

TM 9-813

TO 19-75 AAA-18

WAR DEPARTMENT TECHNICAL MANUAL

6-TON, 6 x 6 TRUCK

(WHITE, CORBITT, AND
BROCKWAY)

WAR DEPARTMENT • FEBRUARY 1944

WAR DEPARTMENT TECHNICAL MANUAL
TM 9-813

**This technical manual contains operating and organizational maintenance instructions from TM 10-1109, 27 August 1941; TM 10-1159, 29 August 1941; TM 10-1221, 3 February 1942; TM 10-1553, 14 May 1942; and TM 10-1529, 29 September 1942, and, together with TM 9-1813 and TM 9-1832A, supersedes these manuals.*

6-TON, 6x6 TRUCK

WHITE, CORBITT

AND

BROCKWAY



WAR DEPARTMENT

•

FEBRUARY 1944

WAR DEPARTMENT
Washington 25, D. C., 19 February 1944

TM 9-813, 6-ton, 6 x 6 Truck (White, Corbitt, and Brockway),
is published for the information and guidance of all concerned.

[A.G. 300.7 (29 May 43)]

BY ORDER OF THE SECRETARY OF WAR:

G. C. MARSHALL,
Chief of Staff.

OFFICIAL:

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

DISTRIBUTION: X

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

6-TON, 6 x 6 TRUCK

(WHITE, CORBITT, AND BROCKWAY)

CONTENTS

PART ONE—VEHICLE OPERATING INSTRUCTIONS

SECTION		Paragraphs	Pages
I	Introduction	1	5
II	Description and tabulated data	2-5	6-18
III	Driving controls and operation	6-8	19-28
IV	Auxiliary equipment controls and operation	9-11	29-32
V	Operation under unusual conditions	12-16	33-36
VI	First echelon preventive maintenance services	17-21	37-47
VII	Lubrication	22-23	48-73
VIII	Tools and equipment stowage on the vehicle	24-26	74-77

PART TWO—VEHICLE MAINTENANCE INSTRUCTIONS

SECTION	IX	New vehicle run-in test	27-28	78-82
	X	Second echelon preventive maintenance	29	83-106
	XI	Vehicle modification records	30	107
	XII	Organizational tools	31	108
	XIII	Trouble shooting	32-48	109-122
	XIV	Engine—maintenance and adjustment in vehicle	49-59	123-134
	XV	Engine—removal and installation	60-61	135-145
	XVI	Fuel system	62-67	146-153
	XVII	Exhaust system	68-70	154-155
	XVIII	Cooling system	71-76	156-162

TM 9-813**6-TON, 6 x 6 TRUCK (WHITE, CORBITT, AND BROCKWAY)**

	Paragraphs	Pages
SECTION XIX Ignition system	77-84	163-172
XX Starting and generating system	85-88	173-178
XXI Clutch	89-92	179-184
XXII Transmission	93-96	185-192
XXIII Propeller shafts	97-100	193-196
XXIV Transfer case	101-103	197-201
XXV Front axle	104-107	202-213
XXVI Rear axle	108-114	214-223
XXVII Brake systems	115-123	224-238
XXVIII Wheels	124-126	239-241
XXIX Springs and torque rods	127-129	242-245
XXX Steering	130-133	246-249
XXXI Body and frame	134-141	250-258
XXXII Battery and lighting system	142-147	259-266
XXXIII Instruments	148-156	267-269
XXXIV Winch	157-160	270-272
XXXV Shipment and temporary storage	161-163	273-277
REFERENCES		278-280
INDEX		281

PART ONE—VEHICLE OPERATING INSTRUCTIONS

Section I

INTRODUCTION

Paragraph

Scope	1
-------------	---

1. SCOPE.

a. This manual is published for the information and guidance of the using arms, and of all personnel charged with the operation and maintenance of the vehicle concerned.

b. In addition to a description of the Prime Mover 6-ton, 6 x 6 Truck, the Bridge Erection Ponton Truck, and the Crane Truck, this manual contains descriptions of the major units, group assemblies, functional systems, and instructions with reference to their operation, inspection, adjustments, minor repair, and unit replacement. Specific information for the guidance of operating personnel (crew) is contained in Part One, sections I through VIII inclusive. Information for the guidance of organizational maintenance personnel (using arms mechanics) is contained in Part Two, sections IX through XXXIV. Section XXXV contains instructions for shipment and temporary storage of the vehicles.

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.

TM 9-813**2-3****6-TON, 6 x 6 TRUCK (WHITE, CORBITT, AND BROCKWAY)****Section II****DESCRIPTION AND TABULATED DATA**

	Paragraph
Description	2
Differences among models	3
Data	4
Serial number locations of vehicle units.....	5

2. DESCRIPTION.

a. **Chassis.** The 6-ton, 6 x 6 truck chassis, is of special commercial-type design, powered by a 6-cylinder L-head gasoline engine and 6-wheel drive. The vehicle transmission has eight forward speeds and two reverse speeds, accomplished through the transfer case mounted to the rear of the transmission. The vehicles are equipped with air-powered brakes on all wheels, and a double-shoe propeller shaft brake mounted at the rear of the transfer case. The gasoline tanks are mounted on the left frame side rail to the rear of the cab.

3. DIFFERENCES AMONG MODELS.**a. Body Style.**

(1) **PRIME MOVER CARGO TRUCK.** The Corbitt and White trucks are identical in design and appearance. Early models are equipped with all-steel cargo bodies and hard-top cabs. Later models are equipped with wooden cargo bodies and soft-top cabs. Both models are equipped with slotted bench seats along the sides of the cargo body, for the transport of personnel as well as cargo. The vehicles are primarily noncombat haulers, and are not provided with protective armor.

(2) **BRIDGE ERECTION TRUCK.** These vehicles are assembled by Brockway and White, and are identical in design and appearance. The changes in cab design described in subpar. a (1) above also apply to the bridge erection vehicles. An all-steel body, designed to carry pontoons and steel tread plate, is mounted on the chassis, and is equipped with a double-arm hydraulic boom. This is operated by hydraulic rams powered from the power take-off on the transmission. The vehicle carries no protective armor.

(3) **CRANE TRUCK.** This vehicle is of special design, having a one-man, soft-top cab, and a specially reinforced frame. The crane, of standard boom type, is self-powered, and is placed on a turntable above the rear axle bogie. Special low pressure, 14.00-20, dual tires are used on the rear axle bogies to accommodate the weight of the crane. The rear axle bogie is also equipped with cast-steel "walking beams" in place of the conventional spring suspension (fig. 143).

DESCRIPTION AND TABULATED DATA

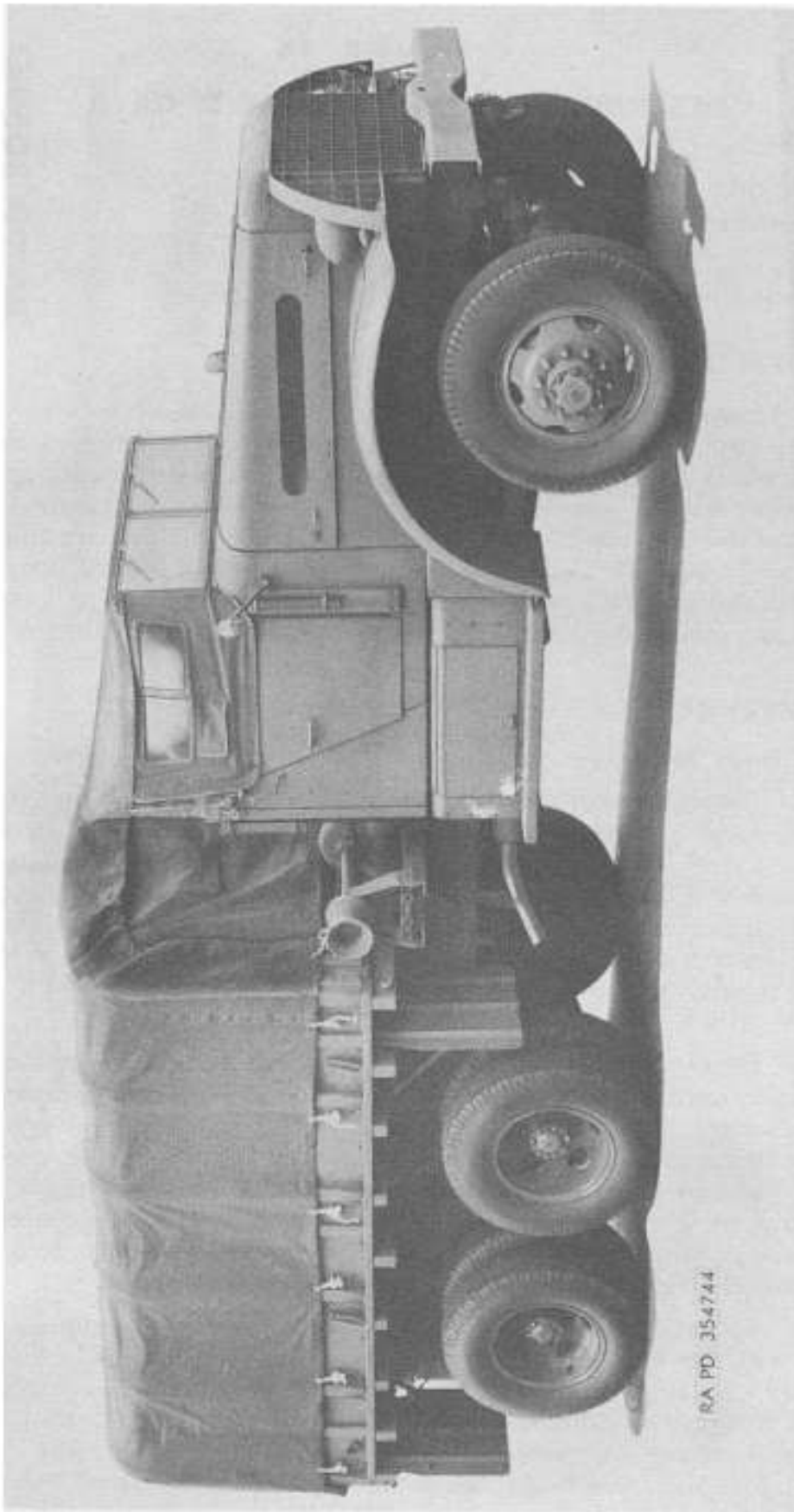


Figure 1—6-Ton, 6 x 6, Prime Mover—Right Front

TM 9-813
3

6-TON, 6 x 6 TRUCK (WHITE, CORBITT, AND BROCKWAY)

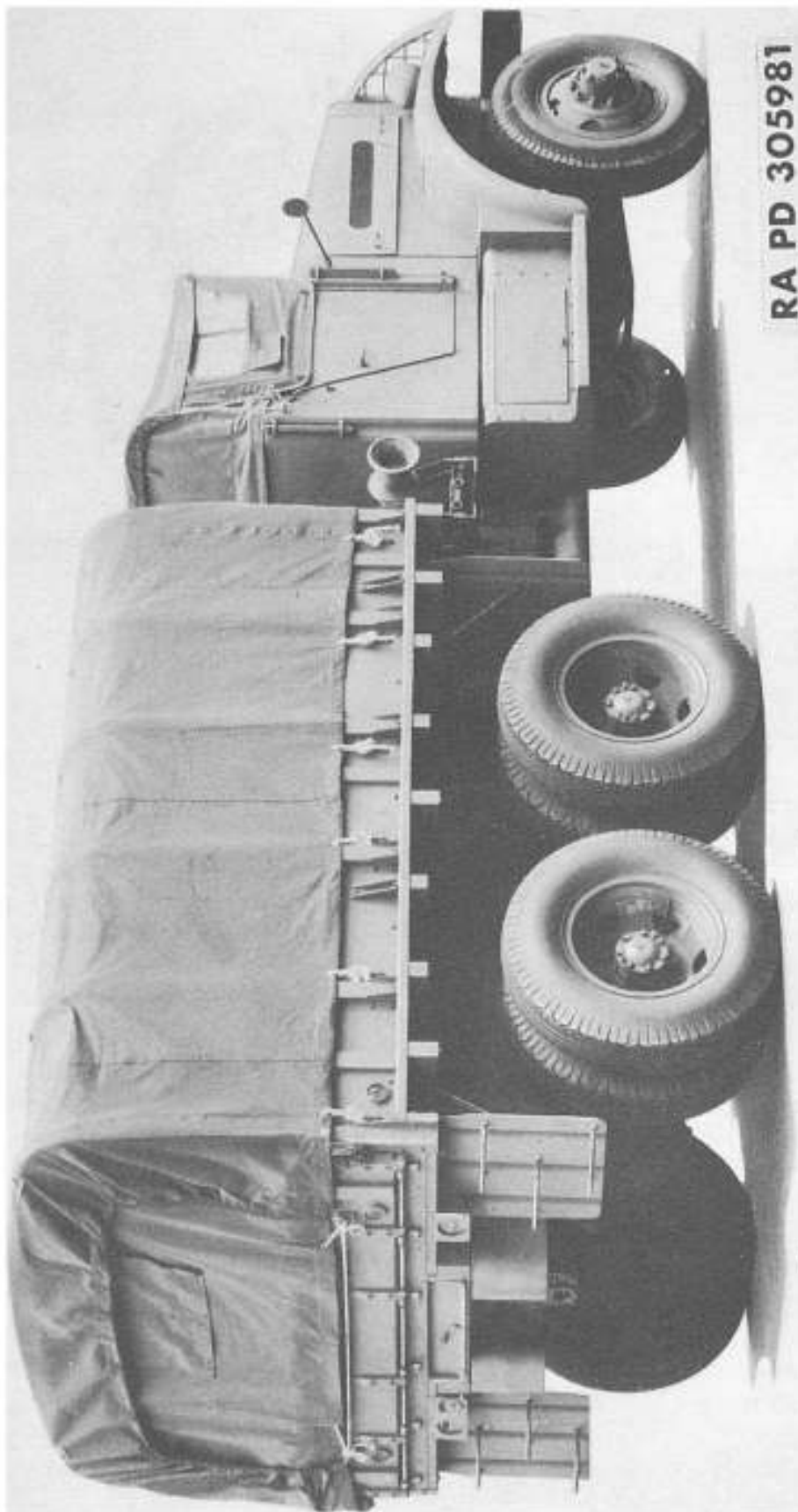


Figure 2—6-Ton, 6 x 6, Prime Mover—Right Rear