

TECHNICAL MANUAL

OPERATOR'S, ORGANIZATIONAL, DIRECT SUPPORT,
AND GENERAL SUPPORT MAINTENANCE MANUAL
(INCLUDING REPAIR PARTS AND SPECIAL TOOLS LISTS)

TRAILER, CARGO AMPHIBIOUS

1/4 TON, 2-WHEEL

M100 (2330-732-8227)

TRAILER, CHASSIS

1/4 TON, 2-WHEEL

M115 (2330-835-8590)

TRAILER, MAINTENANCE: TELEPHONE CABLE SPLICER

1/4 TON, 2-WHEEL

M367 (2330-215-4211)

HEADQUARTERS, DEPARTMENT OF THE ARMY

This copy is a reprint which includes current
pages from Change 1.

APRIL 1972

TECHNICAL MANUAL }
 No. 9-2339-201-14 }

HEADQUARTERS
 DEPARTMENT OF THE ARMY
 WASHINGTON, D.C., 26 April 1972

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***This manual supersedes TM 9-871A, 27 July 1951; ORD 7 and 8 SNL G-747, July 1956;
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CHAPTER 1

INTRODUCTION

Section I. GENERAL

1-1 Scope

a. This manual contains instructions for the use of operating personnel maintaining the 1/4-ton, 2-wheel trailers, M100, M115 and M367 as allocated by the Maintenance Allocation Chart. It provides information of the operation, lubrication, and preventive maintenance checks and services of the equipment, accessories, components and attachments. This manual also includes instructions for shipment and limited storage.

1-2. Forms and Records

Maintenance forms, records, and reports which are to be used by maintenance personnel at all maintenance levels are listed in and prescribed by TM 38-750.

1-3. Reporting of Equipment Publication Improvements

The reporting of errors, omissions, and recom-

mendations for improving this publication by the individual user is encouraged. Reports should be submitted on DA Form 2028, (Recommended Changes to Publications) and forwarded direct to Commanding General, U.S. Army Tank-Automotive Command, ATTN: AMSTA-MAPT (NMP), Warren, Mich., 48090. A reply will be furnished directly to you.

1-4. Destruction of Army Materiel to Prevent Enemy Use

Refer to TM 750-244-3.

1-5. Administrative Storage

For information on administrative storage, refer to TM 740-90-1.

Section II. DESCRIPTION AND DATA

1-6. Description

a. *General.* The M100 Cargo Trailer (fig. 1-1 and 1-2) and the M115 Chassis Trailer are a two-wheel general purpose carrier designed to carry a load of 500 pounds cross-country. The M367 Maintenance Trailer (fig. 1-3) is a two-wheel general purpose carrier used as a Telephone Cable Splicer.

(1) The body and frame are of one piece welded construction.

(2) The body is water-tight and will float the trailer and a 500-pound load in fording operations.

(3) Two drain valves are provided, one in the front, and one in the rear of the floor.

(4) The trailer is equipped with two tail lights which are operated from the towing vehicle.

(5) An intervehicular cable is provided for connecting the trailer electrical system with that of the towing vehicle. This cable is stowed in the intervehicular cable storage box mounted on the left front of the body.

(6) Reference in this manual to the right or left sides of the vehicle will be as viewed when standing at the rear of the vehicle facing forward.

(7) An A frame drawbar is bolted to the frame side members and serves as a mount for the towing connections and the support leg. The support leg is a movable support which is used to keep the trailer upright when the trailer is not connected to a towing vehicle.

(8) A canvas paulin, which fastens to hooks welded to the body, is provided to cover the trailer top.

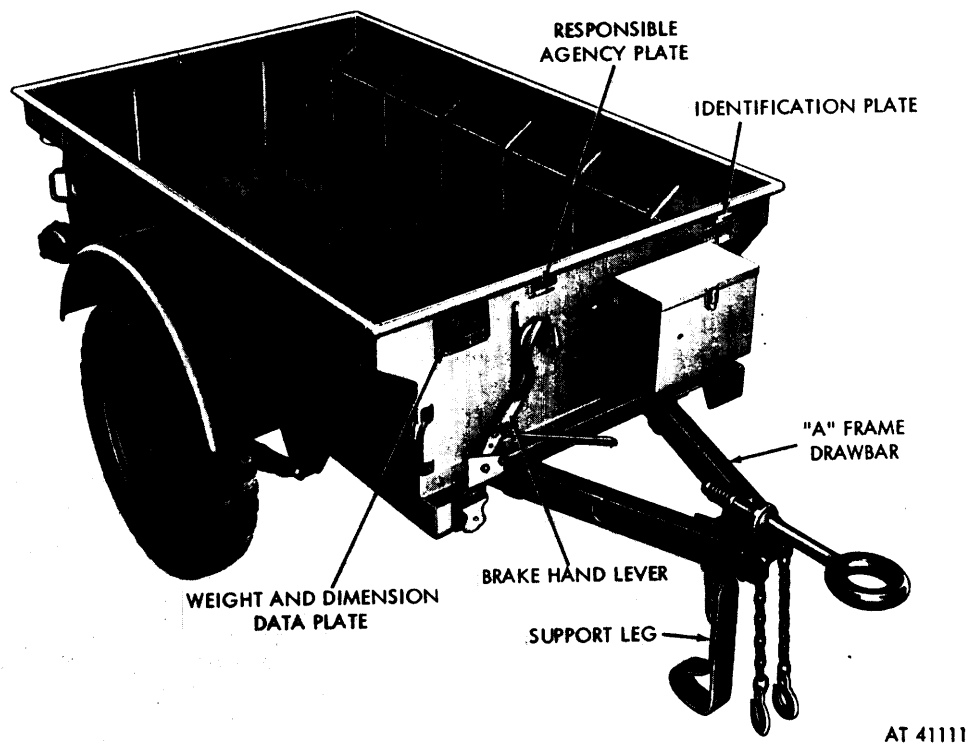


Figure 1-1. 1/4-ton, 2-wheel Cargo Trailer M100—right front view.

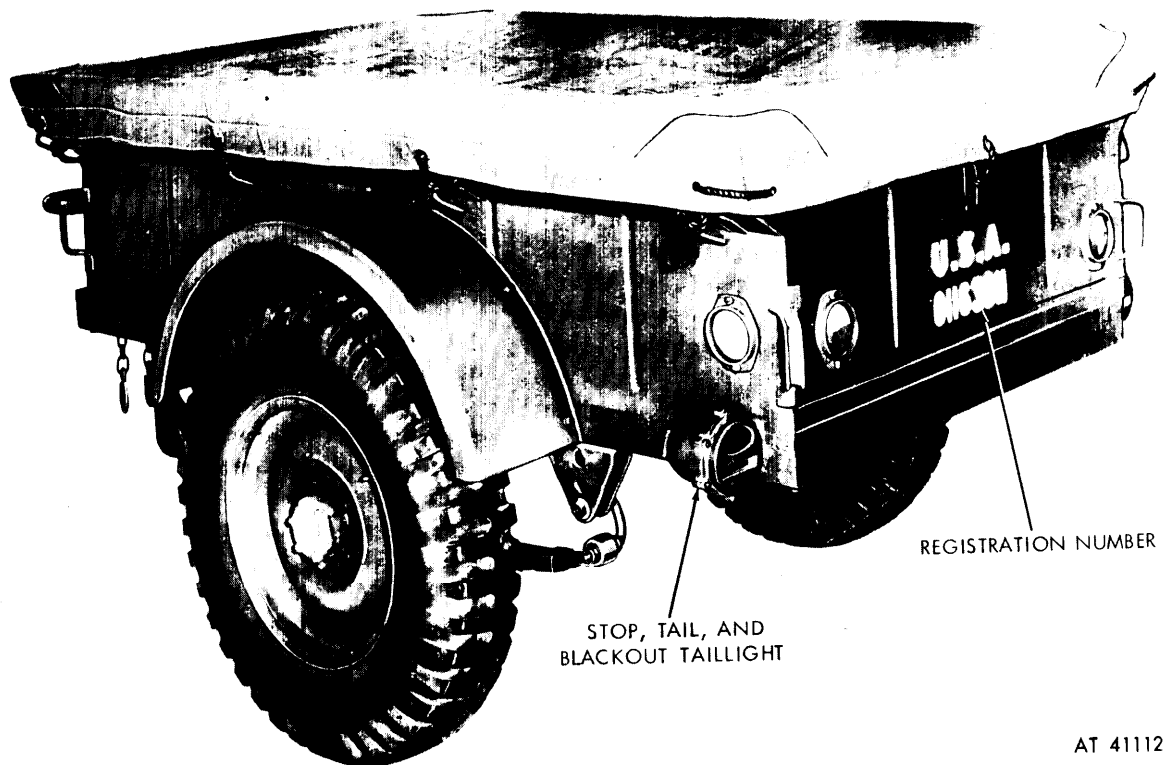


Figure 1-2. 1/4-ton, 2-wheel, Cargo Trailer M100 with tarpaulin installed—left rear view.