

# TM 9-772

WAR DEPARTMENT TECHNICAL MANUAL

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CARRIER, CARGO,  
M29

CARRIER, CARGO,  
M29C

**RESTRICTED DISSEMINATION OF RESTRICTED MATTER—**  
The information contained in restricted documents and the essential characteristics of restricted material may be given to any person known to be in the service of the United States and to persons of undoubted loyalty and discretion who are cooperating in Government work, but will not be communicated to the public or to the press except by authorized military public relations agencies. (See also paragraph 23b, AR 380-5, 15 March 1944.)



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This manual supersedes TM 9-772, 19 June 1943; TB 9-772-1, 16 February 1944; and TB 9-772-2, 13 May 1944. This manual also supersedes applicable portions of TB ORD 20, 24 January 1944; TB ORD 74, 8 July 1943; and TB ORD 126, 19 July 1944.

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*WAR DEPARTMENT*

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*5 JULY 1944*

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WAR DEPARTMENT  
Washington 25, D.C., 5 July 1944

TM 9-772, Carrier, Cargo, M29; Carrier, Cargo, M29C, 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.*

DISTRIBUTION: As prescribed in Par 9a, FM 21-6; IBn 9 (3); IC 9 (3).

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

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**PART ONE****GENERAL****Section I****INTRODUCTION****1. SCOPE.**

a. These instructions are published for the information and guidance of the personnel to whom this equipment is assigned. They contain information on the operation and maintenance of the Cargo Carriers M29 and M29C as well as descriptions of the major units and their functions in relation to the other components of this vehicle. The information contained in this manual applies to both M29 and M29C except where specifically designated.

b. This manual has the following arrangement:

(1) Part One, General, contains description and data. It lists the tools, spare parts, and equipment carried on the vehicle. It also lists organizational special tools for this vehicle.

(2) Part Two, Operating Instructions, contains instructions for the operation of the vehicle, with description and location of the controls and instruments.

(3) Part Three, Maintenance Instructions, contains information needed for the performance of the scheduled lubrication and preventive maintenance services, and instructions for maintenance operations which are the responsibility of the using organizations (first and second echelons). Stock numbers in this part were obtained from the Organizational Spare Parts and Equipment List of SNL G-179.

(4) The Appendix contains instructions for shipment and limited storage, and a list of references, including Standard Nomenclature Lists, technical manuals, and other publications applicable to the vehicle.

**2. RECORDS.**

a. Forms and records applicable for use in performing prescribed operations are listed below with brief explanations of each.

(1) STANDARD FORM NO. 26, DRIVER'S REPORT—ACCIDENT, MOTOR TRANSPORTATION. One copy of this form will be kept with the vehicle at all times. In case of an accident resulting in injury or property damage, it will be filled out by the driver on the spot or as promptly as practical thereafter.

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(2) **WAR DEPARTMENT FORM NO. 48, DRIVER'S TRIP TICKET AND PREVENTIVE MAINTENANCE SERVICE RECORD.** This form, properly executed, will be furnished to the driver when his vehicle is dispatched on non-tactical missions. The driver and the official user of the vehicle will complete in detail appropriate parts of this form. These forms need not be issued for vehicles in convoy or on tactical missions. The reverse side of this form contains the driver's daily and weekly preventive maintenance service reminder schedule.

(3) **W.D., A.G.O. FORM NO. 478, MWO AND MAJOR UNIT ASSEMBLY REPLACEMENT RECORD.** This form will be used by all personnel completing a modification or major unit assembly (engine, transmission, axle unit, and tracks) replacement to record clearly the description of work completed, date, vehicle hours, and/or mileage, and MWO number of nomenclature of unit assembly. Personnel performing the operation will initial in the column provided. Minor repairs, parts, and accessory replacements will not be recorded.

(4) **W.D., A.G.O. FORM NO. 6, DUTY ROSTER.** This form, slightly modified, will be used for scheduling and maintaining a record of vehicle maintenance operations. It may be used for lubrication records.

(5) **W.D., A.G.O. FORM NO. 462, PREVENTIVE MAINTENANCE SERVICE AND TECHNICAL INSPECTION WORK SHEET FOR FULL-TRACK AND TANK-LIKE WHEELED VEHICLES.** This form will be used for all 50-hour (500-mile) or 100-hour (1,000-mile) services, and for technical inspections of these vehicles.

(6) **W.D., A.G.O. FORM NO. 7353, SPOT-CHECK INSPECTION REPORT FOR ALL MOTOR VEHICLES.** This form may be used by all commanding officers or their staff representatives in making spot-check inspections on all vehicles.

(7) **W.D., A.G.O. FORM NO. 468, UNSATISFACTORY EQUIPMENT RECORD.** This form will be used for reporting manufacturing, design, or operational defects in materiel, with a view to improving and correcting such defects, and for use in recommending modifications of materiel. This form will not be used for reporting failures, isolated materiel defects, or malfunctions of materiel resulting from fair wear and tear or accidental damage, nor for the replacement, repair, or the issue of parts and equipment. It does not replace currently authorized operational or performance records.

(8) **W.D., O.O. FORM NO. 7370, EXCHANGE PART OR UNIT IDENTIFICATION TAG.** This tag, properly executed, may be used when exchanging unserviceable items for like serviceable assemblies, parts, vehicles, and tools.



## Section II

## DESCRIPTION AND DATA

## 3. DESCRIPTION.

## a. Standard Cargo Carrier M29 (figs. 1, 2, 3, 4, and 8).

(1) The Cargo Carrier M29 is a low silhouette, full-track-laying vehicle, carrying adequate equipment for a crew of two, three, or four men. It is designed for use over difficult terrain and in combat zones. The vehicle is powered with a liquid-cooled, six-cylinder engine located at the front center of the hull. The engine flywheel is connected to the planetary two-speed driving axle at the rear of the vehicle by means of a single plate clutch, a conventional transmission, and a propeller shaft with two needle-bearing type universal joints. The vehicle is fully suppressed for radio installation.

(2) The hull consists of a sheet-steel welded structure, except for various covers which are easily removed to facilitate inspection and maintenance operations. Five plugs located on the left side of the hull, one plug on the right side, and one plate in the bottom of the hull, are provided for draining purposes.

(3) A track guard and step plates were added to both sides of hull on vehicles produced after serial 2102 and a heavier pintle hook was installed. The cargo partition for the rear compartment and the driver hand grip were omitted from these vehicles after serial 2102. On vehicles produced after serial 3102, the back curtain is separate from the top, and the starting crank hole is omitted from front of hull.

## b. Amphibian Cargo Carrier M29C (figs. 5, 6, 7, and 9).

(1) In addition to the description in subparagraph a, the Cargo Carrier M29C is designed for operation in water as well as on land. Never overload the vehicle, as this increases the ground pressure, decreases free board and the ability to negotiate swamp and marsh lands as well as operation in other difficult areas.

(2) The bow (front) and stern (rear) cells fastened to the hull are of sheet steel reinforced and welded. Openings in the top of cells permit pumping out bilge water with bilge pump while in water. Drain plugs are provided in the left side of these cells for draining out bilge water when halted on land. A surf guard is mounted on the forward edge of front cell to reduce the possibility of shipping water. Aprons are fastened on each side of the hull which house the upper portion of the track and facilitate the forward motion of vehicle in water. Twin rudders are provided at the rear for steering the vehicle when operated in water.

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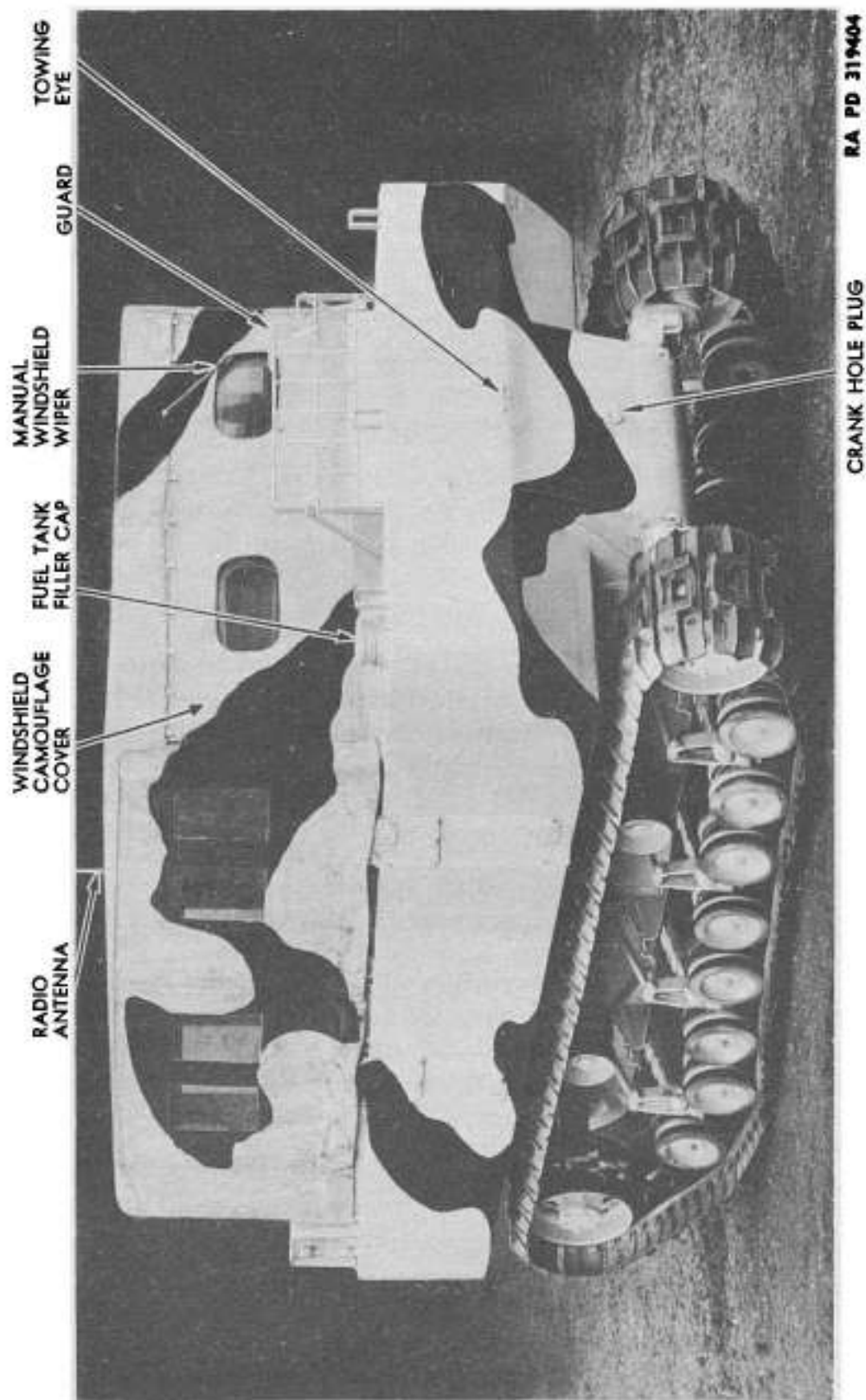


Figure 1—Cargo Carrier M29—Right Front (Early Production)