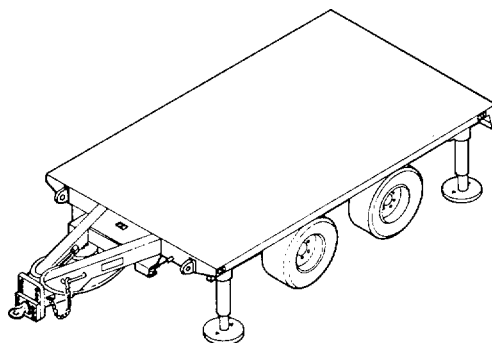


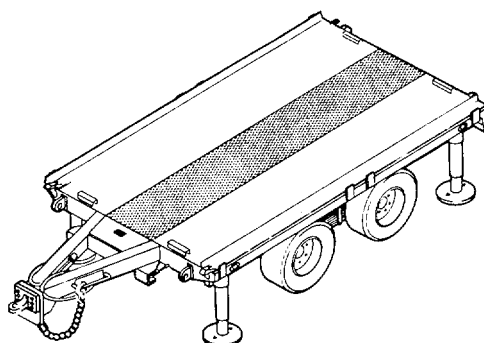
TECHNICAL MANUAL

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

FOR



**TRAILER: FLATBED 5-TON TANDEM AXLE XM1034
NSN 2330-01- 173-9264**



**TRAILER: FLATBED 6-TON TANDEM AXLE XM1048
NSN 2330-01-167-7258**

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

Technical Manual
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HEADQUARTERS
DEPARTMENT OF THE ARMY
Washington, D.C., 10 July 1935

**OPERATOR, ORGANIZATIONAL, DIRECT SUPPORT, AND GENERAL
SUPPORT MAINTENANCE MANUAL
(INCLUDING REPAIR PARTS AND SPECIAL TOOLS LIST)
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AND

**TRAILER: FLATBED 6-TON TANDEM AXLE XM1048
NSN 2330-01-167-7258**

Current as of 9 April 1985.

REPORTING OF ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual. If you find any mistakes or if you know of a way to improve the procedures, please let us know. Mail your letter or DA Form 2028 (Recommended Changes to Equipment Publications and Blank Forms), or DA Form 2028-2 located in the back of this publication direct to: US Army Tank-Automotive Command, ATTN: AMSTA-MBP, Warren, MI 48397-5000. A reply will be furnished to you.

TABLE OF CONTENTS

		Page
CHAPTER	1	ORGANIZATIONAL MAINTENANCE INSTRUCTIONS..... 1-1
Section	I.	General Information 1-1
Section	II.	Equipment Description and Data 1-2
CHAPTER	2	OPERATING INSTRUCTIONS..... 2-1
Section	I.	Description and Use of Operator's Controls and Indicators 2-1
Section	II.	Operator Preventive Maintenance Checks and Services (PMCS)..... 2-2
Section	III.	Operation Under Usual Conditions. 2-6
Section	IV.	Operation Under Unusual Conditions..... 2-12

TABLE OF CONTENTS-(continued)

			Page
CHAPTER	3	OPERATOR MAINTENANCE	3-1
Section	I.	Lubrication Instructions.....	3-1
Section	II.	Operator Troubleshooting Instructions.....	3-5
Section	III.	Operator/Crew Maintenance.....	3-10
CHAPTER	4	ORGANIZATIONAL MAINTENANCE INSTRUCTIONS.....	4-1
Section	I.	Repair Parts, Special Tools, TMDE and Support Equipment.....	4-1
Section	II.	Service Upon Receipt of Materiel.....	4-1
Section	III.	Organizational Preventive Maintenance Checks and Services (PMCS)	4-2
Section	IV.	Organizational Troubleshooting Procedures	4-4
Section	V.	Organizational Maintenance Procedures	4-11
CHAPTER	5	DIRECT SUPPORT AND GENERAL SUPPORT MAINTENANCE INSTRUCTIONS.....	5-1
Section	I.	Repair Parts, Special Tools, TMDE and Support Equipment.....	5-1
Section	II.	Maintenance of Components.....	5-1
Section	III.	Preparation for Storage or Shipment	5-8
APPENDIX	A	REFERENCES.....	A-1
APPENDIX	B	MAINTENANCE ALLOCATION CHART	B-1
Section	I.	Introduction	B-1
Section	II.	Maintenance Allocation Chart.....	B-4
Section	III.	Tool and Test Equipment Requirements.....	B-6
Section	IV.	Remarks.....	B-6
APPENDIX	C	COMPONENTS OF END ITEM AND BASIC ISSUE ITEMS LISTS.....	C-1
Section	I.	Introduction	C-1
Section	II.	Components of End Item.....	C-2
Section	III.	Basic Issue Items	C-2
APPENDIX	D	ADDITIONAL AUTHORIZATION LIST	D-1
Section	I.	Introduction	D-1
Section	II.	Additional Authorization List	D-1



TABLE OF CONTENTS-(continued)

			Page	Illus fig.
APPENDIX	E	EXPENDABLE/DURABLE SUPPLIES AND MATERIALS LIST	E-1	
Section	I.	Introduction	E-1	
Section	II.	Expendable/Durable Supplies and Materials List	E-2	
APPENDIX	F	ORGANIZATIONAL, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE REPAIR PARTS AND SPECIAL TOOLS LIST	F-1	
Section	I.	Introduction	F-1	
Section	II.	Repair Parts List.....	F-10	
Group	06	Electrical System		
		0609 Composite Light	F-10	1
		0613 Wiring Harness.....	F-12	2
		0613 Wiring Harness Junction.....	F-14	3
		0613 Wiring Harness Attaching Hardware	F-16	4
Group	11	Axle		
		1100 Axle.....	F-18	5
Group	12	Brakes		
		1201 Hand Brake	F-20	6
		1202 Service Brake.....	F-24	7
		1208 Air System.....	F-28	8
		1208 Air Line Couplings and Reservoir	F-30	9
		1208 Air Lines and Filter	F-32	10
		1208 Emergency Relay Valve	F-34	11
		1208 Brake Air Chamber.....	F-36	12
Group	13	Wheels		
		1311 Hubs and Drums.....	F-38	13
		1313 Wheels and Tires	F-40	14
Group	15	Frame and Towing Attachments		
		1503 Lunette and Safety Chains	F-42	15
		1504 Spare Tire Carrier.....	F-44	16
		1507 Leveling Jack	F-46	17
		1507 Swivel Assembly	F-50	18
Group	16	Springs		
		1601 Spring Assembly	F-54	19
Group	18	Body		
		1801 Frame Components.....	F-58	20
		1808 Tool Box.....	F-60	21
Group	22	Accessory Items		
		2202 Reflectors.....	F-62	22
		2210 Data Plates.....	F-64	23

TABLE OF CONTENTS-(continued)

			Page
APPENDIX	G	ILLUSTRATED LIST OF MANUFACTURED ITEMS	G-1
Section	I.	Introduction	G-1
Section	II.	Tabular Listing of Manufactured Items.....	G-1
APPENDIX	H	TORQUE TABLE.	H-1

CHAPTER 1

ORGANIZATIONAL MAINTENANCE INSTRUCTIONS

Section I. GENERAL INFORMATION

1-1. SCOPE.

a. This technical manual contains operating instructions and operator, organizational, direct and general support maintenance instructions, including repair parts and special tool lists.

b. This manual is for support of the:

- (1) Trailer, Flatbed, 5-Ton, 4-Wheel, Tandem Axle, XM1034
- (2) Trailer, Flatbed, 6-Ton, 4-Wheel, Tandem Axle, XM1048

c. The purpose of these trailers is to transport mounted items in support of various missions.

d. All differences between the XM1034 and XM1048 will be discussed throughout the entire manual. All items apply to both trailers unless so designated.

1-2. MAINTENANCE FORMS AND RECORDS. Department of the Army forms and procedures used for equipment maintenance will be those prescribed by DA PAM 738-750, The Army Maintenance Management System (TAMMS).

1-3. DESTRUCTION OF ARMY MATERIEL TO PREVENT ENEMY USE. Refer to TM750-244-6, Procedures for Destruction of Tank-Automotive Equipment to Prevent Enemy Use (US Army Tank-Automotive Command).

1-4. REPORTING EQUIPMENT IMPROVEMENT RECOMMENDATIONS (EIR). If your trailer needs improvement, let us know. Send us an EIR. You, the user, are the only one who can tell us what you do not like about your equipment. Let us know why you do not like the design. Put it on an SF 368 (Quality Deficiency Report). Mail it to us at U.S. Army Tank-Automotive Command, AMSTA-MP, Warren, MI. 48090. We will send you a reply.

1-5. ADMINISTRATIVE STORAGE. For test procedures, forms and records, and inspections required during administrative storage of this equipment, refer to TM740-90-1, Administrative Storage of Equipment.

Section II. EQUIPMENT DESCRIPTION AND DATA

1-6. EQUIPMENT CHARACTERISTICS, CAPABILITIES, AND FEATURES.

- Can be towed by a 5-ton truck. The XM1034 will be towed by the XM1015 tracked vehicle.
- Have leveling jacks.
- Have 24 volt electrical system.
- Have tandem axles.
- Can be towed over highways, improved roads and unimproved roads.

1-7. LOCATION AND DESCRIPTION OF MAJOR COMPONENTS.

a. The flatbed trailer includes the frame, lunette, suspension system, air brake system, leveling jacks, and lighting system. The flatbed trailer frame is a welded steel structure comprised of channel members welded to a 7-gage steel decking plate on the XM1034 and a 3/16 inch plate with a center strip of mesh expanded metal on the XM1048.

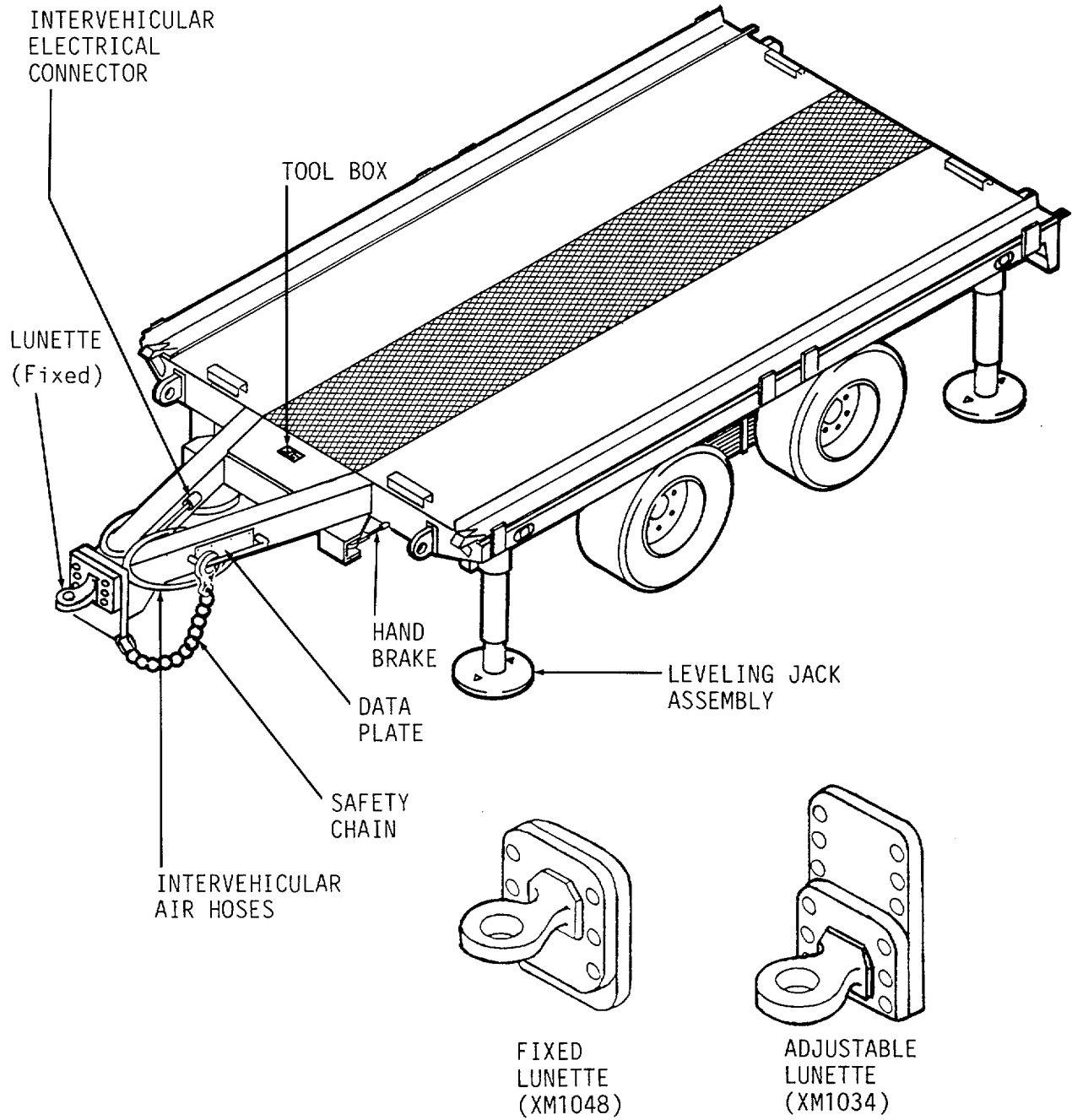
b. Intervehicular safety chains (fig. 1-1) are secured on the drawbar adjacent to the lunette.

c. The suspension system (fig. 1-2) is a tandem axle, leaf spring arrangement attached to a trunnion axle which is mounted to pedestals on the trailer frame. Each of the four wheels is equipped with mechanical shoe-type brakes actuated by the air brake system with air supplied and controlled by the towing vehicle.

d. The air brake system (fig. 1-3) consists of "Service" and "Emergency" Intervehicular hoses and couplings, air filters, air reservoir, emergency relay valve, four air chambers, and connecting tubing. The Service line provides control air and the Emergency line provides supply air. Metal tags on the anchor couplings identify the towing vehicle outlet to which each hose is to be connected. The service brakes are expanding shoe and drum type. Air pressure for brake operation is supplied and controlled from the towing vehicle.

e. Hand brake levers, located on each side of the drawbar, (fig. 1-1) connect through cables to the slack adjusters on the front axle. The slack adjusters serve as a means for setting the clearance between the brake shoes and the brake drum. Adjusting knobs on the ends of the hand brake levers tighten the cables, which in turn tighten the slack adjusters.

f. Retractable leveling jacks (figs. 1-1 and 1-4) are located at each corner of the trailer deck. These jacks can be retracted for trailering or extended and individually raised or lowered to level the trailer bed in all directions. A removable hand crank is used to raise or lower the jacks.



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Figure 1-1. Flatbed Trailer (XM1048 shown)