

**TECHNICAL MANUAL  
OPERATION INSTRUCTIONS  
DUMP TRUCK BODY**

**M917**

**NSN 3805-01-028-4389  
FRUEHAUF CORPORATION  
(MANUAL PREPARED BY AM GENERAL CORPORATION)  
DAAE07-77-C4211**

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**HEADQUARTERS, DEPARTMENT OF THE ARMY**

**OCTOBER 1979**

**This copy is a reprint which includes current pages from Changes 1 and 2.**

CHANGE

NO. 2

HEADQUARTERS  
DEPARTMENT OF THE ARMY  
Washington D.C., 28 May 1992

**OPERATION INSTRUCTIONS  
DUMP TRUCK BODY, M 917  
(NSN 380501-0284389)**

TM 5-3805-274-10, 5 October 1979, is changed as follows:

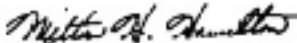
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none	DA Form 2028-2 (sample)
none	three DA Form 2028-2

3. The above referenced DA Form 2028-2s should be filed after page Index 2.
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**Distribution:**

To be distributed in accordance with DA Form 12-25-E (Block 1966) Operator maintenance requirements for TM5-3805-274-10.

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Change }  
No. 1 }

HEADQUARTERS  
DEPARTMENT OF THE ARMY  
Washington, DC, 8 September 1980

**Operation Instructions**  
**DUMP TRUCK BODY, M917**  
**(NSN 3805-01-028-4389)**

TM 5-3805-274-10, 5 October 1979, is changed as follows

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To be distributed in accordance with DA Form 12-25B requirements for Dump Truck, M917.

**WARNING**

When operating the M917 dump truck, be sure to observe all warnings identified in the TM 2320-27310 Operator's Manual for the M917 truck chassis. The warning conditions most likely to be encountered during dumping operations are repeated here.

**CARBON MONOXIDE POISONING  
CAN BE DEADLY**

Carbon monoxide is a colorless, odorless, poisonous gas, which, when breathed, deprives the body of oxygen and causes suffocation. Exposure to air contaminated with carbon monoxide produces symptoms of headache, dizziness, loss of muscular control, apparent drowsiness, or coma. Permanent brain damage or death can result from severe exposure.

Carbon monoxide occurs in the exhaust fumes of fuel-burning internal combustion engines and can become dangerous under conditions of inadequate ventilation. The following precautions must be observed to insure safety of personnel:

- A. DO NOT operate the engine of a vehicle in an engine area unless it is ADEQUATELY VENTILATED.
- B. DO NOT idle the engine for long periods without maintaining ADEQUATE VENTILATION in the personnel compartments and immediate area.
- C. DO NOT operate any vehicle with inspection plates, cover plates or engine compartment doors removed unless it is necessary for maintenance purposes.

**WARNING**

D. BE ALERT at all times during vehicle operation for exhaust odors, and exposure symptoms. If either is present, IMMEDIATELY VENTILATE the area. If symptoms persist, remove affected personnel from the area and treat as follows.

- (1) Expose to fresh air.
- (2) Keep warm.
- (3) DO NOT PERMIT EXERCISE.
- (4) If necessary, administer artificial respiration.

THE BEST DEFENSE AGAINST CARBON MONOXIDE POISONING IS ADEQUATE VENTILATION.

**EXHAUST SYSTEM COMPONENTS CAN CAUSE SEVERE BURNS**

During normal operation the exhaust pipe and muffler can become very hot. Be careful not to touch these components with your bare hands. Do not allow your body to come in contact with the pipe or muffler. Exhaust system components may be hot enough to cause serious burns.

**WARNING**

If NBC exposure is suspected, all air filter media should be handled by personnel wearing protective equipment. Consult your unit NBC Officer or NBC NCO for appropriate handling or disposal instructions.

**WARNING**

Do not attempt to dump in a high wind. Be sure the truck is on firm ground. Stay at the controls so that you can lower the bed immediately if it leans or shifts during dumping. Make certain all personnel are clear before you unlock the tailgate or raise the bed. If the body leans or shifts, check for:

- Flat tires or low air pressure.
- Weak or broken spring leaves.
- Wheels sinking unevenly.
- Load sticking on one side of body.
- High or gusty wind.

Find and correct the problem before you finish dumping.

NEVER OPERATE THE HYDRAULIC CONTROL LEVER (located in the truck cab) without first making sure all personnel are clear of the dump body.

While loading the dump truck, make sure the vehicle park brake is set (see TM 9-2320-273-10) otherwise the truck may roll or shift causing injury to personnel or equipment damage.

Disengage the PTO and turn OFF the engine while cleaning the raised body.

**Change 2 c.**

## TECHNICAL MANUAL

HEADQUARTERS  
DEPARTMENT OF THE ARMY  
Washington, D.C.  
5 October 1979

OPERATOR'S MANUAL  
DUMP TRUCK BODY  
M917 (NSN 3805-01-028-4389)

## REPORTING 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, DA Form 2028 (Recommended Changes to Publications and Blank Forms), or DA Form 2028-2, located in the back of this manual, direct to: Commander, U.S. Army Tank-Automotive Command, ATTN: AMSTA-MB, Warren, MI 48397-5000. A reply will be furnished to you.

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## CHAPTER 1 INTRODUCTION

### Section I. GENERAL

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#### 1-1. Scope.

This manual is for your use in operating and maintaining the M917 Dump Truck Body. Refer to the Operator's Manual (TM 9-2320-273-10) for instructions on operating and maintaining the vehicle chassis.

#### 1-2. Maintenance Forms and Records.

Equipment maintenance forms and procedures for their use are contained in DA Pam 738-750, The Army Maintenance Management System (TAMMS).

#### 1-3. Reporting Equipment Improvement Recommendations (EIR).

EIRs will be prepared on SF 368 (Quality Deficiency Report). Instructions for preparing EIRs are provided in DA Pam 738-750, The Army Maintenance Management System (TAMMS). EIRs should be mailed directly to: Commander, U.S. Army Tank-Automotive Command, ATTN: AMSTA-MP, Warren, MI 48397-5000. A reply will be furnished to you.

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### Section II. DESCRIPTION AND DATA

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#### 1-4. Description.

a. Features and Capabilities. The M917 dump truck body provides the capability of hauling and dumping, or spreading heavy loads of hot asphalt, aggregate, dirt, and similar materials. The M917 vehicle chassis has off-road capabilities therefore providing a wide variety of terrain in which the dump truck can operate. The dump body contains a sealed hydraulic system for raising and lowering the dump bed. The hydraulic system is powered by the vehicle chassis PTO unit. The tailgate can be adjusted for dumping the load or for controlled spreading while the vehicle is moving.

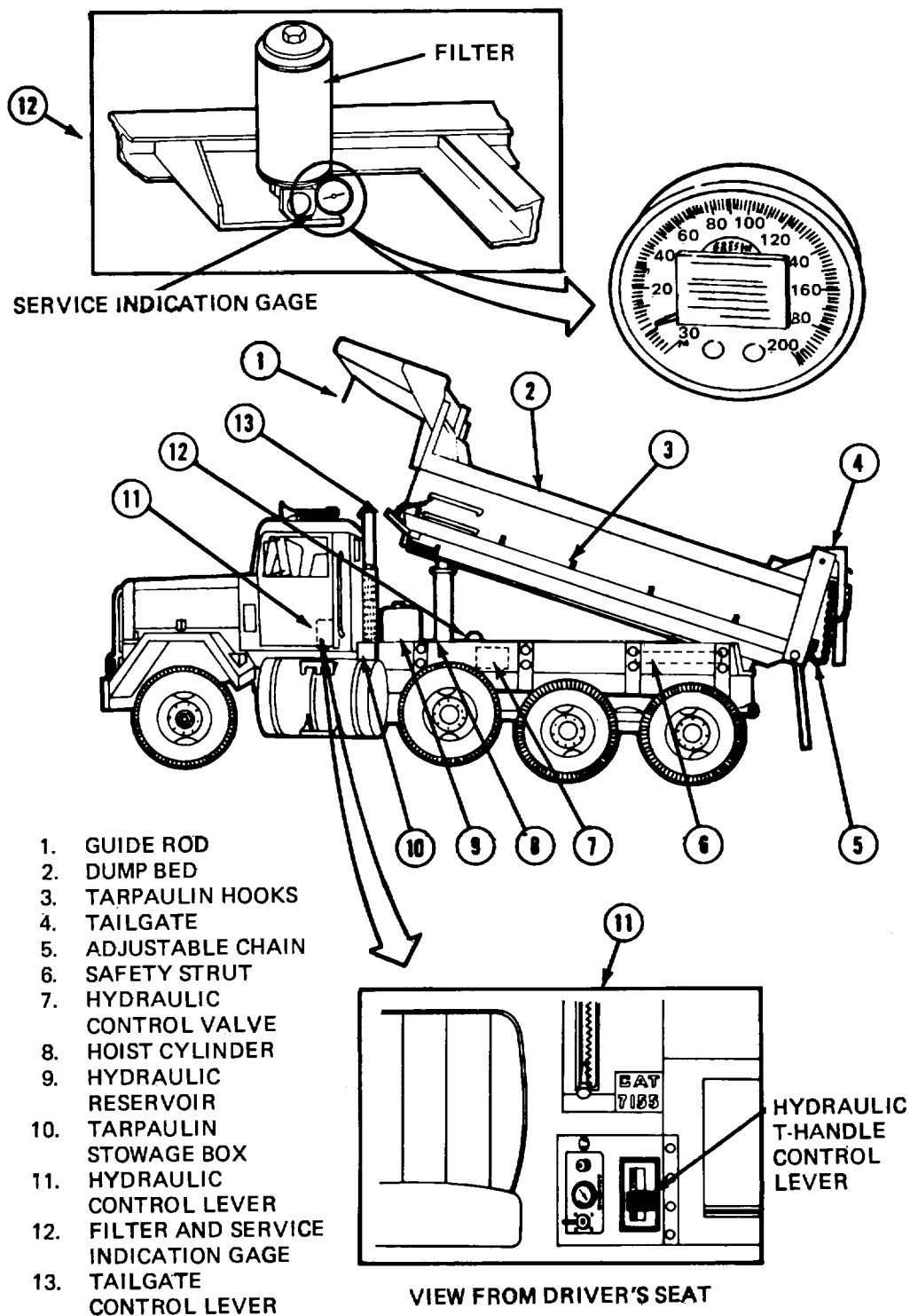
b. Major Components. Figure 1-1 shows the location of major dump truck body components you will need to become familiar with to properly operate the M917 dump body.

(1) Guide rod. This steel rod, bolted to the cab protector, provides the operator a visual indication of when the bed is down.

(2) Dump bed. This is a rectangular shaped steel bed for hauling hot asphalt, aggregate, or various other materials. It incorporates a cab protector as a structurally integral component. Its purpose is to protect the cab. A dog house is provided in the front of the bed in which the top of the hoist cylinder is mounted.

(3) Tarpaulin hooks. There are fourteen hooks attached to the dump body for attaching the tarpaulin, five on each side, two in front and two in the back.

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Figure 1-1. Major Components of the Dump Body.

(4) Tailgate. This is a double-acting tailgate in that it is hinged at the top and the bottom. For normal operation, the tailgate is hinged at the top and opens outward at the bottom. A locking mechanism, operated by the tailgate control lever, is provided to lock the tailgate in the closed position. When the control lever is up, two jaws, one on each side of the tailgate, clamp over the large pins or rods at the bottom of the tailgate. By removing the top pin and lowering the tailgate from the top to a level position and securing with the adjustment chain, extra long materials can be hauled.

(5) Adjustable Chain. An adjustment chain is provided which allows adjusting the maximum swing travel of the tailgate for spreading. This is accomplished by shortening or lengthening the linkage of the chain.

(6) Safety strut. When the bed is raised for purposes of inspection or other maintenance, the safety strut should be raised as an added safety precaution (fig. 2-10). The safety strut is hinged at the back, and when raised forms a cradle with the cross member braced across the bottom of the dump bed. When not in use, it rests between the chassis frame rails.

(7) Hydraulic control valve. This is a single-spool valve with the control piston mechanically linked to the hydraulic control lever in the cab. Its purpose is to supply hydraulic pressure to raise and lower the dump bed.

(8) Hoist cylinder. This is a three stage telescoping cylinder that, under hydraulic pressure, raises the dump bed. The cylinder piston is attached to the dump bed inside the dog house and the cylinder base is attached to the dump body sub-frame. In the lowering cycle, pressure is relieved through the pilot valve which allows the cylinder to compress under the weight of the dump bed.

(9) Hydraulic reservoir. The hydraulic reservoir is a 20-gallon, all steel tank mounted between the dump body sub-frame rails just in front of the hoist cylinder. The reservoir has top and bottom sight glasses for determining fluid level. The top sight glass can be viewed from the driver's side without raising the dump bed.

(10) Tarpaulin. The tarpaulin contains grommets for hooking to the front, side, and rear of the dump bed. Rubber tie down straps are provided for fastening over the tarpaulin hooks on the sides and rear. The tarpaulin is stowed in a stowage box located between the cab and the dump body. The stowage box is tubular with an access door on the driver's side of the truck.

(11) Hydraulic control lever. This is a floor mounted unit that is mechanically linked to the hydraulic control valve. By squeezing the T-handle control head, the lever can be shifted to the UP position to raise the dump bed, or to the DOWN position to lower the dump bed. Release the T-handle and place the lever in the N (neutral) position when you wish to stop the dump bed.

(12) Filter and service indication gage. The filter collects contaminants in the hydraulic system. When the filter is dirty it restricts oil flow and there is a buildup in pressure at the filter. The service indication gage registers this pressure. When the gage needle is in the red, the need for an oil filter change is indicated.

(13) Tailgate control lever. This control is a direct mechanical link to the tailgate locking mechanism. A safety loop and chain (attached to the dump body) are provided as a safety feature. When the control lever is in the full up position, place the loop over the control lever to prevent accidental releasing of the tailgate. To release the tailgate for dumping, remove the safety loop and pull the control lever forward and pull down. After dumping and lowering the bed, push the control lever back and pull up to lock the tailgate closed. If the tailgate is hanging open, the locking mechanism will not engage. Make sure the tailgate locking jaws have latched over the rod at the bottom of the tailgate. After locking the tailgate, slip the safety loop over the control lever.

c. *Chassis Components.* You will also need to become familiar with the truck chassis components. Refer to TM 92320-273-10.

## 1-5. Tabulated Data.

a. *Capacities, Weights and Dimensions.* Table 1-1 lists pertinent data on dump body capacities, weights, and dimensions which you may need to operate the equipment.

Table 1-1. M917 Dump Body Capacities, Weights, and Dimensions.

### CAPACITIES

Dump Body	
Struck (water level) .....	12.0 cu yd (9.17 m <sup>3</sup> )
Heaped (excluding cab protector) .....	15.2 cu yd (11.63 m <sup>3</sup> )
Heaped (with 12 in high side boards).....	19.6 cu yd (14.99 m <sup>3</sup> )
Hydraulic System .....	27 gal (102.21 liter)

### WEIGHTS (including Chassis)

Empty .....	34,080 lbs (15,459 kg)
Loaded .....	74,980 lbs (34,011 kg)

### DIMENSIONS (including Chassis)

Height (empty, over cab protector).....	141 in (3.58 m)
Width (outside) .....	96 in (2.44 m)
Length .....	350.6 in (8.90 m)
Loading Bucket Clearances (ground to top of side).....	101 in (2.56 m)
Hopper Loading Clearances (drive through).....	142 in (3.61 m)

b. *Instruction and Data Plates.* Figure 1-2 shows the dump body data and instruction plates.

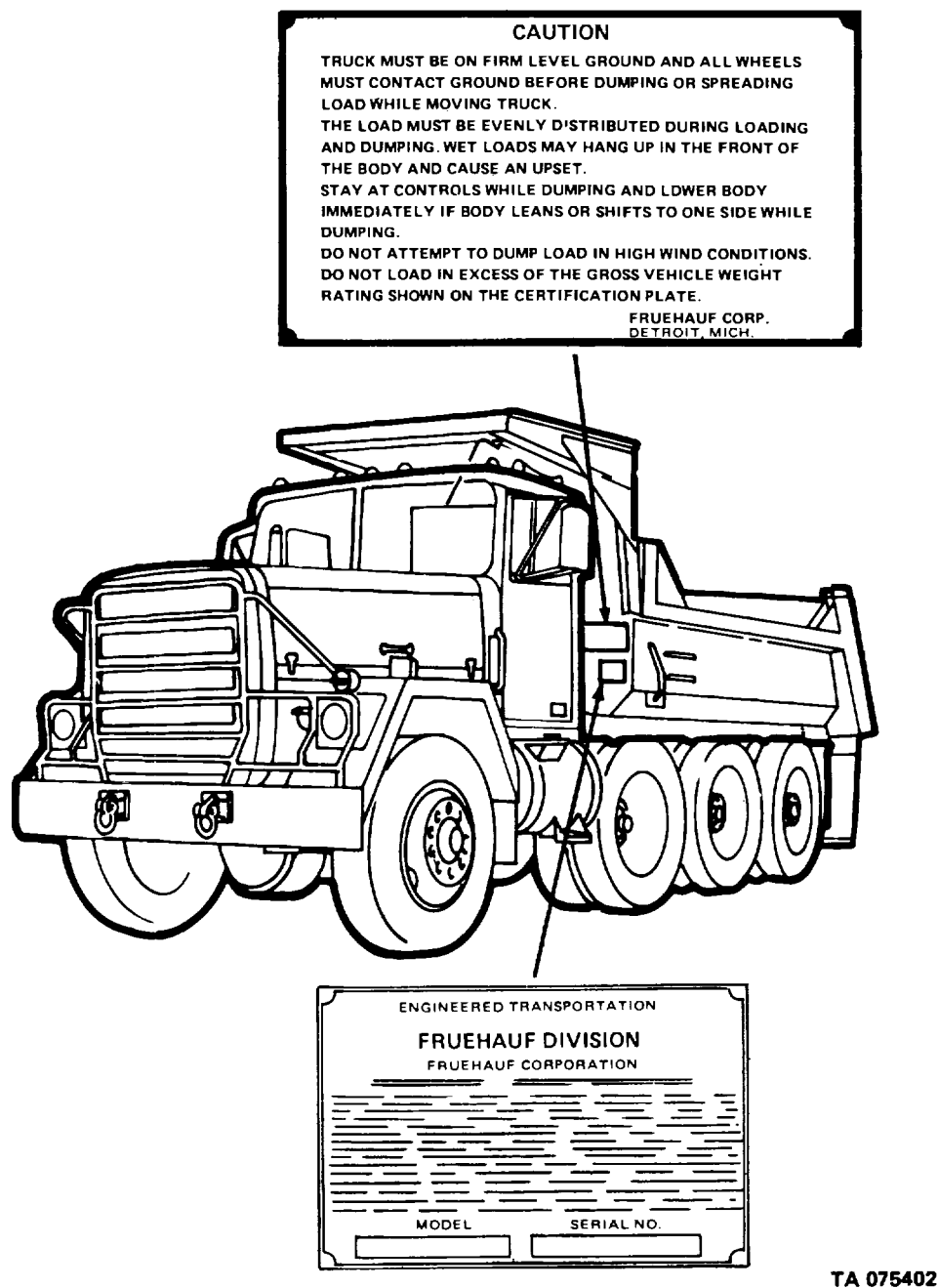


Figure 1-2. *Instruction and Data Plates.*

## CHAPTER 2 OPERATING INSTRUCTIONS

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### Section I. OPERATING PROCEDURES

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#### 2-1. Scope.

This section tells you how to load, transport cargo, and unload the dump body under ordinary operating conditions. It identifies controls and tells you how to use them.

#### NOTE

**This manual contains instructions for dump body operation only. See TM 9 2320273-10 for chassis operating instructions.**

#### 2-2. Preparing To Load.

- a. Perform your before (B) PMCS (see chapter 3, section II). Notify Organizational Maintenance of any problems.
- b. Check tailgate control and locking mechanism to make sure it is securely fastened.
  - (1) Be sure that the control lever is in the full up position. The chain safety loop must be in place, as shown in figure 2-1.
  - (2) Check that the jaws of the tailgate locking mechanism are closed securely over the bottom pins of the tailgate as shown in figure 2-2.
  - (3) Make sure the cotter pins are installed in the tailgate top latch as shown in figure 2-3.
- c. Check that the door of the tarpaulin stowage box is closed and latched (fig. 2-4).
- d. Make sure the dump bed has been cleaned out since it was used last. Remove any material or debris. If necessary, use a hose with water pressure to wash out small deposits of material.

#### WARNING

**NEVER OPERATE THE HYDRAUUC CONTROL LEVER (located in the truck cab) without first making sure all personnel are clear of the dump body.**

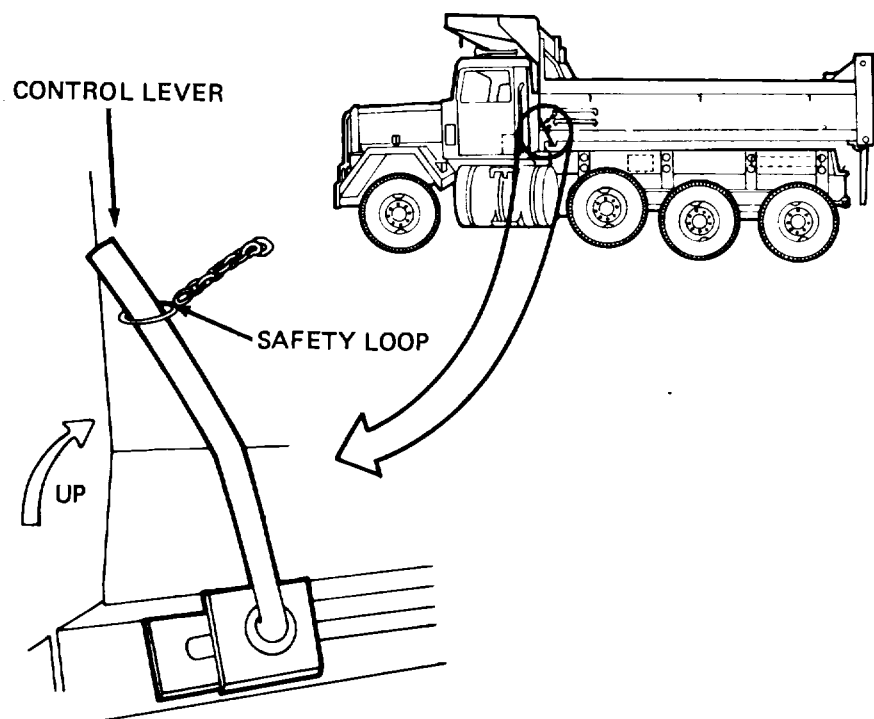
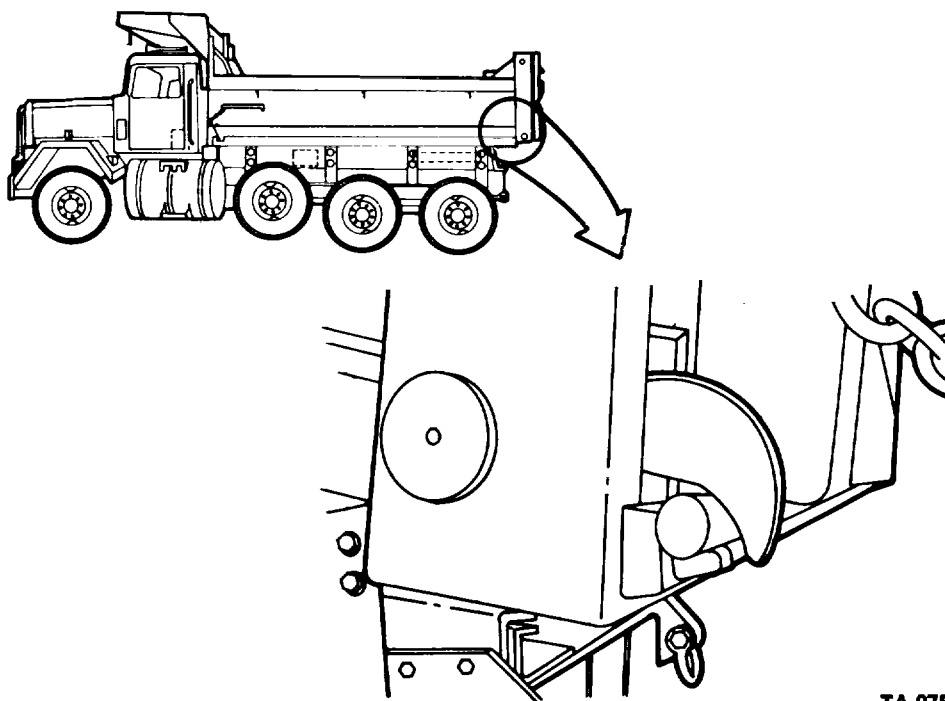


Figure 2-1. Control Lever and Safety Loop.



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Figure 2-2. Bottom Latch of Tailgate.



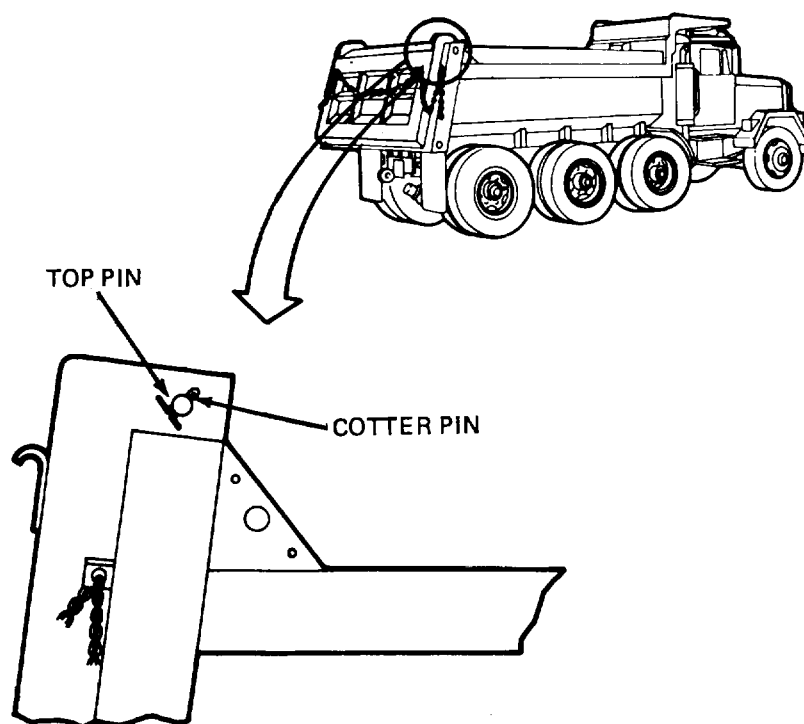
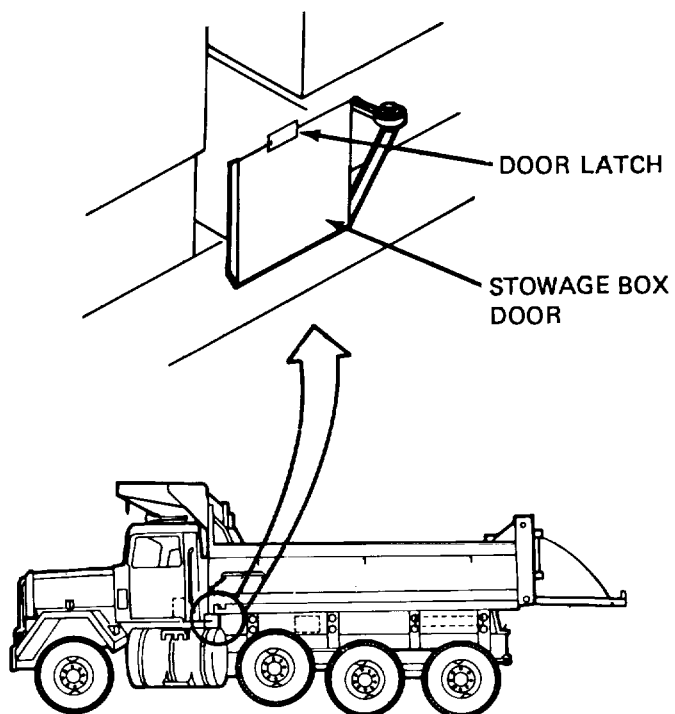


Figure 2-3. Tailgate Top Latch.



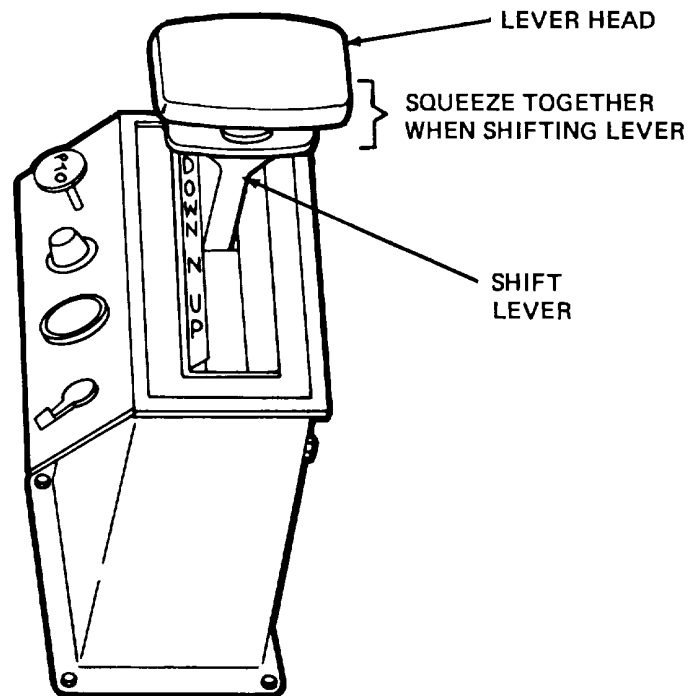
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Figure 2-4. Tarpaulin Stowage Box Location.

**CAUTION**

PTO output speed with respect to engine speed is 47% is faster in gears R2, F3, 4, 7, 8, 11, 12, 1 and 16. **DO NOT** operate PTO in gears other than R1, N, 1 or 2 over 1700 RPM. To do so can cause overheating and pump cavitation.

- e. Make sure the dump bed is fully lowered so that its entire length rests on the chassis frame. If it needs to be lowered, start the truck engine, engage PTO, and perform the following steps:
- (1) Clear all personnel from around the dump body.
  - (2) Squeeze the hydraulic control lever head together (see fig. 2-5).
  - (3) Move the shift lever toward the DOWN position.
  - (4) After the dump body is fully lowered, release the lever head and place the



*Figure 2-5. Hydraulic Control Lever.*

- f. If the truck is to be loaded with a hopper, make sure the truck is positioned so the hopper is directly over the approximate center of the dump bed. When pulling under the hopper, check your truck clearance. If the truck is to be loaded using a front-end loader, position the truck on firm level ground at a location that is convenient for the loading operation. Position the truck for side loading.

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**2-3. Loading the Dump Truck.****WARNING**

While loading the dump truck, make sure the vehicle park brake is set (see TM 2320-2710) otherwise the truck may roll or shift causing injury to personal or damage to equipment.

- a. Set the vehicle park brake (see TM 9-2320-273-10).
- b. If the tarpaulin is installed, remove it by disconnecting it from the tarpaulin tiedown hooks on the sides, front, and back of the dump bed (fig. 2-6).

**CAUTION**

Load the dump body evenly. You must not heap material so high that it falls over the side panels of the dump bed.

- c. Make sure the dump body is loaded evenly across bed.
- d. Install the tarpaulin (fig. 2-6).

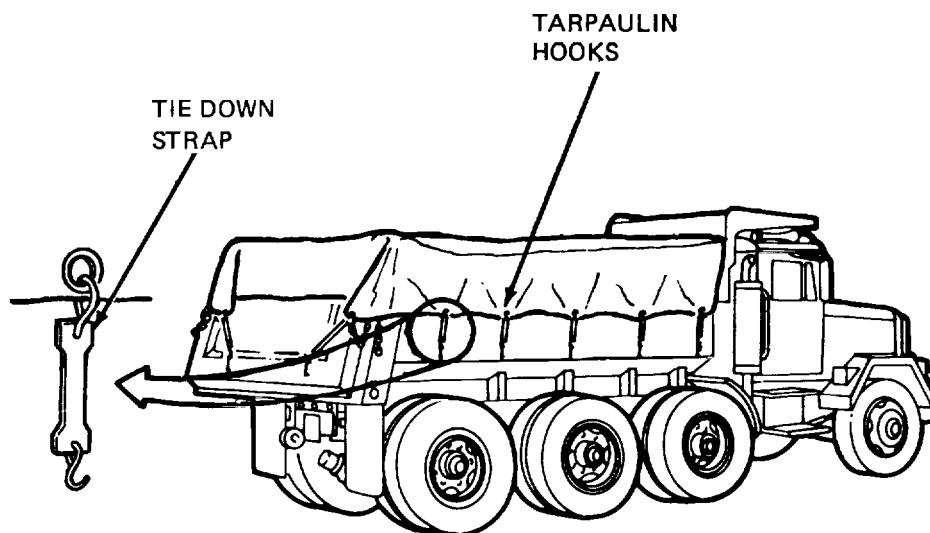


Figure 2-6. Tarpaulin Installation.  
2-5

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- (1) Lift up on the latch located at the top of the stowage box door cover (fig. 2-4) to gain access to the tarpaulin.
- (2) Pull the tarpaulin from the stowage box.
- (3) Lay the rolled up tarpaulin across the front of the dump bed.
- (4) Hook the tarpaulin grommets over the tie-down hooks located on the front of the dump bed (fig. 2-6).
- (5) Roll out the tarpaulin across the load and hook the tarpaulin tie-down straps over the twelve tie-down hooks located on the sides and tailgate (fig. 2-6).

**2-4. Transporting.**

- a. Avoid sudden stops, turns, or accelerations. They may cause the load to shift.
- b. During off-road operation, avoid terrain with side slope. Also, remember you are carrying a heavy load and are more apt to sink in soft soil than if you were empty. Stay on firm ground. Should you become stuck, refer to appropriate procedures in TM 9-2320-273-10 Operator's Manual for the vehicle chassis.

**2-5. Dumping.**

**WARNING**

**Do not attempt to dump in a high wind. Be sure the truck is on firm ground. Stay at the controls so that you can lower the body immediately if it leans or shifts during dumping. Make certain all personnel are clear before you unlock the tailgate or the bed.**

- a. Before dumping, park the truck and apply park brakes. Walk around the truck and make sure:
  - (1) Wheels are on firm ground.
  - (2) Area behind tailgate is clear.
  - (3) Tailgate chains are fully loosened. (Instructions for adjustment are given in para 2-6.)
  - (4) You have adequate overhead clearance for raising the dump bed.

**NOTE**

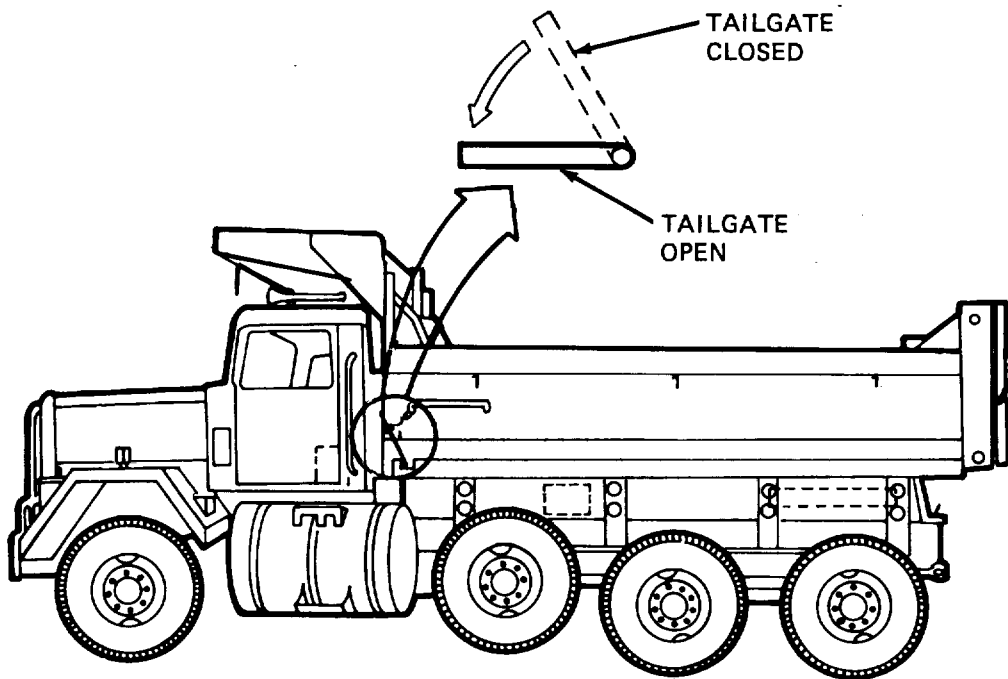
Perform your (D) PMCS as you follow procedures provided in paragraphs 2-5 and 26.

- b. Remove the safety loop from the tailgate control lever (fig. 2-1).

**CAUTION**

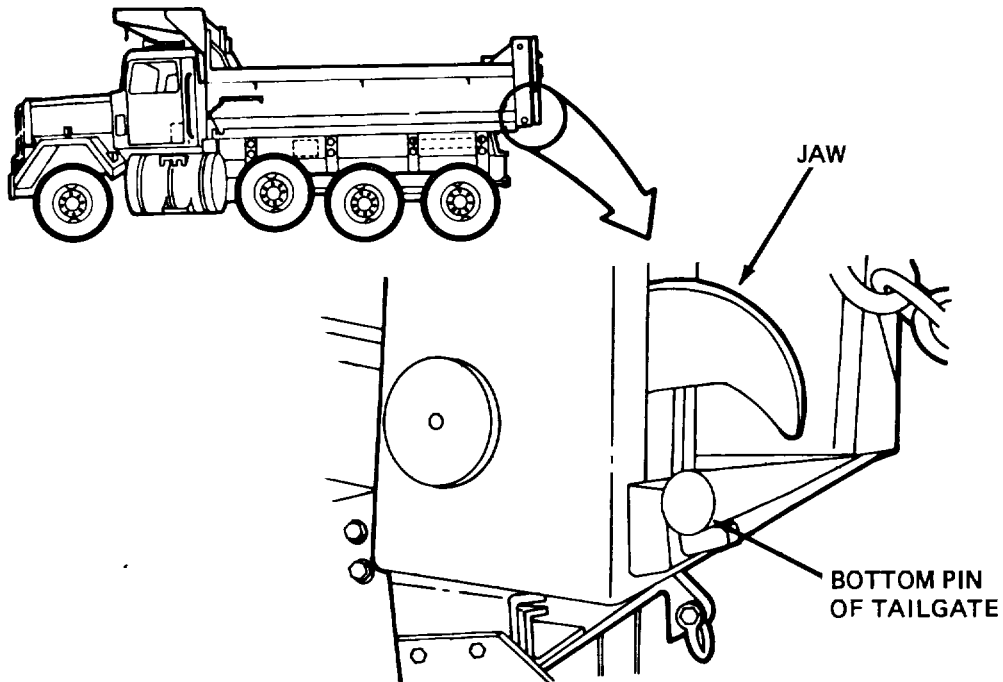
**Be sure tailgate latches are fully open fore you raise the bed.**

- c. Pull the lever all the way to the "tailgate open" position (fig. 2-7). This releases the jaws holding the bottom pins of the tailgate (fig. 2-8).



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*Figure 2-7. Lowering the Tailgate Control Lever.*



*Figure 2-8. Bottom Latch of Tailgate in Open Position.*

- d. Refer to the vehicle Operator's Manual (TM 9-2320-273-10) for instructions on how to accomplish the following:
- (1) Start the truck engine.
  - (2) Set the hand throttle so the engine will maintain sufficient rpm.
  - (3) Engage the PTO.

#### **WARNING**

**Stay at the controls while dumping. If the body leans or shifts to one side, lower it immediately. If the body leans or shifts, check for:**

- flat tires o low air pressure
- weak broken spring leaves
- wheels sinking unevenly
- load sticking on one side of body
- high or gusty wind

**Find and correct the problem you finish dumping. Do not attempt to dump in high winds.**

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- e. Squeeze T-handle head of the hydraulic control lever (fig. 2-9). Move the lever to the UP position. When the bed is raised to the desired range, release the head and place the lever in the N (neutral) position.

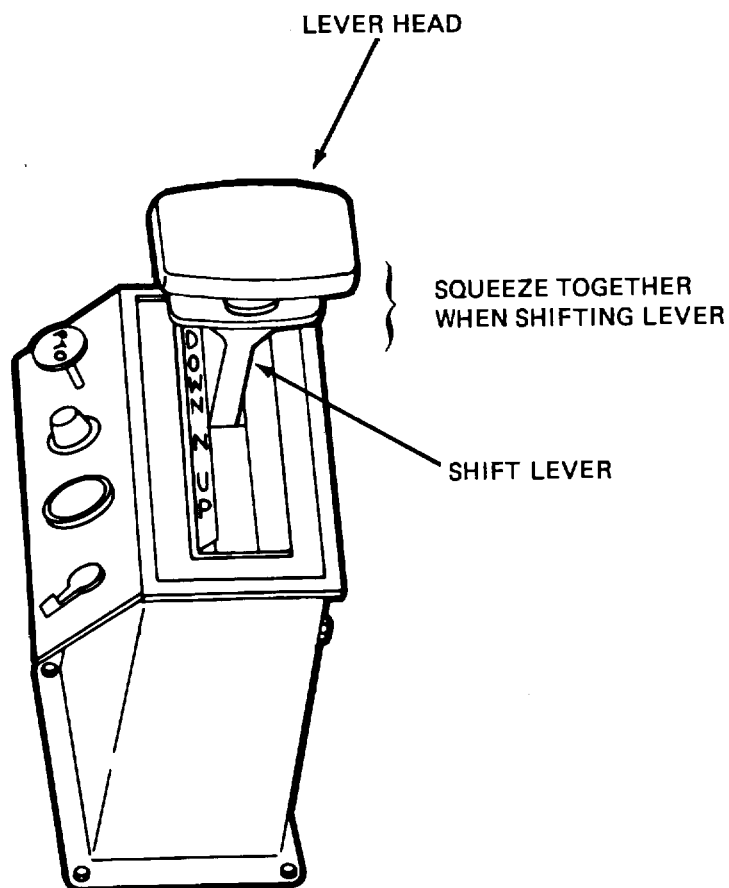


Figure 2-9. Hydraulic Control Lever.

**NOTE**

The bed will stop automatically when the cylinder is fully extended or when the hydraulic control lever is in the N (neutral) position.

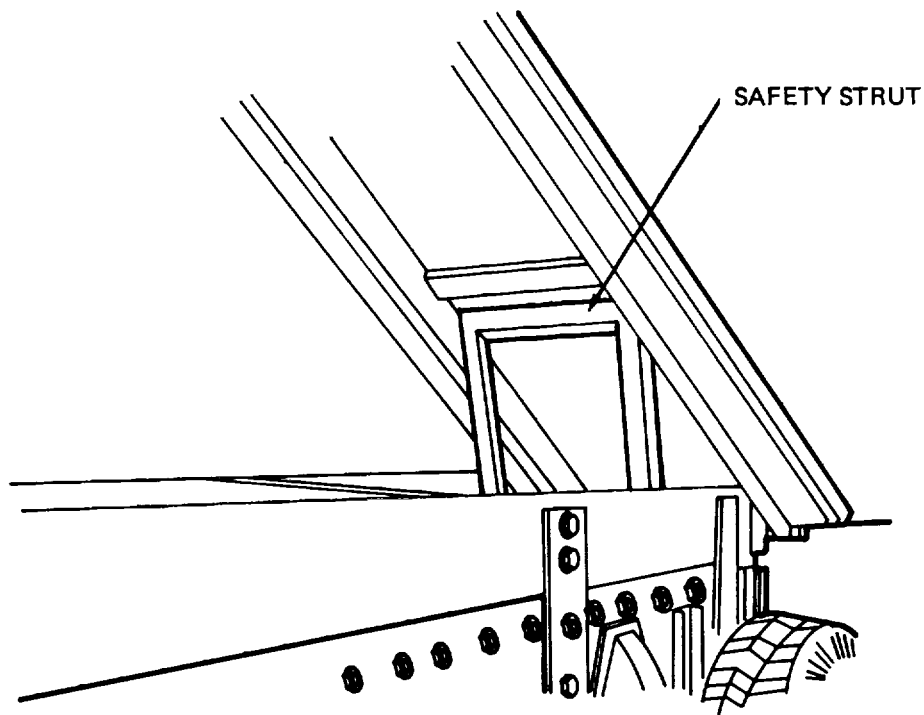
**WARNING**

Do not try to loosen a sickly load by pulling forward or backward and braking abruptly.

**CAUTION**

Always disengage the PTO when hydraulic power to the dump is not needed. You could not leave the dump body hoist cylinder extended for long periods of time such as in storage. Atmospheric conditions can damage the machined surface of the cylinders.

- f. If the bed is to be held at a high angle for an extended period, or if maintenance is going to be performed with the bed raised, use the safety strut.
- (1) Raise the dump bed as high as it will go.
  - (2) Lift the strut until it is alined with the bottom of the bed (fig. 2-10).
  - (3) Lower dump bed until safety strut is firmly engaged against bed cross brace.



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Figure 2-10. Safety Strut.



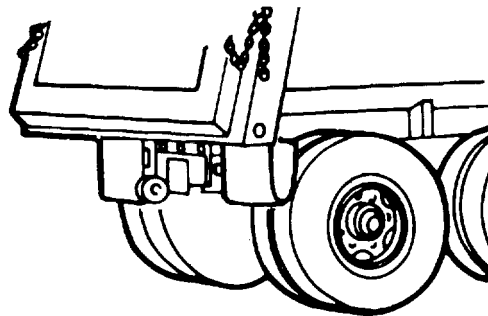
- (4) Place the T-handle control lever (fig. 2-9) in the N (neutral) position.
- (5) To lower, swing the strut down into its stowed position. You will have to raise the bed slightly to take weight off the safety strut before it will swing down.
- g. When dumping is finished, squeeze the T-handle control head (fig. 2-9) of the hydraulic control lever and move the lever to the DOWN position.
- h. When the bed is fully lowered, release the T-handle control (fig. 2-9) and place the lever in the N (neutral) position.
- i. Disengage the P'TO (see TM 9-2320-273-10).
- j. Lift the tailgate control lever upward as far as it will go. Slide the safety loop over the lever (fig. 2-1).
- k. Check the jaws on both sides of the tailgate hinge. Be sure they are closed firmly over the pins (fig. 2-2).

**NOTE**

**Remember to perform your after (A) PMCS when you finish operating the dump truck.**

**2-6. Controlled Spreading.**

- a. Position the truck for spreading. Park the truck and apply the park brakes.
- b. Raise bottom of mud flaps up and toward front of truck. Hook mud flaps on hooks provided on bottom edge of dump body (fig. 2-11).



TA 075411

*Figure 2-11. Mud Flaps Stowed During Dump Operations.*

- c. Adjust the tailgate chain as needed to control the opening. Adjust the chain equally on both sides.
  - (1) Lift the chain out of the slot on the upper chain latch (view A, fig. 2-12).
  - (2) Tighten the chain as necessary (view B, fig. 2-12).
  - (3) Slide the chain link into the slot on the upper chain latch (view C, fig. 2-12).
  - (4) Remove the chain from the slot on the lower chain latch. Pull it tight (view D, fig. 2-12). Press it back into the slot on the lower chain latch. Make sure chains hang even on both sides (view E, fig. 2-12).
- d. Start the engine and engage the PTO in accordance with TM 9-2320-273-10.
- e. Move the T-handle control lever (fig. 2-9) to the UP position. Raise the dump body 2-3 ft., then release the T-handle and place the lever in the N (neutral) position.

#### NOTE

**You can gauge the height you are raising the bed by observing the bed through the side view mirror and by observing the rod.**

- f. Remove the safety loop from the tailgate control lever (fig. 2-1). Pull the lever all the way to the "tailgate open" position (fig. 2-7). This releases the jaws holding the bottom pins of the tailgate (fig. 2-8). Material should begin to spill out under the tailgate.

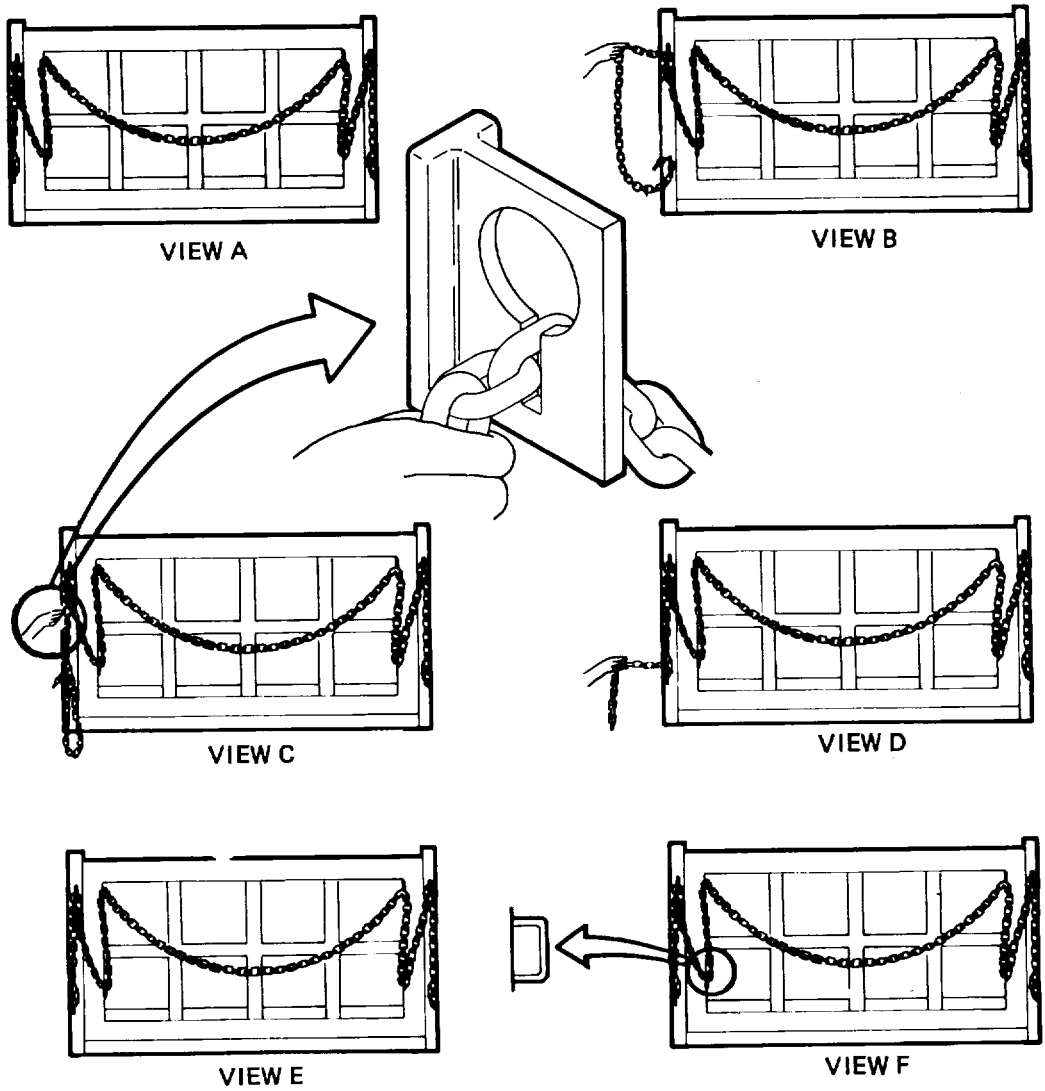


Figure 2-12. Tailgate Chain Adjustment.

TA 075412

- g. Release the parking brake.
- h. Place the transmission in first gear and drive the truck forward slowly. Have a crew member check the thickness of the material you have spread to determine if the tailgate opening needs to be readjusted. If so, stop the truck, place the transmission in neutral, apply the parking brake, and repeat the procedure given in paragraph 2-6c.
- i. Maintain a steady speed until all of the material has been spread. While moving, you may raise the dump body at intervals by moving the T-handle control lever to the UP position. This will keep the material flowing freely under the tailgate.
- j. When the bed is empty, move the T-handle control lever (fig. 2-9) to DOWN. Lower the bed completely.

### **CAUTION**

**Never leave the bed raised or the PTO engaged when you drive to and from fob locations.**

- k. Disengage the PTO (see TM 9-2320-273-10).
- l. Lift the tailgate control lever upward as far as it will go. Slide the safety loop over the lever (fig. 2-1).
- m. Check the jaws on both sides of the tailgate hinge. Be sure they are closed firmly over the pins (fig. 2-2).

## **2-7. Hauling Long Materials.**

### **WARNING**

**Do not step on pusher axle tire when climbing in or out of the dump body.**

- a. Position the truck, apply park brakes.
- b. Remove chains from upper and lower chain latches and lower chain guides.
  - (1) Remove the chain from the slots on the lower chain latches. Pull it out (fig. 2-13, view A).

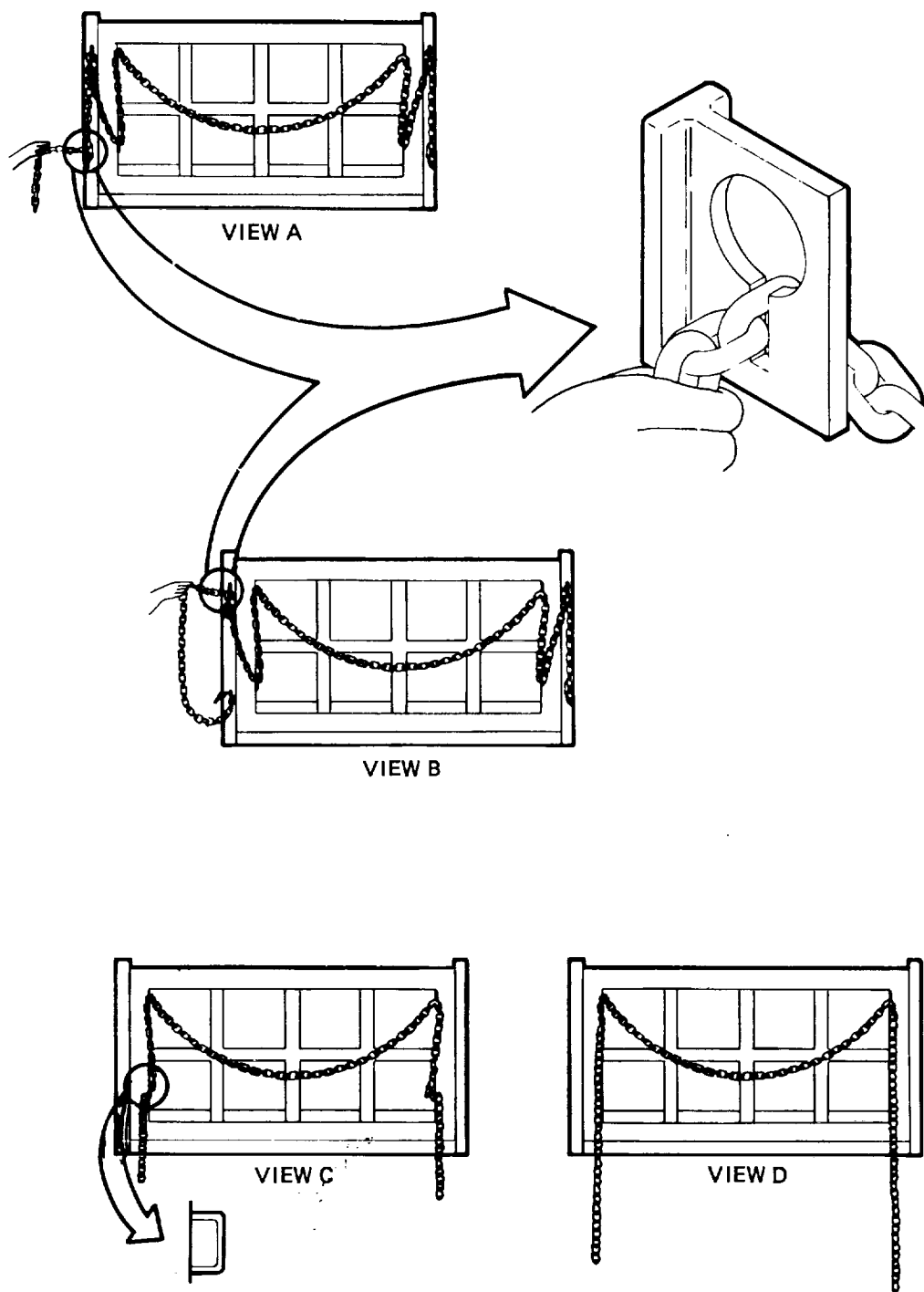
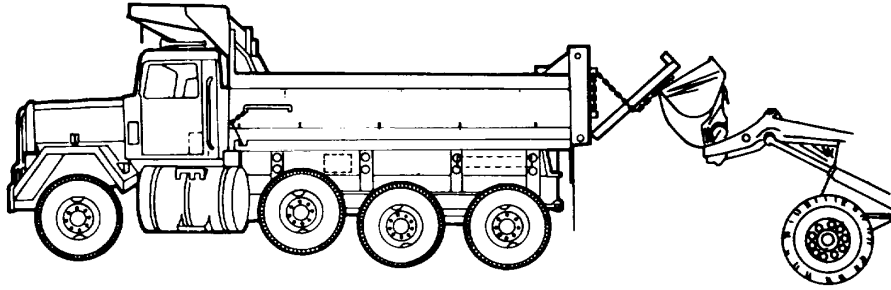
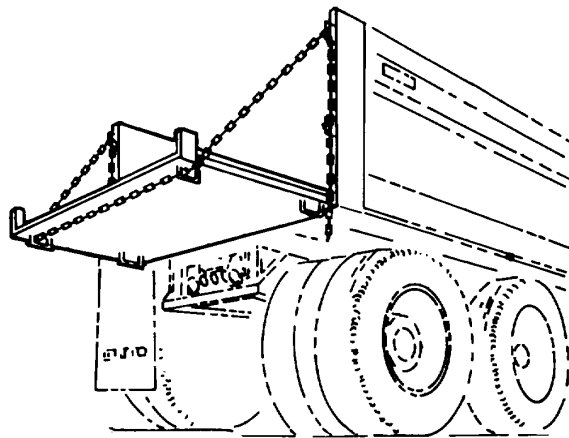


Figure 2-13. Preparation for Lowering Tailgate for Hauling Long Material



#### LOWERING TAILGATE



#### TAILGATE LOWERED

*Figure 2-14. Lowering Tailgate for Hauling Long Material.*

- (2) Lift the chain out of the slots on the upper chain latches. Pull it out (fig. 2-13, view B).
- (3) Pull chain out of lower guide eyes (fig. 2-13, views C and D).
- c. Position front end loader bucket to tailgate (fig. 2-14).
- d. Remove cotter pins (fig. 2-3) and tap out hinge pins with hammer and punch. Push top of tailgate out for front end loader to lower to desired position.
  - (1) Put adjustment chain through upper chain latches and pull tight. Slide the chain link into slot (fig. 2-13, view B).

- (2) Put adjustment chain through lower chain latches and pull tight. Slide the chain link into slot (fig. 2-13, view A), making sure chains are even on both sides.

e. You are now ready to load.

#### NOTE

**Remember to perform your after (A) PMCS when you finish operating the dump truck.**

#### 2-8. Stowing the Tarpaulin.

- a. Disconnect the tarpaulin from the fourteen hooks (fig. 2-6).
- b. Remove the tie-down straps (fig. 2-6).
- c. Clean and fold the tarpaulin (fig. 2-15).
- d. Store the tarpaulin in the stowage box (fig. 2-4). Push it into the box from

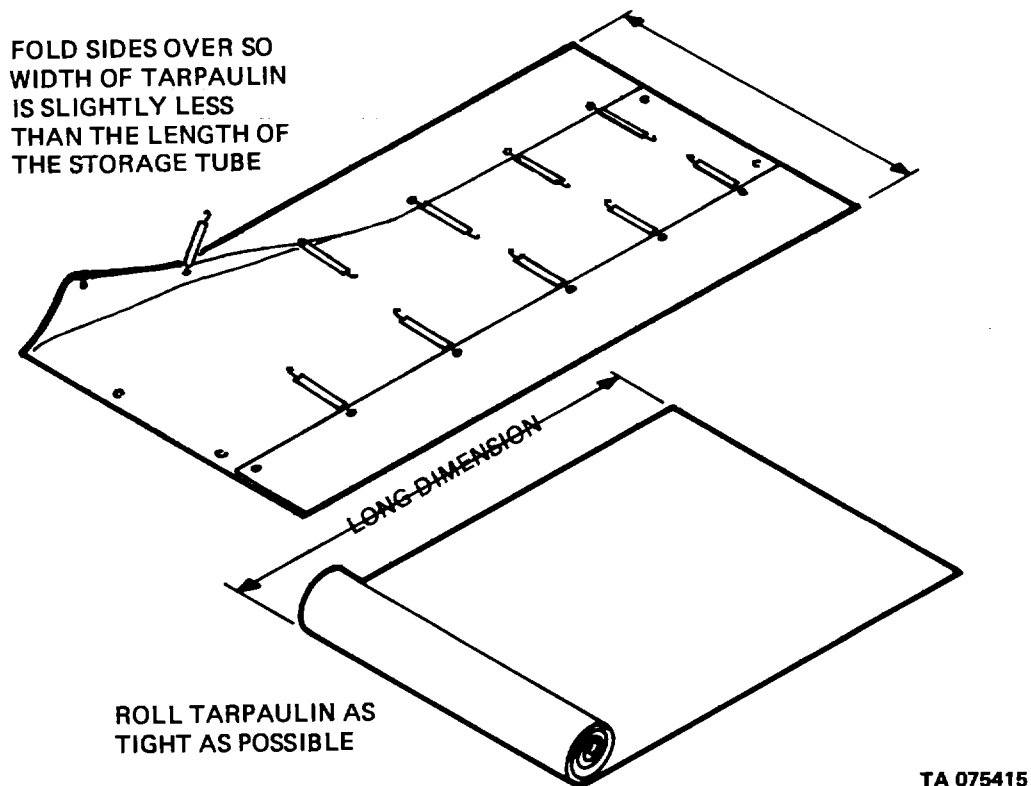


Figure 2-15. Preparing the Tarpaulin for Stowage

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**Section II. OPERATION UNDER UNUSUAL CONDITIONS**

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**2-9. Operation in Windy Weather.****WARNING**

**Do not attempt dumping operations in high or gusty winds.**

In moderate winds, use the tarpaulin to keep material from blowing out of the dump bed. Be sure the tie-down straps are in place to prevent flapping (fig. 2-).

**2-10. Operation in Rainy or Snowy Weather.****CAUTION**

**Do not leave tarpaulin installed on the truck in conditions where snow will accumulate the tarpaulin. This will cause the tarpaulin to become stiff and unmanageable, and could damage tarpaulin.**

Use the tarpaulin to keep the loads dry. Wet loads may stick, making dumping difficult.

**2-11. Operation in Cold Weather.**

Cold weather presents special problems because cold oil and hydraulic components should not be operated to capacity until the system has been warmed up. This can be accomplished by performing the following steps:

- a. Engage the PTO (TM 9-2320-273-10) while the engine is warming up. Idle speed should not exceed 1100-1200 RPM.
- b. Clear all personnel from around the dump body.
- c. Squeeze the hydraulic control lever handle together (see fig. 2-5) and check operation of the body at low engine RPM's to verify reasonably normal operation. Keep in mind that oil has not been circulated through the pilot valve and hoist cylinder.
- d. Lower the dump body, release the T-handle, and place the control lever in the N (neutral) position.



## CHAPTER 3 MAINTENANCE INSTRUCTIONS

### Section I. LUBRICATION INSTRUCTIONS

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#### 3-1. Lubrication.

Lubrication instructions for the M917 Dump Truck body are contained in LO 5-3805-274-12.

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### Section II. PREVENTIVE MAINTENANCE CHECKS AND SERVICES 3-2. General.

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*a. Maintenance Forms and Records.* Every mission begins and ends with the paperwork. There isn't much of it, but you have to keep it up. The forms and records you fill out have several uses; they are a permanent record of the services, repairs, and modifications made on your dump body; they are reports to Organizational Maintenance and to your Commander; and they are a checklist for you when you want to know what is wrong with the dump body after its last use, and whether those faults have been fixed. For the information you need on forms and records, see TM 38-750.

*b. Preventive Maintenance Checks and Services.* (See Table 3-1).

- (1) Do your (B) PREVENTIVE MAINTENANCE just before you operate the dump body. Pay attention to the CAUTIONS and WARNINGS.
- (2) Do your during (D) PREVENTIVE MAINTENANCE while the vehicle and/or its component systems are in operation.
- (3) Do your after (A) PREVENTIVE MAINTENANCE right after operating the dump body. Pay attention to the CAUTIONS and WARNINGS.
- (4) Do your (W) PREVENTIVE MAINTENANCE weekly.
- (5) Do your (M) PREVENTIVE MAINTENANCE once a month.
- (6) If something doesn't work, troubleshoot it with the instructions in this manual and notify your supervisor.
- (7) Always do your PREVENTIVE MAINTENANCE in the same order until it gets to be a habit. Once you've had some practice, you'll spot anything wrong in a hurry.
- (8) If anything looks wrong and you can't fix it, write it on your DA Form 2404. If you find something seriously wrong, report it to Organizational Maintenance RIGHT NOW.
- (9) When you do your PREVENTIVE MAINTENANCE, take along the tools you need to make all the checks. You always need a rag or two, also.

### 3-3. General Maintenance Procedures.

a. *Cleanliness* - Dirt, grease, oil, and debris only get in the way and may cover up a serious problem. Clean as you work and as needed. Use dry cleaning solvent (SD-2) on all metal surfaces.

#### WARNING

Dry cleaning solvent, SD-2, used to clean parts is potentially dangerous to personnel and property. Do not use near open flame or excessive heat. Flash point of solvent is 138°F.

b. *Bolts, nuts, and screws* - Check them all for obvious looseness, missing, bent, or broken condition. You can't try them all with a tool, of course, but look for chipped paint, bare metal, or rust around bolt heads. If you find one you think is loose, tighten it, or report it to Organizational Maintenance.

c. *Welds* - Look for loose or chipped paint, rust, or gaps where parts are welded together. If you find a bad weld, report it to Organizational Maintenance.

d. *Electric wires and connectors* - Look for cracked or broken insulation, bare wires, and loose or broken connectors. Tighten loose connectors and make sure the wires are in good shape.

e. *Hydraulic lines and fittings* - Look for wear, damage, leaks, and make sure clamps and fittings are tight. Wet spots can mean a leak. If a leak comes from a loose fitting or connector, tighten it. If something is broken or worn out, report it to Organizational Maintenance.

### 3-4. Fluid Leakage.

It is necessary for you to know how fluid leakage affects the status of the hydraulic system. The following are definitions of the types/classes of leakage you need to know to be able to determine the status of the dump body. Learn, then be familiar with them and REMEMBER - WHEN IN DOUBT, NOTIFY YOUR SUPERVISOR!

#### Leakage Definitions for Crew/Operator PMCS

#### CAUTION

Equipment operation is allowable with minor leakages (Class I or II). Of course, consideration must be given to the fluid capacity in the item/system being checked/inspected. When in doubt, notify your supervisor.

When operating with Class I or II leaks, continue to check fluid levels as required in your PMCS.

Class III leaks should be reported to your supervisor or to Organizational Maintenance.

CLASS I	Seepage of fluid (as indicated by wetness or discoloration) not great enough to form drops.
CLASS II	Leakage of fluid great enough to form drops but not enough to cause drops to drip from item being checked/inspected.
CLASS III	Leakage of fluid great enough to form drops that fall from the item being checked/inspected.

Table 3-1. Operator PMCS - M917 Dump Truck Body

B - Before			D - During			A - After			W - Weekly			M - Monthly		
ITEM NO	INTERVAL					ITEM TO BE INSPECTED PROCEDURE: Check for and have repaired, Filled Or Adjusted as needed	FOR READINESS REPORTING Equipment is Not Ready/ Available If:							
	B	D	A	W	M									
						<p><b>NOTE</b></p> <p>Item number of columns shall be used as a source of item numbers for the "TM Number" column on DA Form 2404, Equipment Inspection and Maintenance Worksheet, in recording results of PMCS.</p> <p>Within designated interval, these checks are to be performed in the order listed.</p> <p>Perform weekly as well as before PMC's if you are the assigned driver but have not operated the vehicle since the last weekly, or you are operating the vehicle for the first time.</p>								
1					•	<p><b>ELECTRICAL SYSTEM</b></p> <p>Visually inspect wiring and connectors for obvious damage, breaks or fraying.</p>								
2		•				<p>Make sure all clearance lamps are working; pull out headlamp switch on truck instrument panel and check marker lamps.</p>								
3	•					<p><b>DUMP BODY (CARGO)</b></p> <p>Visually inspect cargo body, cab protector and tailgate for obvious damage, weld breaks.</p>	<p>Cracked, broken welds.</p>							
4	•					<p>Visually inspect for hydraulic leaks.</p>	<p>Class III leaks are evident.</p>							
						<p><b>3-4</b></p>								

Table 3-1. Operator PMCS - M917 Dump Truck Body Continued

B - Before						D - During	A - After	W - Weekly	M - Monthly
ITEM NO	INTERVAL					ITEM TO BE INSPECTED			FOR READINESS REPORTING
	B	D	A	W	M	PROCEDURE: Check for and have repaired, Filled Or Adjusted as needed			Equipment is Not Ready/ Available If:
						DUMP OPERATION			
						<p><b>WARNING</b></p> <p>If the bed is to be held at a high angle or if maintenance is to be performed with the bed raised, use the Safety Strut.</p>			
5		•				Tailgate control handle operates freely.			Control handle will not operate tailgate.
6		•				Jaws in lock mechanism engage the hinge pin when control handle is full up, and release the hinge pin when control handle is full down.			Lock mechanism does not operate smoothly and lock securely.
7		•				Adjustment chain is in place and not broken. Adjustment chain guides are undamaged.			Adjustment chain or chain guides broken or damaged.
8		•				Pivot pin at the top of the tailgate is not damaged and the tailgate swings open freely with dump body up and the tailgate control down.			Pivot pin damaged; tailgate will not swing open freely.
						3-5			

*Table 3-1. Operator PMCS - M917 Dump Truck Body - Continued*

### B - Before

**D - During**

**A - After**

**W - Weekly**

**M - Monthly**

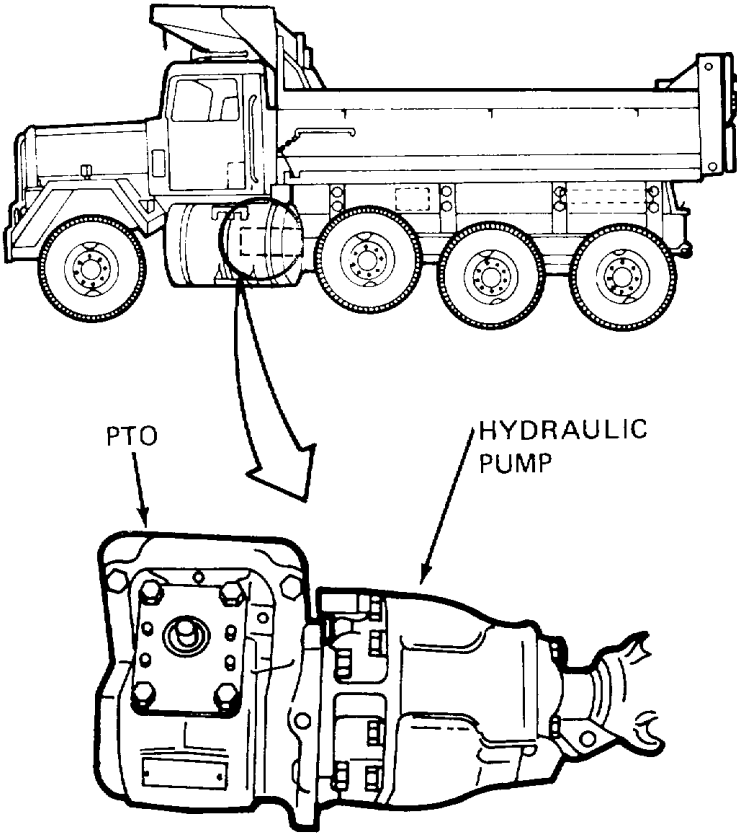
ITEM NO	INTERVAL					ITEM TO BE INSPECTED PROCEDURE: Check for and have repaired, Filled Or Adjusted as needed	FOR READINESS REPORTING Equipment is Not Ready/ Available If:
	B	D	A	W	M		
							
9		•				<b>HOIST SYSTEM</b>  Check all hydraulic lines for evidence of leaking.	Class III leaks are evident.
10		•				Check hydraulic pump for leakage. Look for signs of loose or broken mounting bolts.	Class III leaks are evident.

Table 3-1. Operator PMCS - M917 Dump Truck Body - Continued

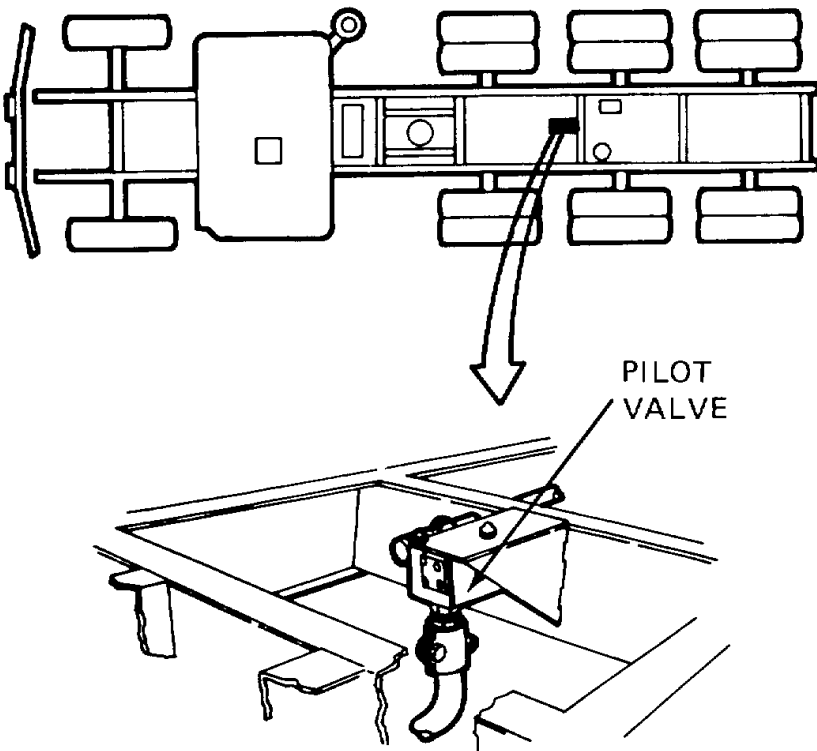
B - Before		D - During		A - After		W - Weekly		M - Monthly	
ITEM NO	INTERVAL					ITEM TO BE INSPECTED PROCEDURE: Check for and have repaired, Filled Or Adjusted as needed	FOR READINESS REPORTING Equipment is Not Ready/ Available If:		
	B	D	A	W	M				
11		•				<p>Check pilot valve for signs of leakage.</p> <div></div>	<p>Class III leaks are evident.</p>		
						3-7	TA 075417		

Table 3-1. Operator PMCS - M917 Dump Truck Body - Continued

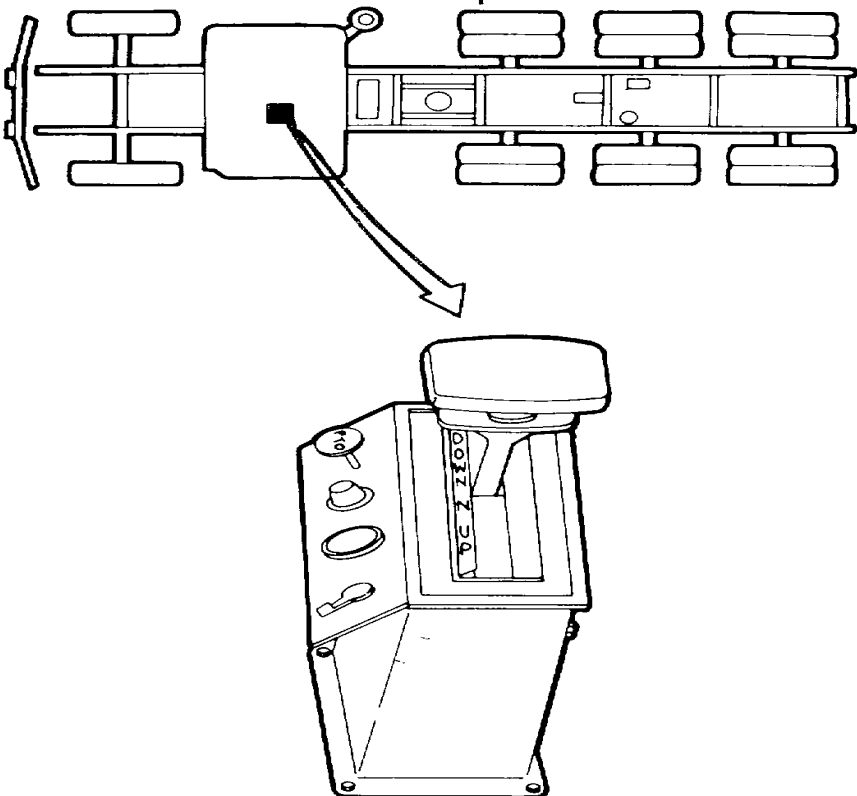
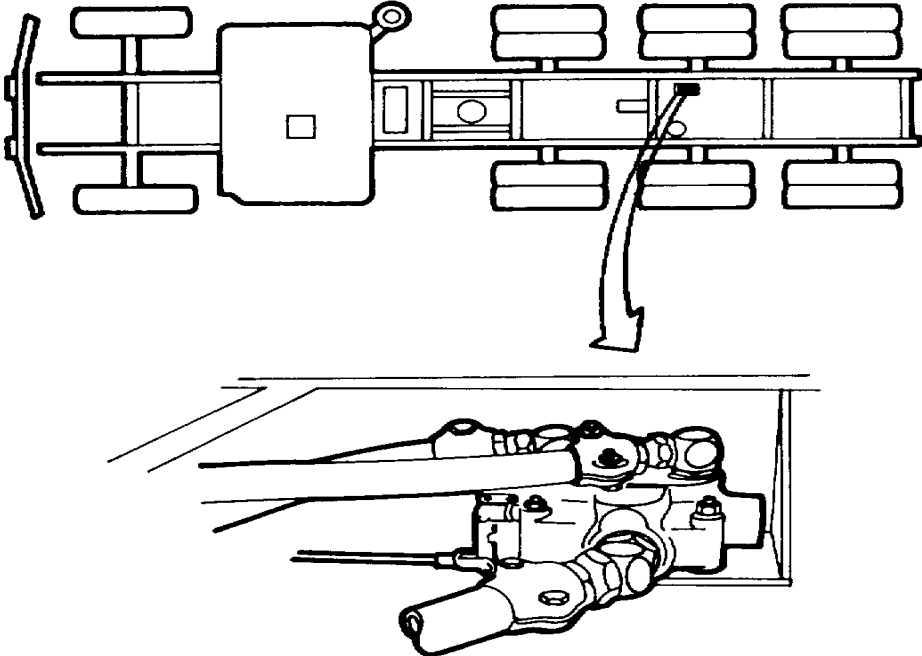
B - Before		D - During		A - After		W - Weekly		M - Monthly	
ITEM NO	INTERVAL					ITEM TO BE INSPECTED PROCEDURE: Check for and have repaired, Filled Or Adjusted as needed	FOR READINESS REPORTING Equipment is Not Ready/ Available If:		
	B	D	A	W	M				
12						<div></div>			
			<div><ul style="list-style-type: none"><li>•</li><li>•</li></ul></div>			<div><p>Check the hydraulic control lever for the following:</p><div><div>(1) Control lever returns to N (neutral) from UP and DOWN positions.</div><div>(2) Grip head operates smoothly and control lever moves without binding.</div></div></div>	<div><p>Control mechanism doesn't work properly or Class III leaks are evident.</p></div>		
						3-8	TA 075418		

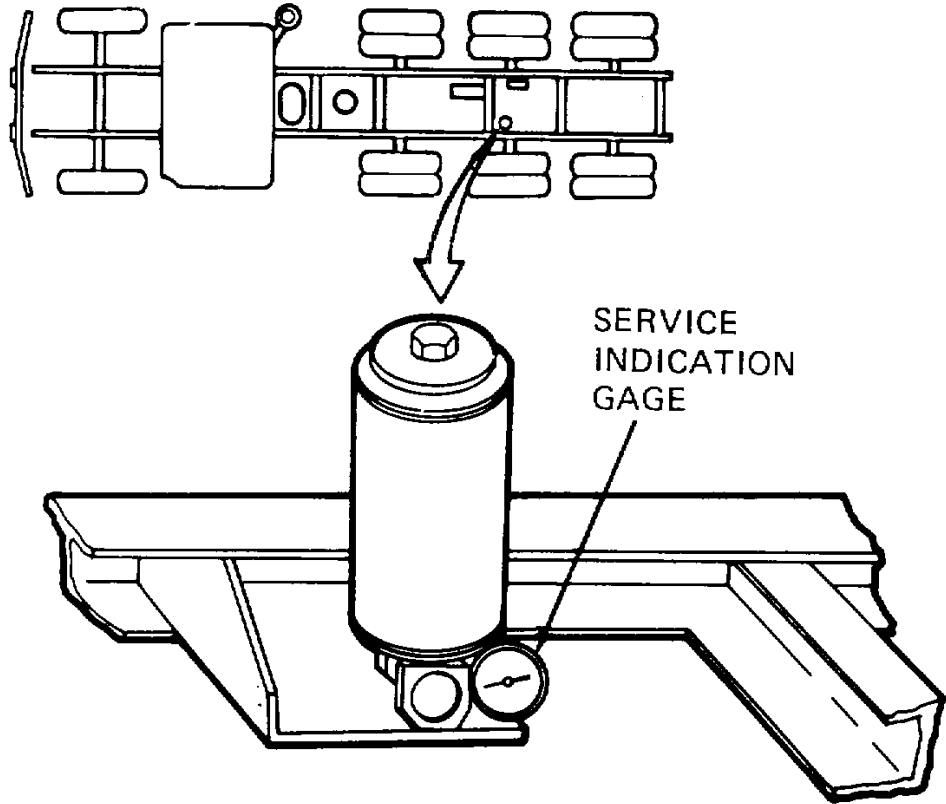


Table 3-1. Operator PMCS - M917 Dump Truck Body - Continued

B - Before		D - During		A - After		W - Weekly		M - Monthly	
ITEM NO	INTERVAL					ITEM TO BE INSPECTED PROCEDURE: Check for and have repaired, Filled Or Adjusted as needed	FOR READINESS REPORTING Equipment is Not Ready/ Available If:		
	B	D	A	W	M				
						<div></div> <div><p>(3) Sign of hydraulic leaks from the control valve.</p><p><b>NOTE</b></p><p>The automatic bleeder vents air from the hydraulic system until the hydraulic cylinder is completely filled with oil and then seals automatically. This process produces an oil mist; therefore, a small accumulation of oil around the bleeder is not necessarily an indication of a malfunction.</p></div>			
									TA 075419
3-9									

**M - Monthly**

ITEM NO	INTERVAL					ITEM TO BE INSPECTED PROCEDURE: Check for and have repaired, Filled Or Adjusted as needed	FOR READINESS REPORTING Equipment is Not Ready/ Available If:
	B	D	A	W	M		
13		•				Inspect hoist cylinder for signs of leakage and hoist extension scoring. Hoist should operate smoothly and quietly.	Hoist cylinder will not raise dump bed.
14		•				Check the hydraulic filter for signs of leakage. With system operating and PTO engaged are evident. and engine RPM above 1200, check the service indication gage. If the needle is in or close to the red, notify Organizational Maintenance.	Pressure is too high or too low. Class III leaks



SERVICE INDICATION GAGE

TA075420

Change 2 3-10

Table 3-1. Operator PMCS - M917 Dump Truck Body - Continued

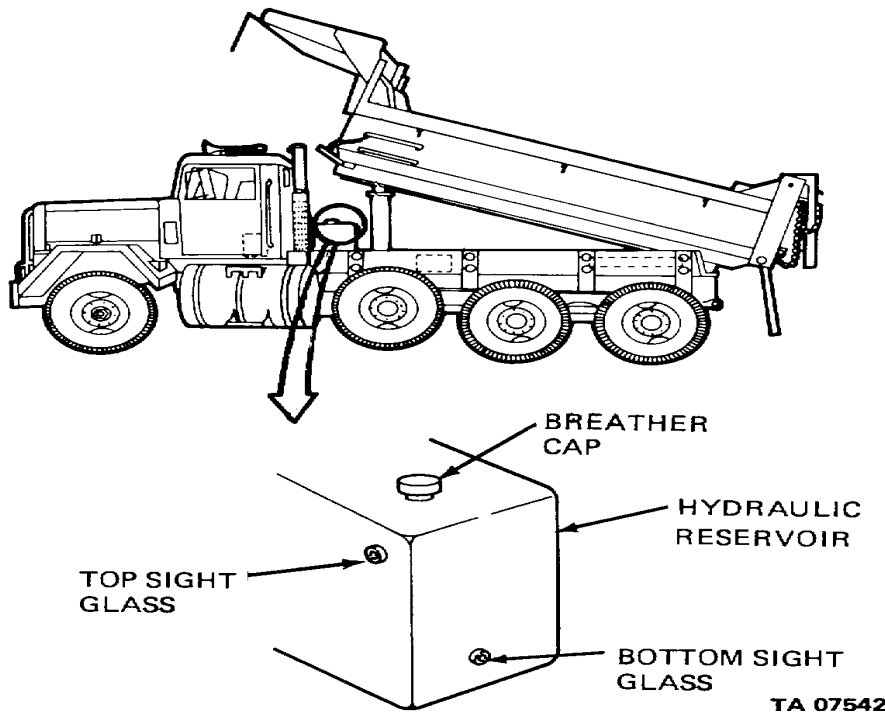
B - Before		D - During		A - After		W - Weekly		M - Monthly	
ITEM NO	INTERVAL					ITEM TO BE INSPECTED PROCEDURE: Check for and have repaired, Filled Or Adjusted as needed	FOR READINESS REPORTING Equipment is Not Ready/ Available If:		
	B	D	A	W	M				
15		•				Check the reservoir and all connections for signs of leaks. With the dump bed fully raised, install the Safety Strut, check the hydraulic oil level, add oil if below the bottom sight glass. If breather filter cap is clogging, clean it.	Class III leaks are evident, or oil level is below acceptable limits.		
16		•				With the dump bed lowered, check the hydraulic oil level through hole in front of bed. If not visible in top sight glass add oil.			
<div></div>									
3-11									

Table 3-1. Operator PMCS - M917 Dump Truck Body -Continued

B - Before		D - During		A - After		W - Weekly		M - Monthly	
ITEM NO	INTERVAL					ITEM TO BE INSPECTED PROCEDURE: Check for and have repaired, Filled Or Adjusted as needed	FOR READINESS REPORTING Equipment is Not Ready/ Available If:		
	B	D	A	W	M				
17						<p>TARPAULIN</p> <ul style="list-style-type: none"><li>Check tarpaulin cover for rips, tears, damaged or missing tie-down straps or grommets.</li></ul>			
						3-12			

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**Section III. TROUBLESHOOTING**

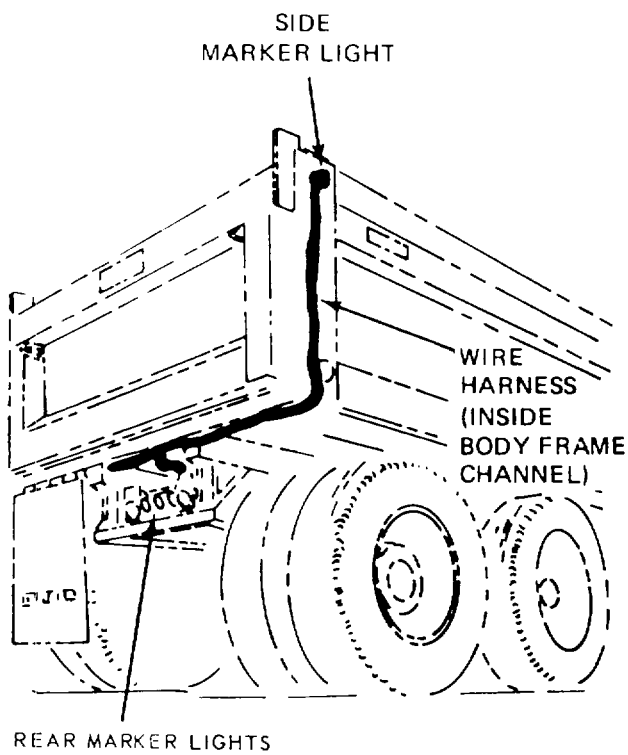
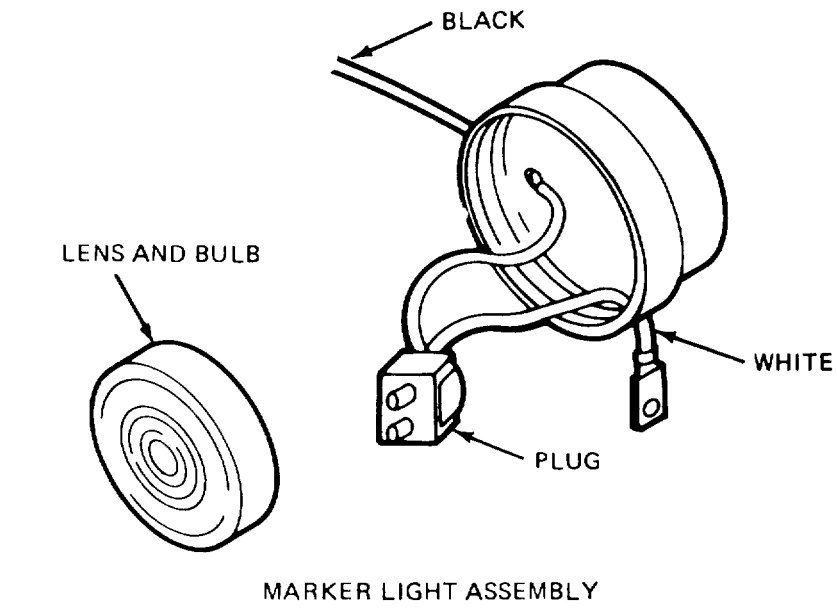
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**3-5. Introduction.**

a. This section contains troubleshooting information for locating and correcting most of the operating troubles which may develop in the use of the M917 dump truck body. Each malfunction for an individual component, unit, or system is followed by a list of tests or inspections which will help you to determine corrective actions to take. You should perform the test/inspections and corrective actions in the order listed.

b. This manual cannot list all malfunctions that may occur, nor all tests or inspections and corrective actions. If a malfunction is not listed or is not corrected by listed corrective actions, notify Organizational Maintenance.

c. The table lists the common malfunctions which you may find during the operation or maintenance of the M917 dump truck body or its components. You should perform the tests/inspections and corrective actions in the order listed.



TA 157314

Figure 3-1. Harness Routing and Marker Light Detail  
3-14

Table 3-2. Troubleshooting Procedures

MALFUNCTION	TEST OR INSPECTION	CORRECTIVE ACTION
<b>ELECTRICAL SYSTEM</b>		
<b>1. SOME MARKER LIGHTS WORK, OTHERS DO NOT LIGHT.</b>	Step 1. Check for loose wire connections at the inoperative lights (see Fig. 3-1).	Fix poor connection. If you can't, notify Organizational Maintenance.
	Step 2. Remove lens/bulb and make sure there is a good plug connection.	If the plug connection appears good, notify Organizational Maintenance.
<b>2. NONE OF THE MARKER LIGHTS WORK.</b>	Step 1. Check to make sure the headlight switch on the cab instrument panel is pulled out.	Pull out headlight switch.
	Step 2. Check for bad wire connections at the left rear tail light.	Fix poor connection if possible, if not, notify Organizational Maintenance.
<b>HYDRAULIC SYSTEM</b>		
<b>3. BODY RAISES AND LOWERS JERKILY.</b>	Step 1. Check hydraulic oil level (see Table 3-1, item 15). Add oil, if necessary.	
	Step 2. Check oil filter service indication gage.	Notify Organizational Maintenance if needle is in or near the red area of the warning decal.
	Step 3. If step 1 and 2 checkout ok, system probably requires bleeding.	Notify Organizational Maintenance if bleeding is required.

Table 3-2. Troubleshooting Procedures - Continued

MALFUNCTION	TEST OR INSPECTION	CORRECTIVE ACTION
<b>HYDRAULIC SYSTEM (Continued)</b>		
<b>4. BODY WON'T RAISE WHEN CONTROL PLACED IN UP POSITION.</b>		
	Step 1. Check that PTO is engaged.	Engage PTO (see TM 9-2320-273-10).
	Step 2. Check hydraulic oil level (see Table 3-1, item 15).	Add oil if necessary.
	Step 3. Check mechanical linkage between cab control and control valve for loose connection.	Notify Organizational Maintenance if linkage is loose.
	Step 4. Check for leaks in the hydraulic components and lines.	Notify Organizational Maintenance if leaks are evident.
<b>5. DUMP BODY RESPONSE TO CONTROLS IS SLUGGISH.</b>		
	Step 1. Check hydraulic filter service indication gage.	Notify Organizational Maintenance if gage needle is in the red range.
	Step 2. Check hydraulic oil level (see Table 3-1, item 15).	Add oil if necessary.
	Step 3. Check for leaks.	Notify Organizational Maintenance if Class III leaks are evident.



Table 3-2. Troubleshooting Procedures - Continued

MALFUNCTION	TEST OR INSPECTION	CORRECTIVE ACTION
DUMP BODY		
6.	BODY LEANS OR SHIFTS WHEN RAISED.	<p><b>WARNING</b></p> <p>Body may lean or shift because of high or gusty winds. Do not attempt to dump under these conditions.</p> <p>Step 1. Check that the dump truck is on level, firm ground. Reposition the truck if necessary.</p> <p>Step 2. Check air pressure in tires. Adjust air pressure in tires. Front 100 psi Rear 90 psi Pusher Axle 90 psi</p> <p>Step 3. Check for broken spring on the chassis. Report problem to Organizational Maintenance.</p> <p>Step 4. Check for wheels sinking unevenly in soft terrain. Move truck so that wheels will not sink.</p> <p>Step 5. Check for load sticking on one side of body. Lower the body all the way. Break up the sticky load.</p>
7.	TAILGATE CONTROL LEVER WILL NOT RELEASE TAILGATE LOCKING MECHANISM.	<p>Step 1. Check for signs of dry lube points. Lubricate as necessary (see LO 5-3805-274-12).</p> <p>Step 2. Check for loose connections in the control lever linkage. Notify Organizational Maintenance if linkage is out of adjustment.</p>

## Section IV. MAINTENANCE PROCEDURES

### 3-6. Introduction.

Lubrication and cleaning are the only maintenance procedures you will perform on the dump truck body at the crew level. Required lubrication is described in para 3-1.

### 3-7. Cleaning Procedure.

Road grime, mud, dust, salt, and other deposits reduce payload and cause rapid corrosion of the dump body. Clean the dump truck whenever these materials begin to accumulate.

- a. With the dump bed lowered completely, use the tailgate control lever to release the tailgate.
- b. Use a high pressure stream of water to clean the interior. Then clean the outer sides.

#### **WARNING**

Disengage the PTO and turn off the engine while cleaning the raised bed.

- c. Raise the bed and support it with the safety strut. Clean the underside with the high pressure stream.
- d. Use a stiff broom and detergent to remove remaining dirt.
- e. Leave the bed in the dump position until it is thoroughly dry.
- f. When the bed is dry, lower it to road position. Close the tailgate.

## APPENDIX A

## REFERENCES

**A-1. Publication Indexes.**

The following indexes should be consulted frequently for latest changes or revisions and for new publications relating to material covered in this technical manual.

Index of Administrative Publications.....	DA PAM 310-1
Index of Doctrinal, Training, and Organizational Publications.....	DA PAM 310-3
Bulletins, Supply Manuals (Types 7, 8, and 9), Supply Bulletins and Lubrication Orders. ....	DA PAM 310-4
Index of Graphic Training Aids and Devices .....	DA PAM 310-5
U.S. Army Equipment Index of Modification Work Orders .....	DA PAM 310-7

**A-2. Forms.**

The following forms pertain to this material. (Refer to DA Pamphlet 310-2 for index of blank forms.)

Standard Form 46, U.S. Government Motor Vehicle Operator's Identification Card.  
 Standard Form 91, Operator's Report of Motor Vehicle Accident.  
 Recommended Changes to DA Publications, DA Form 2028.

Refer to TM 38-750, The Army Maintenance Management Systems (TAMMS), for instructions on the use of maintenance forms pertaining to this material.

**A-3. Other Publications.**

The following publications contain information pertinent to the major item of material and associated equipment.

*a. Operating Vehicle.*

Operator's Manual for M915, M916, M920 Truck Tractor and Chassis for M917, M918, and M919.....	TM 9-2320-273-10
Driver Selection and Training (Wheeled Vehicles).....	TM 21-300
Manual for the Wheeled Vehicle Driver.....	FM 21-305

*b. Maintenance and Repair.*

Lubrication Order for M917 .....	LO 5-3805-274-12
Organizational, Direct Support and General Support Repair Parts and Special Tools List for M917 .....	TM 5-3805-274-24 & P
Organizational Maintenance for M915, M916, M920 Truck Tractors and Chassis for M917, M918, and M919 .....	TM 9-2320-273-20

Organizational Maintenance Repair Parts and Special Tools List for M915, M916, M920 Truck Tractors and Chassis for M917, M918, M919 .....	TM 9-2320-273-20 P
Direct Support and General Support Maintenance Manual for M915, M916, M920 Truck Tractors and Chassis for M917, M918, and M919 .....	TM 9-2320-273-34
Direct Support and General Support Repair Parts and Special Tools List for M915, M916, M920 Truck Tractors and Chassis for M917, M918, M919 .....	TM 9-2320-273-34P
Organizational, Direct Support and General Support Repair Parts and Special Tools List for Engine, Diesel, 6 Cylinder, Inline, Turbocharged Cummins Model NTC-400 .....	TM 9-2815-222-34 & P
Lubrication Order for M915, M916, M920 Truck Tractor and Chassis for M917, M918, and M919 .....	LO 9-2320-273-12
Metal Body Repair and Related Operations .....	TM 9-450
Welding Theory and Application .....	TM 9-237
Painting Instructions for Field Use .....	TM 9-213

*c. Cold Weather Operation and Maintenance.*

Basic Cold Weather Manual .....	FM 31-70
Northern Operations .....	TM 31-71
Operation and Maintenance of Ordnance Materiel in Extreme Cold Weather (0° to -65°F) .....	TM 9-207

*d. Decontamination.*

Chemical, Biological, and Radiological (CBR) Decontamination .....	TM 3-220
Chemical, Biological, Radiological, and Nuclear Defense .....	FM 21-40

*e. General.*

Principles of Automotive Vehicles .....	TM 9-8000
Camouflage .....	FM 5-20
Procedures for Destruction of Tank-Automotive Equipment to Prevent Enemy Use .....	TM 750-244-6
Administrative Storage of Equipment .....	TM 740-90-1

*f. Warranty.*

Warranty (chassis and body) .....	TB 9-2300-295-15/17
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## APPENDIX B

## COMPONENTS OF END ITEM LIST

---

Section I. INTRODUCTION

---

**B-1. Scope.**

This appendix lists integral components of and basic issue items for the dump body to help you inventory items required for safe and efficient operation.

**B-2. General.**

This Components of End Item List is divided into the following sections:

a. *Section II, Integral Components of the End Item.* These items, when assembled, comprise the dump body and must accompany it whenever it is transferred or turned in. The illustrations will help you identify these items. b. *Section 111, Basic Issue Items. (None Authorized).*

**B-3. Explanation of Columns.**

a. *Illustration.* This column is divided as follows:

- (1) *Figure Number.* Indicates the figure number of the illustration on which the item is shown.
- (2) *Item Number.* The number used to identify item called out in the illustration.

b. *National Stock Number.* Indicates the National Stock Number assigned to the item and which will be used for requisitioning.

c. *Part Number.* Indicates the primary number used by the manufacturer, which controls the design and characteristics of the item by means of its engineering drawings, specifications, standards, and inspection requirements to identify an item or range of items.

d. *Description.* Indicates the Federal item name and, if required, a minimum description to identify the item.

e. *Location.* The physical location of each item is given in this column. The lists are designed to inventory all items in one area of the major item before moving on to an adjacent area.

f. *Useable on Code*. Not applicable.

g. *Quantity Required (Qty Reqd)*. This column lists the quantity of each item required for a complete major item.

h. *Quantity*. This column is left blank for use during an inventory. Under the Rcv'd column, list the quantity you actually receive on your major item. The Date columns are for your use when you inventory the major item at a later date; such as for shipment to another site.

(1) ILLUSTRATION		(2)	(3)	(4)	(5)	(6)	(7)	(8) QUANTITY			
(A) FIGURE NO.	(B) ITEM NO.	NATIONAL STOCK NUMBER	PART NO.	DESCRIPTION	LOCATION	USABLE ON CODE	QTY REQD	RCVD	DATE	DATED	DATE
2-15	5		EWB 7633-14-1 (23705)	Tarpaulin			1				
2-6			TKA 7748 (23705)	15 in. Rubber Strap			12				
1-1			5001- 40801 (72671)  (23705)	Tailgate Chain			1				
				B-3							

## APPENDIX C

## ADDITIONAL AUTHORIZATION LIST

---

**Section I. INTRODUCTION**

---

**C-1. Scope.**

This appendix lists additional items you are authorized for the support of the M917 Dump Truck Body.

**C-2. General.**

This list identifies items that do not have to accompany the M917 Dump Truck Body and that do not have to be turned in with it. These items are all authorized to you by CTA, MTOE, TDA, or JTA.

**C-3. Explanation of Listing.**

National stock numbers, descriptions, and quantities are provided to help you identify and request the additional items you require to support this equipment.

**C-0**



(1) NATIONAL STOCK NUMBER	(2) DESCRIPTION		(3)	(4)
	PART NUMBER AND FSCM	USABLE ON CODE	U/M	QTY AUTH
5120-00- 224-1389	GGGB 101 TYPE 4 Size 1 (81348)	BAR, PRY	Ea	1
5120-00- 061-8546	GGG-H-86 (81348)	HAMMER, HAND	Ea	1
C-1				

## APPENDIX D

## EXPENDABLE SUPPLIES AND MATERIALS LIST

---

Section I. INTRODUCTION

---

**D-1. Scope.**

This appendix lists expendable supplies and materials you will need to operate and maintain the Dump Body. These items are authorized to you by CTA 5-970, Expendable Items (Except Medical, Class V, Repair Parts, and Heraldic Items).

**D-2. Explanation of Columns.**

*a. Column 1 - Item Number.* This number is assigned to the entry in the listing and is referenced in the narrative instructions to identify the material (e.g., "Use cleaning compound, item 5, App. D").

*b. Column 2 - Level.* This column identifies the lowest level of maintenance that requires the listed item.

C - Operator/Crew

*c. Column 3 - National Stock Number.* This is the National Stock Number assigned to the item; use it to request or requisition the item.

*d. Column 4 - Description.* Indicates the Federal item name and, if required, a description to identify the item. The last line for each item indicates the part number followed by the Federal Supply Code for Manufacturer (FSCM) in parentheses, if applicable.

*e. Column 5- Unit of Measure (U/M).* Indicates the measure used in performing the actual maintenance function. This measure is expressed by a two-character alphabetical abbreviation (e.g., ea, in, pr). If the unit of measure differs from the unit of issue, requisition the lowest unit of issue that will satisfy your requirements.

**D-0**

## Section II. EXPENDABLE SUPPLIES AND MATERIALS LIST

(1) ITEM NUMBER	(2) LEVEL	(3) NATIONAL STOCK NUMBER	(4) DESCRIPTION	(5) U/M
1	C	9150-00-065-0029 9150-00-935-1017 9150-00-190-0904 9150-00-190-0905 9150-00-190-0907	Grease, Automotive Artillery GAA (MIL-G-10924C)  2% oz tube 14 oz cartridge 1 lb can 5 lb can 35 lb can	  OZ OZ LB LB LB
2	C	9150-00-265-9425 9150-00-265-9428 9150-00-265-9429 9150-00-265-9430	Oil, Lubricating, OE/HDO 10 (MIL-L-2104C)  1 qt can 5 gal drum 55 gal drum, 16 gage 55 gal drum, 18 gage	  QT GAL GAL GAL
3	C	9150-00-402-4478 9150-00402-2372 9150-00-491-7197	Oil, Lubricating, Sub Zero. OEA (MIL-L46167)  1 qt con 5 gal drum 55 gal drum	  QT GAL GAL
4	C	6850-00-664-5685 6850-00-281-1985 6850-00-264-9038 6850-00-285-8012	Solvent, Dry Cleaning SD-2 (P-D-680)  1 qt can 1 gal cap 5 gal drum 55 gal drum	  QT GAL GAL GAL
D-1				

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## Index 0

TM 5-3805-274-10

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## THE METRIC SYSTEM AND EQUIVALENTS

### LINEAR MEASURE

1 Centimeter = 10 Millimeters = 0.01 Meters = 0.3937 Inches  
 1 Meter = 100 Centimeters = 1000 Millimeters = 39.37 Inches  
 1 Kilometer = 1000 Meters = 0.621 Miles

### WEIGHTS

1 Gram = 0.001 Kilograms = 1000 Milligrams = 0.035 Ounces  
 1 Kilogram = 1000 Grams = 2.2 Lb  
 1 Metric Ton = 1000 Kilograms = 1 Megagram = 1.1 Short Tons

### LIQUID MEASURE

1 Milliliter = 0.001 Liters = 0.0338 Fluid Ounces  
 1 Liter = 1000 Milliliters = 33.82 Fluid Ounces

### SQUARE MEASURE

1 Sq Centimeter = 100 Sq Millimeters = 0.155 Sq Inches  
 1 Sq Meter = 10,000 Sq Centimeters = 10.76 Sq Feet  
 1 Sq Kilometer = 1,000,000 Sq Meters = 0.386 Sq Miles

### CUBIC MEASURE

1 Cu Centimeter = 1000 Cu Millimeters = 0.06 Cu Inches  
 1 Cu Meter = 1,000,000 Cu Centimeters = 35.31 Cu Feet

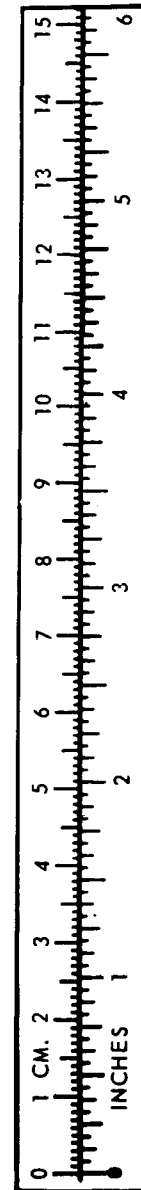
### TEMPERATURE

$5.9^{\circ}\text{F} - 32 = ^{\circ}\text{C}$   
 $212^{\circ}\text{Fahrenheit}$  is equivalent to  $100^{\circ}\text{Celsius}$   
 $90^{\circ}\text{Fahrenheit}$  is equivalent to  $32.2^{\circ}\text{Celsius}$   
 $32^{\circ}\text{Fahrenheit}$  is equivalent to  $0^{\circ}\text{Celsius}$   
 $9.5^{\circ}\text{C} + 32 = ^{\circ}\text{F}$

### APPROXIMATE CONVERSION FACTORS

<u>TO CHANGE</u>	<u>TO</u>	<u>MULTIPLY BY</u>
Inches . . . . .	Centimeters . . . . .	2.540
Feet . . . . .	Meters . . . . .	0.305
Yards . . . . .	Meters . . . . .	0.914
Miles . . . . .	Kilometers . . . . .	1.609
Square Inches . . . . .	Square Centimeters . . . . .	6.451
Square Feet . . . . .	Square Meters . . . . .	0.093
Square Yards . . . . .	Square Meters . . . . .	0.836
Square Miles . . . . .	Square Kilometers . . . . .	2.590
Acres . . . . .	Square Hectometers . . . . .	0.405
Cubic Feet . . . . .	Cubic Meters . . . . .	0.028
Cubic Yards . . . . .	Cubic Meters . . . . .	0.765
Fluid Ounces . . . . .	Milliliters . . . . .	29.573
Pints . . . . .	Liters . . . . .	0.473
Quarts . . . . .	Liters . . . . .	0.946
Gallons . . . . .	Liters . . . . .	3.785
Ounces . . . . .	Grams . . . . .	28.349
Pounds . . . . .	Kilograms . . . . .	0.454
Short Tons . . . . .	Metric Tons . . . . .	0.907
Pound-Feet . . . . .	Newton-Meters . . . . .	1.356
Pounds per Square Inch . . . . .	Kilopascals . . . . .	6.895
Miles per Gallon . . . . .	Kilometers per Liter . . . . .	0.425
Miles per Hour . . . . .	Kilometers per Hour . . . . .	1.609

<u>TO CHANGE</u>	<u>TO</u>	<u>MULTIPLY BY</u>
Centimeters . . . . .	Inches . . . . .	0.394
Meters . . . . .	Feet . . . . .	3.280
Meters . . . . .	Yards . . . . .	1.094
Kilometers . . . . .	Miles . . . . .	0.621
Square Centimeters . . . . .	Square Inches . . . . .	0.155
Square Meters . . . . .	Square Feet . . . . .	10.764
Square Meters . . . . .	Square Yards . . . . .	1.196
Square Kilometers . . . . .	Square Miles . . . . .	0.386
Square Hectometers . . . . .	Acres . . . . .	2.471
Cubic Meters . . . . .	Cubic Feet . . . . .	35.315
Cubic Meters . . . . .	Cubic Yards . . . . .	1.308
Milliliters . . . . .	Fluid Ounces . . . . .	0.034
Liters . . . . .	Pints . . . . .	2.113
Liters . . . . .	Quarts . . . . .	1.057
Liters . . . . .	Gallons . . . . .	0.264
Grams . . . . .	Ounces . . . . .	0.035
Kilograms . . . . .	Pounds . . . . .	2.205
Metric Tons . . . . .	Short Tons . . . . .	1.102
Newton-Meters . . . . .	Pound-Feet . . . . .	0.738
Kilopascals . . . . .	Pounds per Square Inch . . . . .	0.145
Kilometers per Liter . . . . .	Miles per Gallon . . . . .	2.354
Kilometers per Hour . . . . .	Miles per Hour . . . . .	0.621



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