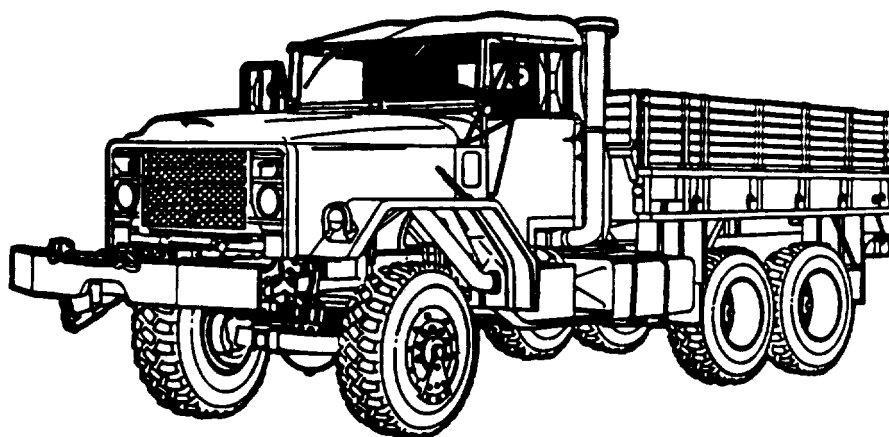


TRANSPORT GUIDANCE TECHNICAL MANUAL



TRUCK 5-TON, 6X6
M939-SERIES/M939A1-SERIES/M939A2-SERIES

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HEADQUARTERS, DEPARTMENT OF THE ARMY

SEPTEMBER 1993

Description	NSN
M939-Series	
M923 Truck, Cargo, Dropside, 5-ton, 6x6, WO/W	2320-01-050-2064
M925 Truck, Cargo, Dropside, 5-ton, 6x6, W/W	2320-01-047-8763
M927 Truck, Cargo, Dropside, 5-ton, 6x6, WO/W	2320-01-047-8771
M928 Truck, Cargo, Dropside, 5-ton, 6x6, W/W	2320-01-047-8770
M929 Truck, Dump, 5-ton, 6x6, WO/W	2320-01-047-8756
M930 Truck, Dump, 5-ton, 6x6, W/W	2320-01-047-8755
M931 Truck, Tractor, 5-ton, 6x6, WO/W	2320-01-047-8753
M932 Truck, Tractor, 5-ton, 6x6, W/W	2320-01-047-8752
M934 Truck, Van, Expansible, 5-ton, 6x6, WO/W	2320-01-047-8750
M935 Truck, Van, Expansible, W/Hyd Tailgate, 5-ton, 6x6, WO/W	2320-01-047-8751
M936 Truck, Wrecker, 5-ton, 6x6, W/W	2320-01-047-8754
M939A1-Series	
M923A1 Truck, Cargo, Dropside, 5-ton, 6x6, WO/W	2320-01-206-4087
M925A1 Truck, Cargo, Dropside, 5-ton, 6x6, W/W	2320-01-206-4088
M927A1 Truck, Cargo, Dropside, 5-ton, 6x6, WO/W	2320-01-206-4089
M928A1 Truck, Cargo, Dropside, 5-ton, 6x6, W/W	2320-01-206-4090
M929A1 Truck, Dump, 5-ton, 6x6, WO/W	2320-01-206-4079
M930A1 Truck, Dump, 5-ton, 6x6, W/W	2320-01-206-4080
M931A1 Truck, Tractor, 5-ton, 6x6, WO/W	2320-01-206-4077
M932A1 Truck, Tractor, 5-ton, 6x6, W/W	2320-01-205-2684
M934A1 Truck, Van, Expansible, 5-ton, 6x6, WO/W	2320-01-205-2682
M935A1 Truck, Van, Expansible, W/Hyd Tailgate, 5-ton, 6x6, WO/W	2320-01-205-2683
M936A1 Truck, Wrecker, 5-ton, 6x6, W/W	2320-01-206-4078
M939A2-Series	
M923A2 Truck, Cargo, Dropside, 5-ton, 6x6, WO/W	2320-01-230-0307
M925A2 Truck, Cargo, Dropside, 5-ton, 6x6, W/W	2320-01-230-0308
M927A2 Truck, Cargo, Dropside, 5-ton, 6x6, WO/W	2320-01-230-0309
M928A2 Truck, Cargo, Dropside, 5-ton, 6x6, W/W	2320-01-230-0310
M929A2 Truck, Dump, 5-ton, 6x6, WO/W	2320-01-230-0305
M930A2 Truck, Dump, 5-ton, 6x6, W/W	2320-01-230-0306
M931A2 Truck, Tractor, 5-ton, 6x6, WO/W	2320-01-230-0302
M932A2 Truck, Tractor, 5-ton, 6x6, W/W	2320-01-230-0303
M934A2 Truck, Van, Expansible, 5-ton, 6x6, WO/W	2320-01-230-0300
M936A2 Truck, Wrecker, 5-ton, 6x6, W/W	2320-01-230-0304

TRANSPORT GUIDANCE

Truck, 5-ton, 6x6

M939-series/M939A1-series/M939A2-series

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This manual supersedes TM 55-2320-272-14-1, dated 3 September 1986.

Section I. GENERAL

1-1. Purpose and Scope

This manual is for transportation officers and other personnel responsible for safe transport of the M939-, M939A1-, and M939A2-series, 5-ton, 6x6 trucks. In this manual, "the trucks" refers to all of the vehicles, while a specific series, or vehicle, will be identified by its model number. This manual provides transportability guidance for safe shipping and receiving of the trucks. It includes significant technical and physical characteristics of the vehicles as well as safety requirements for worldwide movement by various transport modes.

1-2. Related Publications

Additional information on transport procedures can be found in:

MTMCTEA Pamphlet 55-19, *Tiedown Handbook for Rail Movements*
MTMCTEA Reference 92-55-20, *Tiedown Handbook for Truck Movements*
MTMCTEA Pamphlet 56-1, *Surface Transportation, Marine Terminal Lifting Guidance*
MTMCTEA Pamphlet 70-1, *Transportability for Better Strategic Mobility*
FM 10-526, *Airdrop of Supplies and Equipment, Rigging 5-ton trucks*
FM 55-65, *Strategic Deployment by Surface Transportation*
TM 38-250/AFR 71-4, *Preparation of Hazardous Materials for Military Air Shipment*
USAREUR Regulation 55-1, *United States Army Motor Vehicle Operations on Public Roads*
USAREUR Regulation 55-8, *Loading and Securing Military Wheeled and Tracked Vehicles on European Railcars*
AFP 76-2, *Airlift Planning Factors*
AR 55-162, *Permits for Oversize, Overweight, or Other Special Military Movements on Public Highways in the United States*
AR 55-228, *Transportation by Water of Explosives and Hazardous Cargo*
46 CFR, *Code of Federal Regulations, Title 46*
49 CFR, *Code of Federal Regulations, Title 49*

1-3. User Comments

Users of this manual are invited to send comments and recommend suggested improvements on DA Form 2028 (Recommended Changes to DA Publica-

tions and Blank Forms) or on a marked copy of a page or pages of the manual. Forward these suggestions directly to Director, Military Traffic Management Command Transportation Engineering Agency, ATTN: MTTE-TR, 720 Thimble Shoals Boulevard, Suite 130, Newport News, VA 23606-2574. Address electronically transmitted messages to DIR MTMCTEA FORT EUSTIS VA //MTTE-TR/. This command will furnish a reply.

1-4. Definitions

The following definitions will be used throughout this manual:

- a. *CONUS*. Continental United States.
- b. *OCONUS*. Outside the continental United States.
- c. *Curb Weight (CW)*. Weight of base vehicle including materials handling equipment (MHE), if applicable, with all kits, attachments, accessories, equipment, basic issue items (BII), and all fuels, lubricants, coolants, and hydraulic fluids topped off.
- d. *Gross Vehicle Weight (GVW)*. Curb weight plus payload and crew weight.
- e. *Payload*. Any load placed in or on the vehicle that increases the GVW above the curb weight. The trailer tongue load and crew weight are not considered part of the payload for a 5-ton truck.
- f. *Working Load Limit (WLL)*. The maximum load that can be applied to a chain or wire rope and maintain a safety factor of 5.
- g. *W/W*. With winch.
- h. *WO/W*. Without winch.
- i. *CTIS*. Central tire inflation system.

1-5. Warnings, Cautions, and Notes

Throughout this manual, warnings, cautions, and notes emphasize important or critical guidance. They are used for the following conditions:

WARNING

Instructions that must be followed to prevent serious injury to or death of personnel.

CAUTION

Instructions that must be followed to prevent damage to or destruction of equipment.

Note

An operating procedure or condition that must receive special attention.

Section II. SAFETY

1-6. General

Safety requirements for individual transport modes are in the corresponding chapters and appear as warnings, cautions, and notes. General safety considerations and precautions for all transport modes including self-delivery are as follows:

a. The drivers must:

- (1). Be qualified to operate the trucks.
- (2). Ensure all loose items have been secured before operating the trucks.
- (3). Remain with the trucks while the engines are running.
- (4). Bring the trucks to a complete stop before the trucks enter or leave a building.
- (5). Not operate the trucks in an enclosed area unless proper ventilation for engine combustion and removal of exhaust gases is available and operating.
- (6). Have a ground guide when operating the trucks in reverse or within 20 feet of another vehicle or a building.

b. Personnel must not:

- (1). Mount or dismount moving trucks.

(2). Smoke in or on the trucks, or within 50 feet of a refueling area.

(3). Ride in a truck's bed area when the truck is being used as a mobile refueler.

*****WARNING*****

Fire extinguishers must be readily available during all onloading/offloading operations.

****WARNING****

Proper ventilation must be provided when onloading/offloading with the engine running. Prolonged inhalation of carbon monoxide fumes may prove fatal.

NOTE

Regulations and/or transportation procedures normally associated with vehicles containing diesel fuel will apply.

NOTE

Unless the trucks are shipped with ammunition, they will not present any special hazardous or dangerous characteristics during their exposure to normal transportation environments.

Section III. EQUIPMENT DESCRIPTION

1-7. General

The M939-, M939A1-, and M939A2-series, 5-ton, 6x6 trucks have various wheelbase and body styles. The trucks are designed for use on roads, highways, and cross-country terrain and in all types of weather.

—The M939-series trucks have tandem axles with dual tires. The M939A1 and M939A2-series trucks have tandem axles with single radial tires. The M939A2-series trucks also have a central tire inflation system (CTIS). Each truck series is easily identified by the tires and CTIS.

—The M939- and M939A1-series trucks have four tiedown provisions. Two on the front bumper and two on the rear bumper. The M939A2-series truck has these same provisions plus two additional tiedown provisions on the bottom of the front bumper.

—The weight and overall dimensions of the trucks differ, depending on the model number and series. Information specific to the transportability of each truck is the following section.

1-8. Technical Data and Transportability Drawings

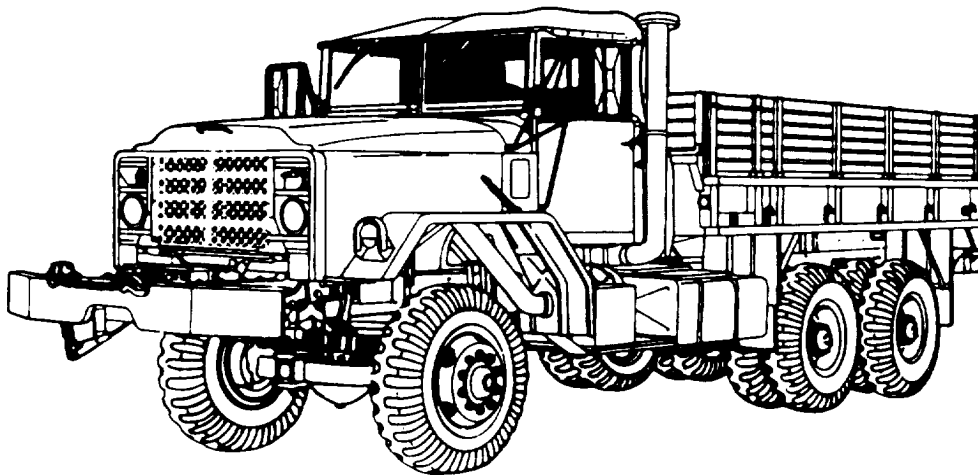
Modified data sheets and line drawings are grouped according to the series. Military load classification (MLC) is provided for trucks empty (E) and cross-country/highway (CC/HWY).

1-9. Reduced Configuration

Removable items such as bows, tarpaulin, and exhaust pipe extensions can be stowed within the truck cargo or crew compartments. Windshields can be folded down and the mirrors folded in. The spare tire may be removed and placed in the cargo compartment when the windshield is folded down.

M939-SERIES

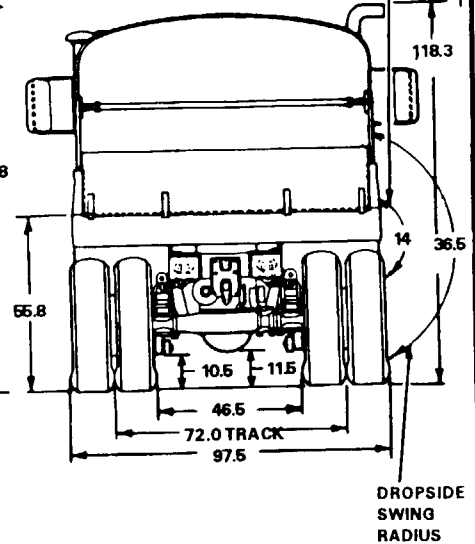
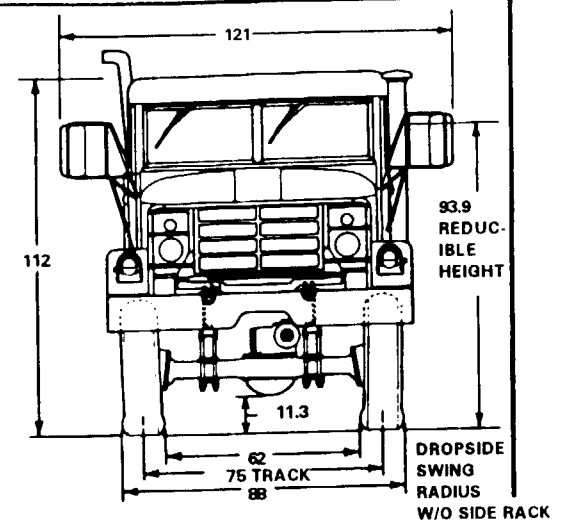
The M939-series trucks are easily identified by the tandem axles with dual tires.



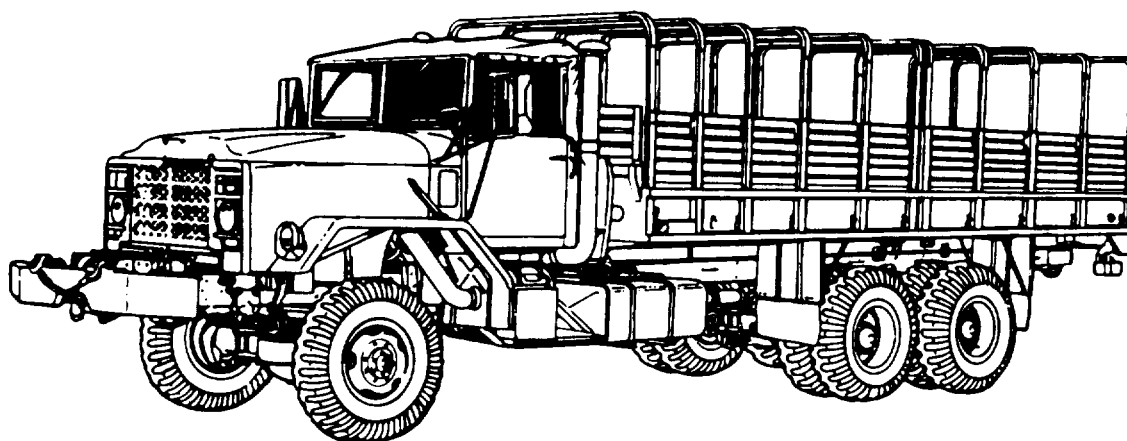
**M923 WO/W AND M925 W/W
NOMENCLATURE: TRUCK, CARGO, DROPSIDE, 5-TON, 6X6**

DESIGNATIONS	VEHICLE DATA	
	M923	M925
ARMY PART NO	8736986-2	8736986-1
NSN	2320-01-050-2084	2320-01-047-8763
CURB WEIGHT, FULLY EQUIPPED		
LESS PAYLOAD AND CREW		
FRONT (LB)	9,700	10,750
REAR BOGIE (LB)	11,770	11,820
TOTAL (LB)	21,470	22,750
PAYLOAD	10,000	10,000
GROSS WEIGHT, FULLY EQUIPPED		
WITH PAYLOAD, LESS CREW*		
FRONT (LB)	9,855	10,905
REAR BOGIE (LB)	21,615	21,665
TOTAL (LB)	31,470	32,570
TOWED LOAD ALLOWANCE	15,000	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)		
ABOVE GROUND (IN.)	40.1	40.6
REAR OF CENTERLINE OF FRONT AXLE (IN.)	98.0	93.7
PERFORMANCE		
AT GROSS WEIGHT W/O TOWED LOAD		
MAXIMUM SPEED (MPH)	55	55
CRUISING RANGE (MI)	350	350
TURNING RADIUS (FT)	38	38
MILITARY LOAD CLASSIFICATIONS		
E	9	10
CC/HWY	15	16

*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



TRUCK, CARGO, DROPSIDE, 5-TON, 6 X 6
M923 WO/W & M925 W/W

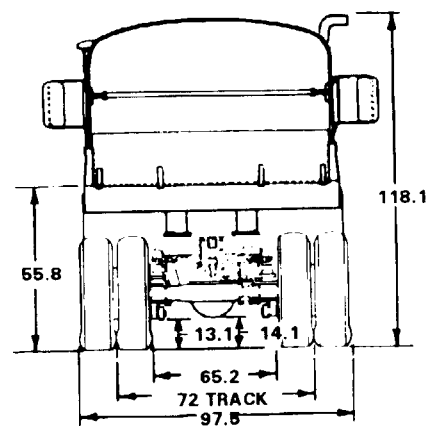
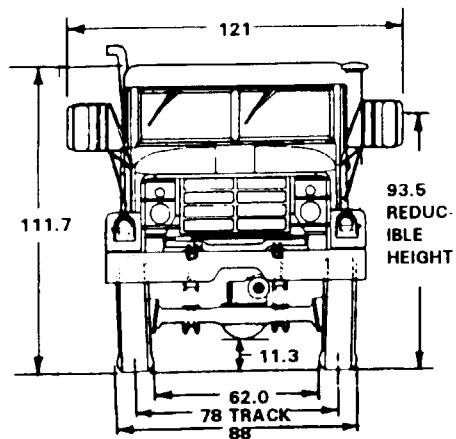


M927 WO/W AND M928 W/W
NOMENCLATURE: TRUCK, CARGO, DROPSIDE, 5-TON, 6X6

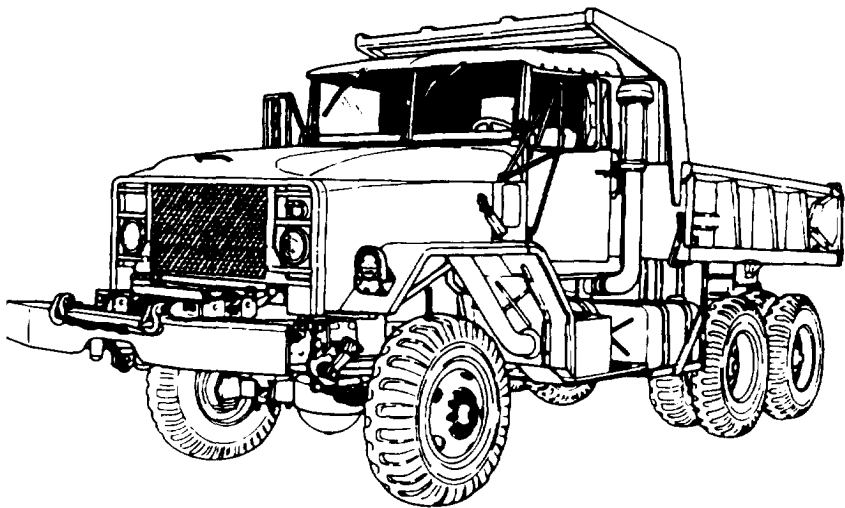
DESIGNATIONS**VEHICLE DATA**

	M927	M928
ARMY PART NO	8736987-2	8736987-1
NSN	2320-01-047-8771	2320-01-047-8770
CURB WEIGHT, FULLY EQUIPPED		
LESS PAYLOAD AND CREW		
FRONT (LB)	10,200	11,230
REAR BOGIE (LB)	14,100	14,170
TOTAL (LB)	24,300	25,400
PAYLOAD	10,000	10,000
GROSS WEIGHT, FULLY EQUIPPED		
WITH PAYLOAD, LESS CREW*		
FRONT (LB)	10,205	11,235
REAR BOGIE (LB)	24,095	24,165
TOTAL (LB)	34,300	35,400
TOWED LOAD ALLOWANCE	15,000	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)		
ABOVE GROUND (IN.)	39.2	39.5
REAR OF CENTERLINE OF FRONT AXLE (IN.)	125.6	120.0
PERFORMANCE		
AT GROSS WEIGHT W/O TOWED LOAD		
MAXIMUM SPEED (MPH)	55	55
CRUISING RANGE (MI)	350	350
TURNING RADIUS (FT)	46.2	46.2
MILITARY LOAD CLASSIFICATIONS		
E	10	10
CC/HWY	16	17

* ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



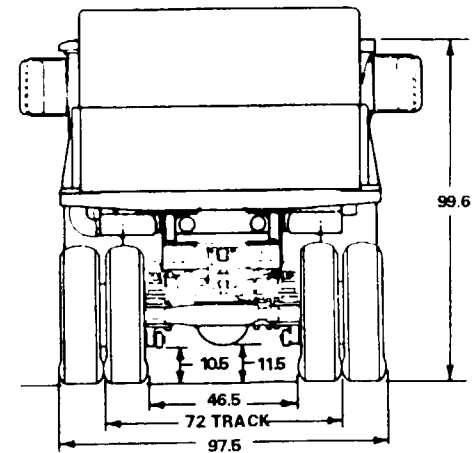
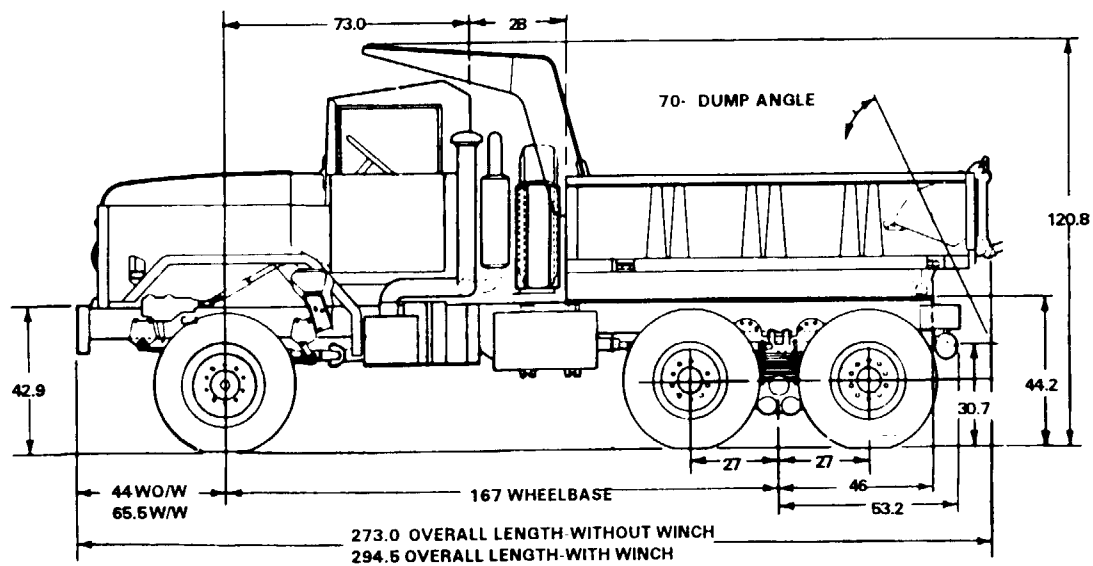
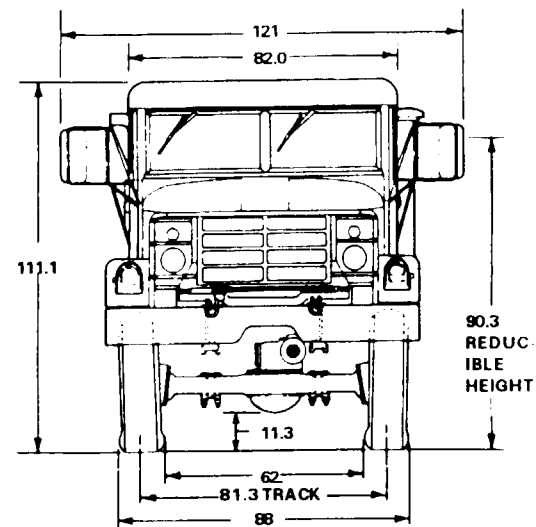
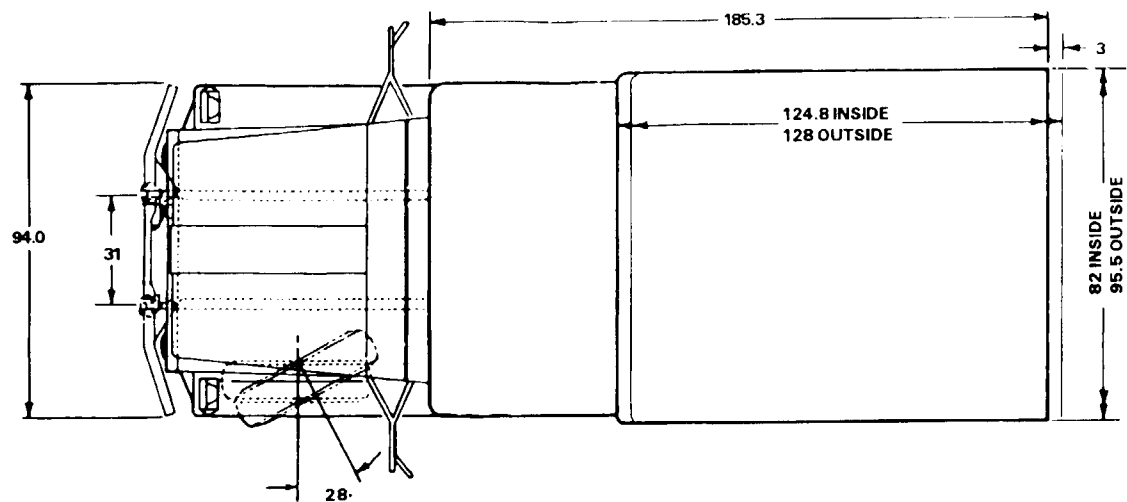
TRUCK, CARGO, LONG W/B. 5-TON, 6X6
M927 WO/W & M928 W/W



M929 WO/W AND M930 W/W
NOMENCLATURE: TRUCK, DUMP, 5-TON, 6X6

DESIGNATIONS		VEHICLE DATA	
		M929	M930
ARMY PART NO.....		8736989-2	8736989-1
NSN		2320-01-047-8756	2320-01-047-8755
CURB WEIGHT, FULLY EQUIPPED			
LESS PAYLOAD AND CREW			
FRONT (LB)	10,290	11,340	
REAR BOGIE (LB)	13,700	13,750	
TOTAL (LB)	23,990	25,090	
PAYLOAD	10,000	10,000	
GROSS WEIGHT, FULLY EQUIPPED			
WITH PAYLOAD, LESS CREW*			
FRONT (LB)	10,495	11,545	
REAR BOGIE (LB)	23,495	23,545	
TOTAL (LB)	33,990	35,090	
TOWED LOAD ALLOWANCE	15,000	15,000	
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500	
CENTER OF GRAVITY (AT CURB WEIGHT)			
ABOVE GROUND (IN.)	44.1	44.4	
REAR OF CENTERLINE OF FRONT AXLE (IN.)	95.2	91.4	
PERFORMANCE			
AT GROSS WEIGHT W/O TOWED LOAD			
MAXIMUM SPEED (MPH)	55	55	
CRUISING RANGE (MI)	480	480	
TURNING RADIUS (FT)	39.2	41.3	
MILITARY LOAD CLASSIFICATIONS			
E	11	11	
CC/HWY	17	17	

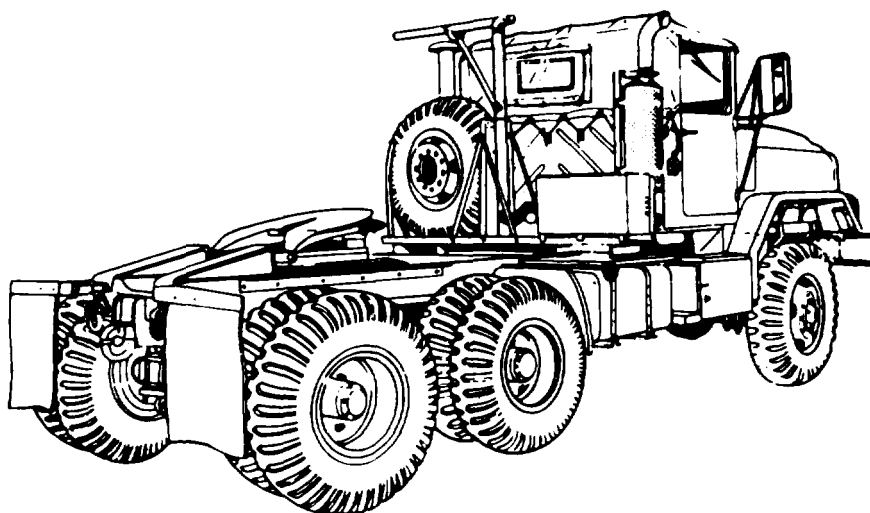
*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
WO/W 8736989-2 2320-01-047-8756
W/W 6736989-1 2320-01-047-8755

TRUCK, DUMP, 5-TON, 6 X 6
M929 WO/W & M930 W/W

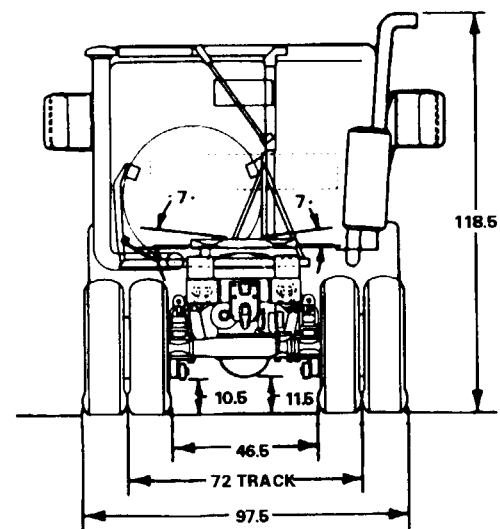
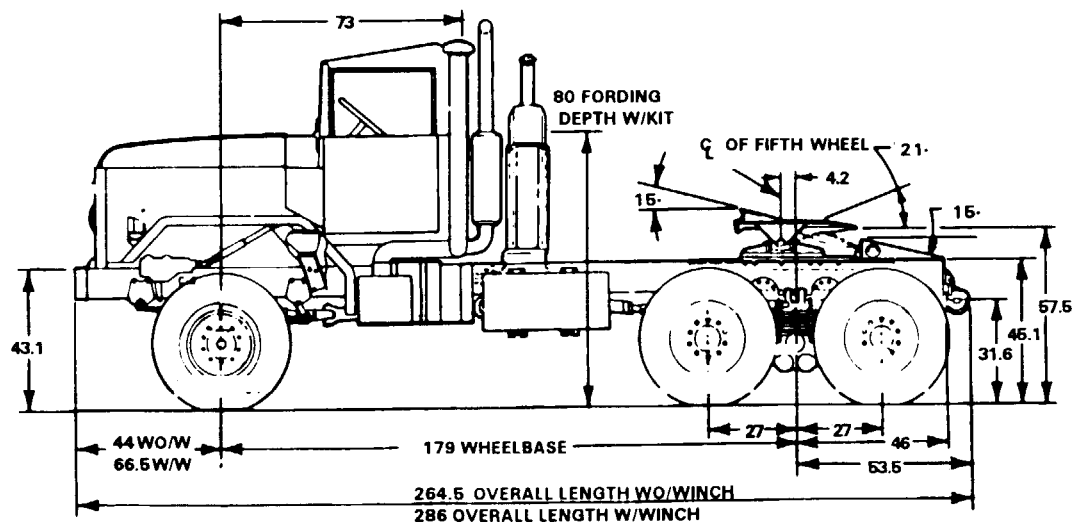
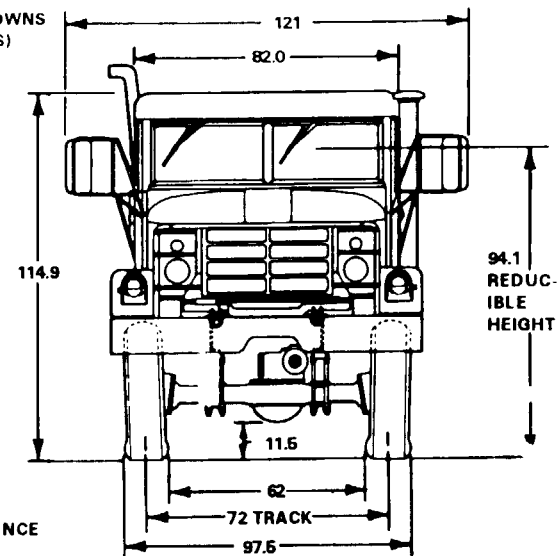
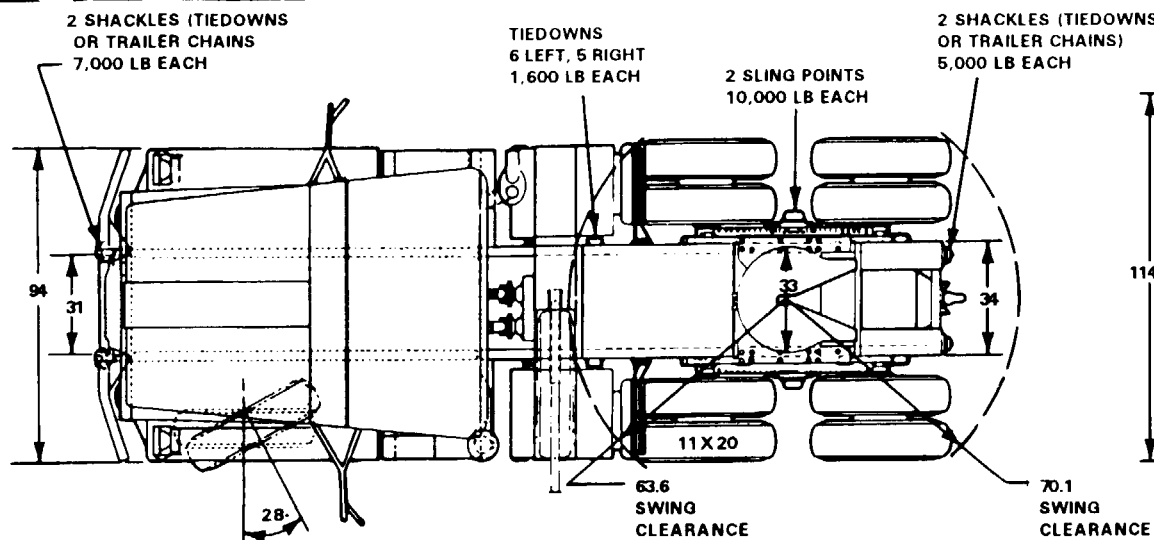


M931 WO/W AND M932 W/W
NOMENCLATURE: TRUCK, TRACTOR, 5-TON, 6X6

DESIGNATIONS**VEHICLE DATA**

	M931	M932
ARMY PART NO	8736990-2	8736990-1
NSN	2320-01-047-8753	2320-01-047-8752
CURB WEIGHT, FULLY EQUIPPED		
LESS PAYLOAD AND CREW		
FRONT (LB)	9,820	10,870
REAR BOGIE (LB)	10,690	10,740
TOTAL (LB)	20,510	21,610
SEMITRAILER LOAD ON FIFTH WHEEL	15,000	15,000
SEMITRAILER WEIGHT W/PAYLOAD	37,500	37,500
GROSS COMBINATION WEIGHT,		
FULLY EQUIPPED W/SEMITRAILER		
PAYLOAD LESS CREW		
FRONT (LB)	10,195	11,245
REAR BOGIE	25,315	25,365
TRAILER BOGIE	22,500	22,500
TOTAL (LB)	58,010	59,110
TOWED LOAD ALLOWANCE ON PINTLE	15,000	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)		
ABOVE GROUND (IN.)	35.4	36.6
REAR OF CENTERLINE OF FRONT AXLE (IN.)	86.2	81.4
PERFORMANCE		
AT GROSS WEIGHT W/O TOWED LOAD		
MAXIMUM SPEED (MPH)	55	55
CRUISING RANGE (MI)	460	460
TURNING RADIUS (FT)	39.2	41.3
MILITARY LOAD CLASSIFICATIONS		
E	9	9
CC/HWY	17	18

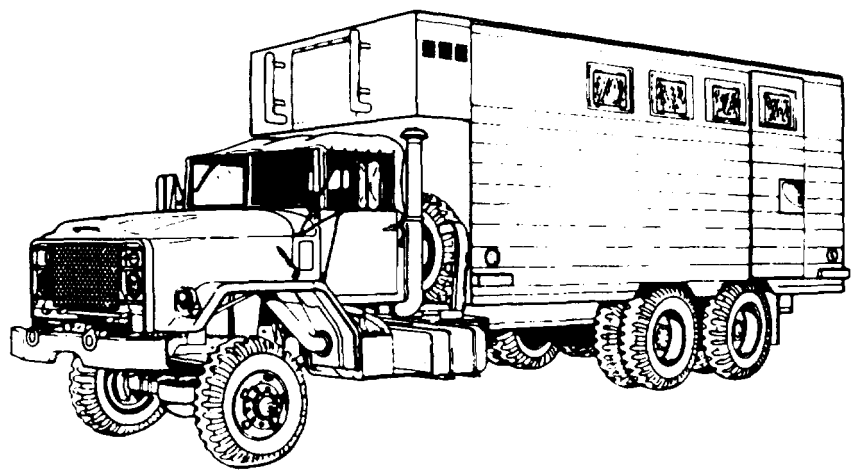
*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
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W/W 8736990-01-2330-01-047-8752

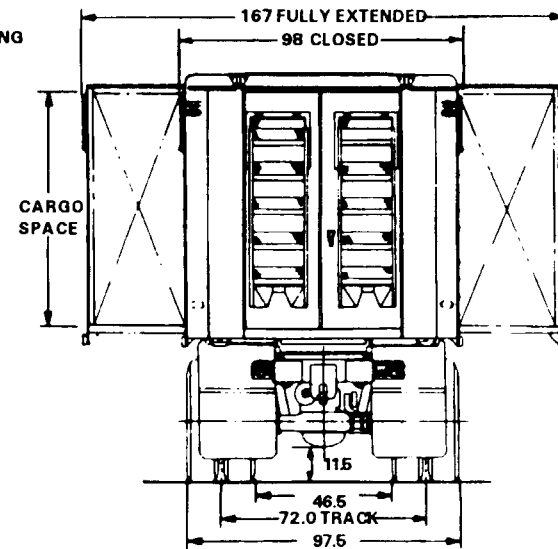
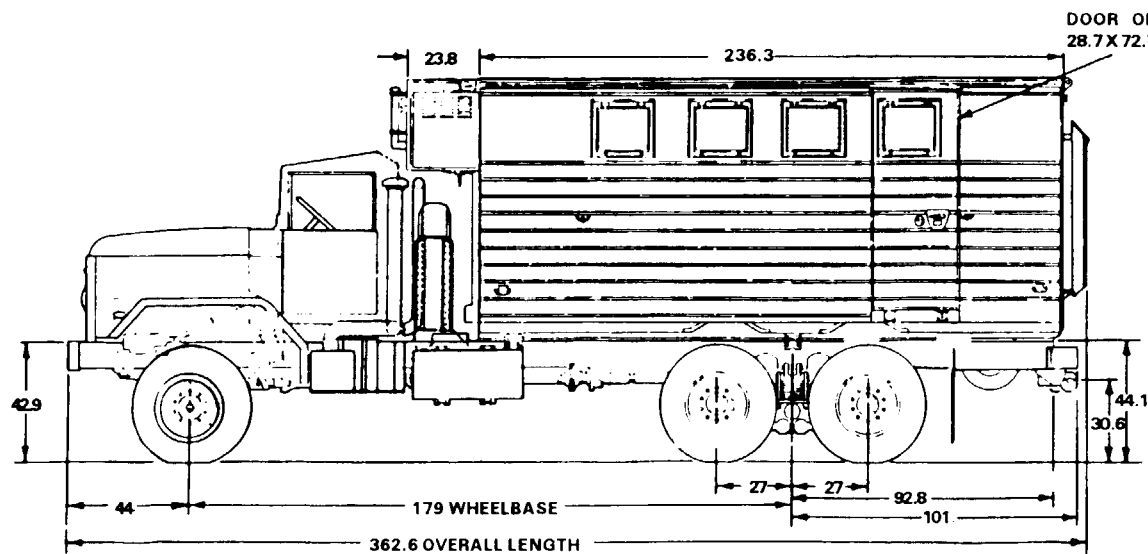
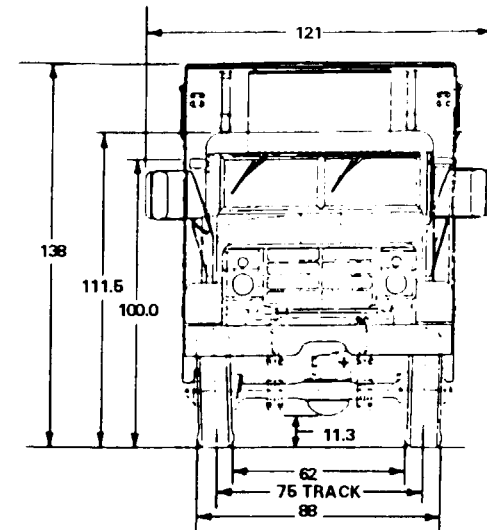
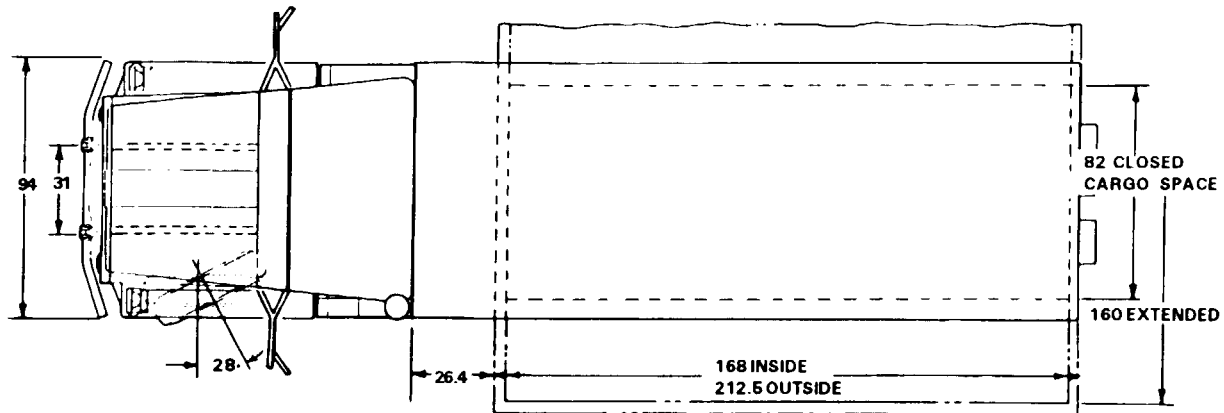
TRUCK, WRECKER, 5-TON, 6 X 6
M931 WO/W & M932 W/W



M934 WO/W
NOMENCLATURE: TRUCK, VAN, EXPANSIBLE, 5-TON, 6X6

DESIGNATIONS	VEHICLE DATA
ARMY PART NO.	M934
NSN	8750187
CURB WEIGHT, FULLY EQUIPPED LESS PAYLOAD AND CREW	2320-01-047-8750
FRONT (LB)	10,590
REAR BOGIE (LB)	17,850
TOTAL (LB)	28,440
PAYLOAD	5,000
GROSS WEIGHT, FULLY EQUIPPED WITH PAYLOAD. LESS CREW"	
FRONT (LB)	10,765
REAR BOGIE (LB)	22,675
TOTAL (LB)	33,440
TOWED LOAD ALLOWANCE	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)	
ABOVE GROUND (IN.)	
REAR OF CENTERLINE OF FRONT AXLE (IN.)	135.6
PERFORMANCE	
AT GROSS WEIGHT W/O TOWED LOAD	
MAXIMUM SPEED (MPH)	63
CRUISING RANGE (MI)	350
TURNING RADIUS (FT)	47.2
MILITARY LOAD CLASSIFICATIONS	
E	12
CC/HWY	16

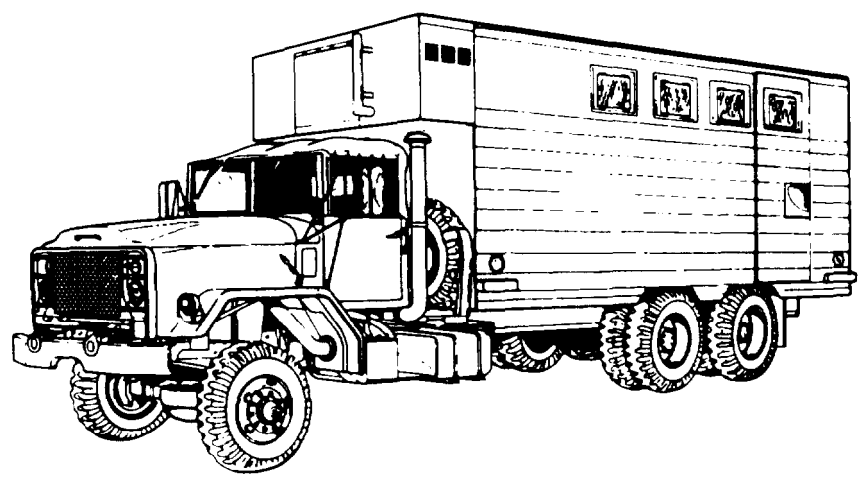
*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
WO/W - 8736992 2320-01-047-8750

TRUCK, VAN: EXPANSIBLE, 5-TON, 6 X 6
M934 WO/W

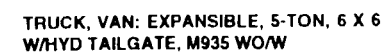


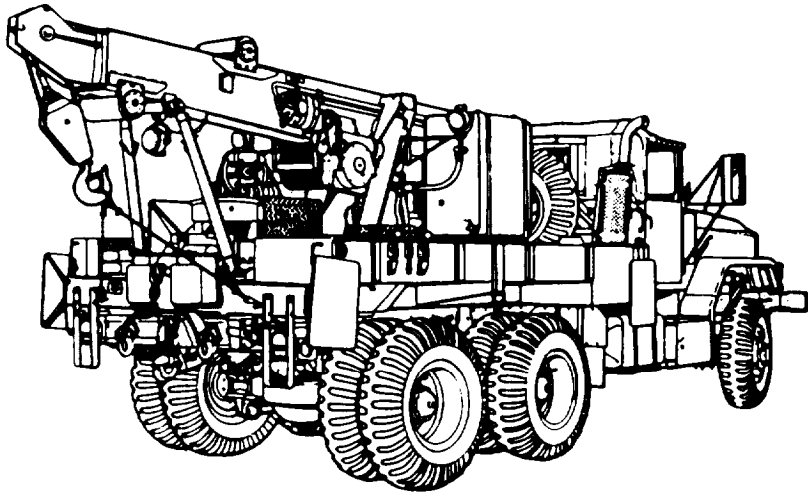
M935 WO/W

NOMENCLATURE: TRUCK, VAN, EXPANSIBLE, W/HYD TAILGATE 5-TON, 6X6

DESIGNATIONS	VEHICLE DATA
	M935
ARMY PART NO	8736993
NSN	2320-01-047-8751
CURB WEIGHT, FULLY EQUIPPED	
LESS PAYLOAD AND CREW	
FRONT (LB)	9,640
REAR BOGIE (LB)	20,800
TOTAL (LB)	30,440
PAYLOAD	5,000
GROSS WEIGHT, FULLY EQUIPPED	
WITH PAYLOAD, LESS CREW*	
FRONT (LB)	9,815
REAR BOGIE (LB)	25,625
TOTAL (LB)	35,440
TOWED LOAD ALLOWANCE	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)	
ABOVE GROUND (IN.)	56.9
REAR OF CENTERLINE OF FRONT AXLE (IN.)	146.9
PERFORMANCE	
AT GROSS WEIGHT W/O TOWED LOAD	
MAXIMUM SPEED (MPH)	55
CRUISING RANGE (MI)	350
TURNING RADIUS (FT)	45.2
MILITARY LOAD CLASSIFICATIONS	
E	14
CC/HWY	17

*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT

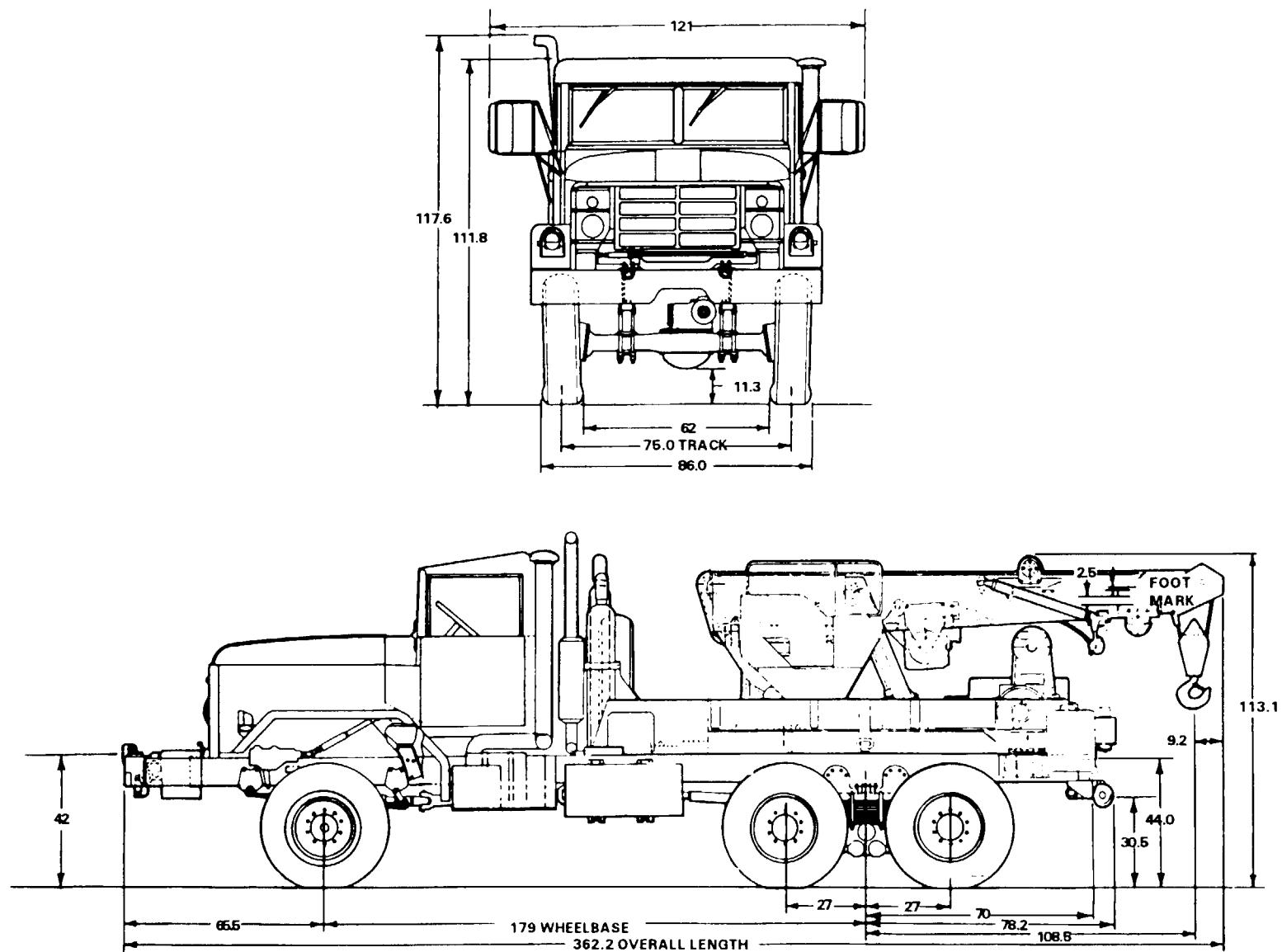




M936 W/W
NOMENCLATURE: TRUCK, WRECKER, 5-TON, 6X6

DESIGNATIONS	VEHICLE DATA
ARMY PART NO.	M936
NSN	8736988
CURB WEIGHT, FULLY EQUIPPED	2320-01-047-8754
LESS PAYLOAD AND CREW	
FRONT (LB)	11,630
REAR BOGIE (LB)	25,970
TOTAL (LB)	37,600
PAYLOAD	7,000
GROSS WEIGHT, FULLY EQUIPPED	
WITH PAYLOAD. LESS CREW*	
FRONT (LB)	7,690
REAR BOGIE (LB)	36,910
TOTAL (LB)	44,600
TOWED LOAD ALLOWANCE	20,000
MAXIMUM VERTICAL LOAD ON PINTLE	2,000
CENTER OF GRAVITY (AT CURB WEIGHT)	
ABOVE GROUND (IN.)	50.5
REAR OF CENTERLINE OF FRONT AXLE (IN.)	124.2
PERFORMANCE	
AT GROSS WEIGHT W/O TOWED LOAD	
MAXIMUM SPEED (MPH)	55
CRUISING RANGE (MI)	500
TURNING RADIUS (FT)	39
MILITARY LOAD CLASSIFICATIONS	
E	18
CC/HWY	

*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



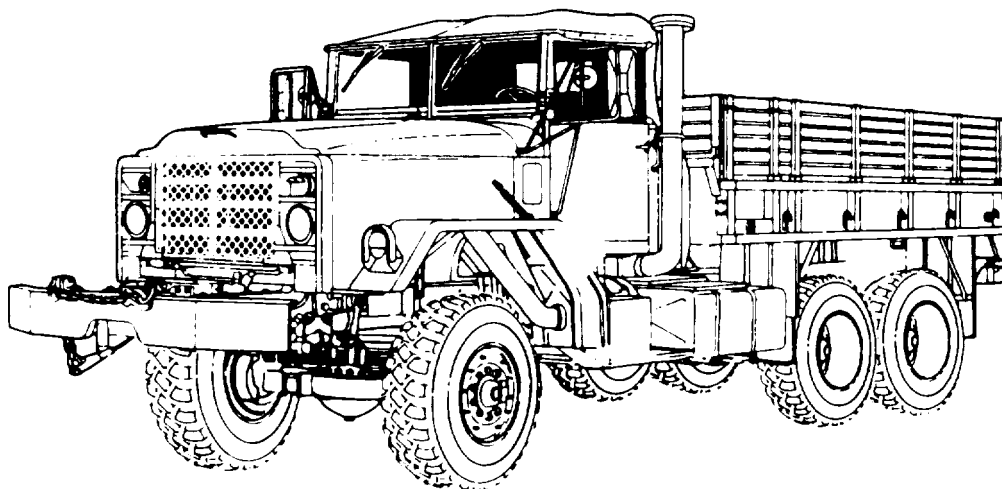
NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
WO/W-8736988 2320-01-047-8754

TRUCK, WRECKER, 5-TON, 6 X 6
M936W/W

M939A1-SERIES

The M939A1-series trucks are easily identified by the single radial tires on the tandem axles. This series does not have CTIS.

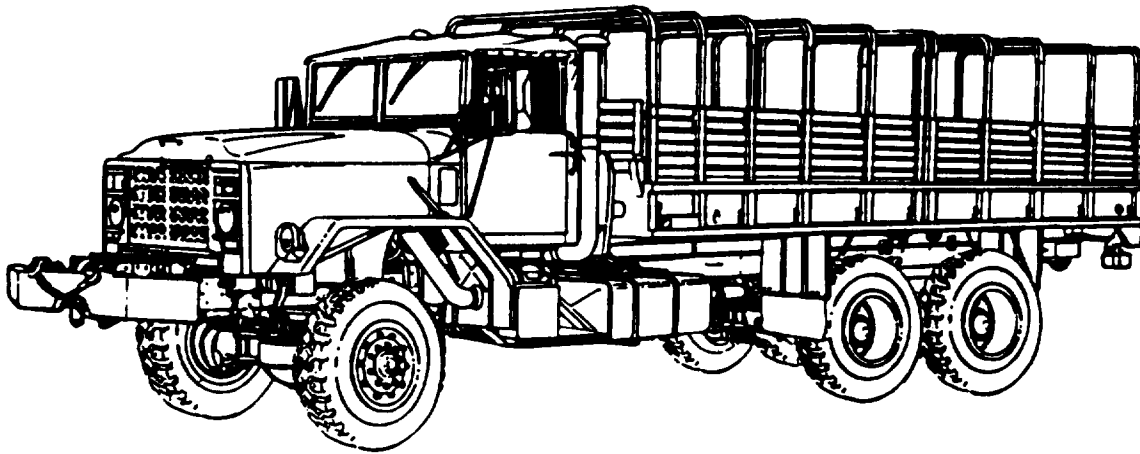


M923A1 WO/W AND M925A1 W/W
NOMENCLATURE: TRUCK, CARGO, DROPSIDE, 5-TON, 6X6

DESIGNATIONS**VEHICLE DATA**

	M923A1	M925A1
ARMY PART NO.	8750151	8750152
NSN	2320-01-206-4087	2320-01-206-4088
CURB WEIGHT, FULLY EQUIPPED		
LESS PAYLOAD AND CREW		
FRONT (LB)	10,205	11,255
REAR BOGIE (LB)	11,970	12,020
TOTAL (LB)	22,175	23,275
PAYLOAD	10,000	10,000
GROSS WEIGHT, FULLY EQUIPPED		
WITH PAYLOAD, LESS CREW*		
FRONT (LB)	10,185	11,235
REAR BOGIE (LB)	21,990	22,040
TOTAL (LB)	32,175	33,275
TOWED LOAD ALLOWANCE	15,000	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)		
ABOVE GROUND (IN.)	42.8	43.3
REAR OF CENTERLINE OF FRONT AXLE (IN.)	96.6	92.4
PERFORMANCE		
AT GROSS WEIGHT W/O TOWED LOAD		
MAXIMUM SPEED (MPH)	63	63
CRUISING RANGE (MI)	350	350
TURNING RADIUS (FT)	38	38
MILITARY LOAD CLASSIFICATIONS		
E	9	10
CC/HWY	16	16

*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT

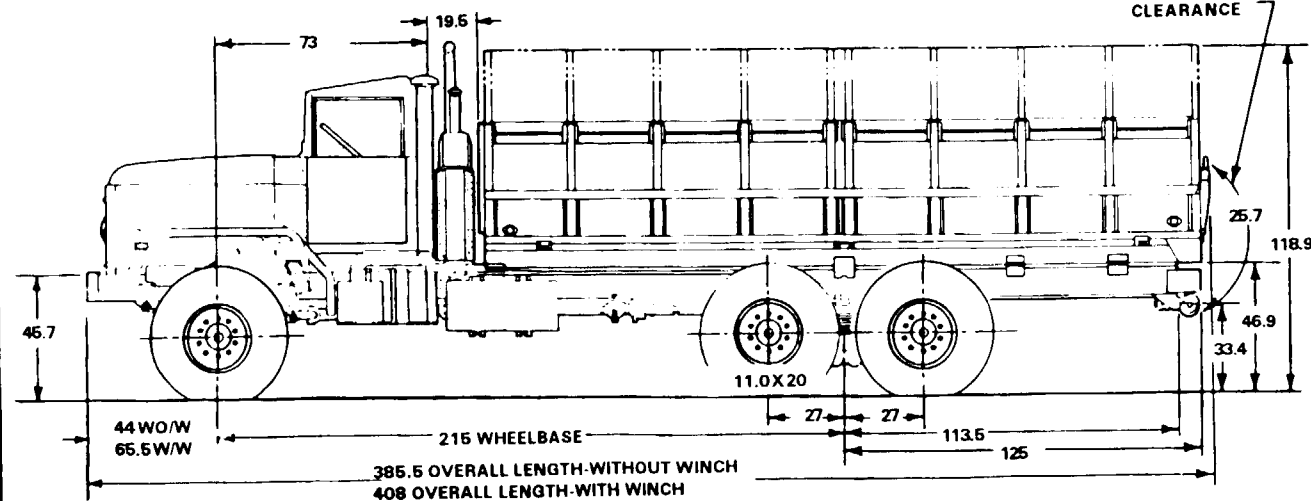
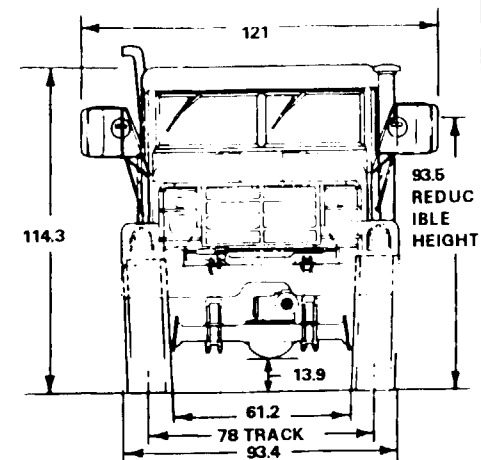
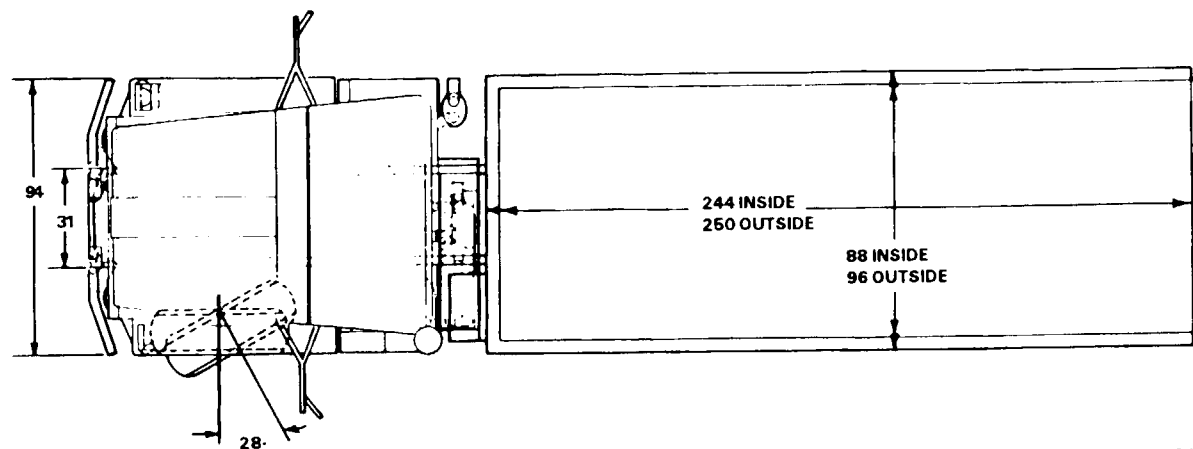


M927A1 WO/W AND M928A1 W/W
NOMENCLATURE: TRUCK, CARGO, DROPSIDE, 5-TON, 6X6

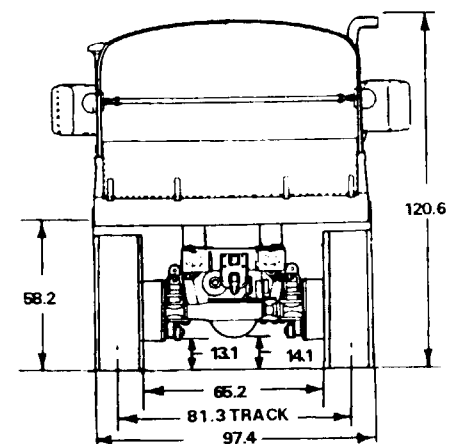
DESIGNATIONS**VEHICLE DATA**

	M927A1	M928A1
ARMY PART NO.....	8750155	8750156
NSN.....	2320-01-206-4089	2320-01-206-4090
CURB WEIGHT, FULLY EQUIPPED		
LESS PAYLOAD AND CREW		
FRONT (LB)	10,725	11,755
REAR BOGIE (LB)	14,310	14,380
TOTAL (LB)	25,035	26,135
PAYLOAD	10,000	10,000
GROSS WEIGHT, FULLY EQUIPPED		
WITH PAYLOAD, LESS CREW*		
FRONT (LB)	10,706	11,735
REAR BOGIE (LB)	24,330	24,400
TOTAL (LB)	35,035	36,135
TOWED LOAD ALLOWANCE	15,000	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)		
ABOVE GROUND (IN.)	41.8	42.1
REAR OF CENTERLINE OF FRONT AXLE (IN.)	122.9	118.3
PERFORMANCE		
AT GROSS WEIGHT W/O TOWED LOAD		
MAXIMUM SPEED (MPH)	63	63
CRUISING RANGE (MI)	350	350
TURNING RADIUS (FT)	46.2	46.2
MILITARY LOAD CLASSIFICATIONS		
E	10	11
CC/HWY	16	17

I ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



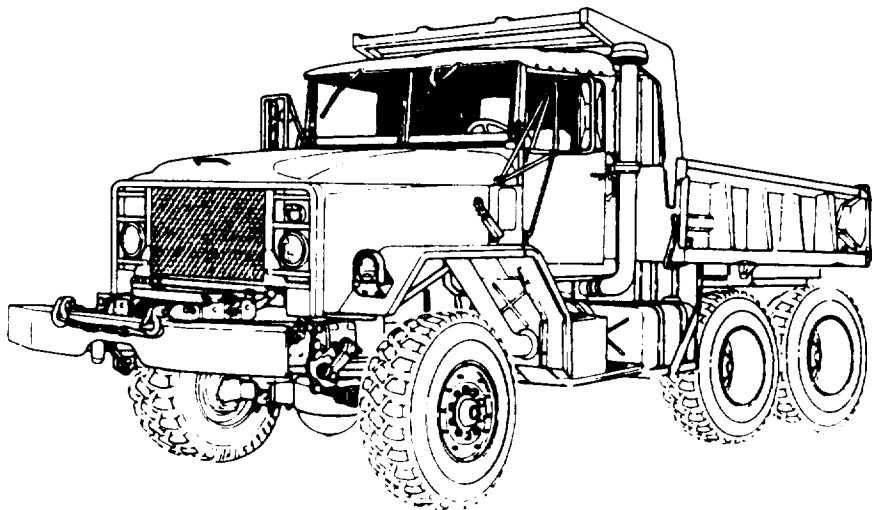
TAILGATE
SWING
CLEARANCE



NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
WO/W 870155 2320-01-206-4089
W/W 8760156 2320-01-206-4090

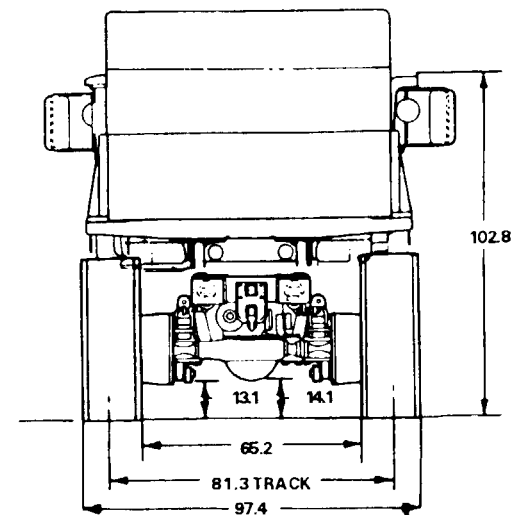
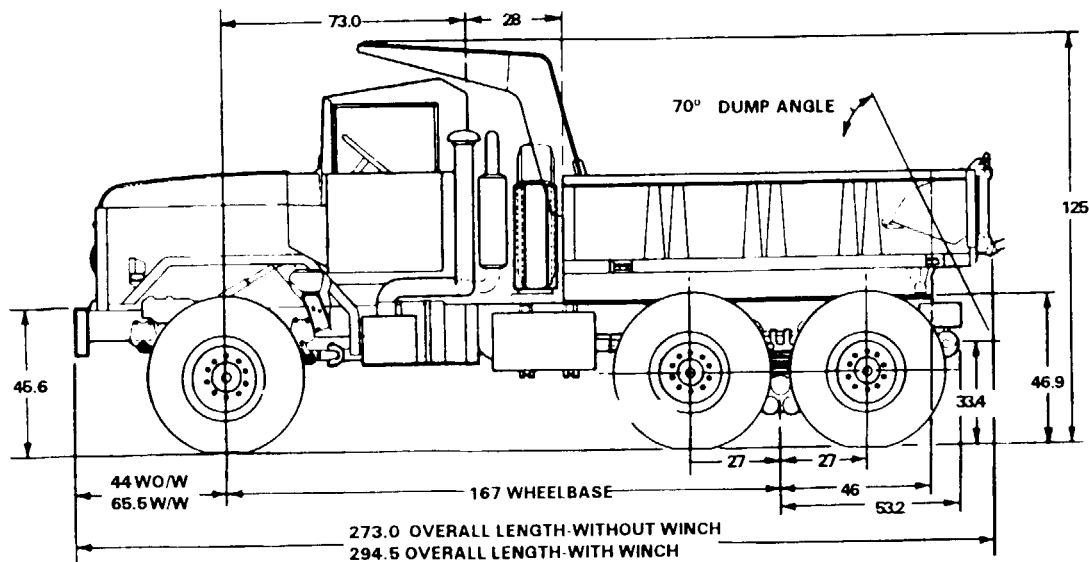
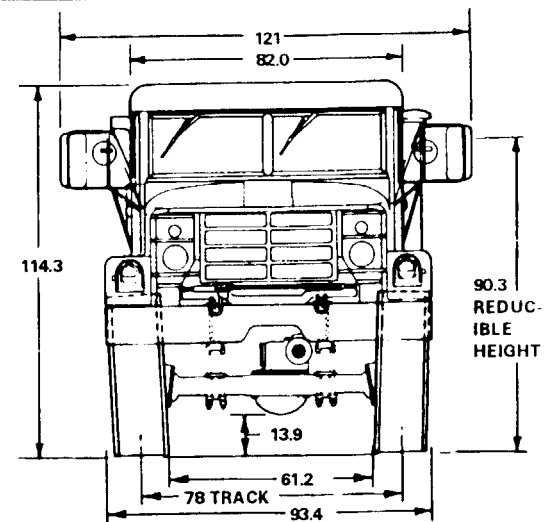
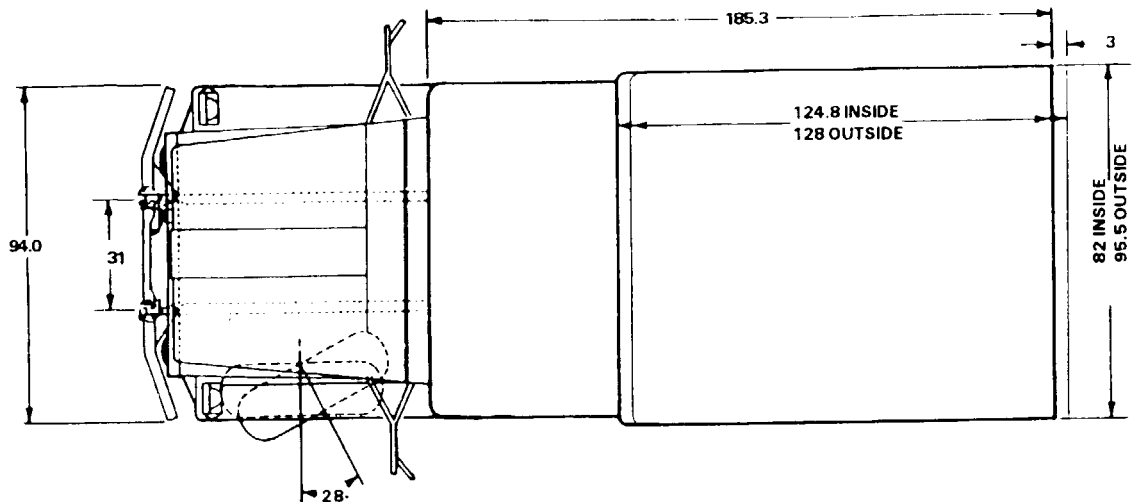
TRUCK, CARGO, LONG W/B, 5-TON, 6X6
M927A1 WO/W & M928A1 W/W



M929A1 WO/W AND M930A1 W/W
NOMENCLATURE: TRUCK, DUMP, 5-TON, 6X6

DESIGNATIONS	VEHICLE DATA	
	M929A1	M930A1
ARMY PART NO	8750157	8750158
NSN	2320-01-206-4079	2320-01-206-4080
CURB WEIGHT, FULLY EQUIPPED		
LESS PAYLOAD AND CREW		
FRONT (LB)	10,985	12,045
REAR BOGIE (LB)	14,080	14,120
TOTAL (LB)	25,065	26,165
PAYLOAD	10,000	10,000
GROSS WEIGHT, FULLY EQUIPPED		
WITH PAYLOAD, LESS CREW*		
FRONT (LB)	11,185	12,245
REAR BOGIE (LB)	23,880	23,920
TOTAL (LB)	35,065	36,165
TOWED LOAD ALLOWANCE	15,000	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)		
ABOVE GROUND (IN.)	46.8	47.1
REAR OF CENTERLINE OF FRONT AXLE (IN.)	93.8	90.1
PERFORMANCE		
AT GROSS WEIGHT W/O TOWED LOAD		
MAXIMUM SPEED (MPH)	63	63
CRUISING RANGE (MI)	500	500
TURNING RADIUS (FT)	36.6	41.3
MILITARY LOAD CLASSIFICATIONS		
E	11	11
CC/MPH	17	17

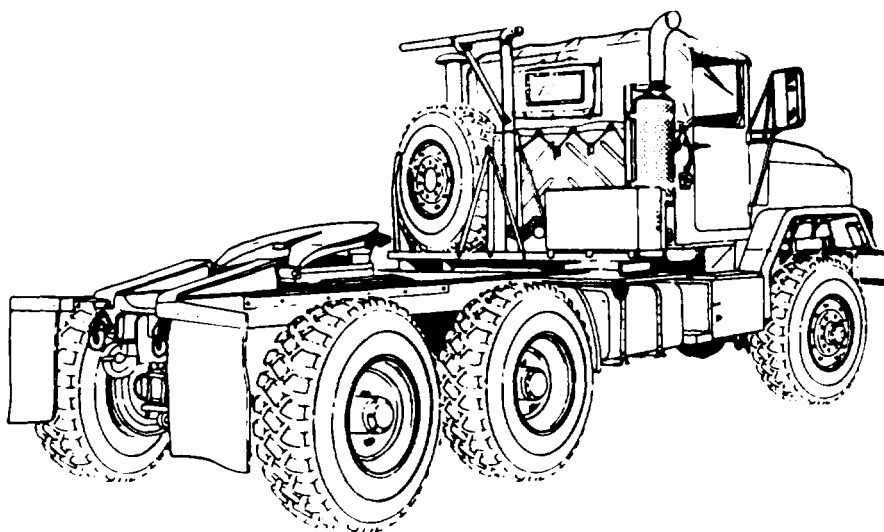
*ADD 600 LB FOR 3-SOL DIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
WO/W 8750157 2320-01-206-4097
W/W 8750158 2320-01-206-4080

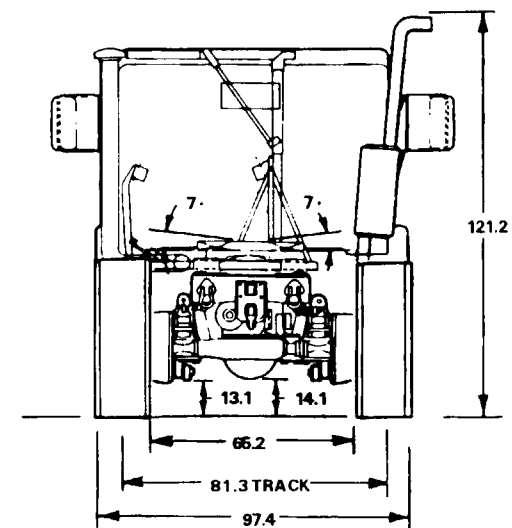
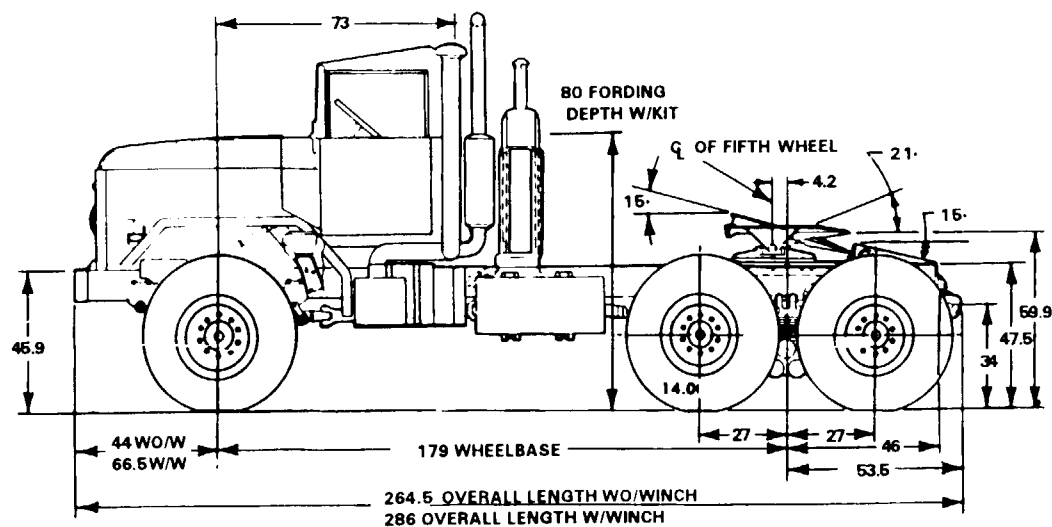
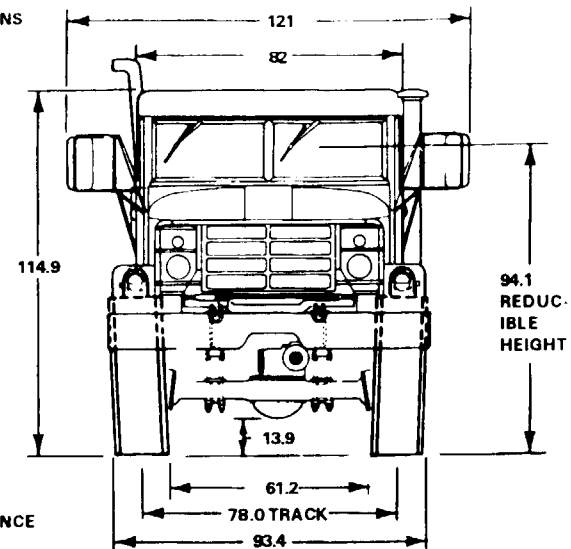
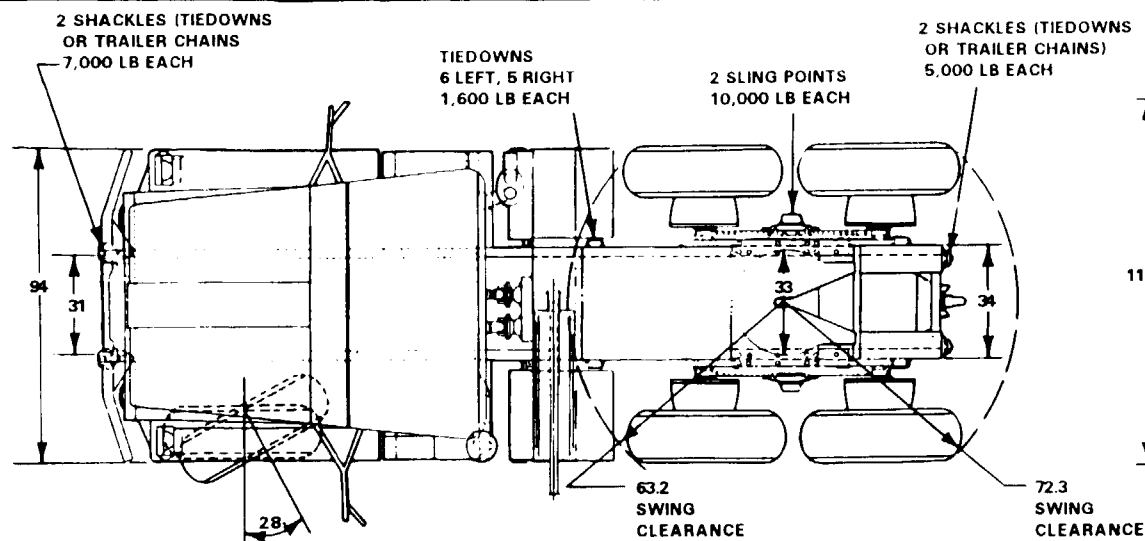
TRUCK, DUMP, 5-TON, 6 X 6
M929A1 WO/W & M930A1 W/W



M931A1 WO/W AND M932A1 W/W
NOMENCLATURE: CHASSIS, TRUCK, TRACTOR, 5-TON, 6X6

DESIGNATIONS		VEHICLE DATA	
ARMY PART NO.	M931A1	M932A1	
NSN	8750159	8750160	
CURB WEIGHT, FULLY EQUIPPED	2320-01-206-4077	2320-01-205-2684	
LESS PAYLOAD AND CREW			
FRONT (LB)	10,340	11,400	
REAR BOGIE (LB)	10,800	10,840	
TOTAL (LB)	21,140	22,240	
SEMITRAILER LOAD ON FIFTH WHEEL	15,000	15,000	
SEMITRAILER WEIGHT W/PAYLOAD	37,500	37,500	
GROSS COMBINATION WEIGHT, FULLY EQUIPPED W/ SEMITRAILER			
PAYLOAD LESS CREW			
FRONT (LB)	10,710	11,770	
REAR BOGIE	25,430	25,470	
TRAILER BOGIE	22,500	22,500	
TOTAL (LB)	58,640	59,740	
TOWED LOAD ALLOWANCE ON PINTLE	15,000	15,000	
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500	
CENTER OF GRAVITY (AT CURB WEIGHT)			
ABOVE GROUND (IN.)	37.7	38.9	
REAR OF CENTERLINE OF FRONT AXLE (IN.)	85.3	81.4	
PERFORMANCE			
AT GROSS WEIGHT W/O TOWED LOAD			
MAXIMUM SPEED (MPH)	63	63	
CRUISING RANGE (MI)	460	440	
TURNING RADIUS (FT)	39.2	41.3	
MILITARY LOAD CLASSIFICATIONS			
E	9	10	
CC/HWY			

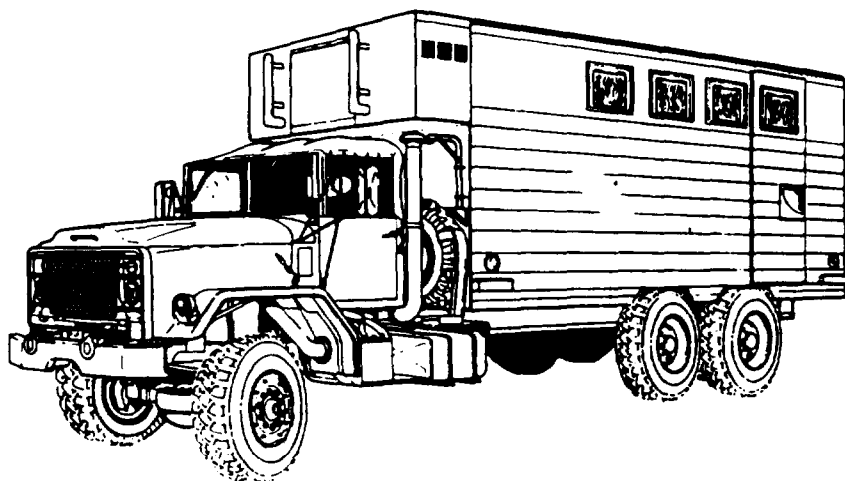
*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
WO/W 8750159 2320-01-206-4077
W/W 8750160 2320-01-206-2684

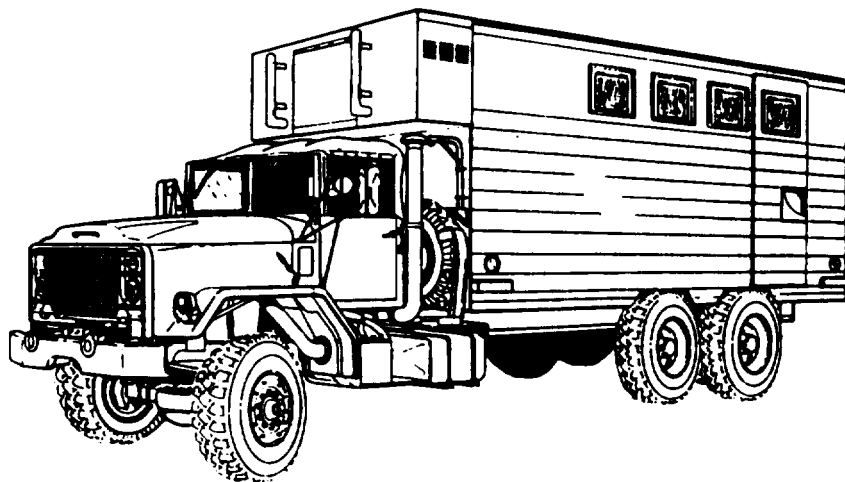
TRUCK, WRECKER, 5-TON, 6 X 6
M931A1 WO/W & M932A1 W/W

**M934A1 WO/W****NOMENCLATURE: TRUCK, VAN, EXPANSIBLE, 5-TON, 6X6**

DESIGNATIONS		VEHICLE DATA	
ARMY PART NO.....		M934A1	
NSN.....		8750161	
CURB WEIGHT, FULLY EQUIPPED		2320-01-205-2682	
LESS PAYLOAD AND CREW			
FRONT (LB).....		11,190	
REAR BOGIE (LB).....		18,090	
TOTAL (LB).....		29,280	
PAYLOAD.....		5,000	
GROSS WEIGHT, FULLY EQUIPPED			
WITH PAYLOAD, LESS CREW*			
FRONT (LB).....		11,410	
REAR BOGIE (LB).....		22,870	
TOTAL (LB).....		34,280	
TOWED LOAD ALLOWANCE.....		15,000	
MAXIMUM VERTICAL LOAD ON PINTLE.....		1,500	
CENTER OF GRAVITY (AT CURB WEIGHT)			
ABOVE GROUND (IN.).....		57.5	
REAR OF CENTERLINE OF FRONT AXLE (IN.).....		132.8	
PERFORMANCE			
AT GROSS WEIGHT W/O TOWED LOAD			
MAXIMUM SPEED (MPH).....		63	
CRUISING RANGE (MI).....		350	
TURNING RADIUS.....		45.2	
MILITARY LOAD CLASSIFICATIONS			
E.....		13	
CC/HWY.....		16	

*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



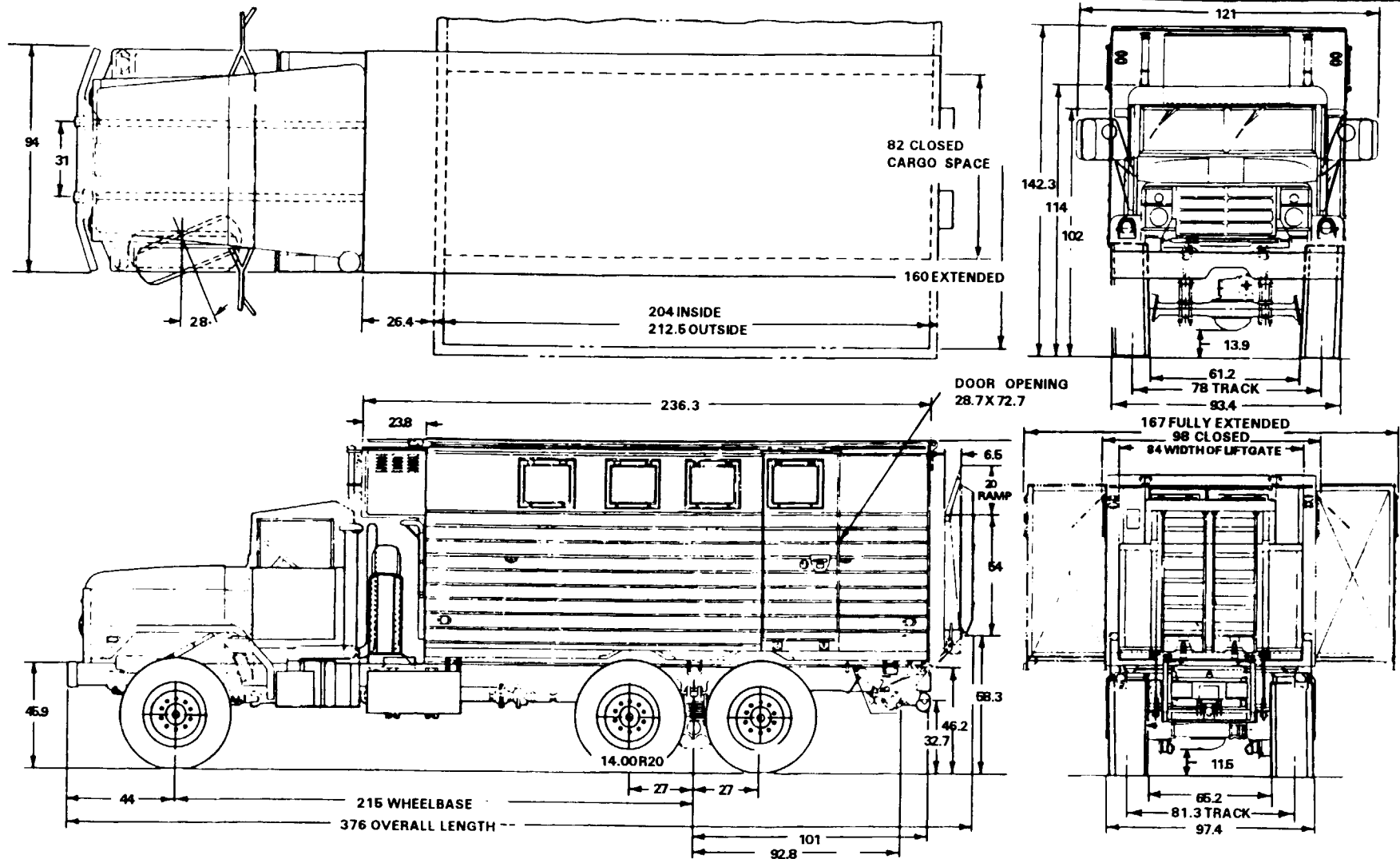
**M935A1 WO/W**

NOMENCLATURE: TRUCK, VAN, EXPANSIBLE, W/HYD TAILGATE 5-TON, 6X6

DESIGNATIONS**VEHICLE DATA**

ARMY PART NO.....	M935A1
NSN.....	8750162
CURB WEIGHT, FULLY EQUIPPED	2320-01-205-2683
LESS PAYLOAD AND CREW	
FRONT (LB)	10,240
REAR BOGIE (LB)	21,040
TOTAL (LB)	31,280
PAYLOAD	5,000
GROSS WEIGHT, FULLY EQUIPPED	
WITH PAYLOAD, LESS CREW*	
FRONT (LB)	10,460
REAR BOGIE (LB)	25,820
TOTAL (LB)	36,280
TOWED LOAD ALLOWANCE	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)	
ABOVE GROUND (IN.)	59.8
REAR OF CENTERLINE OF FRONT AXLE (IN.)	144.6
PERFORMANCE	
AT GROSS WEIGHT W/O TOWED LOAD	
MAXIMUM SPEED (MPH)	63
CRUISING RANGE (MI)	350
TURNING RADIUS (FT)	45.2
MILITARY LOAD CLASSIFICATIONS	
E	14
CC/HWY	17

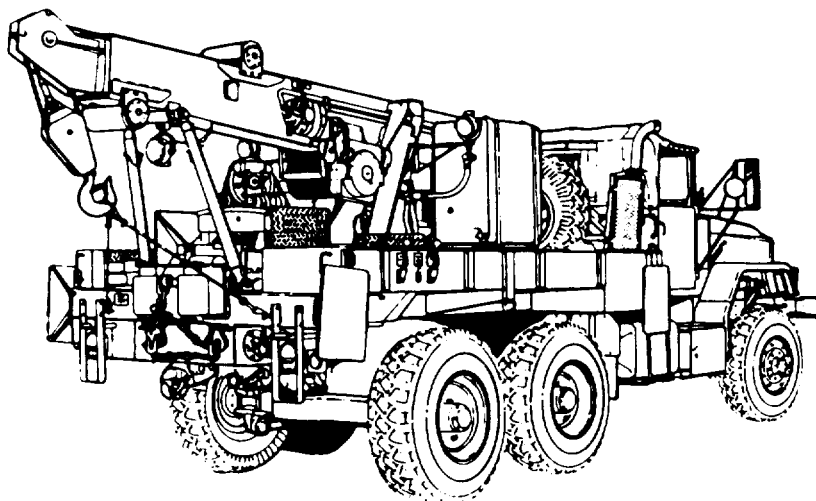
* ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
WO/W-8760162 2320-01-205-2683

TRUCK, VAN, EXPANSIBLE, 5-TON, 6 X 6
W/HYD. TAILGATE, M935A1 WO/W



M936A1 W/W
NOMENCLATURE: TRUCK, WRECKER, 5-TON, 6X6

DESIGNATIONS	VEHICLE DATA
ARMY PART NO.	M936A1
NSN	8750163
CURB WEIGHT, FULLY EQUIPPED2320-01-206-4078
LESS PAYLOAD AND CREW	
FRONT (LB)	12,075
REAR BOGIE (LB)	26,080
TOTAL (LB)	38,155
PAYLOAD	7,000
GROSS WEIGHT, FULLY EQUIPPED	
WITH PAYLOAD, LESS CREW*	
FRONT (LB)	7,835
REAR BOGIE (LB)	37,320
TOTAL (LB)	45,155
TOWED LOAD ALLOWANCE	20,000
MAXIMUM VERTICAL LOAD ON PINTLE	2,000
CENTER OF GRAVITY (AT CURB WEIGHT)	
ABOVE GROUND (IN.)	52.9
REAR OF CENTERLINE OF FRONT AXLE (IN.)	122.4
PERFORMANCE	
AT GROSS WEIGHT W/O TOWED LOAD	
MAXIMUM SPEED (MPH)	63
CRUISING RANGE (MI)	500
TURNING RADIUS (FT)	39
MILITARY LOAD CLASSIFICATIONS	
E	18
CC/HWY	

*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT

M939A2-SERIES

The M939A2-series trucks are easily identified by the tandem axles with single radial tires and CTIS.

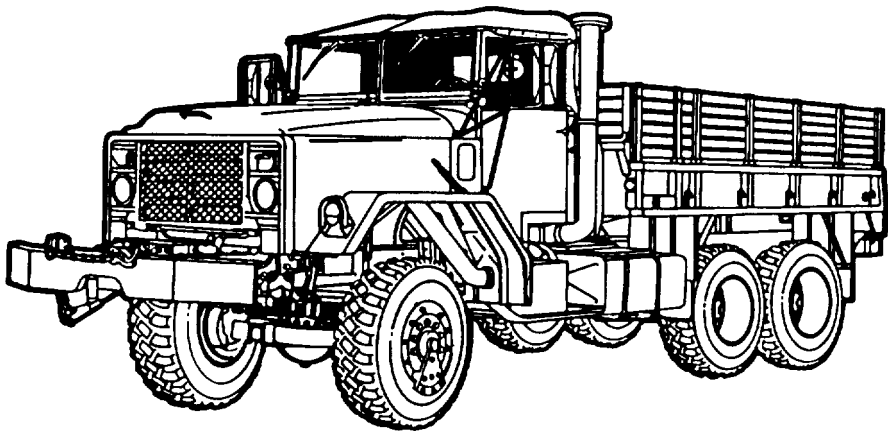
The M939A2-series CTIS has the following four preset tire pressures:

Highway	60 pounds per square inch (psi) (80 psi on the M936A2)
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Cross Country	35 psi
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Sand/Snow	25 psi
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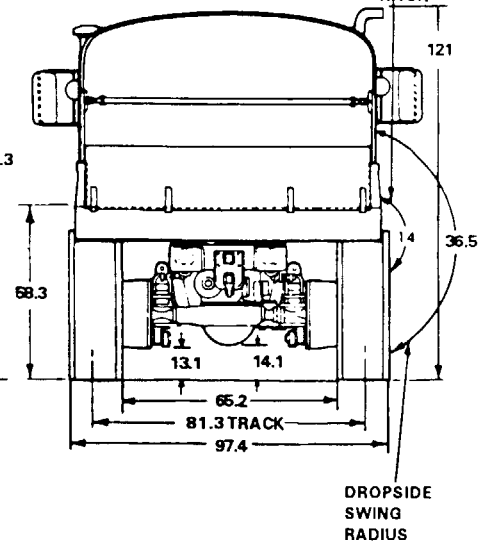
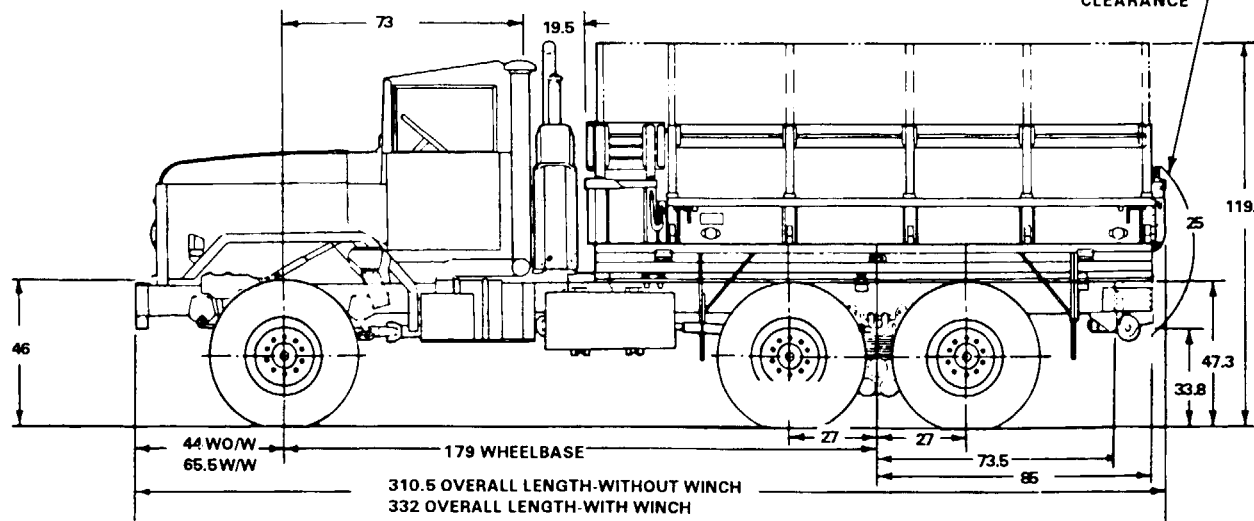
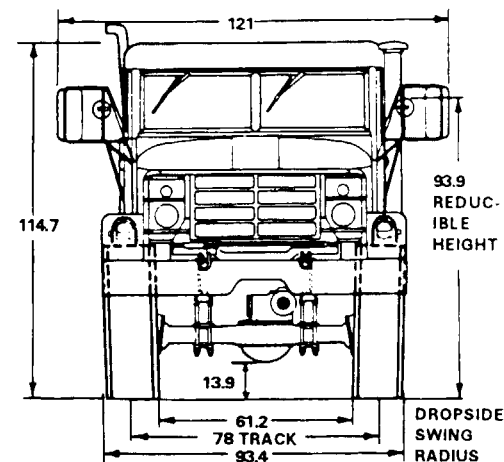
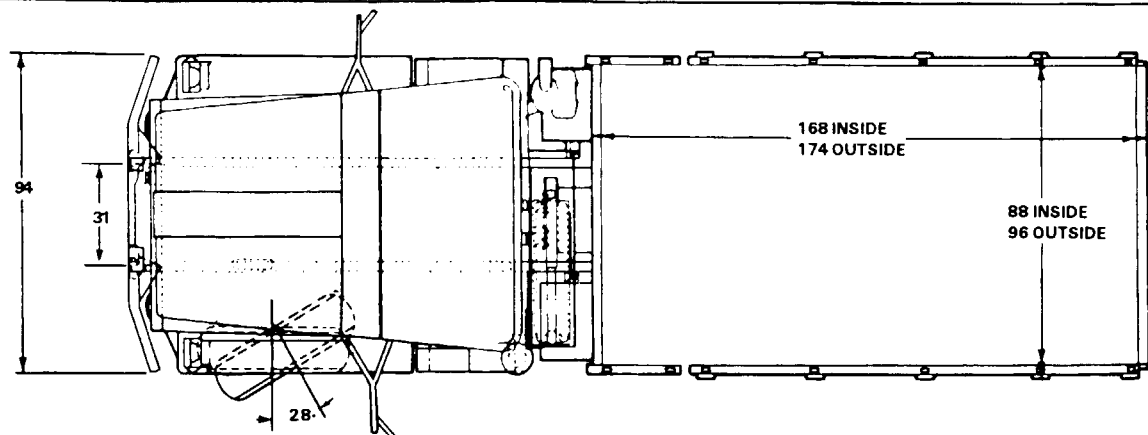
Emergency	12 psi
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M923A2 WO/W AND M925A2 W/W
NOMENCLATURE: TRUCK, CARGO, DROPSIDE, 5-TON, 6X6

DESIGNATIONS		VEHICLE DATA	
ARMY PART NO.	M923A2	M925A2	
NSN	8750177	8750179	
CURB WEIGHT, FULLY EQUIPPED	2320-01-230-0307	2320-01-230-0308	
LESS PAYLOAD AND CREW			
FRONT (LB)	8,930	9,980	
REAR BOGIE (LB)	12,000	12,050	
TOTAL (LB)	20,930	22,030	
PAYLOAD	10,000	10,000	
GROSS WEIGHT, FULLY EQUIPPED			
WITH PAYLOAD, LESS CREW*			
FRONT (LB)	8,910	9,960	
REAR BOGIE (LB)	22,020	22,070	
TOTAL (LB)	30,930	32,030	
TOWED LOAD ALLOWANCE	15,000	15,000	
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500	
CENTER OF GRAVITY (AT CURB WEIGHT)			
ABOVE GROUND (IN.)	39.3	42.0	
REAR OF CENTERLINE OF FRONT AXLE (IN.)	100.3	94.5	
PERFORMANCE			
AT GROSS WEIGHT W/O TOWED LOAD			
MAXIMUM SPEED (MPH)	63	63	
CRUISING RANGE (MI)	350	350	
TURNING RADIUS (FT)	38.3	42.8	
MILITARY LOAD CLASSIFICATIONS			
E	9	9	
CC/HWY	15	16	

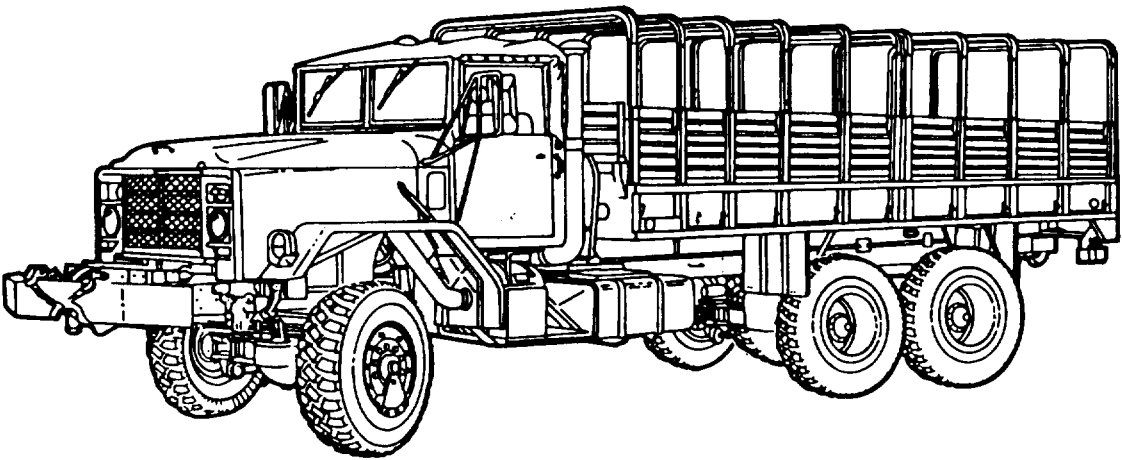
* ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
WO/W - 2320-01-230-0307
W/W - 2320-01-230-0308

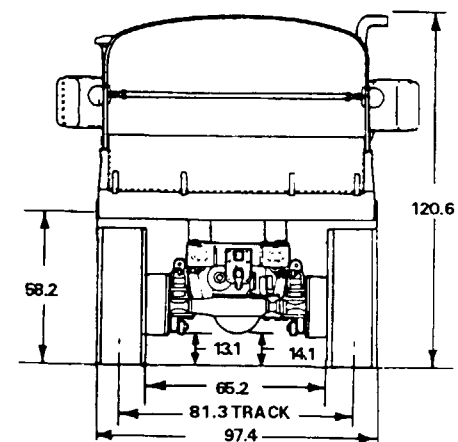
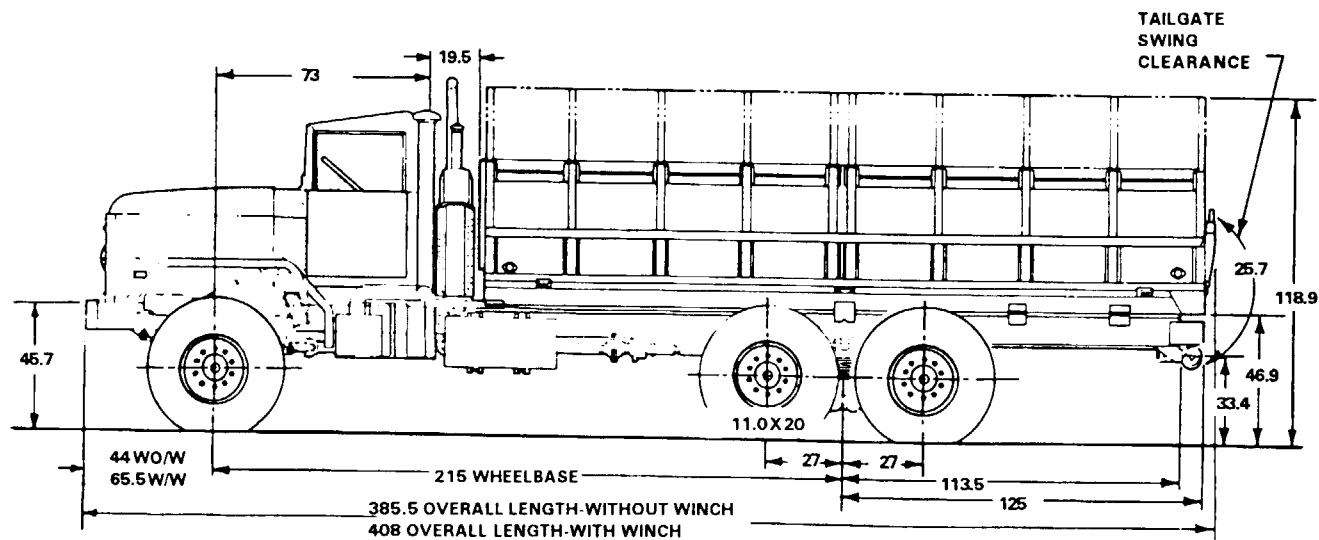
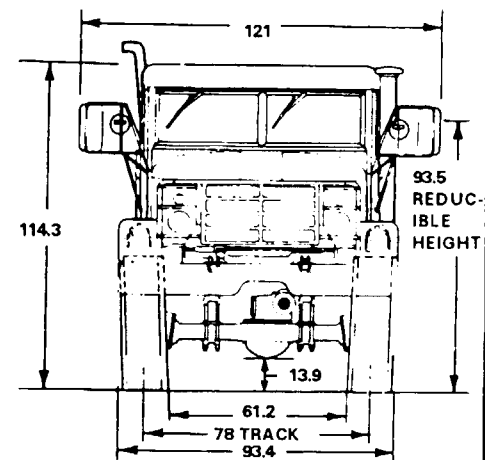
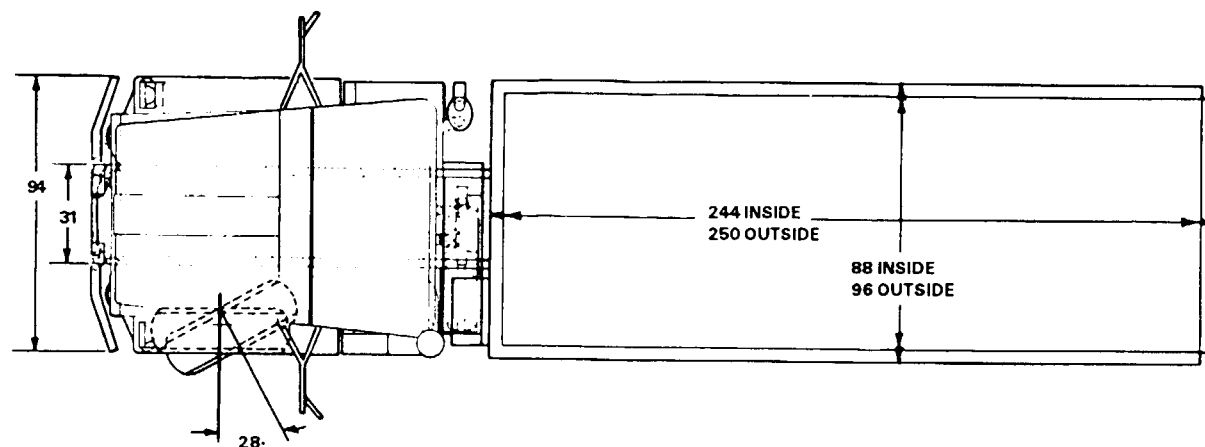
TRUCK, CARGO, LONG W/B, 5-TON, 6X6
M923A2 WO/W & M925A2 W/W



M927A2 WO/W AND M928A2 W/W
NOMENCLATURE: TRUCK, CARGO, DROPSIDE, 5-TON, 6x6

DESIGNATIONS	VEHICLE DATA	
ARMY PART NO.	M927A2	M928A2
NSN	8750180	8750182
	232 0-01-230-0309	2320-01-230-0310
CURB WEIGHT, FULLY EQUIPPED		
LESS PAYLOAD AND CREW		
FRONT (LB)	9,450	10,480
REAR BOGIE (LB)	14,340	14,410
TOTAL (LB)	23,790	24,890
PAYLOAD	10,000	10,000
GROSS WEIGHT, FULLY EQUIPPED		
WITH PAYLOAD, LESS CREW*		
FRONT (LB)	9,430	10,460
REAR BOGIE (LB)	24,360	24,430
TOTAL (LB)	33,790	34,890
TOWED LOAD ALLOWANCE	15,000	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)		
ABOVE GROUND (IN.)	42.4	-
REAR OF CENTERLINE OF FRONT AXLE (IN.)	129.7	123.2
PERFORMANCE		
AT GROSS WEIGHT W/O TOWED LOAD		
MAXIMUM SPEED (MPH)	63	63
CRUISING RANGE (MI)	350	350
TURNING RADIUS (FT)	47.5	47.5
MILITARY LOAD CLASSIFICATIONS		
E	10	10
CC/HWY	16	16

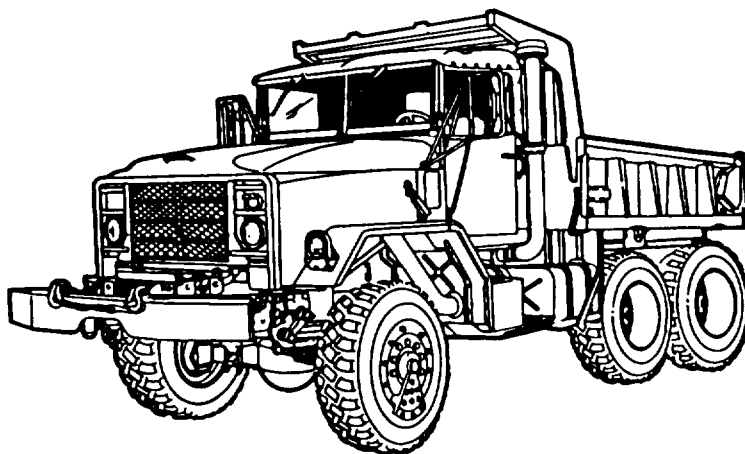
* ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
WO/W - 2320 - 01 - 230 - 0309 8750180
W/W - 2320 - 01 - 230 - 0310 875180

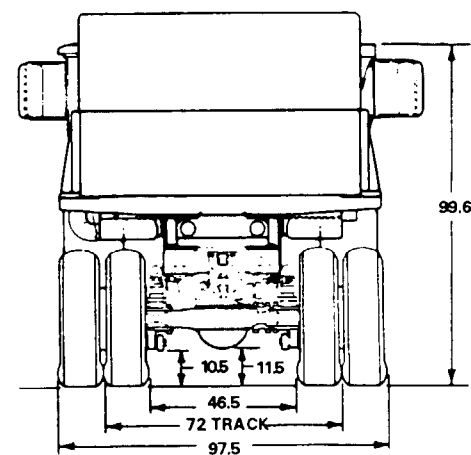
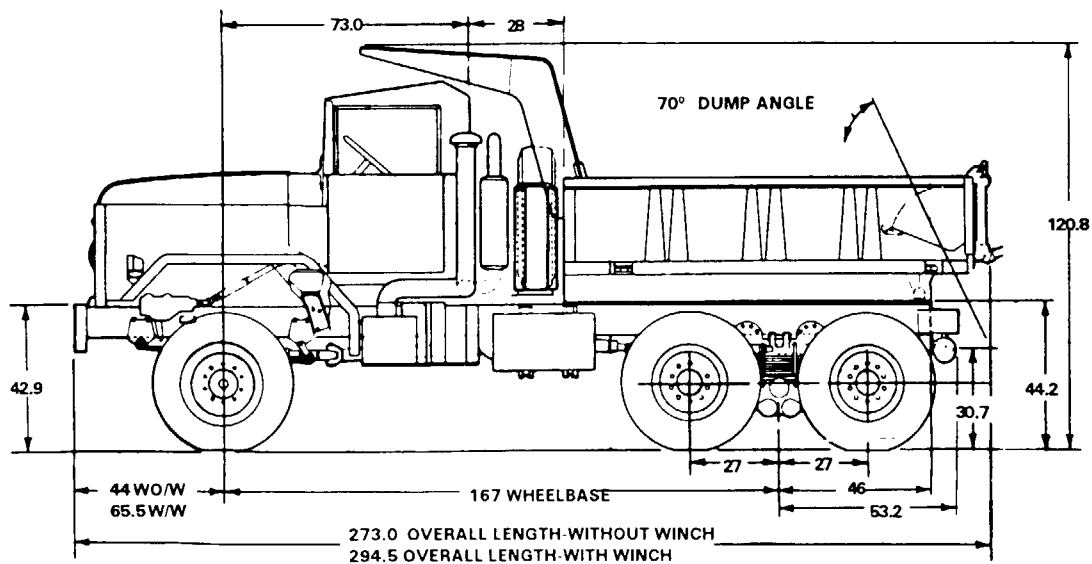
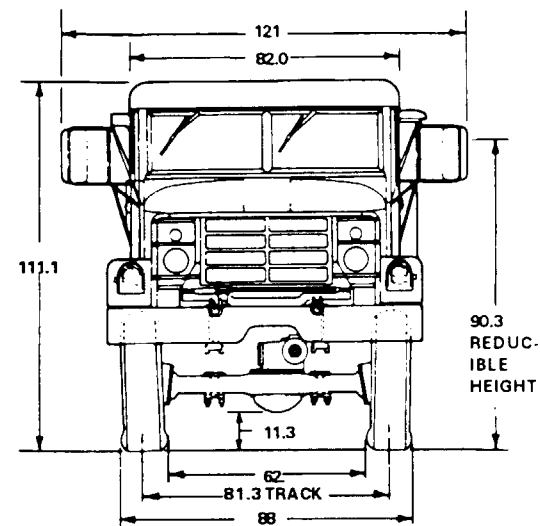
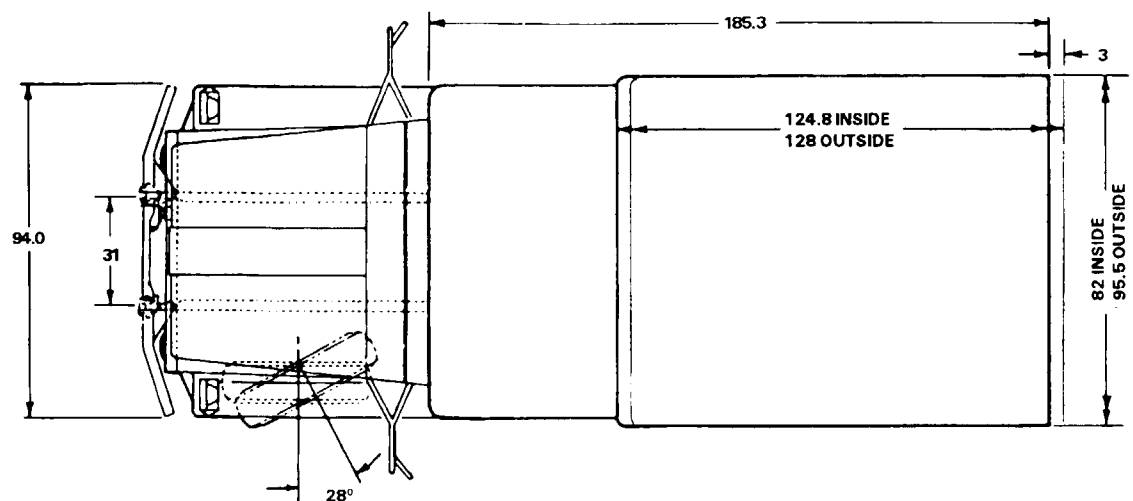
TRUCK, CARGO, LONG W/B, 5-TON, 6X6
M927A2 WO/W & M928A2 W/W



M929A2 WO/W AND M930A2 W/W
NOMENCLATURE: TRUCK, DUMP, 5-TON, 6X6

DESIGNATIONS	VEHICLE DATA	
	M929A2	M930A2
ARMY PART NO.	8750183	8740184
NSN	2320-01-230-0305	2320-01-230-0306
CURB WEIGHT, FULLY EQUIPPED		
LESS PAYLOAD AND CREW		
FRONT (LB)	9,710	10,770
REAR BOGIE (LB)	14,110	14,150
TOTAL (LB)	23,820	24,920
PAYLOAD	10,000	10,000
GROSS WEIGHT, FULLY EQUIPPED		
WITH PAYLOAD, LESS CREW*		
FRONT (LB)	9,910	10,970
REAR BOGIE (LB)	23,910	23,950
TOTAL (LB)	33,820	34,920
TOWED LOAD ALLOWANCE	15,000	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)		
ABOVE GROUND (IN.)	44.4	
REAR OF CENTERLINE OF FRONT AXLE (IN.)	97.4	92.3
PERFORMANCE		
AT GROSS WEIGHT W/O TOWED LOAD		
MAXIMUM SPEED (MPH)	63	63
CRUISING RANGE (MI)	500	500
TURNING RADIUS (FT)	38.3	38.3
MILITARY LOAD CLASSIFICATIONS		
E	10	11
CC/HWY	17	17

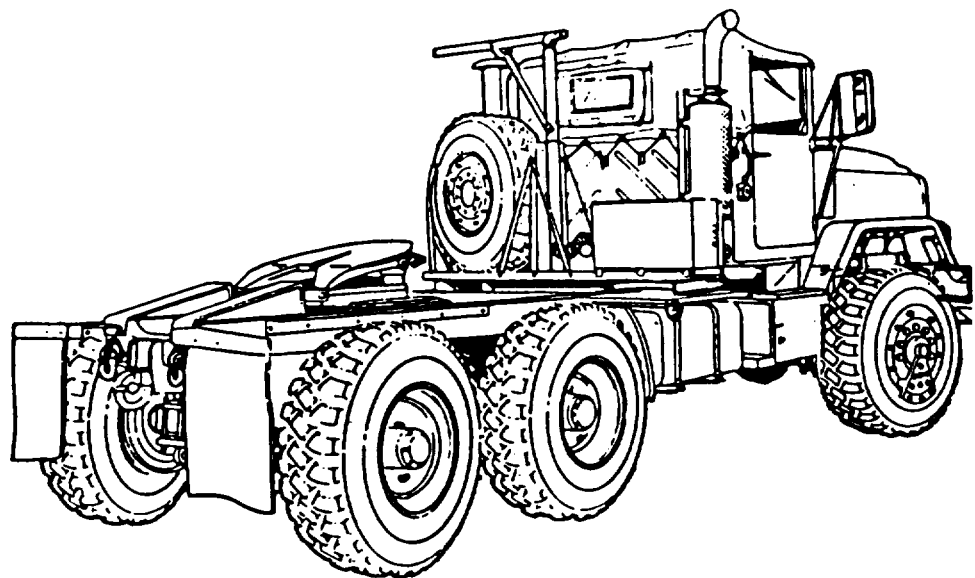
* ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
WO/W - 2320 - 01 - 230 - 0305 8750183
W/W - 2320 - 01 - 230 - 0306 8750184

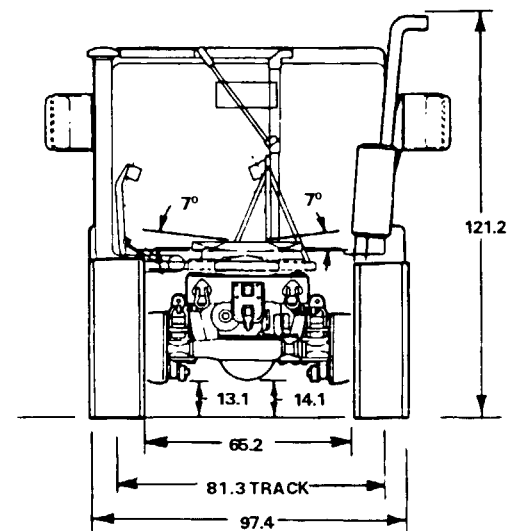
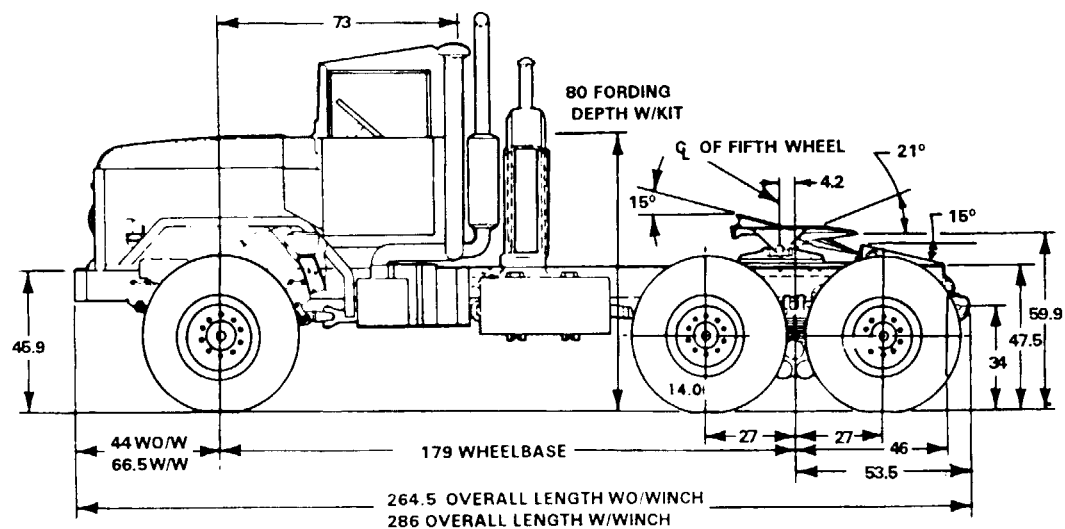
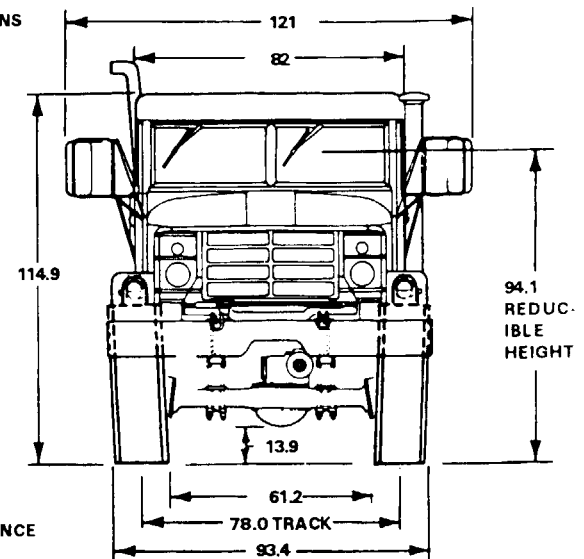
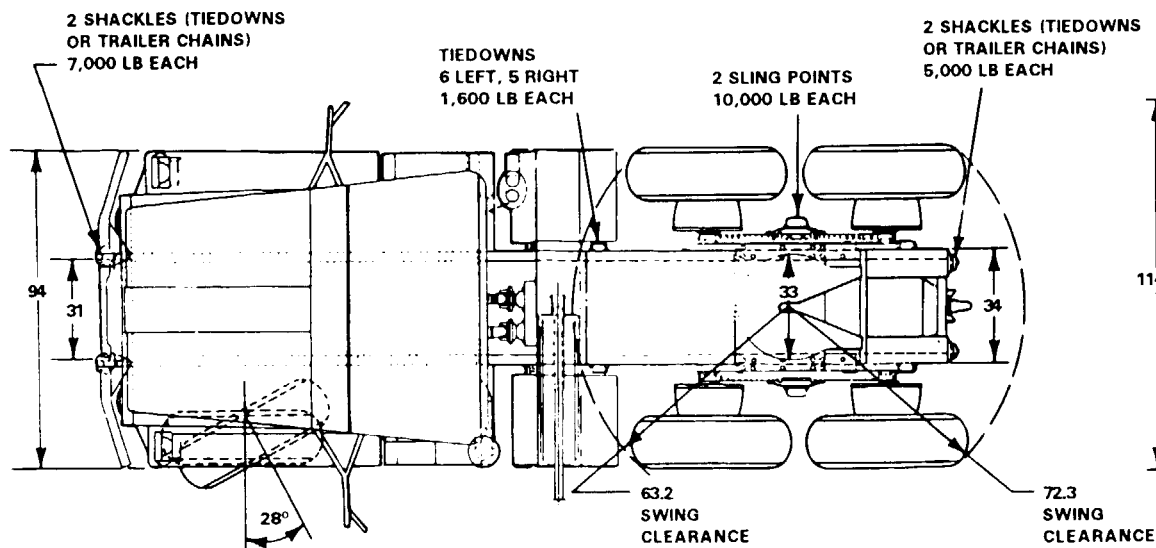
TRUCK, DUMP, 5-TON, 6 X 6
M929A2 WO/W & M930A2 W/W



M931A2 WO/W AND M932A2 W/W
NOMENCLATURE: CHASSIS, TRUCK, TRACTOR, 5-TON, 6X6

DESIGNATIONS	VEHICLE DATA	
	M931A2	M932A2
ARMY PART NO.	8750185	8750186
NSN	2320-01-230-0302	2320-01-230-0303
CURB WEIGHT, FULLY EQUIPPED		
LESS PAYLOAD AND CREW		
FRONT (LB)	9,065	10,125
REAR BOGIE (LB)	10,830	10,870
TOTAL (LB)	19,895	20,995
SEMITRAILER LOAD ON FIFTH WHEEL	15,000	15,000
SEMITRAILER WEIGHT W/PAYLOAD	37,500	37,500
GROSS COMBINATION WEIGHT,		
FULLY EQUIPPED W/ SEMITRAILER		
PAYLOAD LESS CREW		
FRONT (LB)	9,435	10,495
REAR BOGIE	25,460	25,500
TRAILER BOGIE	22,500	22,500
TOTAL (LB)	57,395	58,495
TOWED LOAD ALLOWANCE ON PINTLE	15,000	15,000
MAXIMUM VERTICAL LOAD ON PINTLE	1,500	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)		
ABOVE GROUND (IN.)	37.0	
REAR OF CENTERLINE OF FRONT AXLE (I N.)	88.3	84
PERFORMANCE		
AT GROSS WEIGHT W/O TOWED LOAD		
MAXIMUM SPEED (MPH)	55	55
CRUISING RANGE (MI)	460	460
TURNING RADIUS (FT)	39.2	39.2
MILITARY LOAD CLASSIFICATIONS		
E	9	9
CC/HWY		

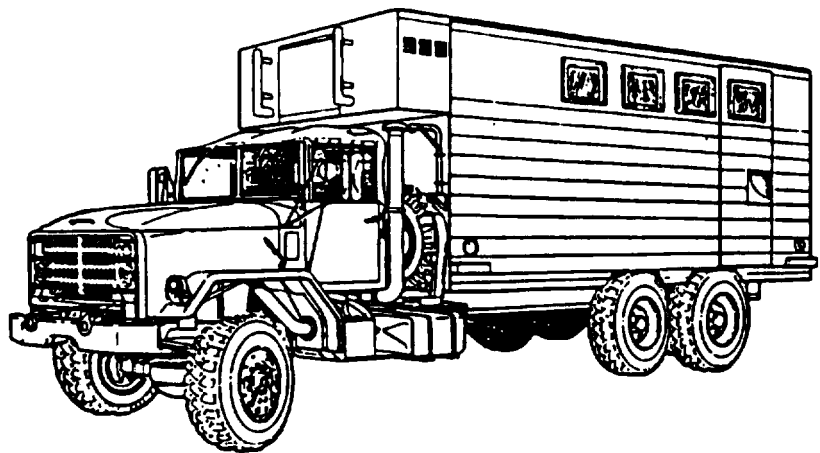
*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
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W/W 8750160 2320-01-206-2684

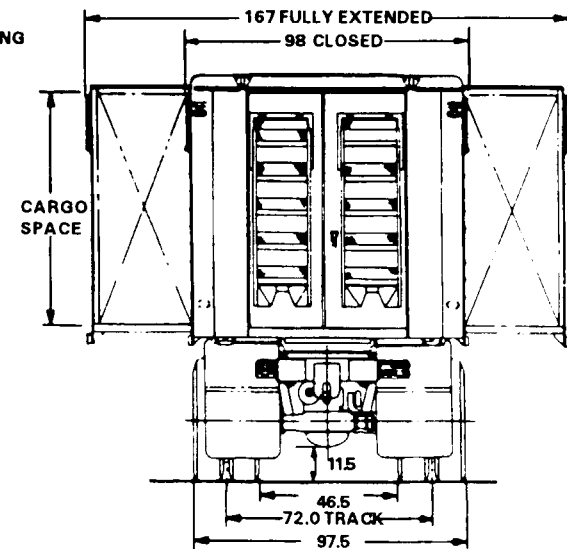
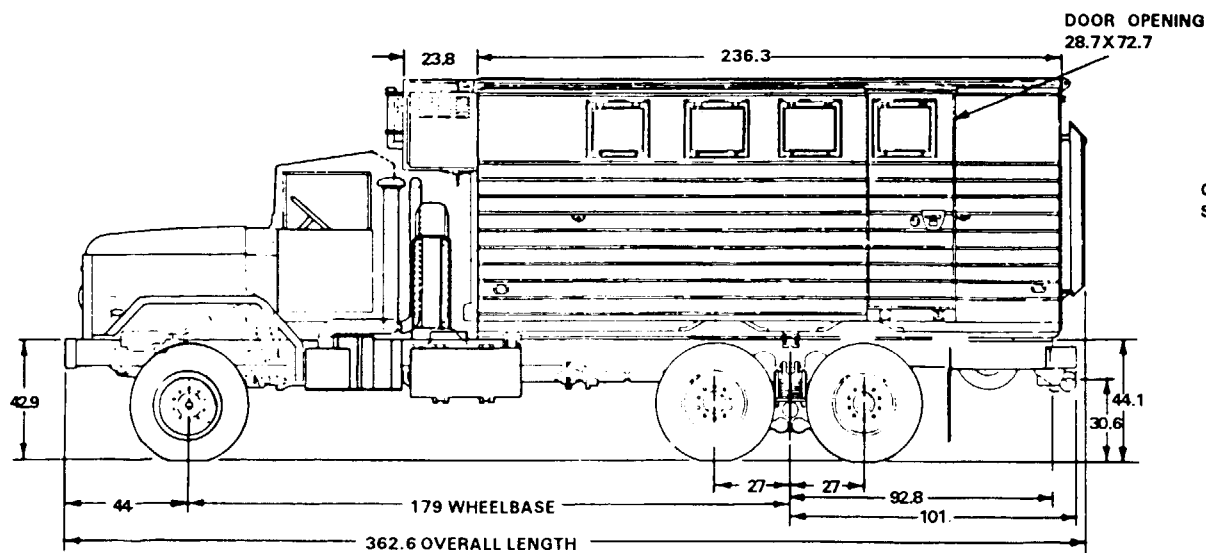
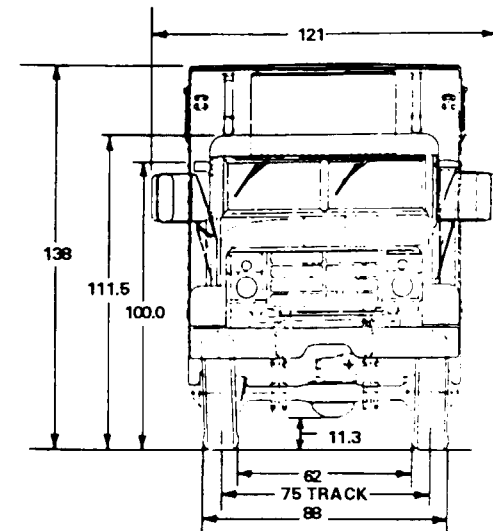
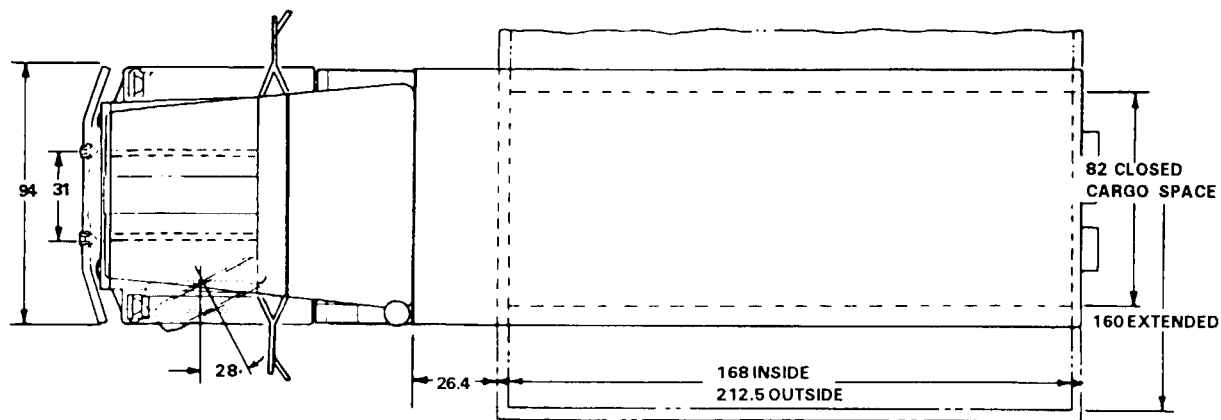
TRUCK, WRECKER, 5-TON, 6 X 6
M931A2 WO/W & M932A2 W/W



M934A2 WO/W
NOMENCLATURE: TRUCK, VAN, EXPANSIBLE, 5-TON, 6X6

DESIGNATIONS	VEHICLE DATA
ARMY PART NO.....	M934A2
NSN.....	8750187
CURB WEIGHT, FULLY EQUIPPED	232-01-230-0300
LESS PAYLOAD AND CREW	
FRONT (LB).....	9,915
REAR BOGIE (LB).....	18,120
TOTAL (LB).....	28,035
PAYLOAD.....	5,000
GROSS WEIGHT, FULLY EQUIPPED	
WITH PAYLOAD, LESS CREW"	
FRONT (LB).....	10,135
REAR BOGIE (LB).....	22,900
TOTAL (LB).....	33,035
TOWED LOAD ALLOWANCE.....	15,000
MAXIMUM VERTICAL LOAD ON PINTLE.....	1,500
CENTER OF GRAVITY (AT CURB WEIGHT)	
ABOVE GROUND (IN.).....	
REAR OF CENTERLINE OF FRONT AXLE (IN.).....	135.6
PERFORMANCE	
AT GROSS WEIGHT W/O TOWED LOAD	
MAXIMUM SPEED (MPH).....	63
CRUISING RANGE (MI).....	350
TURNING RADIUS (FT).....	47.2
MILITARY LOAD CLASSIFICATIONS	
E.....	12
CC/HWY.....	16

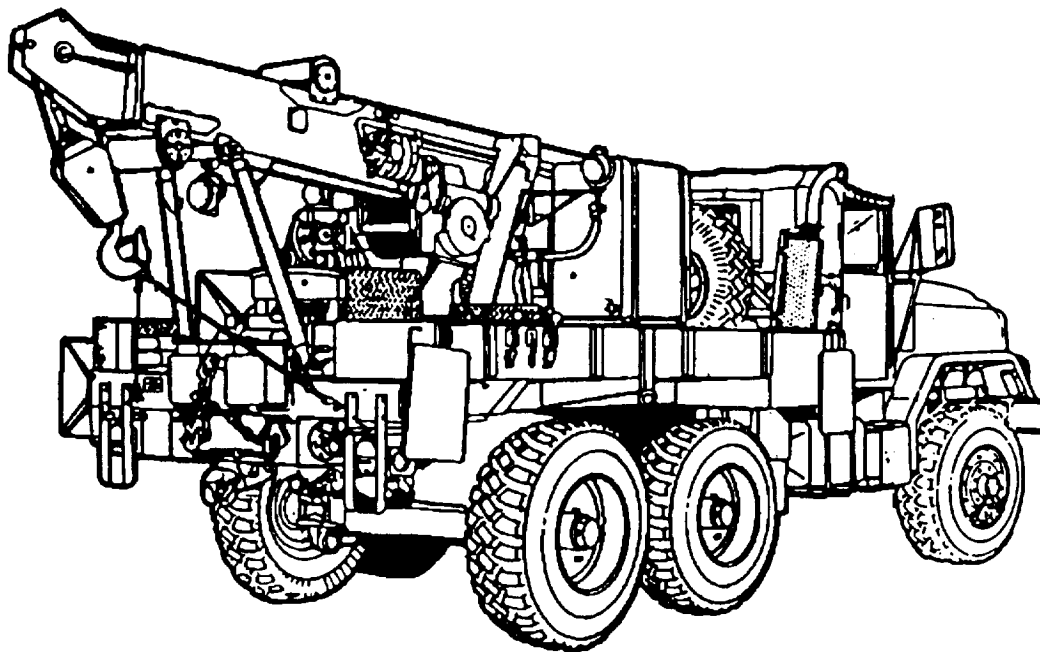
* ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
WO/W - 2320 - 01 - 230 - 0300

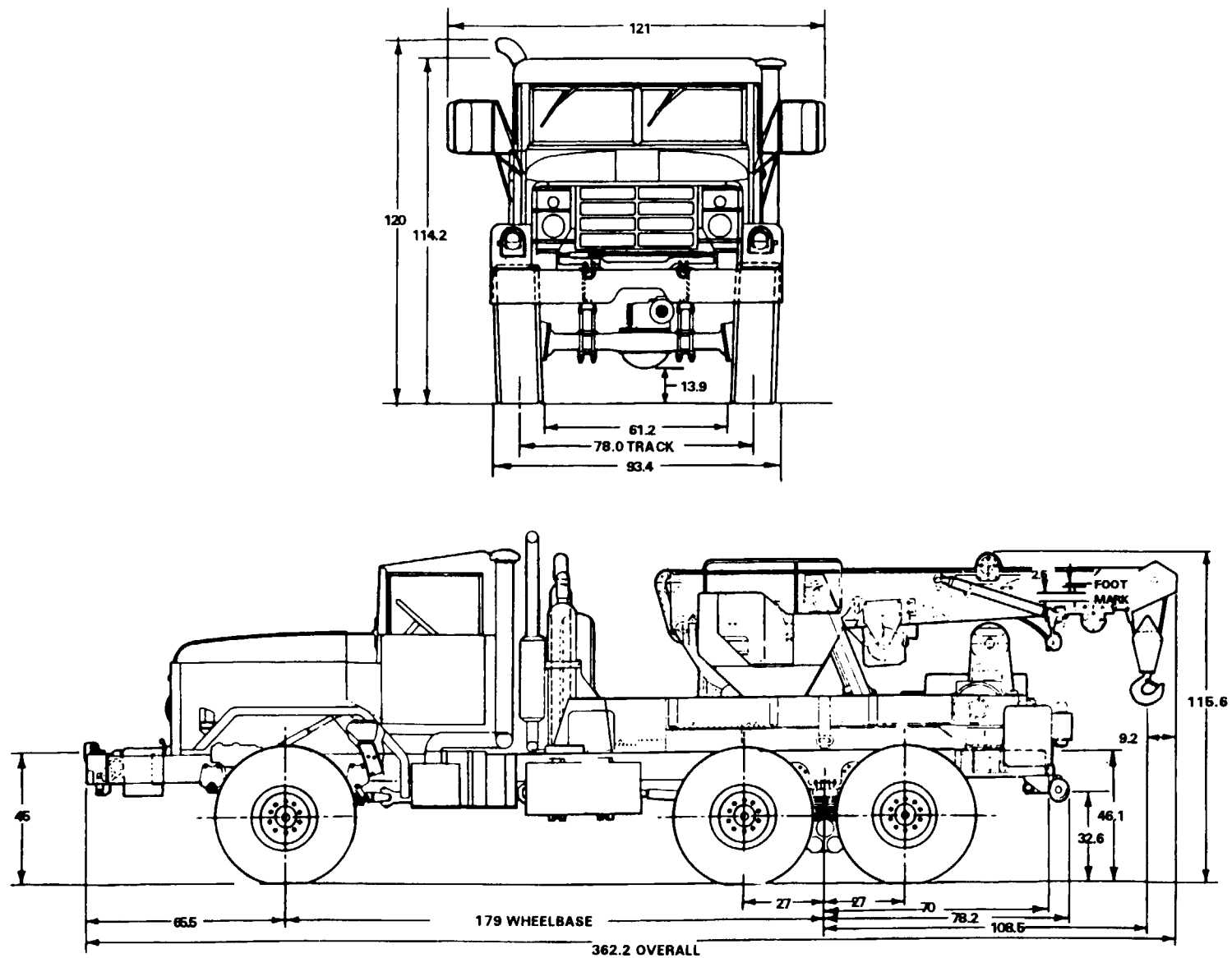
TRUCK, VAN: EXPANSIBLE, 5-TON, 6X6
M934A2 WO/W



M936A2 W/W
NOMENCLATURE: TRUCK, WRECKER, 5-TON, 6X6

DESIGNATIONS	VEHICLE DATA
ARMY PART NO	M936A2
NSN8750189
CURB WEIGHT, FULLY EQUIPPED2320-01-230-0304
LESS PAYLOAD AND CREW	
FRONT (LB)	10,800
REAR BOGIE (LB)	26,110
TOTAL (LB)	36,910
PAYLOAD	7,000
GROSS WEIGHT, FULLY EQUIPPED	
WITH PAYLOAD, LESS CREW*	
FRONT (LB)	6,560
REAR BOGIE (LB)	37,350
TOTAL (LB)	43,910
TOWED LOAD ALLOWANCE	20,000
MAXIMUM VERTICAL LOAD ON PINTLE	2,000
CENTER OF GRAVITY (AT CURB WEIGHT)	
ABOVE GROUND (IN.)	
REAR OF CENTERLINE OF FRONT AXLE (IN.)	123.5
PERFORMANCE	
AT GROSS WEIGHT W/O TOWED LOAD	
MAXIMUM SPEED (MPH)	63
CRUISING RANGE (MI)	500
TURNING RADIUS	42.8
MILITARY LOAD CLASSIFICATIONS	
E	18
CC/HWY	

*ADD 600 LB FOR 3-SOLDIER CREW W/EQUIPMENT



NOTE: ALL DIMENSIONS ARE WITH
VEHICLE UNLOADED AND LEVEL.

REFERENCE: VEHICLE DWG NO.
W/W - 2320-01-230-0304

TRUCK, WRECKER, 5-TON, 6 X 6
M936A2

Section I. GENERAL

2-1. General

The trucks are highway transportable under their own power. The trucks will need highway permits in some areas of CONUS because they exceed the areas' legal width limits. AR 55-162 gives additional guidance on permits in CONUS.

Dimensional and weight restrictions in foreign countries are more restrictive than those in the United States. Foreign highway authorities will require permits for highway transport where vehicles exceed the legal limits. The transportation movement officer (TMO) can provide further guidance for highway transport in foreign countries.

Permit requirements will vary depending on local regulations and conditions, but in general the shipper must:

a. Submit DD Form 1266 (Request for Special Hauling Permit) to the installation transportation officer (ITO) 2 weeks before the planned movement.

b. Be aware that travel may be restricted to daylight hours on normal workdays.

c. Be prepared to use wide load signs, amber lights, and escorts.

d. Determine if blanket permits are available.

2-2. Self-Delivery

The trucks move under their own power and do not require special preparation.

2-3. Vehicle Recovery

Recover broken down or damaged trucks using the M936, M936A1, or M936A2 wrecker.

Section I. GENERAL

3-1. General

Most of the trucks are rail transportable in CONUS, Canada, and Mexico without restriction. The M934/M934A1/M1934A2 and M935/M935A1/M935A2 expansible van trucks' heights exceed the Association of American Railroads (AAR) rail clearance diagram. These trucks may require special routing on rail lines in the United States, Canada, and Mexico.

The M934/M934A1/M1934A2 and M935/M935A1/

M935A2 expansible van trucks, and M936/M936A1/M936A2 wrecker trucks will require special routing in foreign countries because of their nonreducible height. The trucks must be cleared for rail transport on an individual basis with the rail authorities of the host nation.

NOTE

Additional cargo may be transported with the vehicles if approved by the activity offering the equipment for transport.

Section II. RAIL LOADING

3-2. Railcar Selection

The trucks are transportable on a variety of railcars. Table 3-1 presents characteristics of com-

monly available military and commercial railcars with comments about transporting the trucks on each railcar.

Table 3-1 Evaluation of Railcar

Railcar	Features	Comments
DODX 140-TON	68 ft long. 10.5 ft wide 140-ton, steel deck, cushioned (1/2-in chain WLL 13,750 lb)	Not recommended; too large.
DODX 100-TON	54 ft long. 10.5 ft wide 100-ton, wood deck, standard (no chain tiedowns provided)	Suitable
HTTX	60 ft long. 10.2 ft wide 73-ton, wood deck, cushioned (1/2-in chain WLL 13,750 lb)	Suitable
ITTX	89 ft long. 8.5 ft wide 70-ton, steel deck, cushioned (3/8-in chain WLL 9,000 lb)	
MTTX	60 ft long. 10.5 ft wide 74-ton, wood deck, cushioned (no chain tiedowns provided)	Suitable
OTTX	60 ft long 10.5 ft wide 72-ton, wood deck, cushioned (3/8-in chain WLL 9,000 lb)	Suitable
TTDX	89 ft. long, 8.5 ft wide 74-ton, steel deck, cushioned (1/2-in chain)	Suitable

Other general-purpose flatcars can be used provided they are of adequate size and capacity.

3-3. Vehicle Preparation

- Truck preparations for rail transport include:
- a. Securing all loose items.
 - b. Removing all trash and mud from the vehicle.
 - c. Checking for fluid leaks and repairing defects.
 - d. Inspecting the engine and brakes, and repairing any defects.
 - e. Inspecting tiedown provisions, and repairing or replacing any defective or missing provisions or shackles.

NOTE

Most of the trucks’ heights can be reduced by removing bows, tarpaulin, and exhaust pipe extensions. If necessary, remove these items and stow them within the cargo or passenger compartments.

3-4. Loading Procedures

Place the trucks onto the railcar with a crane of adequate capacity, or drive them onto the railcar if a suitable ramp or bridge is available. (See para 4-4 for lifting procedures.) The trucks must face in the same direction and be uniformly spaced along the length of the flatcar to allow sufficient space for securement at each end of the flatcar and between the trucks.

Set the parking brakes.

Put transmissions in neutral, and wire them in place,

****CAUTION****

Use railcar and ground guides when loading or unloading the trucks.

****CAUTION****

Do not allow the trucks to exceed 3 miles per hour (walking speed) during loading or unloading operations.

3-5. Blocking and Tiedown Procedures

Rail tiedown of the trucks depends on the type of railcar, materials available, the truck series, and the trucks’ GVW at time of shipment, The type of tiedown provisions on the trucks depends on the truck series. The M939- and M939A1-series trucks have two tiedown provisions (one set) while the M939A2-series trucks have four tiedown provisions that act as one set. Figure 3-1 shows the proper use of the four front provisions on the M939A-series trucks. Most often, the trucks will be transported on cushion draft, chain-equipped railcars. Instructions for this tiedown pattern are given in figure 3-2 and table 3-2.

The shipping unit should reference MTMCTEA Pamphlet 55-19 for additional guidelines on tying down its trucks.

Table 3-2. Rail Tiedown Procedure

Item	Procedure
Chain Tiedowns (4-1/2-inch chains with a WLL of 13,250 pounds)	Install 1/2-inch chains at indicated locations symmetrically around the truck with an angle from railcar deck to chain of about 45 degrees.

Note: When chain-equipped railcars are not available, the shipping unit must provide chains or wire rope for tiedown.

All trucks will require blocking when transported on a wooden deck, standard draft gear railcar. Construction and application instructions for chock and side blocks are in MTMCTEA Pamphlet 55-19.

****CAUTION****

Blocking is required on wooden deck, standard draft gear railcars, The shipping unit must provide blocking materials.

NOTE

If transporting cargo in the truck cargo beds, it must be properly secured.

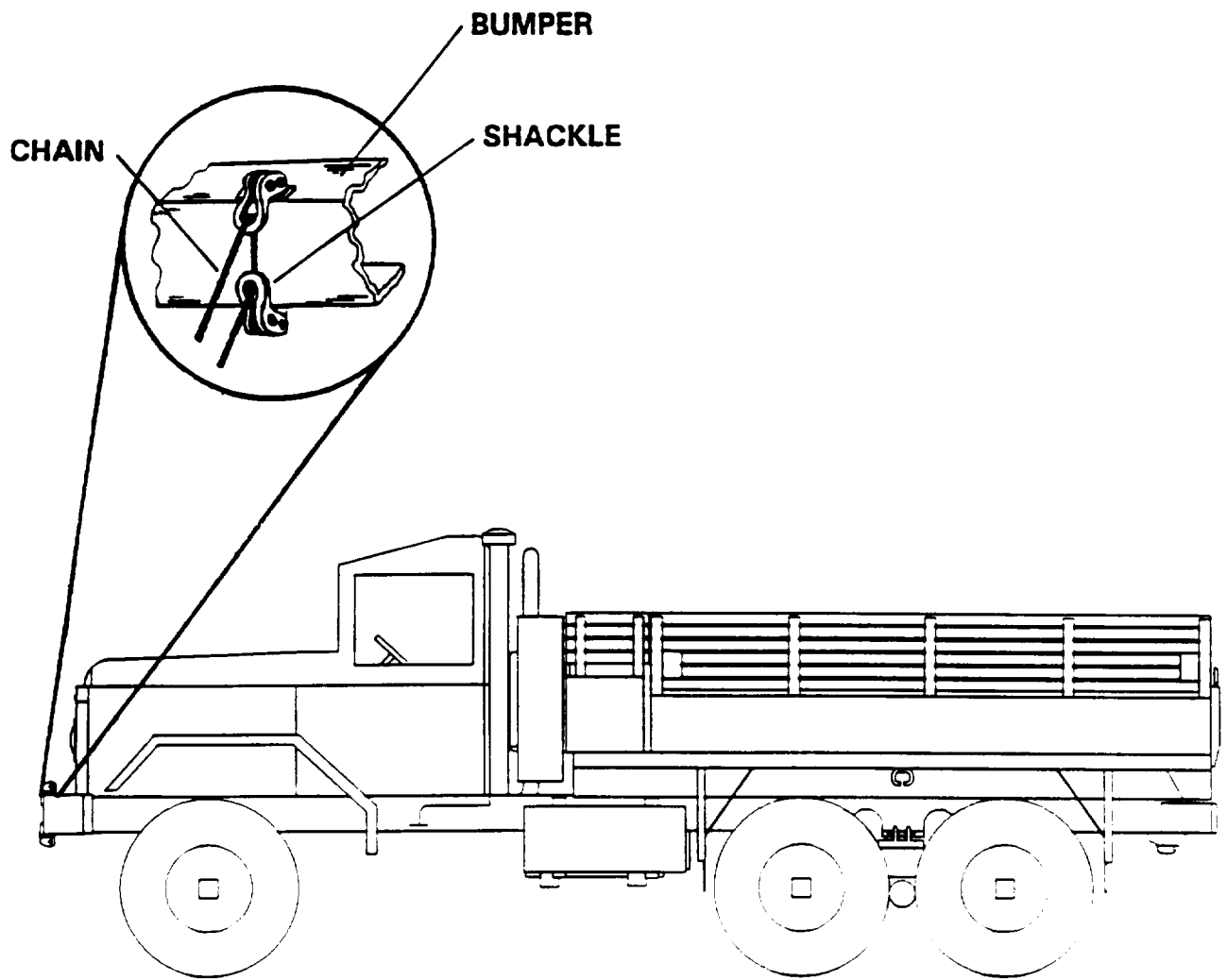
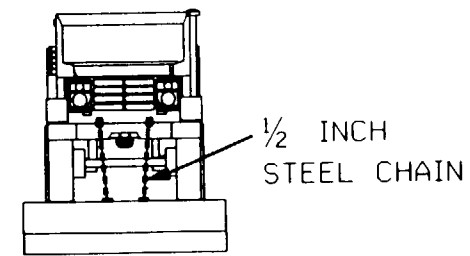
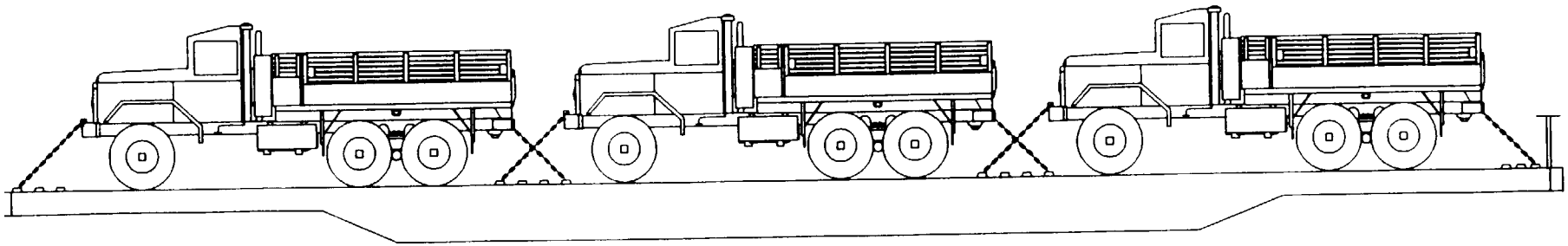
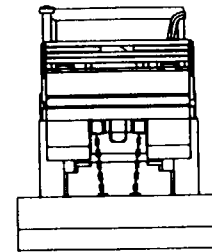


Figure 3-1. Proper use of the front tiedown provisions.



FRONT VIEW



REAR VIEW

Figure 3-2. Chain tiedown pattern for transport on cushioned draft, chain-equipped railcars.

Section I. GENERAL

4-1. General

The trucks are transportable by a variety of inland waterway cargo carriers and lighters and by all seagoing cargo vessels. Most marine vessels will have lashing/tiedown materials. If shoring is required or the vessel does not have tiedown materials, then the shipping unit must provide these materials. The ship must have suitable tiedown points such as D-rings or chain lashing anchors.

When possible, the vehicle should receive the protection of below-deck stowage. In general, good stowage of vehicles means having them placed fore and aft, as close together as practical, with minimum spacing between outer vehicles and the sweatboards. If not shipped on the vehicle, the breakable parts, spare parts, and OEM (on-equipment material) should be protected and properly identified as to location or disposition during shipment.

NOTE

The methods described in this chapter for lifting and securing vehicles are the recom-

mended procedures. Other methods of handling and stowing may be used, provided they will ensure safe delivery.

4-2. Safety

In addition to the safety precautions in paragraph 1-6 and the cautions, warnings, and notes in this section, the following safety measures will apply for marine transport.

a. The shipping unit will notify the marine vessel if ammunition or explosives are to be transported with the trucks. Compliance with AR 55-228, paragraph 2-7, is required.

b. The trucks and ammunition will be handled and stowed in accordance with the Code of Federal Regulations, Title 49, Transportation, subparts 176.76 and 176.905. The same regulations are also contained in Water Carrier Tariff No. 32 or the current issue of this tariff.

c. Fire extinguishers will be readily available during ship loading and unloading.

Section II. SHIP LOADING

4-3. Vehicle Preparation

Truck preparations for marine transport include:

- a. Securing all loose items.
- b. Emptying fuel tank to one-fourth of its capacity.
- c. Removing all trash and mud from the trucks.
- d. Checking for fluid leaks and repairing defects.
- e. Inspecting engine and brakes, and repairing any defects.
- f. Inspecting tiedown provisions, and repairing or replacing any defective or missing provisions or shackles.

4-4. Loading Procedures

When appropriate (such as RORO vessels), the trucks can be driven or towed onto the vessel. When lifting the trucks, the crane being used must be of adequate capacity. Ship and shore side cranes are usually rated in long tons (LT), 2,240 pounds, and/or metric tons (t), 1000 kilograms. Typical lifting diagrams for the trucks are shown in figures 4-1, 4-2, and 4-3.

Place the trucks in the position indicated on the stow plan so that sufficient tiedown points are

available. Set the parking brake, and put the transmission in neutral. Disconnect the battery.

*****WARNING*****

Prior to offering the M939- or M939A1-series trucks for transport, check and replace, if necessary, the rear spring pin used for lifting these vehicles. The proper pin is NSN 5315-01-206-2239.

*****WARNING*****

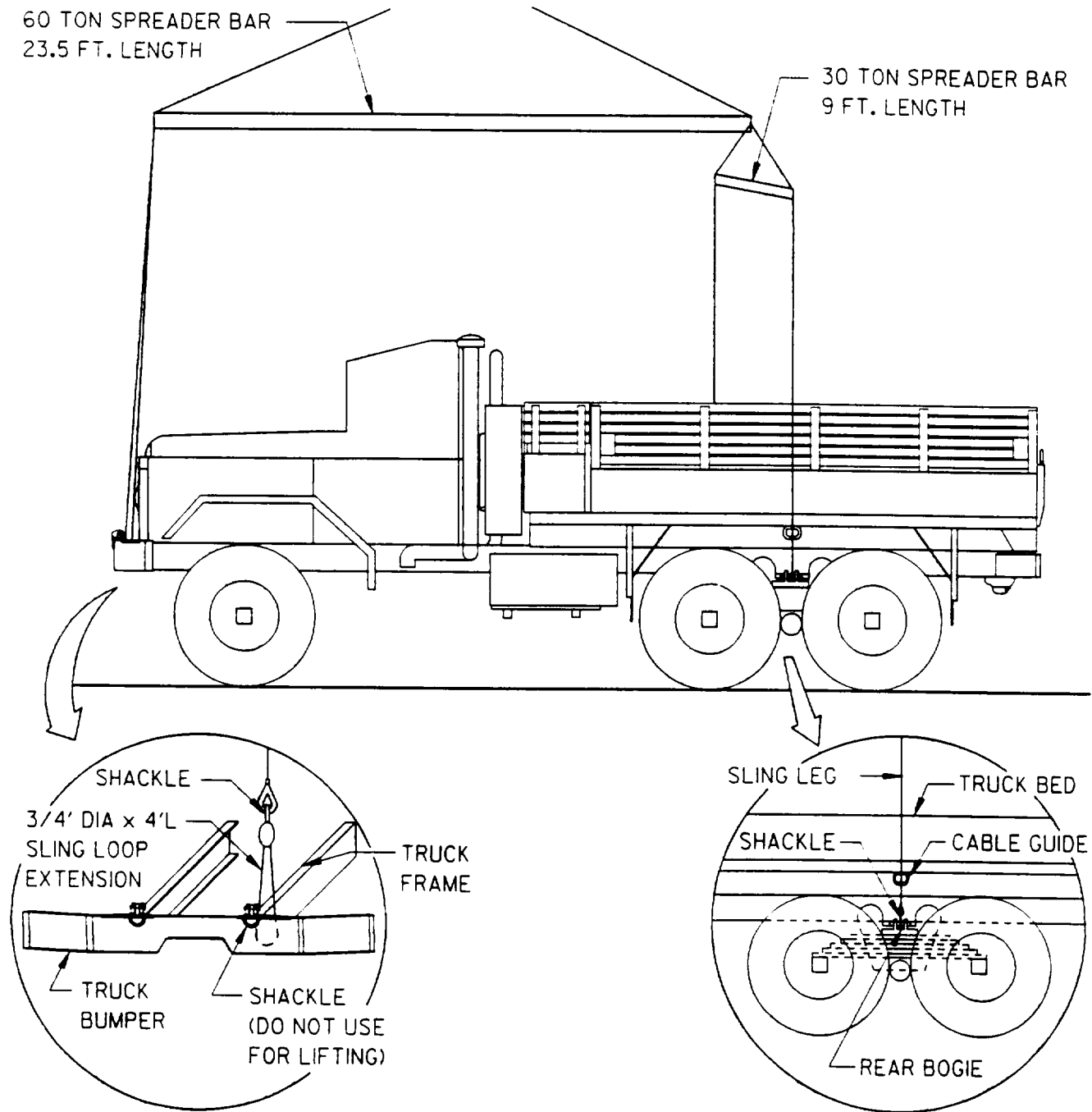
Do not use shackles on the M939- and M939A1-series trucks' front bumpers for lifting.

****CAUTION****

Ear protection (plugs) must be worn at all times when working in RORO ship holds.

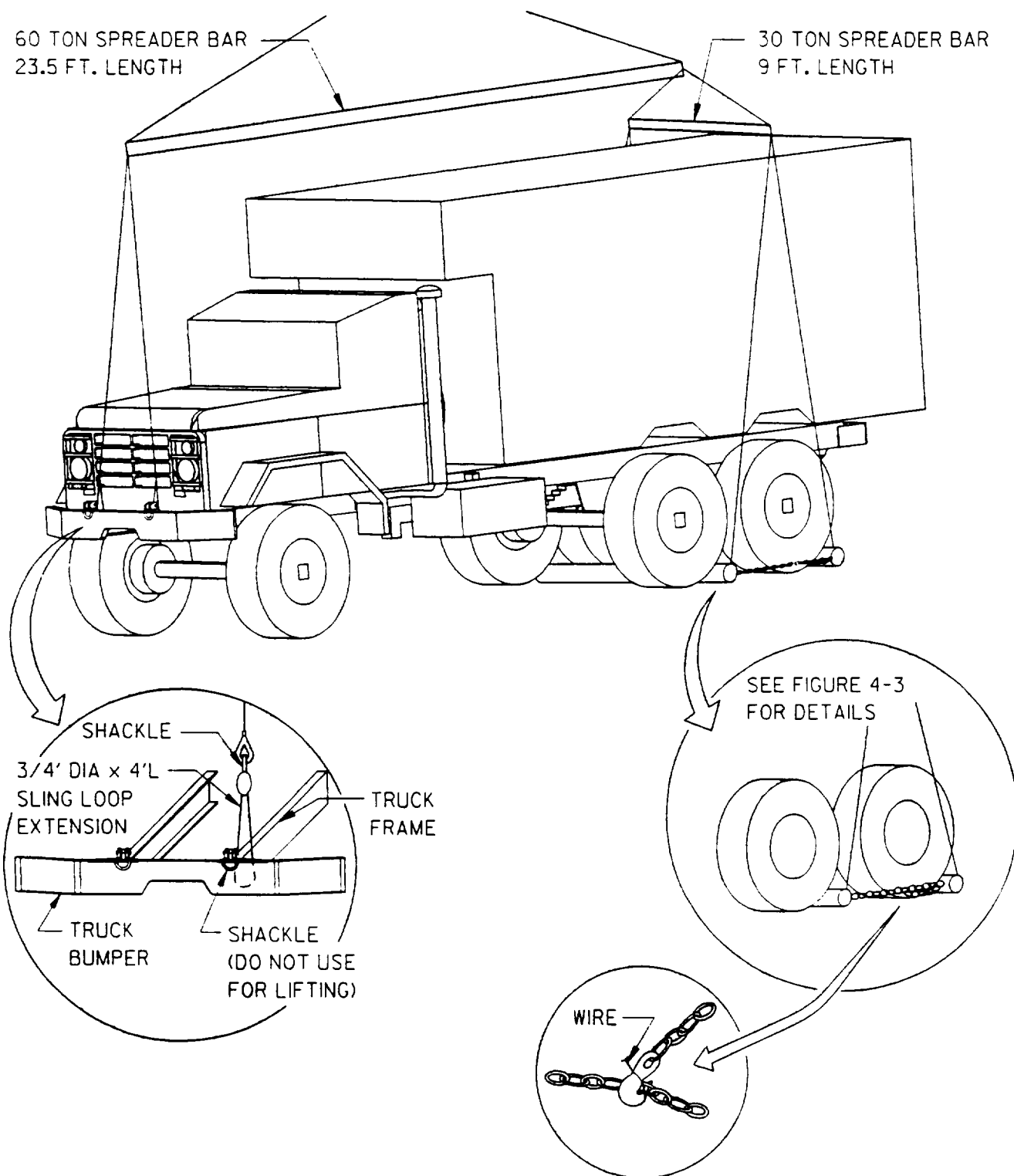
4-5. Tiedown Procedures

The preferred tiedown pattern is four chains, with a 35,000-pound capacity, crossed and at an angle of thirty degrees for trucks weighing up to 50,000 pounds (fig 4-4). (The M939-, M939A1-, and M939A2-series trucks do not exceed this 50,000-pound GVW limit.) If the vessel is not equipped with lashing/tiedown materials, the shipping unit must provide them.



*** NOTE ***
This method not intended for lifting expansible vans.

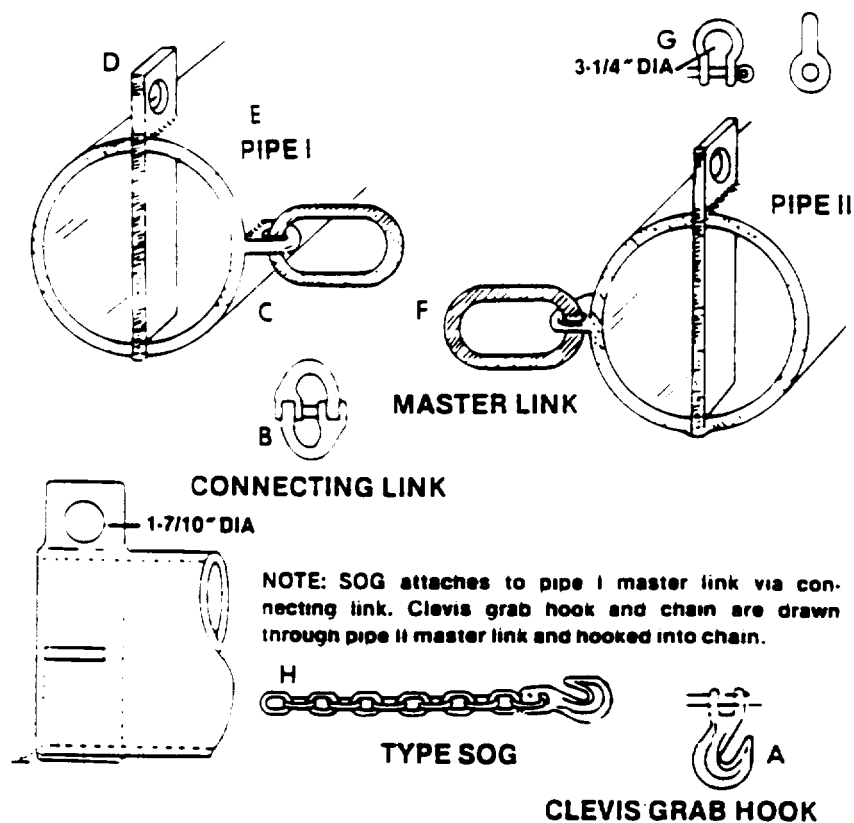
Figure 4-1. Lifting diagram.



*** NOTE ***

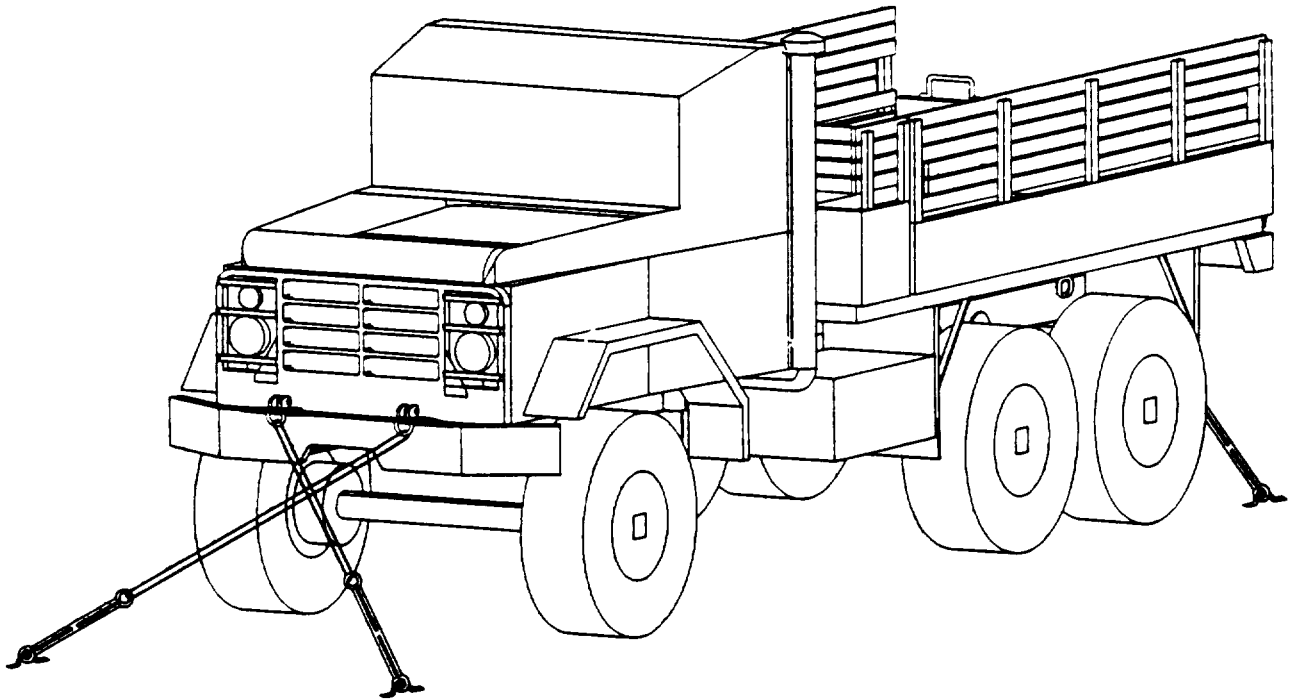
This method of lifting expansible vans exceeds the 24-foot apex height as specified in MIL-STD-209.

Figure 4-2. Lifting diagram for expansible vans.



REF LTR	QUANTITY REQUIRED	DESCRIPTION	MATERIAL SPECIFICATION	PROOF (LB)
A	2	Clevis Grab Hook, 7/16-in. W/Keeper	ASTM - A330	10,000
B	2	Single Chain Link, 1/2-in.	ASTM - A337	13,000
C	4	1/2-in. Plate, 2.8-in. x 1.8-in.	ASTM - 36	
D	4	1/2-in. Plate, 12-in. x 3.3-in.	ASTM - 36	
E	2	112-in.-Long Pipe, 8-in.	ASTM - 53 (or equiv)	
F	4	Master Link, 3/4-in.	ASTM - 342	8,600
G	4	1-3/8-in. Shackle, Type IV, Class I	Steel (Type IX)	33,400
H	2	50 Links, 3/8-in.	Steel	13,200

Figure 4-3. Lifting provision for expansible vans.



*** NOTE ***

**See figure 3-1 for proper use of the
four front provisions on the M939A2-series trucks.**

Figure 4-4. Marine tiedown diagram.

The location of the D-rings (or chain lashing anchors) and the tiedown materials available will determine the actual tiedown pattern.

*****WARNING*****

Do not walk under the trucks when lifted.

NOTE

If adequate lashing is not available, use blocking.

Section I. GENERAL

5-1. General

The trucks are all air transportable on C-5 and C-17 aircraft. The M923/M923A1/M923A2 thru M932/M932A1/M932A2 trucks are air transportable on C-130 and C-141 aircraft. The M936/M936A1/M936A2 wrecker trucks are transportable on the C-130 and C-141 aircraft using special procedures.

Variables such as weather, airfield characteristics, and distance to destination affect total cargo loads and operating ranges. AFP 76-2 provides general guidance on total cargo loads and operating ranges. For specific guidance, contact the nearest Air Mobility Command (AMC) activity.

The shipping unit must ensure that the trucks are properly prepared for air transport before reaching the marshaling area. All trucks cargo must be properly secured. The shipping unit will assist the aircraft loadmaster/crew in loading and tying down the trucks. It is the responsibility of the shipping unit to provide shoring material.

The M925, M925A1, and M929 trucks are certified for low-velocity airdrop (LVAD) from the C-130 and C-141, and low-altitude parachute extraction (LAPE) from the C-130. Procedures can be found in FM 10-526.

5-2. Safety

Besides the general safety notes in paragraph 1-6, the following safety considerations and precautions apply for air transport:

- a. Personnel must not refuel or otherwise service the trucks within 50 feet of the aircraft.
- b. Personnel will wear ear protection (plugs) at all times while working on the flightline.
- c. Fire extinguishers will be readily available during aircraft loading and unloading operations.
- d. The vehicle maximum speed is 5 miles per hour (mph) when within 25 feet of an aircraft. The maximum speed on loading ramps or inside an aircraft is 3 miles per hour (mph).
- e. The fuel tank will be filled in accordance with TM 38-250/AFR 71-4, *Preparation of Hazardous Materials for Military Air Shipment*.

5-3. Hazardous Material

The shipping unit must provide written notification before shipping dangerous or hazardous materials aboard military or Department of Defense (DOD) contract aircraft. Specific instructions are in TM 38-250/AFR 71-4 or in CFR 49.

Section II. TRANSPORT BY CARGO AIRCRAFT

5-4. USAF Cargo Aircraft

The trucks are all certified for transport on the C-5 and C-17 aircraft. The M923/M923A1/M923A2 thru M932/M932A1/M932A2 trucks are certified for airlift on the C-130 and C-141 aircraft. The M936/M936A1/M936A2 wrecker trucks are certified for transport on the C-130 and C-141 aircraft using special procedures shown in paragraph 5.7.1.

The maximum vehicle axle loads permitted on the C-130 and C-141 aircraft floors limit the allowable cargo payload on each of the vehicles. The maximum axle loads are 13,000 pounds for the C-130 and 20,000 pounds for the C-141. Axle loads between 6,000 and 13,000 pounds are limited to a 28.75-foot portion of the C-130, and axle loads between 10,000 and 20,000 pounds are limited to 26.7-foot portion of the C-141.

5-5. U.S. Army Aircraft

The trucks exceed weight and dimensional limitations for internal transport on U.S. Army fixed-wing and rotary-wing aircraft.

While several of the cargo truck and truck tractor versions are within the CH-47 helicopter external air transport capacity, there is no requirement for EAT. Therefore, Natick Research, Development and Engineering Center (Natick) has not evaluated nor certified the trucks for helicopter lift.

The U.S. Marine Corps is working with Natick to evaluate and certify some of their trucks for EAT by the Marine Corps CH-53. If certified, the trucks will only be transportable at curb weight using a modified/airlift bumper. For further information contact Natick, SATNC-UAS, Natick, MA 01760.

5-6. Civil Reserve Air Fleet (CRAF)

The trucks are not certified for transport on CRAF aircraft. Commercial airlines evaluate transport on CRAF aircraft on a case-by-case basis.

5-7. Vehicle Preparation

- a. Secure all loose items.
- b. Remove all trash and mud from the vehicle.
- c. Check for fluid leaks and repair any defects.
- d. Inspect the engine and brakes, and repair any defects.
- e. Inspect and replace any damaged or missing tiedown shackles and provisions.
- f. For C-130 and C-141 aircraft, remove canvas top and exhaust stack, move spare tire, fold down windshield, and fold in mirrors.

5.7.1 M936/M936A1/M936A2 Wrecker Truck Preparation

For transport on the C-130 and C-141 aircraft, the height shall be reduced to 106.5 inches or less. This will require that the tires be inflated to cross-country tire pressures and may require removal of the upper roller from the boom. Axle weights shall be reduced to below 13,000 pounds for shipment on the C-130 aircraft. In addition, the following preparation must be accomplished prior to loading the trucks on either the C-130 or C-141 aircraft.

- a. One of the following must be done:
 - (1). Modify the stabilizer bars; that is, shortened, such that the boom is supported and the maximum height is still within the 106.5-inch limit.

- (2). Remove the stabilizer bars and lower the boom onto a block of wood shoring such that the hydraulic lift cylinders are not bottomed out. This will prevent damage to the hydraulic cylinders. The maximum height shall be less than or equal to the 106.5-inch limit. The boom must be restrained to meet the MIL-STD-1791 requirements of 3 g forward, 1.5 g lateral, 1.5 g aft, 2 g up, and 4.5 g down.

- b. Remove the canvas top.
- c. Remove the exhaust stack.
- d. Remove the upper boom assembly roller (if required).
- e. Fold down the windshield.

NOTE

Preparation for transport on C-17 aircraft could change as the aircraft comes into production.

5-8. Vehicle Loading

Vehicles with individual wheel loads in excess of 5,000 pounds may require shoring. For specific guidance, contact the nearest AMC activity. The shipping unit must provide shoring in accordance with the applicable aircraft loading technical order.

The shipping unit will assist the aircraft loadmaster/crew in loading and tying down the trucks. The USAF will provide the tiedown materials.

APPENDIX A

CONVERSION TABLES

TM 55-2320-272-14-1

1. Common Metric Abbreviations

m = meter
dm = decimeter
cm = centimeter
mm = millimeter

kg = kilogram
km = kilometer
t = metric ton

2. Linear Measure

1 mi = 1,609.35 m
1 yd = 0.9144 m
1 ft = 0.3048 m
1 in = 0.0254 m
1 m = 10 dm = 100 cm = 1000 mm

1 km = 0.62137 mi
1 m = 1.0936 yd
1 m = 3.2808 ft
1 m = 39.3700 in

3. Surface Measure

1 sq yd = 0.8361 sq m
1 sq ft = 0.0929 sq m
1 sq in = 0.00065 sq m

1 sq m = 1.196 sq yd
1 sq m = 10.764 sq ft
1 sq m = 1,550 sq in

4. Cubic Measure

1 cu yd = 0.76455 cu m
1 cu ft = 0.02831 cu m
1 cu in = 0.000016 cu m

1 cu m = 1.31 cu yd
1 cu m = 35.30 cu ft
1 cu m = 61,023 cu in

5. Weight

1 STON = 907.185 kg
1 LTON = 1016 kg
1 lb = 0.45359 kg
1 STON = 2,000 lb

1 kg = 2.2046 lb
1 t = 1,000 kg
1 t = 2,204.62 lb
1 LTON = 2,240 lb

6. The following simplified conversion factors are accurate to within 2 percent for quick computations:

- a. Inches to centimeters - Multiply inches by 10 and divide by 4.
- b. Yards to meters - Multiply yards by 9 and divide by 10.
- c. Miles to kilometers - Multiply miles by 8 and divide by 5.
- d. Pounds to kilograms - Multiply pounds by 5 and divide by 11.

7. The following conversions are provided for guidance when procuring lumber, wire rope, or wire in areas that use the metric system. Lumber sizes are rounded off to the nearest 1/2 cm.

a. *Lumber*

2-in x 4-in x desired length = 5-cm x 10-cm x desired length

1-in x 6-in x desired length = 2.5-cm x 15-cm x desired length

6-in x 8-in x desired length = 15-cm x 20-cm x desired length

1-in x 12-in x desired length = 2.5-cm x 30-cm x desired length (length normally expressed in ft or m)

b. *Wire rope*. Round off to next higher whole mm of available wire rope sizes.

3/8-in dia = 9.5-mm dia

1/2-in dia = 12.7-mm dia

5/8-in dia = 15.8-mm dia

3/4-in dia = 19.0-mm dia

7/8-in dia = 22.2-mm dia

1-in dia = 25.4-mm dia

1-1/4-in dia = 31.7-mm dia

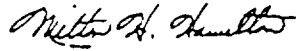
1-1/2-in dia = 38.1-mm dia

c. *Wire*. No. 8 gauge annealed (11/64-in dia) = 4.37-mm dia. Round off to the next higher whole mm of available wire rope sizes.

By Order of the Secretary of the Army:

GORDON R. SULLIVAN
General, United States Army
Chief of Staff

Official:



MILTON H. HAMILTON
Administrative Assistant to the
Secretary of the Army

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The Metric System and Equivalents

Linear Measure

1 centimeter = 10 millimeters = .39 inch
 1 decimeter = 10 centimeters = 3.94 inches
 1 meter = 10 decimeters = 39.37 inches
 1 dekameter = 10 meters = 32.8 feet
 1 hectometer = 10 dekameters = 328.08 feet
 1 kilometer = 10 hectometers = 3,280.8 feet

Weights

1 centigram = 10 milligrams = .15 grain
 1 decigram = 10 centigrams = 1.54 grains
 1 gram = 10 decigrams = .035 ounce
 1 dekagram = 10 grams = .35 ounce
 1 hectogram = 10 dekagrams = 3.52 ounces
 1 kilogram = 10 hectograms = 2.2 pounds
 1 quintal = 100 kilograms = 220.46 pounds
 1 metric ton = 10 quintals = 1.1 short tons

Liquid Measure

1 centiliter = 10 milliliters = .34 fl. ounce
 1 deciliter = 10 centiliters = 3.38 fl. ounces
 1 liter = 10 deciliters = 33.81 fl. ounces
 1 dekaliter = 10 liters = 2.64 gallons
 1 hectoliter = 10 dekaliters = 26.42 gallons
 1 kiloliter = 10 hectoliters = 264.18 gallons

Square Measure

1 sq. centimeter = 100 sq. millimeters = .155 sq. inch
 1 sq. decimeter = 100 sq. centimeters = 15.5 sq. inches
 1 sq. meter (centare) = 100 sq. decimeters = 10.76 sq. feet
 1 sq. dekameter (are) = 100 sq. meters = 1,076.4 sq. feet
 1 sq. hectometer (hectare) = 100 sq. dekameters = 2.47 acres
 1 sq. kilometer = 100 sq. hectometers = .386 sq. mile

Cubic Measure

1 cu. centimeter = 1000 cu. millimeters = .06 cu. inch
 1 cu. decimeter = 1000 cu. centimeters = 61.02 cu. inches
 1 cu. meter = 1000 cu. decimeters = 35.31 cu. feet

Approximate Conversion Factors

To change	To	Multiply by	To change	To	Multiply by
inches	centimeters	2.540	ounce-inches	newton-meters	.007062
feet	meters	.305	centimeters	inches	.394
yards	meters	.914	meters	feet	3.280
miles	kilometers	1.609	meters	yards	1.094
square inches	square centimeters	6.451	kilometers	miles	.621
square feet	square meters	.093	square centimeters	square inches	.155
square yards	square meters	.836	square meters	square feet	10.764
square miles	square kilometers	2.590	square meters	square yards	1.196
acres	square hectometers	.405	square kilometers	square miles	.386
cubic feet	cubic meters	.028	square hectometers	acres	2.471
cubic yards	cubic meters	.765	cubic meters	cubic feet	35.315
fluid ounces	milliliters	29.573	cubic meters	cubic yards	1.308
pints	liters	.473	milliliters	fluid ounces	.034
quarts	liters	.946	liters	pints	2.113
gallons	liters	3.785	liters	quarts	1.057
ounces	grams	28.349	liters	gallons	.264
pounds	kilograms	.454	grams	ounces	.035
short tons	metric tons	.907	kilograms	pounds	2.205
pound-feet	newton-meters	1.356	metric tons	short tons	1.102
pound-inches	newton-meters	.11296			

Temperature (Exact)

°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C
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