

TM 9-883

DEPARTMENT OF THE ARMY TECHNICAL MANUAL

1-TON 2-WHEEL CARGO AND WATER TRAILERS

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1-TON
2-WHEEL CARGO
AND
WATER TRAILERS



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TM 9-883, 1-Ton, 2-Wheel Cargo and Water Trailers is published for the information and guidance of all concerned.

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BY ORDER OF THE SECRETARY OF WAR:

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

1-TON, 2-WHEEL CARGO AND WATER TRAILERS

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TM 9-883**1****1-TON, 2-WHEEL CARGO AND WATER TRAILERS****PART ONE—VEHICLE OPERATING INSTRUCTIONS****Section I****INTRODUCTION**

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Scope	1

1. SCOPE.

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

b. In addition to a description of the all-steel cargo, wood body cargo and water trailers, this manual contains technical information required for the identification, use and care of the materiel. The manual is divided in two parts. Part One, Sections I to VI, inclusive, Paragraphs 1 to 15, inclusive, gives vehicle operating instructions. Part Two, Sections VII to XV, inclusive, Paragraphs 16 to 64, inclusive, gives vehicle maintenance instructions to using arm personnel charged with the responsibility of doing maintenance work within their jurisdiction.

c. In all cases where the nature of the repair, modification 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 TABULATED DATA

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2. DESCRIPTION.

a. This two-wheeled, rubber-tired vehicle is designed to carry varied types of loads not exceeding 2,000 pounds evenly distributed over the floor, for the cargo trailer, and to carry 250 gallons of drinking water for the water trailer. The trailer has a drawbar which is supported by a retractable parking wheel when the trailer is uncoupled. The parking wheel is attached by a pivot bolt to the drawbar, and swings up or down. A spring latch secures it in both the up or down position. The frame is carried on a one-piece axle through semi-elliptical spring suspension. The centers of the springs are held to the axle by means of plate and bolt assemblies. The front ends of the springs are supported by stationary brackets. The rear ends of the springs ride in shackles held in brackets mounted to the body. Volute bumper spring assemblies are mounted on the under side of the body above the center of the main spring bumper plates. Two combination service and blackout taillights and stop lights are installed on the rear end and controlled by a switch at the left side of the trailer. The wheels are equipped with brakes which are operated by a hand lever located on the right side of the trailer near the rear of the body. These brakes are to be used for parking purposes only. The trailer has a lunette eye on its drawbar with a two-stage adjustment for height, which can be coupled to any towing vehicle equipped with a standard Army pintle hitch.

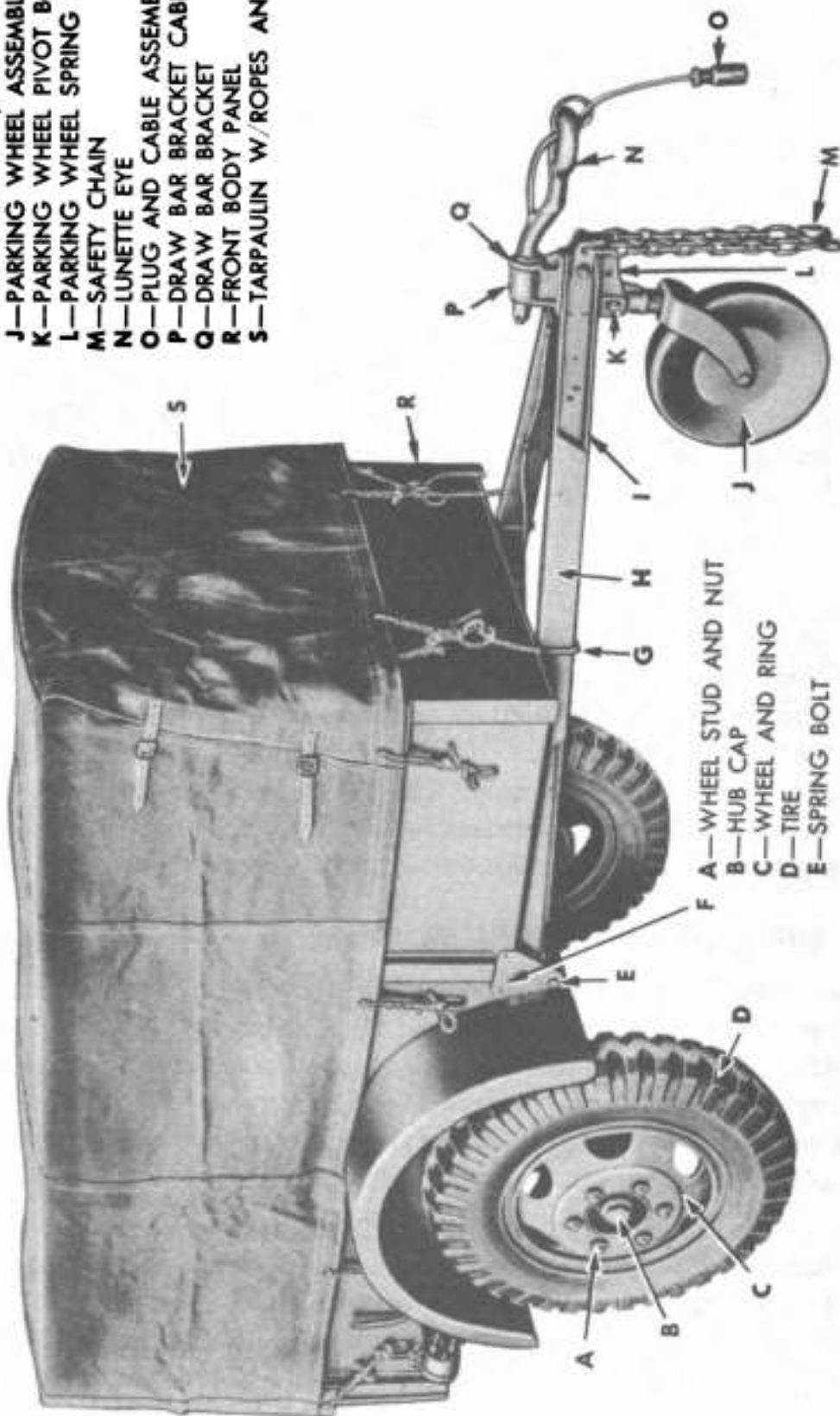
3. DIFFERENCES AMONG MODELS.

a. The all-steel body cargo trailer is made up of formed sheet steel, and is integral with the fabricated steel frame, all parts being welded together. The rear of the body is equipped with a hinged steel tail gate. The side panels are each equipped with removable wood side racks, along with wood end racks and wood roof slats. A tarpaulin with ropes and straps completely encloses the upper part of the body (figs. 1, 2 and 3).

b. The wood body cargo trailer is a combination of wood and steel fabrication. The body proper is made up of wood, bolted together with steel reinforcements, and is integral with the steel subframe. The rear of the body is equipped with a hinged wood-and-steel fabricated tail gate. The side panels are each equipped with removable wood side racks, along with wood end racks and wood roof slats. A tarpaulin with ropes and straps completely encloses the upper part of the body (figs. 4, 5 and 6).

1-TON, 2-WHEEL CARGO AND WATER TRAILERS

- F—SPRING BRACKET FRONT
- G—U-BOLT TO BODY
- H—DRAW BAR RAIL REINFORCEMENT
- I—DRAW BAR RAIL, R.H.
- J—PARKING WHEEL ASSEMBLY
- K—PARKING WHEEL PIVOT BOLT
- L—PARKING WHEEL SPRING LATCH
- M—SAFETY CHAIN
- N—LUNETTE EYE
- O—PLUG AND CABLE ASSEMBLY
- P—DRAW BAR BRACKET CABLE CLIP
- Q—DRAW BAR BRACKET
- R—FRONT BODY PANEL
- S—TARPAULIN W/ROPES AND STRAPS

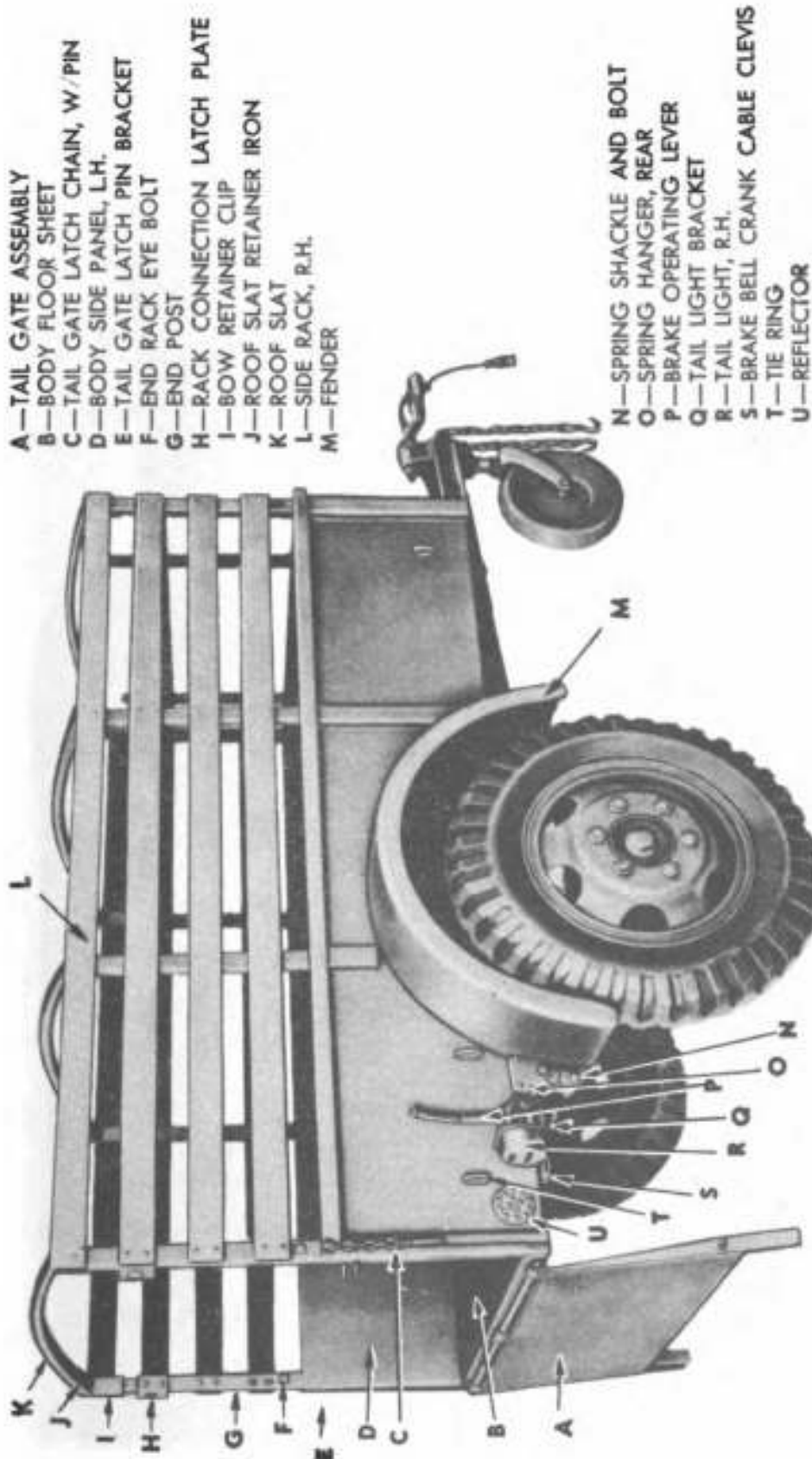


- F A—WHEEL STUD AND NUT
- B—HUB CAP
- C—WHEEL AND RING
- D—TIRE
- E—SPRING BOLT

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Figure 1—Steel Body Cargo Trailer—Right Front View With Tarpaulin

DESCRIPTION AND TABULATED DATA



- A—TAIL GATE ASSEMBLY
- B—BODY FLOOR SHEET
- C—TAIL GATE LATCH CHAIN, W/PIN
- D—BODY SIDE PANEL, L.H.
- E—TAIL GATE LATCH PIN BRACKET
- F—END RACK EYE BOLT
- G—END POST
- H—RACK CONNECTION LATCH PLATE
- I—BOW RETAINER CLIP
- J—ROOF SLAT RETAINER IRON
- K—ROOF SLAT
- L—SIDE RACK, R.H.
- M—FENDER

- N—SPRING SHACKLE AND BOLT
- O—SPRING HANGER, REAR
- P—BRAKE OPERATING LEVER
- Q—TAIL LIGHT BRACKET
- R—TAIL LIGHT, R.H.
- S—BRAKE BELL CRANK CABLE CLEVIS
- T—TIE RING
- U—REFLECTOR

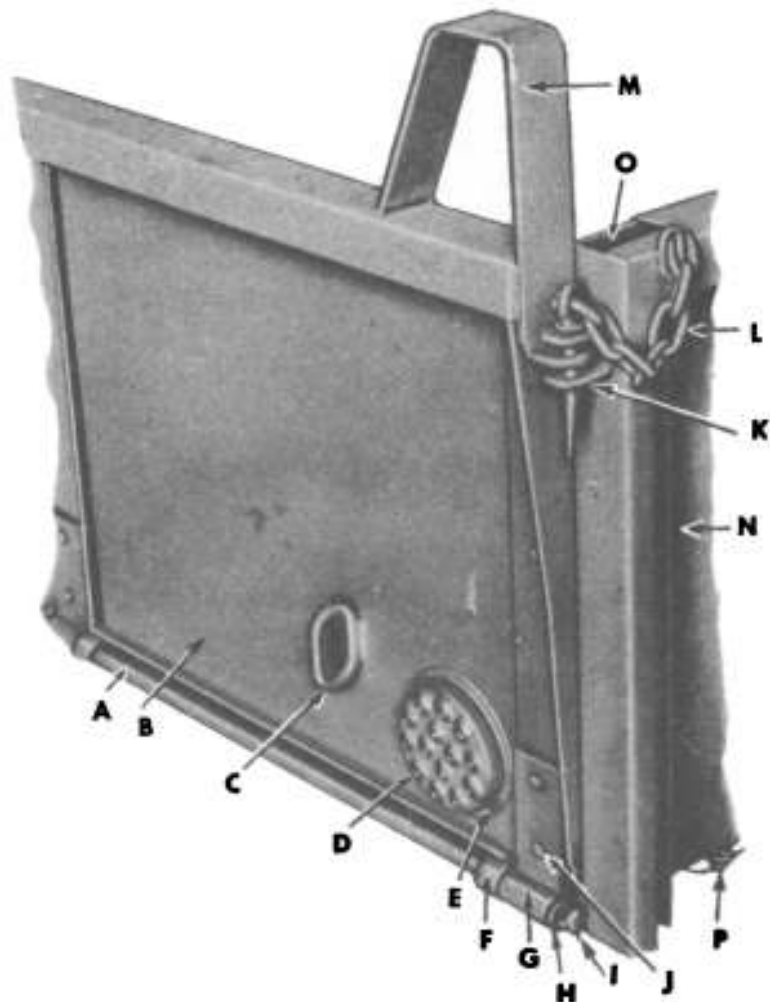
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Figure 2—Steel Body Cargo Trailer—Right Rear View Without Tarpaulin

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1-TON, 2-WHEEL CARGO AND WATER TRAILERS



A—TAIL GATE HINGE ROD
B—TAIL GATE PANEL
C—TIE RING (WELDED)
D—RED REFLECTOR
E—SCREW AND NUT
F—ROD EYE BOLT
G—STRAP HINGE
H—WASHER
I—COTTER PIN
J—HINGE STRAP RIVET
 HINGE WELDED ON
 SOME MODELS
K—TAIL GATE PIN BRACKET
 (WELDED TO BODY)

L—CHAIN, W/LATCH PIN
 (WELDED TO BODY)
M—TAIL GATE LEG (WELDED)
N—SIDE PANEL, R.H.
O—SIDE PANEL STAKE POCKET (REAR)
P—BRAKE BELL CRANK LEVER

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Figure 3—Steel Body Cargo Trailer—Tail Gate and Rear Body Corner