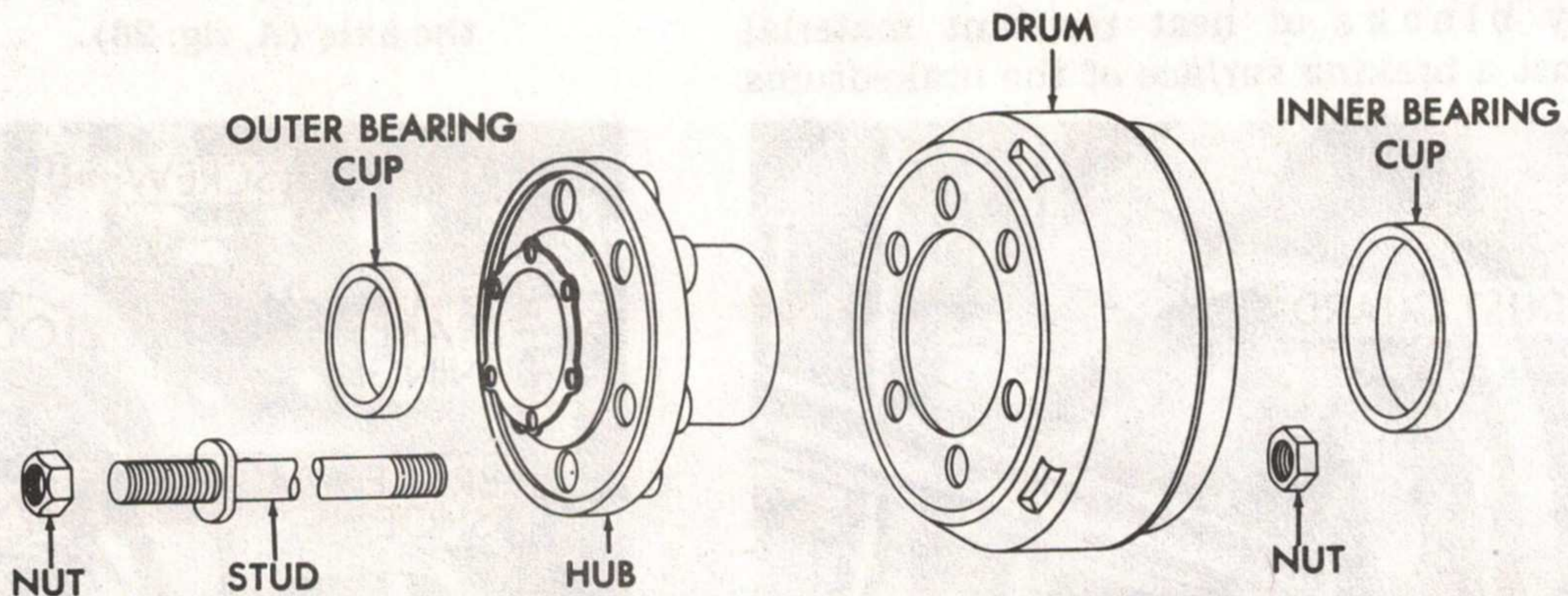
EMC 5-2330-200-15/20

- A—Adjusting nuts, exploded view
- B—Outer bearing, partially removed
- C—Hub and brakedrum, removal
- D—Inner bearing, removal

Figure 26. Hub and bearing assembly, removal sequence (Model T-52).

- (5) Remove the outer bearing from the spindle and hub (B, fig. 26).
- (6) Remove the hub and brakedrum from the spindle and dust guard by turning sharply one way and then the other, at the same time pulling away from the trailer (C, fig. 26).
- (7) Remove the inner bearing from the spindle (D, fig. 26).

- (8) Remove the six nuts from the studs on the inside of the brakedrum. Remove the studs and hub from the drum (fig. 27). Remove the bearing cups from the hub.
- (9) Remove the hub, drum, and bearings from the opposite side in a similar manner.



EMC 5-2330-200-15/21

Figure 27. Hub and drum, exploded view (Model T-52).

#### b. Cleaning and Inspection.

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, wear, and other damage.
- (3) Inspect the bearings and cups for wear, grooves, pits, nicks, distortion, overheating, and other damage.
- (4) Replace a damaged or defective part.

#### c. Installation and Adjustment.

- (1) Position the hub on the drum, insert the studs with the lip on the outside and secure with the six nuts. Stake the nuts to the studs on the inside of the drum (fig. 27).
- (2) Install the bearing cups in the hub.
- (3) Pack the bearings in accordance with the current lubrication order (fig. 9).
- (4) Position the inner bearing on the spindle (D, fig. 26).

- (5) Position the hub and drum on the spindle and seat against the dust guard (C, fig. 26).
- (6) Position the outer bearing on the spindle and in the cup of the hub (B, fig. 26).
- (7) Install the retainer and first adjusting nut on the spindle and tighten until the wheel is solid, but turns without binding. Position the lock on the spindle and secure with the second adjusting nut. Tighten to a snug fit.
- (8) Stake a part of the lock over the inside adjusting nut, and on opposite part over the outside nut (A, fig. 26).
- (9) Position the gasket and hub cap on the hub and secure with the six lockwashers and capscrews.
- (10) Install the tire and disk assembly (para 51).

## Section VIII. SERVICE BRAKES

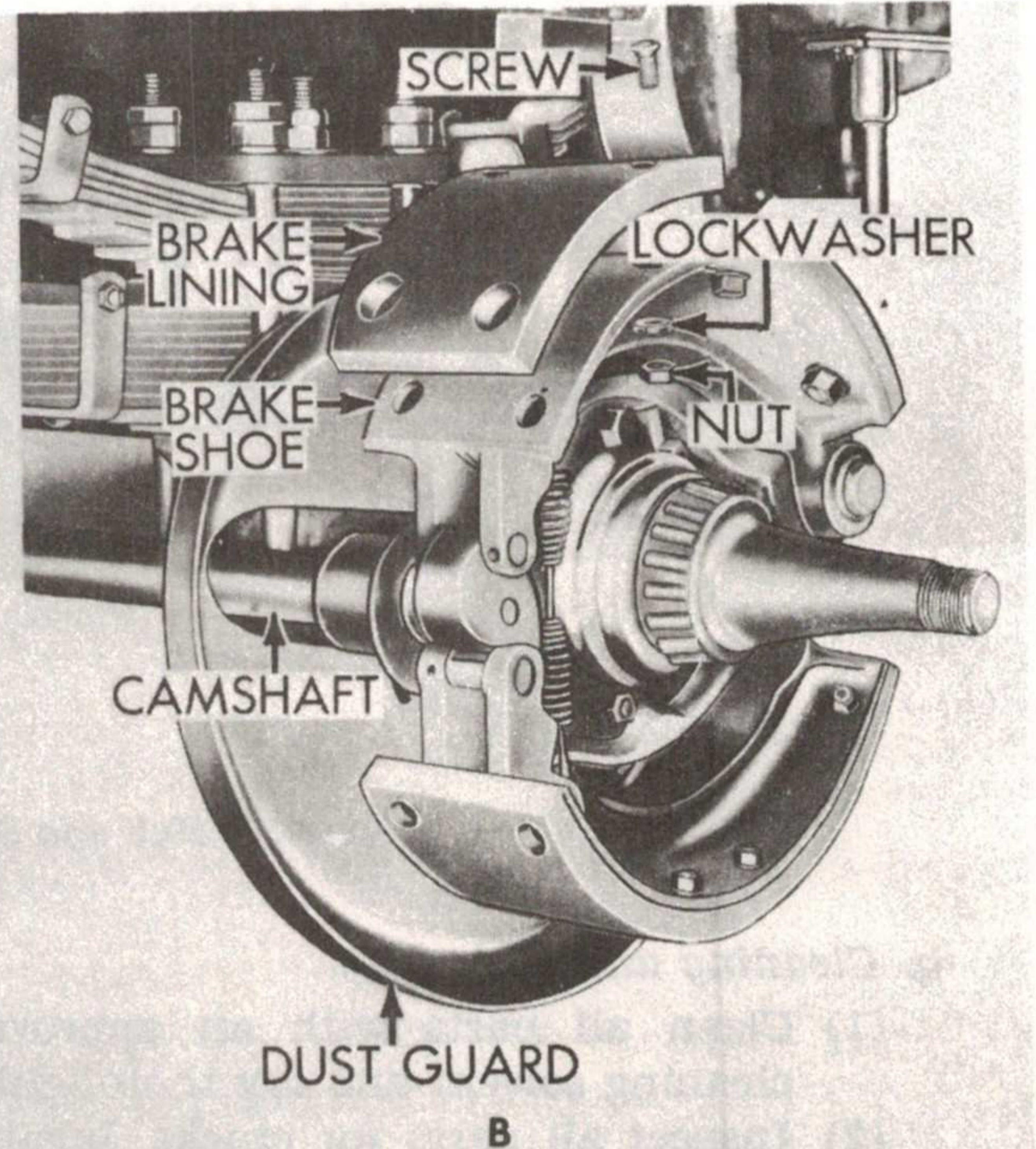
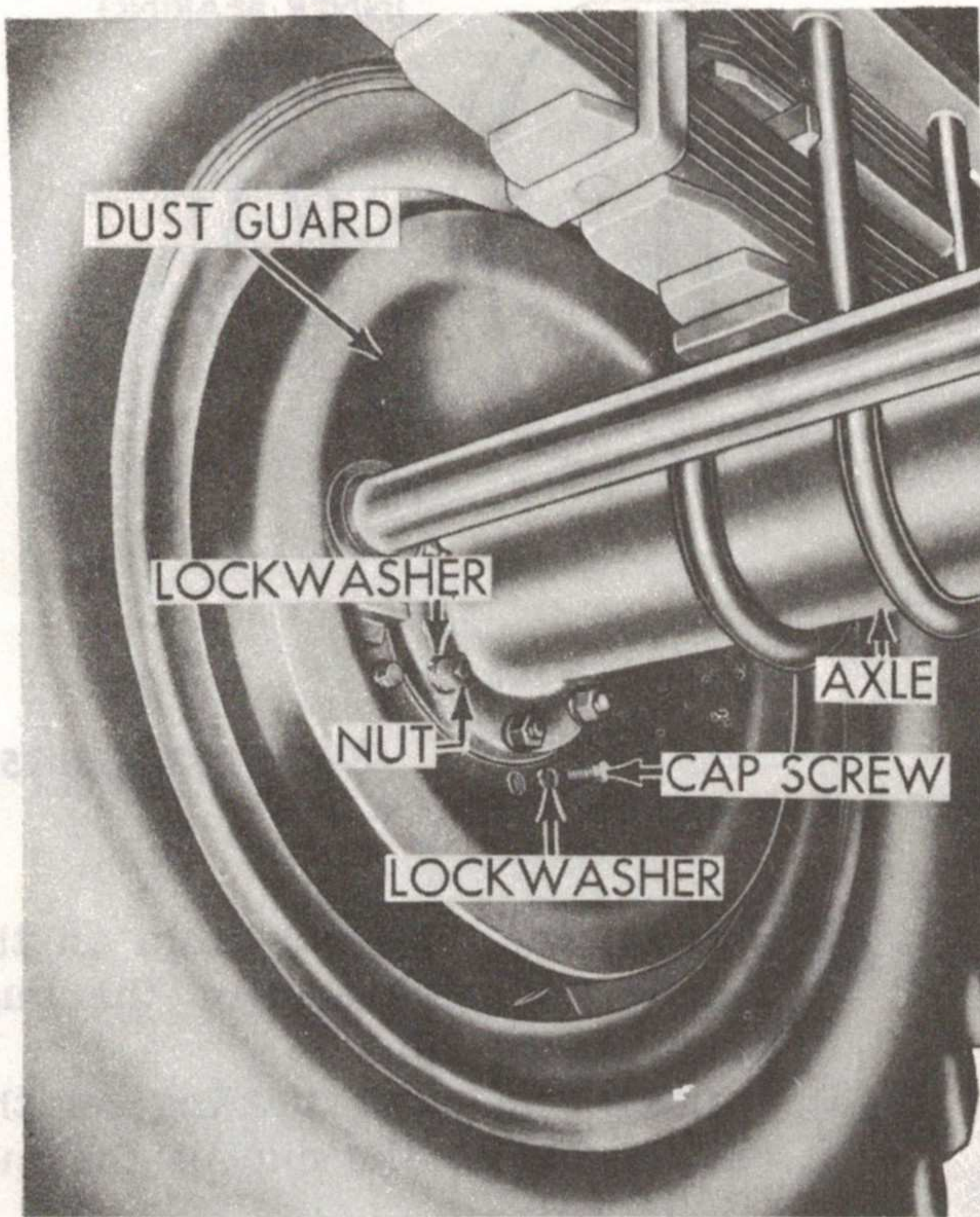
### 53. General

The service brakes consists of the shoes and linings. The shoes on the Model T-52 trailer are cam-actuated through air pressure from the prime mover. The shoes on the Model 11 trailer are actuated by two hydraulic cylinder units through air pressure from the prime mover. The brakes stop the trailer evenly and smoothly by forcing the brakeshoes, lined with heavy blocks of heat resistant material, against a braking surface of the brakedrums.

### 54. Brake Lining (Model T-52)

#### a. Removal.

- (1) Remove the hub and drum (para 52).
- (2) Remove the six capscrews and lockwashers that secure the dust guard to the spider and slide the guard toward the center of the trailer on the axle (A, fig. 28).



MEC 2330-200-15/28

A—Dust guard, installed view

B—Brake lining, exploded view

Figure 28. Brake lining, removal sequence (Model T-52).

- (3) Remove the four nuts, lockwashers, screws, and one brake lining from the shoe assembly (B, fig. 28).

- (4) Remove the remaining seven blocks of lining in a similar manner.

#### b. Cleaning, Inspection, and Repair.

- (1) Clean all parts with an approved cleaning solvent and dry with compressed air.

- (2) Inspect all parts for cracks, breaks, grooves, and wear.

- (3) Replace all lining worn to within 1/16 inch of the screw heads.

#### c. Installation.

- (1) Position a new block of lining on the brakeshoe and secure with the four screws, lockwashers, and nuts (B, fig. 28).

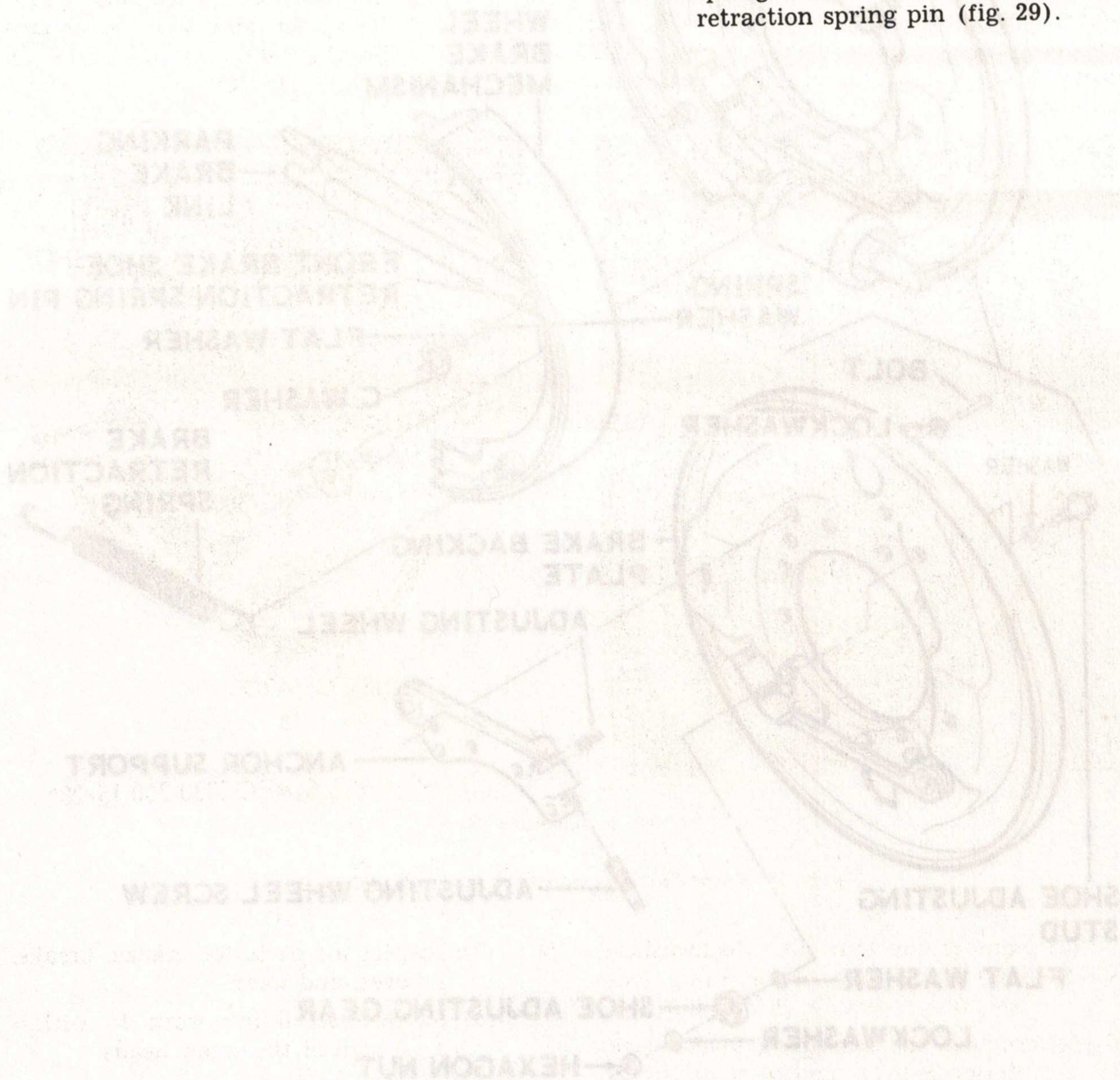
- (2) Install the remaining blocks of lining in a similar manner.
- (3) Position the dust guard on the rear of the spider and secure with the six lockwashers and capscrews (A, fig. 28).
- (4) Install the hub and drum (para 52).

## 55. Brakeshoes (Model 11)

### a. Removal.

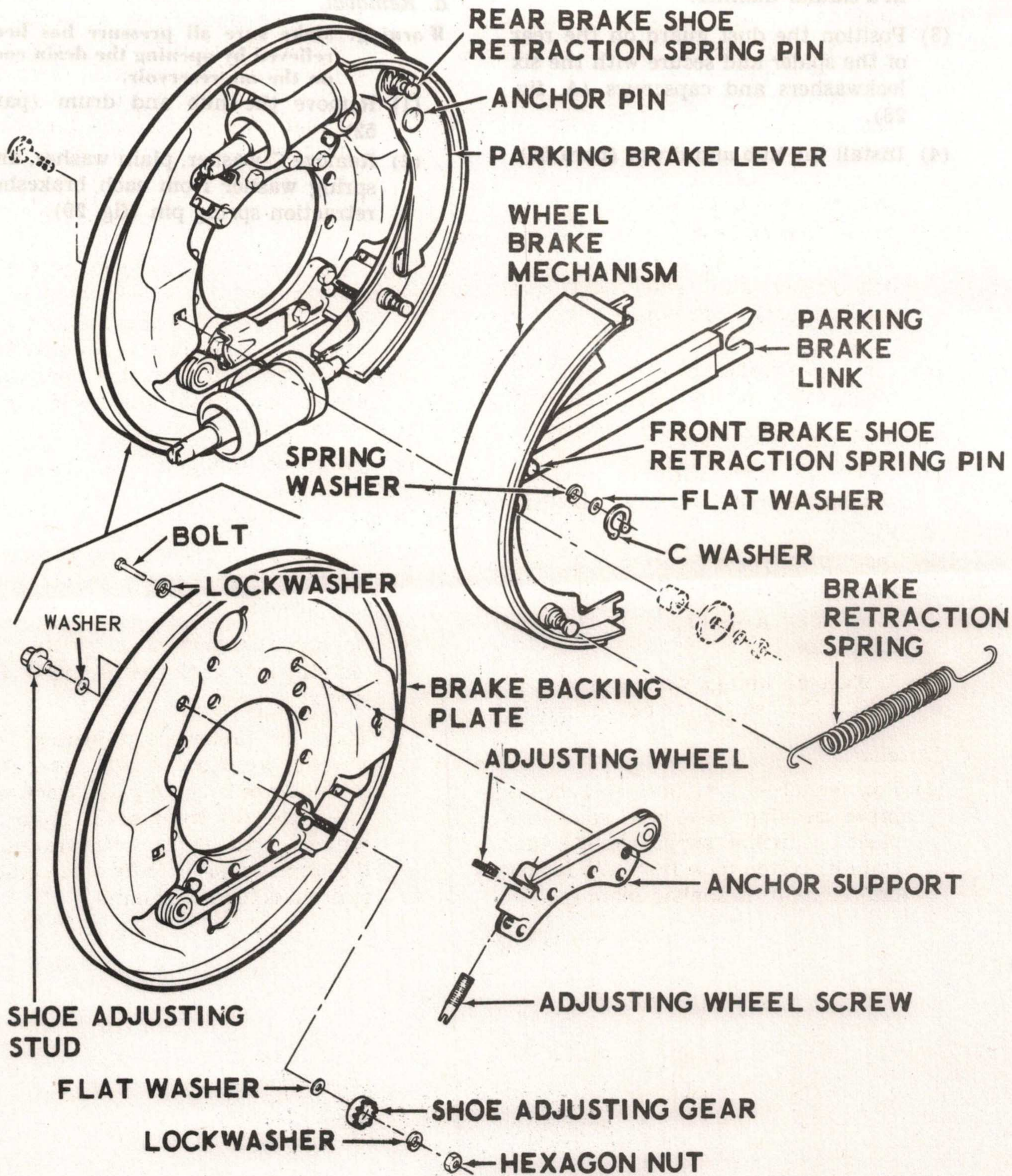
**Warning:** Make sure all pressure has been relieved by opening the drain cock on the air reservoir.

- (1) Remove the hub and drum (para 52).
- (2) Remove C-washer, plain washer, and spring washer from each brakeshoe retraction spring pin (fig. 29).



MEC 330-20-12-29

Figure 29. Brake shoe and hub assembly (Model 11)



MEC 2330-200-15/29

Figure 29. Brake internal lever and link, exploded view (Model 11).

- (3) Install clamp over end of each cylinder assembly to retain wheel cylinder pistons. Remove shoe retracting springs with the brakeshoe spring remover and replacer.
- (4) At the forward brakeshoe, remove the hex nut, lockwasher, guide bolt washer, and sleeve from the brakeshoe guide bolt. Remove the guide bolt from the brake backing plate.
- (5) At the rear brakeshoe, remove brakeshoe guide screw, lockwasher, guide bolt washer, and sleeve that secure the brakeshoe and intercylinder tube distributor fitting.
- (6) Disengage brakeshoe from wheel cylinder piston rod and anchor support.

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry with compressed air.
- (2) Inspect all parts for cracks, breaks, wear, grooves, and other damage.
- (3) Replace a damaged or defective brakeshoe.
- (4) Replace all linings worn within 1/16 inch of the head of the tubular rivets.

*c. Installation.*

- (1) Position either brakeshoe against the brake backing plate and slide into place in anchor support and wheel cylinder piston rods. Install the other brakeshoe in a similar manner.

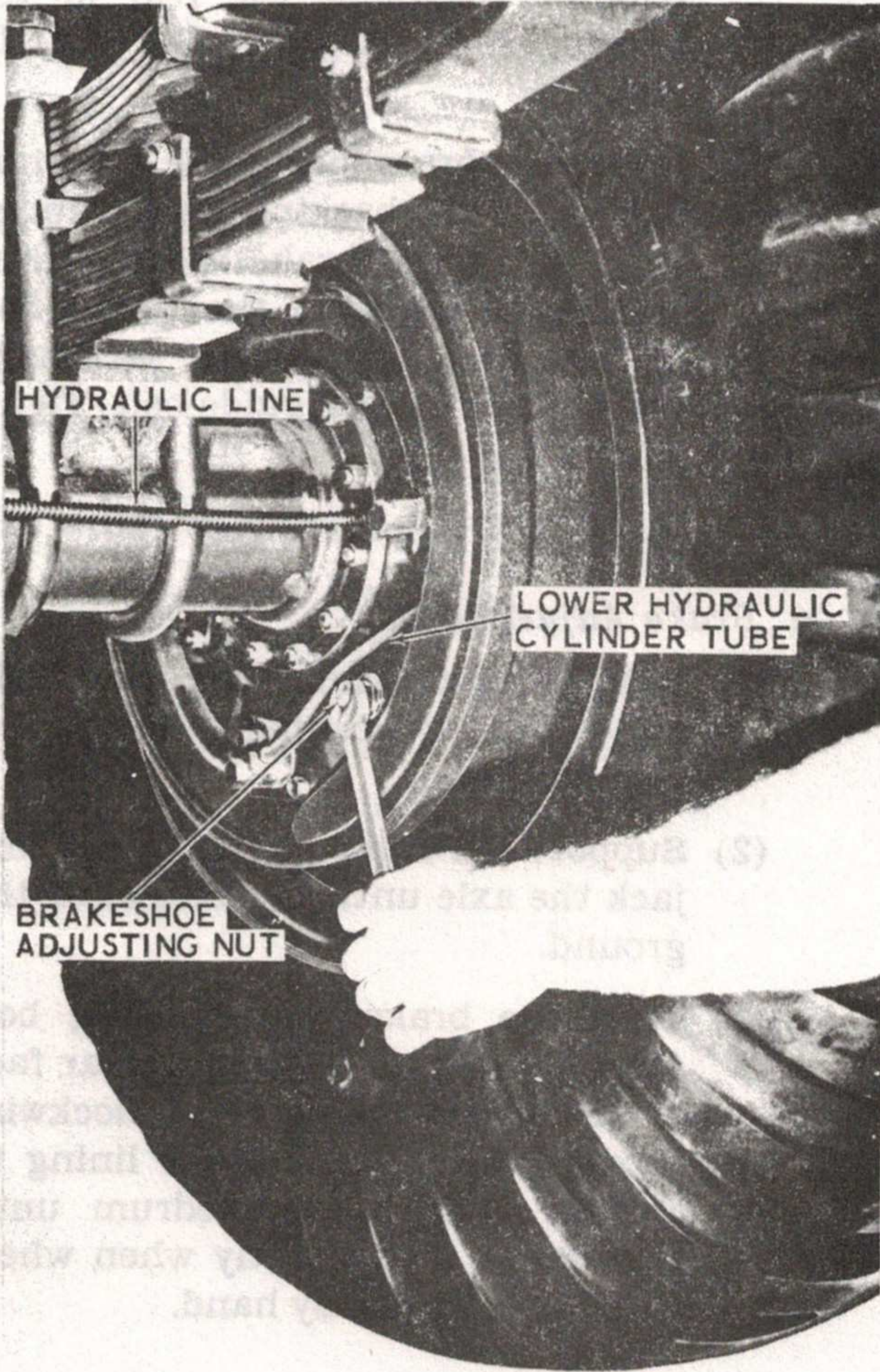
- (2) Assemble the guide bolt sleeve, guide screw washer, and lockwasher on the brakeshoe guide screw. Aline the distributor fitting with the guide hole at the rear of the backing plate. Install the assembled guide screw through the slot in the brakeshoe and lever assembly and into the distributor fitting at the rear of the backing plate. Tighten the guide screw.

- (3) Insert the brakeshoe guide bolt from the rear of the backing plate through the slot in the brakeshoe and link assembly. Assemble the guide bolt sleeve, guide bolt washer, lockwashers, and nut on the guide bolt. Tighten the nut.

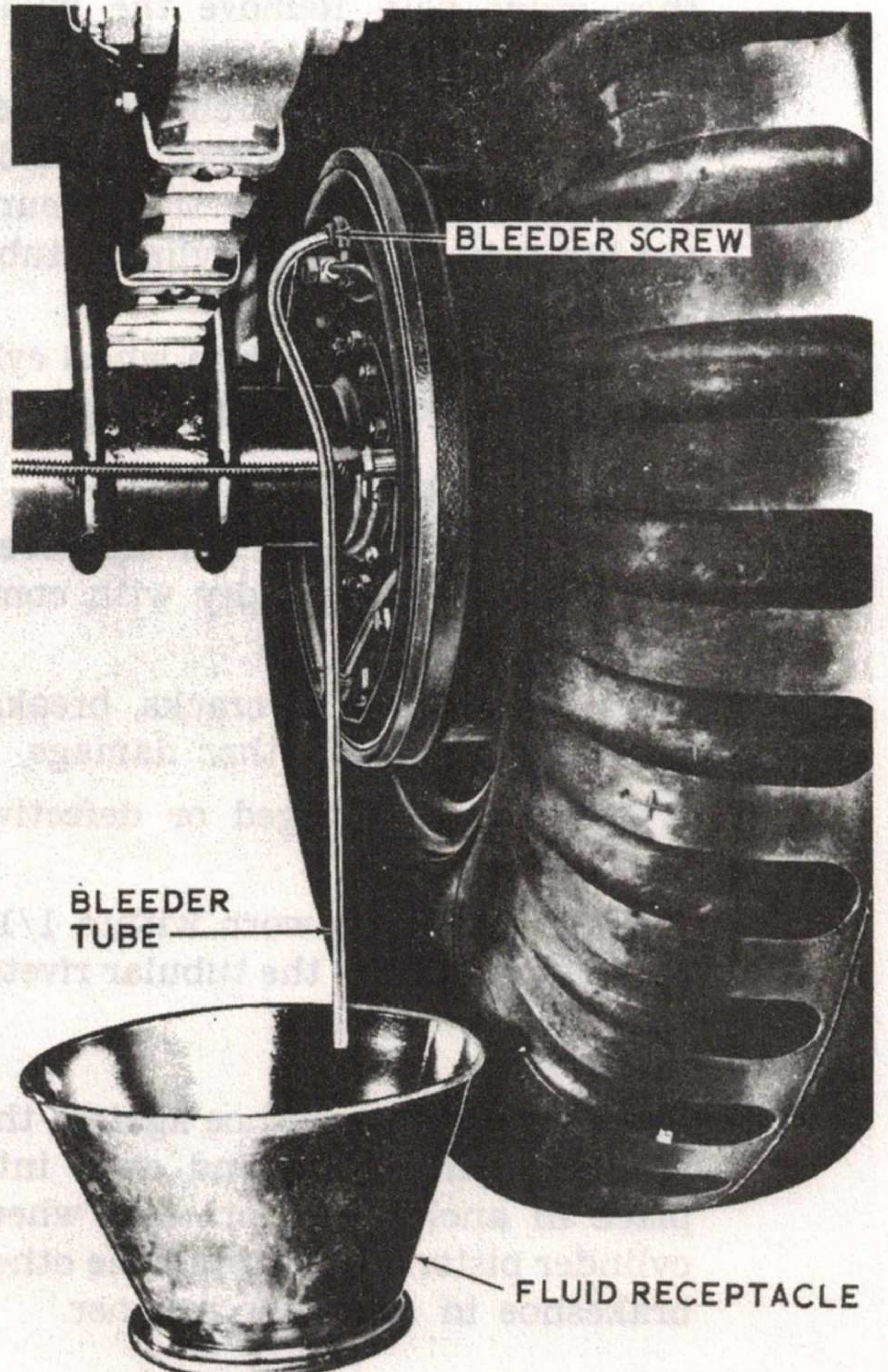
- (4) Install the hub and drum (para 52).

*d. Brake Adjustment.*

- (1) Release all pressure from the braking system by opening the air reservoir draincock.
- (2) Support the front of the trailer and jack the axle until the tires clear the ground.
- (3) Turn the brakeshoe adjusting bolt (fig. 30) located at the top rear face of the brake backing plate, clockwise to expand the front brake lining in contact with the brakedrum until the brakes drag slightly when wheel or drum is turned by hand.



A



B

A—Brakeshoe adjustment  
 B—Brake bleeding

Figure 30. Brakeshoe adjustment and brake bleeding (Model 11).

MEC 2330-200-15/30



- (4) Back off the adjusting bolt just enough to allow the drum to rotate freely.
- (5) Turn the other adjusting bolt located at the bottom rear face of the backing plate clockwise to expand the rear brake lining in contact with the brakedrum.
- (6) Back off the adjusting bolt just enough to allow the drum to turn freely.
- (7) Repeat this procedure on the other wheel. Make adjustments at each wheel as uniform as possible.
- (8) Close draincock on air reservoir and lower tires to the ground. Remove front support and jacks.

*e. Bleeding:*

- (1) *General.* Proper operation of the hydraulic portion of the brake system requires a solid column of fluid (without air bubbles). It is necessary to bleed the system to expel any air which may have entered. Need for bleeding is generally indicated by soft brake action. Bleeding can be done manually or with pressure feed filler.
- (2) *Manual bleeding.*
  - (a) Remove the bleeder screw cover (fig. 30) from the bleeder screw; clean the bleeder screw at top of brake backing plate. Attach a bleeder tube to valve and place other end of tube in a jar or bottle so that the end is submerged in hydraulic brake fluid. Remove the filler plug from the top of the master cylinder of the cylinder and chamber assembly. Fill the cylinder with brake fluid.
  - (b) While the brake pedal on the towing vehicle is being pumped slowly up and down, open the bleeder screw by turning three-quarters counterclockwise. Fluid will be forced through the line to expel air which will show as bubbles in fluid coming out of tube. Repeat operation approximately 10 times or until air bubbles cease to appear. Watch flow, keeping tube submer-

ged in fluid. When air bubbles cease and the stream is clear, close the bleeder valve. Remove bleeder and replace bleeder screw cover.

- (c) Repeat operations on other wheel cylinder at bottom of backing plate. Replenish fluid in the master cylinder before the other wheel is bled. Install hydraulic cylinder filler plug in top of master cylinder.

(3) *Pressure feed filler bleeding.*

- (a) Connect a hose of pressure feed filler, with proper size adapter, to opening for master cylinder filler plug. Filler should contain 10 to 20 psi air pressure and sufficient fluid to maintain constant fluid level in the master cylinder.
- (b) Bleed the system as in manual bleeding method ((2) above) except that the manual operation of the brake pedal or replenishing of brake fluid is not required, nor is replenishing of brake fluid in master cylinder necessary.

*f. Lining Replacement.*

*Note.* Install new linings on both shoes of same brake mechanism at the same time. If brake drums have been refaced, install shims under each lining equal in thickness to the amount of metal removed from the face of the drum.

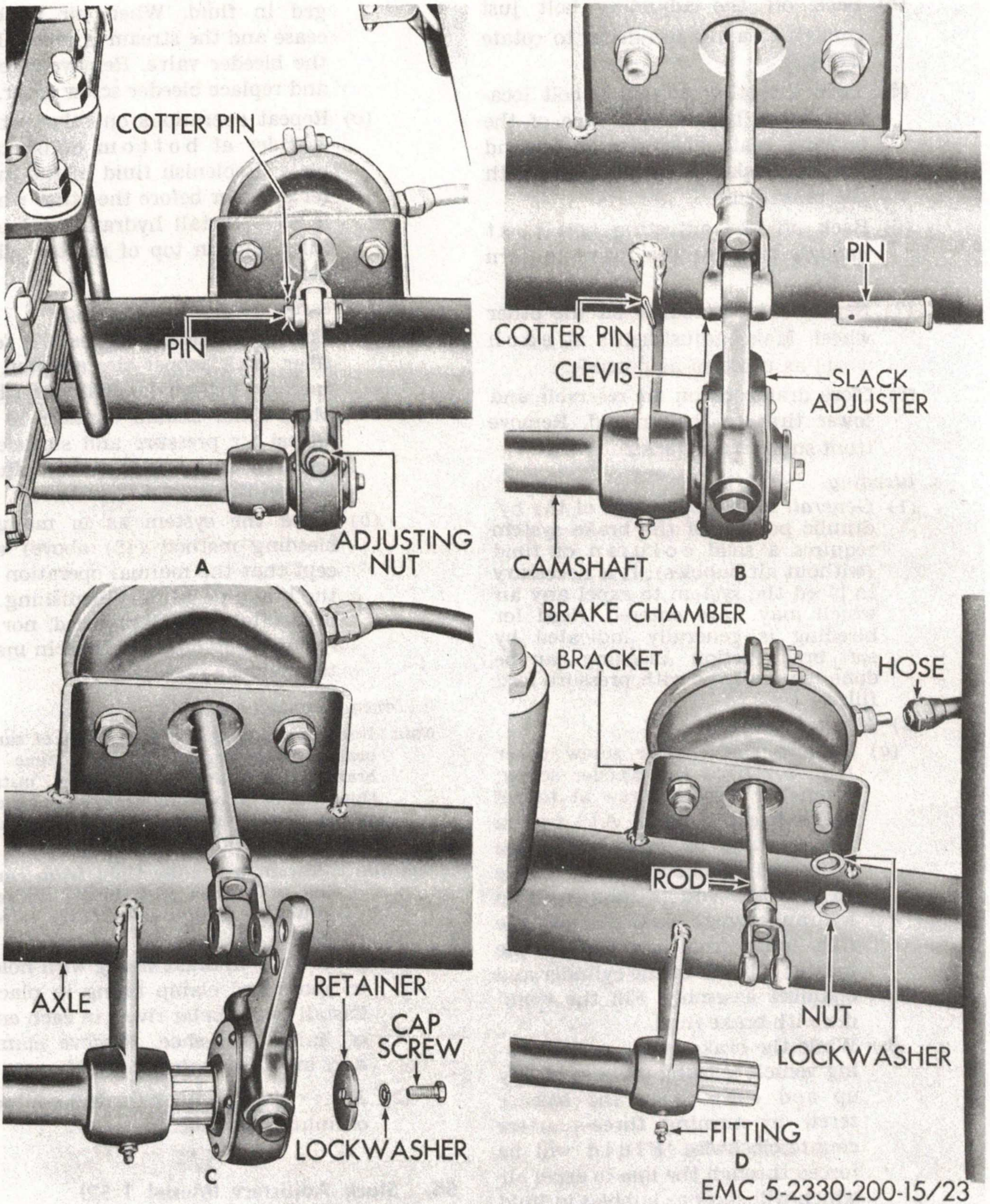
**Caution:** Prevent hydraulic fluid from coming in contact with brake linings, either by dripping or from soiled hands.

- (1) Aline holes in brake lining with holes in shoes and clamp lining in place. Install two tubular rivets in each end of lining and shoe. Remove clamp and install remaining rivets.
- (2) After riveting, check for full contact of lining with shoe.

**56. Slack Adjusters (Model T-52)**

*a. Removal.*

- (1) Remove the cotter pin and pin from the slack adjuster and clevis (B, fig. 31).



- A—Slack adjuster, installed view
- B—Slack adjuster, partially removed
- C—Slack adjuster, mounting partially exploded
- D—Airbrake chamber, partially removed

Figure 31. Slack adjuster and brake chamber, removal sequence (Model T-52).

- (2) Remove the capscrew, lockwasher, and retainer from the slack adjuster (C, fig. 31).
- (3) Remove the top end of the slack adjuster from the opening in the clevis, at the same time slide the slack adjuster from the camshaft (B, fig. 31).
- (4) Remove the slack adjuster on the opposite side in a similar manner.

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, wear, defective splines, and other damage.
- (3) Replace a damaged or defective slack adjuster.

*Note.* After proper adjustment, with the brakes applied the slack adjuster arm and brake chamber push rod should be on an angle slightly less than 90° and both adjusters on the trailer should be at the same angle.

*c. Installation.*

- (1) Position the slack adjuster on the

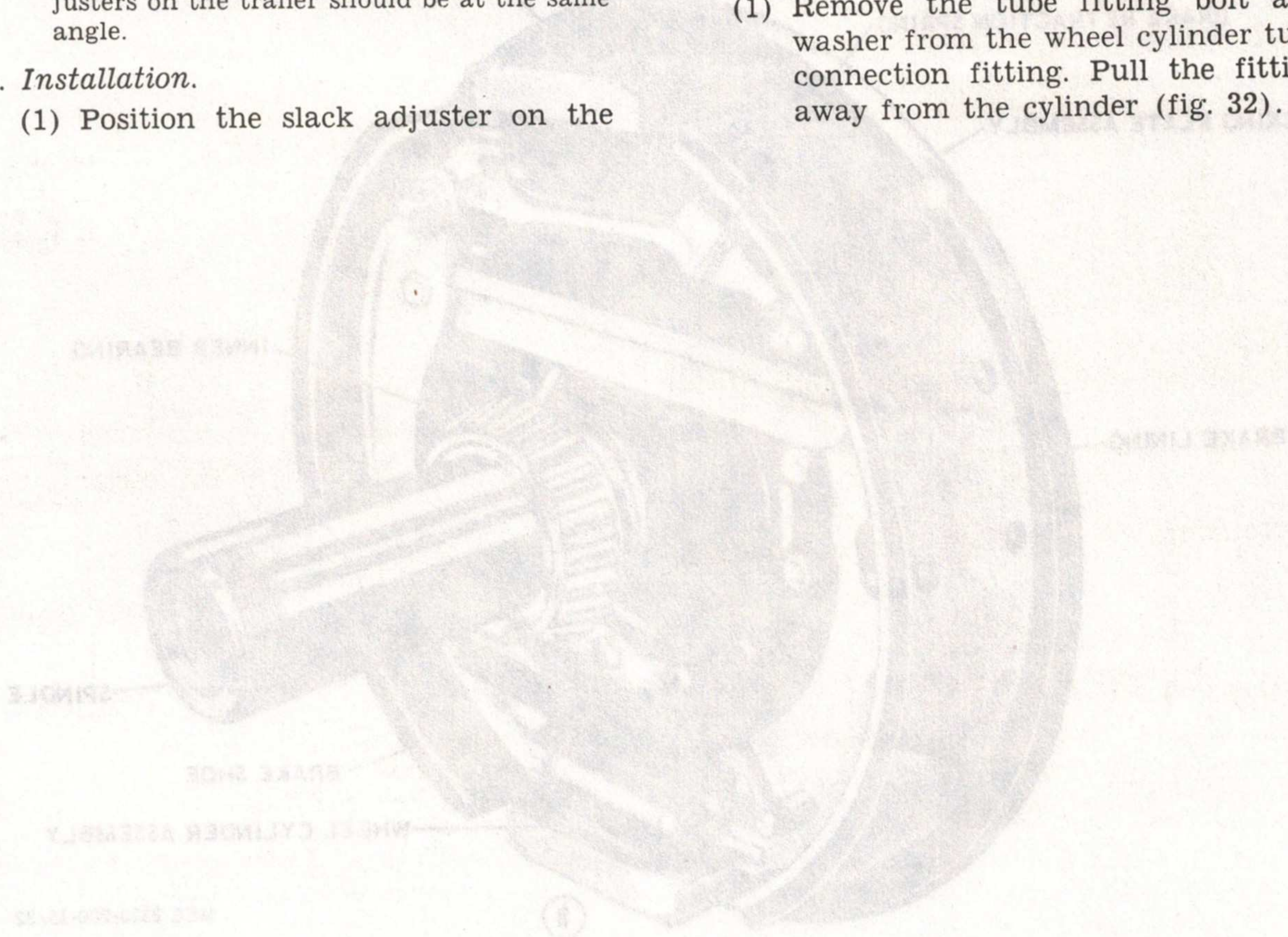
camshaft and insert the top end of the clevis. Secure the slack adjuster to the camshaft with the retainer, lockwasher, and capscrew (C, fig. 31).

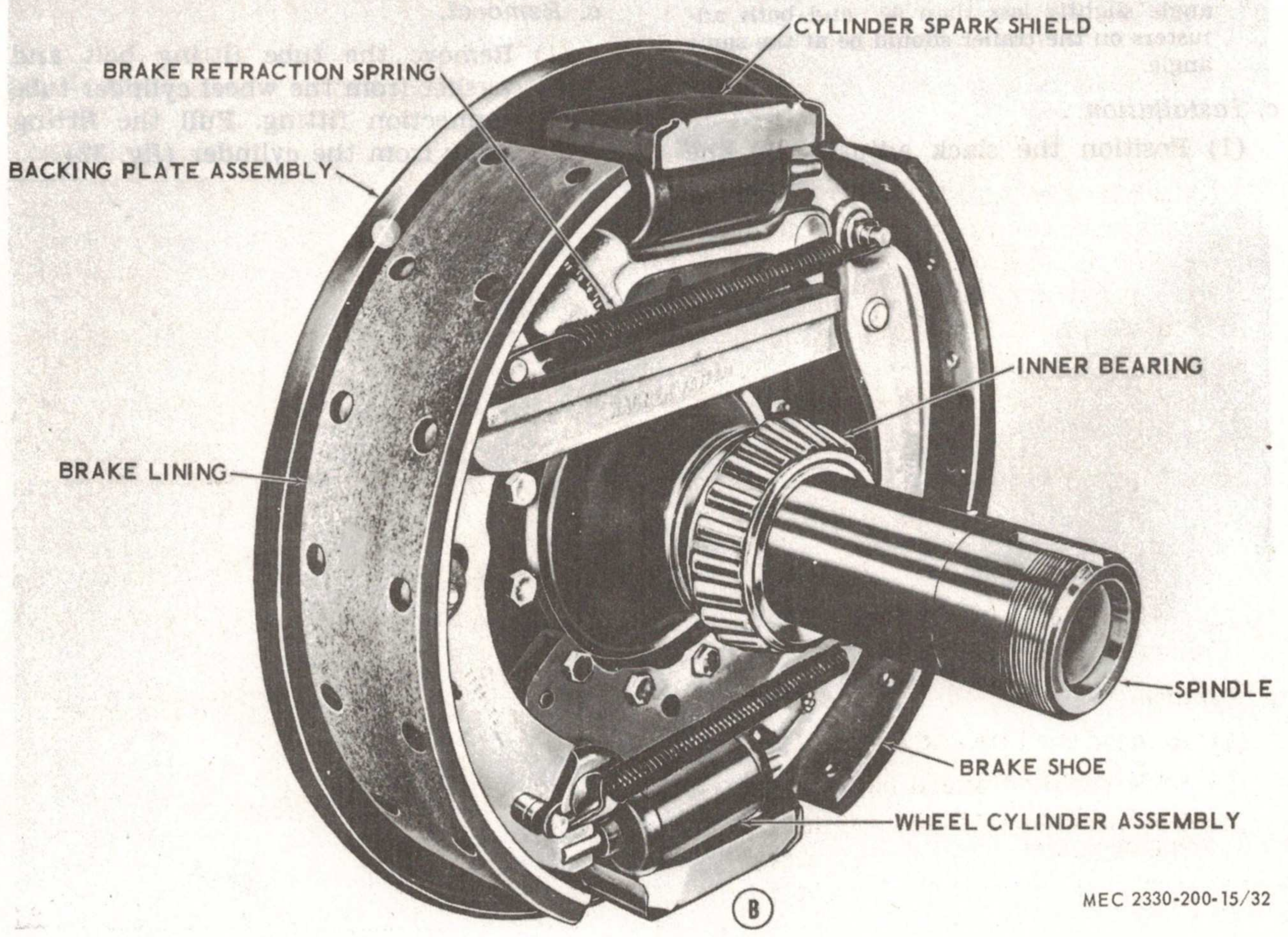
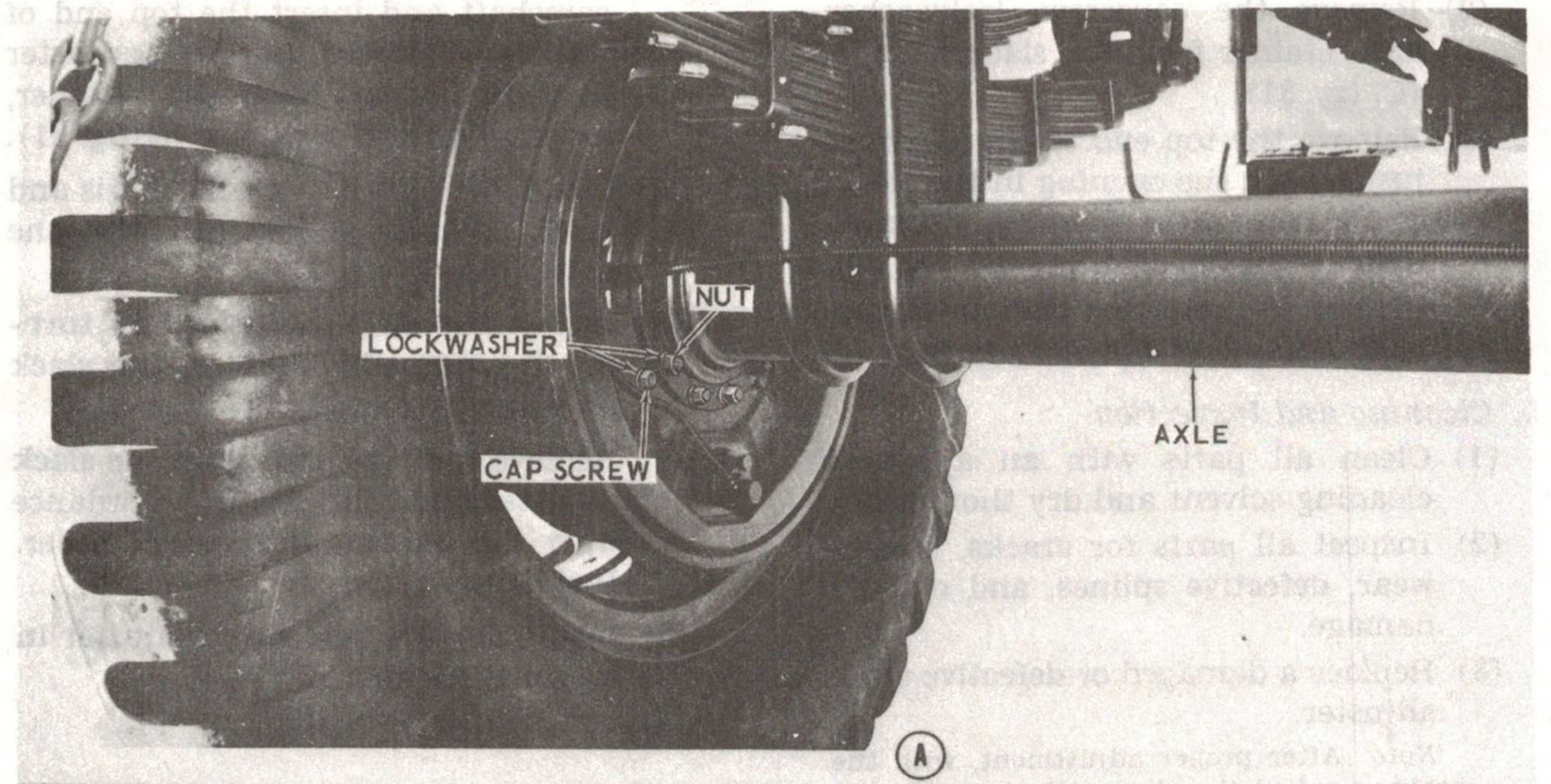
- (2) Insert the pin through the clevis and slack adjuster and secure with the cotter pin (B, fig. 31).
- (3) Adjust the slack adjusters by turning the adjusting nut on the slack adjuster as required (A fig. 31).
- (4) Remove the pipe plug from the slack adjuster and lubricate in accordance with the current lubrication order. Install the plug.
- (5) Install the opposite slack adjuster in a similar manner.

## 57. Wheel Cylinders Assemblies

*a. Removal.*

- (1) Remove the tube fitting bolt and washer from the wheel cylinder tube connection fitting. Pull the fitting away from the cylinder (fig. 32).





A—Installed view  
 B—Partially disassembled view

Figure 32. Brake assembly, installed view and partially disassembled view. (Model 11).

MEC 2330-200-15/32

- (2) Remove the gasket from between the fitting and the cylinder.
- (3) If both wheel cylinders are removed, remove the wheel cylinder tubes from the rear of the brake backing plate. Remove the two bolts and lockwashers that secure the wheel cylinder and spark shield to the brake backing plate. Slide the brakeshoes away from the wheel cylinder piston rods. Remove the wheel cylinder. Remove the spark shield from the cylinder.

**b. Cleaning and Inspection.**

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, wear, distortion and other damage.
- (3) Replace a damaged or defective wheel cylinder.

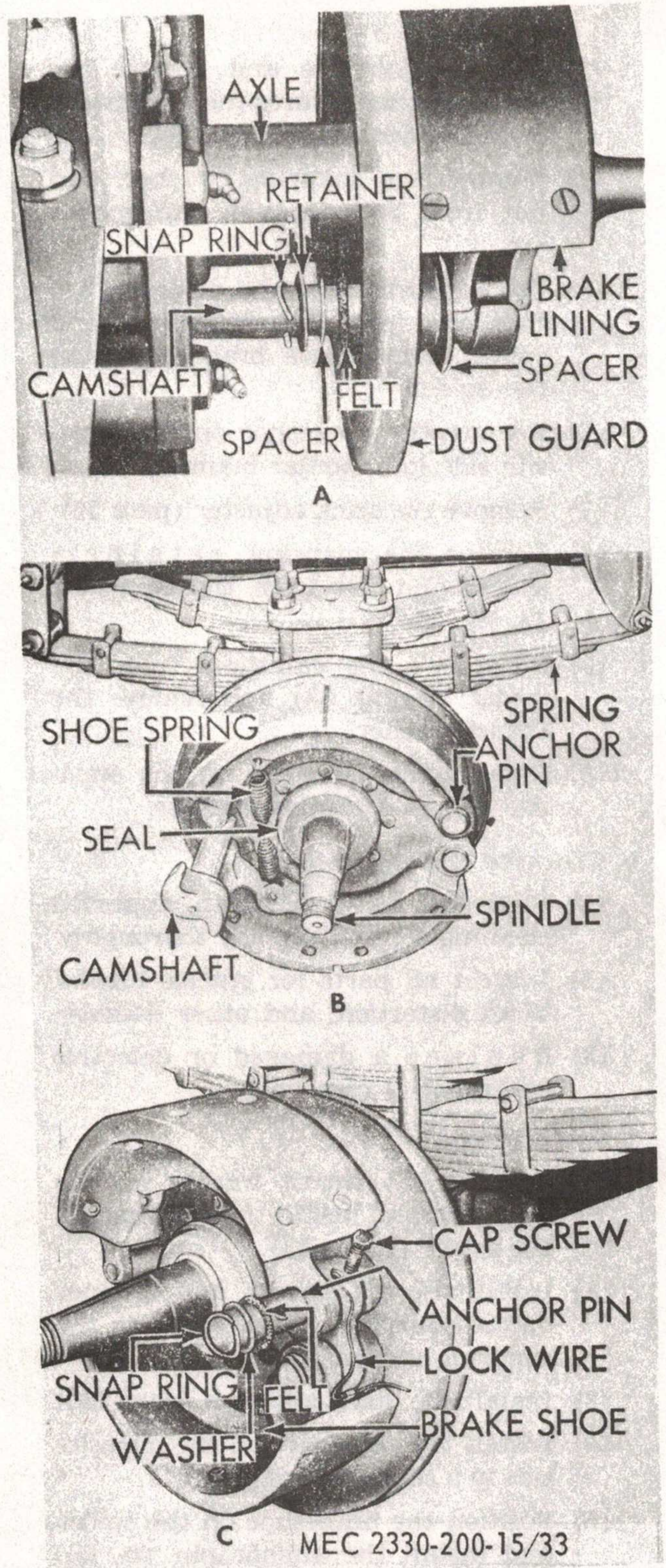
**c. Installation.**

- (1) Position the spark shield on the cylinder. Position the wheel cylinder on the brake backing plate and slide the brakeshoes onto the wheel cylinder piston rods. Secure the wheel cylinder with the two bolts and lockwashers.
- (2) Position the gasket between the wheel cylinder tube connection fitting and the cylinder.
- (3) Install the tube fitting bolt and washer on the wheel cylinder tube connection fitting.

**58. Brakeshoes and Camshaft (Model T-52)**

**a. Removal.**

- (1) Remove the hub and drum (para 52).
- (2) Slide the dust guard back and using a suitable tool, remove the spring (B, fig. 33).



A—Camshaft, partially removed  
 B—Camshaft removal  
 C—Anchor pin, removal

Figure 33. Camshaft and brakeshoe, removal sequence (Model T-52).

- (3) Cut the lockwire and remove the capscrew that secures the anchor pin to the spider (C, fig. 33).
- (4) Remove the snapping, washer, and felt from both ends of the anchor pin.
- (5) Use a suitable tool and drive the anchor pin from the brakeshoe and spider and remove brakeshoe from the spider.
- (6) Remove the brakeshoe on the opposite side in a similar manner.
- (7) Remove the slack adjuster (para 56).
- (8) Remove the snapping, retainer, spacer and felt from the camshaft (A, fig. 33).
- (9) Remove the camshaft from the spider (B, fig. 33) and remove the thrust washer.
- (10) Remove the camshaft on the opposite side in a similar manner.

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, wear, distortion, and other damage.
- (3) Replace a damaged or defective brakeshoe or camshaft.

*c. Installation.*

- (1) Position the thrust washer on the camshaft and install the camshaft in the spider (B, fig. 33).
- (2) Install the felt, spacer, and retainer on the camshaft and secure with the snapping (A, fig. 33).
- (3) Install the slack adjuster (para 56).
- (4) Install the camshaft on the opposite side in a similar manner.
- (5) Position the brakeshoe on the spider and install the anchor pin (C, fig. 33).
- (6) Install the felt, washer, and snapping on each end of the anchor pin.
- (7) Install the capscrew and secure with the lockwire.

- (8) Use a suitable tool and install the spring (B, fig. 33).
- (9) Install the dust guard.
- (10) Install the hub and drum (para 52).

## **59. Anchor Support and Adjuster Assemblies and Brake Backing Plate (Model 11)**

*a. Removal.*

- (1) Scribe alinement marks on the anchor support and adjustment assemblies and brake backing plate to assist during installation.
- (2) Remove the two capscrews (at rear of axle flange), lockwashers, and nuts partially securing upper anchor support assembly to brake backing plate and the brake backing plate to axle flange.

- (3) Remove the two screws and lockwashers that secure each anchor support and adjuster assembly to the brake backing plate (fig. 29). Carefully lift the anchor support and adjuster assembly from the backing plate and out of mesh with the shoe adjusting gear.

*Note.* Care should be taken to avoid damage to the anchor pins which will drop out of the anchor support and adjuster assemblies as they are removed.

- (4) Scribe an alinement mark on the brake packing plate and axle flange. Disconnect the hydraulic line at the rear of the backing plate. Remove eight nuts, screws, and lockwashers that secure the brake backing plate to the axle flange. Slide the brake backing plate off the axle spindle.

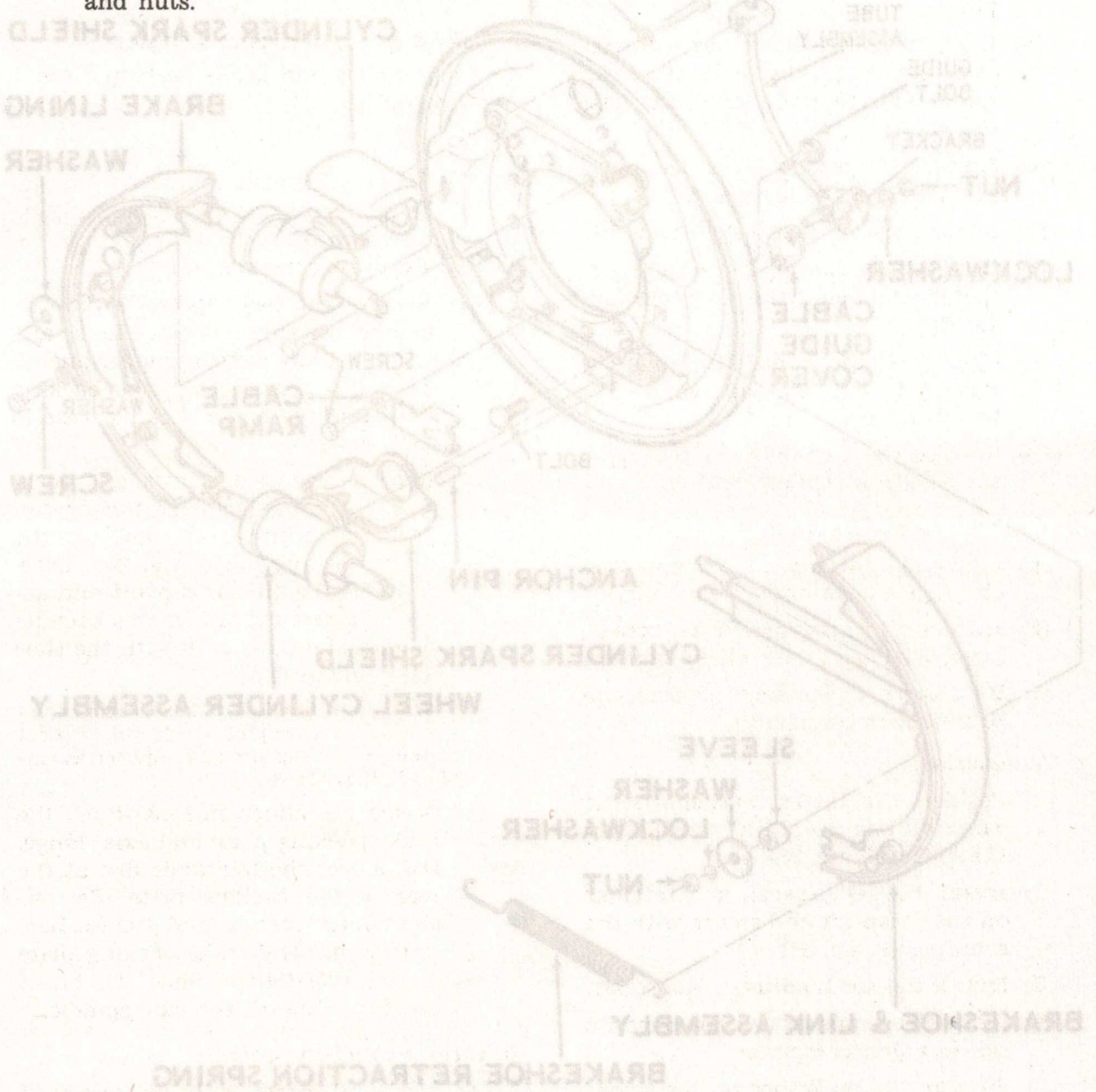
*b. Cleaning and Inspection.*

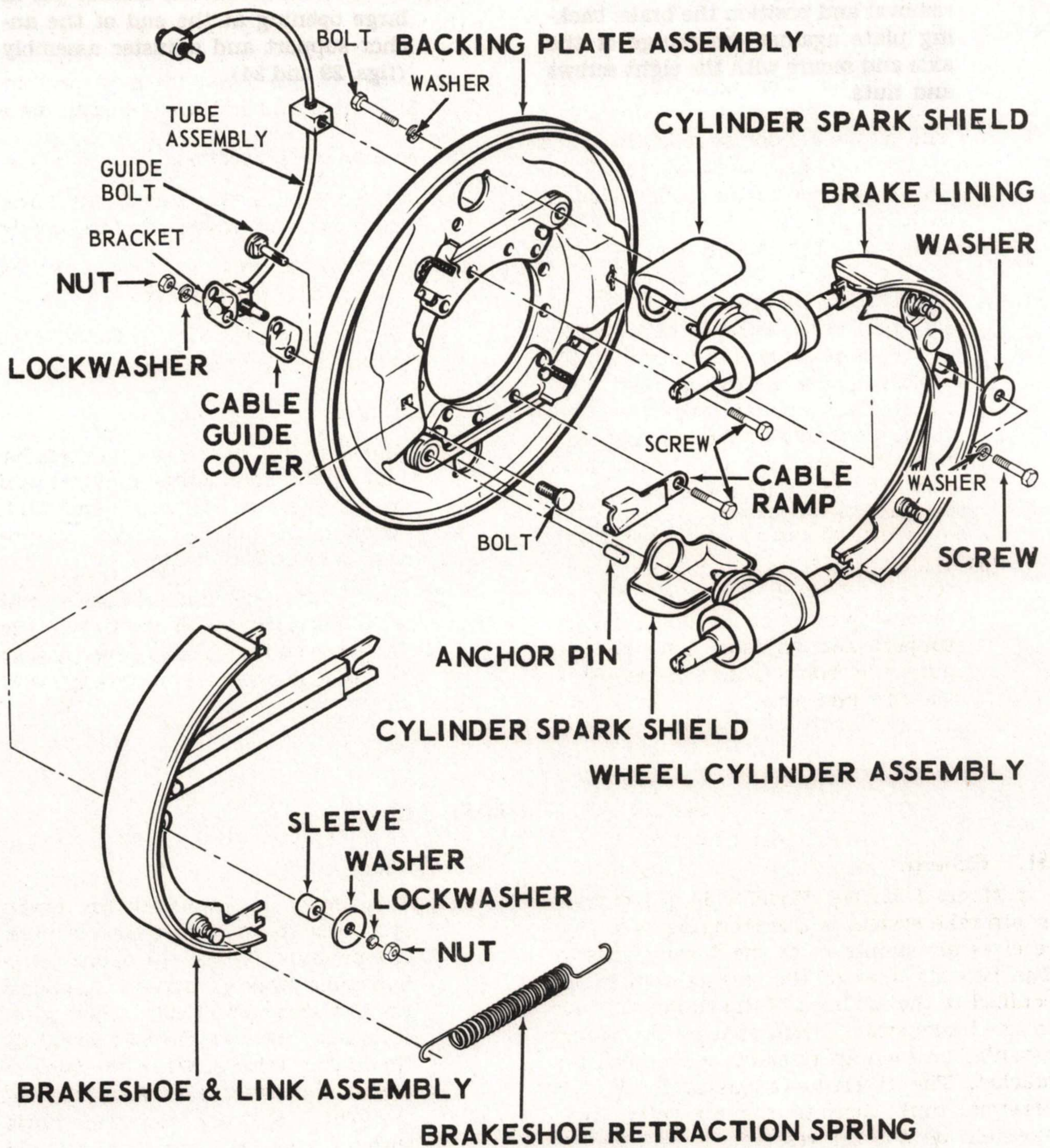
- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, wear, and other damage.
- (3) Replace a damaged or defective anchor support and adjuster assembly and brake backing plate.

c. Installation.

(1) Follow the scribe marks made during removal and position the brake backing plate against the flange of the axle and secure with the eight screws and nuts.

(2) If removed, install the anchor pin in large opening at the end of the anchor support and adjuster assembly (figs. 29 and 34).





MEC 2330-200-15/34

Figure 34. Brake assembly, partially exploded view (Model 11).



(3) Before installing the anchor support and adjuster assembly, make certain that the adjusting screw is properly positioned in the support to receive the brakeshoe which seats on its top surface. The adjusting screw should be recessed 1 inch below the rim of the anchor support. Rotation of the adjusting screw wheel will adjust the screw to the desired dimension.

(4) Following the scribe marks made during removal, position each anchor support on the front of the brake backing plate. Make certain the adjusting screw wheel meshes with the installed shoe adjusting stud gear. Secure each anchor support and adjuster assembly to the backing plate with the two bolts and lockwashers.

*Note.* The two bolts are installed in the mounting hole at the extreme ends of the anchor support and adjuster assembly.

(5) Install two bolts (from rear of axle flange) through the two center mounting holes of the upper anchor support and adjuster assembly. Secure the bolts with the two lockwashers and nuts.

## 60. Shoe Adjusting Stud (Model 11)

*a. Removal.* Remove the nut and lockwasher that secure the shoe adjusting stud gear to the shoe adjusting stud assembly (fig. 29). Remove the gear, two flat washers, and the adjusting stud from the brake backing plate.

*b. Cleaning and Inspection.*

(1) Clean all parts with an approved cleaning solvent and dry thoroughly.

(2) Inspect the parts for cracks, breaks, wear, and other damage.

(3) Replace a damaged or defective shoe adjusting stud.

*c. Installation.*

(1) Slide one flat washer on the threaded end of the shoe adjusting stud and install the stud, threaded end first, through the opening at the rear of the brake backing plate.

(2) Install the second flat washer and shoe adjusting stud gear on the threaded end of the stud. Secure gear to the stud with the lockwasher and nut.

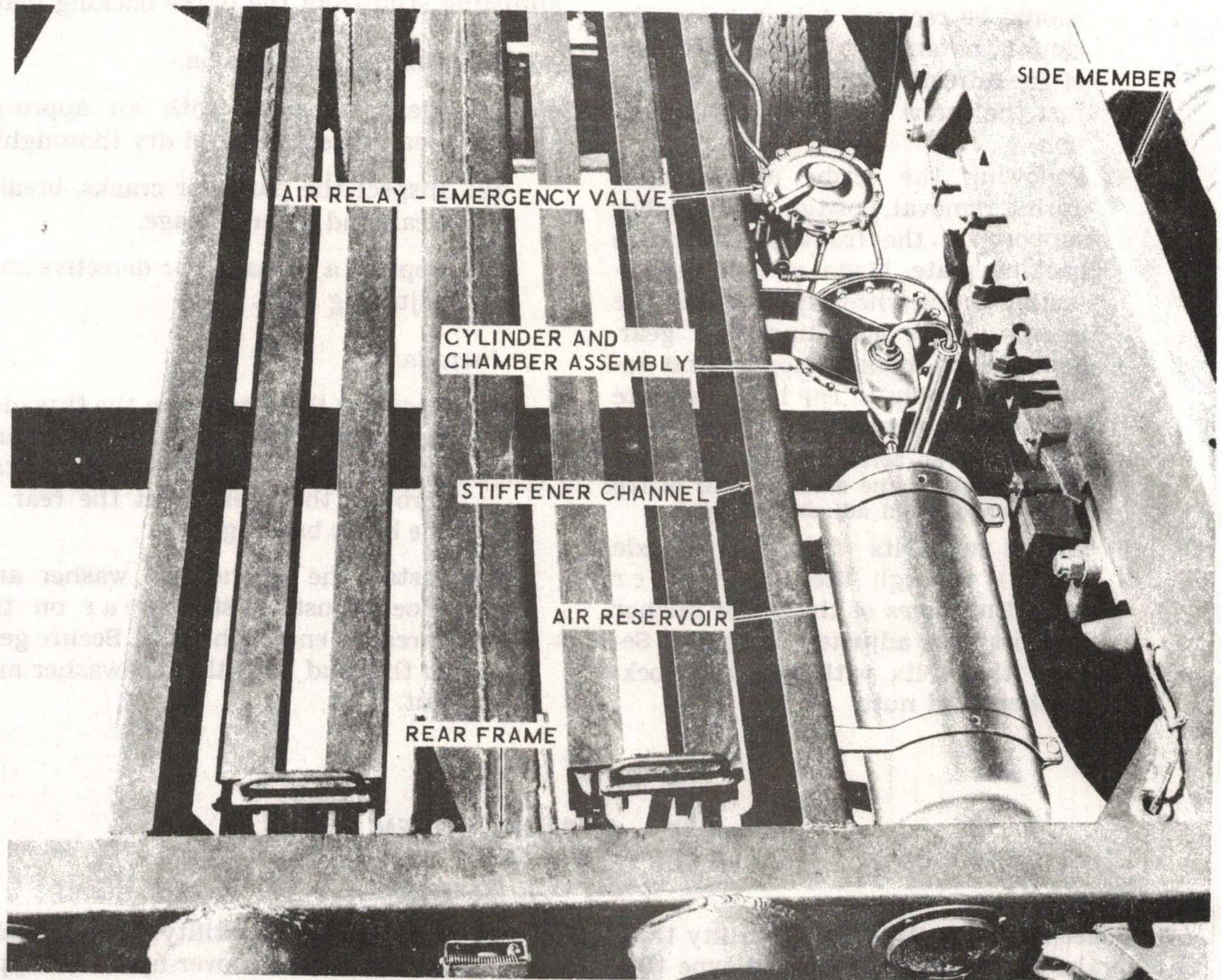
## Section IX. AIRBRAKE SYSTEM

### 61. General

*a. Model T-52.* The Model T-52 utility trailer airbrake system is a scavenging type that receives air supply from the towing vehicle. The two air lines of the towing vehicle are coupled to the air lines of the trailer. The air in the brake system is filtered by two filters mounted on each air reservoir tank mounting bracket. The filtered air passes to the air reservoir tank then to the air relay valve mounted on the air reservoir tank where it is dispersed to the two airbrake chambers. The chambers operate the slack adjuster on each wheel which in turn actuates the brakeshoes of the service brakes. The airbrake chambers are mounted on brackets welded on the axle assembly.

*b. Model 11.*

(1) The Model 11 utility trailer brake system is an air-over-hydraulic type. Air pressure is used to operate the hydraulic braking system, applying the brakes automatically when pressure is applied to the foot pedal of the towing vehicle. When the two air hoses are connected between the towing vehicle and the trailer, air flows through the emergency air line, air filter, and relay emergency valve to fill the reservoir on the outboard side of the right-hand stiffener channel (fig. 35). Air pressure is built up to equal the pressure in the towing vehicle's system.

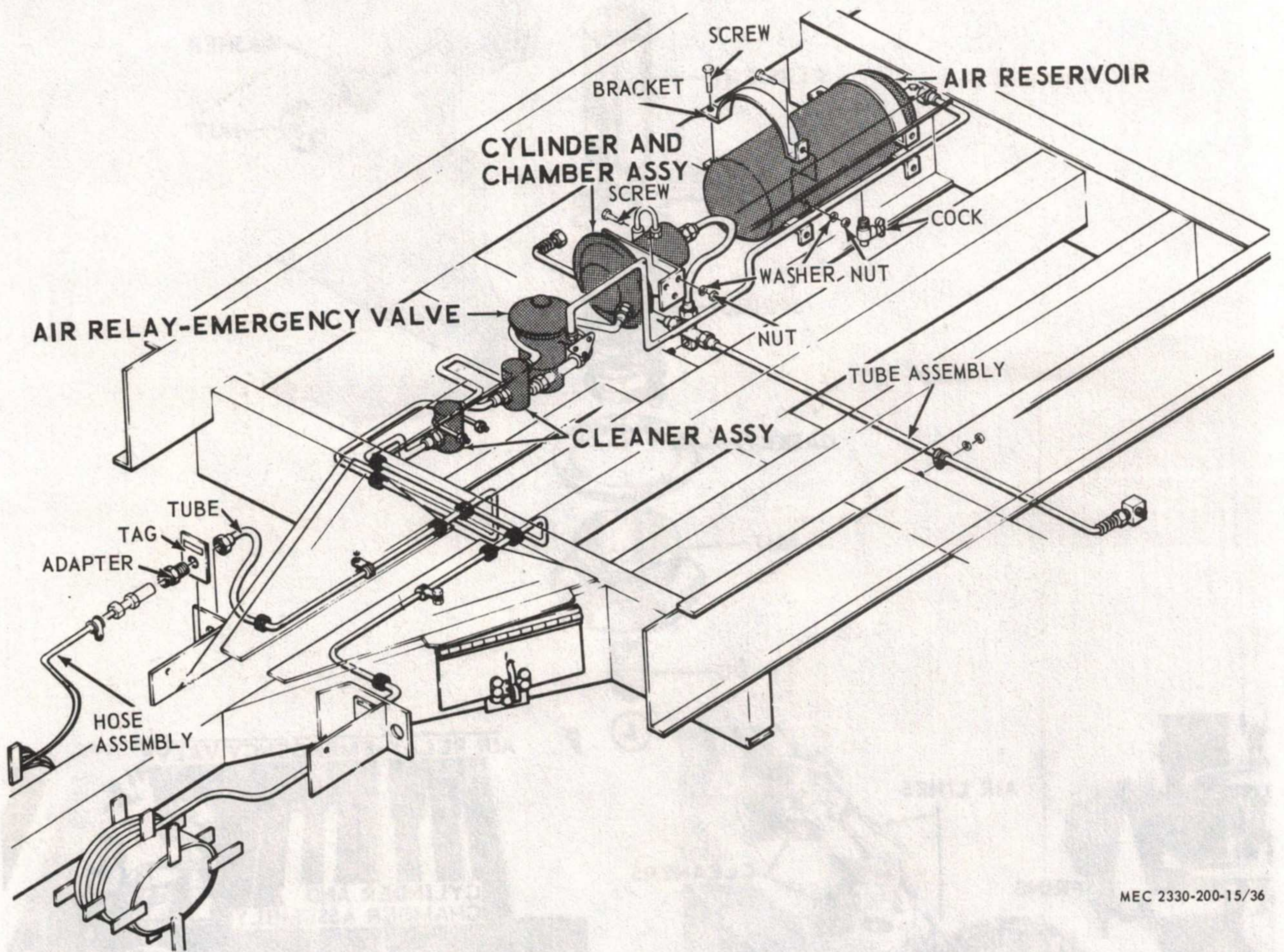


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Figure 35. Air relay-emergency valve, cylinder and chamber assembly, and reservoir, installed view (Model 11).

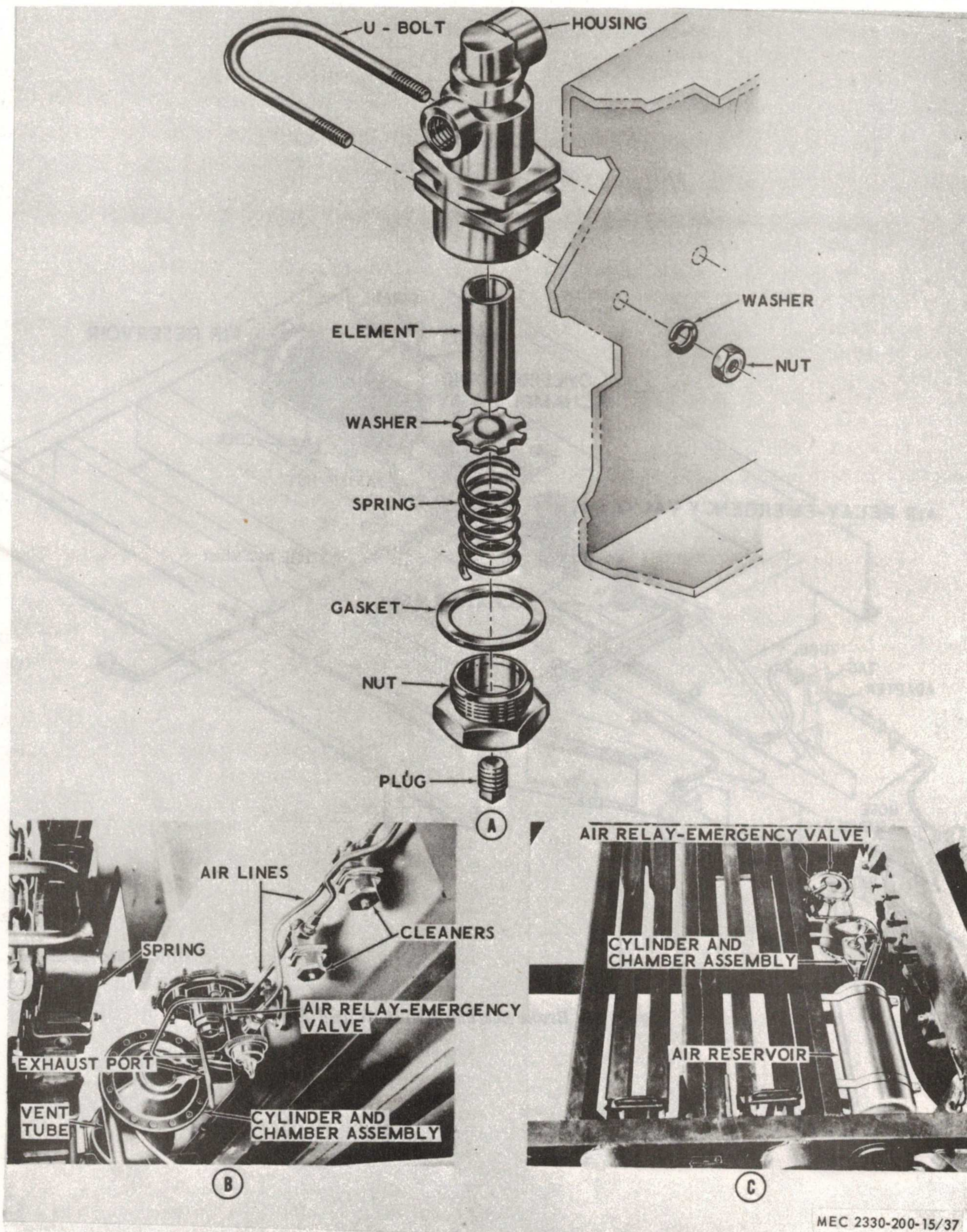
(2) When pressure is applied to the brake pedal of the towing vehicle, air pressure is directed through the service air line (fig. 35) to the relay emergency valve (fig. 36). This valve releases compressed air from the reservoir to the brake air chamber attached to a hydraulic master cyl-

inder. Air pressure in the cylinder and chamber assembly (C, fig. 37) will result in hydraulic pressure being applied to the pistons of the hydraulic wheel cylinders. These pistons force the lined face of the brake-shoes against the brakedrum.



MEC 2330-200-15/36

Figure 36. Brake system layout (Model 11).



A—Air cleaner, exploded view  
 B—Air lines and cleaners, installed view  
 C.—Air relay-emergency valve, cylinder and chambers assembly, and air reservoir, installed view

Figure 37. Brake system components (Model 11).

- (3) When the brake pedal on the towing vehicle is released, a drop in pressure in the air service line causes the relay emergency valve to release the compressed air from the service brake system, and the shoe retraction springs pull the brakes away from the drums to release the brakes. The extent of the brake release is in direct proportion to the brake pedal movement on the towing vehicle.

## 62. Airbrake Chamber (Model T-52)

### *a. Removal.*

- (1) Loosen the coupling nut and disconnect the air line at the fitting in the airbrake chamber (D, fig. 31).
- (2) Remove the cotter pin and pin disconnecting the brake chamber rod at the slack adjuster (B, fig. 31).
- (3) Remove the two nuts and lockwashers from the studs and remove the airbrake chamber from the mounting bracket on the rear axle (D, fig. 31).
- (4) Remove the remaining airbrake chamber in a similar manner.

### *b. Disassembly.*

- (1) Remove the clevis and locknut from the push rod (C fig. 31).
- (2) Disassemble the push rod of the remaining airbrake chamber in a similar manner.

### *c. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, and other damage.
- (3) Replace a damaged or defective part.

### *d. Reassembly.*

- (1) Install the locknut and clevis on the push rod (C, fig. 31).
- (2) Reassemble the push rod of the remaining airbrake chambers in a similar manner.

### *e. Installation.*

- (1) Position the air brake chamber on the mounting bracket on the rear axle and secure with the lockwashers and nuts (D, fig. 31).
- (2) Position the brake chamber rod on the slack adjuster and secure with the pin and cotter pin (B, fig. 31).
- (3) Position the air line on the fitting in the airbrake chamber and tighten the coupling nut (D, fig. 31).
- (4) Install the remaining airbrake chamber in a similar manner.

## 63. Air Relay Valve (Model T-52)

### *a. Removal.*

- (1) Loosen the coupling nuts (fig. 38) and disconnect the four air lines at the relay valve (A fig. 39).

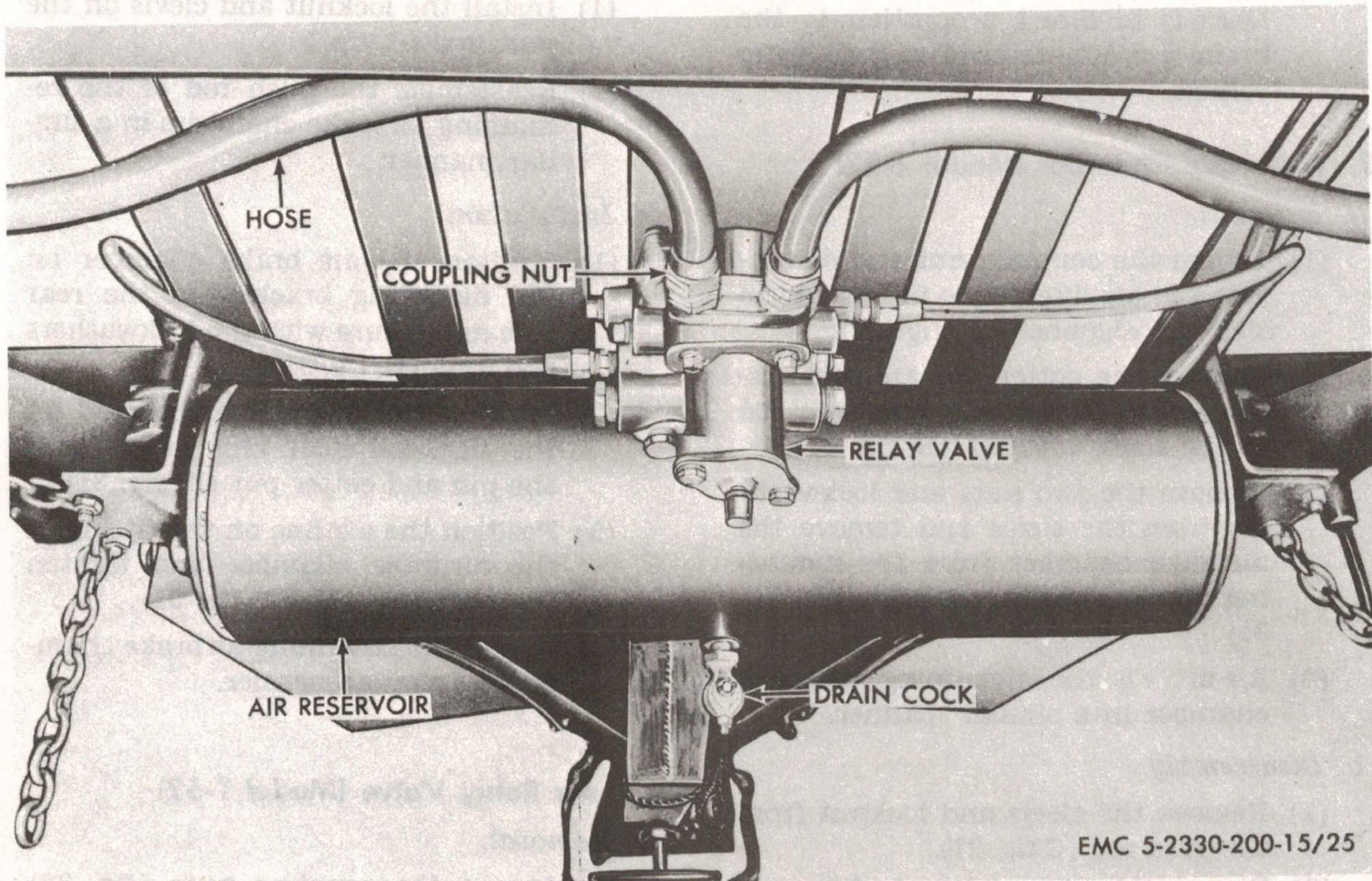
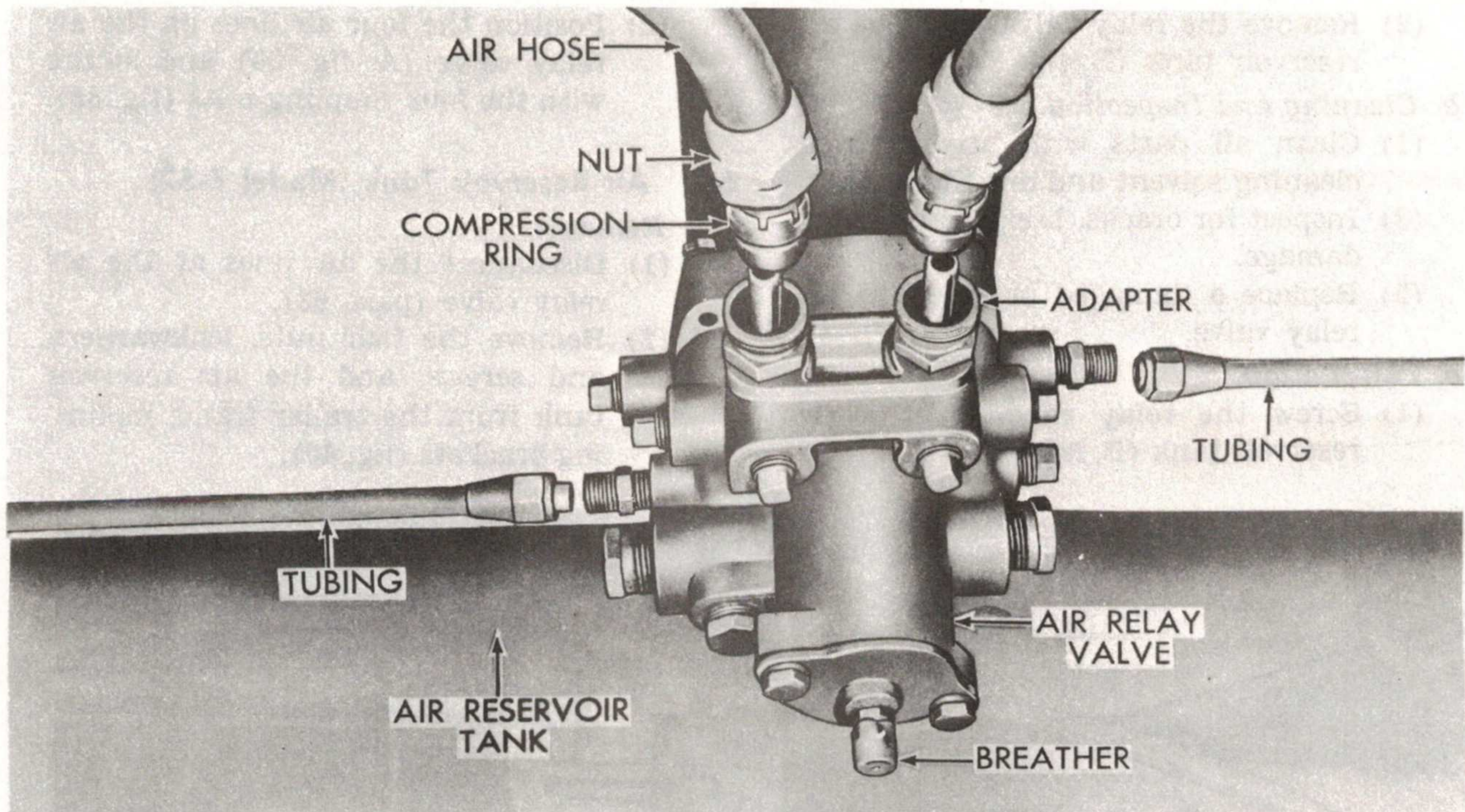
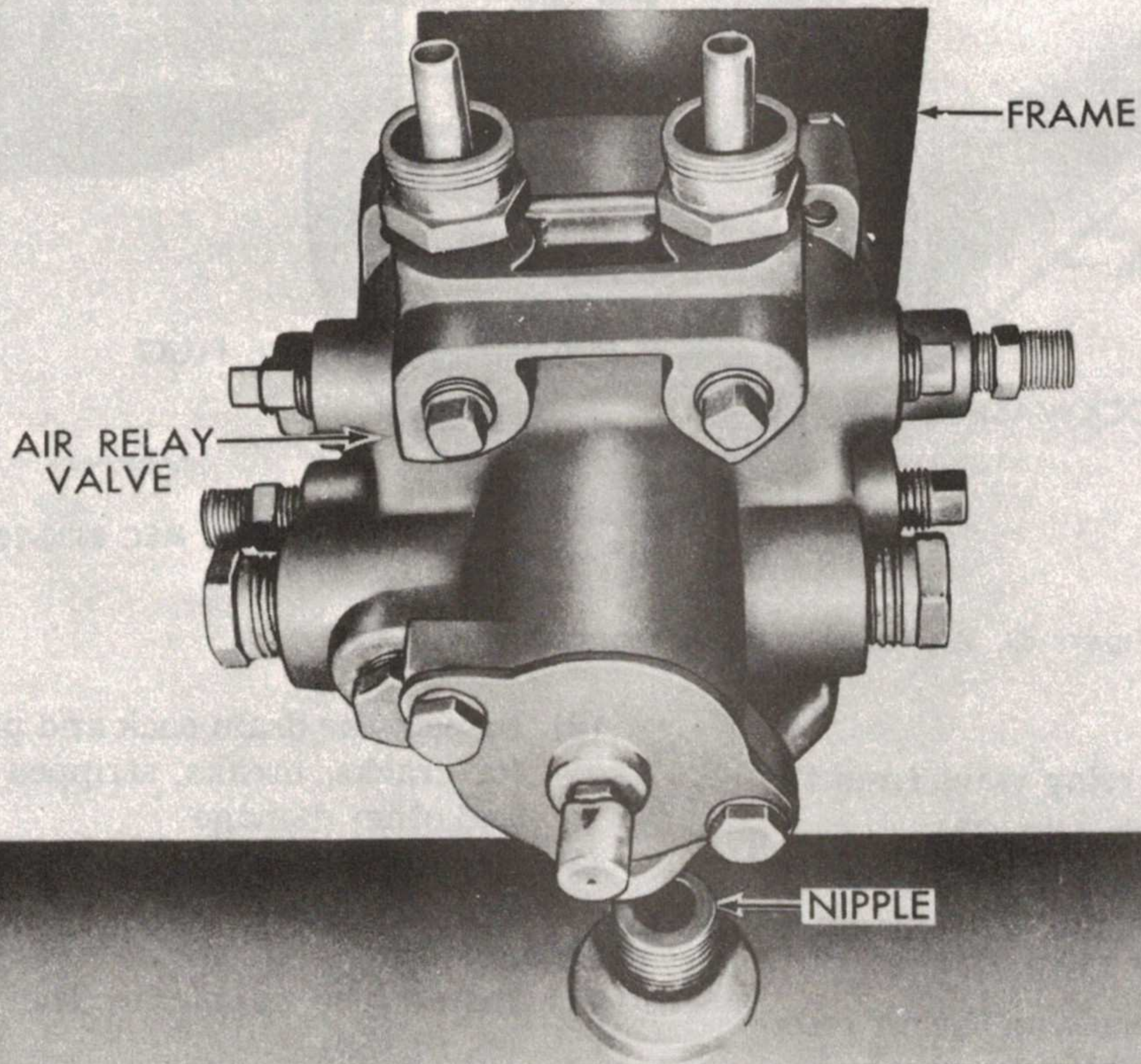


Figure 38. Air reservoir and relay valve, installed view (Model T-52).



A



B

EMC 5-2330-200-15/26

A—Air reservoir and relay valve lines, partially removed

B—Air relay valve, removed

Figure 39. Air relay valve, removal sequence (Model T-52).

- (2) Remove the relay valve from the air reservoir tank (B, fig. 39).

**b. Cleaning and Inspection.**

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, and other damage.
- (3) Replace a damaged or defective air relay valve.

**c. Installation.**

- (1) Screw the relay valve on the air reservoir tank (B, fig. 39).

- (2) Position the four air lines on the air relay valve (A, fig. 39) and secure with the four coupling nuts (fig. 38).

**64. Air Reservoir Tank (Model T-52)**

**a. Removal.**

- (1) Disconnect the air lines at the air relay valve (para 63).
- (2) Remove the four nuts, lockwashers, and screws, and the air reservoir tank from the trailer frame mounting brackets (fig. 40).

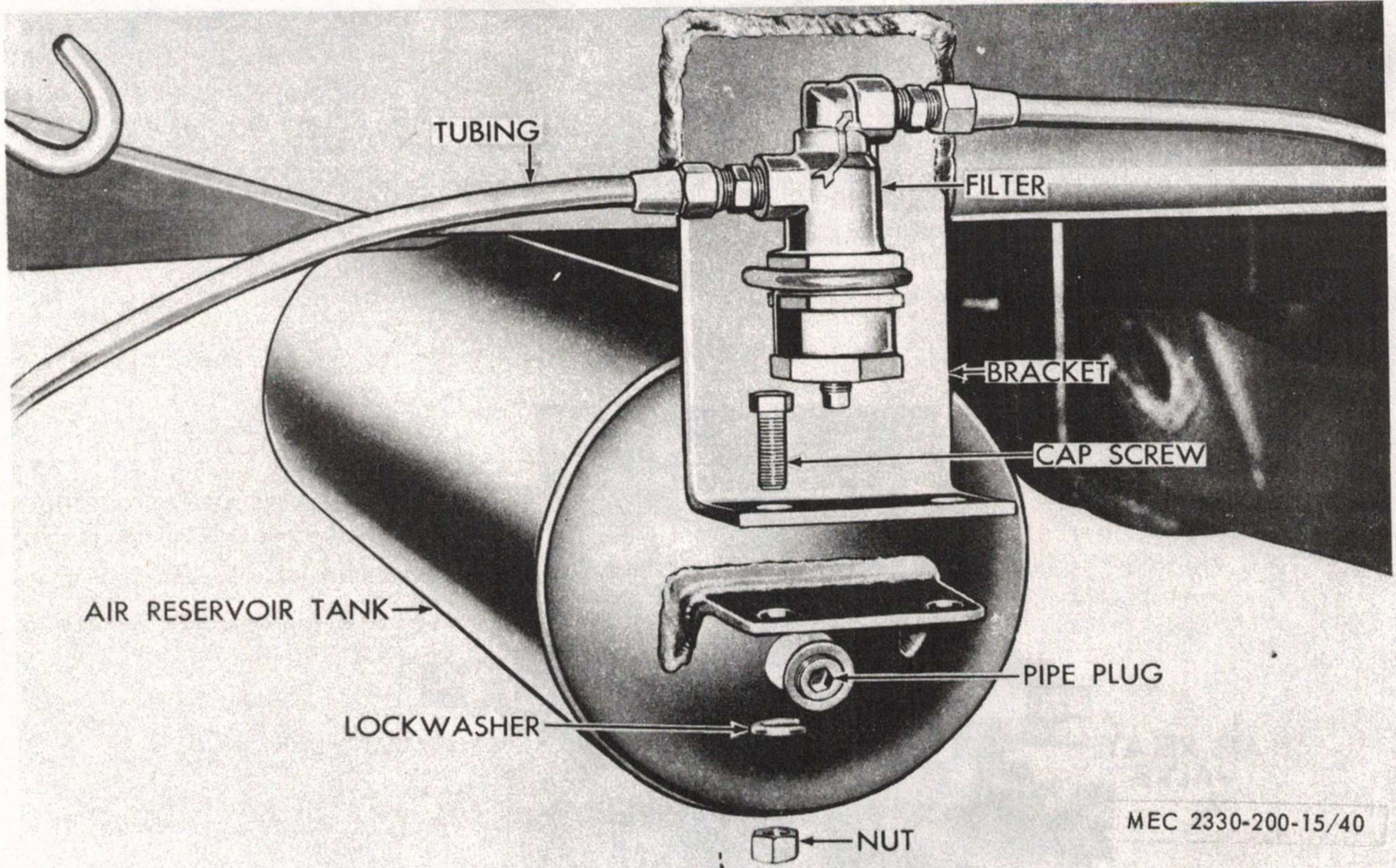


Figure 40. Air reservoir tank, removal (Model T-52).

**b. Disassembly.**

- (1) Unscrew the air relay valve from the air reservoir tank (fig. 38).
- (2) Remove the drain cock, street ell, and pipe plugs from the bottom of the air reservoir tank (fig. 40).
- (3) Remove the nipple from the air reservoir tank (B, fig. 39).

**c. Cleaning, Inspection, and Repair.**

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.

- (2) Inspect the drain cock and pipe plugs for cracks, breaks, stripped threads, and other damage.
- (3) Replace a damaged or defective valve and pipe plugs.

**d. Reassembly.**

- (1) Install the nipple in the reservoir (B, fig. 39).
- (2) Install the pipe plugs in each end of the air reservoir tank (fig. 40).
- (3) Install the street ell and drain cock in the air reservoir tank (fig. 40).



- (4) Install the air relay valve on the air reservoir tank (para 63).

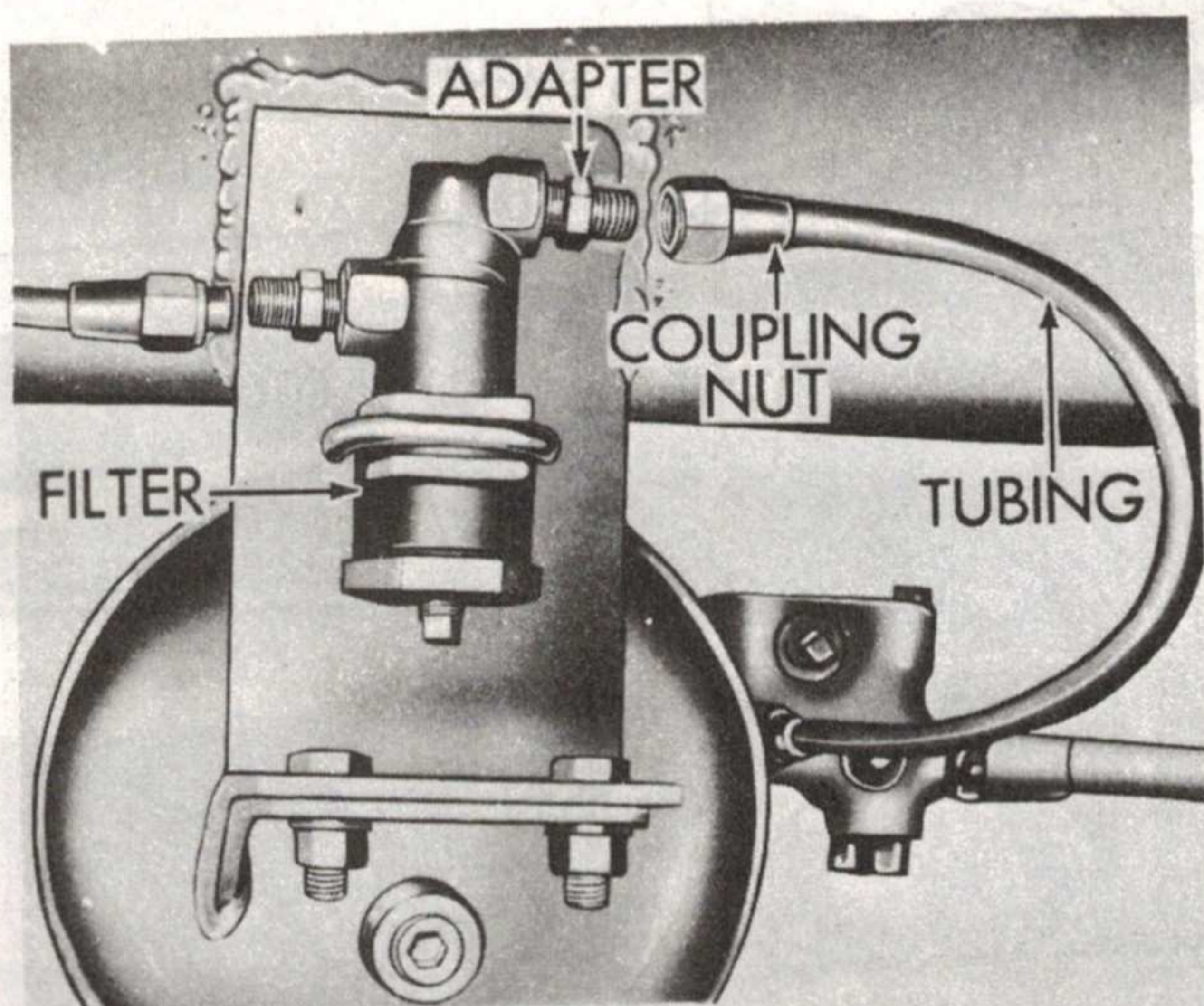
*e. Installation.*

- (1) Position the air reservoir tank assembly on the frame mounting brackets and secure with the four screws, lockwashers, and nuts (fig. 40).
- (2) Connect the air lines at the air relay valve (para 63).

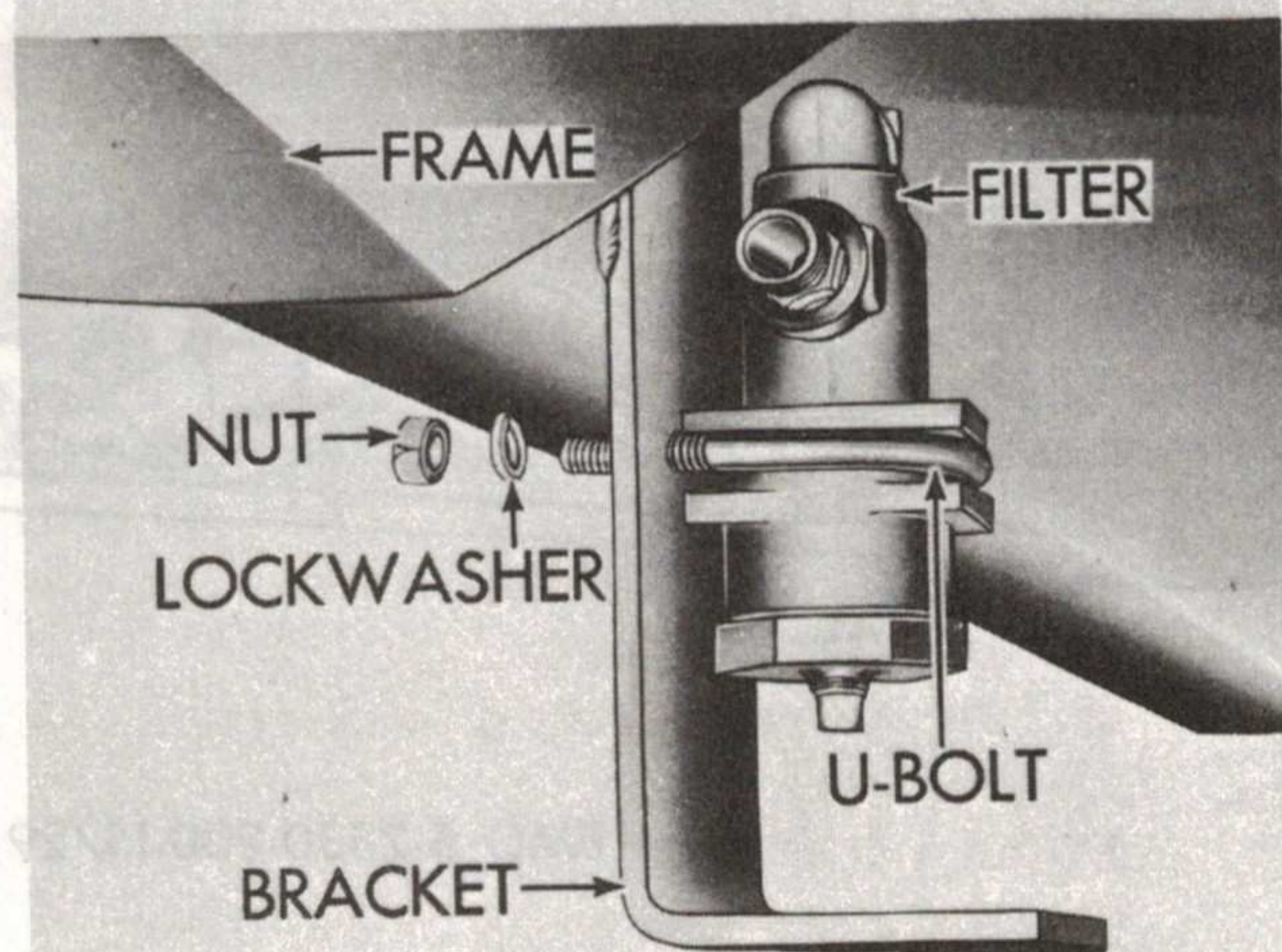
### 65. Air Filter (Model T-52)

*a. Removal.*

- (1) Loosen the two coupling nuts and disconnect the two air lines at the adapters on the air filter (A, fig. 41).



A



B

EMC 5-2330-200-15/28

A—Air filter, installed view  
B—Air filter, partially removed

Figure 41. Air filter, removal sequence (Model T-52).

- (2) Remove the two nuts, lockwasher, U-bolt, and air filter from the air reservoir tank mounting bracket (B, fig. 41).

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, and other damage.
- (3) Replace a damaged or defective air filter.

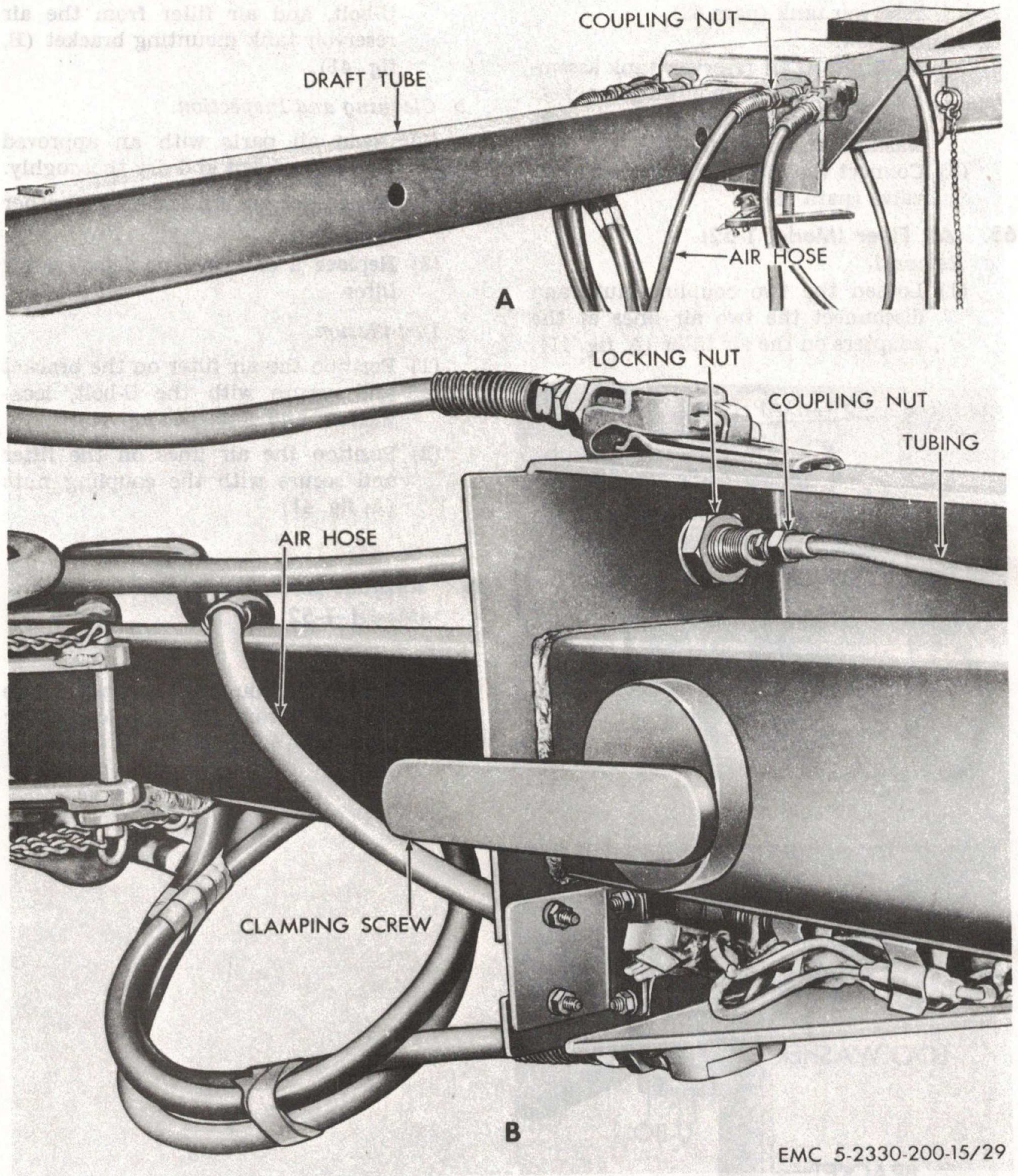
*c. Installation.*

- (1) Position the air filter on the bracket and secure with the U-bolt, lockwasher, and nuts (B, fig. 41).
- (2) Position the air lines on the filter and secure with the coupling nuts (A, fig. 41).

### 66. Airbrake Lines, Hoses, and Fittings (Model T-52)

*a. Removal.*

- (1) Loosen the coupling nut and remove the hose from the hose connector assembly (A, fig. 42).



EMC 5-2330-200-15/29

A—Air hose and connector, installed view

B—Clamping screw and air lines, installed view

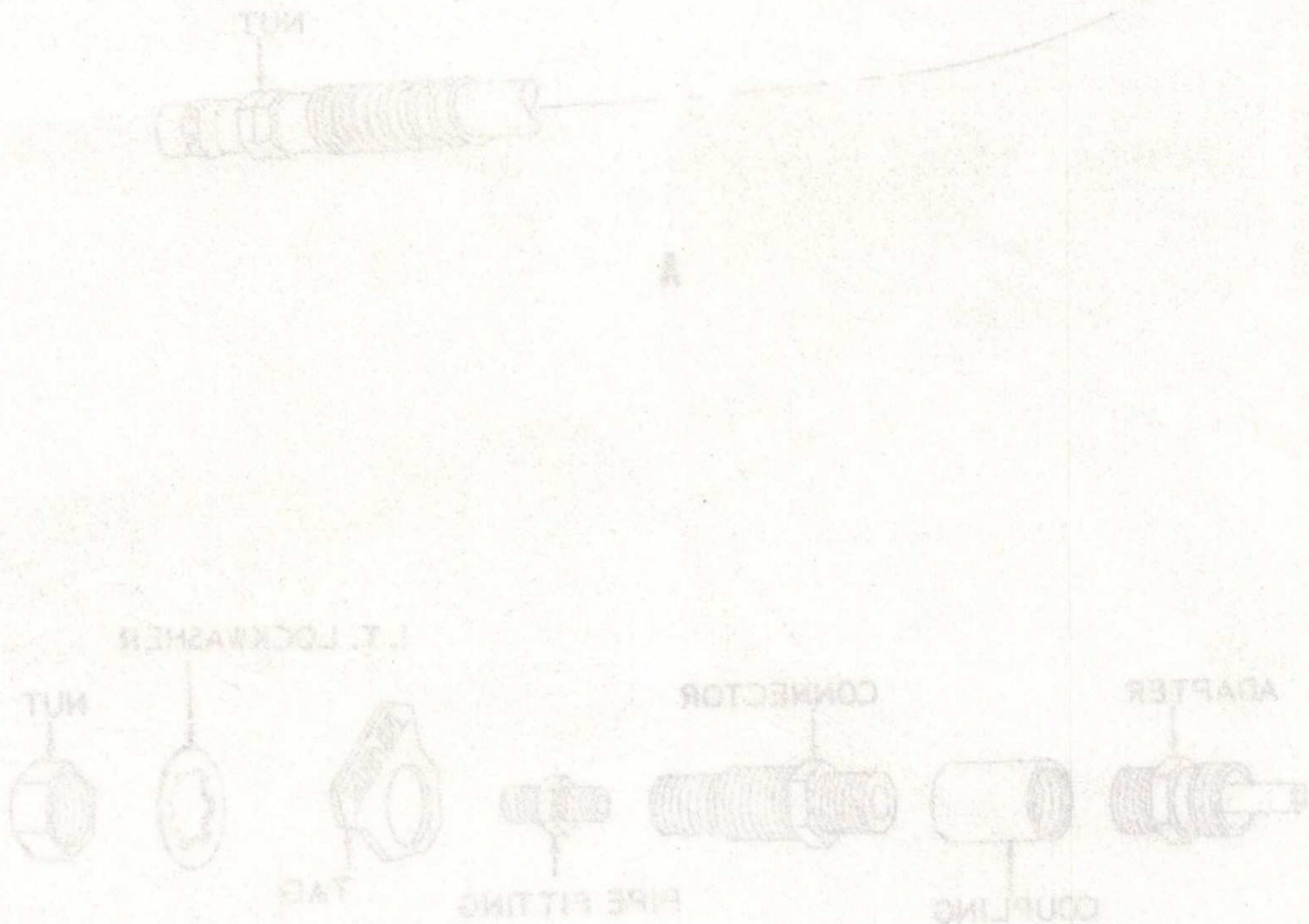
Figure 42. Air hose, coupling, and lines, removal sequence (Model T-52).

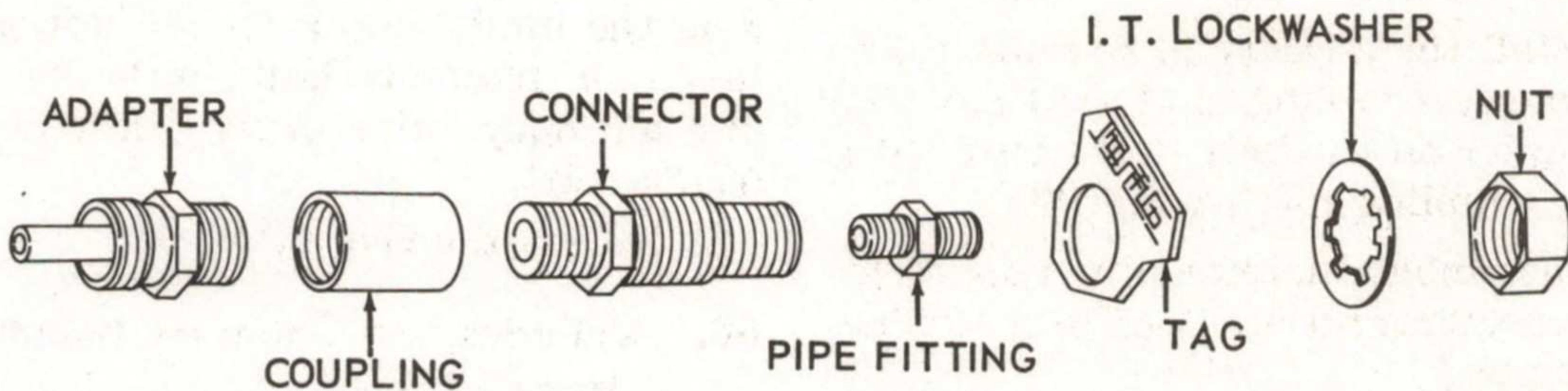
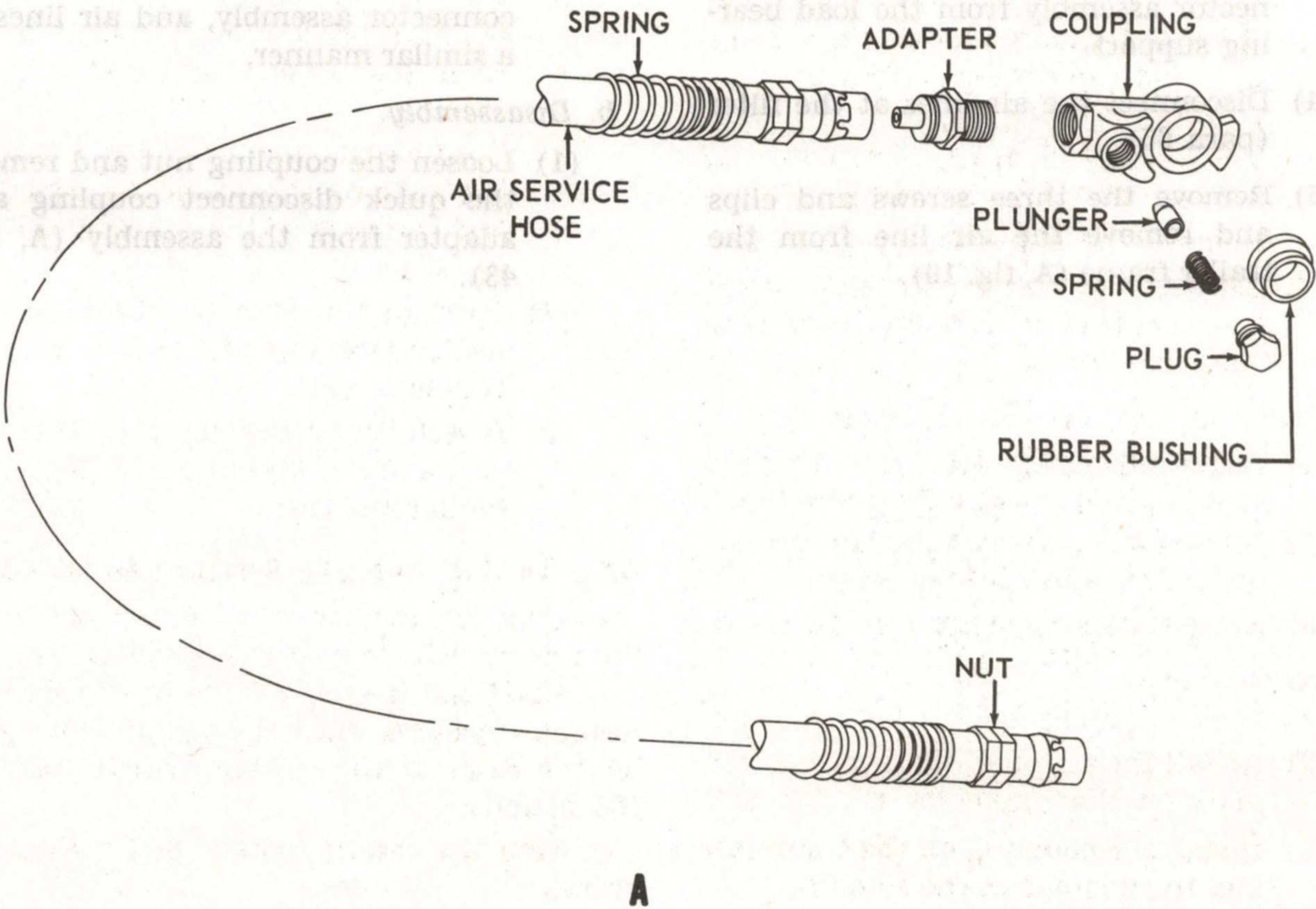
- (2) Loosen the coupling nut and disconnect the air line at the fitting on the rear of the hose connector assembly (B, fig. 42).
- (3) Remove the nut, washer, and connector assembly from the load bearing support.
- (4) Disconnect the air lines at the filter (para 65).
- (5) Remove the three screws and clips and remove the air line from the trailer frame (A, fig. 19).

- (6) Remove the air lines from the air relay valve (para 63).
- (7) Remove the air lines from the air-brake chamber (para 62).
- (8) Remove the remaining hose, hose connector assembly, and air lines in a similar manner.

*b. Disassembly.*

- (1) Loosen the coupling nut and remove the quick disconnect coupling and adapter from the assembly (A, fig. 43).





A—Air hose and coupling  
 B—Air service connector

Figure 43. Air hose and service connector, exploded view (Model T-52).

- (2) Remove the compression rings, nuts, and springs from the hose if it is necessary to replace the hose.
- (3) Remove the rubber seal, adapter, spring cap, spring, and spring seat from the quick disconnect coupling.
- (4) Remove the adapter from the coupling and the coupling from the connector (B, fig. 43).
- (5) Remove the identification plate and adapter from the connector.
- (6) Remove the clips from the air line.
- (7) Disassemble the remaining hose, hose connector, and air lines in a similar manner.

*c. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, distortion, and other damage.
- (3) Replace a damaged or defective part.

*d. Reassembly.*

- (1) Install the clip on the air line.
- (2) Install the adapter and identification plate on the connector (B, fig. 43).
- (3) Install the coupling on the connector and the adapter in the coupling.
- (4) Install the rubber, seal, adapter, spring seat, spring, and spring cap in the quick disconnect coupling (A, fig. 43).
- (5) Install the springs, nuts, and new compression rings on the hose if they were removed.
- (6) Install the adapter in the quick disconnect coupling and position the adapter on the hose and secure with the coupling nut (A, fig. 42).
- (7) Reassemble the remaining hose, hose connector, and air lines in a similar manner.

*e. Installation.*

- (1) Install the air lines on the airbrake chamber (para 62).
- (2) Install the air lines on the air relay valve (para 63).

- (3) Position the air line on the trailer frame and secure the clips with the three screws.
- (4) Connect the air lines at the air filter (para 65).
- (5) Position the connector assembly on the load bearing support and secure with the washer and nut (B, fig. 42).
- (6) Position the air line of the fitting at the rear of the connector assembly and secure with the coupling nut (A, fig. 42).
- (7) Position the hose on the hose connector assembly and secure with the coupling nut.
- (8) Install the remaining hose, hose connector assembly, and air lines in a similar manner.

## **67. Testing Airbrake System (Model T-52)**

*a.* Connect the trailer airbrake system to the towing vehicle airbrake system.

*b.* Start the towing vehicle to charge both airbrake systems until the air pressure gage on the dash of the towing vehicle registers 100 pounds.

*c.* Stop the towing vehicle and release the brakes.

*d.* Check the dash gage for the rate of air pressure drop. This should not exceed 3 pounds per minute.

*e.* With the towing vehicle motor stopped and brakes applied, the air pressure drop should not exceed 4 pounds per minute.

*f.* Should the leakage in the above test exceed the limits, check all connections, hoses, lines, air reservoir tank, airbrake chamber, and air relay valve. Repair or replace a defective part.

*g.* Repeat the above test.

## **68. Cylinder and Chamber Assembly (Model 11)**

**Caution:** Release air pressure from the system by opening the drain cock of the air reservoir.

*a. Removal.*

- (1) Disconnect the air line at the elbow in the air chamber (fig. 36).

(2) Disconnect the hydraulic line at the hydraulic master cylinder.

(3) Remove the three screws that secure the mounting bracket to the trailer stiffener channel. Remove the cylinder and chamber as an assembly.

*b. Cleaning and Inspection.*

(1) Clean all parts with an approved cleaning solvent and dry thoroughly.

(2) Inspect for cracks, breaks, and other damage.

(3) Replace a damaged or defective cylinder and chamber assembly.

*c. Installation.*

(1) Position the cylinder and chamber assembly so that the bracket holes are aligned with the holes in the trailer stiffener channel and secure with the three bolts, locknuts, and nuts.

(2) Connect the air line to the elbow in the air chamber and connect the hydraulic line to the cylinder.

(3) Close the air reservoir drain cock.

## 69. Air-Relay Emergency Valve (Model 11)

**Caution:** Release air pressure from system by opening the drain cock on the air reservoir.

*a. Removal.*

(1) Disconnect the emergency and service air lines, reservoir air line, and cylinder and chamber assembly air line from the air-relay emergency valve (B, fig. 37).

(2) Remove the two screws, lockwashers, and nuts that secure the air-relay emergency valve to the stiffener channel.

(3) Remove the air-relay emergency valve from the stiffener channel.

*b. Cleaning and Inspection.*

(1) Clean all parts with an approved cleaning solvent and dry thoroughly.

(2) Inspect for cracks, breaks, and other damage.

(3) Replace a damaged or defective air-relay emergency valve.

*c. Installation.*

(1) Position the relay emergency valve on the trailer stiffener channel and secure with the two screws, lockwashers, and nuts.

(2) Connect the reservoir, cylinder and chamber assembly, and service and emergency air lines to the valve.

## 70. Air Reservoir (Model 11)

**Caution:** Release air pressure from the system by opening the drain cock.

*a. Removal.*

(1) Disconnect the air line from the air-relay emergency valve (fig. 36).

(2) Remove the four bolts that secure the support brackets to the stiffener channel.

(3) Remove the reservoir from the brackets by removing the two clamping bolts.

(4) Remove the drain cock from the bottom of the air reservoir.

*b. Cleaning and Inspection.*

(1) Clean all parts with an approved cleaning solvent and dry thoroughly.

(2) Inspect for cracks, breaks, dents, and other damage.

(3) Replace a damaged or defective air reservoir.

*c. Installation.*

(1) Install the drain cock in the bottom of the air reservoir.

(2) Fit the air reservoir in the mounting brackets and fit the vertical clamping bolts, lockwashers, and nuts.

(3) Position the air reservoir assembly with the mounting bracket holes aligned with the holes in the trailer stiffener channel and secure with the four bolts, lockwashers, and nuts.

(4) Connect the air line to the air-relay emergency valve.

## 71. Air Cleaner (Model 11)

### a. Removal.

- (1) Loosen the coupling nuts and disconnect the two air lines at the air cleaner (B, fig. 37).
- (2) Remove the two nuts, lockwashers, U-bolt, and air cleaner from the trailer stiffener channel.

### b. Cleaning and Inspection.

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, and other damage.
- (3) Replace a damaged or defective air cleaner.

### c. Installation.

- (1) Position the air cleaner on the stiffener channel and secure with the U-bolt, lockwashers, and nuts.
- (2) Connect the air lines to the cleaner.

## 72. Brake Lines, Hoses, and Fittings (Model 11)

### a. Removal.

- (1) Disconnect the two air hoses in front of the trailer by loosening the nut at the hose connector.
- (2) Remove the clamps on either side and unwind the hose from the storage reels (fig. 44).

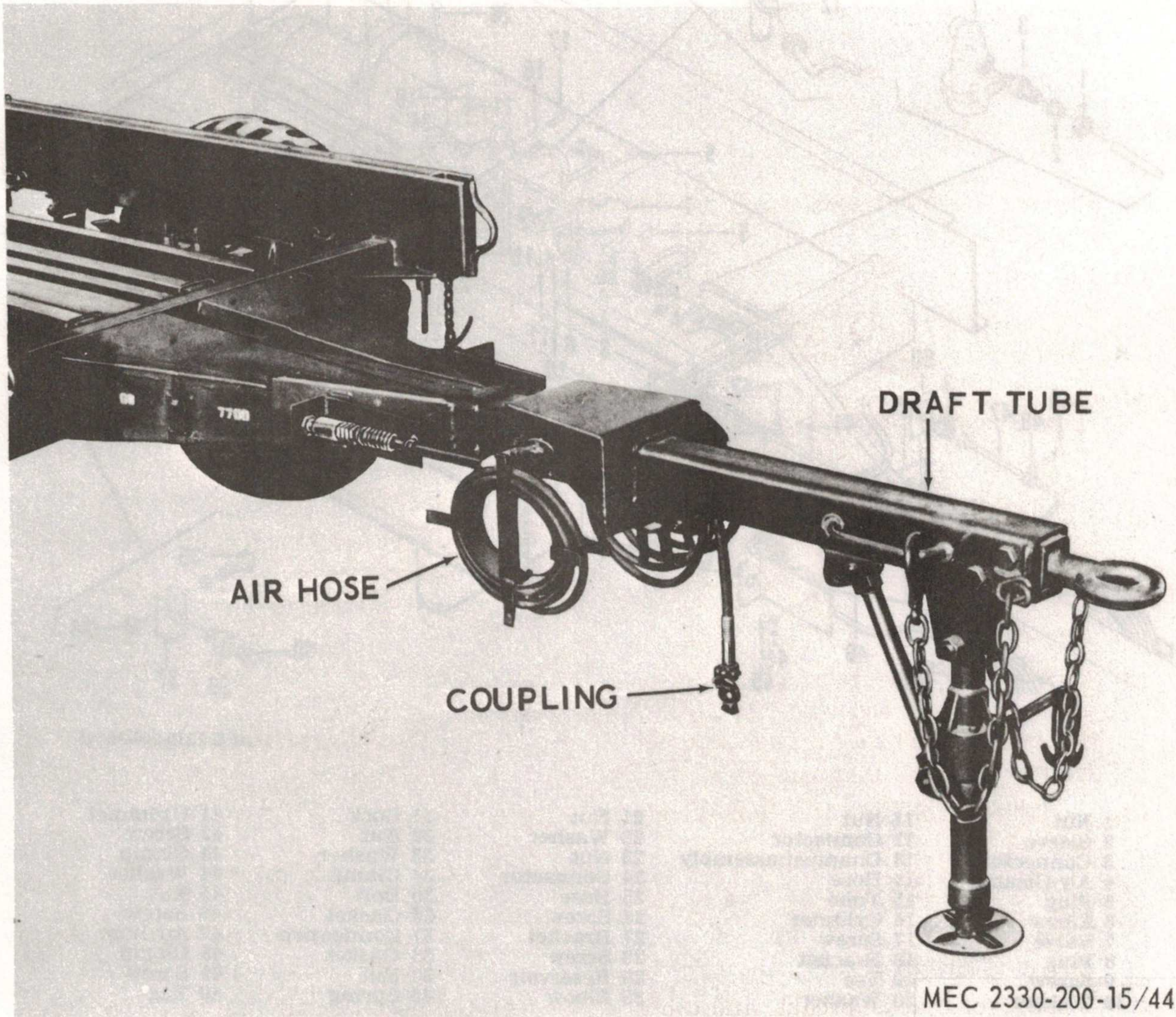
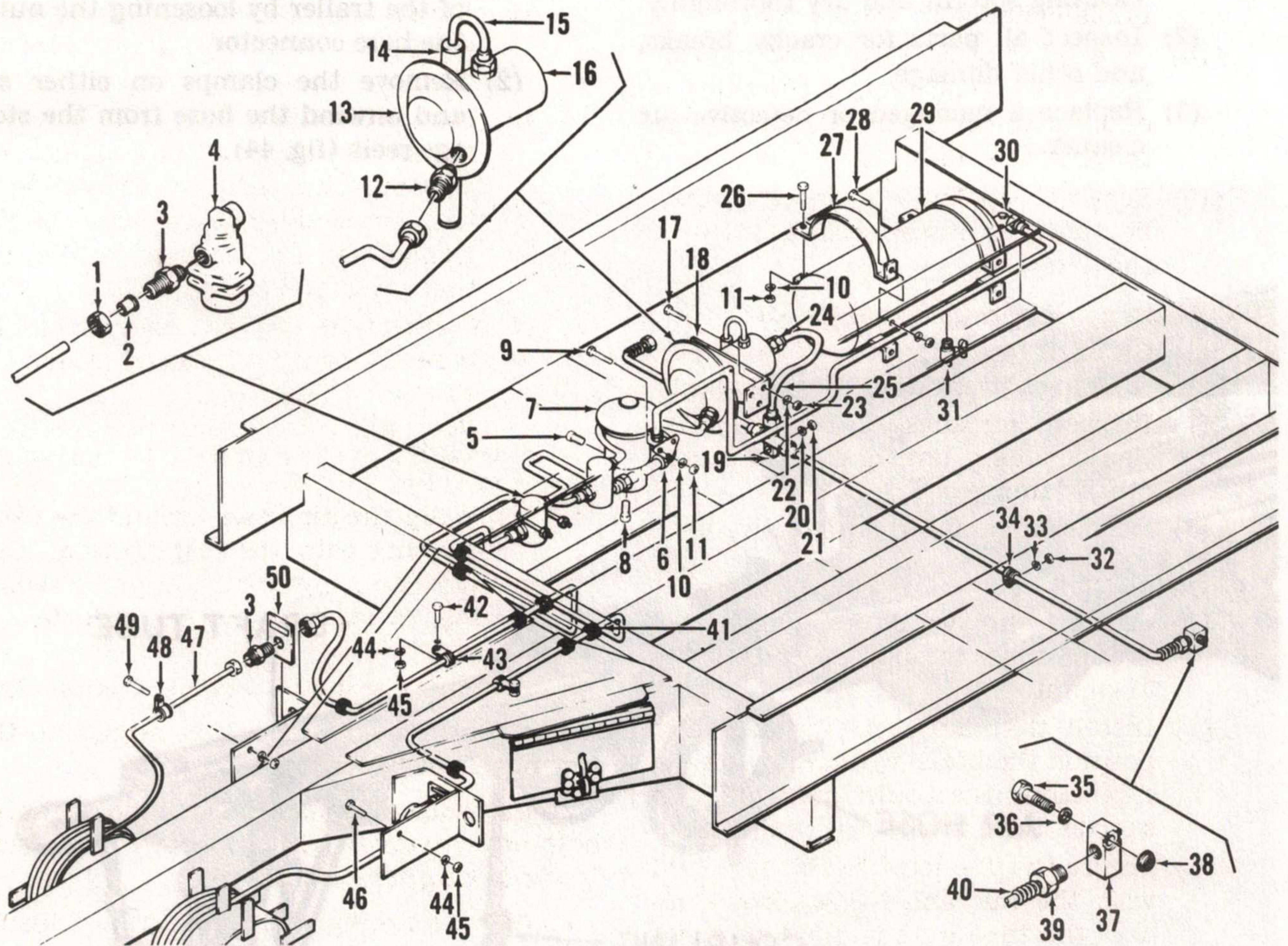


Figure 44. Air hose and coupling, right-hand side, installed view (Model 11).

- (3) Disconnect the tubes between the front connectors and the air cleaners by loosening the nuts at either end.
- (4) Remove the two clamps on each tube and release the four grommets on each tube from their locating holes in the trailer structure.
- (5) Remove the forward tubes from the trailer.
- (6) Disconnect the tubes between the air cleaners and the air relay emergency

- valve by loosening the nuts at either end.
- (7) Remove the tubes.
- (8) Remove the tube between the air-relay emergency valve and the cylinder and chamber assembly by loosening the nut at either end of the tube.
- (9) Loosen the hydraulic hose nut at the rear end of the cylinder and chamber assembly and the hose nut at the Tee-joint on the axle (fig. 45).



MEC 2330-200-15/45

- |               |                     |              |               |             |
|---------------|---------------------|--------------|---------------|-------------|
| 1 Nut         | 11 Nut              | 21 Nut       | 31 Cock       | 41 Grommet  |
| 2 Sleeve      | 12 Connector        | 22 Washer    | 32 Nut        | 42 Screw    |
| 3 Connector   | 13 Chamber assembly | 23 Nut       | 33 Washer     | 43 Clamp    |
| 4 Air Cleaner | 14 Hose             | 24 Connector | 34 Clamp      | 44 Washer   |
| 5 Plug        | 15 Tube             | 25 Hose      | 35 Bolt       | 45 Nut      |
| 6 Elbow       | 16 Cylinder         | 26 Screw     | 36 Gasket     | 46 Screw    |
| 7 Valve       | 17 Screw            | 27 Bracket   | 37 Connection | 47 Air hose |
| 8 Plug        | 18 Bracket          | 28 Screw     | 38 Gasket     | 48 Clamp    |
| 9 Screw       | 19 Tee              | 29 Reservoir | 39 Nut        | 49 Screw    |
| 10 Washer     | 20 Washer           | 30 Elbow     | 40 Spring     | 50 Tag      |

Figure 45. Hydraulic hose and tube assemblies, exploded view (Model 11).



- (10) Remove the hydraulic hose between the cylinder and the Tee-joint.
- (11) Loosen the nuts at either end of the tube between the air-relay emergency valve and the air reservoir.
- (12) Remove the clamp from the trailer stiffener channel and remove the air reservoir tube.
- (13) Remove the nut and lockwasher that secure the Tee-joint to the axle. Remove the clamp that secures the brake cylinder hydraulic tube.
- (14) Loosen the nuts at the wheel hydraulic cylinders and remove the traverse brake cylinder hydraulic tube from the axle (fig. 45).
- (15) Separate the brake cylinder hydraulic tubes by disconnecting them at the Tee-joint.

*b. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, deterioration of tubing, damaged threads, and other damage.
- (3) Replace a damaged or defective part.

*c. Installation.*

- (1) Connect the two brake cylinder hydraulic tubes to opposite ends of the Tee-joint.
- (2) Install the clamp on the axle and position the brake cylinder hydraulic tube along the trailer axle with the shorter tube to the right-hand side.
- (3) Secure the Tee-joint to the axle stud with the nut and lockwasher. Connect the tube nuts to the brake cylinders and secure with the axle clamp nut.
- (4) Install the air reservoir tube between the air reservoir and the air-relay emergency valve and tighten the tube nuts on either end.
- (5) Fit the clamp and secure to the existing holes in the stiffener channel with the bolt and lockwasher.
- (6) Install the air tube between the cylinder and chamber assembly and the

air-relay emergency valve. Tighten the tube nuts.

- (7) Install the hydraulic hose between the cylinder and chamber assembly rear connection and the top connection of the Tee-joint and tighten the nuts.
- (8) Install the air tube between the top of the air-relay emergency valve and the rear air cleaner outlet. Tighten the tube nuts.
- (9) Install the tube between the air-relay emergency valve and the forward air cleaner. Tighten the tube nuts.
- (10) Install the forward air tubes between the air cleaners and the coupling. Fit the four grommets on each tube in their respective holes. Install the two clamps on each line and tighten the tube nuts and clamp nuts.
- (11) Connect the forward flexible air hoses to the couplings and attach the clamps.

*Note.* The left-hand bolt holds the electrical wiring cable on the other side of the mounting brackets.

- (12) Wrap the air hoses around the reels, starting with the rear portion, leaving the front part free for unwinding, to reach the towing vehicle.

### **73. Testing the Brake System (Model 11)**

- a.* Connect the trailer brake system to the towing vehicle airbrake system.
- b.* Start the towing vehicle engine to charge both brake systems with air until the pressure in the towing vehicle is 100 psi.
- c.* Stop the towing vehicle engine and insure that the brakes are off.
- d.* Check the towing vehicle pressure drop. The drop in the towing vehicle pressure should not exceed 3 pounds per minute.
- e.* With the towing vehicle engine stopped and the brakes applied, the air pressure drop should not exceed 4 pounds per minute.
- f.* Should the leakage in these tests exceed the limits, check all connections, hoses, lines, tubes, and components. Repair the leaking component and repeat the tests.

74. General

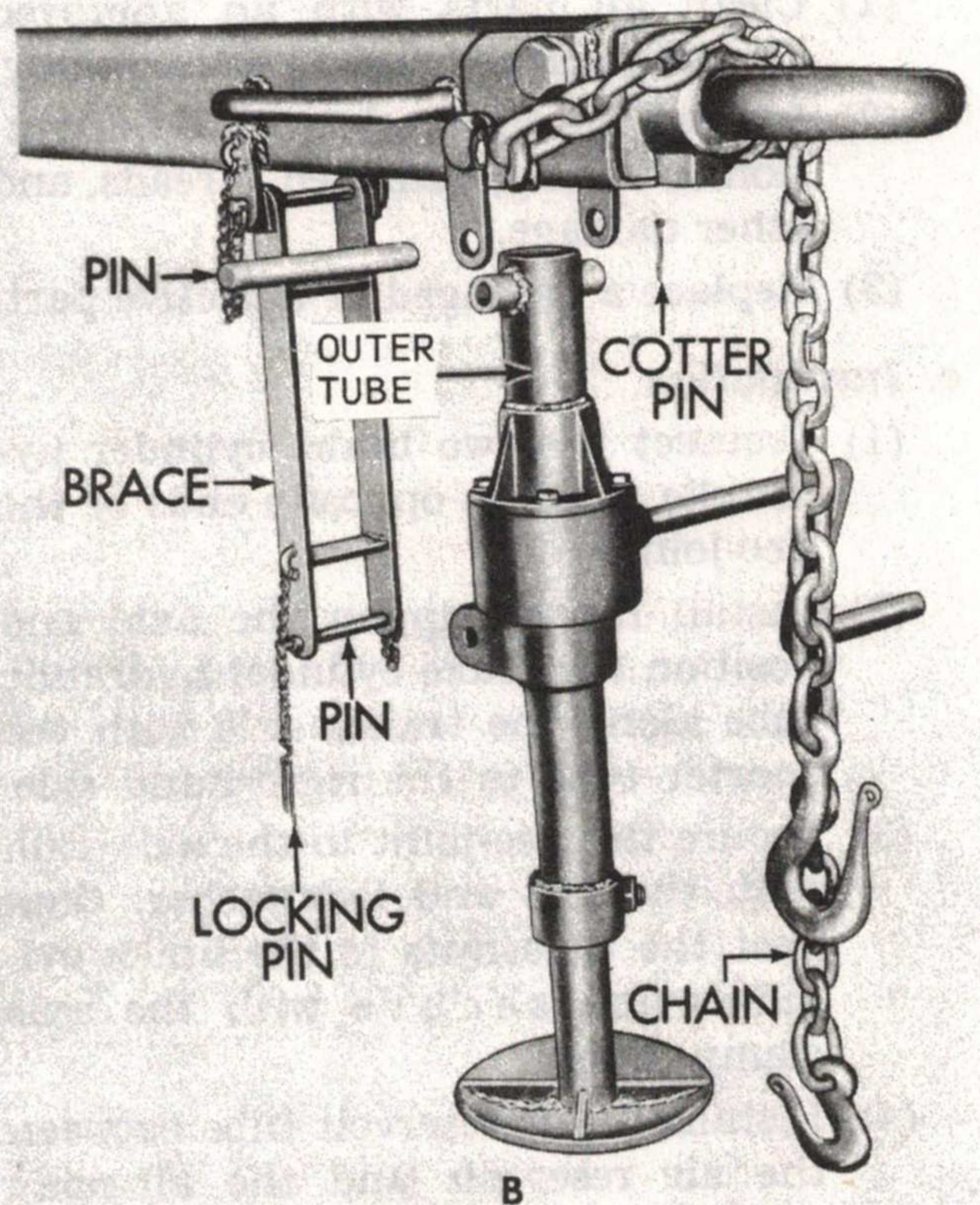
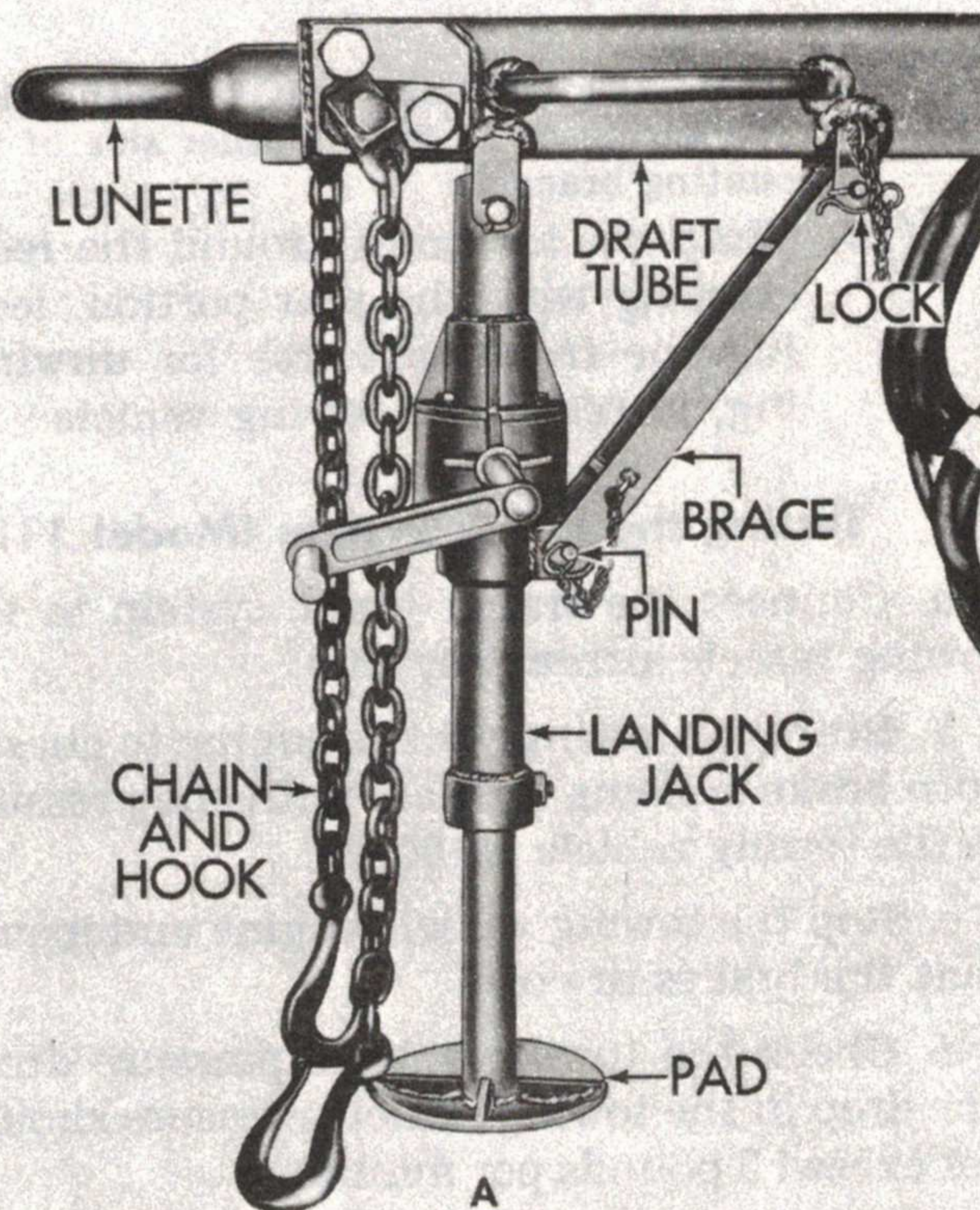
The landing jack assembly is a crank and screw-type jack actuated manually through a right angle handcrank, operating miter gears. The gears are inclosed in an outer housing with a jack screw. The landing jack is pin locked in the down position when the trailer is detached from the towing vehicle, and pin locked in the up position when being towed. The brace is a shackle-type leg brace pinned to the jack and draft tube. The jack assembly is pinned at the upper tube to the forward portion of the draft tube. A flange, permanently welded to the inner tube, serves as a

ground base. The landing jack on the trailer Model 11 is essentially the same as that on the Model T-52 trailer. Where differences exist, both models will be shown.

75. Locking Pins and Brace (Model T-52)

a. Removal.

- (1) Support the front of the trailer on suitable blocking placed under the draft tube.
- (2) Remove the pin locks, locking pins, and brace from the draft tube and landing jack assembly (A fig. 46).



MEC 2330-200-15/46

A—Landing jack, installed

B—Landing jack, removal

Figure 46. Landing jack, removal sequence (Model T-52).

(3) If it is necessary to replace the locking pin assemblies, break the weld and remove the chain retainers from the draft tube and landing jack brace.

(4) If it is necessary to replace the locking pin lock assemblies, break the weld and remove the chain retainers from the draft tube and landing jack brace.

*b. Cleaning and Inspection.*

(1) Clean all parts with an approved cleaning solvent and dry thoroughly.

(2) Inspect the brace for cracks, breaks, distortion, and other damage.

(3) Inspect all other parts for cracks, breaks, and other damage.

(4) Replace a damaged or defective locking pin and brace.

*c. Installation.*

(1) If the locking pin assemblies were replaced, position the chain retainer to the landing jack brace and draft tube and weld the retainers in place (A, fig. 46).

(2) If the locking pins were replaced, position the chain retainers on the landing jack brace and draft tube and weld the retainers in place.

(3) Position the landing jack brace on the draft tube and landing jack assembly. Secure the brace in position with the locking pins and pin locks.

(4) Remove the blocking under the draft tube.

## **76. Landing Jack Assembly (Model T-52)**

*a. Removal.*

(1) Support the front of the trailer on suitable blocking.

(2) Remove the brace from the landing jack assembly (para 75).

(3) Remove the cotter pin and drive the locking pin from the landing jack upper tube and draft pole (B, fig. 46).

(4) Turn the crank handle to lower the landing jack enough to clear the mounting bracket on the draft pole and slide the jack from under the draft pole.

*b. Cleaning and Inspection.*

(1) Clean the jack with an approved cleaning solvent and dry thoroughly.

(2) Inspect for cracks, breaks, wear, and other damage.

(3) Replace a damaged or defective landing jack assembly.

*c. Servicing.*

(1) Remove the four screws, lockwashers, and the upper tube assembly from the housing assembly (B, fig. 46).

(2) Lubricate the housing in accordance with the current lubrication order.

(3) Position the upper tube assembly on the housing assembly and secure with the four screws and lockwashers.

*d. Installation.*

(1) Slide the landing jack under the draft pole and turn the crank handle to raise the jack until the holes in the upper tube and the mounting brackets on the draft pole are aligned (B, fig. 46).

(2) Secure the landing jack upper tube to the mounting brackets on the draft pole with the pin and new cotter pin.

(3) Install the brace on the landing jack assembly (para 75).

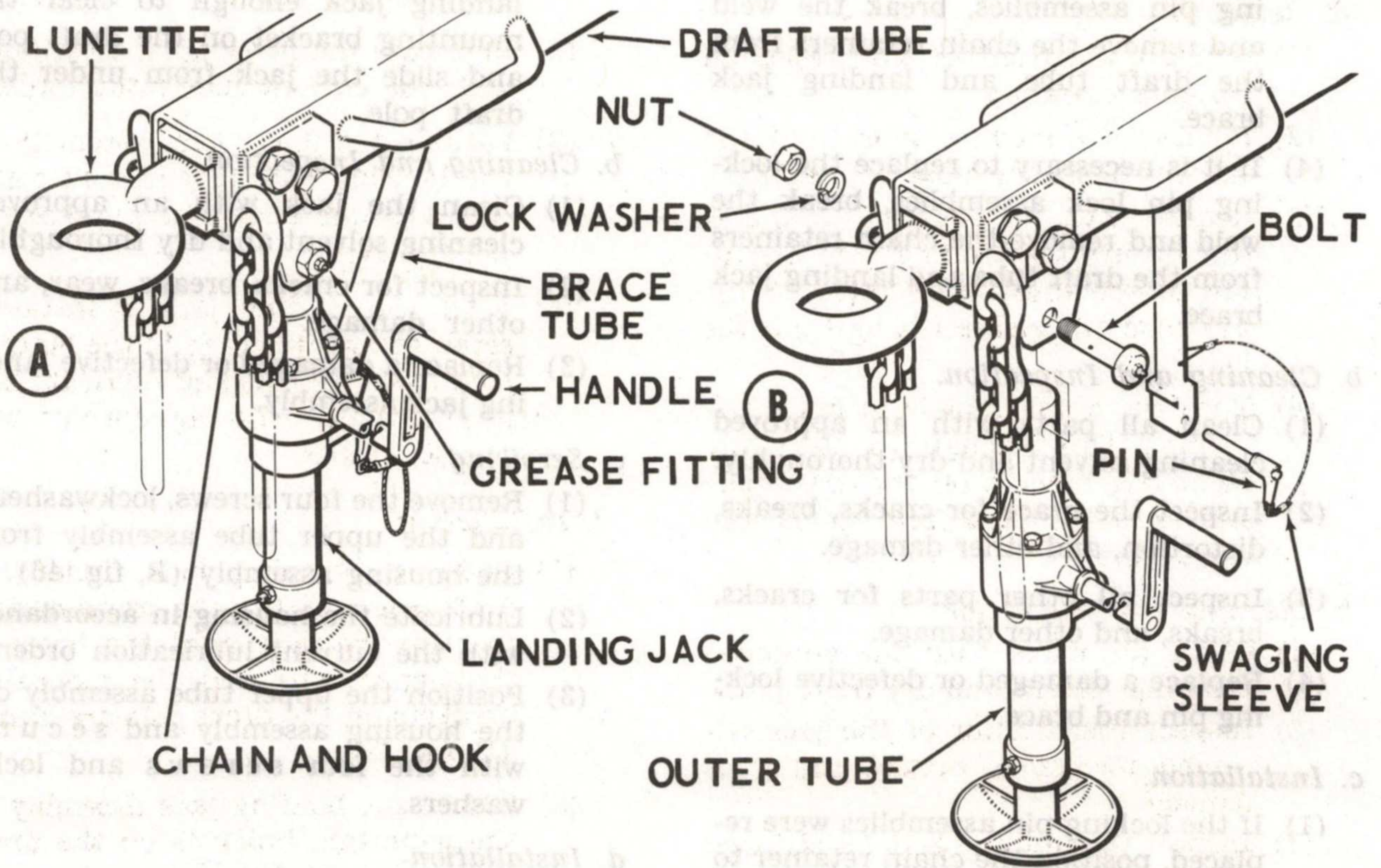
(4) Remove the blocking from the front of the trailer.

## **77. Locking Pins and Brace (Model 11)**

*a. Removal.*

(1) Support the front of the trailer with suitable blocking placed under the draft tube.

(2) Remove the locking pin, nut, lockwasher, and bolt that secure the brace tube in draft tube and landing jack. Remove the brace tube (B, fig. 47).



MEC 2330-200-15/47

A—Landing jack, installed

B—Landing jack, removal

Figure 47. Landing jack, removal sequence (Model 11).

- (3) If it is necessary to replace the locking pin or pin cable, break open the swaging sleeves on the cable.

**b. Cleaning and Inspection.**

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, wear, and other damage.
- (3) Replace a damaged or defective locking pin and brace.
- (4) Inspect the locking pins for cracks, breaks, or uneven wear.
- (5) Inspect the nut and bolt for stripped or crossed threads, cracks, breaks, or uneven wear.
- (6) Inspect the cable for frayed or loose wire strands.
- (7) Inspect the brace tube for cracks, breaks, or elongated holes.

- (8) Replace a damaged or defective part.

**c. Installation.**

- (1) If the locking pin was replaced, position cable end through ring on pin, bend back and secure to cable body with new swaging sleeve.
- (2) If the cable was replaced, position cable ends through ring on pin and hole in tube brace, bend back and secure to cable body in two places with new swaging sleeves.
- (3) Position the landing jack brace tube between the draft tube and landing jack assembly. Lubricate in accordance with the current lubrication order. Secure the brace tube with the locking pin, bolt, lockwasher, and nut.

## 78. Landing Jack Assembly (Model 11)

### a. Removal.

- (1) Support the front of the trailer on suitable blocking.
- (2) Remove the brace tube from the landing jack assembly (para 77).
- (3) Remove nut, lockwasher, and bolt that secure the landing jack assembly to the draft tube pole (B, fig. 47). Remove grease fitting from the bolt.
- (4) Turn the crank handle to lower the landing jack enough to clear the mounting bracket on the draft pole and slide the jack from under the draft pole.

### b. Cleaning and Inspection.

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect the exterior of the jack assembly for cracks, breaks, and other damage.
- (3) Inspect the nut and bolt for stripped or crossed threads, cracks, breaks, and uneven wear of the bolt shank.
- (4) Replace a damaged or defective landing jack assembly.

### c. Servicing.

- (1) Remove the four screws, lockwashers,

and the upper tube assembly from the assembly housing (B, fig. 47).

- (2) Lubricate the housing in accordance with the current lubrication order.
- (3) Position the upper tube assembly on the housing assembly and secure with the four lockwashers and screws (B, fig. 47).
- (4) After the landing jack is installed, screw grease fitting in to the landing jack mounted bolt and lubricate bolt in accordance with the current lubrication order.

### d. Installation.

- (1) Slide the landing jack under the draft pole and turn the crank handle to raise the jack until the holes in the upper tube and the mounting brackets on the draft pole are aligned (B, fig. 47).
- (2) Secure the landing jack assembly to the mounting brackets on the draft tube pole with bolt, lockwasher, and nut.
- (3) Install the brace tube on the landing jack assembly (para 77).
- (4) Remove the blocking supporting the front of the trailer.

## Section XI. FRAME ASSEMBLY

### 79. General

a. *Model T-52 Trailer.* The frame assembly on the trailer Model T-52 is an all welded structure of formed channel design, consisting of two side members, a draft tube beam, a draft tube sleeve with sleeve braces, stiffener channels, and a front and rear crossmember. Two toolboxes are welded to the sleeve braces and a lashing ring is welded to each end of each side member. Other brackets, flanges, and gussets are found on the frame assembly for mounting the clamping screws, spring assemblies, taillight, and blackout light. Six reflectors are bolted to two side members and the rear cross member.

b. *Model 11 Trailer.* The frame assembly on the trailer Model 11 is an all-welded structure of formed channel design, consisting of two side members, a draft tube beam, a draft tube sleeve with sleeve braces, stiffener channel, and a front and rear crossmember each with reinforcing plates to form a 3-inch spacer or box. Steel plates cover the top and bottom areas between tube sleeve braces and tube sleeve. A cutout on each side of each tube sleeve brace with piano-type hinged door attached to the brace frame, forms two utility compartments for tool storage. A lashing ring is welded to each end of each side member.

Other brackets, flanges, plates, gussets and two chock stowage brackets are welded to the frame for mounting cable and hose assemblies, screw clamp assemblies, draft tube pin assembly, spring assemblies, electric lights and reflectors.

## 80. Draft Tube Pin Assembly (Model T-52)

### a. Removal.

- (1) Remove the pin lock from the retainer pin (A, fig. 19).
- (2) Remove the retainer pin from the draft tube pin.
- (3) Drive the draft tube pin from the draft tube sleeve assembly and draft tube.
- (4) Break the weld that secures the chain retainer to the draft tube sleeve and remove the draft tube pin assembly.

### b. Cleaning and Inspection.

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.

- (2) Inspect the pins, retainer, and chain for cracks, breaks, excessive wear, and other damage.
- (3) Replace a damaged or defective draft tube pin assembly.

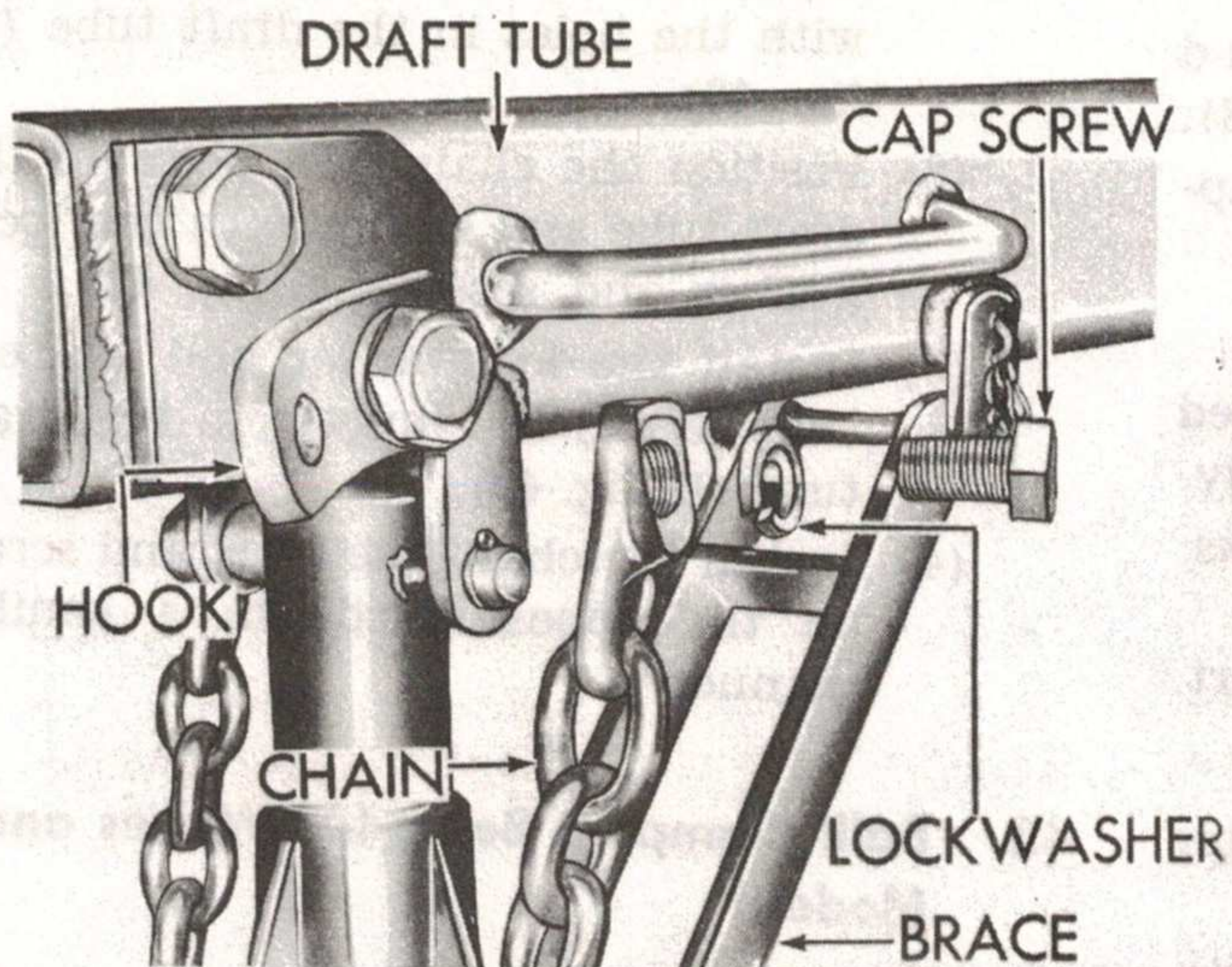
### c. Installation.

- (1) Weld the chain retainer that secures the draft tube pin assembly to the draft tube sleeve (A, fig. 19).
- (2) Drive the draft tube pin through the draft tube sleeve and draft tube securing the tube in place (A, fig. 19).
- (3) Install the retainer pin in the draft tube pin.
- (4) Install the pin lock in the retainer pin.

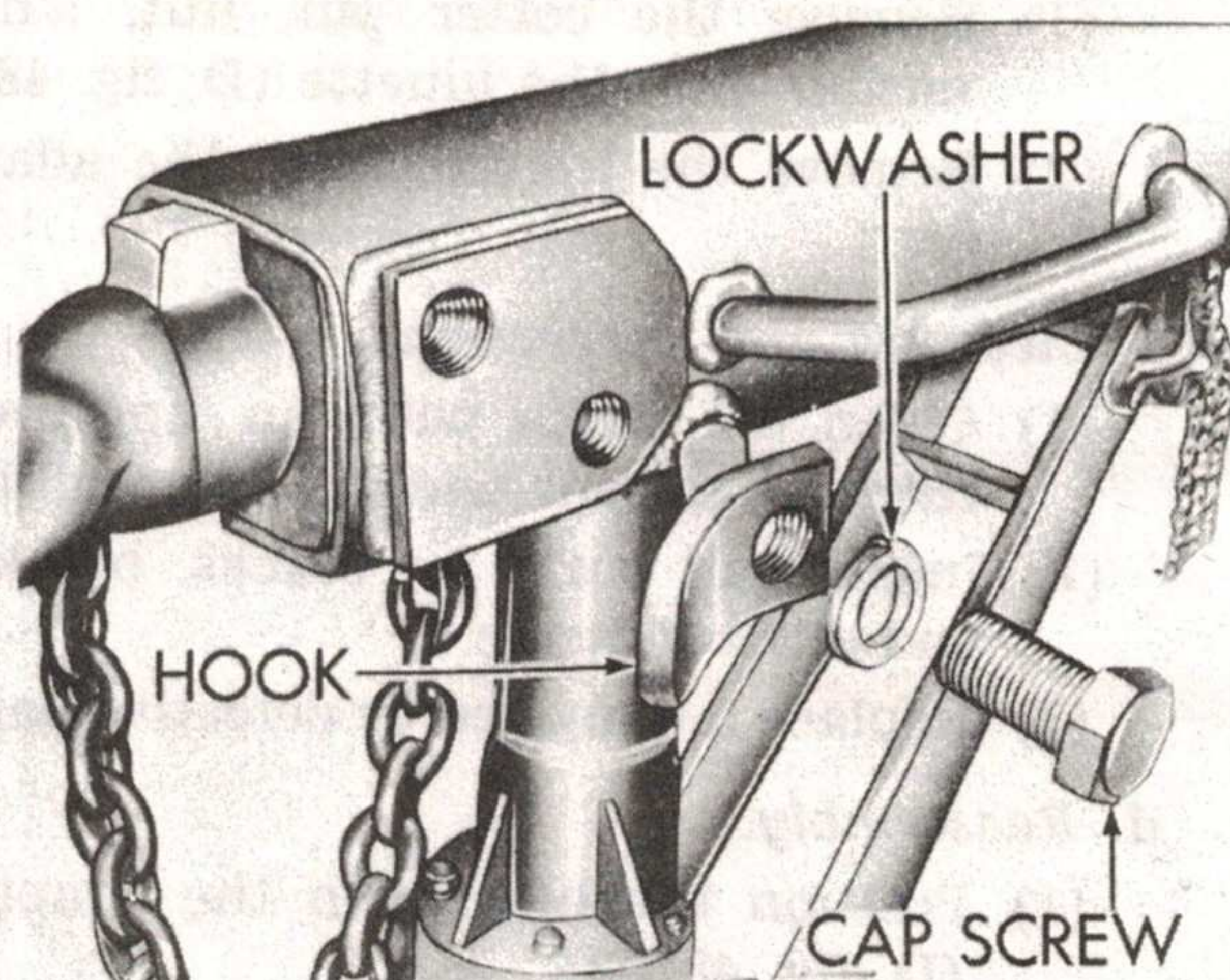
## 81. Lunette (Model T-52)

### a. Removal.

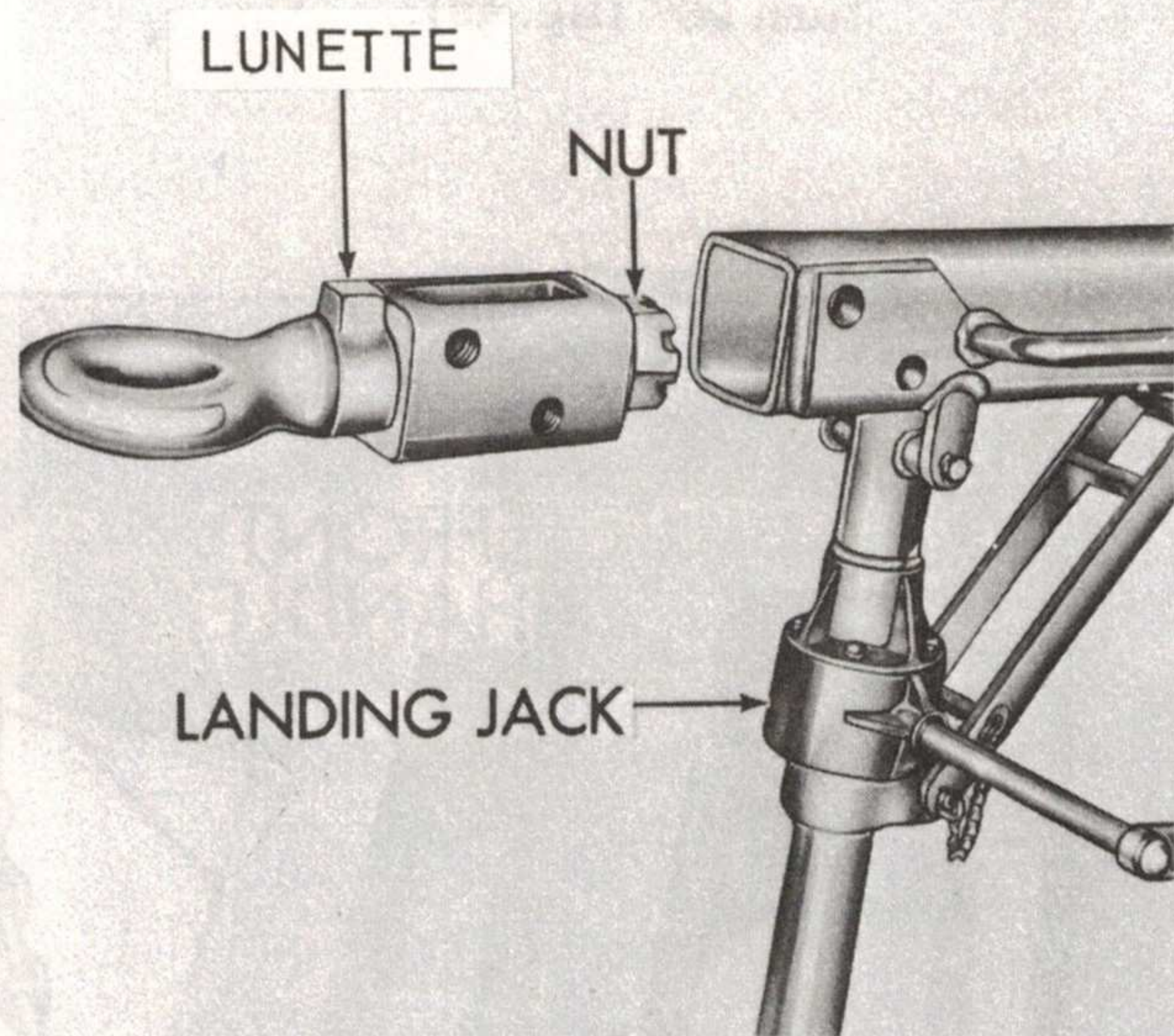
- (1) Remove the screws, lockwashers, chain, and hook from the draft tube (A, fig. 48).



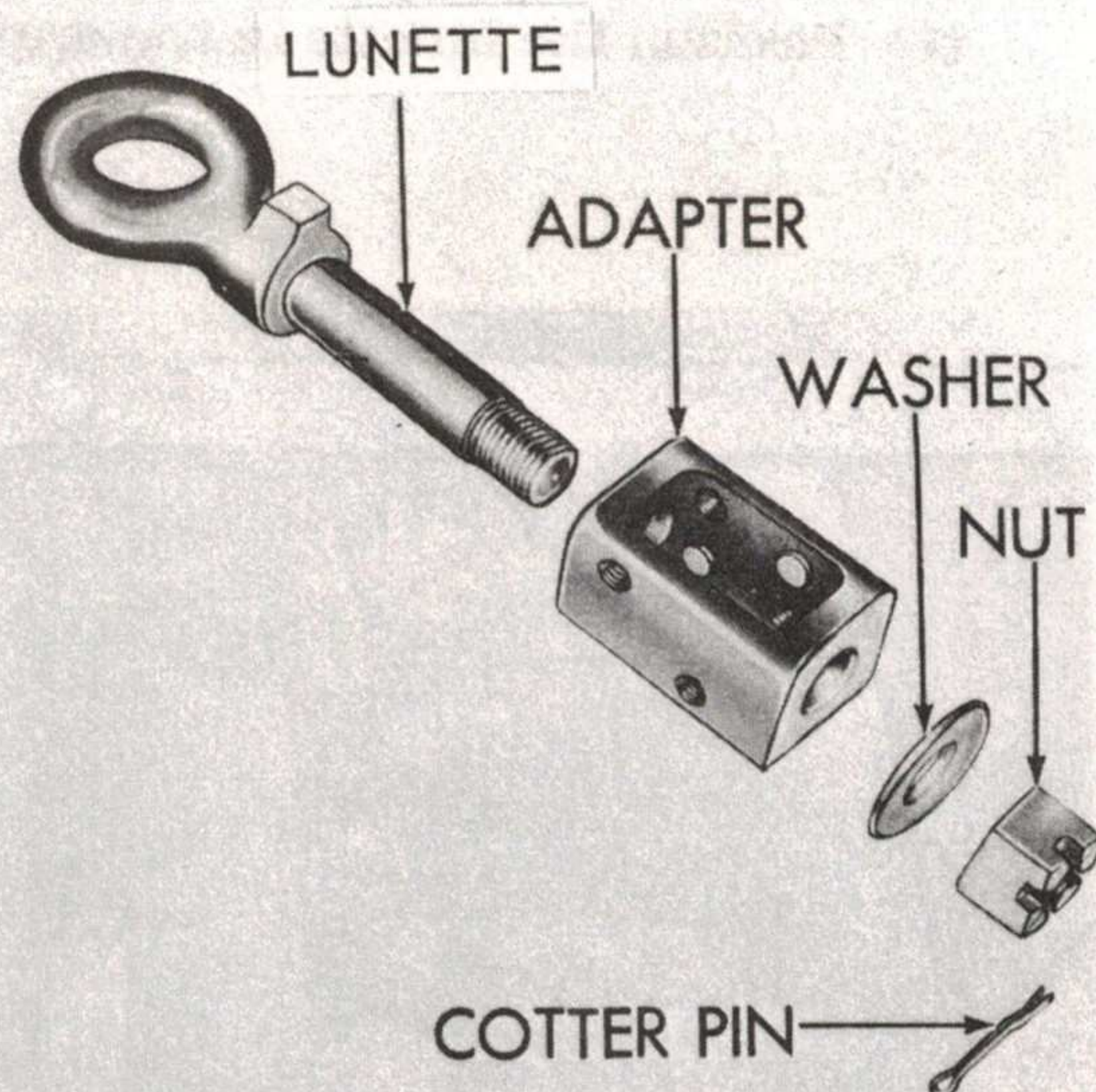
A



B



C



D

MEC 2330-200-15/48

A—Safety chain and hook, partially removed  
 B—Hook and lunette, partially removed  
 C—Lunette, removed  
 D—Lunette, exploded view

Figure 48. Safety chains and lunette, removal and disassembly sequence (Model T-52)

- (2) Remove the screw and lockwasher that secure the lunette in the draft tube (B, fig. 48).
- (3) Remove the chain, hook, and screw on the opposite side in a similar manner.

- (4) Insert a suitable bar in the eye of the lunette and tap with a heavy hammer until it becomes free in the tube. Remove the bar and lunette from the draft tube (C, fig. 48).

*b. Disassembly.*

- (1) Remove the cotter pin, nut, and washer from the lunette (D, fig. 48).
- (2) Remove the lunette from the adapter.

*c. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, and other damage.
- (3) Replace a damaged or defective part.

*d. Reassembly.*

- (1) Position the lunette in the adapter (D, fig. 48).
- (2) Install the washer, and secure with the nut and cotter pin.

*e. Installation.*

- (1) Position the lunette in the draft tube

and aline the holes in the lunette with the holes in the draft tube (C, fig. 48).

- (2) Position the chain and hook on the draft tube and secure with the lockwasher and screw (A, fig. 48).
- (3) Install the lockwasher and screw that secure the lunette to the draft tube (B, fig. 48).
- (4) Install the chain the hook and screw on the opposite side in a similar manner.

## 82. Balk Clamping Beam (All Makes and Models)

*a. Removal.*

- (1) Lift up the balk clamping beam retainer front and rear handles and turn 90° (fig. 49).

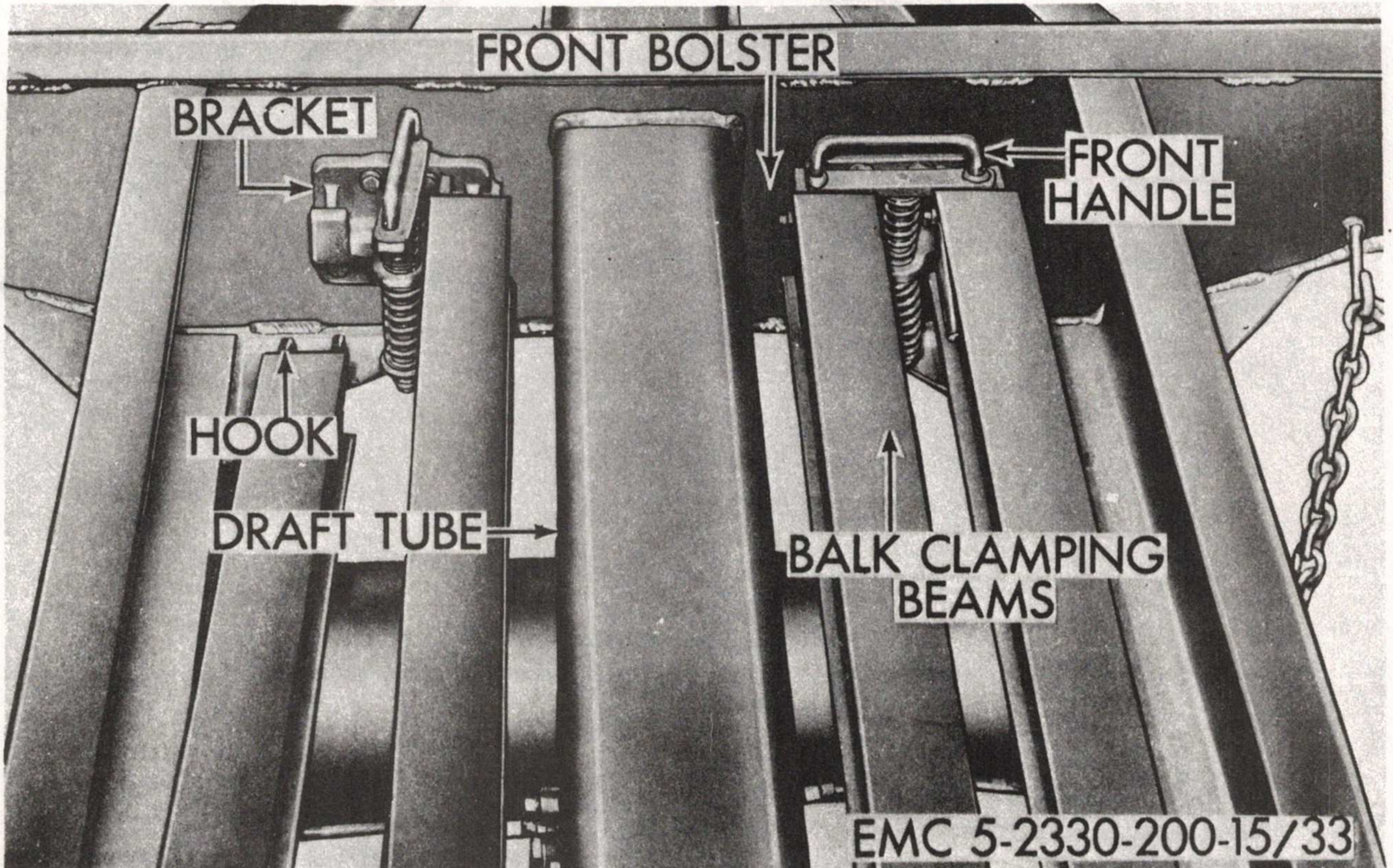
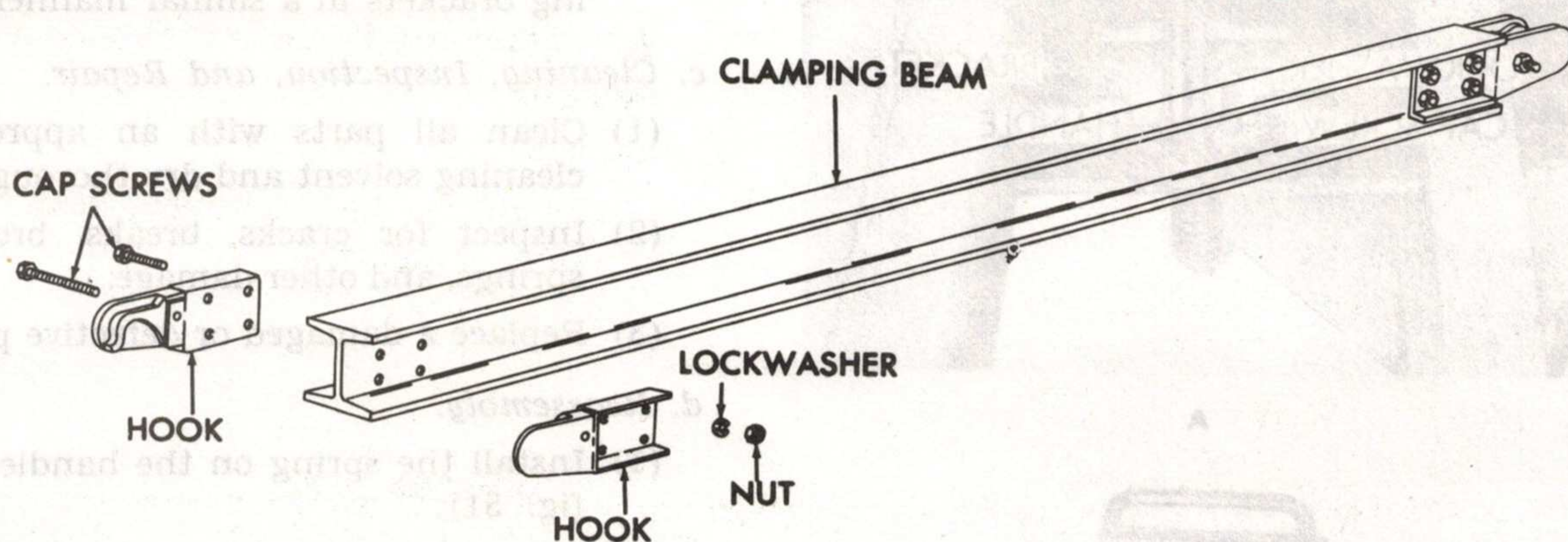


Figure 49. Balk clamping beam, partially removed.



- (2) Lift the balk clamping beam from the balk clamping beam bracket on the front and rear bolster.
- (3) Remove the remaining balk clamping beams in a similar manner.

- b. *Disassembly.* Remove the five nuts, lockwashers, screws, and two clamping beam hooks from each end of the balk clamping beam (fig. 50).



EMC 5-2330-200-15/34

Figure 50. Balk clamping beam, partially exploded view.

c. *Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, excessive wear, and other damage.
- (3) Straighten a bent balk clamping beam.
- (4) Replace a damaged or defective part.

- (2) Install the clamping beam hooks on the remaining balk clamping beams in a similar manner.

d. *Reassembly.*

- (1) Position the two clamping beam hooks on each end of the balk clamping beam and secure with five screws, lockwashers, and nuts.

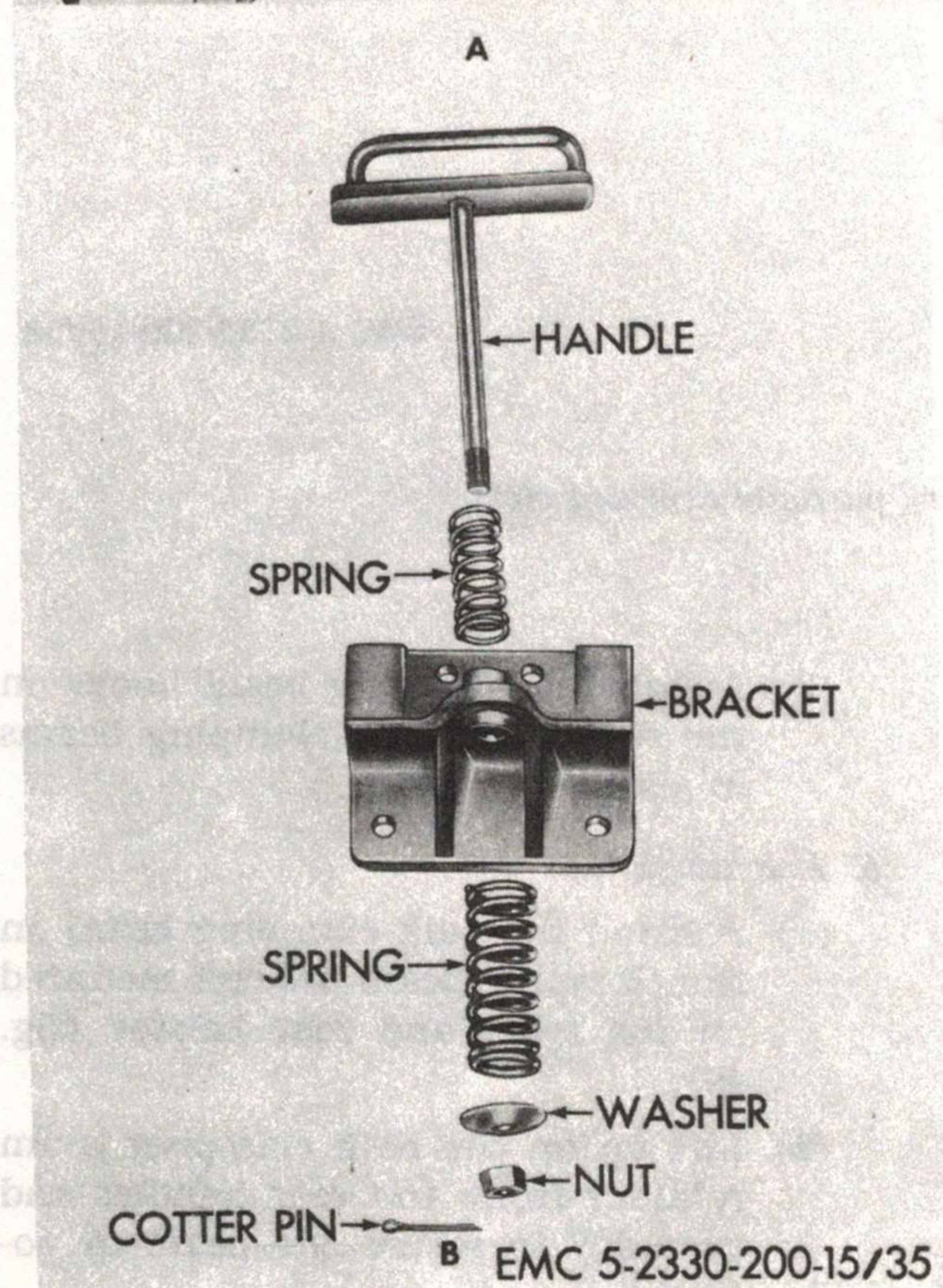
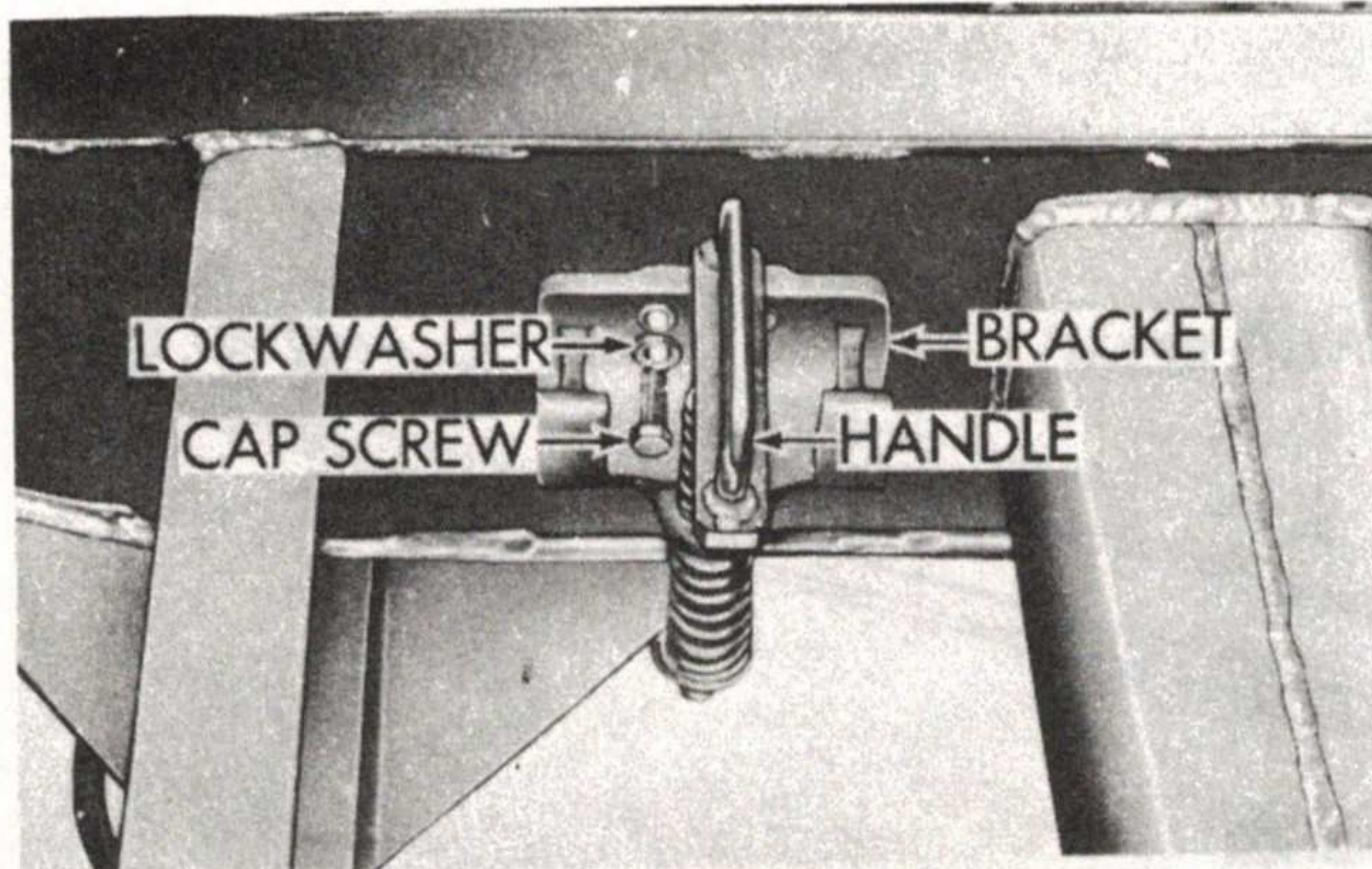
e. *Installation.*

- (1) Position the balk clamping beam on the clamping beam bracket mounted on the front and rear bolster (fig. 49).
- (2) Lift up on the balk clamping beam retainer front and rear handles and turn 90° to secure the beam in position.
- (3) Install the remaining balk clamping beams in a similar manner.

### 83. Balk Clamping Beam Bracket (Model T-52)

#### a. Removal.

- (1) Remove the balk clamping beams (para 82).
- (2) Remove the four screws and lockwashers from the bracket (A, fig. 51).



A—Clamping beam bracket, partially removed

B—Clamping beam bracket, exploded view

Figure 51. Clamping beam bracket, removal and disassembly sequence

- (3) Remove the bracket from the frame.

#### b. Disassembly.

- (1) Remove the cotter pin and nut from the shaft of the handle (B, fig. 51).
- (2) Remove the washer and spring from the handle.
- (3) Remove the handle and spring from the bracket.
- (4) Remove the spring from the handle.
- (5) Remove and disassemble the remaining brackets in a similar manner.

#### c. Cleaning, Inspection, and Repair.

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, broken springs, and other damage.
- (3) Replace a damaged or defective part.

#### d. Reassembly.

- (1) Install the spring on the handle (B, fig. 51).
- (2) Insert the handle and spring in position on the bracket.
- (3) Position the spring and washer on the handle and secure with the nut and cotter pin.

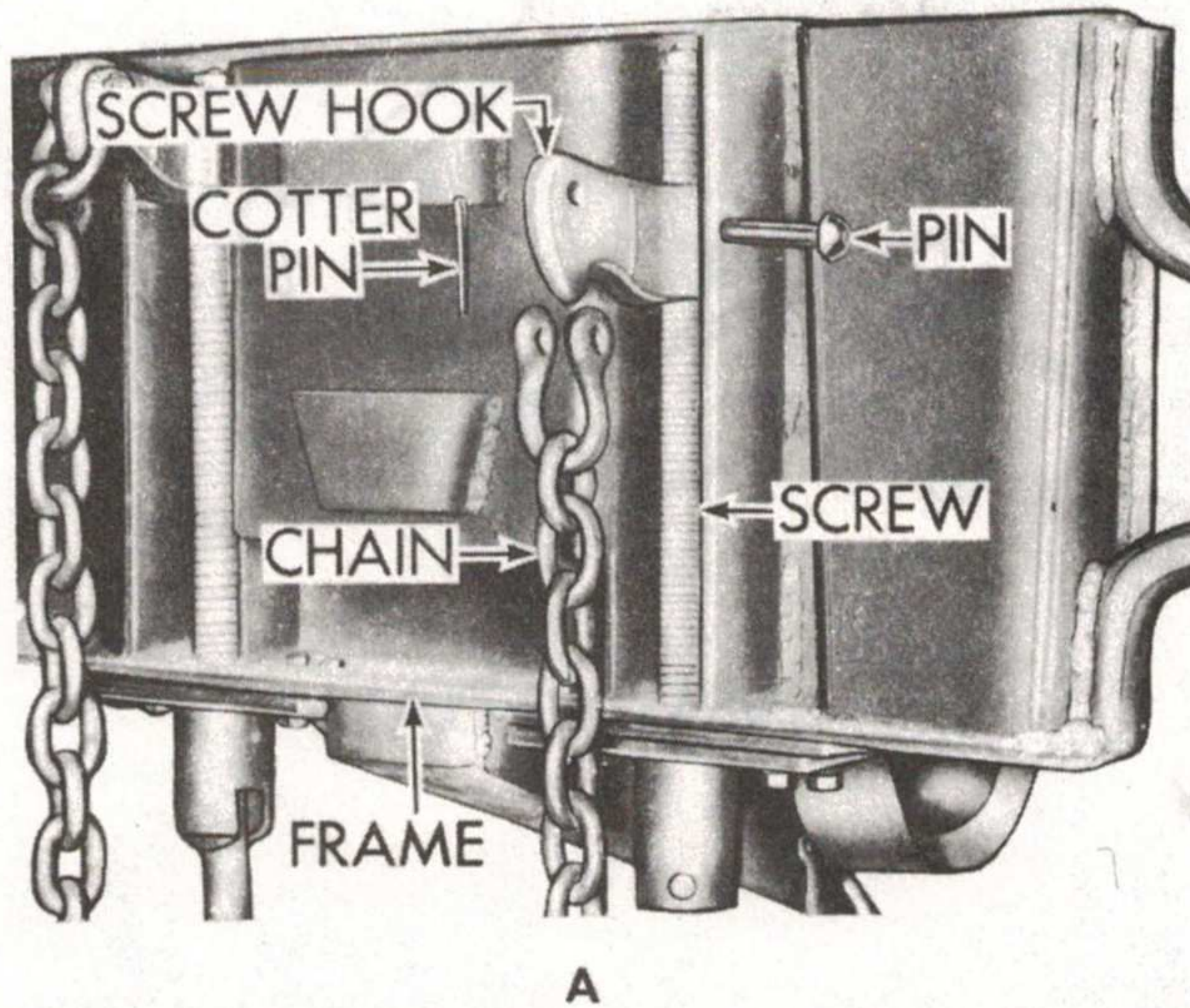
#### e. Installation.

- (1) Position the bracket on the frame and secure with the four lockwashers and screws (A, fig. 51).
- (2) Install the balk clamping beams (para 82).

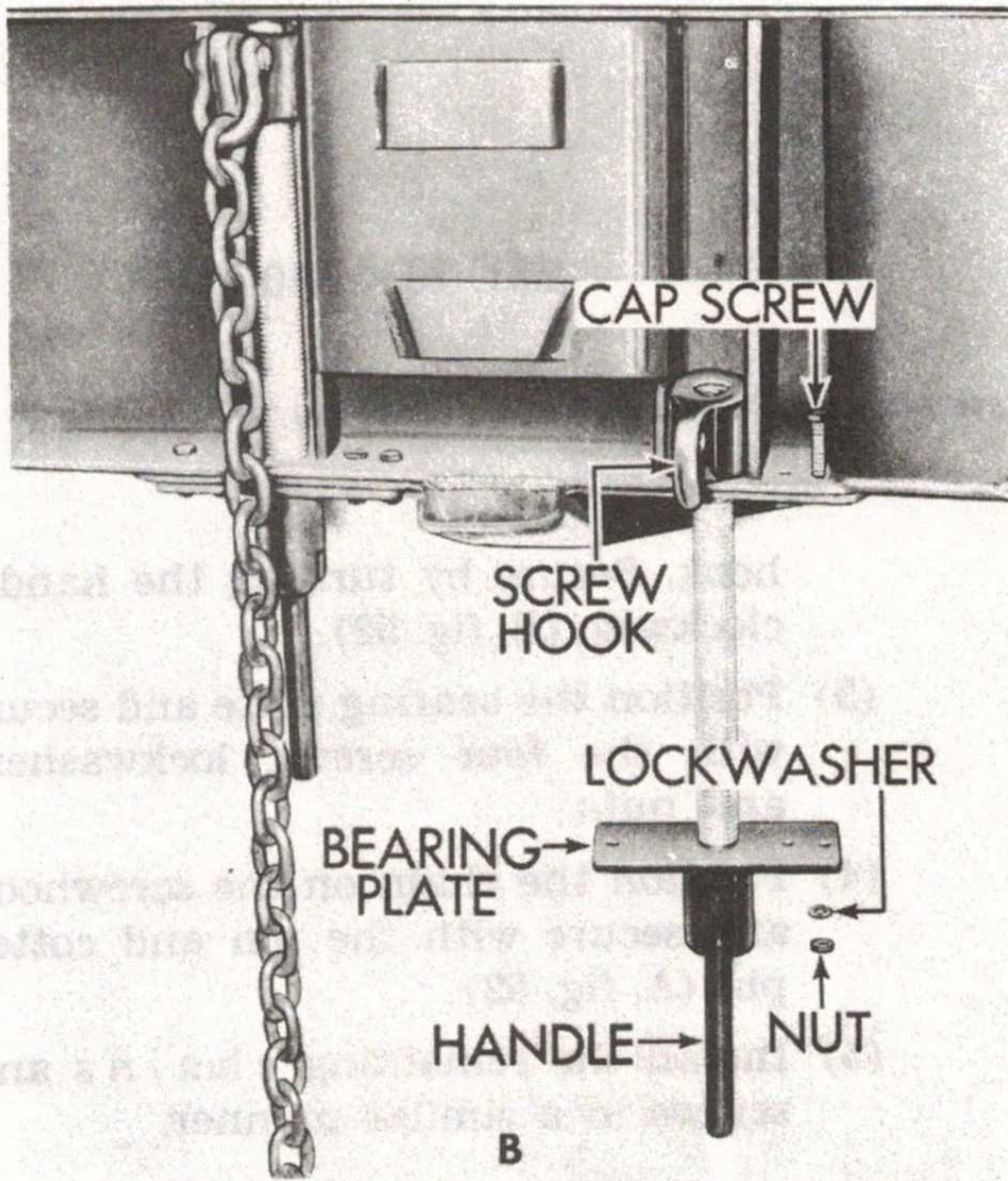
## 84. Balk Clamping Beam Chain and Screw (Model T-52)

### a. Removal.

- (1) Remove the cotter pin, pin, and chain from the screw hook (A, fig. 52).



A



B

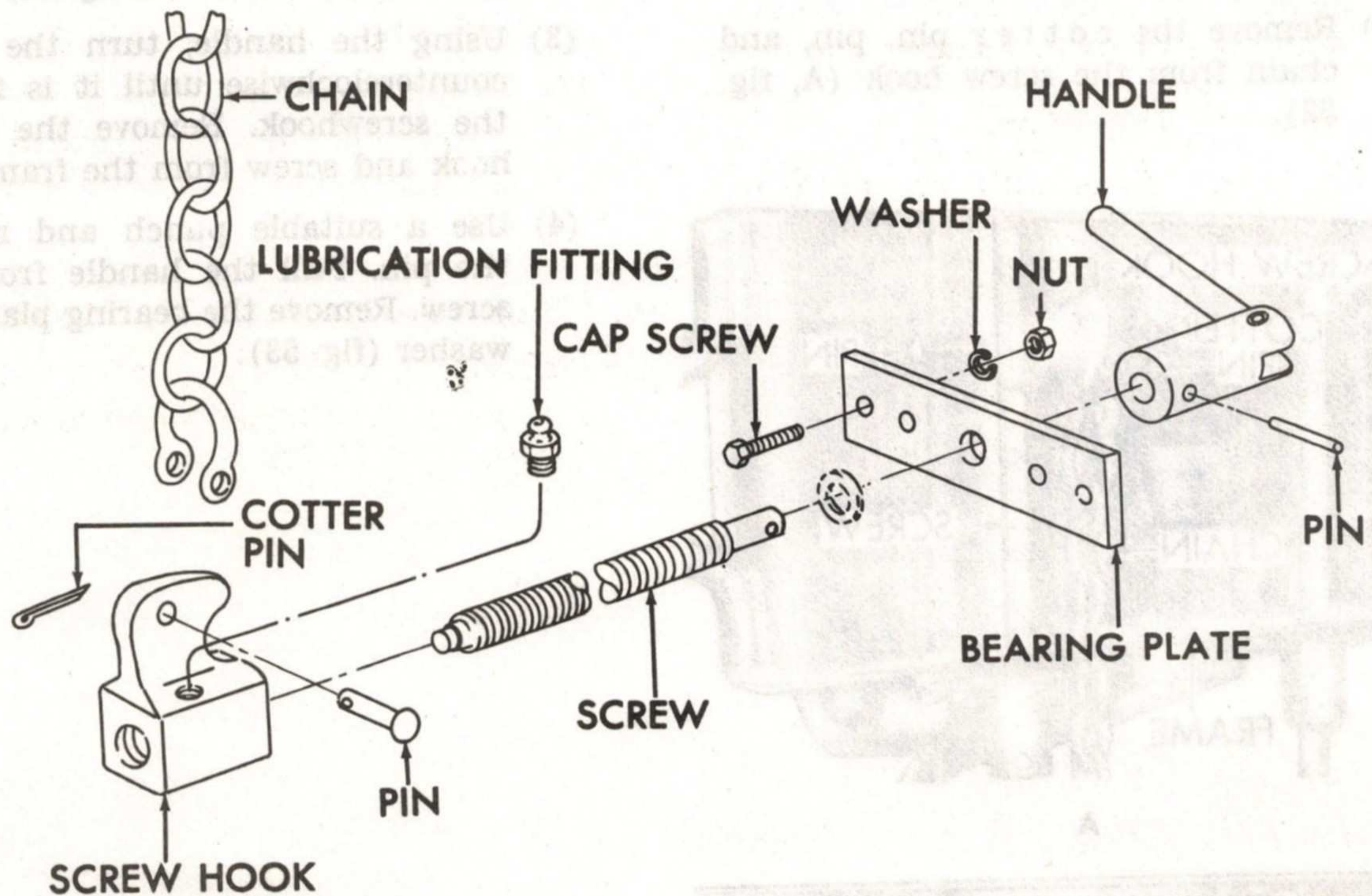
EMC 5-2330-200-15/36

A—Clamping beam screw chain, removal

B—Clamping beam screw, partially exploded view

Figure 52. Clamping beam chain and screw, removal sequence (Model T-52).

- (2) Remove the four nuts, lockwashers, and screws that secure the bearing plate to the frame (B, fig. 52).
- (3) Using the handle, turn the screw counterclockwise until it is free of the screwhook. Remove the screwhook and screw from the frame.
- (4) Use a suitable punch and remove the pin. Pull the handle from the screw. Remove the bearing plate and washer (fig. 53).



MEC 2330-200-15/53

Figure 53. Clamping beam and screw assembly, exploded view (Model T-52).

**b. Cleaning and Inspection.**

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, bends, and other damage.
- (3) Replace a damaged or defective balk clamping beam chain and screw.

**a. Installation.**

- (1) Position the washer on the large end of the screw. Install the bearing plate and handle and secure with the pin (fig. 53).
- (2) Position the screwhook in the groove of the frame with one hand and insert the screw through the bottom of the frame with the other into the

hook. Secure by turning the handle clockwise (B, fig. 52).

- (3) Position the bearing plate and secure with the four screws, lockwashers and nuts.
- (4) Position the chain on the screwhook and secure with the pin and cotter pin (A, fig. 52).
- (5) Install the remaining chains and screws in a similar manner.

**85. Toolbox (Model T-52)**

**a. Removal.**

- (1) Unhook the overcenter latch and open the toolbox door (fig. 1).

- (2) Drive the hinge pin from the hinge and remove the door.
- (3) Remove the hinged door on the remaining toolbox in a similar manner.

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, dents, and other damage.
- (3) Pound out minor dents.
- (4) Replace a damaged toolbox door.

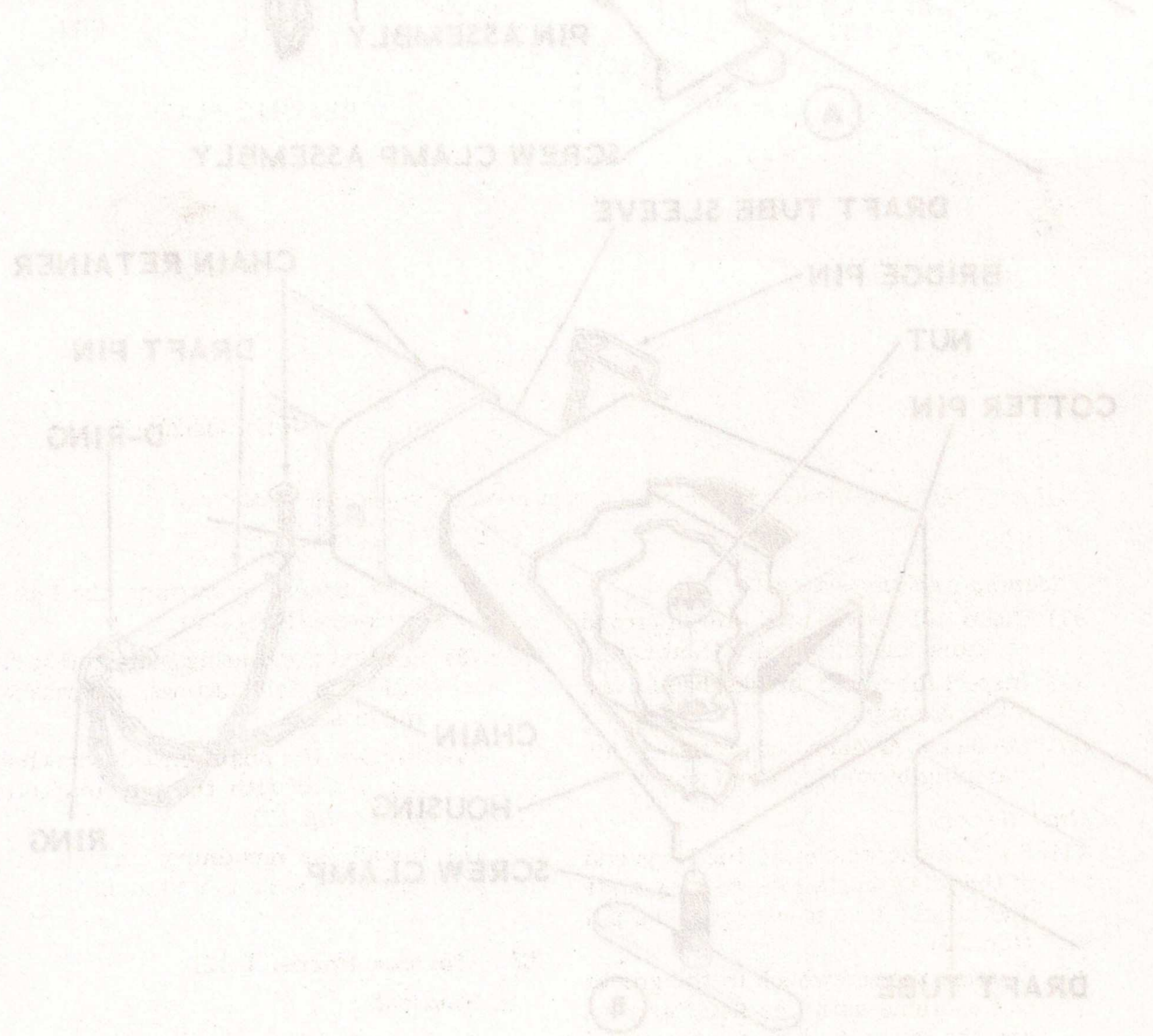
*c. Installation.*

- (1) Position the toolbox door on the toolbox aligning the holes in the hinge and install the hinge pin (fig. 1).
- (2) Close the door and hook the latch.
- (3) Install the toolbox pin and door on the remaining toolbox in a similar manner.

**86. Draft Tube Pin Assembly (Model 11)**

*a. Removal.*

- (1) Remove the bridge pin from the draft tube pin (A, fig. 54).



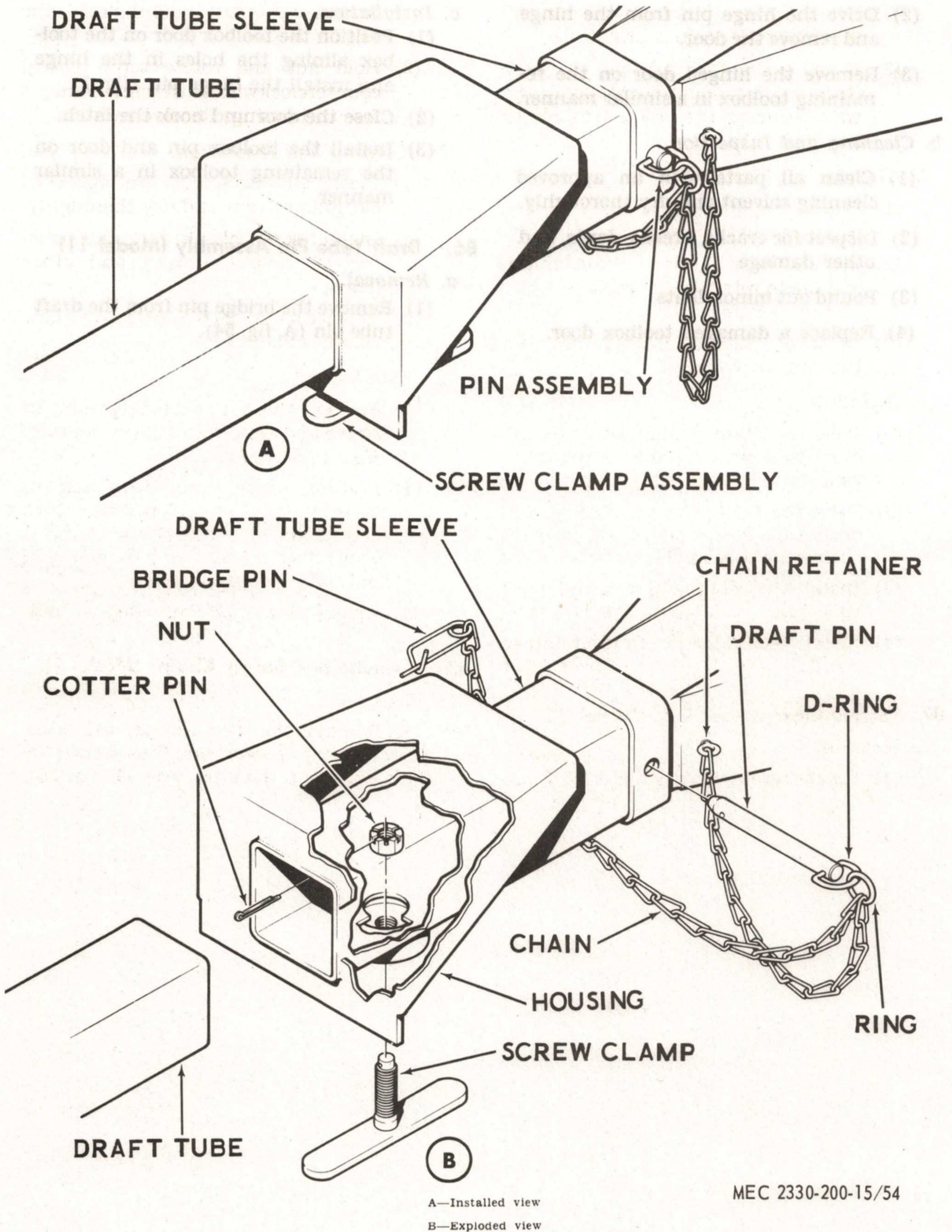
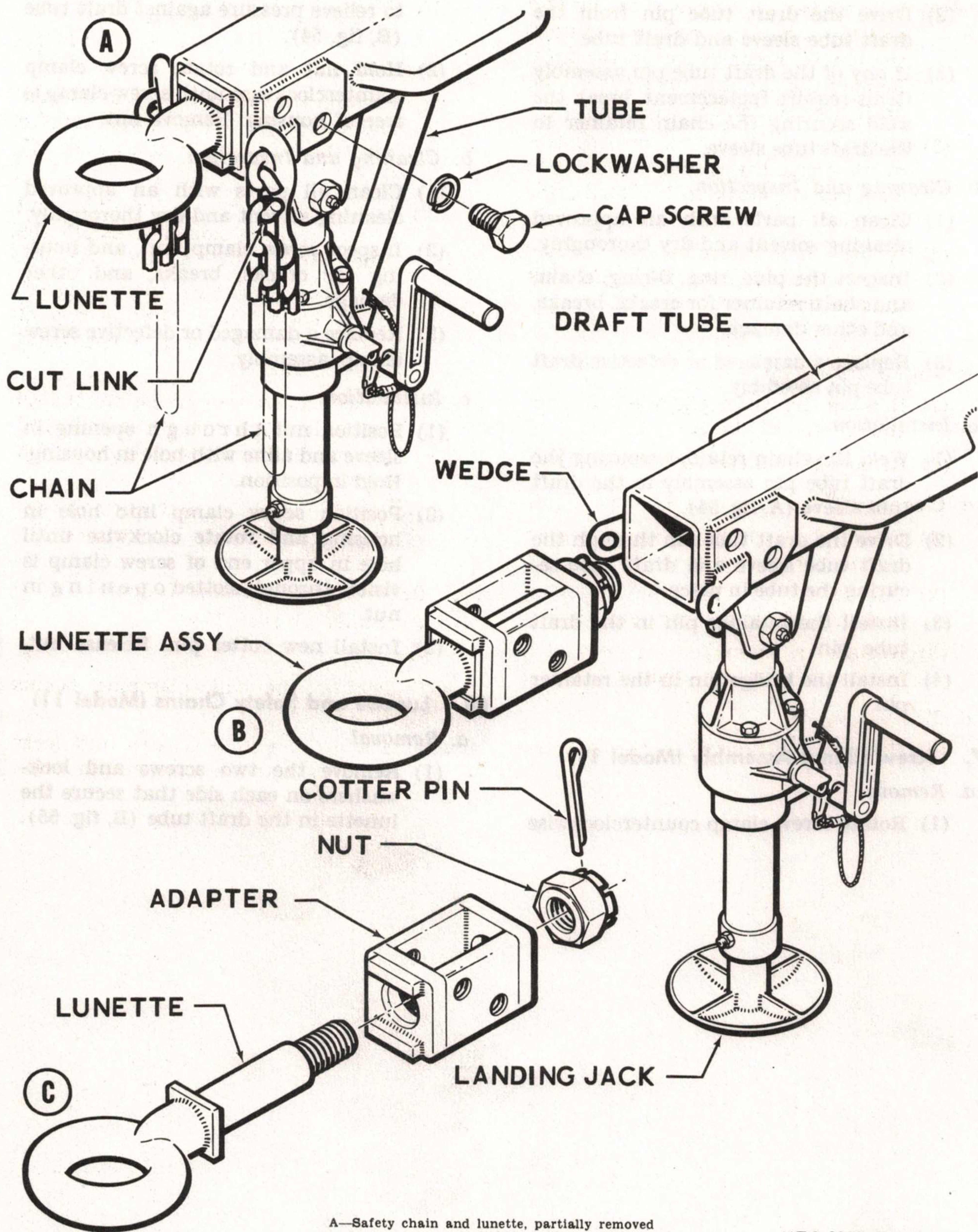


Figure 54. Draft tube pin and screw clamp assemblies (Model 11)





A—Safety chain and lunette, partially removed

B—Lunette assembly, removed

C—Lunette, exploded view

MEC 2330-200-15/55

Figure 55. Safety chains and lunette, removal and disassembly sequence (Model 11).



- (2) Insert a bar in the eye of the lunette and tap with a heavy hammer until the lunette becomes free in the tube. Remove the bar and lunette from the draft tube (C, fig. 55).
- (3) If the safety chains require replacement, break the special chain links securing the hook to the chain (A, fig. 55).
- (4) If the chain hooks require replacement, break the special chain link that secures the hook to the chain (B, fig. 47).

*b. Disassembly.*

- (1) Remove the cotter pin and nut from the lunette (C, fig. 55).
- (2) Remove the lunette from the adapter.

*c. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, broken links, and other damage.
- (3) Replace a damaged or defective lunette and safety chain.

*d. Reassembly.*

- (1) Position the lunette in the adapter (C, fig. 55).

- (2) Secure the lunette with the nut and cotter pin.

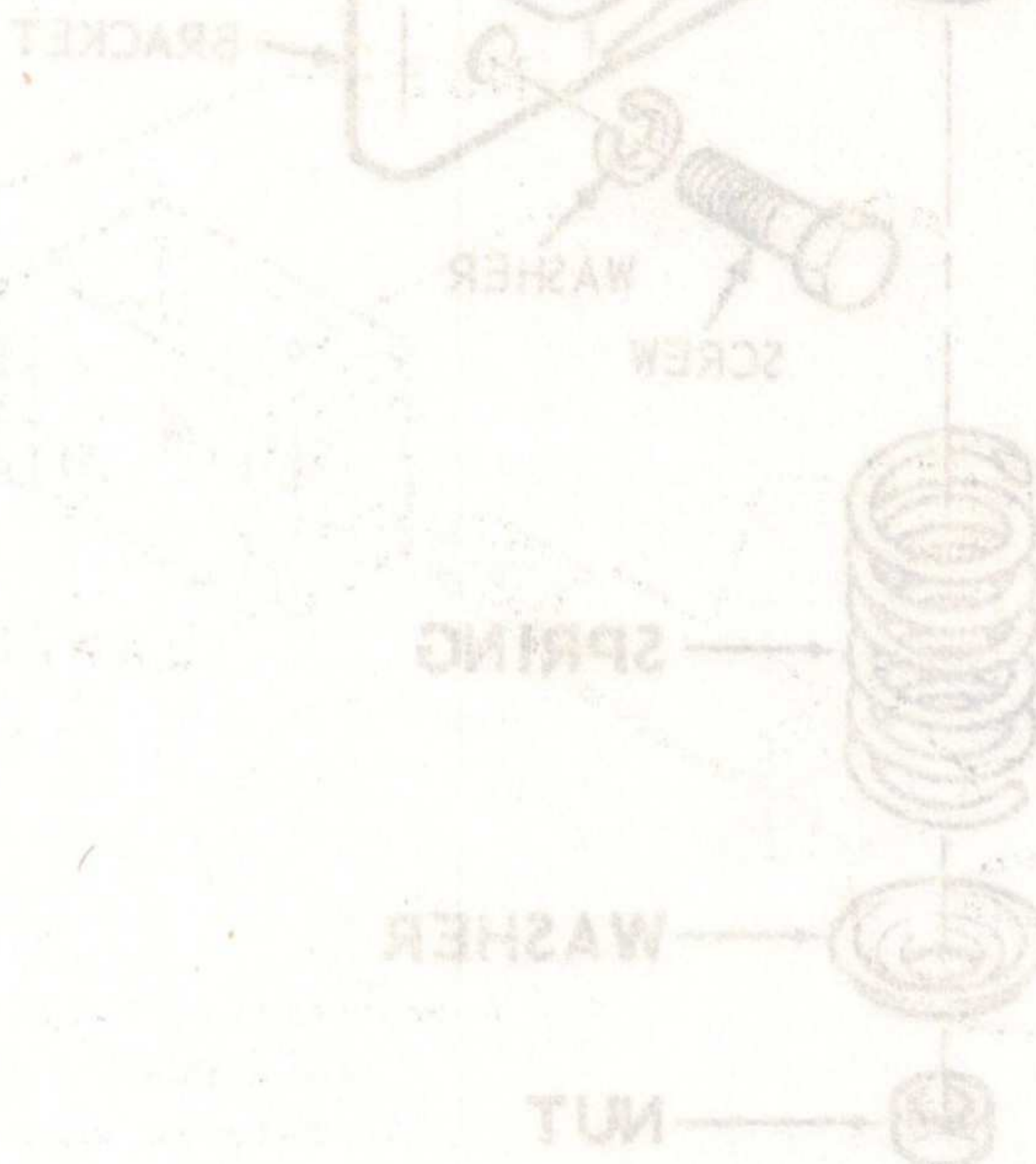
*e. Installation.*

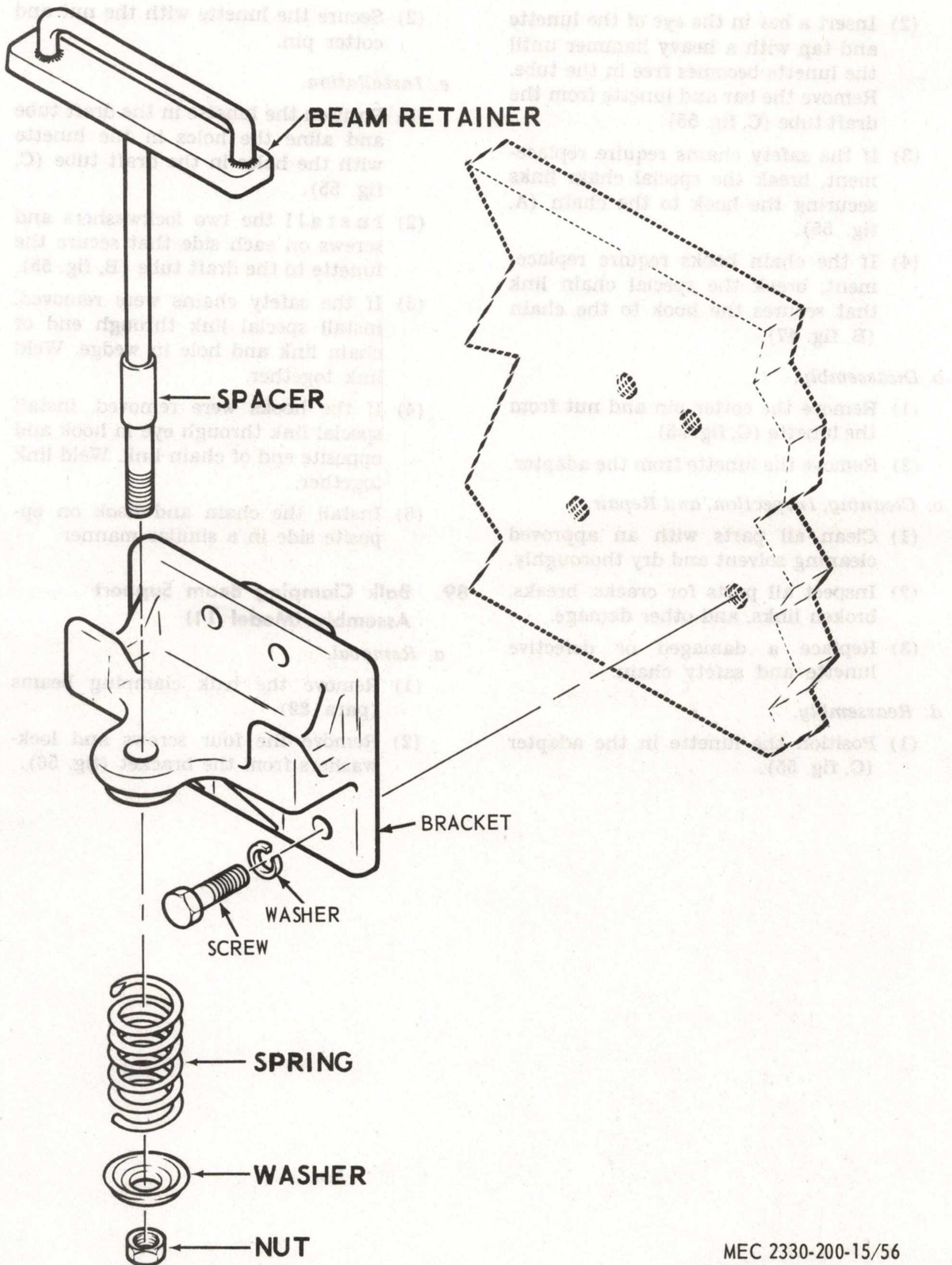
- (1) Position the lunette in the draft tube and align the holes in the lunette with the holes in the draft tube (C, fig. 55).
- (2) Install the two lockwashers and screws on each side that secure the lunette to the draft tube (B, fig. 55).
- (3) If the safety chains were removed, install special link through end of chain link and hole in wedge. Weld link together.
- (4) If the hooks were removed, install special link through eye in hook and opposite end of chain link. Weld link together.
- (5) Install the chain and hook on opposite side in a similar manner.

**89. Balk Clamping Beam Support Assembly (Model 11)**

*a. Removal.*

- (1) Remove the balk clamping beams (para 82).
- (2) Remove the four screws and lockwashers from the bracket (fig. 56).





MEC 2330-200-15/56

Figure 56. Balk clamping beam support assembly, exploded view (Model 11).

- (3) Remove the balk clamping beam support assembly from the frame.

*b. Disassembly.*

- (1) Remove the nut, washer, and spring from the shaft of the beam retainer (fig. 56).
- (2) Remove the beam retainer and spacer from the bracket.
- (3) Remove and disassemble the remaining balk clamping beam support assemblies in a similar manner.

*c. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, cracked or broken springs, and other damage.
- (3) Replace a damaged or defective part.

*d. Reassembly.*

- (1) Install the spacer and beam retainer (fig. 56).
- (2) Insert the beam retainer in position in the bracket.
- (3) Position the spring and washer on

the beam retainer and secure with the nut.

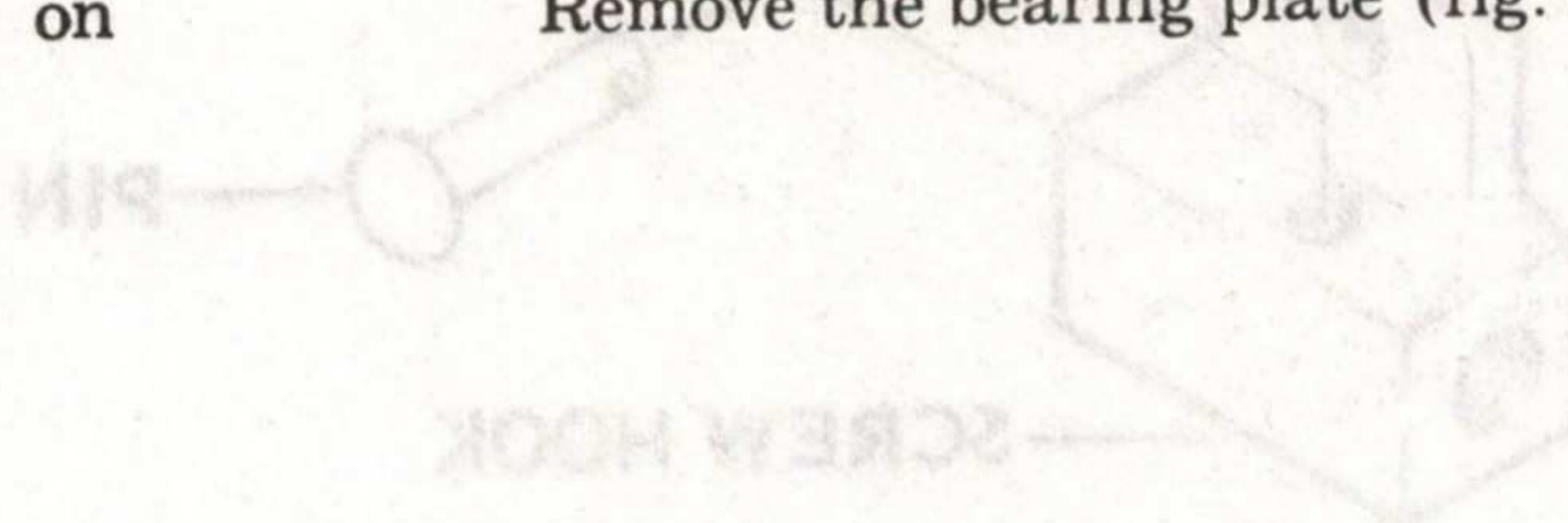
*e. Installation.*

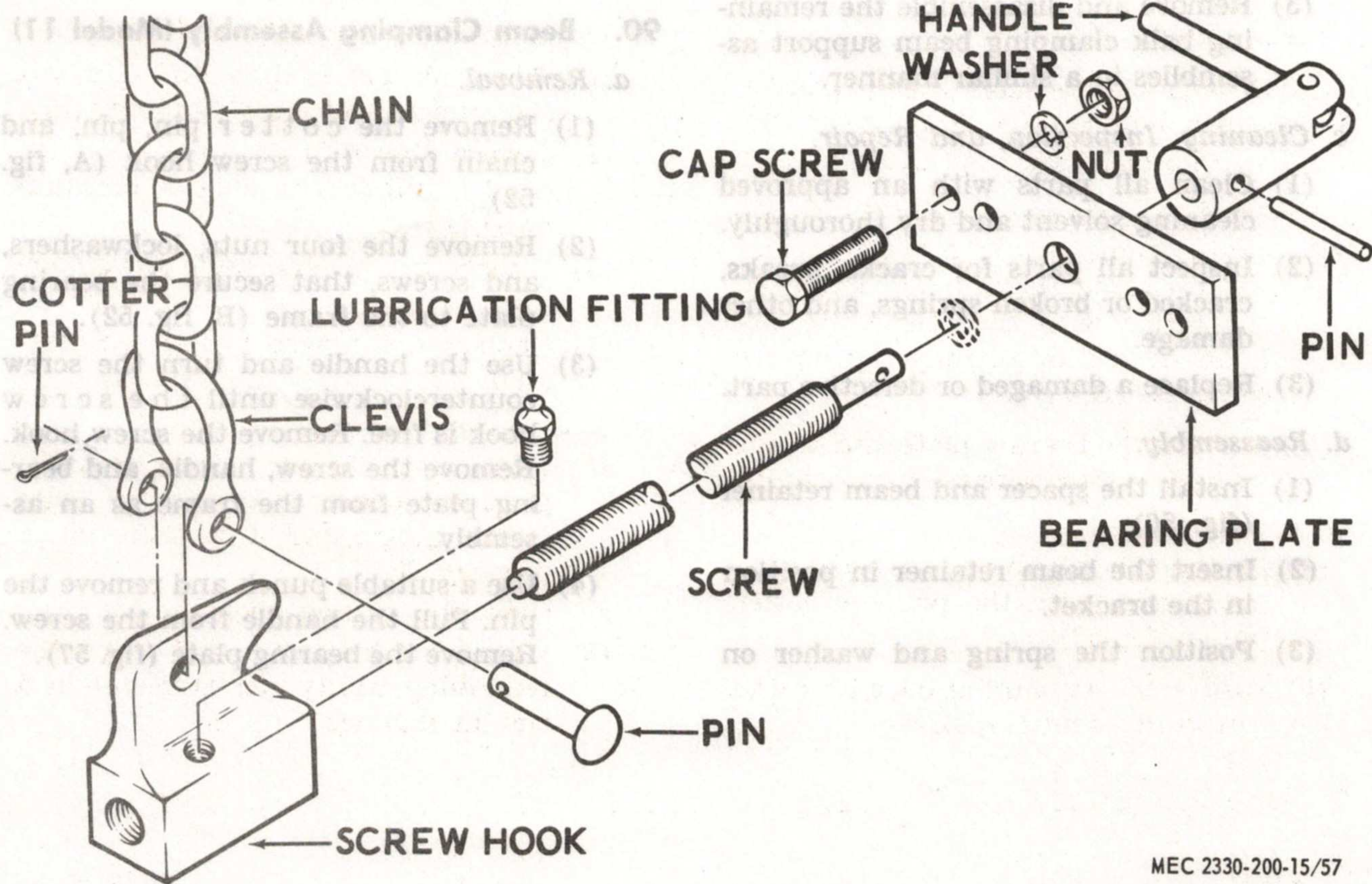
- (1) Position the bracket on the frame and secure with the four lockwashers and screws (fig. 56).
- (2) Install the balk clamping beams (para 82).

## 90. Beam Clamping Assembly (Model 11)

*a. Removal.*

- (1) Remove the cotter pin, pin, and chain from the screw hook (A, fig. 52).
- (2) Remove the four nuts, lockwashers, and screws, that secure the bearing plate to the frame (B, fig. 52).
- (3) Use the handle and turn the screw counterclockwise until the screw hook is free. Remove the screw hook. Remove the screw, handle, and bearing plate from the frame as an assembly.
- (4) Use a suitable punch and remove the pin. Pull the handle from the screw. Remove the bearing plate (fig. 57).





MEC 2330-200-15/57

Figure 57. Beam clamping assembly, exploded view (Model 11).

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, bends, and other damage.
- (3) Replace a damaged or defective beam clamping assembly.

*c. Installation.*

- (1) Reassemble the screw, bearing plate, and handle (fig. 57). Secure the screw and handle with the pin.
- (2) Position the screw hook in the groove of the frame with one hand and insert the screw through the bottom of the frame with the other into the hook. Secure by turning the handle clockwise (B, fig. 52).
- (3) Position the bearing plate and secure with the four screws, lockwashers, and nuts.
- (4) Position the chain on the screw hook and secure with the pin and cotter pin (A, fig. 52).
- (5) Install the remaining chains and screws in a similar manner.

## **91. Utility Compartment Lid (Model 11)**

*a. Removal.*

- (1) Unlatch and open the utility compartment lid (fig. 3).
- (2) Drive the hinge pin from the hinge and remove the lid.
- (3) Remove the hinged lid on the remaining utility compartment in a similar manner.

*b. Cleaning and Inspection.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect the utility compartment for cracks, and breaks. Weld cracks and breaks.
- (3) Inspect the lid and latch for distortion.
- (4) Replace a damaged utility compartment lid.

*c. Installation.*

- (1) Position the lid over the utility compartment opening, alining the holes in the hinge, and install the hinge pin (fig. 3).
- (2) Close the lid and hook the latch.
- (3) Install the hinge pin and lid on the remaining utility compartment in a similar manner.

## DEMOLITION OF MATERIEL TO PREVENT ENEMY USE

**92. General**

When capture or abandonment of the utility trailer to an enemy is imminent, the responsible unit commander must make the decision either to destroy the equipment or render it inoperative. Based on this decision, orders are issued which cover the desired extent of destruction. Whatever method of demolition is employed, it is essential to destroy the same vital parts of all utility trailers and all corresponding repair parts.

**93. Demolition or Render The Equipment Inoperative**

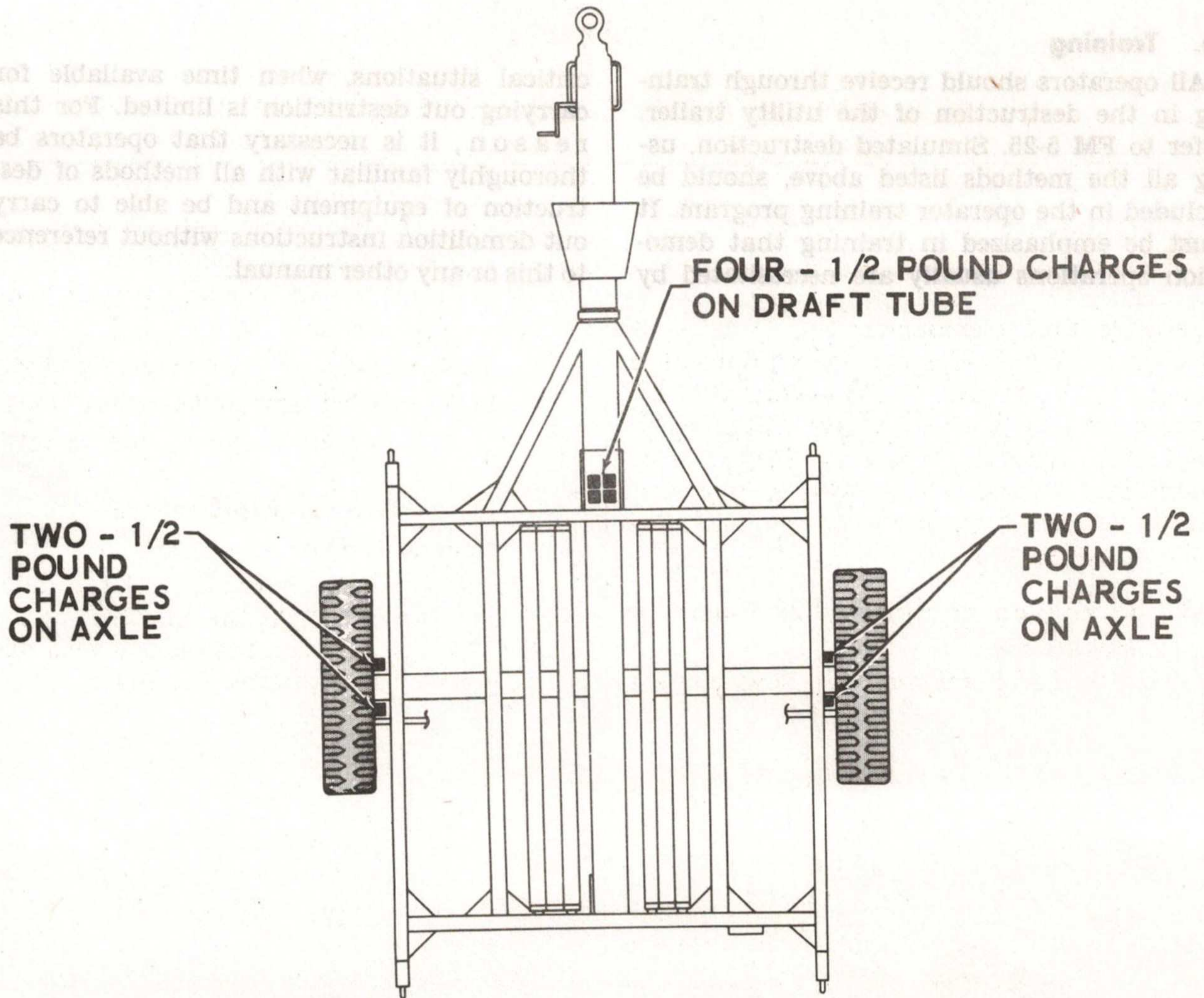
Use sledge hammers, crowbars, p i c k s ,

axes, or any other heavy tools which may be available to destroy the following:

- (1) Both wheels, including tires, hubs, and studs.
- (2) Front and rear connectors and lights.
- (3) Wiring harness and air hose lines.
- (4) Air chambers, valves, and reservoir.

**94. Demolition by Explosives or Weapons Fire**

a. *Explosives.* Place as many of the following charges (fig. 58) as the situation permits and detonate them simultaneously with detonating cord and a suitable detonator.



**LEGEND: ■ 1/2 POUND CHARGE**

MEC 2330-200-15/58

*Figure 58. Placement of charges.*

*b. Weapons Fire.* Fire on the trailer with the heaviest practical weapons available.

**95. Other Demolition Methods**

*a. Scattering and Concealment.* Remove all easily accessible parts such as pole clamping screws, wheels and hubs, draft pole, retaining pin, and lunette and scatter them throughout dense foliage, bury them in dirt or sand, or

throw them in a lake, stream, or other body of water.

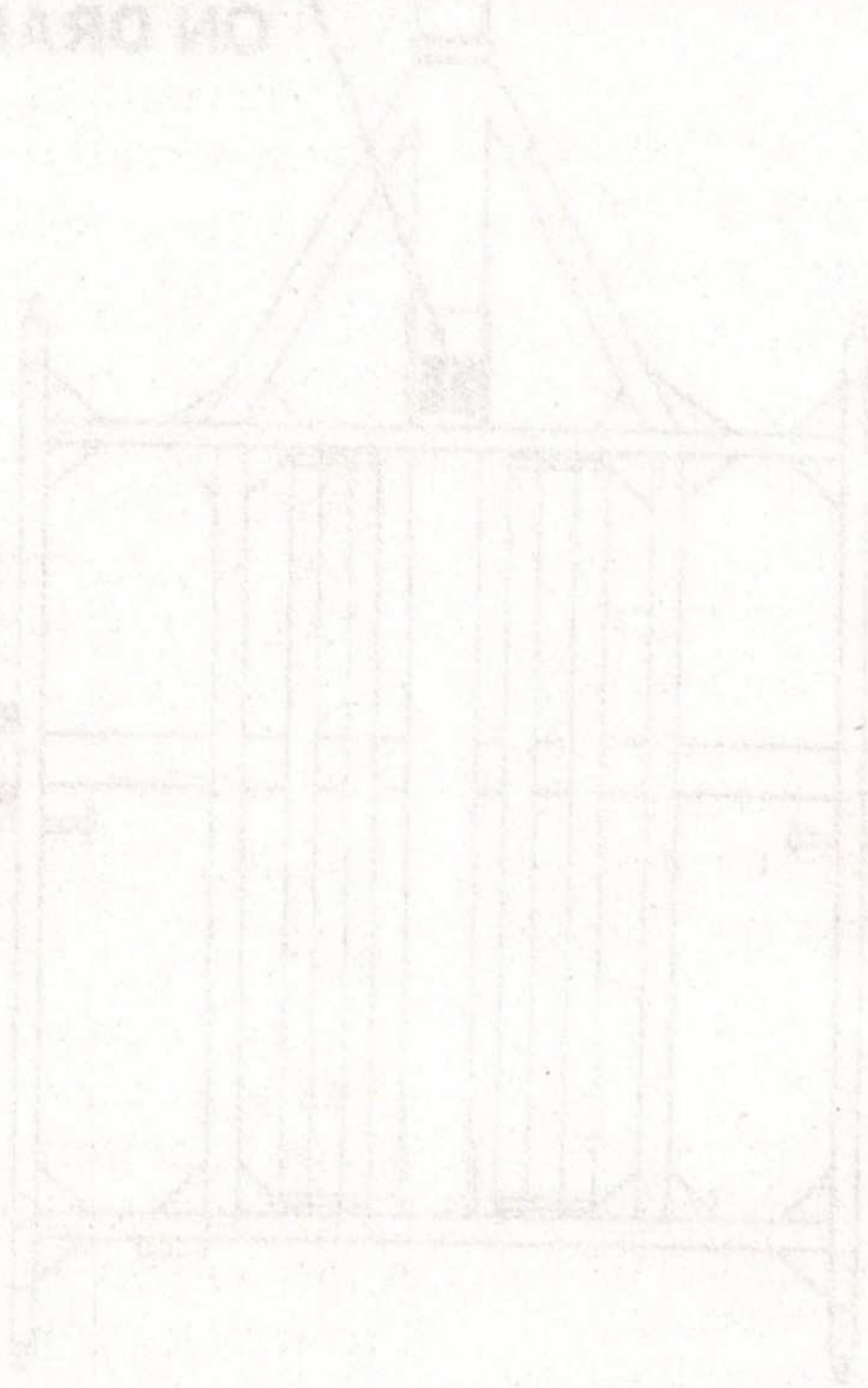
*b. Burning.* Pack rags, clothing, or canvas under and around the trailer. Saturate this packing with gasoline, oil, or diesel fuel and ignite.

*c. Submersion.* Totally submerge the trailer in a body of water to provide water damage and concealment. Salt water will do greater damage to metal than fresh water.

## 96. Training

All operators should receive thorough training in the destruction of the utility trailer. Refer to FM 5-25. Simulated destruction, using all the methods listed above, should be included in the operator training program. It must be emphasized in training that demolition operations usually are necessitated by

critical situations, when time available for carrying out destruction is limited. For this reason, it is necessary that operators be thoroughly familiar with all methods of destruction of equipment and be able to carry out demolition instructions without reference to this or any other manual.



TWO 1/2  
POUND  
CHARGES  
ON AXLE

TWO 1/2  
POUND  
CHARGES  
ON AXLE

LEGEND: W 1/2 POUND CHARGE

When there is a line stream, or other body of water, it is necessary to provide water damage to a body of water to provide water damage and concealment. But water will do greater damage to metal than fresh water.

a. Personnel. Totally equipped the trailer in a body of water to provide water damage and concealment. But water will do greater damage to metal than fresh water.

b. Personnel. Pack up, including of course under and around the trailer. Pack up the packing with gasoline, oil or diesel fuel and other items.

c. Personnel. Totally equipped the trailer in a body of water to provide water damage and concealment. But water will do greater damage to metal than fresh water.

95. Other Demolition Methods

a. Personnel and Equipment. Remove all easily accessible parts such as the clamping screws, wheels and axle nuts, etc. Reloading pins and latches and scatter them throughout the area. They are in dirt or sand or the heaviest practical weapons available.

b. Weapons. Use fire on the trailer with the heaviest practical weapons available.



## CHAPTER 5

# SHIPMENT AND LIMITED STORAGE

### Section I. SHIPMENT WITHIN ZONE OF INTERIOR

#### 97. Preparation of Equipment for Shipment

*a. General.* Detailed instructions for the preparation of equipment for domestic shipment are outlined within this paragraph. Preservation will be accomplished in sequence that will not require the operation of previously preserved components.

*b. Inspection.* Equipment will be inspected for any unusual condition such as damage, rusting, accumulation of water, or pilferage. Inspection will be completed as outlined in the quarterly preventive maintenance services. All deficiencies will be recorded on DA Form 2404 (Equipment Inspection and Maintenance Worksheet).

*c. Cleaning and Drying.* Thorough cleaning and drying by an approved technique is the first essential procedure in any effective preservation process. Approved methods of cleaning and drying, types of preservatives, and methods of application are described in TM 38-230.

*d. Painting.* Paint all surfaces when the paint has been removed or damaged. Refer to TM 9-213 for detailed cleaning and painting instructions.

*e. Depreservation Guide.* A properly annotated depreservation guide will be completed concurrently with preservation for each item of mechanical equipment with any peculiar

requirements outlined in spaces 27 through 33. The completed depreservation guide will be placed in a waterproof envelope, marked "Depreservation Guide" and fastened in a conspicuous location on the trailer.

*f. Exterior Surfaces.* Coat exposed, machined, ferrous metal surfaces with preservative (P-6) conforming with Specification MIL-C-11796, class 3. If preservative is not available, Automotive and Artillery grease (GAA) as specified in the lubrication order may be used.

*g. Marking.* Will conform to MIL-STD-129.

*h. Pneumatic Tires.* Tires will be inflated to 75 psi.

*i. Air Reservoir.* Remove the fitting from tank and spray tank interior with type P-10, grade 2, engine preservative oil conforming to Specification MIL-L-21260. Open draincock to allow excess preservative oil to drain. Leave draincock open to allow condensate to drain.

#### 98. Loading Equipment for Shipment

*a.* Use a lifting device of sufficient capacity and hoist the trailer on the carrier.

*b.* Block and secure trailer to carrier.

*c.* For over-the-road shipment, determine road and bridge limitations and display warning flags. Be sure all stop, clearance and tail-lights are in proper working order.

### Section II. LIMITED STORAGE

#### 99. Preparation of Equipment for Storage

*a. General.* Detailed instructions for preserving and maintaining the trailer in limited storage are outlined within this paragraph. Limited storage is defined as storage not to exceed 6 months. Refer to AR 743-505.

*b. Inspection.* Refer to paragraph 97.

*c. Cleaning and Drying.* Refer to paragraph 97.

*d. Painting.* Refer to paragraph 97.

*e. Depreservation Guide.* Refer to paragraph 97.

f. *Exterior Surfaces.* Refer to paragraph 97.

g. *Pneumatic Tires.* Pneumatic tires standing in storage under load will be inflated to 75 psi.

h. *Air Reservoir.* Refer to paragraph 97.

i. *Weatherproofing.* When suitable shelter is not available, select a firm, level, well-drained storage location protected from prevailing winds. Position the equipment on heavy planking or other solid surfaces. Cover the equipment with a tarpaulin or other suitable covering and tie down securely.

## 100. Inspection and Maintenance of Equipment in Storage

When the trailer has been placed in limited storage, all scheduled preventive maintenance inspection will be performed as specified herein. Perform quarterly preventive maintenance service when the trailer is initially placed in limited storage and every 90 days thereafter. Record all deficiencies and shortcomings, together with corrective action taken, on DA Form 2404. Required maintenance will be performed promptly to insure that the trailer is mechanically sound and ready for immediate use.

## CHAPTER 6

# DIRECT AND GENERAL SUPPORT AND DIRECT MAINTENANCE INSTRUCTIONS

### Section I. GENERAL

#### 101. Scope

a. The following instructions are for direct and general support and depot maintenance personnel. They contain information that is beyond the scope of the tools, equipment, personnel, or supplies normally available to organizational maintenance.

b. Appendix I includes the publications applicable to direct and general support and depot maintenance. Appendix II contains the maintenance allocation chart. The direct and

general support and depot maintenance repair parts and special tool lists and listed in appendix IV.

#### 102 Record and Report Forms

For record and report forms applicable to direct and general support and depot maintenance, refer to TM 38-750.

*Note.* Applicable forms, excluding Standard Form 46 which is carried by the operator, will be kept in a canvas bag mounted on the equipment.

### Section II. DESCRIPTION AND DATA

#### 103. Description

For a complete description of the trailers, see paragraph 3.

#### 104. Tabulated Data

a. *General.* Refer to paragraph 4 for tabulated data on the utility trailers.

b. *Time Standards.* Table 1 lists the num-

ber of man-hours required under normal conditions for various operations in the maintenance and repair of the trailer. The man-hours listed are not intended to be rigid standards. Under adverse conditions, the operations will take considerably longer but under ideal conditions with highly skilled mechanics, most of the operations can be accomplished in considerable less time.

Table 1. Time Standards

Lubrication and Service		Hours
11	REAR AXLE	
1108	WALKING BEAMS, STUB AXLES AND PARTS Beam, Axle (to lubricate axle) -----	0.1
12	BRAKES	
1204	HYDRAULIC BRAKE SYSTEM Cylinder, Master (to check and fill to proper level) -----	0.2
1208	AIR BRAKE SYSTEM Reservoir, Air; Filters (to drain and dry) -----	0.3
13	WHEELS	
1311	WHEEL ASSEMBLY Bearings (to lubricate fitting) -----	0.1
1313	TIRES, TUBES Tires (to check air pressure) -----	0.1

**15 FRAME****1507 LANDING GEAR**

Landing Gear Assembly  
(to lubricate fitting) -----

0.1

## Remove and Replace

Hours

**11 REAR AXLE****1108 WALKING BEAMS, STUB AXLES AND PARTS**

Beams, Axles

(Includes removal and installation) -----

10.0

**12 BRAKES****1202 SERVICE BRAKES**

Brake Assembly

(Includes removal and installation) -----

6.0

**1204 HYDRAULIC BRAKE SYSTEM**

Cylinder, Master

(Includes removal and installation) -----

2.0

Cylinder, Wheel

(Includes removal and installation) -----

3.0

Hose, Fittings, Lines, Clamps

(Includes removal and installation) -----

2.0

**1208 AIR BRAKE SYSTEM**

Reservoir, Air; Filters

(Includes removal and installation) -----

2.0

Lines, Chamber Assembly

(Includes removal and installation) -----

1.0

Hose, Fittings

(Includes removal and installation) -----

1.1

Valve

(Includes removal and installation) -----

2.0

**13 WHEELS****1311 WHEEL ASSEMBLY**

Bearings

(Includes removal and installation of wheel and bearings) -----

2.0

**1313 TIRES, TUBES**

Tires -----

1.0

Tubes -----

1.2

**15 FRAME****1501 FRAME, TRAILER**

(Includes removal and installation) -----

12.0

**1503 TOWING ATTACHMENTS**

Lunette

(Includes removal and installation) -----

0.8

**1507 LANDING GEAR**

Landing Gear Assembly

(Includes removal and installation) -----

1.0

**16 SPRINGS AND SHOCK ABSORBERS****1601 SPRINGS**

Springs, Hangers

(Includes removal and installation) -----

2.5

**1604 SHOCK ABSORBER EQUIPMENT**

Shock Absorbers

(Includes removal and installation) -----

1.0

**18 BODY****1801 BODY**

Fenders, Shields

(Includes removal and installation) -----

4.0

## Section III. SPECIAL TOOLS AND EQUIPMENT

### 105. Special Tools and Equipment

No special tools or equipment are required to perform direct and general support and depot maintenance on the trailers.

### 106. Direct and General Support and Depot Maintenance Repair Parts

Direct and general support and depot main-

tenance repair parts are listed and illustrated in appendix IV.

### 107. Specially Designed Tools and Equipment

No specially designed tools and equipment are required to perform direct and general support and depot maintenance on the trailers.

## Section IV. TROUBLESHOOTING

### 108. General

This section provides information useful in diagnosing and correcting unsatisfactory operation or failure of the trailer, or any of its components. Each trouble symptom stated is followed by a list of probable causes of the trouble. The possible remedy recommended is described opposite the probable cause.

### 109. Trailer Towing Improperly

<i>Probable cause</i>	<i>Possible remedy</i>
Axle bent or damaged	Repair or replace axle (paras 125 or 126).
Main spring weak or broken.	Repair or replace main spring (para 123).
Overload spring weak or broken.	Repair or replace overload spring (para 122).

### 110. Trailer Airbrakes Fail (Model T-52)

<i>Probable cause</i>	<i>Possible remedy</i>
Relay valve defective	Repair relay valve (para 115), or replace valve (para 63).
Air reservoir tank leaking.	Repair or replace tank (para 116).

<i>Probable cause</i>	<i>Possible remedy</i>
Airbrake chamber defective.	Repair chamber (para 114) or replace chamber (para 62).

### 111. Trailer Brakes Fail (Model 11)

<i>Probable cause</i>	<i>Possible remedy</i>
Air reservoir leaking	Repair or replace air reservoir (para 64 or 70).
Air relay emergency valve defective.	Repair or replace valve (para 69).
Cylinder and chamber assembly defective.	Repair or replace cylinder and chamber assembly (para 117).
Air cleaner defective	Replace air cleaner (para 71).

### 112. Landing Jack Assembly Fails To Operate

<i>Probable cause</i>	<i>Possible remedy</i>
Jackscrew gears worn	Replace gears (para 128).
Jackscrew bent or defective.	Replace jackscrew (para 128).

## Section V. AIRBRAKE SYSTEM

### 113. General

a. *Model T-52 Trailer.* The air in the air-brake system is filtered before it enters the trailer air reservoir tank where a 60 to 120 psi pressure is maintained. The air from the reservoir tank passes to the air relay valve which is mounted on the air reservoir tank. In the event of an air line leak in the trailer brake system, the relay valve will cut off the air supply at the air reservoir tank, so the

towing vehicle does not lose its air pressure and brake power. The valve is piston loaded and air actuated. The air passing from the relay valve through an air line to each air-brake chamber actuates the service brakes.

b. *Model 11 Trailer.* The air in the brake system is filtered before it enters the air reservoir where a 60 to 120 psig pressure is maintained. Air from the reservoir passes to the air-relay emergency valve, mounted on the

trailer stiffener channel. In the event of an air leak in the trailer brake system, the relay emergency valve will cut off the air supply at the air reservoir, so the towing vehicle does not lose its air pressure and brake power. The relay emergency valve is piston loaded and air actuated. Air passing from the relay emergency valve to the cylinder and chamber assembly acts on a diaphragm and piston to transmit hydraulic pressure to actuate the service brakes.

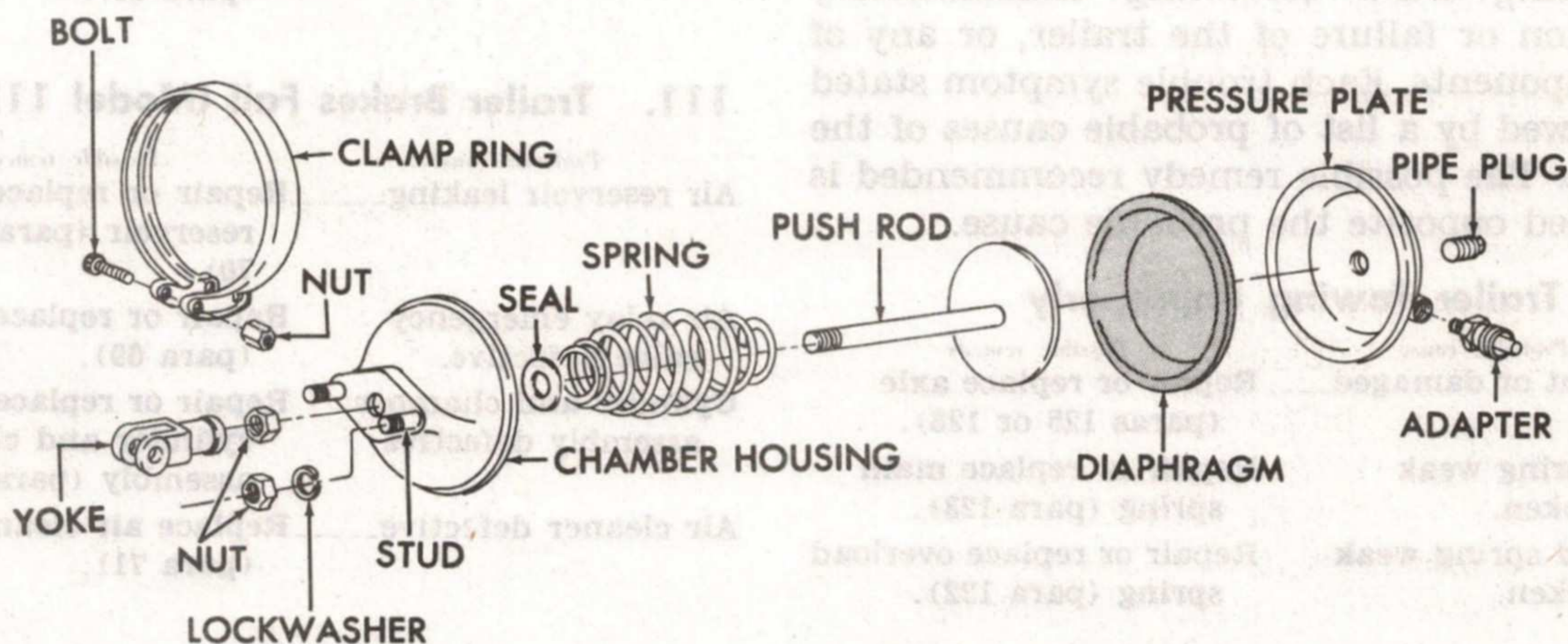
#### 114. Airbrake Chamber (Model T-52)

*a. Removal.* Remove the airbrake chamber (para 62).

#### *b. Disassembly.*

*Note.* Before disassembly of the airbrake chamber assembly, make match marks on the clamp ring and on both the pressure plate and the chamber housing so that the bolts of the clamp ring will be at the same location when reassembled. This will eliminate difficulty in installation of the brake chamber.

- (1) Pull out the push rod (fig. 59) and clamp it at the chamber housing.



EMC 5-2330-200-15/40

Figure 59. Airbrake chamber, exploded view (Model T-52).

- (2) Remove the clamp ring nuts and bolts from the clamp ring and remove the clamp ring from the airbrake chamber assembly.
- (3) Remove the pressure plate and diaphragm from the chamber housing.
- (4) Remove the pipe plug and adapter from the pressure plate.
- (5) Remove the yoke and locknut from the pushrod assembly. Releases the clamp on the pushrod assembly.

- (6) Remove the pushrod assembly, spring, and seal from the chamber housing.
- (7) Remove the studs from the chamber housing.
- (8) Disassemble the remaining airbrake chamber in a similar manner.

#### *c. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.

- (2) Inspect the pressure plate, chamber housing, clamping ring for cracks, breaks, and other damage. Replace a damaged or defective part.
- (3) Inspect the spring for cracks, and other damage. Replace a defective spring.
- (4) Inspect the pushrod assembly for cracks, breaks, and other damage. Replace a defective pushrod assembly.
- (5) Inspect the diaphragm for cracks, breaks, excessive wear, and other damage. Replace a damaged or defective diaphragm.
- (6) Replace the seal each time the airbrake chamber is reassembled.

*Note.* When replacing spring in brake chambers, be sure the correct spring is used; otherwise unbalanced braking may result.

#### d. Reassembly.

- (1) Install the seal and studs in the chamber housing (fig. 59).
- (2) Position the spring on the pushrod and insert the pushrod through the chamber housing from the inside. Pull the pushrod out far enough to compress the spring and clamp the pushrod assembly at the chamber housing.
- (3) Install the locknut and yoke on the pushrod assembly.
- (4) Install the pipe and adapter in the pressure plate.
- (5) Position the diaphragm in the chamber housing.
- (6) Position the pressure plate and clamping ring on the chamber housing, aligning the match marks made before disassembly.
- (7) Secure the clamp ring with the clamp ring bolts and nuts.
- (8) Remove the clamp from the pushrod assembly.
- (9) Reassemble the remaining airbrake chamber in a similar manner.

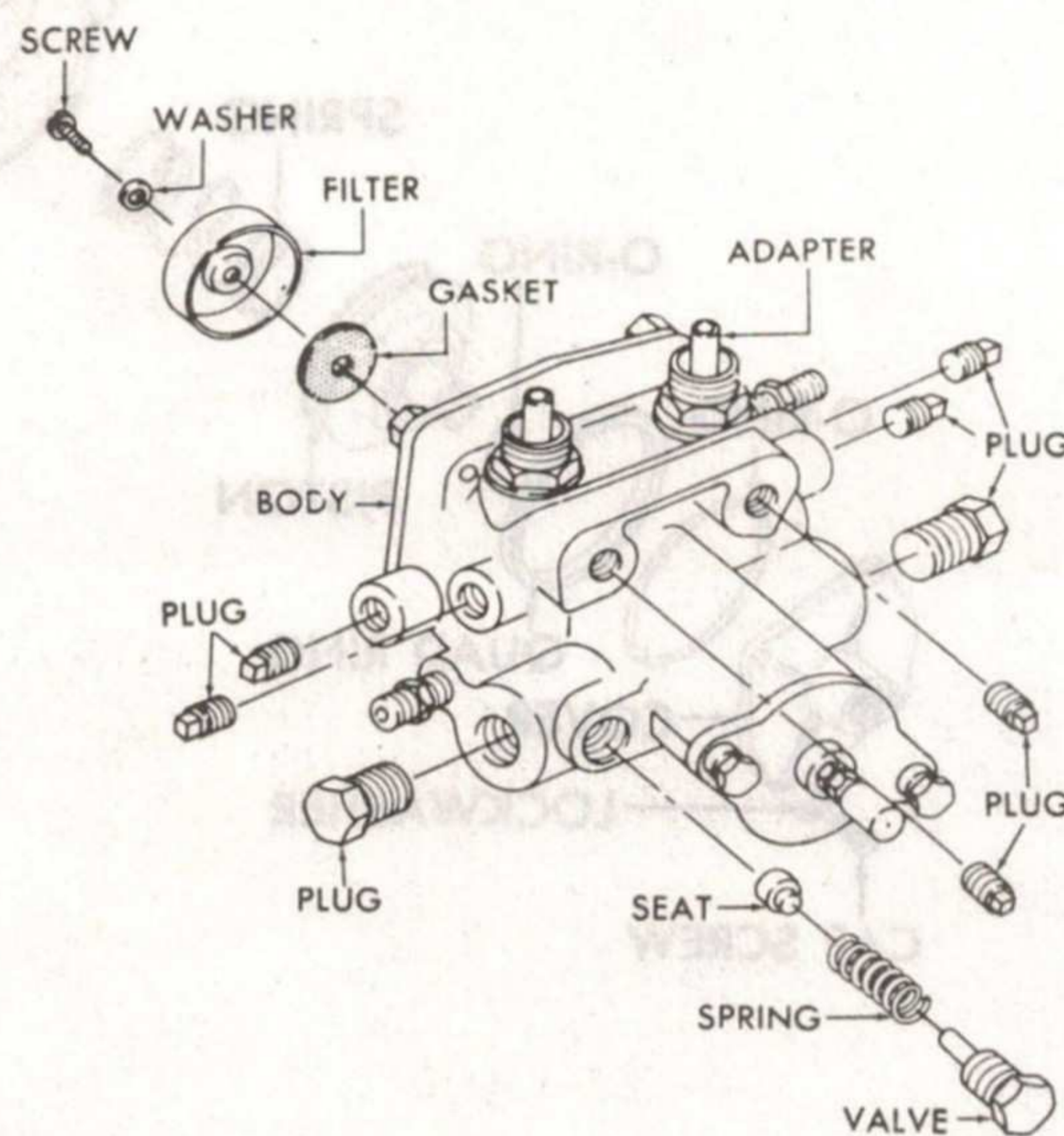
e. *Installation.* Install the airbrake chamber (para 62).

## 115. Air Relay Valve (Model T-52)

a. *Removal.* Remove the air relay valve (para 63).

#### b. Disassembly.

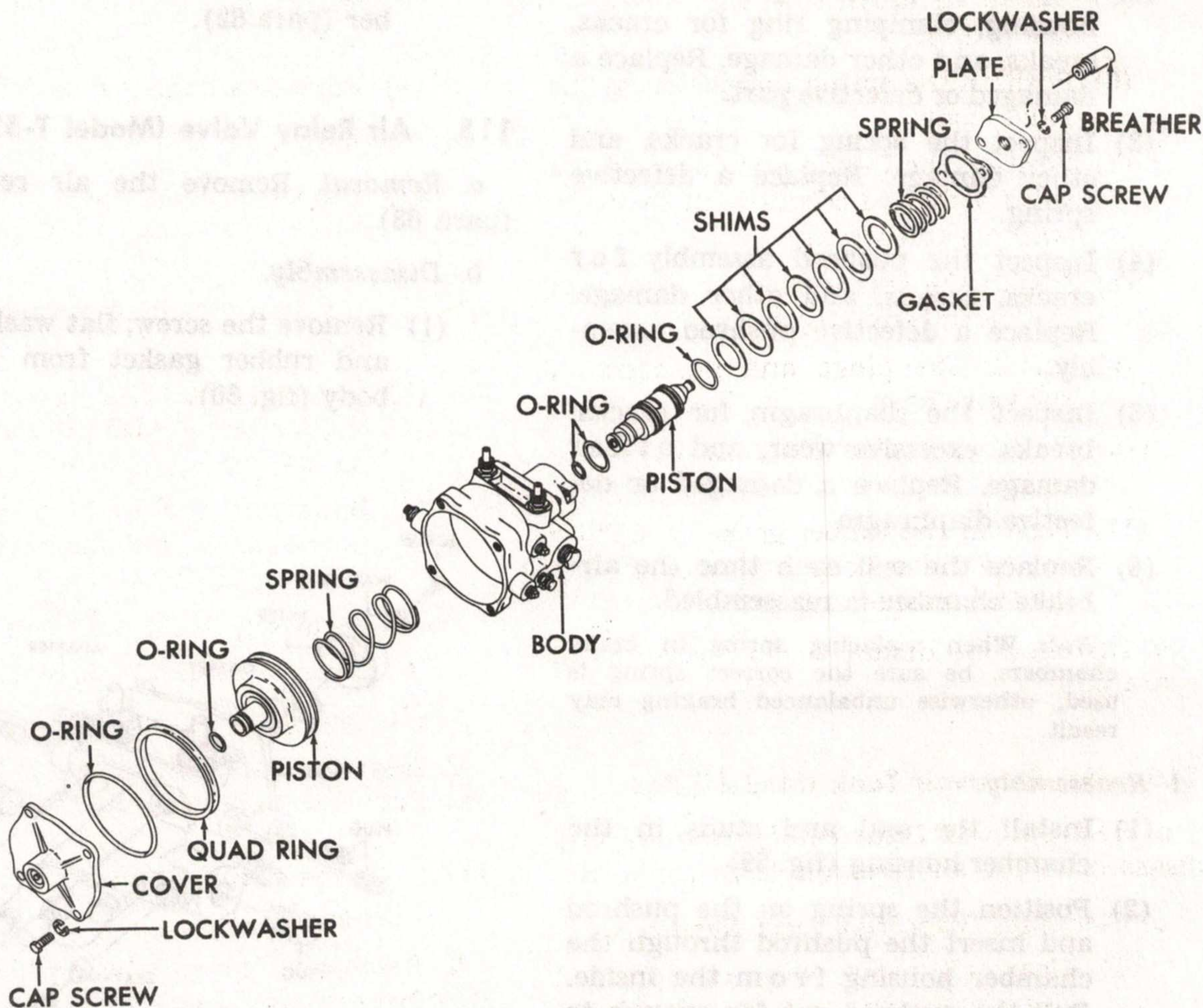
- (1) Remove the screw, flat washer, filter, and rubber gasket from the valve body (fig. 60).



EMC 5-2330-200-15/41

Figure 60. Air relay valve, filter, and plugs, (Model T-52).

- (2) Remove the pipe plugs from the valve body.
- (3) Remove the plugs and adapters from the valve body.
- (4) Remove the valve spring and seat from the valve body.
- (5) Remove the screws, washers, O-ring, piston, and spring from the valve body (fig. 61).



EMC 5-2330-200-15/42

Figure 61. Air relay valve piston assembly, partially exploded view (Model T-52).

- (6) Remove the O-ring and quad ring from the piston.
- (7) Remove the screws, plate, and gasket from the valve body.
- (8) Remove the breather from the plate.
- (9) Remove the spring, shims, and piston from the valve body.
- (10) Remove the O-rings from the piston.

**c. Cleaning, Inspection, and Repair.**

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks,

wear, deterioration, and other damage.

- (3) Replace a damaged or defective part.

**d. Reassembly.**

- (1) Install the O-rings on the piston (fig. 61).
- (2) Position the piston, shims, and spring in the valve body.
- (3) Install the breather in the plate.
- (4) Position the gasket and plate on the valve body and secure with the lockwashers and screws.



- (5) Install the quad ring and O-ring on the piston.
- (6) Position the spring and piston in the valve body.
- (7) Position the O-ring and cover on the valve body and secure with the lock-washers and screws.
- (8) Install the seat, spring, and valve in the valve body (fig. 60).
- (9) Install the plugs and adapters in the valve body.
- (10) Install the pipe plugs in the valve body.
- (11) Position the rubber gasket and filter on the valve body and secure with the flat washer and screw.

*e. Installation.* Install the air relay valve (para 63).

#### 116. Air Reservoir Tank (Model T-52)

*a. Removal and Disassembly.* Remove and disassemble the air reservoir tank (para 64).

*b. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect the pipe plugs and bleeder valve for cracks, breaks, and other damage.
- (3) Inspect the air reservoir tank for

cracks, leaks, dents, and other damage.

- (4) Replace a damaged or defective part.

*c. Testing.*

- (1) Install a plug where the air relay valve screws into the air reservoir tank.
- (2) Install a pipe plug in each end of the tank.
- (3) Connect an air line at the tank opening for the bleeder valve and fill tank to 120 psi.
- (4) Submerge the tank in water and check for air bubbles which indicate a leak.
- (5) Weld any leaks that are found.
- (6) Repeat the test after welding a leak.
- (7) Remove the pipe plugs.

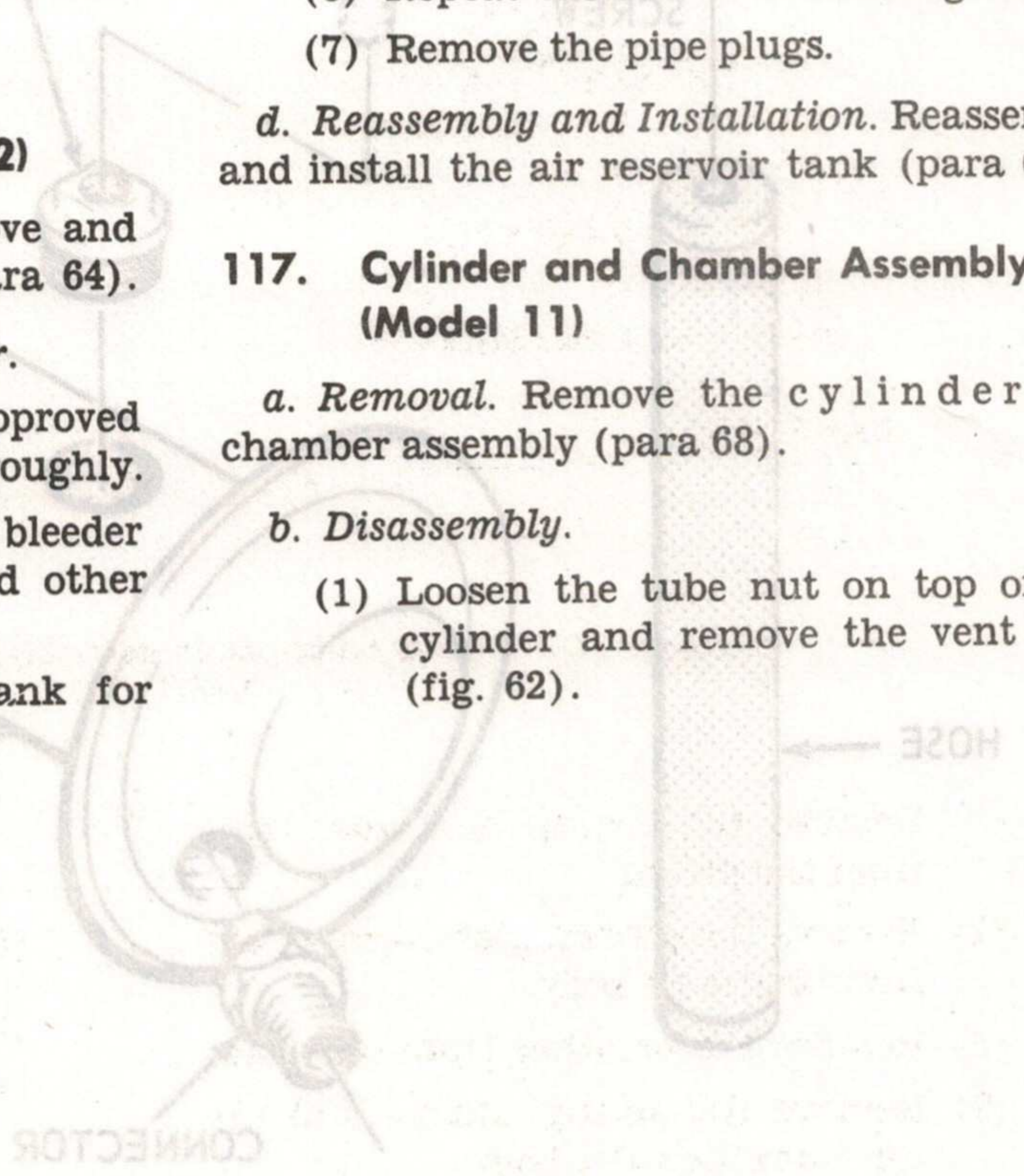
*d. Reassembly and Installation.* Reassemble and install the air reservoir tank (para 64).

#### 117. Cylinder and Chamber Assembly (Model 11)

*a. Removal.* Remove the cylinder and chamber assembly (para 68).

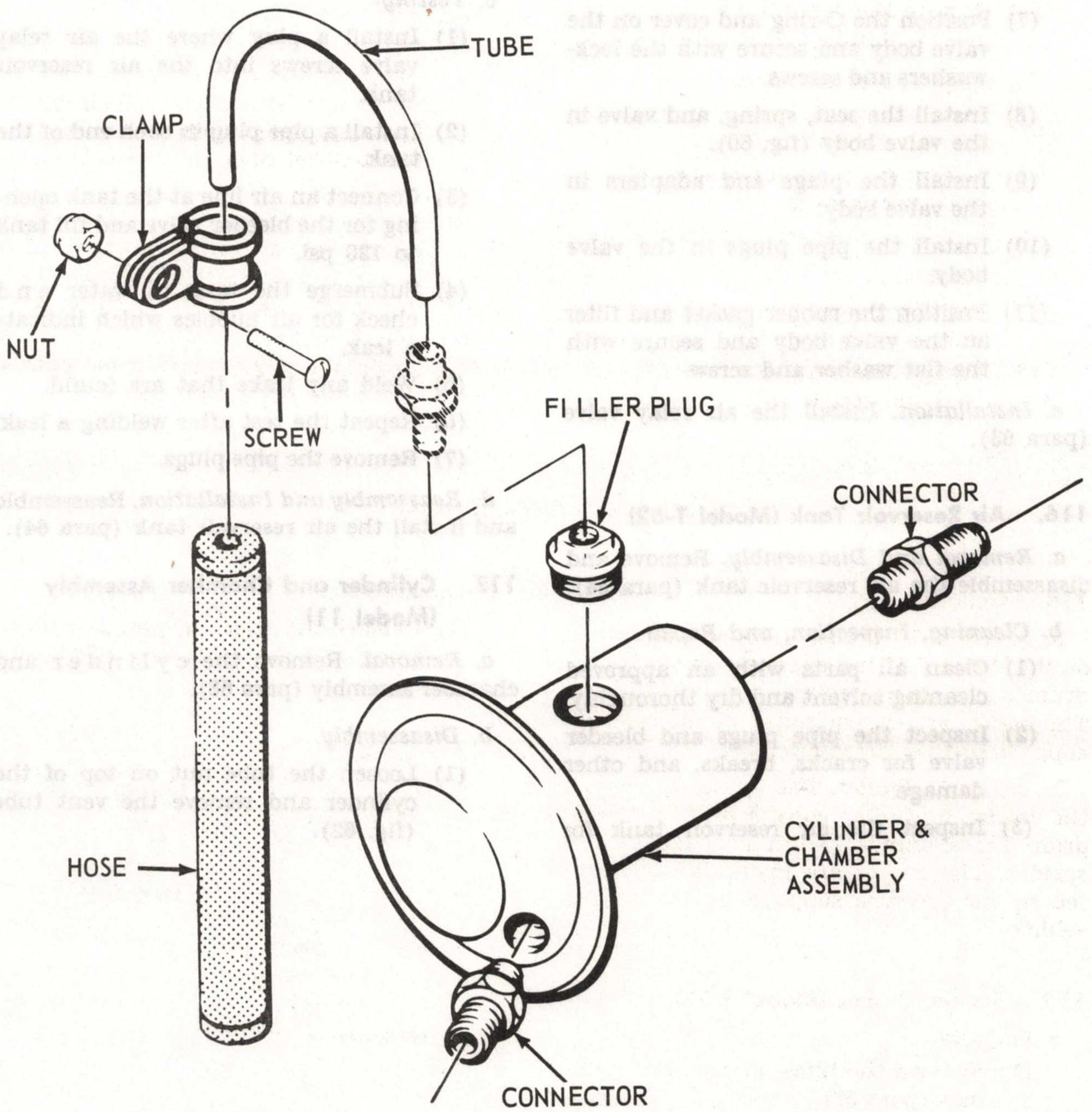
*b. Disassembly.*

- (1) Loosen the tube nut on top of the cylinder and remove the vent tube (fig. 62).



MEC 3330-500-12485

Figure 62. Cylinder and chamber assembly, Model 11.



MEC 2330-200-15/62

Figure 62. Cylinder and chamber assembly, exploded view (Model 11).

- (2) Loosen the clamp and remove the vent hose from the tube.
- (3) Remove the connector from the chamber air inlet.
- (4) Remove the connector from the cylinder hydraulic outlet.

*c. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, and other damage.
- (3) Replace a damaged or defective part.

*d. Reassembly.*

- (1) Install the connectors in the cylinder and chamber assembly.
- (2) Engage the vent tube in the vent hose and secure with the clamp.

- (3) Install the vent tube assembly.

*e. Installation.* Install the cylinder and chamber assembly (para 68).

*f. Pushrod Travel Testing.*

- (1) With the brakes released, insert a small rod through one of the two inspection holes in the brake air chamber. Mark rod at surface of the mounting bracket when rod contacts pushrod in brake air chamber.
- (2) Apply brakes and again mark rod at surface of mounting bracket with rod in contact with pushrod. Measure the distance between the marks.
- (3) Adjust brakes (para 55) to permit a minimum of 1/2-inch travel and a maximum of 7/8-inch travel.

## Section VI. SERVICE BRAKES

### 118. General

*a. Model T-52 Trailer.* The service brakes on the Model T-52 trailer consist of the brake-drum, shoes, linings, rollers, pins, and springs. The brakes are cam-actuated by air pressure supplied by the prime mover.

*b. Model 11 Trailer.* The service brakes on the Model 11 trailer consists of the brake-drum, shoes, linings, hydraulic cylinders, and springs. The brakes are hydraulically-operated by air pressure supplied by the towing vehicle.

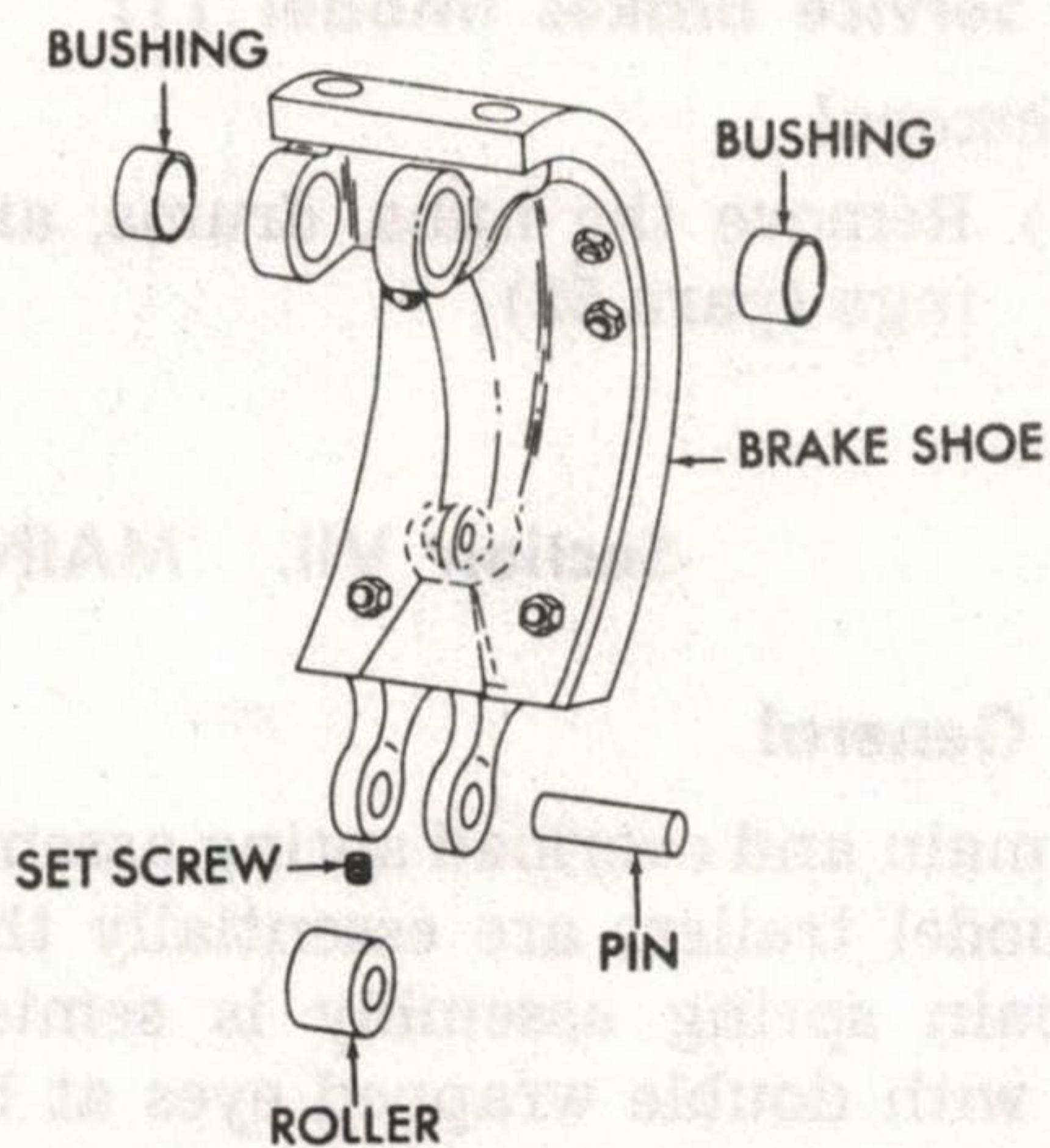
### 119. Service Brakes (Model T-52)

*a. Removal.*

- (1) Remove the hubs, drums, and bearings (para 52).
- (2) Remove the brakeshoes (para 58) and linings (para 54).
- (3) Remove the eight nuts, lockwashers, and screws and the spider from the spindle (A, fig. 28).
- (4) Remove the dust guard from the axle.

*b. Disassembly.*

- (1) Remove the setscrew, pin, and roller from each brakeshoe (fig. 63).



EMC 5-2330-200-15/43

*Figure 63. Brakeshoe, partially exploded view (Model T-52).*

- (2) Remove the bushing from the spider if it needs replacing.
- (3) Remove the bushings from the shoes if defective.

*c. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect for cracks, breaks, wear, distortion, grooves, and other damage.
- (3) Replace a damaged or defective part.

*d. Reassembly.*

- (1) Position new bushings in the shoes if removed.
- (2) Position bushings in the spider if removed.
- (3) Install the rollers in the shoes and secure with the pins and setscrews.

*e. Installation.*

- (1) Position the dust guard on the axle.
- (2) Position the spider over the spindle and secure with eight screws, lockwashers, and nuts (A, fig. 28).
- (3) Install the brakeshoes (para 58) and linings (para 54).
- (4) Install the bearings, drums, and hubs (para. 52).

## 120. Service Brakes (Model 11)

*a. Removal.*

- (1) Remove the hubs, drums, and bearings (para 52).

- (2) Remove the brakeshoes (para 55), linings ( para 55), and wheel cylinders (para 57).

- (3) Remove the twelve nuts, lockwashers, and screws from the axle flange (B, fig. 32).

- (4) Remove the backing plate from the axle.

*b. Disassembly.*

- (1) Remove the guide bolt sleeve (fig. 34) from each brakeshoe.

- (2) Remove the parking brake links from each brakeshoe.

*c. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.

- (2) Inspect all parts for cracks, breaks, wear, grooves, and other damage.

- (3) Replace a damaged or defective part.

*d. Reassembly.*

- (1) Position bushings in the brakeshoes.

- (2) Fit the parking brake links to each brakeshoe and secure with the pins, nuts, and washers.

*e. Installation.*

- (1) Install the backing plate on the axle and secure with the twelve nuts, washers, and screws.

- (2) Install the brake linings, brakeshoes, and wheel hydraulic cylinders.

- (3) Install the bearings, drum, and hub.

## Section VII. MAIN AND OVERLOAD SPRING ASSEMBLY

### 121. General

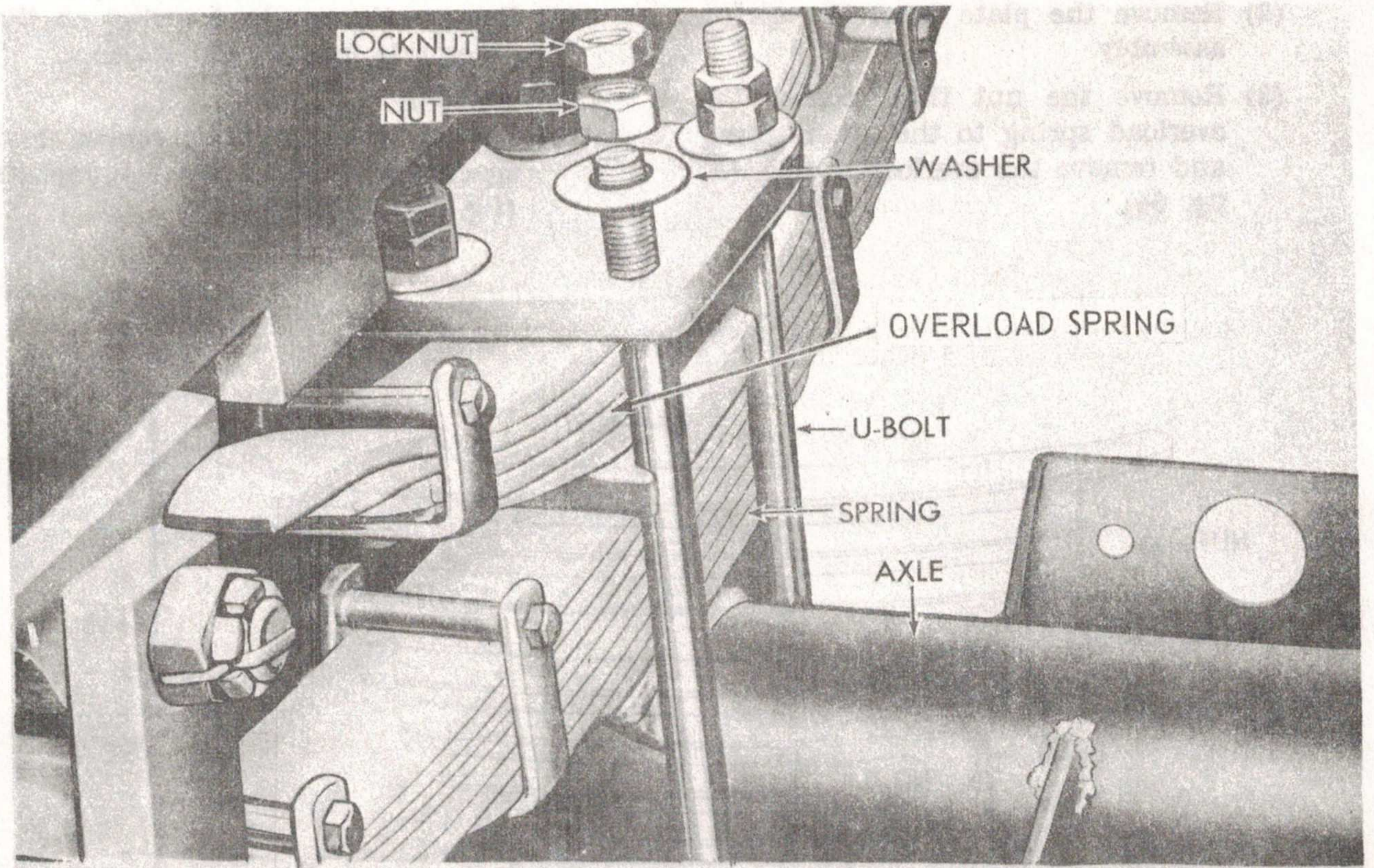
The main and overload spring assemblies on both model trailers are essentially the same. The main spring assembly is semielliptical design with double wrapped eyes at both the fixed and shackled ends. The mainspring eyes have bushings and lubrication fittings to minimize wear. The overload spring is the semielliptical slipper spring-type mounted to the main spring with two U-bolts that serve as the main spring mounting to the axle. The main spring is bolted to the trailer frame at

the front and rear mounting bracket. The leaves of the main and overload springs are bolted together with a center bolt and further held with spring clamps on each end of the leaves.

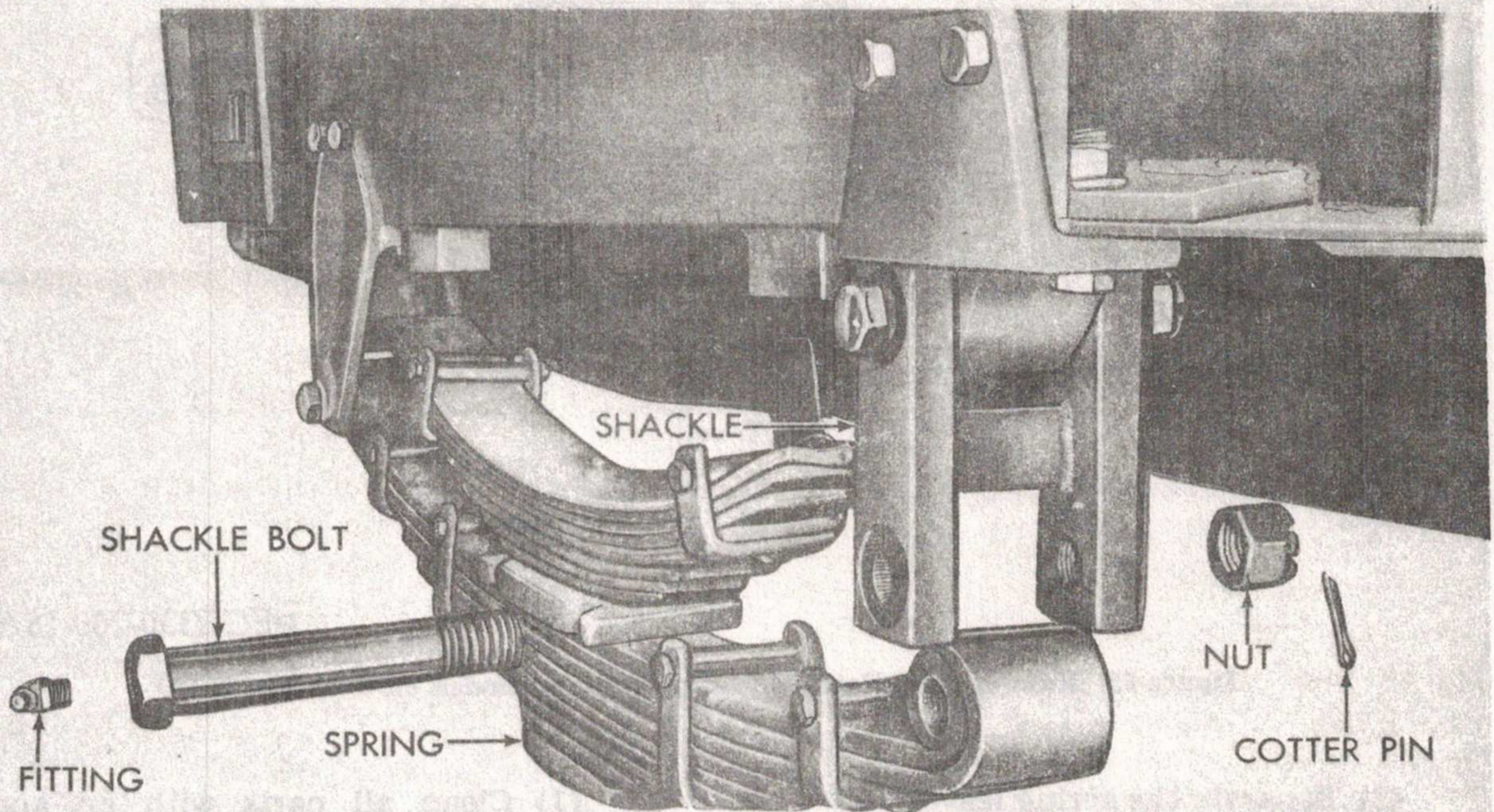
### 122. Overload Spring Assembly (All Makes and Models)

*a. Removal.*

- (1) Remove four locknuts, nuts, flat washers, and two U-bolts from the plate (A, fig. 64).



A



B

MEC 2330-200-15/64

A—Overload spring, installed view

B—Main spring, partially removed

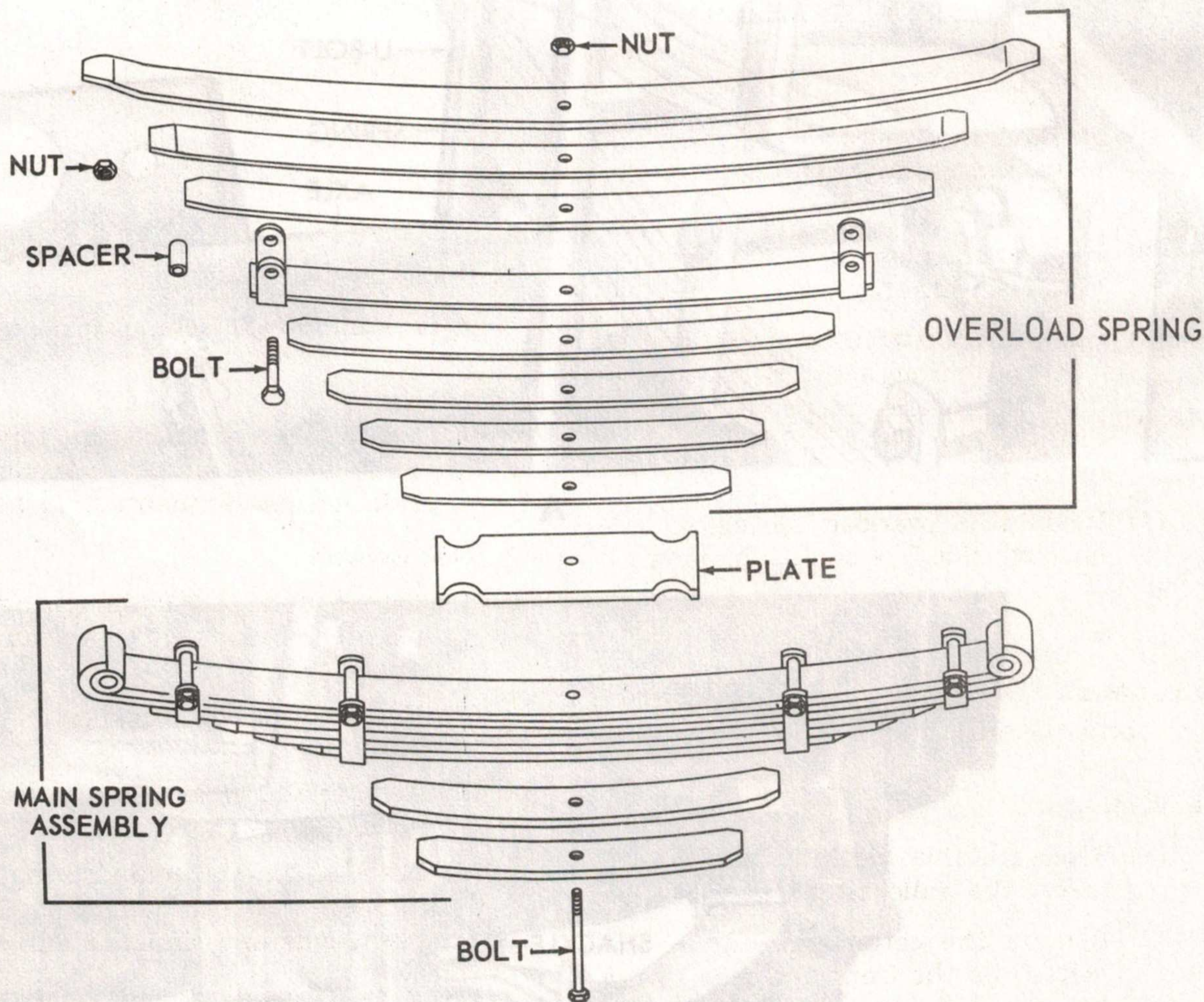
Figure 64. Spring removal sequence (Model T-52).

- (2) Remove the plate from the spring assembly.
- (3) Remove the nut that secures the overload spring to the main spring and remove the overload spring (B, fig. 64).

- (4) Remove the overload spring on the other side in a similar manner.

*b. Disassembly.*

- (1) Remove the two nuts, screws, and spacers from the spring brackets (fig. 65).



MEC 2330-200-15/65

Figure 65. Main and overload spring, partially exploded view (Model T-52).

- (2) Separate the spring leaves.
  - (3) Disassemble the overload spring on the other side in a similar manner.
- c. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect the leaves for cracks, breaks, wear, and other damage.

- (3) Inspect all other parts for cracks, breaks, and other damage.
- (4) Replace a damaged or defective part.

#### d. Reassembly.

- (1) Position the spring leaves together and secure with the spacers, screws, and nuts.
- (2) Reassemble the springs on the opposite side in a similar manner.

#### e. Installation.

- (1) Position the overload spring on the plate and secure with the nut (fig. 65).
- (2) Position the plate on top of the overload spring (A, fig. 64).
- (3) Position the two U-bolts around the axle and through the plate and secure the overload spring assembly with the four flat washers, nuts, and locknuts.
- (4) Install the overload spring on the opposite side in a similar manner.

### 123. Main Spring Assembly (All Makes and Models)

#### a. Removal.

- (1) Place suitable blocking under the rear of the trailer frame.
- (2) Remove the cotter pins, nuts, and bolts from the front and rear spring hanger (B, fig. 64).
- (3) Remove the overload spring assembly (para 122).
- (4) Lift the main spring assembly off the axle spring mounting bracket.
- (5) Remove the nuts, lockwashers, and screws and the front and rear spring hanger from the trailer frame (fig. 66).

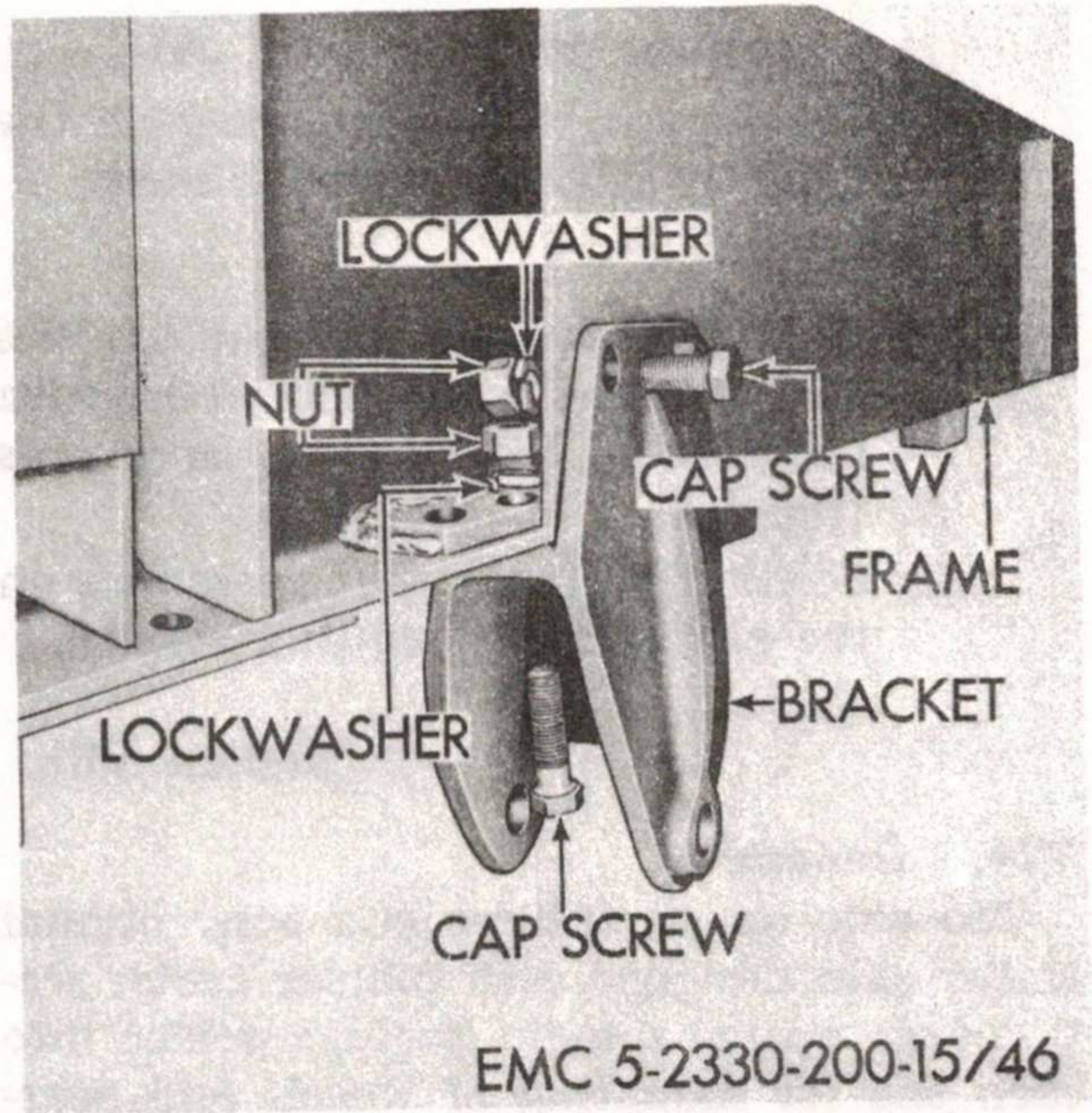


Figure 66. Main spring bracket, partially removed (Model T-52)

- (6) Remove the main spring front hanger, and rear hanger on the opposite side in a similar manner.

#### b. Disassembly.

- (1) Disassemble the main spring in a manner similar to the overload spring (para 122).
- (2) Remove the bolt and bushings (fig. 65).
- (3) Remove the grease fittings from the shackle bolts (B, fig. 64).
- (4) Disassemble the main spring, front hanger, and rear hanger on the opposite side in a similar manner.

#### c. Cleaning, Inspection, and Repair.

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, wear, and other damage.
- (3) Replace a damaged or defective part.

#### d. Reassembly.

- (1) Install the bushings and center bolt (fig. 65).

- (2) Install the fittings (B, fig. 64).
- (3) Reassemble the main spring on the opposite side in a similar manner.

**e. Installation.**

- (1) Position the front and rear hangers on the trailer frame and secure with the screws, lockwashers, and nuts (fig. 66).
- (2) Position the main spring assembly on the axle spring mounting bracket.

- (3) Install the overload spring assembly (para 122).
- (4) Secure the main spring assembly to the front and rear spring hangers with the bolts, nuts, and cotter pins (B, fig. 64).
- (5) Install the main spring, front hanger, and rear hanger on the opposite side in a similar manner.
- (6) Remove the blocking from the rear of the trailer frame.

## Section VIII. AXLE ASSEMBLY

### 124. General

The axle on all trailers is a conventional trailer axle, designed with tubular center section and tapered spindle forgings welded into each end for mounting of wheels and bearings. The axle wheel bearings are tapered roller-type with adjusting nuts and locks. The Model T-52 trailer has welded brackets on the axle to serve as the mounting surface for the spring assemblies, airbrake chambers, service brakes, and wheel assemblies. On the Model 11 trailer there are welded brackets and a circular flange on the axle to serve as the mounting surface for the spring assemblies and brake and wheel assemblies. Two stud bolts are welded to the axle, one for mounting the hydraulic tube tee assembly and the other for mounting a clamp to secure the hydraulic tube to the axle.

### 125. Axle Assembly (Model T-52)

**a. Removal.**

- (1) Disconnect the two air lines from the two airbrake chambers (para 62).
- (2) Support the trailer frame with a suitable lifting device.
- (3) Remove the main springs from the axle (para 123).
- (4) Raise the frame enough to allow the springs attached to the frame to clear the axle. Roll the axle and wheel assembly from under the rear of the trailer.

**b. Disassembly.**

- (1) Remove the two airbrake chambers (para 62).
- (2) Remove the two slack adjusters (para 56).

- (3) Raise the axle and support it on suitable blocking enough to allow the wheels to clear the floor.
- (4) Remove the hub, drum, and bearings (para 52).
- (5) Remove the two camshafts (para 58).
- (6) Remove the eight nuts, lockwashers, screws, service brake and dust cover as an assembly from the spindle (fig. 67).

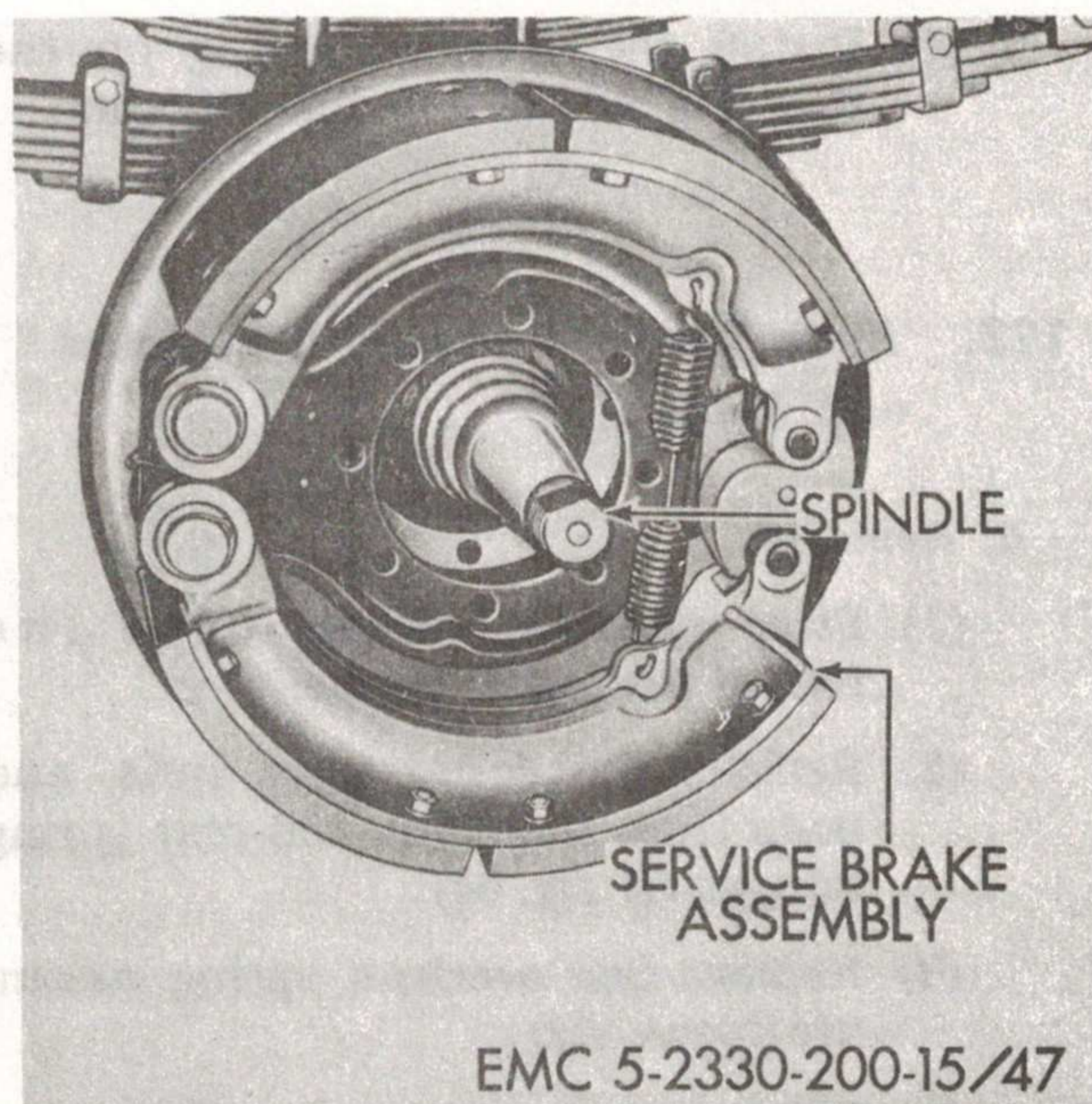
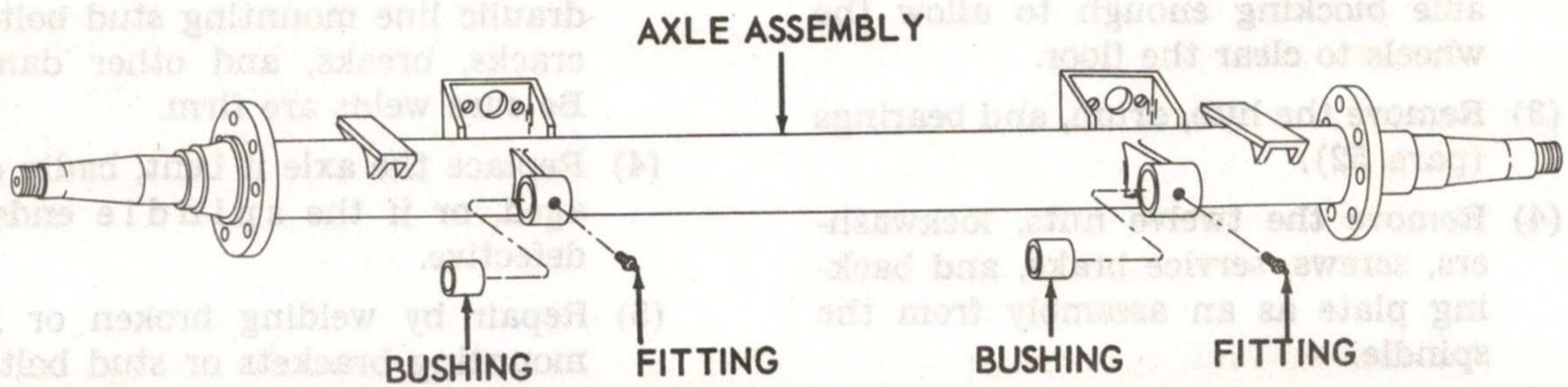


Figure 67. Service brake assembly, partially removed (Model T-52).

- (7) Remove the two grease fittings and unserviceable bushings from the camshaft mounting bracket on the axle (fig. 68).





EMC 5-2330-200-15/48

Figure 68. Axle, partially exploded view (Model T-52)

**c. Cleaning, Inspection, and Repair.**

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect the axle assembly for cracks, breaks, and distortion.
- (3) Inspect all parts for cracks, breaks, wear, and other damage.
- (4) Replace a damaged or defective part.

**d. Reassembly.**

- (1) Install the grease fittings and bushings if removed, in the camshaft mounting brackets on the axle (fig. 68).
- (2) Position the service brakes and dust cover assemblies on the spindle and secure with the eight screws, lockwashers, and nuts (fig. 67).
- (3) Install the two camshafts (para 58).
- (4) Install the hub, drum, and bearings (para 52).
- (5) Remove the blocking under the axle.
- (6) Install the two slack adjusters (para 56).
- (7) Install the two airbrake chambers (para 62).

**e. Installation.**

- (1) Roll the axle and wheel assembly under the rear of the trailer, aligning

the spring mounting brackets on the axle with the bottom of the main spring.

- (2) Install the main spring on the axle (para 123).
- (3) Remove the blocking under the trailer.
- (4) Connect the two air lines to the two airbrake chambers (para 62).

**126. Axle Assembly (Model 11)**

**a. Removal.**

- (1) Disconnect the hydraulic tube lines at each wheel cylinder and the hydraulic hose assembly at the cylinder and chamber assembly (para 68).
- (2) Support the trailer frame with a suitable lifting device.
- (3) Remove the main springs from the axle (para 123).
- (4) Raise the frame enough to allow the springs attached to the frame to clear the axle. Roll the axle and wheel assembly from under the rear of the trailer.

**b. Disassembly.**

- (1) Remove the hydraulic tube and hydraulic tee assemblies (para 72).

- (2) Raise the axle and support it on suitable blocking enough to allow the wheels to clear the floor.
- (3) Remove the hub, drum, and bearings (para 52).
- (4) Remove the twelve nuts, lockwashers, screws, service brake, and backing plate as an assembly from the spindle.

*c. Cleaning, Inspection, and Repair.*

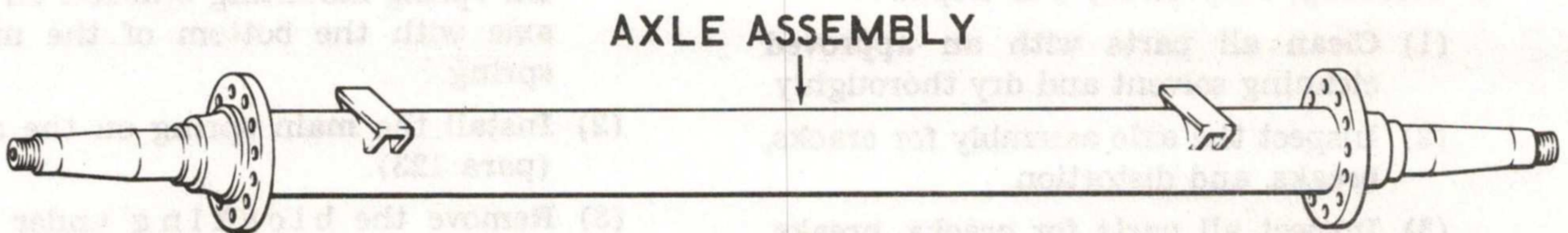
- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect the axle assembly for cracks, breaks, and distortion.
- (3) Inspect the main spring mounting

brackets, circular flange, and hydraulic line mounting stud bolts for cracks, breaks, and other damage. Be sure welds are firm.

- (4) Replace the axle if bent, badly damaged, or if the spindle ends are defective.
- (5) Repair by welding broken or loose mounting brackets or stud bolts.

*d. Reassembly.*

- (1) Position the service brakes, backing plate assembly on each axle spindle and secure to each axle backplate with 12 screws, lockwashers, and nuts (fig. 69).



MEC 2330-200-15/69

Figure 69. Axle assembly (Model 11).

- (2) Install the two wheel assemblies (para 52).
- (3) Remove the blocking under the axle.
- (4) Connect the hydraulic tube and tee assemblies (para 72).

*e. Installation.*

- (1) Roll the axle and wheel assembly under the rear of the trailer, aligning the spring mounting brackets on the

axle with the bottom of the main spring.

- (2) Install the main springs on the axle (para 123).
- (3) Remove the blocking supporting the trailer frame.
- (4) Connect the hydraulic tube lines to each wheel cylinder and the hydraulic hose assembly to the cylinder and chamber assembly (para 72).

## Section IX. LANDING JACK ASSEMBLY

### 127. General

The landing jack assembly on both model trailers is essentially the same. The landing jack is a crank and screw-type jack actuated manually through a right angle handcrank

which operates two miter gears. The gears are enclosed in an outer housing with a jack screw. The jack assembly on Model T-52 trailers is pinned at the upper tube to the forward portion of the draft tube and is braced to the

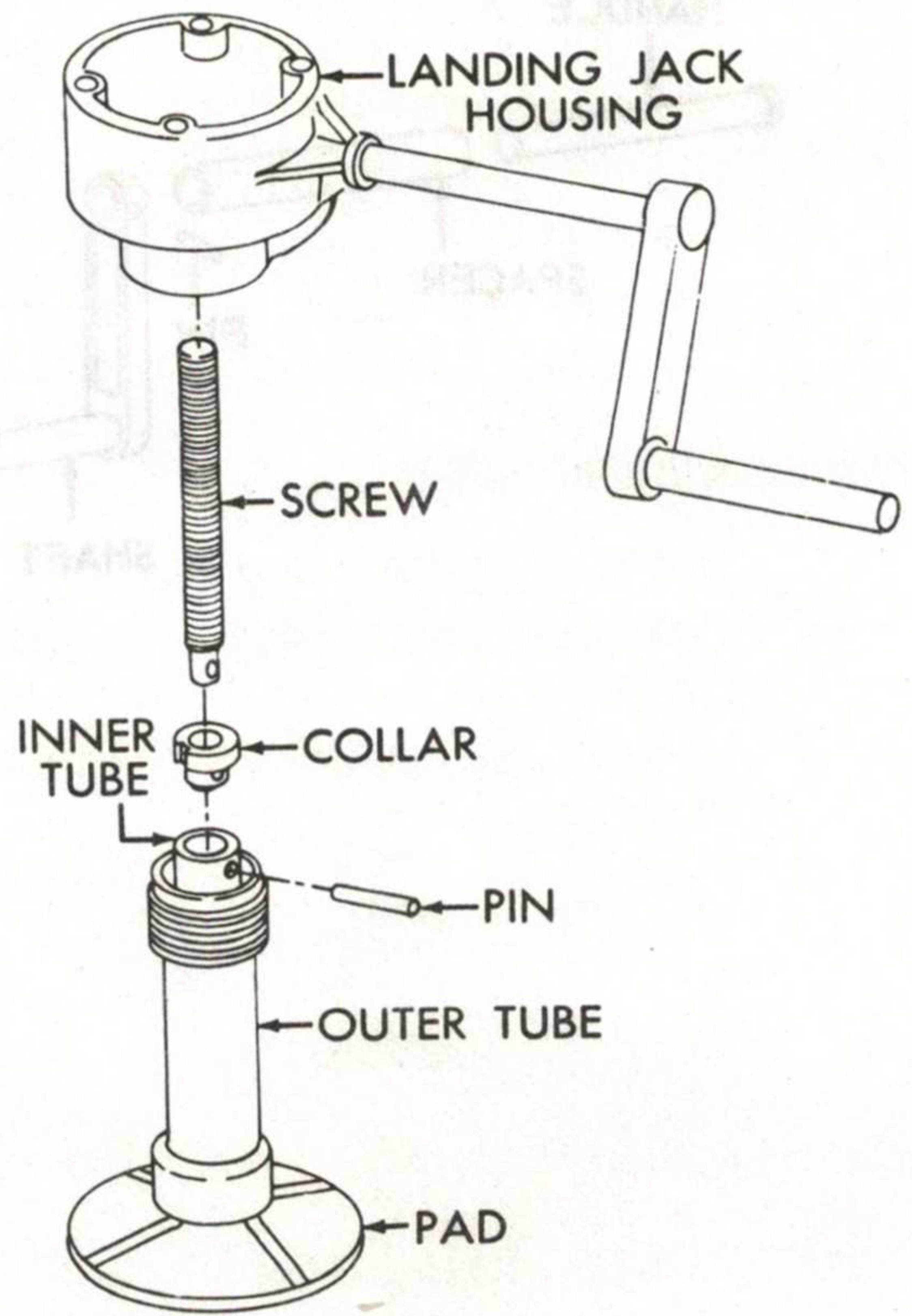
draft tube by a shackled-type landing leg brace. On trailers Model 11 a tube-type landing leg brace is utilized.

### 128. Landing Jack Assembly (All Makes)

*a. Removal.* Remove the landing jack assembly from the draft tube and jack brace (paras 76 or 78).

*b. Disassembly.*

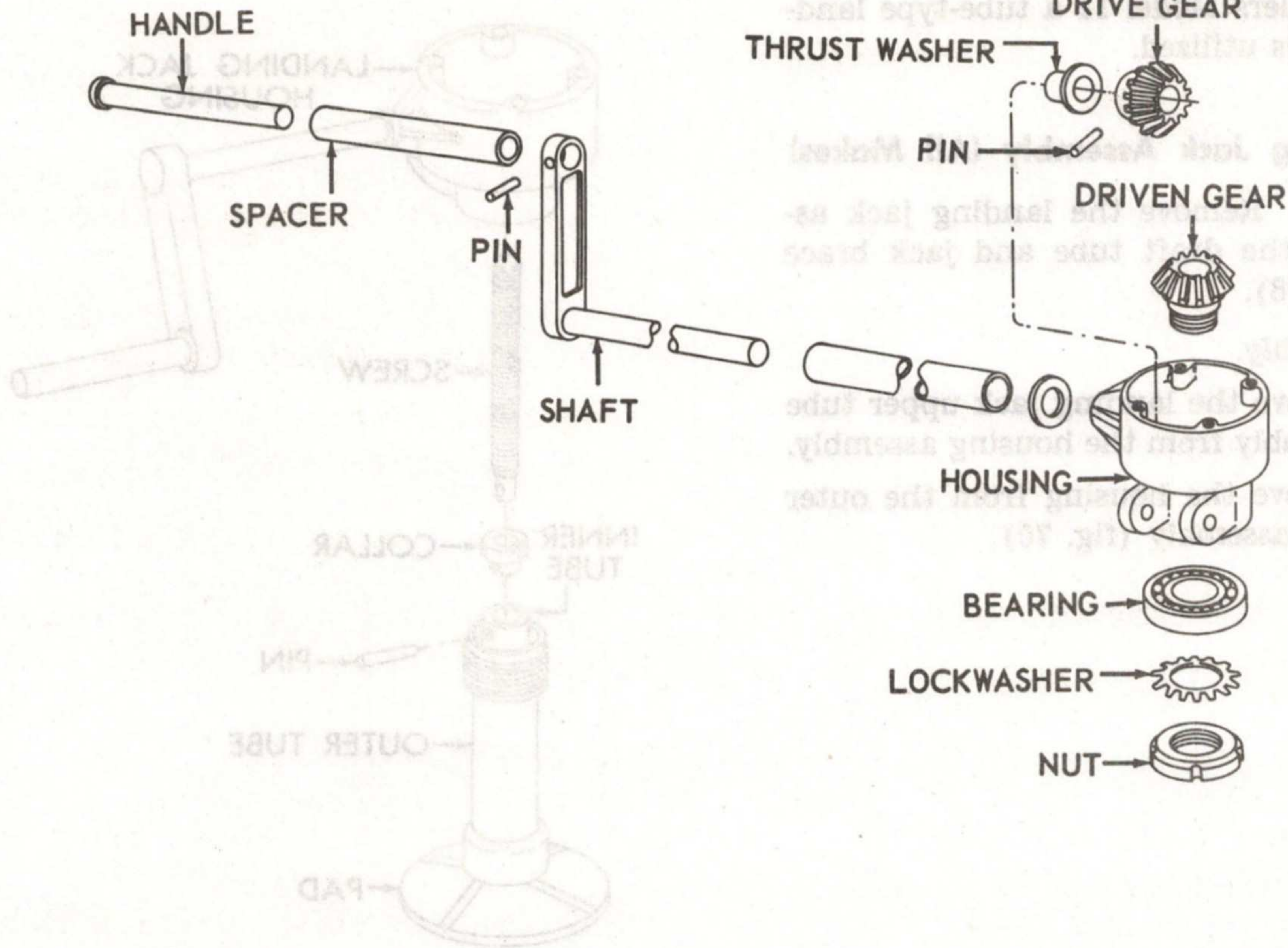
- (1) Remove the landing jack upper tube assembly from the housing assembly.
- (2) Remove the housing from the outer tube assembly (fig. 70).



EMC 5-2330-200-15/49

Figure 70. Landing jack housing, partially exploded view (Model T-52).

- (3) Remove the nut, lockwasher, and bearing from the housing.



EMC 5-2330-200-15/50

Figure 71. Crank handle and housing, exploded view (Model T-52).

- (4) Remove the pin from the drive gear.
- (5) Remove the crank assembly from the housing assembly.
- (6) Remove the washer and spacer from the crank.
- (7) Drive the pin from the crank handle and remove the spacer from the crank.
- (8) Remove the bushing and drive gear from the landing jack housing if the bushing is defective.
- (9) Remove the driven gear from the housing.
- (10) Remove the jamnut and setscrew from the outer tube.
- (11) Remove the pin and jackscrew from the inner tube collar.
- (12) Lift the outer tube off the inner tube.

- (13) Remove the collar from the inner tube.

*c. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, wear, and other damage.
- (3) Inspect the gears for cracked, chipped, or broken teeth.
- (4) Inspect the jackscrew for stripped threads.
- (5) Replace a damaged or defective part.

*d. Reassembly.*

- (1) Position the collar in the top of the inner tube with the groove in the collar aligning with the groove in the inner tube.

- (2) Slide the outer tube down over the inner tube alining the hole in the outer tube with the hole in the inner tube.
- (3) Position the jackscrew in the collar and install the pin (fig. 70).
- (4) Install the setscrew and jamnut in the outer tube.
- (5) Position the driven gear in the housing (fig. 71).
- (6) Install the bushing and drive gear in the housing.
- (7) Install the handle on the pin. Secure the handle and pin to the crank lever with the locking pin.
- (8) Install the spacer and washer on the crank lever.

- (9) Position the crank assembly in the housing assembly.
- (10) Install the pin in the drive gear and crank assembly.
- (11) Position the bearing in the housing and install the lockwasher and nut on the driven gear.
- (12) Install the housing assembly on the outer tube assembly (fig. 70).
- (13) Install the landing jack upper tube on the housing assembly.

*e. Installation.* Install the landing jack assembly on the draft tube (paras 76 or 78). Install the jack brace tube or jack brace (paras 75 or 77).

## Section X. FRAME AND TOOLBOX

### 129. General

The frames on all trailers is an all-welded structure of formed channel design. The two main side members are formed channel with weldments to provide mountings for clamping screws. The center section of the frame structure provides the outer casing for the extendable draft tube beam. The front and rear crossmembers make up the load bed and structural tie members of the frame. The portion of the center section of the frame on trailer Model T-52 extending forward of the front crossmember is braced with two sleeve braces which serve as the mounting surfaces for the two toolboxes. The areas between the sleeve braces of trailer Model 11 are covered with steel plates to form tool storage compartments. There is a cutout in the side of the braces to gain access to the compartments. Lids with continuous type hinges are provided and secured by clamp and strike latches.

### 130. Toolbox (Model T-52)

*a. Removal.* When it is necessary to replace the toolboxes, break the welds securing the boxes to each draft tube sleeve brace (fig. 1).

#### *b. Cleaning and Inspection.*

- (1) Clean the toolbox with an approved cleaning solvent and dry thoroughly.

- (2) Inspect for cracks, breaks, broken welds, and other damage.
- (3) Replace an excessively damaged toolbox.

*c. Installation.* Position the new toolbox on the draft tube sleeve brace and spot weld (fig. 1).

### 131. Frame Assembly (Model T-52)

#### *a. Removal.*

- (1) Remove the main spring mounting brackets from both sides of the trailer frame (para 123).
- (2) Remove the air reservoir tank from the two stifferer channels (para 64).
- (3) Disconnect the air filter-to-relay valve air line at both air filters (para 65).
- (4) Remove the airbrake lines (para 66).
- (5) Block the under side of the trailer frame.
- (6) Remove the draft tube assembly (para 133).
- (7) Roll the axle and spring assembly from under the trailer frame.

#### *b. Disassembly.*

- (1) Remove the toolboxes (para 85).

- (2) Remove the balk clamping beam chain and screws (para 84).
- (3) Remove the reflectors (para 49).
- (4) Remove the draft tube pin assemblies (para 80).
- (5) Remove the balk clamping beams (para 82).
- (6) Remove the balk clamping beam bracket assemblies (para 83).
- (7) Remove the rear connector assembly.
- (8) Remove the stop and taillights and blackout lights (paras 41 and 42).
- (9) Remove the wiring harness (para 46).
- (10) Remove the cotter pin and nut and remove the clamping screw from the draft tube sleeve.
- (11) Remove the air lines (para 66).
- (12) Remove the air filters (para 65).

*c. Cleaning, Inspection, and Repair.*

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect the load bearing support, draft tube sleeve and braces, stiffener channels, side members, and cross-members for cracks, breaks, broken welds, and other damage.
- (3) Inspect the quick service connectors, air cleaner, air reservoir tank mounting brackets, hook, and other brackets for cracks, breaks, distortion, broken welds, and other damage.
- (4) Inspect the lashing rings, stake pockets, light guards, and spacer guide plates for cracks, breaks, distortion, and other damage.
- (5) Replace a damaged or defective part.

*d. Reassembly.*

- (1) Install the air filters (para 65).
- (2) Install the air lines (para 66).
- (3) Position the clamping screw in the draft tube sleeve and secure with the nut and cotter pin.
- (4) Install the wiring harness (para 46).
- (5) Install the taillights and blackout lights (paras 41 and 42).
- (6) Install the rear connector assembly.

- (7) Install the balk clamping beam bracket assemblies (para 83).
- (8) Install the balk clamping beams (para 82).
- (9) Install the draft tube pin assemblies (para 80).
- (10) Install the reflectors (para 49).
- (11) Install the balk clamping beam screws and chains (para 84).
- (12) Install the toolboxes (para 85).

*e. Installation.*

- (1) Roll the axle and spring assembly under the trailer frame.
- (2) Install the draft tube assembly (para 133).
- (3) Remove the blocking from under the trailer frame.
- (4) Install the airbrake air lines (para 66).
- (5) Connect the air filter-to-relay valve line at both air filters (para 65).
- (6) Install the air reservoir tank on two stiffener channels (para 64).
- (7) Install the main spring mounting brackets on both sides of the trailer frame (para 123).

## **132. Frame Assembly (Model 11)**

*a. Removal.*

- (1) Remove the draft assembly (para 133).
- (2) Disconnect hydraulic lines at each wheel cylinder, cylinder and chamber assembly, and tee (para 72).
- (3) Remove the hydraulic tube clamp and tee from the axle. Remove brake cylinder hydraulic tubes (para 72).
- (4) Block the rear underside of the trailer frame.
- (5) Remove the main spring front and rear spring hangers (para 123).
- (6) Raise the rear of the trailer, remove rear block and roll the axle and spring assembly from under the trailer frame. Replace the blocking and lower the trailer.

*b. Disassembly.*

- (1) Remove the balk clamping beams (para 82).
- (2) Remove the balk clamping beam support assemblies (para 89).
- (3) Remove the reflectors (para 49).
- (4) Remove the stoplights and taillights (paras 44 and 45).
- (5) Remove the beam clamping assemblies (para 90).
- (6) Remove the blackout and clearance lights (para 48).
- (7) Remove the wiring harness and electrical cable assemblies (para 47).
- (8) Remove the air lines (para 72).
- (9) Remove the air cleaner (para 71).
- (10) Remove the air relay-emergency valve (para 69).
- (11) Remove the cylinder and chamber assembly (para 68).
- (12) Remove the air reservoir (para 70).
- (13) Remove the draft tube pin assembly (para 86).
- (14) Remove the screw clamp assembly (para 87).

*c. Cleaning, Inspection, and Repair.* Refer to paragraph 131c for cleaning, inspection, and repair instructions on trailer Model 11.

*d. Reassembly.*

- (1) Install the screw clamp assembly (para 87).
- (2) Install the draft tube pin assembly (para 86).
- (3) Install the air reservoir (para 70).
- (4) Install the cylinder and chamber assembly (para 68).
- (5) Install the air relay-emergency valve (para 69).
- (6) Install the air cleaner (para 71).
- (7) Install the air lines (para 72).
- (8) Install the wiring harness and electrical cable assemblies (para 47).
- (9) Install the blackout and clearance lights (para 48).
- (10) Install the stoplights and taillights (paras 44 and 45).

- (11) Install the reflectors (para 49).
- (12) Install the beam clamping assemblies (para 90).
- (13) Install the balk clamping beam support assemblies (para 89).
- (14) Install the balk clamping beams (para 82).

*e. Installation.*

- (1) Raise rear of trailer, remove rear block and roll axle and spring assembly into position under the trailer frame. Replace block.
- (2) Install the main spring front and rear spring hangers (para 123). Remove rear block.
- (3) Position brake cylinder hydraulic tubes and install hydraulic tube clamp and tee on axle (para 72).
- (4) Connect hydraulic lines at tee, cylinder and chamber assembly, and each brake cylinder (para 72).
- (5) Install the draft tube assembly (para 133).

### **133. Draft Tube Assembly (All Models)**

*a. Removal.*

- (1) Support the front of the trailer with suitable blocking placed under the draft tube sleeve.
- (2) Remove the landing jack assembly (paras 76 or 78).
- (3) Remove the draft tube pin assembly (paras 80 or 86).
- (4) Turn the draft tube screw clamp counterclockwise to release draft tube.
- (5) Attach a suitable lifting device to the draft tube and pull the draft tube out of the draft tube sleeve.

*b. Disassembly.*

- (1) Remove the landing jack brace tube or brace from the draft tube (paras 75 or 77).
- (2) Remove the lunette from the draft tube (paras 81 or 88).

**c. Cleaning, Inspection, and Repair.**

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.
- (2) Inspect all parts for cracks, breaks, broken welds, bends, and other damage.
- (3) Repair welds and straighten bends.
- (4) Replace all damaged parts that cannot be repaired.

**d. Reassembly.**

- (1) Install the lunette on the draft tube (paras 81 or 88).
- (2) Install the landing jack brace tube or brace on the draft tube (paras 75 or 77).

**e. Installation.**

- (1) Use a suitable lifting device and lift the draft tube in line with the draft tube sleeve and slide the draft tube into the draft tube sleeve to the desired length.

*Note.* The draft tube is adjustable to three lengths.

- (2) Turn the draft tube screw clamp clockwise to hold the draft tube.
- (3) Install the draft tube pin assembly (paras 80 or 86).
- (4) Install the landing jack assembly (paras 76 or 78).
- (5) Remove the blocking from under the draft tube sleeve.



# APPENDIX I

## REFERENCES

### 1. Dictionaries of Terms and Abbreviations

AR 320-5 Dictionary of United States Army Terms.

AR 320-50 Authorized Abbreviations and Brevity Codes.

### 2. Lubrication

LO 5-2330-200-15 Trailer, Basic Utility, 2½ Ton, Mil Spec T-1286 (All Makes and Models) FSN 2330-697-8102.

### 3. Painting and Preservation

TM 9-213 Painting Instructions for Field Use.

### 4. Preventive Maintenance

AR 750-5 Organization, Policies, and Responsibilities for Maintenance Operations.

TM 9-1870-1 Care and Maintenance of Pneumatic Tires.

TM 38-750 Army Equipment Record Procedures.

### 5. Publication Indexes

DA Pam 108-1 Index of Army Motion Pictures, Film Strips, Slides, and Phono Recordings.

DA Pam 310-1 Index of Administrative Publications.

DA Pam 310-2 Index of Blank Forms.

DA Pam 310-3 Index of Doctrinal, Training, and Organizational Publications.

DA Pam 310-4

Index of Technical Manuals, Technical Bulletins, Supply Manuals (types 4, 6, 7, 8, and 9), Supply Bulletins, Lubrication Orders, and Modification Work Orders.

DA Pam 310-5

Index of Graphic Training Aids and Devices.

DA Pam 310-6

Index of Supply Catalogs and Supply Manuals.

### 6. Shipment and Limited Storage

AR 743-505 Limited Storage of Corps of Engineers Mechanical Equipment.

TM 38-230 Preservation, Packaging, and Packing of Military Supplies and Equipment.

### 7. Supply Publications

FSC C9100-IL FSC Group 91; Fuels, Lubricants, Oils, and Waxes.

### 8. Training Aids

FM 5-25 Explosives and Demolition.

FM 21-5 Military Training.

FM 21-6 Techniques of Military Instructions.

FM 21-30 Military Symbols.

## APPENDIX II

# MAINTENANCE ALLOCATION CHART

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### Section I. INTRODUCTION

#### 1. General

This appendix contains the explanations of all the maintenance and repair functions authorized the various maintenance levels.

Section II MAC (MAINTENANCE ALLOCATION CHART) designates overall responsibility for the performance of maintenance operations.

Section III (TOOL AND TEST EQUIPMENT REQUIREMENTS) contains a list of the special tools and special test equipment required for each maintenance operation as referenced from the MAC Section II column K. This section cross references a particular maintenance operation of the MAC when special tools and equipment are required to perform a specific maintenance task.

Section IV (REMARKS) contains supplemental instructions, explanatory notes and/or illustrations required for a particular maintenance operation. This section is cross referenced to the MAC Section II column L.

#### 2. Maintenance Operations

Maintenance is any action taken to keep material in a serviceable condition or to restore it to serviceability when it is unserviceable. Maintenance of material includes the following:

*a. Service.* Operations required periodically to keep the item in proper operating condition, i.e., to clean, preserve, drain, paint, and replenish fuel, lubricate, hydraulic, and de-icing fluids or compressed air supplies.

*b. Adjust.* Regulate periodically to prevent malfunction. Adjustments will be made commensurate with adjustment procedures and associated equipment specifications.

*c. Aline.* Adjust two or more components of an electrical or mechanical system so that

their functions are properly synchronized or adjusted.

*d. Calibrate.* Determine, check, or rectify the graduation of an instrument, weapon, or weapons system or components of a weapons system.

*e. Inspect.* Verify serviceability and detect incipient electrical or mechanical failure by close visual examination.

*f. Test.* Verify serviceability and detect incipient electrical or mechanical failure by measuring the mechanical or electrical characteristics of the item and comparing those characteristics with authorized standards. Test will be made commensurate with test procedures and with calibrated tools and/or test equipment referenced on the MAC.

*g. Replace.* Substitute serviceable components, assemblies and subassemblies for unserviceable counter parts or remove and install the same item when required for the performance of other maintenance operations.

*h. Repair.* Restore to a serviceable condition by replacing unserviceable parts or by any other action required using available tools, equipment and skills to include welding, grinding, riveting, straightening, adjusting and facing.

*i. Overhaul.* Restore an end item to completely serviceable condition as prescribed by serviceability standards developed and published by heads of technical services. This is accomplished through employment of the technique of "Inspection and repair only as necessary" (IROAN). Maximum use of diagnostic and test equipment is combined with minimum disassembly during overhaul. "Overhaul" may be assigned to any level of maintenance except organizational, provided the time, tools, equipment, repair parts authorization, and technical skills are available

at that level. Normally, overhaul as applied to end items, is limited to depot maintenance level.

*j. Rebuild.* Restore to a condition comparable to new by disassembling to determine the condition of each component part and re-assembly using serviceable, rebuilt, or new assemblies, subassemblies, and parts.

### 3. Explanation of Columns (Sec. II)

*a. Functional Group Number.* The functional group is a numerical group set up on a functional basis. The applicable functional grouping indexes (obtained from TB 750-93-1 Functional Grouping Codes) are listed on the MAC in the appropriate numerical sequence. These indexes normally are set up in accordance with their function and proximity to each other.

*b. Component Assembly Nomenclature.* This column contains the functional grouping index heading, Subgroups heading, and a brief description of the part starting with the noun name.

*c. Essentiality.* The essentiality column reflects whether or not as assembly, or repair part, is combat essential to the tactical use of the end item. The letter E in this column indicates the items are combat essential.

*d. Maintenance Operations and Maintenance Levels.* This column contains the various maintenance operations A through J, service, adjust, etc.

A symbol indicating the maintenance level placed in the appropriate column in line with an indicated maintenance operation authorizes that level to perform the function. The symbol indicates the lowest level of maintenance responsible for performing the function, but does not necessarily indicate repair parts stockage at that level. Higher levels of maintenance are authorized to perform the indicated functions of lower levels. The sym-

bol designation for the various maintenance levels are as follows:

O/C — Operator or crew  
O — Organizational  
DS — Direct Support  
GS — General Support  
D — Depot

*e. Reference Note.* This column is subdivided in two columns. Column K references the tool and test equipment requirements (T and TE) section III of the MAC. Column L references the remarks section IV of the MAC.

### 4. Explanation of Columns (Sec. III)

*a. Reference Code.* This column consists of a number and a letter separated by a dash. The number references the T and TE requirements column on the MAC.

The letter represents the specific maintenance operation the item is to be used with. The letter is representative of column A through J on the MAC.

*b. Maintenance Level.* This column shows the lowest level of maintenance authorized to use the special tool or test equipment.

*c. Nomenclature.* This column lists the name or identification of the tool or test equipment.

*d. Tool Number.* This column lists the manufacturers code and part number, or Federal stock number, of tools and test equipment.

### 5. Explanation of Columns (Sec. IV)

*a. Reference Code.* This column consists of two letters separated by a dash. The first letter references column L, the second letter references a maintenance operation, column A through J on the MAC section II.

*b. Remarks.* This column lists the remarks and other information pertinent to the operation being performed as indicated on the MAC section II.

## Section II. MAINTENANCE ALLOCATION CHART

Functional Group No.	Component assembly nomenclature	Essentiality	Maintenance operations										Note reference	
			Maintenance levels										K	L
			A	B	C	D	E	F	G	H	I	J		
Service	Adjust	Align	Calibrate	Inspect	Test	Replace	Repair	Overhaul	Rebuild	T and TE rgmt	Remarks			
06	<b>ELECTRICAL SYSTEM</b>													
0608	Miscellaneous Items: Strap assembly -----									O				
0609	Lights: Light assembly, tail ----- Lamps and doors -----					O/C			O					A
0613	Chassis Wiring Harness: Harness assembly ----- Cable assembly ----- Coupling assembly -----					O			O	O				B
11	<b>REAR AXLE</b>													
1108	Stub Axles and Parts: Axle assembly -----		O/C							DS	DS			
12	<b>BRAKES</b>													
1202	Service Brakes: Brake assembly ----- Shoe assembly -----			O			O		DS	O				
1204	Hydraulic Brake System: Hose assembly -----						O		O	O				
1206	Mechanical Brake System: Adjuster assembly slack ----- Push rod assembly ----- Cams and shafts -----		O	O					O					C
1208	Air Brake System: Lines, fittings ----- Adapter, air brake ----- Valve assembly, relay ----- Bushing, rubber ----- Filter, air ----- Element, gasket ----- Reservoir ----- Fittings -----							O	O	O	O	O		D
			O/C						O	O	O			
			O/C						DS	O	DS			
									O					

Functional Group No.	Component assembly nomenclature	Essentiality	Maintenance operations											Note reference			
			Maintenance level's											K T and TE rqmt	L Remarks		
			A Service	B Adjust	C Aline	D Calibrate	E Inspect	F Test	G Replace	H Repair	I Overhaul	J Rebuild					
13	<b>WHEELS</b>																
1311	Wheel Assembly:																
	Wheel assembly -----							O			O		DS				
	Bearings -----			O							O						
	Rim assembly -----										O						
	Drum, brake -----										O		DS				
	Rims, studs, seals -----										O						
1313	Tires, Tubes:																
	Tires -----		O								O						
	Tubes -----										O		O				
15	<b>FRAME, TOWING ATTACHMENTS</b>																
1501	Frame Assembly:																
	Chassis assembly -----							O			O		DS				
	Clamp assembly, screw -----		O/C								O						
	Pin assembly, draft tube -----		O/C								O						
	Retainer assembly, beam -----		O/C								O						
	Beam assembly, clamping -----										O		O				
	Chains -----										O						
1503	Pintles and Towing Attachments:																
	Lunette -----										O		O				
	Tube, draft -----										O		DS				
	Chain and hook assembly -----										O						
1507	Landing Gear, Leveling Jacks:																
	Jack assembly, landing -----		O								O		DS				
	Pins -----		O/C								O						
16	<b>SPRINGS AND SHOCK ABSORBERS</b>																
1601	Springs:																
	Spring assembly, main -----		O/C					O			DS		DS				
	Pins -----		O/C								O						
	Spring assembly, overload -----		O/C					O			DS		DS				
18	<b>BODY</b>																
1808	Stowage Racks, Boxes:																
	Box, tool -----										O		O				
22	<b>BODY CHASSIS OR HULL AND ACCESSORY ITEMS</b>																
2202	Accessory Items:																
	Reflectors -----										O						
2210	Data Plates:																
	Plate, data (C.O.E.) -----										DS						
	Plate, instruction -----										O						

### Section III. SPECIAL TOOL AND SPECIAL TEST REQUIREMENTS

TRAILER, BASIC UTILITY, 2½ TON  
 FOR: MIL SPEC T-1286 (ALL MAKES AND MODELS)  
 FSN 2330-697-8102

DATE 25 February 1965

PAGE 9 OF 10

Reference code	Maintenance level	Nomenclature	Tool No.
NO SPECIAL TOOLS OR TEST EQUIPMENT REQUIRED			

### Section IV. REMARKS

TRAILER, BASIC UTILITY, 2½ TON  
 FOR: MIL SPEC 8-1286 (ALL MAKES AND MODELS)  
 FSN 2330-697-8102

DATE 25 February 1965

PAGE 10 OF 10

Reference code	Remarks
A — E	Inspection includes checking for defective sockets, lamps, loose, corroded, or damaged connection or lens.
B — H	Repair inspection includes replacing defective connectors, wiring harness clamps, receptacles, etc.
C — A	Service includes using an approved cleaning solvent for all parts.
D — E	Inspect parts for cracks, breaks, distortion, stripped threads, etc.

## APPENDIX III

# BASIC ISSUE ITEMS LIST AND MAINTENANCE AND OPERATING SUPPLIES

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### Section I. INTRODUCTION

#### 1. General

Section II lists the accessories, tools, and publications required for maintenance and operation by the operator, initially issued with, or authorized for the (insert end item nomenclature). Section III lists the maintenance and operating supplies required for initial operation.

#### 2. Explanation of Columns Contained in Section II

a. *Source Codes.* The information provided in each column is as follows:

- (1) *Materiel.* This column is left blank. For identification of agencies assigned supply responsibility for parts, refer to appropriate Federal and Department of Army supply catalogs.
- (2) *Source.* The selection status and source for each part are indicated by one of the following code symbols:
  - (a) P — applied to high-mortality repair parts which are stocked in or supplied from the Army supply system, and authorized for use at indicated maintenance categories.
  - (b) Pi — applied to repair parts which are low-mortality parts, stocked in or supplied from the Army supply system, and authorized for installation at indicated maintenance categories.
  - (c) M — applied to repair parts which are not procured or stocked but are to be manufactured at indicated maintenance categories.
  - (d) X2 — applied to repair parts which are not stocked. The indicated maintenance category requiring such repair parts will attempt to obtain them through cannibalization; if not obtainable through can-

nibalization, such repair parts will be requisitioned with supporting justification through normal supply channels.

- (3) *Maintenance.* The lowest maintenance level authorized to use, stock, install, or manufacture the part is indicated by the following code symbol:

O — Organizational Maintenance

- (4) *Recoverability.* Repair parts and/or tool and equipment items that are recoverable are indicated by one of the following code symbols:

- (a) R — applied to repair parts and assemblies which are economically repairable at direct and general support maintenance activities and normally are furnished by supply on an exchange basis.
- (b) T — applied to high-dollar value recoverable repair parts which are subject to special handling and are issued on an exchange basis. Such repair parts normally are repaired or overhauled at depot maintenance facilities.
- (c) U — applied to repair parts specifically selected for salvage by reclamation units because of precious metal content, critical materials, high-dollar value reusable casings, castings, and the like.

*Note.* When no code is shown in the recoverability column the part is considered expendable.

b. *Federal Stock Number.* The Federal stock number will be shown in this column, and will be used for requisitioning purposes.

c. *Description.*

- (1) The item name and a brief description of the part are shown.

(2) A five-digit Federal supply code for manufacturers and/or other supply agencies is shown in parentheses followed by the manufacturers part number. This number will be used for requisitioning purposes when no Federal stock number is indicated in the Federal stock number column.

*Example:* (08645) 86453.

*d. Unit of Issue.* If no abbreviation is shown in this column, the unit of issue is "each."

*e. Quantity Authorized.* This column lists the quantities of repair parts, accessories, tools, or publications authorized for issue to the equipment operator or crew as required.

*f. Quantity Issued With Equipment.* This column lists the quantities of repair parts, accessories, tools, or publications that are initially issued with each item of equipment. Those indicated by an asterisk are to be requisitioned through normal supply channels as required.

*g. Illustrations.* This column is subdivided into two columns which provide the following information:

- (1) *Figure number.* Provides the identifying number of the illustration.
- (2) *Item number.* Provides the referenced number for the parts shown in the illustration.

### 3. Explanation of Columns Contained in Section III

*a. Item.* This column contains numerical sequenced item numbers, assigned to each component application, to facilitate reference.

*b. Component Application.* This column identifies the component application of each maintenance or operating supply item.

*c. Source of Supply.* This column is left blank. For identification of agencies assigned supply responsibility for parts, refer to appropriate Federal and Department of Army supply catalogs.

*d. Federal Stock Number.* The Federal stock number will be shown in this column and will be used for requisitioning purposes.

*e. Description.* The item and a brief description are shown.

*f. Quantity Required for Initial Operation.* This column lists the quantity of each maintenance or operating supply item required for initial operation of the equipment.

*g. Quantity Required for 8 Hours Operation.* Quantities listed represent the estimated requirements for an average 8 hours of operation.

*h. Notes.* This column contains informative notes keyed to data appearing in the preceding column.



## Section II. BASIC ISSUE ITEMS LIST

Technical service	Source codes			Federal stock No.	Description	Unit of issue	Expendability	Quantity Authorized	Quantity issued with equipment	Illustration	
	Source	Maintenance	Recoverability							Figure	Item
					GROUP 31—BASIC ISSUE ITEMS, MANUFACTURER INSTALLED						
					3100—BASIC ISSUE ITEMS, MANUFACTURER OR DEPOT INSTALLED						
	P	O		7610-355-7130	CASE: operation and maintenance publications, cotton-duck, water-repellent and mildew-resistant MIL-B-11743B (GE).			1	1		
10	P	O		4930-360-2801	GREASE GUN, HAND: lever operated, 16-ounce capacity, extension 7 inches long and hydraulic coupler MIL-G-3859.			1	*		
10	P	O		4910-273-3662	GAGE, TIRE PRESSURE, SELF CONTAINED: 10:to 160-pound dual foot chuck, 30° mounting angle.			1	*		
10	P	O		4930-273-3644	OILER, HAND: pump force feed, 8-ounce capacity.			1	*		
12					DEPARTMENT OF THE ARMY OPERATOR, ORGANIZATIONAL, DIRECT AND GENERAL SUPPORT AND DEPOT MAINTENANCE MANUAL AND REPAIR PARTS MANUAL TM5-2330-200-15.			2	2		

**Section III. MAINTENANCE AND OPERATING SUPPLIES**

Item	Component application	Source of supply	Federal stock no.	Description	Quantity required for initial operation	Quantity required for 8 hours operation	Notes
	OIL CAN POINTS	10	9150-265-9433 (2)	OIL, LUBRICATION 1 qt can as follows OE-30 OE-10 OES	1/2 qt.	(1)	(1) See lubrication chart for grade application and replenishment intervals
		10	9150-265-9425 (2)		1/2 qt.	(1)	
		10	9150-242-7602 (2)		1/2 qt.	(1)	
	GREASE FITTINGS	10	9150-190-0904 (2)	GREASE: 1 pound can, GAA	1/4 lb.	(1)	(2) See FSC C6800-ML and FSC C9100-IL for additional data and requisitioning procedure.

## APPENDIX IV

# ORGANIZATIONAL, DIRECT AND GENERAL SUPPORT, AND DEPOT MAINTENANCE REPAIR PARTS AND SPECIAL TOOL LISTS

### Section I. INTRODUCTION

#### 1. General

a. This appendix lists repair parts and special tools for organizational, direct and general support, and depot maintenance. It indicates the quantity of repair parts required to be stocked by organizational maintenance as their prescribed load. It indicates the guide quantity factors to be used for initial repair parts stockage by direct and general support, and recommends quantities of repair parts for depot maintenance. Information and data contained herein serve as requisitioning reference material, and as a guide to determine stockage quantities of repair parts.

b. Price information for stock-type repair parts may be obtained from applicable DA supply catalogs management data lists (ML) and/or Supply Management Data and Price List (ML) of the Department of Defense Section of the Federal Supply Catalog.

c. Repair parts lists are arranged as follows:

- (1) Individual parts and major assemblies are listed alphabetically by item name within the functional groups.
- (2) Assembly components and subassemblies are indented and listed alphabetically by item name under major assemblies.
- (3) Bulk material and parts peculiar with more than one application are listed in functional groups 9501 and 9901 respectively.

d. Allowances are based on 1,000 hours operational per year.

e. Parts applicable to specific models are identified as follows:

Part I contains parts applicable to all end items.

Part II is applicable to Model T-52 only.  
Part III is applicable to Model 11 only.

#### 2. Explanation of Repair Parts, Tools Lists, and Prescribed Load Listing (Table 1)

a. *Source Codes.* This column is subdivided into four columns. The titles and information provided in each column are as follows:

- (1) *Material.* This column lists the basic material code number of the supply service assigned responsibility for the part. Blank spaces denote supply responsibility of the preparing agency. General Engineer Supply parts are identified by the letters GE in parentheses, following the nomenclature in the description column. Other basic material code numbers are —

9 — Ordnance Materiel

10 — Quartermaster Materiel

11 — Signal Materiel

55 — Transportation Materiel

- (2) *Source.* The selection status and source of supply for each part are indicated by one of the following code symbols:

(a) P — applied to high-mortality repair parts which are stocked in or supplied from the supply service depot system and authorized for use at indicated maintenance levels.

(b) P1 — applied to repair parts which are low-mortality parts, stocked in or supplied from supply service depots, and authorized for installation at indicated maintenance levels.

(c) M — applied to repair parts which are not procured or stocked but are to be manufactured at indicated maintenance levels.

(d) X — applied to parts and assemblies which are not procured or

stocked, the mortality of which normally is below that of the applicable end item, and the failure of which would result in the retirement of the end item from service.

(e) X1 — applied to repair parts which are not procured or stocked, the requirement for which will be supplied by use of next higher assembly or components.

(f) X2 — applied to repair parts which are not stocked. The indicated maintenance level requiring such repair parts will attempt to obtain them through cannibalization; if not obtainable through cannibalization, such repair parts will be requisitioned with supporting justification through normal supply channels.

(g) Z — applied to obsolete repair parts no longer stocked or procured.

### (3) Maintenance.

(a) The lowest maintenance level authorized to manufacture, assemble, and/or install the part is indicated by one of the following code symbols:

O — Organizational Maintenance

F — Direct Support Maintenance (DS)

H — General Support Maintenance (GS)

D — Depot Maintenance

(b) This column is blank when components of kits or sets are listed that are not applicable to the item of equipment, or when an item is source coded X1.

(4) *Recoverability.* Repair parts and/or tool and equipment items that are recoverable are indicated by one of the following code symbols:

(a) R — applied to repair parts and assemblies which are economically repairable at direct and general support maintenance activities and

normally are furnished by supply on an exchange basis.

(b) T — applied to high-dollar value recoverable repair parts which are subject to special handling and are issued on an exchange basis. Such repair parts normally are repaired or overhauled at depot maintenance activities.

(c) U — applied to repair parts specifically selected for salvage by reclamation units because of precious metal content, critical materials, high-dollar value reusable casings, casings, and the like.

*Note.* When no code is shown in the recoverability column the part is considered expendable.

b. *Federal Stock Number.* The Federal stock number will be shown in this column and will be used for requisitioning purposes.

### c. Description.

(1) The item name and a brief description of the part are shown.

(2) A five-digit Federal supply code for manufacturers and/or other supply service is shown in parentheses, followed by the manufacturer's part number. This number will be used for requisitioning purposes when no Federal stock number is indicated in the Federal stock number column.

*Example:* (08645) 86453.

(3) Repair part quantities included in kits, sets, and assemblies, that differ from the actual quantity used in this specific end item, are listed in parentheses.

d. *Unit of Issue.* If no abbreviation is shown in this column, the unit of issue is "each".

e. *Quantity Incorporated in Unit.* The actual number of parts used in the application indicated is shown in this column. A zero (0) is shown when components of kits or sets are listed that are not applicable to this specific end item

f. *15-Day Organizational Maintenance Allowance.* Shown for each repair part is either

a quantity or an asterisk allocation which indicates the following:

(1) A guide quantity factor is shown for each repair part authorized to be stocked by organizational maintenance. This quantity is based on past experience with similar items and the latest mortality data for 1,000 hours operation per year. It is the average quantity required to provide one prescribed load for 1-5 and/or 6-10 items of equipment for a 15-day period under average combat conditions.

*Note.* There are no combat essential repair parts authorized for this equipment as determined by an evaluating of data available during preparation of this publication.

(2) The quantity of repair parts authorized for stockage in accordance with

the number of prescribed loads authorized by the major commander are determined by using table 1.

(3) Table 1 is a consolidation of items quantitatively allocated in this manual. Quantities listed are for one prescribed load for a 15-day period. A minimum stockage sufficient to repair one item and/or assembly is authorized (e.g., if 3 belts are required, then 3 belts are allocated as the minstockage). This quantity will be indicated in the minimum stockage authorization column.

(4) Units and organizations authorized more than one prescribed load will multiply the quantity listed in the appropriate end item density spread column of 1-5 or 6-10 by the number of prescribed loads.

Table I. Prescribed Load Listing

Federal stock no.	Description	Functional group	Minimum stockage authorization	Unit of issue	15-Day organizational maintenance allowances	
					1-5	6-10
6240-019-0877	LAMP, INCANDESCENT 24-28 v; 3 candle power (89730) 1251.	9901			1	2
6240-044-6914	LAMP, INCANDESCENT 24-28 v; 32 candle power (89730) 1683.	0609			1	1

(5) When more than 10 equipments require support, multiply the quantity listed in the 6-10 column by the number of equipments and the number of authorized prescribed loads, divide by 10, and round to the nearest whole number.

*Example:* If the quantity listed in the 6-10 column is 4, the number of equipments is 17, and the number of authorized prescribed loads is 1, the following formula would be used:

$$4 \times 17 \times 1 \div 10 = 6.8$$

The resulting fraction is .8; therefore the authorized stockage is 7.

*Example:* If the quantity listed in the 6-10 column is 4, the number of

equipments is 17, and the number of authorized prescribed loads is 3, the following formula would be used:

$$4 \times 17 \times 3 \div 10 = 20.4$$

The resulting fraction is 0.4; therefore the authorized stockage is 20.

*Note.* An exception is made for those units and organizations required to have on hand, boxed or packaged prescribed load(s) pursuant to a special mission assignment. Such prescribed load(s) will be computed or selected separately from quantities authorized for stockage at permanent station.

(6) Repair parts required to perform organizational maintenance, which are not authorized for stockage are identified by an asterisk, and are to be requisitioned for immediate use only.

(7) Subsequent changes to allowances will be limited as follows:

- (a) No decrease in the stated quantity of combat essential items is authorized.
- (b) No change in the range of items is authorized. If exception to the prescribed load listing or revision to allowances is considered necessary, a recommendation should be forwarded to the U.S. Army Mobility Equipment Center (para 1d, sec I, chap. 1).
- (c) Decreases in the stated quantity of items other than Combat essential items are authorized to a minimum quantity sufficient to repair one item and/or assembly and increases in the stated quantity are authorized for all items when justified by demand and usage experience. Detailed procedures for performing these adjustments are prescribed in AR 735-35.

*g. Guide Quantities Per 100 Equipments.*

Shown for each repair part applicable direct and general support, and/or depot maintenance is either an allowance factor or an asterisk allocation which indicates the following.

- (1) A guide quantity factor is shown for each part authorized to be stocked by direct and general support maintenance and supply support activities, and the number of repair parts recommended for depot maintenance. This factor is based on the latest mortality-data for 1,000 hours operation per year and is the average quantity required by the various maintenance activities to provide maintenance and supply support for 100 items of equipment for a 15-day period under average combat conditions.
- (2) The quantities of repair parts authorized for stockage are determined using the following mathematical formula:

*Quantity of equipment to be*

*supported, multiplied by the listed allowance factor, divided by 100.*

Fractions derived from the use of the above formula will be rounded to whole numbers as follows: If the result is 1 or more and includes a fraction that is 0.5 or more, the quantity is rounded to the next higher number.

*Example:* If the number of equipment supported is 30 and the allowance factor for 100 equipments is 5, the following formula would be used:

$$30 \times 5 \div 100 = 1.5$$

The resulting fraction is 0.5; therefore, the stockage is 2. If the result is 1 or more and includes a fraction of less than 0.5, the quantity is rounded to the next lower number. When the computed result is less than 0.5, no quantity is authorized for direct and general support, and depot maintenance. However, if the item is combat essential, a quantity of 1 is authorized.

*Example:* If the number of equipment supported is 30 and the allowance factor for 100 equipments is 28, the following formula would be used:

$$30 \times 28 \div 100 = 8.4$$

The resulting fraction is less than 0.5; therefore, the stockage is 8.

- (3) In the guide quantity columns for direct and general support maintenance, additional repair parts authorized for use but not for initial stockage, are listed without a guide quantity factor. These items are identified by an asterisk and may be added to or deleted from stock when recorded demand experience justifies a change in stockage objective.
- (4) Parts that may be required for depot maintenance, in addition to those allocated, are identified by an asterisk. These parts are to be requisitioned, when required, if not obtainable

from reclamation, fabrication, or local procurement.

- (5) Combat essential items of a critical nature which must be stocked at direct and general support maintenance at all times, regardless of demand are identified in the allowance column by inclosing the allowance factor in parentheses.

*h. Direct and General Support Maintenance 15-Day Level.*

- (1) *Direct Support (DS)*. This column lists the initial guide quantity allowance factor of repair parts authorized for initial stockage by direct support maintenance activities to provide direct support maintenance for Mobility Command equipment and to provide organizational maintenance repair parts for supported units for a 15-day period. Additional repair parts identified by an asterisk are explained in *g* above. Upon establishment of supply records, recorded demand experience will be used to compute stockage objectives on authorized repair parts. Review of stockage objectives will be performed in the time cycle prescribed by major commanders.
- (2) *General Support (GS)*. This column lists initial guide quantity allocation factors of repair parts authorized for initial stockage by general support maintenance activities to provide general support maintenance for Mobility Command equipment for a 15-day period. Additional repair parts identified by an asterisk are explained in *g* above. Upon establishment of supply records, recorded demand experience will be used to compute stockage objectives on authorized repair parts. Review of the stockage objectives will be performed in the time cycle prescribed by major commanders.
- (3) *Units with TOE capability of performing partial or complete Direct and General Support maintenance*

*for organic Mobility Command equipment.* Units with the TOE capability of performing partial or complete direct and general support maintenance for organic Mobility Command equipment will be authorized to stock direct and/or general support repair parts only when specific agreements are made between the commander of the designated parts supply activity, normally Direct Support Units (DSU) and using unit. Parts so furnished are in addition to the prescribed load and will be adjusted as demands indicate.

- (4) *Units with TOE Mission to provide maintenance for Mobility Command equipment of supported units.* Units organized under TOE's with the assigned mission to provide direct and general support maintenance for Mobility Command equipment of supported units are authorized to stock direct and general support repair parts. These repair parts will be issued from the appropriate parts supply activity (parts depot and/or DSU). Such stockage is in addition to the prescribed load and will be adjusted as demand indicate.

*i. Depot Maintenance.* This column lists the quantity of repair parts recommended for depot maintenance shops (non-TOE) to provide depot maintenance for 100 equipments. Additional repair parts are allocated by an asterisk, for immediate use only. Explanation of the asterisk allowance is contained in *g* above.

*j. Illustrations.* This column is subdivided into two columns as follows:

- (1) *Figure number.* Indicates the number of the illustration in which the part is shown.
- (2) *Item number.* Indicates the reference number used to point out the part in the illustration.

### **3. Federal Stock Numbers and Manufacturer's Part Numbers**

Listed alpha-numerically in the back of this manual are the requisitioning numbers

shown in the Federal stock number and/or description column. The alphabetical O is listed as numerical 0 (zero). This index also lists manufacturer's codes (as applicable) and page numbers.

*Example of index sequence:*

A	BX5-27	38-50
AA	T295	3838-141-4957
A1/2X3	0124	388 212
A1-950	1-77	389/100.2
A1A22	2530-048-7342	389/100-18
B	2815-097-5429	2895-128-7642

#### 4. Abbreviations

ndcc	nondirectional cross country
ar	as required
dia	diameter
ea	each
ft	foot (feet)
GE	General Engineer
in	inch (es)
lg	long (length)
lh	left hand
Mil	Military
mtg	mounting
od	outside diameter
pcs	piece (s)
rd	round
rh	right hand
thd	thread (ed) (s)
thk	thick (ness)
v	volt (s)
w/	with

#### 5. Federal Supply Code for Manufacturers

00000	Ordnance Corps
01675	Benmar Co.
03533	Crane Carrier
06004	Bassick Co.
06600	Colwell Litho Products Inc.
06721	Owosso Division of Midland-Ross Corp.
06853	Bendix-Westinghouse Automotive Air Brake Co.

09000	Repcal Brass Mfg. Co.
09170	Laher Spring and Tire Corp.
09386	Budd Co.
11083	Caterpillar Tractor Co.
11386	Gillman Charles E. Co.
12204	Chrysler Corp.
13161	De-Wire Fabrication Corp.
16528	Advance Wire Assemblies Inc.
17600	Diamond T. Motor Car Co.
23926	Galion Iron Works and Mfg. Co.
24446	General Electric Co.
24617	General Motors Corp.
33116	Kelsey Hayes Co.
39428	McMaster Carr Supply Co.
40342	Midland Ross Corp.
45282	Ozalid Division of General Aniline and Film Corp.
52793	Saginaw Products Corp.
53477	Schraders A and Son Division of Scovill Mfg. Co.
53591	Schwitzer Corp.
56697	Standard Forge and Axle Co. Inc.
60038	Timken Roller Bearing Co.
63477	Wagner Electric Corp.
64959	Western Electric Co. Inc.
70270	Alemite Corp.
71388	Burton Auto Spring Corp.
71840	Cleveland Graphite Bronze Co.
73331	Guide Lamp Division of General Motors Corp.
74925	Industrial Lamp Corp.
76691	National Telephone Supply Co. Inc.
77060	Packard Electric Div. of General Motors Corp.
77820	Scintilla Div. of Bendix Corp.
79470	Weatherhead Co.
80212	Food Machinery and Chemical Corp. Ordnance Div.
82445	Columbus Metal Products Inc.
82646	Spencer Safford Loadcraft Inc.
83930	Adel Precision Products Div. of General Motors Corp.
84256	Aviation Development Inc.
85611	Keyes Davis Co. Inc.
89730	Neward Lamp Works of Lamp Div. of Consumer Products Group Geco
91340	Met-Pro Inc.
96906	Military Standard
99006	Allied Precision Industries Inc.



LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST			
	MAINT	RECOVERABILITY	15 DAYS MAINTENANCE					DEPOT MAIN*	FIGURE NO.	ITEM NO.						
			ORGANIZATION								DS	GS	100 EQUIPMENTS			
			1-5											6-10		
MAINT	RECOVERABILITY	MANUFACTURER'S		CODE	PART NO.											
0001							SECTION II - REPAIR PARTS LIST									
0002					PART I											
0003					GROUP 13 - WHEELS											
0004					1313 - TIRES, TUBES											
0004	P	O		2610-275-7997	TIRE, 11.00-20, 12 PLY NDCC: MILITARY SPEC MIL-T-12459-A		2	*	*	*	*	*				
0005	P	O		2610-051-9450	TUBE, 11.00-20	06853 239877	2	*	*	*	*	*				
0006	X	Z		5340-505-6166	CAP, VALVE	53477 880V	2	*	*	*	*	*				
0007	X	Z		2640-505-6177	CORE, VALVE	53477 4000V	2	*	*	*	*	*				
0008					GROUP 15 - FRAME, TOWING ATTACHMENTS											
0009					1501 - FRAME ASSEMBLY											
0010	X	Z		2510-970-3427	BEAM ASSEMBLY, BULK CLAMPING	03533 13161-15A4	4	*	*	*	*	*			74	
0011	X	1			BEAM	03533 13161-15-3	4	*	*	*	*	*			74	7
0012	X	Z			HOOK, CLAMPING	03533 13161-15-5	8	*	*	*	*	*			74	4
0013	X	Z		2590-976-9067	HOOK, CLAMPING	03533 13161-15-4	8	*	*	*	*	*			74	3
0014		O		5310-011-4492	NUT, PLAIN, HEXAGON: CLAMPING HOOK TO BEAM		40	*	*	*	*	*			74	1
0015		O		5305-018-1573	SCREW, CAP, HEXAGON HEAD: CLAMPING HOOK TO BEAM	24617 181573	32	*	*	*	*	*			74	6
0016		O		5305-018-1580	SCREW, CAP, HEXAGON HEAD: CLAMPING HOOK SUPPORT	24617 181580	8	*	*	*	*	*			74	5
0017		O		5310-010-3319	WASHER, LOCK: CLAMPING HOOK TO BEAM	80212 P926	40	*	*	*	*	*			74	2
0018	X	Z			CARRIER, BRACKET ASSEMBLY	03533 13161-21A3	4	*	*	*	*	*			73	
0019	X	Z		2590-970-3440	BRACKET, CLAMPING: BEAM RETAINER	03533 13161-21-3	4	*	*	*	*	*			73	3
0020	X	Z		5310-656-0060	NUT, PLAIN, HEXAGON: BEAM RETAINER MTG	24617 117049	4	*	*	*	*	*			73	8
0021	X	Z			RETAINER ASSEMBLY, BEAM	03533 13161-21A2	4	*	*	*	*	*			73	1
0022	X	Z		2590-640-1669	SPACER	13161 21A3-3	4	*	*	*	*	*			73	2
0023	P	1		2510-256-7196	SPRING, LOWER RETAINER	03533 13161-12-4	4	*	*	*	*	*	40		73	6
0024		O		5310-582-5677	WASHER, FLAT: SPRING RETAINER	03533 13161-7-1	4	*	*	*	*	*			73	7
0025	X	Z		2540-708-9512	CHAIN ASSEMBLY, CLAMPING	03533 13161-11A4	4	*	*	*	*	*			75	
0026	P	O		4010-262-1748	CHAIN (4 PCS 24 IN. EACH REQUIRED)		FT	SEE GRP 9501							75	2
0027	X	Z		4030-976-9216	CLEVIS, CHAIN	03533 13161-11-1	4	*	*	*	*	*			75	1
0028		O		5315-839-5822	PIN, COTTER: CLEVIS PIN	06853 203019	8	*	*	*	*	*			75	13
0029		O		5315-087-3638	PIN, STRAIGHT, HEADED: CHAIN CLEVIS	03533 13161-11-2	4	*	*	*	*	*			75	11
0030	X	Z		2540-708-9513	CHAIN ASSEMBLY, CLAMPING	03533 13161-11A5	4	*	*	*	*	*			75	
0031	P	O		4010-262-1748	CHAIN: CLAMPING CHAIN ASSEMBLY (4 PCS 5 FT EA REQUIRED)		FT	SEE GRP 9501							75	2
0032	X	Z			CLEVIS, CHAIN	03533 13161-11-1	4	*	*	*	*	*			75	1
0033		O		5315-087-3638	PIN, STRAIGHT, HEADED: CHAIN CLEVIS	03533 13161-11-2	4	*	*	*	*	*			75	11
0034	X	Z			CHASSIS ASSEMBLY	03533 13161-3A	1	*	*	*	*	*				
0035	X	Z		2510-708-9507	CLAMP ASSEMBLY, SCREW	03533 13161-11A	1	*	*	*	*	*			72	
0036	X	1			HOUSING, CLAMPING	03533 13161-11A3	1	*	*	*	*	*			72	8
0037		O		5310-021-8493	NUT, CASTELLATED, HEXAGON: CLAMP SCREW	24617 218493	1	*	*	*	*	*			72	9
0038		O		5315-010-3408	PIN, COTTER: CLAMP SCREW	24617 103408	1	*	*	*	*	*			72	10
0039	X	1			SCREW, CLAMPING: WELDED TO CLAMP DRILLED 3/16 IN. DIA HOLE, 3/4-10 THD SIZE, 2 IN. LG	03533 13161-11A2	1	*	*	*	*	*			72	7
0040		O		5310-011-7060	NUT, PLAIN, HEXAGON: CLAMP MTG	24617 C1001PC1	32	*	*	*	*	*			75	7
0041	X	Z		2590-970-3439	PIN ASSEMBLY: DRAFT TUBE	03533 13161-16A	1	*	*	*	*	*			72	
0042	M	O			CHAIN: WELDED; DRAFT TUBE RETAINING MANUFACTURE FROM:		2								72	6
0043	P	O		4010-165-6064	CHAIN (2 FT REQUIRED FOR EACH)		FT	SEE GRP 9501								
0044		O		5315-087-3640	PIN, STRAIGHT, HEADLESS: DRAFT PIN LOCKING	03533 13161-16-2	1	*	*	*	*	*			72	1
0045		O		5315-426-9355	PIN, STRAIGHT, HEADLESS: DRAFT TUBE RETAINER, CHAIN	03533 13161-16-1	1	*	*	*	*	*			72	3
0046	X	Z			RING, D: DRAFT TUBE RETAINING PIN MANUFACTURE FROM:	03533 13161-15-2	4	*	*	*	*	*			72	2
0047	M	O			STEEL BAR, CARBON, COLD FINISHED (6 IN. REQUIRED)	03533 13161-16-4	1	*	*	*	*	*			72	4
0048	P	O		9510-229-4815	RING, D: RETAINING PIN; 1/8 IN DIA OF WIRE		FT	SEE GRP 9501								
0049	X	Z			SCREW ASSEMBLY: BEAM CLAMPING	03533 13161-16-3	1	*	*	*	*	*			72	5
0050	X	Z			FITTING, LUBRICATION: BEAM CLAMPING	03533 13161-12A	8	*	*	*	*	*			75	
0051	X	Z		4730-289-4918	HANDLE, CLAMPING SCREW	70270 1612B	8	*	*	*	*	*			75	3
0052	X	Z			HOOK, SCREW: BEAM CLAMPING	03533 13161-12A2	8	*	*	*	*	*			75	8
0053	X	Z		2510-353-0754	PIN, GROOVED, HEADLESS: CLAMPING SCREW	03533 13161-12-2	8	*	*	*	*	*			75	12
0054		O		5315-087-2841	HANDLE MTG	96906 MS35671-39	8	*	*	*	*	*			75	9
0055	X	Z		2510-353-0753	PLATE, BEARING	03533 13161-12-3	8	*	*	*	*	*			75	5
0056	X	1			SCREW, CLAMPING: SPECIAL	03533 13161-12-1	8	*	*	*	*	*			75	10
0057		O		5305-012-0647	SCREW, CAP, HEXAGON HEAD: BRACKET MTG	06853 55118C	16	*	*	*	*	*			73	5

LINE NO.	SOURCE CODES				FEDERAL STOCK NUMBER	DESCRIPTION	MANUFACTURER'S CODE      PART NO.	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST	
	MATERIEL	SOURCE	MAINT	RECOVERABILITY						15 DAYS MAINTENANCE			DEPOT MAIN*	FIGURE NO.	ITEM NO.	
										ORGANIZATION		DS				GS
										1-5	6-10					
0058	O				5305-012-3461	SCREW, CAP, HEXAGON HEAD: CLAMP MTG	24617 123461	32	*	*	*	*	*	75	4	
0059	O				5310-261-7340	WASHER, LOCK: BRACKET MTG		16	*	*	*	*	*	73	4	
0060	O				5310-010-3321	WASHER, LOCK: CLAMP MTG		32	*	*	*	*	*	75	6	
0061						1503 - PINTLES AND TOWING ATTACHMENTS										
0062	P10				2540-641-3651	ADAPTER ASSEMBLY: LUNETTE	03533 13161-14A2	1	*	*	*	*	10	76	1	
0063	P10				2540-574-9212	CHAIN AND HOOK ASSEMBLY	03533 8165-1	2	*	*	*	*	5	76	6	
0064	X20				2540-353-6351	LUNETTE, DRAW BAR	03533 8169-1-1	1	*	*	*	*	*	76	7	
0065	O				5310-485-7842	NUT, HEXAGON, CASTEL: LUNETTE TO ADAPTER	03533 8169-1-3	1	*	*	*	*	*	72	2	
0066	O				5315-262-8163	PIN, COTTER: LUNETTE TO ADAPTER	96906 MS24665-568	1	*	*	*	*	*	76	3	
0067	X20					TUBE ASSEMBLY	03533 13161-14A	1	*	*	*	*	*			
0068	O				5305-266-6455	SCREW, CAP, HEXAGON HEAD: LUNETTE RETAINING	96906 MS35298-228	4	*	*	*	*	*	76	5	
0069	O				5310-013-1144	WASHER, LOCK: LUNETTE RETAINING	96906 MS35339-34	4	*	*	*	*	*	76	4	
0070						1507 - LANDING GEAR, LEVELING JACKS										
0071	O					BOLT, JACK ATTACHING	52793 11-0312	1	*	*	*	*	*	77	27	
0072	X20					BRACE, LANDING GEAR	52793 11-0301	1	*	*	*	*	*	77	36	
0073	X20					CABLE: PIN RETAINING	82646 11-0310	1	*	*	*	*	*	77	31	
0074	X20				4730-050-4208	FITTING, LUBRICATION: JACK MTG	96906 MS15003-1	1	*	*	*	*	*	77	35	
0075	X20R				2530-708-9514	LANDING JACK ASSEMBLY	52793 D14040	1	*	*	*	*	*	77		
0076	X20					CABLE: PIN RETAINING	52793 11-0311	1	*	*	*	*	*	77	5	
0077	X2F					CRANK ASSEMBLY	52793 A14040-582	1	*	*	*	*	*	77	14	
0078	P1F				2590-970-3456	BUSHING, BRONZE	52793 A14040-859	1	*	*	*	*	10	77	34	
0079	X2F					HANDLE	52793 A14040-858	1	*	*	*	*	*	77	13	
0080	F				5315-014-2508	PIN, GROOVE, HEADLESS	52793 142508	2	*	*	*	*	*	77	15	
0081	F				5315-021-6301	PIN, STRAIGHT, HEADLESS: HANDLE	52793 A14040-862	1	*	*	*	*	*	77	12	
0082	X2F					SCREW, JACK	52793 A14040-863	1	*	*	*	*	*	77	16	
0083	X2F					SPACER, CRANK	52793 A14040-860	1	*	*	*	*	*	77	17	
0084	X2F					WASHER, PLATE	52793 131016	1	*	*	*	*	*	77	21	
0085	X2F					HOUSING ASSEMBLY	52793 A14040-856	1	*	*	*	*	*	77	20	
0086	P1F				3110-144-8534	BEARING	52793 700080	1	*	*	*	*	10	77	29	
0087	X1					COLLAR	52793 A14040-868	1	*	*	*	*	*	77	9	
0088	X2F				2590-970-3455	GEAR, BEVEL, DRIVE	52793 A14040-847	1	*	*	*	*	*	77	33	
0089	X2F				2590-970-3454	GEAR, BEVEL, PINION	52793 A14040-848	1	*	*	*	*	*	77	22	
0090	X2F				5310-019-0951	NUT, LOCK: BEARING, RD	52793 711014	1	*	*	*	*	*	77	18	
0091	F				5315-014-2522	PIN, GROOVE	52793 142522	1	*	*	*	*	*	77	10	
0092	X2F					TUBE, OUTER	52793 A14040-869	1	*	*	*	*	*	77	8	
0093	F				5310-010-3323	WASHER, LOCK: JACK SCREW BEARING RETAINING	52793 711208	1	*	*	*	*	*	77	19	
0094	X2F					NUT, JAM	52793 124847	1	*	*	*	*	*	79	29	
0095	F				5305-010-2620	SETSCREW	52793 223323	1	*	*	*	*	*	77	30	
0096	X20				4030-132-9161	SWAGING, SLEEVE: CABLE	76691 18-1C	4	*	*	*	*	*	77	4	
0097	X2F					TUBE ASSEMBLY, INNER	52793 A14040-873	1	*	*	*	*	*	77	11	
0098	X2F					TUBE ASSEMBLY, UPPER	52793 A14040-857	1	*	*	*	*	*	77	23	
0099	F				5305-639-0083	SCREW, CAP, HEXAGON HEAD	52793 426334	4	*	*	*	*	*	77	25	
0100	F				5310-012-0381	WASHER, LOCK	52793 120381	4	*	*	*	*	*	77	24	
0101	O				5310-660-2446	NUT, PLAIN, HEXAGON: BRACE MTG	96906 MS35690-702	1	*	*	*	*	*	77	2	
0102	O				5310-656-0268	NUT, PLAIN, HEXAGON: JACK MTG	96906 MS35690-1602	1	*	*	*	*	*	77	1	
0103	P10				5315-646-0662	PIN, BALL LOCK	84256 BLS7LA25S	1	*	*	*	*	10	77	6	
0104	P10				5315-646-1742	PIN, BALL LOCK	84256 BLS8LA30S	1	*	*	*	*	10	77	32	
0105	O				5305-813-6470	SCREW, CAP, HEXAGON HEAD: BRACE MTG	96906 MS35291-93	1	*	*	*	*	*	77	28	
0106	O				5310-012-1621	WASHER, LOCK: BRACE MTG	96906 MS35337-28	1	*	*	*	*	*	77	3	
0107	O				5310-013-1209	WASHER, LOCK: JACK MTG	96906 MS35337-34	1	*	*	*	*	*	77	26	
0108						GROUP 95 - GENERAL USE STANDARDIZED PARTS										
0109						9501 - BULK MATERIAL										
0110	P O				4010-262-1748	CHAIN, WELDED: TYPE 1, CLASS A, 1/4 IN.		FT	*	*	2	*	100			
0111	P O				4010-165-6064	CHAIN, WELDED: TYPE 1, GRADE C, CLASS 5, STYLE 2, GALVANIZED FINISH, 1/4 IN.		FT	*	*	1	*	50			
0112	P O				9510-229-4815	STEEL, BAR, CARBON: COLD FINISH; ROUND, 1/8 IN. DIA		FT	*	*	*	*	10			

LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	MANUFACTURER'S CODE      PART NO.	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS			ILLUST			
	WATER I/F	SOURCE	MAINT						15 DAYS MAINTENANCE			DEPOT MAIN*	FIGURE NO.	ITEM NO.	
									ORGANIZATION		DS				GS
									1-5	6-10					
0113					PART II										
0114					GROUP 06 - ELECTRICAL SYSTEM										
0115					0608 - MISCELLANEOUS ITEMS										
0116		0		5306-011-9814	BOLT, MACHINE: STRAP ASSEMBLY	24617 114492	1	*	*	*	*	*	79 1		
0117		0		5310-011-4492	NUT, PLAIN, HEXAGON: STRAP ASSEMBLY	01675 7358192	1	*	*	*	*	*	79 5		
0118		X20			STRAP ASSEMBLY	80212 P926	1	*	*	*	*	*	79 2		
0119		0		5310-010-3319	WASHER, LOCK: STRAP ASSEMBLY		1	*	*	*	*	*	79 4		
0120					0609 - LIGHTS										
0121		X20		6220-512-9472	LAMP ASSEMBLY, BLACKOUT: STOP	73331 928952	1	*	*	*	*	*	78 5		
0122		X20		6220-643-4181	DOOR ASSEMBLY, BLACKOUT: STOP	03533 5943270	1	*	*	*	*	*	78 8		
0123		P10		5330-732-0689	GASKET: DOOR MTG	03533 5936220	1	*	*	*	*	5	78 7		
0124		P 0		6240-019-0877	LAMP, INCANDESCENT: 24-28V; 3.										
					CANDLE POWER	89730 1251	1	SEE GRP 9901					78 6		
0125		0		5305-208-7872	SCREW, MACHINE: DOOR MTG	73331 7320691	2	*	*	*	*	*	78 10		
0126		0		5310-800-8080	WASHER, FLAT: DOOR MTG	64959 8008080	2	*	*	*	*	*	78 9		
0127		X20		6220-299-6278	LAMP ASSEMBLY: TAIL	74925 561004	2	*	*	*	*	*	78 11		
0128		P10		6220-752-6018	DOOR ASSEMBLY: TAILLAMP	00000 7526018	2	*	*	*	*	10	78 16		
0129		P10		5330-797-7106	GASKET: DOOR ASSEMBLY	00000 7320658	2	*	*	*	*	10	78 13		
0130		P 0		6240-019-0877	LAMP, INCANDESCENT: 24-28V; 3										
					CANDLE POWER	89730 1251	4	SEE GRP 9901					78 6		
0131		P 0		6240-044-6914	LAMP, INCANDESCENT: 24-28V; 32										
					CANDLE POWER	89730 1683	2	1	1	2	*	40	78 12		
0132		0		5305-012-1832	SCREW, MACHINE: DOOR MTG	74925 121832	12	*	*	*	*	*	78 15		
0133		0		5310-518-2895	WASHER, FLAT: DOOR MTG	00000 5182895	12	*	*	*	*	*	78 14		
0134		0		5306-012-3473	SCREW, CAP, HEXAGON HEAD: LAMP ASSEMBLY MOUNTING		1	*	*	*	*	*	78 3		
0135		0		5305-619-4718	SCREW, CAP, HEXAGON HEAD: TAILLIGHT MTG		4	*	*	*	*	*	78 1		
0136		0		5310-010-3320	WASHER, LOCK: LAMP ASSEMBLY MTG	73331 5936219	1	*	*	*	*	*	78 4		
0137		0		5310-261-7340	WASHER, LOCK: TAILLIGHT MTG		4	*	*	*	*	*	78 2		
0138					0613 - HULL OR CHASSIS WIRING HARNESS										
0139		X20		6145-705-6686	CABLE ASSEMBLY, INTRA-VEHICULAR	00000 7056686	1	*	*	*	*	*	79 6		
0140		X1			PLUG ASSEMBLY	01675 7358187	1	*	*	*	*	*	79 3		
0141		X1			TERMINAL, GROUNDING	01675 7056709	1	*	*	*	*	*	79 14		
0142		X20		5340-392-4429	CLAMP, WIRING: HARNESS ASSEMBLY RETAINING	06853 232826	1	*	*	*	*	*	79 15		
0143		X20		2590-858-5439	HARNESS ASSEMBLY, CHASSIS	01675 8531	1	*	*	*	*	*	79 12		
0144		X20		5935-572-9180	SHELL, SINGLE, FEMALE	77060 8338566	1	SEE GRP 9901					79 7		
0145		X20		5935-833-8561	SHELL, SINGLE, MALE	77060 8338561	5	*	*	*	*	*	79 8		
0146		X20		5970-833-8562	SLEEVE	77060 8338562	5	*	*	*	*	*	79 9		
0147		X20		1005-399-6675	TERMINAL, FEMALE	77060 8338563	5	*	*	*	*	*	79 11		
0148		X20		5940-057-2929	TERMINAL, SNAP	01675 572929	7	*	*	*	*	*	79 10		
0149		0		5310-833-8567	WASHER, SLOTTED: TERMINAL RETAINING	01675 8338567	7	*	*	*	*	*	79 16		
0150		0		5310-011-4492	NUT, PLAIN, HEXAGON: COVER AND GROUND WIRE	24617 114492	4	*	*	*	*	*	79 18		
0151		X20		5935-699-7827	RECEPTACLE ASSEMBLY	77820 60-36030-515	1	*	*	*	*	*	79 19		
0152		X1		5935-259-2709	COVER ASSEMBLY: RECEPTACLE	77820 60-36397-28	1	*	*	*	*	*	79 20		
0153		X20		5325-090-5426	GROMMET	77820 10-40828-51	1	*	*	*	*	*	79 13		
0154		0		5305-010-0001	SCREW, CAP, HEXAGON HEAD: RECEPTACLE MTG	24617 C1042PC8	4	*	*	*	*	*	79 17		
0155		0		5305-017-1599	SCREW, TAPPING, THREAD CUTTING:										
					CLAMP RETAINING	24617 171599	12	*	*	*	*	*	79 21		
0156		0		5310-010-3319	WASHER, LOCK: RECEPTACLE COVER MTG	80212 P926	4	*	*	*	*	*	79 12		
0157		X20		6220-972-7933	WIRING ASSEMBLY	01675 D11422-1	1	*	*	*	*	*	79 10		
0158		X20		5935-572-9180	SHELL, SINGLE, FEMALE	77060 8338566	10	SEE GRP 9901					79 9		
0159		0		5310-833-8567	WASHER, SLOTTED: TERMINAL RETAINING	77060 8338567	10	*	*	*	*	*	79 10		
0160					GROUP 11 - REAR AXLE										
0161					1108 - STUB AXLES AND PARTS										
0162		X2F			AXLE ASSEMBLY: TRAILER; COMPLETE	03533 13161-22A	1	*	*	*	*	*	80 9		
0163		X2F			AXLE ASSEMBLY: W/HUBS AND BRAKE DRUMS	56697 SD1974	1	*	*	*	*	*	80 9		
0164		X1			AXLE ASSEMBLY: TUBE AND SPINDLE	56697 A11N1F	2	*	*	*	*	*	80 9		
0165		0		4730-714-0405	FITTING, LUBRICATION	00000 7140405	2	*	*	*	*	*	80 9		
0166		X20		5310-027-5765	LOCK, SPINDLE NUT	56697 SD1135	2	SEE GRP 1311					80 9		
0167		X20		2530-976-0861	NUT, SPINDLE-INNER AND OUTER	56697 SD1134	4	SEE GRP 1311					80 9		
0168		P10		3120-081-7882	WASHER, BEARING THRUST	56697 SD1133	2	SEE GRP 1311					80 9		
0169		X2F			SEAT, SPRING	03533 13161-21A	2	*	*	*	*	*	80 9		
0170					GROUP 12 - BRAKES										
0171					1202 - SERVICE BRAKES										
0172		0		5306-263-7312	BOLT, MACHINE: ANCHOR BOLT	56697 6213	4	*	*	*	*	*	80 3		
0173		X20		2530-353-2206	BRACKET, CAMSHAFT: W/BUSHING	56697 UB1094	2	*	*	*	*	*	80 10		

LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	MANUFACTURER'S CODE	PART NO.	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST			
	WATERFRONT	SOURCE	MAINT							15 DAYS MAINTENANCE					DEPOT MAINT	FIGURE NO.	ITEM NO.	
										ORGANIZATION			DS	GS				
										1-5	6-10	100 EQUIPMENTS						
0174	X20		2530-756-1618	BUSHING, BRAKE SPIDER	56697	UB1178		2	*	*	*	*	*		80	15		
0175	X20		2530-678-6132	BUSHING, CAMSHAFT BRACKET	56697	UB1179		2	*	*	*	*	*		80	11		
0176	X20		2530-703-2715	CAM AND SHAFT: BRAKE ACTUATOR, LH	56697	UB5006L2		1	*	*	*	*	*		80	18		
0177	X20		2530-703-2714	CAM AND SHAFT: BRAKE ACTUATOR, RH	56697	UB5006R2		1	*	*	*	*	*		80	18		
0178	0		4730-050-4208	FITTING, LUBRICATION	70270	16108		2	*	*	*	*	*		80	9		
0179	X20		5340-281-3629	LOCK, ANCHOR PIN RING	56697	UB1013		8	*	*	*	*	*		80	33		
0180	0		5310-265-9215	NUT, PLAIN, HEXAGON: LINING MTG	56697	6301		32	*	*	*	*	*		80	26		
0181	0		5310-265-9217	NUT, PLAIN, HEXAGON: SPIDER MTG	56697	6304		16	*	*	*	*	*		80	24		
0182	P10		5330-247-8648	PACKING, ANCHOR PIN	56697	UB1012		8	*	*	*	*	*	80	80	31		
0183	P10		5330-247-8649	PACKING, PREFORMED: CAM RETAINER	56697	UB1014		4	*	*	*	*	*	40	80	13		
0184	0		5315-703-8489	PIN, STRAIGHT, HEADLESS: BRAKE ANCHOR	56697	UB1008-1		4	*	*	*	*	*		80	30		
0185	X20		5340-282-0061	RING, RETAINER: PACKING, PREFORMED	56697	UB1019		2	*	*	*	*	*		80	12		
0186	X20		2530-374-2123	ROLLER: BRAKE CAM	56697	UB1006-1		4	*	*	*	*	*		80	20		
0187	0		5305-268-6580	SCREW, CAP, HEXAGON HEAD: BACK PLATE MTG	56697	6114		16	*	*	*	*	*		80	5		
0188	0		5306-010-6973	SCREW, CAP, HEXAGON HEAD: BACK PLATE MTG	56697	6212		12	*	*	*	*	*		80	7		
0189	0		5305-012-5911	SCREW, MACHINE: BRAKE LINING MTG	56697	6808		32	*	*	*	*	*		80	2		
0190	0		5305-253-3591	SCREW, SOCKET HEAD: ROLLER SHAFT SET	56697	6801		4	*	*	*	*	*		80	23		
0191	X20		2530-374-2127	SHAFT, BRAKE ROLLER	56697	UB5009		4	*	*	*	*	*		80	22		
0192	X20		2530-427-2197	SHIELD, DUST	56697	UB1025		2	*	*	*	*	*		80	8		
0193	X20			SHOE ASSEMBLY, BRAKE	56697	UB1086		4	*	*	*	*	*		80			
0194	X1			BRAKESHOE	56697	UB1087		4	*	*	*	*	*		80	21		
0195	P10		2530-293-5997	BUSHING, BRAKESHOE	56697	UB1024		8	*	*	*	*	*	50	80	29		
0196	P10		2530-823-5457	LINING, BRAKE	56697	UB1083-3		8	*	*	*	*	*	200	80	1		
0197	X20		5310-496-3238	SPACER, WASHER, CAM	56697	UB5014		2	*	*	*	*	*		80	17		
0198	X20			SPIDER, BRAKE	56697	UB1076		2	*	*	*	*	*		80	4		
0199	P10		2530-427-2195	SPRING, BRAKE RETRACT	56697	UB1021		2	*	*	*	*	*	10	80	19		
0200	X20		5330-427-2193	WASHER, FLAT: ANCHOR PIN RETAINING	56697	UB1004		8	*	*	*	*	*		80	32		
0201	0		5310-753-4865	WASHER, FLAT: CAMSHAFT RETAINING	56697	UB1017		4	*	*	*	*	*		80	14		
0202	0		5310-596-5740	WASHER, FLAT: CAMSHAFT RETAINER	56697	UB5015		2	*	*	*	*	*		80	16		
0203	0		5310-012-0384	WASHER, LOCK: SPIDER MTG	56697	6504		16	*	*	*	*	*		80	25		
0204	0		5310-010-3320	WASHER, LOCK: DUST SHIELD MTG	56697	6501		12	*	*	*	*	*		80	6		
0205	0		5310-261-7340	WASHER, LOCK: LINING MTG	56697	6502		32	*	*	*	*	*		80	27		
0206	M 0		9505-427-2201	WIRE, ANCHOR PIN LOCK	56697	UB1055		2	*	*	*	*	*		80	28		
0207	P 0		9505-198-9105	MANUFACTURE FROM: WIRE, STEEL, CARBON (12 IN. REQUIRED FOR EACH WIRE)	23926	4C5962	FT			SEE GRP 9501								
0208				1206 - MECHANICAL BRAKE SYSTEM														
0209	X20		2530-540-1780	ADJUSTER ASSEMBLY, SLACK	06853	222487		2	*	*	*	*	*		81	1		
0210	X1			BODY	06853	231762		2	*	*	*	*	*					
0211	X1		2530-586-2391	COVER	06853	212631		4	*	*	*	*	*					
0212	X1		2530-216-2971	GEAR, WORM: 1 1/2 IN. SPLINE	06853	214465		2	*	*	*	*	*					
0213	X1			LOCK, WORM SHAFT	06853	231885		2	*	*	*	*	*					
0214	X1			PIN, STRAIGHT, HEADED: 1/2 IN. DIA, 1 5/8 IN. LG	06853	231746		2	*	*	*	*	*		81	4		
0215	0		4730-278-3445	PLUG, PIPE	06853	233410		2	*	*	*	*	*					
0216	X1		5340-050-1591	PLUG, WELCH	06853	212357		2	*	*	*	*	*					
0217	X1		5315-626-0223	RIVET	06853	232215		10	*	*	*	*	*					
0218	X1		2530-216-2977	SHAFT, WORM	06853	234248		2	*	*	*	*	*					
0219	X1			SPRING, WORM LOCK	06853	231883		2	*	*	*	*	*					
0220	0		5306-017-9816	BOLT, MACHINE: ADJUSTER RETAINING	56697	6203		2	*	*	*	*	*		81	10		
0221	P10		2530-288-0967	BUSHING, CAMSHAFT BRACKET	06853	201225		2	*	*	*	*	*	100	81	2		
0222	0		4730-050-4208	FITTING, LUBRICATION: BUSHING LUBRICATION	70270	16108		2	*	*	*	*	*		81	3		
0223	X20			PUSH ROD ASSEMBLY (INCLUDES COMPONENTS OF YOKE ASSEMBLY, 06853 228790)	06853	225127		2	*	*	*	*	*					
0224	0		5310-262-5479	WASHER, FLAT: SLACK ADJUSTER RETAINING	56697	UB2215		2	*	*	*	*	*		81	12		
0225	0		5310-010-3320	WASHER, LOCK: ADJUSTER RETAINING	56697	6501		2	*	*	*	*	*		81	11		
0226	X20		5340-855-3255	YOKE ASSEMBLY	06853	228790		2	*	*	*	*	*		81	9		
0227	0		5310-042-7347	NUT, PLAIN, HEXAGON	06853	204781		2	*	*	*	*	*		81	8		
0228	0		5315-010-3395	PIN, COTTER	06853	203019		2	*	*	*	*	*		81	6		
0229	X20		5315-896-8951	PIN, YOKE	06853	202550		2	*	*	*	*	*		81	5		
0230	X20		5340-044-1501	YOKE, BRAKE CHAMBER	06853	239149		2	*	*	*	*	*		81	7		
0231				1208 - AIR BRAKE SYSTEM														
0232	0		4730-289-1287	ADAPTER, STRAIGHT, PIPE TO TUBE	06853	205053		8	*	*	*	*	*		82	17		
0233	0		5306-797-9296	BOLT, U: AIR FILTER RETAINING	06853	235234		2	*	*	*	*	*		83	4		
0234	X2F		2530-736-2730	BRACKET, AIR CHAMBER	56697	UB1119		2	*	*	*	*	*					
0235	P10R		2530-706-9053	CHAMBER, AIR TYPE 24	06853	226022		2	*	*	*	*	*	8	82	19		
0236	X20		2530-270-3878	COUPLING, DUMMY	06853	220636		2	*	*	*	*	*		82	28		
0237	0		4730-595-0083	COUPLING, HALF QUICK DISCONNECT	06853	220615		2	*	*	*	*	*		82	1		
0238	X1		5340-634-6784	RING, PACKING	06853	213630		2	*	*	*	*	*					
0239	0		4730-187-7612	COUPLING, PIPE: HOSE TO STUD	91340	12175-30		2	*	*	*	*	*		82	4		
0240	X2F		2530-778-4541	CLAMP: RING ASSEMBLY	06853	227745		2	*	*	*	*	*					
0241	F		5306-021-4065	BOLT, MACHINE	06353	237886		4	*	*	*	*	*					
0242	X1			CLAMP RING	06853	237821		2	*	*	*	*	*					
0243	F		5310-021-9431	NUT, PLAIN, HEXAGON: CLAMP RING	06853	237087		4	*	*	*	*	*					
0244	P1F		2805-708-9468	DIAPHRAGM, CHAMBER	06853	230667		2	*	*	*	*	*	200				
0245	X2F			PLATE, PRESSURE	06353	235643		2	*	*	*	*	*					

LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	MANUFACTURER'S CODE	PART NO.	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST	
	MAINT	SOURCE	RECOVERABILITY							15 DAYS MAINTENANCE			DEPOT MAIN*	FIGURE NO.	ITEM NO.	
										ORGANIZATION		DS				GS
										1-5	6-10					
0246	F			4730-012-7951	PLUG, PIPE	06853	230111		4			*	*	*		
0247	X2F			2530-698-7586	SPRING	06853	234130		2			*	*	*	20	
0248	X20			5340-292-3608	CLAMP, TUBING	06853	232823		6	*	*	*	*	*		82 11
0249	X20			1280-609-8470	FILTER, AIR CLEANER	06853	225357		2	*	*	*	*	*		83 3
0250	P 0			2530-739-6379	ELEMENT, FILTER	06853	235095		2	*	1	4	*	*	100	83 5
0251	P10			5330-285-5123	GASKET, FILTER	06853	235092		2	*	*	*	*	*	100	83 8
0252	X20			2530-706-9054	SPRING, FILTER	06853	235093		2	*	*	*	*	*		83 7
0253	0			5310-679-3606	WASHER	06853	235094		2	*	*	*	*	*		83 6
0254	M 0				HOSE ASSEMBLY: INTRA-VEHICULAR MANUFACTURE FROM:	03533	T52-12-1A		2							
0255	X20			4730-278-4321	CONNECTOR, AIR HOSE, W/SPRING	06853	215535		4	*	*	*	*	*		82 2
0256	P 0			4720-376-8060	HOSE, RUBBER (10 FT REQUIRED FOR EACH HOSE)	06853	BW170M	FT		SEE GRP	9501					82 3
0257	M 0				HOSE ASSEMBLY MANUFACTURE FROM:	06853	101M		2							82 18
0258	0			4730-595-4677	ADAPTER, STRAIGHT, PIPE TO HOSE	06853	215540		4	*	*	*	*	*		
0259	P 0			4720-376-8060	HOSE, RUBBER (20 IN. REQUIRED FOR EACH HOSE)			FT		SEE GRP	9501					
0260	0			5310-042-2957	NUT, PLAIN, HEXAGON: COUPLING TO FRAME	24617	422957		2	*	*	*	*	*		82 8
0261	0			5310-011-7066	NUT, PLAIN, HEXAGON: BRACKET MTG	17600	0X181		2	*	*	*	*	*		82 20
0262	0			5310-010-3026	NUT, PLAIN, HEXAGON: RESERVOIR MTG	12204	103026		4	*	*	*	*	*		82 24
0263	0			5310-011-4492	NUT, PLAIN, HEXAGON: U BOLT	24617	114492		4	*	*	*	*	*		83 1
0264	X20				PLUG, PIPE	06853	230477		2	*	*	*	*	*		82 26
0265	X20				RESERVOIR AND RELAY VALVE ASSEMBLY	06853	229518		1	*	*	*	*	*		
0266	X20				RESERVOIR: 7 IN. X 27 IN.	06853	228742		1	*	*	*	*	*		82 13
0267	X20			4820-142-3036	COCK, DRAIN	06853	215310		1	*	*	*	*	*		82 22
0268	0			4730-254-2741	ELBOW, PIPE: RESERVOIR DRAIN	03533	207-10		1	*	*	*	*	*		82 23
0269	X2F			2910-753-9391	VALVE ASSEMBLY BREATHER	06853	222797		1	*	*	*	*	*		
0270	X20			2530-708-9493	VALVE ASSEMBLY: RELAY	06853	228993		1	*	*	*	*	*	20	82 15
0271	X1				BODY	06853	238821		1	*	*	*	*	*		
0272	X1				BODY, COMPLETE	06853	228776		1	*	*	*	*	*		
0273	X2F			2530-856-3542	FILTER	06853	239139		2			*	*	*		
0274	X2F			2530-708-9494	PISTON AND VALVE ASSEMBLY: EMERGENCY	06853	228499		1			*	*	*		
0275	X2F			2530-970-3448	FERRULE	06853	234242		1			*	*	*		
0276	X2F			2530-708-9505	GASKET	06853	239875		1			*	*	*	100	
0277	X2F			5325-970-3466	GROMMET, EMERGENCY PISTON CAP NUT	06853	238831		1			*	*	*		
0278	X2F			5325-970-3465	GROMMET, INLET VALVE	06853	238564		1			*	*	*		
0279	X2F			5325-970-3467	GROMMET, LOWER EMERGENCY PISTON	06853	239203		2			*	*	*		
0280	X2F			2530-970-3449	NUT, EMERGENCY PISTON CAP	06853	238832		1			*	*	*		
0281	P1F			5330-682-4422	PACKING, UPPER EMERGENCY PISTON	06853	238945		1			*	*	*	80	
0282	X1			2530-562-9861	PISTON, EMERGENCY	06853	238823		1			*	*	*		
0283	X2F				PLATE, COVER	06853	239872		1			*	*	*		
0284	X2F				PLATE, COVER, COMPLETE	06853	229741		1			*	*	*		
0285	F			5306-010-6324	SCREW, CAP, HEXAGON HEAD	06853	203417		2			*	*	*		
0286	F			5305-013-2569	SCREW, MACHINE	06853	239376		1			*	*	*		
0287	X2F			2530-888-8573	SHIM: .010 THK (AS REQUIRED)	06853	238833		2			*	*	*		
0288	X2F			5310-715-6578	SHIM: .020 THK (AS REQUIRED)	06853	238834		2			*	*	*		
0289	X2F			2530-811-0761	SPRING, EMERGENCY PISTON	06853	238835		1			*	*	*		
0290	X2F			2530-080-7101	SPRING, VALVE	06853	239214		1			*	*	*		
0291	X2F			2530-970-3451	VALVE, EXHAUST	06853	239269		1			*	*	*		
0292	X2F			2530-970-3450	VALVE, INLET	06853	239267		1			*	*	*		
0293	F			5310-010-3320	WASHER, LOCK	06853	237648		6			*	*	*		
0294	X2F			2530-802-2066	WASHER (SPECIAL)	06853	239689		1			*	*	*		
0295	X2F			2530-708-9504	VALVE, CHECK	06853	238837		1			*	*	*		
0296	X2F				COVER	06853	239865		1			*	*	*		
0297	X2F				COVER, EXHAUST	06853	239874		1			*	*	*		
0298	P1F			2530-708-9506	DIAPHRAGM, VALVE RELAY	06853	239873		1			*	*	*	100	
0299	X2F			2805-535-3430	GROMMET, CHECK VALVE CAP SCREW	06853	214751		1			*	*	*		
0300	X2F			5325-976-3038	GROMMET, PISTON	06853	239166		1			*	*	*		
0301	P1F			5330-682-4423	PACKING, COVER	06853	238844		1			*	*	*	20	
0302	X1			2530-562-9885	PISTON, RELAY	06853	238841		1			*	*	*		
0303	F			4730-011-3176	PLUG, PIPE	06853	238822		2			*	*	*		
0304	X2F			2530-087-3739	RING, QUAD	06853	238842		1			*	*	*		
0305	X2F			2530-970-3452	SCREW, CAP, HEXAGON HEAD: CHECK VALVE CAP	06853	239755		1			*	*	*		
0306	F			5306-261-2007	SCREW, CAP, HEXAGON HEAD: IDENTIFICATION MTG	06853	202979		4	SEE GRP	221D					
0307	F			5305-022-4586	SCREW, MACHINE	06853	239876		1			*	*	*		
0308	X2F			2530-080-7100	SPRING, CHECK VALVE CAP SCREW (PACKING)	06853	238838		1			*	*	*		
0309	X2F			2530-811-0769	SPRING, COMPRESSION, HELICAL: PISTON RETURN	06853	238840		1			*	*	*		
0310	X2F				TAG, IDENTIFICATION	06853	239877		1	SEE GRP	221D					
0311	F			5310-014-8099	WASHER, FLAT	45282	11242		1			*	*	*		
0312	0			5305-010-0026	SCREW, CAP, HEXAGON HEAD: RESERVOIR MTG	06853	85118		4	*	*	*	*	*		82 27
0313	0			5305-017-1029	SCREW, CAP, SELF-THREADING: CLAMP ATTACHING	24617	171029		6	*	*	*	*	*		82 9
0314	0			2530-720-5002	STUD, CLAMPING	06853	205730		2	*	*	*	*	*		82 5
0315	M 0				TUBE, COPPER: AIR FILTER TO RELAY VALVE MANUFACTURE FROM:				2			*	*	*		82 14
0316	0			4730-278-8825	NUT, TUBE COUPLING	06853	200360		2	*	*	*	*	*		82 16

LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST		
	MATERIAL	SOURCE	MAINT					15 DAYS MAINTENANCE					DEPOT MAINT	FIGURE NO.	ITEM NO.
								ORGANIZATION		DS	GS	100 EQUIPMENTS			
								1-5	6-10						
MANUFACTURER'S		CODE		PART NO.											
0317	P	O		4710-555-0755	TUBE, COPPER (18 IN. REQUIRED FOR EACH TUBE)	FT		SEE GRP 9501							
0318	M	O			TUBE, COPPER: HOSE ASSEMBLY TO FILTER MANUFACTURE FROM:		2							82 12	
0319	O			4730-278-8825	NUT, TUBE COUPLING		6	*	*	*	*	*		82 16	
0320	P	O		4710-555-0755	TUBE, COPPER (5 FT 11 IN. REQUIRED FOR EACH TUBE)	FT		SEE GRP 9501							
0321	O			5310-010-3325	WASHER, LOCK: BRACKET MTG		2	*	*	*	*	*		82 21	
0322	O			5310-010-3319	WASHER, LOCK: CLAMP ATTACHING		6	*	*	*	*	*		82 10	
0323	O			5310-013-8549	WASHER, LOCK: COUPLING TO FRAME		2	*	*	*	*	*		82 7	
0324	O			5310-010-3321	WASHER, LOCK: RESERVOIR MTG		4	*	*	*	*	*		82 25	
0325	O			5310-010-3319	WASHER, LOCK: U BOLT		4	*	*	*	*	*		83 2	
0326					GROUP 13 - WHEELS										
0327					1311 - WHEEL ASSEMBLY										
0328	O			5310-010-3320	WASHER, LOCK: HUB CAP MTG		12	*	*	*	*	*			
0329	O			5306-017-9816	BOLT, MACHINE: HUB MTG		12	*	*	*	*	*			
0330	X20				CAP, HUB		2	*	*	*	*	*		84 3	
0331	X20			3110-151-8611	CONE, INNER BEARING		2	*	*	*	*	*	20	84 11	
0332	X20			3110-100-0239	CONE, OUTER BEARING		2	*	*	*	*	*	20	84 7	
0333	X20			3110-100-0327	CUP, INNER BEARING		2	*	*	*	*	*	20	84 10	
0334	X20			3110-100-0309	CUP, OUTER BEARING		2	*	*	*	*	*	20	84 8	
0335	X20R			2530-204-2102	DRUM, BRAKE		2	*	*	*	*	*		84 9	
0336	X20				HUB		2	*	*	*	*	*		7 21	
0337	O			5310-273-7770	NUT, PLAIN, HEXAGON: HUB MTG		12	*	*	*	*	*		7 16	
0338	O			5310-426-8425	NUT, PLAIN, HEXAGON: WHEEL STUD		12	*	*	*	*	*		7 7	
0339	P10			2530-706-7156	SEAL, WHEEL		2	*	*	*	*	*	200	84 12	
0340	O				STUD: LH HUB		6	*	*	*	*	*		7 6	
0341	O			5307-359-1243	STUD: RH HUB		6	*	*	*	*	*		7 6	
0342	X20				LOCK, SPINDLE NUT		2	*	*	*	*	*	20	84 5	
0343	X20			2530-976-0861	NUT, SPINDLE, INNER AND OUTER		4	*	*	*	*	*		84 4	
0344	X20			2530-738-9618	RIM AND DISC ASSEMBLY: W/SIDE RING		2	*	*	*	*	*		84 2	
0345	X1				SIDE RING		2	*	*	*	*	*		84 1	
0346	X20			3120-081-7882	WASHER, BEARING THRUST		2	*	*	*	*	*	10	84 6	
0347					GROUP 16 - SPRINGS										
0348					1601 - SPRINGS										
0349	X2F				BUSHING: REAR SPRING HANGER		2			*	*	*			
0350	X2F				HANGER, FRONT SPRING		1			*	*	*			
0351	X2F				HANGER, REAR SPRING		2			*	*	*			
0352	F			5310-819-9390	NUT, PLAIN, HEXAGON: FRONT SPRING HANGER MTG		16			*	*	*			
0353	F			5305-266-6385	SCREW, CAP, HEXAGON HEAD: FRONT SPRING HANGER MTG		8			*	*	*			
0354	F			5305-226-9068	SCREW, CAP, HEXAGON HEAD: REAR SPRING HANGER MTG		8			*	*	*			
0355	X2F				SPRING ASSEMBLY: MAIN W/OVERLOAD		2			*	*	*			
0356	P1F			2510-876-8359	BUSHING, BRONZE		4			*	*	*	200		
0357	X2F				CLIP, SPRING		4			*	*	*			
0358	X2F				CLIP, SPRING		4			*	*	*			
0359	X2F			2510-255-9667	CLIP, SPRING		4			*	*	*			
0360	F			5310-012-0377	NUT, PLAIN, HEXAGON		8			*	*	*			
0361	F			5310-012-0377	NUT, PLAIN, HEXAGON HEAD		4			*	*	*			
0362	X2F				PLATE, SPRING		2			*	*	*			
0363	F			5305-261-1882	SCREW, CAP, HEXAGON HEAD		8			*	*	*			
0364	F			5305-261-1882	SCREW, CAP, HEXAGON HEAD		4			*	*	*			
0365	X2F				SPACER, BLOCK: U BOLT		2			*	*	*			
0366	X2F				SPRING ASSEMBLY, MAIN		2			*	*	*			
0367	F			5306-261-2677	BOLT, MACHINE		6			*	*	*			
0368	X2F				BOLT, U: 3/4 IN. DIA		4			*	*	*			
0369	O			4730-289-4918	FITTING, LUBRICATION		6	*	*	*	*	*			
0370	F			5310-012-2432	NUT, PLAIN, HEXAGON: SHACKLE BOLT		6			*	*	*			
0371	F			5310-022-0081	NUT, PLAIN, HEXAGON: U BOLT		8			*	*	*			
0372	F			5315-010-3389	PIN, COTTER		6			*	*	*			
0373	X2F			2510-426-8977	SHACKLE, SPRING		2			*	*	*			
0374	F			5310-050-2217	WASHER, FLAT: SPRING U BOLTS		8			*	*	*			
0375	X2F				SPRING ASSEMBLY, OVERLOAD		2			*	*	*			
0376	F			5310-013-1204	WASHER, LOCK: SPRING HANGER MTG		16			*	*	*			
0377					GROUP 18 - BODY, CAB, HOOD, HULL ASSEMBLIES										
0378					1808 - STOWAGE BOXES										
0379	X20				UTILITY BOX ASSEMBLY		2	*	*	*	*	*		78 17	

LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST		
	MATERIEL	SOURCE	MAINT					RECOVERABILITY	15 DAYS MAINTENANCE			DEPOT MAIN.	FIGURE NO.	ITEM NO.	
									ORGANIZATION		DS				GS
									1-5	6-10					
0380					GROUP 22 - BODY, CHASSIS OR HULL, AND ACCESSORY ITEMS										
0381					2202 - ACCESSORY ITEMS										
0382	P10			9905-202-3639	REFLECTOR, AMBER	96906 MS35387-2	4	*	*	2	*		80		
0383	P10			9905-205-2795	REFLECTOR, RED	96906 MS35387-1	4	*	*	2	*		80		
0384	0			5305-017-2056	SCREW, TAPPING, THREAD CUTTING: REFLECTOR ATTACHING	24617 172056	12	*	*	*	*		*		
0385					2210 - DATA PLATES										
0386	X20			9905-205-1709	PLATE, IDENTIFICATION	00000 81336PLATEA	1	*	*	*	*		*		
0387	X2F				PLATE, DATA: TRANSPORTATION PER SPEC MIL-P-514A	06853 AF1002	1			*	*		*		
0388	F			5306-261-2007	SCREW, CAP, HEXAGON HEAD: TAG IDENTIFICATION MTG		4			*	*		*		
0389	F			5305-014-5387	SCREW, DRIVE: PLATE ATTACHING DATA		4			*	*		*		
0390	0			5305-014-5387	SCREW, DRIVE: PLATE ATTACHING IDENTIFICATION	24617 145387	4	*	*	*	*		*		
0391	X20			2590-774-4284	TAG, EMERGENCY: HOSE ASSEMBLY	06853 MS53007-2	1	*	*	*	*		*	82 6	
0392	X2F				TAG, IDENTIFICATION	06853 239877	1			*	*		*		
0393	X2F			2590-740-9721	TAG, SERVICE: AIR RELAY VALVE	06853 MS53007-1	1			*	*		*		
0394					GROUP 95 - GENERAL USE STANDARDIZED PARTS										
0395					9501 - BULK MATERIAL										
0396	P 0			4720-376-8060	HOSE, RUBBER: 5/8 IN. OD, 2 PLY, AIR (MIL No. 170M)		FT	*	*	1	*		100		
0397	P 0			4710-555-0755	TUBE, COPPER: 3/8 IN. DIA, SEAMLESS SOFT ANNEALED		FT	*	*	2	*		100		
0398	P 0			9505-198-9105	WIRE, STEEL, CARBON: ROUND; 0.0348 IN. DIA, GAUGE No. 20 (GE)		FT	*	*	1	*		40		
0399					GROUP 99 - PARTS PECULIAR										
0400					9901 - PARTS PECULIAR WITH MORE THAN ONE APPLICATION										
0401	P 0			6240-019-0877	LAMP, INCANDESCENT: 24-28V; CANDLEPOWER	89730 1251	5	*	1	5	*		100		
0402	X20			1015-833-8566	SHELL, SINGLE, FEMALE	77060 8338566	11	*	*	*	*		*		

LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST				
	MATRIFI	SOURCE	MAINT					RECOVERABILITY	15 DAYS MAINTENANCE			DEPOT MAIN	FIGURE NO.	ITEM NO.			
									ORGANIZATION		DS				GS		
									1-5	6-10						100 EQUIPMENTS	
PART III					MANUFACTURER'S												
GROUP 06 - ELECTRICAL SYSTEM					CODE	PART NO.											
0608 - MISCELLANEOUS ITEMS																	
0403																	
0404																	
0405																	
0406	X20				BOX, TERMINAL: CIRCUIT BREAKER	82646	11-0101	1	*	*	*	*	*			85	
0407	X20				BOX, JUNCTION: CIRCUIT BREAKER	82646	11-0101-1	1	*	*	*	*	*			85	5
0408	P10		5925-026-4767		CIRCUIT BREAKER	96906	MS39062-1	3	*	*	*	*	*	15		85	13
0409	X20				CLIP ASSEMBLY	16528	8722870	1	*	*	*	*	*			85	7
0410	X20				COVER: TERMINAL BOX	82646	11-0101-2	1	*	*	*	*	*			85	10
0411	0		5325-720-9054		GROMMET: TERMINAL BOX	96906	MS35490-20	1	*	*	*	*	*			85	3
0412	0		5310-543-4452		NUT, SELF-LOCKING, HEXAGON: BOX MTG	00000	503339	2	*	*	*	*	*			85	6
0413	0		5310-050-3244		NUT, SELF-LOCKING, HEXAGON: CIRCUIT BREAKER MTG	00000	503244	6	*	*	*	*	*			85	14
0414	0		5305-614-0251		SCREW, MACHINE: CIRCUIT BREAKER MTG	96906	MS35223-9	6	*	*	*	*	*			85	4
0415	0		5305-061-7980		SCREW, MACHINE: CIRCUIT BREAKER AND CLIP MTG	96906	MS24637-36	4	*	*	*	*	*			85	8
0416	0		5305-637-4028		SCREW, MACHINE: CLIP MTG	96906	MS35291-3	2	*	*	*	*	*			85	
0417	0		5305-207-7465		SCREW, SELF-TAPPING: COVER MTG	96906	MS24638-2	4	*	*	*	*	*			85	9
0609 - LIGHTS																	
0419	0		5305-638-9082		BOLT, MACHINE: STOP AND TAILLIGHT BRACKET, LIGHT	96906	MS35297-58	8	*	*	*	*	*			86	5
0420	X20				BRACKET, LIGHT	82646	11-0104	2	*	*	*	*	*			89	21
0421	P10		6220-639-9326		LAMP, TAIL: STOP	82445	A9108	2	*	*	*	*	*	10		89	6
0422	X1				BODY, STEEL: STOP TAIL LAMP	82445	8548	2	*	*	*	*	*			86	4
0423	X20				BUMPER	82445	8115	2	*	*	*	*	*			86	3
0424	X20				GASKET	82445	8551	4	*	*	*	*	*			86	7
0425	P 0		6240-155-8717		LAMP, INCANDESCENT: STOP TAILLIGHT	24446	1275	2	*	*	2	*	*	100		86	6
0426	X20				LENS, RED: STOPLIGHT (USED WITH LIGHT ASSEMBLY, Stock No. 6220-639-9326)	82445	036AR	2	*	*	*	*	*			86	8
0427	X20				RING, SNAP: STOPLIGHT	82445	7976	2	*	*	*	*	*			86	9
0428	X20				SOCKET	82445	1107DC	4	*	*	*	*	*			86	2
0429	X20				WASHER, C: SOCKET RETAINING	82445	8963	4	*	*	*	*	*			86	1
0430	X20		6220-727-3288		LIGHT, CLEARANCE: AMBER (SAME AS LIGHT ASSEMBLY, Stock No. 6220-063-1957 EXCEPT WHERE INDIVIDUAL COMPONENTS ARE ANNOTATED)	96906	MS35424-2	4	*	*	*	*	*			89	12
0431	X20		6620-577-3434		LIGHT, CLEARANCE: BLACKOUT (SAME AS LIGHT ASSEMBLY, Stock No. 6220-063-1957 EXCEPT WHERE INDIVIDUAL COMPONENTS ARE ANNOTATED)	96906	MS35423-1	4	*	*	*	*	*			89	14
0432	X20		6220-577-3435		LIGHT, CLEARANCE: BLACKOUT (SAME AS LIGHT ASSEMBLY, Stock No. 6220-063-1957 EXCEPT WHERE INDIVIDUAL COMPONENTS ARE ANNOTATED)	96906	MS35424-1	4	*	*	*	*	*			89	13
0433	X20		6220-063-1957		LIGHT, CLEARANCE: RED	96906	MS35423-2	7	*	*	*	*	*			89	10
0434	P 0		6240-019-0877		LAMP, INCANDESCENT	00000	190877	19	SEE GRP 990							88	10
0435	X1		6220-752-6516		DOOR, LIGHT: CLEARANCE	00000	5939830	19						100		88	1
0436	P 0		5330-353-0959		FELT, MECHANICAL, PREFORMED	00000	5939841	19	*	1	4	*	*			88	7
0437	X20		1450-772-0780		GROMMET AND WIRE ASSEMBLY	00000	5939837	19	*	*	*	*	*			88	5
0438	P 0		6220-299-7425		LENS, AMBER: CLEARANCE LIGHT	00000	5939832	4	*	1	3	*	*	100		88	2
0439	P 0		6220-752-5993		LENS, CLEARANCE: BLACKOUT (USED WITH LIGHT ASSEMBLY, Stock No. 6220-577-3435)	00000	5939843	4	*	1	3	*	*	100		88	2
0440	P 0		6220-299-7426		LENS, CLEARANCE: RED (USED WITH LIGHT ASSEMBLY, Stock No. 6220-063-1957)	00000	5939833	7	*	1	6	*	*	200		88	2
0441	P 0		6220-752-5992		LENS, FILTER ASSEMBLY (USED WITH LIGHT ASSEMBLY, Stock No. 6620-577-3434)	00000	5939842	4	*	1	3	*	*	100		88	2
0442	X1		6250-371-4018		PLATE, LIGHT: CLEARANCE	00000	5939831	19								88	6
0443	0		5310-596-8169		PUSH ON NUT: LENS MTG	00000	7526796	38	*	*	*	*	*			88	11
0444	0		5305-285-1243		SCREW, MACHINE: CLEARANCE LIGHT DOOR MOUNTING	00000	5941090	38	*	*	*	*	*			88	12
0445	0		5305-285-4540		SCREW, MACHINE: SOCKET MTG	00000	121839	19	*	*	*	*	*			88	3
0446	X20				SHELL, RECEPTACLE	83179	1223448	19	*	*	*	*	*			88	9
0447	0		5310-186-7410		WASHER, FLAT: SOCKET MTG	00000	5944592	19	*	*	*	*	*			88	4
0448	0		5310-833-8567		WASHER, SLOTTED: RECEPTACLE SHELL RETAINING			19	*	*	*	*	*			88	8
0449	P10		6220-337-6471		LIGHT, STOP AND TAILLIGHT	96906	MS51330-1	2	*	*	*	*	*	40		89	9
0450	X20		6220-368-4945		BODY, BLACKOUT	00000	7525927	2	*	*	*	*	*			87	1
0451	P10		6220-752-6018		DOOR ASSEMBLY: STOP AND TAILLIGHT	00000	7526018	2	*	*	*	*	*	10		87	8
0452	P10		5330-732-0658		GASKET: DOOR STOP AND TAILLIGHT	00000	7320658	2	*	*	*	*	*	10		87	6
0453	P 0		6240-019-0877		LAMP, INCANDESCENT	00000	190877	4	SEE GRP 990							87	5
0454	X20		5340-732-0642		RING-SCREW, RETAINING: BLACKOUT DOOR												
0455	0		5305-737-5624		SCREW, MACHINE: BLACKOUT DOOR	00000	7320642	12	*	*	*	*	*			87	7
						00000	7320641	12	*	*	*	*	*			87	9



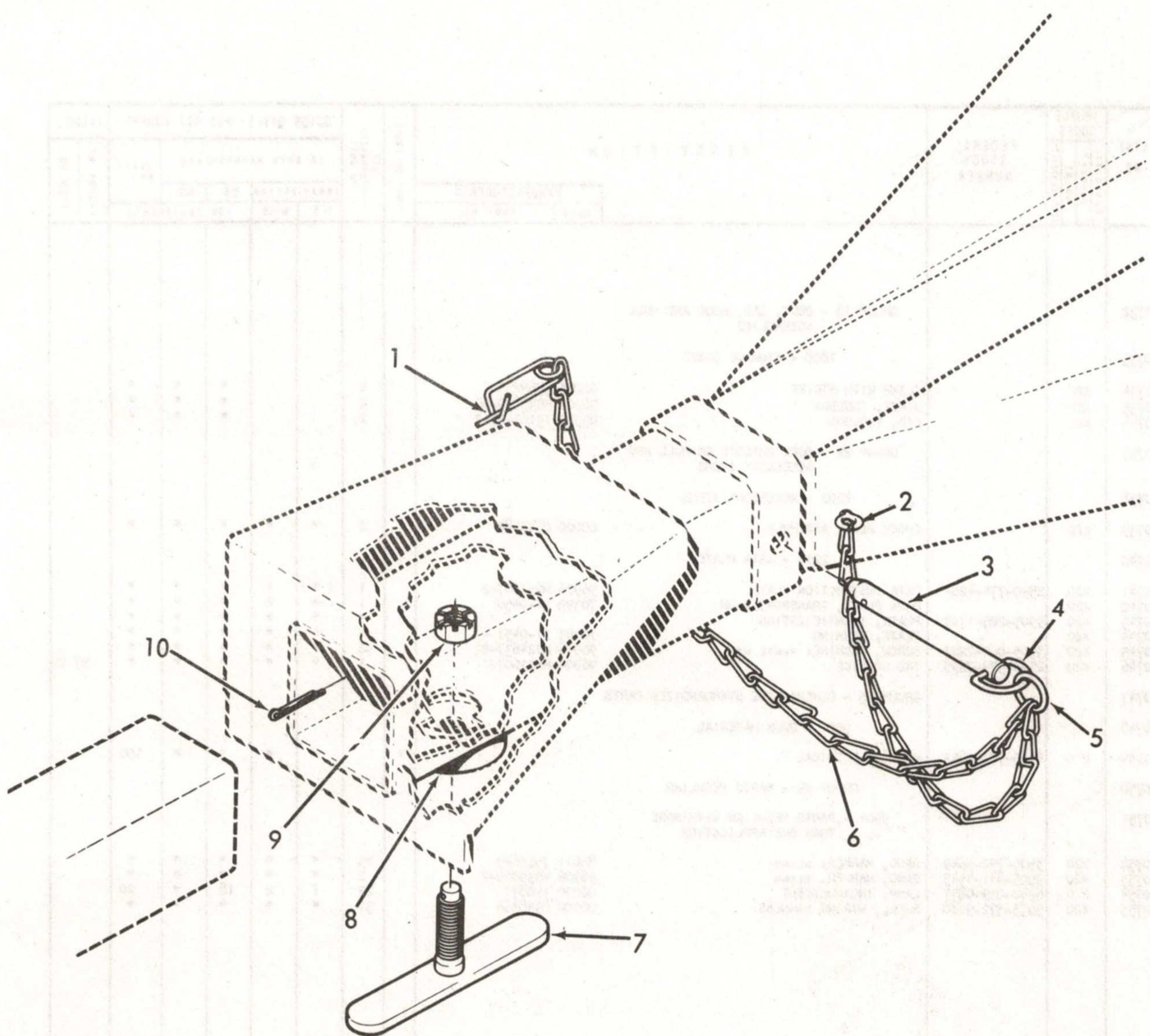
LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	MANUFACTURER'S CODE PART NO.	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST		
	WATERFRONT	SOURCE	MAINT						RECOVERABILITY	15 DAYS MAINTENANCE			DEPT MAINT	FIGUR NO.	ITEM NO.	
										ORGANIZATION		DS				GS
										1-5	6-10					
0456		0		5305-590-7934	SCREW, MACHINE: SOCKET MTG		4	*	*	*	*	*		87	4	
0457		0		5305-017-8451	SCREW, MACHINE: SOCKET MTG		6	*	*	*	*	*		87	10	
0458		X20			SOCKET AND WIRE ASSEMBLY	00000 5944789	2	*	*	*	*	*		87	2	
0459		0		5310-010-6497	WASHER, LOCK: SOCKET MTG		4	*	*	*	*	*		87	3	
0460		0		5305-958-5257	SCREW, MACHINE: LIGHT MTG	96906 MS35192-93	4	*	*	*	*	*		89	19	
0461		0		5305-011-6410	SCREW, MACHINE: LIGHTS MTG	96906 116410	38	*	*	*	*	*		89	11	
0462		0		5305-088-8332	SCREW, MACHINE: LIGHT MTG	96906 MS35192-56	8	*	*	*	*	*		89	20	
0463		0		5310-012-0381	WASHER, LOCK: LIGHTS MTG	96906 MS35337-28	33	*	*	*	*	*				
0464					0613 - HULL OR CHASSIS WIRING HARNESS											
0465		X2F			HARNESS ASSEMBLY, FRONT	82646 11-0130	1			*	*	*				
0466		X20		9905-841-4445	BAND, MARKER: BLANK	96906 MS39020-2	1	SEE GRP	9901							
0467		X20		9905-752-4649	BAND, MARKER: BLANK	85611 7524649	14	SEE GRP	9901							
0468		X20			CONNECTOR, RECEPTACLE ELECTRICAL	96906 MS75021-1	1	*	*	*	*	*				
0469		X20		5325-090-5426	GROMMET, RUBBER	00000 772333	1	*	*	*	*	*				
0470		0		5935-772-3309	NUT, BUSHING RETAINER	00000 7723309	1	*	*	*	*	*				
0471		X20		5935-572-9180	SHELL, WIRING HARNESS	00000 8338566	6	SEE GRP	9901							
0472		X20		5940-057-2929	TERMINAL, LUG	96906 MS27148-2	6	*	*	*	*	*		89	5	
0473		0		5940-705-6703	TERMINAL, LUG: GROUND		2	*	*	*	*	*				
0474		0		5310-833-8567	WASHER, SLOTTED: SHELL RETAINING	77060 8338567	6	*	*	*	*	*				
0475		X2F		2590-772-8815	HARNESS ASSEMBLY, INTERVEHICULAR	00000 7728815	1			*	*	*				
0476		M 0			CABLE, WIRING HARNESS	00000 7720853	1									
0477		P 0		6145-772-0853	MANUFACTURE FROM: WIRE, ELECTRICAL (AS REQUIRED)		FT	SEE GRP	9501							
0478		X20			CLAMP	96906 MS21333-75	12	*	*	*	*	*		89	18	
0479		X20		5340-809-1500	CLAMP	96906 MS21333-107	1	*	*	*	*	*		85	12	
0480		X20		5340-079-7837	CLAMP, LOOP	96906 MS21333-67	7	*	*	*	*	*		89	1	
0481		X20		5935-773-1428	COVER, ELECTRICAL CONNECTOR	11386 7731428	1	*	*	*	*	*		89	7	
0482		X20		5325-727-0562	GROMMET, RUBBER	96906 MS35490-14	10	*	*	*	*	*		89	4	
0483		X20		5325-720-9054	GROMMET, RUBBER	96906 MS35490-20	8	*	*	*	*	*		89	17	
0484		0		5310-543-4568	NUT, PLAIN, HEXAGON: COVER MTG	96906 MS35690-422	4	*	*	*	*	*		89	15	
0485		0		5305-012-3456	SCREW, CAP, HEXAGON HEAD: COVER MTG	96906 MS35292-7	4	*	*	*	*	*		89	8	
0486		0		5305-014-4811	SCREW, MACHINE	00000 144811	19	*	*	*	*	*		89	3	
0487		X20		5935-572-9180	SHELL, WIRING HARNESS	00000 8338566	25	SEE GRP	9901							
0488		0		5310-013-8479	WASHER, LOCK	96906 MS35335-18	19	*	*	*	*	*		89	2	
0489		0		5310-012-1637	WASHER, LOCK: COVER MTG	96906 MS35337-25	8	*	*	*	*	*		89	16	
0490		0		5310-833-8567	WASHER, SLOTTED: SHELL RETAINING	77060 8338567	25	*	*	*	*	*				
0491		X2F			HARNESS ASSEMBLY, VEHICULAR	82646 11-0120	1			*	*	*				
0492		X20		9905-841-4445	BAND, MARKER: BLANK	96906 MS39020-2	1	SEE GRP	9901							
0493		X20		9905-752-4649	BAND, MARKER: BLANK	96906 MS39020-1	51	SEE GRP	9901							
0494		X20		5935-306-2062	CONNECTOR, RECEPTACLE ELECTRICAL	96906 MS75021-2	1	*	*	*	*	*				
0495		X20		5325-090-5426	GROMMET, RUBBER	00000 7723333	1	*	*	*	*	*		85	1	
0496		0		5935-772-3309	NUT, BUSHING RETAINER	00000 7723309	1	*	*	*	*	*				
0497		X20		5935-833-8561	SHELL, MALE: CONNECTOR	00000 8338561	33	*	*	*	*	*				
0498		X20		2590-833-8562	SLEEVE, MALE: CONNECTOR	00000 8338562	33	*	*	*	*	*				
0499		X20		1005-399-6675	TERMINAL, LUG	00000 8338563	33	*	*	*	*	*				
0500		X20		5940-705-6703	TERMINAL, LUG: GROUND	16528 7056709	2	*	*	*	*	*		85	2	
0501		X20			PLUG, ELECTRICAL	99006 7525172	1	*	*	*	*	*		85	11	
0502		X20			PLUG, ELECTRICAL	99006 7731427	1	*	*	*	*	*				
0503					GROUP 11 - REAR AXLE											
0504					1100 - REAR AXLE ASSEMBLY											
0505		0		5305-012-1887	SCREW, CAP, HEXAGON HEAD	96906 MS35291-6	1	*	*	*	*	*				
0506		0		5305-337-2576	SCREW, CAP, HEXAGON HEAD: BRAKE LINE	96906 MS35291-5	1	*	*	*	*	*				
0507		X2F			TUBE ASSEMBLY: AXLE	82646 11-0550	1			*	*	*				
0508		X1			TUBE, AXLE	82646 8741428	1									
0509					GROUP 12 - BRAKES											
0510					1202 - SERVICE BRAKES											
0511		X2F			BRAKE ASSEMBLY: LEFT HAND (SAME AS BRAKE ASSEMBLY, Stock No. 63477 8336702 EXCEPT WHERE INDIVIDUAL COMPONENTS ARE ANNOTATED)	00000 8336701	1			*	*	*		91		
0512		X2F			BRAKE ASSEMBLY: RIGHT HAND	00000 8336702	1			*	*	*		90		
0513		P10		4730-729-6437	BOLT, FLUID PRESSURE: HOSE CONNECTING	63477 FC11409A	2	*	*	*	*	*		50		
0514		0		5306-741-1760	BOLT, SQUARE NECK	00000 7411760	2	*	*	*	*	*		91	4	
0515		X20		2530-991-4342	BRACKET, CABLE GUIDE: LEFT HAND	63477 FC19635	1	*	*	*	*	*		90	3	
0516		X20		2530-987-2565	BRACKET, CABLE GUIDE: RIGHT HAND	63477 FC19636	1	*	*	*	*	*		90	5	
0517		X20		2530-774-9401	SHOE ASSEMBLY, BRAKE LEFT HAND	63477 FE17750	1	*	*	*	*	*		91	11	
0518		X20		2530-774-9402	BRAKE SHOE INTERNAL: RIGHT HAND	63477 F317750	1	*	*	*	*	*		90	1	
0519		P10		2530-693-1007	BRAKE SHOE, INTERNALLY ACTUATED	00000 7064978	4	*	*	*	*	*		40		
0520		P 0		2530-058-1268	LINING, BRAKE SHOE	63477 FC14700	4	*	1	4	*	*		2000		
0521		P 0		5320-528-2751	RIVET, TUBULAR: BRAKE LINING	63477 FC1470	56	3	6	59	*	*		12000		
0522		X20			LINK, LEFT HAND	63477 FD17761	1	*	*	*	*	*				
0523		X20			LINK, RIGHT HAND	63477 FD17762	1	*	*	*	*	*				

LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	MANUFACTURER'S CODE	PART NO.	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST	
	WATER F	SOURCE	MAINT							15 DAYS MAINTENANCE			DEPOT MAINT	FIGURE NO.	ITEM NO.	
										ORGANIZATION		DS				GS
										1-5	6-10					
0524	X20			5340-721-5380	CAP, PROTECTIVE DUST COVER	00000	8720522	1	*	*	*	*	*			
0525	X20				COVER	00000	8735729	2	*	*	*	*	*	91	18	
0526	0			5310-720-8769	NUT, PLAIN, HEXAGON HEAD	96906	S35690-431	6	*	*	*	*	*	91	1	
0527	X20			2530-741-2106	PIN, ANCHOR	63477	FC12088	4	*	*	*	*	*	91	22	
0528	X2F				PLATE ASSEMBLY, LEFT HAND	63477	FE19580	1	*	*	*	*	*	91		
0529	X2F			2530-679-5770	PLATE ASSEMBLY, WHEEL BRAKE: RIGHT HAND	63477	FE19579	1	*	*	*	*	*			
0530	X2F				BOLT, PLATE ASSEMBLY	96906	MS35304-57	8	*	*	*	*	*			
0531	X2F			5306-022-0849	BOLT, WELDING	00000	220849	4	*	*	*	*	*	91	19	
0532	0			5310-543-2641	NUT, HEXAGON: STUD PINION	96906	MS35691-522	4	*	*	*	*	*			
0533	X20			2530-741-2104	PINION, GEAR: BRAKE ADJUSTING	63477	FC14257	4	*	*	*	*	*	91	8	
0534	X2F				PLATE, BACKING: LEFT HAND	63477	FF19577	1	*	*	*	*	*	90	3	
0535	X2F				PLATE, BACKING: RIGHT HAND	63477	FE19578	1	*	*	*	*	*			
0536	X20				STUD ASSEMBLY, PINION	00000	8720331	4	*	*	*	*	*			
0537	X20				SUPPORT ASSEMBLY, LEFT HAND	63477	FD17765	2	*	*	*	*	*			
0538	X20			1440-798-4824	SUPPORT ASSEMBLY, RIGHT HAND	63477	FD17764	2	*	*	*	*	*			
0539	P10			2530-770-9150	SCREW, BRAKE SHOE ADJUSTING: LEFT HAND	63477	FC22219	2	*	*	*	*	*	20		
0540	P10			2530-770-9151	SCREW, BRAKE SHOE ADJUSTING: RIGHT HAND	63477	FC22221	2	*	*	*	*	*	20		
0541	X20				SUPPORT, LEFT HAND	63477	FE14752	2	*	*	*	*	*			
0542	X20				SUPPORT, RIGHT HAND	63477	FE14751	2	*	*	*	*	*			
0543	0			5310-741-2120	WASHER, FLAT	63477	FC11983	8	*	*	*	*	*			
0544	F			5310-013-8489	WASHER, LOCK: PLATE MTG	96906	MS35335-21	8	*	*	*	*	*			
0545	0			5310-639-8061	WASHER, LOCK: STUD PINION	96906	MS35333-24	4	*	*	*	*	*			
0546	X20				RAMP, CABLE: LEFT HAND	63477	FC19581	1	*	*	*	*	*	91	20	
0547	X20				RAMP, CABLE: RIGHT HAND	63477	FC19582	1	*	*	*	*	*	90	7	
0548	0			5305-018-1568	SCREW, CAP, HEXAGON	96906	MS35298-8	2	*	*	*	*	*	91	13	
0549	0			5305-801-5747	SCREW, CAP, HEXAGON: SHOE GUIDE	96906	MS35308-64	12	*	*	*	*	*	91	21	
0550	X2F			2530-741-2068	SHIELD, BRAKE WHEEL: SPARK LEFT HAND	63477	FD9555	2	*	*	*	*	*	91	9	
0551	X2F			2530-741-2050	SHIELD, BRAKE WHEEL: SPARK RIGHT HAND	63477	FD9556	2	*	*	*	*	*	90	2	
0552	X20				SHOE AND LEVER, LEFT HAND	63477	FE17748	1	*	*	*	*	*	91	17	
0553	X20				SHOE AND LEVER, RIGHT HAND	63477	FD17749	1	*	*	*	*	*	90	6	
0554	X20			2530-973-2355	LEVER, LEFT HAND	63477	FD17750	1	*	*	*	*	*			
0555	X20			2530-973-2356	LEVER, RIGHT HAND	63477	FD17751	1	*	*	*	*	*			
0556	0			5310-059-9910	NUT, PLAIN, HEXAGON: LINK AND LEVER PIN	96906	MS35690-731	4	*	*	*	*	*			
0557	X20			2530-322-7261	PIN, SERVICE BRAKE: LINK AND LEVER	63477	FC17758	4	*	*	*	*	*			
0558	0			5310-314-0765	WASHER, FLAT: SPACER	63477	FC17756	4	*	*	*	*	*			
0559	0			5310-013-6857	WASHER, LOCK: LINK AND LEVER PIN	96906	MS35335-22	4	*	*	*	*	*			
0560	0			5310-322-7260	WASHER, SLOTTED: LINK AND LEVER PIN	63477	FC17757	4	*	*	*	*	*			
0561	0			5310-952-6916	WASHER, SPRING TENSION	63477	FC17755A	4	*	*	*	*	*			
0562	X20			2530-741-2103	SLEEVE, BOLT GUIDE	63477	FC13993	4	*	*	*	*	*	91	16	
0563	P10			5340-321-6488	SPRING, HELICAL, EXTENSION	63477	FC17763	4	*	*	*	*	*	100	91	
0564	0			5310-012-1637	WASHER, LOCK	96906	MS35337-25	4	*	*	*	*	*	91	2	
0565	F			5310-012-0379	WASHER, LOCK: CHAMBER BODY	96906	MS35337-26	8	*	*	*	*	*			
0566	0			5310-532-3088	WASHER, FLAT: SHOE GUIDE	63477	FC6783	4	*	*	*	*	*	91	12	
0567	X20			2530-770-9149	WHEEL, STAR	63477	FC22219	4	*	*	*	*	*			
0568					1204 - HYDRAULIC BRAKE SYSTEM											
0569	P10			2530-741-2079	BOLT, BRAKE LINE CONNECTION	63477	FC11409A	2	*	*	*	*	*	20	95	
0570	X20			5340-773-5224	CLAMP, LOOP	96906	MS21333-98	1	*	*	*	*	*	5	95	
0571	P10R			2530-200-1808	CYLINDER ASSEMBLY, BRAKE: MASTER	63477	FE14240A	1	*	*	*	*	*	5	95	
0572	X20				CYLINDER, MASTER (INCLUDES COMPONENTS OF KIT, REPAIR, STOCK No. 2530-026-0219)	63477	FE14240	1	*	*	*	*	*	93		
0573	X1				BODY, MASTER CYLINDER	00000	7979727	1	*	*	*	*	*	93	1	
0574	X2F				STOP, PISTON	63477	FC5916	1	*	*	*	*	*	93	7	
0575	P10R			2530-741-1020	CYLINDER AND CHAMBER ASSEMBLY	00000	7411020	1	*	*	*	*	*	10		
0576	X1				BODY ASSEMBLY, CHAMBER	00000	7979605	1	*	*	*	*	*	92	8	
0577	F			5306-010-6280	BOLT, MACHINE: CHAMBER BODY	96906	MS35290-33	16	*	*	*	*	*	92	1	
0578	X20			4730-773-2163	CAP, FILLER	63477	FC14324	1	*	*	*	*	*	92	10	
0579	X1			2530-026-0200	COLLAR, STOP: DUST BOOT	00000	8365427	1	*	*	*	*	*	92	9	
0580	X2F				COVER ASSEMBLY, CHAMBER	00000	7979602	1	*	*	*	*	*	92	2	
0581	P F			2530-323-8535	DIAPHRAGM, CHAMBER, BRAKE	00000	7979611	1	*	*	4	*	*	50	92	
0582	P10			5310-737-3354	GASKET: FILLER CAP	63477	FC3587	1	*	*	*	*	*	20	92	
0583	F			5310-582-5615	NUT, PLAIN, HEXAGON: CHAMBER BODY	96906	MS35690-522	16	*	*	*	*	*	92	14	
0584	0			5310-543-2628	NUT, PLAIN, HEXAGON: CYLINDER MTG	96906	MS35690-602	3	*	*	*	*	*	92	12	
0585	P1F			5330-292-0564	PACKING, PREFORMED	96906	MS28775-12	1	*	*	*	*	*	10	92	
0586	X2F				RETAINER, DIAPHRAGM	00000	7979610	1	*	*	*	*	*	92	6	
0587	X2F				ROD ASSEMBLY	00000	7979599	1	*	*	*	*	*	92	4	
0588	P1F			2530-200-7116	SPRING, HELICAL, COMPRESSION: DIAPHRAGM	00000	7979608	1	*	*	*	*	*	10	92	
0589	F			5310-012-0379	WASHER, LOCK: CHAMBER BODY TO COVER	96906	MS35337-26	16	*	*	*	*	*	92	15	
0590	P10R			2530-771-4500	CYLINDER ASSEMBLY, WHEEL (SAME AS CYLINDER ASSEMBLY, Stock No. 2530-815-6984)	63477	FD9920	2	*	*	*	*	*	16	91	
0591	P10R			2530-815-6984	CYLINDER ASSEMBLY, WHEEL	63477	FD9919	2	*	*	*	*	*	16	91	
0592	X1				BODY, CYLINDER	63477	FD10122	1	*	*	*	*	*	80	94	
0593	P F			2530-741-2066	BOOT, DUST	63477	FC12054	1	*	*	2	*	*	80	2	
0594	X1				CUP, PISTON	63477	FD14451	1	*	*	*	*	*	80	4	
0595	X1			2530-778-0456	PISTON ASSEMBLY	63477	FC14430	1	*	*	*	*	*	80	3	

LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	MANUFACTURER'S	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST		
	MATER IFL	SOURCE	MAINT						RECOVERABILITY	15 DAYS MAINTENANCE			DEPT MAINT	FIGURE NO.	ITEM NO.	
										ORGANIZATION		DS				GS
										1-5	6-10					
0596	X20			2530-273-7126	ROD, PUSH	63477 FC12091	8	*	*	*	*	*	94	1		
0597	P10			2530-737-3260	SCREW, BLEEDER: VALVE	63477 FC11596	4	*	*	*	*	*	40	6		
0598	P F			1190-773-1511	SPRING, RETURN	63477 FC14543	4	*	*	2	*	200	94	5		
0599	0			4730-994-8154	FITTING	63477 FC2832	1	*	*	*	*	*	95	29		
0600	P10			1190-773-1513	FITTING, INLET	63477 FC2579M	2	*	*	*	*	20	95	20		
0601	P10			3895-732-1054	GASKET	00000 5298653	2	*	*	*	*	20	95	23		
0602	P10			2530-378-7720	HOSE ASSEMBLY	63477 FC4950	1	*	*	*	*	50	95	30		
0603	P1F			2530-026-0219	KIT, REPAIR: MASTER CYLINDER	63477 FC13625	1	*	*	*	*	100				
0604	X1				BOOT	63477 FD14048	1	*	*	*	*		93	9		
0605	X1				CUP, PISTON	63477 FD4505	1	*	*	*	*		93	5		
0606	X1				PISTON ASSEMBLY	63477 FC5910	1	*	*	*	*		93	6		
0607	X1			5340-384-0979	RING, RETAINING	63477 FC5917	1	*	*	*	*		93	8		
0608	X1				SEAT, VALVE	00000 7979684	1	*	*	*	*		93	2		
0609	X1			2530-693-0734	SPRING ASSEMBLY	63477 FC5908	1	*	*	*	*		93	4		
0610	X1				VALVE ASSEMBLY	63477 FC14423	1	*	*	*	*		93	3		
0611	0			4730-013-7397	NUT	00000 137397	4	*	*	*	*	*	95	21		
0612	0			5310-550-0777	NUT, PLAIN, HEXAGON	96906 MS35690-402	1	*	*	*	*	*	95	17		
0613	0			5310-660-2646	NUT, PLAIN, HEXAGON	96906 MS35690-702	1	*	*	*	*	*	95	25		
0614	X20				SPRING	39428 L1	2	*	*	*	*	*	95	22		
0615	X20			2530-463-1588	TEE	79470 112-08161	1	*	*	*	*	*	95	28		
0616	X20			2530-791-8078	TUBE ASSEMBLY, CYLINDER TO CYLINDER LEFT HAND	63477 FD13346	1	*	*	*	*	*	91	5		
0617	X20			2530-791-8077	TUBE ASSEMBLY, CYLINDER TO CYLINDER RIGHT HAND	63477 FD13347	1	*	*	*	*	*	90	4		
0618	0			5310-012-0379	WASHER, LOCK: SHOE GUIDE BOLT	96906 MS35337-26	28	*	*	*	*	*	91	7		
0619	0			5306-543-4308	BOLT, MACHINE: WHEEL CYLINDER MTG	96906 MS35297-31	8	*	*	*	*	*	91	6		
0620	X20				TUBE ASSEMBLY, HYDRAULIC	82646 11-0202	1	*	*	*	*	*	95	7		
0621	X20				TUBE ASSEMBLY, HYDRAULIC	82646 11-0203	1	*	*	*	*	*	95	18		
0622	P10			5310-741-2088	WASHER, REAR AXLE	63477 FC13030	2	*	*	*	*	20	95	19		
0623	0			5310-012-0380	WASHER, LOCK	96906 MS35338-25	1	*	*	*	*	*	95	16		
0624	0			5310-012-1621	WASHER, LOCK	96906 MS35337-28	1	*	*	*	*	*	95	26		
0625	0			5310-012-0381	WASHER, LOCK: CYLINDER MTG	96906 MS35337-27	3	*	*	*	*	*	92	13		
0626					1208 - AIR BRAKE SYSTEM											
0627	0			4730-737-7807	ADAPTER ASSEMBLY: PIPE TO CUTOFF COCK	00000 7377807	2	*	*	*	*	*				
0628	0			4730-050-4352	ADAPTER, STRAIGHT: TUBE TO FILTER	00000 504352	6	*	*	*	*	*	97	3		
0629	X20			2530-797-9295	AIR FILTER, BRAKE LINE (INCLUDES COMPONENTS OF KIT, REPAIR, Stock No. 2530-696-0351)	06721 N12969	2	*	*	*	*	*	97	4		
0630	X1			2530-741-5748	BODY, AIR CLEANER	00000 7415748	2	*	*	*	*	*	96	2		
0631	X20			5306-638-7873	BOLT, U: FILTER MTG	00000 7979296	2	*	*	*	*	*	96	1		
0632	P 0			2530-741-1081	FILTER ELEMENT	00000 7411081	2	1	1	8	*	200	96	5		
0633	X20				NUT, FILTER: BOTTOM	00000 7979613	2	*	*	*	*	*	96	9		
0634	0			5310-550-0777	NUT, PLAIN, HEXAGON: AIR FILTER MTG	96906 MS35690-402	4	*	*	*	*	*	96	4		
0635	0			4730-011-7243	PLUG, PIPE: AIR FILTER	00000 117243	2	*	*	*	*	*	96	10		
0636	P10			2530-706-9054	SPRING, HELICAL, COMPRESSION	00000 7979612	2	*	*	*	*	20	96	7		
0637	0			5310-679-3606	WASHER, AIR FILTER	00000 7979614	2	*	*	*	*	*	96	6		
0638	0			5310-012-0380	WASHER, LOCK: AIR FILTER MTG	96906 MS35338-25	4	*	*	*	*	*	96	3		
0639	P 0			5330-285-5123	WASHER, NONMETALLIC: FIBER	00000 8329823	2	1	1	8	*	200	96	8		
0640	X20				BRACKET, AIR TANK	00000 7411080	4	*	*	*	*	*	95	11		
0641	X20				BRACKET: CYLINDER AND CHAMBER MTG	00000 8357982	1	*	*	*	*	*	95	9		
0642	P10R			2530-293-5139	CHAMBER, AIR BRAKE	06721 N20069	1	*	*	*	*	10	95	2		
0643	X20			4720-809-2750	HOSE, RUBBER: VENT TUBE	00000 8365425	1	*	*	*	*	*	95	3		
0644	X20			4720-511-1692	TUBE ASSEMBLY, VENT	00000 8365426	1	*	*	*	*	*	95	4		
0645	X20			4730-278-2493	CLAMP, HOSE: VENT TUBE	00000 502913	1	*	*	*	*	*				
0646	X20			5340-809-1494	CLAMP, LOOP: TUBE MTG	96906 MS21333-105	2	*	*	*	*	*	97	19		
0647	X20			5340-809-1492	CLAMP, LOOP: TUBE MTG	96906 MS21333-100	5	*	*	*	*	*	97	23		
0648	P10			4820-142-2507	COCK, DRAIN: RESERVOIR	00000 103647	1	*	*	*	*	10	95	14		
0649	0			4730-270-4579	CONNECTOR, TUBE TO CHAMBER	00000 570051	3	*	*	*	*	*	95	1		
0650	0			4730-837-2482	COUPLING, HALF, QUICK DISCONNECT	96906 MS35746-1	2	*	*	*	*	*				
0651	X20			5306-741-0902	ELBOW, VALVE	00000 504256	3	*	*	*	*	*	97	11		
0652	0			4730-278-4727	ELBOW, PIPE TO TUBE: RESERVOIR TO AIR-LINE	00000 504314	2	*	*	*	*	*	95	13		
0653	X20			5325-819-3166	GROMMET, RUBBER: AIR-LINE MTG	96906 MS35490-60	8	*	*	*	*	*	97	13		
0654	P10			2530-640-0843	HOSE ASSEMBLY, AIR	82646 11-0209	2	*	*	*	*	100	97	17		
0655	0			5330-543-2628	NUT, PLAIN, HEXAGON: CHAMBER AND VALVE MOUNTING	96906 MS35690-602	8	*	*	*	*	*	97	9		
0656	0			5310-550-0777	NUT, SCREW, HEXAGON HEAD: CLAMP MTG	96906 MS35690-402	7	*	*	*	*	*	97	14		
0657	0			5310-543-2628	NUT, PLAIN, HEXAGON: CYLINDER MTG	96906 MS35690-602	9	*	*	*	*	*	95	31		
0658	X20				NUT, TUBE COUPLING: FILTER TO AIR-LINE	00000 504529	12	*	*	*	*	*	97	1		
0659	0			4730-629-1076	PLUG, PIPE: VALVE	00000 143932	1	*	*	*	*	*	97	6		
0660	0			4730-720-2061	PLUG, PIPE: VALVE BOTTOM	00000 143934	3	*	*	*	*	*	97	12		
0661	X20			2530-741-1078	RESERVOIR ASSEMBLY, AIR	00000 7411078	1	*	*	*	*	*	95	12		
0662	0			5305-637-4038	SCREW, CAP, HEXAGON HEAD: RESERVOIR MTG	96906 MS35291-60	4	*	*	*	*	*	95	8		
0663	0			5305-531-1783	SCREW, CAP, HEXAGON HEAD: AIR HOSE MTG	96906 MS35291-8	1	*	*	*	*	*	97	16		
0664	0			5305-804-4533	SCREW, CAP, HEXAGON HEAD: RESERVOIR MTG	96906 MS35291-74	2	*	*	*	*	*	95	10		
0665	0			5305-207-4535	SCREW, CAP, HEXAGON HEAD: CHAMBER MTG	96906 MS35291-62	2	*	*	*	*	*	95	6		
0666	0			5305-638-9553	SCREW, CAP, HEXAGON HEAD: AIR HOSE MTG	96906 MS35291-7	1	*	*	*	*	*	97	18		

LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	MANUFACTURER'S CODE      PART NO.	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST	
	MAINT RECOVERABILITY	SOURCE	MAINT						15 DAYS MAINTENANCE			DEPOT MAIN	FIGURE NO.	ITEM NO.	
									ORGANIZATION		DS				GS
									1-5	6-10					
0667		0		5305-012-1887	SCREW, CAP, HEXAGON HEAD: TUBE CLIP MTG	96906 MS35291-6	5	*	*	*	*	*		97	22
0668		0		5305-637-4038	SCREW, CAP, HEXAGON HEAD: CYLINDER MTG	96906 MS35291-60	7	*	*	*	*	*		95	8
0669	X20				TUBE, AIR: FILTER TO VALVE	82646 11-0206	1	*	*	*	*	*		97	5
0670	X20				TUBE	82646 11-0205	1	*	*	*	*	*			
0671	X20				TUBE, AIR: VALVE TO RESERVOIR	82646 11-0201	1	*	*	*	*	*		95	32
0672	X20				TUBE, AIR: VALVE TO CHAMBER	00000 11-0204	1	*	*	*	*	*		97	8
0673	X20				TUBE, AIR: HOSE TO FILTER	82646 11-0207	1	*	*	*	*	*		97	21
0674	X20				TUBE, AIR: HOSE TO FILTER	82646 11-0208	1	*	*	*	*	*		97	24
0675	0			4730-293-7108	SLEEVE, TUBE COUPLING	00000 504261	12	*	*	*	*	*		97	2
0676	0			5310-012-0381	WASHER, LOCK: CHAMBER AND VALVE MTG	96906 MS35337-27	8	*	*	*	*	*		97	10
0677	0			5310-012-0381	WASHER, LOCK: CHAMBER MTG	96906 MS35337-27	3	*	*	*	*	*		95	27
0678	0			5310-012-0380	WASHER, LOCK: CLAMP MTG	96906 MS35338-25	7	*	*	*	*	*		97	15
0679	P10			2530-028-2600	VALVE ASSEMBLY	96906 MS63004-1	1	*	*	*	*	*	10	97	7
0680					GROUP 13 - WHEELS										
0681					1311 - WHEEL ASSEMBLY										
0682	P10			2530-741-3231	ADAPTER, HUB	09386 70632D	2	*	*	*	*	*	20	98	6
0683	0			5306-335-4768	BOLT, RIBBED NECK: ADAPTER TO DRUM	09386 70627E	36	*	*	*	*	*		98	5
0684	0			5306-206-1560	BOLT, RIBBED SHOULDER: HUB MTG	09386 70447E	12	*	*	*	*	*		98	7
0685	0			5306-733-9239	BOLT, RIBBED SHOULDER: LH, WHEEL MTG	09386 68249	6	*	*	*	*	*		98	18
0686	0			5306-527-3829	BOLT, RIBBED SHOULDER: RH, WHEEL MTG	09386 68248	6	*	*	*	*	*		98	18
0687	X20			2530-741-1425	BRAKE DRUM	09386 70629D	2	*	*	*	*	*		98	15
0688	X20			1190-445-9141	CAP, HUB	09386 33890E	2	*	*	*	*	*		98	11
0689	P 0			3110-143-7538	CONE AND ROLLERS, TAPERED ROLLER BEARING: WHEEL BEARING	60038 39590	4	*	*	2	*	*	40	98	3
0690	P 0			3110-143-7586	CUP, TAPERED ROLLER BEARING: WHEEL BEARING	60038 39520	4	*	*	2	*	*	40	98	4
0691	P 0			2530-614-4356	GASKET: HUB CAP	09386 9669E	2	1	1	8	*	*	200	98	12
0692	X20				HUB, WHEEL	00000 8719915	2	*	*	*	*	*		98	19
0693	0			5310-741-1379	NUT, PLAIN, HEXAGON	00000 7411379	4	*	*	*	*	*		98	13
0694	0			5310-665-9599	NUT, SELF-LOCKING, HEXAGON: ADAPTER TO DRUM	09386 67428E2	36	*	*	*	*	*		98	17
0695	0			5310-045-1031	NUT, SELF-LOCKING, HEXAGON: HUB MTG	00000 451031	12	*	*	*	*	*		98	20
0696	P 0			5310-053-7804	NUT, SINGLE BALL: LH, WHEEL MTG	09386 23308	6	*	*	1	*	*	60	98	8
0697	P 0			5310-273-7770	NUT, SINGLE BALL SEAT HEXAGON: RH, WHEEL MOUNTING	09386 23307	6	*	*	1	*	*	60	98	8
0698	0			5305-012-4060	SCREW, CAP: HUB CAP MTG	00000 124060	6	*	*	*	*	*		98	9
0699	P10			5330-741-1429	SEAL ASSEMBLY, INNER: WHEEL	00000 7411429	2	*	*	*	*	*	40	98	2
0700	X20			2530-741-1433	SPACER, SLEEVE: BEARINGS	00000 7411433	2	*	*	*	*	*		98	1
0701	0			5310-582-5977	WASHER, FLAT: ADAPTER TO DRUM	00000 120394	36	*	*	*	*	*		98	16
0702	0			5310-011-5109	WASHER, LOCK: HUB CAP MTG	00000 115109	6	*	*	*	*	*		98	10
0703	X20			2510-741-1378	WASHER, THRUST: BEARING	00000 7411378	2	*	*	*	*	*		98	14
0704					GROUP 16 - SPRINGS										
0705					1601 - SPRINGS										
0706	X2F				HANGER, FRONT: SPRING	03533 13161-20-2	2			*	*	*			
0707	X2F				HANGER, REAR: SPRING	03533 13161-20-3	2			*	*	*			
0708	F			5310-819-9390	NUT, PLAIN, HEXAGON: FRONT SPRING HANGER MTG	12204 114497	16			*	*	*			
0709	F			5305-266-6385	SCREW, CAP, HEXAGON HEAD: FRONT SPRING HANGER MTG		8			*	*	*			
0710	F			5305-226-9068	SCREW, CAP, HEXAGON HEAD: REAR SPRING HANGER MTG		8			*	*	*			
0711	X2F				SPRING ASSEMBLY: MAIN	71388 13161-19A	2			*	*	*			
0712	F			5306-261-2677	BOLT, MACHINE: SHACKLE	71388 13161-19-4	6			*	*	*			
0713	X2F				BOLT, U: SPRING MTG	71388 13161-21-2	4			*	*	*			
0714	X2F			2510-255-9667	CLIP, SPRING	71388 13161-19-1	4			*	*	*			
0715	X2F				CLIP, SPRING	71388 13161-19-2	4			*	*	*			
0716	X2F				CLIP, SPRING	71388 13161-20-1	4			*	*	*			
0717	0			4730-172-0031	FITTING, LUBRICATION	96906 MS15003-5	6	*	*	*	*	*			
0718	F			5310-543-2629	NUT, PLAIN, HEXAGON: CLIP SCREW	96906 MS35690-502	16			*	*	*			
0719	F			5310-012-2432	NUT, PLAIN, HEXAGON: SHACKLE BOLT MTG	96906 MS35692-1428	6			*	*	*			
0720	F			5310-808-1489	NUT, PLAIN, HEXAGON: U BOLT JAM	96906 MS35691-1228	8			*	*	*			
0721	F			5310-685-3213	NUT, PLAIN, HEXAGON: U BOLT MTG	96906 MS35690-1228	8			*	*	*			
0722	F			5315-298-1499	PIN, COTTER: SHACKLE BOLT MTG	96906 MS24665-360	6			*	*	*			
0723	X2F				PLATE, SPRING	71388 13161-21-1	2			*	*	*			
0724	X2F				SCREW, SPRING CLIP	96906 MS35303-45	16			*	*	*			
0725	X2F				SEAT, SPRING	71388 13161-21A	2			*	*	*			
0726	X2F			2510-426-8977	SHACKLE, LEAF SPRING	71388 13161-19-3	2			*	*	*			
0727	F			5306-271-6215	SPACER, BOLT U	71388 13161-19-5	2			*	*	*			
0728	F			5310-013-1017	WASHER, FLAT: U BOLT MTG	96906 MS15795-222	8			*	*	*			
0729	F			5310-012-0214	WASHER, LOCK: CLIP SCREW	96906 MS35338-26	16			*	*	*			
0730	X2F				SPRING ASSEMBLY, OVERLOAD	71388 13161-20A	2			*	*	*			
0731	F			5310-013-1204	WASHER, LOCK: SPRING HANGER MTG	24517 103324	16			*	*	*			

LINE NO.	SOURCE CODES			FEDERAL STOCK NUMBER	DESCRIPTION	UNIT OF ISSUE	QTY INCORPORATED IN UNIT	GUIDE QTY(S) PER MAJ EQUIPS					ILLUST				
	MATERIEL	SOURCE	MAINT					RECOVERABILITY	MANUFACTURER'S		15 DAYS MAINTENANCE			DEPOT MAINT	FIGURE NO.	ITEM NO.	
									CODE	PART NO.	ORGANIZATION		DS				GS
											1-5	6-10					
0732					GROUP 18 - BODY, CAB, HOOD AND HULL ASSEMBLIES												
0733					1808 - STOWAGE BOXES												
0734	X2F				CLAMP WITH STRIKE		2			*	*	*					
0735	X20				HINGE, TOOLBOX	06004 7969299	2			*	*	*					
0736	X2F				LID, TOOLBOX	96906 MS35829-60 03533 13161-17-3	2			*	*	*					
0737					GROUP 22 - BODY CHASSIS OR HULL AND ACCESSORY ITEMS												
0738					2202 - ACCESSORY ITEMS												
0739	X20				CHOCK BLOCK ASSEMBLY	00000 8343584	2	*	*	*	*	*					
0740					2210 - DATA PLATES												
0741	X20	2590-774-4284			DATA INSTRUCTION PLATE	96906 MS53007-2	1	*	*	*	*	*					
0742	X20				DATA PLATE, TRANSPORTATION	70393 11-0450	1	*	*	*	*	*					
0743	X20	9905-205-1709			PLATE, IDENTIFICATION		1	*	*	*	*	*					
0744	X20				PLATE, WARNING	70393 11-0451	1	*	*	*	*	*					
0745	X20	5305-062-7220			SCREW, MACHINE: PLATE MTG	96906 MS24637-23	12	*	*	*	*	*					
0746	X20	2590-329-7695			TAG SERVICE	96906 MS53007-1	1	*	*	*	*	*				97 20	
0747					GROUP 95 - GENERAL USE STANDARDIZED PARTS												
0748					9501 - BULK MATERIAL												
0749	P O	6145-772-0853			WIRE, ELECTRICAL		FT	*	*	*	*	*				100	
0750					GROUP 99 - PARTS PECULIAR												
0751					9901 - PARTS PECULIAR WITH MORE THAN ONE APPLICATION												
0752	X20	9905-752-4649			BAND, MARKER: BLANK	85611 7524649	65	*	*	*	*	*					
0753	X20	9905-841-4445			BAND, MARKER: BLANK	96906 MS39020-2	2	*	*	*	*	*					
0754	P O	6240-019-0877			LAMP, INCANDESCENT	00000 190877	23	1	2	18	*	*				20	
0755	X20	5935-572-9180			SHELL, WIRING HARNESS	00000 8338566	31	*	*	*	*	*					

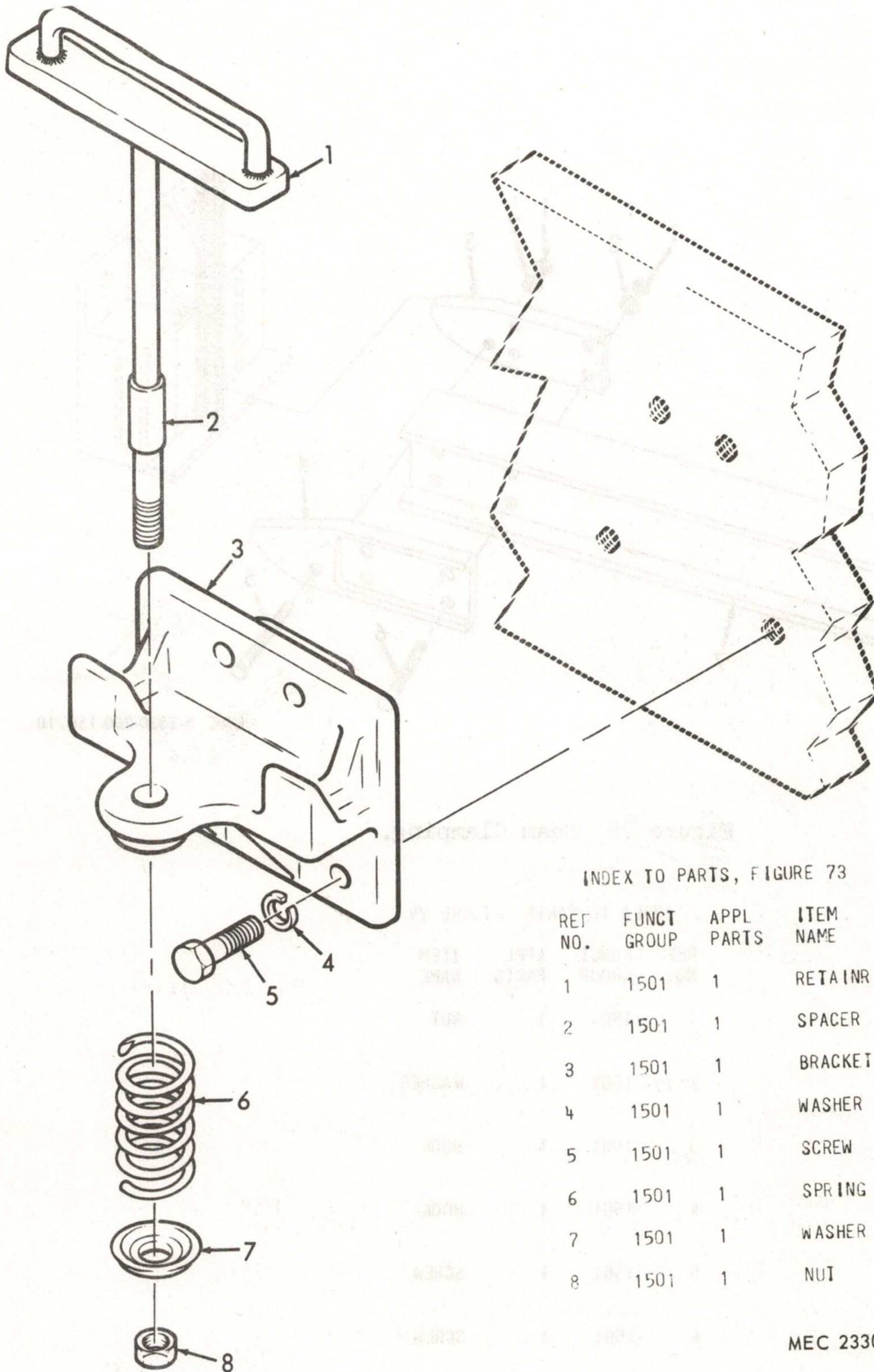


MEC 2330-200-15/72

Figure 72 Clamp and Pin.

INDEX TO PARTS, FIGURE 72

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1501	1	PIN	6	1501	1	CHAIN
2	1501	1	RETAINR	7	1501	1	SCREW
3	1501	1	PIN	8	1501	1	HOUSING
4	1504	1	RING	9	1501	1	NUT
5	1501	1	RING	10	1501	1	PIN

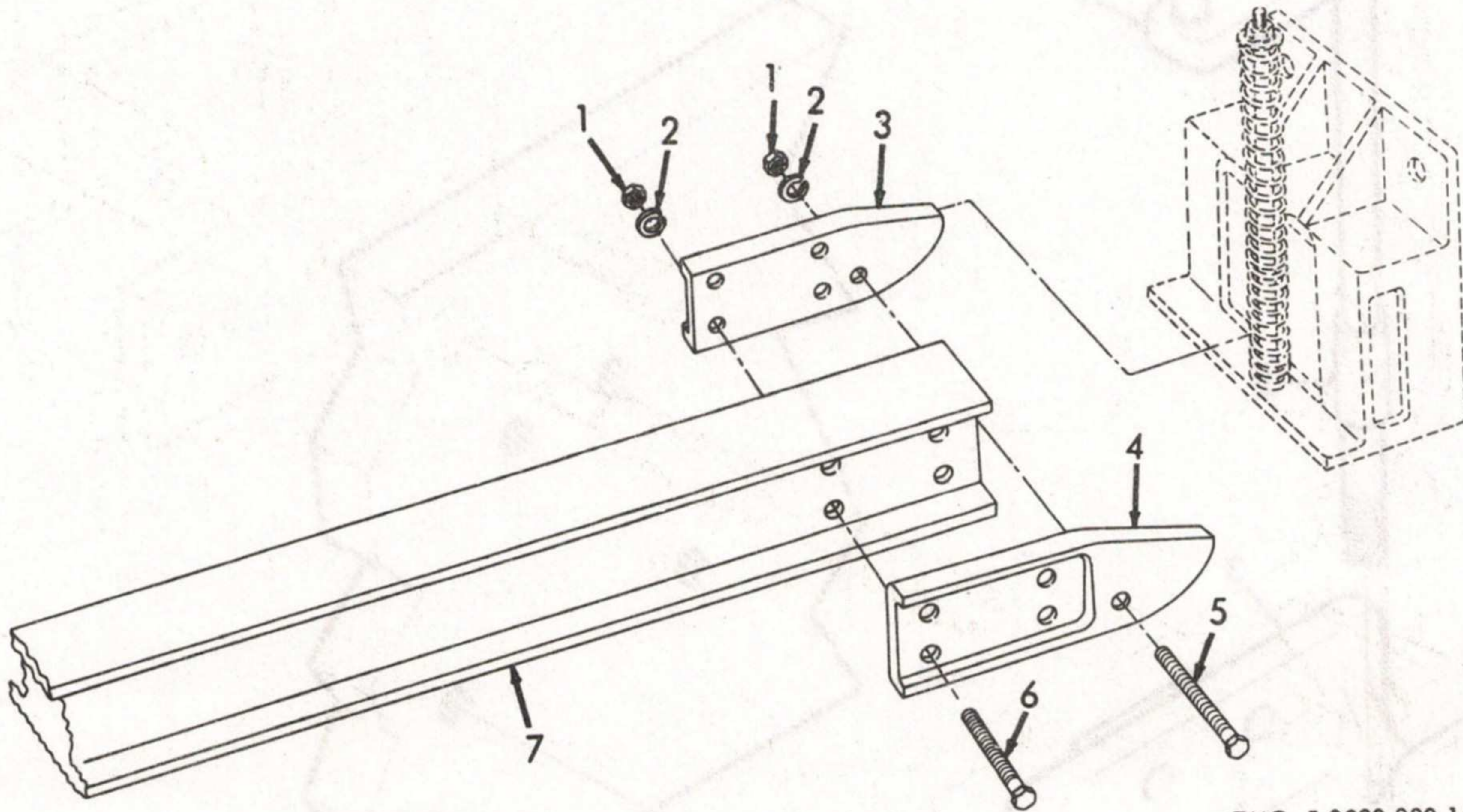


INDEX TO PARTS, FIGURE 73

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1501	1	RETAINR
2	1501	1	SPACER
3	1501	1	BRACKET
4	1501	1	WASHER
5	1501	1	SCREW
6	1501	1	SPRING
7	1501	1	WASHER
8	1501	1	NUT

MEC 2330-200-15/73

Figure 73 Retainer.



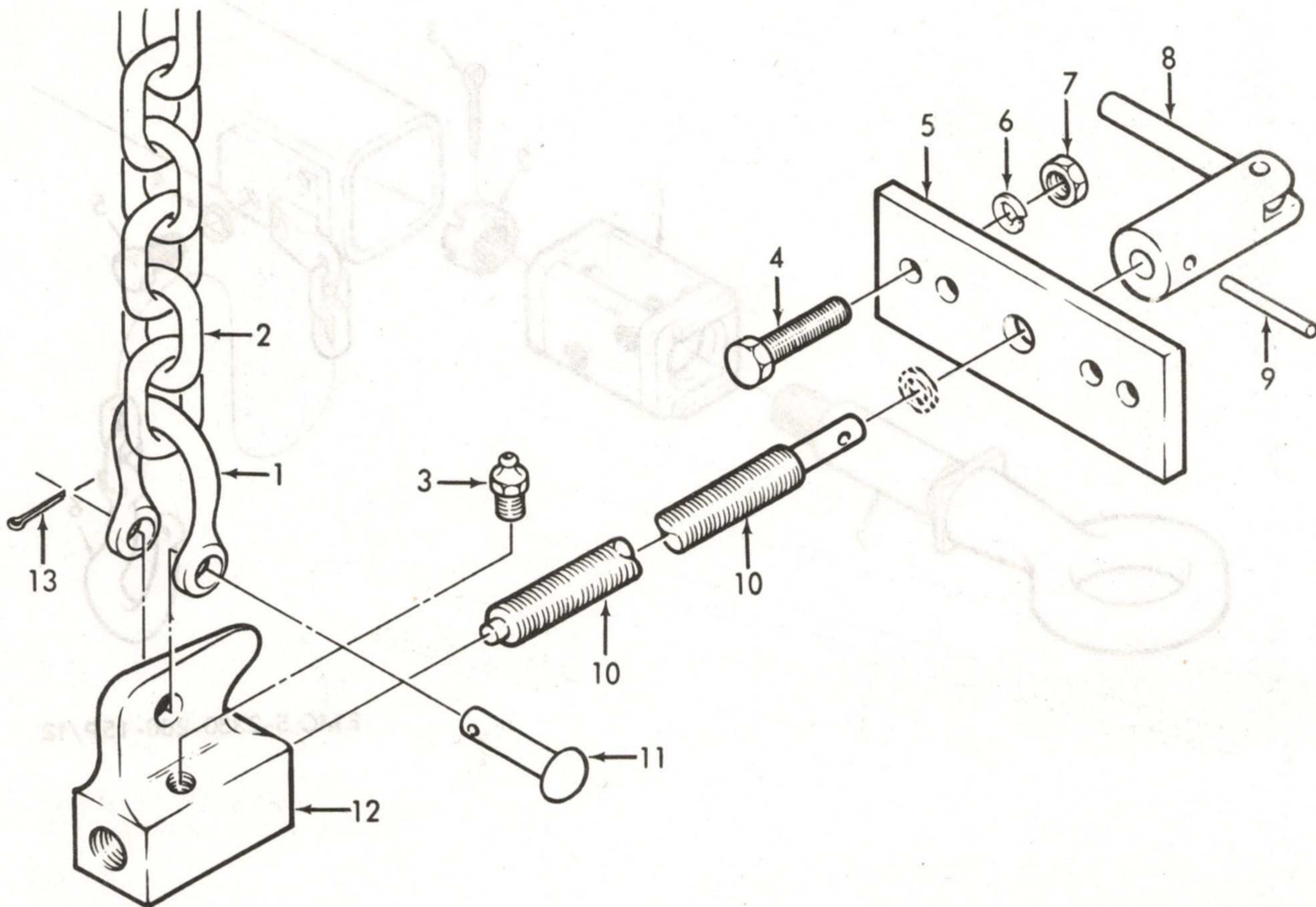
EMC 5-2330-200-15P/10-

Figure 70 Beam Clamping.

INDEX TO PARTS. FIGURE 74

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1501	1	NUT
2	1501	1	WASHER
3	1501	1	HOOK
4	1501	1	HOOK
5	1501	1	SCREW
6	1501	1	SCREW
7	1501	1	BEAM



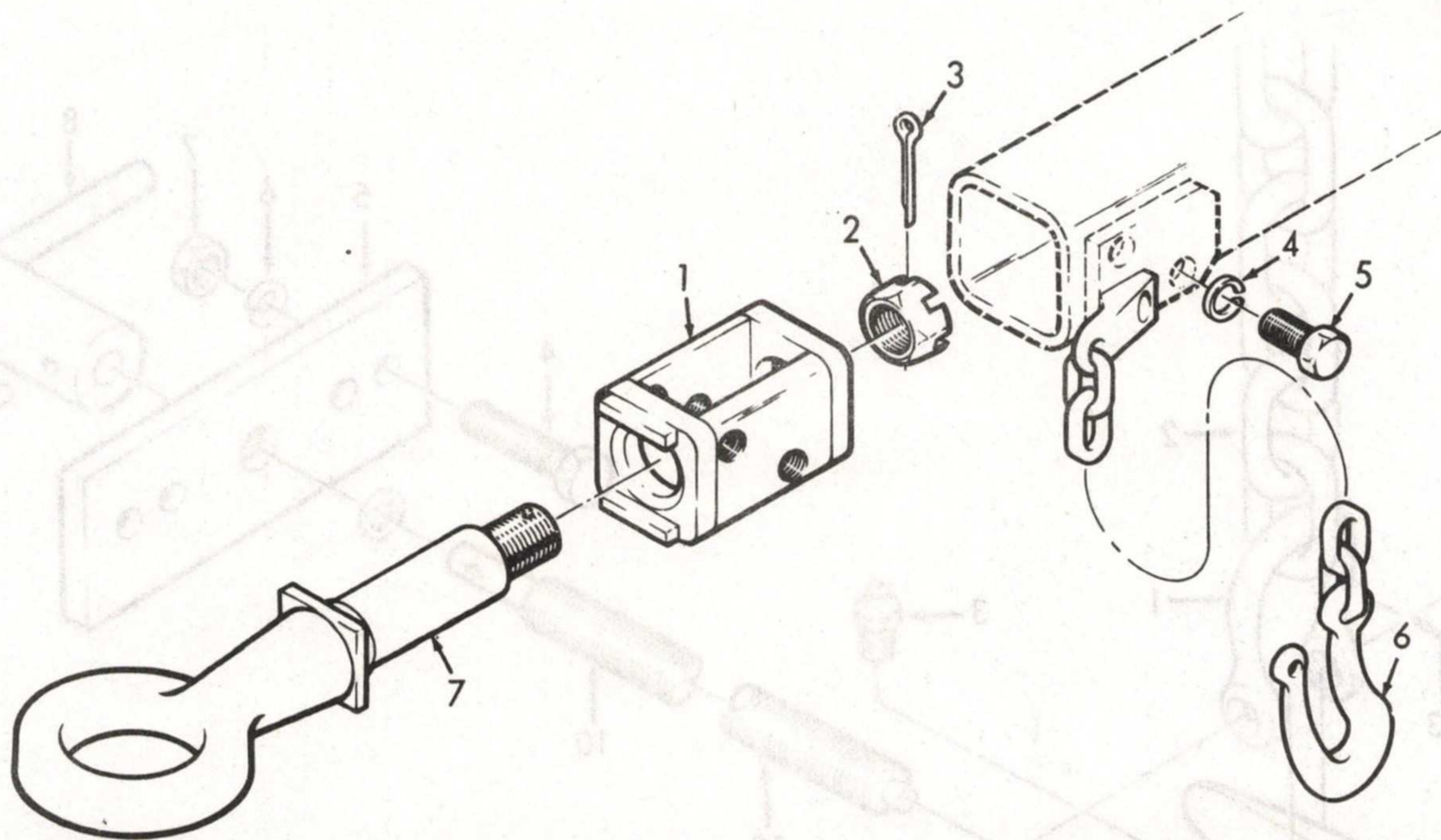


EMC 5-2330-200-15P/11

Figure 75 Beam Clamping.

INDEX TO PARTS, FIGURE 75

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1501	1	CLEVIS	6	1501	1	WASHER	10	1501	1	SCREW
2	1501	1	CHAIN	7	1501	1	NUT	11	1501	1	PIN
3	1501	1	FITTING	8	1501	1	HANDLE	12	1501	1	HOOK
4	1501	1	SCREW	9	1501	1	PIN	13	1501	1	PIN
5	1501	1	PLATE								

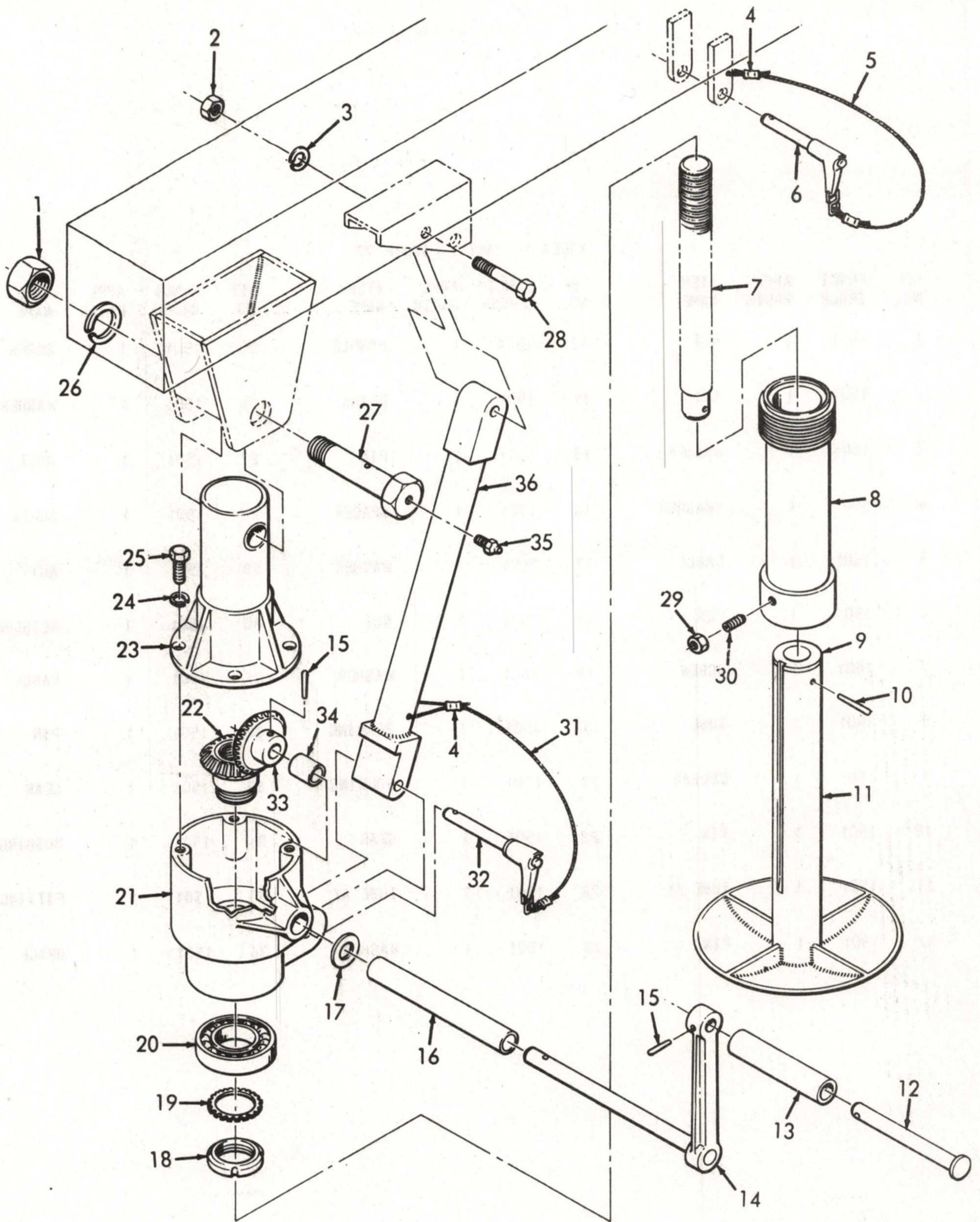


EMC 5-2330-200-15P/12

Figure 76 Lunette and Chain.

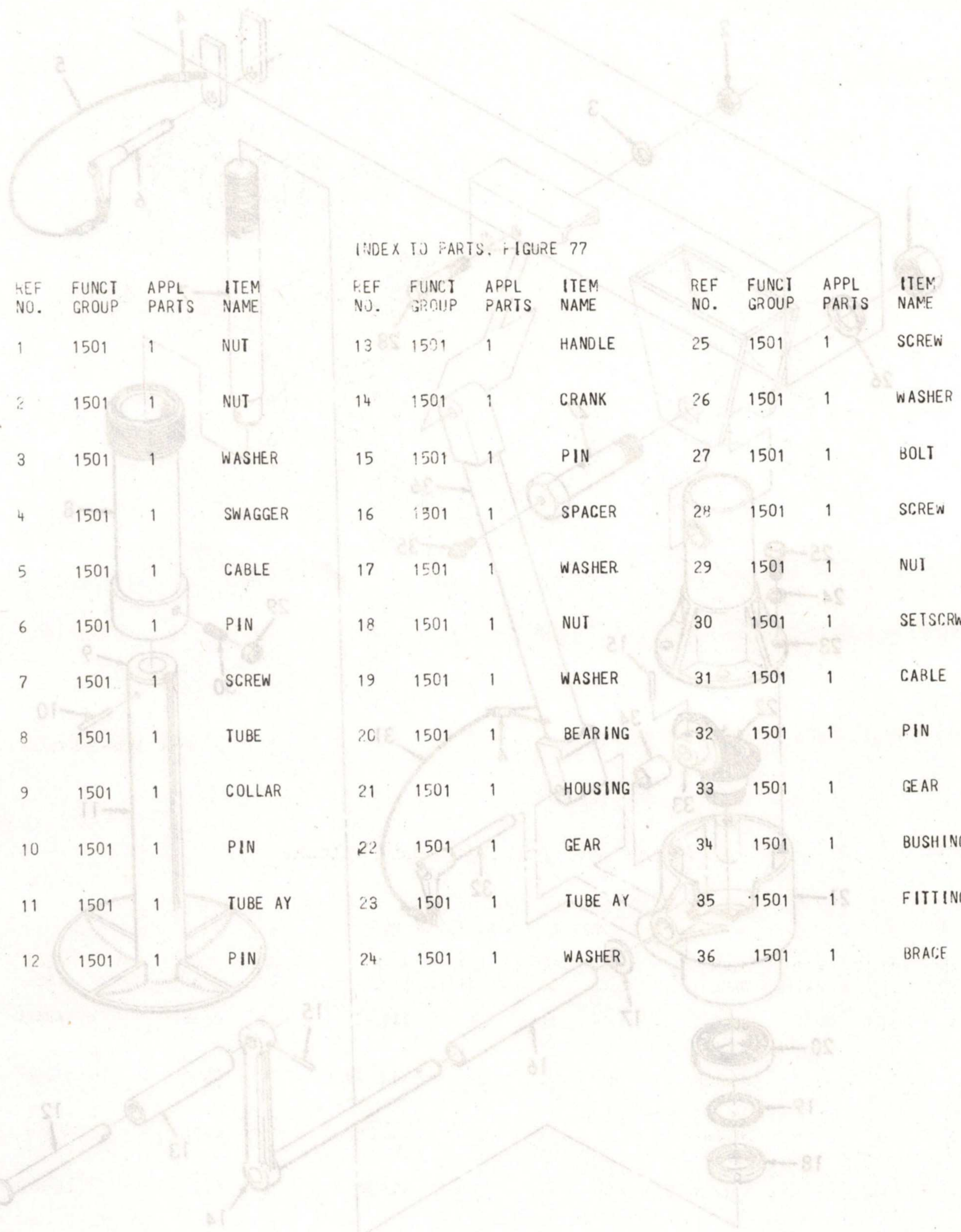
INDEX TO PARTS, FIGURE 76

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1503	1	ADAPTER
2	1503	1	NUT
3	1503	1	PIN
4	1503	1	WASHER
5	1503	1	SCREW
6	1503	1	CHN-HK
7	1503	1	LUNETTE



MEC 2330-200-15/77

Figure 77 Landing Jack.

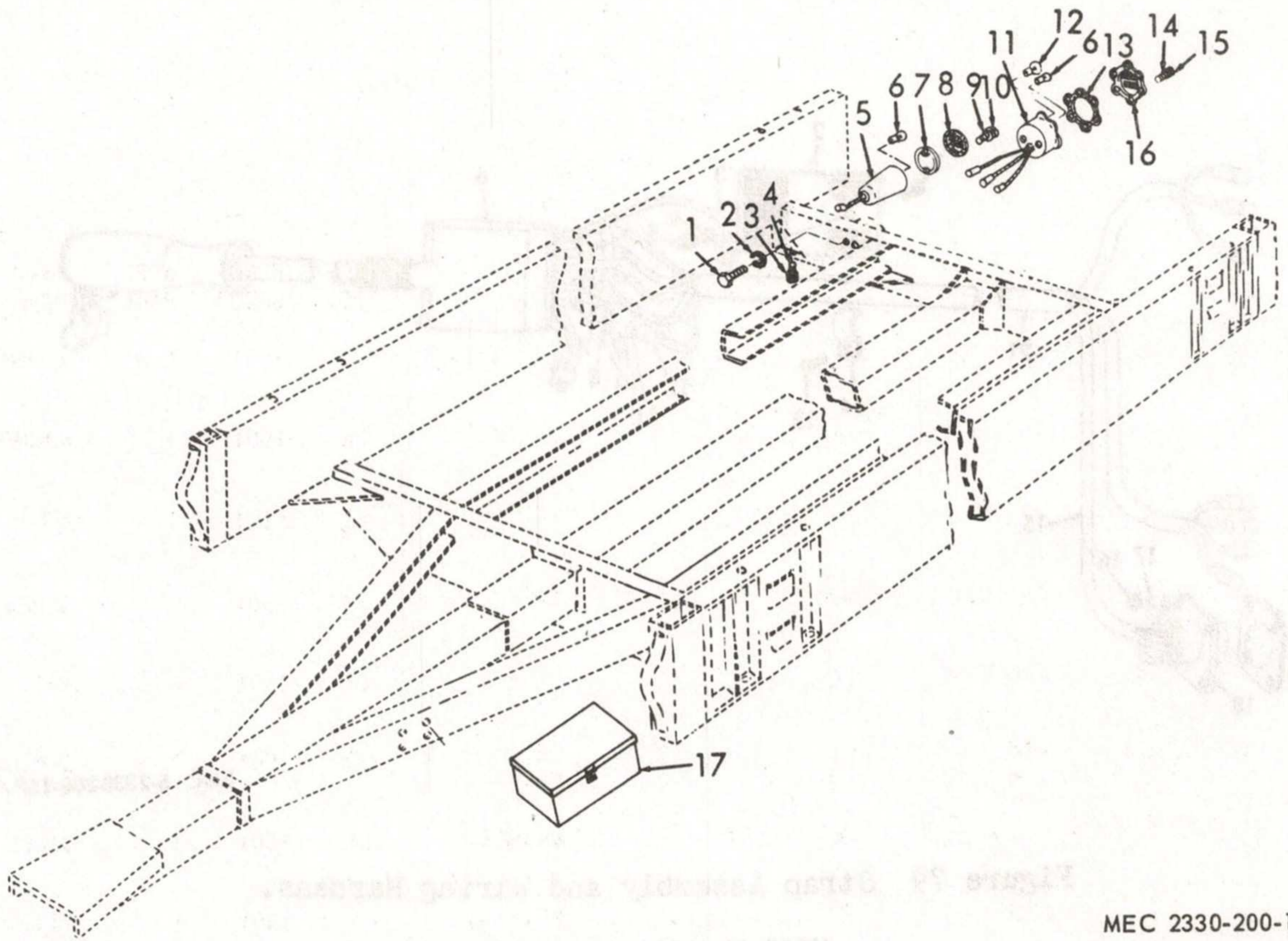


INDEX TO PARTS, FIGURE 77

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1501	1	NUT	13	1501	1	HANDLE	25	1501	1	SCREW
2	1501	1	NUT	14	1501	1	CRANK	26	1501	1	WASHER
3	1501	1	WASHER	15	1501	1	PIN	27	1501	1	BOLT
4	1501	1	SWAGGER	16	1501	1	SPACER	28	1501	1	SCREW
5	1501	1	CABLE	17	1501	1	WASHER	29	1501	1	NUT
6	1501	1	PIN	18	1501	1	NUT	30	1501	1	SETSCRW
7	1501	1	SCREW	19	1501	1	WASHER	31	1501	1	CABLE
8	1501	1	TUBE	20	1501	1	BEARING	32	1501	1	PIN
9	1501	1	COLLAR	21	1501	1	HOUSING	33	1501	1	GEAR
10	1501	1	PIN	22	1501	1	GEAR	34	1501	1	BUSHING
11	1501	1	TUBE AY	23	1501	1	TUBE AY	35	1501	1	FITTING
12	1501	1	PIN	24	1501	1	WASHER	36	1501	1	BRACE

MEC 3300-500-12/77

Figure 77 Landing Jack

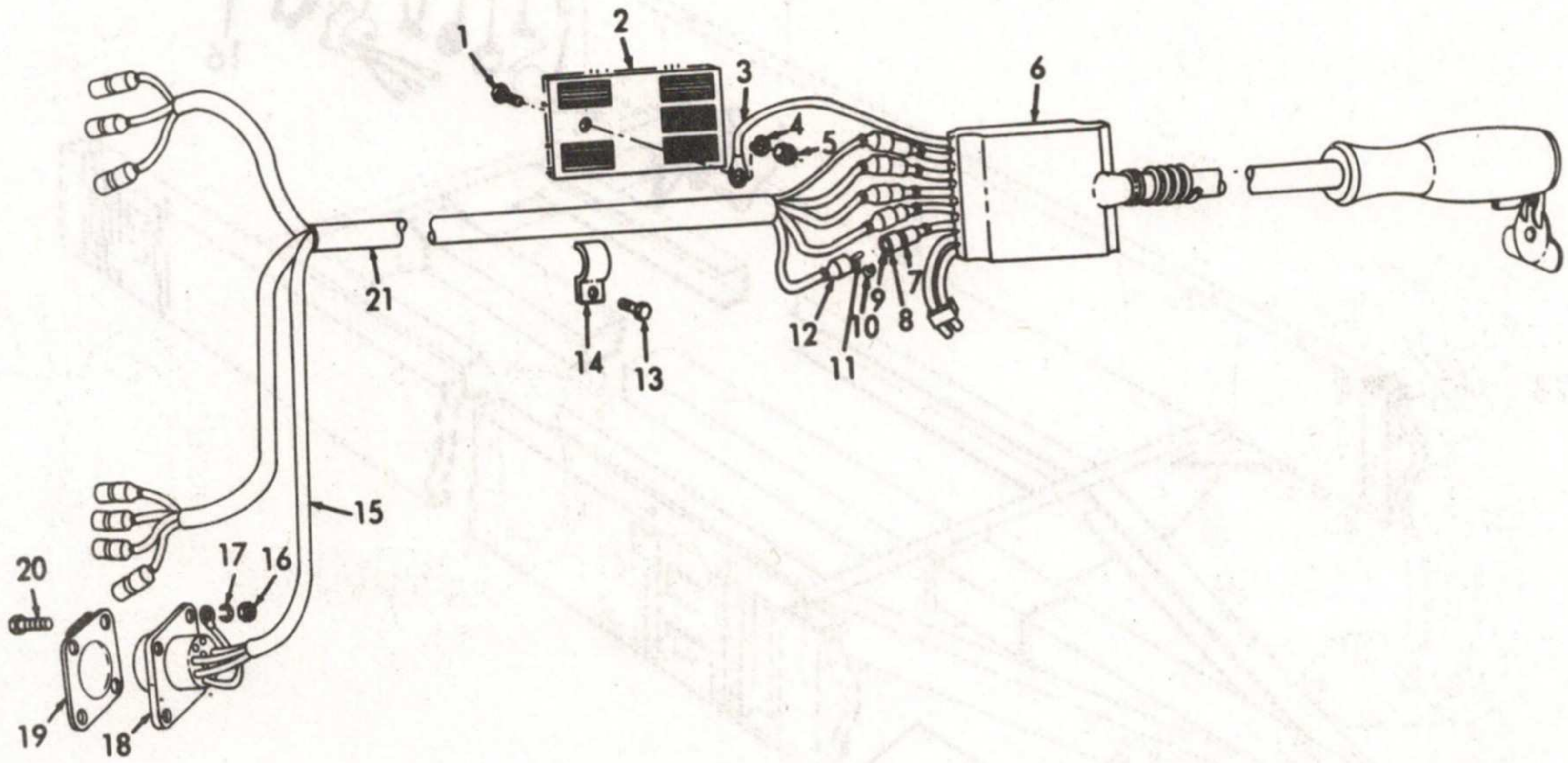


MEC 2330-200-15/78

Figure 78 Taillight and Toolbox.

INDEX TO PARTS, FIGURE 78

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	0609	2	SCREW	7	0609	2	GASKET	13	0609	2	GASKET
2	0609	2	WASHER	8	0609	2	DOOR AY	14	0609	2	WASHER
3	0609	2	SCREW	9	0609	2	WASHER	15	0609	2	SCREW
4	0609	2	WASHER	10	0609	2	SCREW	16	0609	2	DOOR AY
5	0609	2	LAMP AY	11	0609	2	LAMP AY	17	180-	2	UTLY BX
6	0609	2	LAMP	12	0609	2	LAMP				

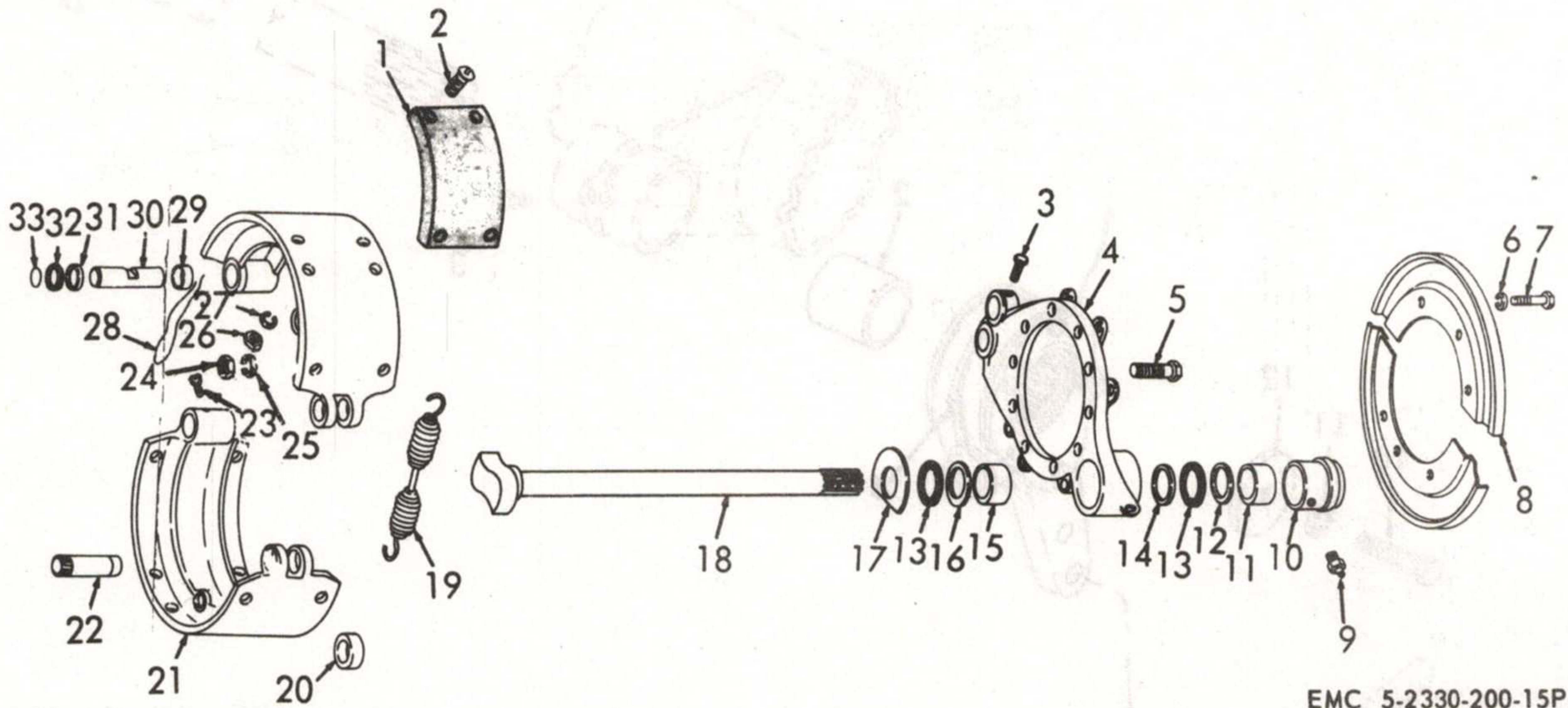


EMC 5-2330200-15P/1

Figure 79 Strap Assembly and Wiring Harness.

INDEX TO PARTS, FIGURE 79

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	0608	2	BOLT	8	0613	2	SLEEVE	15	0613	2	HARNESS
2	0608	2	STRAP	9	0613	2	TERMINL	16	0613	2	NUT
3	0613	2	TERMINL	10	0613	2	WASHER	17	0613	2	WASHER
4	0608	2	WASHER	11	0613	2	TERMINL	18	0613	2	RECPTCL
5	0608	2	NUT	12	0613	2	SHELL	19	0613	2	COVER
6	0613	2	CABLE	13	0613	2	SCREW	20	0613	2	SCREW
7	0613	2	SHELL	14	0613	2	CLAMP	21	0613	2	WIRING

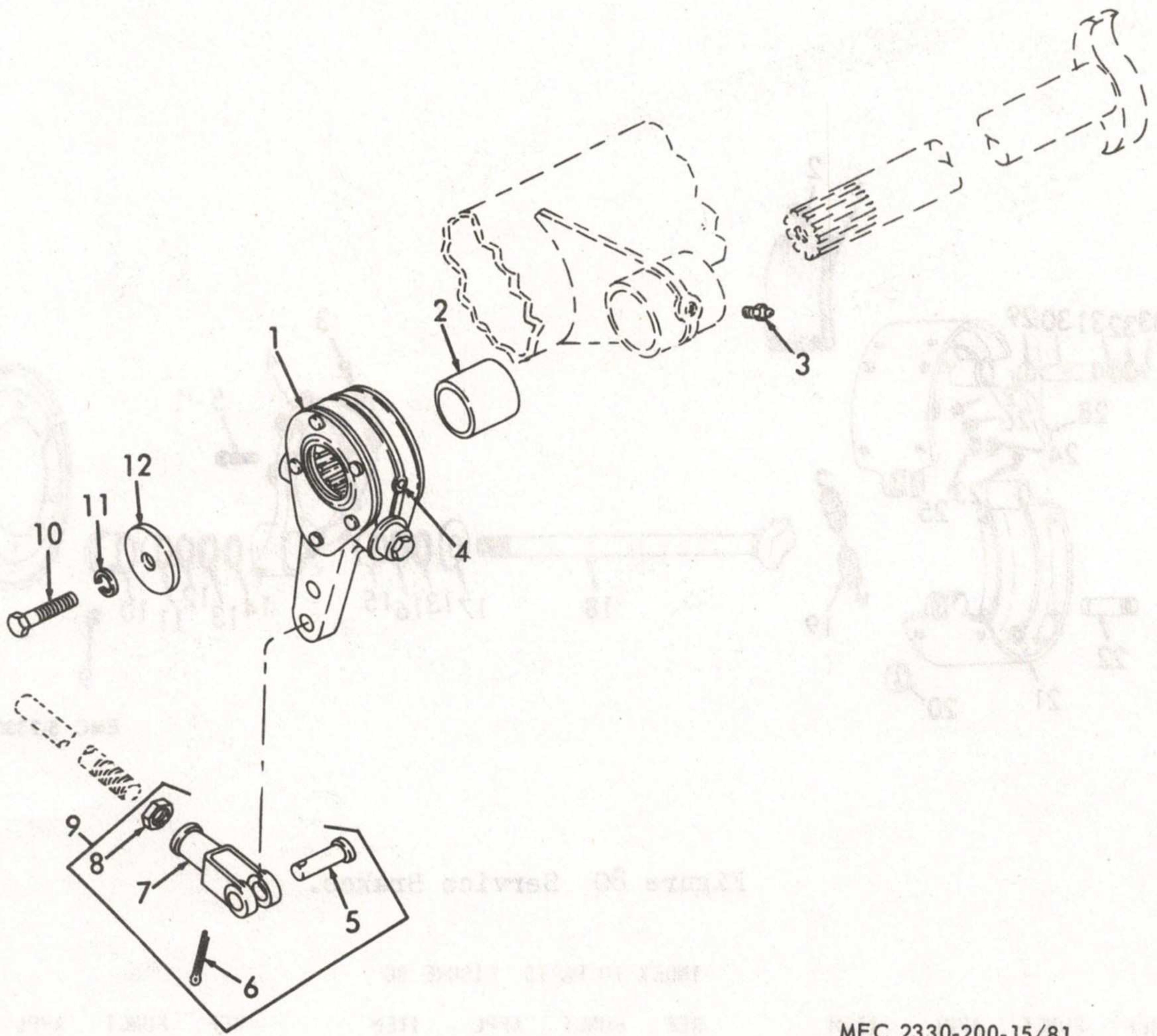


EMC 5-2330-200-15P/3

Figure 80 Service Brakes.

INDEX TO PARTS FIGURE 80

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1202	2	LINING	12	1202	2	RING	23	1202	2	SCREW
2	1202	2	SCREW	13	1202	2	PACKING	24	1202	2	NUT
3	1202	2	BOLT	14	1202	2	WASHER	25	1202	2	WASHER
4	1202	2	SPIDER	15	1202	2	BUSHING	26	1202	2	NUT
5	1202	2	SCREW	16	1202	2	WASHER	27	1202	2	WASHER
6	1202	2	WASHER	17	1202	2	SPACER	28	1202	2	WIRE
7	1202	2	SCREW	18	1202	2	CM-SHFT	29	1202	2	BUSHING
8	1202	2	SHIELD	19	1202	2	SPRING	30	1202	2	PIN
9	1108	2	FITTING	20	1202	2	ROLLER	31	1202	2	PACKING
9	1202	2	FITTING	21	1202	2	BRK SHO	32	1202	2	WASHER
10	1202	2	BRACKET	22	1202	2	SHAFT	33	1202	2	LOCK
11	1202	2	BUSHING								



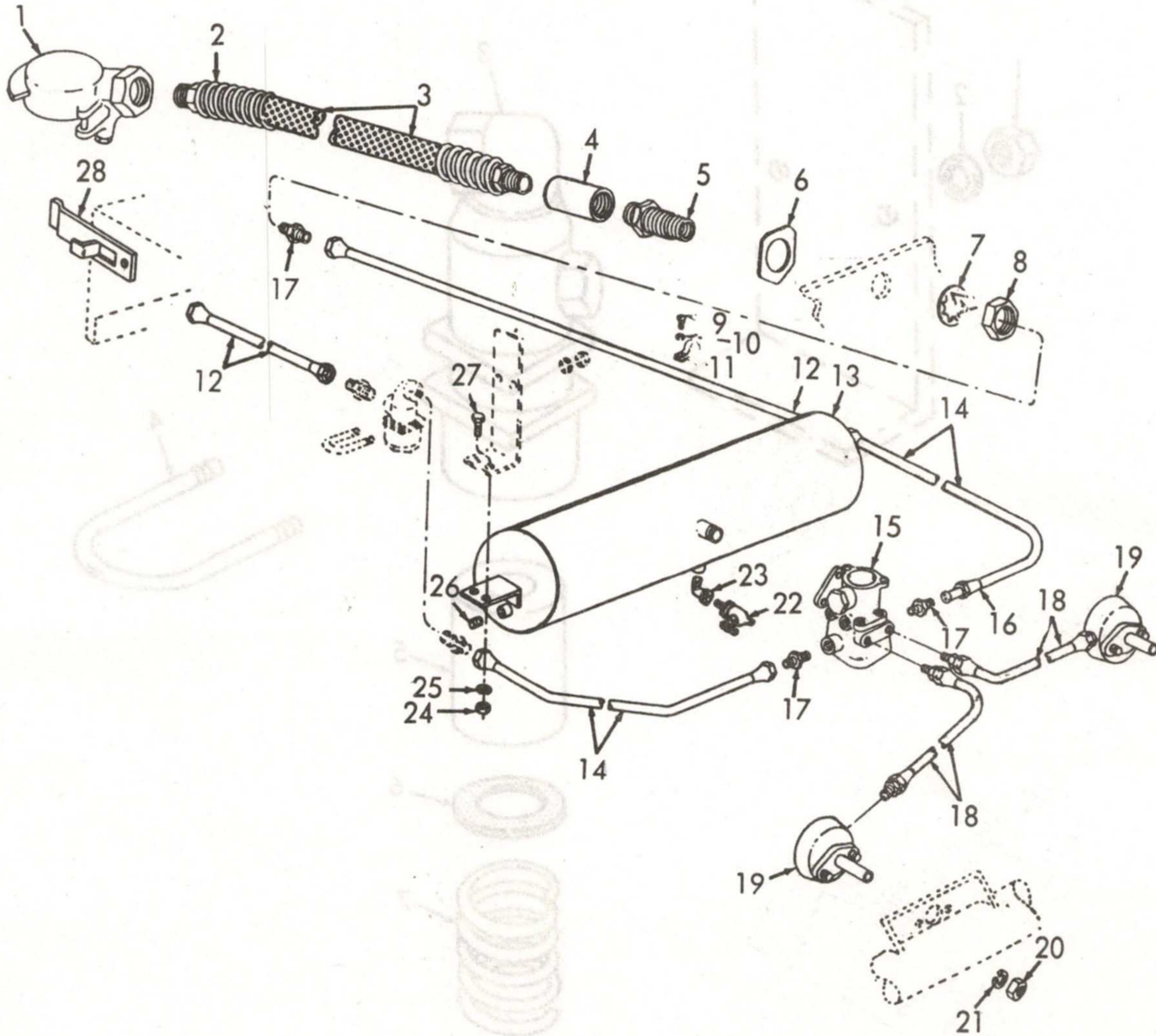
MEC 2330-200-15/81

Figure 81 Brake Controls.

INDEX TO PARTS, FIGURE 81

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1206	2	ADJUSTR	5	1206	2	PIN	9	1206	2	YOKE AY
2	1206	2	BUSHING	6	1206	2	PIN	10	1206	2	BOLT
3	1206	2	FITTING	7	1206	2	YOKE	11	1206	2	WASHER
4	1206	2	PLUG	8	1206	2	NUT	12	1206	2	WASHER



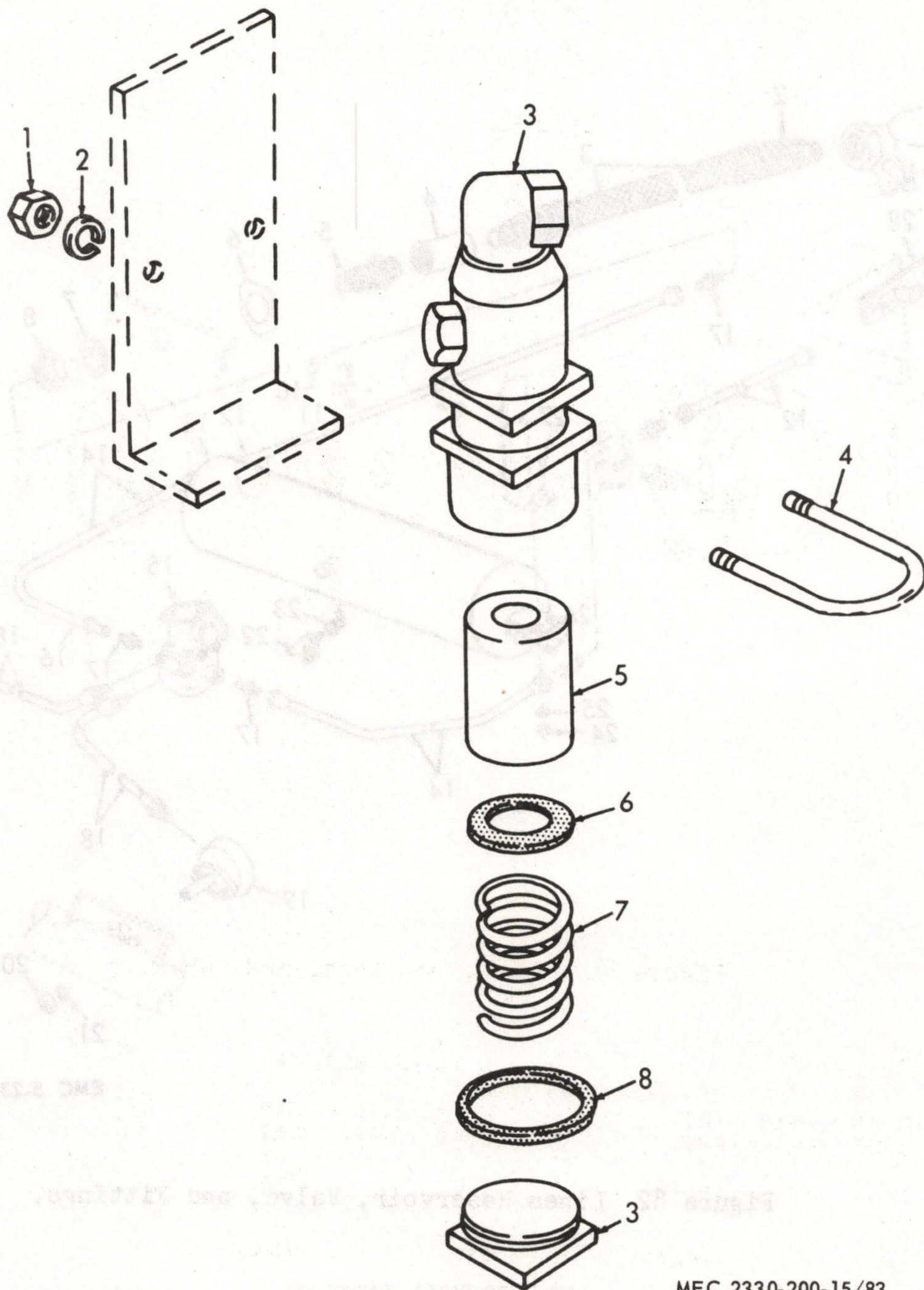


EMC 5-2330-200-25P/4

Figure 82 Lines Reservoir, Valve, and Fittings.

INDEX TO PARTS, FIGURE 82

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1208	2	COUPLNG	11	1208	2	CLAMP	20	1208	2	NUT
2	1208	2	CONECTR	12	1208	2	TUBE	21	1208	2	WASHER
3	1208	2	HOSE	13	1208	2	RESRVOR	22	1208	2	COCK
4	1208	2	COUPLNG	14	1208	2	TUBE	23	1208	2	ELBOW
5	1208	2	STUD	15	1208	2	VALVE	24	1208	2	NUT
6	2-10	2	TAG	16	1208	2	NUT	25	1208	2	WASHER
7	1208	2	WASHER	17	1208	2	ADAPTER	26	1208	2	PLUG
8	1208	2	NUT	18	1208	2	HOSE AY	27	1208	2	SCREW
9	1208	2	SCREW	19	1208	2	CHAMBER	28	1208	2	COUPLNG
10	1208	2	WASHER								

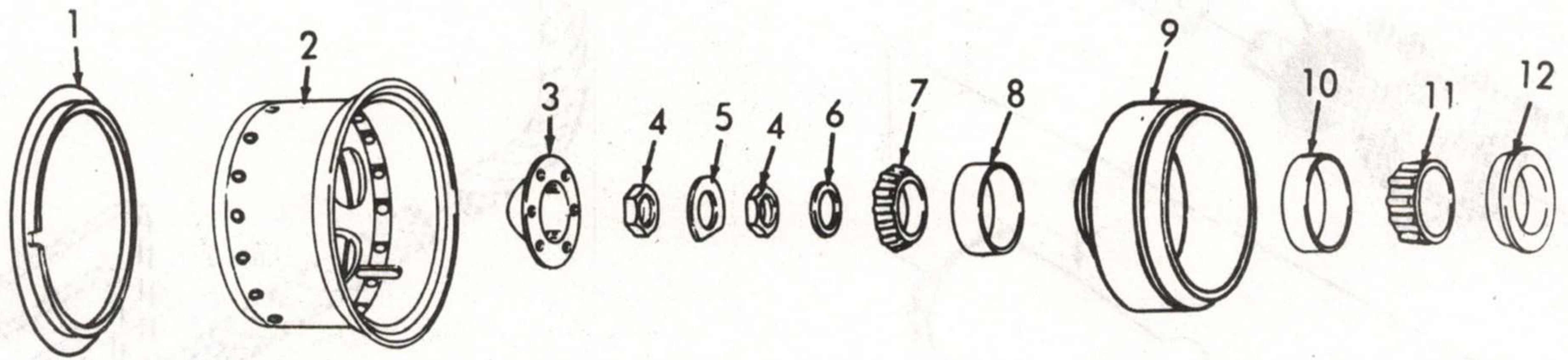


MEC 2330-200-15/83

Figure 83 Air Filter.

INDEX TO PARTS, FIGURE 83

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1208		NUT	4	1208		BOLT	7	1208		SPRING
2	1208		WASHER	5	1208		ELEMENT	8	1208		GASKET
3	1208		FILTER	6	1208		WASHER				

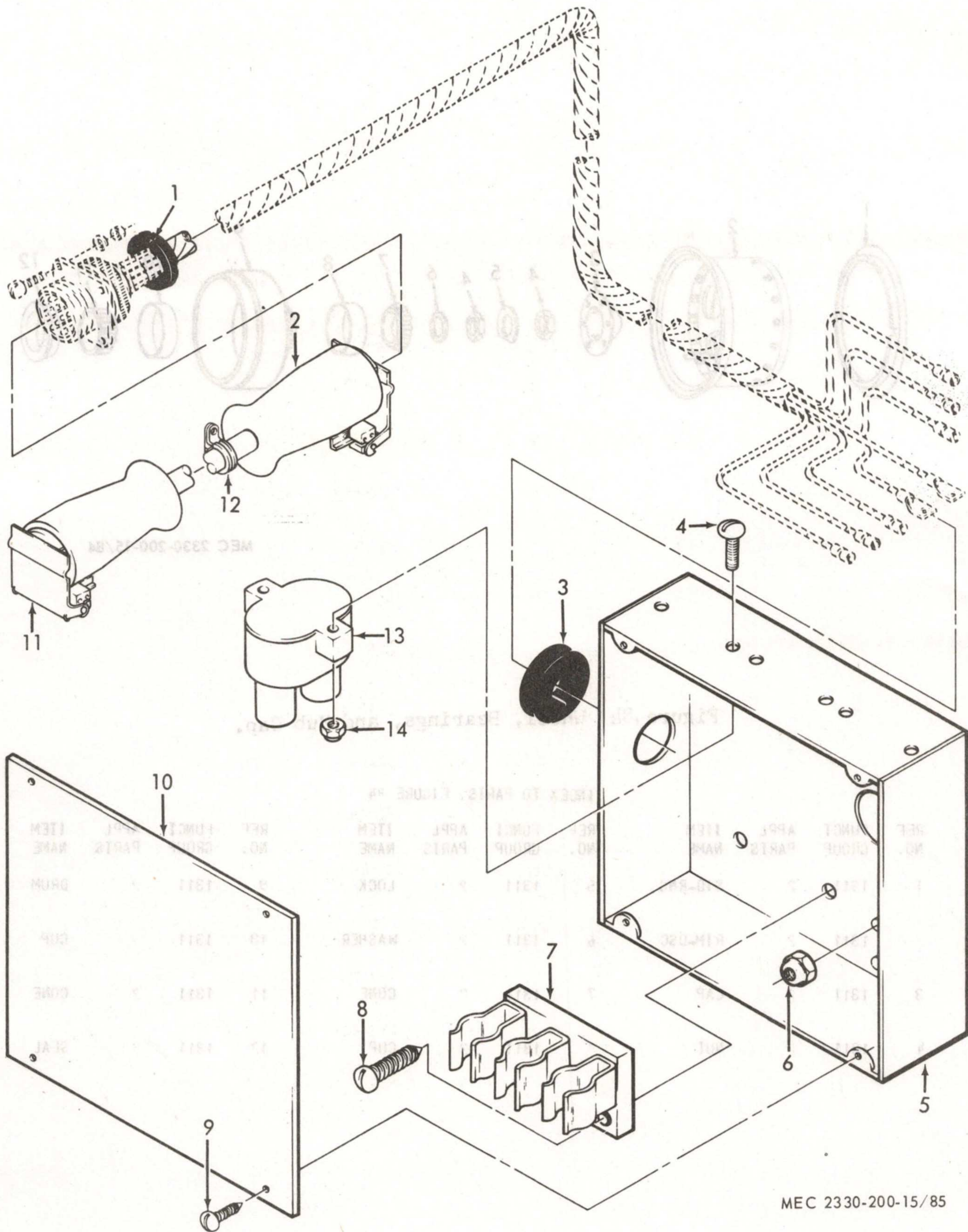


MEC 2330-200-15/84

Figure 84 Wheel, Bearings, and Hub Cap.

INDEX TO PARTS. FIGURE 84

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1311	2	SID-RNG	5	1311	2	LOCK	9	1311	2	DRUM
2	1311	2	RIM-DSC	6	1311	2	WASHER	10	1311	2	CUP
3	1311	2	CAP	7	1311	2	CONE	11	1311	2	CONE
4	1311	2	NUT	8	1311	2	CUP	12	1311	2	SEAL



MEC 2330-200-15/85

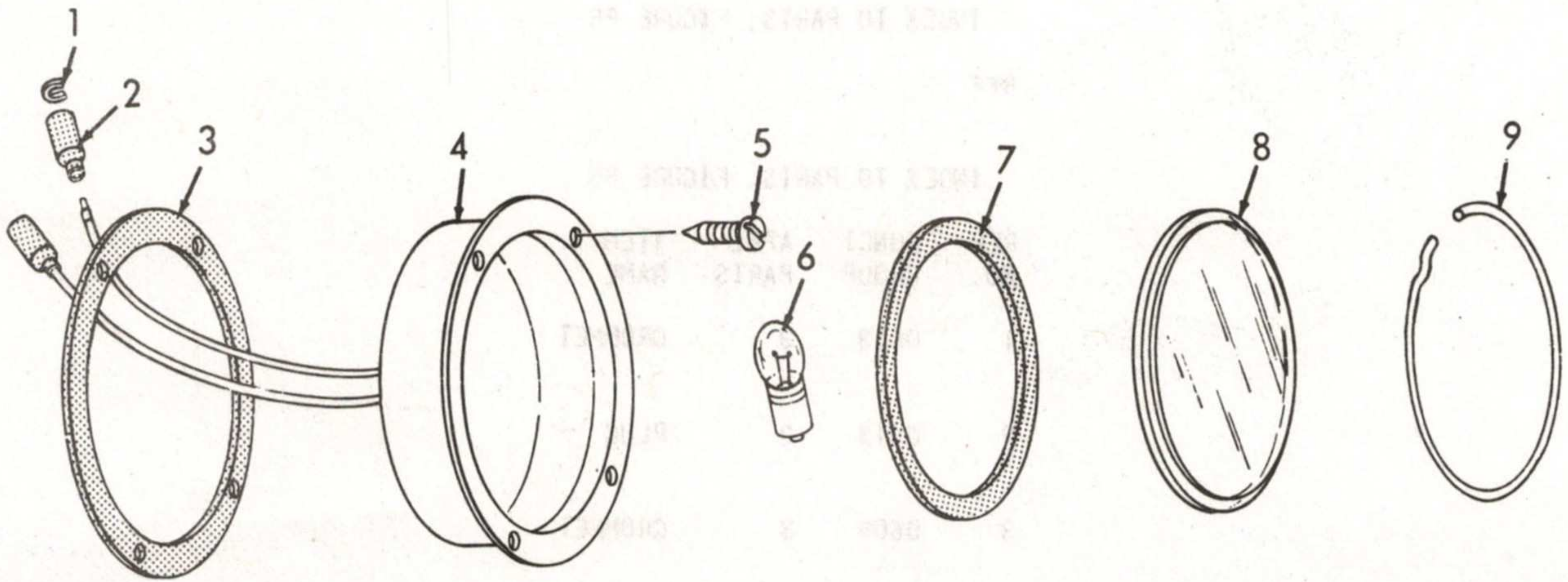
Figure 85 Electrical Box.

INDEX TO PARTS, FIGURE 85

REF

INDEX TO PARTS, FIGURE 85

REF NO.	FUNC1 GROUP	APPL PARTS	ITEM NAME
1	0613	3	GROMMET
2	0613	3	PLUG
3	0608	3	GROMMET
4	0608	3	SCREW
5	0608	3	BOX
6	0608	3	NUT
7	0608	3	CLIP AY
8	0608	3	SCREW
9	0608	3	SCREW
10	0608	3	COVER
11	0613	3	PLUG
12	0613	3	CLAMP
13	0608	3	CRT-BRK
14	0608	3	NUT

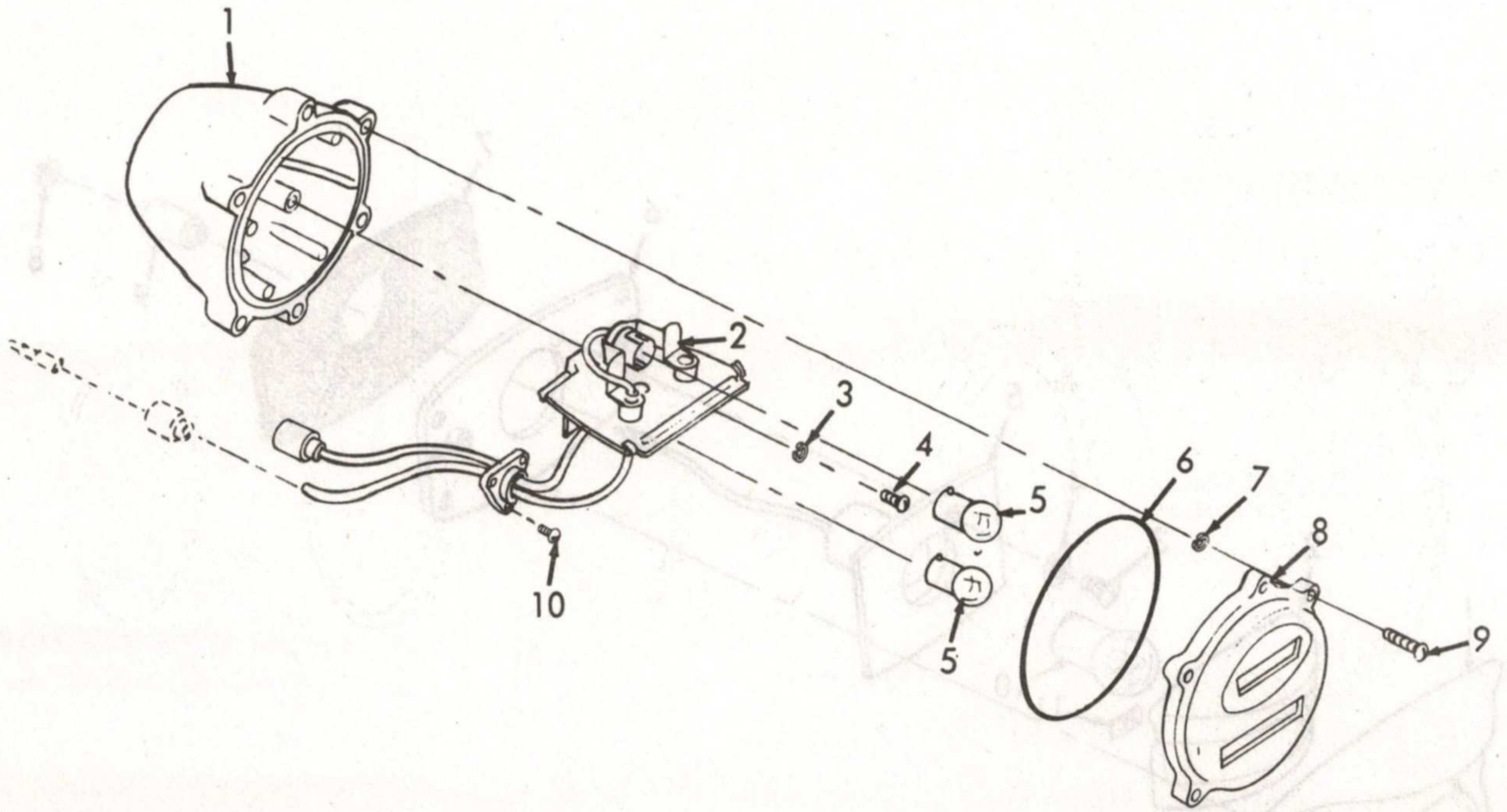


MEC 2330-200-15/86

Figure 86 Stop and Taillight.

INDEX TO PARTS FIGURE 86

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	0609	3	WASHER	6	0609	3	LAMP
2	0609	3	SOCKET	7	0609	3	GASKET
3	0609	3	BUMPER	8	0609	3	LENS
4	0609	3	BODY	9	0609	3	RING
5	0609	3	SCREW				

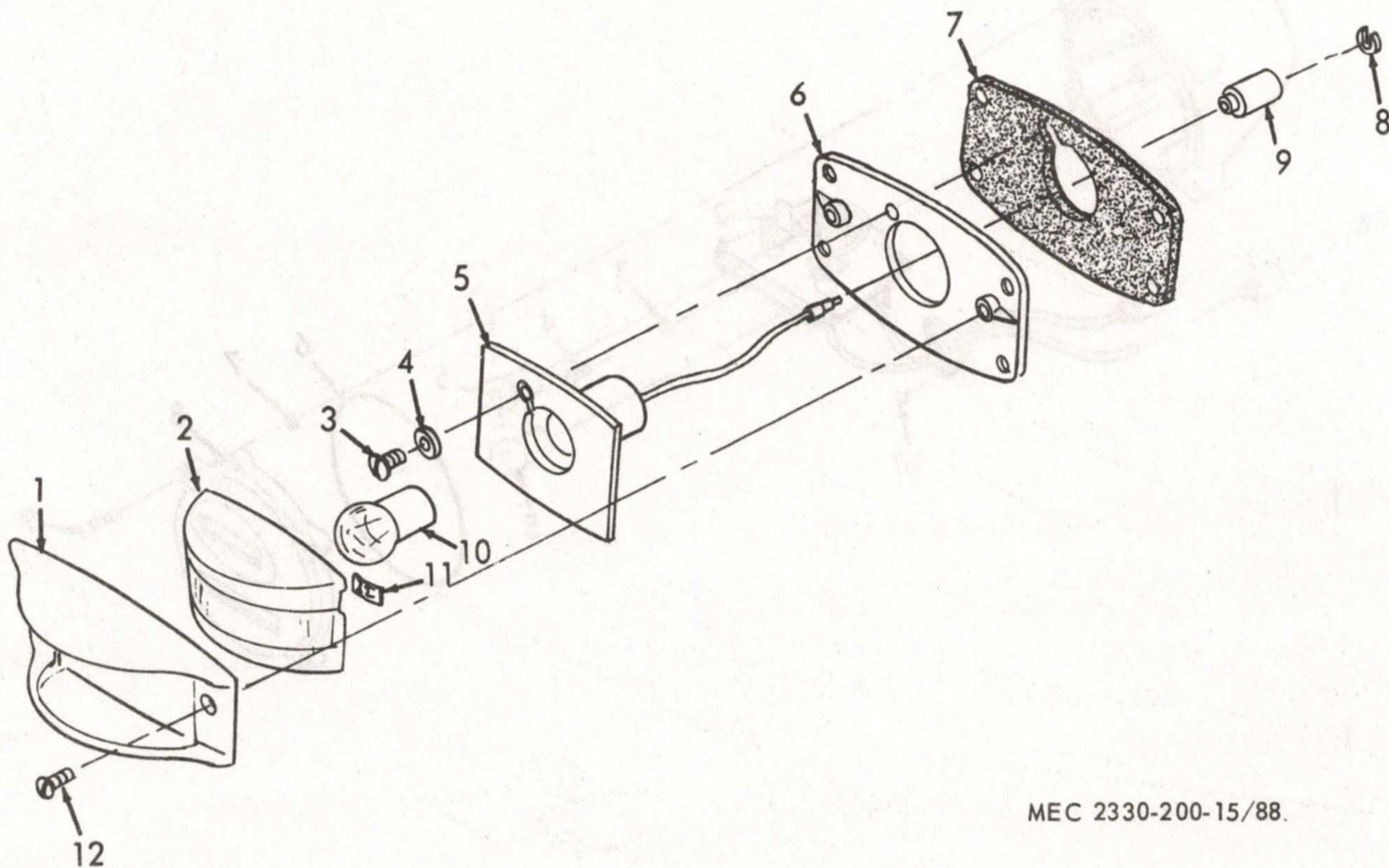


MEC 2330-200-15/87

Figure 87 Blackout Tail and Stoplight.

INDEX TO PARTS, FIGURE 87

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	0609	3	BODY	6	0609	3	GASKET
2	0609	3	SKT-WIR	7	0609	3	RING
3	0609	3	WASHER	8	0609	3	DOOR AY
4	0609	3	SCREW	9	0609	3	SCREW
5	0609	3	LAMP	10	0609	3	SCREW



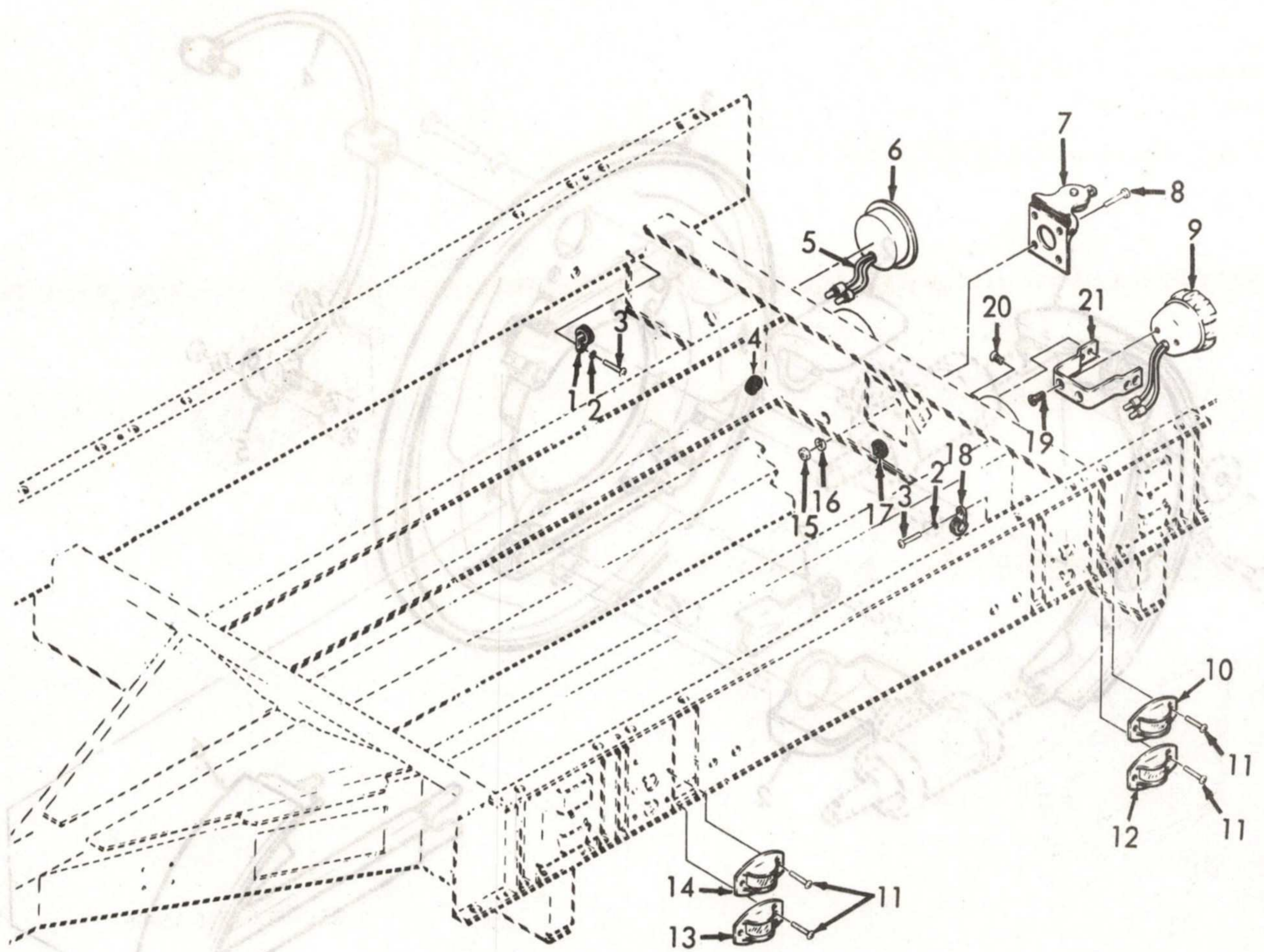
MEC 2330-200-15/88.

Figure 88 Clearance Light.

INDEX TO PARTS, FIGURE 88

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	0609	3	DOOR	5	0609	3	GRMT-WR	9	0609	3	SHELL
2	0609	3	LENS	6	0609	3	PLATE	10	0609	3	LAMP
3	0609	3	SCREW	7	0609	3	FELT	11	0609	3	NUT
4	0609	3	WASHER	8	0609	3	WASHER	12	0609	3	SCREW



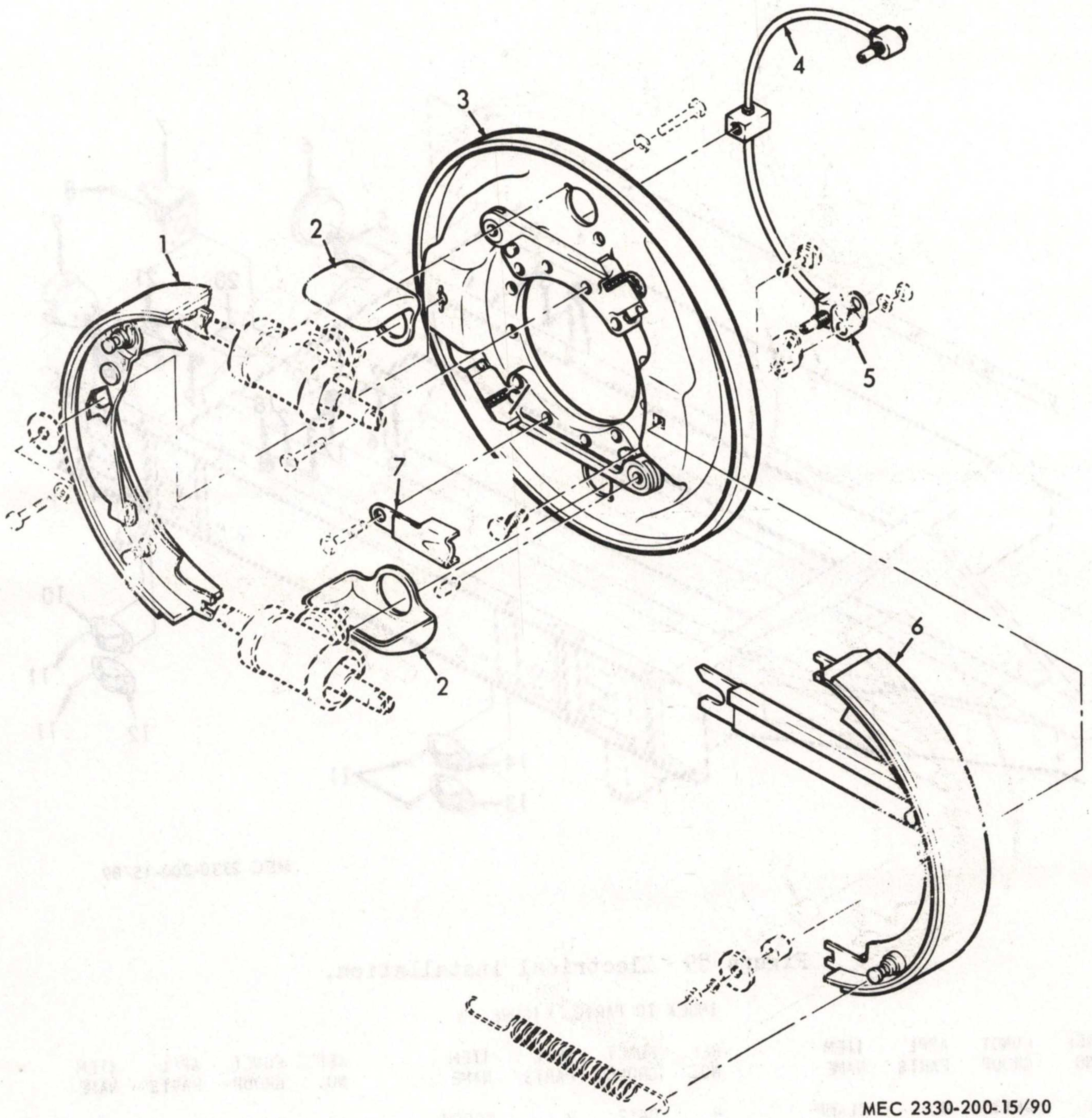


MEC 2330-200-15/89

Figure 89 Electrical Installation.

INDEX TO PARTS. FIGURE 89

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	0613	3	CLAMP	8	0613	3	SCREW	15	0613	3	NUT
2	0613	3	WASHER	9	0609	3	LIGHT	16	0613	3	WASHER
3	0613	3	SCREW	10	0609	3	LIGHT	17	0613	3	GROMMET
4	0613	3	GROMMET	11	0609	3	SCREW	18	0613	3	CLAMP
5	0613	3	TERMINL	12	0609	3	LIGHT	19	0609	3	SCREW
6	0609	3	LAMP	13	0609	3	LIGHT	20	0609	3	SCREW
7	0613	3	COVER	14	0609	3	LIGHT	21	0609	3	BRACKET

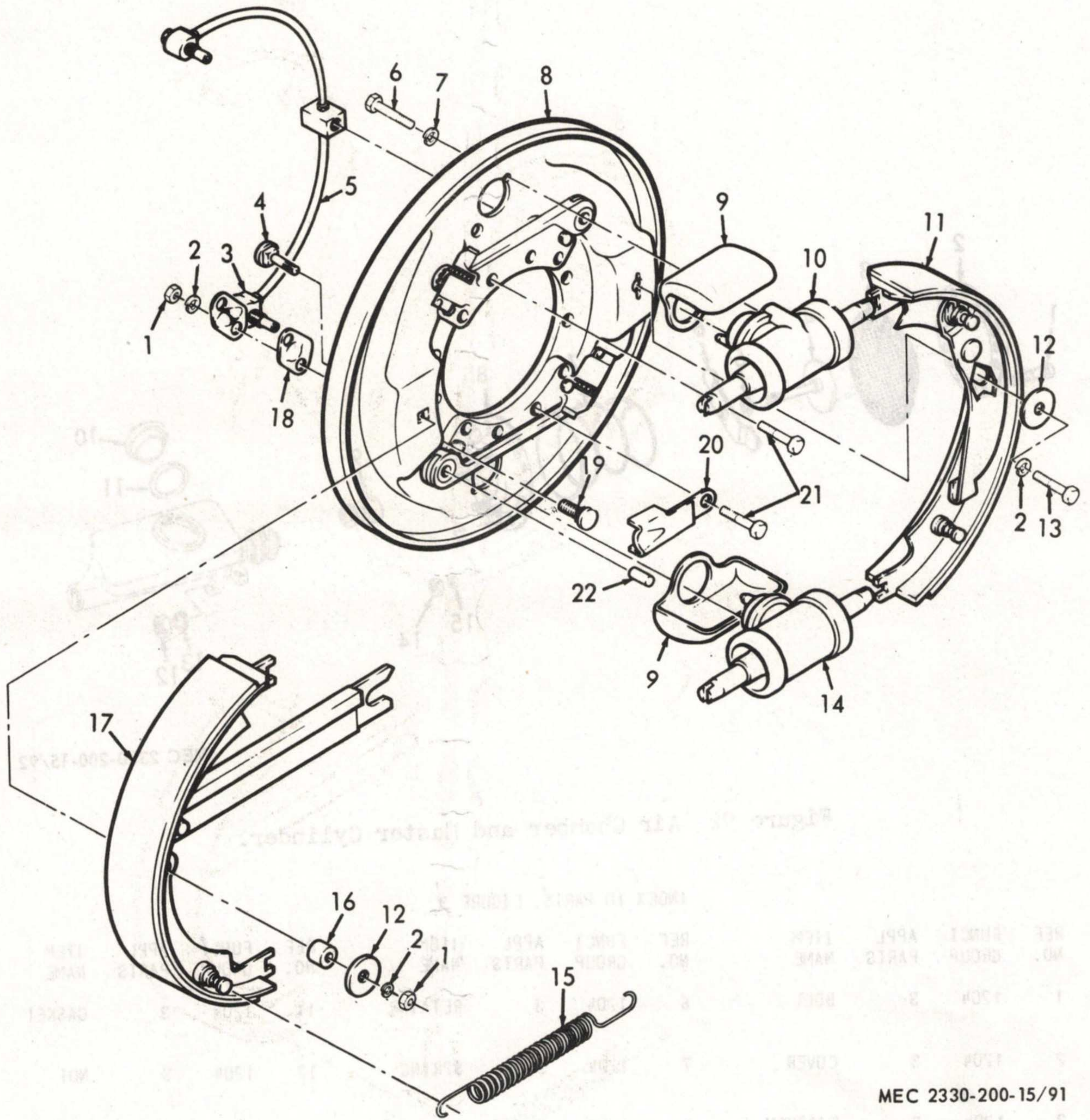


MEC 2330-200-15/90

Figure 90 Brake (1).

INDEX TO PARTS, FIGURE 90

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1202	3	BRK SHD	5	1202	3	BRACKET
2	1202	3	SHIELD	6	1202	3	SHO-LVR
3	1201	3	PLATE	7	1202	3	RAMP
4	1202	3	TUBE AY				

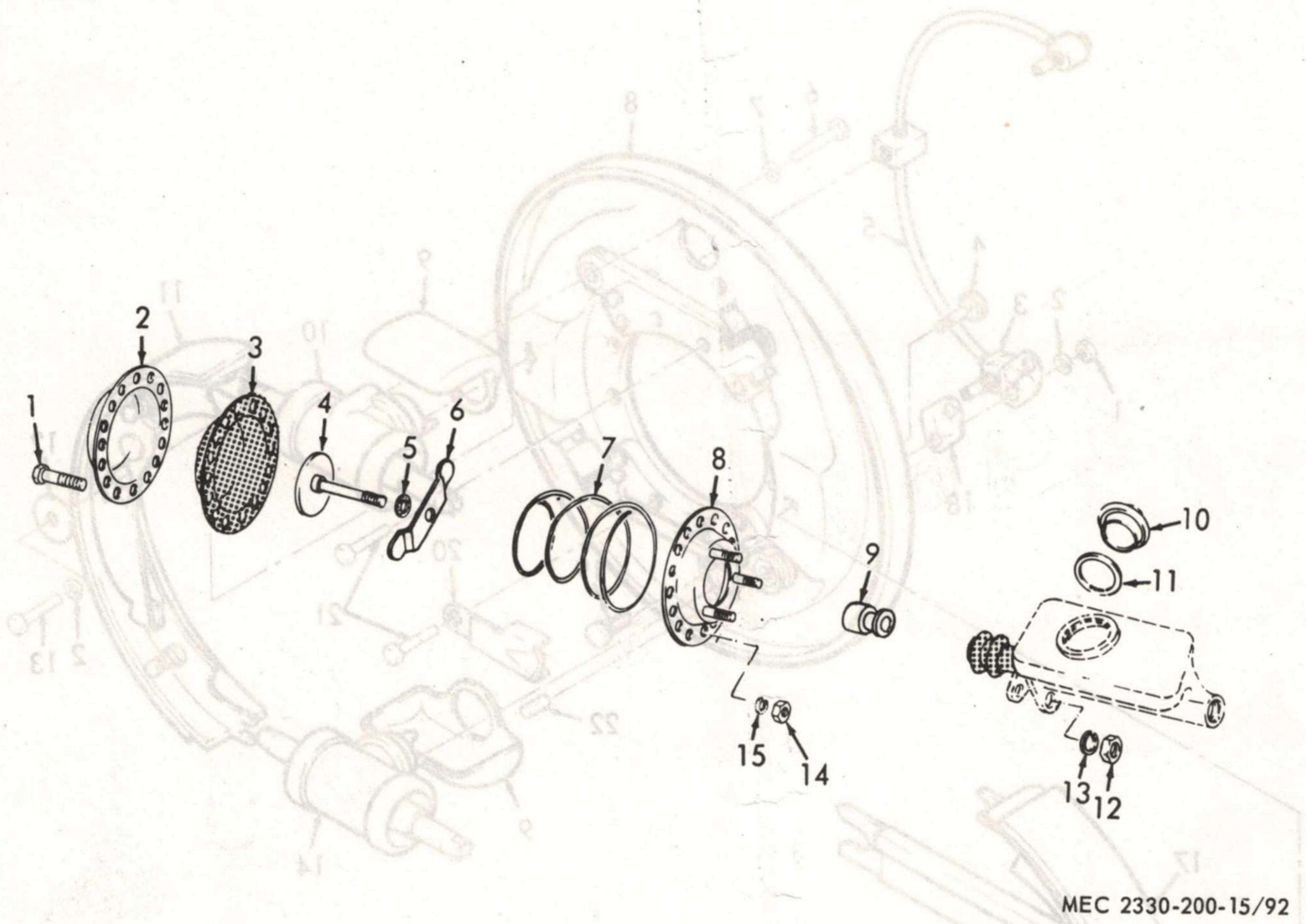


MEC 2330-200-15/91

Figure 91 Brake (2).

INDEX TO PARTS, FIGURE 91

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1202	3	NUT	9	1202	3	SHIELD	16	1202	3	SHIELD
2	1202	3	WASHER	10	1204	3	CYLINDER	17	1202	3	SHOES
3	1202	3	BRACKET	11	1202	3	SHOE A	18	1202	3	COVER
4	1202	3	BOLT	12	1202	3	WASHER	19	1202	3	PLATE
5	1204	3	TUBE A	13	1202	3	SCREW	20	1202	3	SCREW
6	1204	3	BOLT	14	1204	3	CYLINDER	21	1202	3	SCREW
7	1204	3	WASHER	15	1202	3	SPRING	22	1202	3	SCREW
8	1202	3	PLATE								

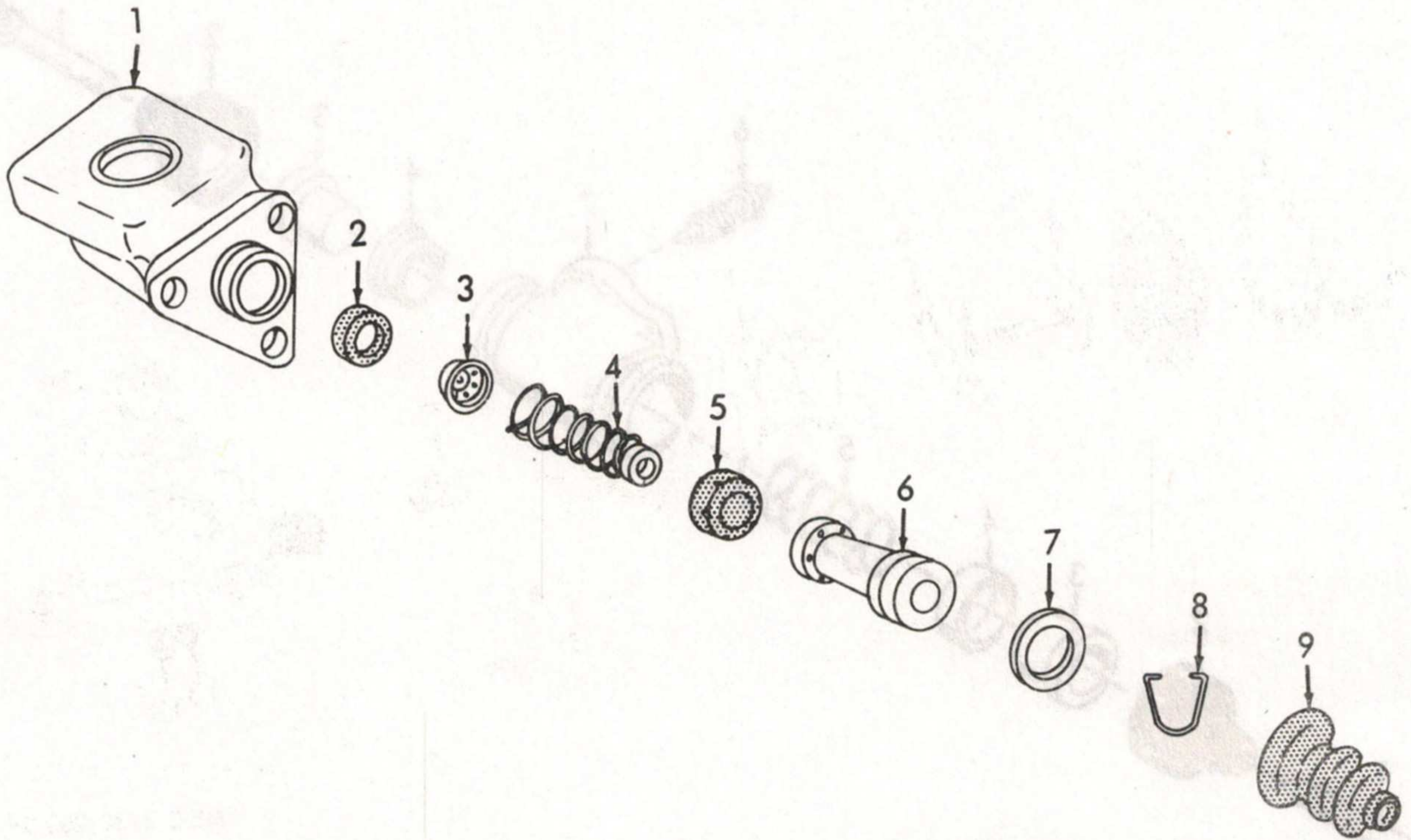


MEC 2330-200-15/92

Figure 92 Air Chamber and Master Cylinder.

INDEX TO PARTS, FIGURE 92

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1204	3	BOLT	6	1204	3	RETAINR	11	1204	3	GASKET
2	1204	3	COVER	7	1204	3	SPRING	12	1204	3	NUT
3	1204	3	DIAPHRM	8	1204	3	BODY AY	13	1204	3	WASHER
4	1204	3	ROD AY	9	1204	3	COLLAR	14	1204	3	NUT
5	1204	3	PACKING	10	1204	3	CAP	15	1204	3	WASHER

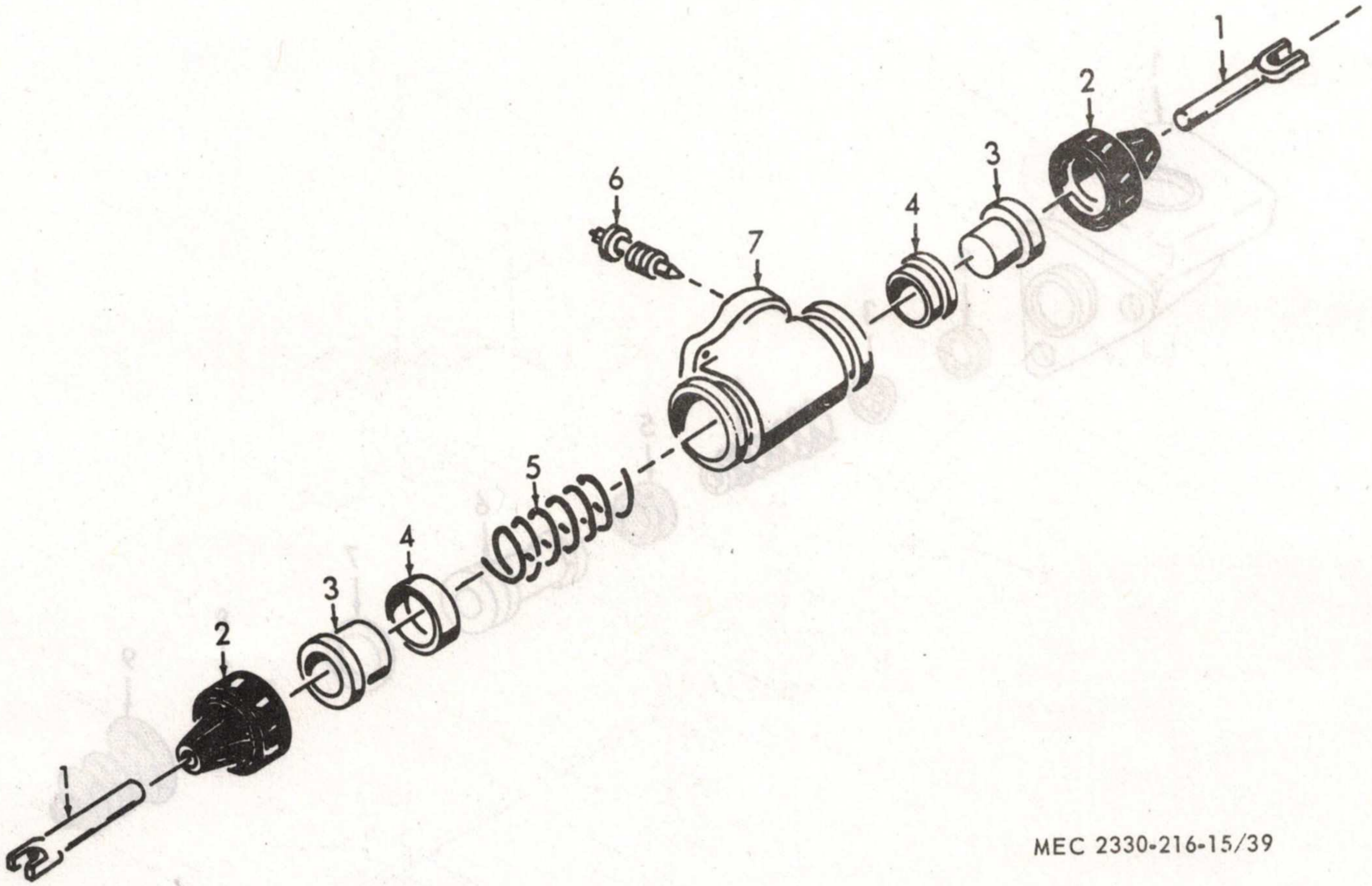


MEC 2330-216-15/38

Figure 93 Master Cylinder.

INDEX TO PARTS, FIGURE 93

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1204	3	BODY	4	1204	3	SPRING	7	1204	3	STOP
2	1204	3	SEAT	5	1204	3	CUP	8	1204	3	RING
3	1204	3	VALVE	6	1204	3	PISTON	9	1204	3	RING

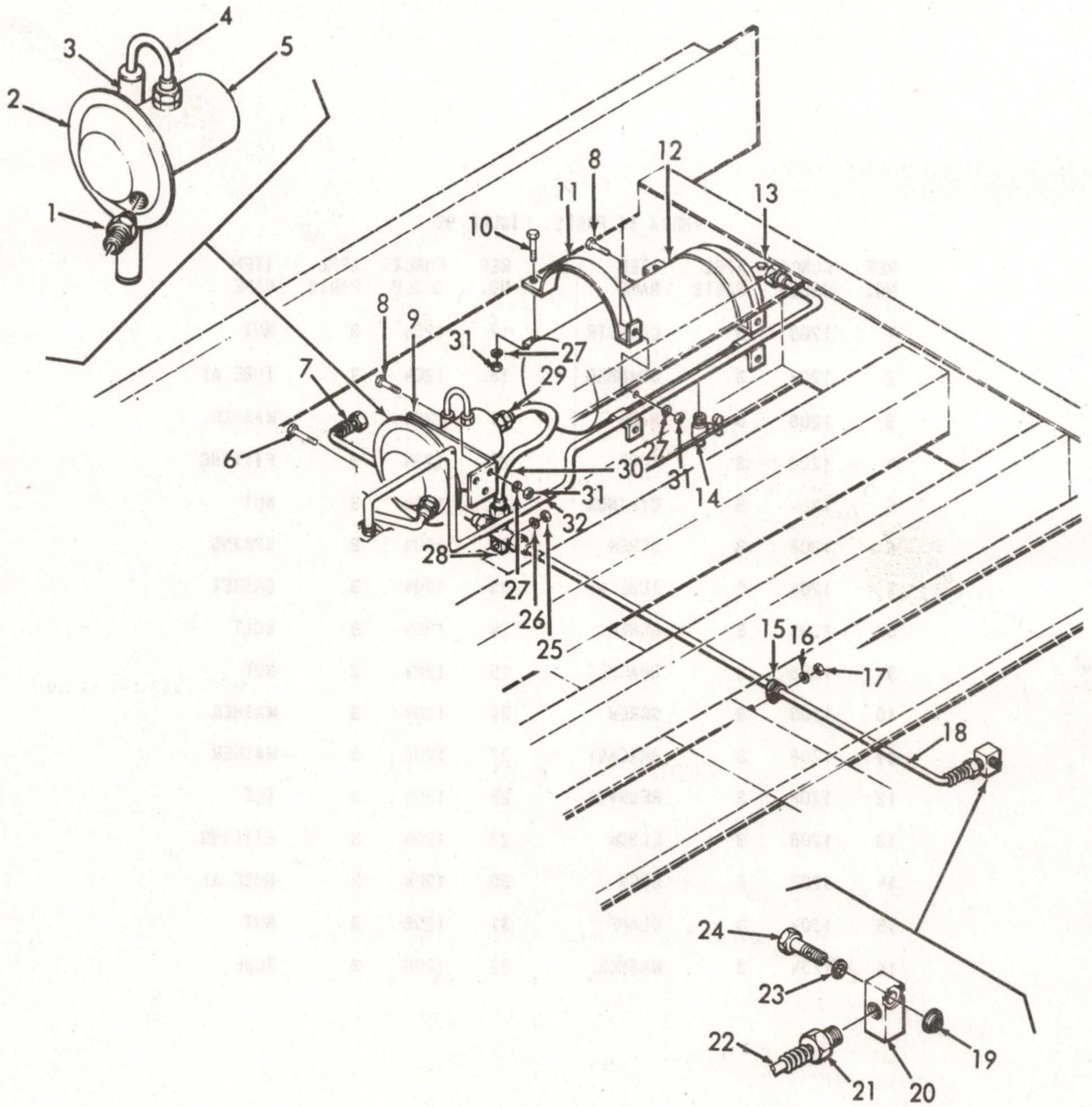


MEC 2330-216-15/39

Figure 94. Wheel Cylinder.

INDEX TO PARTS, FIGURE 94

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1204	3	ROD
2	1204	3	BOOT
3	1204	3	PISTON
4	1204	3	CUP
5	1204	3	SPRING
6	1204	3	SCREW
7	1204	3	BODY



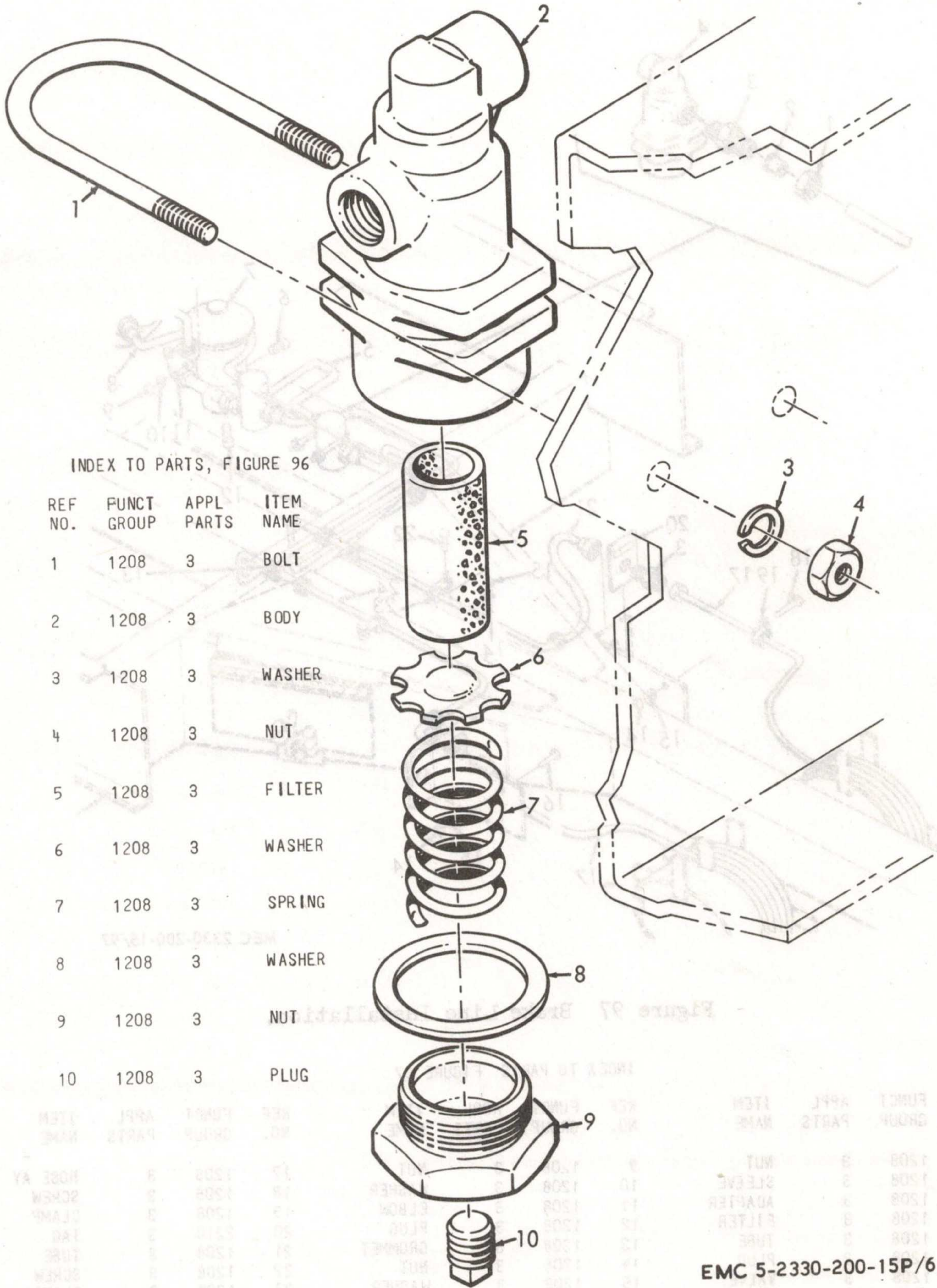
MEC 2330-200-15/95

Figure 95 Brake Chamber, Reservoir, Cylinder, and Lines.

INDEX TO PARTS, FIGURE 95

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1208	3	CONECTR	17	1204	3	NUT
2	1208	3	CHAMBER	18	1204	3	TUBE AY
3	1208	3	HOSE	19	1204	3	WASHER
4	1208	3	TUBE	20	1204	3	FITTING
5	1204	3	CYLINDR	21	1204	3	NUT
6	1208	3	SCREW	22	1204	3	SPRING
7	1204	3	TUBE AY	23	1204	3	GASKET
8	1208	3	SCREW	24	1204	3	BOLT
9	1208	3	BRACKET	25	1204	3	NUT
10	1208	3	SCREW	26	1204	3	WASHER
11	1208	3	BRACKET	27	1208	3	WASHER
12	1208	3	RESRVOR	28	1204	3	TEE
13	1208	3	ELBOW	29	1204	3	FITTING
14	1208	3	COCK	30	1204	3	HOSE AY
15	1204	3	CLAMP	31	1208	3	NUT
16	1204	3	WASHER	32	1208	3	TUBE



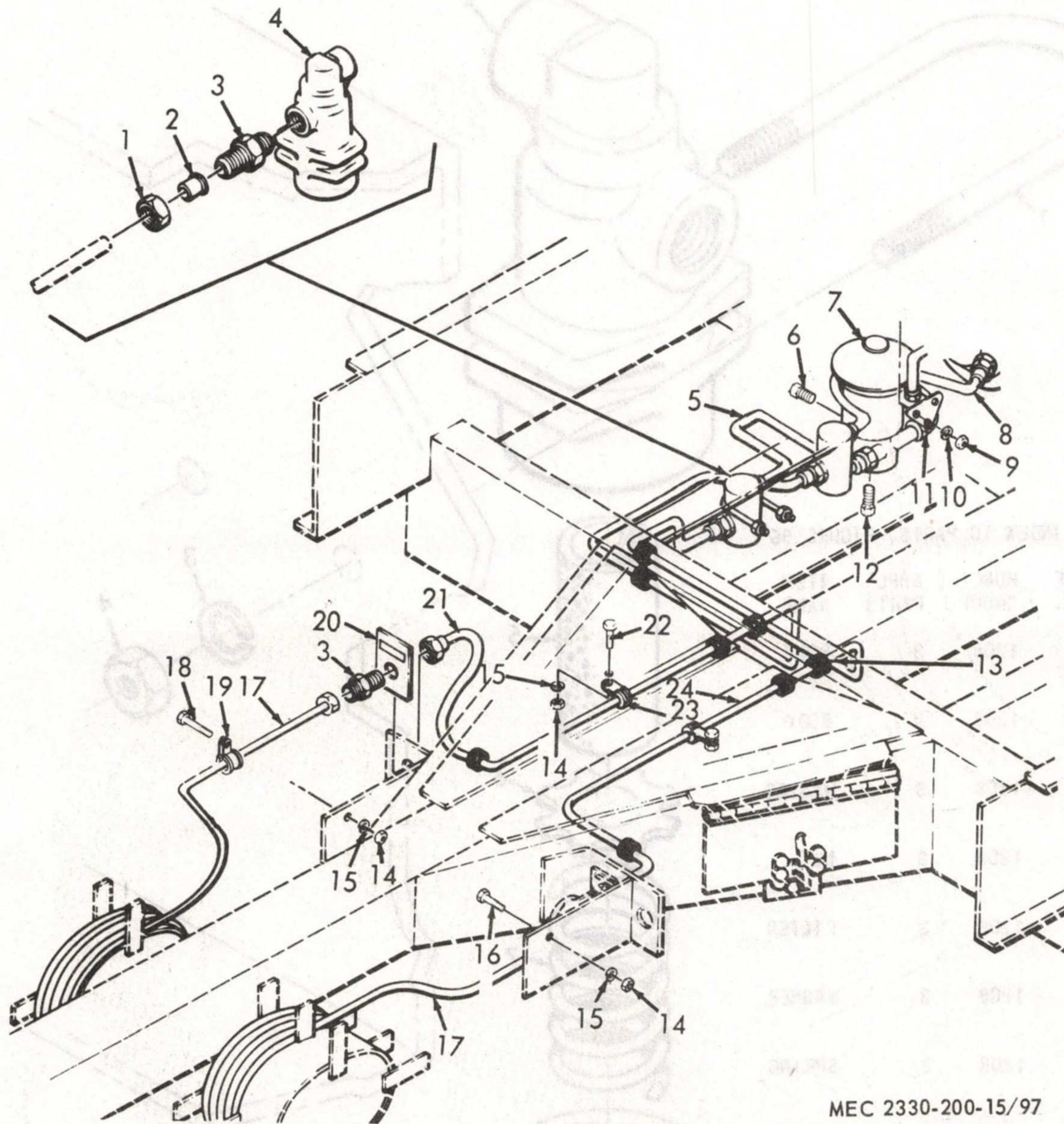


INDEX TO PARTS, FIGURE 96

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1208	3	BOLT
2	1208	3	BODY
3	1208	3	WASHER
4	1208	3	NUT
5	1208	3	FILTER
6	1208	3	WASHER
7	1208	3	SPRING
8	1208	3	WASHER
9	1208	3	NUT
10	1208	3	PLUG

EMC 5-2330-200-15P/6

Figure 96 Air Filter.

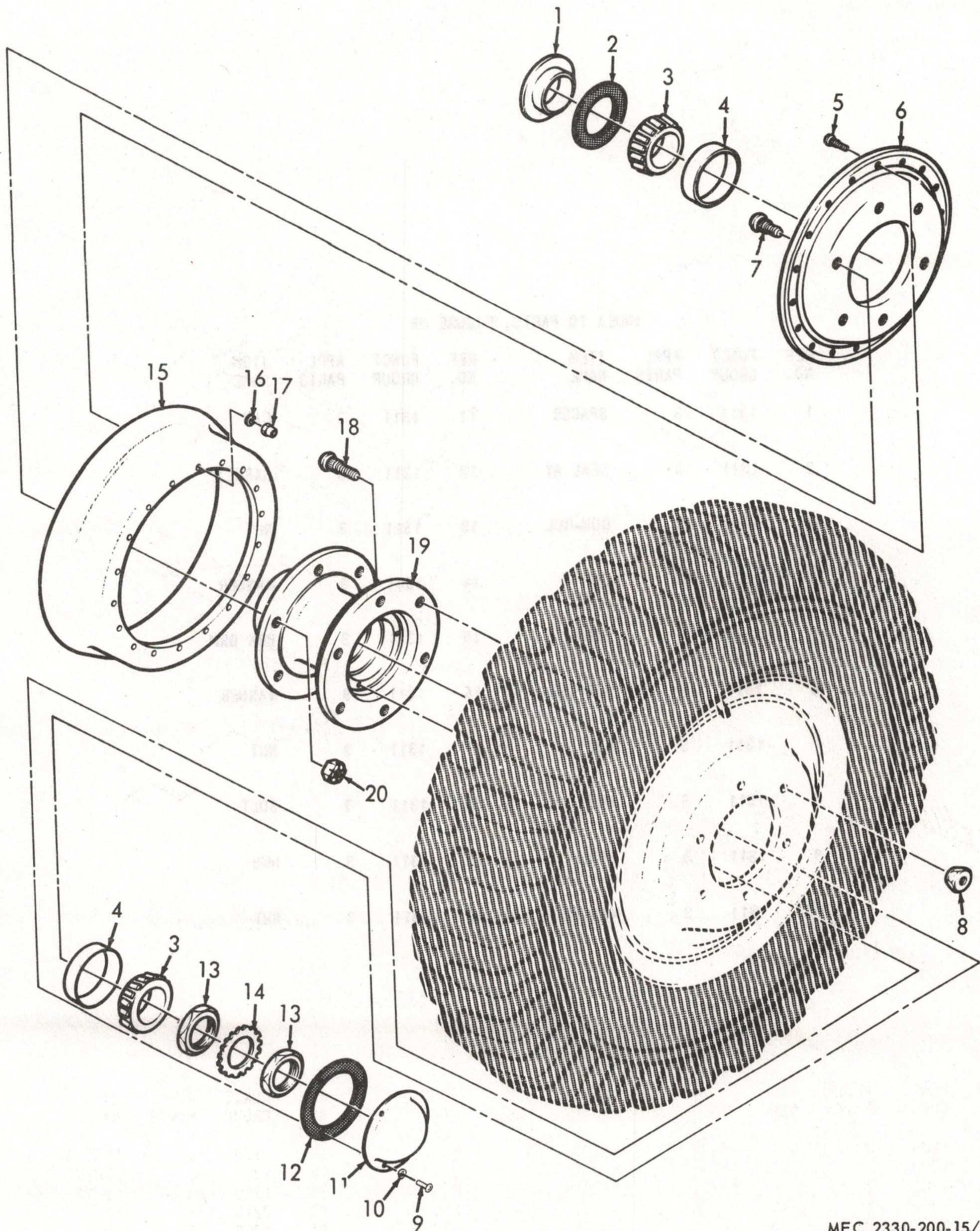


MEC 2330-200-15/97

Figure 97 Brake Line Installation.

INDEX TO PARTS. FIGURE 97

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1208	3	NUT	9	1208	3	NUT	17	1208	3	HOSE AY
2	1208	3	SLEEVE	10	1208	3	WASHER	18	1208	3	SCREW
3	1208	3	ADAPTER	11	1208	3	ELBOW	19	1208	3	CLAMP
4	1208	3	FILTER	12	1208	3	PLUG	20	2210	3	TAG
5	1208	3	TUBE	13	1208	3	GROMMET	21	1208	3	TUBE
6	1208	3	PLUG	14	1208	3	NUT	22	1208	3	SCREW
7	1208	3	VALVE	15	1208	3	WASHER	23	1208	3	CLAMP
8	1208	3	TUBE	16	1208	3	SCREW	24	1208	3	TUBE



MEC 2330-200-15/98

Figure 98 Rim and Wheel.

INDEX TO PARTS, FIGURE 98

REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME	REF NO.	FUNCT GROUP	APPL PARTS	ITEM NAME
1	1311	3	SPACER	11	1311	3	CAP
2	1311	3	SEAL AY	12	1311	3	GASKET
3	1311	3	CON-ROL	13	1311	3	NUT
4	1311	3	CUP	14	1311	3	WASHER
5	1311	3	BOLT	15	1311	3	BRK DRM
6	1311	3	ADAPTER	16	1311	3	WASHER
7	1311	3	BOLT	17	1311	3	NUT
8	1311	3	NUT	18	1311	3	BOLT
9	1311	3	SCREW	19	1311	3	HUB
10	1311	3	WASHER	20	1311	3	NUT

M.C. 3330-500-127 98

Figure 98 Rim and Wheel

# INDEX

	Paragraph	Page
Airbrake chamber (Model T-52) -----	62, 114	67, 108
Air cleaner (Model 11) -----	71	77
Service -----	29	27
Airbrake lines, hoses and fittings (Model T-52) -----	66	71
Airbrake reservoir and brake air filter service (Model 11) -----	27	26
Air filter and reservoir tank service (Model T-52) -----	28	27
Air filter (Model T-52) -----	65	71
Air relay valve (Model T-52) -----	63, 115	67, 109
Air relay emergency valve (Model 11) -----	69	76
Air reservoir (Model 11) -----	70	76
Air reservoir tank (Model T-52) -----	64, 116	70, 111
Anchor support and adjuster and brake backing plate (Model 11) -----	59	60
Axle assembly (Model 11) -----	126	119
Axle (Model T-52) -----	125	118
Balk clamping beam (All makes and models) -----	82	86
Balk clamping beam bracket (Model T-52) -----	83	88
Balk clamping beam chain and screw (Model T-52) -----	84	89
Balk clamping beam support (Model 11) -----	89	95
Basic issue tools and equipment -----	19	17
Beam clamping assembly (Model 11) -----	90	97
Blackout stoplight (Model T-52) -----	42	31
Brake lines, hoses, and fittings (Model 11) -----	72	77
Brake lining (Model T-52) -----	54	50
Brakeshoes (Model 11):		
Adjustment -----	55d	53
Bleeding -----	55e	55
Lining replacement -----	55f	55
Brakeshoes and camshaft (Model T-52) -----	58	59
Clearance lights (Model 11) -----	48	44
Cylinder and chamber assembly (Model 11) -----	68, 117	75, 111
Daily preventive maintenance services -----	24	22
Demolition:		
By explosives or weapons fire -----	94	100
Other demolition methods -----	95	101
To render the equipment inoperative -----	93	100
Training -----	96	102

	Paragraph	Page
Description .....	3, 103	3, 105
Detailed lubrication information .....	22	21
Difference in models .....	5	10
Direct and general support and depot maintenance repair parts .....	106	107
Draft tube assembly (All makes and models) .....	133	125
Draft tube pin (Model 11) .....	86	91
Draft tube pin (Model T-52) .....	80	84
Frame assembly (Model 11) .....	132	124
Frame assembly (Model T-52) .....	131	123
General lubrication information .....	21	17
Hub, drum, and bearings, (All makes and Models) .....	52	47
Identification and tabulated data .....	4, 104	8, 105
Inspecting and servicing equipment:		
Depreservation .....	7a	12
Inspection and servicing .....	7b	12
Inspection and maintenance of equipment in storage .....	100	104
Installation or setting-up instructions .....	8	13
Landing jack (Model 11) .....	78, 128	83, 121
Landing jack (Model T-52) .....	76, 128	81, 121
Loading equipment for shipment .....	98	103
Locking pins and brace (Model 11) .....	77	81
Locking pins and brace (Model T-52) .....	75	80
Lunette (Model T-52) .....	81	84
Lunette and safety chains (Model 11) .....	88	93
Main spring (All makes and Models) .....	123	117
Movement .....	10	13
Operation:		
In dusty or sandy areas .....	15	15
In extreme cold .....	13	15
In extreme heat .....	14	15
In salt water areas .....	17	16
Under rainy or humid conditions .....	16	15
Organizational maintenance repair parts .....	20	17
Overload springs (All makes and Models) .....	122	114
Preparation for movement .....	9	13
Preparation of equipment for shipment .....	97	103
Preparation of equipment for storage .....	99	103
Quarterly preventive maintenance services .....	25	24
Record and report forms .....	2, 102	3, 105

	Paragraph	Page
Reflectors (All makes and Models) -----	49	46
Scope -----	1, 101	3, 105
Screw clamp assembly (Model 11) -----	87	93
Service brakes (Model 11) -----	120	114
Service brakes (Model T-52) -----	119	113
Shoe adjusting stud (Model 11) -----	60	63
Slack adjusters (Model T-52) -----	56	55
Special tools and equipment -----	18, 105	17, 107
Specially designed tools and equipment -----	107	107
Stoplight/taillight (Model 11) -----	44	33
Taillight (Model T-52) -----	43	33
Taillight lamp replacement (Model T-52) -----	41	29
Taillight/turn signal (Model 11) -----	45	35
Testing brake system (Model 11) -----	73	79
Testing airbrake system (Model T-52) -----	67	75
Testing circuits (Model T-52) -----	40	28
Tire and disk (All makes and Models) -----	51	46
Toolbox (Model T-52) -----	85, 130	90, 123
Trailer operation -----	12	13
Troubleshooting:		
Brakes noisy -----	37	28
Brakes overheat -----	38	28
General -----	30, 108	28, 107
Landing jack fails to operate -----	112	107
Lights do not operate properly -----	31	28
Tire wear excessive -----	32	28
Trailer airbrakes fail (Model 11) -----	111	107
Trailer airbrakes fail (Model T-52) -----	110	107
Trailer brakes inoperative -----	36	28
Trailer does not track properly -----	34	28
Trailer towing improperly -----	109	107
Wheel hub heats excessively -----	33	28
Wheel hub throws grease -----	35	28
Unloading the equipment -----	6	11
Utility compartment lid (Model 11) -----	91	99
Wheel cylinder assemblies -----	57	57
Wiring harness (Model 11) -----	47	40
Wiring harness (Model T-52) -----	46	35

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Div (2)	5-48 8-551 39-61
Engr Bde (1)	5-77 8-563 44-235
Svc Colleges (2)	5-78 8-565 44-237
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Br Svc Sch (2) except	5-129 8-650 44-537
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GENDEP (OS) (10)	5-145 10-337 55-187
Engr Dep (OS) (10)	5-148 10-417 55-201
Army Dep (2)	5-155 10-445 55-260
USA Tml Comd (2)	5-157 10-447 55-445
Army Tml (1)	5-167 10-448 57
Div Engr (2)	5-225 10-467 57-5
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USAR: Same as active Army except allowance is one copy to each unit.

For explanation of abbreviations used, see AR 320-50.



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