

TM 9-760

WAR DEPARTMENT TECHNICAL MANUAL

BOMB TRAILER M5

WAR DEPARTMENT

31 DECEMBER 1943

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WAR DEPARTMENT

Washington 25, D. C., 31 December 1943

TM 9-760, Bomb Trailer M5, is published for the information and guidance of all concerned.

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BY ORDER OF THE SECRETARY OF WAR:

G. C. MARSHALL,
Chief of Staff.

OFFICIAL:

J. A. ULIO,
Major General,
The Adjutant General.

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(For explanation of symbols, see FM 21-6)

BOMB TRAILER M5

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BOMB TRAILER M5**PART ONE—VEHICLE OPERATING INSTRUCTIONS****Section I****INTRODUCTION****Paragraph**

Scope

1**1. SCOPE.**

a. This technical manual is published for the information and guidance of the using arms personnel charged with the operation, maintenance, and minor repair, of this materiel.

b. In addition to a description of the Bomb Trailer M5, this manual contains technical information required for the identification, use, and care, of the materiel. The manual is divided into two parts. Part One, section I, paragraph 1, through section VIII, paragraph 20, gives vehicle operating instructions. Part Two, section IX, paragraph 21 through section XX, paragraph 62, gives vehicle maintenance instructions to the using arm personnel charged with the responsibility of doing maintenance work within their jurisdiction.

c. In all cases where the nature of the repair, modifications, or adjustment, is beyond the scope or facilities of the unit, the responsible ordnance service should be informed so that trained personnel with suitable tools and equipment may be provided, or proper instructions issued.

Section II

DESCRIPTION AND DATA

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2. DESCRIPTION (figs. 1, 2, 3).

a. Purpose. Bomb Trailer M5, is a low deck vehicle with a dual wheel, rubber-tired caster, and two rubber-tired rear wheels. The vehicle, transported by a towing vehicle, is used primarily to carry bombs.

b. General Description. The bomb trailer consists of a frame and deck mounted in front on the caster unit, and in the rear on the rear spring, axle, and wheel assembly. A hitch yoke unit, embodying an adjustable lunette and an overload and stabilizer spring assembly, is hinged to the front of the frame. The hitch yoke provides a means for towing the vehicle. The lunette is adjustable for height and can be coupled to any towing vehicle equipped with a pintle tow hook. A swivel-type rear pintle is provided for connecting trailers in trains. The vehicle is equipped with brakes and lights which operate electrically from any towing vehicle having a suitable electric outlet and controller. Brakes can be hand-operated in an emergency, or for parking. A break-away safety switch automatically applies the brakes electrically in the event the vehicle should break away from the towing vehicle or from the preceding trailer in a train. The low deck of the vehicle is made possible by a raised frame at the front of the trailer. The raised frame provides room for the front suspension caster. A tool box is bolted securely to the superstructure at the front of the frame.

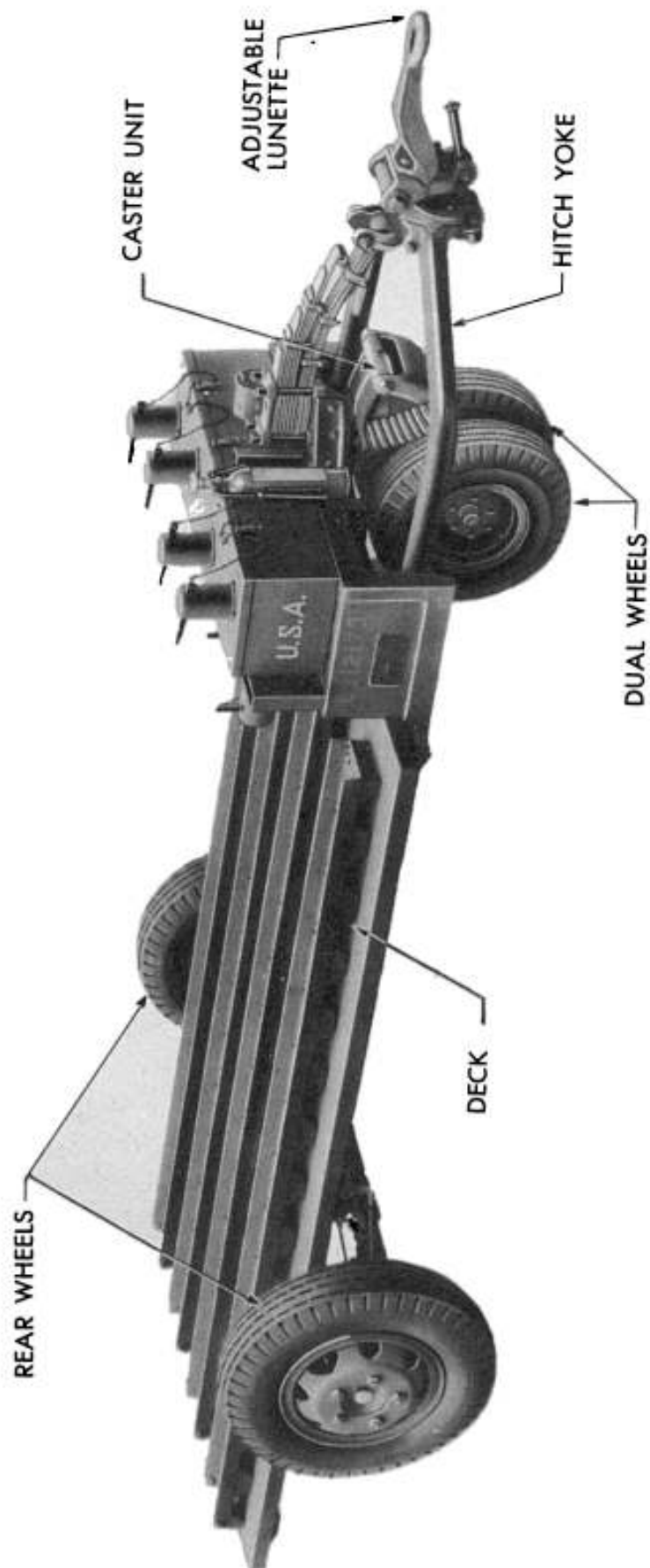
c. Characteristics. The trailer caster unit permits the vehicle to be turned in its own tracks. The caster, together with the adjustable lunette and stabilizer assemblies, enables the towing vehicle to pull a single vehicle, or a train of up to six vehicles, at speeds consistent with the terrain being traversed without "snaking" or "jackknifing." The low deck makes it possible to load or unload the vehicle manually. Because of its mobility the vehicle can be handled manually when unhitched from the towing vehicle.

3. DIFFERENCES AMONG MODELS (figs. 4 and 5).

a. Hitch Assembly Differences. The main difference in trailer models is in the hitch assemblies. Trailers bearing serial numbers from 197 to 7843, inclusive, are equipped with a front hitch embodying a transverse semielliptic stabilizer spring, a stabilizer control, and a reversible lunette (fig. 4). Vehicles bearing serial numbers from

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BOMB TRAILER M5



RA PD 311302

Figure 1—Bomb Trailer M5, Right Front

DESCRIPTION AND DATA

RA PD 311303

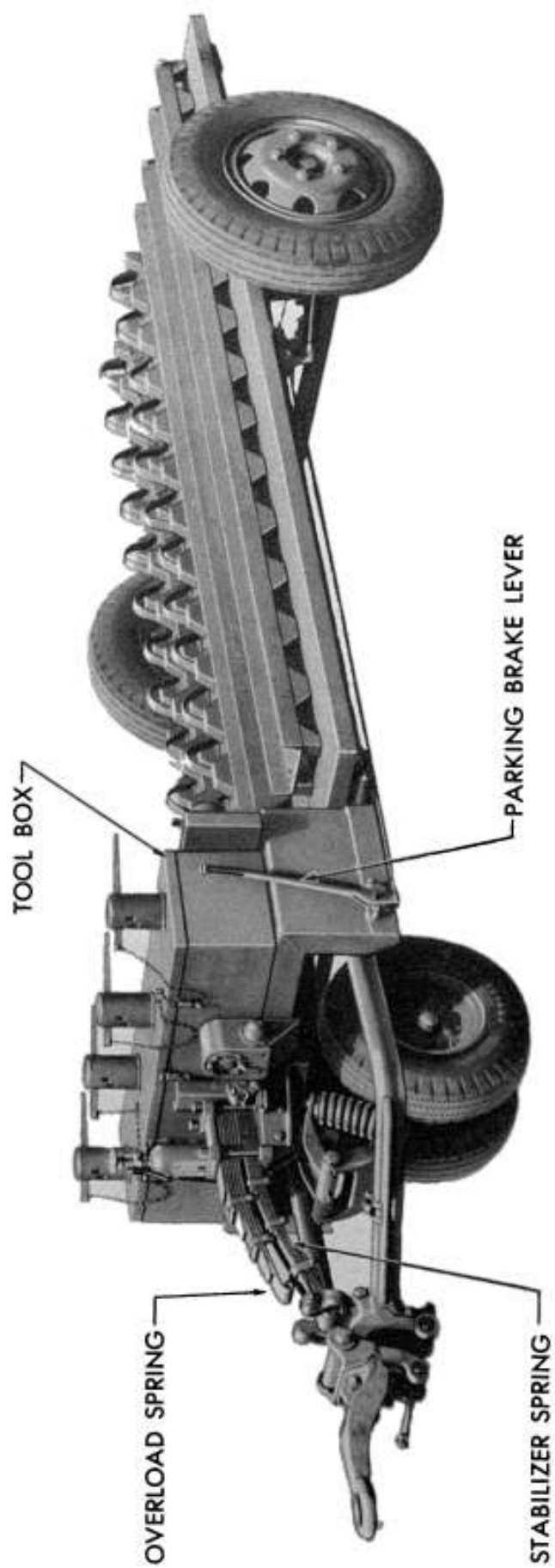
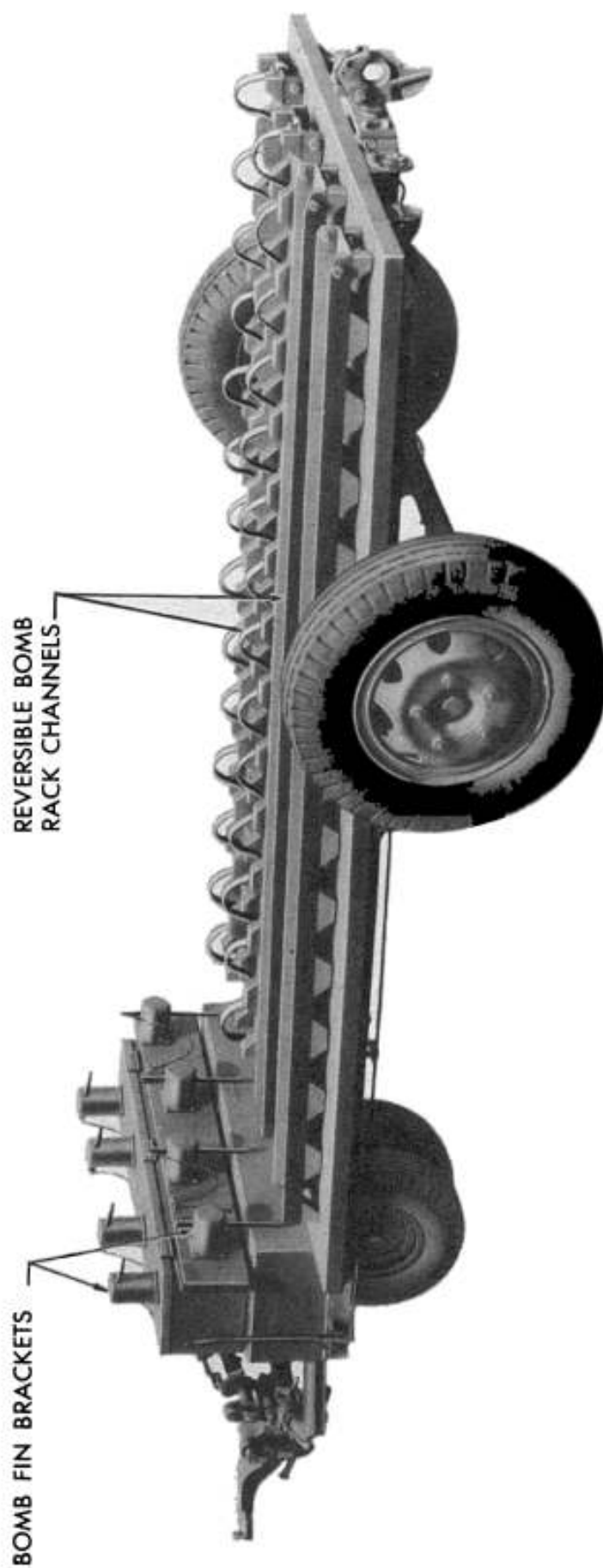


Figure 2—Bomb Trailer M5, Left Front

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BOMB TRAILER M5



RA PD 311304

Figure 3—Bomb Trailer M5, Left Rear