



Ministry
of Defence



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By E-mail to: [REDACTED]

30 May 2019 Our Reference: FOI2019/05410

Dear [REDACTED]

Your correspondence dated 7 May 2019 has been considered to be a request for information in accordance with the Freedom of Information Act 2000. You requested the following information:

I've recently purchased a Reynolds Boughton FV2406 MKIII 2.5 ton trailer from Brightwells Auctioneers.

Please can you send me any documents that are available for this trailer, especially a service/maintenance document.

A search for the information has now been completed within the Ministry of Defence and I can confirm that some information, in scope of your request, is held.

The information you have requested can be found enclosed. Some of the information falls entirely within the scope of the absolute exemption provided for at section 40 (Personal Data) and qualified exemption provided for at section 26 (Defence) of the FOIA and has been redacted.

Section 40(2) has been applied to some of the information in order to protect personal information as governed by the Data Protection Act 1998. Section 40 is an absolute exemption and there is therefore no requirement to consider the public interest in making a decision to withhold the information.

Section 26, is a qualified exemption and subject to public interest testing which means that the information requested can only be withheld if the public interest in doing so outweighs the public interest in disclosure.

Section 26(1)(b) has been applied to some of the information because it contains details which are operationally sensitive and would prejudice the capability and effectiveness of our armed forces. The balance of public interest was found to be in favour of withholding the information given that, overall, the public interest is best served in not releasing any details that would prejudice the security of UK personnel and which would provide tactical advantage to our enemies. For these reasons I have set the level of prejudice against release of the exempted information at the higher level of “would” rather than “would be likely to”.

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Yours sincerely,

DES SEC PolSec Land Equipment



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- 4 This information may be subject to privately owned rights.

**TRAILER, FLAT PLATFORM,
SPECIAL PURPOSE, 2 1/2 TONNE,
2 WHEELED, FV 2406, MK 3
REPAIR INSTRUCTIONS**

This publication contains information covering the requirements
of Cat 5.2 at levels 2 and 3

REPRINTED INCORPORATING AMDTS Nos 1 and 2

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Ministry of Defence

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A02

Page (i)/(ii)



AMENDMENT RECORD

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49		
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51		
52		



CONTENTS

Frame	PRELIMINARY MATERIAL	Page
A02	Front cover (title page)	(i)/(ii)
	Amendment record	(iii)/(iv)
A03	Contents (this list)	(v)
A04	Preface	(vi)
A04	Introduction	(vi)
A04	Related and associated publications	(vi)
A05	List of abbreviations	(vii)
A06	Warnings	(viii)

REPAIR INSTRUCTIONS

- Chapter 1 Unit repairs
- Chapter 2 Field repairs

PREFACE

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INTRODUCTION

1 Service users should forward any comments concerning this publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided at the end of the publication; it should be photocopied and used for forwarding comments on this AESP.

2 The subject matter of this publication may be affected by Defence Council Instructions (DCIs), Standard Operating Procedures (SOPs) or by local regulations. When any such Instruction, Order or regulation contradicts any portion of this publication, it is to be taken as the overriding Authority.

RELATED AND ASSOCIATED PUBLICATIONS

Related publications

3 The Octad for the subject equipment consists of the publications shown below. All references are prefixed with the first eight digits of this publication. The availability of the publication can be checked by reference to the relevant Group Index (see AESP 0100-A-001-013).

Publication Title: <u>Trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV 2406, Mk 3</u>																	
CATEGORIES AND INFORMATION LEVELS																	
Category	1		2		3	4		5				6		7		8	
Level	0	0	1	2	0	1	2	1	2	3	4	0	1	1	2	1	2
1 USER/OPERATOR	101	201	*	*	201	*	*	*	201	*	*	601	*	711	*	*	*
2 UNIT MAINTENANCE	*	*	*	*	201	*	*	*	522	*	*	*	*	*	*	*	*
3 FIELD MAINTENANCE	*	*	*	*	*	*	*	*	522	*	*	*	*	*	*	*	*
4 BASE MAINTENANCE	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

1.0 Purpose and Planning Information
2.0 Operating Information
2.1 Special to Arms
2.2 Training Aids
3.0 Technical Description
4.1 Installation Instructions
4.2 Preparation for Special Environments
5.1 Failure Diagnosis

5.2 Repair Instructions
5.3 Inspection Standards
5.4 Calibration Standards
6.0 Maintenance Schedules (RAF)
7.1 Illustrated Parts Catalogue
7.2 Commercial Parts List
8.1 Modification Instructions
8.2 General Instructions

* Not published

Associated publications

<u>4</u>	<u>Reference</u>	<u>Title</u>
	CES TBA	Complete Equipment Schedule
	EMER T & M A 028, Chap 060	Inspection and Examination of Ball and Roller Bearings

LIST OF ABBREVIATIONS

AESP	Army Equipment Support Publication
Ah	Ampere Hour
CES	Complete Equipment Schedule
dB	Decibel
dc	Direct Current
DCIs	Defence Council Instructions
EMER	Electrical Mechanical Engineering Regulation
GIE	Government Issued Equipment
GS	General Service
LCT	Landing Craft Tank
LST	Landing Ship Tank
NATO	North Atlantic Treaty Organisation
NSN	Nato Stock Number
SOPs	Standard Operating Procedures
UK	United Kingdom

WARNINGS

WARNINGS

(1) WHEN PARKING THE TRAILER, ENSURE THAT THE PARKING AREA IS AS FLAT AS POSSIBLE, THAT THE HANDBRAKE IS APPLIED FIRMLY, THAT THE REAR SUPPORT CLAMPS ARE TIGHT, THE LOCKING PIN AND CLIP ARE CORRECTLY ENGAGED, THAT THE FRONT JACK LEGS ARE WOUND DOWN AND THAT THE JOCKEY WHEEL IS LOCKED BEFORE BEING WOUND DOWN.

▶ (2) PERSONNEL HAZARD. ENSURE THAT THE REAR SUPPORT LEGS ARE LOWERED AND SUPPORTING THE WEIGHT OF THE TRAILER BEFORE COUPLING TO OR UNCOUPLING FROM A PRIME MOVER.

(3) PERSONNEL HAZARD. BEFORE DRIVING THE PRIME MOVER WITH TRAILER ATTACHED, ENSURE THAT THE JOCKEY WHEEL AND REAR SUPPORT LEGS ARE SECURED IN THEIR STOWED POSITION.

(4) TRAILER LOADING. ENSURE THAT THE TRAILER PAYLOAD IS CORRECTLY DISTRIBUTED AND THAT THE DRAWBAR PREPONDERANCE WEIGHT IS STRICTLY OBSERVED. ◀

(5) OBSERVE ALL APPROPRIATE SAFETY INSTRUCTIONS CONCERNING JACKING AND SCOTCHING WHEN CHANGING WHEELS OR EXAMINING HUB ASSEMBLIES AND BRAKES.

(6) AIR/HYDRAULIC BRAKING SYSTEM. ENSURE THAT BOTH AIR HOSES ARE DISCONNECTED FROM THE TOWING VEHICLE AND THAT THE CONNECTORS ARE STOWED IN THE DUMMY CONNECTORS ON THE DRAWBAR. DRAIN THE AIR RESERVOIR ON THE TRAILER. THE ONLY EXCEPTION TO THIS PARAGRAPH IS WHEN TESTING THE AIR HYDRAULIC SYSTEM FOR LEAKS WHEN GREAT CARE MUST BE EXERCISED.

(7) MECHANICAL FITNESS. IF THE OPERATOR/DRIVER IS IN ANY DOUBT AS TO THE MECHANICAL FITNESS OF A TRAILER IT MUST NOT BE USED UNTIL ADVICE HAS BEEN SOUGHT.

(8) NEVER USE AN AIR LINE TO REMOVE BRAKE DUST. IF INHALED, BRAKE DUST CAN DAMAGE HEALTH. WHENEVER POSSIBLE, REMOVE DRY DUST WITH A VACUUM BRUSH.

(9) ELECTRICAL HAZARD. BEFORE COMMENCING WORK ON THE TRAILER, ENSURE THAT THE TRAILER ELECTRICAL PLUG IS DISCONNECTED FROM THE PRIME MOVER.

(10) TOXIN. CADMIUM IS USED IN SOME TRAILER COMPONENTS. CADMIUM DOES NOT PRESENT A HAZARD IN NORMAL USE, BUT MAY DO SO IF:

1 DUST IS RELEASED AS A RESULT OF DAMAGE, GRINDING, DRILLING OR FILING.

2 FUMES ARE RELEASED AS A RESULT OF EXCESSIVE HEATING, WELDING, OR SIMILAR OPERATIONS.

SAFETY PRECAUTIONS TO BE OBSERVED WHEN HANDLING THIS MATERIAL ARE DETAILED IN AP 100B-10 ORDER 1804.

CHAPTER 1
UNIT REPAIRS
CONTENTS

Frame	Para	
B04	1	Introduction
B04	2	Scope of unit repairs
B04	3	Limitations
B04	4	Tools
B05		Adjustment, repair, exchange procedures
B05	7	General (WARNING)
B05		Hubs and wheels
B05	8	To remove a roadwheel
B06	11	To refit a roadwheel
B06	14	Check and adjust hub bearing play (WARNINGS)
B08	20	Replacement of bearings
B09		Suspension assemblies and components
B09	27	Removing and refitting torsion bars
B11	35	Removal and fitting of shock absorbers
B11	41	Removal and fitting of rubber springs
B12		Braking system, hydraulic components
B12	45	Removal and fitting of brake linings (WARNING)
C01	64	Removal and fitting of wheel hydraulic cylinders
C02	78	Removal and fitting of the hydraulic fluid reservoir (WARNING)
C08	85	Removal and fitting of the master cylinder (WARNING)
C11	94	Master cylinder overhaul
C13	104	Bleeding the hydraulic system
C13		Braking system, air pressure components
C13	107	Removal and fitting of a line filter cartridge (WARNING)
D01	112	Removal and fitting of the line filters
D02	121	Removal and fitting of the relay emergency valve (WARNING)
D04	133	Removal and fitting of the air reservoir (WARNING)
D06	144	Removal and fitting of the load sensing valve (WARNING)
D08	156	Removal and fitting of the actuator (WARNING)
D10	164	Air system tests
D13	167	Adjustment of pressure limiting valve
D13	172	Adjustment of load sensing valve, unladen trailer
D13		Handbrake assembly
E01	180	Removal and fitting of the handbrake lever (WARNING)
E02	193	Removal and fitting of brake rod
E02	200	Removal and fitting of the axle compensator assembly
E04	207	Removal and fitting of left and right hand brake rods and cables
E05	217	Adjustment of handbrake
E05		Towing eye
E05	221	Removal and fitting of the towing eye
E08		Jockey wheel
E08	223	Removal and fitting of the jockey wheel assembly (WARNING)
E08	226	Removal and fitting of jockey wheel
E09	233	Removal and fitting of jockey wheel jack mechanism
E11		Front jack leg assemblies
E11	242	Removal and fitting of front jack leg assemblies (WARNING)
E13		Rear support leg assemblies
E13	249	Removal and fitting of a rear support leg
E13		Towing pintle assembly (WARNING)
E13	255	Removal and fitting of emergency towing pintle

Frame Para

F01		Spare wheel carrier (WARNING)
F01	259	Removal and fitting of the wire rope
F03	265	Removal and fitting of the winch assembly
F03	268	Removal and fitting of the bracket assembly
F03		Electrical equipment
F03	270	Replacement of lamps, front position and outline lights
F03	272	Replacement of lamps, stop, tail, turn and fog lights
F04	274	Replacement of lamps, number plate and convoy plate lights
F04	276	Removal and fitting of front position and outline light assemblies
F04	278	Removal and fitting of stop/tail/turn light assemblies
F04	281	Removal and fitting of fog light assemblies
F05	283	Removal and fitting of number plate and convoy plate light assemblies
F05	286	Removal and fitting of reflectors
F05	288	Removal and fitting of cable harnesses

Table

Page

B04	1	Tool kits	3
B04	2	Special tools	3
B05	3	Unit adjustable, repairable and exchange components and assemblies	4

Fig

B06	1	Wheel nut tightening sequence	5
B07	2	Suspension assembly	6
B10	3	Rubber spring	9
B13	4	Brake assembly	12
C03	5	Component location, air and hydraulic components	16
C06	6	Air system circuit	19
C07	7	Air/hydraulic system circuit	20
C09	8	Hydraulic fluid reservoir	22
C10	9	Master cylinder and actuator	23
C12	10	Master cylinder	25
C14	11	Line filter assembly	27
D03	12	Relay emergency valve and pressure limiting valve	30
D05	13	Air reservoir	32
D07	14	Load sensing valve	34
D09	15	Actuator	36
D11	16	Adjustment of pressure limiting valve	38
D12	17	Adjustment of load sensing valve	39
D14	18	Handbrake assembly (drawbar)	41
E03	19	Handbrake assembly (axle)	44
E06	19A	Adjustment of handbrake linkage and compensator	47
E06	20	Towing eye assembly	47
E07	21	Jockey wheel assembly	48
E10	22	Front jack leg assembly	51
E12	23	Rear support leg assembly	53
E14	24	Towing pintle assembly	55
F02	25	Spare wheel carrier assembly	57
F06	26	Chassis electrical equipment	61
F07-F08	27	Circuit diagram	62

INTRODUCTION

1 This chapter of AESP 2330-G-655-522 deals with unit repairs to the trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV 2406 MK 3.

SCOPE OF UNIT REPAIRS

2 Most trailer assemblies and components on the trailer can be adjusted, repaired or replaced at unit level. The one action beyond unit scope is replacement of the axle tube assembly.

LIMITATIONS

3 This publication includes sufficient information to enable a Unit Vehicle Mechanic to adjust, repair or exchange a failed trailer assembly or component to restore the trailer to full operational use. Where replacement of an assembly is the repair instruction, no attempt should be made to dismantle the item further.

TOOLS

4 The tools required to perform repairs authorised at unit level, are contained in the kits listed in Table 1.

TABLE 1 TOOL KITS

SER (1)	NSN (2)	DESIGNATION (3)
1	F1 5180 - 99 - 763 - 5945	Tool Kit, Vehicle Mechanic

5 Special tools, required for pneumatic testing, are given in Table 2.

TABLE 2 SPECIAL TOOLS

SER (1)	NSN (2)	DESIGNATION (3)
1	6MT2 4720 - 99 - 783 - 1206	Test Gauge

6 Table 3 lists components and assemblies which are adjustable, repairable and exchange replaceable at unit level.

**TABLE 3 UNIT ADJUSTABLE, REPAIRABLE AND EXCHANGE COMPONENTS
AND ASSEMBLIES**

SER (1)	ITEM (2)	ADJUSTABLE (A), REPAIRABLE (R), EXCHANGE (E) (3)
1	Hubs and wheels	A, R, E
2	Suspension assemblies and components	R, E
3	Air/hydraulic brake system	A, R, E
4	Handbrake assembly	A, R, E
5	Jockey wheel assembly	E
6	Rear steady legs	E
7	Front jack legs	E
8	Rear towing assembly	E
9	Electrical system lights and reflectors	R, E

ADJUSTMENT, REPAIR, EXCHANGE PROCEDURES**General**

7 Refer to AESPs 2330-G-655-101, 201 and 711 for assistance with the following procedures. The AESPs give information relating to routine maintenance, part numbers and exploded parts diagrams.

WARNING

REFERENCE SHOULD BE MADE TO THE WARNINGS REGARDING TOWING, PARKING, SCOTCHING AND JACKING UP OF THE TRAILER GIVEN IN THE PRELIMINARY PAGES OF THIS PUBLICATION PRIOR TO ANY WORK BEING CARRIED OUT.

Hubs and wheelsTo remove a roadwheel

8 Apply the trailer handbrake and scotch the roadwheel on the opposite side of the trailer.

9 Place a jack under the axle tube and then slacken the wheel securing nuts. Jack up the wheel. Support the front and rear of the trailer on vehicle stands.

10 Raise the wheel clear of the ground, remove the six securing nuts and wheel from the hub, taking care not to damage the threads.

NOTE

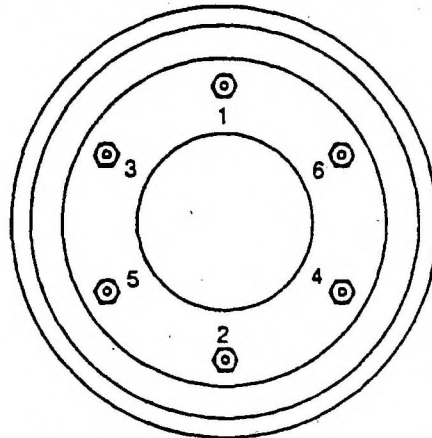
The left hand wheel studs are left hand threaded, the right hand wheel studs are right hand threaded.

To refit a roadwheel

11 Position the wheel as near to its location as possible and lift carefully onto the studs, taking care not to damage the threads.

12 Fit the wheel nuts and tighten to a torque load of 472 to 544 Nm (350 to 400 lbf ft), in the sequence shown in Fig 1. Lower the wheel to the ground in order to achieve the torque levels quoted.

13 Remove the jack. Test the tyre pressure and adjust, if necessary, to 75 lbf/in² (5.16 bar).



80148/16

Fig 1. Wheel nut tightening sequence

Check and adjust hub bearing play (Fig 2)

WARNINGS

(1) **NEVER USE AN AIR LINE TO REMOVE BRAKE DUST. IF INHALED, BRAKE DUST CAN DAMAGE HEALTH. WHENEVER POSSIBLE, REMOVE BRAKE DUST WITH A VACUUM BRUSH.**

(2) **CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE BRAKEPLATE TO THE SUSPENSION ASSEMBLY. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.**

14 To check for hub bearing play.

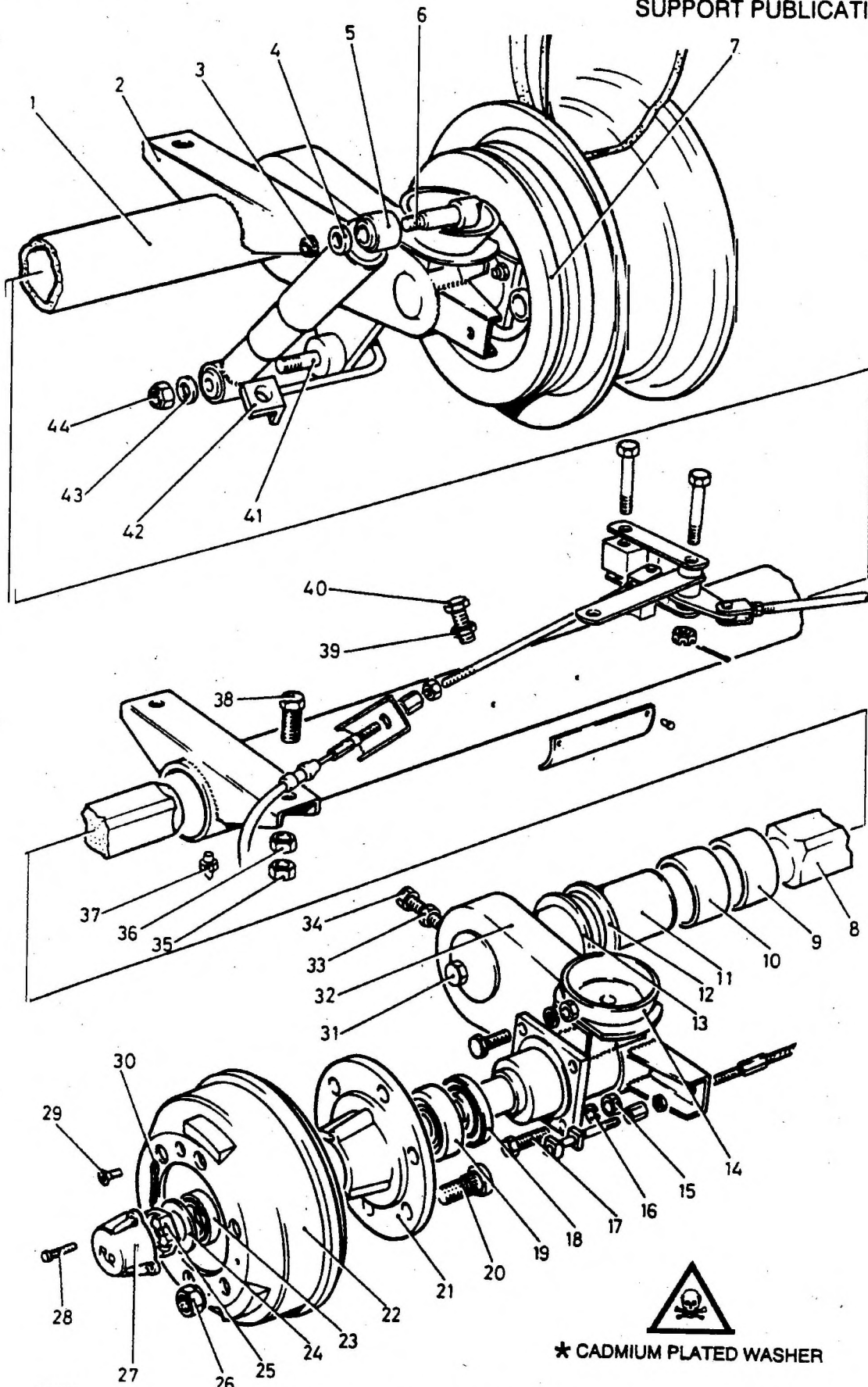
14.1 Raise the roadwheel as described in Paras 8 to 10. Release the handbrake.

14.2 Spin the roadwheel to check for freedom of rotation.

14.3 Check for bearing play by grasping the wheel top and bottom and attempt to 'rock' in and out.

14.4 The wheel must be free to rotate and have slight detectable play in the bearings. As a guide, play when checked should not exceed 0.5 mm (0.2 in) at the wheel rim. If the wheel does not rotate freely or the bearings have excessive play in them, further checks are necessary.

15 Check that the brake shoes are not binding on the drum thereby causing the wheel to be stiff in rotation. If the brakes are causing stiffness, refer to the hydraulic brake section for further checks.



80149/32

Fig 2 Suspension assembly

KEY TO FIG 2

- | | |
|----------------------------------|----------------------------------|
| 1 Axle | 23 Tapered roller bearing |
| 2 Axle/chassis bracket | 24 Flat washer |
| 3 Nut | 25 Slotted nut |
| 4 Spacer | 26 Wheelnut |
| 5 Shock absorber | 27 Wheel hub cover |
| 6 Pin (upper) | 28 Screw |
| 7 Right hand brake assembly | 29 Screw |
| 8 Torsion bar | 30 Split cotter pin |
| 9 Bearing bush | 31 Plug |
| 10 Bearing bush | 32 Left hand suspension assembly |
| 11 Tube and bearing sub assembly | 33 Nut |
| 12 Ring | 34 Screw |
| 13 Enerseal | 35 Locknut |
| 14 Rebound spring cup | 36 Nut |
| 15 Nut | 37 Grease nipple |
| 16 Lockwasher * | 38 Screw |
| 17 Bolt | 39 Nut |
| 18 Plain seal | 40 Screw |
| 19 Tapered roller bearings | 41 Pin (lower) |
| 20 Ribbed shoulder bolt | 42 Load sensing valve bracket |
| 21 Hub assembly | 43 Flat washer |
| 22 Brake drum | 44 Nut |

16 If the brakes are not binding, or excessive play is evident in the bearings, proceed as follows.

17 Remove the roadwheel, as described in Paras 8 to 10. Clean any road dirt from the hub assembly. Remove the hub cap from the hub assembly by removing the three pan headed screws. Remove the split pin locking the slotted nut to the hub assembly. Discard the split pin. Adjust the slotted nut, rotating the hub to seat the bearings, turning the nut clockwise to tighten the bearings and anticlockwise to free the bearings. Tighten the nut until the hub will no longer turn. Slacken off the nut by 30 degrees and check for free rotation. If free rotation occurs, check the split pin hole and the slot in the nut for alignment. Slacken off the nut, if required, to achieve alignment of the hole and slot and fit a new split pin to lock the nut in place. Refit the hub cap to the hub assembly with the three screws. Apply the handbrake.

18 Refit the roadwheel as described in Paras 11 and 12 and recheck the bearing play and wheel rotation, as described in Para 14.1 to 14.4. Remove the jack and test the tyre pressures, as described in Para 13.

19 If the bearings are worn excessively, they must be replaced.

Replacement of bearings

20 Remove the roadwheel, hub cap and split pin, as described previously in Paras 8 to 10 and 17.

21 Release the handbrake. Release the brake drum from the hub assembly by removing the two countersunk screws. Remove the brake drum.

NOTE

It may be necessary to slacken off the brake shoe adjuster to assist with releasing the brake drum. Refer to Para 48 for details of brake adjustment.

22 Undo and remove the slotted nut from the stub axle. Remove the plain washer. Remove the outer bearing by pulling the hub assembly away from the stub axle a short distance, then push the hub assembly back onto the axle. Remove the hub assembly from the stub axle, leaving the inner bearing behind. Extract the inner bearing and the grease seal from the stub axle. Discard the grease seal.

23 Examine the inner and outer bearings for wear in accordance with EMER T & M A 028 Chap 060.

24 Clean any remaining grease from the stub axle. Refit a new grease seal to the stub axle. If re-using the original bearings, clean off any remaining grease. Repack new or original bearings with fresh Grease, Automotive and Artillery, G 403-XG 279 and fit the inner bearing to the stub axle. Care should be taken not to get any grease on the brake linings.

25 Pack the hub assembly with the same grease and refit to the stub axle. Pack the outer bearing with grease and refit to the stub axle. Refit the plain washer to the stub axle. Fit the slotted nut to the stub axle. Refit the drum brake to the stub axle and fix to the hub assembly with two countersunk screws. Adjust the bearing play as described in Para 17 and fit a new split pin to the slotted nut. Adjust both wheel brakes if necessary as described in Para 62.

26 Refit the roadwheel, as described in Paras 11 and 12, and recheck the bearing play and wheel rotation, as described in Paras 14.1 to 14.4. Remove the jack and test the tyre pressures, as described in Para 13.

Suspension assemblies and components (Fig 2)

Removing and refitting torsion bars

27 Support the front and rear of the trailer on vehicle stands. Remove the roadwheel, as described in Paras 8 to 10. Clean off any road dirt from the suspension assemblies, having first placed a cloth over the brake drum and hub assembly.

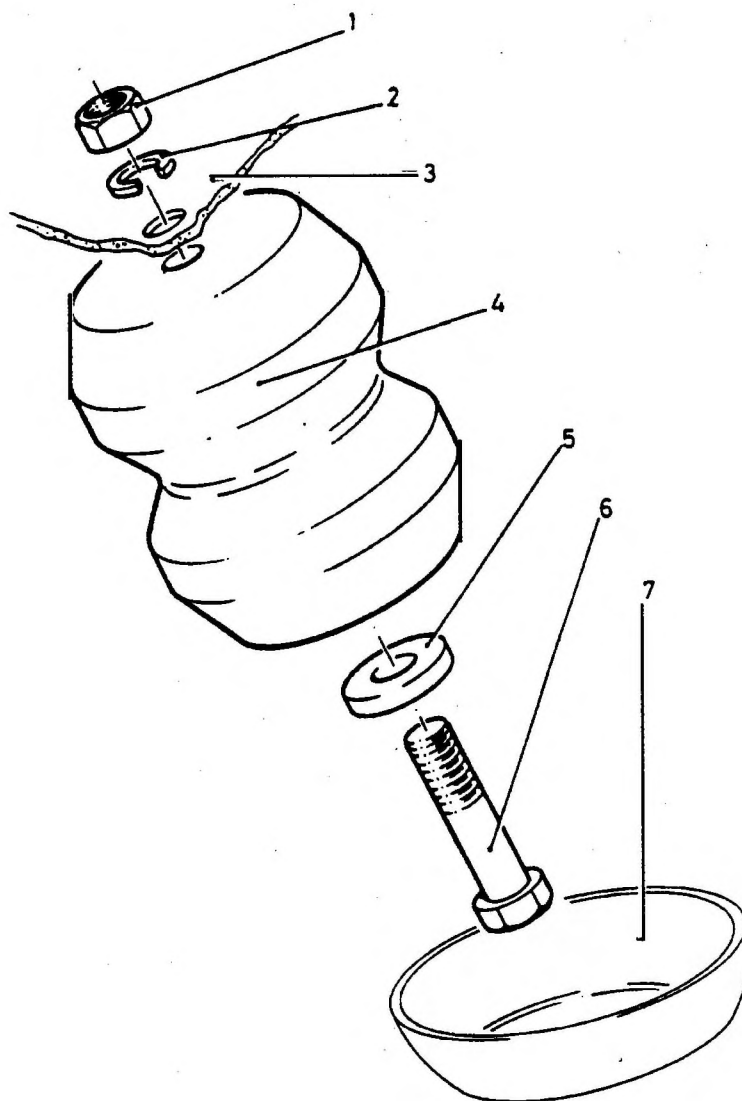
28 Disconnect the hydraulic pipe from the wheel cylinder, as described in Para 68, and the handbrake cable from the axle compensator, as described in Para 50. Remove the shock absorber from the trailer, as described in Paras 35 to 37.

29 Undo the locknut and the locking screw (Fig 2, items 39 and 40) fixing the torsion bar and swinging arm assembly to the axle tube. Withdraw the torsion bar and swinging arm assembly from the axle tube. Remove the felt washer, enerseal and spacer ring from the axle tube. Discard the felt washer and enerseal.

30 Undo the locknut and the locking screw (Fig 2, items 33 and 34) fixing the torsion bar to the swinging arm. Extract the torsion bar from the swinging arm by removing the plug and substituting a 100 mm long extraction screw to drive the bar out of the housing. Replace the plug upon completion.

31 To refit, push the torsion bar into the housing in the swinging arm, ensuring that the dimple in the torsion bar is in alignment with the locking screw. Locate and fix the locking screw (Fig 2, item 34) through the swinging arm into the torsion bar and lock with the locknut (Fig 2, item 33).

32 Fit the spacer ring, new enerseal and new felt washer onto the bearing journal, apply XG 279 onto the journal diameter and enter into the axle tube bearings. Locate and fix the locking screw (Fig 2, items 39 and 40) through the axle tube into the torsion bar. Apply grease XG 279 to both grease nipples.



80148/40

- 1 Nut
- 2 Lockwasher
- 3 Chassis bracket
- 4 Rubber spring
- 5 Thick washer
- 6 Bolt
- 7 Suspension rebound stop

Fig 3 Rubber spring

33 Refit the shock absorber, as described in Paras 38 and 39.

34 Refit the hydraulic pipe to the wheel cylinder, as described in Para 75, and the handbrake cable to the axle compensator, as described in Para 61. Bleed the brakes as described in Para 105. Refit the roadwheel, as described in Paras 11 and 12, and test the tyre pressures as described in Para 13.

Removal and fitting of shock absorbers

35 Support the front and rear of the trailer on vehicle stands. Remove the roadwheel, as described in Paras 8 to 10. Cover the brake drum and hub assembly with cloth and clean off any road dirt from the suspension fittings.

36 Support the axle tube on a jack, clear of the shock absorber fittings. Remove the locknut from the pin fixing the top of the shock absorber to the chassis bracket. Discard the locknut. Remove the pin from the chassis bracket, releasing the shock absorber top fixing and retaining the thick washer for re-use. Move the shock absorber towards the rear of the trailer, swinging about the lower fixing point.

37 Remove the shock absorber lower locknut and washer from the locating pin on the swing arm bracket. Discard the locknut. Move the shock absorber sideways to disengage from the fixed pin. Remove and discard the resilient mount from the top eye of the shock absorber and the rubber bushes from the lower eye of the shock absorber.

38 It is anticipated that new rubber buffers and a new resilient mount will be supplied with the new shock absorber. If not, new components must be obtained and fitted.

39 Locate the bottom eye of the shock absorber onto the fixed pin on the swinging arm bracket. Fit the washer and a new locknut to fix the lower end of the shock absorber to the trailer. Swing the shock absorber about the lower fixing pin into alignment with the chassis bracket. Fit the pin through the bracket, the top eye of the shock absorber, thick washer and the chassis bracket. Fit a new locknut. Remove the jack from under the axle.

40 Refit the roadwheel, as described in Paras 11 and 12, remove any supporting stands and test the trailer by towing the trailer with a cargo load on board.

Removal and fitting of rubber springs (Fig 3)

41 Support the front and rear of the trailer on vehicle stands. Remove the roadwheel, as described in Paras 8 to 10. Cover the brake drum and hub assembly with cloth and clean off any road dirt from the rubber spring and fittings.

42 Remove the lockwasher and nut from the bolt fixing the rubber spring to the trailer chassis. Extract the fixing bolt and thick washer from within the rubber spring. Discard the rubber spring.

43 Fit the new rubber spring to the chassis using the existing bolt, thick washer, lockwasher and nut.

44 Refit the roadwheel, as described in Paras 11 and 12, and remove any supporting stands.

Braking system, hydraulic components

Removal and fitting of brake linings (Fig 4)

WARNING

NEVER USE AN AIR LINE TO REMOVE BRAKE DUST. IF INHALED, BRAKE DUST CAN DAMAGE HEALTH. WHENEVER POSSIBLE, REMOVE DRY DUST WITH A VACUUM BRUSH.

45 Brake lining inspection, removal and fitting must always be carried out on both wheels.

46 Support the front and rear of the trailer on vehicle stands. Remove both roadwheels, as described in Paras 8 to 10. Clean off any road dirt from the brake assemblies.

47 Release the handbrake. Release the brake drum from the hub assembly by removing the two countersunk screws. Remove the brake drum.

48 It may be necessary to slacken off the brake shoe adjuster to assist with releasing the brake drum. To adjust the brakes proceed as follows.

48.1 Remove the rubber plug from the adjuster access hole in the backplate.

48.2 Insert a flat screwdriver into the access hole and engage with a tooth on the adjuster wheel.

48.3 To operate the brake adjuster, lever the tooth sideways, a tooth at a time. For a left hand brake assembly, using the edge of the hole as a fulcrum, lever forwards to close the adjuster and backwards to open the adjuster. For a right hand brake assembly, lever backwards to close the adjuster and forwards to open the adjuster.

49 While dismantling the brakes, note the locations and fit of screws, nuts, washers and springs to aid re-assembly.

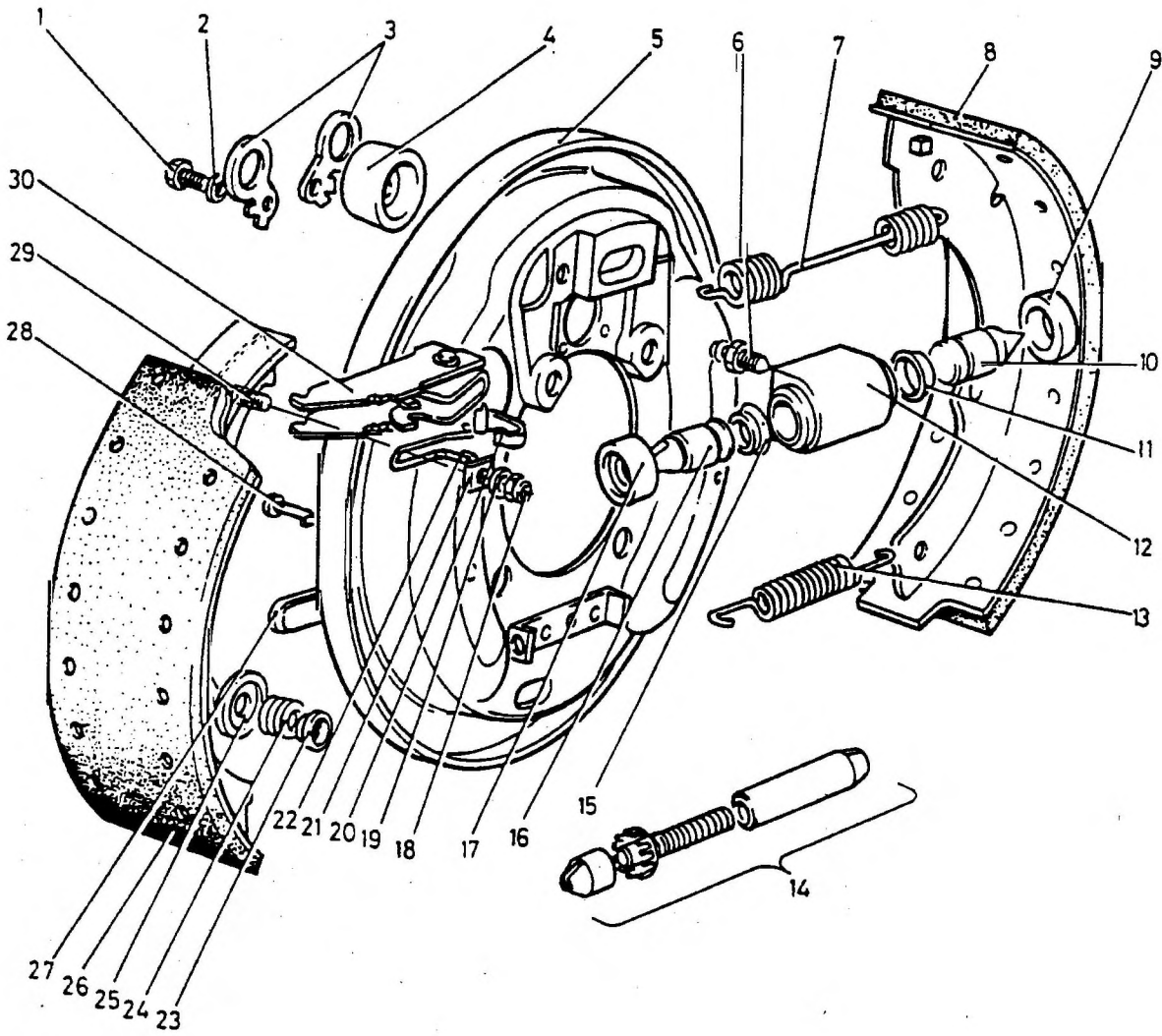
50 Disconnect the LH and RH brake cable assemblies at the axle compensator by removing the split pins and clevis pins at each fork end, as described in Para 201. Retain the clevis pins for re-use.

51 Remove the steady pins and springs from each brake shoe by pushing, with pliers, on the retainer spring either side of the steady pin T, against the compression spring and turning the steady pin through 90 degrees. Carefully release the pressure against the compression spring and remove the steady pin, recessed washer, compression spring and retainer spring. Retain all components.

52 Lever each shoe outwards from engagement with adjuster tappets. Disengage the single coil spring, noting engagement locations for use during reassembly. Examine the brake assembly items before disassembly, noting the location of retaining springs, washers and nuts.

53 Disengage the two shoes from the hydraulic cylinder tappets as an assembly by levering against the double coil spring.

54 Cover the hydraulic cylinder assembly with a plastic bag to prevent the ingress of dirt and secure the two pistons with a strong elastic band to prevent air entering the system and the loss of hydraulic oil.



80149/34

Fig 4 Brake assembly

KEY TO FIG 4

- | | |
|---------------------------------|--------------------------|
| 1 Screw | 16 Piston |
| 2 Flatwasher | 17 Dust boot |
| 3 Locking plate, LH and RH | 18 Self-locking nut |
| 4 Dust boot | 19 Flat washer |
| 5 Brake backplate | 20 Spiral torsion spring |
| 6 Bleeder valve | 21 Spring plate |
| 7 Helical spring | 22 Retaining clip |
| 8 Brake shoe | 23 Spring retainer |
| 9 Dust boot | 24 Compression spring |
| 10 Piston | 25 Recessed washer |
| 11 Plain seal | 26 Brake shoe |
| 12 Cylinder body | 27 Backplate plug |
| 13 Helical spring | 28 Steady pin |
| 14 Wheel and screw sub assembly | 29 Stud |
| 15 Plain seal | 30 Handbrake lever |

55 Disengage the double coil spring from the two brake shoes. Undo and remove the self-locking nut (18) from the brake shoe, releasing the flat washer (19), spiral torsion spring (20), spring plate (21) and retaining clip (22) from the brake shoe. Discard the self-locking nut. Remove the retainer spring from the other shoe and separate the handbrake operating lever and the two brake shoes.

56 Examine the shoes. The rivet heads must be at least 0.5 mm (0.2 in) below the surface of the shoe. If less than this, all shoes must be replaced.

57 Clean the handbrake operating mechanism, removing dust and lubricating pivot points as necessary. Clean and lubricate the adjuster mechanism and open and close the mechanism over its maximum and minimum range to ensure free operation. Ensure that all surplus lubricant is removed from both mechanisms to prevent contamination of hydraulic components. Lubricate both mechanisms with grease XG 305. This grease must NOT be allowed to contaminate hydraulic components or systems.

58 Refit the handbrake mechanism, spring, spring retainer and new locknut to the brake shoes, as noted in Para 52. Refit the spring clip to the other brake shoe and the handbrake mechanism, ensuring that the operating lever is located correctly. Refit the double coil spring from shoe to shoe using the location holes noted during disassembly.

59 Remove the plastic bag and rubber band from the cylinder assembly on the backplate. Smear the shoe slots on the pistons with XG 305. Lever the two shoes into the location slots on the cylinder assembly. Refit the single coil spring between the two shoes and lever the shoes apart to fit the adjuster mechanism.

60 For each shoe locate a steady pin through the backplate and shoe. Fit the recessed washer and compression spring over the steady pin. Lock the washer and spring into place by fitting the retainer spring and pushing against the compression spring with a pair of pliers until the T of the steady pin appears through the retainer spring. At this point swivel the spring retainer through 90 degrees and release the pressure.

61 Refit the LH and RH brake cables to the axle handbrake compensator, re-using the clevis pins retained from disassembly and new split pins. Refit the brake drum to the hub assembly and fix in place with the two countersunk screws.

62 Ensure that the handbrake is disengaged. Adjust the brake adjuster to bring the shoes into contact with the drum. Back off six clicks on the adjuster. Centralize the brake shoes by applying the handbrake as hard as possible. Release the handbrake and reset the brake adjuster to stop the hub from turning. Back off the adjuster nine clicks or teeth. Refit the rubber boot to the access hole in the backplate.

63 Refit the roadwheel, as described in Paras 11 and 12.

Removal and fitting of wheel hydraulic cylinders (Fig 4)

64 For maximum vehicle safety any inspections, repair or replacement work carried out on one brake assembly must be repeated on the other brake assembly.

65 Support the front and rear of the trailer on vehicle stands. Remove both roadwheels as described in Paras 8 to 10. Release the handbrake. Clean off any road dirt from the brake assemblies.

66 Remove the brake drum, handbrake cable, shoes, springs and associated components as described in Paras 47 to 55.

67 Place a drip tray under each hub assembly. Drain off all the hydraulic fluid by attaching a rubber tube to a bleed screw on one of the brake assemblies and then opening the bleed screw and collecting the fluid expelled in a clean jar. When one brake assembly has drained down, close the bleed screw and repeat the process on the other brake assembly.

68 Unscrew the brake pipe nut from the flexible hose. Unscrew the brake pipe from the wheel cylinder. Unscrew the brake pipe on the axle from the other end of the flexible hose. Remove the flexible hose from the trailer by releasing the nuts and lockwashers holding the hose to the swing arm at one end and the axle bracket at the other. Protect the open brake pipe with a small plastic bag to prevent the ingress of dirt.

69 The cylinder is fixed to the brake backplate by two screws, locked in place by lockwashers. The lockwashers are also held by two backplate bolts. Tap the tags flat, unlocking the screws, and remove the screws. It is necessary to replace the lockwashers if the cylinder is removed. To replace the lockwashers, remove the two bolts in the backplate, replace the lockwashers and refit the bolts.

70 The cylinder can now be removed from the backplate and transferred to a workbench.

71 Clean all road dirt, grease and brake dust from the exterior of the cylinder. Remove and discard the dust boot from each piston and remove the pistons from the cylinder. Remove the bleed screw from the cylinder.

72 Clean the cylinder exterior and bores with methylated spirits and dry thoroughly. Examine the cylinder bores carefully for scores, burrs or ridges. If the cylinder bores are damaged, the cylinder must be replaced.

73 Examine the bleed screw. If damaged, it must be replaced. Lubricate the screw thread with clean hydraulic fluid OX8 and refit the screw to the cylinder.

74 Lubricate new piston seals with clean hydraulic fluid OX8 before fitting them to each piston. Lubricate the bores of the cylinder with clean hydraulic fluid OX8 and insert the pistons into the cylinder, taking care to fit them the correct way round. Fit a new dust boot onto each piston to hold the pistons inside the cylinder.

75 Refit the cylinder assembly to the backplate and fix with the two screws. Lock the screws when tight with the lockwasher tags. Screw the hydraulic pipe to the cylinder.

76 Refit the flexible hose to the chassis, at both ends, with the lockwashers and nuts used previously. Refit the hydraulic pipes to the flexible hose ends.

77 Re-assemble the brake components onto the backplate as described in Paras 58 to 61. Repeat the disassembly, check or repair on the other brake drum. Adjust the brake mechanism on both wheels as described in Para 62. Refill and bleed the hydraulic system as described in Paras 104 to 106. Refit the roadwheels, as described in Paras 11 and 12. Test the tyre pressures as described in Para 13.

Removal and fitting of the hydraulic fluid reservoir (Figs 7 and 8)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED IN THE FIXING OF THE GUARD TO THE MUDSHIELD. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

78 Support the front and rear of the trailer on vehicle stands. Clean off any road dirt from the hydraulic pipe run from the hydraulic fluid reservoir on the right hand mudshield to the master cylinder and from the hub assemblies.

79 Place a drip tray under each hub assembly. Drain off all the hydraulic fluid from the system as described in Para 67. Close both bleed screws after draining the system.

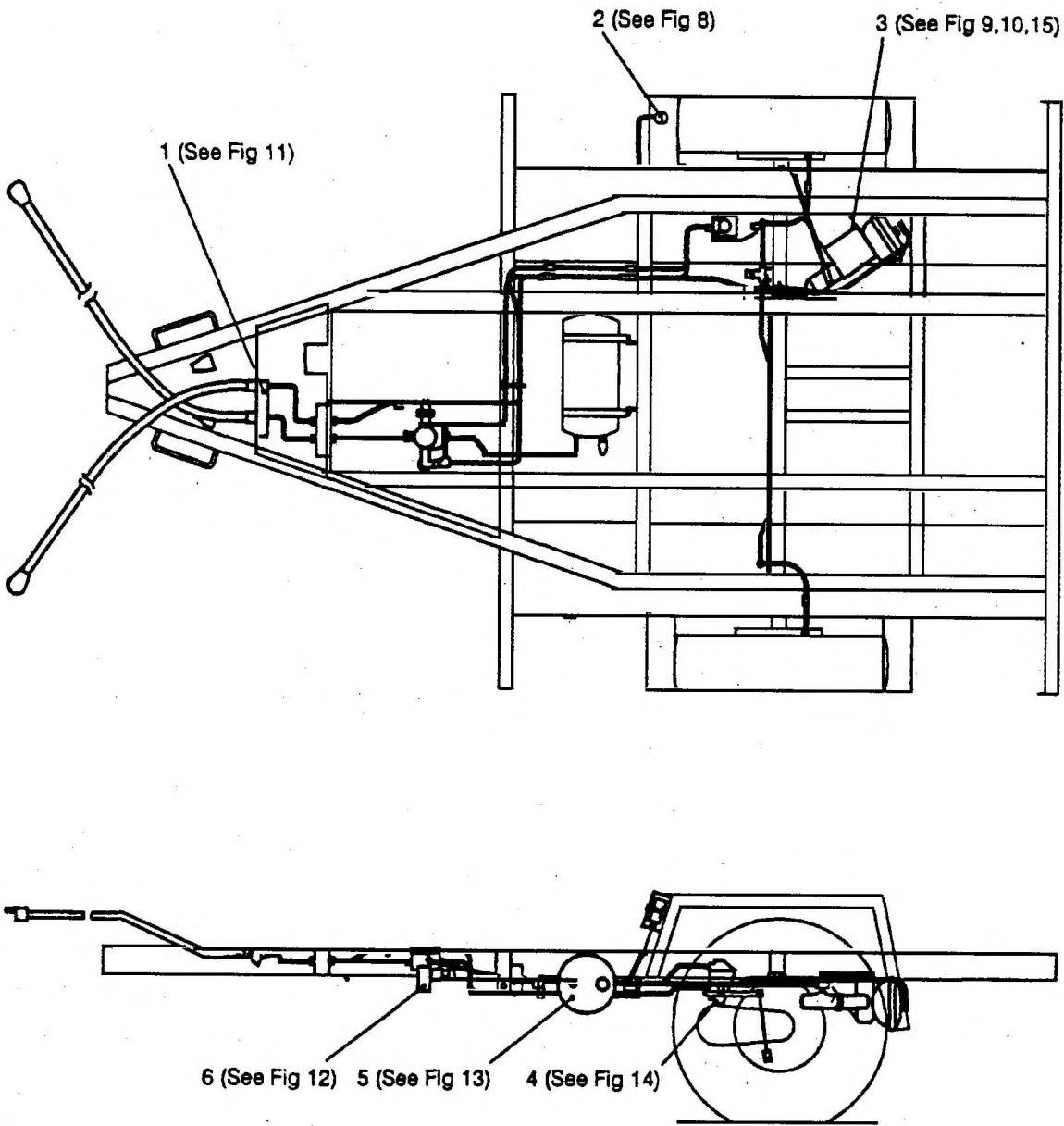
80 Remove the guard from the right hand mudshield by removing the four bolts, lockwashers and nuts. Retain the fixings and the guard.

81 Unscrew the nut holding the hydraulic pipe into the lower end of the reservoir. Loosen the two clamps holding the reservoir to the bracket. Slide the reservoir out of the clamps and transfer it to the workbench.

82 Carry out any cleaning and/or repair work necessary on the reservoir. Clean the bracket and the area around the bracket on the mudshield. Check the condition of the hydraulic pipe and fixings on the chassis, repairing or replacing as required.

83 Refit the reservoir to the clamps and bracket and tighten the clamps after reconnecting the hydraulic pipe to the lower end of the reservoir.

84 Refill the reservoir with fresh hydraulic fluid and bleed the system, as described in Para 105, and adjust the brakes, as described in Para 62. Refit the reservoir guard using the original fixings.



80148/38

Fig 5 Component location, air and hydraulic components

KEY TO FIG 5

- 1 Line filter assembly
- 2 Hydraulic fluid reservoir
- 3 Master cylinder and actuator
- 4 Load sensing valve
- 5 Air reservoir
- 6 Relay emergency valve and pressure limiting valve

KEY TO FIG 6

- | | |
|--|--|
| 1 Prime mover coupling, service air, Palm coupling | 15 Pipe, 10 mm x 1 mm, tungum, bulk supply |
| 2 Prime mover coupling, emergency air, Palm coupling | 16 Straight connector, M16 x 10 mm |
| 3 Aluminium washer, 16 mm diameter | 17 Bulkhead connector |
| 4 Hose connector, M16 x 13 x 6 | 18 Test point, M22 x 10 mm |
| 5 Hose, 13 mm x 6 mm, bulk supply | 19 Plug, M16 |
| 6 Hose clip, 13 mm x 6 | 20 Elbow connector, M22 x 10 mm |
| 7 Hose nut, M22 | 21 Test point, M22 |
| 8 Hose nipple | 22 Plug, M22 |
| 9 Fibre washer, 15 mm diameter | 23 Drain valve |
| 10 Bulkhead stud, M22 | 24 Adaptor, M22 male, 1/4 in NPTF female |
| 11 Line tag, SERVICE | 25 Low pressure warning switch |
| 12 Line tag, EMERGENCY | 26 Boot |
| 13 Aluminium washer, M22 | 27 Elbow connector, M16 x 10 mm |
| 14 Straight connector, M22 x 10 | |

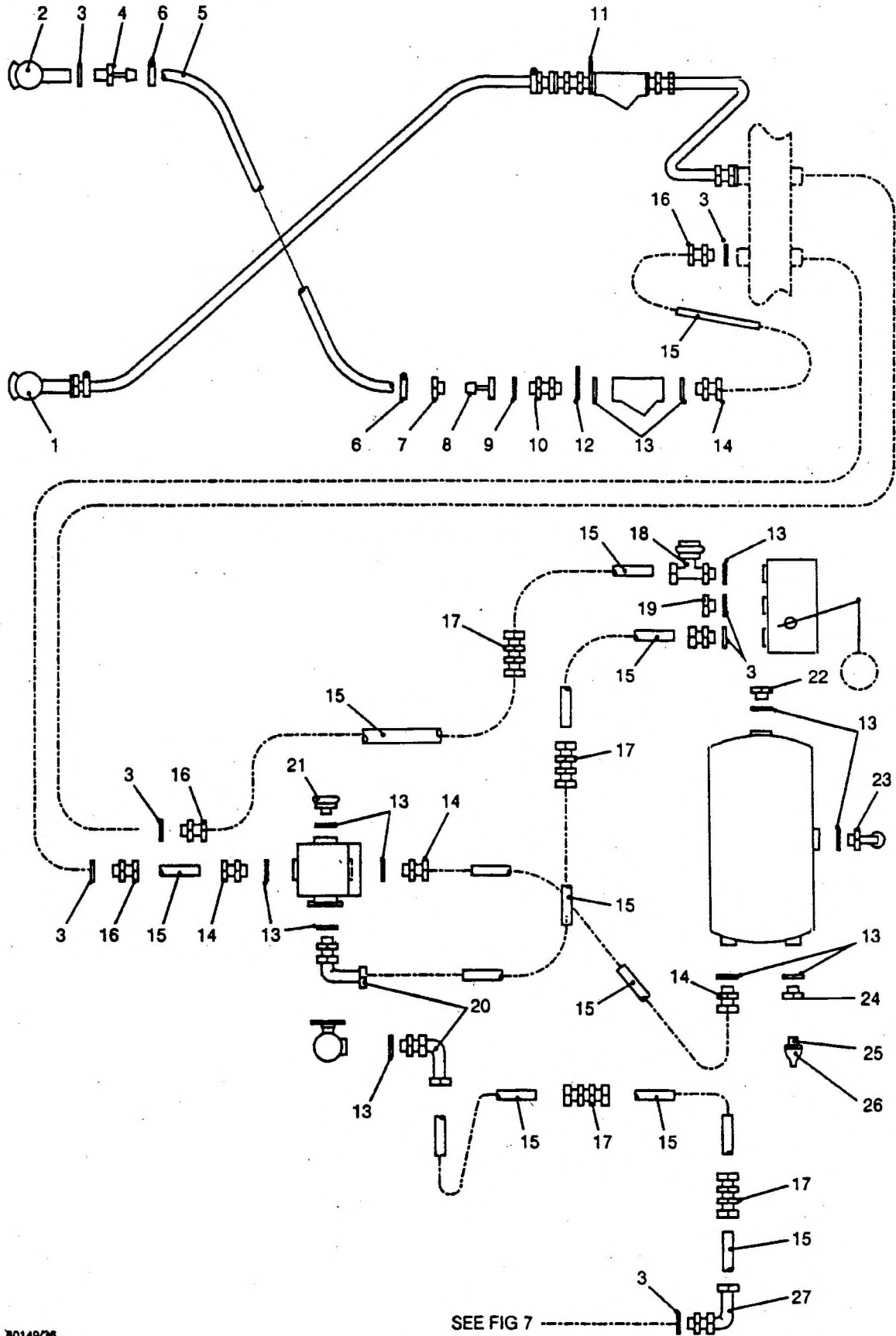
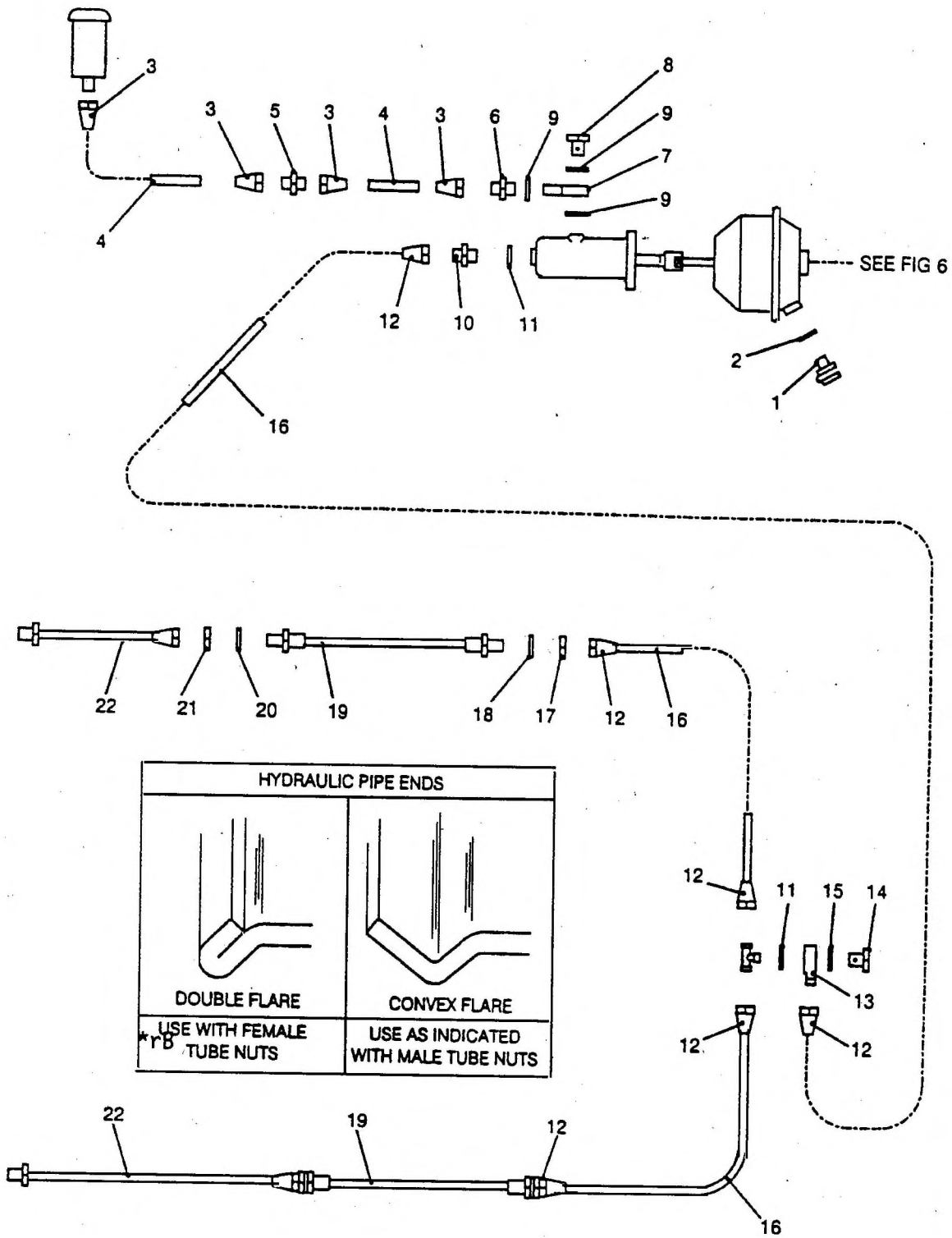


Fig 6 Air system circuit



80149/37

Fig 7 Air/hydraulic system circuit

KEY TO FIG 7

- | | |
|---|---|
| 1 Test point, M16 | 13 Banjo, 1/2 in UNF, male |
| 2 Aluminium washer, 16 mm, diameter | 14 Banjo bolt, 1/2 in UNF |
| 3 Pipe nut, 5/8 in UNF, 3/8 in diameter | 15 Copper washer, 19/32 in diameter |
| 4 Pipe, 10 mm x 1 mm, tungum, bulk supply | 16 Pipe, tungum, 22 SWG, 5/16 in diameter |
| 5 Union, 5/8 in UNF | 17 Bulkhead nut, 1/2 in UNF |
| 6 Adaptor, 5/8 in UNF | 18 Shakeproof washer |
| 7 Banjo | 19 Flexible hose |
| 8 Banjo bolt | 20 Lockwasher, 7/16 in diameter |
| 9 Copper washer, 5/8 in diameter | 21 Locknut, 7/16 in UNF |
| 10 Adaptor, 1/2 in UNF | 22 Brakepipe assembly |
| 11 Copper washer, 1/2 in diameter | |
| 12 Pipe nut, 1/2 in UNF, 5/16 in diameter | |

Removal and fitting of the master cylinder (Figs 7 and 9)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE MOUNTING BRACKET TO THE CHASSIS, THE ACTUATOR TO THE MOUNTING BRACKET AND THE MASTER CYLINDER TO THE ACTUATOR. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

85 Support the front and rear of the trailer on vehicle stands. Remove the RH roadwheel, as described in Paras 8 to 10, and wind down and remove the spare wheel, as described in Para 260. Drain the air reservoir. Clean off any road dirt from the brake and hub assemblies and from the air/hydraulic assembly fitted under the cargo platform to the rear of the right hand wheel.

86 Drain the hydraulic fluid from the system, as described in Para 67.

87 Unscrew the brake pipe nut from the end of the master cylinder to disconnect the hydraulic feed to the brake assemblies. Unscrew the banjo bolt from the top of the master cylinder to disconnect the hydraulic feed to the master cylinder from the reservoir. Cover both hydraulic pipe ends with plastic bags secured by rubber bands to prevent the ingress of dirt.

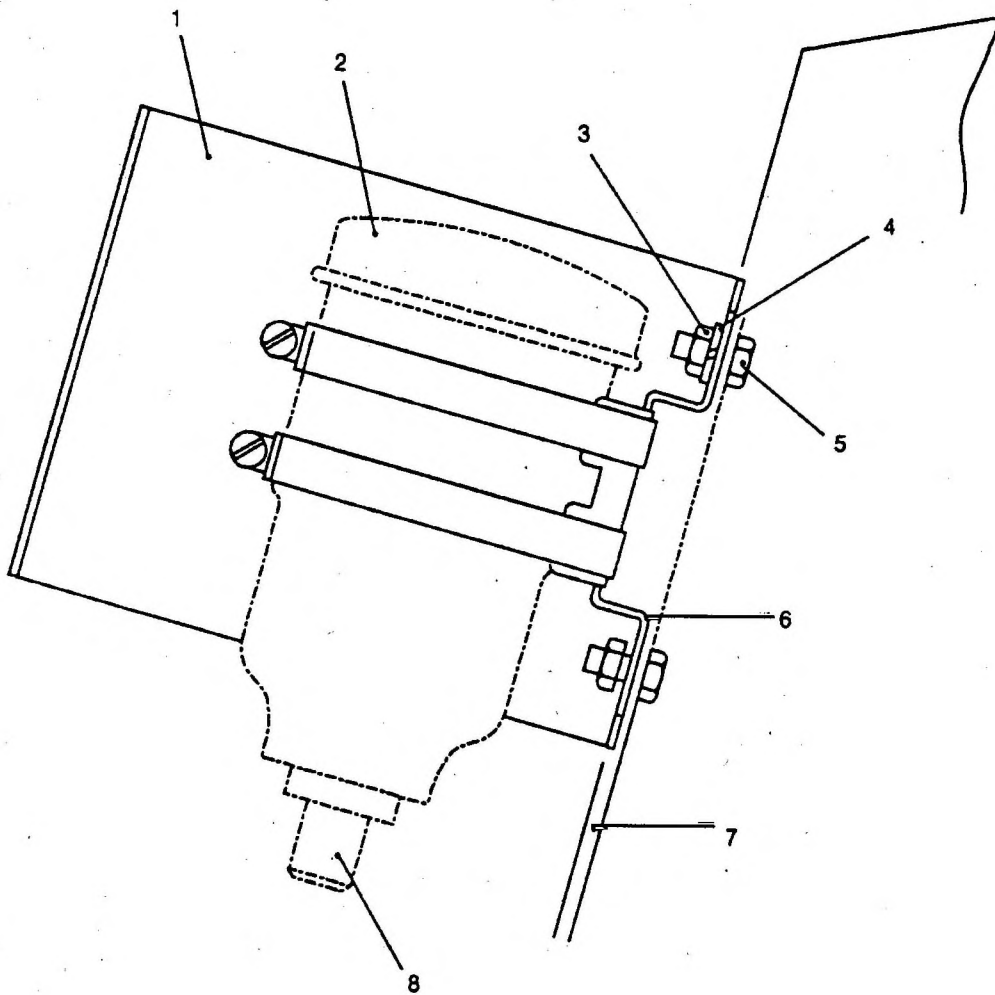
88 Unscrew the three bolts and lockwashers fixing the master cylinder body to the air/hydraulic assembly. Remove the master cylinder from the air/hydraulic assembly carefully to avoid damaging the plunger. Transfer the master cylinder to the workbench for any further dismantling necessary.

89 To assemble the serviced or replacement master cylinder proceed as follows.

90 Transfer the master cylinder to the air/hydraulic assembly on the trailer. Insert the air/hydraulic assembly plunger carefully into the master cylinder. Check for a gap of between 2 and 4 mm (0.079 and 0.16 in.) between the end of the air/hydraulic plunger and the master cylinder plunger at rest. Adjust the length of the air/hydraulic assembly plunger with the locknut and screw thread if necessary. Bolt the master cylinder to the air/hydraulic assembly with the bolts and lockwashers used previously.



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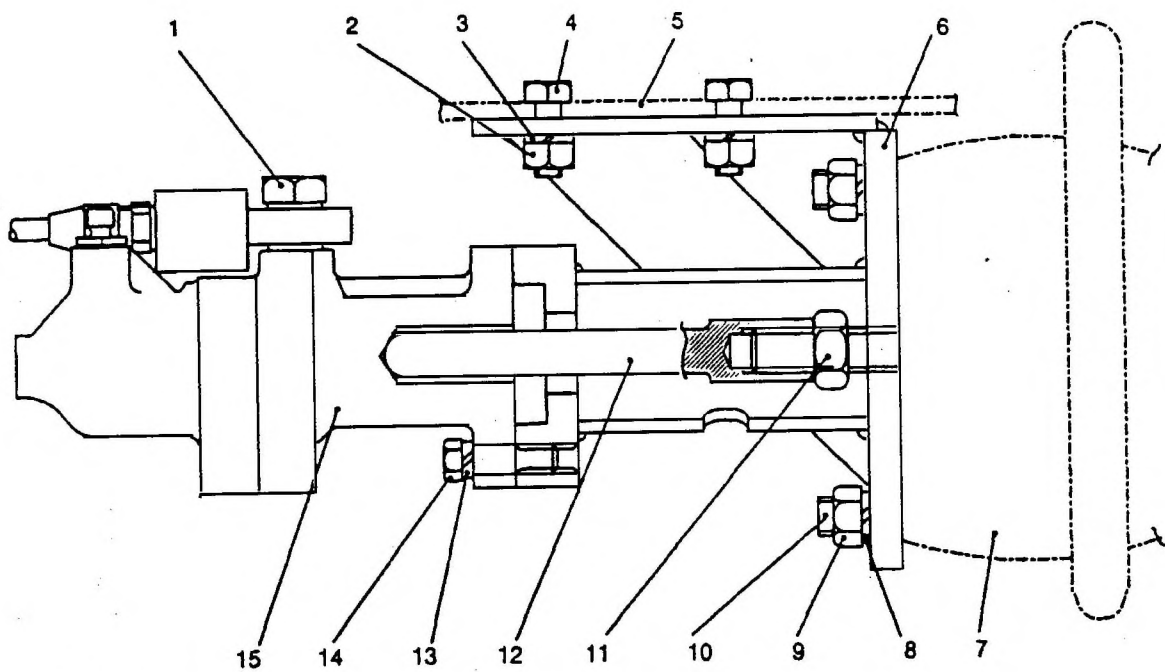
80148/30

- | | |
|----------------------------|-----------------------|
| 1 Guard | 5 Screw |
| 2 Reservoir and filler cap | 6 Reservoir bracket |
| 3 Nut | 7 Chassis |
| 4 Lockwasher * | 8 Hydraulic feed pipe |

Fig 8 Hydraulic fluid reservoir



* CADMIUM PLATED WASHER



80149/28

- | | |
|--------------------|--------------------|
| 1 Banjo bolt | 9 Nut |
| 2 Nut | 10 Stud |
| 3 Lockwasher * | 11 Locknut |
| 4 Bolt | 12 Plunger |
| 5 Chassis | 13 Lockwasher * |
| 6 Mounting bracket | 14 Screw |
| 7 Actuator | 15 Master cylinder |
| 8 Lockwasher * | |

Fig 9 Master cylinder and actuator

91 With new copper washers either side of the banjo, bolt the banjo to the master cylinder. Screw the brake pipe nut to the end of the master cylinder to reconnect the hydraulic feed to the brake assemblies.

92 Fill the reservoir with hydraulic oil OX8. Remove the dust cap from the bleed screw on the top of the master cylinder. Release the bleed screw and allow hydraulic oil to flow from the reservoir to the master cylinder. Keep a close watch on the level in the reservoir and top up as necessary. When hydraulic oil flows from the master cylinder, close the master cylinder bleed screw. Bleed the brake system thoroughly as described in Para 105. Refit the dust cap to the bleed screw on the master cylinder.

93 Refit the spare wheel to the carrier and wind back into position, as described in Para 263. Replace the roadwheel as described in Paras 11 and 12 and remove any support stands. Test the brakes as necessary.

93.1 Operation. Test the trailer brake operation by towing the trailer and applying the prime mover brakes.

93.2 Performance. Test the laden trailer using either a rolling road or the braking of the combination in accordance with EEC Directive 71/320. The acceptance level for the trailer is 0.5 g.

Master cylinder overhaul (Figs 7 and 10)

94 Remove the master cylinder from the trailer, as described in Paras 85 to 88. Clean the exterior of the master cylinder.

95 At the workbench, drain off any surplus hydraulic fluid. Remove the circlip and retaining washer and shake the master cylinder gently to eject the plunger assembly. Remove the seal from end of the plunger and discard the seal.

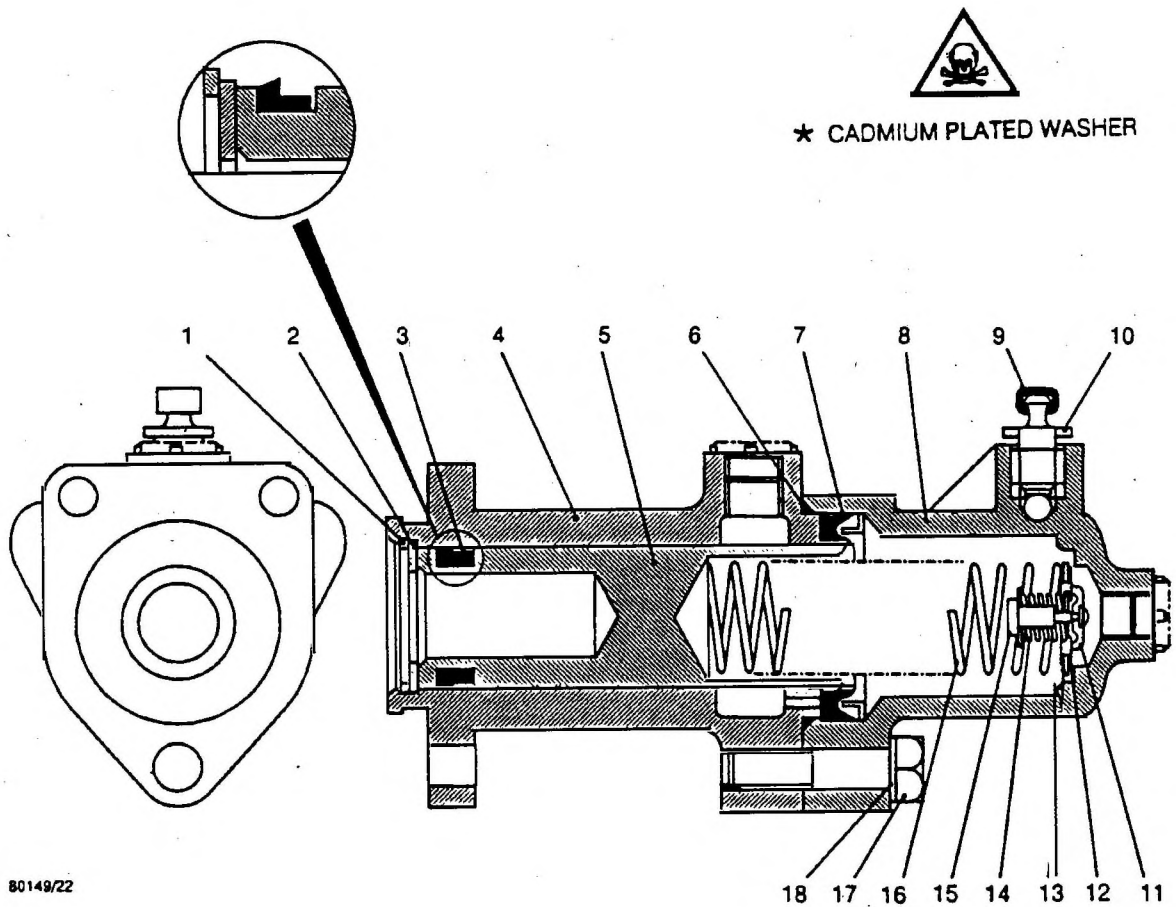
96 Remove the plunger body from the master cylinder by removing the three screws and lockwashers for re-use. Remove and discard the two seals between the plunger body and the master cylinder body.

97 Carefully remove the plunger return spring and the valve assembly from the master cylinder bore. Dismantle the valve assembly by compressing the spring to free the valve stem from the keyhole of the spring retainer, releasing the tension of the spring. Remove the spring valve spacer and valve spring from the valve stem. Remove and discard the seal from the valve spacer.

98 Clean the master cylinder bore, plunger body bore and all loose parts with methylated spirits and examine them for scores, burrs or ridges, renewing parts as necessary. Remove the bleed screw and dust cap from the master cylinder and examine them for damage. Renew as necessary. Clean the dirt from the threaded hole in the master cylinder body.

99 Fit new seals to the plunger and to the valve spacer. Fit new seals to the plunger body and the mating faces of the master cylinder and plunger body.

100 To assemble the valve assembly, fit the valve stem through the valve spring and the valve spacer. Compress the valve spring and pass the valve stem through the keyhole in the valve retainer to engage in the centre. Release the spring compression to lock the valve assembly together.



80149/22

- | | |
|--|--------------------------|
| 1 Circlip | 10 Bleed screw |
| 2 Retaining washer | 11 Spring retainer |
| 3 Plunger seal | 12 Valve spacer |
| 4 Plunger body | 13 Valve seal |
| 5 Plunger | 14 Valve spring |
| 6 Master cylinder body/plunger body seal | 15 Valve stem |
| 7 Plunger body seal | 16 Plunger return spring |
| 8 Master cylinder body | 17 Screw |
| 9 Dust cap | 18 Lockwasher * |

Fig 10 Master cylinder

101 Liberally lubricate the valve seal and master cylinder bore with clean hydraulic oil OX8. Insert the valve assembly, seal end first, into the master cylinder body. Carefully insert the plunger return spring. Refit the plunger body to the master cylinder body, re-using the original screws and lockwashers and taking care not to damage the new seals fitted to the plunger body and the mating surfaces on the master cylinder body and the plunger body.

102 Liberally lubricate the plunger body bore and the plunger seal with clean hydraulic oil OX8. Insert the plunger into the plunger body bore and locate over the plunger return spring. Refit the washer and the circlip to retain the plunger in the plunger body bore.

103 Lubricate the threads of the bleed screw and refit the bleed screw and dust cap to the master cylinder body. Refit the master cylinder to the trailer and test as described in Paras 90 to 93.

Bleeding the hydraulic system

104 Support the front and rear of the trailer on vehicle stands. Release the handbrake. Clean off any road dirt from each brake assembly. Place a drip tray under the hub assembly. Couple the air hoses on the trailer to a prime mover to apply pressure to the braking system.

105 Attach a tube leading to a jar to the bleed screw on one of the brake assemblies. The jar should contain a small quantity of clean hydraulic oil OX8. The tube should be long enough to allow the jar to be placed on a stand so that the fluid level in the jar is at least 40 mm (1.57 in.) above the bleed nipple. The arrangement will reduce the risk of sucking air back into the system when the master cylinder ram is drawn back at the end of the stroke. Open the bleed screw half a turn and operate the master cylinder pushrod by operating the air brakes. Keep the end of the tube below the surface of the fluid in the jar and, as the master cylinder pushrod is operated, look for bubbles of air emerging from the tube. At the end of the pushrod stroke, close the bleed screw, allow the master cylinder pushrod to return by releasing the air brakes, check the level of hydraulic fluid in the master cylinder reservoir and top up if necessary, re-open the bleed screw and repeat the sequence. Continue these operations, maintaining the level of hydraulic fluid in the master cylinder, until no more bubbles are seen. Close the bleed screw. Repeat the operations on the other brake assembly.

106 Operate the handbrake a few times to equalize the caliper pistons. Remove any support stands. Test the trailer braking system as described in Paras 93.1 and 93.2.

Braking system, air pressure components

Removal and fitting of a line filter cartridge (Figs 6 and 11)

WARNING

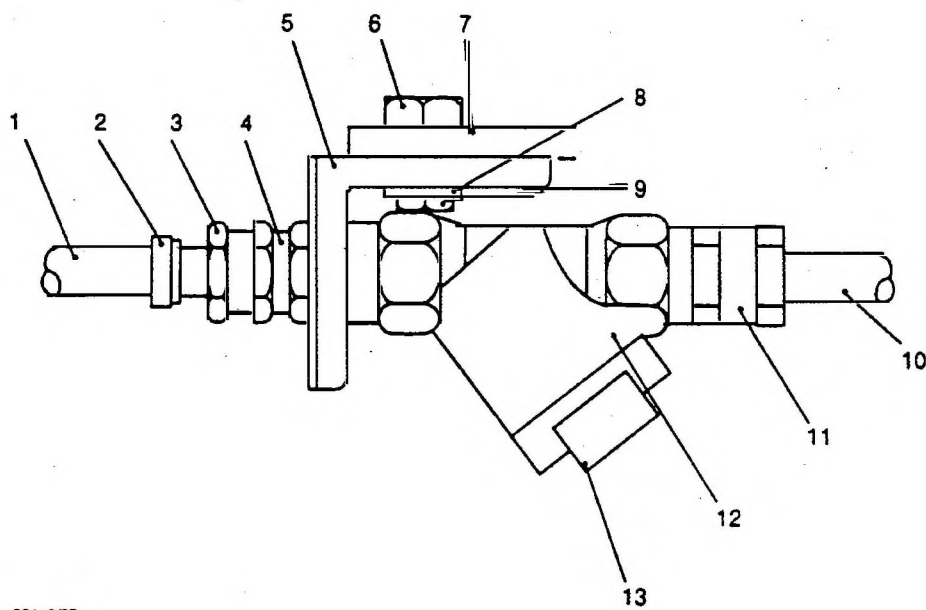
CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE LINE FILTERS TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

107 Clean all road dirt from on and around the line filters. Apply the handbrake. Drain the air reservoir.

108 From the underside of the trailer, press the centre of the line filter cartridge inwards to relieve the spring tension, pull the retaining clip on the line filter body outwards to release the cartridge and slowly release the spring tension acting on the cartridge. Remove the cover, springs and cartridge from the filter body.



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80148/27

- 1 Inlet hose
- 2 Hose clip
- 3 Hose nut
- 4 Bulkhead stud
- 5 Angle bracket
- 6 Screw
- 7 Chassis

- 8 Lockwasher *
- 9 Nut
- 10 Outlet hose
- 11 Straight connector
- 12 Line filter
- 13 Retaining clip

Fig 11 Line filter assembly

109 Examine the cartridge for contaminants. If it is possible to do so, clean all loose dirt from the cartridge and refit. If the cartridge is too contaminated or is damaged, obtain a replacement. Clean any loose dirt from inside the line filter body.

110 Refit the cartridge inside the filter body together with the internal spring. Fit the cover and spring to the filter body and press against the cartridge until the retaining clip can be pushed inwards to lock the cartridge to the filter body.

111 Test the trailer brakes as described in Paras 93.1 and 93.2.

Removal and fitting of the line filters

112 In order to replace a single line filter, connections to both filters must be broken.

113 Clean all road dirt from and around the line filter to be changed. Ensure the handbrake is applied. Drain the air reservoir.

114 Unscrew the nut fixing the flexible hose to the bulkhead stud for the line filter to be changed. Remove the flexible hose and fibre washer from the bulkhead stud. Discard the washer. Protect the open end of the flexible hose with a plastic bag and rubber band to prevent the ingress of dirt. Unscrew the pipe nut from the straight connector fitted to the outlet end of each line filter. Release the angle bracket carrying the filters from the floor plate, retaining the fixings. Protect the open end of each pipe with a plastic bag and rubber band to prevent the ingress of dirt. At the workbench, unscrew the straight connector from the line filter. Remove the straight connector and aluminium washer. Discard the aluminium washer.

115 Unscrew the bulkhead stud from the line filter, releasing the line filter from the chassis bracket. Remove the bulkhead stud, line identifier tag, aluminium washer and the line filter. Discard the aluminium washer.

116 To refit the line filter, proceed as follows. Smear all brake union threads with LOCTITE 577 jointing compound or approved equivalent before assembly.

117 Fit the line identifier tag over the bulkhead stud. Pass the stud through the appropriate hole in the angle bracket and fit a new aluminium washer. Screw the bulkhead stud into the line filter body and tighten the bulkhead stud to secure the line filter. Ensure that the cartridge retaining clip can be operated satisfactorily when the filter is refitted to the trailer.

118 Fit a new aluminium washer to the straight connector. Screw the straight connector to the outlet end of the line filter. Refit the angle bracket and filters to the front floor plate using the existing fixings. Reconnect pipes to the filter outlets. Screw up the nut to fix the flexible hose to the bulkhead stud, using a new fibre washer.

119 Test all disturbed joints for air leaks as described in Paras 164 to 166.

120 Test the braking system, as described in Paras 93.1 to 93.2.

Removal and fitting of the relay emergency valve (Figs 6 and 12)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE RELAY EMERGENCY VALVE TO THE CHASSIS FLOORPLATE AND THE PRESSURE LIMITING VALVE TO THE RELAY EMERGENCY VALVE. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

121 Clean all road dirt from and around the relay emergency valve. Drain the air reservoir and ensure the handbrake is applied.

122 Unscrew the pipe connector carrying the emergency air supply to the straight connector at port 1 on the relay emergency valve. Remove the pipe connector from the straight connector. Unscrew the pipe connector carrying the air supply from the load sensing valve to the elbow joint at port 4 on the relay emergency valve. Unscrew the pipe connector carrying the air supply from the air reservoir to the straight connector at port 1-2 on the relay emergency valve. Unscrew the pipe connector carrying the air supply from the elbow joint at the output port of the pressure limiting valve to the air/hydraulic assembly. Protect each open pipe end with a plastic bag and rubber band to prevent the ingress of dirt.

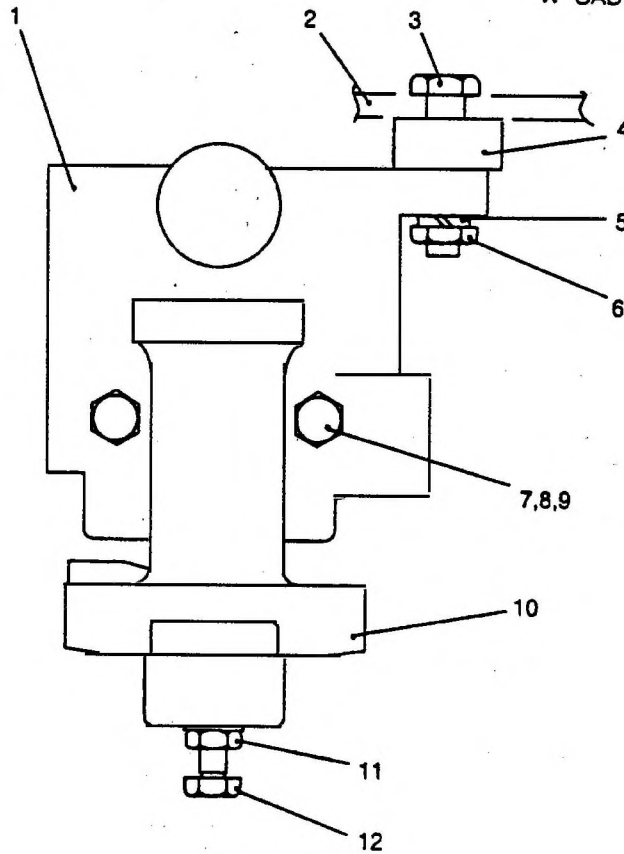
123 Unscrew the bolts, spacers, lockwashers and nuts fixing the relay emergency valve to the floorplate on the chassis drawbar. Retain the bolts, spacers, lockwashers and nuts. Transfer the relay emergency valve from the trailer to the workbench for further disassembly.

124 Thoroughly clean the outside of the relay emergency valve and the pressure limiting valve. Unscrew the screws, lockwashers and nuts fixing the pressure limiting valve at flanged port 2. Retain the fixings. Unscrew the test point from the second port 2 on the relay emergency valve. Remove the test point and aluminium washer from the relay emergency valve and discard the aluminium washer. Unscrew the straight connector and aluminium washer from port 1 on the relay emergency valve. Discard the aluminium washer. Unscrew the straight connector and aluminium washer from port 1-2 on the relay emergency valve. Discard the aluminium washer. Unscrew the elbow and aluminium washer from port 4 on the relay emergency valve. Discard the aluminium washer.

125 No further dismantling of the relay emergency valve should be undertaken. If the relay emergency valve requires further attention it must be returned to the manufacturer and an exchange/new assembly fitted.



* CADMIUM PLATED WASHER



80149/25

- | | |
|-------------------------|----------------------------|
| 1 Relay emergency valve | 7 Screw |
| 2 Chassis | 8 Lockwasher * |
| 3 Bolt | 9 Nut |
| 4 Spacer | 10 Pressure limiting valve |
| 5 Lockwasher * | 11 Locknut |
| 6 Nut | 12 Adjusting nut |

Fig 12 Relay emergency valve and pressure limiting valve

126 Fit the new/exchange relay emergency valve to the chassis as follows. All air brake union threads are to be smeared with LOCTITE 577 jointing compound or approved equivalent before assembly. New aluminium washers must be fitted to joints as required.

127 Screw the elbow joint and aluminium washer to port 4 on the relay emergency valve. Screw the straight connector and aluminium washer to port 1-2 on the relay emergency valve. Screw the straight connector and aluminium washer to port 1 on the relay emergency valve. Screw the testpoint and aluminium washer to port 2 on the relay emergency valve. Use the screws, lockwashers and nuts retained from the disassembly to screw the pressure limiting valve to the flanged port 2 on the relay emergency valve.

128 Transfer the relay emergency valve assembly to the trailer. Use the retained screws, spacers, lockwashers and nuts to screw the relay emergency valve to the chassis.

129 Remove the plastic bag protecting an open pipe end just before connecting the pipe.

130 Screw the pipe connector carrying the air supply to the air hydraulic assembly to the elbow joint at the output port on the pressure limiting valve. Screw the pipe connector carrying the air supply to and from the air reservoir to the straight connector at port 1-2 on the relay emergency valve. Screw the pipe connector carrying the air supply from the load sensing valve to the elbow joint at port 4 on the relay emergency valve.

131 Test all disturbed joints for air leaks as described in Paras 164 to 166 and adjust the pressure limiting valve as described in Paras 167 to 170.

132 Test the trailer brakes as described in Paras 93.1 and 93.2.

Removal and fitting of the air reservoir (Figs 6 and 13)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE RESERVOIR MOUNTING BRACKET TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

133 Check that the jockey wheel, rear support legs and front jack legs are deployed. Scotch the trailer wheels securely. Drain the air from the reservoir and apply the handbrake.

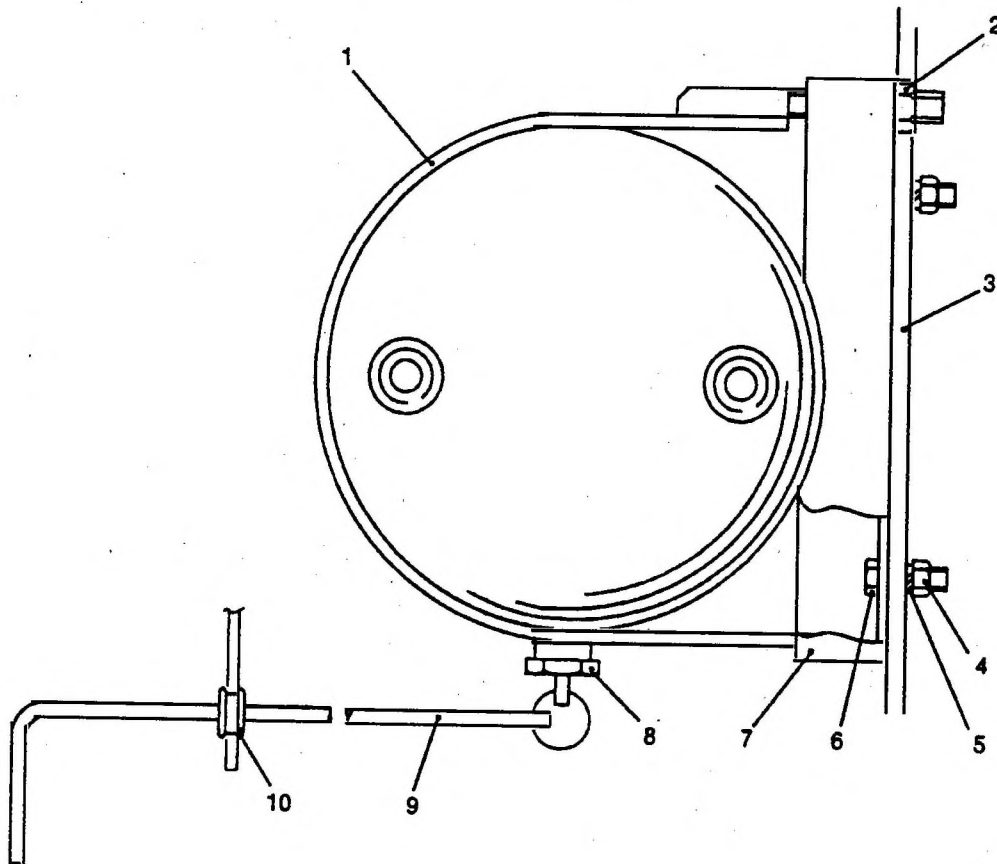
134 Clean all road dirt from on and around the air reservoir.

135 Push the rubber boot on the low pressure warning switch back along the cable. Disconnect the cable connections to the low pressure warning switch fitted to the air reservoir, noting the colour coding. Remove the rubber boot from the cable and discard the rubber boot. Unscrew the pipe carrying the air supply to and from the air reservoir from the straight connector on the reservoir. Disconnect the drain valve operating rod from the drain valve pull ring.

136 Unscrew and retain the four screws, lockwashers and nuts fixing the air reservoir and mounting bracket to the chassis. Transfer the air reservoir and mounting bracket to the workbench.



* CADMIUM PLATED WASHER



80148/29

- 1 Reservoir and reservoir mounting bracket strap
- 2 Nut
- 3 Chassis
- 4 Nut
- 5 Lockwasher *

- 6 Screw
- 7 Mounting bracket
- 8 Drain valve and pull ring
- 9 Rod
- 10 Grommet

Fig 13 Air reservoir

137 Note the position of the air reservoir low pressure warning switch. Unscrew the switch from the adaptor. Unscrew the adaptor and aluminium washer from the air reservoir. Discard the aluminium washer. Note the position of the straight connector on the air reservoir. Unscrew the straight connector and aluminium washer from the input connection to the air reservoir. Discard the aluminium washer. Note the location of the drain valve on the air reservoir. Unscrew the drain valve and pull ring and aluminium washer from the air reservoir. Discard the aluminium washer. Note the location of the plug on the air reservoir. Unscrew the plug and aluminium washer from the reservoir. Discard the aluminium washer. Unscrew the nuts fixing the air reservoir and the mounting brackets together. Separate the air reservoir and the mounting brackets.

138 Re-assemble the air reservoir to the chassis as follows. All brake union threads are to be smeared with LOCTITE 577 jointing compound or approved equivalent before assembly. New aluminium washers must be fitted to joints as required.

139 Refit the reservoir to the mounting bracket with the retained nuts. Screw the plug and aluminium washer to the outlet on the reservoir. Screw the drain valve, pull ring and aluminium washer to the reservoir outlet. Screw the straight connector and aluminium washer to the reservoir outlet. Screw the adaptor and aluminium washer to the reservoir outlet. Screw the low pressure switch to the air reservoir adaptor.

140 Carry the air reservoir and mounting bracket to the trailer. Attach the air reservoir to the trailer with the retained screws, lockwashers and nuts (four off).

141 Connect the drain valve operating rod to the drain valve pull ring. Check for free operation of the rod and valve. Connect the reservoir air supply to the straight connector. Fit a new boot to the electrical cable. Reconnect the electrical connections to the low pressure warning switch using the colour code combination noted during disassembly. Fit the boot over the cable connections on the low pressure switch.

142 Test all disturbed joints for air leaks as described in Paras 164 to 166. Remove the scotches from the wheels.

143 Test the trailer brakes as described in Paras 93.1 and 93.2.

Removal and fitting of the load sensing valve (Figs 6 and 14)

WARNING

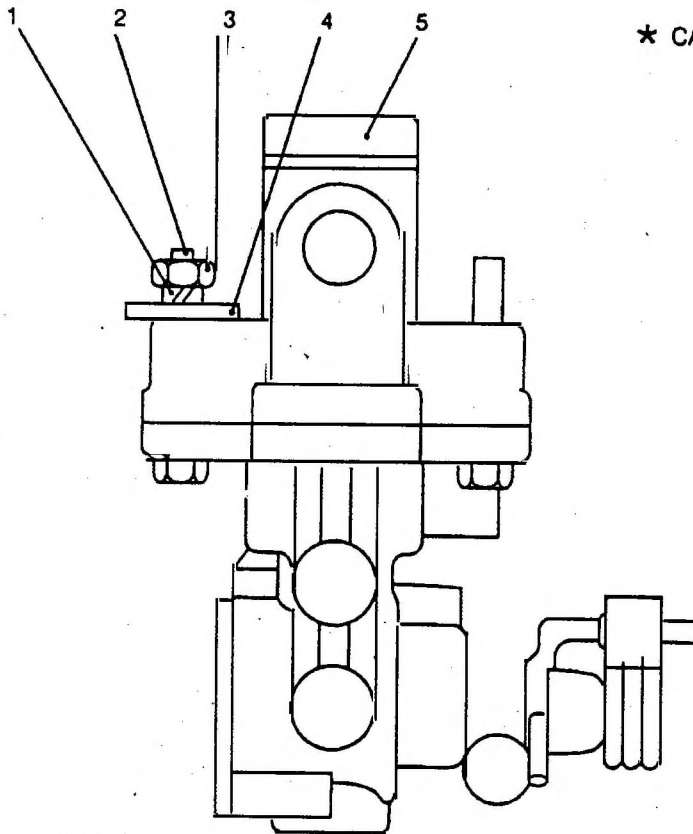
CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE LOAD SENSING VALVE TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

144 Support the front and rear of the trailer on vehicle stands. Remove the right hand roadwheel as described in Paras 8 to 10. Wind down and remove the spare wheel as described in Para 260. Apply the handbrake. Drain the air from the reservoir. Cover the brake drum with a cloth to prevent the ingress of dirt. Clean all road dirt from the load sensing valve and from the spring between the chassis and the right hand suspension trailing arm. Release the spring assembly from the trailing arm by releasing the locknut and unscrewing the bolt. Remove the spring assembly from the bracket on the trailing arm and then refit the locknut and bolt to the spring assembly to prevent the loss of any components.

145 Unscrew the pipe carrying the service air supply to the load sensing valve at the test point on the inlet port of the load sensing valve. Unscrew the pipe carrying the supply from the valve to the relay emergency valve.



* CADMIUM PLATED WASHER



80149/28

- 1 Lockwasher *
- 2 Stud
- 3 Nut
- 4 Chassis
- 5 Load sensing valve

Fig 14 Load sensing valve

146 Unscrew and retain the two nuts and lockwashers fixing the load sensing valve to the chassis. Transfer the load sensing valve to the workbench for further disassembly.

147 Clean any remaining road dirt from the load sensing valve and associated components. Unscrew the test point and aluminium washer from the inlet port on the load sensing valve. Discard the aluminium washer. Unscrew the straight connector and aluminium washer from the outlet port on the load sensing valve. Discard the aluminium washer.

148 No further dismantling of the load sensing valve must be undertaken. If the valve requires further attention it must be returned to the manufacturer and an exchange/new assembly must be fitted. If the valve is replaced, the lever should be retained for use on the replacement valve or as a bending template for the new lever.

149 Refit the load sensing valve to the chassis as follows. Smear all air brake union threads with LOCTITE 577 jointing compound or approved equivalent before assembly. Fit new aluminium washers to joints as required.

150 Screw the straight connector and aluminium washer to the outlet port on the load sensing valve. Screw the plug and aluminium washer to the port on the load sensing valve. Screw the test point and aluminium washer to the inlet port of the load sensing valve.

151 Carry the load sensing valve to the trailer. Locate the load sensing valve fixing studs through the designated holes in the chassis and fit in place using the retained fixings.

152 Screw the pipe carrying the air supply from the load sensing valve to the straight connector on the load sensing valve. Screw the pipe carrying the air supply to the valve to the valve inlet port.

153 Fit the lever, if previously removed, reconnect the spring assembly on the load sensing valve to the right hand suspension trailing arm using the retained locknut and bolt and set as shown in Fig 17 and Paras 176 to 179.

154 Replace the right hand wheel as described in Paras 11 and 12. Refit the spare wheel to the carrier and wind back into position as described in Para 263. Test all disturbed joints for air leaks as described in Paras 164 to 166.

155 Test the trailer brakes as described in Paras 93.1 and 93.2.

Removal and fitting of the actuator (Figs 6 and 15)

WARNING

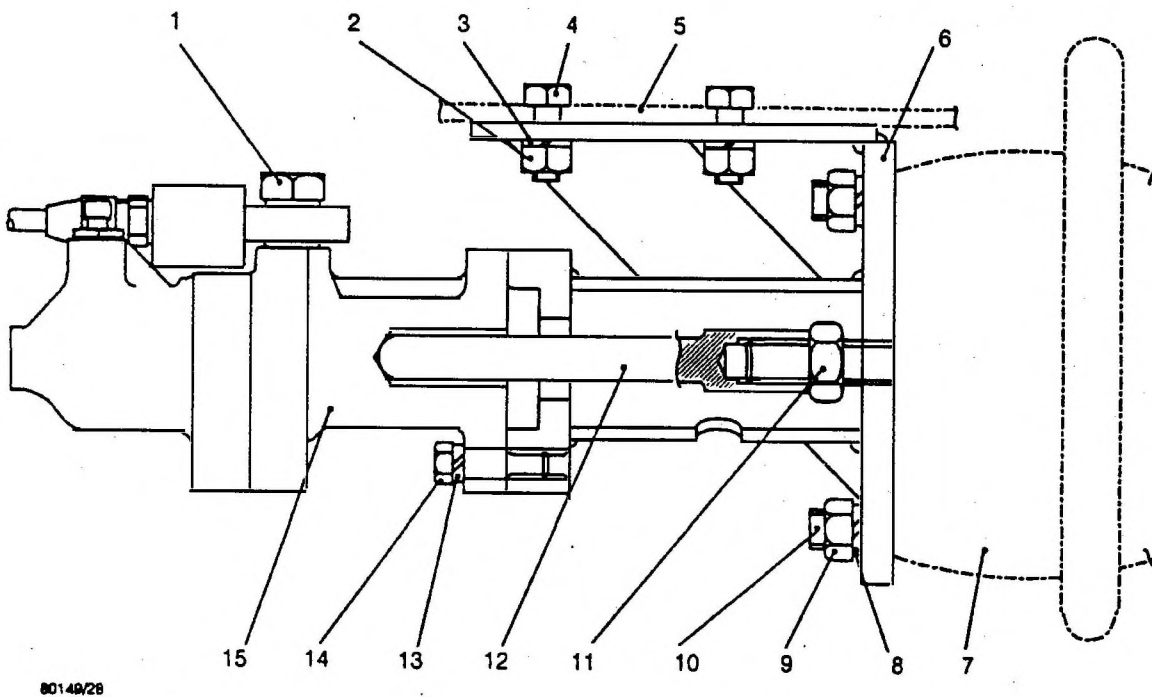
CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE MOUNTING BRACKET TO THE CHASSIS, THE ACTUATOR TO THE MOUNTING BRACKET AND THE MASTER CYLINDER TO THE ACTUATOR. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

156 Support the front and rear of the trailer on vehicle stands. Remove the RH roadwheel, as described in Paras 8 to 10, and wind down and remove the spare wheel, as described in Para 260. Drain the air reservoir. Clean off any road dirt from the brake and hub assemblies and from the air/hydraulic assembly fitted under the cargo platform to the rear of the right hand wheel.

157 Unscrew the actuator air supply pipe from the elbow connector on the actuator inlet port. Unscrew and retain the nuts and lockwashers holding the actuator to the chassis. Withdraw the actuator rearwards to disengage the studs and plunger from the fixing bracket on the trailer. Transfer the actuator to the workbench for further disassembly.



* CADMIUM PLATED WASHER



80149/28

- | | |
|--------------------|--------------------|
| 1 Banjo bolt | 9 Nut |
| 2 Nut | 10 Stud |
| 3 Lockwasher * | 11 Locknut |
| 4 Bolt | 12 Plunger |
| 5 Chassis | 13 Lockwasher * |
| 6 Mounting bracket | 14 Screw |
| 7 Actuator | 15 Master cylinder |
| 8 Lockwasher * | |

Fig 15 Actuator

158 Unscrew the elbow connector and aluminium washer from the actuator. Discard the aluminium washer. Unscrew the test point and aluminium washer from the actuator. Discard the aluminium washer. Unscrew the locknut fixing the plunger to the actuator. Remove the plunger.

159 No further dismantling of the actuator must be undertaken. An actuator requiring further attention must be returned to the manufacturer and an exchange/new assembly must be fitted.

160 Re-assemble the actuator to the chassis as follows. Smear all air brake union threads with LOCTITE 577 jointing compound or an approved equivalent before assembly. Fit new aluminium washers to joints as required.

161 Screw the plunger to the actuator, do not tighten the locknut. Screw the test point and aluminium washer to the actuator. Screw the elbow connector to the actuator at the input port.

162 Carry the actuator to the chassis and locate in place by sliding the studs and plunger through the appropriate holes in the chassis mounting bracket. Set the plunger clearance to give a gap of between 2 mm and 4 mm (0.079 in and 0.16 in) between the end of the plunger and the master cylinder plunger at rest. Tighten the locknut. Fix the actuator to the chassis with the retained lockwashers and nuts.

163 Test all disturbed joints for air leaks as described in Paras 164 to 166. Refit the spare wheel to the carrier and wind back into position as described in Para 263. Replace the roadwheel as described in Paras 11 and 12 and remove support stands. Test the trailer brakes as described in Paras 93.1 and 93.2.

Air system tests

164 The normal operating air pressure of the system is 85 lbf/in² +/- 7 lbf/in² (5.85 bar +/- 0.48 bar). If loss of air pressure is suspected, charge the system to 100 lbf/in² +/- 7 lbf/in² (6.89 bar +/- 0.48 bar) and then smear all joints with soapy water to detect the leak.

NOTE

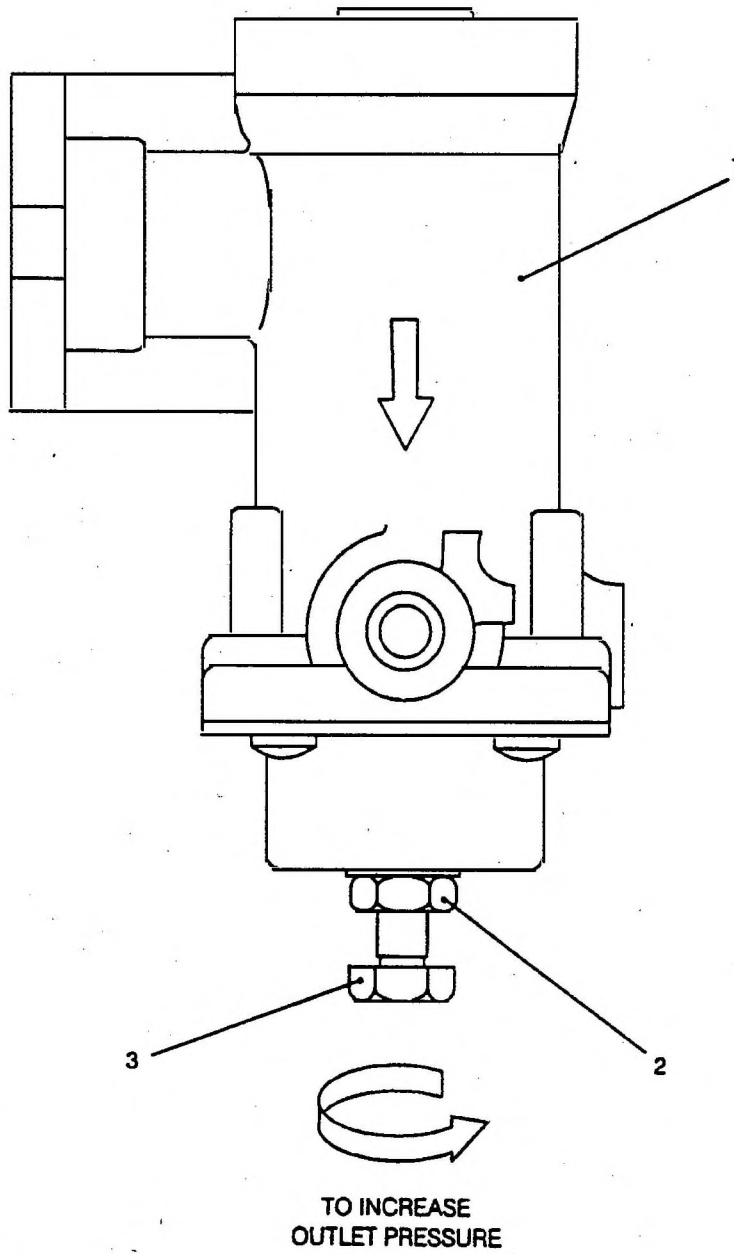
To charge the system to 100 lbf/in², the pressure limiting valve must be fully open and then reset to 85 lbf/in².

164.1 With brakes applied, the pressure loss must not exceed 30 lbf/in² in 20 minutes.

164.2 With brakes released, the pressure loss must not exceed 30 lbf/in² in 20 minutes.

165 To adjust the air pressure in the system, connect a test gauge (6MT2 4720-99-783-1206) to the actuator test point. Refer to Fig 16. Release the locknut on the pressure limiting valve and turn the adjustment screw to obtain the required system pressure as indicated by the pressure gauge. Turn the screw anticlockwise to increase system pressure and clockwise to decrease. Lock the adjustment screw with the locknut when the system pressure reaches the required value.

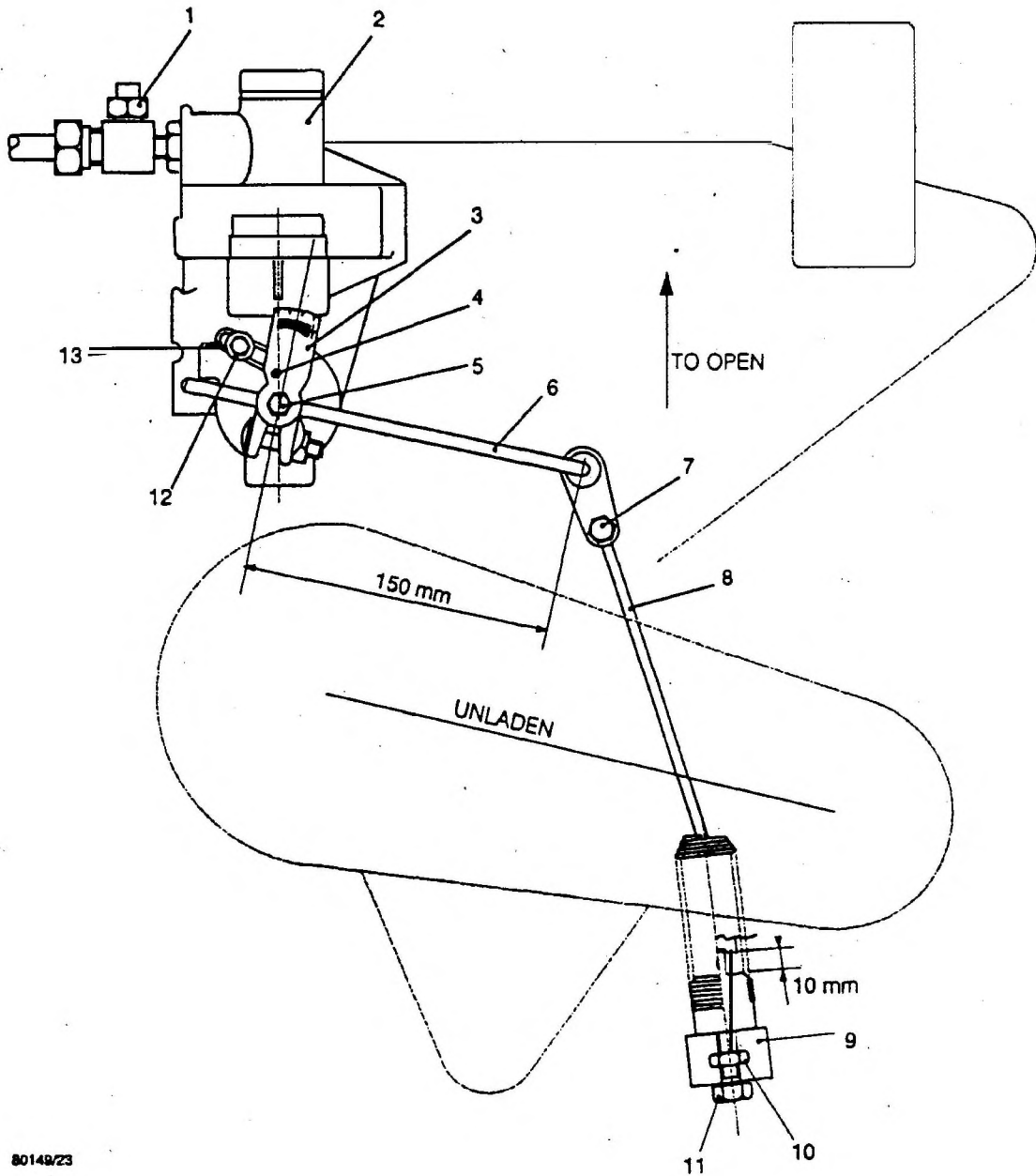
166 Make sure that the system pressure is reset to 85 lbf/in² +/- 7 lbf/in² (5.85 bar +/- 0.48 bar) at the end of testing.



80148/24

- 1 Pressure limiting valve
- 2 Locknut
- 3 Fine adjustment screw

Fig 16 Adjustment of pressure limiting valve



80148/23

- | | |
|-------------------------------|------------------------|
| 1 Test point (input pressure) | 8 Connecting cable |
| 2 Load sensing valve body | 9 Trailing arm bracket |
| 3 Lever fixing plate | 10 Locknut |
| 4 3 mm diameter hole | 11 Adjustment screw |
| 5 Screw | 12 Screw |
| 6 Lever | 13 Slotted link |
| 7 Cable clamp | |

Fig 17 Adjustment of load sensing valve

Adjustment of pressure limiting valve (Fig 16)

167 Disconnect the cable from the right hand suspension trailing arm bracket and the load sensing valve and allow the valve to open fully.

168 Fit a test gauge (6MT2 4720-99-783-1206) to the test point on the relay emergency valve (inlet pressure) and the test point on the actuator (outlet pressure). Charge the system from a prime mover and apply the brakes.

169 Adjust the screw on the pressure limiting valve until the outlet pressure indicates 85 lbf/in² (5.85 bar). Tighten the locknut.

170 Remove the test gauges and refit all dust covers.

171 Reconnect the cable between the load sensing valve and the trailing arm bracket.

Adjustment of load sensing valve, unladen trailer (Fig 17)

172 Attach pressure gauges to the test point on the load sensing valve (input pressure) and the test point on the relay emergency valve (output pressure).

173 Set the lever length to 150 mm and clamp by tightening the screw. Slacken the slotted link and with the lever held manually to the position indicated by the scale, insert a 3 mm diameter pin through the lever fixing plate into the slotted link. Tighten the slotted link screw and leave the 3 mm diameter pin in place.

174 Apply air pressure from a prime mover and check the input and output air pressures. The output air pressure should be 30% +/- 3% of the input air pressure.

175 Remove the air pressure connections to the prime mover, drain the air reservoir and exhaust the air system.

176 Connect the connecting cable to the trailing arm bracket and pre-tension the spring by 10 mm using the adjustment screw. Finger tighten the locknut.

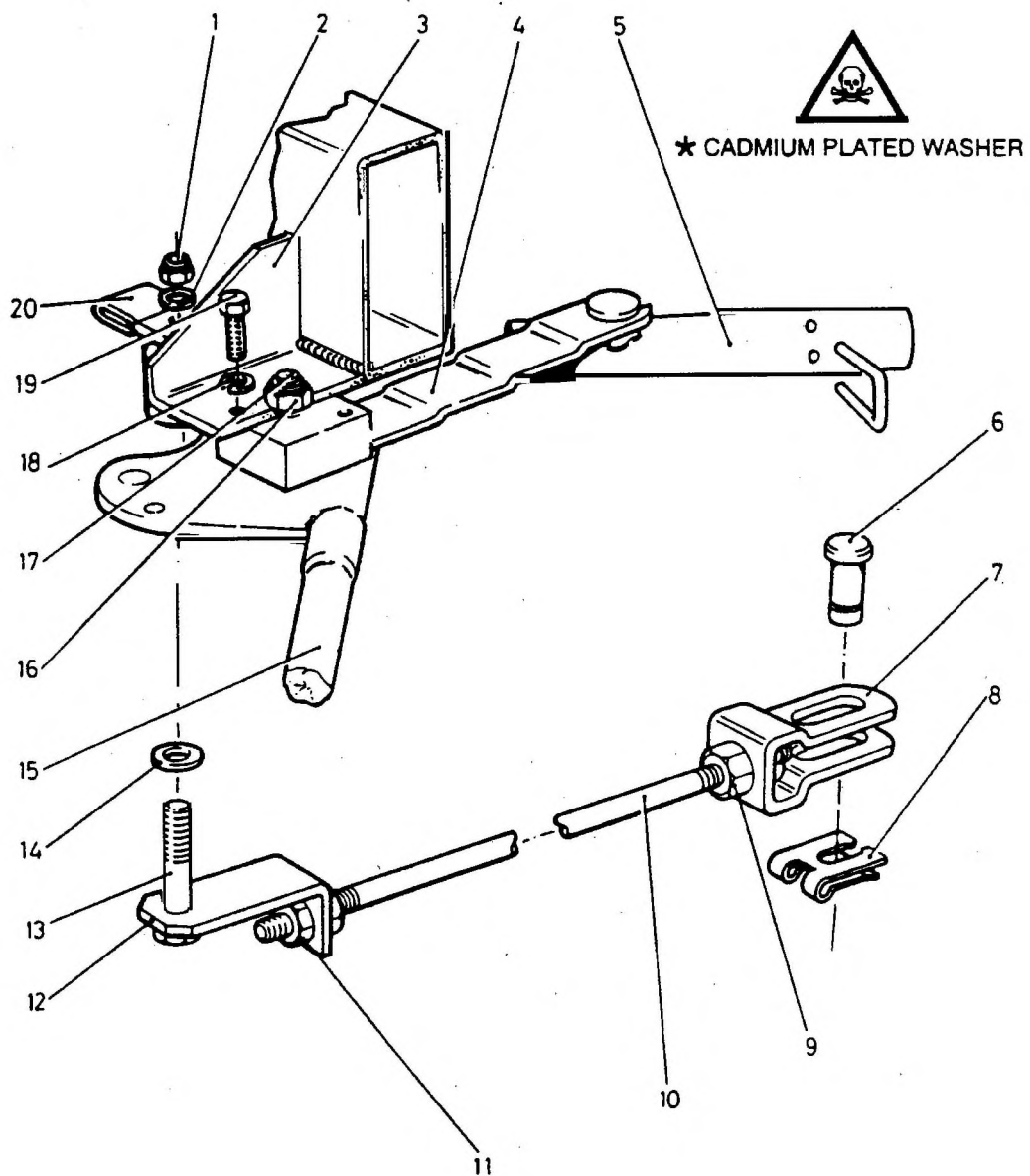
177 Slacken the cable clamp screw. Adjust the length of the cable such that the 3 mm pin through the lever fixing plate can be removed easily. Small corrections to achieve this can be made using the adjustment screw with a maximum adjustment range of +/- 5 mm. Tighten the locknut after any adjustment.

178 Retest all pressure settings and tighten all fixings. Remove the test gauges and refit the dust caps.

179 Test the trailer brakes as described in Paras 93.1 and 93.2.

Handbrake assemblyRemoval and fitting of the handbrake lever (Fig 18)**WARNING**

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE HANDBRAKE SUPPORT TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.



80149/05

- | | |
|-------------------------------|---------------------------|
| 1 Self-locking nut | 11 Adjusting nuts (2 off) |
| 2 Flat washer | 12 Connector |
| 3 Chassis and support bracket | 13 Bolt |
| 4 Handbrake support | 14 Flat washer |
| 5 Spring assembly | 15 Handbrake lever |
| 6 Clevis pin | 16 Self-locking nut |
| 7 Fork end | 17 Pivot bolt |
| 8 Safety clip | 18 Lockwasher * |
| 9 Nut | 19 Screw |
| 10 Brake rod | 20 Handbrake lever |

Fig 18 Handbrake assembly (drawbar)

180 Support the front and rear of the trailer on vehicle stands. Clean off any road dirt from the handbrake lever mechanism, including the spring, brake rod and adjustment nuts, the pivot assembly on the axle and the rods and cables to the brake drums. Move the handbrake to the point at which going over centre is reached. With the handbrake held in this position, insert two lengths of 1/8 in. diameter welding rod through the holes in the spring assembly casing to restrain the spring. Release the handbrake.

181 Undo the self locking nut and flat washers to release the connector from the handbrake lever. Discard the self-locking nut.

182 Remove the self-locking nut fixing the pivot bolt to the chassis support bracket. Remove the two screws and lockwashers fixing the handbrake support to the chassis support bracket. Move the handbrake assembly away from the bracket and temporarily refit the self-locking nut to keep the assembly together.

183 The spring and casing are released from the handbrake lever assembly by allowing the lever to rotate anticlockwise relative to the spring assembly. The spring assembly is then disengaged from the fork on the handbrake support. Remove and discard the self-locking nut from the pivot bolt to release the lever from the handbrake support. The spring hook can now be disengaged from the handbrake lever.

184 Remove and discard the self-locking nut from the pivot bolt to release the lever from the support plate.

185 During re-assembly, lubricate all moving parts with grease, automotive and artillery, XG 279.

186 Re-assemble the spring hook to the handbrake lever, open end of the hook facing the centre line of the trailer, and fit the pivot bolt to hold the handbrake lever to the handbrake support. Fit a new self-locking nut but do not tighten as the nut must be removed to fit the assembly to the trailer. Engage the spring assembly with the fork on the handbrake support.

187 Transfer the handbrake lever and spring assembly to the trailer. Remove the self-locking nut from the pivot bolt, pass the bolt up through the bracket on the trailer and refit the self-locking nut. Fix the support plate to the trailer bracket with the two screws and lockwashers. Tighten the pivot bolt self-locking nut sufficiently to allow free movement of the handbrake lever about the support plate. Carefully push the handbrake lever to the OFF position (towards the trailer centre line).

188 Attach the brake rod and connector to the handbrake lever by fitting the bolt on the connector through a flat washer, the handbrake lever, a second flat washer and then fixing with a self-locking nut. Tighten the self-locking nut sufficiently to allow free movement of the connector about the bolt.

189 Pull the handbrake lever ON to the point at which going over centre is reached. With the handbrake held in this position, remove the two pieces of welding rod from the spring casing, or, if fitting a new spring assembly, remove the U clip from the spring casing.

190 Apply the handbrake several times to adjust cables and rods and check brake operation. If necessary, release the handbrake and adjust the handbrake rod to obtain the correct brake operation as described in Paras 218 and 219.

191 Tighten the self-locking nuts on the pivot and connector bolts sufficiently to retain ease of movement with minimal backlash.

192 Remove any support stands. Test the handbrake operation and that the performance is as described in Para 199.

Removal and fitting of brake rod (Fig 18)

193 Support the front and rear of the trailer on vehicle stands. Clean off any road dirt from the handbrake lever mechanism, including the spring, brake rod and adjustment nuts and the rods and cables to the brake drums. Release the handbrake.

194 Undo the self-locking nut and flat washers from the bolt to release the connector from the handbrake lever. Discard the self-locking nut.

195 Remove the safety clip retaining the clevis pin which holds the brake rod fork to the compensator assembly on the axle. Retain the clevis pin and safety clip for re-use. Transfer the brake rod to the workbench for further disassembly.

► 196 Unscrew the nut and unscrew the fork end from the rod. Unscrew the adjuster nut from the brake rod to release the connector. Remove the second adjuster nut from the brake rod.

197 Refit one adjuster nut to the brake rod (long threaded end). Refit the connector to the brake rod (long threaded end). Refit the second adjuster nut and screw up to the connector. Refit the fork end to the other end of the rod and lock in place with the nut.

198 Carry the brake rod assembly to the trailer and engage the fork end with the compensator assembly on the axle. Fit the clevis pin through the fork end and compensator and lock in place with the safety clip. Refit the bolt on the connector to the handbrake lever as described previously. Adjust the position of the connector on the brake rod by adjusting the position of the two nuts to obtain a fit. Adjust the complete handbrake assembly as described in Paras 218 and 219. ◀

199 Remove any support stands. Test the handbrake fully and adjust if necessary as described in Para 218 and 219. The performance requirement is that the applied handbrake shall be capable of holding the solo laden trailer in either direction on a 25% (1 in 4) gradient.

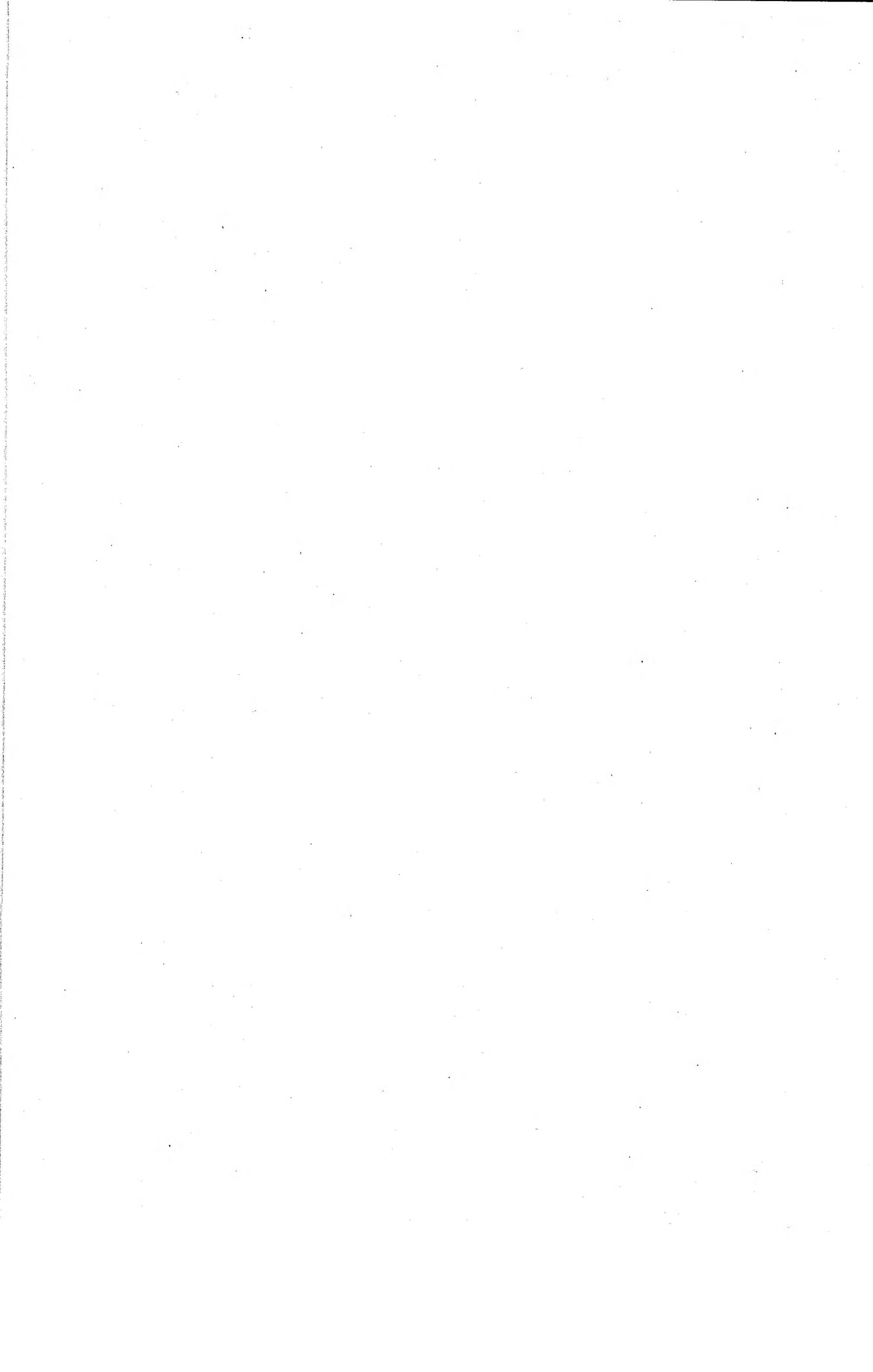
Removal and fitting of the axle compensator assembly (Fig 19)

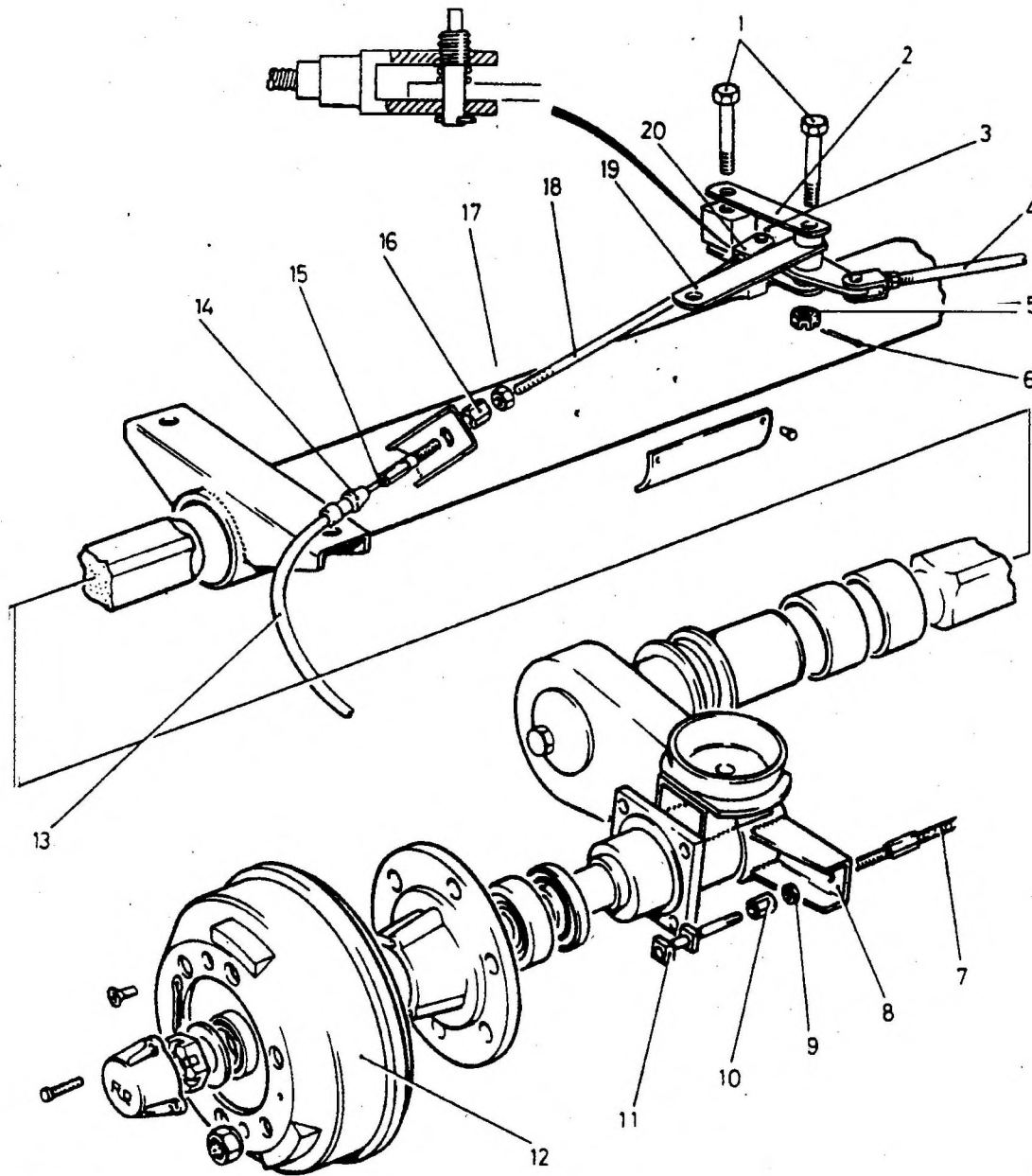
200 Support the front and rear of the trailer on vehicle stands. Release the handbrake. Clean off any road dirt from the handbrake assemblies on the axle.

201 Remove the brake rod from the trailer as described in Paras 193 to 196. Remove the split pin retaining the clevis pin which fixes the right hand brake rod to the axle handbrake compensator. Remove the split pin retaining the clevis pin fixing the left hand brake rod to the axle handbrake compensator.

202 Straighten, remove and discard the split cotter pin from the slotted nut which fixes the compensator assembly to the two compensator links. Remove the bolt and nut releasing the compensator assembly from the axle. Straighten, remove and discard the split cotter pin and remove from the slotted nut fixing the compensator links to the axle bracket. Remove the compensator assembly and compensator links from the trailer.

203 Refit the compensator assembly and compensator links to the axle as follows.





80149/02

- | | |
|---|---|
| 1 Bolt (2 off) | 11 Brake draw link assembly |
| 2 Compensator link | 12 Brake drum |
| 3 Axle bracket | 13 Control cable assembly |
| 4 Right hand brake rod | 14 Seal |
| 5 Slotted nut | 15 Left hand brake inner cable, rod end |
| 6 Split cotter pin | 16 Connector |
| 7 Left hand brake inner cable, brake drum end | 17 Nut |
| 8 Left hand trailing arm bracket | 18 Left hand brake rod |
| 9 Nut | 19 Compensator assembly |
| 10 Barrel adaptor | 20 Fork end assembly |

Fig 19 Handbrake assembly (axle)

204 Fit the compensator links to the axle bracket with the bolt and slotted nut. Do not fit the new split cotter pin at this time. Fit the compensator assembly between the two compensator links and attach with bolt and slotted nut. Engage the right hand and left hand brake rod fork ends with the appropriate arms of the compensator and lock into place with new split pins. Refit the brake rod to the trailer as described in Paras 197 and 198.

205 Adjust the positions of the compensator arms and levers to meet the requirements of Fig 19A. Tighten the two slotted nuts sufficiently to allow free movement of the compensator arms with minimal backlash. Fit new split cotter pins through the bolts to lock the slotted nuts in place.

206 Test the handbrake operation and check that the performance is as described in Para 199.

Removal and fitting of left and right brake rods and cables (Fig 19)

207 Support the front and rear of the trailer on vehicle stands. Remove the roadwheels as described in Paras 8 to 10. Cover the hub assemblies with cloth and clean any road dirt from the handbrake assemblies on the axle. Release the handbrake.

NOTE

The disassembly sequence is applicable to both left and right hand brake assemblies

208 Remove the split pin retaining the clevis pin fixing the left hand fork assembly to the axle handbrake compensator. Retain the clevis and discard the split pin. Unscrew the brake rod and nut from the connector and remove it from the trailer. Unscrew the connector from the left hand brake cable inner. Release the brake cable seal from the support bracket on the axle and pull the inner cable through the bracket.

209 At the left hand hub assembly, unscrew the nut locking the barrel adaptor to the left hand brake cable inner and the brake draw link assembly. Unscrew the left hand brake cable inner from the barrel adaptor. Release the brake cable seal from the bracket on the left hand suspension assembly. Remove the brake cable assembly from the trailer. Unscrew the barrel adaptor from the draw link assembly. Remove and retain the nut from the brake cable assembly.

210 The re-assembly procedure is as follows.

211 There are currently two types of brake cable assembly in use. One type has a grease nipple on the outer sheath and in this case the inner cable should liberally lubricated with grease, automotive and artillery XG 279, before refitting to the trailer. The second type has no grease nipple and the inner cable has a protective coating applied during manufacture. In both cases, the two ends of the brake cable are differentiated by a difference of distance between the cable stop and the rubber seal groove. The narrower stop distance must be fitted to the bracket on the trailing arm.

212 Feed the inner cable and rubber seal on the brake cable assembly through the hole in the bracket in the left hand suspension assembly from the axle side towards the hub. Push the cable up to the stop then locate it on the bracket by pushing the rubber seal into the groove on the cable stop. Screw the nut onto the inner cable screw thread as far as it will go. Screw the barrel adaptor onto the brake draw link assembly. Bring the ends of the inner cable and the brake draw link assembly together and screw the barrel adaptor over both of them to link them together. Do not tighten the nut at this time.

213 Feed the other end of the brake cable assembly through the hole in the axle left hand support bracket from the hub side towards the centre line of the trailer. Push the cable up to the stop then locate it on the bracket by pushing the rubber seal into the groove on the stop. Screw the connector onto the cable inner as far as it will go. Bring the ends of the inner cable and the left hand brake rod together and screw the connector over both of them to link them together. Do not tighten the nut at this time. Bring the left hand brake rod fork assembly into engagement with the axle compensator assembly. Re-use the retained clevis pin and a new split pin to fix the brake rod to the compensator assembly.

214 Reassemble the right hand brake assembly in the same way.

215 Adjust both brake rods and cables at the connector and/or clevis such that there is sufficient slack and that the brakes are not pre-loaded. Adjust the brake shoes as described in Para 62. Operate the handbrake lever and check that equal braking force is applied to each drum. Adjust the rods and cables as necessary to achieve this. Tighten nuts to lock the barrel adaptors and connectors on both sides.

216 Remove any support stands. Test the handbrake operation and check that the performance is as described in Para 199, and adjust, if necessary, as described in Paras 218 and 219.

Adjustment of handbrake

217 Support the front and rear of the trailer on vehicle stands. Clean off any road dirt from the handbrake lever, brake rod, axle compensator and hub assemblies. Release the handbrake and drain the air reservoir.

218 Adjust the brake shoes as described in Para 62. Check for free and correct operation of the brake rods and cables as described in Para 219, and adjust if necessary.

▶ 219 Refer to Figs 18, 19 and 19A. Release the handbrake. Check the angular settings of the compensator and adjust if necessary. Adjust the nuts as appropriate to take up or introduce slack into the handbrake system such that the brakes are not preloaded and that the full length of lost motion travel in the slotted clevis is available before the handbrake actuates the compensator. If fitting a new handbrake spring assembly, check the handbrake system for minimal backlash BEFORE removing the restraining pin from the spring casing. ◀

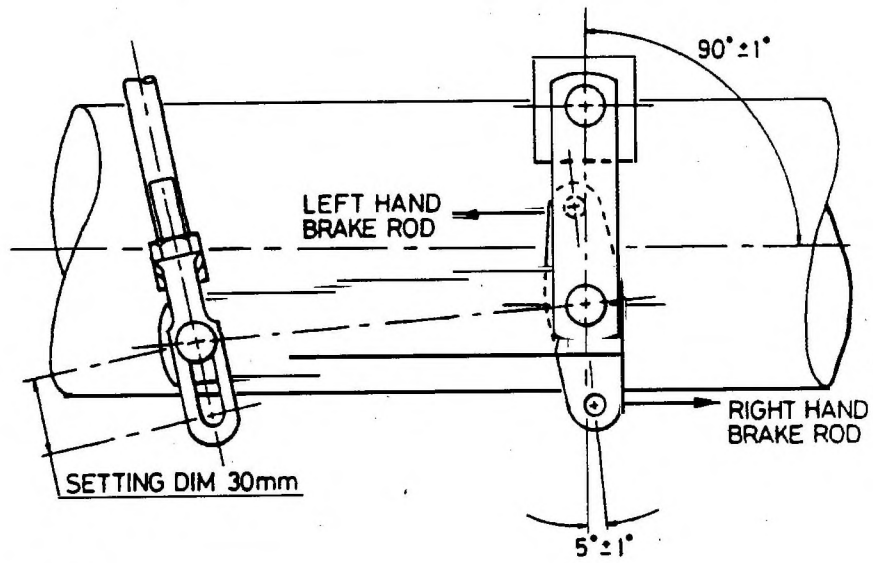
220 Remove any support stands. Test the handbrake operation and check that the performance is as described in Para 199.

Towing eye

Removal and fitting of the towing eye (Fig 20)

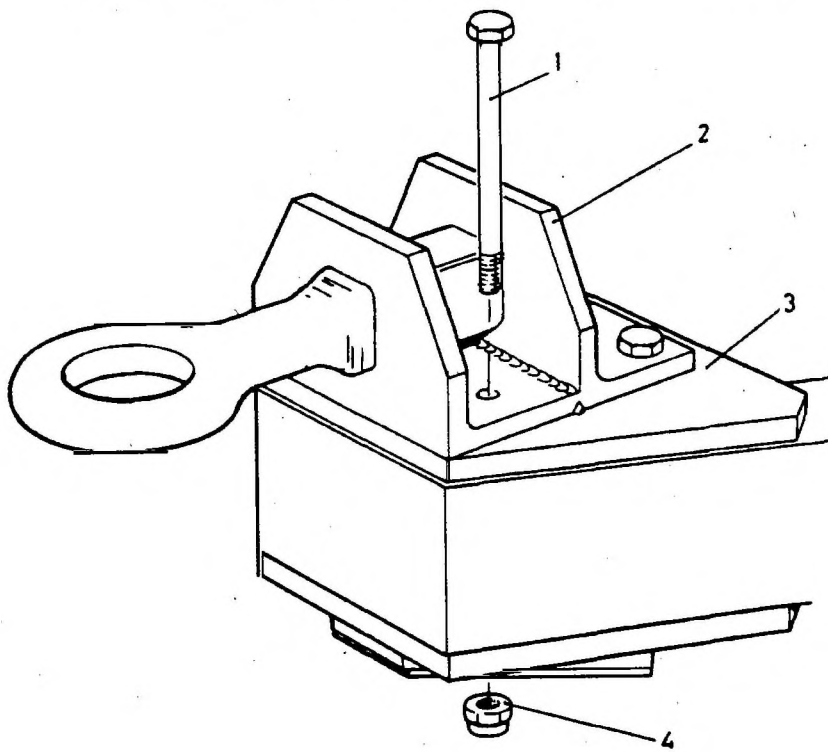
221 Remove the four bolts and locknuts fixing the towing eye assembly to the trailer chassis. Discard the locknuts. Remove the towing eye assembly from the trailer.

222 Refit the towing eye assembly to the trailer chassis using the four bolts used previously and new locknuts, ensuring that the bolts are fitted from the top of the towing eye assembly.



80149/43

Fig 19A Adjustment of handbrake linkage and compensator

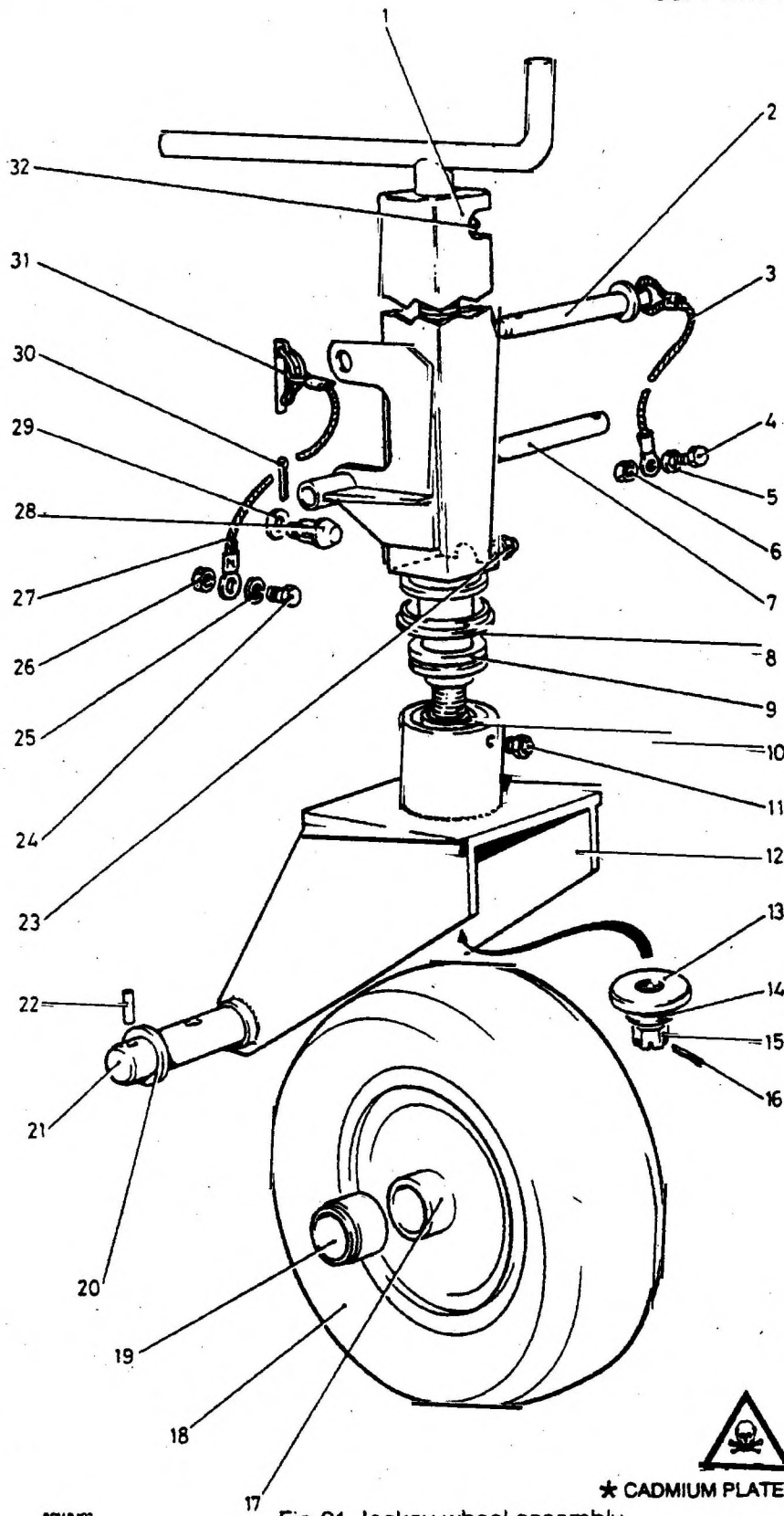


80149/33

- 1 Bolt
- 2 Towing eye assembly

- 3 Chassis
- 4 Locknut

Fig 20 Towing eye assembly



* CADMIUM PLATED WASHER

Fig 21 Jockey wheel assembly

BOM&P07

KEY TO FIG 21

- | | |
|---------------------------|---------------------------------------|
| 1 Jack assembly | 18 Pneumatic tyre and inner tube |
| 2 Locking pin assembly | 19 Spacer (2 off) |
| 3 Cord | 20 Flat washer |
| 4 Screw | 21 Shaft |
| 5 Lockwasher * | 22 Spring pin |
| 6 Nut | 23 Lubricating nipple (steady collar) |
| 7 Straight pin | 24 Screw |
| 8 Sealing ring | 25 Lockwasher * |
| 9 Thrust bearing | 26 Nut |
| 10 Bearing sleeve | 27 Cord |
| 11 Lubricating nipple | 28 Buffer assembly |
| 12 Fork and bush assembly | 29 Lockwasher * |
| 13 Collar | 30 Split cotter pin |
| 14 Flat washer | 31 Cotter pin assembly |
| 15 Slotted nut | 32 Lubricating nipple (thrust nut) |
| 16 Split cotter pin | |
| 17 Wheel | |

Jockey wheel

Removal and fitting of the jockey wheel assembly (Fig 21)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE SAFETY CORDS TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

223 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Support the front and rear of the trailer on vehicle stands. The front jack legs and rear support legs fitted on the trailer may be used to provide additional support.

224 Remove the cotter pin assembly from the locking pin assembly. Withdraw the locking pin from the jockey wheel and chassis bracket. Remove the split cotter pin from one end of the straight pin. Support the weight of the jockey wheel assembly and withdraw the straight pin from the jockey wheel and chassis bracket. The jockey wheel assembly may now be removed from the trailer and transferred to the workbench for further disassembly. Remove the second split cotter pin from the straight pin and discard both used cotter pins.

225 To refit the jockey wheel assembly to the trailer chassis, return the jockey wheel assembly to the drawbar. Take the weight of the jockey wheel and fit the straight pin and the two split cotter pins through the chassis bracket and jockey wheel assembly. Bend the cotter pin legs around the straight pin to lock them in place. Fit the locking pin assembly through the chassis bracket and jockey wheel assembly. Lock into place with the cotter pin assembly.

Removal and fitting of jockey wheel

226 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Support the front and rear of the trailer on vehicle stands.

227 Remove the jockey wheel assembly from the trailer as described in Para 224. Transfer the assembly to the workbench.

228 Use a drift to drive out the spring pins at either end of the shaft. Remove the shaft and the two flat washers to release the wheel and two spacers from the fork and bush assembly.

229 The wheel may be further disassembled to allow the inner tube or tyre to be replaced.

230 Before re-assembling the wheel, check that the tyre pressure is 60 lbf/in² (4.13 bar). Grease the internal bearing surfaces with grease, automotive and artillery, XG 279.

231 Offer the wheel and two spacers to the fork and bush assembly and insert the shaft through the fork, the spacer, wheel, spacer and fork. Fit a flat washer either side of the forks and drive new spring pins (2 off) into place to fix the wheel to the fork and bush assembly. Check that the jockey wheel rotates freely.

232 Refit the jockey wheel assembly to the trailer as described in Para 225.

Removal and fitting of jockey wheel jack mechanism

233 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Support the front and rear of the trailer on vehicle stands.

234 Remove the jockey wheel assembly from the trailer as described in Para 224. Transfer the jockey wheel assembly to the workbench.

235 Remove the jockey wheel from the fork and bush assembly as described in Para 228.

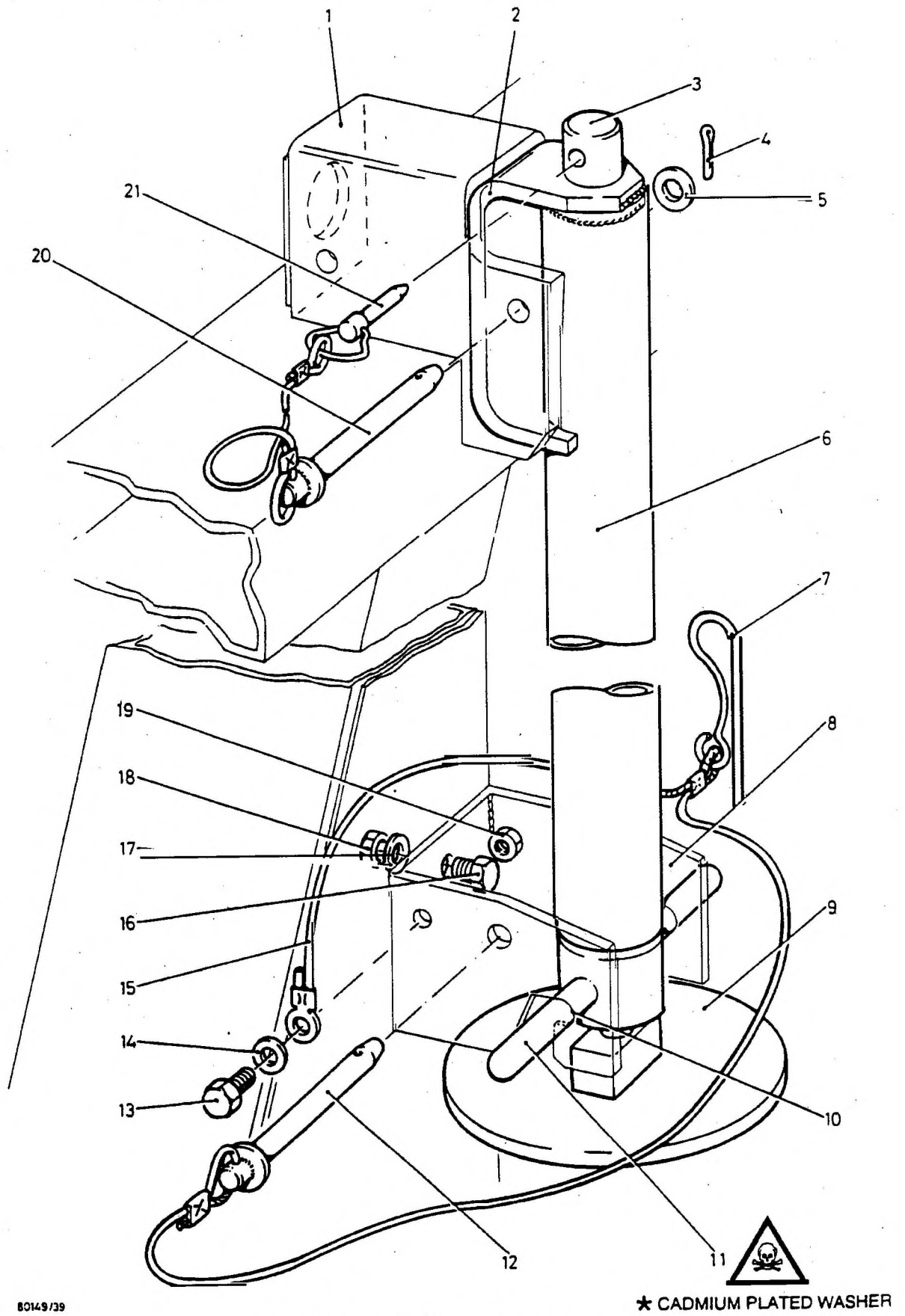
236 On the fork and bush assembly, remove the split cotter pin from the slotted nut. Discard the cotter pin. Unscrew the slotted nut and remove from the fork and bush assembly together with a flat washer and a collar. Remove the lubricating nipple. Remove the fork and bush assembly from the jack assembly. Remove the bearing sleeve, the thrust bearing and the sealing ring from the jack assembly.

237 If further disassembly of the jack assembly is necessary it must be returned to the manufacturer and an exchange/new assembly fitted.

238 Reassemble the jockey wheel assembly as follows.

KEY TO FIG 22

1 Locating bracket	12 Stowage pin
2 Guide bracket	13 Screw
3 End cap	14 Lockwasher *
4 Split cotter pin	15 Cord
5 Flat washer	16 Screw
6 Jack assembly	17 Lockwasher *
7 Retaining clip	18 Nut
8 Stowage bracket	19 Nut
9 Jack plate	20 Pivot pin
10 Stowage location	21 Snap ring cotter pin
11 Jack handle	



80149/39

Fig 22 Front jack leg assembly

239 Use a grease gun filled with automotive and artillery grease XG 279 to apply grease to the two grease nipples on the jack assembly (Fig 21, items 23 and 32). Wind the jack leg in and out several times over the whole range of movement to ensure free operation of the jack. Apply grease XG 279 to the thrust bearing. Fit the sealing ring, thrust bearing and bearing sleeve to the jack assembly. Locate the fork and bush assembly onto the jack assembly and fit the collar, flat washer and slotted nut to fix. Fit a new split cotter pin to lock the assembly. Fit the lubricating nipple to the fork and bush assembly and apply grease XG 279 to the bearing with a grease gun.

240 Refit the wheel to the jockey wheel assembly as described in Paras 230 and 231.

241 Refit the jockey wheel assembly to the trailer as described in Para 225.

Front jack leg assemblies

Removal and fitting of front jack leg assemblies (Fig 22)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE STOWAGE BRACKET TO THE CHASSIS AND THE CORD SECURING THE RETAINING CLIP AND STOWAGE CLIP TO THE STOWAGE BRACKET. REFER TO WARNING (7) IN PRELIMINARY PAGES.

242 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Support the front and rear of the trailer on vehicle stands.

243 Assuming that the jack leg to be removed from the trailer is in the stowed position, remove the retaining clip from the stowage pin and remove the stowage pin from the stowage bracket on the trailer chassis. Moving the jack assembly about the pivot pin, release the handle from the stowage location. Swing the jack leg down but do not engage the end cap into the locating bracket. Remove the split cotter pin and flat washer from the pivot pin. Remove the pivot pin from the locating bracket and jack assembly. Retain the flat washer and discard the cotter pin. Remove the jack assembly from the trailer and carry to the workbench. Remove the snap ring cotter pin from the jack assembly end cap and retain, together with the pivot pin and washer. Refit the stowage pin to the stowage bracket and fix with the retaining clip.

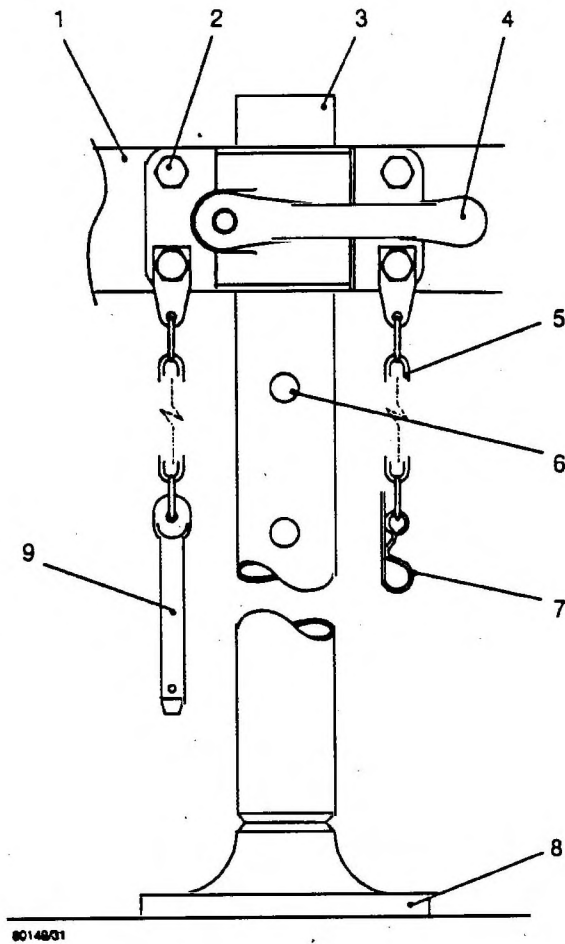
244 If further disassembly of the jack leg is necessary it must be returned to the manufacturer and an exchange/new assembly fitted.

245 Unscrew the jack leg to its fullest extent and apply grease XG 279 to the threaded portion. Screw the jack leg in and out over its full range of movement to check for free operation and to distribute the grease evenly. Finally screw the jack leg to its shortest length and carry it to the trailer.

246 Refit the spring link cotter pin to the end cap. Remove the retaining clip from the stowage pin and remove the stowage pin from the stowage bracket. Hook the handle into the stowage location on the stowage bracket.

247 Swing the jack leg up to engage with the locating bracket and fit the pivot pin through the locating bracket and guide bracket. Fit the flat washer and a new split cotter pin to lock the pivot pin in place. Refit the stowage pin to the stowage bracket and lock into place with the retaining clip.

248 Remove any support stands from the trailer.



- 1 Chassis
- 2 Bolt, nut, lockwasher
- 3 Support leg
- 4 Clamp
- 5 Safety chain

- 6 Location hole
- 7 Safety clip
- 8 Pad
- 9 Safety pin

Fig 23 Rear support leg assembly

Rear support leg assemblies**Removal and fitting of a rear support leg (Fig 23)**

249 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Support the front and rear of the trailer on vehicle stands.

250 Remove the safety clip from the safety pin and remove the pin from the rear support leg. Release the clamp and adjust the support leg to lift the pad clear of the ground. Reclamp. Unscrew the four bolts, lockwashers and nuts fixing the support leg assembly to the chassis. Retain the bolts, lockwashers and nuts. Remove the support leg assembly to the workbench.

251 No further disassembly of the support leg is possible. If the support leg needs further attention it must be returned to the manufacturer and an exchange/new assembly fitted.

252 Release the clamp and remove the support leg. Apply grease XG 279 to the inside face of the clamp. Refit the support leg and slide up and down relative to the clamp to check for free operation and to distribute the grease evenly. Finally clamp the support leg and carry to the trailer.

253 Refit the support leg assembly to the trailer chassis re-using the four bolts, lockwashers and nuts retained earlier. Set the leg up or down, as required, and insert the safety pin into the appropriate location hole. Refit the safety clip to the safety pin. Allow the leg to adjust to the safety pin position and operate the clamp to lock the support leg into place.

254 Remove any support stands from the trailer.

Towing pintle assembly**WARNING**

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE TOWING PINTLE TO THE CHASSIS AND THE CORDS ATTACHING THE PIN AND SNAP RING COTTER PIN TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

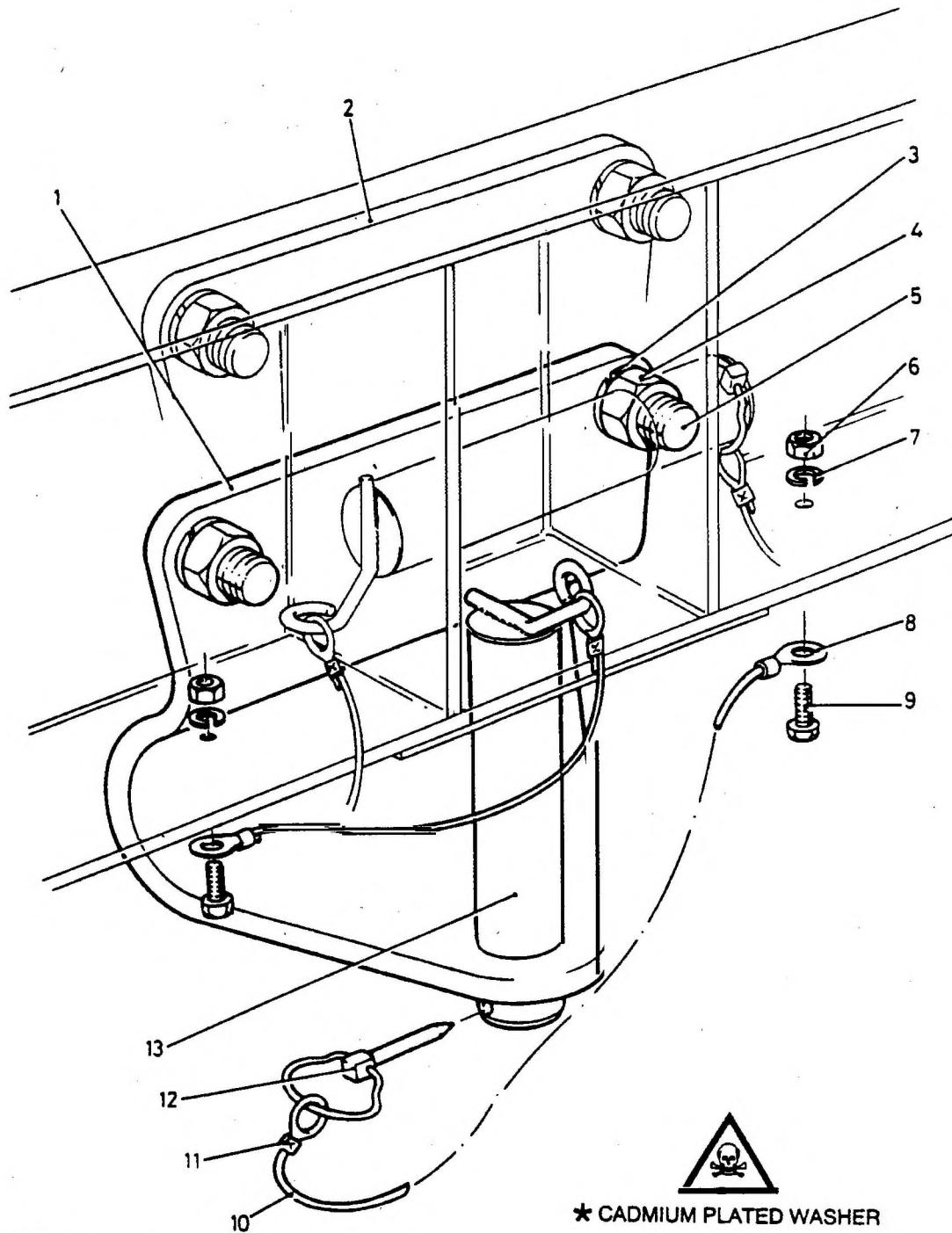
Removal and fitting of emergency towing pintle (Fig 24)

255 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Use the jockey wheel, front jack legs and rear support legs to steady the trailer.

256 The emergency towing pintle may be in the deployed position or in the stowed position. If in the stowed position, the pin and snap ring cotter pin should also be in the stowed position. If the pin and cotter pin are in the stowed position it is not necessary to remove them to remove the pintle.

257 If the pintle is deployed, remove the snap ring cotter pin from the pin and remove the pin from the pintle. Allow the pin and snap ring cotter pin to hang from the chassis on their respective cords. Unscrew the two bolts, lockwashers and nuts securing the pintle to the chassis. Retain the bolts, lockwashers and nuts. Remove the pintle from the trailer.

258 Refit the pintle in the deployed or stowed position, re-using the bolts, lockwashers and nuts retained during disassembly. Refit the pin in the stowed or deployed position, as required. Lock in place with the snap ring cotter pin.



80149/04

- 1 Pintle (deployed)
- 2 Pintle (stowed)
- 3 Lockwasher *
- 4 Nut
- 5 Bolt
- 6 Nut
- 7 Lockwasher *

- 8 Ring terminal
- 9 Screw
- 10 Cord
- 11 Parallel connector
- 12 Snap ring cotter pin
- 13 Pin

* CADMIUM PLATED WASHER

Fig 24 Towing pintle assembly

Spare wheel carrier**WARNING**

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE BRACKET ASSEMBLY TO THE CHASSIS, THE WINCH ASSEMBLY TO THE CHASSIS AND THE BULLDOG GRIPS TO SECURE THE WIRE ROPE. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

Removal and fitting of the wire rope (Fig 25)

259 Support the front and rear of the trailer on vehicle stands. Apply the handbrake. Remove the left hand roadwheel, as described in Paras 8 and 10. Cover the hub assembly with cloth and clean any road dirt off the spare wheel carrier and operating mechanism.

260 From under the trailer, release the two cone seat nuts holding the spare wheel carrier to the bracket assembly. Wind down the spare wheel carrier to the ground, allowing the spare wheel to be removed from the carrier. Unscrew the nuts and lockwashers fixing the wire rope to the carrier assembly. Pull the wire rope clear of the carrier assembly. Unscrew the nuts, lockwashers and spacers from the bulldog grip securing the fixed end of the wire rope. Pull the wire rope clear of the bulldog grip. Pulling from the carrier assembly end, remove the wire rope from the wire rope guide and the tube in the bracket assembly. Remove the wire rope from the trailer.

261 To re-assemble the wire rope to the spare wheel carrier, proceed as follows.

262 Apply grease XG 279 to the whole length of the wire rope. Feed one end of the wire rope up through the tube in the bracket assembly, through the wire rope guide and onto the bracket. Double the end of the wire rope back on itself and clamp to the bracket with a bulldog grip, secured by spacers, lockwashers and nuts. Pass the free end of the wire rope through the central hole in the wheel carrier and pad. Double the end of the wire rope back on itself and clamp to the underside of the pad with a bulldog grip, lockwashers and nuts.

263 Check the air pressure in the spare tyre and adjust, if necessary, to be 75 lbs/in² (5.16 bar). Refit the spare wheel to the carrier assembly. Wind the carrier up and down the full range of movement to check for correct operation. Apply grease XG 279 to the threaded portion of the winch assembly. Wind the carrier up and fit the two cone seat nuts to fix the spare wheel carrier to the bracket.

KEY TO FIG 25

1 Chassis	16 Spare wheel and tyre
2 Nut	17 Bracket assembly
3 Lockwasher *	18 Pad
4 Bracket	19 Bulldog grip
5 Wire rope	20 Carrier assembly
6 Bulldog grip	21 Lockwasher *
7 Flat washer	22 Nut
8 Lockwasher *	23 Cone seat nut
9 Nut	24 Bolt
10 Wire rope guide	25 Drive cap
11 Nut	26 Screw
12 Lockwasher *	27 Lockwasher *
13 Packer	28 Nut
14 Winch assembly rear bracket	29 Winch assembly
15 Screw	30 Screw

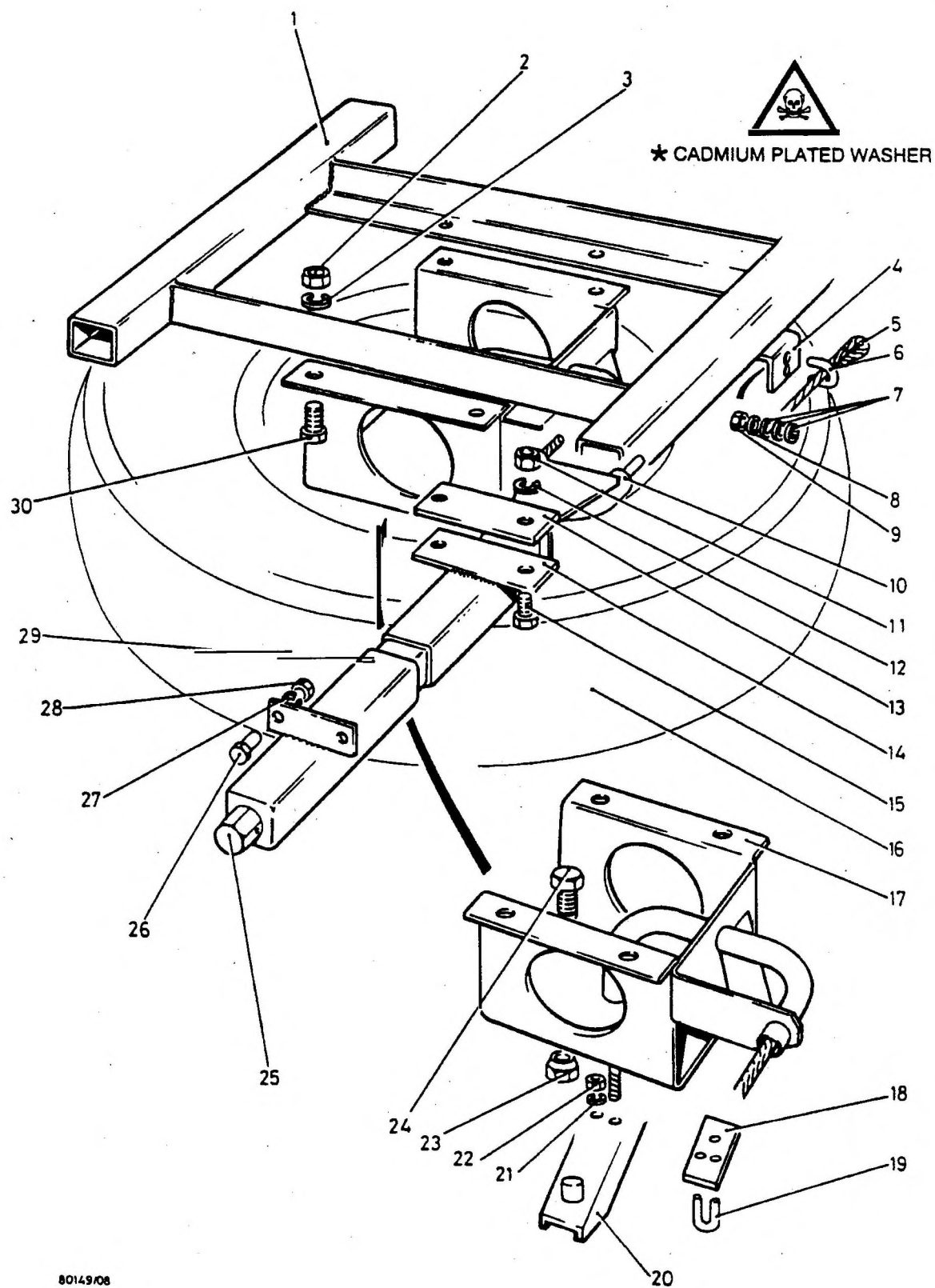


Fig 25 Spare wheel carrier assembly

264 Refit the left hand roadwheel, as described in Paras 11 and 12. Remove any support brackets.

Removal and fitting of the winch assembly (Fig 25)

265 Prepare the trailer, as described in Para 259. Remove the wire rope, as described in Para 260. Remove the screws, lockwashers and nuts fixing the winch assembly rear bracket and packer to the chassis. Retain the screws, lockwashers, nuts and packer for re-use. Carry the winch assembly to the workbench.

266 At the workbench, wind the drive cap to extend the winch to its fullest extent, checking for free operation. Apply grease XG 279 to the threaded portion and wind the winch in and out to spread the grease evenly.

267 Refit the winch assembly to the chassis by locating the winch assembly at the chassis mounting brackets and fixing the winch assembly to the chassis with screws, lockwashers and nuts. Locate the packer and fix the winch rear bracket to the chassis with screws, lockwashers and nuts. Refit the wire rope, as described in Paras 262 and 263.

Removal and fitting of the bracket assembly (Fig 25)

268 Prepare the trailer, as described in Para 259. Remove the wire rope, as described in Para 260. Remove the winch assembly, as described in Para 265. Remove the four screws, lockwashers and nuts fixing the bracket assembly to the chassis. Retain the screws, lockwashers and nuts for re-use. Remove the bracket assembly from the chassis.

269 Refit the bracket assembly to the chassis re-using the screws, lockwashers and nuts. Refit the winch assembly, as described in Para 267. Refit the wire rope, as described in Paras 262 and 263.

Electrical equipment

Replacement of lamps, front position and outline lights

270 Release the lens from the light by folding back the rubber surround away from the flange. Remove the faulty lamp by pushing and turning anticlockwise against the spring. Remove the lamp.

271 Fit the new lamp into the socket and push and turn clockwise to fit. Refit the lens flange into the rubber casing.

Replacement of lamps, stop, tail, turn and fog lights

272 Release the lens from the appropriate light assembly by unscrewing the captive screws in the lens. Remove the lens, screws and gasket and retain. Remove the faulty lamp by pushing and turning anticlockwise against the spring.

273 Fit the appropriate new lamp into the socket and turn clockwise to fit. Refit the lens using the screws and sealing gasket, ensuring that the gasket seats and seals correctly.

Replacement of lamps, number plate and convoy plate lights

274 Release the cover and lens from the light by unscrewing two screws. Retain the screws. Remove the faulty lamp by pushing and turning anticlockwise against the spring. Remove the lamp.

275 Fit the new lamp into the socket and push and turn clockwise to fit. Refit the cover and lens using the two screws.

Removal and fitting of front position and outline light assemblies

276 Release the lens from the light by peeling back the rubber lip from the lens flange. Remove the lamp. The light assembly is held on the trailer by friction acting on ribbing on the rubber cover. Pull the bulbholder forward, exposing the connections. Disconnect the ferrules from the bulbholder, noting the orientation of the connections. Pull the bulbholder forward, away from the trailer. Pull the cable through the rubber cover. Pull the rubber cover forward from its location on the trailer.

277 To refit the light fitting to the trailer, push the rubber cover into the appropriate hole on the trailer chassis. Push the ferrule ends of the link cables through the back of the rubber cover. Connect the ferrules to the bulbholder, using the same orientation noted in Para 276. Push the bulbholder inside the rubber surround. Refit the lamp and lens.

Removal and fitting of stop/tail/turn light assemblies

278 Release the lens from the light assembly by unscrewing six captive screws in the lens. Remove the lamps. Remove the wiring connections to the lamp fittings, noting the orientation to aid re-assembly. Remove the bolts and washers fixing the light assembly to the chassis. Retain the bolts and washers. Pull the cable through the light assembly shell. Remove the light assembly from the trailer.

279 To refit the light fitting to the trailer, proceed as follows.

280 Pass the cable through the back of the light assembly shell. Fix the light assembly to the chassis with the bolts and washers used previously if refitting the original light assembly or new bolts and washers if fitting a new light assembly. Reconnect the lamp wiring as noted previously. Fit any lamps removed. Fit the lens using the six captive screws in the lens.

Removal and fitting of fog light assemblies

281 Release the lens from the light assembly by unscrewing four captive screws in the lens. Remove the lamp. Remove two screws to release the reflector plate to expose the wiring connections to the lamp assembly and note the connections. Disconnect the lamp wiring. Remove the bolts and washers fixing the light assembly to the chassis. Retain the bolts and washers and pull the cable through the light assembly. Remove the light assembly from the trailer.

282 Pass the cable through the back of the light assembly shell. Fix the light assembly to the chassis with the bolts and washers used previously. Reconnect the lamp wiring as noted previously. Fit any lamps removed. Fit the original lens or the new lens as appropriate with four captive screws.

Removal and fitting of number plate and convoy plate light assemblies

283 Remove the cover from the light fitting by removing two screws. Remove the light shield. Remove the lamp. Pull the contact mounting forward from the light to expose the connections. Disconnect the ferrules from the contact mounting, noting the orientation of the connections. Remove the contact mounting and support plate. Remove the two screws fixing the light fitting to the chassis. Pull the light fitting forward away from the trailer and pull the cable through the back of the light assembly.

284 To refit the light assembly to the trailer proceed as follows.

285 Pass the cable through the back of the light assembly. Fix the light assembly to the chassis with the screws used previously. Reconnect the ferrules to the contact mounting using the same orientation noted in Para 283. Locate the contact mounting inside the light. Refit the lamp. Refit the light shield using the two screws retained during disassembly.

Removal and fitting of reflectors

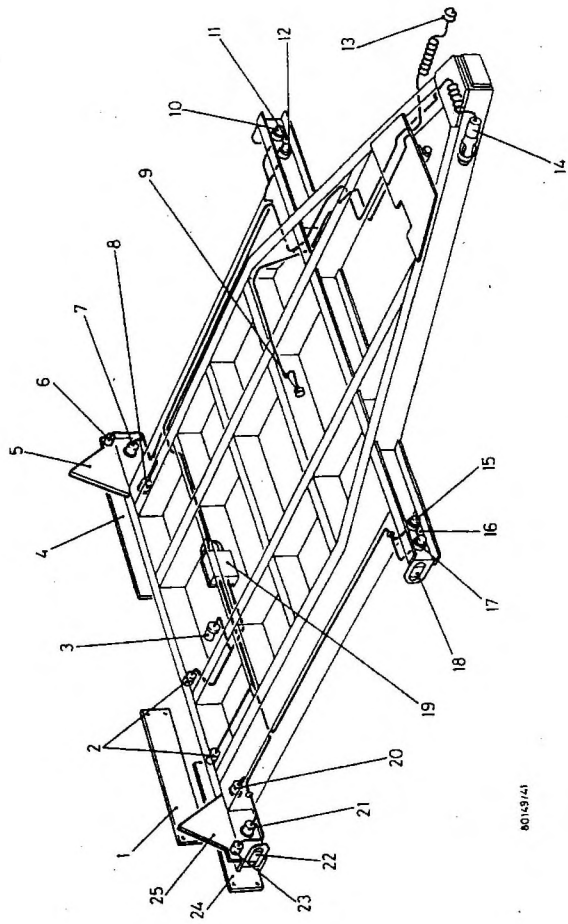
286 Each of the reflectors at the front and side is fixed to the chassis by two screws, lockwashers and nuts. The rear triangular reflectors are fixed to the trailer by an adhesive.

287 To remove a reflector, undo the fixing items, as appropriate, and retain. To refit a reflector, re-use the fixing items.

Removal and fitting of cable harnesses

288 When removing cable harnesses from the trailer, note should be made of cable runs and support clips fitted to aid reassembly.

289 The NATO plug and cable connects the towing vehicle socket to the Rubbolite junction box on a rear chassis crossmember. Individual cable assemblies run from the junction box to each light assembly. A cable assembly can be removed by removing the appropriate cable clips and unscrewing the terminals from the junction box. Note that the cables to the light assemblies on the right hand side of the chassis run through a short length of nylon trunking along the chassis crossmember.



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- | | | | |
|----|-------------------------------|----|------------------------------|
| 1 | Number plate | 13 | Pressure switch connection |
| 2 | Number plate lights | 14 | NATO 12-pin plug |
| 3 | Convoy plate light | 15 | RH front position light |
| 4 | LH reflector plate | 16 | RH front reflector |
| 5 | LH triangular reflector | 17 | RH front end outline light |
| 6 | LH rear end outline light | 18 | RH side reflector |
| 7 | LH rear stop/turn/tail light | 19 | Junction box |
| 8 | LH fog light | 20 | RH fog light |
| 9 | Air reservoir pressure switch | 21 | RH rear stop/turn/tail light |
| 10 | LH front end outline light | 22 | RH side reflector |
| 11 | LH front position light | 23 | RH rear end outline light |
| 12 | LH front reflector | 24 | RH rear reflector plate |
| | | 25 | RH triangular reflector |

Fig 26 Chassis electrical equipment

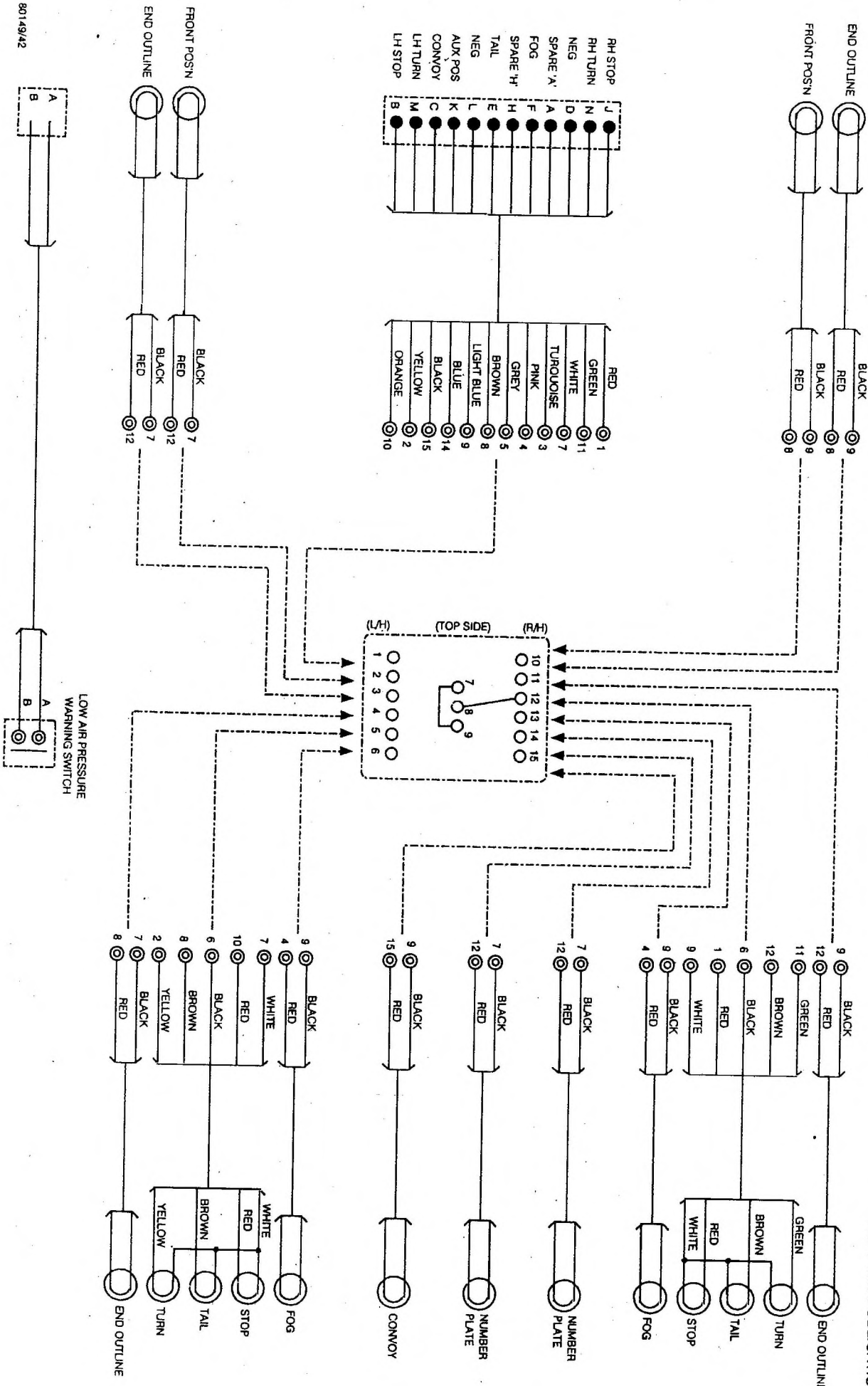


Fig 27 Circuit diagram

F07

F08

CHAPTER 2
FIELD REPAIRS
CONTENTS

Frame	Para		Page
G02	1	Introduction	
G02	2	Scope of field repairs	
G02	4	Tools	
G02		Adjustment, repair and exchange procedures	
G02	5	General	
G02		Warnings	
G03	6	Removal and fitting of an axle assembly	
	Fig		
G04	1	Axle assembly	3/4

INTRODUCTION

1 This chapter of AESP 2330-G-655-522 deals with field repairs to the trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV2406 Mk 3.

SCOPE OF FIELD REPAIRS

2 In addition to the repairs described in Chapter 1 of this AESP, field repairs also include replacement of the trailer axle assembly.

3 No attempt should be made to dismantle the axle assembly beyond the hubs, brakes and suspension components.

TOOLS

4 No additional tools, other than the tools called for in Chapter 1, are required to carry out field repairs.

ADJUSTMENT, REPAIR AND EXCHANGE PROCEDURES

General

5 Reference should be made to AESPs 2330-G-655-101, 201, 711 and Chapter 1 of this AESP for assistance in carrying out the following procedures. The AESPs give information relating to routine maintenance, part numbers and exploded parts diagrams which will assist in disassembly and reassembly of components and assemblies.

WARNING

REFERENCE SHOULD BE MADE TO THE WARNINGS GIVEN IN THE PRELIMINARY PAGES OF THIS PUBLICATION PRIOR TO ANY WORK BEING CARRIED OUT.

Removal and fitting of an axle assembly (Fig 1)

- 6 Support the front and rear of the trailer on vehicle stands.
- 7 Remove both roadwheels, as described in Chapter 1. Cover the hub assemblies with cloth and clean off any road dirt from the axle, shock absorbers and rubber springs. Support the axle assembly on two jacks, one either side of the trailer and clear of the suspension parts.
- 8 Disconnect the handbrake rod fork ends from the axle compensator, as described in Chapter 1. Drain and disconnect the hydraulic system from the brake cylinders, as described in Chapter 1. Disconnect the mechanical connection between the load sensing valve and the axle.
- 9 Remove both hub assemblies, as described in Chapter 1. Examine all items for excessive wear or damage and obtain replacements or repair items as required.
- 10 Remove the shock absorbers and left and right hand suspension assemblies, as described in Chapter 1. Examine all items for excessive wear or damage and obtain replacements or repair items as required.
- 11 Unscrew the bolts, nuts and locknuts fixing the axle assembly to the trailer chassis. Remove the axle assembly from the trailer.
- 12 To fit the axle assembly to the trailer, support the axle assembly on the two jacks. Screw the axle assembly to the trailer chassis re-using the bolts, nuts and locknuts. Refit the left and right hand suspension assemblies and shock absorbers, as described in Chapter 1.
- 13 Refit the hub assemblies, as described in Chapter 1.

KEY TO FIG 1

- | | |
|----------------------------------|----------------------------------|
| 1 Axle | 23 Tapered roller bearing |
| 2 Axle/chassis bracket | 24 Flat washer |
| 3 Nut | 25 Slotted nut |
| 4 Spacer | 26 Wheelnut |
| 5 Shock absorber | 27 Wheel hub cover |
| 6 Pin (upper) | 28 Screw |
| 7 Right hand brake assembly | 29 Screw |
| 8 Torsion bar | 30 Split cotter pin |
| 9 Bearing bush | 31 Plug |
| 10 Bearing bush | 32 Left hand suspension assembly |
| 11 Tube and bearing sub assembly | 33 Nut |
| 12 Ring | 34 Screw |
| 13 Enerseal | 35 Locknut |
| 14 Rebound spring cup | 36 Nut |
| 15 Nut | 37 Grease nipple |
| 16 Lockwasher * | 38 Screw |
| 17 Bolt | 39 Nut |
| 18 Plain seal | 40 Screw |
| 19 Tapered roller bearings | 41 Pin (lower) |
| 20 Ribbed shoulder bolt | 42 Load sensing valve bracket |
| 21 Hub assembly | 43 Flat washer |
| 22 Brake drum | 44 Nut |

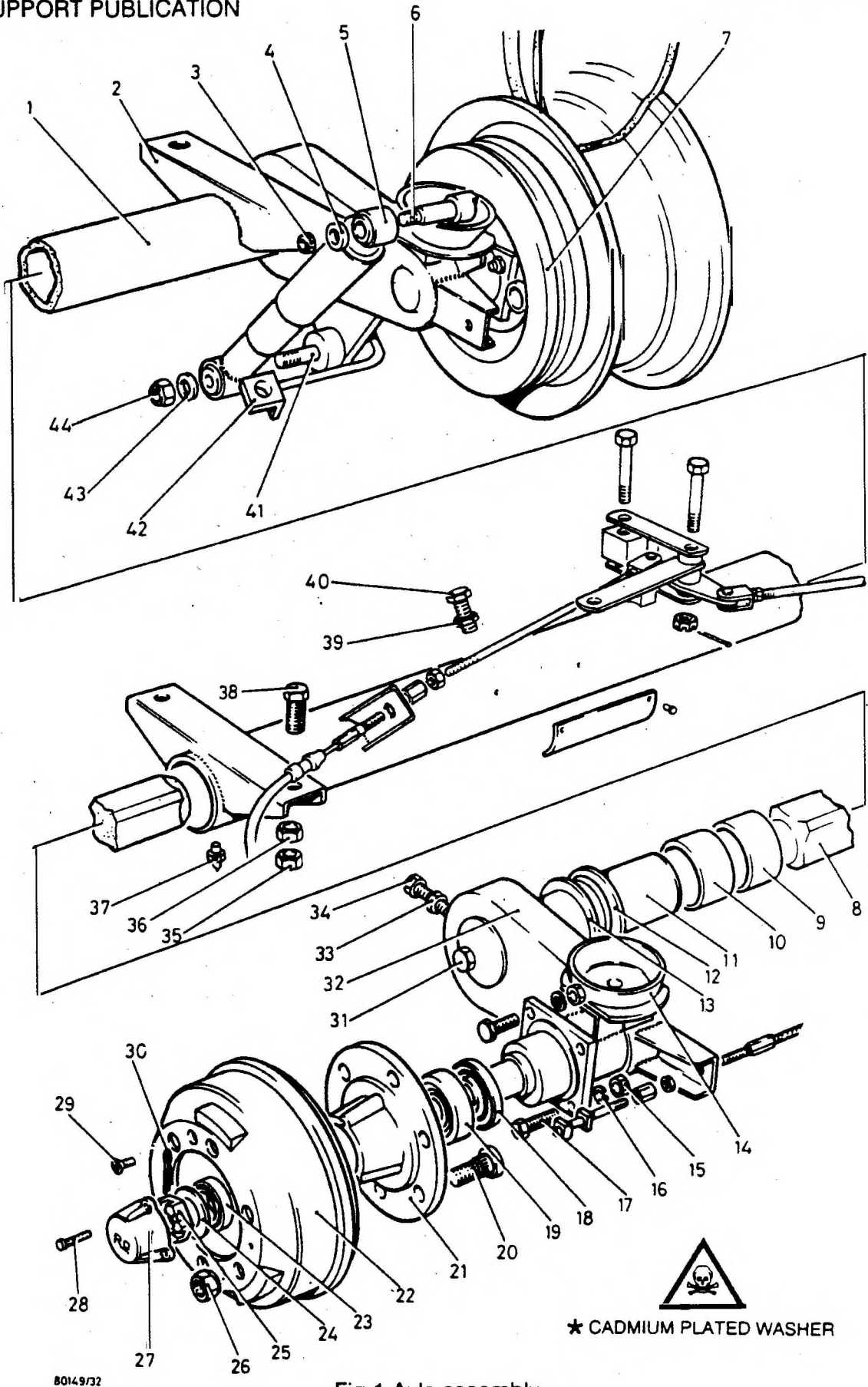


Fig 1 Axle assembly

14 Reconnect the mechanical connection between the load sensing valve and the axle, as described in Chapter 1. Reconnect and fill the hydraulic system, as described in Chapter 1. Reconnect the handbrake rod fork ends to the axle compensator, as described in Chapter 1.

15 Refit the roadwheels, as described in Chapter 1, remove any supporting stands and test the trailer by towing with a cargo load on board.

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Sender's Reference Tel No

Date

Trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV 2406, Mk 3.

COMMENT

Signed

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.....

FROM: Vehicles & Weapons
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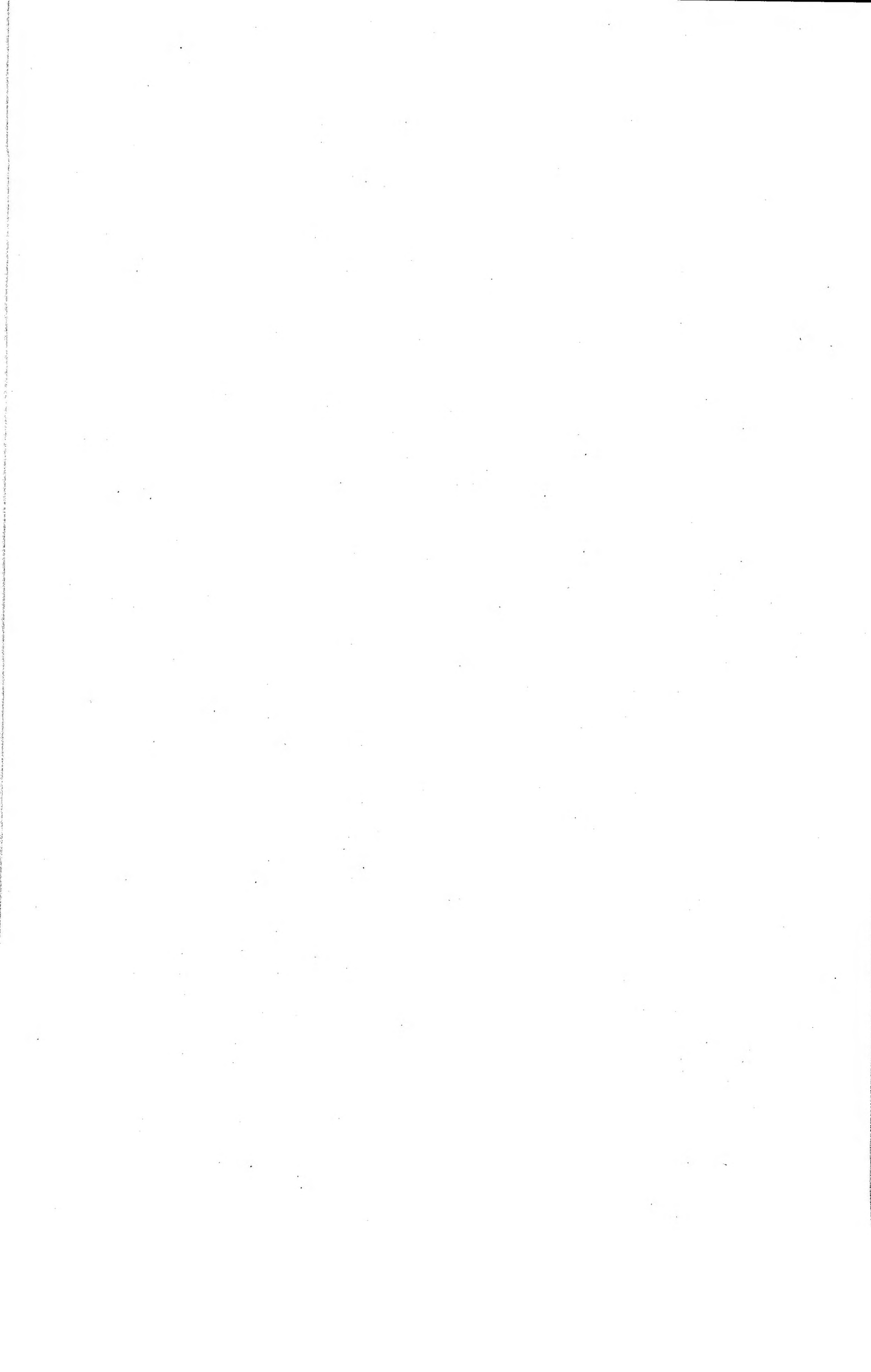
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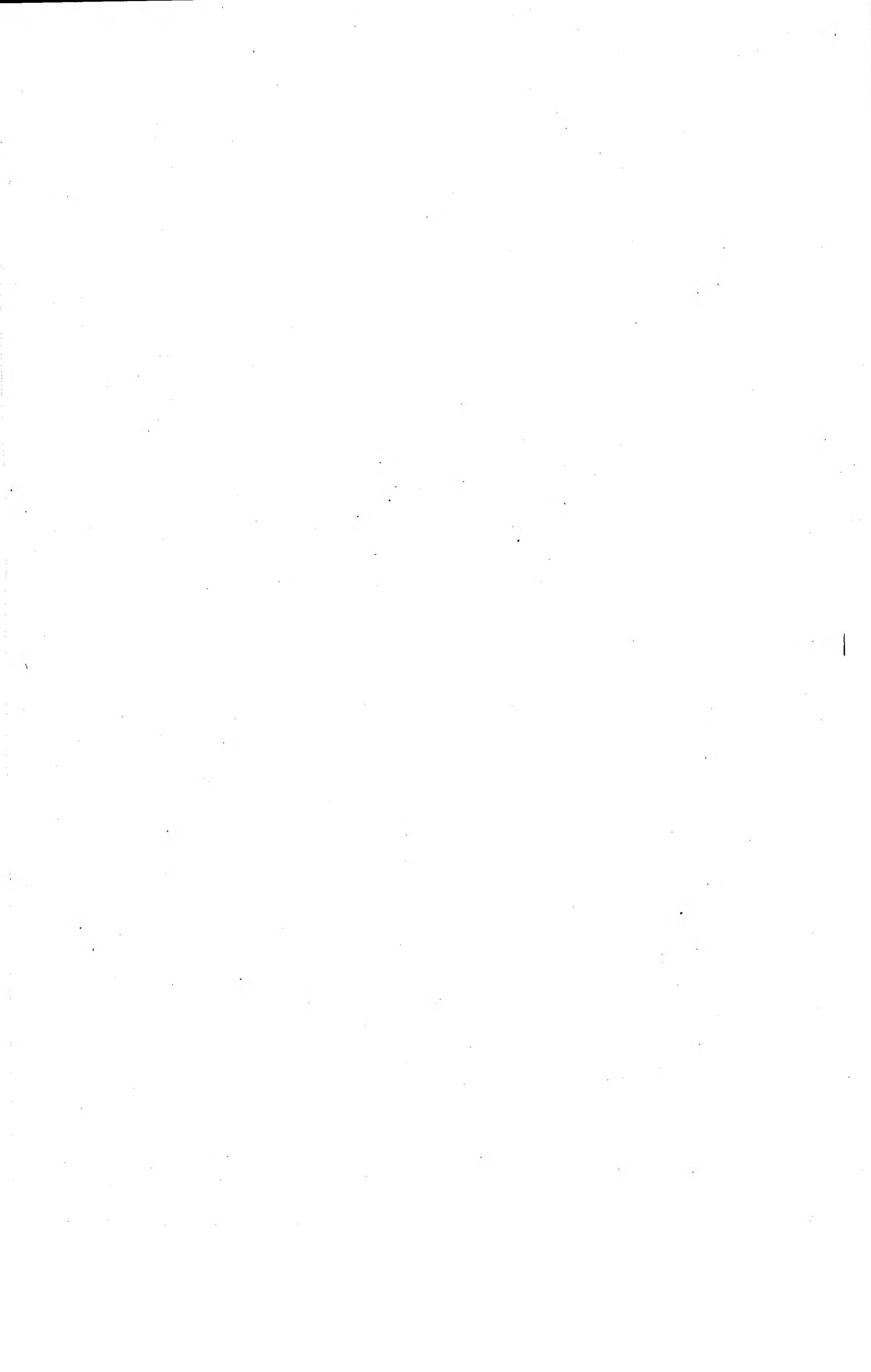
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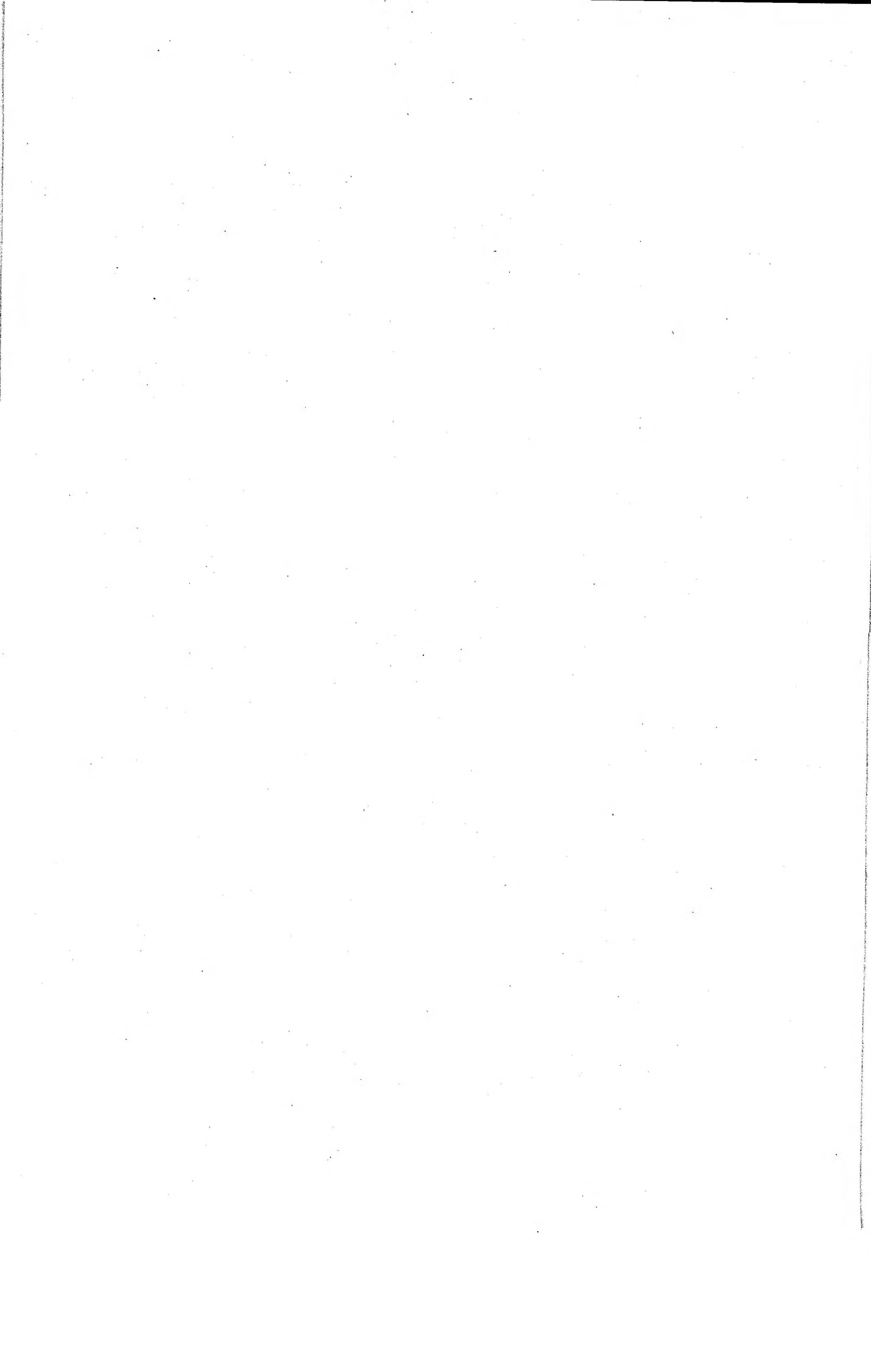
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PURPOSE, 2½ TONNE,
2 WHEELED, FV 2406, MK3**

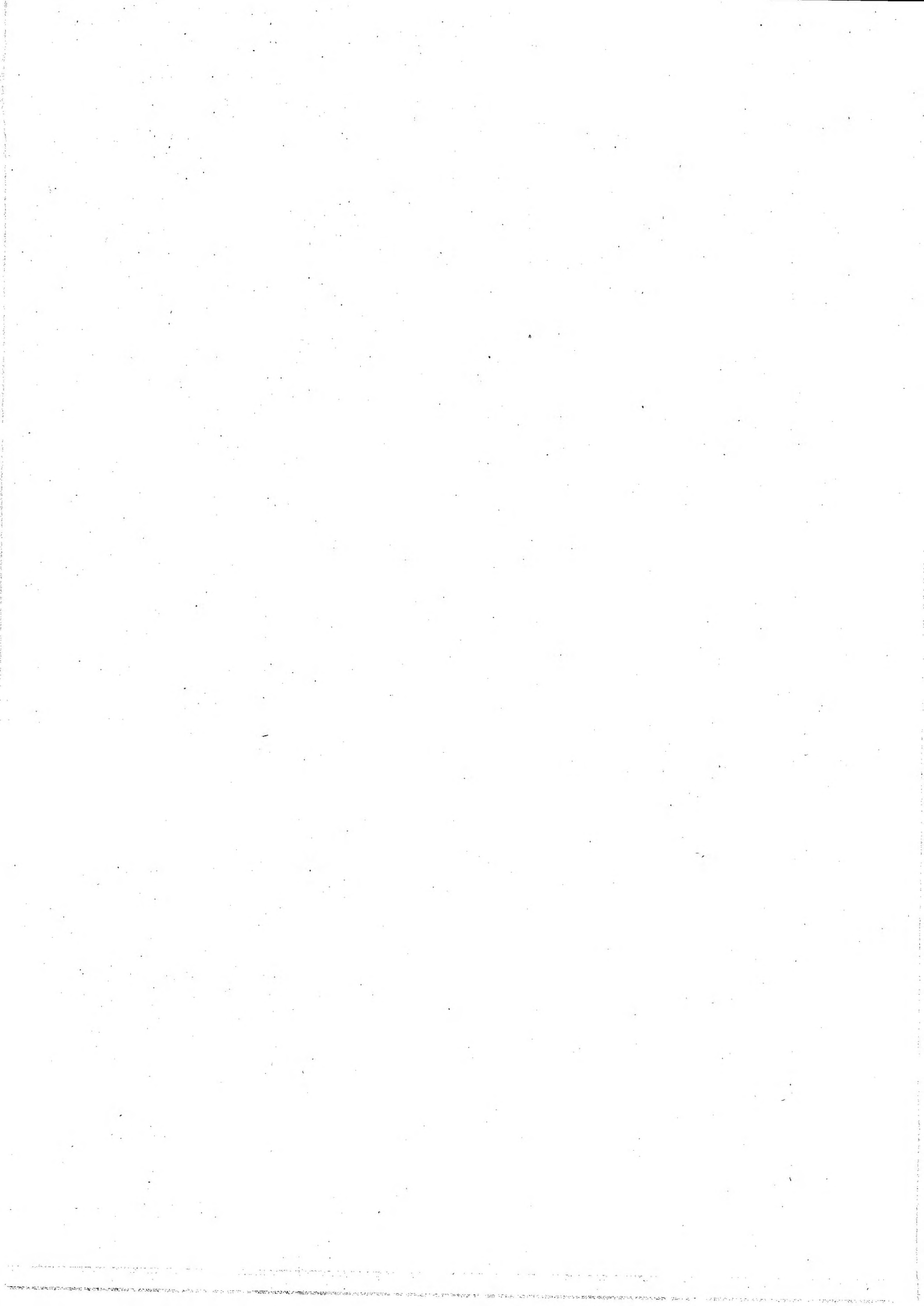
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PREFACE

Sponsor: ESS IPT, DLO Andover
Project No.: ELWS 1b
File ref: ESS/13/04/04

Publication Authority: TES TI Andover

INTRODUCTION

- 1 The Publication Agency is responsible for the allocation of instruction numbers.
- 2 All modification instructions as issued are to be recorded in manuscript by the recipient on the Numerical Modification Instruction Index provided. Amendments to individual instructions are to be recorded on the instruction amendment record. All extant instructions and amendments can be found listed in the main AESP index.

NOTE

The Publication Agency is responsible for the preparation and maintenance of the Instruction Index and will advise the Distribution Authority on the issue of completed and subsequent blank index pages necessary.

- 3 Service users should forward any comments on this publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided after the preliminary pages of this publication; it should be photocopied and used for forwarding comments on this AESP.

- 4 AESPs are issued under Defence Council authority and where AESPs specify action to be taken, the AESP will of itself be sufficient authority for such action and also for the demanding of the necessary stores.

MODIFICATION INSTRUCTION INDEX

Priority (Pty) is shown as: Immediate: I Routine: R

Instr No. (1)	Pty (2)	Page Nos. (3)	Amend-ment No. (4)	Subject (5)	Approval N / Remarks (6)
1	R	7		Fit fire extinguisher bracket assembly	
2					
3					
4					
5					
6					
7					
8					
9					
10					

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TRAILER, FLAT PLATFORM, SPECIAL PURPOSE, 2½ TONNE, 2 WHEELED, FV 2406, MK3

MODIFICATION INSTRUCTION No. 1

Sponsor: ESS IPT, DLO Andover
Project No.: ELWS 1b
File ref: ESS/13/04/04

Publication Authority: TES T1 Andover

AMENDMENT RECORD

Amdt No.	Incorporated By (Signature)	Date
1		
2		
3		

Amdt No.	Incorporated By (Signature)	Date
4		
5		
6		

SUBJECT: Fit fire extinguisher bracket assembly.

INTRODUCTION

1 This instruction introduces a two kilogram (kg) dry powder fire extinguisher for fitment to trailers carrying the Water Purification Unit, Nuclear, Biological and Chemical (WPU (NBC)) and Water Purification Unit, Nuclear, Biological and Chemical (WPU (NBC)) Saline.

1.1 Limitations on use of equipment. Nil.

APPLICABILITY

2

2.1 Fitted to subject equipment EAC JR 8706 1501 and JR 8480 1501.

2.2 Unmodified stock, held at all levels of technical storage.

REASON FOR MODIFICATION

3 Code 1 - to improve safety.

PRIORITY

4 ARMY: Routine.

ESTIMATED TIME REQUIRED

5 Embodiment: One man-hour.

MODIFICATION IMPLEMENTATION PLAN

6

6.1 This instruction is to be implemented by:

6.1.1 ARMY - Units authorized to carry out levels 2, 3, or 4 maintenance.

- 6.2 Associated instructions. Nil
- 6.3 Strike plate action: See para 7.

Action required by

7

- 7.1 Units and establishments holding equipment.
- 7.1.1 Examine equipment documents to see if modification is applicable.
- 7.1.2 Examine equipment or modification record plate to see if modification is embodied.
- 7.1.3 ARMY - Request REME to modify equipment.
- 7.1.4 ARMY - Record the AESP and instruction number in equipment documents.
- 7.2 Army units authorized to carry out levels 2, 3 and 4 maintenance.
- 7.2.1 ARMY - When requested by units or during overhaul of equipment on charge without REME 1st Line Support, carry out this modification.
- 7.2.2 Ensure that this instruction is carried out by a competent person, as explained in Chapter 4 of AESP 0200-A-090-013 (Engineering competence in REME).
- 7.2.3 Record completion details of modification against appropriate entry in equipment documents.
- 7.3 All recipients of this instruction. Add particulars to AESP 2330-G-655-811 Instr Index.

Stores and equipment

8 Nil

Sequence of operations**WARNINGS**

- (1) **STABILITY. ENSURE THE TRAILER HANDBRAKE IS APPLIED AND THAT THE SUPPORT LEGS ARE DOWN AND SECURED.**
- (2) **ISOLATION. DISCONNECT BOTH MAIN AND AUXILIARY BATTERIES PRIOR TO WORKING ON THIS EQUIPMENT.**
- (3) **PERSONAL SAFETY. ENSURE THAT YOU ARE WEARING THE APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT (PPE).**
- (4) **CHEMICAL HAZARD. ENSURE THAT THE WORKING AREA IS FREE FROM RESIDUE CHEMICALS.**

9 Carry out this instruction as follows:

- 9.1 Identify the floor plate located on the left hand side of the "A" frame. (See Fig 1.)
- 9.2 Remove the fire extinguisher bracket fitted to the centre of the floor plate in line with the trailer (if applicable) and retain all parts.

NOTE

This was an interim measure identified as a trip hazard.

9.3 Identify the Pressure Limiting Valve (PLV) and pipe work under the floor plate (See Fig 2 and 5.)

9.4 Identify the Extinguisher, Fire, Dry Powder two kg (4210-99-998-3537), complete with Bracket (4210-99-839-9904). Inspect the fire extinguisher for serviceability. Inspection standards can be found in AESP 4210-E-110-201.

9.5 Identify the correct mounting holes on the fire extinguisher bracket. (See Fig 3.)

9.6 Place the bracket on top of the floor plate next to the two PLV mounting bolts. (See Fig 4.) Ensure that the head of the extinguisher bracket is facing inwards. (See Fig 3.)

9.7 Ensure that the distance from point 'A' to point 'B' is 5.5 cm (see Fig 4) and that the bracket is parallel to the trailer body. If correctly positioned the bracket should not overlap the PLV mounting bolt (marked 'A') and will not hang over the chassis of the 'A' frame.

9.8 Mark the position of the bracket mounting holes on the floor plate.

CAUTION

EQUIPMENT DAMAGE. Prior to drilling any holes, ensure that the area under the floor plate is clear, ie pipe work around the PLV. (See Fig 5.)

9.9 Using a suitable drill bit, drill out the four mounting holes as previously marked on the floor plate.

9.10 Using suitable fittings, available at local unit level, align the bracket to the floor plate and secure.

9.11 Fit and secure a serviceable fire extinguisher to the bracket, ensuring that the indicator is facing upwards.

TESTING AFTER EMBODIMENT

10 This instruction is only considered complete after the work has been successfully out inspected by a suitably qualified and competent class one tradesman.

EFFECT ON WEIGHT

11 Negligible.

PUBLICATIONS AMENDMENTS

12 Necessary amendments will be issued separately.

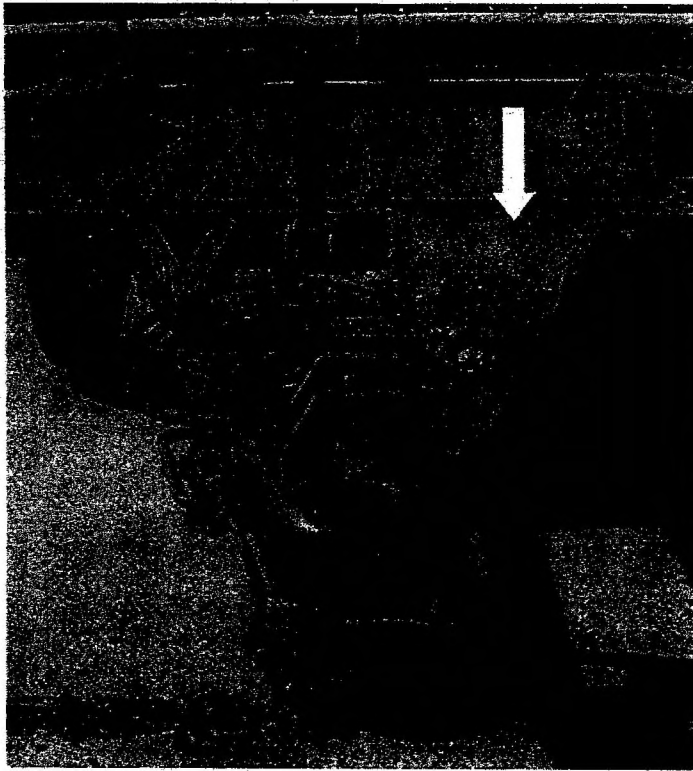


Fig 1 Location of floor plate

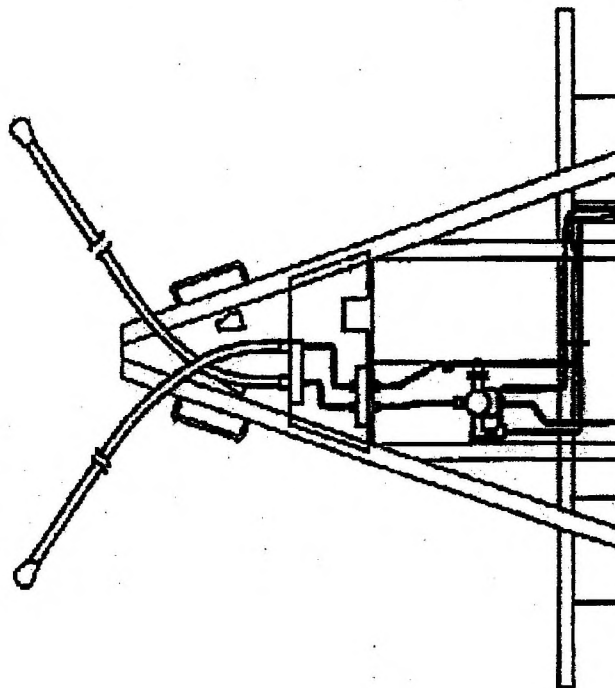


Fig 2 Location of PLV and pipe work

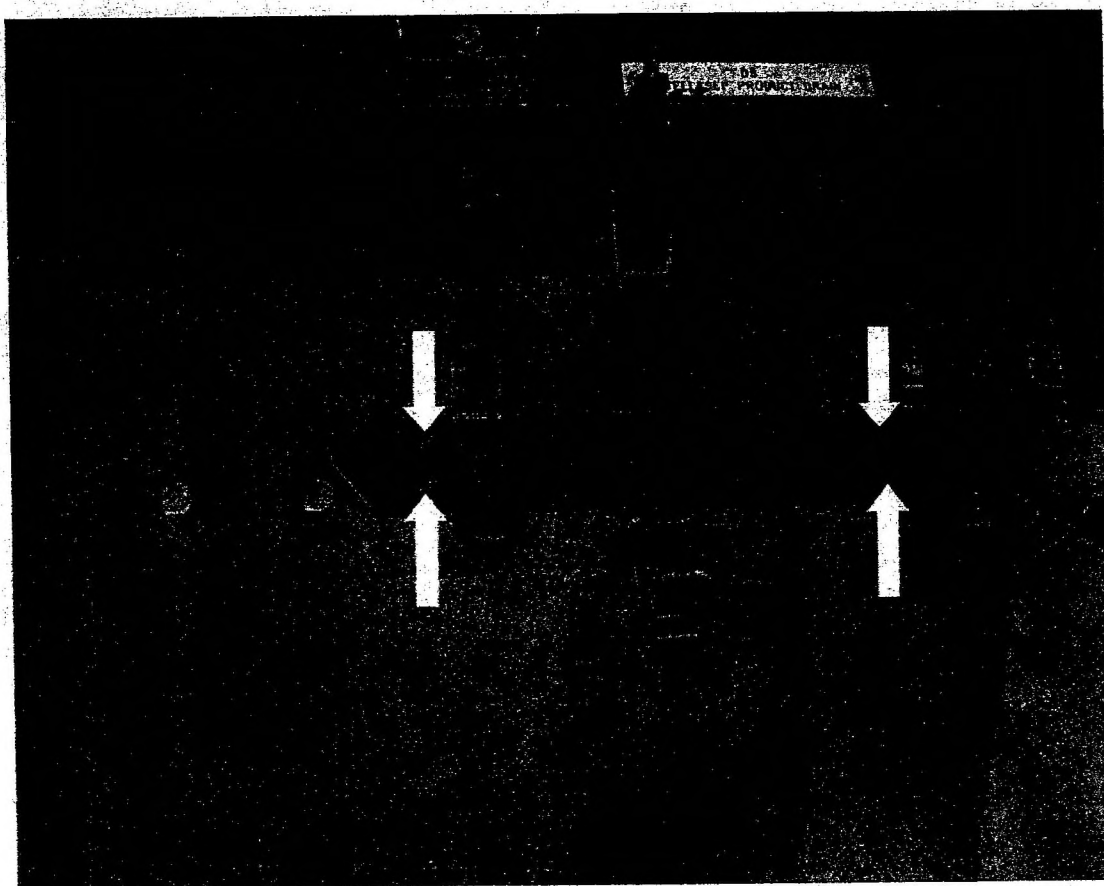


Fig 3 Location of fire extinguisher bracket mounting holes

TOP VIEW OF FOOT PLATE

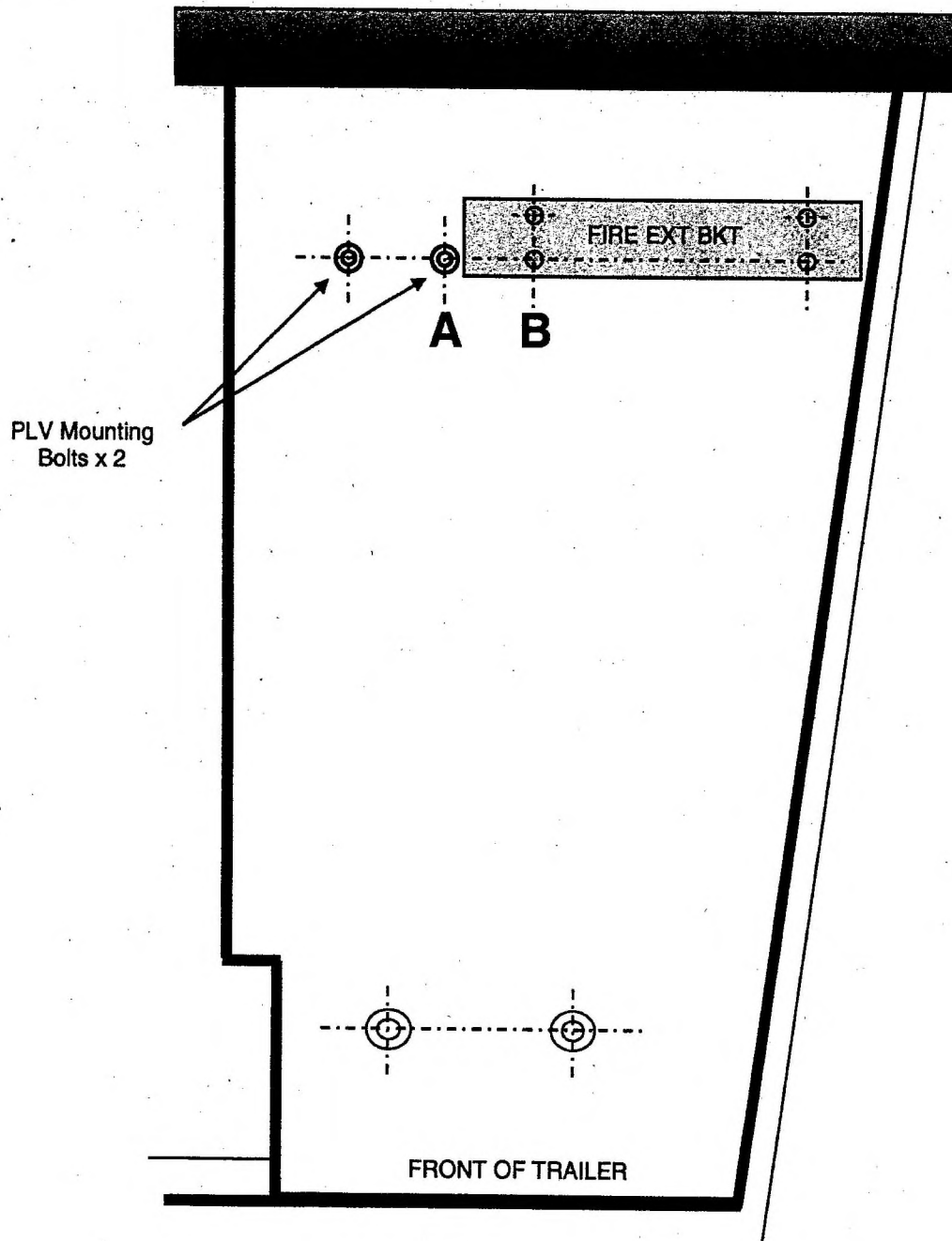


Fig 4 Positioning of fire extinguisher bracket

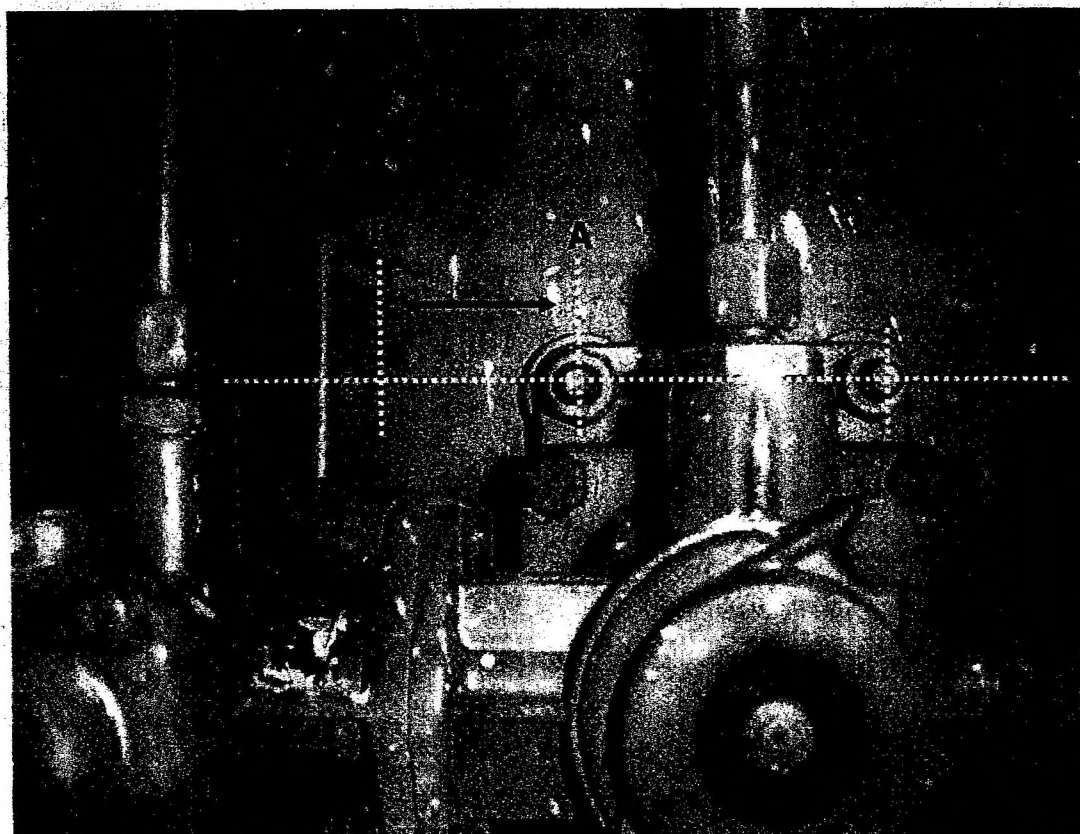


Fig 5 Underside view of floor plate

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To: FRACAS
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From:
.....
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Sender's Reference	BIN Number	Date
AESP* Title:		
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Incorporate comment(s) in future amendments		No action required	
Remarks			

Signed: Telephone No.:

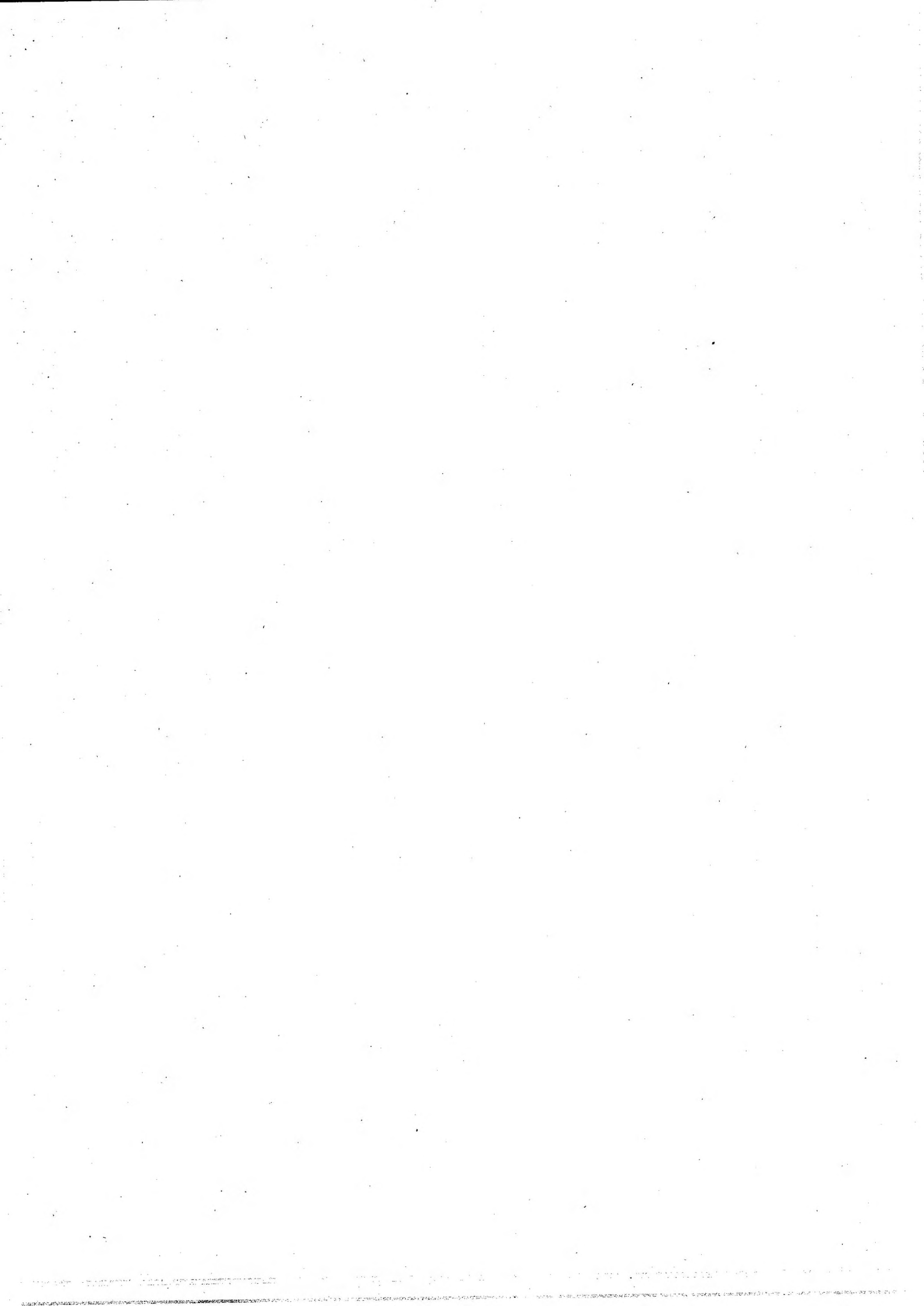
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* AESP or EMER

AESP Form 10 (Issue 5.0 dated Dec 01)

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2 WHEELED, FV 2406, Mk III

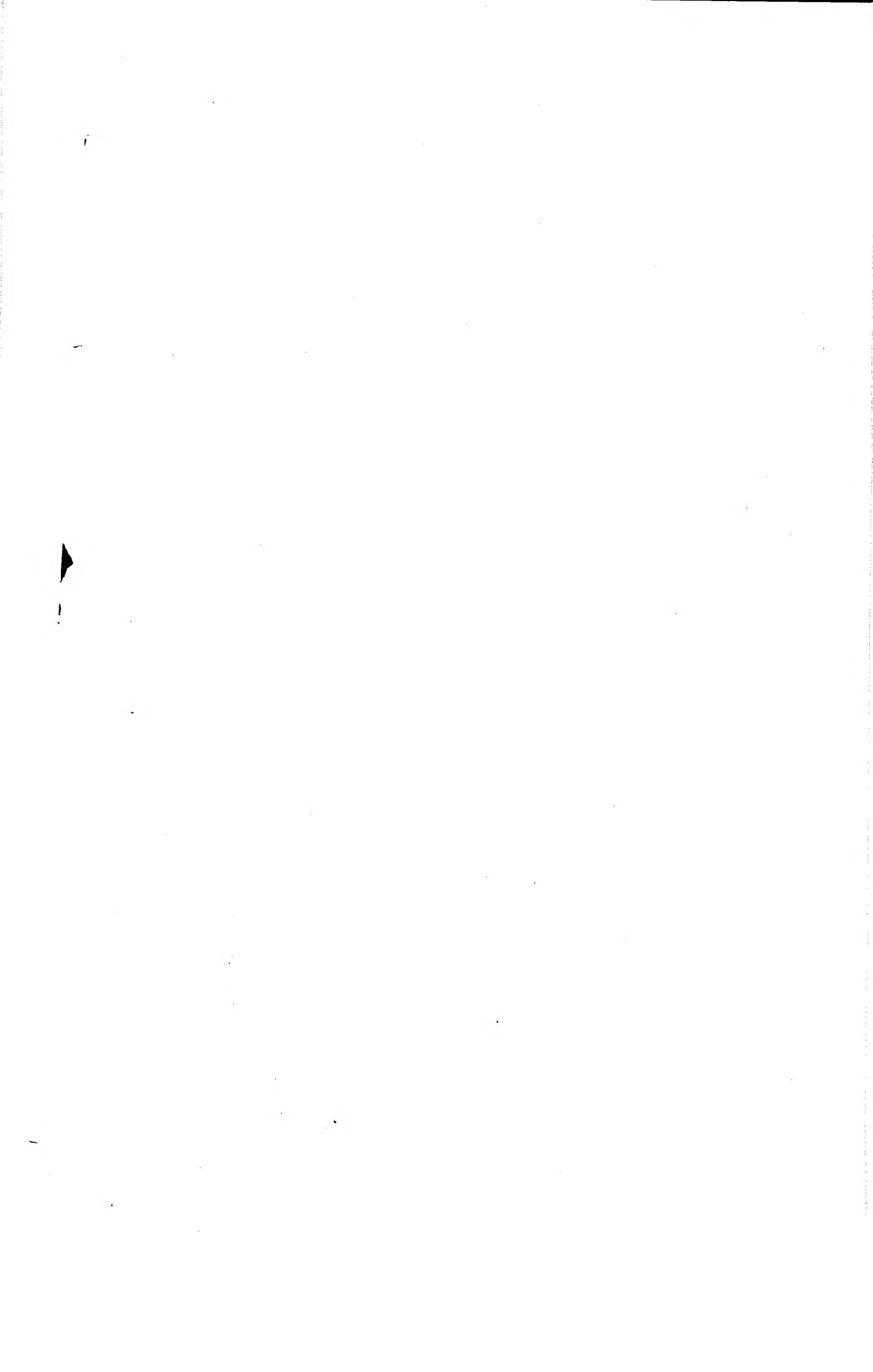
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MAINTENANCE SCHEDULE

(JOINT SERVICE)

BY COMMAND OF THE DEFENCE COUNCIL

Ministry of Defence
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AMENDMENT RECORD

Amdt No.	Incorporated By (Signature)	Date	Amdt No.	Incorporated By (Signature)	Date
1	[REDACTED]	28/3/99	32		
2	[REDACTED]	24/9/02	33		
3			34		
4			35		
5			36		
6			37		
7			38		
8			39		
9			40		
10			41		
11			42		
12			43		
13			44		
14			45		
15			46		
16			47		
17			48		
18			49		
19			50		
20			51		
21			52		
22			53		
23			54		
24			55		
25			56		
26			57		
27			58		
28			59		
29			60		
30			61		
31			62		

CONTENTS

	Page
PRELIMINARY MATERIAL	
Front cover (title page)	(i)/(ii)
Amendment record	(iii)/(iv)
Contents (this list)	(v)
Preface	(vi)
Related and associated publications	(vii)/(viii)
AESP Form 10	Final leaf

Para

MAINTENANCE SCHEDULE

1	Introduction
5	Definitions
6	Warnings, cautions and maintenance notes
7	Maintenance intervals and areas of responsibility

Table

1	Equipment applicability	4
2	Fuels, lubricants and associated products	5
3	Equipment data	6
4	Action on receipt	7/8
5	Out of phase maintenance	7/8
6	Driver/operator maintenance	9
7	Time/usage maintenance	11
8	Out of use maintenance	15/16

PREFACE

Sponsor:
DGES(A)Publications Approving Authority:
Vehs & Wpns Br REME
Project No: ES52c 4115(159)

INTRODUCTION

1 Service users should forward any comments on this publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided at the end of this publication; it should be photocopied and used for forwarding comments on this AESP.

2 The subject matter of this publication may be affected by Defence Council Instructions (DCIs), Standing Operating Procedures (SOPs) or by local regulations. When any such instruction, Order or regulation contradicts any portion of this publication it is to be taken as the overriding authority.

RELATED AND ASSOCIATED PUBLICATIONS

Related publications

3 The Octad for the subject equipment consists of the publications shown below. All references are prefixed with the first eight digits of this publication. The availability of the publications can be checked by reference to the relevant Group Index (see AESP 0100-A-001-013).

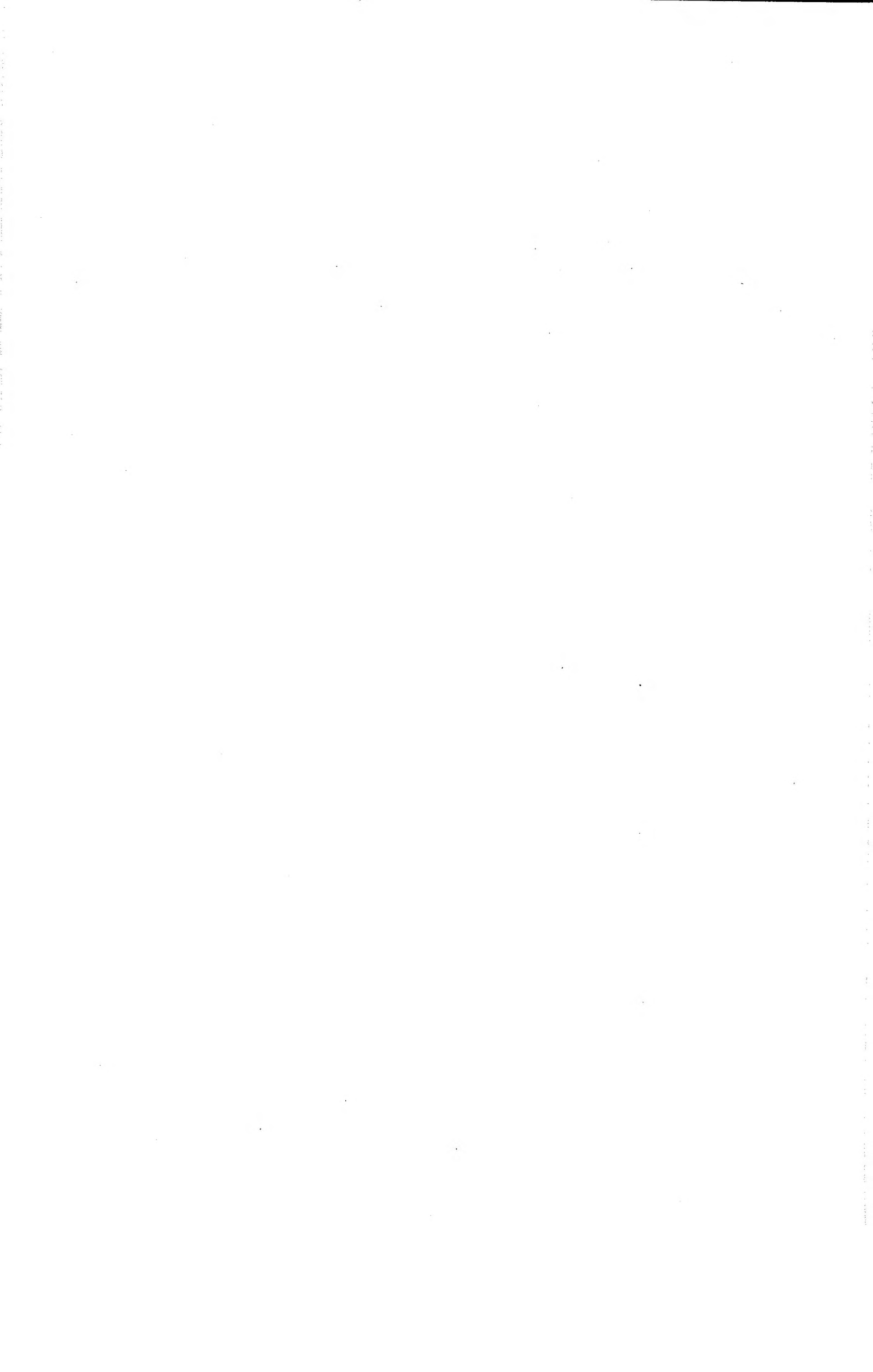
CATEGORIES AND INFORMATION LEVELS																		
Level	Category	1		2		3	4		5			6		7		8		
		0	0	1	2	0	1	2	1	2	3	4	0	1	1	2	1	2
1	USER/OPERATOR	101	201	*	*	301	*	*	*	521	*	*	601	*	711	*	*	*
2	UNIT MAINTENANCE	*	*	*	*	302	*	*	*	522	*	*	*	*	*	*	*	*
3	FIELD MAINTENANCE	*	*	*	*	*	*	*	*	523	*	*	*	*	*	*	*	*
4	BASE MAINTENANCE	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

- | | | | |
|-----|--------------------------------|-----|-----------------------------|
| 1.0 | Purpose & Planning Information | 5.3 | Inspection Standards |
| 2.0 | Operating Information | 5.4 | Calibration Procedures |
| 2.1 | Special to Arms | 6.0 | Maintenance Schedules |
| 2.2 | Training Aids | 6.1 | Maintenance Schedules (RAF) |
| 3.0 | Technical Description | 7.1 | Illustrated Parts Catalogue |
| 4.1 | Installation Instructions | 7.2 | Commercial Parts List |
| 4.2 | Prep for Special Environments | 8.1 | Modification Instructions |
| 5.1 | Failure Diagnosis | 8.2 | General Instructions |
| 5.2 | Repair Instructions | | |

* Not published

Associated publications

4 Reference	<u>Title</u>
JSP 341	Road Transport Regulations
JSP 351	MT Driver's Handbook
AP 3260 Book 1	Mechanical Transport Maintenance Regulations for the Royal Air Force
AP 4545 Vol 2	Mechanical Transport – General Orders and Modifications (RAF only)



MAINTENANCE SCHEDULE

Introduction

- 1 This Maintenance Schedule is the authority for carrying out all scheduled maintenance tasks on the subject equipment and takes precedence over any other conflicting publication.
- 2 The Unit Commander/MT Officer is responsible for ensuring that the operations detailed in this Maintenance Schedule are properly carried out. He may order any operation to be carried out more frequently than is specified if the conditions under which the equipment operates render it necessary. For Army equipment he should consult his REME advisor before ordering such changes.
- 3 Scheduled Maintenance is to be recorded in the appropriate equipment document in accordance with JSP 341, Chap 16, and AP 3260, Book 1, Chap 3 (RAF only).
- 4 Serial numbers left blank in the tables may be taken up by amendment action at a later date.

Definitions

- 5 As far as this document is concerned, the following definitions apply:
 - 5.1 Examine. Carry out a survey of the condition of an item. For example, the condition of an item can be impaired by the following:

NOTE

The term Examine does not call for dismantling unless specifically instructed to do so in the relevant Operation.

- 5.1.1 Insecurity of attachment.
 - 5.1.2 Cracks or fractures.
 - 5.1.3 Corrosion, contamination or deterioration.
 - 5.1.4 Distortion.
 - 5.1.5 Loose or missing fasteners.
 - 5.1.6 Chafing, fraying, scoring or wear.
 - 5.1.7 Faulty or broken locking devices.
 - 5.1.8 Loose clips or packing, obstruction of, or leakage from pipelines.
 - 5.1.9 Discolouration due to overheating or leakage of fluids.
 - 5.1.10 Damage due to external sources.
- 5.2 Check. Make a comparison of measurement of time, pressure, temperature, resistance, dimension or other quantity, with a known figure.
 - 5.3 Operate. As far as possible, ascertain that a component or system functions correctly without the use of test equipment or reference to measurement.

5.4 **Replenish.** Refill a container to a pre-determined level, pressure or quantity, this includes any necessary cleaning of orifices, examination of caps, covers, gaskets and washers, renewal of locking devices and clearing of vents.

5.5 **Replace.** Remove an item and then fit a new or reconditioned item.

Warnings, Cautions and Maintenance Notes

6 Before any maintenance task is carried out, the WARNINGS, CAUTIONS and Maintenance Notes preceding the appropriate Table must be read and understood.

Maintenance Intervals and Areas of Responsibility

7 **Table 4 – Action on Receipt.** The maintenance detailed in Table 4 covers the action taken when the equipment arrives on a unit. These operations will normally be of a once-only nature, eg the recording of lifting equipment with the appropriate test authority, actions that are necessary to be undertaken before the equipment is put into service or actions that are only required during the running in period. The tasks are to be carried out by the Tradesmen annotated against the operation.

8 **Table 5 – Out of Phase Maintenance.** The maintenance detailed in Table 5 covers tasks that do not fall into line with the manufacturer's standard time/usage intervals. The tasks are to be carried out by REME, RAF MT Mechanic/Technician, General Electrical Mechanic/Technician or Qualified Tradesmen unless annotated otherwise.

9 **Table 6 – Driver/Operator Maintenance.**

9.1 The maintenance detailed in Table 6, Columns A, B and C is to be carried out by the driver/operator or their civilian equivalent at the following intervals:

9.1.1 A – Daily before use (only on days used).

9.1.2 B – Daily after use (after the equipment has been operated).

9.1.3 C – Weekly whether the equipment is used or not.

9.1.4 The maintenance detailed in Table 6, Column D is to be carried out by an Army Driver Class 1 or RAF NCO Driver, Qualified Tradesman or their civilian equivalent at least every 3 months.

10 **Table 7 – Time/Usage Maintenance**

10.1 The maintenance detailed in Table 7, Columns 1st, A, B and C is to be carried out at the following intervals:

10.1.1 1st (RAF Initial) – After the first 500 miles (800 km).

10.1.2 A (RAF Lubrication) – Every 3000 miles (5000 km) or 6 months whichever occurs first.

10.1.3 B (RAF Minor) – Not taken up.

10.1.4 C (RAF Major) – Not taken up.

10.1.5 Column D contains the Area Maintenance indicator which may be used, at the discretion of the Unit Commander or MT Officer, to carry out Area Maintenance at the appropriate time/usage intervals.

NOTES (RAF only)

- (1) Vehicles that do less than 6000 miles annually and are on Area Maintenance are to have a Lubrication Maintenance at 6 monthly intervals in accordance with AP 3260, Chapter 3.
- (2) The number in the Area Maintenance column indicates which Area is to be carried out.
- (3) The Area Maintenance detailed is to be carried out in conjunction with its associated prime mover/specialist equipment scheduled maintenance if applicable.

10.2 The maintenance detailed in Table 7 will be carried out by:

10.2.1 REME Vehicle Mechanic (VM) where annotated (VM) in the table.

10.2.2 Unit appointed personnel, supervised by an Army Class 1 Driver. Where it is specifically indicated (VM), the task should be undertaken by a REME tradesman.

10.2.3 RAF MT Mechanic/Technician or General Mechanic/Technician Electrical as appropriate to the operation.

10.2.4 Qualified Tradesman (QT) – A person is qualified to carry out any task designated 'QT' when he/she has been formally taught how to carry out that task during a trade training course.

10.2.5 The civilian equivalent of the above tradesmen.

11 Table 8 – Out of Use Maintenance

11.1 For RAF equipment, Out of use vehicles or vehicles in Second Echelon are to be maintained in accordance with AP 3260, Book 1, Chap 1, Para 9 and Chap 2, Para 27. Any specific operation appertaining to this equipment will be listed in Table 8.

11.2 For Army equipment, this maintenance is to be carried out as follows:

11.2.1 When the equipment is taken out of use for periods exceeding one month on the advice of the local REME advisor/MT Officer.

11.2.2 Any equipment taken out of use for periods exceeding 4 months is to be put into preservation in accordance with EMER Wheeled Vehicles A 019 Miscellaneous Instruction No 9.

11.2.3 The equipment is to be cleaned, dried and stored under cover where possible.

11.2.4 Any overdue maintenance is to be carried out when the equipment is brought back into use.

TABLE 1 EQUIPMENT APPLICABILITY

Ser No (1)	Equipment Asset Code (2)	Designation (3)	Contract Numbers (3)
1	5927-3302	Generator Set Diesel Engine, Trailer Mounted, 2 x 4.5 Kw, 240 V 50 Hz Single Phase.	
2	5688-3300	Generator Set, Diesel Engine, Trailer Mounted, 8/12 Kw, 240/416 V, 1/3 Phase, 50 HZ.	
3	5925-3301	enerator Set, Diesel Engine, 24/16 Kw, 416/240 V, 50/60 Hz, 3/Single Phase, Hunting.	
4	6185-3304	Generator Set, Diesel Engine, AC 40 Kw, 1/3 Phase, 240/416 V, Hunting.	
5	6185-0001	Generator Set, Diesel Engine, 40 Kw, Lucas Mounted.	
6	3103-0737	Trailer Flat Platform, Special Purpose, (Reynolds Broughton) Mk 3.	

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TABLE 2 FUELS, LUBRICANTS AND ASSOCIATED PRODUCTS

NOTES

- (1) Only the products listed below are to be used on this equipment.
- (2) Oil changes at the -15°C point shall only be made on the advice of the MT Officer.
- (3) The capacities listed are to be used as a guide only. A physical check is to be carried out to ensure that all fluid levels are correct. This check should be carried out with the vehicle unladen and standing on level ground whenever possible.

Ser (1)	Assembly/System (2)	Product		Capacity	
		Above -15°C (3)	Below -15°C (4)	Litres (5)	Pints (6)
1	Wheel hubs	XG 279	XG 279	-	-
2	Oil can lubrication	OMD 80	OMD 80	-	-
3	Brake hydraulic system	OX 8	OX 8	-	-
4	General greasing	XG 279	XG 279	-	-

TABLE 3 EQUIPMENT DATA

Ser (1)	Item (2)	Detail (3)
	TORQUE SETTINGS	
1	Wheel nuts	474-542 Nm (350-400 lbf/in ²)
	TYRES	
2	Size: Road wheel	0.210 m x 0.406 m (8.25 in. x 16 in.)
	Jockey wheel	16 x 4 - 4 ply industrial type (T991) or approved equivalent
3	Pressures: Road wheel	5.17 bar (75 lbf/in ²)
	Jockey wheel	3.1 bar (45 lbf/in ²)

TABLE 4 ACTION ON RECEIPT

Table 4 Maintenance is to be carried out in accordance with the instructions shown at Page 2, Para 6 and 7.

Ser (1)	Action (2)
1	Check torque loading of wheel nuts on receipt of trailer and after the first 50 miles.

TABLE 5 OUT OF PHASE MAINTENANCE

Table 5 Maintenance is to be carried out in accordance with the instructions shown at Page 2, Para 6 and 8.

Ser (1)	Action (2)	Interval (3)
1	Lightly lubricate the following items with grease XG 279: 1.1 Jockey wheel pivot 1.2 Hand brake cables 1.3 Torsion bar bearings.	Monthly
2	Earthing spike, cable and connectors: Examine. Test continuity resistance. (Maximum 0.1 ohm)	3 Monthly
3	Chassis to generator bonding: Examine. Test continuity resistance. (Maximum 0.1 ohm)	3 Monthly



TABLE 6 DRIVER/OPERATOR MAINTENANCE

Table 6 Maintenance is to be carried out by the tradesmen and at the intervals shown at Page 2, Para 9.1 and 9.2 of this publication.

The following WARNINGS, CAUTIONS and Maintenance Notes must be read and understood before commencing these maintenance tasks.

WARNING

THIS TRAILER IS FITTED WITH A NON ROTATABLE TOWING EYE. PRIME MOVER PINTLE MUST BE FREE TO ROTATE

CAUTION

When parking the trailer, ensure that the parking brake area is as flat as possible, that the handbrake is applied firmly, that the rear support clamping bolts are tight, the locking pin and clip are correctly engaged and that the jockey wheel is locked firmly before being wound down.

Serial (1)	Task (2)	Maintenance Interval			
		A (3)	B (4)	C (5)	D (5)
1	Examine trailer for obvious signs of damage.	X		X	X
2	Chassis and 'A' frame: Examine.	X		X	X
3	Tow coupling: Examine for security of attachment.	X		X	X
4	Wheels: Examine for security of attachment (including spare wheel).	X			X
5	Tyres: Examine, check tread depth and pressures (including spare wheel).	X		X	X
6	Wheel nuts: Check torque loading.			X	X
7	Jockey wheel and support legs: Examine, ensure correct stowage.	X		X	X
8	Registration and legal plates: Examine.	X		X	X
9	Inter-vehicle connector: Examine.	X		X	X
10	Lights: Examine. Ensure correct operation.	X		X	X
11	Reflectors: Examine.	X		X	X
12	Earthing spike, cable and connectors: Examine.	X		X	X
13	Loose equipment: Ensure correct stowage.	X			X
14	Jockey wheel and support legs: Lower to ground and clamp into position.		X		X
15	Parking brake: Examine and operate.	X		X	X
16	Brake master cylinder: Top up as necessary.	X			
17					
18	F 658A (MT on Detachment Duty), F 814 (Vehicle Running Record) or STAMA equivalent: Sign. (RAF only)	X			
19	Static Functional Test: Carry out to confirm the serviceability of all functions, particularly the lights and parking brake.				X

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(continued)

TABLE 6 DRIVER/OPERATOR MAINTENANCE (continued)

Serial (1)	Task (2)	Maintenance Interval			
		A (3)	B (4)	C (5)	D (5)
20	Mobile Function Test: Carry out a short mobile test to confirm the serviceability of the brakes.				X
21	AF G1084A (Worksheet) or STAMA 3 Monthly Record: Sign. (RAF only)				X
22	Record action in AB 562. (Army only)				X

TABLE 7 TIME/USAGE MAINTENANCE

Table 7 Maintenance is to be carried out by the tradesmen and at the intervals shown at Pages 2 and 3, Para 10.1 and 10.2 of this publication.

The following WARNINGS, CAUTIONS and Maintenance Notes must be read and understood before commencing these maintenance tasks.

WARNINGS

(1) ASBESTOS IS USED IN THE BRAKE LININGS. DO NOT USE COMPRESSED AIR TO CLEAN THE BRAKE SYSTEM.

(2) THIS TRAILER IS FITTED WITH A NON ROTATABLE TOWING EYE. PRIME MOVER PINTLE MUST BE FREE TO ROTATE.

MAINTENANCE NOTES

To adjust hub bearings:

- (1) Turn hub nut clockwise until the hub cannot be rotated by hand.
- (2) Turn the hub nut anti-clockwise, one flat at a time, until the the hub is free to rotate.
- (3) Turn the hub nut clockwise until split pin hole aligns with slot in nut. If in doubt turn hub nut anti-clockwise until the next slot aligns with split pin hole - pre loading can cause premature bearing failure.

(continued)

TABLE 7 TIME/USAGE MAINTENANCE (c ntinued)

Serial (1)	Task (2)	Fig No (3)	Product (4)	Maintenance Period				
				1st (5)	A (6)	B (7)	C (8)	D (9)
CHASSIS								
1	Chassis and 'A' frame: Examine.			X	X			
2	Tow coupling: Examine. Ensure security of attachment.			X	X			
3	Support legs: Examine and lubricate.		XG 279	X	X			
4	Jockey wheel: Examine, operate and lubricate.		XG 279	X	X			
5	Mudguards: Examine.			X	X			
6	Spare wheel: Examine for security of attachment.			X	X			
7	Registration and legal plates: Examine.			X	X			
8	Trailer load bed: Examine.			X	X			
9								
10								
11								
AXLES AND SUSPENSION								
12	Axle assembly: Examine.			X	X			
13	Axle clamp bolts, bump stops and shock absorbers: Examine.			X	X			
14	Hub bearings: Remove, clean, examine, lubricate, refit and adjust. (VM)		XG 279	X				X
15	Road wheels (including spare): Examine.			X	X			
16	Tyres (including spare): Examine, check tread depth and pressures.			X	X			
17	Wheel nuts: Check torque loading.			X	X			
18	Torsion bars and attachments: Examine.			X	X			
19								
20								
21								
BRAKES								
22	Braking system: Examine.			X	X			
23	Wheel brake assemblies: Remove drums, clean, examine linings, expander unit and adjusters, replace items as necessary. Refit drums and adjust brakes as necessary.				X			
24	Brake master cylinder: Examine and top up as necessary.		OX 8	X	X			

(continued)

TABLE 7 TIME/USAGE MAINTENANCE (continued)

Serial (1)	Task (2)	Fig No (3)	Product (4)	Maintenance Period				
				1st (5)	A (6)	B (7)	C (8)	D (9)
25	Brake air lines: Examine coupling seals and air lines, replace items as necessary.			X	X			
26	Brake rods and linkages: Examine and lubricate.		XG 279	X	X			
27	Parking brake: Examine and ensure correct operation.			X	X			
28								
29								
30	Brake test (NCO MT Technician - RAF only): Carry out. (in accordance with AP 4545, Vol 2, Lft A64 - RAF only)				X			
	ELECTRICS							
31	Lights: Examine. Ensure correct operation.			X	X			
32	Reflectors: Examine.			X	X			
33	Electrical inter-vehicle connector: Examine.			X	X			
34	Electrical wiring, conduits and junction boxes: Examine for signs of chaffing, burning or other damage and for security of attachment.			X	X			
35	Earthing spike, cable and connectors: Examine, test continuity resistance. (Maximum 0.1 ohm) (See Table 5)			X	X			
36								
37								
38								
39								
40	Oil can lubrication: All controls, linkages, locks, catches and hinges.			X	X			
41								
42	AF G1048A (Worksheet) or STAMA Worksheet as appropriate, Tradesmen and Countersigning NCO: Sign. (RAF only)			X	X			
43	Road test (NCO MT Technician - RAF only): Carry out.			X	X			
44	AF G1084A (Worksheet) or STAMA Worksheet: Insert coordinating signature. (RAF only)			X	X			
45	Record action in AB 562. (Army only)			X	X			

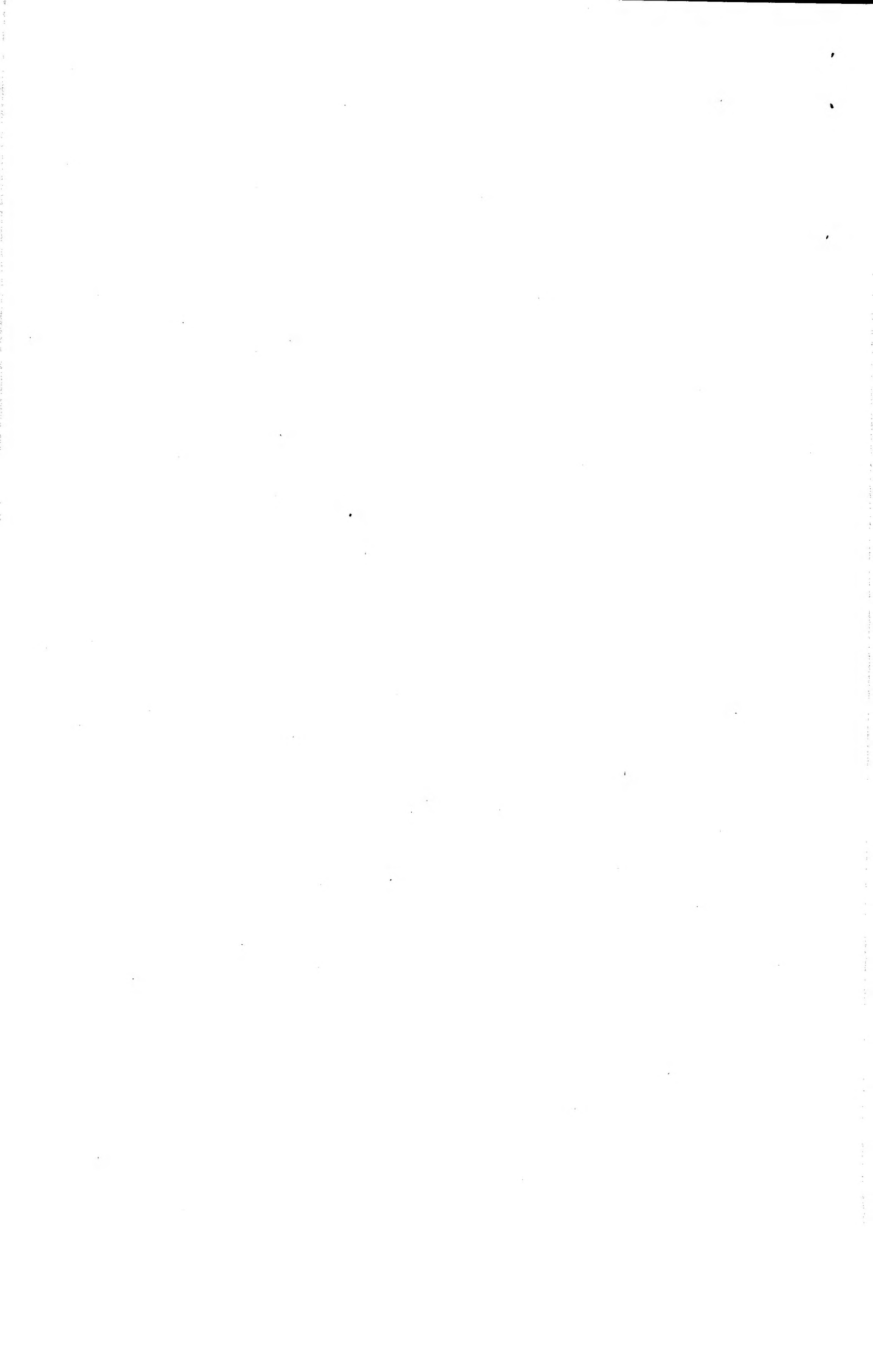
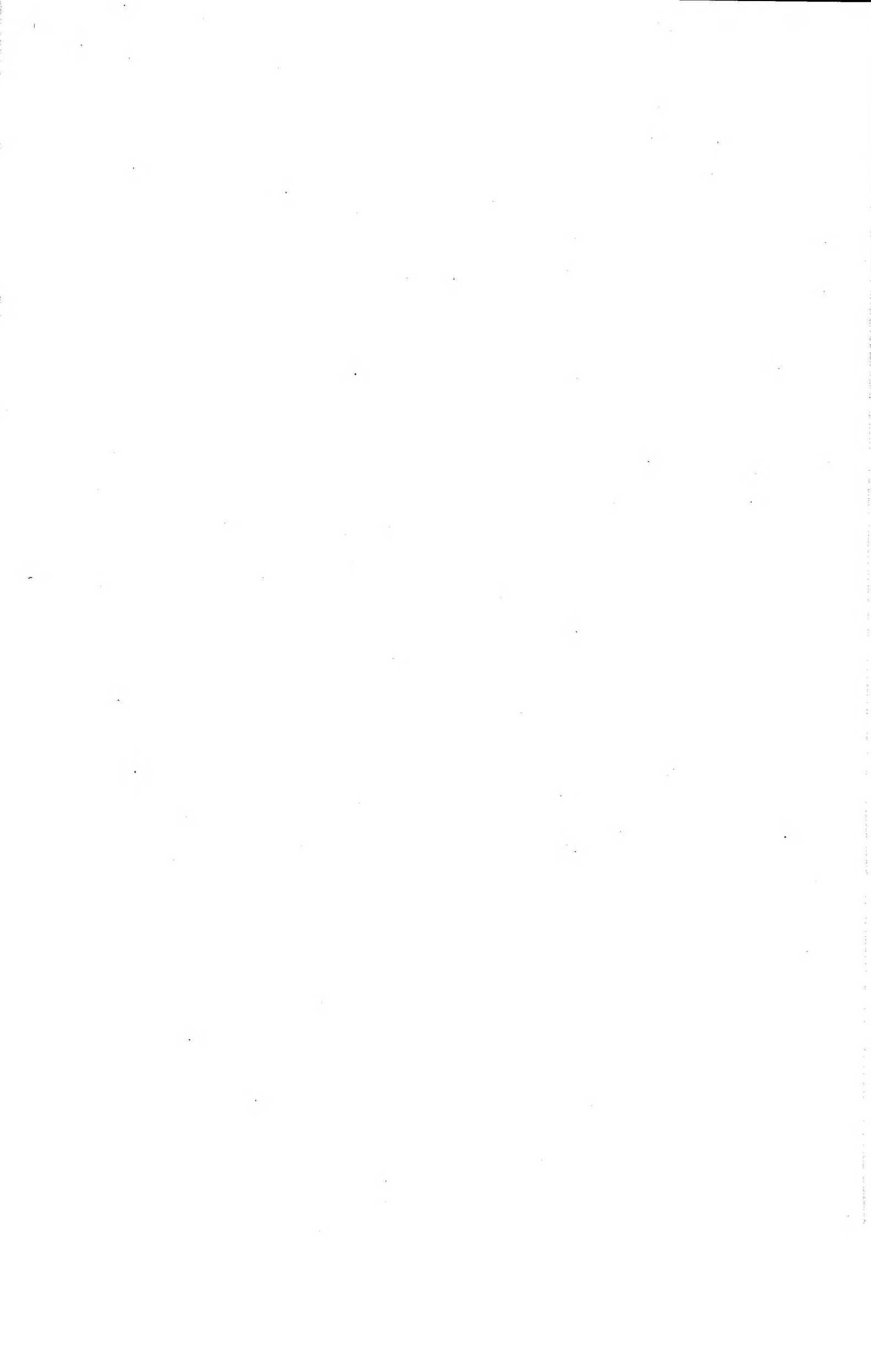


TABLE 8 OUT OF USE MAINTENANCE

Table 8 Maintenance is to be carried out in accordance with the instructions shown at Page 3, Para 11.1 and 11.2.

WARNINGS, CAUTIONS and Maintenance Notes preceding Tables 6 and 7 must be read and understood before commencing these maintenance tasks.

Serial (1)	Operation (2)
	Prior to vehicle entering storage:
1	Carry out Table 6, Columns A, B and C maintenance and patch paint.
2	Carry out next maintenance due if it falls during out of use period.
3	Rectify all faults affecting road/task worthiness.
4	Monthly whilst vehicle in storage:
	Carry out Table 6, Columns A and B maintenance.
5	Operate equipment and all systems.
6	Carry out road test over 8 km (5 miles) if possible.
7	Update AB 562.



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COMMENT ON AESP

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Chobham Lane

Chertsey

Surrey KT16 OEE

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Date:

Title of AESP

COMMENT

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..... Chobham Lane

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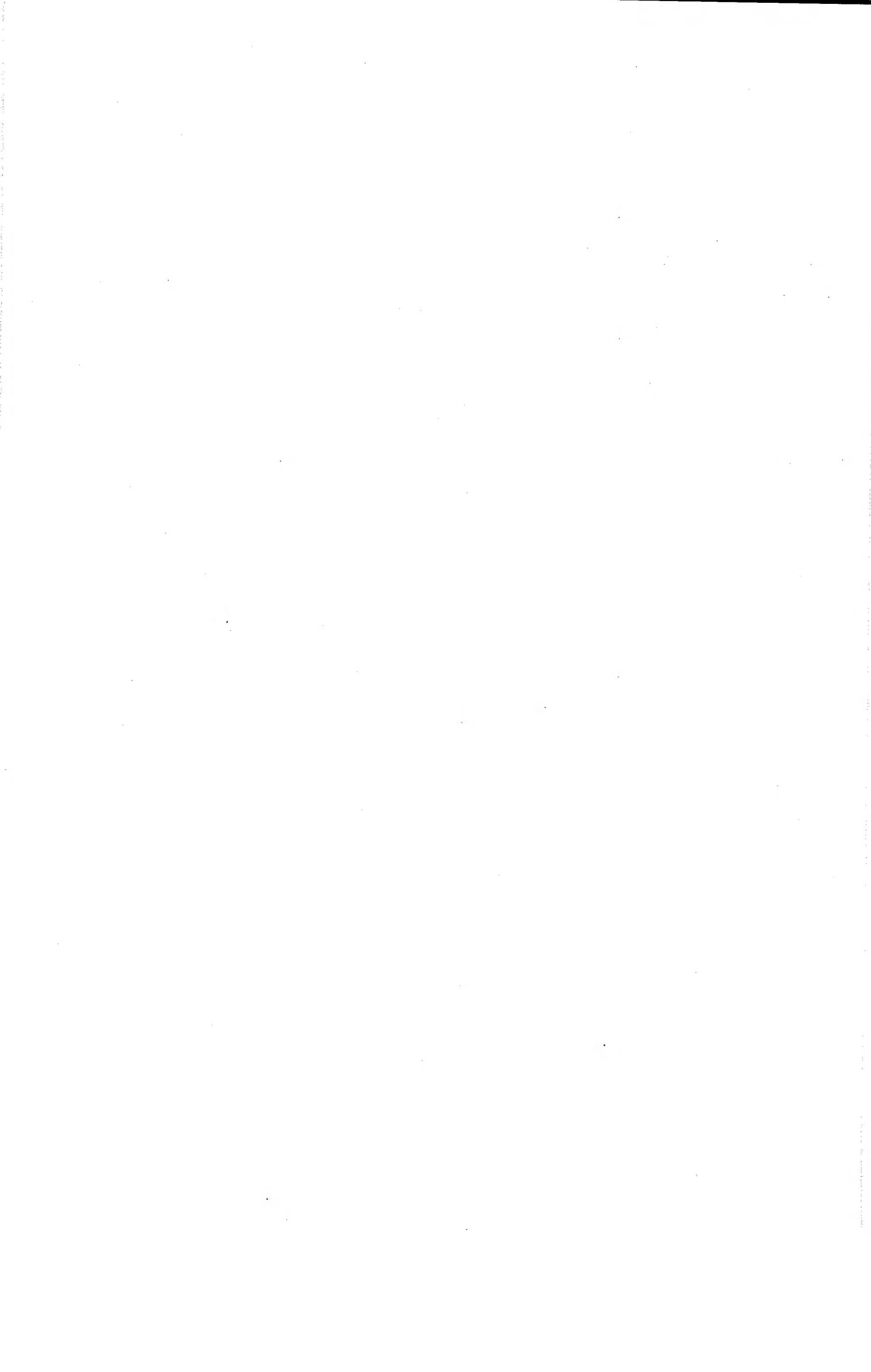
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 - * (ii) Amend the AESP
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AESP Form 10

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**TRAILER, FLAT PLATFORM, SPECIAL PURPOSE,
2½ TONNE, 2 WHEELED, FV 2406, MK 3**

**INSPECTION STANDARD PART 1
COMPLETE EQUIPMENT**

This publication contains information covering the requirements of
Sub-Category 5.3 at information levels 2 and 3.

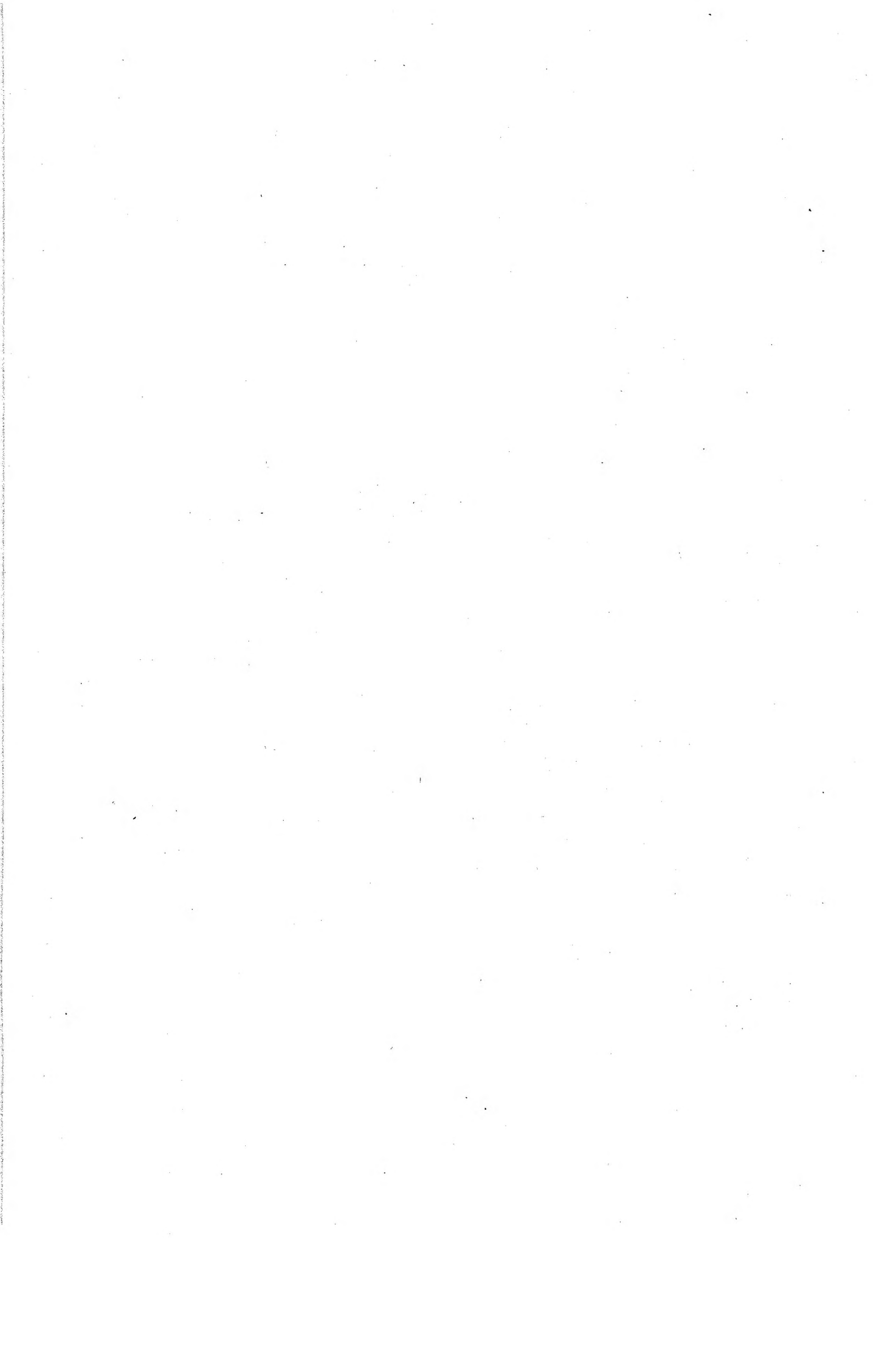
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AMENDMENT RECORD

Amdt No.	Incorporated By (Signature)	Date
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48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		



CONTENTS

PRELIMINARY MATERIAL

	Page
Front cover (title page)	(i)/(ii)
Amendment record	(iii)/(iv)
Contents (this list)	(v)
Preface	(vi)
Related and associated publications	(vi)
Comment on AESP	Final leaf

Para

INSPECTION STANDARD PART 1

- 1 Equipment Identity**
- 2 Introduction**
- 5 Index to Schedule**
- 6 Schedule**

PREFACE

Sponsor:
DGES(A)
File Ref: D/DGES(A) 551/6/7

Publication Agency:
Vehs & Wpns Br REME
Project No: ES 52c 4115 (203)
File ref: ES 52c/4115/AESP/BVP

INTRODUCTION

1 Service users should forward any comments on this publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided at the end of this publication; it should be photocopied and used for forwarding comments on this AESP.

2 The subject matter of this publication may be affected by Defence Council Instructions (DCIs), Standing Operating Procedures (SOPs) or by local regulations. When any such instruction, Order or regulation contradicts any portion of this publication it is to be taken as the overriding authority.

RELATED AND ASSOCIATED PUBLICATIONS

Related publications

3 The Octad for the subject equipment consists of the publications shown below. All references are prefixed with the first eight digits of this publication. The availability of the publications can be checked by reference to the relevant Group Index (see AESP 0100-A-001-013).

Category/Sub-category			Information Level			
			1 User/ Operator	2 Unit Maintenance	3 Field Maintenance	4 Base Maintenance
1	0	Purpose and planning information	101	*	*	*
	1	Equipment Support Policy Directives	*	*	*	*
	2	Purpose and planning Information, Medical and Dental	*	*	*	*
2	0	Operating information	201	*	*	*
	1	Aide Memoir	*	*	*	*
	2	Training	*	*	*	*
3		Technical Description	*	*	*	*
4	1	Installation Instructions	*	*	*	*
	2	Preparation for Special Environments	*	*	*	*
5	1	Failure Diagnosis	*	*	*	*
	2	Repair Instructions	*	522	*	*
	3	Inspection Standards	*	523	523	*
	4	Calibration Standards	*	*	*	*
6		Maintenance Schedule	*	*	*	*
7	1	Illustrated Part Catalogue	711	711	711	711
	2	Commercial Parts Lists	*	*	*	*
	3	Complete Equipment Schedule, Production	*	*	*	*
	4	Complete Equipment Schedule, Service Edition (Simple Equipment)	*	*	*	*
	5	Complete Equipment Schedule, Service Edition (Complex Equipment)	*	*	*	*
8	1	Modification Instruction	*	*	*	*
	2	General Instruction, Special Technical Instructions and Servicing Instructions	*	*	*	*
	3	Service Engineered Modification Instructions (RAF only)	*	*	*	*

* Categories/Sub-categories not published

Associated publications

4	<u>Reference</u>	<u>Title</u>
	EMER T&M A 028 Chap 150	General Principles of Quality Assessment of Vehicles, MHE and Mobile Equipment.
	EMER T&M A 028 Chap 151	Assessment of Braking Performance Wheeled Vehicles.
	EMER T&M A 028 Chap 303	Inspection of Chassis Frames and Heat Treatment Specifications.

INSPECTION STANDARD PART 1

EQUIPMENT IDENTITY

- 1 This standard covers the following equipment:
 - 1.1 Trailer, Flat Platform, Special Purpose, 2½ Tonne, 2 Wheeled, FV 2406, Mk 3.

INTRODUCTION

- 2 This publication details the Acceptable Quality Levels (AQL) for the complete equipment, to meet the quality standards at levels 2 and 3.
- 3 It is to be applied in conjunction with the general principles contained in Chapter 150 of EMER T&M, A 028.
- 4 The following abbreviations are used H = High L = Low.

INDEX TO SCHEDULE

- 5 The main breakdown of inspection and testing of complete equipment is as follows:

Serial

- 1 Chassis and body
- 2 Suspension
- 3 Braking system
- 4 Axles
- 5 Electrical
- 6 Road test
- 7 Roller brake test

SCHEDULE

6

Ser (1)	Detail (2)	Acceptable Quality Level (AQL)		Remarks (5)
		Level 2 (3)	Level 3 (4)	
1	CHASSIS AND BODY			
	1.1 Tow eye - diameter		33 mm minimum	
	1.2 Rear towing pintle	No distortion and pin secure		
	1.3 Towing 'A' frame	No discernible distortion or cracks.		
	1.4 Safety chains	Pin anchor secure and chains in good condition.		
	1.5 Corner steady-leg (each corner)	No discernible distortion and free fit in support tube.		Ensure pin locates properly.
	1.6 Front jockey wheel	Wheel intact, jacking assembly operative.		
	1.7 Tailgate and doors.	Undistorted free to hinge and fasteners secure.		
	1.8 Spare wheel carrier	No fraying or distortion of wire rope, screw free to operate.		
1.9 Sub frame	No distortion or cracks at welds.		See EMER T&M A 028 Chap 303	
2	SUSPENSION			
	2.1 Shock absorbers	No visible leak of fluid or scoring on piston rod. Top and bottom bosses free, no cracks at welds.		Check at max extension/retraction.
	2.2 Rubber spring	No visible splitting or permanent deformation.		
3	BRAKING SYSTEM			
	3.1 Shoes lining thickness.		0.5 mm above rivet head minimum.	
	3.2 Drum maximum internal diameter.		309.5 mm	
	3.3 Hydraulic pipe and hoses	Free from distortion corrosion and damage.		
	3.4 Air piping and hoses	Free from distortion corrosion and damage.		
3.5 Air reservoir	Check for corrosion and drain valve function.			

(continued)

SCHEDULE (continued)

Ser (1)	Detail (2)	Acceptable Quality Level (AQL)		Remarks (5)
		Level 2 (3)	Level 3 (4)	
	<p>3.6 Permissible leakage rates:</p> <p>3.6.1 Max pressure drop in 5 min.</p> <p>3.6.2 Max pressure drop in 20 min.</p> <p>3.7 Load sensing valve setting</p> <p>3.8 Handbrake cable</p> <p>3.9 Operating lever</p>		<p>1.1 bar (16 lbf/in²)</p> <p>2.07 bar (30 lbf/in²)</p>	<p>Pressure drop due to brake application to be ignored.</p> <p>Refer to Chap 1, Para 172 of 2330-G-655-522</p>
4	AXLE			
	4.1 Wheel bearing end float.		H 0.23 mm L 0.18 mm	
	4.2 Suspension brackets and arms	No visible cracks or distortion.		
5	ELECTRICAL			
	5.1 Junction boxes	Lids to be secure and waterproof fit. All connectors correctly made.		
	5.2 Harness	Check for chafing, security of ties and connections.		
	5.3 Lights	Check security of fittings, condition of lenses and operation.		
6	ROAD TEST			
	6.1 Brake efficiency when trailer is towed (unladen) by a tractor having 50% min braking efficiency at 30 km/h (18.6 mile/h).		H 75% L 50%	Using TAPLEY brake test meter or similar. See EMER T&M A 028 Chap 151
	6.2 Parking brake to hold trailer on gradient of not less than		16% (1 in 6.25)	
7	ROLLER BRAKE TEST			
	7.1 Braking efficiency trailer unit only.	55% minimum		Gross weight unhitched tonnes.

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Senders Reference	BIN Number	Date
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TRAILER, FLAT PLATFORM, SPECIAL PURPOSE, 2 1/2 TONNE, 2 WHEELED, FV 2406, MK 3

REPRINTED INCORPORATING AMDT No. 3

PURPOSE AND PLANNING INFORMATION

This publication contains information covering the requirements
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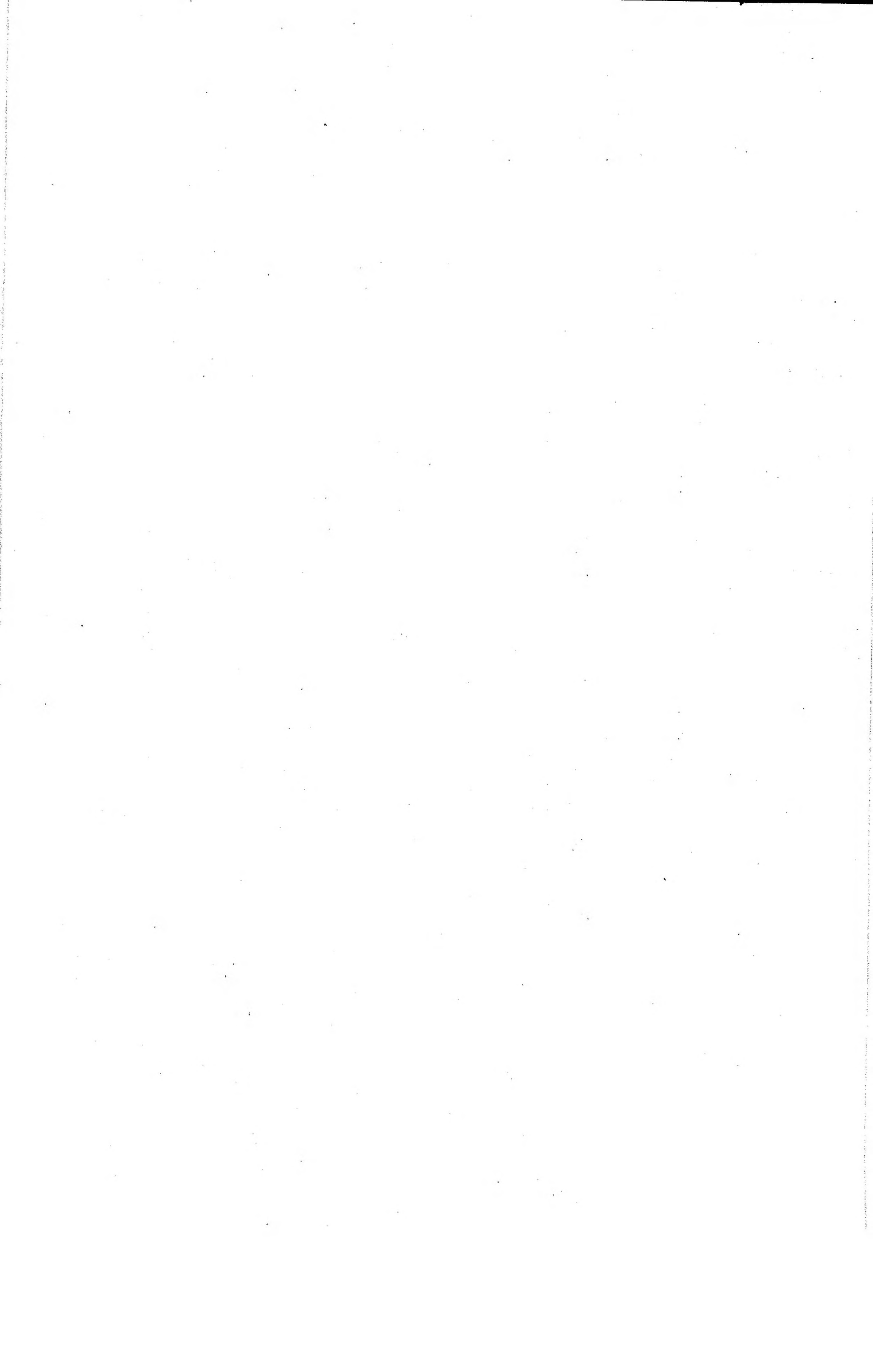
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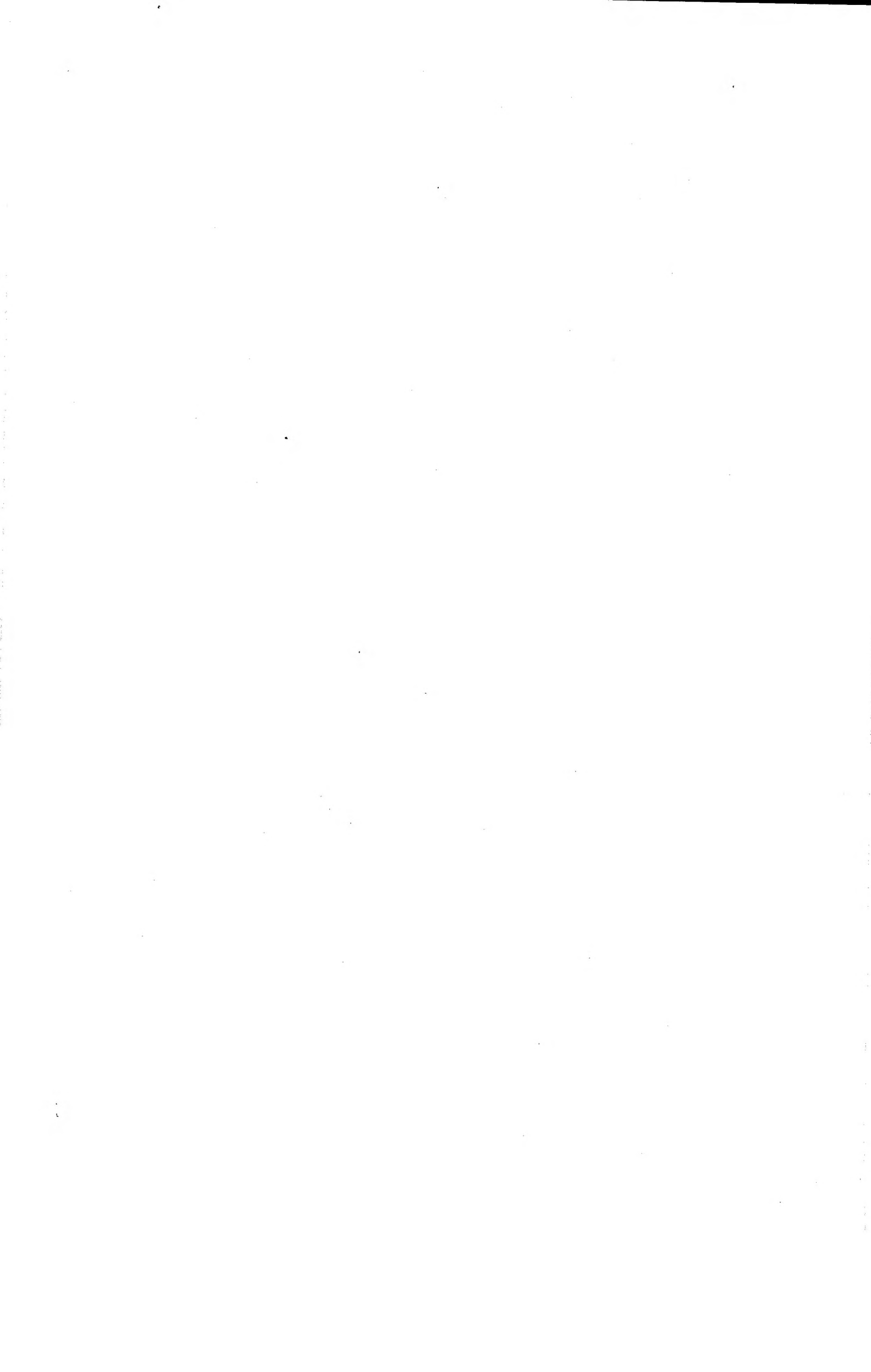
Page (i)/(ii)



AMENDMENT RECORD SHEET

Amdt	Incorporated by	Date
1		9/2/99
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Amdt	Incorporated by	Date
27		
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40		
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42		
43		
44		
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47		
48		
49		
50		
51		
52		



CONTENTS

Frame	Preliminary material	Page
A02	Front cover (title page)	(i)/(ii)
	Amendment record	(iii)/(iv)
A03	Contents (this list)	(v)
A04	Preface	(vi)
A04	Introduction	(vi)
A04	Related and associated publications	(vi)
A04	Related publications	(vi)
A05	Associated publications	(vii)
A05	List of abbreviations	(vii)
A06	Warnings	(viii)-(ix)
A08	Frontispiece	(x)

PURPOSE AND PLANNING INFORMATION

Frame	Para	
B01	1	Equipment identity
B01	2	Role
B01	3	Brief description
B02	4	Physical data
B03	5	Operational data
B04	6	Environmental data
B04	7	Transportation data
B04	8	Manning requirements
B04	9	Power requirements
B04	10	Maintenance

Frame	Figure	Page
B02	1 Dimensions	2

PREFACE

Sponsor:
DGES (A)
File ref: D/DGES(A)551/6/7

Publications Approving Authority:
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INTRODUCTION

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RELATED AND ASSOCIATED PUBLICATIONS

Related publications

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Publication Title: <u>Trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV 2406 Mk 3</u>																	
CATEGORIES AND INFORMATION LEVELS																	
Category	1		2		3	4		5				6		7		8	
Level	0	0	1	2	0	1	2	1	2	3	4	0	1	1	2	1	2
1 USER/OPERATOR	101	201	*	*	201	*	*	*	201	*	*	601	*	711	*	*	*
2 UNIT MAINTENANCE	*	*	*	*	201	*	*	*	522	*	*	*	*	*	*	*	*
3 FIELD MAINTENANCE	*	*	*	*	*	*	*	*	522	*	*	*	*	*	*	*	*
4 BASE MAINTENANCE	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

1.0 Purpose and Planning Information
2.0 Operating Information
2.1 Special to Arms
2.2 Training Aids
3.0 Technical Description
4.1 Installation Instructions
4.2 Preparation for Special Environments
5.1 Failure Diagnosis

5.2 Repair Instructions
5.3 Inspection Standards
5.4 Calibration Standards
6.0 Maintenance Schedules (RAF)
7.1 Illustrated Parts Catalogue
7.2 Commercial Parts List
8.1 Modification Instructions
8.2 General Instructions

* Not published

Associated publications

<u>4 Reference</u>	<u>Title</u>
AESP 2330-G-655 Octad	Trailer, Flat Platform, Special Purpose, 2 1/2 Tonne, 2 Wheeled, FV2406, Mk 3
CES TBA	Complete Equipment Schedule
EMER T & M A028, Chap 060	Inspection and Examination of Ball and Roller Bearings

LIST OF ABBREVIATIONS

AESP	Army Equipment Support Publication
Ah	Ampere Hour
CES	Complete Equipment Schedule
dB	Decibel
dc	Direct Current
DCIs	Defence Council Instructions
EMERs	Electrical Mechanical Engineering Regulations
GIE	Government Issued Equipment
GS	General Service
LCT	Landing Craft Tank
LST	Landing Ship Tank
NATO	North Atlantic Treaty Organisation
NSN	Nato Stock Number
SOPs	Standard Operating Procedures
UK	United Kingdom

WARNINGS

WARNINGS

(1) WHEN PARKING THE TRAILER, ENSURE THAT THE PARKING AREA IS AS FLAT AS POSSIBLE, THAT THE HANDBRAKE IS APPLIED FIRMLY, THAT THE REAR SUPPORT CLAMPING BOLTS ARE TIGHT, THE LOCKING PIN AND CLIP ARE CORRECTLY ENGAGED AND THAT THE JOCKEY WHEEL IS LOCKED FIRMLY BEFORE BEING WOUND DOWN.

▶ (2) PERSONNEL HAZARD. ENSURE THAT THE REAR SUPPORT LEGS ARE LOWERED AND SUPPORTING THE WEIGHT OF THE TRAILER BEFORE COUPLING TO OR UNCOUPLING FROM A PRIME MOVER.

(3) PERSONNEL HAZARD. BEFORE DRIVING THE PRIME MOVER WITH TRAILER ATTACHED, ENSURE THAT THE JOCKEY WHEEL AND REAR SUPPORT LEGS ARE SECURED IN THEIR STOWED POSITION.

(4) TRAILER LOADING. ENSURE THAT THE TRAILER PAYLOAD IS CORRECTLY DISTRIBUTED AND THAT THE DRAWBAR PREPONDERANCE WEIGHT IS STRICTLY OBSERVED. ◀

(5) OBSERVE ALL APPROPRIATE SAFETY INSTRUCTIONS CONCERNING JACKING AND SCOTCHING WHEN CHANGING WHEELS OR EXAMINING BRAKE LININGS.

(6) MECHANICAL FITNESS. IF THE OPERATOR/DRIVER IS IN ANY DOUBT AS TO THE MECHANICAL FITNESS OF A TRAILER IT MUST NOT BE USED UNTIL ADVICE HAS BEEN SOUGHT.

(7) BERYLLIUM/BERYLLIA. THE FLEXIBLE HOSES IN THE HYDRAULIC BRAKE SYSTEM ARE FIXED TO THE CHASSIS WITH WASHERS INCORPORATING THE HIGHLY TOXIC MATERIAL BERYLLIUM. BERYLLIUM MATERIALS ARE ABSORBED INTO THE BODY TISSUES:

1 THROUGH THE SKIN, MOUTH OR A WOUND.

2 BY THE INHALATION OF DUST CREATED BY THE BREAKAGE OF BERYLLIA.

3 BY THE INHALATION OF TOXIC FUMES FROM BERYLLIUM/BERYLLIA INVOLVED IN A FIRE.

FURTHER INFORMATION ON THE HANDLING OF BERYLLIUM/BERYLLIA IS GIVEN IN EMER MANAGEMENT S 261.

(5) ELECTRICAL HAZARD. BEFORE COMMENCING WORK ON THE TRAILER, ENSURE THAT THE TRAILER ELECTRICAL PLUG IS DISCONNECTED FROM THE PRIME MOVER.

(6) TOXIN. THE WASHERS USED TO FIX THE HYDRAULIC MASTER CYLINDER TO THE CHASSIS AND THE HANDBRAKE SUPPORT PLATE TO THE CHASSIS ARE CADMIUM PLATED. CADMIUM DOES NOT PRESENT A HAZARD IN NORMAL USE, BUT MAY DO SO IF:

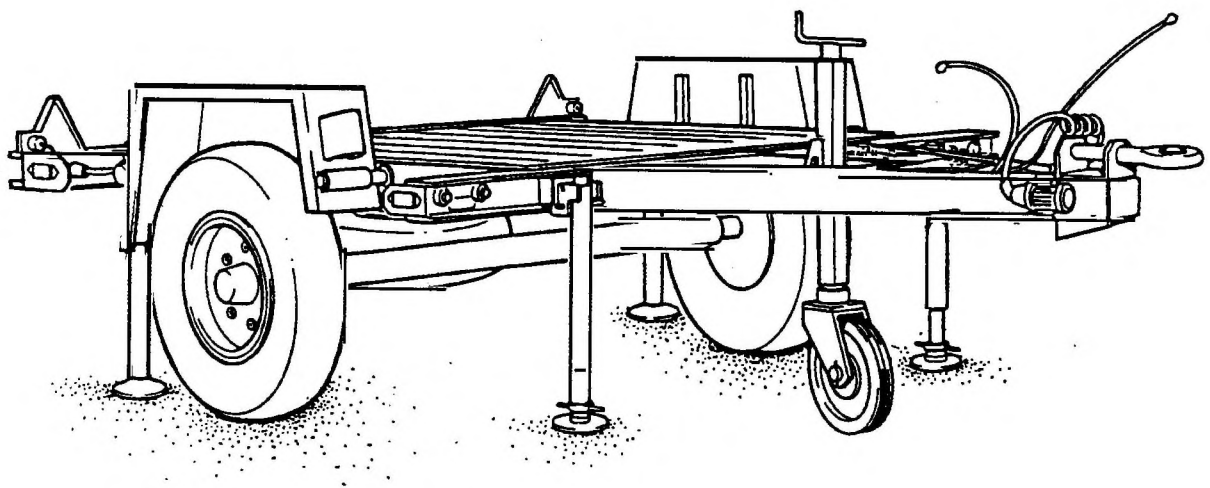
1 DUST IS RELEASED AS A RESULT OF DAMAGE, GRINDING, DRILLING OR FILING.

(continued)

WARNINGS (continued)

2 FUMES ARE RELEASED AS A RESULT OF EXCESSIVE HEATING, WELDING, OR SIMILAR OPERATIONS.

SAFETY PRECAUTIONS TO BE OBSERVED WHEN HANDLING THIS MATERIAL ARE DETAILED IN AP 100B-10 ORDER 1804.



80149/01/1

Frontispiece

Page (x)

A08

Nov 96 (Amdt 1)

**TRAILER, FLAT PLATFORM, SPECIAL PURPOSE,
2 1/2 TONNE, 2 WHEELED,
FV 2406, MK 3**

PURPOSE AND PLANNING INFORMATION

CONTENTS

Frame Para

B01	1	Equipment identity
B01	2	Role
B01	3	Brief description
B02	4	Physical data
B03	5	Operational data
B04	6	Environmental data
B04	7	Transportation data
B04	8	Manning requirements
B04	9	Power requirements
B04	10	Maintenance

	Figure	Page
B02	1 Dimensions	2

EQUIPMENT IDENTITY

1 The trailer, flat platform, special purpose, 2.5 tonne, 2 wheeled, has been allocated a NATO Stock Number of 2330-99-893-8875

ROLE

2 The trailer is normally used for carrying the 8/12 kW, 24/16 kW or 40 kW generators.

BRIEF DESCRIPTION

3 The trailer has a flat, wooden floor, attached directly to the chassis. Twelve cargo tie downs are provided, attached directly to the chassis. The trailer suspension comprises a pair of heavy duty torsion bars mounted in a one piece steel tube with swinging arms and stub axles at each end. Damping is by two telescopic shock absorbers. Aeon rubber springs are fitted to the chassis to check upward movement of the swinging arms. Downward movement is checked by the action of the torsion bars. The trailer has an air servoed, hydraulically operated, expanding shoe type braking system. The two line air supply to operate the braking system is obtained from the prime mover and operates through an emergency relay valve. A load sensing valve on the trailer controls the applied braking force and a limiting valve prevents excessive air pressure in the system. A mechanical handbrake is also provided. A jockey wheel, two front jack legs and two support legs provide stability when the trailer is parked. The jockey wheel and jack legs are swung clear of the ground and the rear support legs are lifted clear of the ground when the trailer is coupled to the prime mover. A towing pintle is fitted to the chassis rear crossmember. A spare wheel is attached to a carrier assembly under the trailer cargo platform.

PHYSICAL DATA

4 Dimensions of the FV 2406 Mk 3 trailer are given in Figure 1.

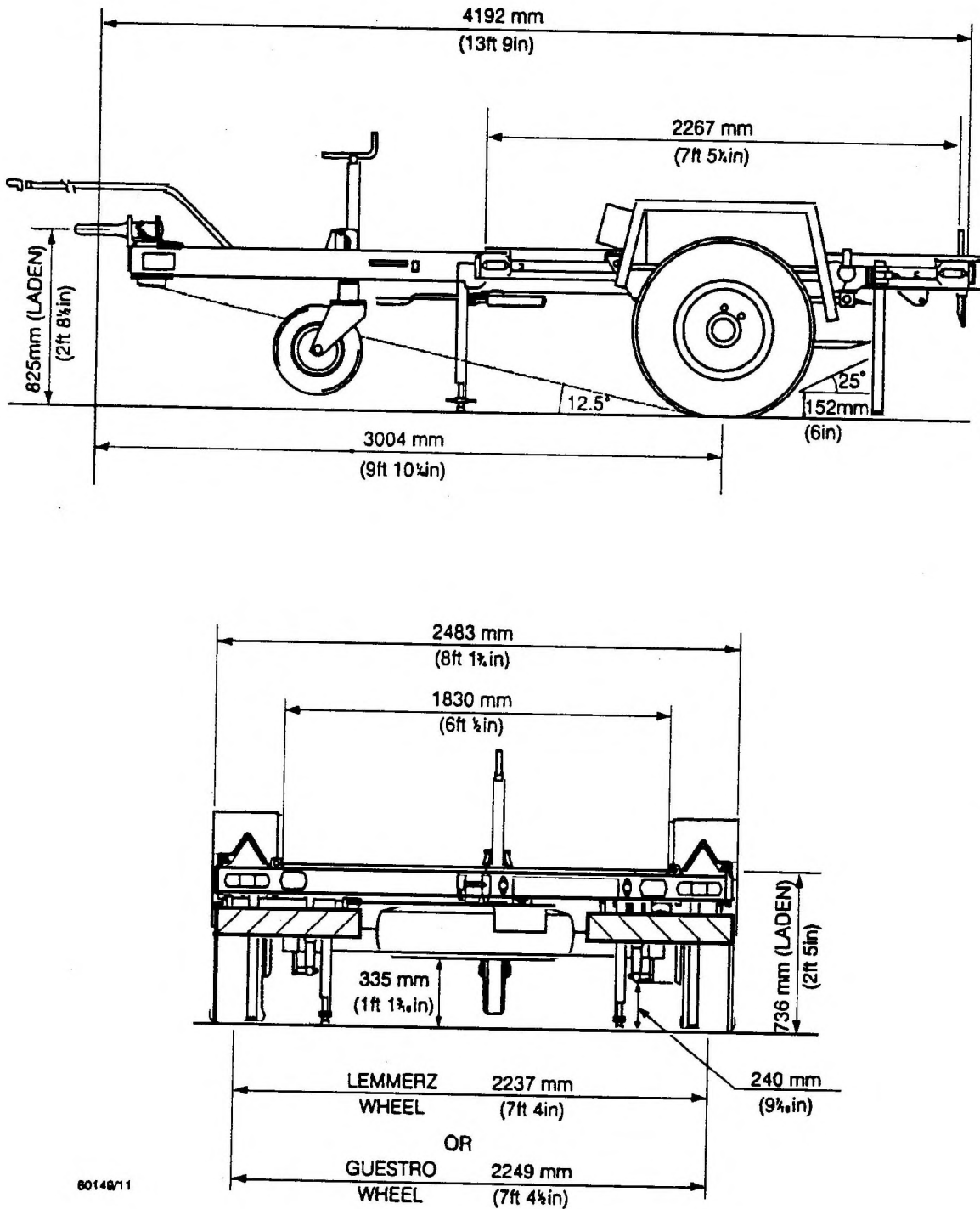


Fig 1 Dimensions

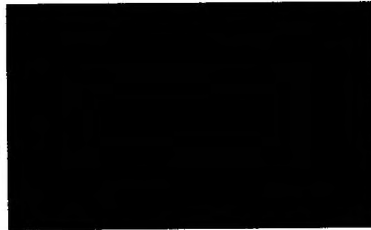
OPERATIONAL DATA

5 Operational data relating to the trailer is given in the following paragraphs.

5.1 Weights

Unladen
Laden (maximum)
Capacity

Drawbar preponderance
(laden)



5.2 Bridge classification

Unladen 1
Laden 4

NOTE

The bridge classification does not include the prime mover.

▶ **5.3 Fording depth**

Without preparation - fresh or sea water
0.50 m (19.68 in.)
With preparation - fresh or sea water
1.00 m (39.37 in.)

5.4 Shipping tonnage



5.5 Performance

Towing speeds - fully laden
Good roads 72 kph (45 mph)
Rough roads 24 kph (15 mph)

5.6 Retardation

Stopped from a speed of 48 kph (30 mph) at minimum peak retardation
of 5.88 m per second² (19.3 ft per second²)

5.7 Parking

Held in both directions Gradient up to 1 in 4

5.8 Tyres

Main wheels
Size 0.210 m x 0.406 m (8.25 in x 16 in)
DEF STAN 26-13, SECT C, TABLE 1A
2610-99-809-6900
Pressure 75 lbf/in² (5.16 bar)
Inner tube DEF STAN 26-14, SECT C, TABLE 1
2610-99-895-8602, 8.25 x 16

Jockey wheel
Size 400 x 8 - 4 ply industrial type (T991) or
approved equivalent
Pressure 60 lbf/in² (4.13 bar)
Inner tube IT 19 or approved equivalent

5.9 Wheels

Main wheels

Type
SizeWell base
6.50 H x 16

Jockey wheel

Type
SizeHG1
0.053 m x 0.203 m (2.125 in. x 8 in.)**5.10 Brakes**

Type

Expanding shoe brakes, air servoed,
hydraulically operated. Mechanical parking
handbrake.**5.11 Suspension**

A pair of torsion bars damped by telescopic shock absorbers, with Aeon rubber springs to check upward movement.

5.12 Electrical equipment

As supplied all lamps are 24 Volts dc working.

ENVIRONMENTAL DATA

6 The trailer may be operated in ambient air temperatures in the range -3.9° C to +51.7° C (+25° F to +125° F) without modification. Storage temperature range is -45.6° C and +71.1° C (-50° F and +160° F). It is capable of shallow fording to a depth of 0.76 m (30 in.) in fresh or salt water without preparation.

TRANSPORTATION DATA

7 The shipping tonnage of the trailer is [REDACTED] with a generator set mounted. The bridge classification of the trailer is 1 (unladen), 4 (laden). The bridge classification figures are for the trailer only and do not include the towing vehicle. The trailer, when coupled to its prime mover, is capable of being embarked and disembarked from LCT 8 and 9 and LST 3 vessels. The trailer may be transported by air in all types of transport aircraft currently in service use. For full details of transportability, see JSP 71 (Transportation Diagrams for Wheeled and Tracked Vehicles).

MANNING REQUIREMENTS

8 The trailer may be coupled and uncoupled to and from a prime mover by one man.

POWER REQUIREMENTS

9 As supplied, the trailer electrics operate from the prime mover 24 V dc system. Current consumption is 3 A continuous and 6.5 A peak.

MAINTENANCE

10 The maintenance policy for the trailer is summarised as follows:

10.1 User repair (level 1) is limited to the replacement of lamps, lamp covers and wheel changing.

10.2 Unit repair (level 2) is limited to the repair of cable assemblies, handbrake adjustment, tyres and brake shoes.

10.3 Field repair (level 3) is limited to the repair and replacement of towing and brake assembly parts, wheels and other running gear.

10.4 Base repair (level 4) undertakes the complete overhaul of the trailer, refurbishing and rebuilding of complete assemblies.



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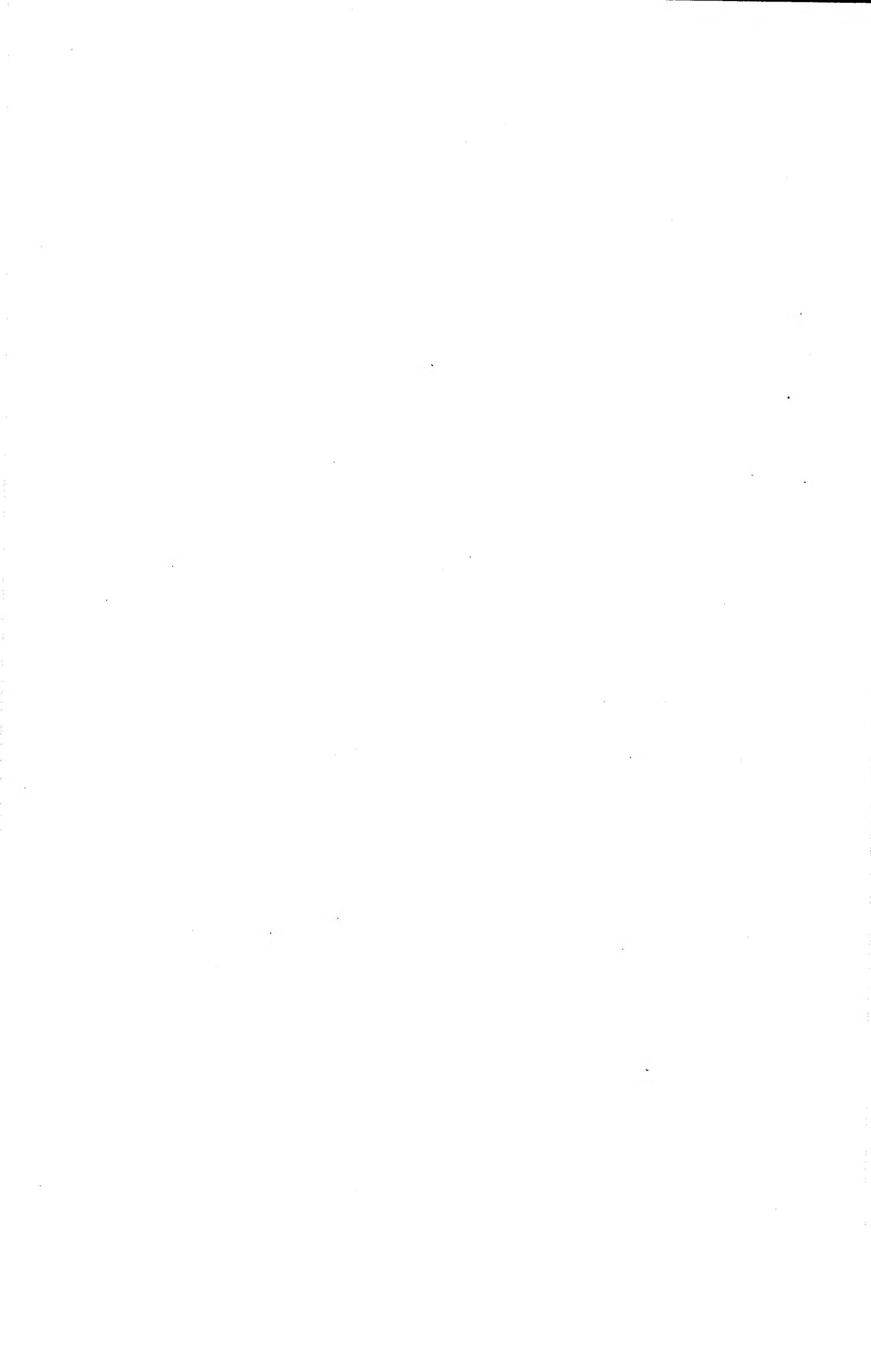
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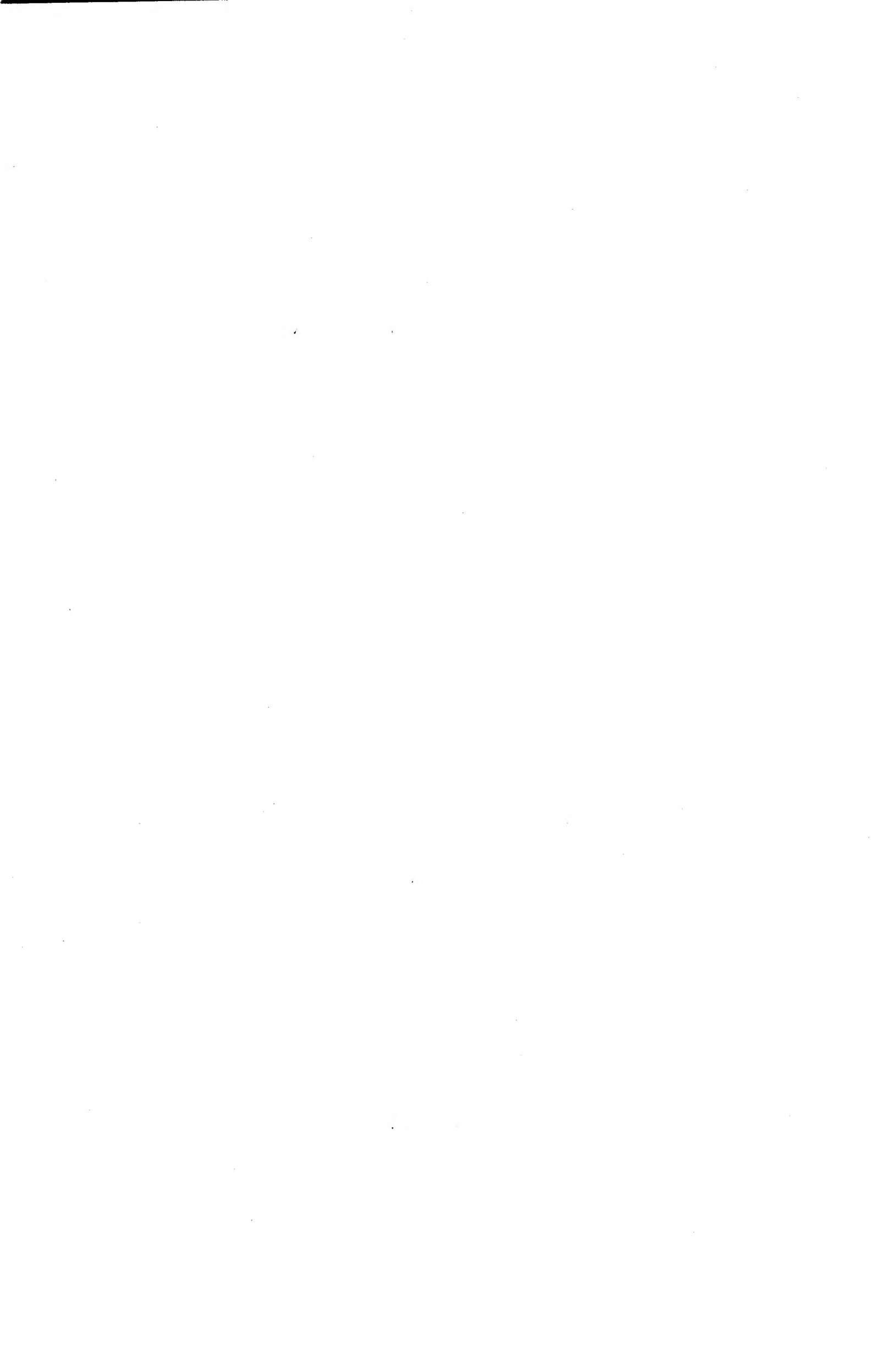
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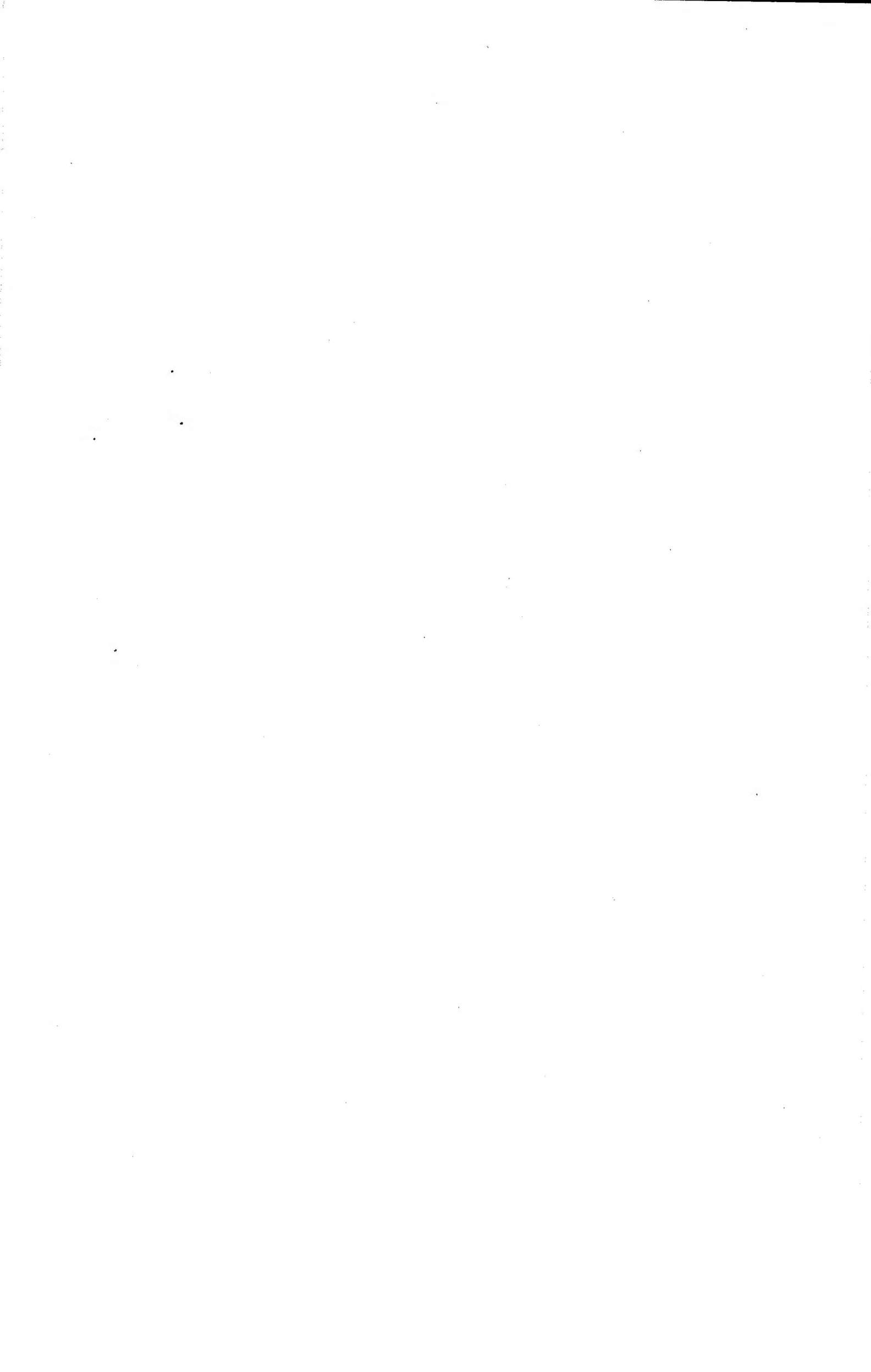
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Issue a revised/amended AESP		Under investigation
Incorporate comment(s) in future amendments		No action required
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TRAILER, FLAT PLATFORM, SPECIAL PURPOSE, 2 1/2 TONNE, 2 WHEELED, FV 2406, MK 3

OPERATING INFORMATION

This publication contains information covering the requirements
of Cat 2, 3 and 5.2 at level 1 and Cat 3 at level 2

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A02

Page (i)/(ii)



AMENDMENT RECORD SHEET

Amdt	Incorporated by	Date
1		
2		
3		
4		
5		
6		
7		
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9		
10		
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24		
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26		

Amdt	Incorporated by	Date
27		
28		
29		
30		
31		
32		
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34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		

CONTENTS

Frame	Preliminary material	Page
A02	Front cover (title page)	(i)/(ii)
	Amendment record	(iii)/(iv)
A03	Contents (this list)	(v)
A04	Preface	(vi)
A04	Introduction	(vi)
A04	Related publications and associated publications	(vi)
A04	Related publications	(vi)
A05	Associated publications	(vii)
A05	List of abbreviations	(vii)
▶ A06	Warnings	(viii)-(ix)
A08	Frontispiece	(x) ◀

OPERATING INFORMATION

Chapter 1	Introduction and data
Chapter 2	Description
Chapter 3	Operating instructions
Chapter 4	User maintenance and repair information
Chapter 5	Denial of equipment

PREFACE

Sponsor:
DGES (A)
File ref: D/DGES(A)551/6/7

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INTRODUCTION

1 Service users should forward any comments concerning this publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided at the end of the publication; it should be photocopied and used for forwarding comments on this AESP.

2 The subject matter of this publication may be affected by Defence Council Instructions (DCIs), Standard Operating Procedures (SOPs) or by local regulations. When any such Instruction, Order or regulation contradicts any portion of this publication, it is to be taken as the overriding Authority.

RELATED AND ASSOCIATED PUBLICATIONS

Related publications

3 The Octad for the subject equipment consists of the publications shown below. All references are prefixed with the first eight digits of this publication. The availability of the publication can be checked by reference to the relevant Group Index (see AESP 0100-A-001-013).

Publication Title: <u>Trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV 2406, Mk 3</u>																		
CATEGORIES AND INFORMATION LEVELS																		
Category	1		2		3		4		5				6		7		8	
Level	0	0	1	2	0	1	2	1	2	3	4	0	1	1	2	1	2	
1 USER/OPERATOR	101	201	*	*	201	*	*	*	201	*	*	601	*	711	*	*	*	
2 UNIT MAINTENANCE	*	*	*	*	201	*	*	*	522	*	*	*	*	*	*	*	*	
3 FIELD MAINTENANCE	*	*	*	*	*	*	*	*	522	*	*	*	*	*	*	*	*	
4 BASE MAINTENANCE	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	

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|--|---------------------------------|
| 1.0 Purpose and Planning Information | 5.2 Repair Instructions |
| 2.0 Operating Information | 5.3 Inspection Standards |
| 2.1 Special to Arms | 5.4 Calibration Standards |
| 2.2 Training Aids | 6.0 Maintenance Schedules (RAF) |
| 3.0 Technical Description | 7.1 Illustrated Parts Catalogue |
| 4.1 Installation Instructions | 7.2 Commercial Parts List |
| 4.2 Preparation for Special Environments | 8.1 Modification Instructions |
| 5.1 Failure Diagnosis | 8.2 General Instructions |

* Not published

Associated publications

4	<u>Reference</u>	<u>Title</u>
	AESP 2330-G-655 Octad	Trailer, Flat Platform, Special Purpose, 2 1/2 Tonne, 2 Wheeled, FV2406, Mk 3
	CES TBA	Complete Equipment Schedule
	EMER T & M A028, Chap 060	Inspection and Examination of Ball and Roller Bearings

LIST OF ABBREVIATIONS

AESP	Army Equipment Support Publication
Ah	Ampere Hour
CES	Complete Equipment Schedule
dB	Decibel
dc	Direct Current
DCIs	Defence Council Instructions
EMERs	Electrical Mechanical Engineering Regulations
GIE	Government Issued Equipment
GS	General Service
LCT	Landing Craft Tank
LST	Landing Ship Tank
NATO	North Atlantic Treaty Organisation
NSN	Nato Stock Number
SOPs	Standard Operating Procedures
UK	United Kingdom

WARNINGS

WARNINGS

(1) WHEN PARKING THE TRAILER, ENSURE THAT THE PARKING AREA IS AS FLAT AS POSSIBLE, THAT THE HANDBRAKE IS APPLIED FIRMLY, THAT THE REAR SUPPORT CLAMPING BOLTS ARE TIGHT, THE LOCKING PIN AND CLIP ARE CORRECTLY ENGAGED AND THAT THE JOCKEY WHEEL IS LOCKED FIRMLY BEFORE BEING WOUND DOWN.

▶ (2) PERSONNEL HAZARD. ENSURE THAT THE REAR SUPPORT LEGS ARE LOWERED AND SUPPORTING THE WEIGHT OF THE TRAILER BEFORE COUPLING TO OR UNCOUPLING FROM A PRIME MOVER.

(3) PERSONNEL HAZARD. BEFORE DRIVING THE PRIME MOVER WITH TRAILER ATTACHED, ENSURE THAT THE JOCKEY WHEEL AND REAR SUPPORT LEGS ARE SECURED IN THEIR STOWED POSITION.

(4) TRAILER LOADING. ENSURE THAT THE TRAILER PAYLOAD IS CORRECTLY DISTRIBUTED AND THAT THE DRAWBAR PREPONDERANCE WEIGHT IS STRICTLY OBSERVED.

(5) OBSERVE ALL APPROPRIATE SAFETY INSTRUCTIONS CONCERNING JACKING AND SCOTCHING WHEN CHANGING WHEELS OR EXAMINING BRAKE LININGS.

(6) MECHANICAL FITNESS. IF THE OPERATOR/DRIVER IS IN ANY DOUBT AS TO THE MECHANICAL FITNESS OF A TRAILER IT MUST NOT BE USED UNTIL ADVICE HAS BEEN SOUGHT.

(7) BERYLLIUM/BERYLLIA. THE FLEXIBLE HOSES IN THE HYDRAULIC BRAKE SYSTEM ARE FIXED TO THE CHASSIS WITH WASHERS INCORPORATING THE HIGHLY TOXIC MATERIAL BERYLLIUM. BERYLLIUM MATERIALS ARE ABSORBED INTO THE BODY TISSUES:

1 THROUGH THE SKIN, MOUTH OR A WOUND.

2 BY THE INHALATION OF DUST CREATED BY THE BREAKAGE OF BERYLLIA.

3 BY THE INHALATION OF TOXIC FUMES FROM BERYLLIUM/BERYLLIA INVOLVED IN A FIRE.

FURTHER INFORMATION ON THE HANDLING OF BERYLLIUM/BERYLLIA IS GIVEN IN EMER MANAGEMENT S 261.

(8) ELECTRICAL HAZARD. BEFORE COMMENCING WORK ON THE TRAILER, ENSURE THAT THE TRAILER ELECTRICAL PLUG IS DISCONNECTED FROM THE PRIME MOVER.

(9) TOXIN. THE WASHERS USED TO FIX THE HYDRAULIC MASTER CYLINDER TO THE CHASSIS AND THE HANDBRAKE SUPPORT PLATE TO THE CHASSIS ARE CADMIUM PLATED. CADMIUM DOES NOT PRESENT A HAZARD IN NORMAL USE, BUT MAY DO SO IF:

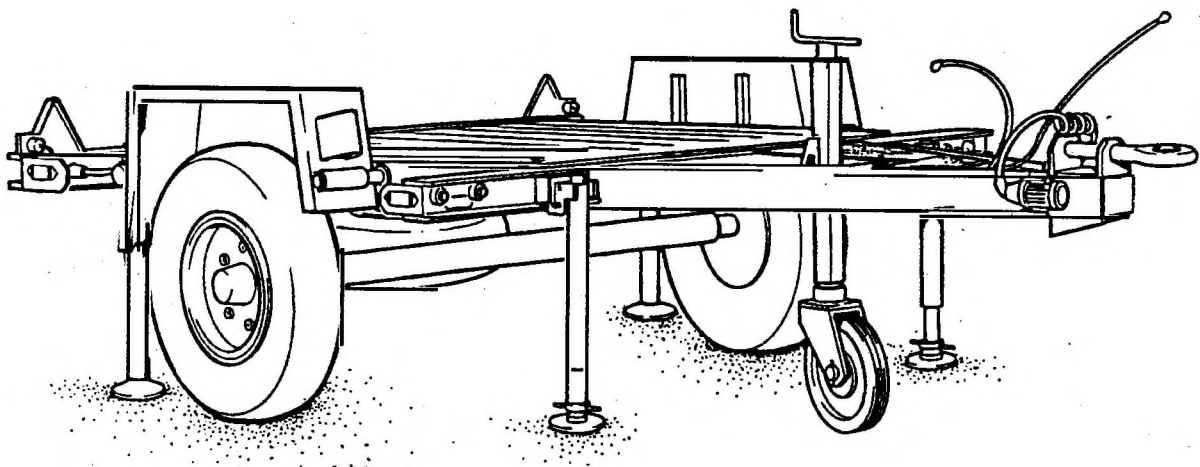
1 DUST IS RELEASED AS A RESULT OF DAMAGE, GRINDING, DRILLING OR FILING.

(continued)

WARNINGS (continued)

2 FUMES ARE RELEASED AS A RESULT OF EXCESSIVE HEATING, WELDING, OR SIMILAR OPERATIONS.

SAFETY PRECAUTIONS TO BE OBSERVED WHEN HANDLING THIS MATERIAL ARE DETAILED IN AP 100B-10 ORDER 1804.



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Frontispiece

Page (x)

A08

Nov 96 (Amdt 1)

CHAPTER 1
INTRODUCTION AND DATA
CONTENTS

Frame	Para		Page
B02	1	Introduction	
B03-B05		Technical data	
	Fig		
B06	1	Dimensions	5/6

INTRODUCTION

1 The trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, normally carries the 8/12 kW, 24/16 kW or 40 kW generators. It can carry general loads of up to 2.5 tonnes (2.46 tons). It is normally towed by 4 tonne or 8 tonne General Service trucks. When coupled to its prime mover, the trailer can be embarked and disembarked from LCT 8 and 9 and LST 3 vessels. It may be transported by air in all types of transport aircraft currently in service use.

2 The chassis and drawbar frames are of integral construction and are fabricated from rolled and folded channel and hollow rectangular sections welded together. Brackets are fitted to the chassis to provide fixing points for the various assemblies attached to the trailer. The flat cargo platform is formed from proofed plywood, strengthened with metal wear strips. The cargo platform is bolted directly to the chassis. Mudshields, covering the wheel locations, are bolted to the chassis.

3 A standard size, fixed towing eye is attached to the drawbar. A standard NATO 12 pin plug is used to connect the trailer electrical circuit to the towing vehicle dc supply. Longitudinal stiffeners are incorporated into the chassis construction allowing a towing assembly to be attached to the rear crossmember of the trailer.

4 Trailer suspension comprises of a pair of heavy duty torsion bars mounted in a one piece steel tube attached to the chassis, with swinging arms and stub axles at each end. Damping is by two telescopic shock absorbers. Aeon rubber springs are fitted to the chassis to check upward movement of the swinging arms. Downward movement is checked by the action of the torsion bars.

5 The trailer has an air servoed, hydraulically operated, expanding shoe type braking system. The air supply to operate the system is obtained from the prime mover braking system through two air lines at the drawbar. Air filters are provided to remove any contamination in the air supply. A relay emergency valve detects the presence of normal air pressure and applies the trailer brakes if air pressure fails for any reason. A pressure limiting device ensures that any over pressure in the system is vented. A load sensing device, attached to a right hand torsion bar, matches the braking effort applied to the trailer brakes to the load on the trailer. A parking handbrake is provided on the drawbar. Two jacks at the front of the chassis and two stands at the rear of the chassis, together with a jockey wheel, provide trailer stability when parked. The spare wheel carrier, fitted under the cargo platform, is winched down to access the spare wheel.


6 The trailer electrical circuit operates from the towing vehicle 24 V dc supply. Normal tail, turn, brake and rear fog lights are fitted, together with number plate, convoy plate and front mounted running lights. Reflectors are fitted to the front, sides and tail of the trailer.

TECHNICAL DATA

Dimensions See Fig 1 (Frame B06)

Weights
 Unladen
 Laden (maximum)
 Capacity

Drawbar preponderance (laden)



Bridge classification
 Unladen 1
 Laden 4

NOTE
 The bridge classification does not include the prime mover.

► **Fording depth** Without preparation - fresh or sea water
 0.50 m (19.68 in.)
 With preparation - fresh or sea water 1.00 m
 (39.37 in.)

Shipping tonnage



Performance
 Towing speeds - fully laden
 Good roads 72 kph (45 mph)
 Rough roads 24 kph (15 mph)

Retardation Stopped from a speed of 48 kph (30 mph) at
 minimum peak retardation of 5.88 m per second²
 (19.3 ft per second²)

Parking
 Held in both directions Gradient up to 1 in 4

Tyres
 Main wheels
 Size 0.210 m x 0.406 m (8.25 in x 16 in)
 DEF STAN 26-13, SECT C, TABLE 1A
 2610-99-809-6900
 Pressure 75 lbf/in² (5.16 bar)
 Inner tube DEF STAN 26-14, SECT C, TABLE 1
 2610-99-895-8602 (8.25 x 16)

Jockey wheel			
Size		400 x 8 - 4 ply industrial type (T991) or	approved equivalent
Pressure		60 lbf/in ² (4.13 bar)	
Inner tube		IT 19 or approved equivalent	

Wheels

Main wheels			
Type		Well base	
Size		6.50 H x 16	

Jockey wheel			
Type		HG1	
Size		0.053 m x 0.203 m (2.125 in. x 8 in.)	

Brakes

Type	Extending shoe brakes, air servoed, hydraulically operated. Mechanical parking handbrake.
------	---

Suspension

A pair of torsion bars damped by telescopic shock absorbers, with Aeon rubber springs to check upward movement.

Electrical equipment

Stop/tail/turn combined cluster	6220-12-151-4411 Hella 2SD 001 698-001
---------------------------------	---

Number plate and convoy plate lights	6220-12-121-9007 Hella 2KA 324 LRB 241
--------------------------------------	---

Fog light	6220-12-152-8600 Hella 2NE002481-001
-----------	---

Front position light and end outline light (white)	Rubbolite 50/04/00
--	--------------------

End outline light (red)	Rubbolite 50/05/00
-------------------------	--------------------

Lamps

<u>Light</u>	<u>Volts</u>	<u>Watts</u>	<u>Type</u>
Stop, turn, fog	24	24	6240-99-995-3244
Tail, number plate, convoy plate	24	6	6240-99-995-2236
Position, outline	24	6	6240-99-995-2254

Reflectors

Front reflectors

White reflector
Rubbolite 77/03/00

Side reflectors

Amber reflector
Rubbolite 77/02/00

Rear reflectors

Triangular reflector
Rubbolite 71/03/00

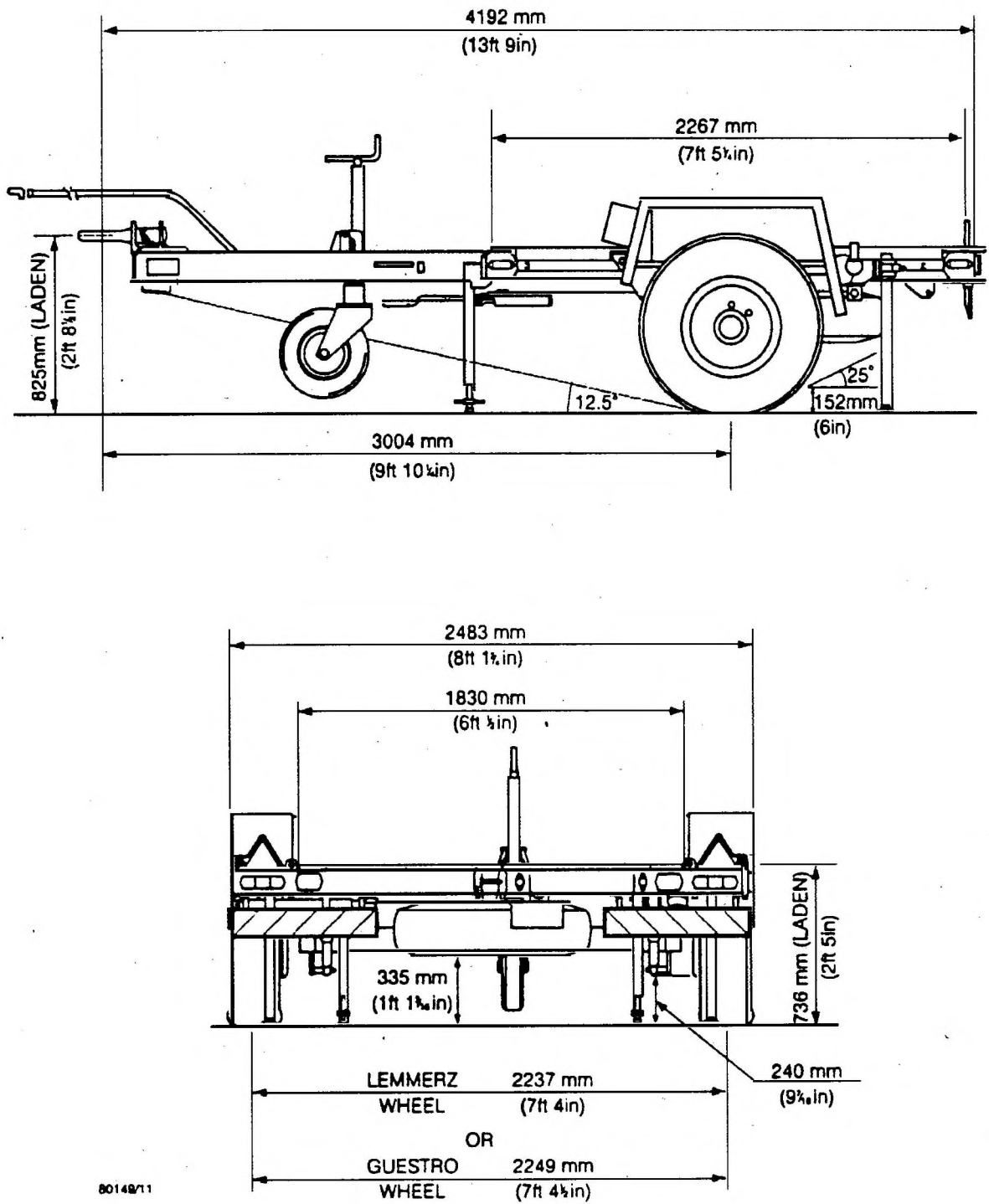
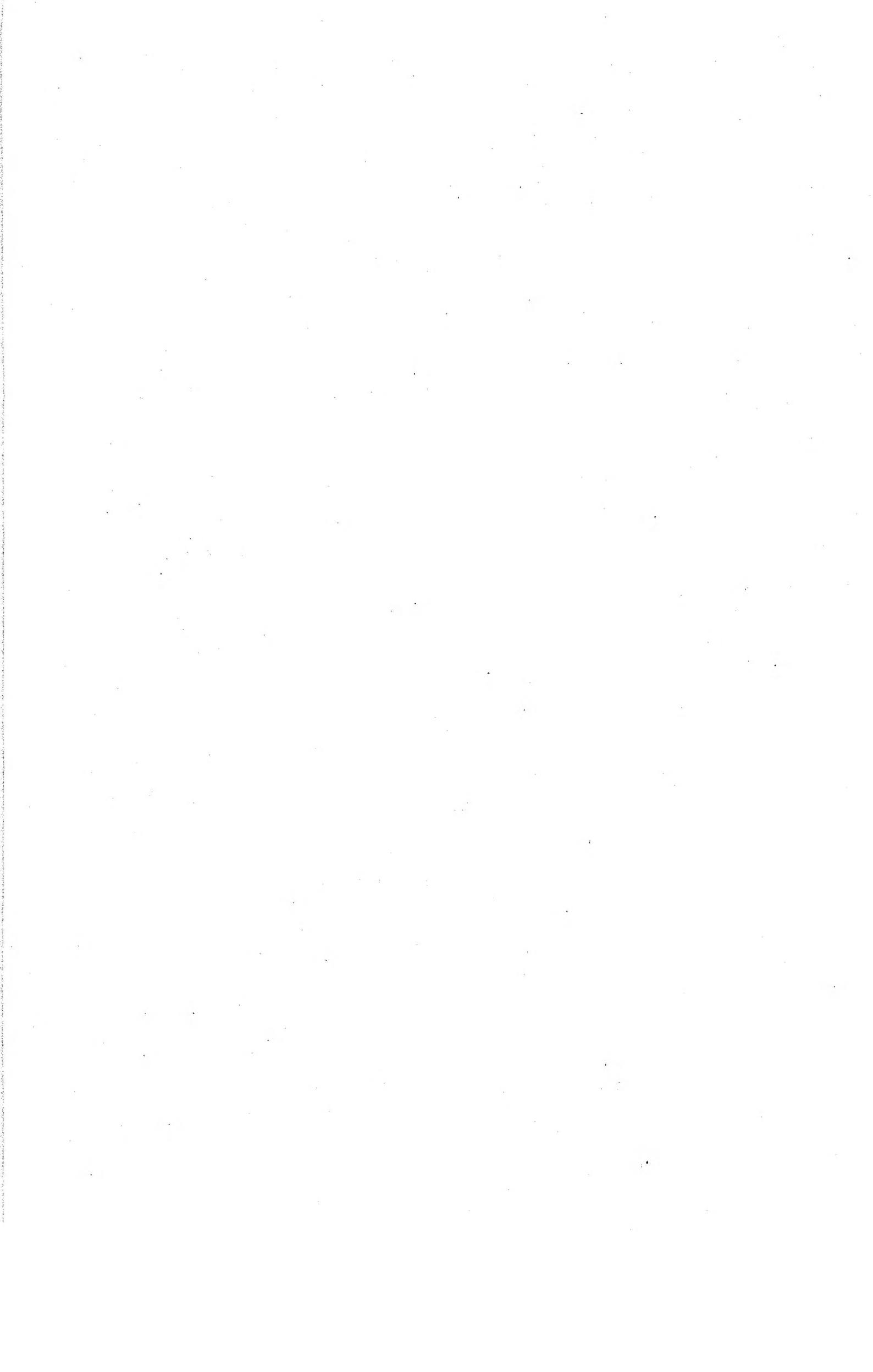


Fig 1 Dimensions



CHAPTER 2
DESCRIPTION
CONTENTS

Frame	Para	Description	Fig	Page
C02		Description		
C02	1	Flat cargo platform		
C02	3	Chassis		
C03	6	Braking system		
C03	10	Axle, hubs, wheels and suspension		
C03	12	Jockey wheel, steady legs, towing pintle and spare wheel carrier		
C04	18	Electrical equipment		
C06/C7	1	Electrical diagram.....		5/6

DESCRIPTION

Flat cargo platform

1 The flat cargo platform is formed from two pieces of 19 mm plywood, resin bonded and impregnated with exterior weatherproof bonding to BS1455. Metal wear strips, bolted and screwed to the plywood, hold the two pieces of plywood together to form the flat cargo platform.

2 Front, side and rear edges of the platform are protected by metal U section pieces which locate the platform onto the chassis. Bolts through the platform and side metal edges fix the cargo platform to the chassis. Twelve removeable lashing rings are attached to the chassis by pins. The lashing rings may be removed from the chassis by removing the pins and then the lashing rings and associated washers. If the lashing rings are removed from the trailer, they must be stored in a safe place for subsequent use.

Chassis

3 The trailer chassis and integral drawbar are formed from rectangular section steel tube, cut and welded to form the frame and crossmembers. Strengthening plates and mounting brackets are attached to the frame to carry various assemblies. The rear crossmember is stiffened to provide a strong point for a rear facing towing pintle.

4 The drawbar is drilled to provide fixing points for the towing eye, the handbrake assembly, the air brake components and the swing down jockey wheel. A spring clip holds the trailer electrical connector and the air plugs are plugged into dummy connectors, when they are not in use. A skid and tie down hoops are attached to the drawbar. Further tie down hoops are attached to the chassis side members at the rear of the mudshields.

5 Brackets and fixing points are attached to the main part of the chassis frame to provide anchor points for the spring assisters, shock absorbers and mudshields. Two swing down jacks are attached to the front crossmember and two swing down support legs are attached to the rear crossmember.

Braking system

6 The air hoses which connect the prime mover service and emergency air braking supplies to the trailer are located at the drawbar end of the trailer. Dummy connectors are fitted to the drawbar to retain the hose connectors when the trailer is parked. The air supply hoses are connected to two filters located under the drawbar front tread plate. The service supply (Yellow) is taken from the filter through pipes and connectors to the load sensing valve, located near, and connected to, the right hand torsion bar. From the load sensing valve, the service supply is taken to the relay emergency valve, located under the drawbar rear tread plate, alongside the jockey wheel. The emergency air supply (Red) is taken from its filter directly to the relay emergency valve. In normal circumstances, the relay emergency valve connects the service supply to the air reservoir tank, located under the cargo platform, between the front and second crossmember, and to the air/hydraulic cylinders, located under the cargo platform on the right hand side of the trailer, to the rear of the axle tube. In the air/hydraulic cylinders, the service supply to the air cylinder causes the hydraulic cylinder ram to force hydraulic fluid to both wheel brake cylinders when the prime mover brakes are applied. A hydraulic fluid reservoir for this system is located on the front of the right hand mudshield.

7 If a loss of service supply is detected by the relay emergency valve, the valve operates such as to close off the service supply line and connect the air/hydraulic cylinders to the reservoir, applying the trailer brakes.

8 Air pressure test points are located on the relay emergency valve, the load sensing valve and the air/hydraulic cylinders. A pressure limiting valve fitted to the system outlet of the relay emergency valve limits the supply pressure to 5.7 bars (85 psi).

9 The handbrake lever is operated horizontally and is fitted under the left hand drawbar sidemember. The handbrake is of the 'fly off' type. When operated, the brake is held on by a spring loaded locking mechanism. To release the handbrake, the lever is moved clockwise about its pivot point until the linkage goes over centre, when spring action will release the brakes. The handbrake lever is connected to the wheel brakes by rods and cables. Once commissioned, the handbrake rods and cables should require no further adjustment unless in the course of the replacement of damaged/malfunctioning components. All subsequent brake adjustments should be made at the brake backplate.

Axle, hubs, wheels and suspension

10 The axle tube is fabricated from steel tube and runs transversely across the trailer. The torsion bars are located at each end of the axle tube. The stub axle attached to a torsion bar carries the brake backplate and brake mechanism and, attached to the stub axle by inner and outer bearings, the brake drum, wheel studs and wheel.

11 A shock absorber is fitted between each torsion bar and the trailer chassis. An Aeon spring assister is fitted to the chassis directly at each torsion bar rebound point.

Jockey wheel, steady legs, towing pintle and spare wheel carrier

12 The jockey wheel mounting bracket is welded to the drawbar. By removing a locking pin, the jockey wheel assembly can be swung through 90 degrees on its mounting bracket to lie inside the drawbar, giving good ground clearance while being towed. The locking pin must be replaced for safety.

13 When swung down, the locking pin is utilised to locate the jockey wheel assembly vertically. The jockey wheel can be wound up and down to the desired height using the handle at the top of the assembly. A spring clip is used to hold the jockey wheel in the stowed (towing) position, the handle being positioned with the crank uppermost. The locking pin is replaced for safety. The jockey wheel has a pneumatic inner tube.

14 The two front mounted jacks are used in conjunction with the jockey wheel and two rear mounted steady legs to provide stability when the trailer is parked. The front mounted jacks are used by removing a snap ring cotter pin from the end of the jack leg and a locking pin from the stowage bracket, a jack leg can be swung down through 90 degrees from the stowed position, the top of the jack leg located in a hole in a chassis bracket and the snap ring cotter pin replaced to lock the leg to the chassis bracket. The jack leg can then be screwed out to the appropriate length.

15 The two rear mounted steady legs are used in conjunction with the jockey wheel and the front jack legs to provide stability when the trailer is parked. A steady leg is dropped vertically from its stowed position by removing a locking pin and releasing the clamp bolt. When approximately level the locking pin should be replaced and the clamp bolt retightened. A snap ring cotter pin is used to retain the locking pin in place.

16 A towing pintle is fitted to the rear chassis crossmember. During normal use, the pintle should be in the stowed position and only used in the deployed position during emergency tandem towing operations.

17 A spare wheel carrier is fitted to the trailer, fitted under the cargo platform. Access to the spare wheel is through the operation of a winch which winds down the spare wheel carrier when it is required. The winch is operated by applying the prime mover wheel brace to the operating bolt head visible at the underside of the trailer just behind the left hand wheel.

Electrical equipment

18 The electrical equipment on the trailer is powered and controlled by the towing vehicle supply and switches. The trailer is connected to the towing vehicle through a standard 12 pin plug on a flexible cable. The plug is clipped to the trailer drawbar when not in use. As supplied, the trailer is equipped with 24 V dc lamps. Fig 1 illustrates the electrical diagram of the trailer. The trailer is equipped with the normal lights and indicators required for military vehicles. Additionally, a pressure switch operated by the service air supply is connected to the prime mover to warn the driver if a loss of pressure occurs at the trailer.

Electrical equipment

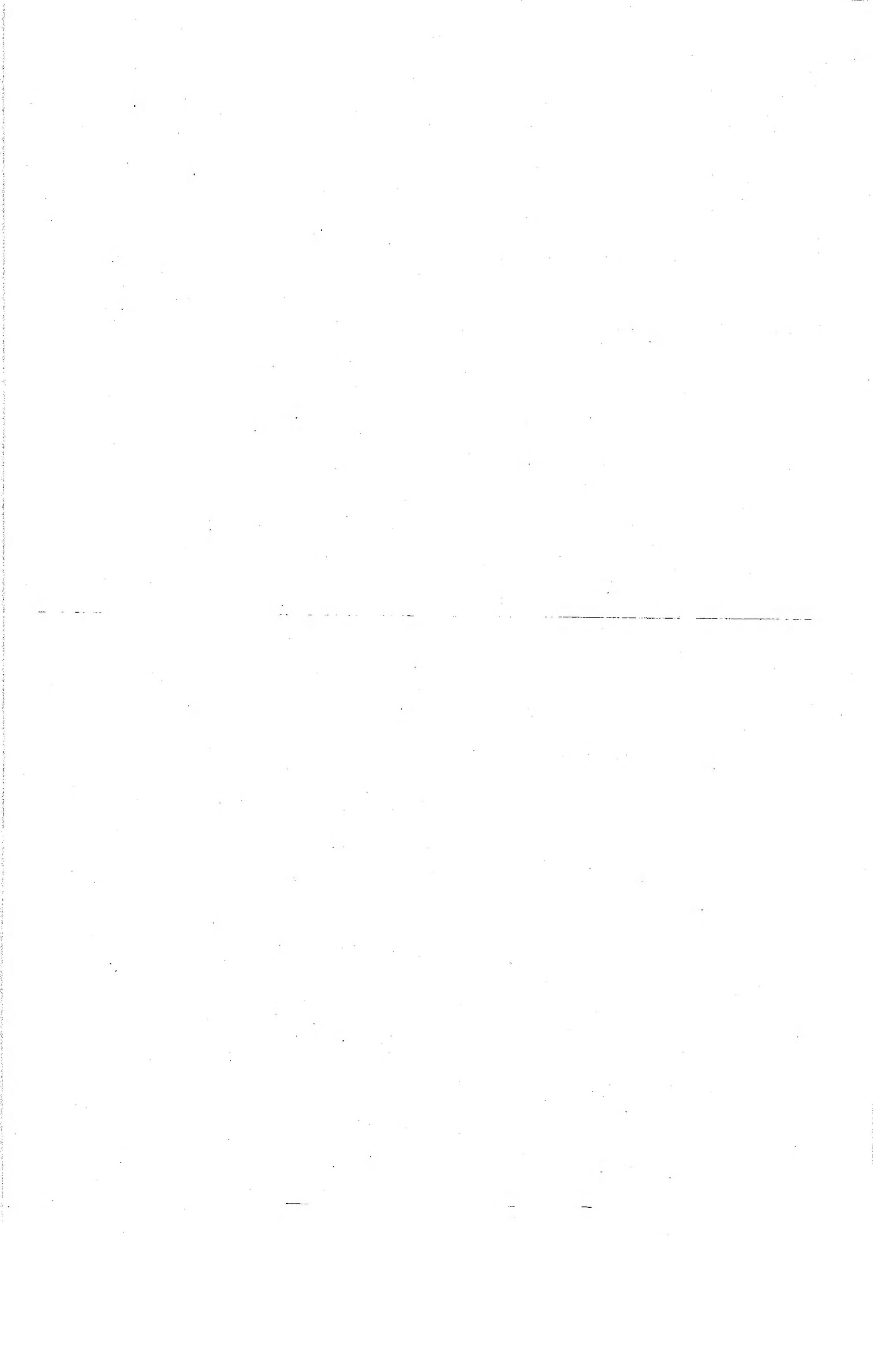
Stop/tail/turn combined cluster	6220-12-151-4411 Hella 2SD 001 698-001
Number plate and convoy plate lights	6220-12-121-9007 Hella 2KA 324 LRB 241
Fog light	6220-12-152-8600 Hella 2NE002481-001
Front position light and end outline light (white)	Rubbolite 50/04/00
End outline light (red)	Rubbolite 50/05/00

Lamps

<u>Light</u>	<u>Volts</u>	<u>Watts</u>	<u>Type</u>
Stop, turn, fog	24	24	6240-99-995-3244
Tail, number plate, convoy plate	24	6	6240-99-995-2236
Position, outline	24	6	6240-99-995-2254

Reflectors

Front reflectors	White reflector Rubbolite 77/03/00
Side reflectors	Amber reflector Rubbolite 77/02/00
Rear reflectors	Triangular reflector Rubbolite 71/03/00



CHAPTER 3
OPERATING INSTRUCTIONS

CONTENTS

Frame	Para	
D02		Before use checks
D02	1	General
D02	3	Tyres
D03	4	Electrical equipment
D03		Operation
D03	5	Handbrake
D03	6	Braking system
D03	7	Jockey wheel
D05	9	Rear support stands
D07	11	Front jack legs
▶ D09	13	Trailer coupling (WARNINGS)
D010	14	Checks during a journey
D010	16	Trailer uncoupling (WARNING)

	Fig		Page
D04	1	Jockey wheel	3
D06	2	Rear support stand (typical).....	5
D08	3	Front jack legs (stowed)	7

WARNING

MECHANICAL FITNESS. REFER TO THE MECHANICAL FITNESS WARNING IN THE PRELIMINARY PAGES.

BEFORE USE CHECKS

General

- 1 Examine the trailer for damage and/or failure of welding.
- 2 Examine the trailer for security and if necessary tighten any details likely to work loose during use.

Tyres

- 3 The tyres should be checked taking the following points into account.
 - 3.1 Replace any missing valve caps.
 - 3.2 Check the tyre pressures against those required (see Chap 1 Frame B03). Checking and adjustment should always be done when the tyres are cold.
 - 3.3 Remove any flints or stones from the tyre treads and check for cuts or damage due to 'kerbing'.
 - 3.4 Remove any oil or grease from the tyres by cleaning with a sparing application of petrol.

Electrical equipment

- 4 Check the electrical equipment as follows.
 - 4.1 Check all leads for security of connectors and any deterioration of cables.
 - 4.2 Check the trailer plug for damage and security.
 - 4.3 Check all lamps, lights, light lenses and reflectors for cleanliness, operation (where appropriate) and security.

OPERATION**Handbrake**

- 5 Always test the handbrake system before attaching the trailer to the prime mover.

Braking system

- 6 Check the level of brake fluid in the reservoir on the front of the right hand mudshield. The reservoir level should be within 5 mm of the lower face of the cover plate. Top up with brake fluid OX 8, if necessary.

Jockey wheel

- 7 The jockey wheel mounted on the drawbar provides extra stability for the trailer while it is being loaded. If the front jack legs and rear support stands are subsequently stowed, then the trailer can be manually positioned for coupling to a prime mover. To lower the jockey wheel, proceed as follows. Numbers in brackets refer to the key at Fig 1.

- 7.1 Support the weight of the jockey wheel and remove the snap ring cotter pin (6) at the handle locating bracket and the locking pin and snap ring cotter pin (2) from the swivel bracket.

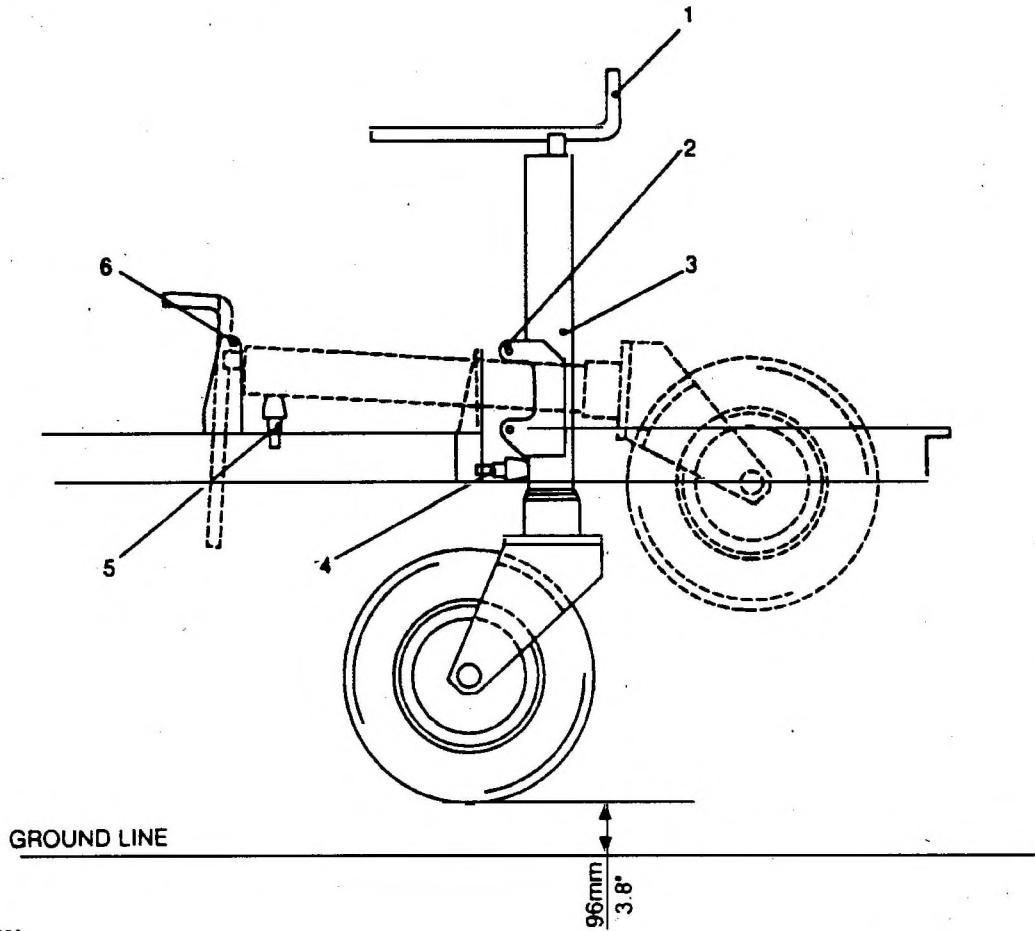
- 7.2 Carefully swing the jockey wheel down through 90 degrees and lock into the upright position against the bumper stop (4) using the locking pin and snap ring cotter pin through the jockey wheel bracket and the swivel bracket. Replace the snap ring cotter pin (6) at the handle locating bracket for safe keeping.

- 7.3 Wind the jockey wheel (3) to ground level with the handle (1).

- 7.4 Check that the bumper stop (4) is pressing against the jockey wheel outer tube (3), preventing any movement. If not, adjust the position of the bumper stop (4) in or out until the requirement is met.

- 8 To raise the jockey wheel after coupling to a prime mover, proceed as follows. Numbers in brackets refer to the key at Fig 1.

- 8.1 Use the handle (1) to wind the jockey wheel (3) up to its stop (approximately 96 mm (3.8 in.) above ground level).



80148/13

KEY TO FIG 1

- 1 Handle
- 2 Locking pin and snap ring cotter pin
- 3 Jockey wheel assembly
- 4 Bumper stop
- 5 Bumper stop
- 6 Snap ring cotter pin

Fig 1 Jockey wheel

8.2 Remove the locking pin and snap ring cotter pin (2) from the swivel bracket and the snap ring cotter pin (6) from the handle locating bracket.

8.3 Align the jockey wheel (3) and handle (1) fore and aft and swivel the jockey wheel assembly through 90 degrees to lie against bumper stop (5) and inside the handle locating bracket.

8.4 Fit the snap ring cotter pin (6) at the handle locating bracket and the locking pin and snap ring cotter pin (2) at the swivel bracket.

8.5 Check that the bumper stop (5) is pressing against the jockey wheel outer tube (3), preventing any movement. If not, adjust the position of the bumper stop (5) in or out to meet the requirement.

Rear support stands

9 Both rear support stands must be lowered and supporting the trailer when it is being loaded and after completion of loading, until the trailer is coupled to a prime mover. To lower a rear support stand, proceed as follows. Numbers in brackets refer to the key at Table 1.

9.1 Remove the spring clip (7) from the rear support stand locking pin (6). Remove the locking pin from the rear support stand (1).

9.2 Undo the locking lever (5) on the clamp bracket (2) to release the support stand (1), allowing the stand to slide through the clamp until it reaches ground level, remembering to keep your feet clear of the stand.

9.3 Refit the locking pin (6) into the hole immediately below the clamp bracket. Refit the spring clip (7) through the locking pin.

9.4 Retighten the locking lever (5) on the clamp bracket.

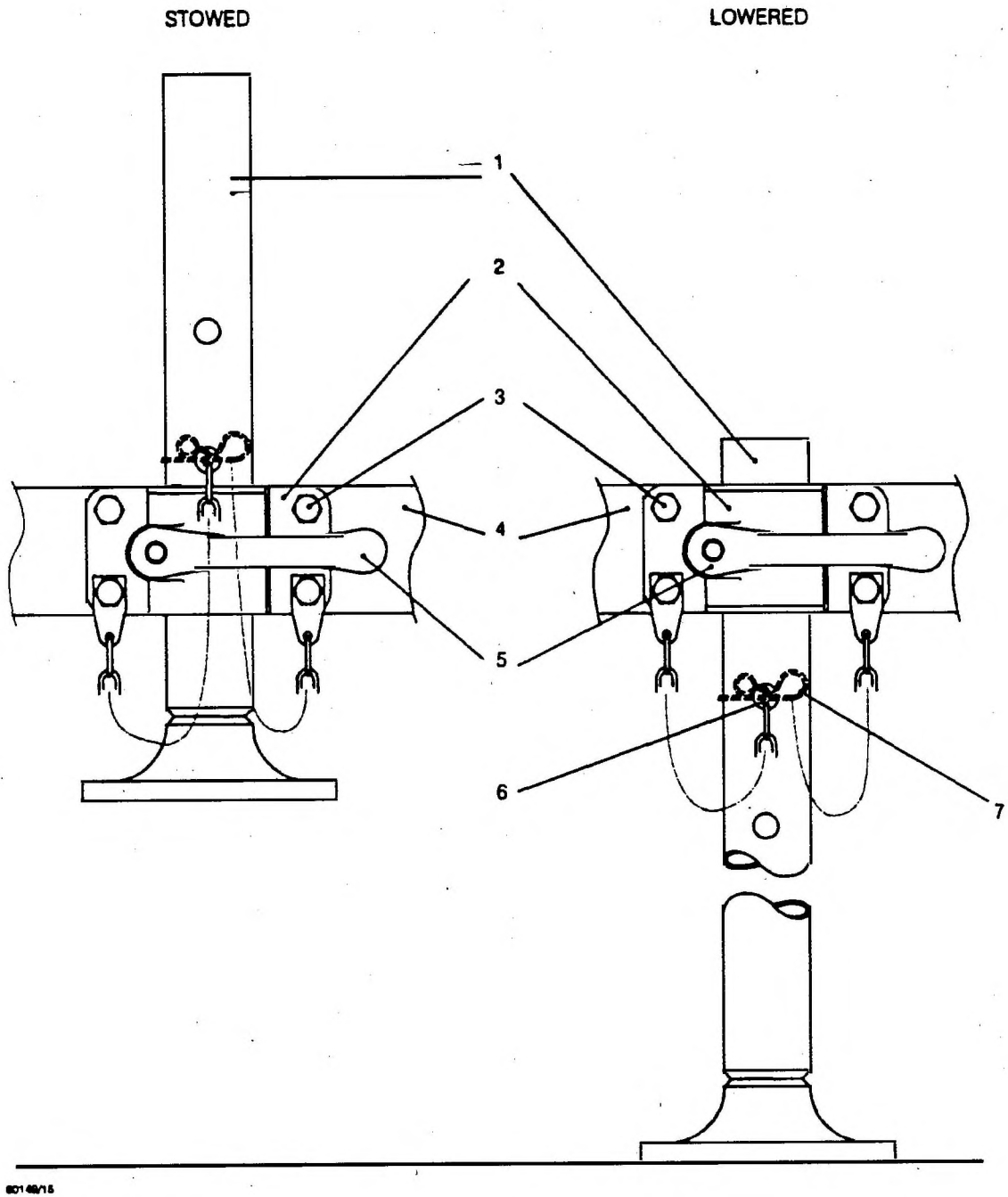
10 To raise a rear support stand when coupling the trailer to a prime mover, proceed as follows. Numbers in brackets refer to the key at Table 1.

10.1 Release the locking lever (5) on the clamp bracket (2). Remove the spring clip (7) from the locking pin (6) and remove the locking pin from the steady support stand.

10.2 Lift the steady support stand, sliding it through the clamp bracket until the lowest hole is visible above the clamp bracket. This ensures that the departure angle of the trailer is maintained. Refit the locking pin through the steady support leg and refit the spring clip.

KEY TO FIG 2

- 1 Rear support stand
- 2 Clamp bracket
- 3 Clamp bracket bolts
- 4 Chassis
- 5 Locking lever
- 6 Locking pin
- 7 Spring clip



001 02/15

Fig 2 Rear support stand (typical)

10.3 Allow the steady support leg to slide down through the clamp bracket (2) until the locking pin rests on the bracket. Retighten the locking lever.

NOTE

Two versions of the rear support stand are in use. Both versions are fitted to the trailer and are operated in the same way and differ only in small manufacturing details from each other.

Front Jack legs

11 Both front jack legs must be lowered and supporting the trailer when it is being loaded, and after completion of loading, until the trailer is coupled to a prime mover. To lower a front jack leg, proceed as follows. Numbers in brackets refer to the key at Table 2.

11.1 Remove the snap ring cotter pin (2) from the top (4) of the jack leg. Remove the spring clip (6) from the locking pin (11) in the jack leg stowage bracket (7).

11.2 Disengage the jack leg handle (10) from the stowage bracket by lifting the jack handle up from the location position (9) and sliding the jack leg backwards. Replace the locking pin (11) and the spring clip (6) in the stowage bracket (7) when the jack leg is clear of the stowage bracket.

11.3 Lower the jack leg forwards through 90 degrees and slide the leg upwards into the jack locating bracket (3). Refit the snap ring cotter pin (2) to the top end of the leg.

11.4 Adjust the jack leg length by turning the handle (10) to lower the base plate (8) to ground level.

12 To raise a front jack leg when coupling the trailer to a prime mover, proceed as follows. Numbers in brackets refer to the key at Table 2.

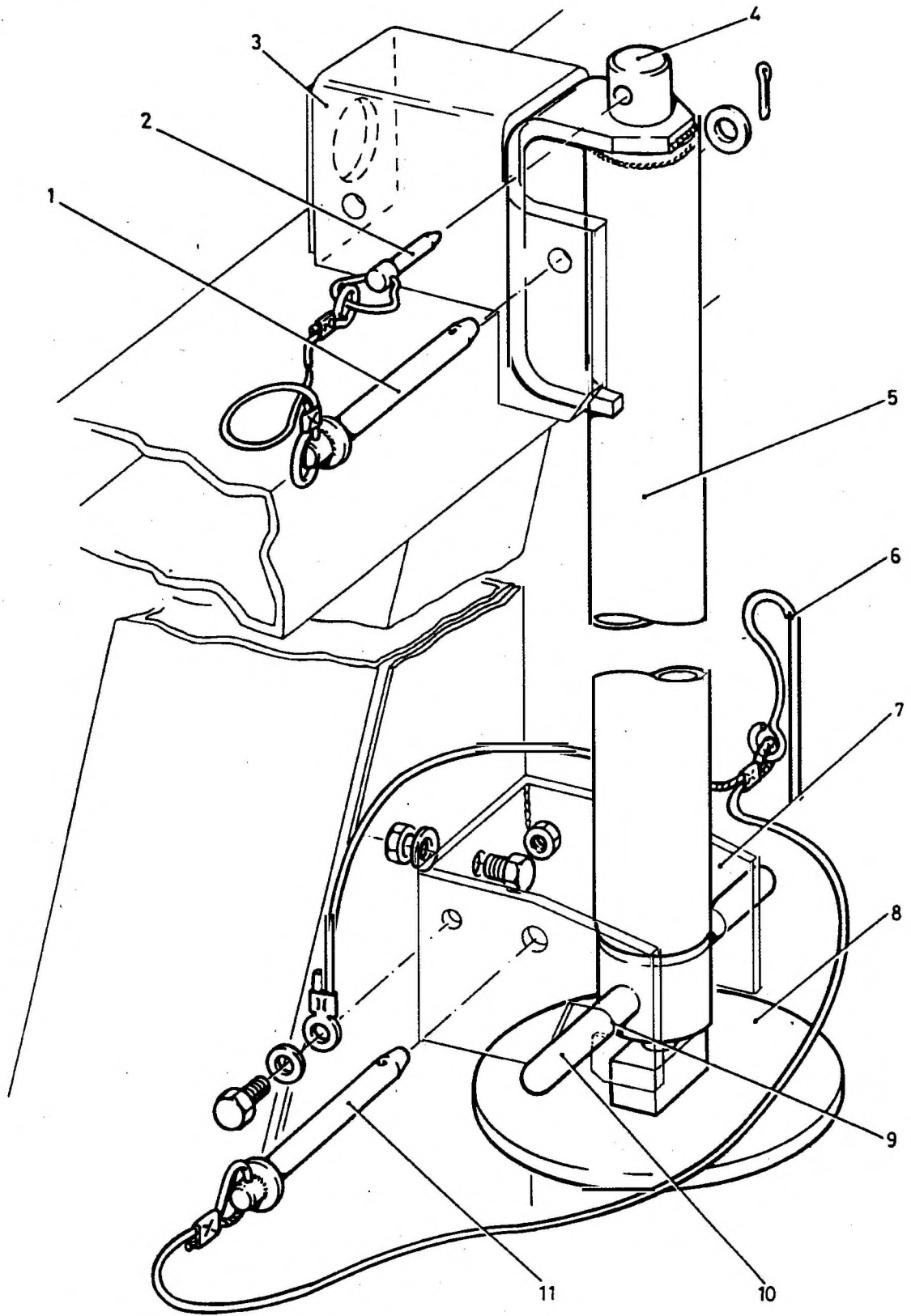
12.1 Raise the base plate (8) with the handle (10) until the jack leg is as short as possible. Remove the snap ring cotter pin (2) from the top of the jack leg.

12.2 Remove the spring clip (6) from the locking pin (11) in the stowage bracket (7) and remove the locking pin from the stowage bracket.

12.3 Disengage the top (4) of the jack leg from the jack locating bracket (3). Swing the jack leg backwards through 90 degrees and engage the handle (10) in the location position (9) on the stowage bracket (7).

KEY TO FIG 3

- 1 Swivel pin
- 2 Snap ring cotter pin
- 3 Jack locating bracket
- 4 Top of jack leg
- 5 Jack leg
- 6 Spring clip
- 7 Stowage bracket
- 8 Base plate
- 9 Location position
- 10 Handle
- 11 Locking pin



80149/03

Fig 3 Front jack leg (stowed)

12.4 Refit the locking pin (11) to the stowage bracket and secure with the spring clip (6). Refit the snap ring cotter pin (2) to the top of the jack leg.

Trailer coupling

13

▶ WARNINGS

(1) **PERSONNEL HAZARD. ENSURE THAT THE REAR SUPPORT LEGS ARE LOWERED AND SUPPORTING THE WEIGHT OF THE TRAILER BEFORE COUPLING TO OR UNCOUPLING FROM A PRIME MOVER.**

(2) **PERSONNEL HAZARD. BEFORE DRIVING THE PRIME MOVER WITH TRAILER ATTACHED, ENSURE THAT THE JOCKEY WHEEL AND REAR SUPPORT LEGS ARE SECURED IN THEIR STOWED POSITION.**

(3) **TRAILER LOADING. ENSURE THAT THE TRAILER PAYLOAD IS CORRECTLY DISTRIBUTED AND THAT THE DRAWBAR PREPONDERANCE WEIGHT IS STRICTLY OBSERVED.** ◀

Caution

The draught eye on the trailer is of the non-rotating type and must not be coupled to a prime mover which has a fixed towing pintle.

13.1 Ensure that the trailer handbrake is on.

13.2 Lower the jockey wheel and adjust its height so as to raise or lower the drawbar eye as required.

13.3 Reverse the prime mover to the front of the trailer, manoeuvre the trailer slightly if required, and couple the trailer to the vehicle.

NOTE

It may be necessary to adjust the rear support legs to line up the towing eye.

13.4 Connect the air lines to the prime mover, Service to Service (Yellow), Emergency to Emergency (Red), and open cocks on the prime mover to charge the trailer reservoir.

13.5 Connect the low air pressure warning cable to the prime mover.

13.6 Ensure that the trailer air reservoir is fully charged.

13.7 Connect the trailer electrical plug into the socket of the prime mover and check operation of all lamps.

13.8 Raise and secure the rear support stands and the front jack legs.

13.9 Raise and secure the jockey wheel and release the handbrake.

Checks during a journey

14 Constantly monitor the trailer low pressure warning indication, by lamp or audible indication, or both, depending upon the prime mover, during the journey. Stop after travelling approximately the first mile and carry out the following checks.

14.1 The security of the load and the draught eye.

14.2 The tyres for punctures and embedded flints and stones.

14.3 The wheel hubs and brakes for overheating, as described in Chapter 4 of this publication.

14.4 Check the level of brake fluid in the hydraulic reservoir fitted to the right hand mudshield. Top up the level to within 5 mm of the lower face of the cover plate with OX 8 brake fluid, if necessary.

15 Repeat the checks detailed in Para 14 after every subsequent four hours travelling time.

Trailer uncoupling

WARNING

PERSONNEL HAZARD. ENSURE THAT THE REAR SUPPORT LEGS ARE LOWERED AND SUPPORTING THE WEIGHT OF THE TRAILER BEFORE COUPLING TO OR UNCOUPLING FROM A PRIME MOVER.

16 Uncouple the trailer from the prime mover as follows.

16.1 Apply the trailer handbrake.

16.2 Disconnect the air lines from the prime mover. This will apply the trailer air brakes. Park the air line couplings in the dummy connectors on the drawbar.

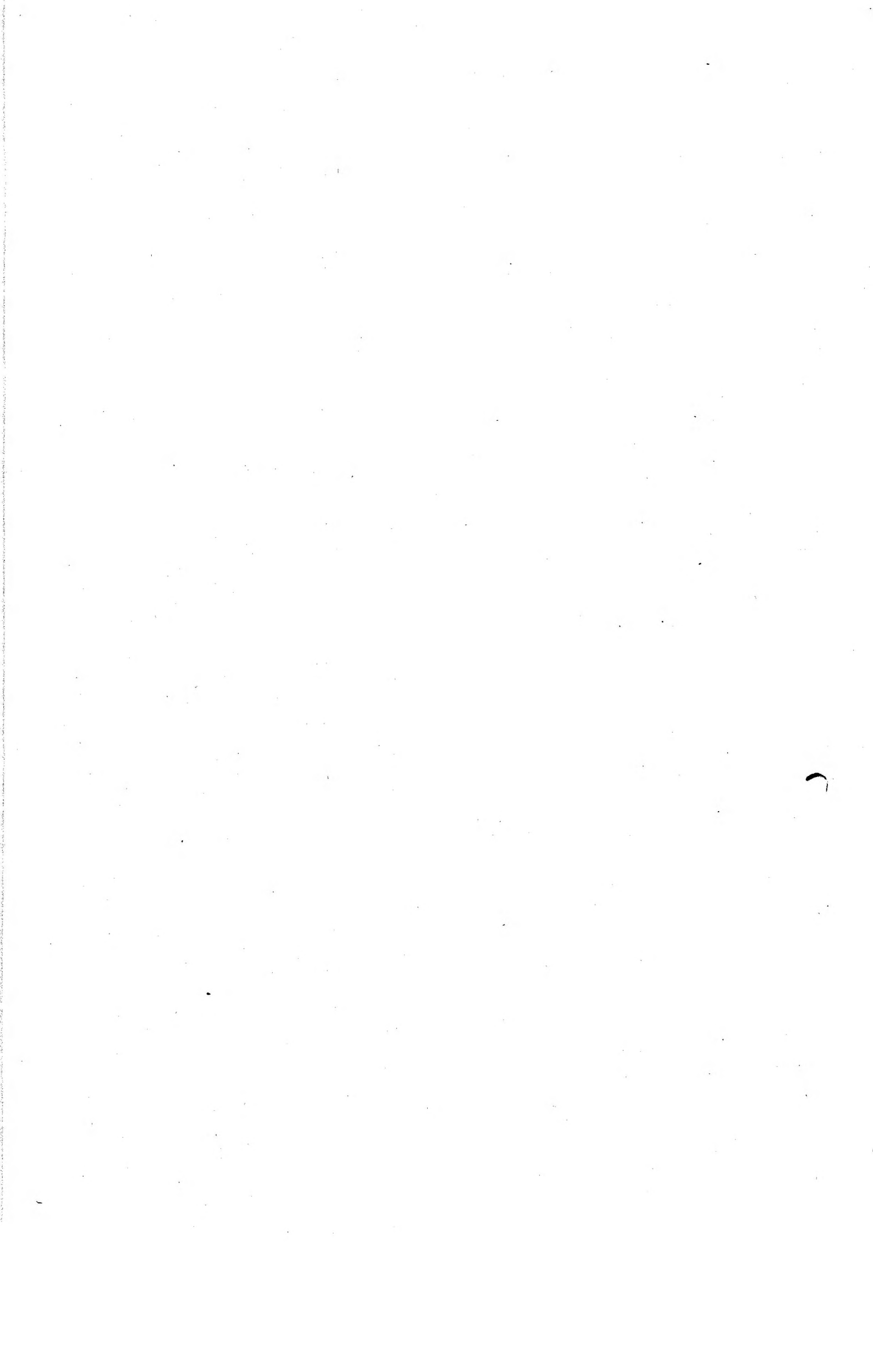
16.3 Vent off air in the trailer reservoir by pulling the handle on the left hand side of the trailer forward of the wheel. This will release the trailer brake.

16.4 Swing down and extend the rear support stands, front jack legs and the jockey wheel.

16.5 Disconnect the trailer electrical plug and the low pressure warning cable from the prime mover sockets and stow the plugs in the stowage clips provided on the drawbar.

16.6 Adjusting rear support stands, jack legs and the jockey wheel as necessary, uncouple the trailer and drive away the prime mover.

16.7 Re-adjust the trailer stands, jack legs and jockey wheel to level the trailer.



CHAPTER 4
USER MAINTENANCE AND REPAIR INFORMATION
CONTENTS

Frame Para

		Maintenance
E03	1	Responsibilities
E03	2	Periodicity
E03	3	Records
E03	4	Lubrication
E05		Repair
E05	5	Initial checks
E05	6	Wheel hubs and brakes
E06	8	Replacing a road wheel
E07	9	Lamp, lens and reflector replacement

		Table	Page
E03	1	Driver's checks	2
E04	2	Periodic servicing	3
E07	3	Lamp, lens and reflector replacement.....	6

		Fig	
E06	1	Wheel nut tightening sequence.....	5

WARNING

REFER TO THE WARNINGS PAGE IN THE PRELIMINARY PAGES OF THIS PUBLICATION.

MAINTENANCE**Responsibilities**

1 The unit commander is responsible for ensuring that the maintenance operations detailed in this chapter are properly carried out.

Periodicity

2 User maintenance should be carried out at intervals as specified in Tables 1 and 2. The unit commander may, however, order any operation to be carried out more frequently than is specified if the conditions under which his equipments are operating render it necessary. He should consult his REME advisor before ordering such changes. Maintenance intervals may also be adjusted, by plus or minus 10%, by the local commander to suit local circumstances.

Records

3 Servicings and inspections are to be recorded in the vehicle documents. Refer to Cat 601 for service intervals and lubricants.

Lubrication

4 OMD 80 and XG 279 are recommended for oiling and greasing respectively. Changes of grade may be required at very low temperatures.

TABLE 1 DRIVER'S CHECKS

	Operation	Daily or as used	During halts	Weekly
1	Check wheel hubs and brakes for overheating		X	
2	Check wheel nut tightness	X		
3	Check wheel nut tightness using a torque wrench			X
4	Check tyre pressures			X
5	Test handbrake	X		
6	Check level of brake fluid in reservoir cylinder. Top up if necessary	X	X	

TABLE 2 PERIODIC SERVICING

Operation		500 mile/ Initial	3000 mile/ 6 monthly	6000 mile/ 12 monthly	12000 mile 24 monthly
Grease gun lubricate:					
1	Jockey wheel pivot	X	X	X	X
	Steady	X	X	X	X
	Thrust nut	X	X	X	X
2	Handbrake cables (2 grease nipples) *	X	X	X	X
3	Torsion bar bearings (2 grease nipples each torsion bar)	X	X	X	X
Oil can lubricate:					
4	All brake linkages, devices, pins and yokes	X	X	X	X
5	Handbrake lever	X	X	X	X
6	All cargo restraint rings, pivot pins, devices and linkages	X	X	X	X
Other operations:					
7	Spare wheel carrier assembly	X	X	X	X
8	Lightly grease the pin and snap ring cotter pin assemblies	X	X	X	X
9	Lightly grease any other working details not listed above	X	X	X	X
10	Top up brake fluid level	X	X	X	X
11	Inspect brake shoes for excessive wear	X	X	X	X

* Grease nipples not fitted to handbrake cables incorporating inner cables with protective coatings.

REPAIR**WARNING**

MECHANICAL FITNESS. REFER TO THE MECHANICAL FITNESS WARNING IN THE PRELIMINARY PAGES.

Initial checks

5 Examine the trailer for damage and cleanliness, paying particular attention to the following points.

- 5.1 The condition of the draught eye.
- 5.2 Any items liable to work loose in transit.
- 5.3 The condition of the tyre treads.
- 5.4 The condition, security and (if possible) operation of the lights, reflectors and associated cabling.
- 5.5 The air reservoir should be drained regularly to remove moisture by pulling on the handle on the left hand side of the trailer forward of the wheel.
- 5.6 Check the condition and security of the air/hydraulic brake connections, air and hydraulics lines and all flexible hoses.
- 5.7 Check the condition of the connections between the right hand torsion bar and the load sensing valve, particularly after off-the-road use.

Wheel hubs and brakes

- 6 User repair to wheel hubs and brakes is limited to the actions detailed below.
- 7 Proceed WITH CAUTION as follows.
 - 7.1 Visually inspect each hub in turn for obvious signs of overheating such as smoke or sizzling grease.
 - 7.2 If obvious signs of overheating are absent, place a hand close to each component being checked. If excessive heating is detected, do not touch the component, but 'report'.
 - 7.3 If excessive heating is not apparent, touch the parts CAUTIOUSLY. If the heat is greater than can comfortably be borne by hand, then 'report'.
 - 7.4 Check the level of brake fluid in the master cylinder reservoir. Top up to the mark if necessary.

Replacing a road wheel

8 The procedure for replacing a road wheel is as follows.

8.1 Engage the handbrake and then scotch the road wheel on the opposite side of the trailer.

8.2 Place the jack under the axle tube and then slacken the wheel securing nuts. Jack up the wheel.

NOTE

The left hand wheel studs are left hand threaded, the right hand wheel studs are right hand threaded.

8.3 From underneath the trailer, using the prime mover wheel brace, slacken and remove the two nuts holding the spare wheel carrier to the chassis.

8.4 Using the prime mover wheel brace applied to the nut at the left hand side of the chassis behind the wheel, wind down the spare wheel carrier.

8.5 Remove the spare wheel from the carrier.

8.6 Remove the nuts and then lift the wheel off the hub. Care should be taken not to damage the studs.

8.7 Manoeuvre the replacement wheel as close as possible to the trailer and then lift it onto the hub, again taking care not to damage the studs.

8.8 Fit the wheel nuts and tighten to torque load 472 to 544 Nm (350 to 400 ft lbs) following the sequence shown in Fig 1. It may be necessary to lower the wheel into contact with the ground in order to achieve the torque values quoted.

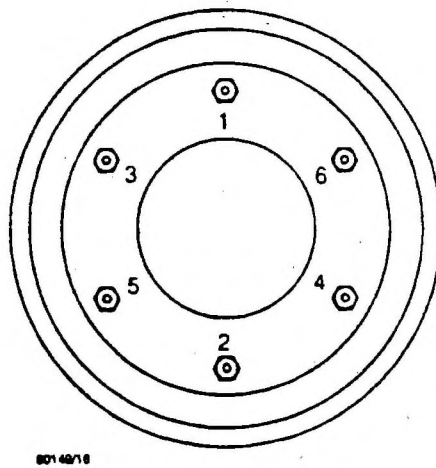


Fig 1 Wheel nut tightening sequence

Lamp, lens and reflector replacement

- 9 Refer to Table 3 below when replacing lenses, lamps and reflectors on trailer.

TABLE 3 LAMP, LENS AND REFLECTOR REPLACEMENT

No	Item	Access and remarks
1	Rear triangular reflectors	Unscrew
2	Corner and front reflectors	Unscrew
3	Numberplate lights and convoy light	Unscrew and remove cover
4	Fog, brake and rear sidelights	Unscrew lens
5	Front sidelights and outline lights	Pull out carefully, peel back rubber surround, remove lens

CHAPTER 5
DENIAL OF EQUIPMENT
CONTENTS

Frame Para

F02		General
F02	1	Destruction
F02	4	Degree of damage
F03	5	Priorities for destruction
F03	6	Spare parts
F03	7	Equipment being carried on the trailer
F03	8	Methods of destruction
F03	9	Mechanical
F04	10	Burning
F04	11	Gunfire

	Table		Page
F03	1	Priorities for destruction	2

GENERAL

Destruction

1 Destruction of the equipment, when subject to capture by the enemy will be undertaken by the user arm **ONLY WHEN** ordered to do so by divisional or higher commanders, who may delegate the authority to subordinate commanders should the situation require it.

2 Destruction of the equipment is to be reported through command channels.

3 In general, destruction of essential parts, followed by burning, will usually be sufficient to render the equipment useless. However, selection of the particular method of destruction requires imagination and resourcefulness in the utilization of the facilities at hand under the existing conditions. Time is usually critical. If destruction is ordered, due consideration should be given to:

3.1 Selection of a point of destruction that will cause greatest obstruction to enemy movement but not prove a hazard to friendly troops from fragments or ricocheting projectiles which may occur incidental to the destruction by gunfire.

3.2 Observance of appropriate safety precautions.

Degree of damage

4 The degree of damage inflicted to prevent the equipment being used by an enemy shall be as follows.

4.1 Methods of destruction should achieve such damage to equipment and essential spare parts that it will not be possible to restore the equipment to a usable condition in the combat zone either by repair or by cannibalization.

4.2 Classified equipment must be destroyed in such degree to prevent whenever possible, duplication by the enemy or the revelation of function or operation.

4.3 Any classified documents, notes, instructions or other written material pertaining to function, operation, maintenance or employment including drawings or parts lists must be destroyed in a manner to render them useless to the enemy.

Priorities for destruction

5

5.1 Priority must be given to the destruction to classified equipment and associated documents.

5.2 When lack of time and/or stores prevents complete destruction of equipment, priority is to be given to the destruction of essential parts, and the same parts are to be destroyed on all like equipment.

5.3 A guide to priorities for the destruction of this equipment is shown below.

TABLE 1 PRIORITIES FOR DESTRUCTION

No	Parts	Priority
1	Tyres and suspension	1
2	Braking system	2
3	Frame	3

Spare parts

6 The same priority, for destruction of component parts of a major item necessary to render the item inoperable, must be given to the destruction of similar components in spare parts storage areas.

Equipment being carried on the trailer

7 Equipment being carried on the trailer should be destroyed in accordance with the priorities for the equipment itself, taking into account the relative importance of the equipment being carried and the trailer itself.

Methods of destruction

8 The following information is for guidance only. Of the several means of destruction, those most generally applicable are as under.

Mechanical

9 This requires an axe, pick, crowbar or similar implement. The equipment should be destroyed in accordance with the priorities given in Para 5 above.

Burning

WARNING

DUE CONSIDERATION SHOULD BE GIVEN TO THE HIGHLY FLAMMABLE NATURE OF GASOLINE AND ITS VAPOUR. CARELESSNESS IN ITS USE MAY RESULT IN PAINFUL BURNS. GASOLINE SHOULD ALWAYS BE HANDLED IN ACCORDANCE WITH THE REQUIREMENTS OF JSP 317.

- 10 This requires gasoline, oil or other flammables.
 - 10.1 Smash all vital parts, in accordance with the priorities given in Para 5.
 - 10.2 Pour gasoline and oil in, on and over the entire equipment.
 - 10.3 Ignite by means of an incendiary grenade fired from a safe distance, by a burst from a flame thrower, by a combustible train of suitable length, or other appropriate means.
 - 10.4 Take cover immediately.

Gunfire

WARNING

FIRING ARTILLERY AT RANGES OF 500 YARDS OR LESS SHOULD BE FROM COVER. FIRING RIFLE GRENADES OR ANTI-TANK ROCKETS SHOULD BE FROM COVER.

- 11 When destroying the equipment by gunfire proceed as follows.
 - 11.1 Smash all vital parts, in accordance with the priorities given in Para 5.
 - 11.2 Destroy the equipment by gunfire, using adjacent gun tanks, self-propelled guns artillery, rifles using rifle grenades or launchers using anti-tank rockets. Fire on the equipment aiming at the road wheels. Although one well-placed direct hit may render the equipment temporarily useless, several hits are usually required for complete destruction unless an intense fire is started, in which case the equipment may be considered destroyed.



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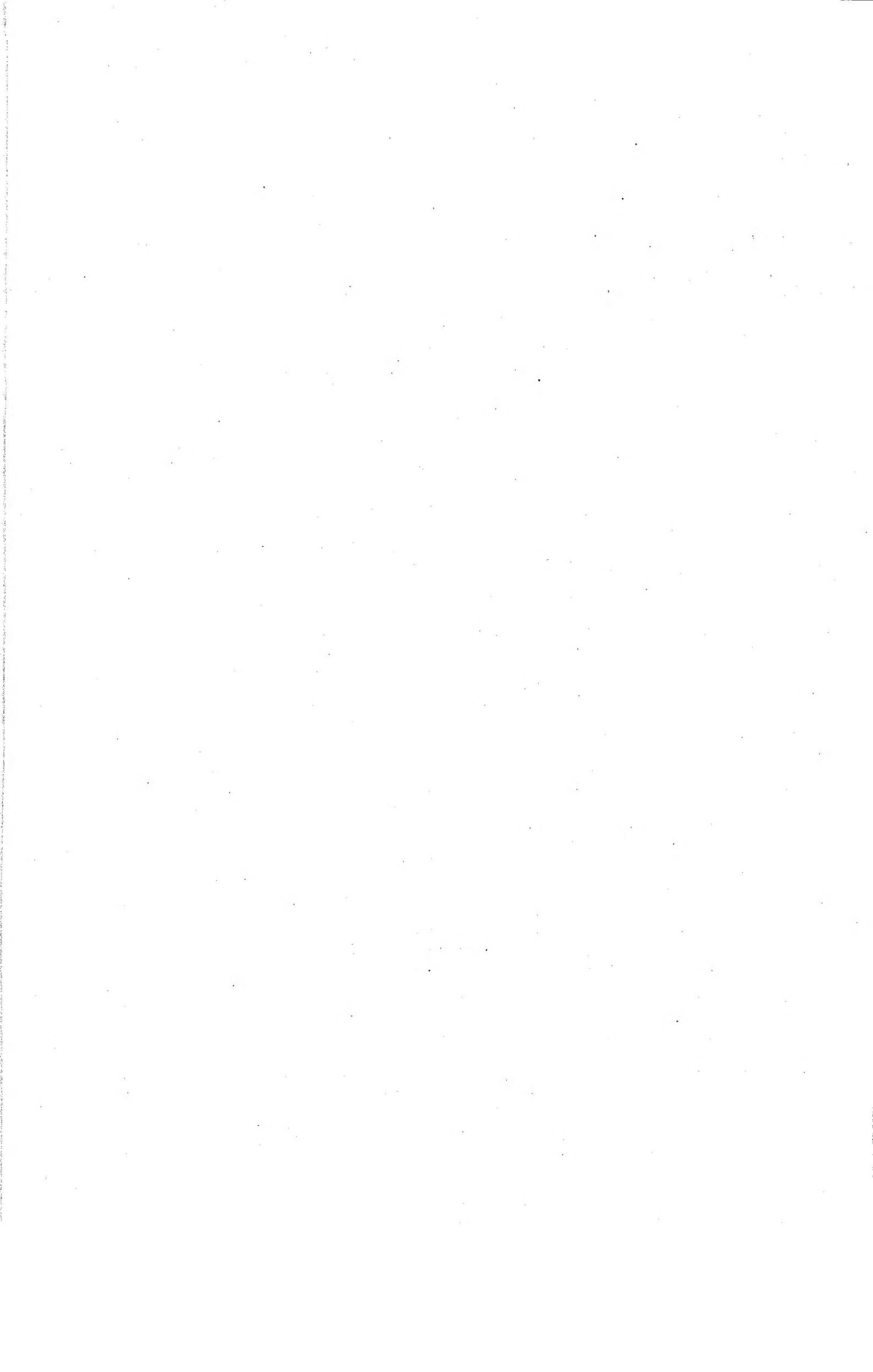
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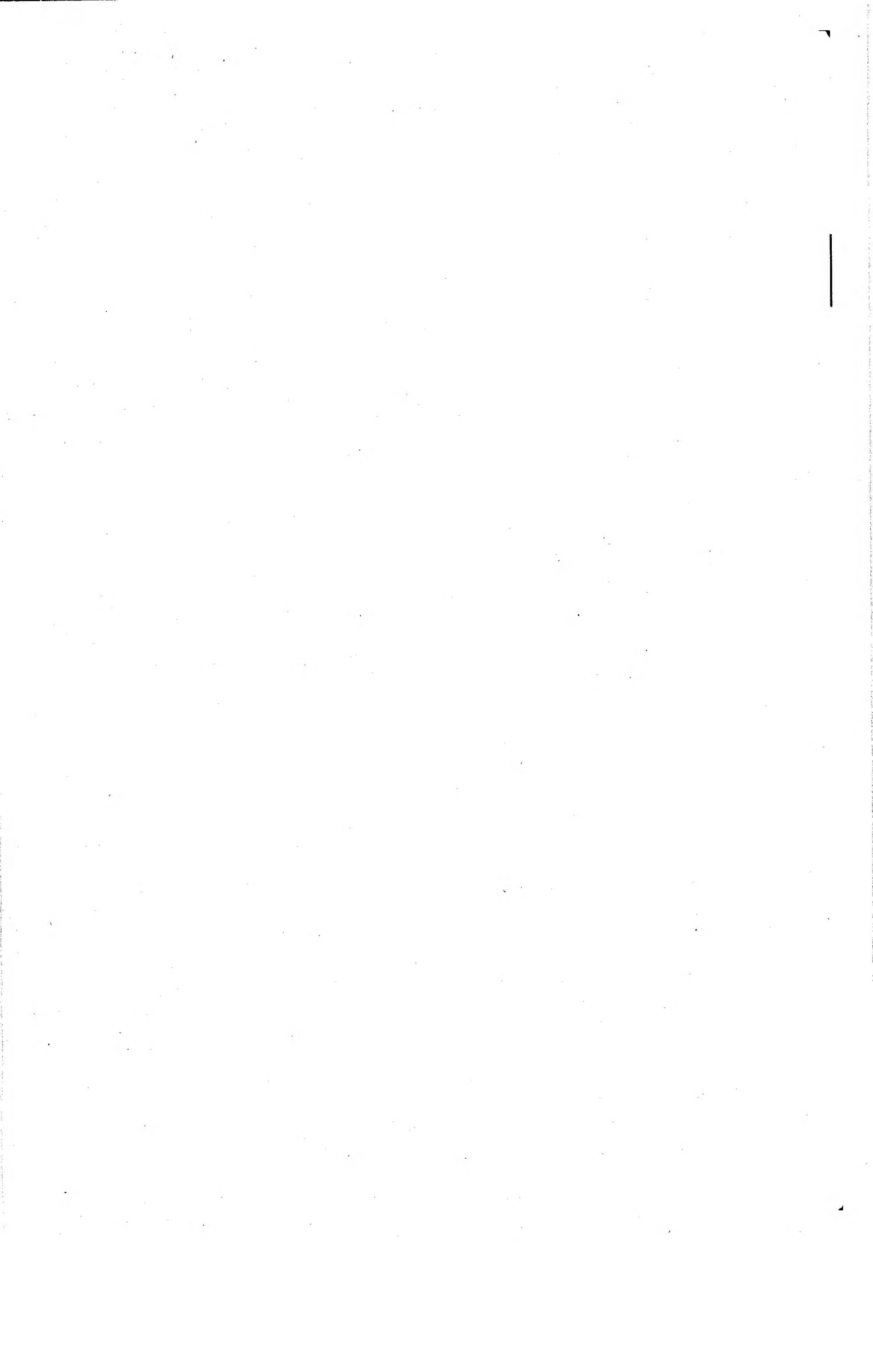
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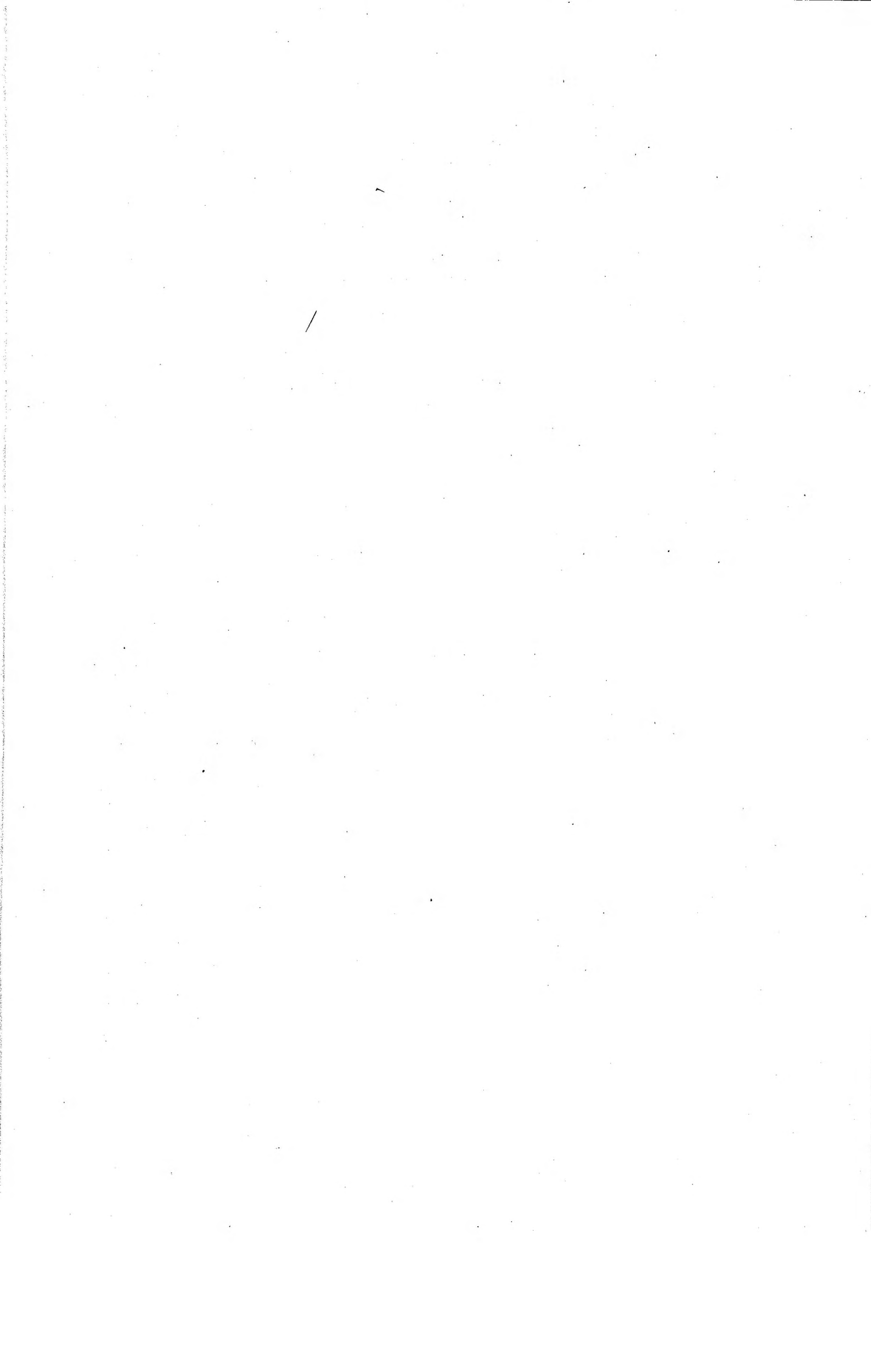
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**TRAILER FLAT PLATFORM,
2.5 TONNES,
FV2406 MK3**

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CONTENTS

<u>Preliminary Material</u>	<u>Page</u>
Title Page	(i)/(ii)
Amendment Record	(iii)/(iv)
Contents (this page)	(v)/(vi)
Preface	(vii)
Abbreviations	(ix)/(x)
Comments on AESP	Last Page
 <u>Chapters</u>	
1	INDEX OF ASSEMBLIES AND SUB-ASSEMBLIES
2-0	Trailer Flat Platform, 2.5 Tonnes, FV2406 Mk 3
2-1	Flat Platform Assembly
2-2	Chassis, Trailer, 2.5 Tonnes, FV2406 Mk 3
2-2-1	Axle General Arrangement
2-2-2	Drawbar Assembly
2-2-3	Jack Assembly, Front
2-2-4	Trailer, Coupling
2-2-5	Handbrake Assembly
2-2-6	Jockey Wheel Assembly
2-2-7	Spare Wheel Carrier Assembly
2-2-8	Mudguard Assembly
2-2-9	Air/Hydraulic Assembly
2-3	Electrical System
2-3-1	Wiring Harness
3	INDEX OF NATO STOCK Nos TO CHAPTER LOCATION
4	INDEX OF PART Nos/DRAWING Nos TO CHAPTER LOCATION

PREFACE

Introduction

1. This Illustrated Parts Catalogue (IPC) is designed as an aid to the identification of component parts or assemblies of parts of the equipment, and to provide the information necessary for the demanding of spares.
2. This IPC may list some or all of the parts comprising the equipment concerned, but only those parts given a NATO Stock number will normally be available as spares. Should there be a requirement for an item not assigned a number, demands may be submitted quoting the code number of the publication, item number, figure reference and item name. Where a manufacturer's number is known, this should also be quoted.

Quantities

3. The figure in the 'number off' column specifies the quantity used in the unit, assembly or sub-assembly.

Demands

4. Demands are to be submitted in accordance with current instructions as follows:-
 - (1) Management Code
 - (2) NATO Stock Number (catalogue number)
 - (3) Item name and description
 - (4) Name of equipment for which part is required

Modification state

5. When appropriate, a list at the front of each chapter or sub-chapter will indicate the modification numbers which have been incorporated in this IPC.

Amendments

6. Amendments to this IPC will be published from time to time. They will be numbered consecutively and the 'Amendment Record' is to be completed for each amendment embodied.
7. Amendments are notified in DCIs and Units concerned will indent through their local Stationary Section or overseas equivalent for copies as required.

Abbreviations and symbols

8. Abbreviations used in this document are shown on Page (ix)/(x).

PREFACE (cont'd)Annotations

9. Annotations used in this document are:-

- (1) Ref - For reference only (shown in No. off column).
- (2) NI - This sign against a number in the Fig-item column indicates that the item is not illustrated.
- (3) AR - As required (listed in No. off column), for bulk supply items, wire, cable, etc or where quantities are variable.
- (4) NP - Not provisioned (listed in NSN column). See Para 2.

Indentations

10. Items are listed in a logical assembly/disassembly order and are 'indented' to indicate the relationship of the items.

MAIN ASSEMBLY

Attaching parts for main assembly

. FIRST LEVEL OF BREAKDOWN (sub-assembly or detail part main assembly)

. Attaching parts for first level

. . SECOND LEVEL OF BREAKDOWN (sub-sub-assembly or detail part of sub-assembly)

. . Attaching parts for second level

. . . THIRD LEVEL OF BREAKDOWN (sub-sub-sub-assembly or detail part of sub-sub-assembly)

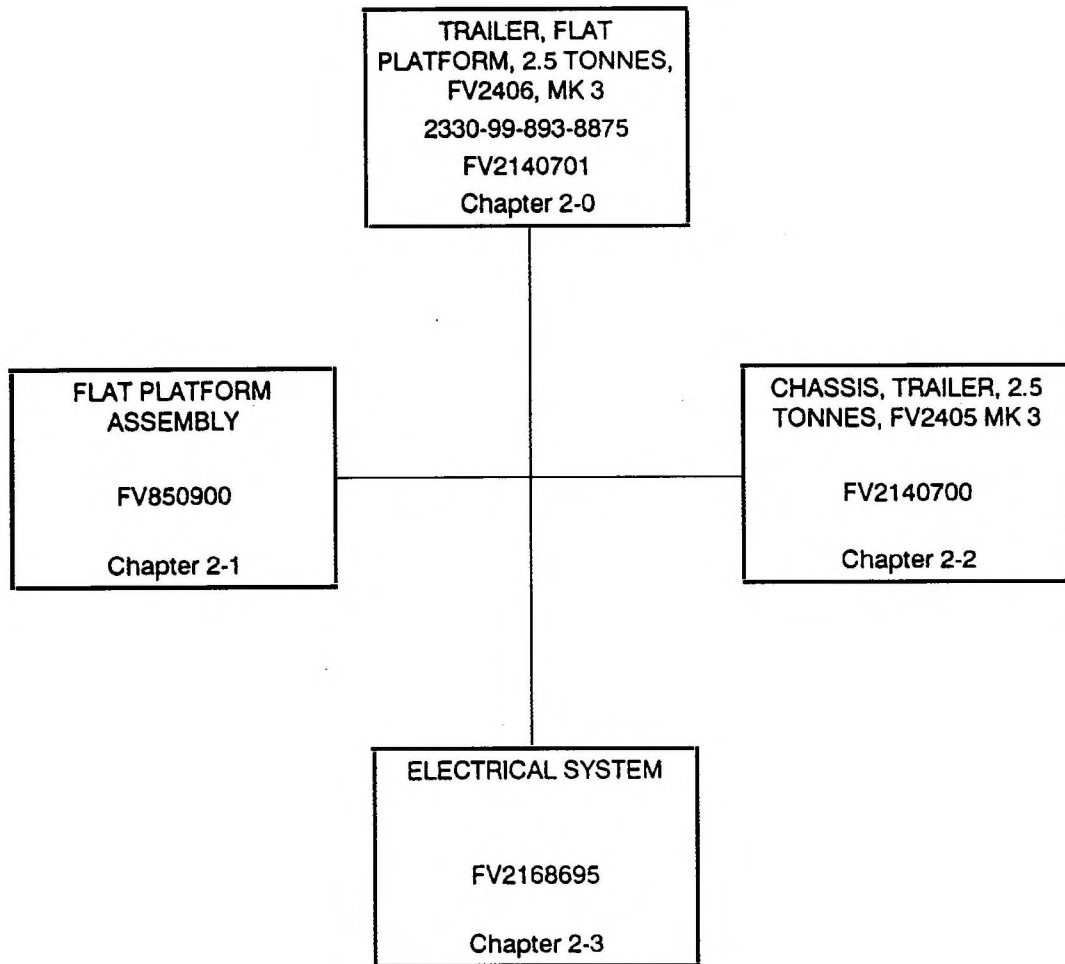
. . . Attaching parts for third level

Publications information

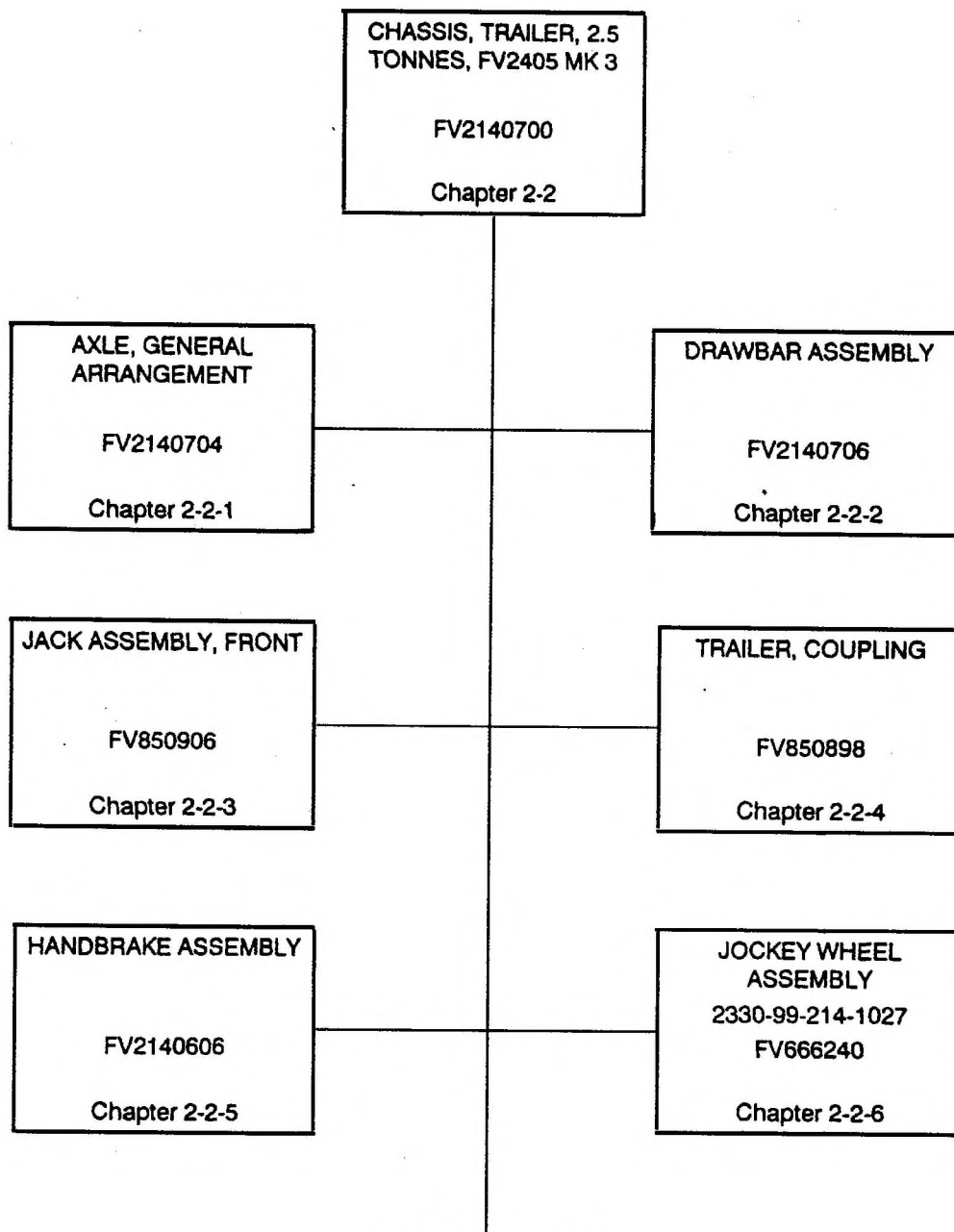
11. Should any comment on the contents of the AESP be necessary a locally produced copy of the FORM 10 which can be found at the last leaf of this publication, this should be completed and forwarded to the Publication Approving Authority at the address already shown on the form, in accordance with 0100-P-011-013.

ABBREVIATIONS

A	Amps	W	Watt
A/F	Across Flats	w	Width
Al	Aluminium	w/	With
		whit	Whitworth
BeCu	Beryllium Copper		
Br	Brass	Zn	Zinc
BSF	British Standard Fine		
Cd	Cadmium		
crs	Corrosion Resistant Steel		
c/w	Complete with		
dia	Diameter		
h	Height (High)		
hd	Head		
hex	Hexagon (al)		
id	Inside Diameter		
in	Inch		
lg	Length (long)		
lh	Left Hand		
mtl	Material		
max	Maximum		
min	Minimum		
Mk	Mark		
mm	Millimetre		
NI	Not Illustrated		
NP	Non Provisioned		
No.	Number		
nom	Nominal		
o/a	Over-all		
od	Outside Diameter		
Phos B	Phosphor Bronze		
rd	Round		
rh	Right Hand		
sect	Section		
sq	Square		
SWG	Standard Wire Gauge		
thd	Thread(ed)		
thk	Thick(ness)		
tpi	Threads Per Inch		
UNF	Unified Fine Thread		
V	Volt		



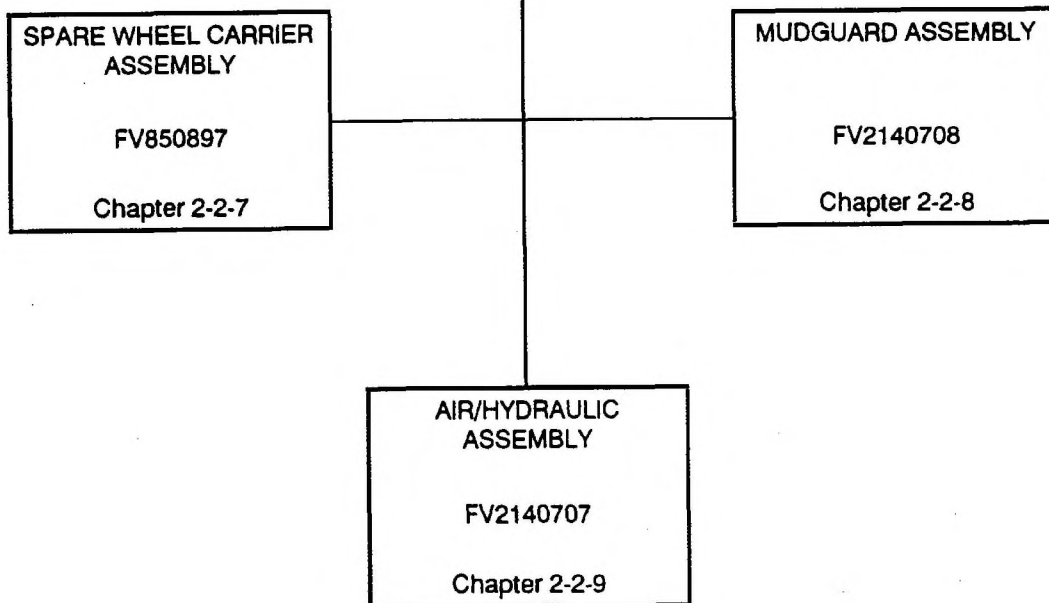
SYSTEM FAMILY TREE



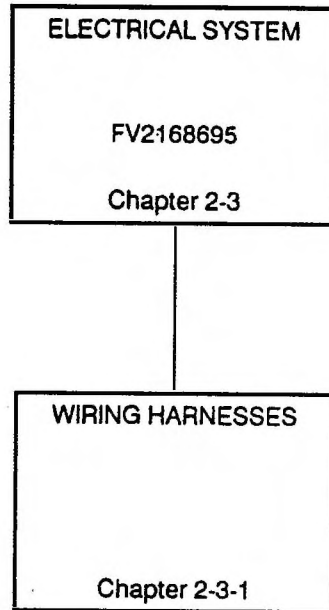
CONT ON PAGE 3

SYSTEM FAMILY TREE

CONT FROM PAGE 2



SYSTEM FAMILY TREE



SYSTEM FAMILY TREE

INDEX OF ASSEMBLIES AND SUB-ASSEMBLIES

Item	Man. Code Army	NATO Stock No.	Item Name	Part No/ Drawing No.	Location in Chap 2 or Separate Sched. No.
1	A	-	AIR/HYDRAULIC ASSEMBLY	FV2140707	2-2-9
2	A	-	AXLE GENERAL ARRANGEMENT	FV2140704	2-2-1
3	A	-	CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3	FV2140700	2-2
4	A	-	DRAWBAR ASSEMBLY	FV2140706	2-2-2
5	A	-	ELECTRICAL SYSTEM	FV2168695	2-3
6	A	-	FLAT PLATFORM ASSEMBLY	FV850900	2-1
7	A	-	HANDBRAKE ASSEMBLY	FV2140606	2-2-5
8	A	-	JACK ASSEMBLY, FRONT	FV850906	2-2-3
9	A X2	2330-99-214-1027	JOCKEY WHEEL ASSEMBLY	FV666240	2-2-6
10	A	-	MUDGUARD ASSEMBLY	FV2140708	2-2-8
11	A	-	SPARE WHEEL CARRIER ASSEMBLY	FV850897	2-2-7
12	A	-	TRAILER, COUPLING	FV850898	2-2-4
13	A	2330-99-893-8875	TRAILER, FLAT PLATFORM, 2.5 TONNES, FV2406, MK 3	FV2140701	2-0
14	A	-	WIRING HARNESSSES		2-3-1

Chapter 2-0

PARTS LIST

TRAILER, FLAT PLATFORM, 2.5 TONNES,
FV2406 MK 3

Drawing No. FV2140701

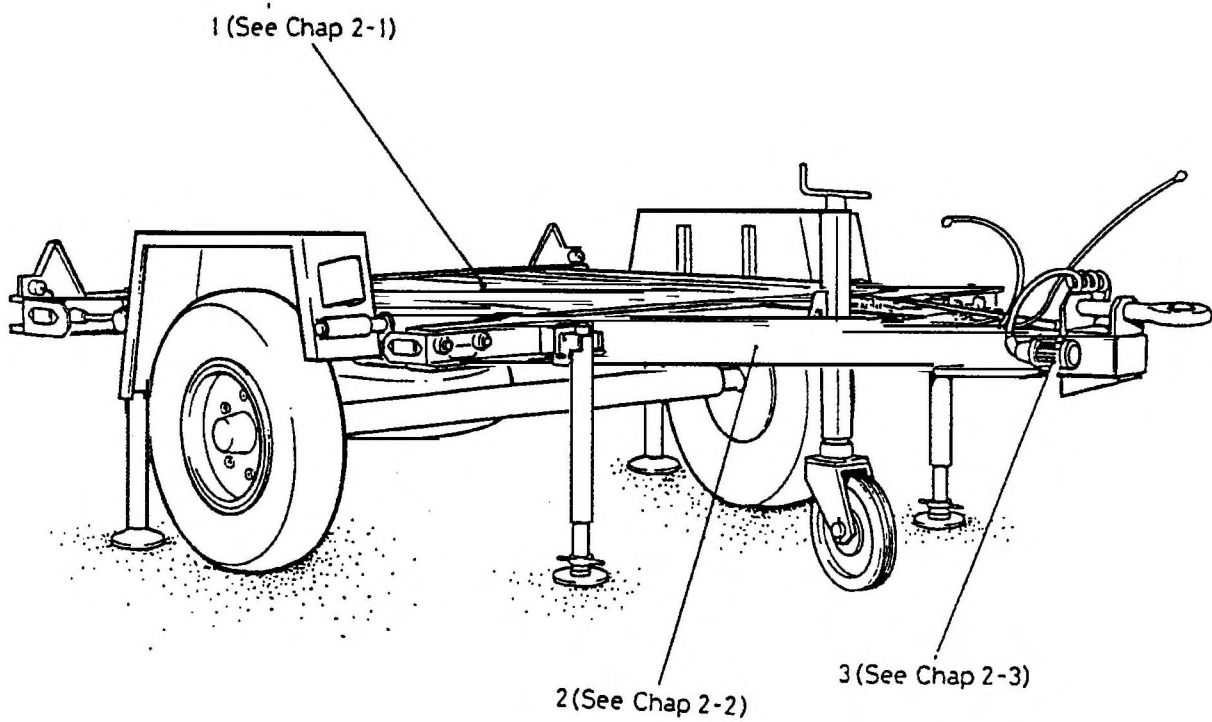


Fig 1 Trailer flat platform, 2.5 tonnes, FV2406 Mk III

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		2330-99-893-8875 NP	TRAILER, FLAT PLATFORM, 2.5 TONNES, FV2406, MK 3 . FLAT PLATFORM ASSEMBLY NOTE... See Chapter 2-1	MOD(PE) FV2140701 MOD(PE) FV850900	REF 1	
2		NP	. CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3 NOTE... See Chapter 2-2	MOD(PE) FV2140700	1	
3		NP	. ELECTRICAL SYSTEM NOTE... See Chapter 2-3	MOD(PE) FV2168695	1	

Chapter 2-1

PARTS LIST

FLAT PLATFORM ASSEMBLY

Drawing No. FV850900

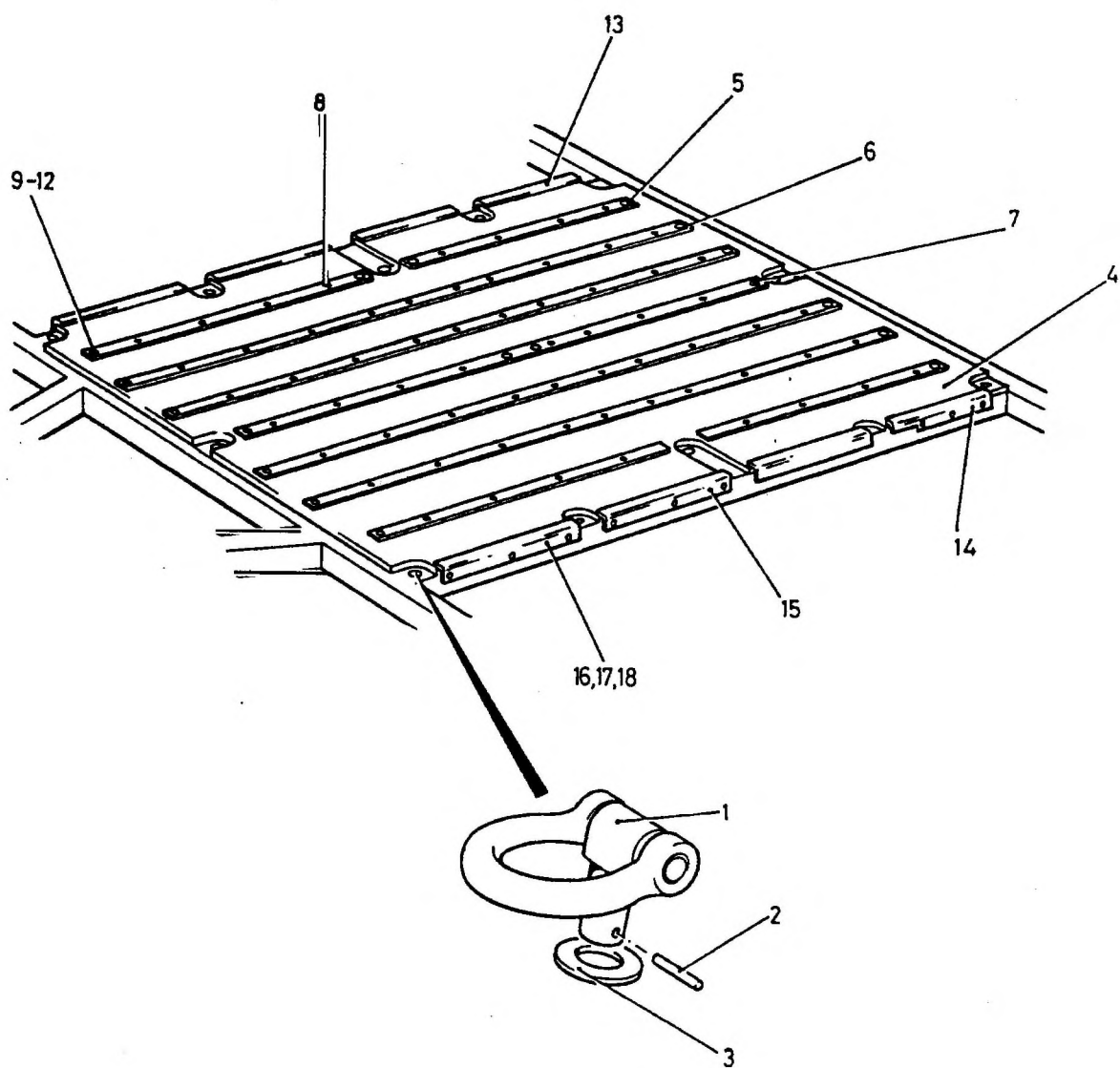


Fig 1 Flat platform assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1	MT13	NP 2540-99-812-9342	FLAT PLATFORM ASSEMBLY . SHACKLE ASSEMBLY	MOD(PE) FV850900	REF	
2	G1	5315-99-137-0075	. PIN, SPRING cres, 3/8 in. x 1-3/4 in. lg	MOD(PE) FV702033 ANDERTON SPB037175 CSF	12	
3	G1	5310-99-122-8055	. WASHER, FLAT steel, Zn coated, 30mm, thin	BS4320	14	
4		NP	. BOARD, FLOOR	MOD(PE) FV861993	2	
5		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861992	4	
6		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861991	4	
7		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861990	1	
8	G1	5305-99-941-7592	. . SCREW, WOOD steel, rd hd, slot drive, No. 8 x 3/4 in. lg	BS1768	64	
9	G1	5305-99-135-0434	. . SCREW, MACHINE steel, Zn coated, pan hd, slot drive, 5 mm x 35 mm lg	BS3692	20	
10	G1	5310-99-122-3032	. . WASHER, FLAT steel; rd shape; zinc plated; rd hole; id M5 nom bolt size; 10.00mm o/a od; 1.00mm thk; Brinell hardness no.157	BS4320	14	
11	G1	5310-99-122-5294	. . NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut	BS3692	20	
12	G1	5310-99-135-9300	NOTE... Items 8 to 11 for use with items 5 to 7 . . WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	6	
13		NP	NOTE... For use with items 5 and 7 . . ANGLE	MOD(PE) FV861986	1	

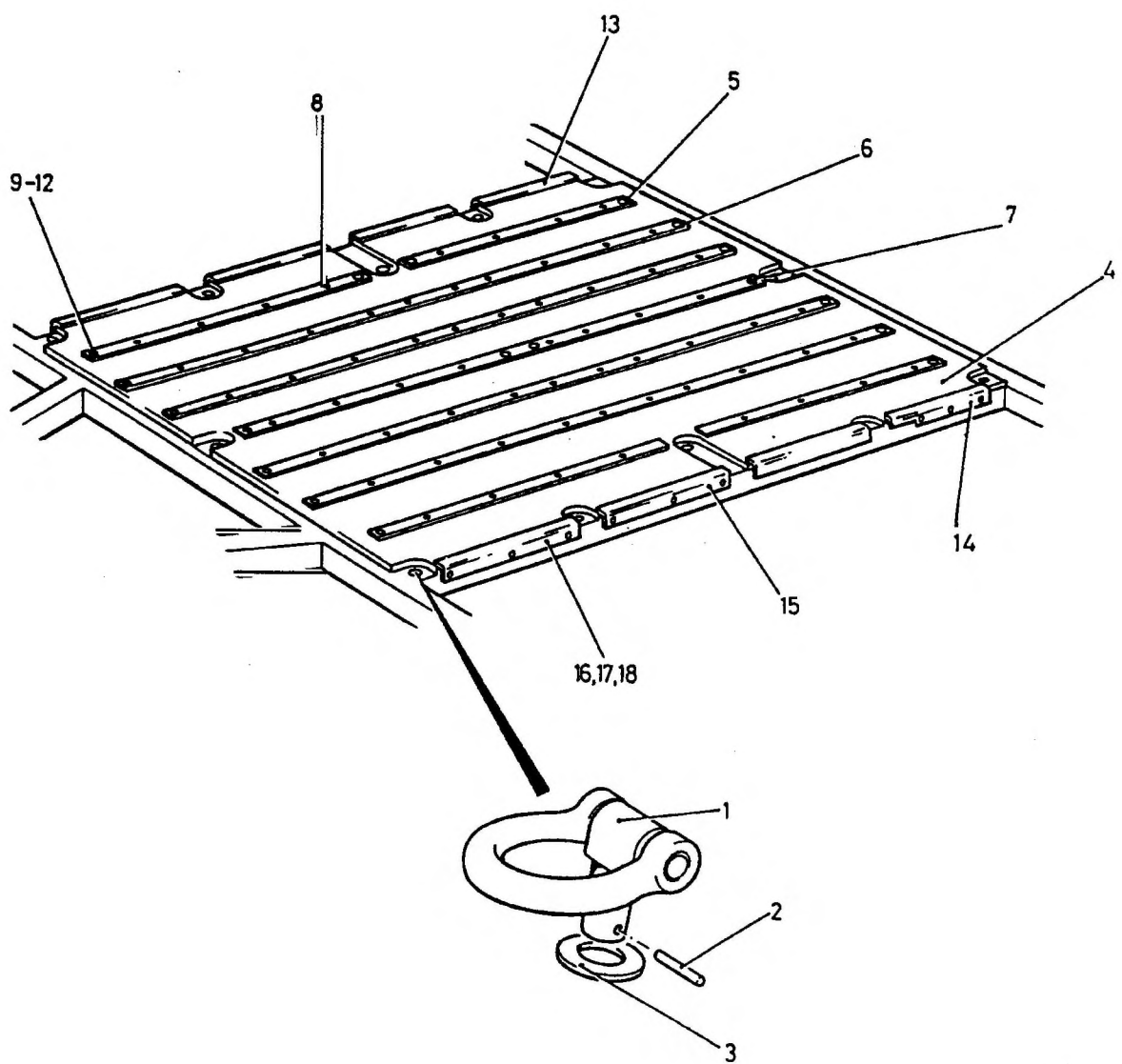


Fig 1 Flat platform assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 14		NP	. . ANGLE	MOD(PE) FV861987	1	
15		NP	. . ANGLE	MOD(PE) FV861988	6	
16	G1	5305-99-122-5365	. . SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8mm dia x 1.25mm pitch; 16mm fastener lg; 16mm thd lg; class 6g thd; 784.5 n/mm sq mts; grade 8.8	BS3692	24	
17	G1	5310-99-135-9302	. . WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	24	
18	G1	5310-99-122-5296	. . NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	24	
			NOTE... Items 16 to 18 for use with items 13 to 16			

Chapter 2-2

PARTS LIST

CHASSIS, TRAILER 2.5 TONNES, FV2405 MK 3

Drawing No. FV2140700

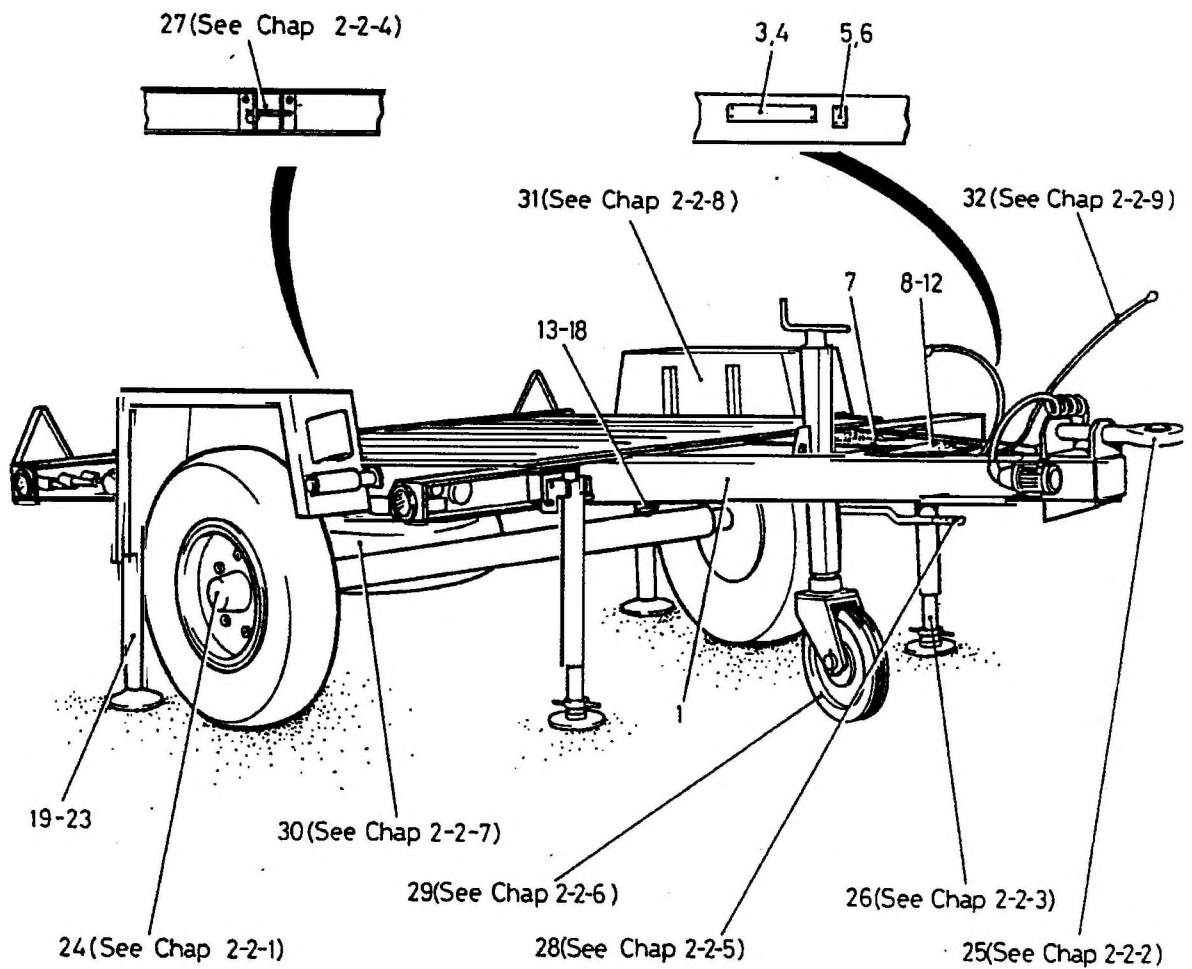


Fig 1 Chassis, trailer, 2.5 tonnes, FV2406 Mk 3

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations	
1-1 2 NI 3 4 5 6 7 8 9 10 11 12 13 14		NP	CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3	MOD(PE) FV2140700	REF		
		NP	. CHASSIS FRAME ASSEMBLY	MOD(PE) FV2140703	1		
		NP	. PLATE	MOD(PE) FV773705	1		
		NP	. PLATE	MOD(PE) FV130671	2		
		NP	. SCREW, DRIVE type U, rd hd, No 4 x 9.5 mm lg	BS4174	12		
		6MT13	9905-99-901-3287	NOTE... for use with items 2 and 3 . PLATE, MODIFICATION RECORD	MOD(PE) FV133030	2	
		G1	5305-99-136-7620	. SCREW, DRIVE steel, rd hd, Cd plated, No 00 x 3/8 in. lg	BS4174	8	
		NP	NP	. FLOOR PLATE	MOD(PE) FV2140678	1	
		NP	NP	. FLOOR PLATE	MOD(PE) FV2140679	1	
		G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	9	
		G1	5310-99-122-6476	. WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	9	
		G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4463	9	
		G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	9	
		NP	NP	NOTE... Items 9 to 12 for use with items 7 and 8 . BUMP STOP ASSEMBLY	MOD(PE) FV2140614	2	
	NP	NP	. . MOUNT, RESILIENT	MOD(PE) FV924783	1		

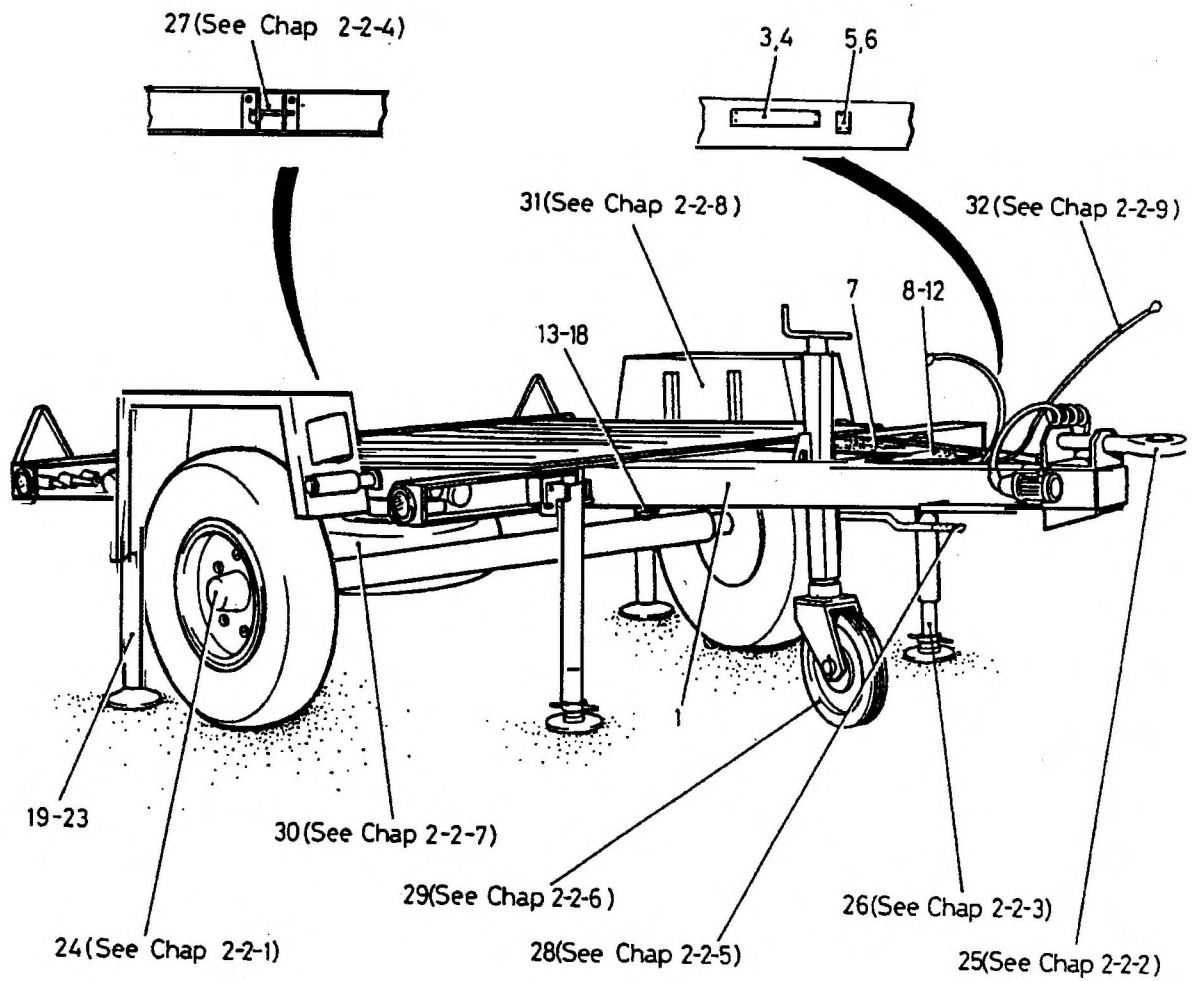


Fig 1 Chassis, trailer, 2.5 tonnes, FV2406 Mk 3

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-15	G1	5306-99-122-2788	. . BOLT, MACHINE metric, steel, hex hd, Zn coated, M12 x 50 mm lg	BS3692	1	
16		NP	. . WASHER, RETAINING	HALLITE SEALS 1737	1	
17	G1	5310-99-135-9304	. . WASHER, LOCK steel; split helical ring; cadmium plated; 12.00mm bolt size; 17.90mm od, 2.50mm thk	BS4463	1	
18	G1	5310-99-122-5298	. . NUT, PLAIN, HEXAGON metric, steel, Zn coated, 12 mm	BS3692	1	
19		NP	. STAND AND CLAMP ASSEMBLY	MOD(PE) FV924373	2	
20		NP	. STAND AND CLAMP ASSEMBLY	MOD(PE) FV2124320	2	
21		5305-99-941-0545	. SCREW, MACHINE UNF, steel, hex hd, Zn coated, 3/8 in. x 1-1/2 in. lg	BS1768	4	
22		NP	. WASHER, LOCK single coil, sq sect, steel, Zn coated, 3/8 in. id	BS1802	4	
23		5310-99-135-6785	. NUT, PLAIN, HEXAGON 3/8-24UNF; st, Zn plated; 0.560in.w A/F, 0.328in.h	BS1768	4	
24		NP	. AXLE GENERAL ARRANGEMENT	MOD(PE) FV2140704	1	
25		NP	NOTE... See Chapter 2-2-1 . DRAWBAR ASSEMBLY	MOD(PE) FV2140706	1	
26		NP	NOTE... See Chapter 2-2-2 . JACK ASSEMBLY, FRONT	MOD(PE) FV850906	1	
27		NP	NOTE... See Chapter 2-2-3 . TRAILER, COUPLING	MOD(PE) FV850898	1	
28		NP	NOTE... See Chapter 2-2-4 . HANDBRAKE ASSEMBLY	MOD(PE) FV2140606	1	
29	X2	2330-99-214-1027	NOTE... See Chapter 2-2-5 . JOCKEY WHEEL ASSEMBLY NOTE... See Chapter 2-2-6	MOD(PE) FV666240	1	

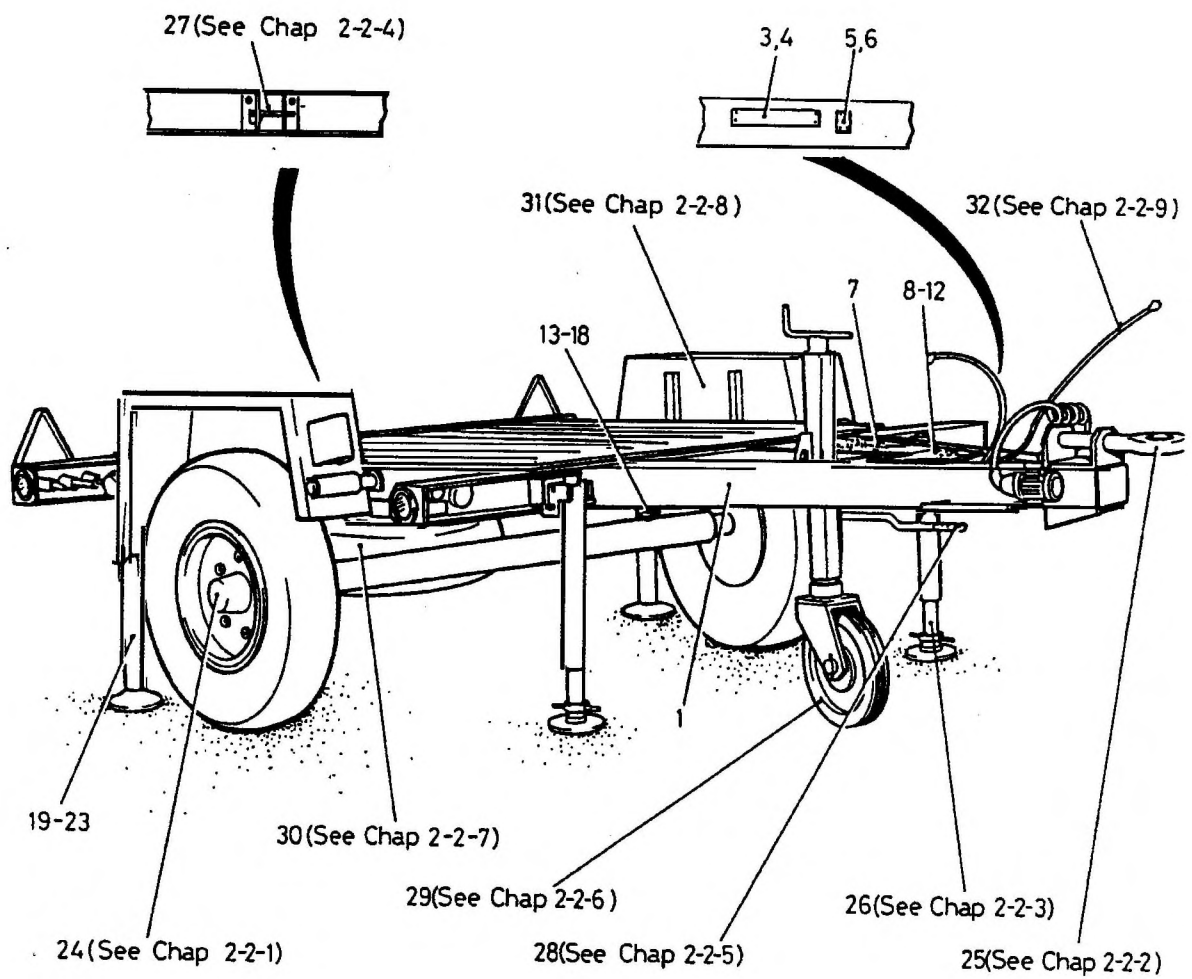


Fig 1 Chassis, trailer, 2.5 tonnes, FV2406 Mk 3

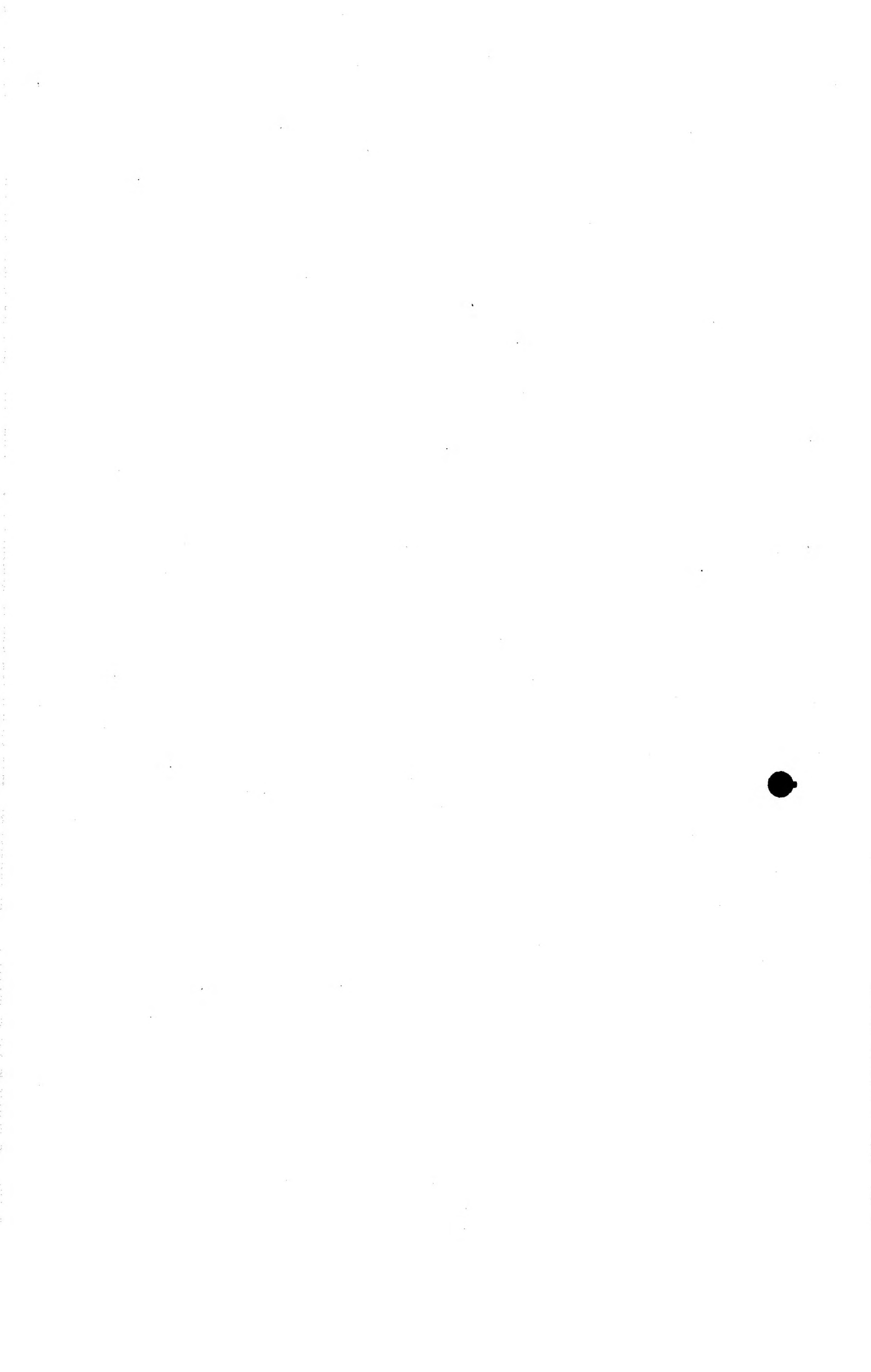
Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 30		NP	. SPARE WHEEL CARRIER ASSEMBLY NOTE... See Chapter 2-2-7	MOD(PE) FV850897	1	
31		NP	. MUDGUARD ASSEMBLY NOTE... See Chapter 2-2-8	MOD(PE) FV2140708	1	
32		NP	. AIR/HYDRAULIC ASSEMBLY NOTE... See Chapter 2-2-9	MOD(PE) FV2140707	1	

Chapter 2-2-1

PARTS LIST

AXLE GENERAL ASSEMBLY

Drawing No. FV2140704



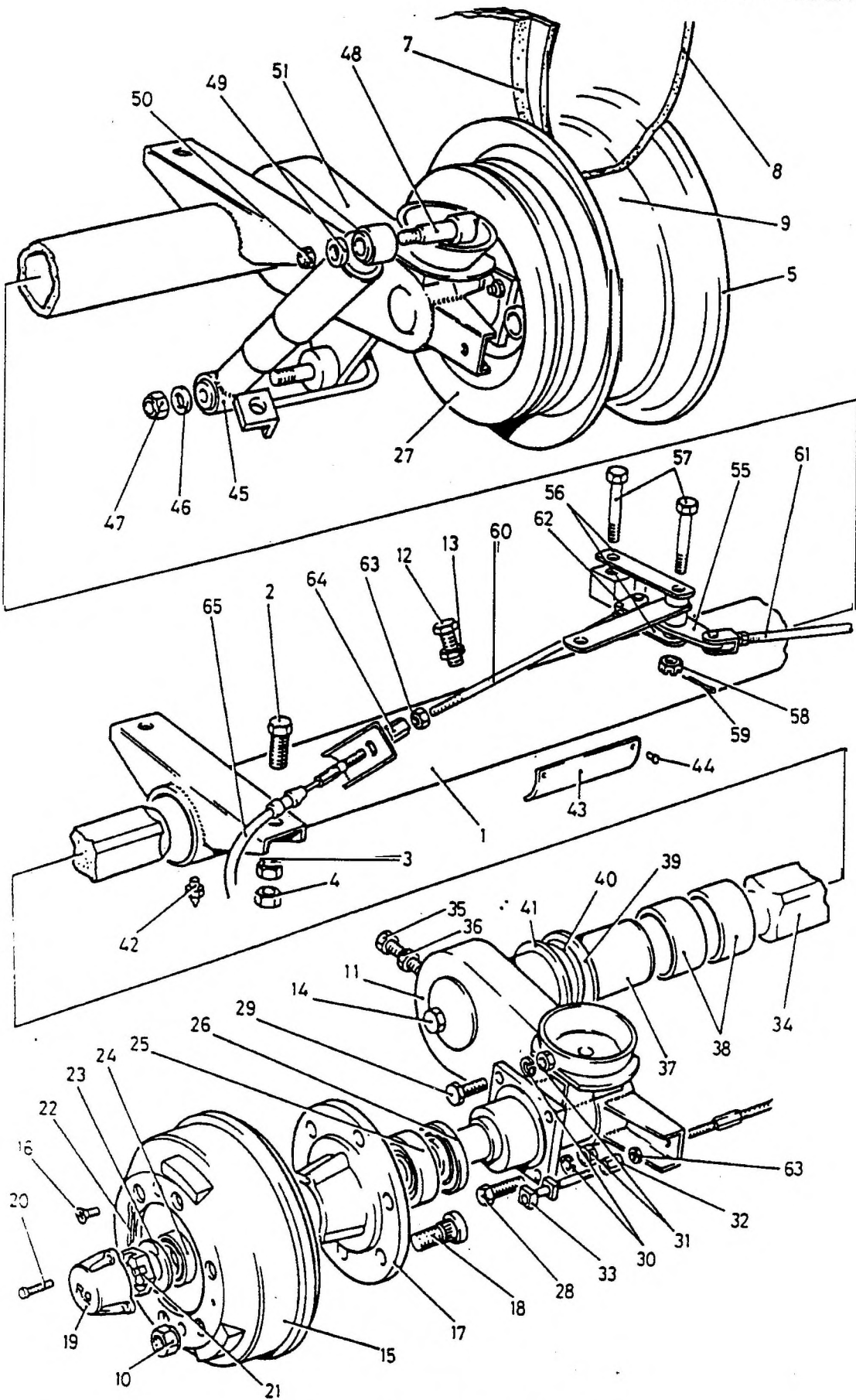


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
		NP	AXLE GENERAL ARRANGMENT	MOD(PE) FV2140704	Ref	
1-1	7TR	2530-99-680-7827	. AXLE ASSEMBLY w/load sensing facility	RUBERY OWEN 560007050	1	
2	G1	5305-99-122-8696	. SCREW, MACHINE metric, steel, hex hd Zn coated, M24 x 45 mm lg	BS3692	4	
3	G1	5310-99-122-5301	. NUT, PLAIN, HEXAGON metric steel, Zn coated, M24	BS3692	4	
4	G1	5310-99-122-5307	. NUT, PLAIN, HEXAGON metric, steel, lock, Zn coated M24	BS3692	4	
5	6MT14	2530-99-333-7735	. WHEEL, PNEUMATIC TYRE 6.50 H X 16	MOD(PE) FV924698	2	
NI 6		NP	. WHEEL, PNEUMATIC TYRE 6.50 H X 16	MOD(PE) FV924881	2	
7	6MT14	2610-99-809-6900	. TYRE, PNEUMATIC 8.25 X 16	GOODYEAR 8-25-16UN1 STEEL	2	
8	6MT14	2610-99-895-8602	. INNER TUBE, PNEUMATIC TYRE	GOODYEAR 8-25-16TR- 259	2	
9	6MT14	2610-99-809-2810	. FLAP, RUST SLIP 8.25 X 16	GOODYEAR 16L	2	
10	6MT13	5310-99-809-2608	. NUT, CONE SEAT, HEXAGON, BSF, Zn coated, lh, 7/8 in.	RUBERY OWEN 560006643	6	
11		NP	. . SWINGING ARM, HUB AND BRAKE ASSEMBLY lh	RUBERY OWEN 560006728	1	
12			. . SCREW LOCKING	560007400	2	
13	G1	5310-99-941-0904	. . NUT, LOCKING, HEXAGON, Zn coated, UNF, steel, 3/4 in.	BS1768	2	
14		NP	. . . PLUG, UNF, steel, hex head, Zn coated, 3/4 in. x 18 mm lg	RUBERY OWEN 560007058	2	
15		NP	. . . DRUM, BRAKE	RUBERY OWEN 560006642	2	

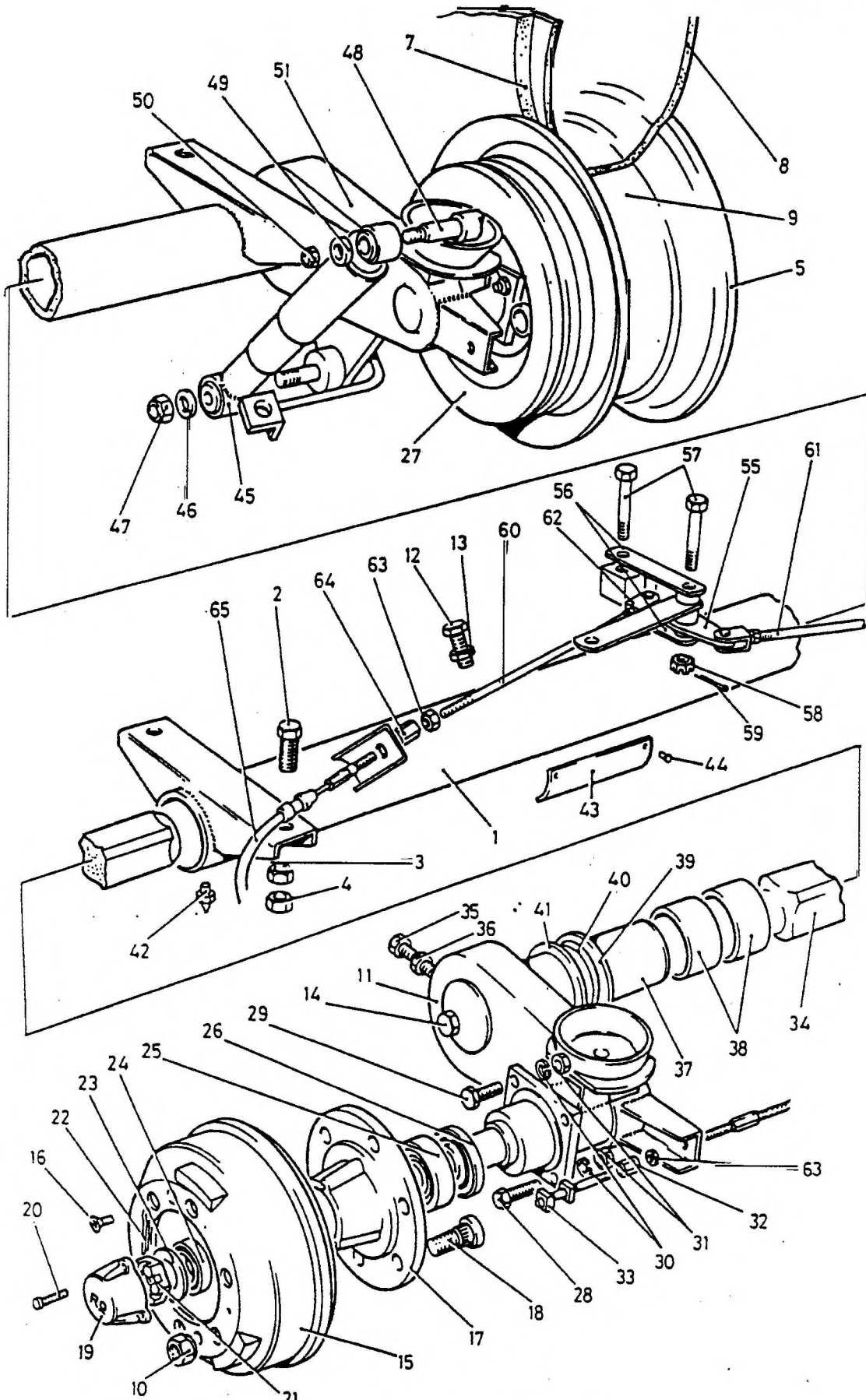


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Annotations
1-16		NP	... SCREW, MACHINE, UNF, steel, csk hd, slot drive, Zn coated, 3/8 in. x 3/4 in. lg	BS1768	4	
17	7TR	2530-99-409-7622	... HUB ASSEMBLY lh	RUBERY OWEN 560006643	1	
18	9BTR	5306-99-838-2303	... BOLT, RIBBED SHOULDER BSF, steel, lh, 7/8in.	RUBERY OWEN 560007227	6	
19	X2	2530-99-214-3848	... COVER, WHEEL HUB, Al, 3-1/2 in. dia, 1-13/16 in. h	RUBERY OWEN 560006641	2	
20	G1	5305-99-135-0422	... SCREW, MACHINE, ISO METRIC, steel, pan hd, slot drive, 4.00 mm x 0.70 mm pitch, 10.00 mm lg, class 6g thd 3/8 in. x 3/4 in. lg	BS3692	6	
21		NP	... NUT SLOTTED, UNF, steel, Zn coated, 1-1/4 in.	RUBERY OWEN 560006640	2	
22		NP	... PIN COTTER, SPLIT steel, Zn plated, 1/4 in x 3 in lg	DEF STAN 53-10 TABLE 1(B)	2	
23	X2	2530-99-214-5754	... WASHER, FLAT, steel, Zn coated, 1-1/4 in	BS3410	2	
24	6MT7	31109-99-2037861	... BEARING, TAPERD ROLLER 2.891 in. od, 1.625 in. id, 0.770 in. thk	SKF(UK) KLM501349 KLM501310	2	
25	6MT7	3110-99-806-8997	... BEARING, TAPERD ROLLER 3.6718 in. od, 2.000 in. id 1.188 in. thk	SKF(UK) K3780-K3720	2	
26	6MT13	5330-99-838-2301	... SEAL, PLAIN rubber /steel, 62 mm id, 100 mm ode, 12 mm h	RUBERY OWEN 560006639	2	
27	7TR	2530-99-549-8489	... BRAKE ASSEMBLY 12-1/8 in.x4 in. modified	RUBERY OWEN 560006636	2	
28	G1	5306-99-941-0571	... BOLT, MACHINE UNF, steel, hex hd, Zn coated, 1/2in.x 2 in. lg	BS1768	4	
29	G1	5306-99-941-0568	... SCREW, MACHINE, UNF, steel, hex hd, Zn coated, 1/2 in. x 1-1/4			

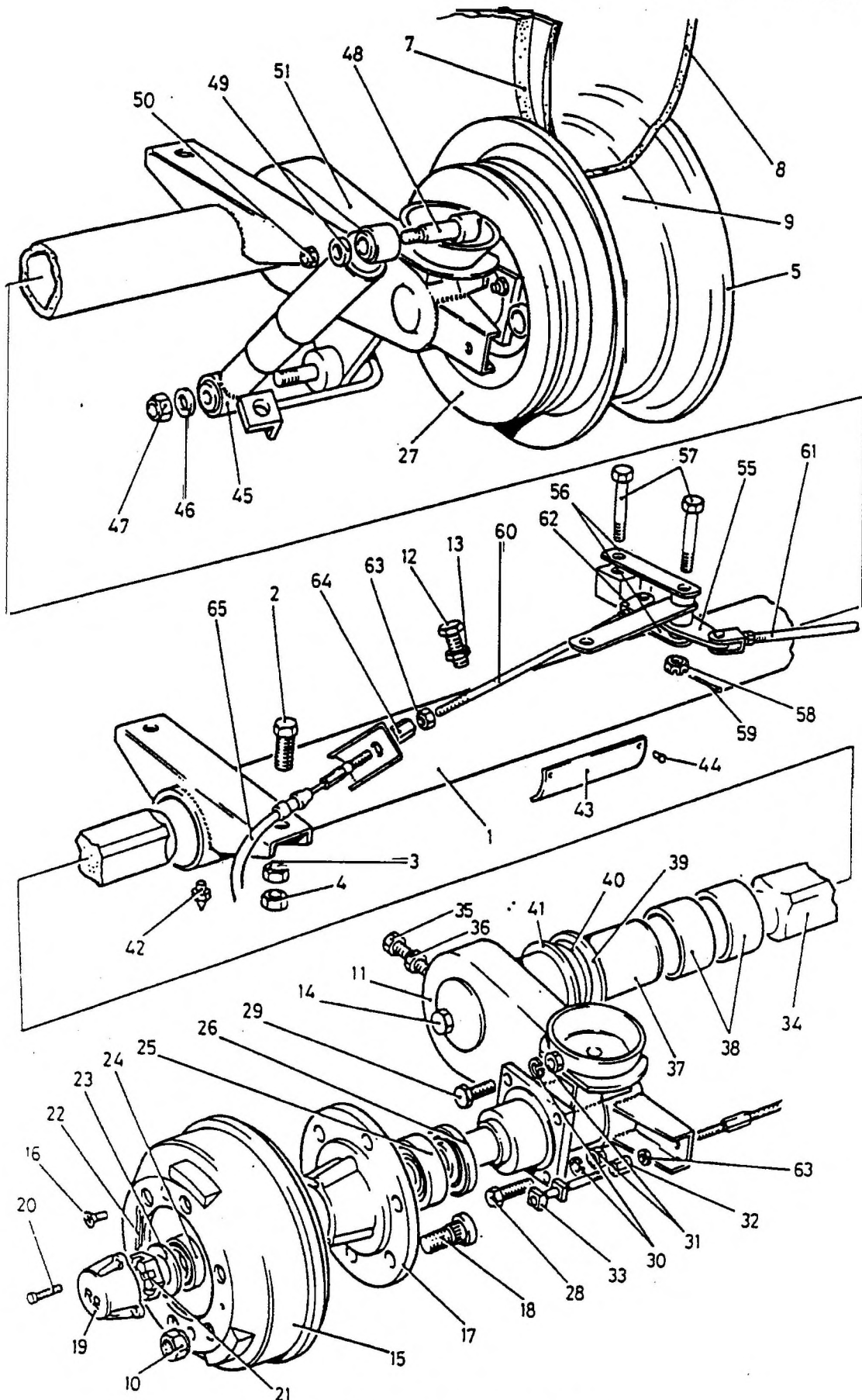


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-30	G1	5310-99-941-6653	... WASHER, LOCK steel, split helical ring, 33/64in. id, 49/64in. od, 1/8in. mtl thk	BS1802	8	
31	G1	5310-99-941-0928	... NUT, PLAIN HEXAGON, 1/2-20UNF, steel, Zn plated, 0.745in.w A/F, 0.438in.h	BS1768	8	
32		NP	.. ADAPTOR, BARREL hex, steel, Zn plated, 29 mm lg, 1/4 in. UNF to 3/8 in. UNF	RUBERY OWEN 560006645	2	
33		NP	.. BRAKE DRAW LINK ASSEMBLY	RUBERY OWEN 560007391	2	
34		NP	.. TORSION BAR			
35		NP	.. SCREW , LOCKING	RUBERY OWEN 560007399	2	
36	G1	5310-99-941-0909	.. NUT, LOCKING, HEXAGON, UNF, steel, Zn coated, 3/4in.	BS1768	2	
37		NP	.. TUBE AND BEARING SUB-ASEMBLY		1	
38	X2	5340-99-214-3846	... BEARING, BUSH 90 mm id x 80 mm lg	GLACIER METAL PM9080DX	4	
39		5365-99-660-7810	.. SPACER RING, steel, Zn coated, 90 mm id, 99 mm od, 5 mm thk	RUBERY OWEN 560007081	2	
40		NP	... ENERSEAL, PTFE, 90 mm id, 100 mm od, 5.95 mm thk	RUBERY OWEN 560007080	2	
41		5330-99-701-6963	... RING, felt, 90 mm id, 100 mm od, 4 mm thk	RUBERY OWEN 560006602	2	
42		NP	.. GREASE NIPPLE	RUBERY OWEN 560006615	4	
43		NP	.. PLATE, NAME	RUBERY OWEN 560007262	1	

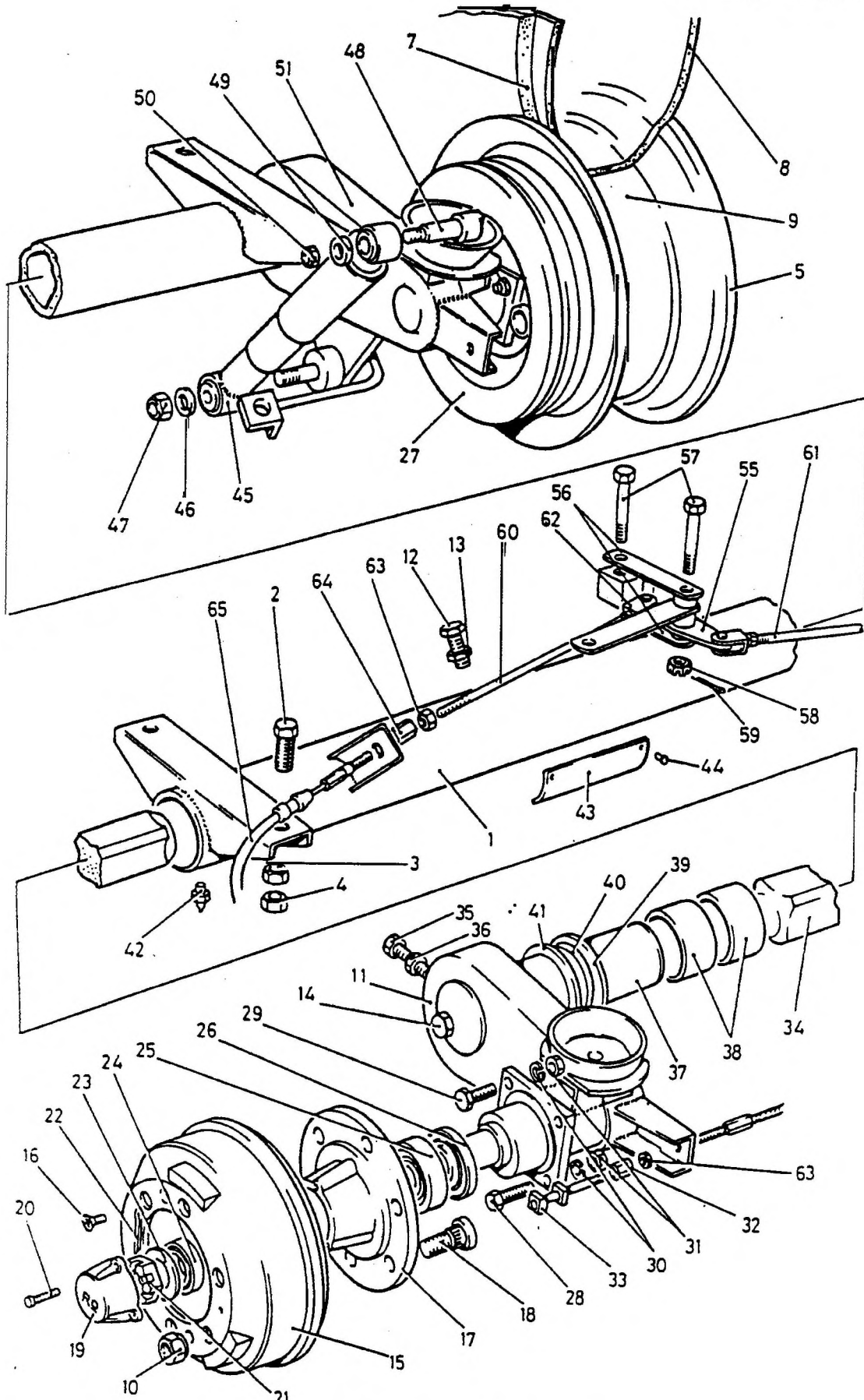


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-44		NP	.. SCREW, DRIVE, Br, Zn plated, No 4 x 3/16 in. lg	BS4174	4	
45		2540-99-214-3849	.. SHOCK ABSORBER	MONROE 8126-4708	2	
46	G1	5310-99-941-8640	.. WASHER, FLAT, steel, round, Zn plated, 0.770 in. min 0.781 in. max id (3/4 in. nom bolt size), 1-1/2 in. od , 0.128 in th	BS3410	2	
47	G1	5310-99-927-1313	.. NUT, PLAIN, HEXAGON, UNF, steel, Zn plated, nylon insert, 3/4 in.	BS1768	2	
48		NP	.. PIN, metric , steel, rd hd, 18.98 mm dia, 12 mm thd	FV862053	2	
49		NP	.. SPACER, SLEEVE, steel, 21 mm id, 30 mm od, 5 mm thk	FV 862054	2	
50	G1	5310-99-122-5298	.. NUT, PLAIN, HEXAGON, 12 mm, steel, Zn plated	BS3692	2	
51		NP	.. SWINGING ARM, HUB AND BRAKE ASSEMBLY, rh	RUBERY OWEN 560007051	1	
NI 52		2530-99-972-6700	... HUB ASSEMBLY, rh	RUBERY OWEN 560006635	1	
NI 53	9BTR	5360-99-838-2304	.... BOLT, RIBBED, SHOULDER, BSF, steel, rh, 7/8 in.	RUBERY OWEN 560007228	6	
NI 54	6MT13	5310-99-798-1843	.... NUT, CONE SEAT, HEXAGON, BSF, Zn coated, lh, 7/8 in.	RUBERY OWEN 560006644	6	
55		NP	. COMPENSATOR ASSEMBLY	RUBERY OWEN 560006606	1	
56	7TR	3040-99-499-9793	.. CONNECTING LINK,RIGID steel, 101 mm lg, 25mm w, 6mm thk	RUBERY OWEN 560006607	2	
57		NP	.. BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 83 mm lg, 2.5 mm diahole in thd end	RUBERY OWEN 560006608	2	
58	G1	5310-99-135-9041	.. NUT,PLAIN,SLOTTED, HEXAGON, steel , Zn coated, M10	BS3692	2	

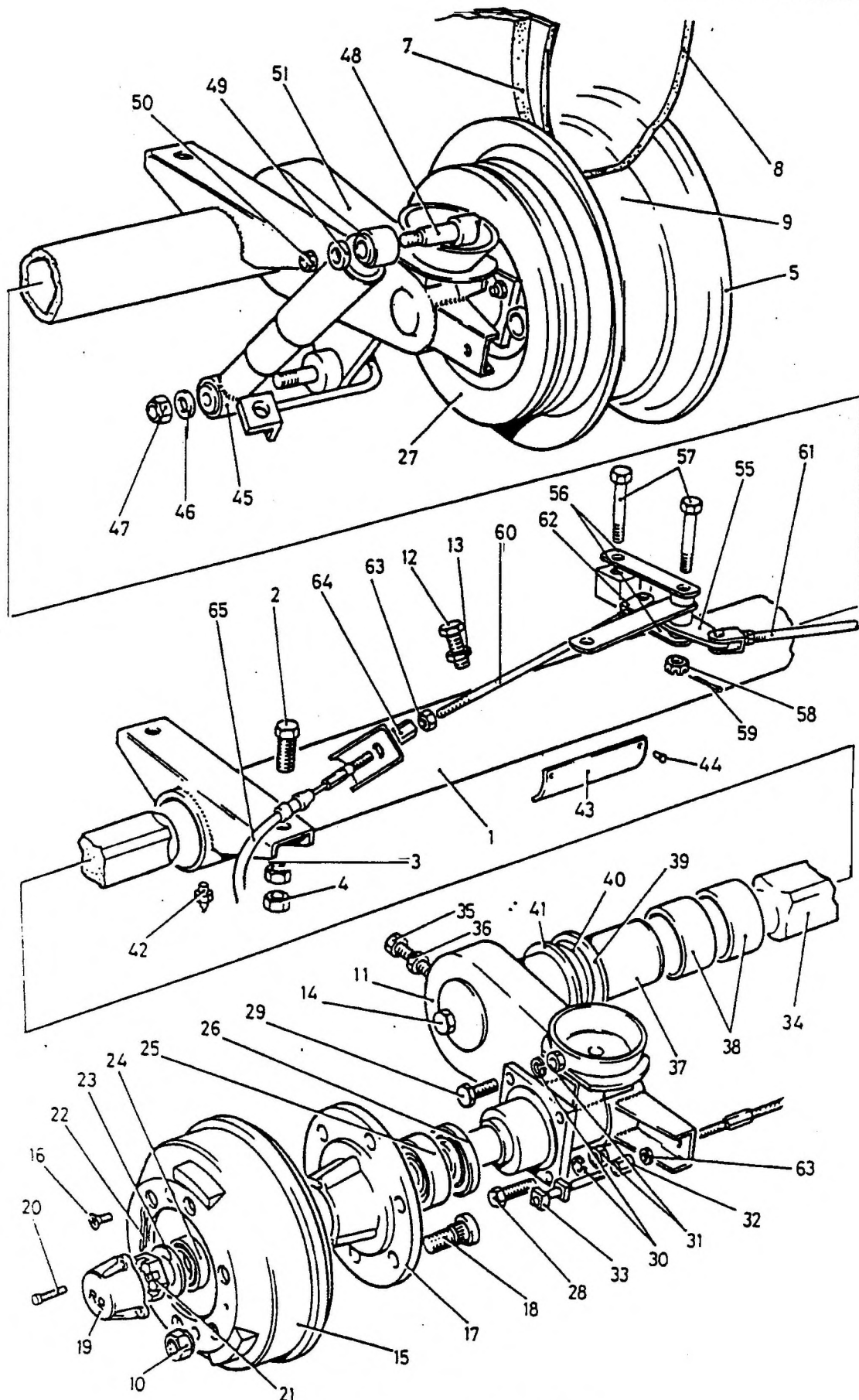


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Annotations
1-59		NP	.. PIN, COTTER, SPLIT steel, 1/16 in dia, 7/8 in	MOD(PE) DEF STAN 53-10 TABLE 1(A)	2	
60	9BTR	5306-99-838-1696	.. ROD THREADED END UNF, steel, 3/8 in. x 16-3/4 in. lg	RUBERY OWEN 560006611	1	
61	9BTR	5306-99-838-1697	.. ROD THREADED END UNF, steel, 3/8 in. x 16-1/4 in. lg	RUBERY OWEN 560006610	1	
62	9BTR	2530-99-838-1695	.. FORK END ASSEMBLY, UNF, steel, 3/8 in., 0.375 in. fork span, 2.047 in. o/a lg, c/w clevis pin and safety clip	RUBERY OWEN 560006609	2	
63	G1	5310-99136-1527	... NUT, PLAIN, HEXAGON, Zn coated, UNF, steel, 3/8 in.	BS1768	6	
64	X2	5340-99-214-3844	... POST, ELECTRICAL MECHANICAL EQUIPMENT, UNF, steel, hex section, 3/8in. x 2-1/2in. lg	RUBERY OWEN 560006612	2	
65	x2	2530-99-214-3845	.. CABLE ASSEMBLY, CONTROL, steel cable, 28-3/4 in. lg, 22-1/2 in. case, 3/8 in. UNF thd both ends	RUBERY OWEN 560006613	2	

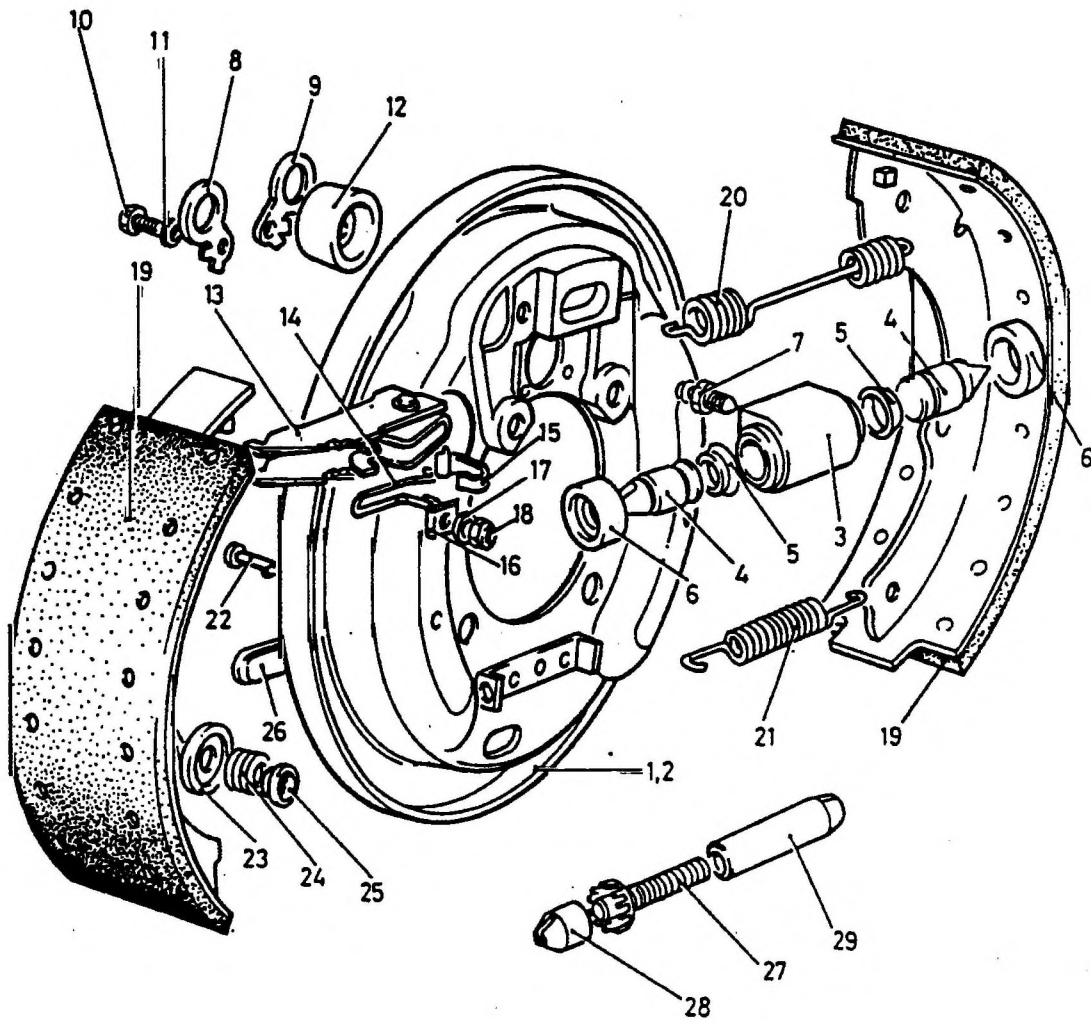


Fig 2 Axle general arrangement

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-1		NP	. BRAKE ASSEMBLY 12-1/8 in. x 4 in.	AUTO- MOTIVE PRODUCTS 4656-303	1	
2	6MT9	2530-99-837-7210	. . BACK PLATE, SHOE TYPE BRAKE steel, 4.635 in. id, 13.594 in. od	AUTO- MOTIVE PRODUCTS 4572-030	1	
3	6MT9	2530-99-837-7212	. . CYLINDER ASSEMBLY, HYDRAULIC BRAKE WHEEL	AUTO- MOTIVE PRODUCTS 4242-413	1	
4		NP	. . . PISTON	AUTO- MOTIVE PRODUCTS 3265-743	2	
5		NP	. . . SEAL, PLAIN	AUTO- MOTIVE PRODUCTS 3872-713 (R)	2	
6	6MT9	2530-99-817-4765	. . . BOOT, DUST AND MOISTURE SEAL	AUTO- MOTIVE PRODUCTS 3812-738 (R)	2	
7	6MT9	2530-99-800-2818	. . . BLEEDER VALVE, HYDRAULIC SYSTEM	AUTO- MOTIVE PRODUCTS 12272	1	
8	6MT9	5340-99-837-7224	. . LOCKING PLATE	AUTO- MOTIVE PRODUCTS 3681-728	1	
9	6MT9	5340-99-837-7225	. . LOCKING PLATE	AUTO- MOTIVE PRODUCTS 3681-729	1	
10	G1	5305-99-941-0512	. . SCREW, MACHINE UNF, steel, hex hd, Zn coated, 1/4 in. x 5/8 in. lg	BS1768	2	
11	G1	5310-99-941-8634	. . WASHER, FLAT steel; round; 1/4in. nom bolt size; zinc plated; 9/16in. od; 0.056in. (17 SWG) thk	BS3410	2	
12	6MT9	2530-99-837-7222	. . BOOT, DUST AND MOISTURE SEAL	AUTO- MOTIVE PRODUCTS 3812-743	1	

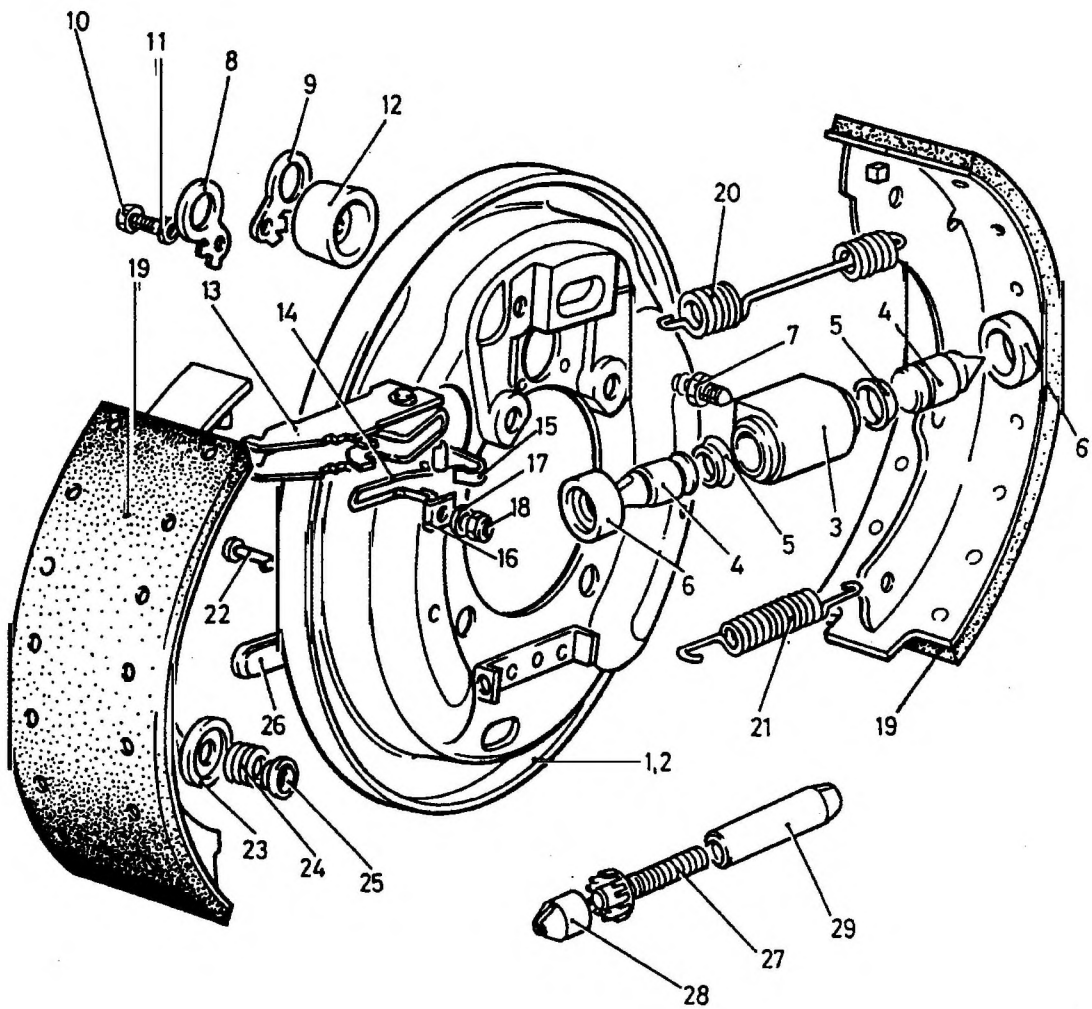


Fig 2 Axle general arrangement

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-13	6MT9	2530-99-837-7214	LEVER SUB ASSEMBLY, HAND BRAKE	AUTO-MOTIVE PRODUCTS 4113-596	1	
14	6MT9	5340-99-837-7221	CLIP, RETAINING steel, 0.104 in. dia wire	AUTO-MOTIVE PRODUCTS 3636-222	1	
15	6MT9	5360-99-837-7223	SPRING, SPIRAL, TORSION	AUTO-MOTIVE PRODUCTS 3658-812	1	
16		NP	PLATE, SPRING	AUTO-MOTIVE PRODUCTS 3611-419	1	
17	G1	5310-99-120-8327	WASHER, FLAT steel, Zn coated, 1/4 in.	BS3410	1	
18	G1	5310-99-923-0535	NUT, SELF-LOCKING, HEXAGON UNF, steel, nylon insert, Zn coated, 1/4 in.	BS1768	1	
19	6MT9	2530-99-835-2773	BRAKE SHOE SET, INTERNALLY ACTUATED 4 shoes, 12.125 in. dia	AUTO-MOTIVE PRODUCTS 4535-870	1	
20	6MT9	5360-99-837-7215	SPRING, HELICAL, EXTENSION pull off, top	AUTO-MOTIVE PRODUCTS 3124-961	1	
21	6MT9	5360-99-837-7216	SPRING, HELICAL, EXTENSION pull off, bottom	AUTO-MOTIVE PRODUCTS 3124-251	1	
22	6MT9	2530-99-837-7220	PIN, STEADY steel, rd hd, 0.146 in. x 1.150 in. lg	AUTO-MOTIVE PRODUCTS 102678	2	
23	6MT9	5310-99-837-7219	WASHER, RECESSED steel, 0.407 in. id, 1.380 in. od, 0.064 in. thk	AUTO-MOTIVE PRODUCTS 3661-525	2	
24	6MT9	5360-99-809-6816	SPRING, HELICAL, COMPRESSION	AUTO-MOTIVE PRODUCTS 92194	2	
25	6MT9	2530-99-136-9876	RETAINER, SPRING steel, Zn coated, 3/4 in. dia, 5/32 in. o/a h	AUTO-MOTIVE PRODUCTS 3677-529	2	

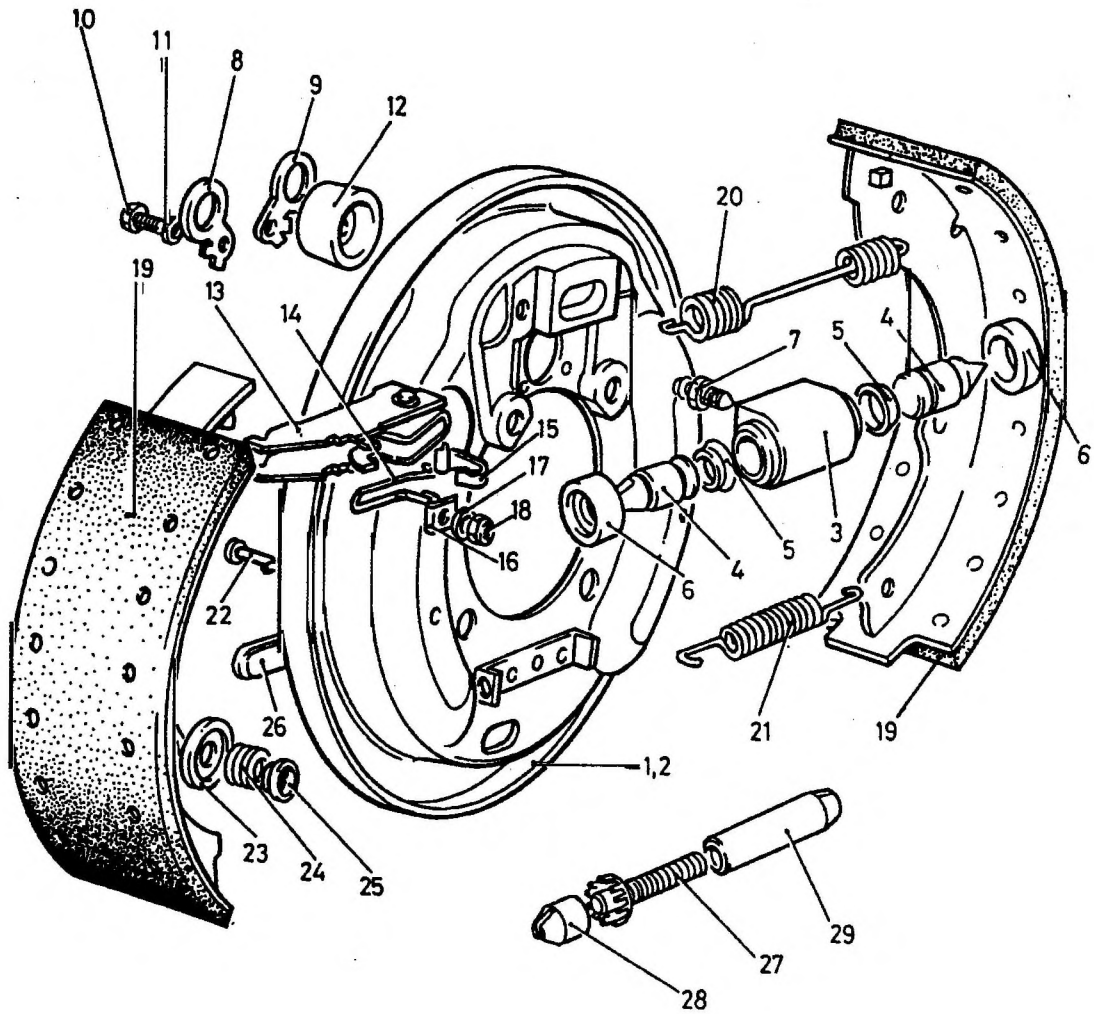


Fig 2 Axle general arrangement

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-26		NP	PLUG, BACK PLATE	AUTO-MOTIVE PRODUCTS 3842-714	1	
27	6MT9	2530-99-837-7213	WHEEL AND SCREW SUB ASSEMBLY	AUTO-MOTIVE PRODUCTS 4157-736	1	
28	6MT9	2530-99-837-7217	ADJUSTER CAP steel, 11/16 in. od	AUTO-MOTIVE PRODUCTS 3145-911	1	
29	6MT9	2530-99-837-7218	NUT, ADJUSTER UNF, steel, 1/2 in. x 2-3/16 in. o/a lg	AUTO-MOTIVE PRODUCTS 3146-993	1	
30 NI		NP	REPAIR KIT, WHEEL CYLINDER	AUTO-MOTIVE PRODUCTS SSB524	1	

Chapter 2-2-2

PARTS LIST

DRAWBAR ASSEMBLY

Drawing No. FV2140706

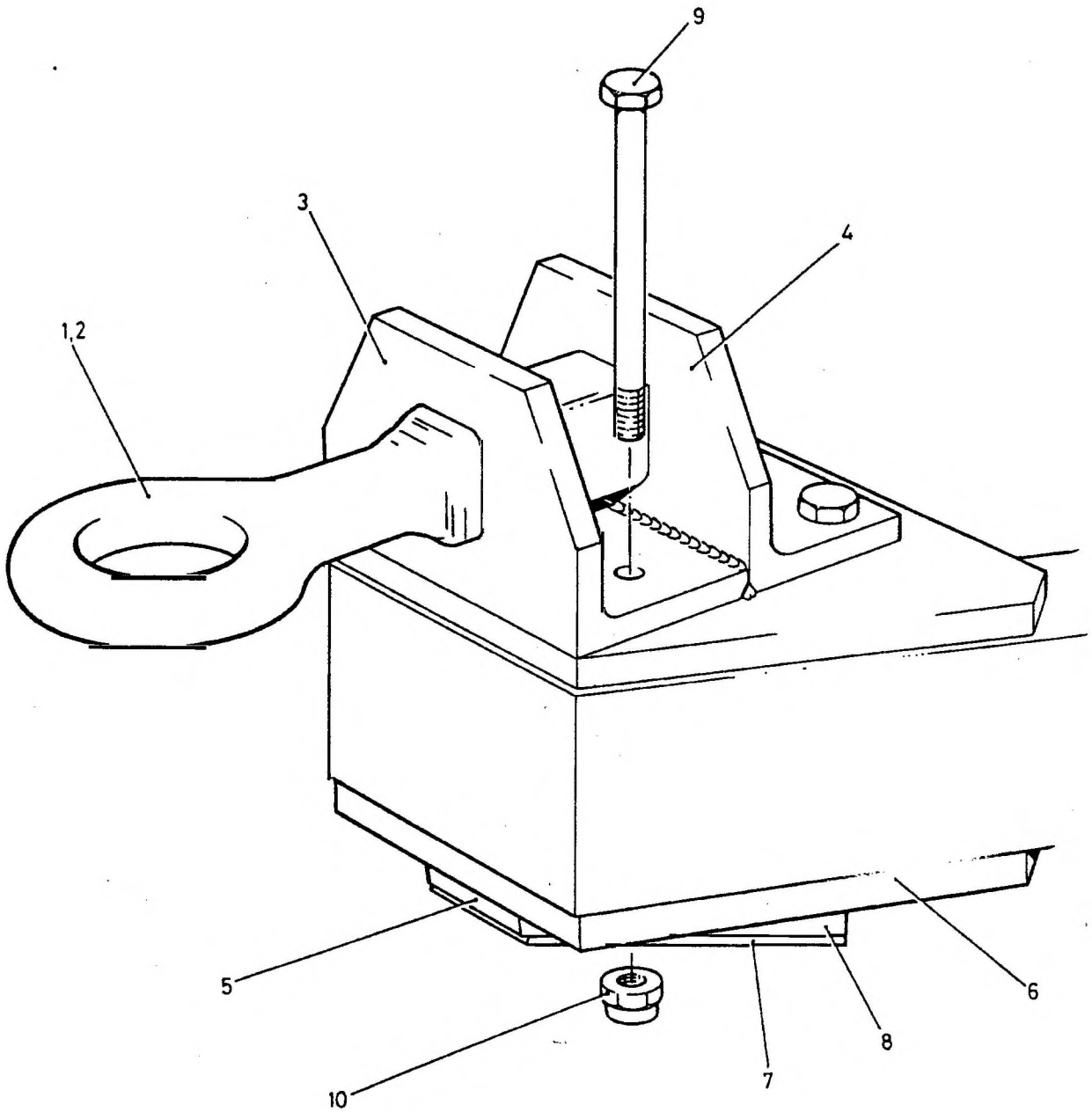


Fig 1 Drawbar assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	DRAWBAR ASSEMBLY	MOD(PE) FV2140706	REF	
1-1		NP	. NATO EYE COUPLING ASSEMBLY	MOD(PE) FV2168544	1	
2		NP	. . NATO EYE MACHINING	MOD(PE) FV2168545	1	
3		NP	. . ANGLE, FRONT	MOD(PE) FV2168546	1	
4		NP	. . ANGLE, REAR	MOD(PE) FV2168547	1	
5		NP	. SKID ASSEMBLY	MOD(PE) FV2140712	1	
6		NP	. . PLATE	MOD(PE) FV2140711	1	
7		NP	. . PLATE	MOD(PE) FV2140713	1	
8		NP	. . WEB	MOD(PE) FV2140714	2	
9		NP	. BOLT, MACHINE metric, hex hd, steel, Zn coated and passivated, M14 x 2 mm pitch, 190 mm lg	MOD(PE) FV2140669	4	
10		NP	. NUT, SELF-LOCKING, HEXAGON metric, steel, Zn plated, passivated, metal, M14	BS4929	4	

Chapter 2-2-3

PARTS LIST

JACK ASSEMBLY, FRONT

Drawing No. FV850906

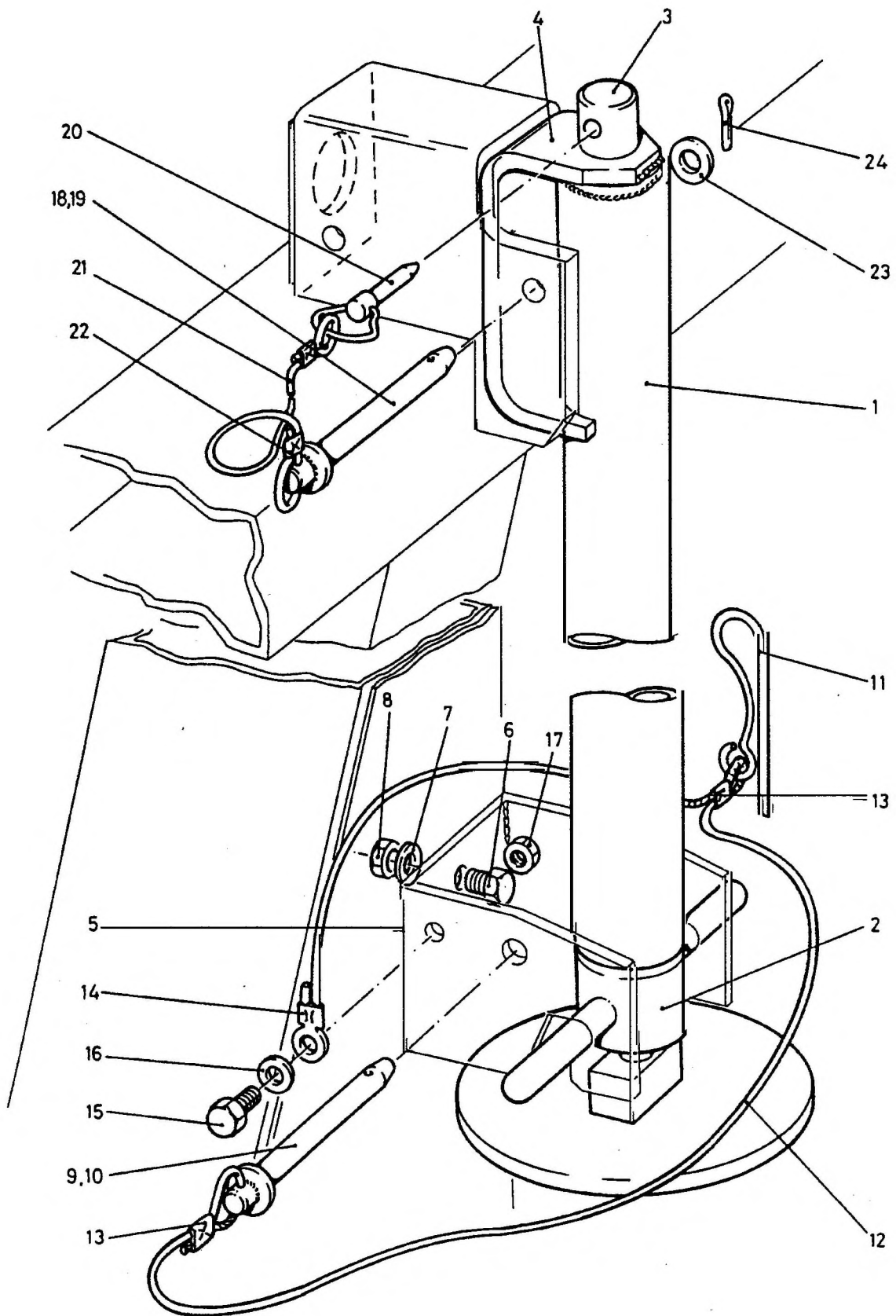


Fig 1 Jack assembly, front

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	JACK ASSEMBLY, FRONT	MOD(PE) FV850906	REF	
1-1	X2	2330-99-214-1252	JACK ASSEMBLY	MOD(PE) FV861921	1	
2		NP	SCREW, JACK	MOD(PE) FV861922	1	
3		NP	CAP, END	MOD(PE) FV861706	1	
4		NP	BRACKET, GUIDE	MOD(PE) FV861924	1	
5		NP	BRACKET ASSEMBLY, STOWAGE	MOD(PE) FV861925	1	
6	G1	5305-99-122-5360	SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M6 x 16mm lg	BS3692	4	
7	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	4	
8	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	4	
9	9BTR	2590-99-832-1575	STOWAGE PIN ASSEMBLY	MOD(PE) FV862149	2	
10		NP	PIN	MOD(PE) FV861959	1	
11		NP	CLIP, PIN RETAINING	MOD(PE) FV335316	1	
12		NP	CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
13	9BTR	2530-99-825-5801	CONNECTOR, PARALLEL	HELLER-MANN HC1335	2	
14		NP	TERMINAL, RING	HELLER-MANN HL11506	1	
15	G1	5305-99-122-5356	SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 5mm dia x 0.80mm pitch; 16mm fastener lg; 16mm thd lg; class 6g thd; 784.5n/mm sq mts; grade 8.8	BS3692	2	

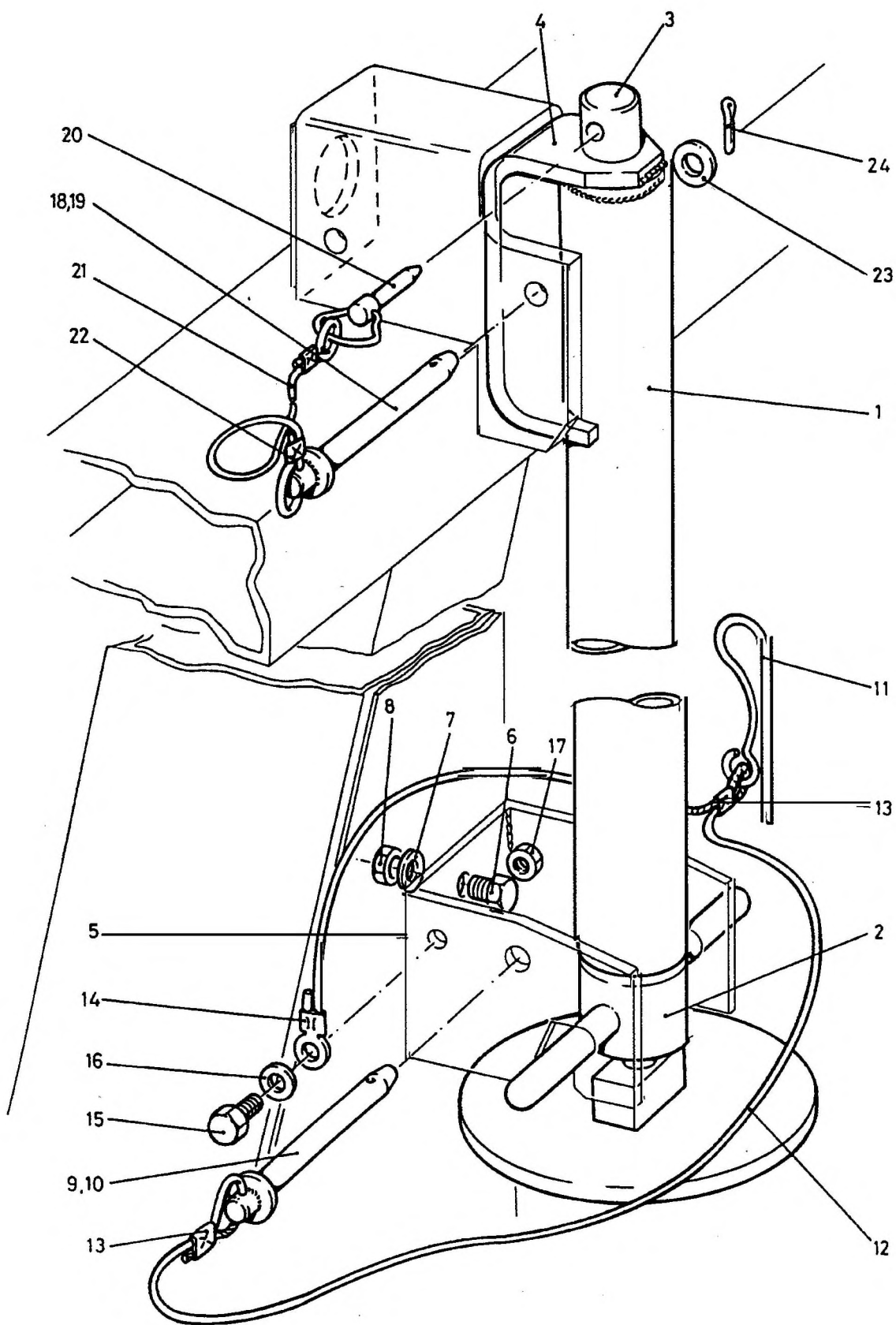


Fig 1 Jack assembly, front

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-16	G1	5310-99-135-9300	WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	2	
17	G1	5310-99-122-5294	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut	BS3692	2	
18	X2	2330-99-214-1272	PIVOT AND COTTER PIN ASSEMBLY	MOD(PE) FV861958	2	
19		NP	PIN	MOD(PE) FV861959	1	
20		NP	COTTER 1/4 in. dia cotter, w/snap spring ring	MOD(PE) FV862121	1	
21		NP	CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
22	9BTR	2530-99-825-5801	CONNECTOR, PARALLEL	HELLER-MANN HC1335	2	
23	G1	5310-99-122-6477	WASHER, FLAT steel; rd; zinc plated M12 nom bolt size by 24mm od max by 2.7mm thk max	BS4320	2	
24		NP	PIN, COTTER SPLIT steel, 3.2 mm dia, 25 mm lg	BS1574 TABLE 4	2	

Chapter 2-2-4

PARTS LIST

TRAILER, COUPLING

Drawing No. FV850898

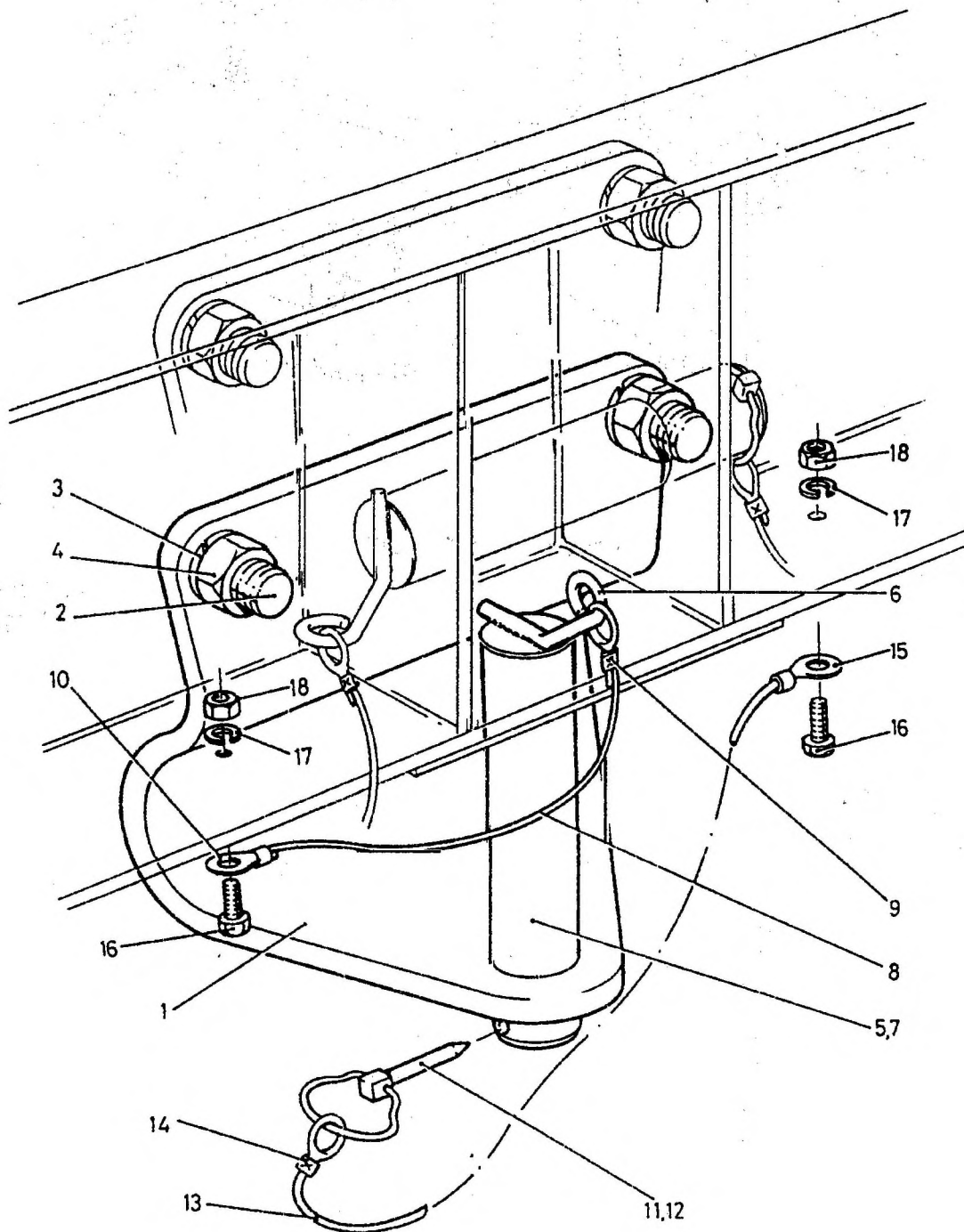


Fig 1 Trailer, coupling

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		NP	TRAILER, COUPLING	MOD(PE) FV850898	REF	
		NP	. PINTLE	MOD(PE) FV861979	1	
2	G1	5306-99-122-2810	. BOLT, MACHINE metric, steel, hex hd, Zn coated, M16 x 45 mm lg	BS3692	2	
3	G1	5310-99-135-9305	. WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	
4	G1	5310-99-122-5299	. NUT, PLAIN, HEXAGON metric, steel, Zn coated, M16	BS3692	2	
5	W17	2540-99-209-9055	. PIN ASSEMBLY	MOD(PE) FV861977	1	
6		NP	. . HANDLE	MOD(PE) FV861981	1	
7		NP	. . PIN	MOD(PE) FV861982	1	
8		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
9	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	1	
10		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
11	9BTR	2540-99-831-9830	. PIN AND RING ASSEMBLY	MOD(PE) FV861978	1	
12		NP	. . COTTER 1/4 in. dia cotter, w/snap spring ring	MOD(PE) FV862121	1	
13		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
14	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	1	
15		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
16	G1	5305-99-122-8664	. . SCREW, MACHINE iso m; steel; hex hd; zinc plated w/chromate treatment; 5mm by 0.80mm pitch; 12mm lg; class 6g thd	BS3692	2	
17	G1	5310-99-135-9300	. . WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	2	

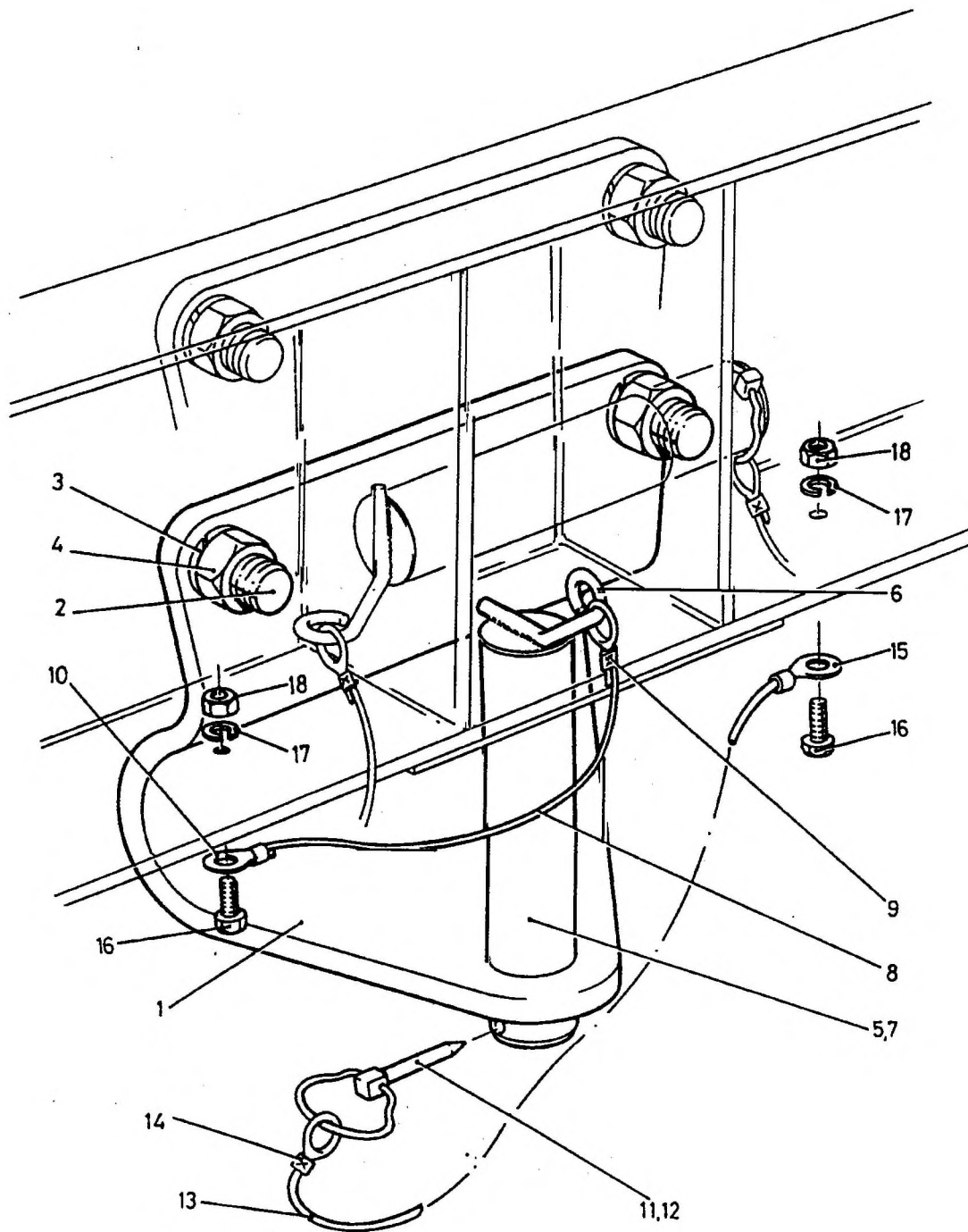


Fig 1 Trailer, coupling

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 18	G1	5310-99-122-5294	<p>NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut</p> <p>NOTE... Items 16 to 18 for use with items 5 and 11</p>	BS3692	2	

Chapter 2-2-5

PARTS LIST

HANDBRAKE ASSEMBLY

Drawing No. FV2140606

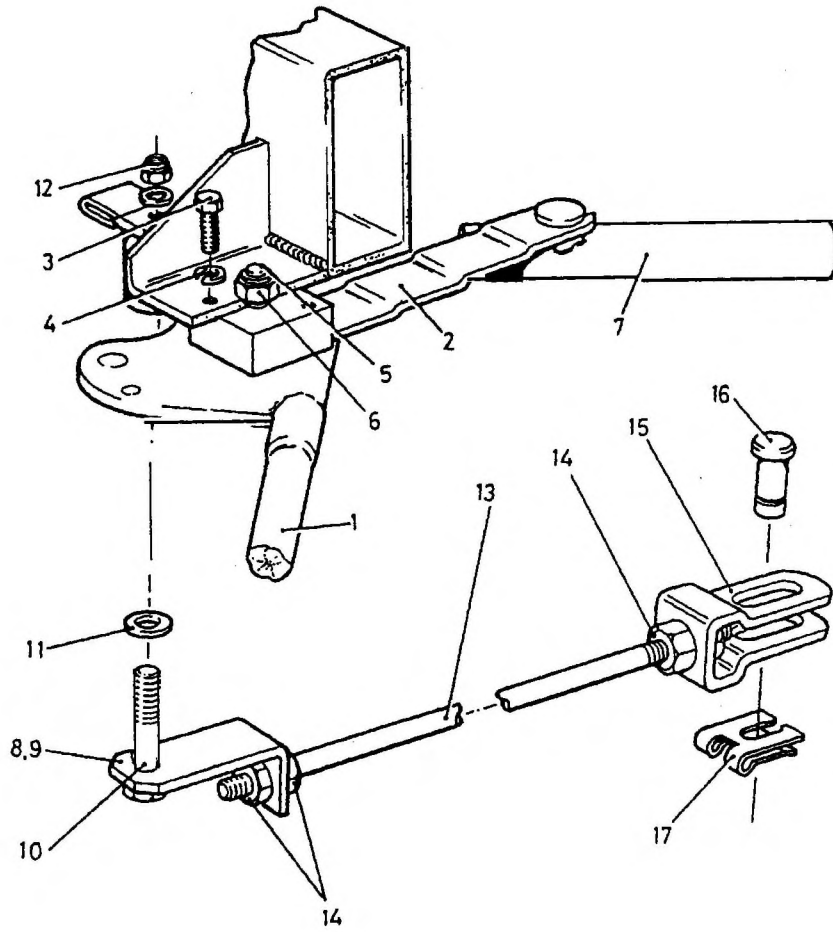


Fig 1 Handbrake assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	HANDBRAKE ASSEMBLY	MOD(PE) FV2140606	REF	
1		NP	. LEVER, HANDBRAKE	MOD(PE) FV2140610	1	
2		NP	. SUPPORT, HANDBRAKE steel, Zn plated, 165 mm c to c	MOD(PE) FV2140609	1	
3	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.25mm pitch; 20mm lg	BS3692	2	
4	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
5		NP	. BOLT, PIVOT	MOD(PE) FV2140611	1	
6		NP	. NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M16	BS4929 PART 1	1	
7		NP	. SPRING ASSEMBLY	BRADLEY H02195000 400	1	
8		NP	. CONNECTOR ASSEMBLY	MOD(PE) FV2140607	1	
9		NP	. . CONNECTOR	MOD(PE) FV2140608	1	
10	G1	5306-99-122-2774	. . BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 45 mm lg	BS3692	1	
11	G1	5310-99-122-6476	. . WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	2	
12		NP	. . NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M10	BS4929	1	
13		NP	. ROD, BRAKE steel, Zn coated, 1015 mm lg, 10 mm dia, 1st end thd M10 x 100 mm lg, 2nd end thd M10 x 40 mm lg	MOD(PE) FV2046077	1	

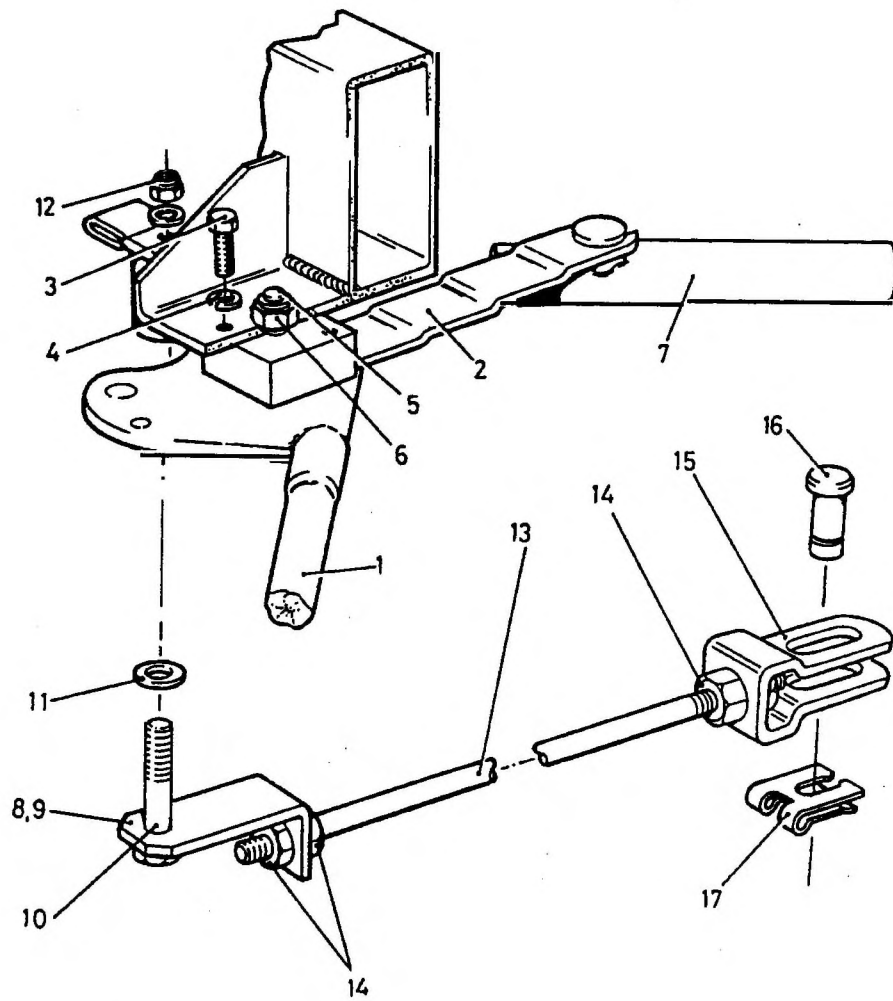


Fig 1 Handbrake assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
14	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F; 8mm h; strength grade 8	BS3692 DEFSTAN 53-27/3/2	4	
15		NP	CLEVIS ASSEMBLY	BRADLEY KIT 3209	1	
16		NP	PIN, CLEVIS steel, 10 mm dia	COMP- ONENTS & LINKAGE NBM10	1	
17		NP	CLIP, SAFETY Zn coated	COMP- ONENTS & LINKAGE SLM10	1	

Chapter 2-2-6

PARTS LIST

JOCKEY WHEEL ASSEMBLY

Drawing No. FV666240

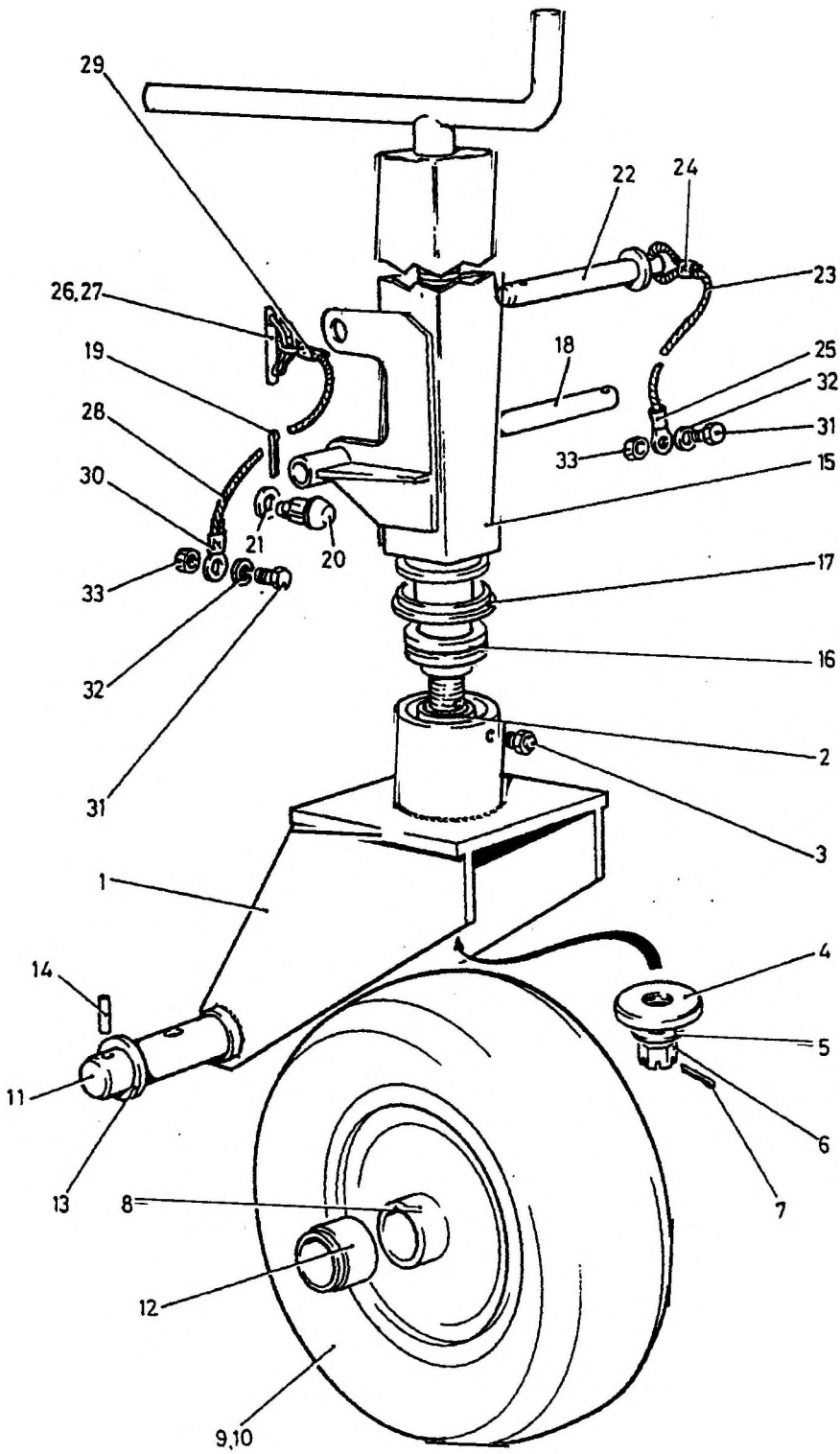


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
	X2	2330-99-214-1027	JOCKEY WHEEL ASSEMBLY	MOD(PE) FV666240	REF	
1-1	X2	2330-99-214-1028	. FORK AND BUSH ASSEMBLY	MOD(PE) FV666241	1	
2	X2	3120-99-214-1243	. . BEARING SLEEVE Phos B/steel, 40 mm id, 44 mm od, 40 mm lg	GLACIER METAL MB4040DU	1	
3	6MT13	4730-99-943-9377	. . LUBRICATING NIPPLE 3/8 in. UNF	BS1486	1	
4		NP	. . COLLAR steel, 55 mm od, 17.5 mm id, 6 mm thk	MOD(PE) FV850919	1	
5	G1	5310-99-122-6479	. WASHER, FLAT steel, Zn coated, M16	BS4320	1	
6	G1	5310-99-135-9043	. NUT, SLOTTED, HEXAGON metric, steel, Zn coated, M16	BS3692	1	
7	G1	5310-99-138-2211	. PIN, COTTER, SPLIT steel, phosphated, 4 mm dia, 50 mm lg	BS1574 TABLE 4	1	
8		NP	. WHEEL, PNEUMATIC TYRE steel, 2.125 x 8, 1 in. bore	H G SMITH HG1	1	
9		NP	. . TYRE, PNEUMATIC 16 x 4, 4 ply, industrial	GOODYEAR T991	1	
10	MT14	2610-99-809-3450	. . INNER TUBE, PNEUMATIC TYRE	GOODYEAR 16-4TR29	1	
11		NP	. SHAFT steel, 25 mm dia, 183 mm lg, 2 holes 6 mm dia, 1 hole 10 mm dia	MOD(PE) FV924211	1	
12		NP	. . SPACER steel, 33.7 mm od, 4 mm wall thk, 12 mm thk	MOD(PE) FV924212	2	
13	G1	5310-99-941-8642	. . WASHER, FLAT steel, Zn coated, 1 in.	BS3410	2	
14	G1	5315-99-124-0791	. . PIN, SPRING steel, 6 mm x 40 mm lg	BRITTOOL DSAP	2	
15	X2	2590-99-214-1579	. JACK ASSEMBLY	MOD(PE) FV666245	1	
16	6MT7	3110-99-943-9185	. . BEARING, BALL, THRUST single row, 1-3/4 in. id, 2-11/16 in. od, 3/4 in. thk	RHP LT 1-3/4/B	1	
17	X2	2330-99-214-1452	. . RING, SEALING synthetic rubber, 63 mm x 6 mm h	HEADLAND ENG- INEERING V705	1	

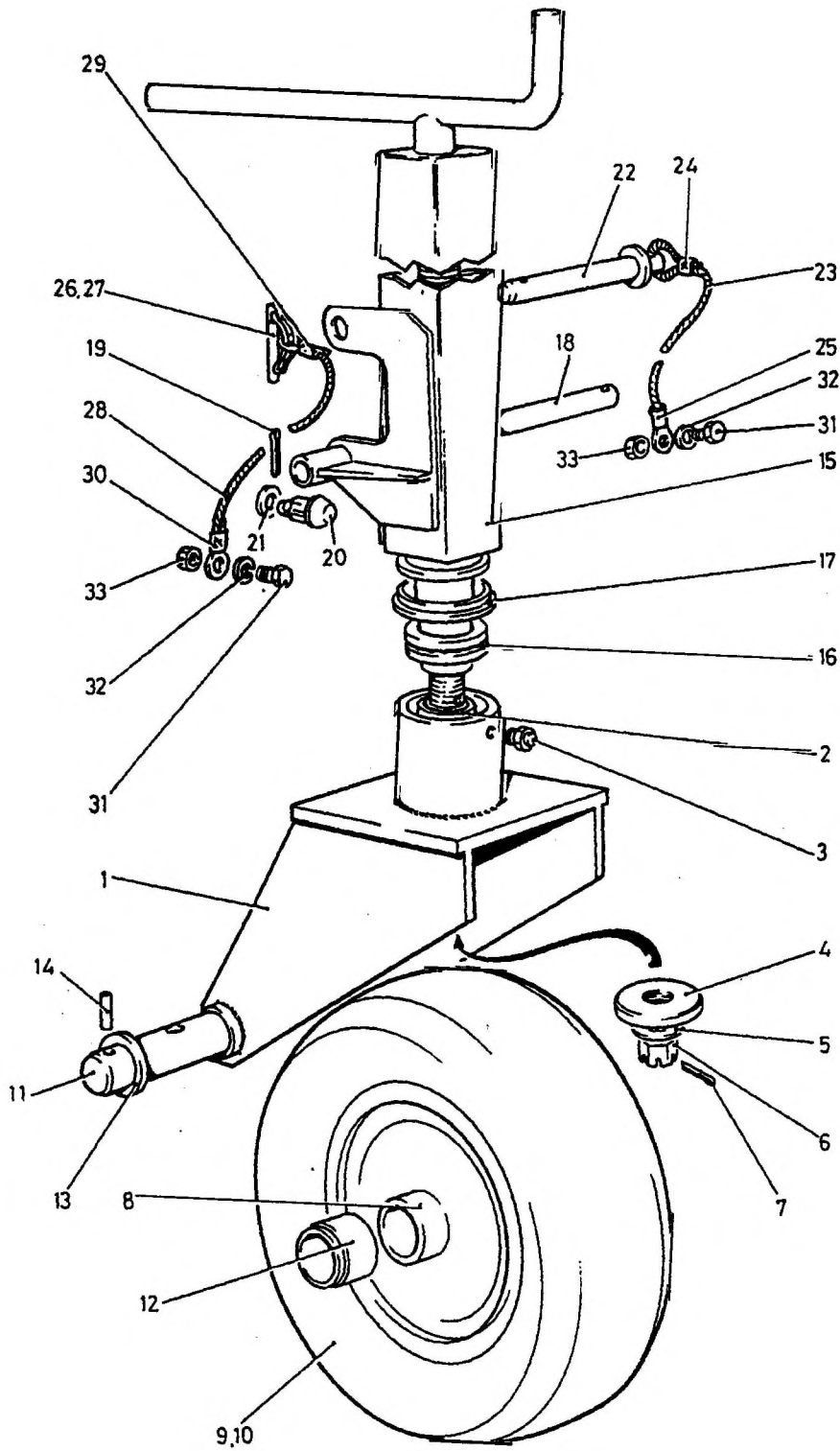


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 18	X2	5315-99-214-1244	. PIN, STRAIGHT, HEADLESS steel, Zn coated, 20 mm x 210 mm lg	MOD(PE) FV666247	1	
19		NP	. PIN, COTTER, SPLIT steel, phosphated, 4 mm dia, 32 mm lg	BS1574 TABLE 4	2	
20		NP	. BUFFER ASSEMBLY	MOD(PE) FV924554	2	
21	G1	5310-99-122-3036	. . WASHER, PLAIN	BS4320	AR	
22	X2	2330-99-214-1029	. LOCKING PIN ASSEMBLY	MOD(PE) FV666361	1	
23		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
24	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER-MANN HC1335	1	
25		NP	. . TERMINAL, RING	HELLER-MANN HL11506	1	
26	X2	2330-99-214-1030	. COTTER PIN ASSEMBLY	MOD(PE) FV666244	2	
27	MT13	5315-99-825-0438	. . PIN, COTTER steel, 3/8 in. dia, 3 in. lg, c/w snap spring ring	PERKS M351	1	
28		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
29	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER-MANN HC1335	AR	
30		NP	. . TERMINAL, RING	HELLER-MANN HL11506	1	
31	G1	5305-99-122-8664	. SCREW, MACHINE Iso m; steel; hex hd; zinc plated w/chromate treatment; 5mm by 0.80mm pitch; 12mm lg; class 6g thd	BS3692	3	
32	G1	5310-99-135-9300	. WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	3	

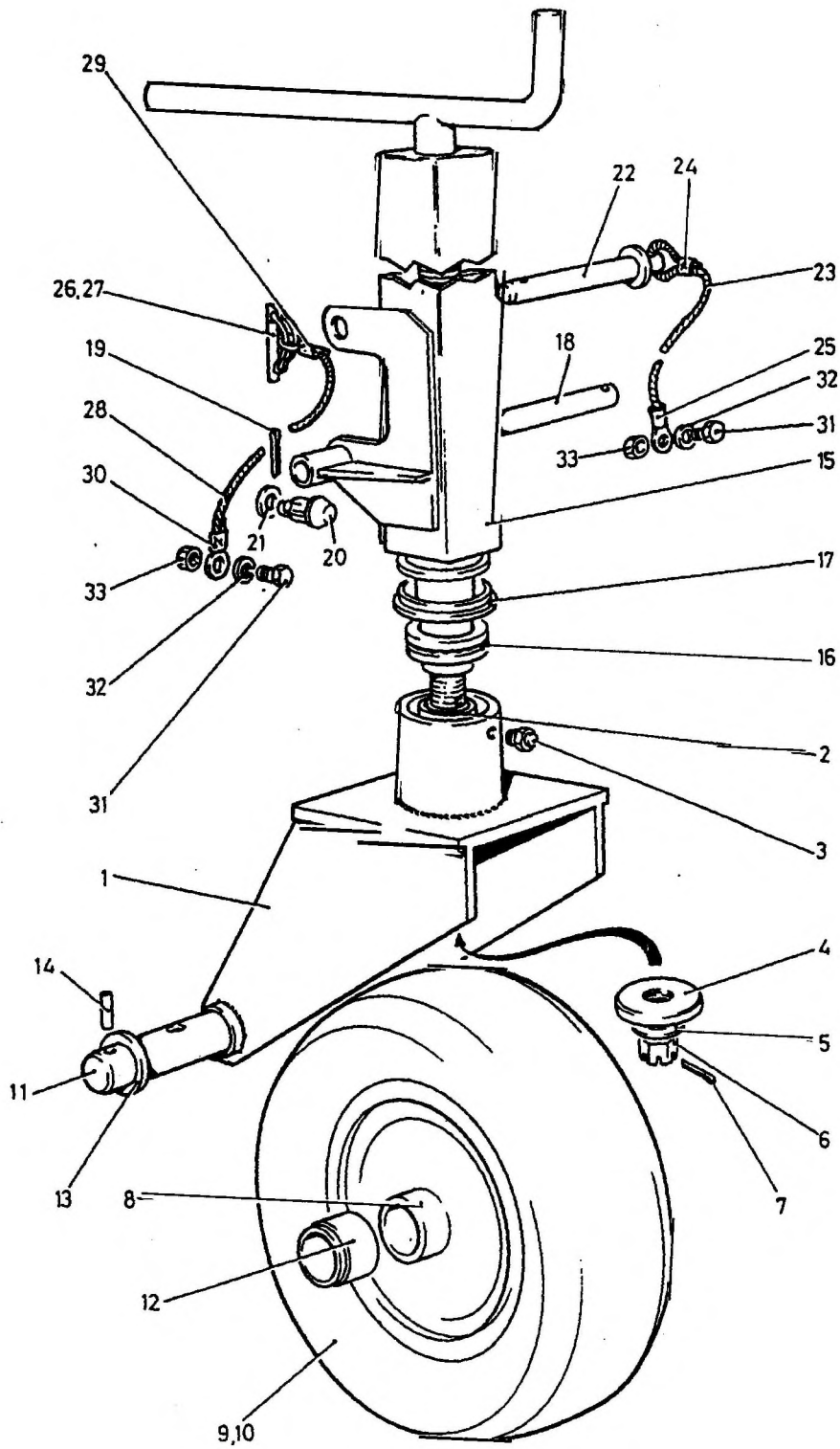


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 33	G1	5310-99-122-5294	<p>NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut</p> <p>NOTE... Items 31 to 33 for use with items 22 and 26</p>	BS3692	3	

Chapter 2-2-7

PARTS LIST

SPARE WHEEL CARRIER ASSEMBLY

Drawing No. FV850897

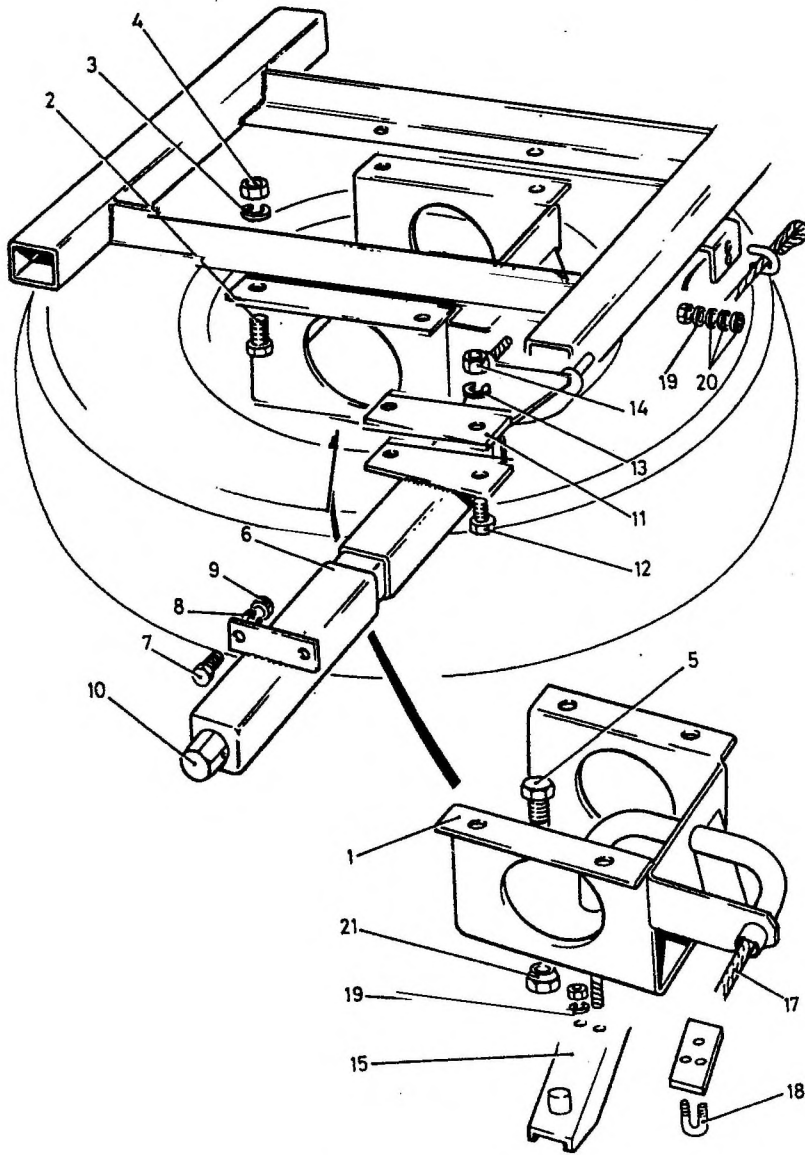


Fig 1 Spare wheel carrier assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	SPARE WHEEL CARRIER ASSEMBLY	MOD(PE) FV850897	REF	
1-1		NP	. BRACKET ASSEMBLY	MOD(PE) FV861928	1	
2	G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	4	
3	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	4	
4	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	4	
5	G1	5305-99-121-0231	. SCREW, MACHINE BSF, steel, hex hd, Zn coated, 7/8 in. x 1-3/4 in. lg	BS1083	2	
6	X2	2330-99-214-1246	. WINCH ASSEMBLY	MOD(PE) FV861938	1	
7	G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	2	
8	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
9	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
10	X2	2330-99-214-1247	. CAP, DRIVE	MOD(PE) FV666408	1	
11		NP	. PACKER	MOD(PE) FV861869	1	
12	G1	5305-99-122-8684	. SCREW, MACHINE metric, steel, hex hd, Zn coated, M16 x 45 mm lg	BS3692	2	
13	G1	5310-99-135-9305	. WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	

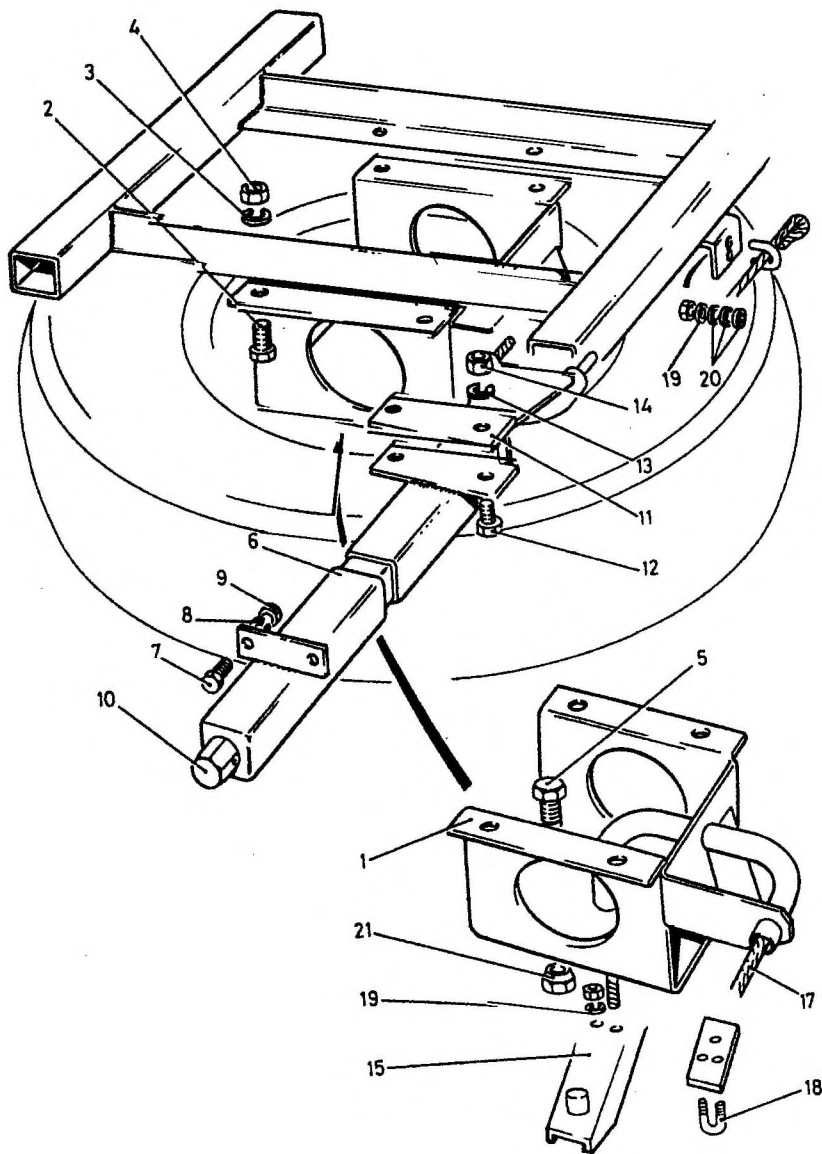


Fig 1 Spare wheel carrier assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 14	G1	5310-99-122-5299	. NUT, PLAIN, HEXAGON metric, steel, Zn coated, M16	BS3692	2	
15		NP	. CARRIER ASSEMBLY welded assembly	MOD(PE) FV861934	1	
16		NP	. CARRIER casting	SHT 1 MOD(PE) FV861934	1	
17	X2	4010-99-214-1248	. WIRE, ROPE steel, 6 mm dia, 1.8 m lg	SHT 2 MOD(PE) FV861946	1	
18		NP	. GRIP, BULLDOG 6 mm nom size, c/w nut	BS462	3	
19	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	PART 2 BS4464	6	
20	G1	5310-99-122-6474	. WASHER, FLAT steel; rd; zinc plated; rd hole; M6 nom bolt size; 12.5mm od; 1.6mm thk	BS4320	AR	
21	MT14	5310-99-815-3290	. NUT, CONE SEAT, HEXAGON BSF, steel, Zn coated, 7/8 in.	BSAU50PT2 -1964	2	

Chapter 2-2-8

PARTS LIST

MUDGUARD ASSEMBLY

Drawing No. FV2140708

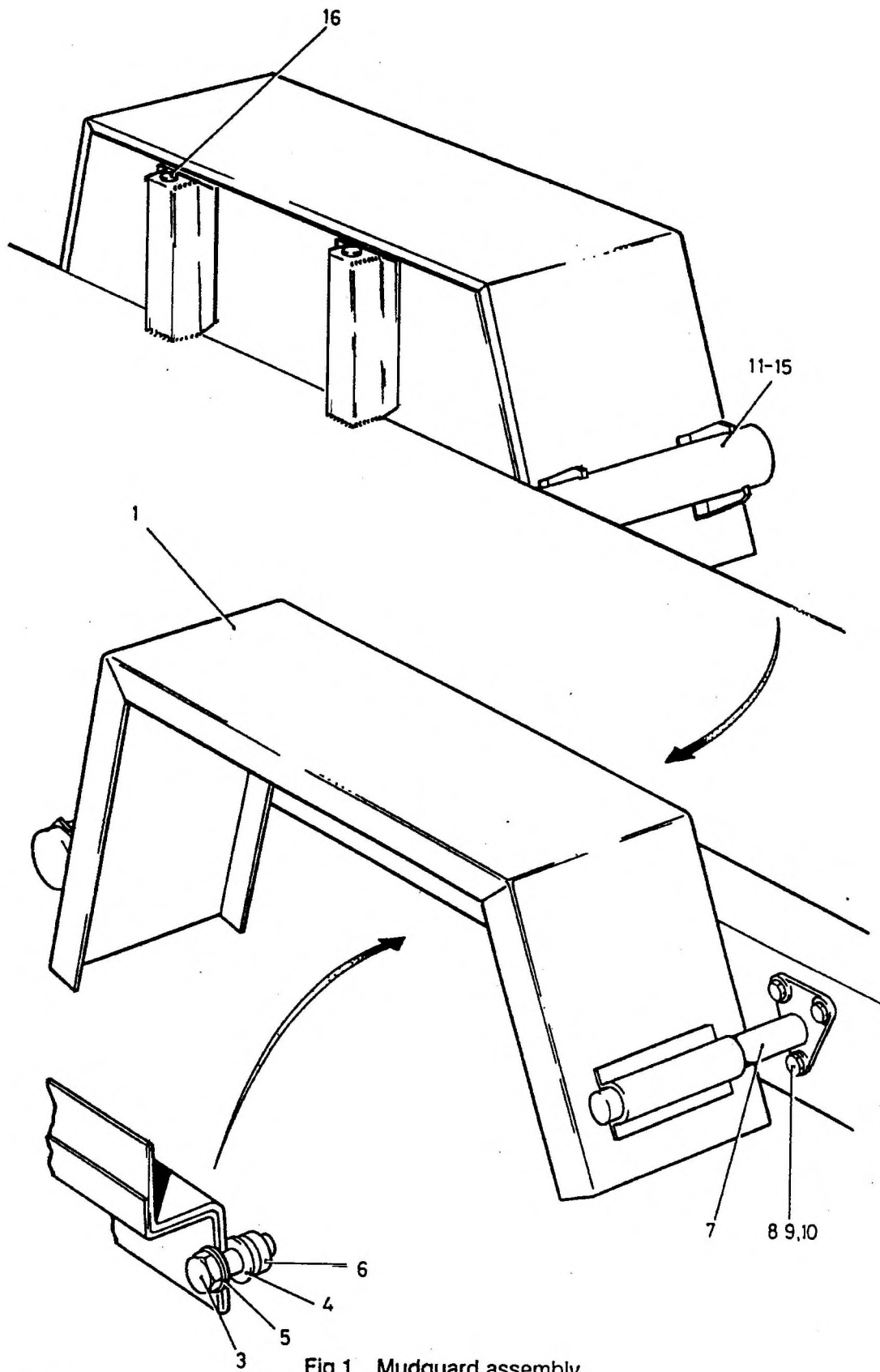


Fig 1 Mudguard assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	MUDGUARD ASSEMBLY	MOD(PE) FV2140708	REF	
1-1		NP	. MUDGUARD ASSEMBLY, LEFT HAND	MOD(PE) FV666452	1	
2		NP	. MUDGUARD ASSEMBLY, RIGHT HAND	MOD(PE) FV2140564	1	
3	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.200mm pitch 20mm lg	BS3692	20	
4	G1	5310-99-122-6475	. WASHER, FLAT ISOM; steel; rd; zinc plated; rd hole; M8 nom bolt size; 17mm nom od; 1.60mm nom thk	BS4320	40	
5	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	20	
6	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	20	
7		NP	. MUDGUARD STAY	MOD(PE) FV861969	2	
8	G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	6	
9	G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	6	
10	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	6	
11		NP	. MUDGUARD SUPPORT	MOD(PE) FV861970	2	

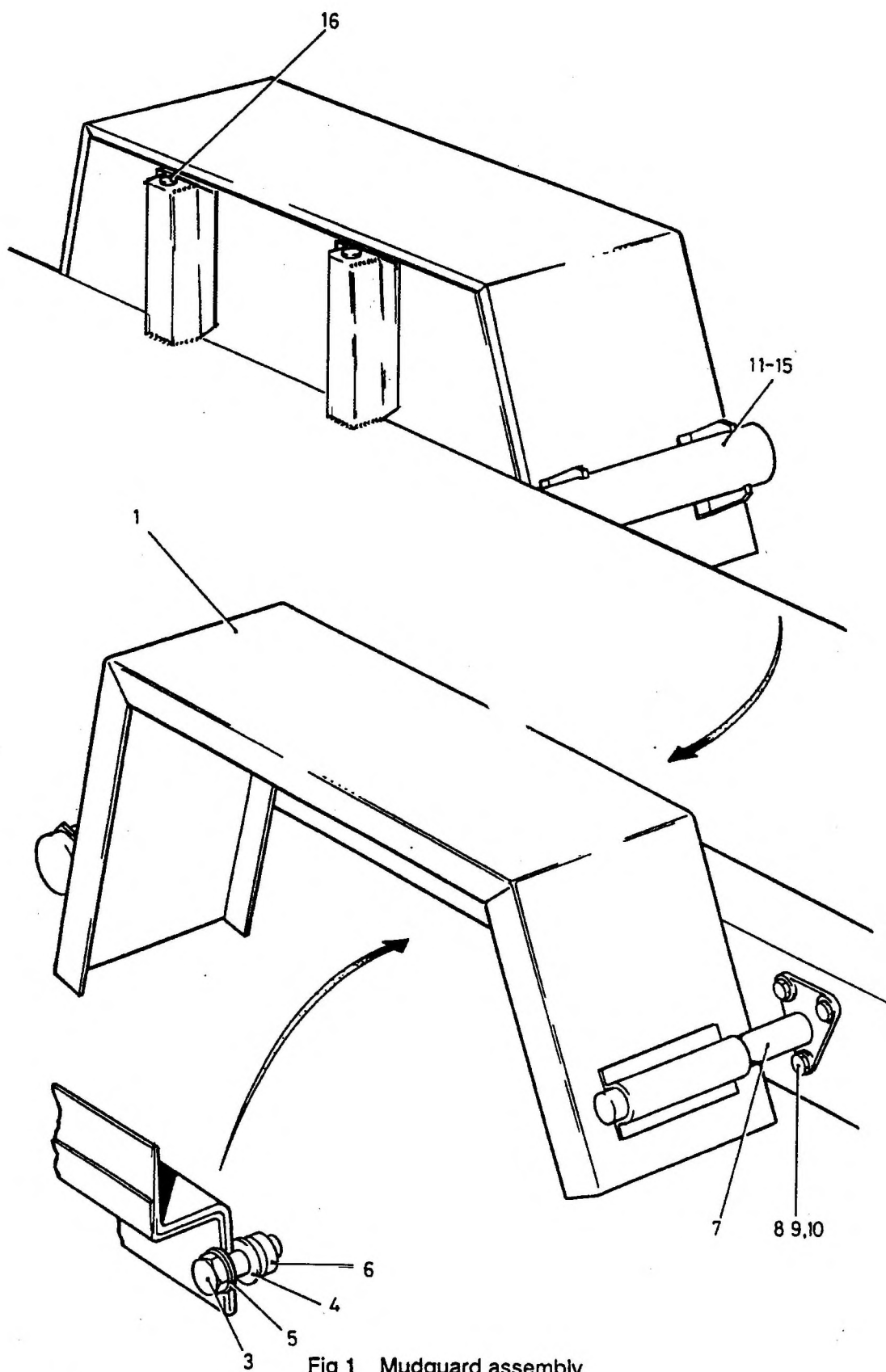


Fig 1 Mudguard assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 12	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.200mm pitch 20mm lg	BS3692	8	
13	G1	5310-99-122-6475	. WASHER, FLAT ISOM; steel; rd; zinc plated; rd hole; M8 nom bolt size; 17mm nom od; 1.60mm nom thk	BS4320	16	
14	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	8	
15	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	8	
16		NP	. PLUG	REEVITE 1550	8	

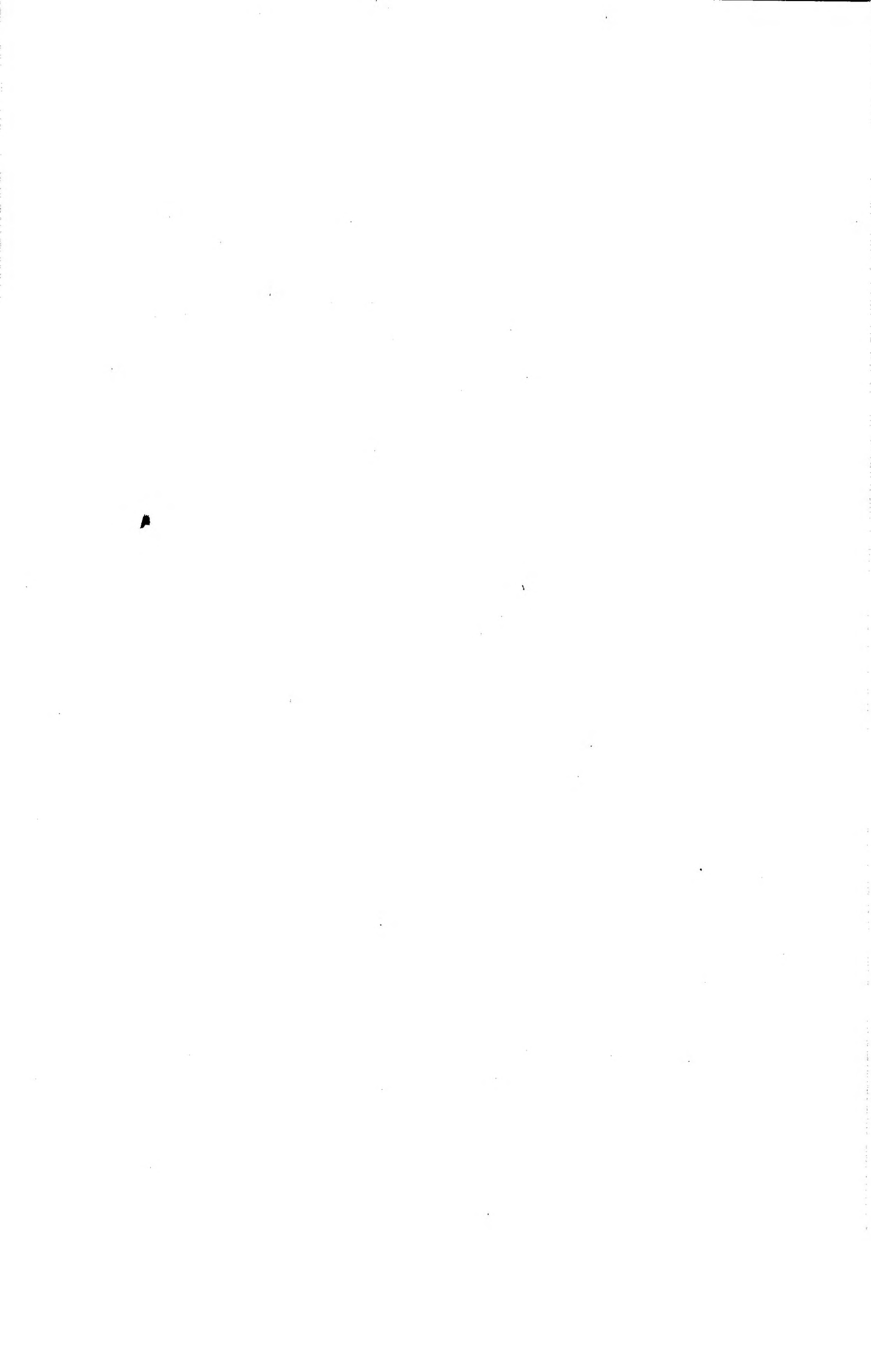


Chapter 2-2-9

PARTS LIST

AIR/HYDRAULIC ASSEMBLY

Drawing No. FV2140707



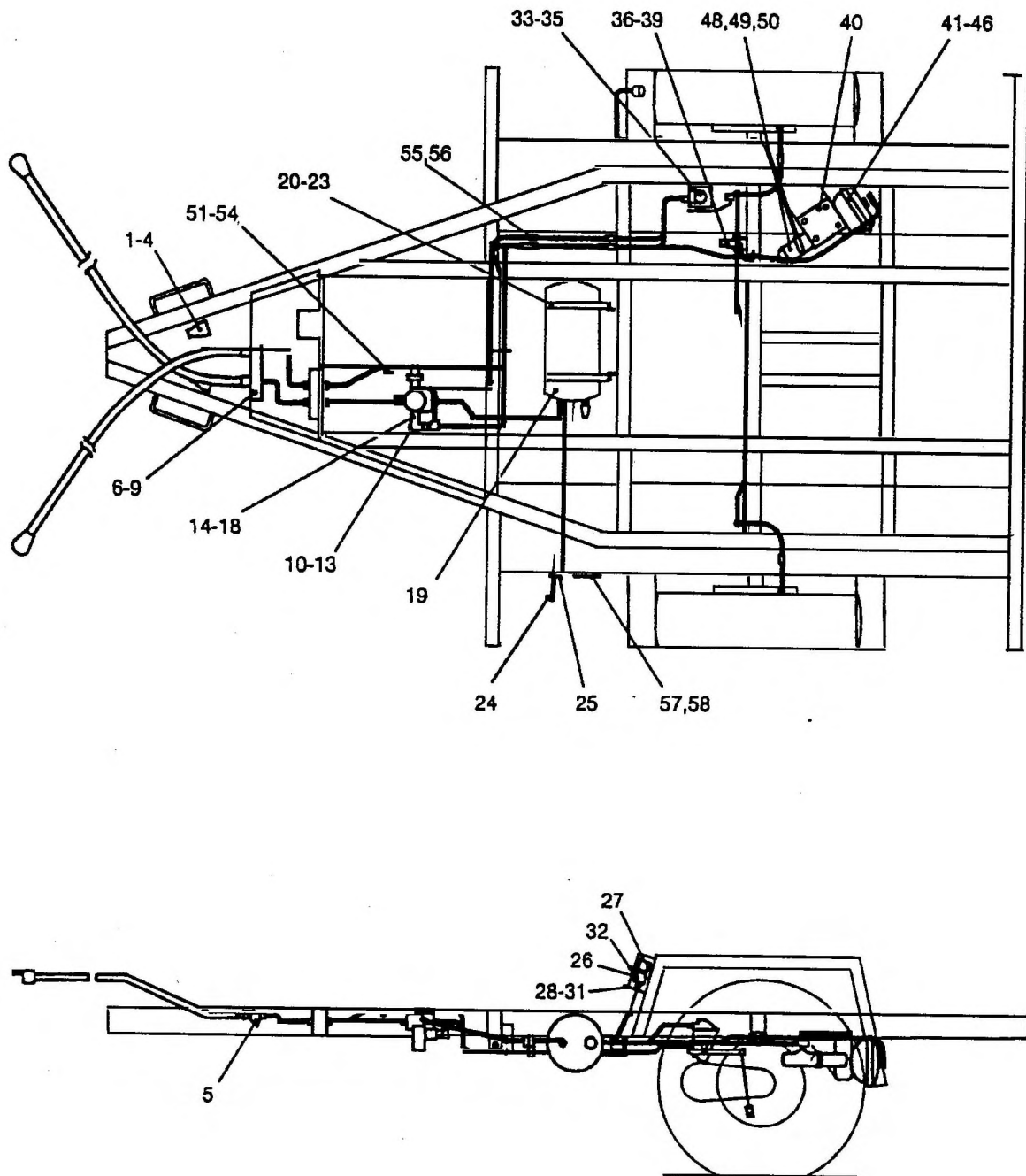


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	AIR/HYDRAULIC ASSEMBLY	MOD(PE) FV2140707	REF	
1-1		NP	. DUMMY COUPLING	WABCO 212227	2	
2	G1	5305-99-122-5368	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8.00mm by 1.25mm pitch; 30.00mm lg; class 6g thd	BS3692	4	
3	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	4	
4	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	4	
5		NP	. LINE FILTER	WABCO 43250000 00	2	
6		NP	. BRACKET	MOD(PE) FV2140660	1	
7	G1	5305-99-122-4911	. SCREW, MACHINE Iso metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	2	
8	G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	2	
9	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
10		NP	. RELAY EMERGENCY VALVE	WABCO 97100215 00	1	
11	G1	5305-99-122-5368	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8.00mm by 1.25mm pitch; 30.00mm lg; class 6g thd	BS3692	2	

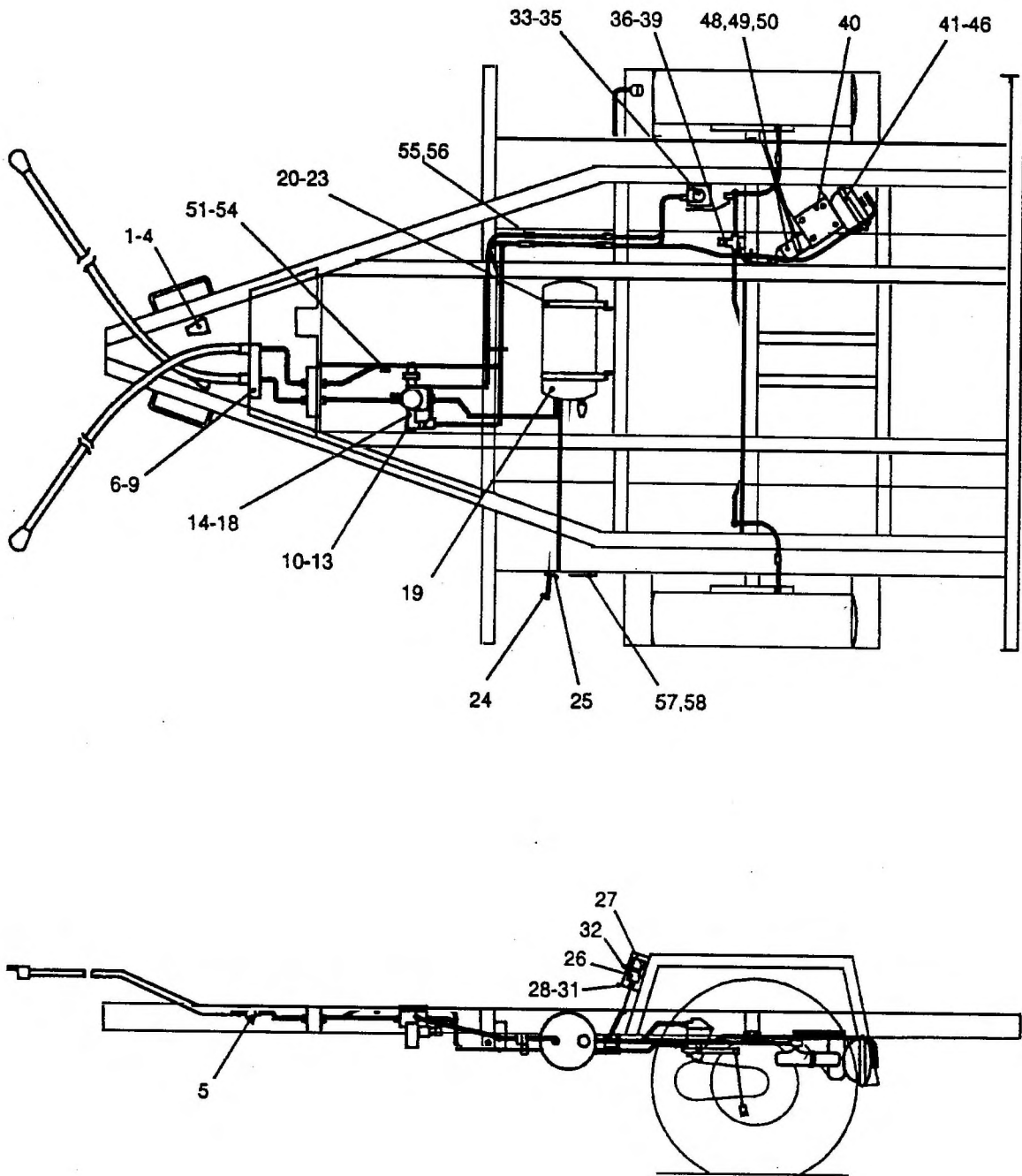


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-12	G1	5310-99-135-9302	WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
13	G1	5310-99-122-5296	NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	2	
14		NP	PRESSURE LIMITING VALVE	WABCO 47501002 60	1	
15		NP	SPACER steel, 30 mm od, 11 mm id, 15 mm high	MOD(PE) FV2140661	2	
16	G1	5306-99-122-2775	BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 50 mm lg	BS3692	2	
17	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	2	
18	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
19		NP	RESERVOIR	WABCO 45102031 00	1	
20		NP	RESERVOIR MOUNTING BRACKET	WABCO 45199924 62	2	
21	G1	5305-99-122-4911	SCREW, MACHINE iso metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	4	
22	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	4	

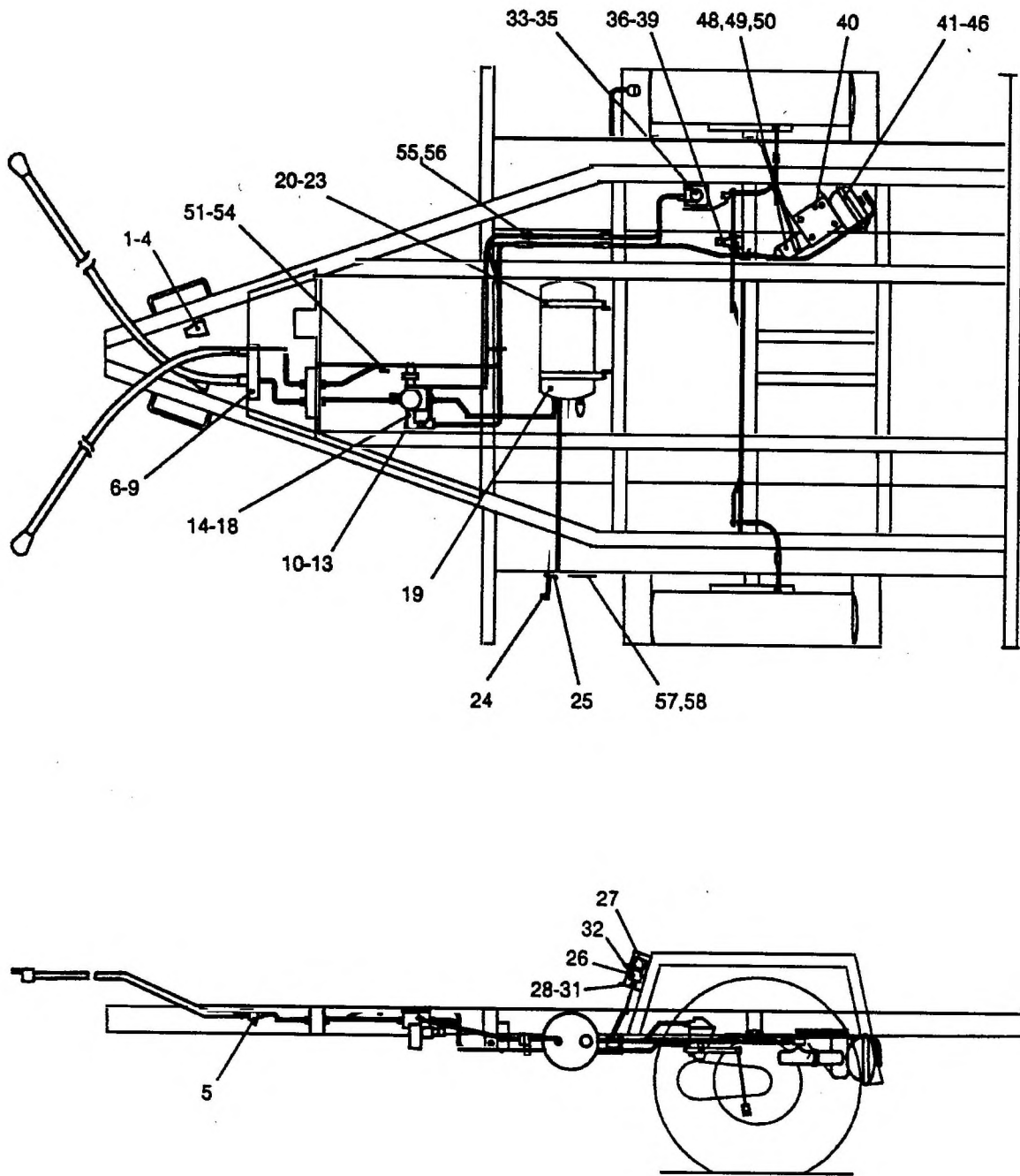


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 23	G1	5310-99-122-5297	. . NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	4	
24		NP	. ROD	MOD(PE) FV2140667	1	
25		5325-99-942-3445	. GROMMET, RUBBER	DEF STAN 53-13	1	
26		NP	. FLUID RESERVOIR	LUCAS 64046057	1	
27		NP	. . BRACKET, RESERVOIR	MOD(PE) FV2140675	1	
28		NP	. . GUARD	MOD(PE) FV2140360	1	
29	G1	5305-99-122-5361	. . SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	6	
30	G1	5310-99-135-9301	. . WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	6	
31	G1	5310-99-122-5295	. . NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
32		4730-99-533-2969	. . CLAMP, HOSE	DEF STAN 47-11	2	
33		NP	. VALVE, LOAD SENSING	MOD(PE) FV2140668	1	
34	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
35	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	2	

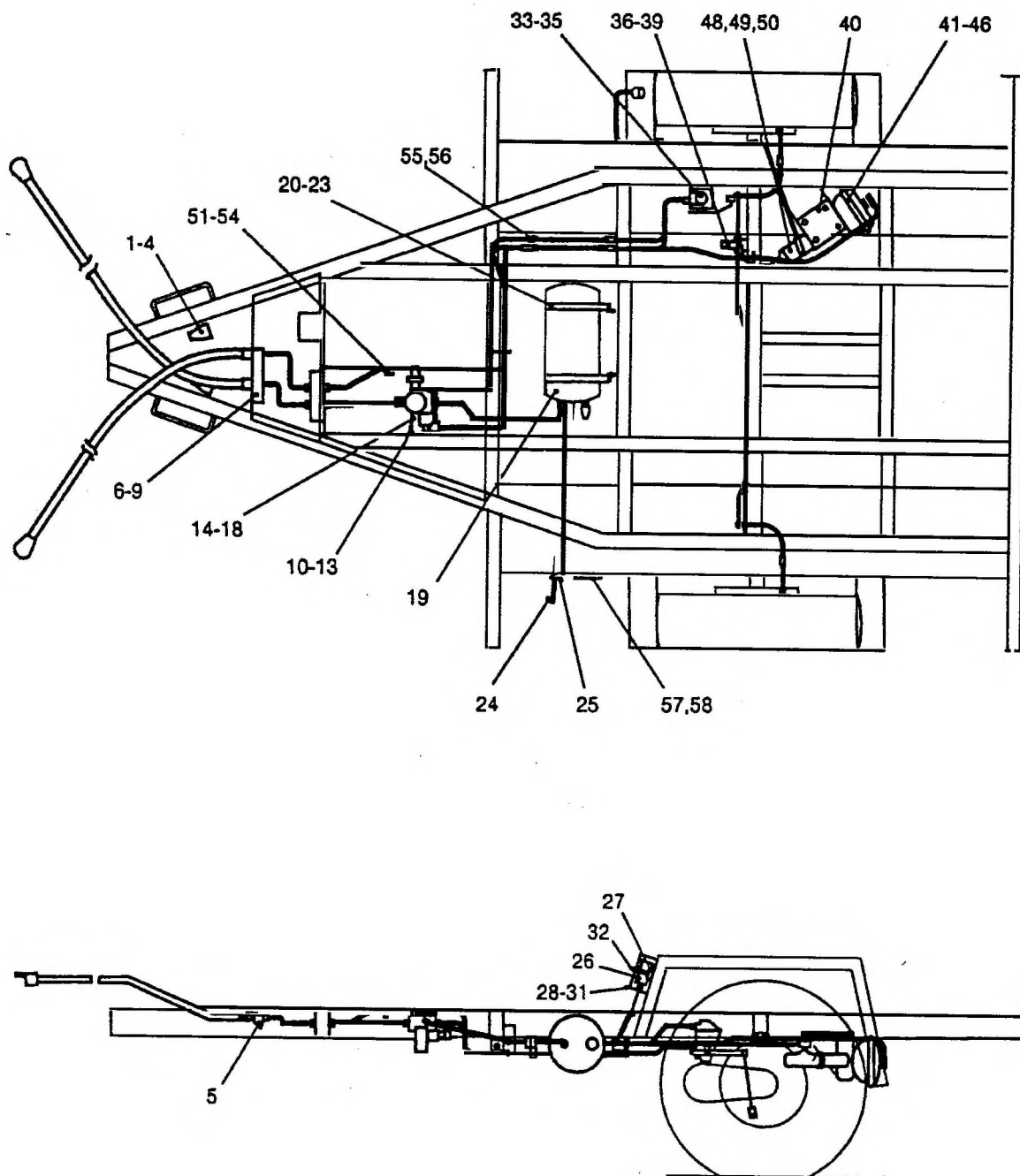


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-36		NP	JUNCTION, 3 WAY	LUCAS 353361W	1	
37	G1	5305-99-122-8669	SCREW, MACHINE metric, steel, hex hd, Zn coated, M10 x 35 mm lg	BS3692	1	
38	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	1	
39	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	1	
40		NP	ACTUATOR	MOD(PE) FV2140688	1	
41		NP	MOUNTING BRACKET ASSEMBLY	MOD(PE) FV2140551	1	
42	G1	5305-99-122-8675	SCREW, MACHINE metric, steel, hex hd, Zn coated, M12 x 35 mm lg	BS3692	4	
43	G1	5310-99-135-9304	WASHER, LOCK steel; split helical ring; cadmium plated; 12.00mm bolt size; 17.90mm od, 2.50mm thk	BS4464	4	
44	G1	5310-99-122-5298	NUT, PLAIN, HEXAGON metric, steel, Zn coated, 12 mm	BS3692	4	
45	G1	5310-99-135-9305	WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	
46		NP	LOCKNUT M16 x 1.5	WABCO 81031500 44	3	
47 NI		NP	PLUNGER steel, phosphate, 166 mm lg	MOD(PE) FV2140560	1	
48		NP	MASTER CYLINDER	LUCAS 3102764	1	
49	G1	5305-99-122-8669	SCREW, MACHINE metric, steel, hex hd, Zn coated, M10 x 35 mm lg	BS3692	3	
50	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	3	

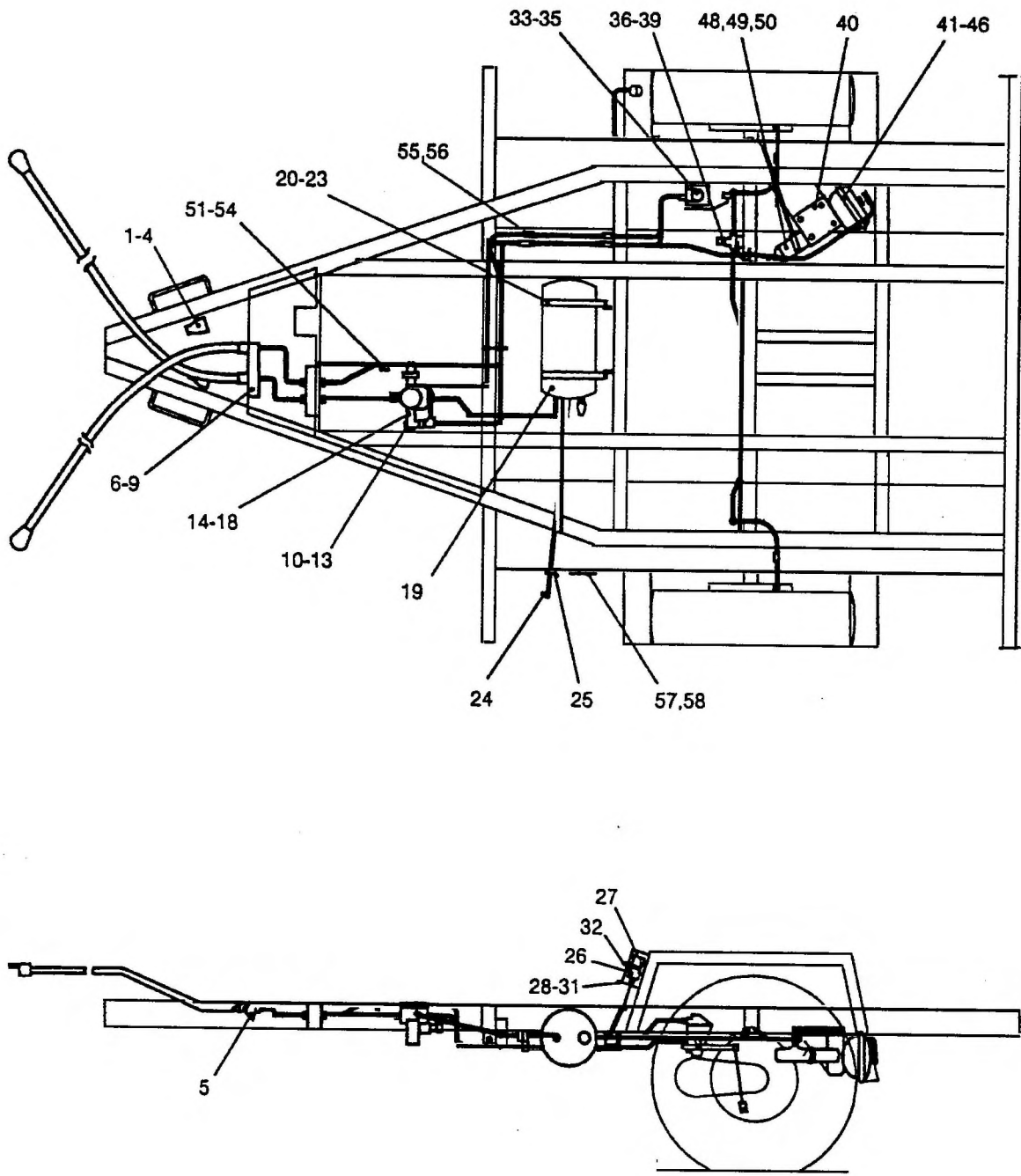


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-51		NP	. CLAMP PLATE ASSEMBLY	MOD(PE) FV2140665	3	
52	G1	5305-99-122-5361	. SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	3	
53	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	1	
54	G1	5310-99-122-5295	. NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	1	
55		NP	. CLAMP, PIPE	MOD(PE) FV2116989/ 2	18	
56		NP	. SCREW, MACHINE	MOD(PE) FV2116989/ 3	18	
57		NP	. PLATE, INSTRUCTION	MOD(PE) FV924144	1	
58		NP	. PIN, GROOVED 1/8 in. dia, 1/2 in. lg	PSM GS1A	4	
59 NI		NP	. FLUID AUTOMOTIVE, BRAKE 1 litre	DEF STAN 01-5 SECT 1(F)	AR	

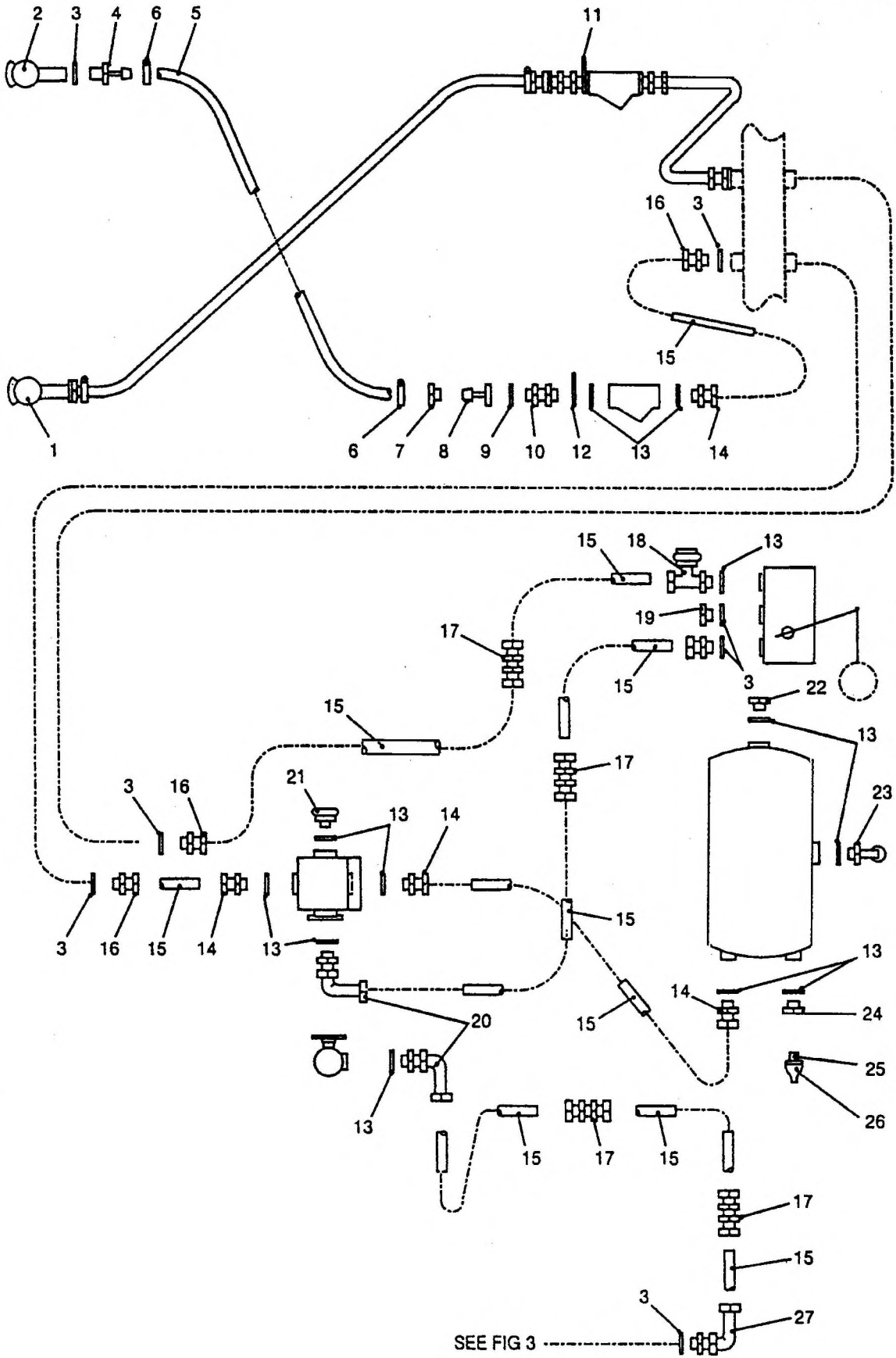


Fig 2 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
2-1		NP	. PALM COUPLING service	WABCO 95220002 20	1	
2		NP	. PALM COUPLING emergency	WABCO 95220002 10	1	
3		NP	. WASHER A1, 16 mm dia	WABCO 81140105 74	10	
4		NP	. CONNECTOR, HOSE M16 x 13 x 6	WABCO 89312041 44	2	
5		NP	. HOSE 13 mm x 6 mm, bulk supply	BSAU110	AR	
6		NP	. CLIP, HOSE 13 x 6	WABCO 89351041 02	4	
7		NP	. NUT, HOSE M22	WABCO 89307009 44	2	
8		NP	. NIPPLE, HOSE	WABCO 89312042 44	2	
9		NP	. WASHER, FIBRE 15 mm dia.	WABCO 89704264 04	2	
10		NP	. STUD, BULKHEAD M22	WABCO 89389001 40	2	
11		NP	. TAG, LINE service	WABCO AP6636	1	
12		NP	. TAG, LINE emergency	WABCO AP6637	1	
13		NP	. WASHER A1, M22	WABCO 81140108 04	14	
14		NP	. CONNECTOR, STRAIGHT M22 x 10	WABCO 89380010 90	5	
15		NP	. PIPE 10 mm x 1mm, bulk supply	AUTO- MOTIVE PRODUCTS TUNGUM	AR	
16		NP	. CONNECTOR, STRAIGHT M16 x 10 mm	WABCO 89380199 40	5	
17		NP	. CONNECTOR, BULKHEAD	WABCO 89382016 00	4	

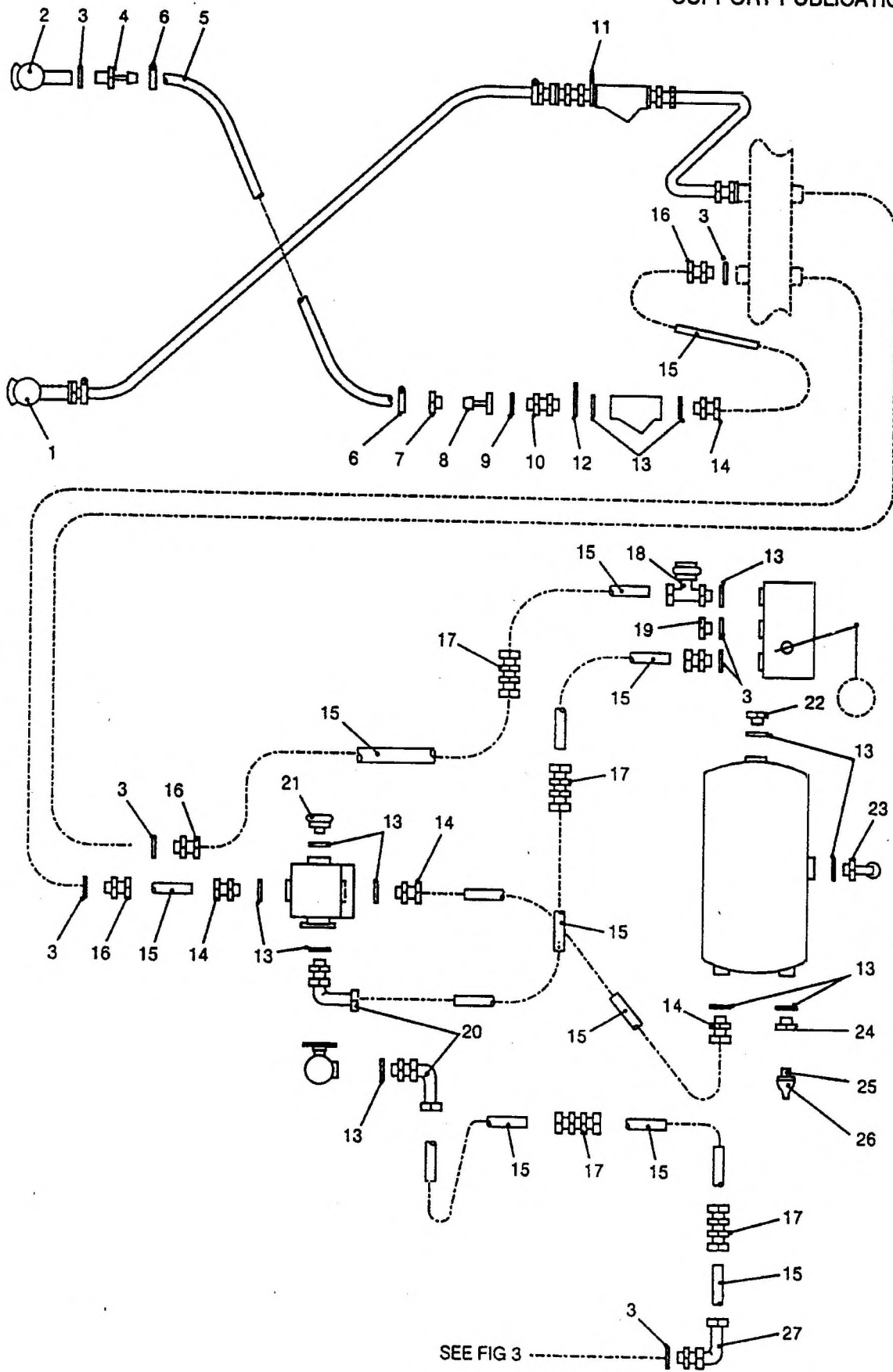


Fig 2 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-18		NP	. TEST POINT M22 x 10 mm	WABCO 46370301 20	1	
19		NP	. PLUG M16	WABCO 81090400 44	1	
20		NP	. CONNECTOR, ELBOW M22 x 10 mm	WABCO 89383044 10	2	
21		NP	. TEST POINT M22	WABCO 46370310 00	1	
22		NP	. PLUG M22	WABCO 89301007 04	1	
23		NP	. VALVE, DRAIN c/w pull ring	WABCO 93430007 00	1	
24		NP	. ADAPTOR M22 male, 1/4 in. NPTF female	WABCO 42530100 34	1	
25		NP	. SWITCH, LOW PRESSURE WARNING	WABCO APSA7282/ 3	1	
26		NP	. BOOT	WABCO SF50-281	1	
27		NP	. CONNECTOR, ELBOW M16 x 10 mm dia	WABCO 893830047 10	1	

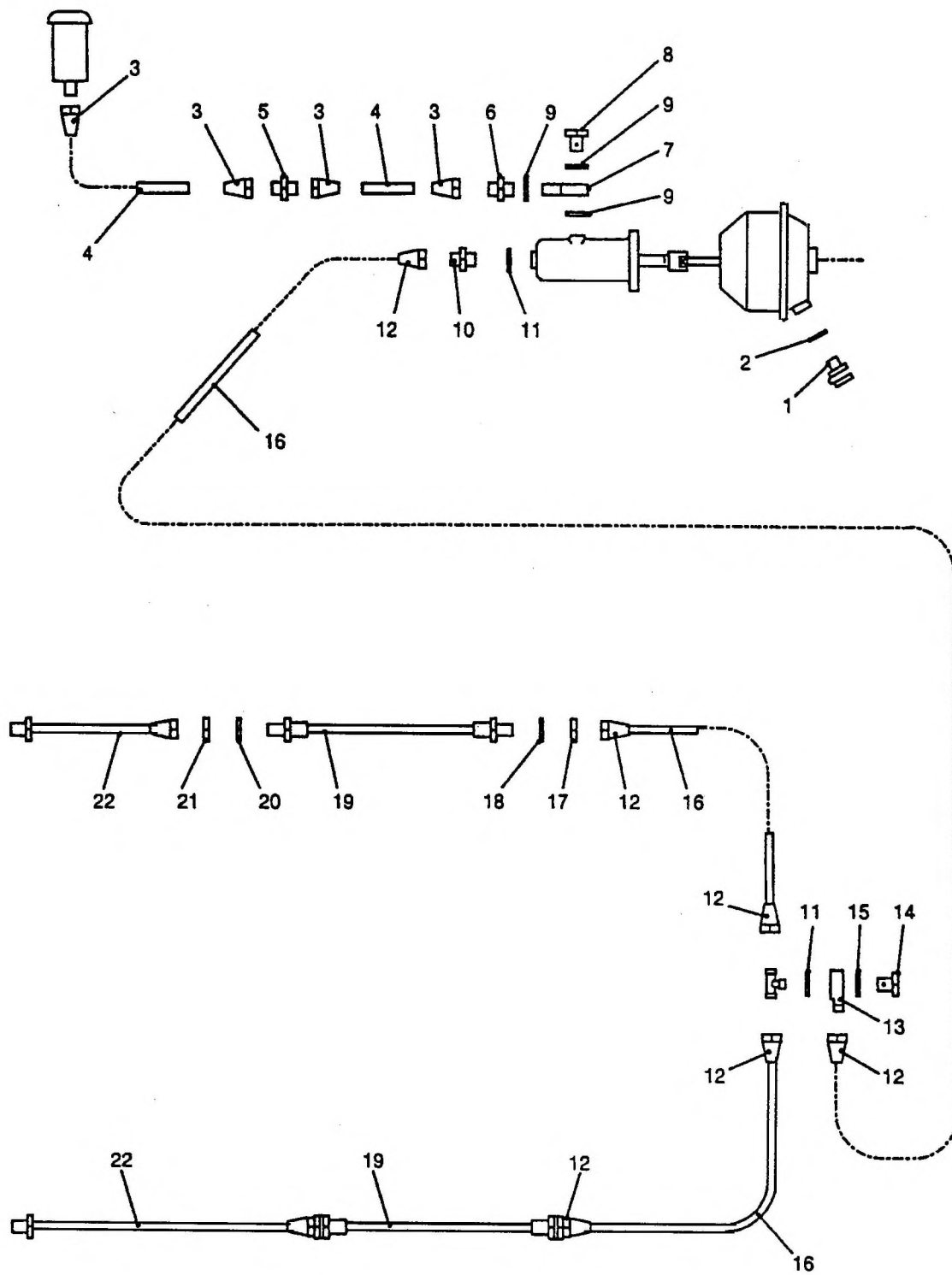


Fig 3 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-1		NP	. TEST POINT M16	WABCO 46370310 30	1	
2		NP	. WASHER A1, 16 mm dia	WABCO 81140105 74	1	
3		NP	. NUT, PIPE 5/8 in. UNF, 3/8 in. dia	LUCAS 64470434	4	
4		NP	. PIPE 10 mm x 1mm, bulk supply	AUTO- MOTIVE PRODUCTS TUNGUM	AR	
5		NP	. UNION 5/8 in. UNF	LUCAS 64474963	1	
6		NP	. ADAPTOR 5/8 in. UNF	LUCAS 64473284	1	
7		NP	. BANJO	MOD(PE) FV2140699	1	
8		NP	. . BOLT, BANJO	MOD(PE) FV2140674	1	
9		NP	. . WASHER copper, 5/8 in. dia	LUCAS 378730	3	
10		NP	. ADAPTOR 1/2 in. UNF	LUCAS 64473276	1	
11		NP	. WASHER copper, 1/2 in. dia	LUCAS 378731	2	
12		NP	. NUT, PIPE 1/2 in. UNF, 5/16 in. dia	LUCAS 377120	6	
13		NP	. BANJO 1/2 in. UNF, male	LUCAS 352401W	1	
14		NP	. . BOLT, BANJO 1/2 in. UNF	LUCAS 64470416	1	
15		NP	. . WASHER copper, 19/32 in. dia	LUCAS 378723	1	
16		NP	. PIPE tungum, 22 SWG, 5/16 in. dia	LUCAS TUNGUM 22SWG	AR	
17		NP	. NUT, BULKHEAD 1/2 in. UNF	LUCAS 64100178	2	
18		NP	. WASHER, SHAKEPROOF	LUCAS 64140089	2	
19		NP	. HOSE, FLEXIBLE	AUTO- MOTIVE PRODUCTS KL92410	2	
20		NP	. WASHER, LOCK 7/16 in. dia	AUTO- MOTIVE PRODUCTS K19408	2	

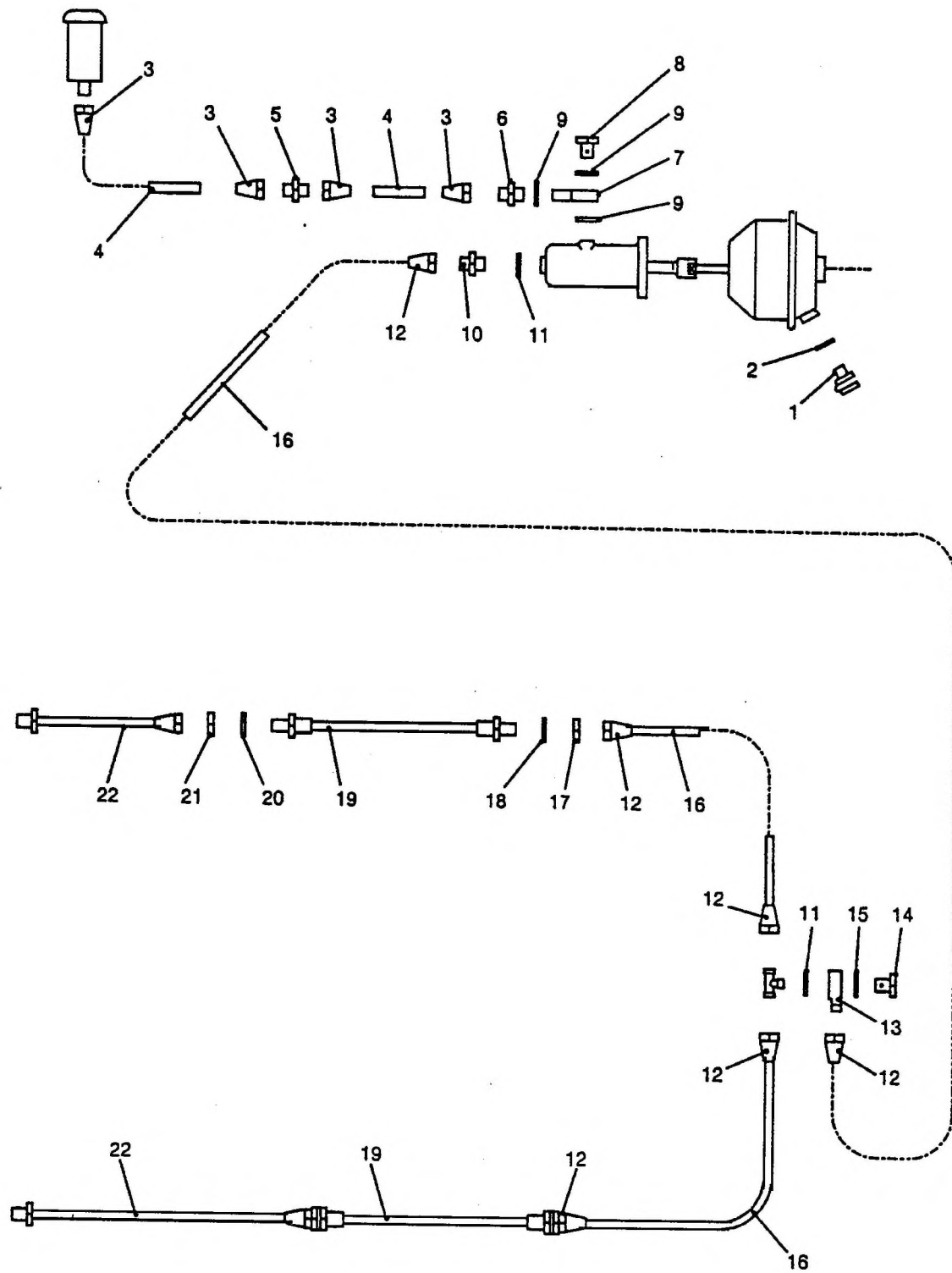


Fig 3 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-21		NP	NUT, LOCK 7/16 in. UNF	AUTO- MOTIVE PRODUCTS	2	
22		NP	BRAKE PIPE ASSEMBLY	K24104 MOD(PE) FV924180	2	

Chapter 2-3

PARTS LIST

ELECTRICAL SYSTEM

Drawing No. FV2168695

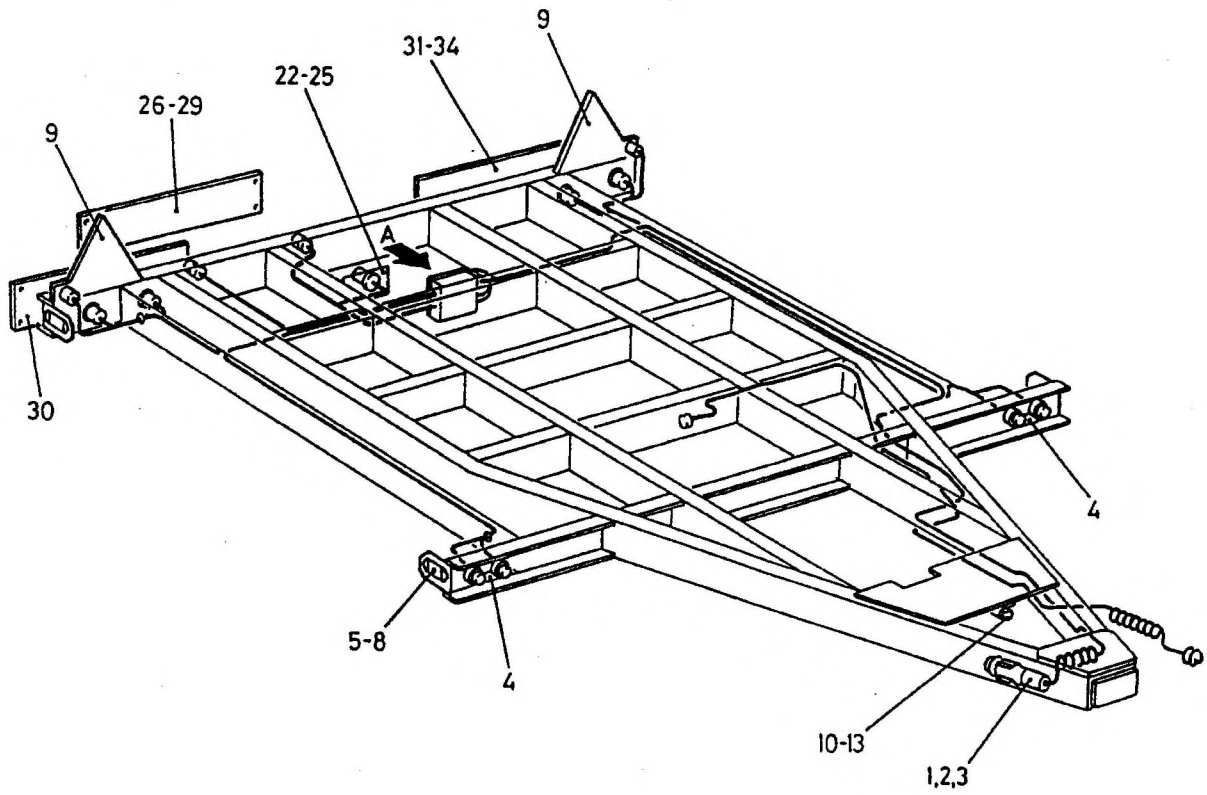
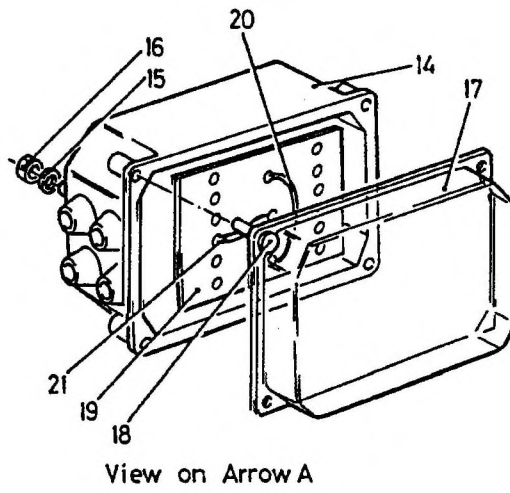


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	ELECTRICAL SYSTEM	MOD(PE) FV2168695	REF	
1-1	9BTR	5340-99-874-2272	. CLIP, SPRING, TRAILER SOCKET steel, Cd plated, 2-1/2 in. id	MOD(PE) FV556226	1	
2	G1	5305-99-122-8665	. SCREW, MACHINE ISO metric; steel; hex head; zinc plated w/chromate treatment; M6 dia by 1.00mm thd pitch; 10.00mm o/a lg; 10.00mm o/a thd lg; 6g thd; min TS 784.5 N per sq mm; strength grade 8.8	BS3692	2	
3	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
4		NP	. REFLECTOR, INDICATING, CLEARANCE clear	FLEXIBLE LAMPS 78/03/00	2	
5		NP	. REFLECTOR, CLEARANCE INDICATING amber	FLEXIBLE LAMPS 77/02/00	4	
6	G1	5305-99-135-0424	. SCREW, MACHINE ISO metric; steel; pan hd; slot drive; zinc plated finish; 4mm by 0.70mm pitch by 16.00mm lg; class 6g thd	BS3692	12	
7	G1	5310-99-135-9299	. WASHER, LOCK steel; split helical ring; cadmium plated; 4mm nom bolt size; 6.95mm od; 1.20mm thk	BS4464	12	
8	G1	5310-99-135-0755	. NUT, PLAIN, HEXAGON ISO; metric; steel; chamfered bearing surface, zinc plated w/chromate; M4.0 by 0.070mm pitch; 7.00mm w A/F; 3.00mm o/a h; class 6h nut; grade 4	BS3692	12	
9		NP	. REFLECTOR, TRAILER PLATE	FLEXIBLE LAMPS 71/03/00	2	
10		NP	. DUMMY SOCKET low air pressure	MOD(PE) FV634204	1	

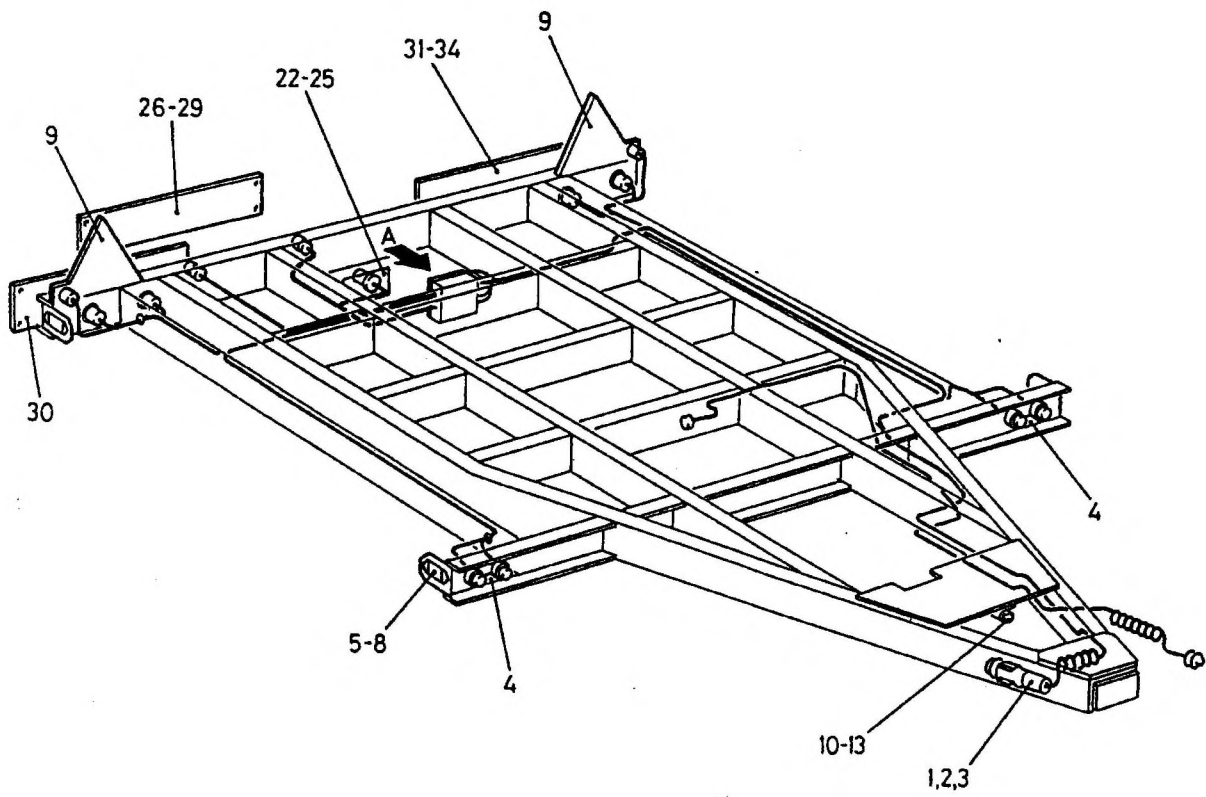
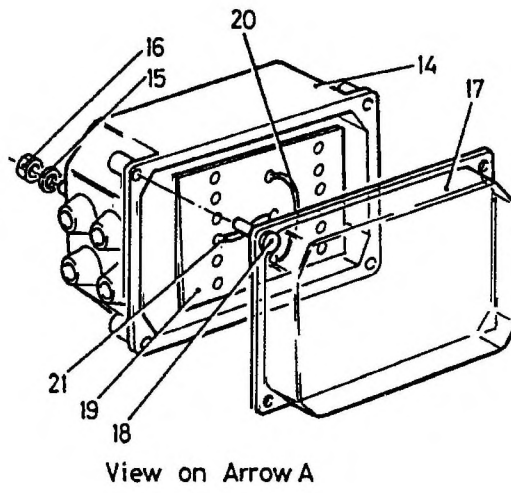


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 11	G1	5305-99-135-0417	. SCREW, MACHINE ISO M; steel; pan hd; slot drive; zinc plated; 3mm dia x 0.50mm pitch; 12mm fastener lg; 12mm thd lg; class 6g thd; 392.3N/mm sq MTS; grade 4.8	BS3692	4	
12	G1	5310-99-135-9298	. WASHER, LOCK steel; split helical ring; cadmium plated; 3mm dia bolt size; 5.5mm nom od; 1mm nom thk	BS4464	4	
13	G1	5310-99-135-0754	. NUT, PLAIN, HEXAGON ISO M, steel; finished chamfered surface; zinc plated w/chromate; M3.0 by 0.50mm pitch; 5.50mm w A/F; 2.40mm o/a h; class 6h thd; grade 4 nut	BS3692	4	
14		NP	. JUNCTION BOX w/lock washer and nut	FLEXIBLE LAMPS 111/07/04	1	
15		NP	. WASHER, LOCK	BS4320	2	
16		NP	. NUT M6	BS3692	2	
17		NP	. . LID ASSEMBLY	FLEXIBLE LAMPS 3144	1	
18		NP	. . RETAINER	FLEXIBLE LAMPS 3123	4	
19		NP	. . TERMINAL BOARD 15 stud terminals	FLEXIBLE LAMPS 2853	1	
20		NP	. . CABLE ASSEMBLY link studs 7 and 9 NOTE... See Chapter 2-4-1	MOD(PE) FV2168761	1	
21		NP	. . CABLE ASSEMBLY link studs 8 and 12 NOTE... See Chapter 2-4-1	MOD(PE) FV2168762	1	
22		NP	. PLATE, CONVOY	MOD(PE) FV501292	1	
23	G1	5305-99-122-5360	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M6 x 16mm lg	BS3692	2	

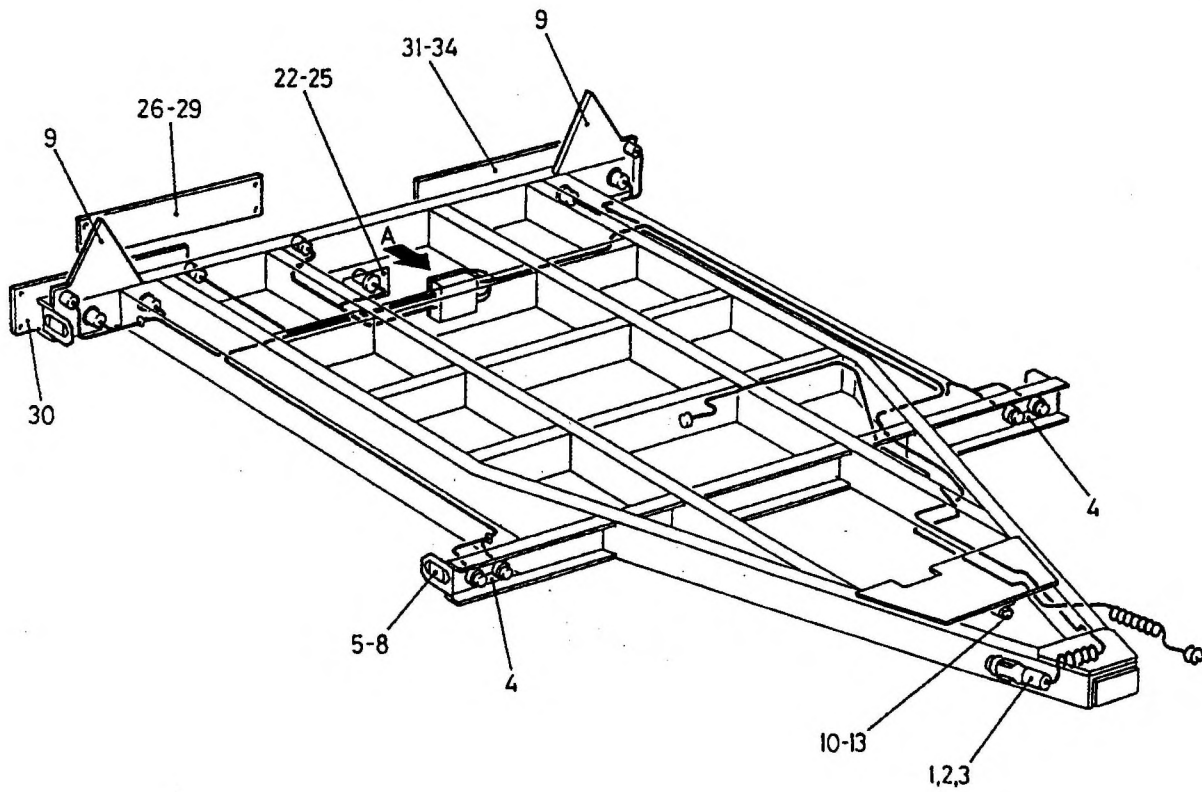
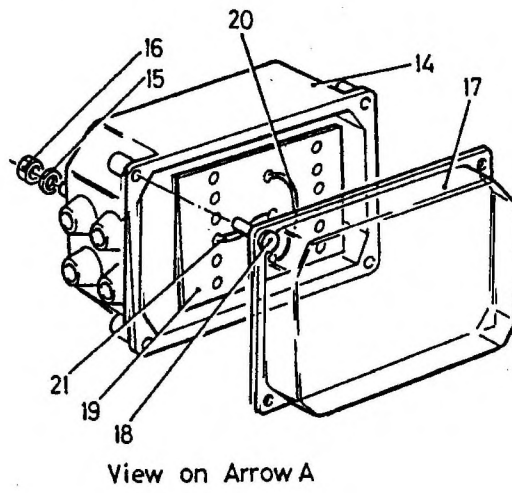


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-24	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
25	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
26		NP	PLATE, NUMBER Al, 4 in. w, 20 in. lg, 1/16 in. thk	MOD(PE) FV654855	1	
27	G1	5305-99-122-5361	SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	2	
28	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
29	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
30		NP	MARKER BOARD ASSEMBLY rear, rh	MOD(PE) FV2124156	1	
31		NP	MARKER BOARD ASSEMBLY rear, lh	MOD(PE) FV2124157	1	
32	G1	5305-99-122-4911	SCREW, MACHINE ISO metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	4	
33	G1	5310-99-122-6476	WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	8	

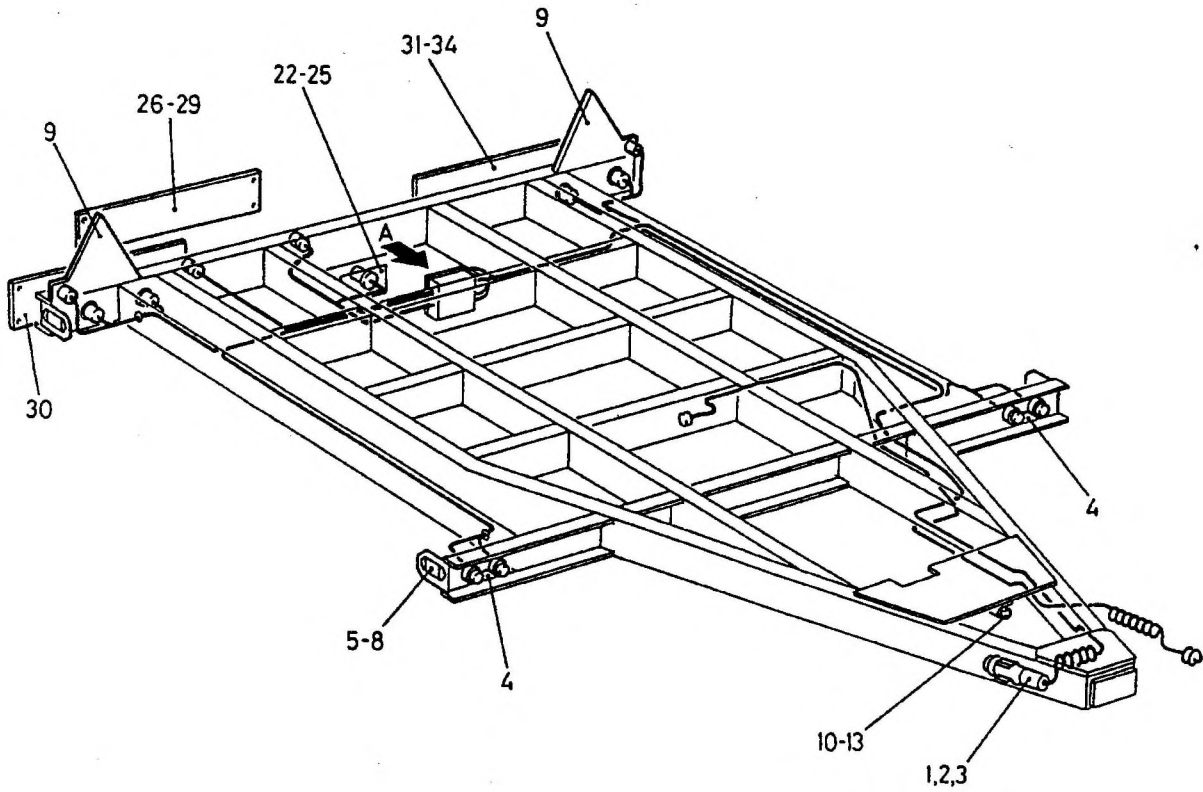
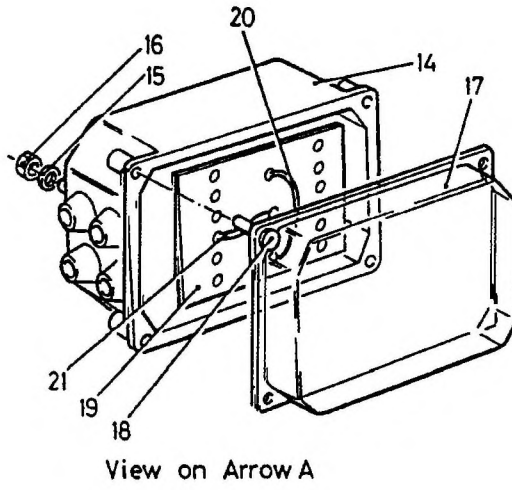


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-34		NP	NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M10	BS4929	4	

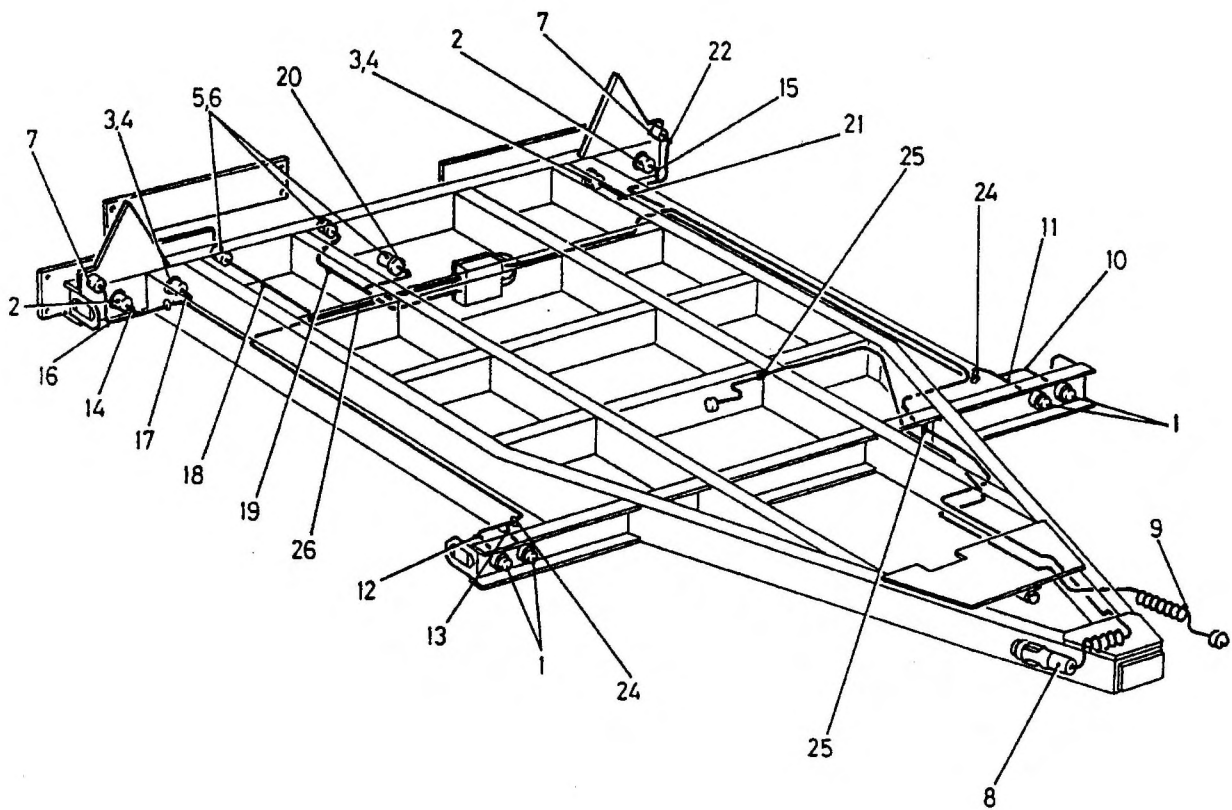


Fig 2 Electrical system



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**TRAILER FLAT PLATFORM,
2.5 TONNES,
FV2406 MK3**

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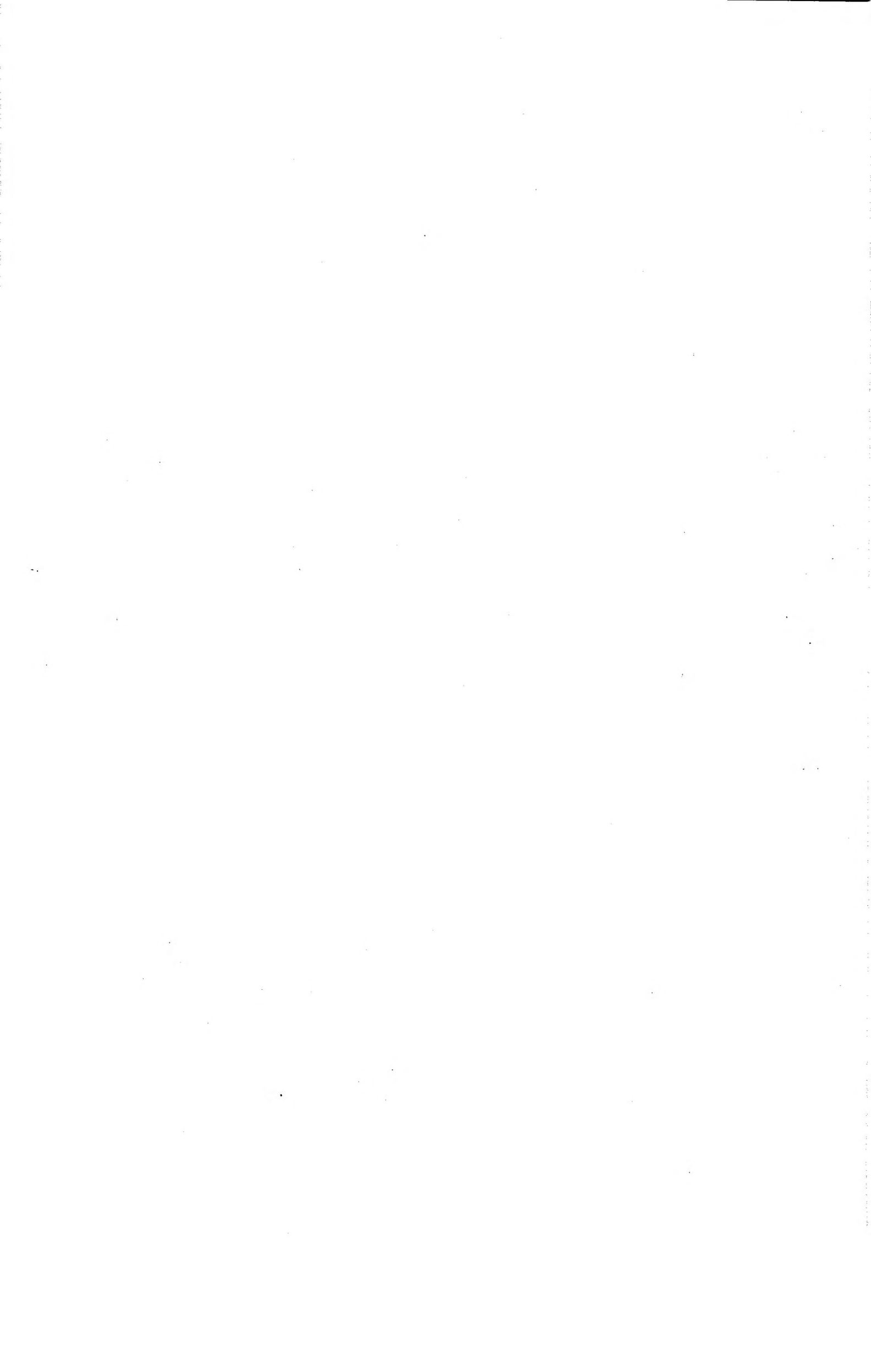
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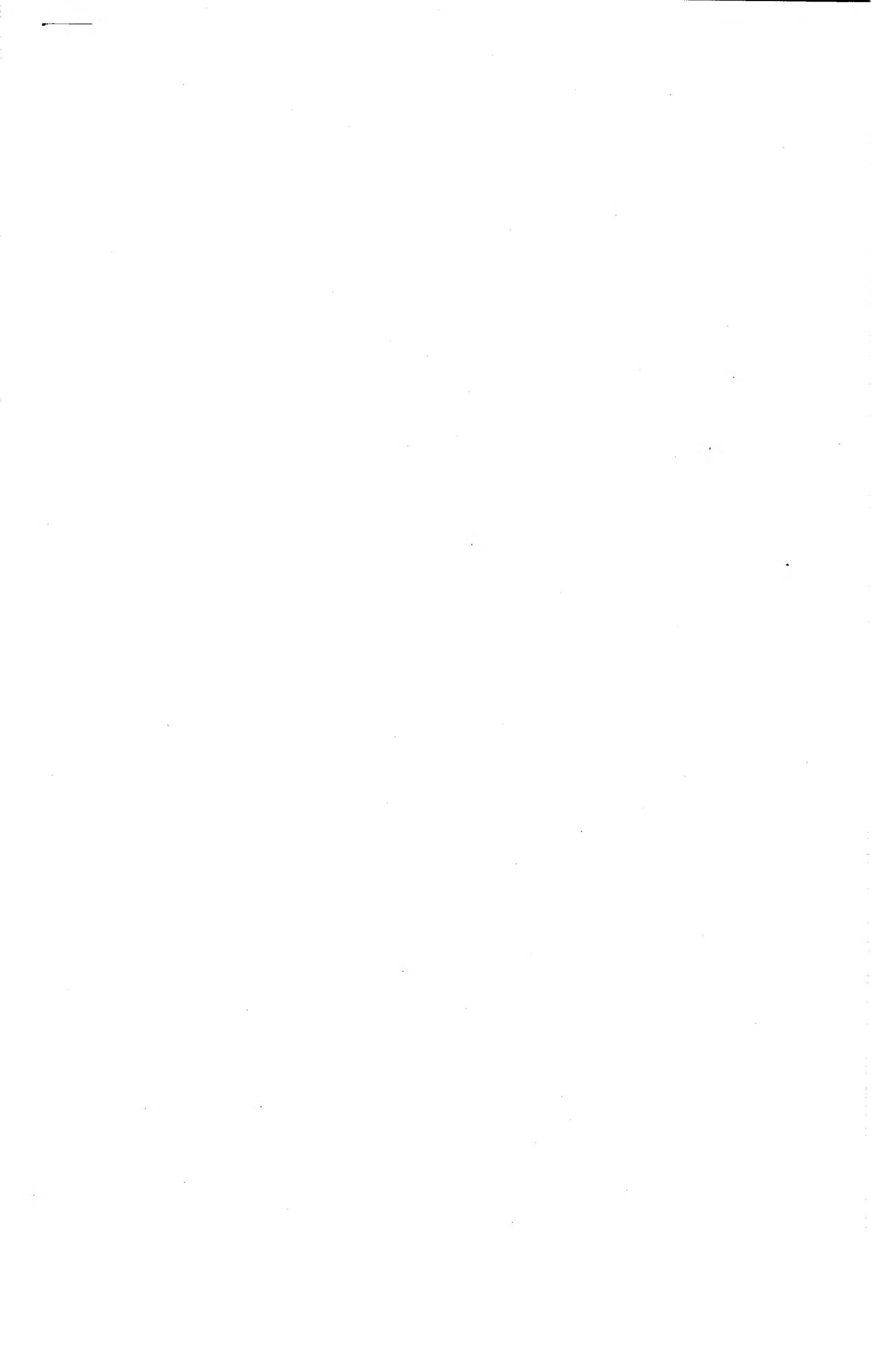
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CONTENTS

<u>Preliminary Material</u>		<u>Page</u>
Title Page		(i)/(ii)
Amendment Record		(iii)/(iv)
Contents (this page)		(v)/(vi)
Preface		(vii)
Abbreviations		(ix)/(x)
Comments on AESP		Last Page
 <u>Chapters</u>		
1	INDEX OF ASSEMBLIES AND SUB-ASSEMBLIES	
2-0	Trailer Flat Platform, 2.5 Tonnes, FV2406 Mk 3	
2-1	Flat Platform Assembly	
2-2	Chassis, Trailer, 2.5 Tonnes, FV2406 Mk 3	
2-2-1	Axle General Arrangement	
2-2-2	Drawbar Assembly	
2-2-3	Jack Assembly, Front	
2-2-4	Trailer, Coupling	
2-2-5	Handbrake Assembly	
2-2-6	Jockey Wheel Assembly	
2-2-7	Spare Wheel Carrier Assembly	
2-2-8	Mudguard Assembly	
2-2-9	Air/Hydraulic Assembly	
2-3	Electrical System	
2-3-1	Wiring Harness	
3	INDEX OF NATO STOCK Nos TO CHAPTER LOCATION	
4	INDEX OF PART Nos/DRAWING Nos TO CHAPTER LOCATION	

PREFACE

Introduction

1. This Illustrated Parts Catalogue (IPC) is designed as an aid to the identification of component parts or assemblies of parts of the equipment, and to provide the information necessary for the demanding of spares.
2. This IPC may list some or all of the parts comprising the equipment concerned, but only those parts given a NATO Stock number will normally be available as spares. Should there be a requirement for an item not assigned a number, demands may be submitted quoting the code number of the publication, item number, figure reference and item name. Where a manufacturer's number is known, this should also be quoted.

Quantities

3. The figure in the 'number off' column specifies the quantity used in the unit, assembly or sub-assembly.

Demands

4. Demands are to be submitted in accordance with current instructions as follows:-
 - (1) Management Code
 - (2) NATO Stock Number (catalogue number)
 - (3) Item name and description
 - (4) Name of equipment for which part is required

Modification state

5. When appropriate, a list at the front of each chapter or sub-chapter will indicate the modification numbers which have been incorporated in this IPC.

Amendments

6. Amendments to this IPC will be published from time to time. They will be numbered consecutively and the 'Amendment Record' is to be completed for each amendment embodied.
7. Amendments are notified in DCIs and Units concerned will indent through their local Stationary Section or overseas equivalent for copies as required.

Abbreviations and symbols

8. Abbreviations used in this document are shown on Page (ix)/(x).

PREFACE (cont'd)Annotations

9. Annotations used in this document are:-

- (1) Ref - For reference only (shown in No. off column).
- (2) NI - This sign against a number in the Fig-item column indicates that the item is not illustrated.
- (3) AR - As required (listed in No. off column), for bulk supply items, wire, cable, etc or where quantities are variable.
- (4) NP - Not provisioned (listed in NSN column). See Para 2.

Indentations

10. Items are listed in a logical assembly/disassembly order and are 'indented' to indicate the relationship of the items.

MAIN ASSEMBLY

Attaching parts for main assembly

- . FIRST LEVEL OF BREAKDOWN (sub-assembly or detail part main assembly)
 - . Attaching parts for first level
- . . SECOND LEVEL OF BREAKDOWN (sub-sub-assembly or detail part of sub-assembly)
 - . . Attaching parts for second level
- . . . THIRD LEVEL OF BREAKDOWN (sub-sub-sub-assembly or detail part of sub-sub-assembly)
 - . . . Attaching parts for third level

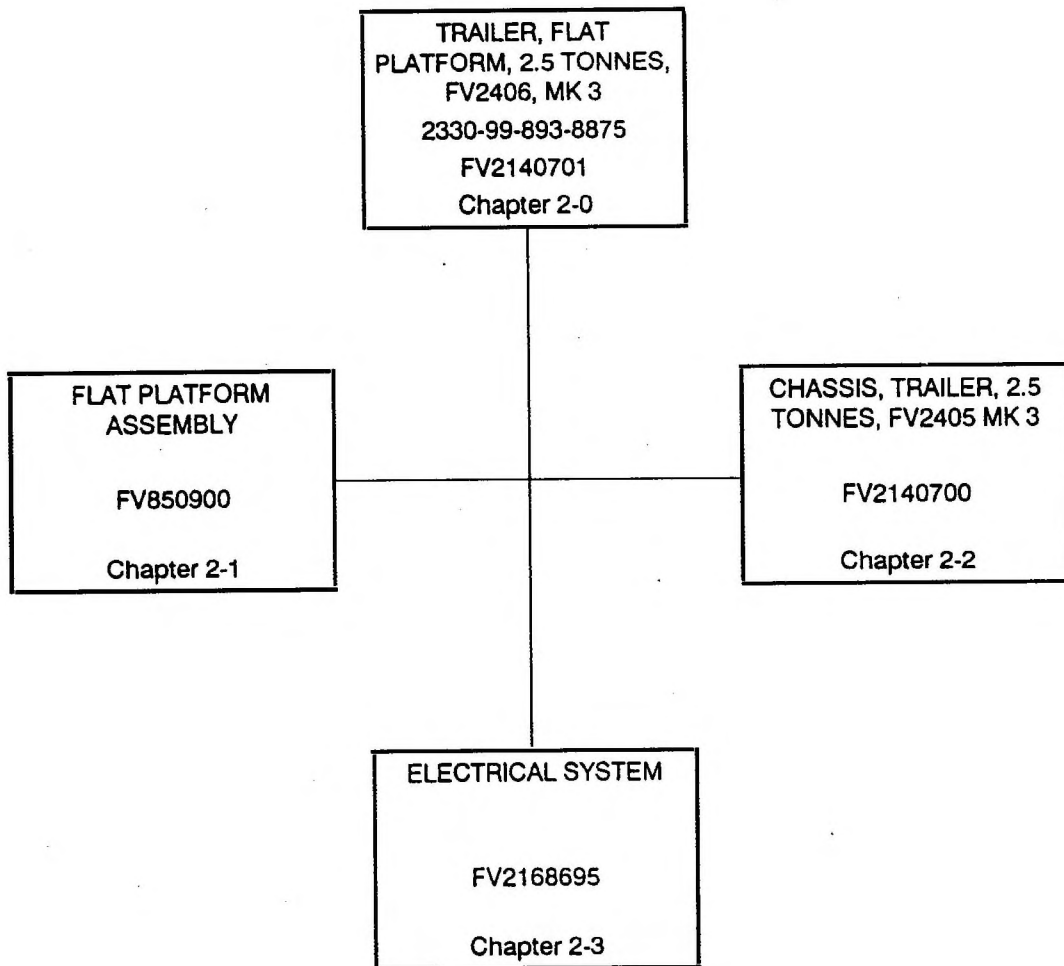
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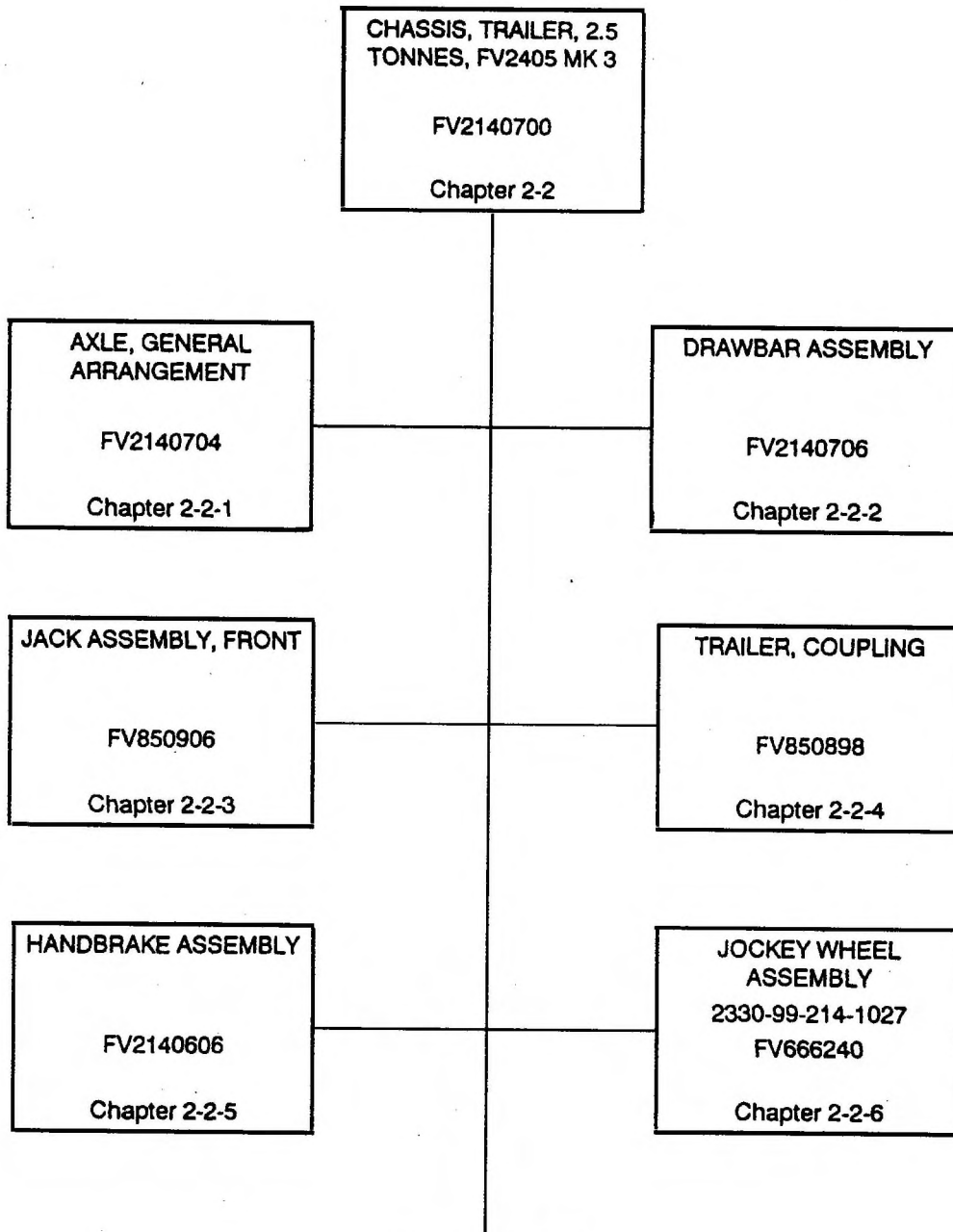
ABBREVIATIONS

A	Amps	W	Watt
A/F	Across Flats	w	Width
Al	Aluminium	w/	With
		whit	Whitworth
BeCu	Beryllium Copper		
Br	Brass	Zn	Zinc
BSF	British Standard Fine		
Cd	Cadmium		
cres	Corrosion Resistant Steel		
c/w	Complete with		
dia	Diameter		
h	Height (High)		
hd	Head		
hex	Hexagon (al)		
id	Inside Diameter		
in	Inch		
lg	Length (long)		
lh	Left Hand		
mtl	Material		
max	Maximum		
min	Minimum		
Mk	Mark		
mm	Millimetre		
NI	Not Illustrated		
NP	Non Provisioned		
No.	Number		
nom	Nominal		
o/a	Over-all		
od	Outside Diameter		
Phos B	Phosphor Bronze		
rd	Round		
rh	Right Hand		
sect	Section		
sq	Square		
SWG	Standard Wire Gauge		
thd	Thread(ed)		
thk	Thick(ness)		
tpi	Threads Per Inch		
UNF	Unified Fine Thread		
V	Volt		





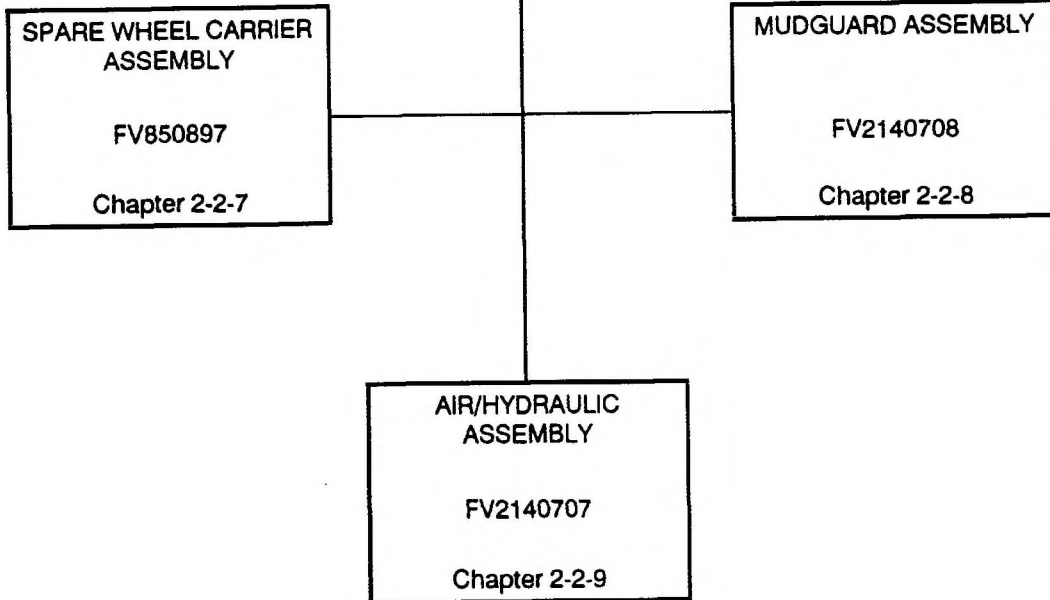
SYSTEM FAMILY TREE



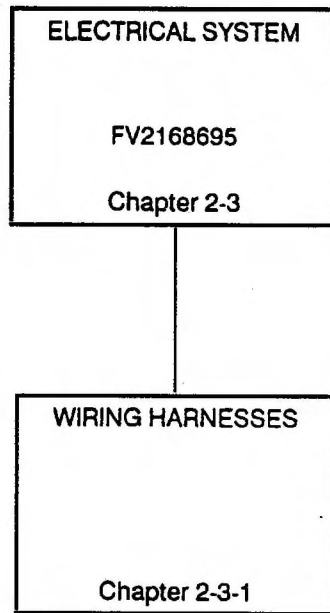
CONT ON PAGE 3

SYSTEM FAMILY TREE

CONT FROM PAGE 2



SYSTEM FAMILY TREE



SYSTEM FAMILY TREE

INDEX OF ASSEMBLIES AND SUB-ASSEMBLIES

Item	Man. Code Army	NATO Stock No.	Item Name	Part No/ Drawing No.	Location in Chap 2 or Separate Sched. No.
1	A	-	AIR/HYDRAULIC ASSEMBLY	FV2140707	2-2-9
2	A	-	AXLE GENERAL ARRANGEMENT	FV2140704	2-2-1
3	A	-	CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3	FV2140700	2-2
4	A	-	DRAWBAR ASSEMBLY	FV2140706	2-2-2
5	A	-	ELECTRICAL SYSTEM	FV2168695	2-3
6	A	-	FLAT PLATFORM ASSEMBLY	FV850900	2-1
7	A	-	HANDBRAKE ASSEMBLY	FV2140606	2-2-5
8	A	-	JACK ASSEMBLY, FRONT	FV850906	2-2-3
9	A X2	2330-99-214-1027	JOCKEY WHEEL ASSEMBLY	FV666240	2-2-6
10	A	-	MUDGUARD ASSEMBLY	FV2140708	2-2-8
11	A	-	SPARE WHEEL CARRIER ASSEMBLY	FV850897	2-2-7
12	A	-	TRAILER, COUPLING	FV850898	2-2-4
13	A	2330-99-893-8875	TRAILER, FLAT PLATFORM, 2.5 TONNES, FV2406, MK 3	FV2140701	2-0
14	A	-	WIRING HARNESSSES		2-3-1



Chapter 2-0

PARTS LIST

TRAILER, FLAT PLATFORM, 2.5 TONNES,
FV2406 MK 3

Drawing No. FV2140701



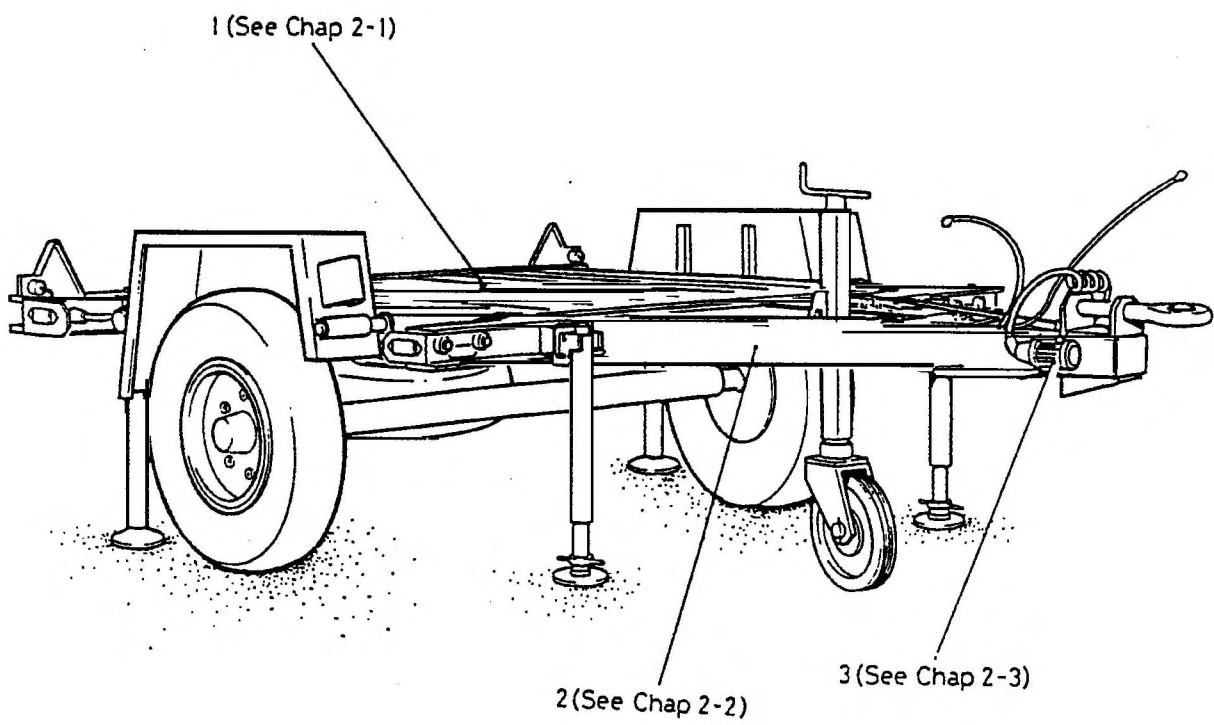
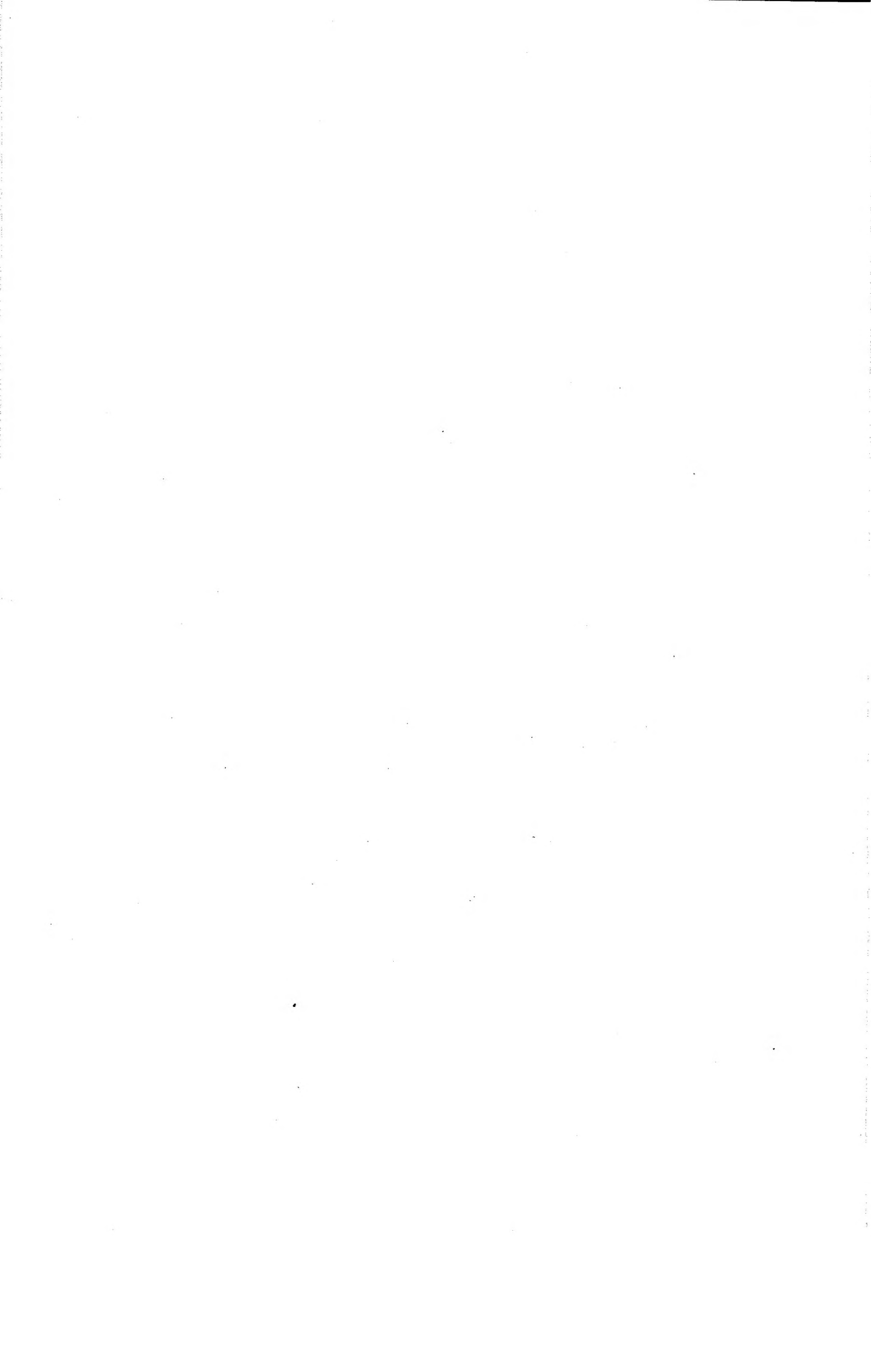


Fig 1 Trailer flat platform, 2.5 tonnes, FV2406 Mk III

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		2330-99-893-8875	TRAILER, FLAT PLATFORM, 2.5 TONNES, FV2406, MK 3	MOD(PE) FV2140701	REF	
		NP	. FLAT PLATFORM ASSEMBLY NOTE... See Chapter 2-1	MOD(PE) FV850900	1	
		NP	. CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3 NOTE... See Chapter 2-2	MOD(PE) FV2140700	1	
3		NP	. ELECTRICAL SYSTEM NOTE... See Chapter 2-3	MOD(PE) FV2168695	1	



Chapter 2-1

PARTS LIST

FLAT PLATFORM ASSEMBLY

Drawing No. FV850900



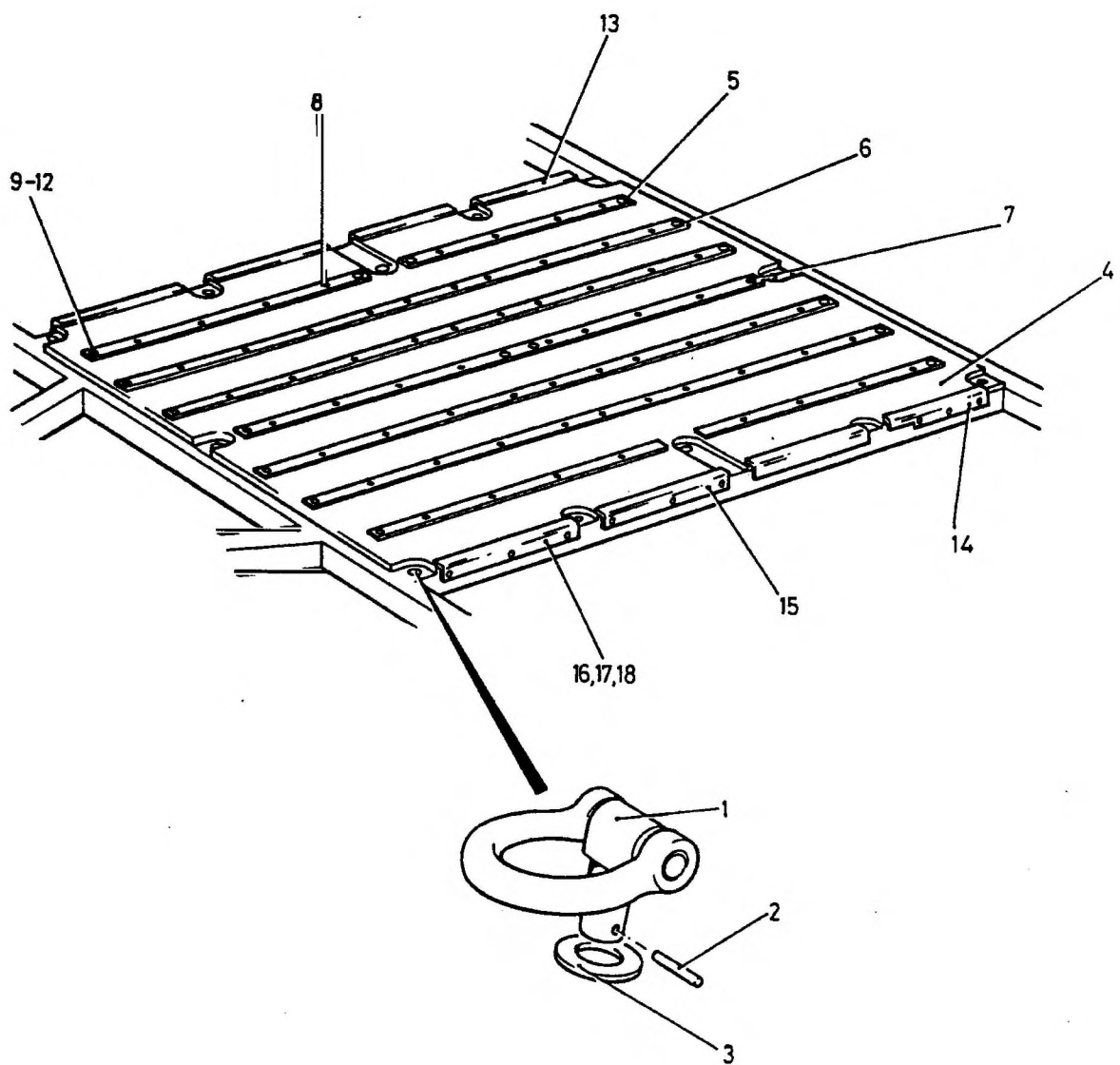


Fig 1 Flat platform assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1	MT13	NP 2540-99-812-9342	FLAT PLATFORM ASSEMBLY . SHACKLE ASSEMBLY	MOD(PE) FV850900	REF	
2	G1	5315-99-137-0075	. PIN, SPRING cres, 3/8 in. x 1-3/4 in. lg	MOD(PE) FV702033 ANDERTON SPB037175 CSF	12	
3	G1	5310-99-122-8055	. WASHER, FLAT steel, Zn coated, 30mm, thin	BS4320	14	
4		NP	. BOARD, FLOOR	MOD(PE) FV861993	2	
5		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861992	4	
6		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861991	4	
7		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861990	1	
8	G1	5305-99-941-7592	. . SCREW, WOOD steel, rd hd, slot drive, No. 8 x 3/4 in. lg	BS1768	64	
9	G1	5305-99-135-0434	. . SCREW, MACHINE steel, Zn coated, pan hd, slot drive, 5 mm x 35 mm lg	BS3692	20	
10	G1	5310-99-122-3032	. . WASHER, FLAT steel; rd shape; zinc plated; rd hole; id M5 nom bolt size; 10.00mm o/a od; 1.00mm thk; Brinell hardness no.157	BS4320	14	
11	G1	5310-99-122-5294	. . NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut	BS3692	20	
12	G1	5310-99-135-9300	NOTE... Items 8 to 11 for use with items 5 to 7 . . WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	6	
13		NP	NOTE... For use with items 5 and 7 . . ANGLE	MOD(PE) FV861986	1	

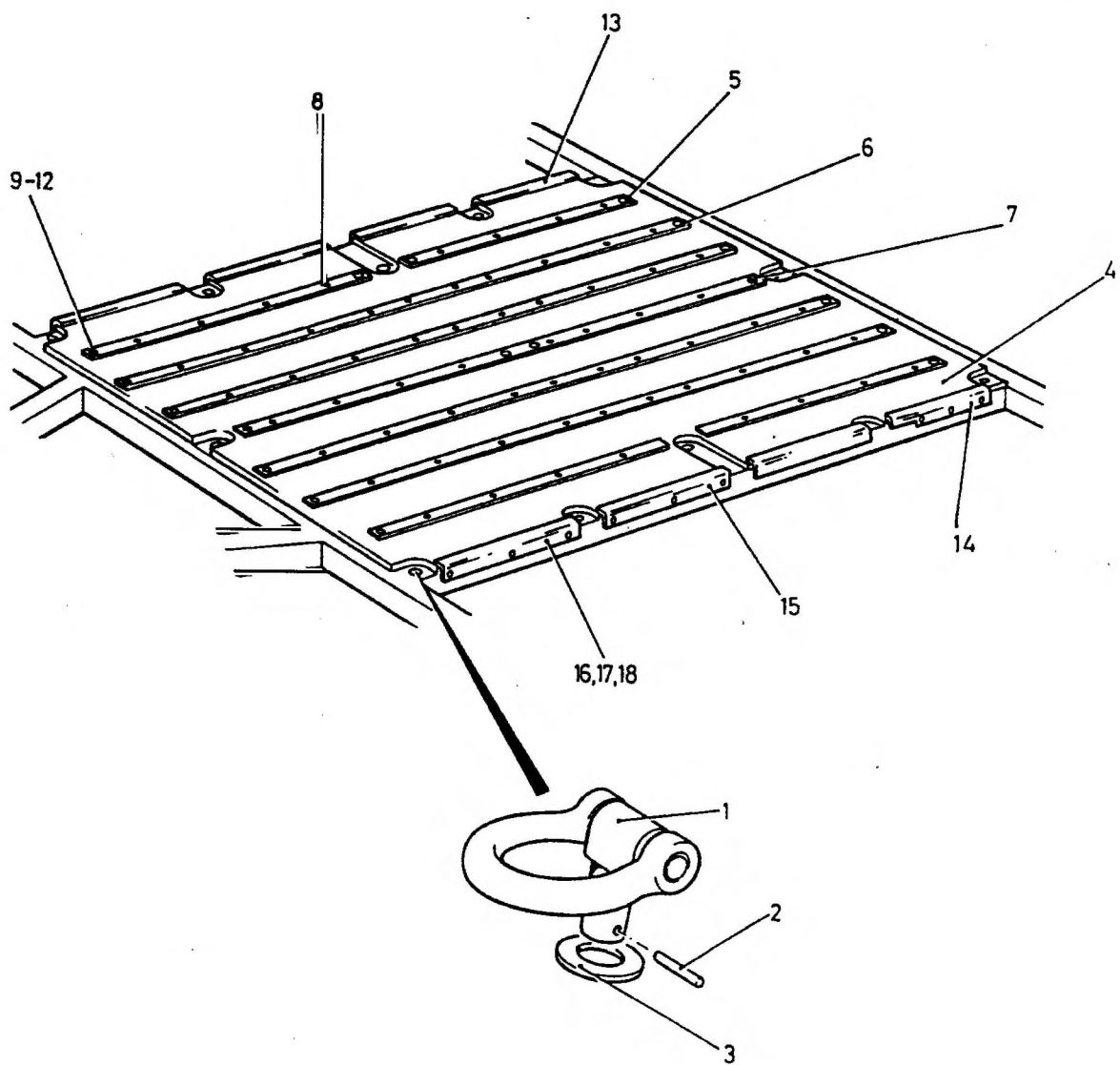
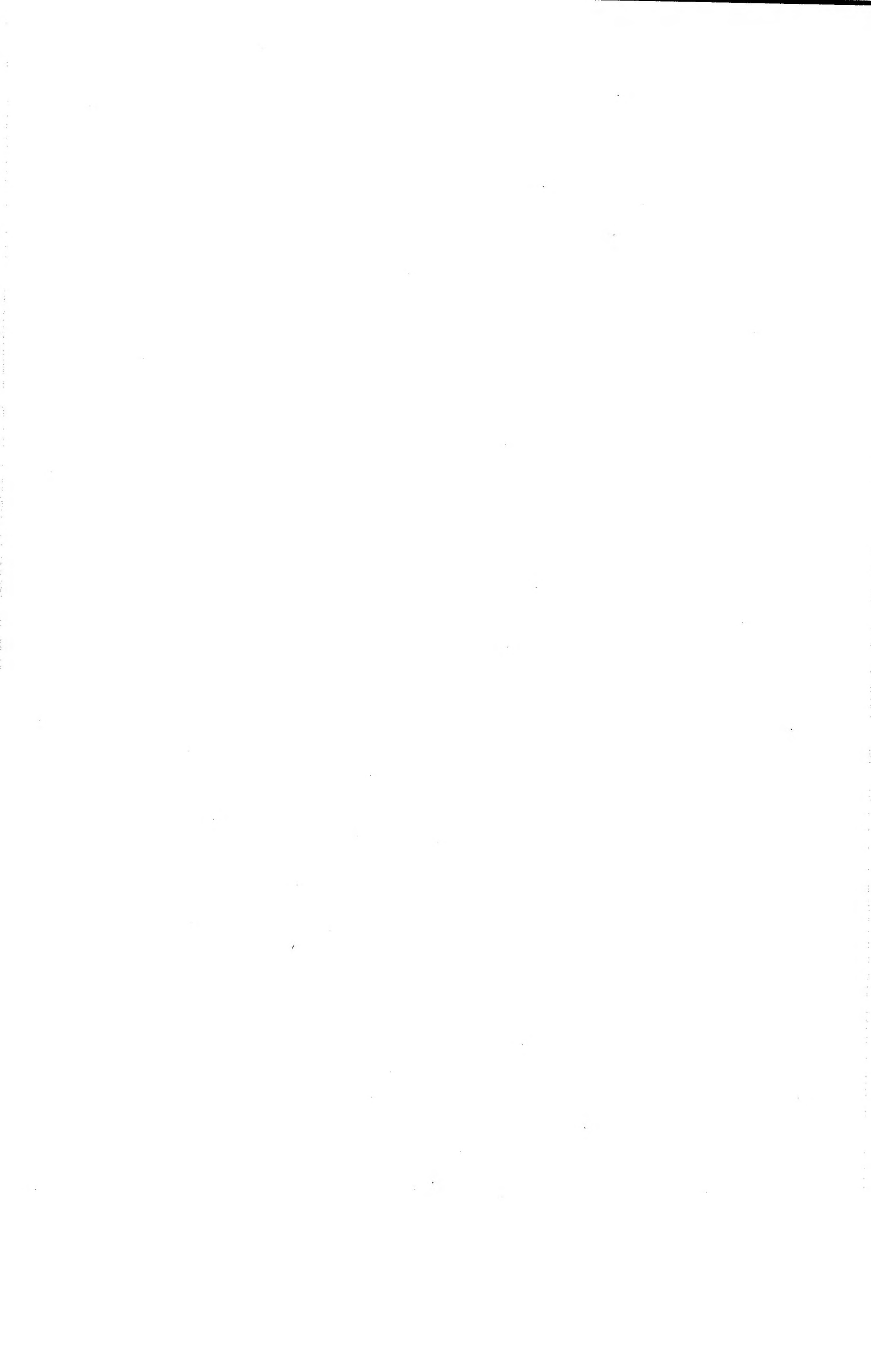


Fig 1 Flat platform assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-14		NP	. . ANGLE	MOD(PE) FV861987	1	
15		NP	. . ANGLE	MOD(PE) FV861988	6	
16	G1	5305-99-122-5365	. . SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8mm dia x 1.25mm pitch; 16mm fastener lg; 16mm thd lg; class 6g thd; 784.5 n/mm sq mts; grade 8.8	BS3692	24	
17	G1	5310-99-135-9302	. . WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	24	
18	G1	5310-99-122-5296	. . NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	24	
			NOTE... Items 16 to 18 for use with items 13 to 16			

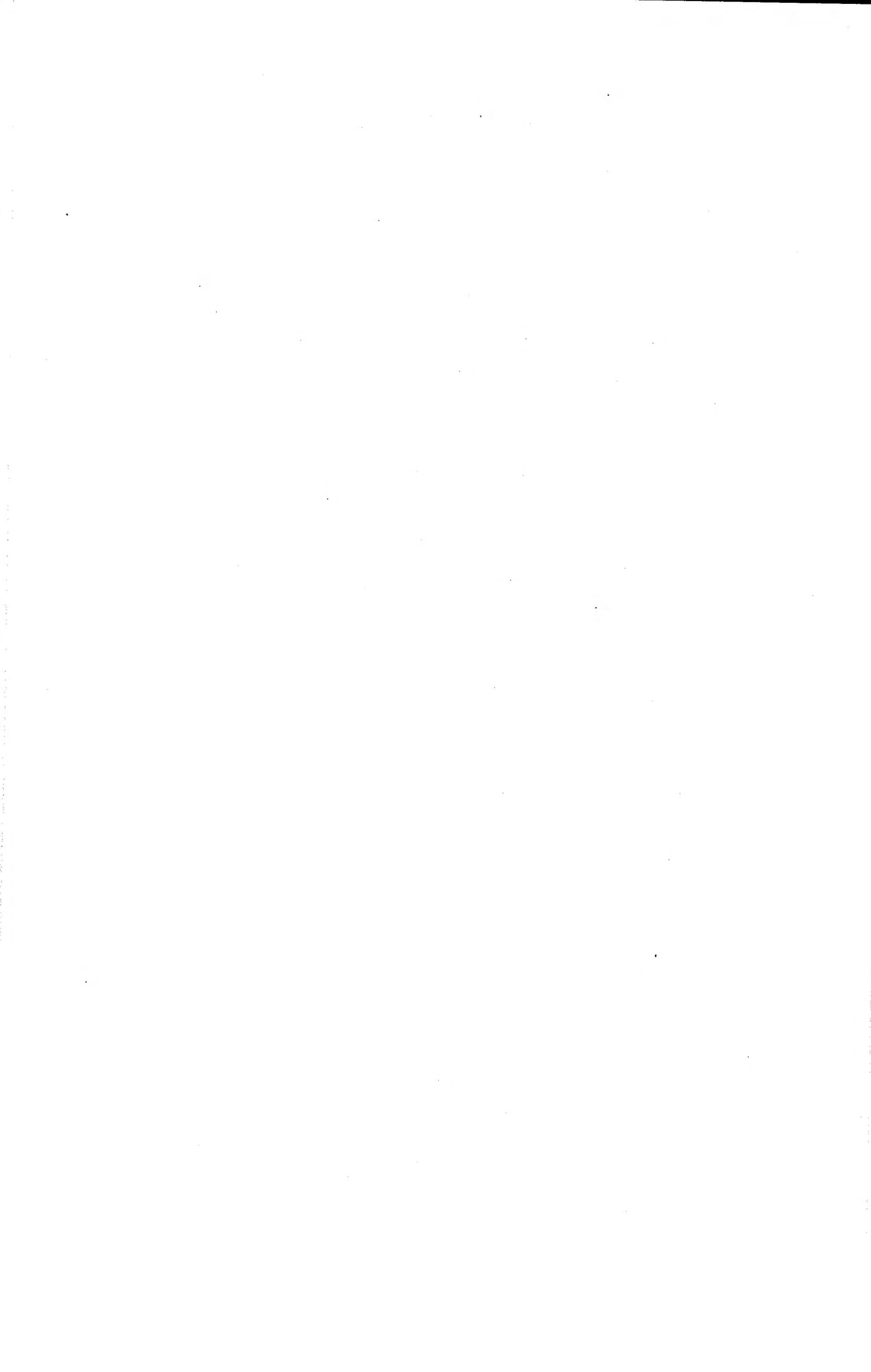


Chapter 2-2

PARTS LIST

CHASSIS, TRAILER 2.5 TONNES, FV2405 MK 3

Drawing No. FV2140700



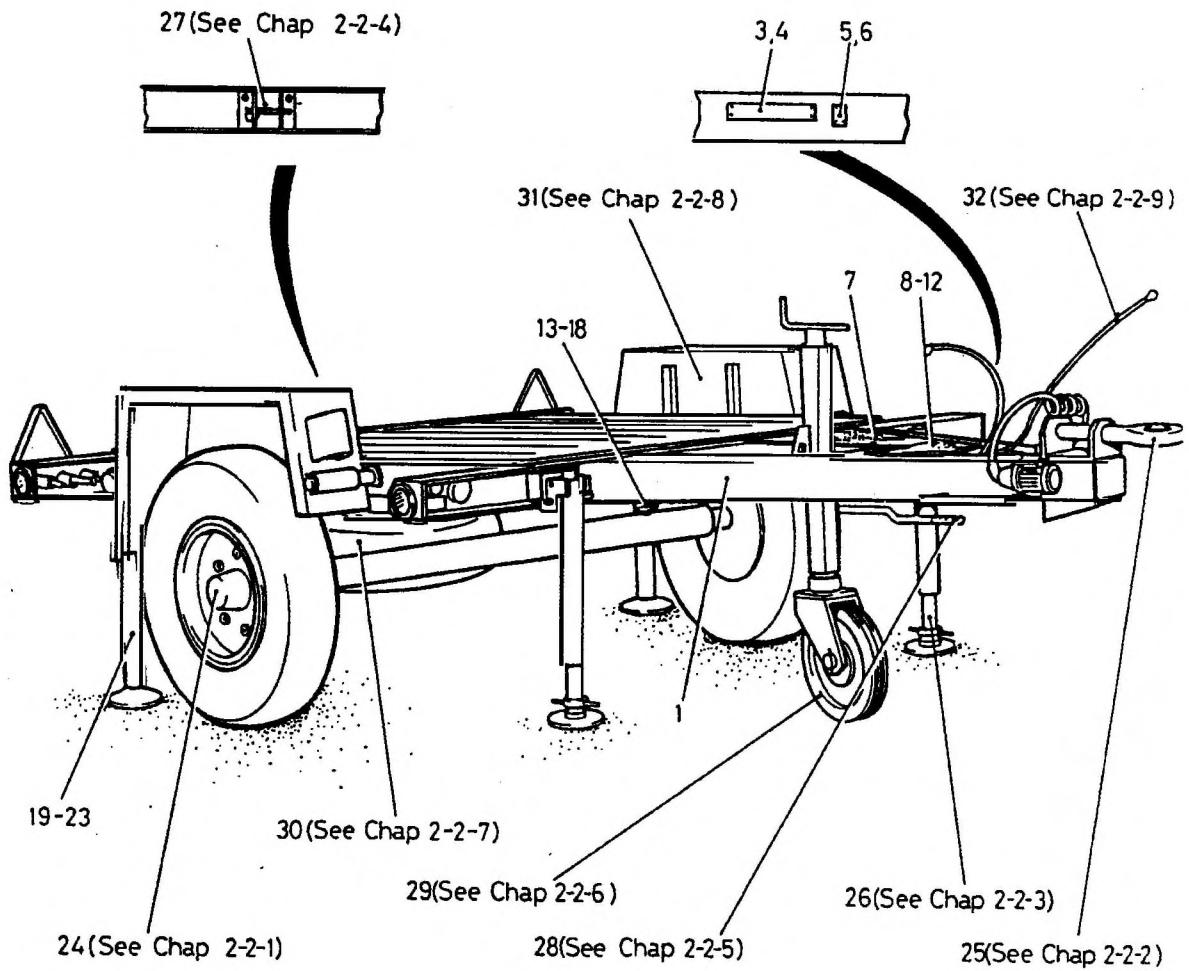


Fig 1 Chassis, trailer, 2.5 tonnes, FV2406 Mk 3

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		NP	CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3	MOD(PE) FV2140700	REF	
		NP	. CHASSIS FRAME ASSEMBLY	MOD(PE) FV2140703	1	
		NP	. PLATE	MOD(PE) FV773705	1	
		NP	. PLATE	MOD(PE) FV130671	2	
4		NP	. SCREW, DRIVE type U, rd hd, No 4 x 9.5 mm lg	BS4174	12	
			NOTE... for use with items 2 and 3			
5	6MT13	9905-99-901-3287	. PLATE, MODIFICATION RECORD	MOD(PE) FV133030	2	
6	G1	5305-99-136-7620	. SCREW, DRIVE steel, rd hd, Cd plated, No 00 x 3/8 in. lg	BS4174	8	
7		NP	. FLOOR PLATE	MOD(PE) FV2140678	1	
8		NP	. FLOOR PLATE	MOD(PE) FV2140679	1	
9	G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	9	
10	G1	5310-99-122-6476	. WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	9	
11	G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4463	9	
12	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	9	
			NOTE... Items 9 to 12 for use with items 7 and 8			
13		NP	. BUMP STOP ASSEMBLY	MOD(PE) FV2140614	2	
14		NP	. . MOUNT, RESILIENT	MOD(PE) FV924783	1	

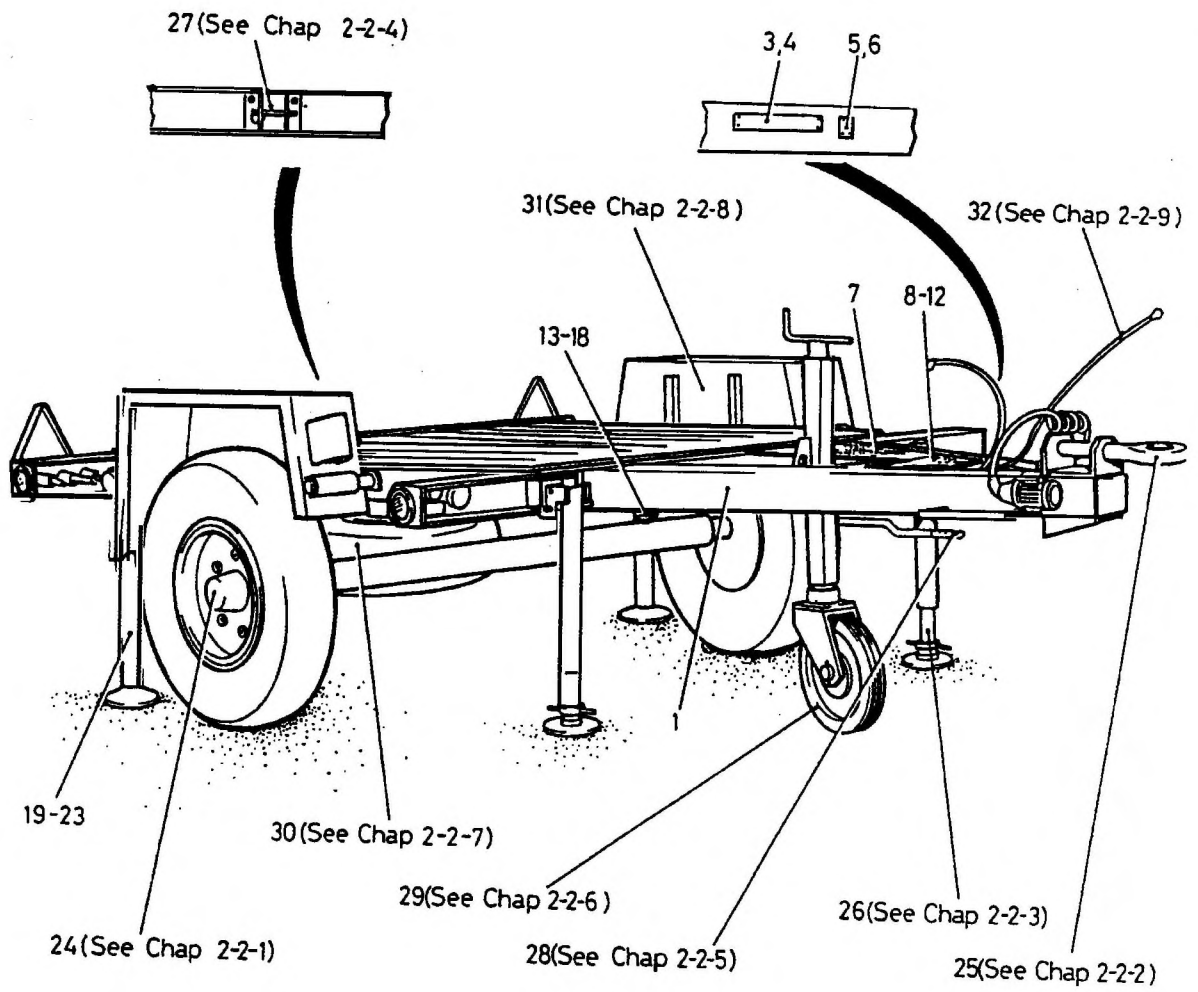


Fig 1 Chassis, trailer, 2.5 tonnes, FV2406 Mk 3

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 15	G1	5306-99-122-2788	. . BOLT, MACHINE metric, steel, hex hd, Zn coated, M12 x 50 mm lg	BS3692	1	
16		NP	. . WASHER, RETAINING	HALLITE SEALS 1737	1	
17	G1	5310-99-135-9304	. . WASHER, LOCK steel; split helical ring; cadmium plated; 12.00mm bolt size; 17.90mm od, 2.50mm thk	BS4463	1	
18	G1	5310-99-122-5298	. . NUT, PLAIN, HEXAGON metric, steel, Zn coated, 12 mm	BS3692	1	
19		NP	. STAND AND CLAMP ASSEMBLY	MOD(PE) FV924373	2	
20		NP	. STAND AND CLAMP ASSEMBLY	MOD(PE) FV2124320	2	
21		5305-99-941-0545	. SCREW, MACHINE UNF, steel, hex hd, Zn coated, 3/8 in. x 1-1/2 in. lg	BS1768	4	
22		NP	. WASHER, LOCK single coil, sq sect, steel, Zn coated, 3/8 in. id	BS1802	4	
23		5310-99-135-6785	. NUT, PLAIN, HEXAGON 3/8-24UNF; st, Zn plated; 0.560in.w A/F, 0.328in.h	BS1768	4	
24		NP	. AXLE GENERAL ARRANGEMENT	MOD(PE) FV2140704	1	
25		NP	NOTE... See Chapter 2-2-1 . DRAWBAR ASSEMBLY	MOD(PE) FV2140706	1	
26		NP	NOTE... See Chapter 2-2-2 . JACK ASSEMBLY, FRONT	MOD(PE) FV850906	1	
27		NP	NOTE... See Chapter 2-2-3 . TRAILER, COUPLING	MOD(PE) FV850898	1	
28		NP	NOTE... See Chapter 2-2-4 . HANDBRAKE ASSEMBLY	MOD(PE) FV2140606	1	
29	X2	2330-99-214-1027	NOTE... See Chapter 2-2-5 . JOCKEY WHEEL ASSEMBLY NOTE... See Chapter 2-2-6	MOD(PE) FV666240	1	

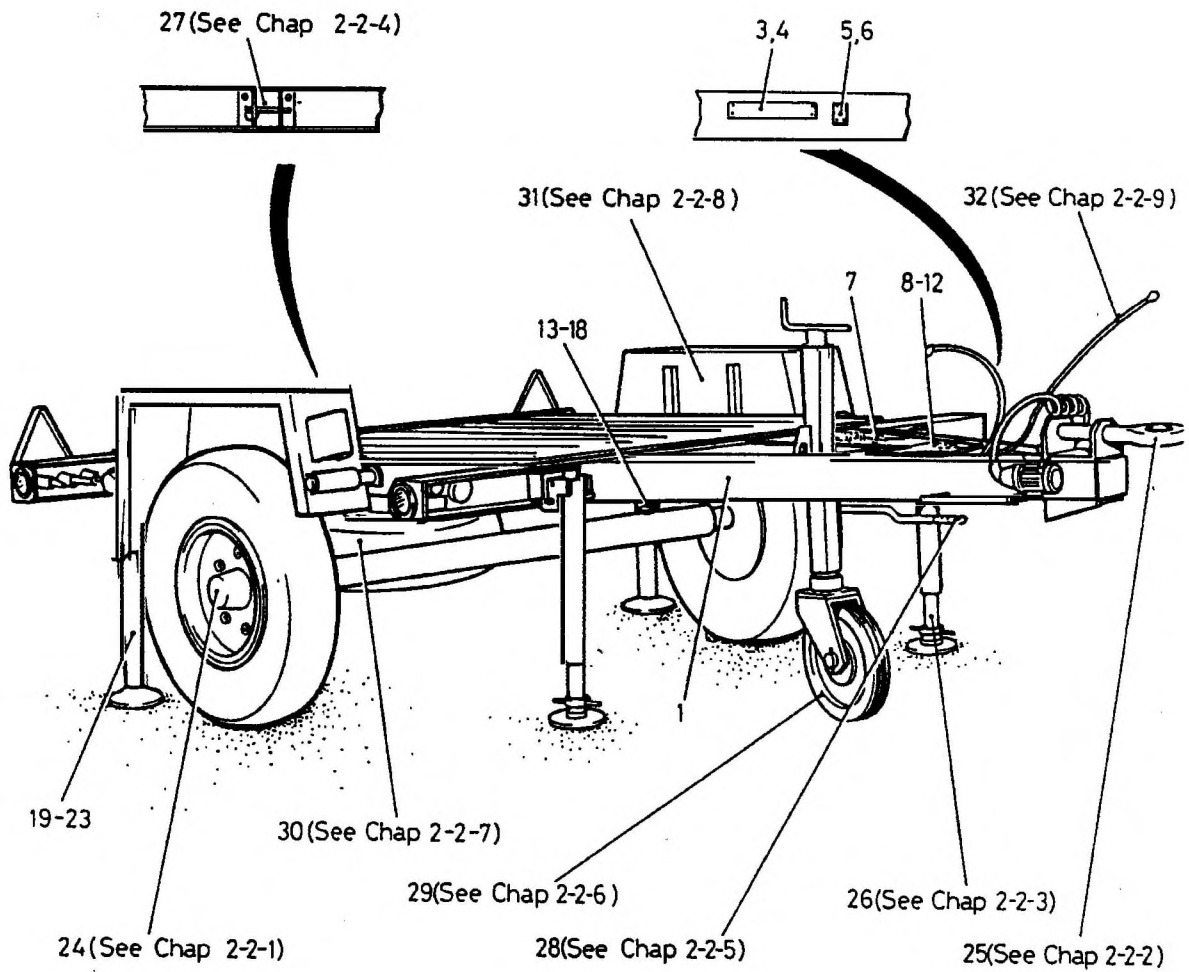


Fig 1 Chassis, trailer, 2.5 tonnes, FV2406 Mk 3

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 30		NP	. SPARE WHEEL CARRIER ASSEMBLY NOTE... See Chapter 2-2-7	MOD(PE) FV850897	1	
31		NP	. MUDGUARD ASSEMBLY NOTE... See Chapter 2-2-8	MOD(PE) FV2140708	1	
32		NP	. AIR/HYDRAULIC ASSEMBLY NOTE... See Chapter 2-2-9	MOD(PE) FV2140707	1	



Chapter 2-2-1

PARTS LIST

AXLE GENERAL ASSEMBLY

Drawing No. FV2140704

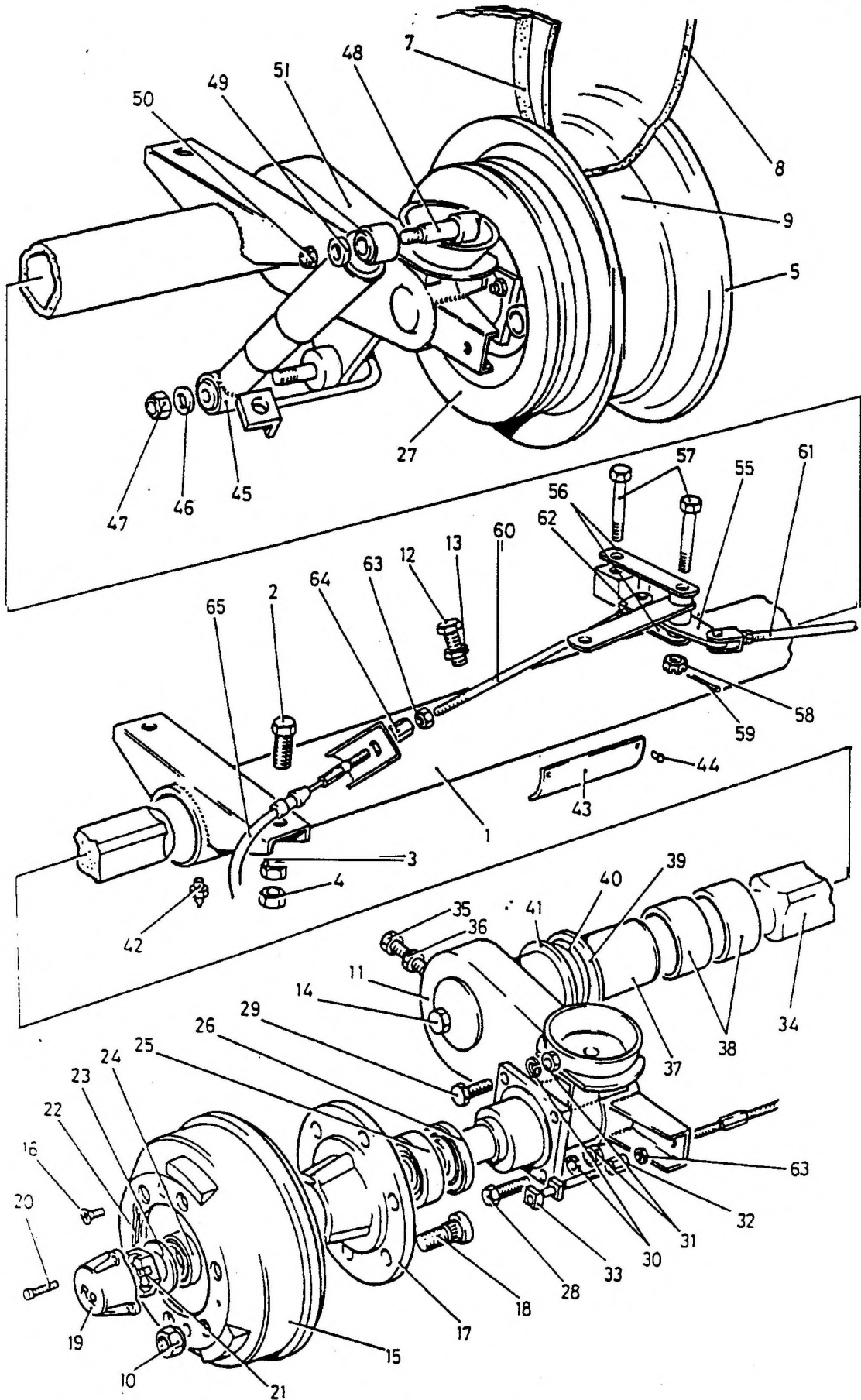


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
		NP	AXLE GENERAL ARRANGMENT	MOD(PE) FV2140704	Ref	
1-1	7TR	2530-99-660-7827	. AXLE ASSEMBLY w/load sensing facility	RUBERY OWEN 560007050	1	
2	G1	5305-99-122-8696	. SCREW, MACHINE metric, steel, hex hd Zn coated, M24 x 45 mm lg	BS3692	4	
3	G1	5310-99-122-5301	. NUT, PLAIN, HEXAGON metric steel , Zn coated, M24	BS3692	4	
4	G1	5310-99-122-5307	. NUT, PLAIN,HEXAGON metric, steel, lock, Zn coated M24	BS3692	4	
5	6MT14	2530-99-333-7735	. WHEEL, PNEUMATIC TYRE 6.50 H X 16	MOD(PE) FV924698	2	
NI 6		NP	. WHEEL, PNEUMATIC TYRE 6.50 H X 16	MOD(PE) FV924881	2	
7	6MT14	2610-99-809-6900	. TYRE, PNEUMATIC 8.25 X 16	GOODYEAR 8-25-16UN1 STEEL	2	
8	6MT14	2610-99-895-8602	. INNER TUBE, PNEUMATIC TYRE	GOODYEAR 8-25-16TR- 259	2	
9	6MT14	2610-99-809-2810	. FLAP, RUST SLIP 8.25 X 16	GOODYEAR 16L	2	
10	6MT13	5310-99-809-2608	. NUT, CONE SEAT, HEXAGON, BSF, Zn coated, lh, 7/8 in.	RUBERY OWEN 560006643	6	
11		NP	. . SWINGING ARM , HUB AND BRAKE ASSEMBLY lh	RUBERY OWEN 560006728	1	
12			. . SCREW LOCKING	560007400	2	
13	G1	5310-99-941-0904	. . NUT, LOCKING, HEXAGON, Zn coated, UNF, steel, 3/4 in.	BS1768	2	
14		NP	. . . PLUG , UNF, steel, hex head , Zn coated, 3/4 in. x 18 mm lg	RUBERY OWEN 560007058	2	
15		NP	. . . DRUM, BRAKE	RUBERY OWEN 560006642	2	

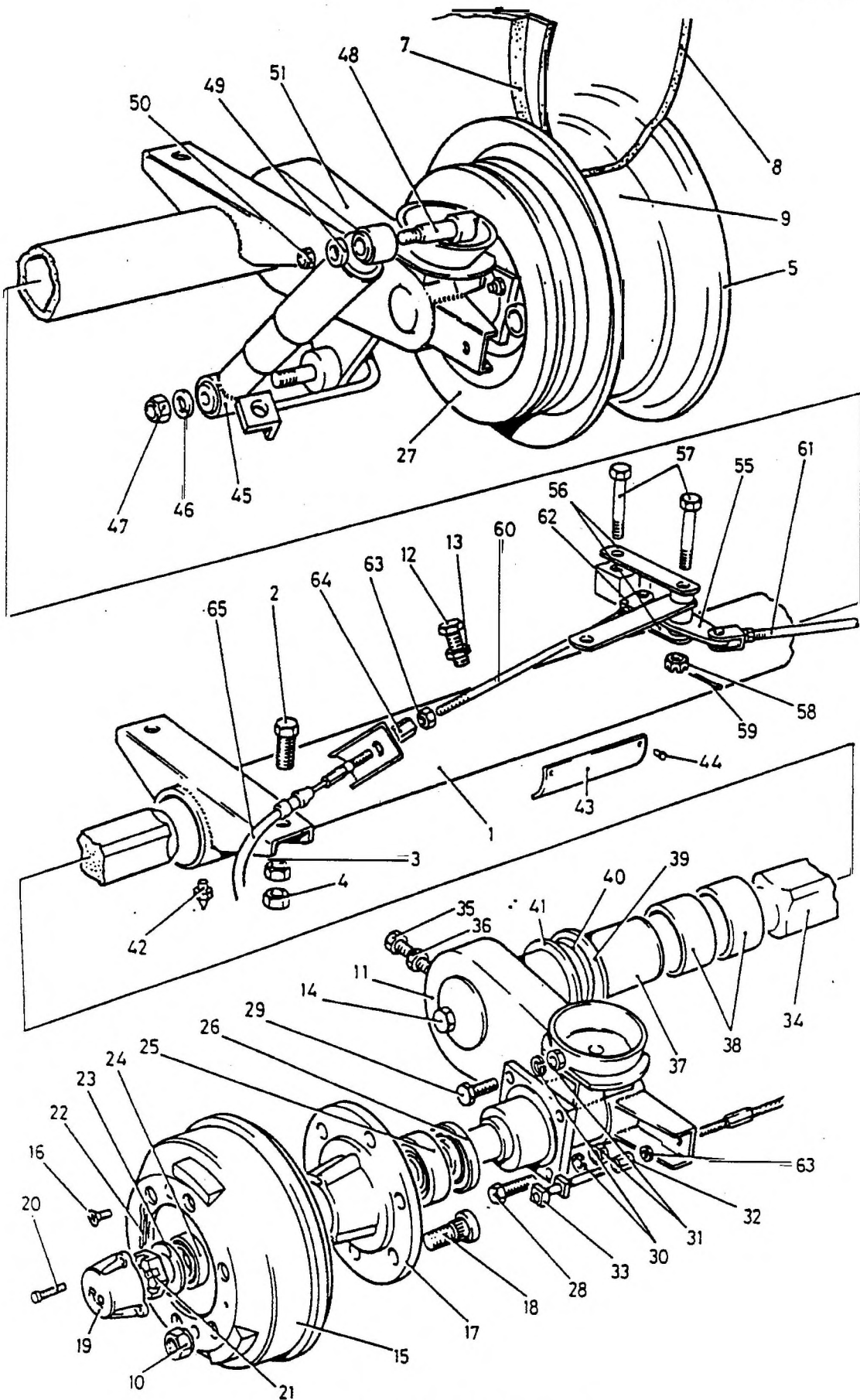


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-16		NP	... SCREW, MACHINE, UNF, steel, csk hd, slot drive, Zn coated, 3/8 in. x 3/4 in. lg	BS1768	4	
17	7TR	2530-99-409-7622	... HUB ASSEMBLY lh	RUBERY OWEN 560006643	1	
18	9BTR	5306-99-838-2303	... BOLT, RIBBED SHOULDER BSF, steel, lh, 7/8in.	RUBERY OWEN 560007227	6	
19	X2	2530-99-214-3848	... COVER, WHEEL HUB, Al, 3-1/2 in. dia, 1-13/16 in. h	RUBERY OWEN 560006641	2	
20	G1	5305-99-135-0422	... SCREW, MACHINE, ISO METRIC, steel, pan hd, slot drive, 4.00 mm x 0.70 mm pitch, 10.00 mm lg, class 6g thd 3/8 in. x 3/4 in. lg	BS3692	6	
21		NP	... NUT SLOTTED, UNF, steel, Zn coated, 1-1/4 in.	RUBERY OWEN 560006640	2	
22		NP	... PIN COTTER, SPLIT steel, Zn plated, 1/4 in x 3 in lg	DEF STAN 53-10 TABLE 1(B)	2	
23	X2	2530-99-214-5754	... WASHER, FLAT, steel, Zn coated, 1-1/4 in	BS3410	2	
24	6MT7	31109-99-2037861	... BEARING, TAPERD ROLLER 2.891 in. od, 1.625 in. id, 0.770 in. thk	SKF(UK) KLM501349 KLM501310	2	
25	6MT7	3110-99-806-8997	... BEARING, TAPERD ROLLER 3.6718 in. od, 2.000 in. id 1.188 in. thk	SKF(UK) K3780-K3720	2	
26	6MT13	5330-99-838-2301	... SEAL, PLAIN rubber /steel, 62 mm id, 100 mm ode, 12 mm h	RUBERY OWEN 560006639	2	
27	7TR	2530-99-549-8489	... BRAKE ASSEMBLY 12-1/8 in.x4 in. modified	RUBERY OWEN 560006636	2	
28	G1	5306-99-941-0571	... BOLT, MACHINE UNF, steel, hex hd, Zn coated, 1/2in.x 2 in. lg	BS1768	4	
29	G1	5306-99-941-0568	... SCREW, MACHINE, UNF, steel, hex hd, Zn coated, 1/2 in. x 1-1/4			

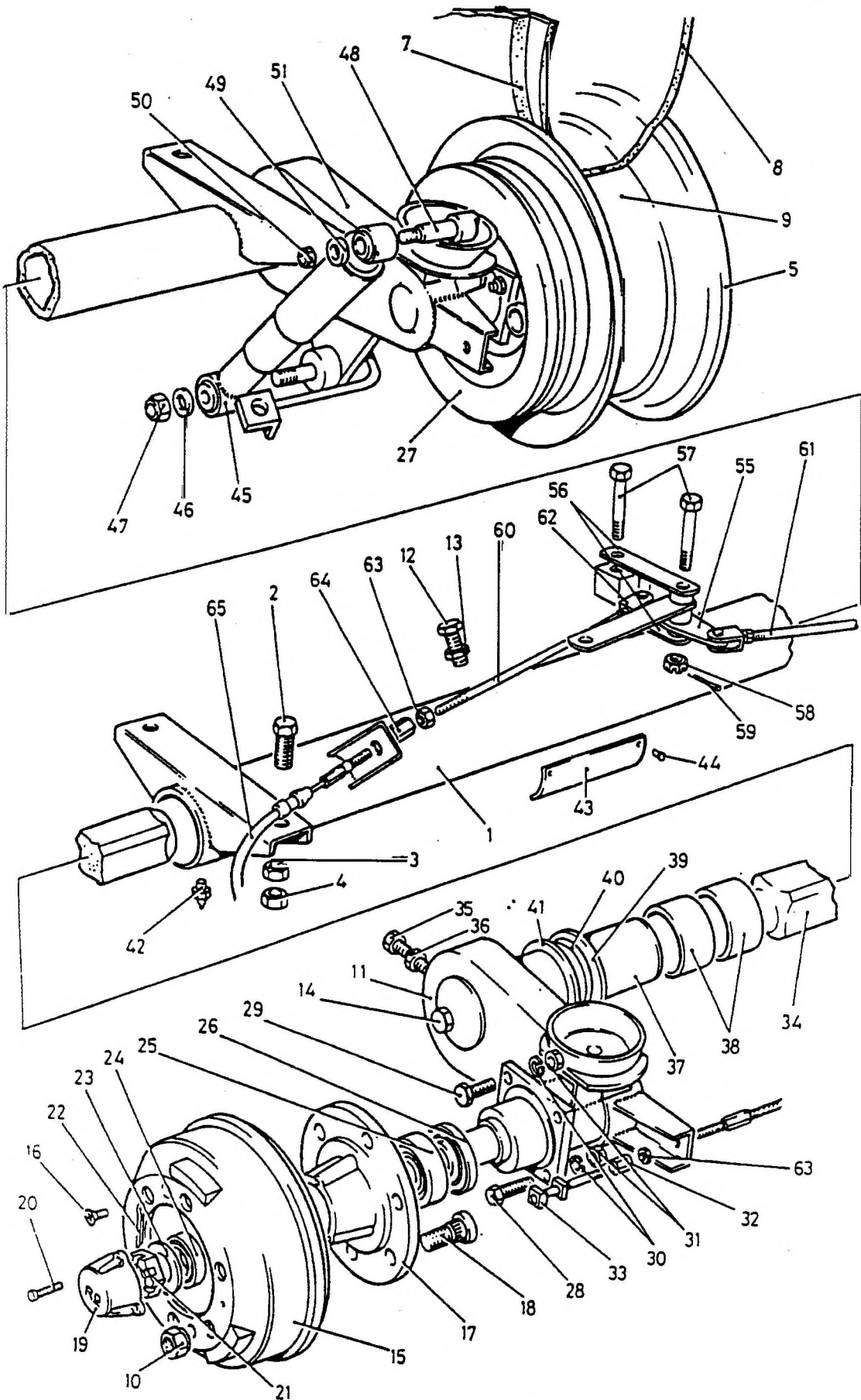


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-30	G1	5310-99-941-6653	... WASHER, LOCK steel, split helical ring, 33/64in. id, 49/64in. od, 1/8in. mtl thk	BS1802	8	
31	G1	5310-99-941-0928	... NUT, PLAIN HEXAGON, 1/2-20UNF, steel, Zn plated, 0.745in.w A/F, 0.438in.h	BS1768	8	
32		NP	.. ADAPTOR, BARREL hex, steel, Zn plated, 29 mm lg, 1/4 in. UNF to 3/8 in. UNF	RUBERY OWEN 560006645	2	
33		NP	.. BRAKE DRAW LINK ASSEMBLY	RUBERY OWEN 560007391	2	
34		NP	.. TORSION BAR			
35		NP	.. SCREW , LOCKING	RUBERY OWEN 560007399	2	
36	G1	5310-99-941-0909	.. NUT, LOCKING, HEXAGON, UNF, steel, Zn coated, 3/4in.	BS1768	2	
37		NP	.. TUBE AND BEARING SUB-ASSEMBLY		1	
38	X2	5340-99-214-3846	... BEARING, BUSH 90 mm id x 80 mm lg	GLACIER METAL PM9080DX	4	
39		5365-99-660-7810	.. SPACER RING, steel, Zn coated, 90 mm id, 99 mm od, 5 mm thk	RUBERY OWEN 560007081	2	
40		NP	... ENERSEAL, PTFE, 90 mm id, 100 mm od, 5.95 mm thk	RUBERY OWEN 560007080	2	
41		5330-99-701-6963	... RING, felt, 90 mm id, 100 mm od, 4 mm thk	RUBERY OWEN 560006602	2	
42		NP	.. GREASE NIPPLE	RUBERY OWEN 560006615	4	
43		NP	.. PLATE, NAME	RUBERY OWEN 560007262	1	

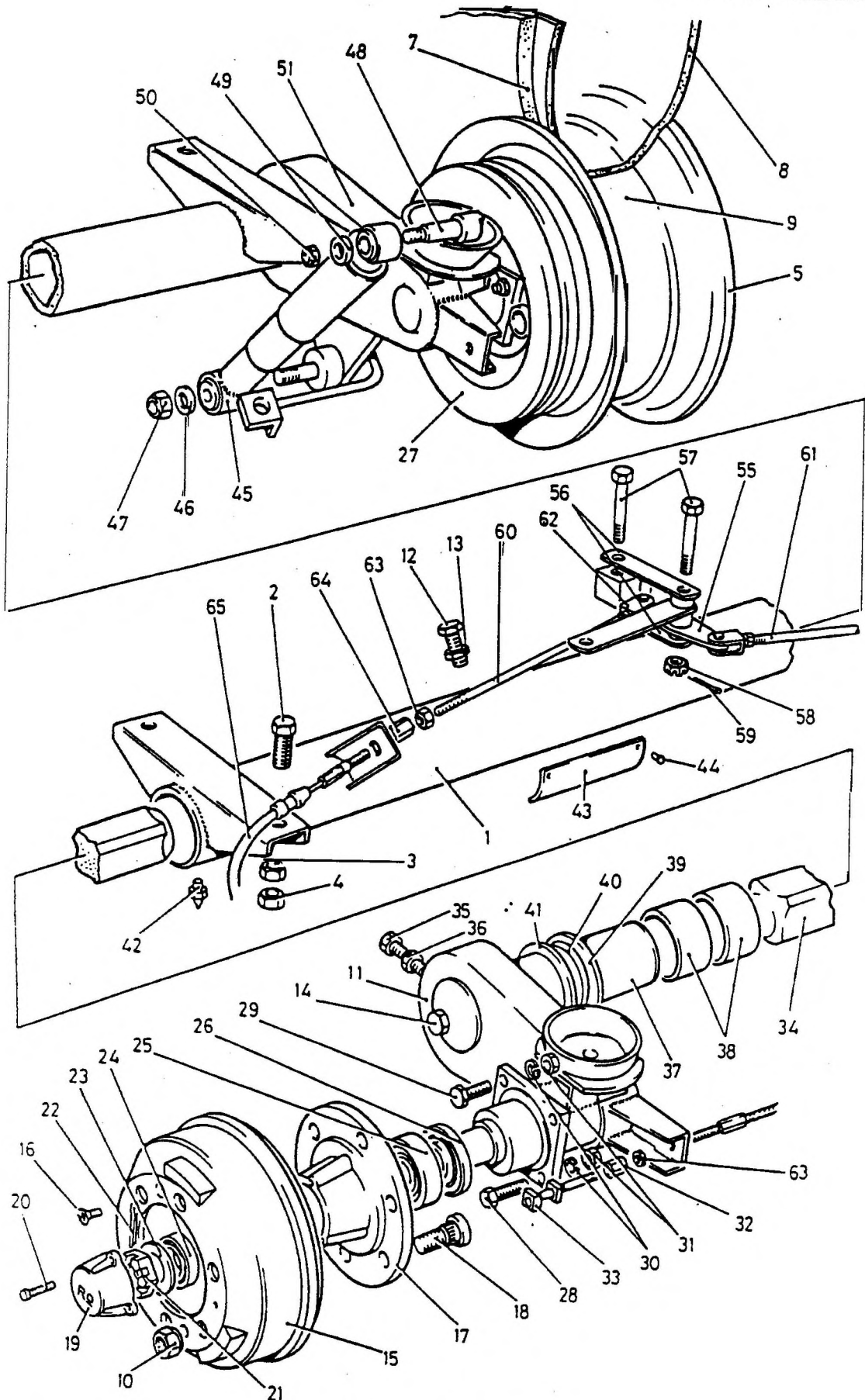


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-44		NP	.. SCREW, DRIVE, Br, Zn plated, No 4 x 3/16 in. lg	BS4174	4	
45		2540-99-214-3849	.. SHOCK ABSORBER	MONROE 8126-4708	2	
46	G1	5310-99-941-8640	.. WASHER, FLAT, steel, round, Zn plated, 0.770 in. min 0.781 in. max id (3/4 in. nom bolt size), 1-1/2 in. od, 0.128 in th	BS3410	2	
47	G1	5310-99-927-1313	.. NUT, PLAIN, HEXAGON, UNF, steel, Zn plated, nylon insert, 3/4 in.	BS1768	2	
48		NP	.. PIN, metric, steel, rd hd, 18.98 mm dia, 12 mm thd	FV862053	2	
49		NP	.. SPACER, SLEEVE, steel, 21 mm id, 30 mm od, 5 mm thk	FV 862054	2	
50	G1	5310-99-122-5298	.. NUT, PLAIN, HEXAGON, 12 mm, steel, Zn plated	BS3692	2	
51		NP	.. SWINGING ARM, HUB AND BRAKE ASSEMBLY, rh	RUBERY OWEN 560007051	1	
NI 52		2530-99-972-6700	... HUB ASSEMBLY, rh	RUBERY OWEN 560006635	1	
NI 53	9BTR	5360-99-838-2304	.... BOLT, RIBBED, SHOULDER, BSF, steel, rh, 7/8 in.	RUBERY OWEN 560007228	6	
NI 54	6MT13	5310-99-798-1843	.... NUT, CONE SEAT, HEXAGON, BSF, Zn coated, lh, 7/8 in.	RUBERY OWEN 560006644	6	
55		NP	. COMPENSATOR ASSEMBLY	RUBERY OWEN 560006606	1	
56	7TR	3040-99-499-9793	.. CONNECTING LINK,RIGID steel, 101 mm lg, 25mm w, 6mm thk	RUBERY OWEN 560006607	2	
57		NP	.. BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 83 mm lg, 2.5 mm diahole in thd end	RUBERY OWEN 560006608	2	
58	G1	5310-99-135-9041	.. NUT,PLAIN,SLOTTED, HEXAGON, steel, Zn coated, M10	BS3692	2	

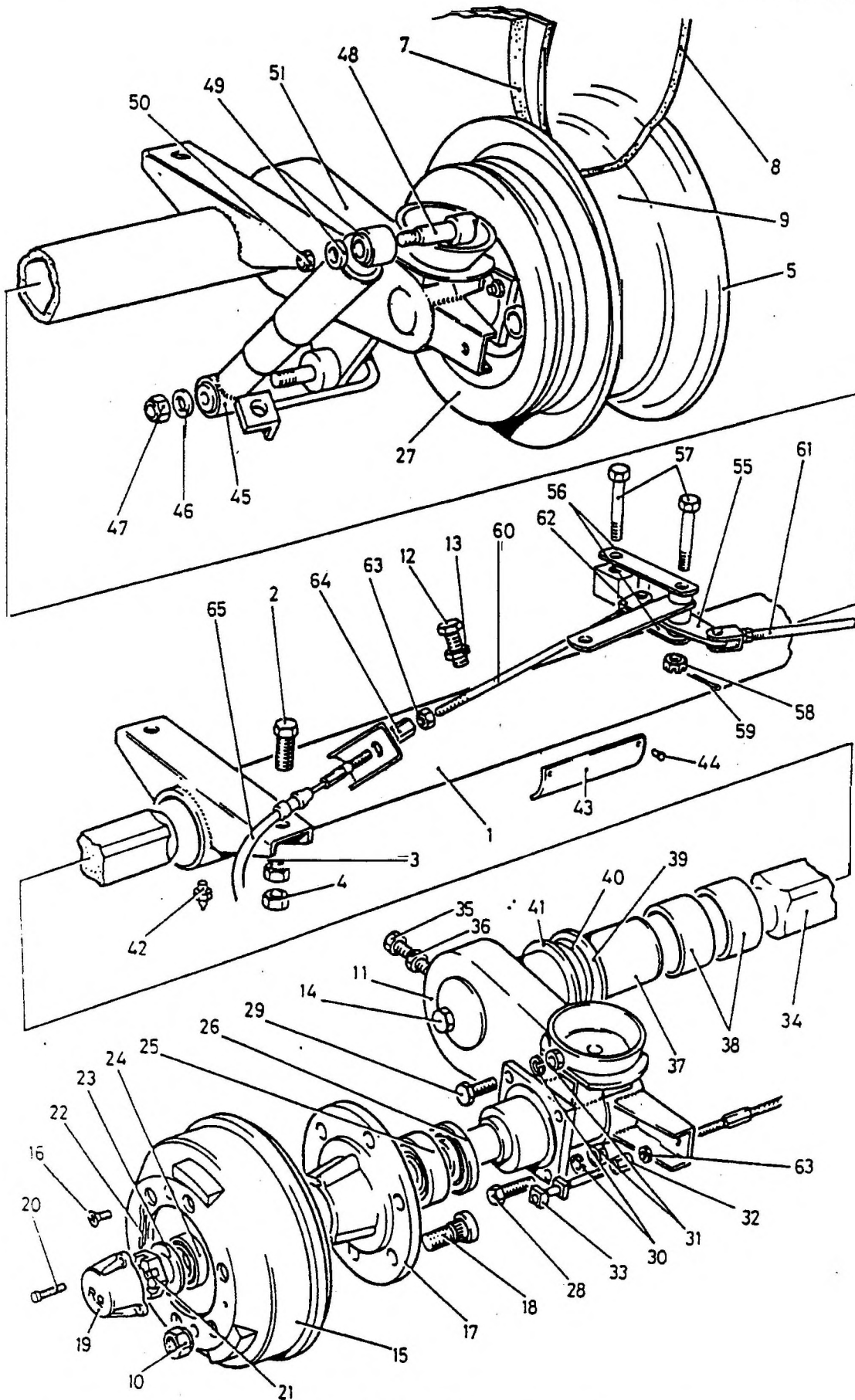


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-59		NP	.. PIN, COTTER, SPLIT steel, 1/16 in dia, 7/8 in	MOD(PE) DEF STAN 53-10 TABLE 1(A)	2	
60	9BTR	5306-99-838-1696	.. ROD THREADED END UNF, steel, 3/8 in. x 16-3/4 in. lg	RUBERY OWEN 560006611	1	
61	9BTR	5306-99-838-1697	.. ROD THREADED END UNF, steel, 3/8 in. x 16-1/4 in. lg	RUBERY OWEN 560006610	1	
62	9BTR	2530-99-838-1695	.. FORK END ASSEMBLY, UNF, steel, 3/8 in., 0.375 in. fork span, 2.047 in. o/a lg, c/w clevis pin and safety clip	RUBERY OWEN 560006609	2	
63	G1	5310-99136-1527	... NUT, PLAIN, HEXAGON, Zn coated, UNF, steel, 3/8 in.	BS1768	6	
64	X2	5340-99-214-3844	... POST, ELECTRICAL MECHANICAL EQUIPMENT, UNF, steel, hex section, 3/8in. x 2-1/2in. lg	RUBERY OWEN 560006612	2	
65	x2	2530-99-214-3845	.. CABLE ASSEMBLY, CONTROL, steel cable, 28-3/4 in. lg, 22-1/2 in. case, 3/8 in. UNF thd both ends	RUBERY OWEN 560006613	2	

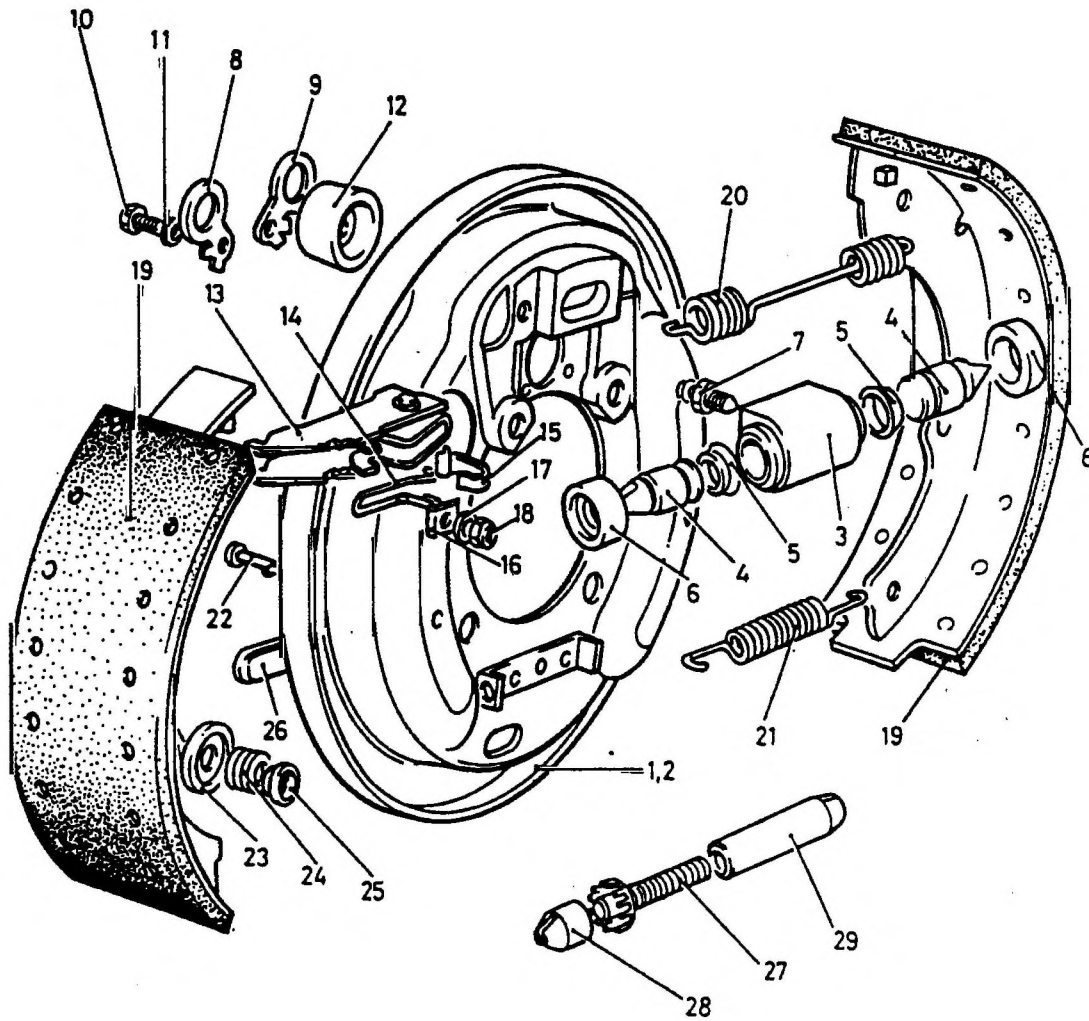


Fig 2 Axle general arrangement

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-1		NP	BRAKE ASSEMBLY 12-1/8 in. x 4 in.	AUTO- MOTIVE PRODUCTS 4656-303	1	
2	6MT9	2530-99-837-7210	BACK PLATE, SHOE TYPE BRAKE steel, 4.635 in. id, 13.594 in. od	AUTO- MOTIVE PRODUCTS 4572-030	1	
3	6MT9	2530-99-837-7212	CYLINDER ASSEMBLY, HYDRAULIC BRAKE WHEEL	AUTO- MOTIVE PRODUCTS 4242-413	1	
4		NP	PISTON	AUTO- MOTIVE PRODUCTS 3265-743	2	
5		NP	SEAL, PLAIN	AUTO- MOTIVE PRODUCTS 3872-713 (R)	2	
6	6MT9	2530-99-817-4765	BOOT, DUST AND MOISTURE SEAL	AUTO- MOTIVE PRODUCTS 3812-738 (R)	2	
7	6MT9	2530-99-800-2818	BLEEDER VALVE, HYDRAULIC SYSTEM	AUTO- MOTIVE PRODUCTS 12272	1	
8	6MT9	5340-99-837-7224	LOCKING PLATE	AUTO- MOTIVE PRODUCTS 3681-728	1	
9	6MT9	5340-99-837-7225	LOCKING PLATE	AUTO- MOTIVE PRODUCTS 3681-729	1	
10	G1	5305-99-941-0512	SCREW, MACHINE UNF, steel, hex hd, Zn coated, 1/4 in. x 5/8 in. lg	BS1768	2	
11	G1	5310-99-941-8634	WASHER, FLAT steel; round; 1/4in. nom bolt size; zinc plated; 9/16in. od; 0.056in. (17 SWG) thk	BS3410	2	
12	6MT9	2530-99-837-7222	BOOT, DUST AND MOISTURE SEAL	AUTO- MOTIVE PRODUCTS 3812-743	1	

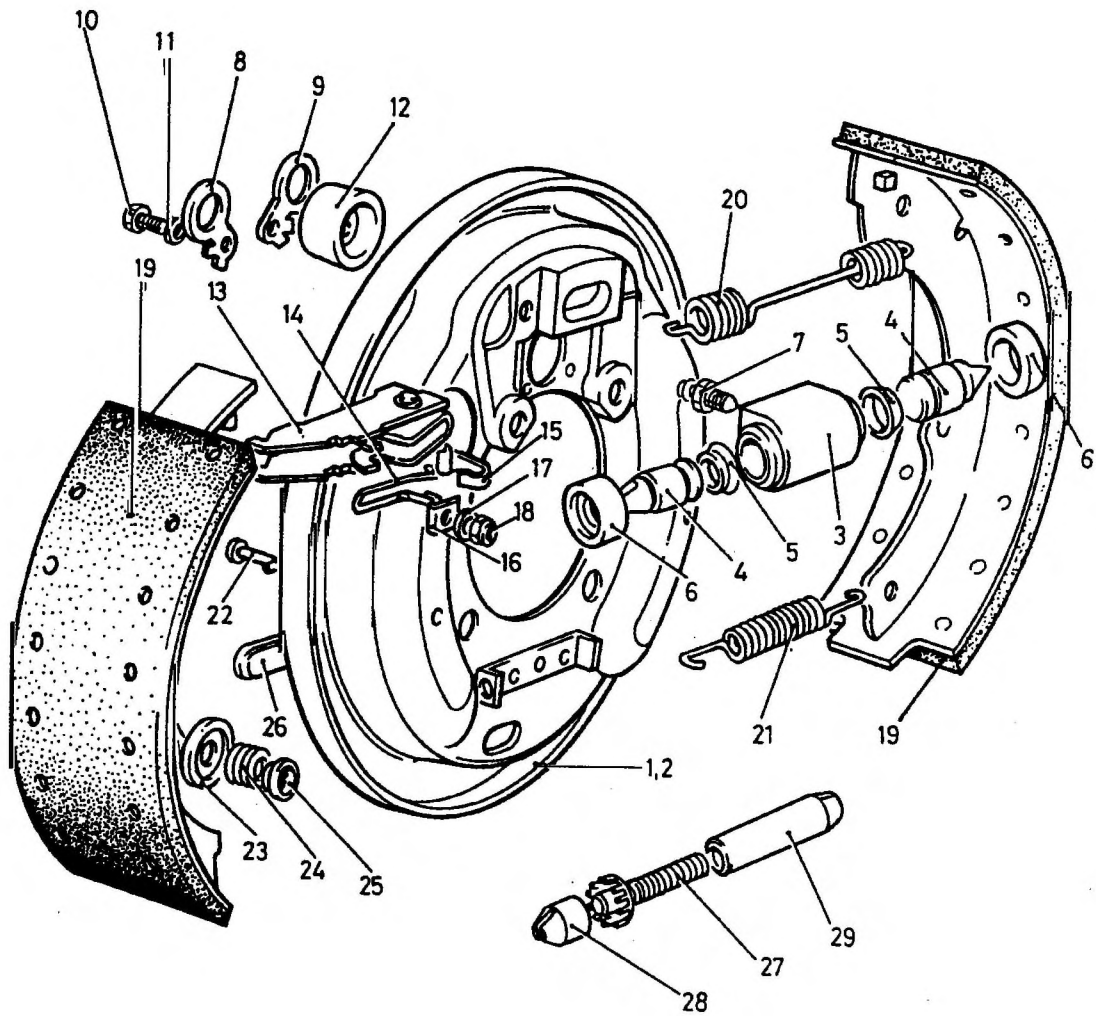


Fig 2 Axle general arrangement

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
2-13	6MT9	2530-99-837-7214	LEVER SUB ASSEMBLY, HAND BRAKE	AUTO-MOTIVE PRODUCTS 4113-596	1	
14	6MT9	5340-99-837-7221	CLIP, RETAINING steel, 0.104 in. dia wire	AUTO-MOTIVE PRODUCTS 3636-222	1	
15	6MT9	5360-99-837-7223	SPRING, SPIRAL, TORSION	AUTO-MOTIVE PRODUCTS 3658-812	1	
16		NP	PLATE, SPRING	AUTO-MOTIVE PRODUCTS 3611-419 BS3410	1	
17	G1	5310-99-120-8327	WASHER, FLAT steel, Zn coated, 1/4 in.	BS1768	1	
18	G1	5310-99-923-0535	NUT, SELF-LOCKING, HEXAGON UNF, steel, nylon insert, Zn coated, 1/4 in.		1	
19	6MT9	2530-99-835-2773	BRAKE SHOE SET, INTERNALLY ACTUATED 4 shoes, 12.125 in. dia	AUTO-MOTIVE PRODUCTS 4535-870	1	
20	6MT9	5360-99-837-7215	SPRING, HELICAL, EXTENSION pull off, top	AUTO-MOTIVE PRODUCTS 3124-961	1	
21	6MT9	5360-99-837-7216	SPRING, HELICAL, EXTENSION pull off, bottom	AUTO-MOTIVE PRODUCTS 3124-251	1	
22	6MT9	2530-99-837-7220	PIN, STEADY steel, rd hd, 0.146 in. x 1.150 in. lg	AUTO-MOTIVE PRODUCTS 102678	2	
23	6MT9	5310-99-837-7219	WASHER, RECESSED steel, 0.407 in. id, 1.380 in. od, 0.064 in. thk	AUTO-MOTIVE PRODUCTS 3661-525	2	
24	6MT9	5360-99-809-6816	SPRING, HELICAL, COMPRESSION	AUTO-MOTIVE PRODUCTS 92194	2	
25	6MT9	2530-99-136-9876	RETAINER, SPRING steel, Zn coated, 3/4 in. dia, 5/32 in. o/a h	AUTO-MOTIVE PRODUCTS 3677-529	2	

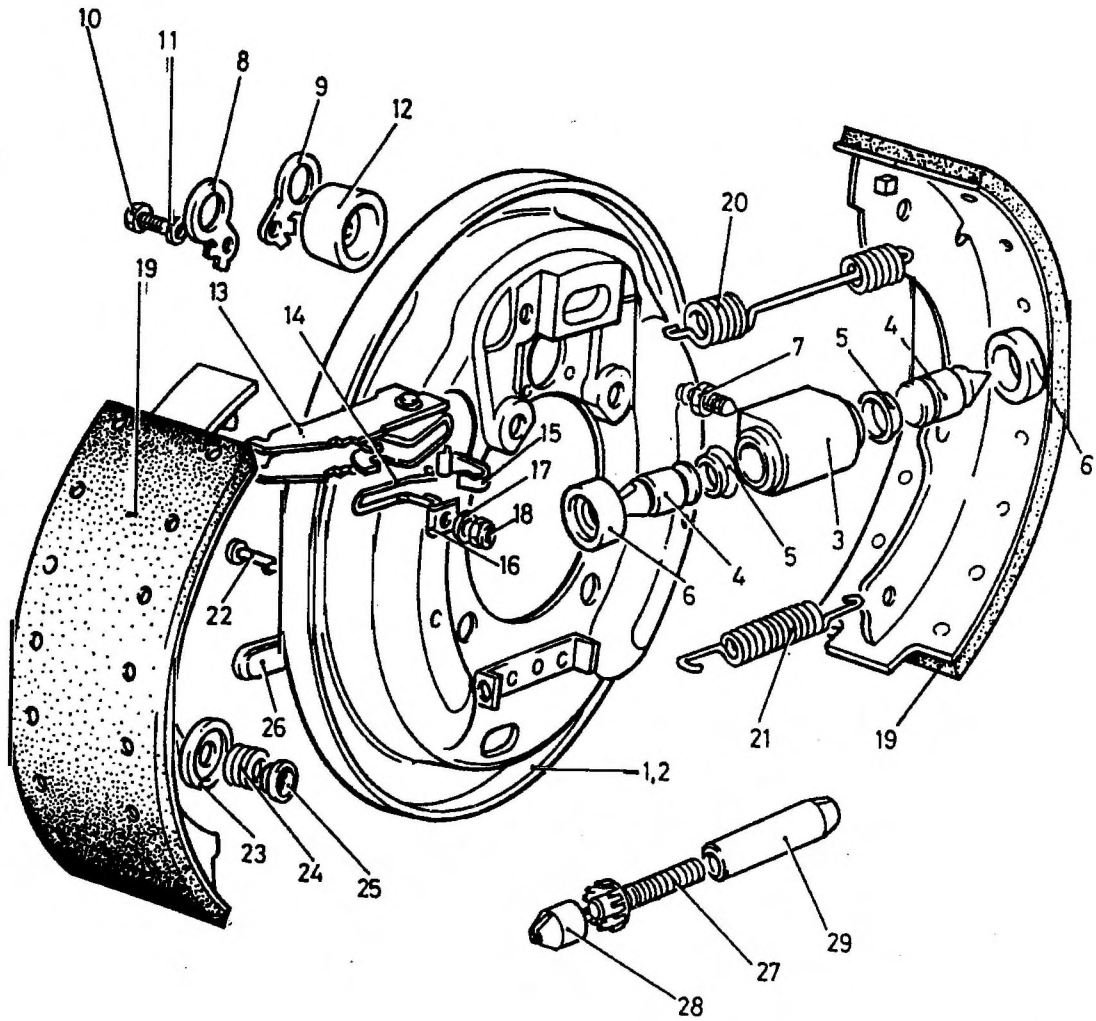
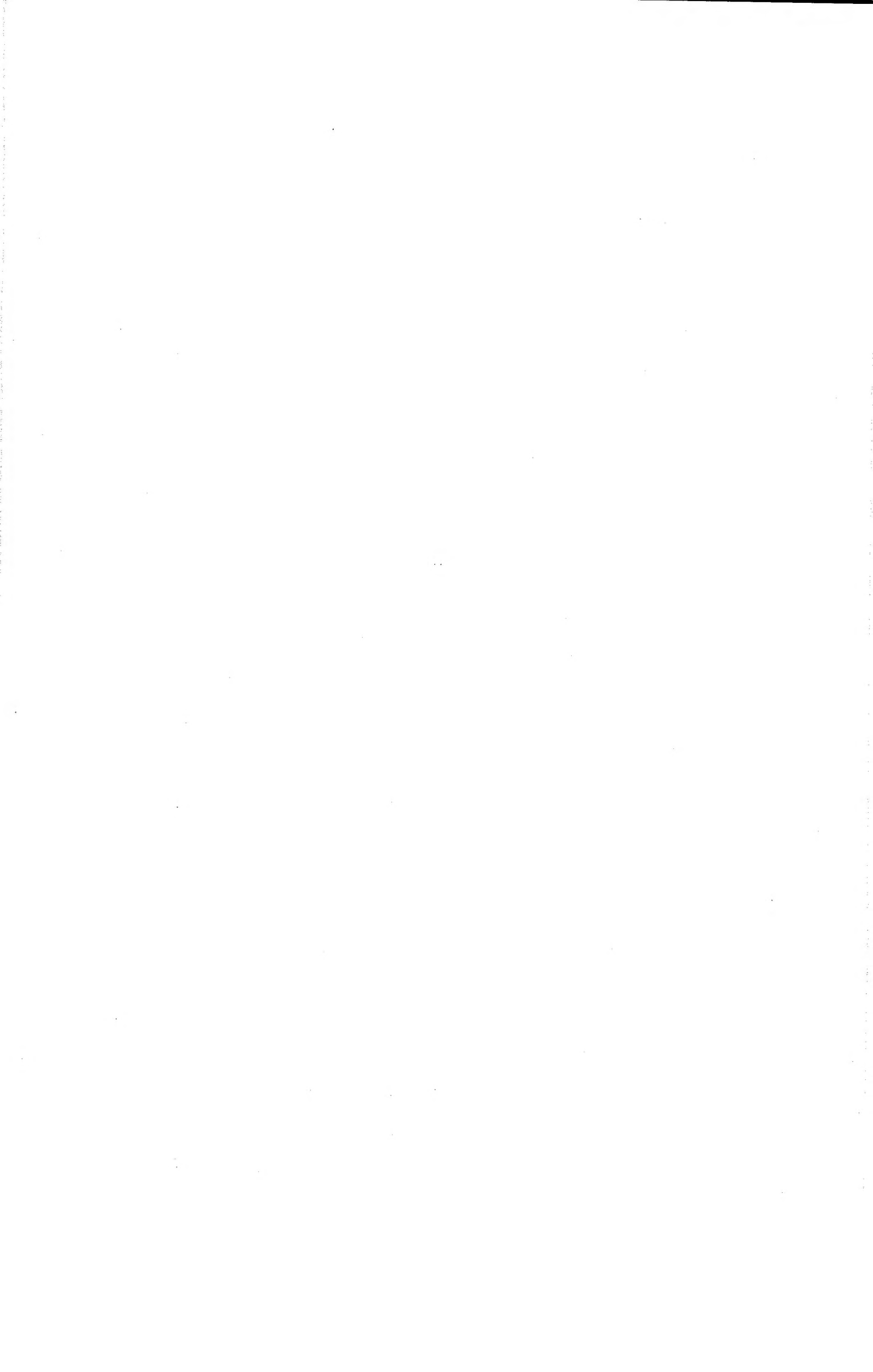


Fig 2 Axle general arrangement

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-26		NP	. . PLUG, BACK PLATE	AUTO-MOTIVE PRODUCTS 3842-714	1	
27	6MT9	2530-99-837-7213	. . WHEEL AND SCREW SUB ASSEMBLY	AUTO-MOTIVE PRODUCTS 4157-736	1	
28	6MT9	2530-99-837-7217	. . ADJUSTER CAP steel, 11/16 in. od	AUTO-MOTIVE PRODUCTS 3145-911	1	
29	6MT9	2530-99-837-7218	. . NUT, ADJUSTER UNF, steel, 1/2 in. x 2-3/16 in. o/a lg	AUTO-MOTIVE PRODUCTS 3146-993	1	
30 NI		NP	REPAIR KIT, WHEEL CYLINDER	AUTO-MOTIVE PRODUCTS SSB524	1	

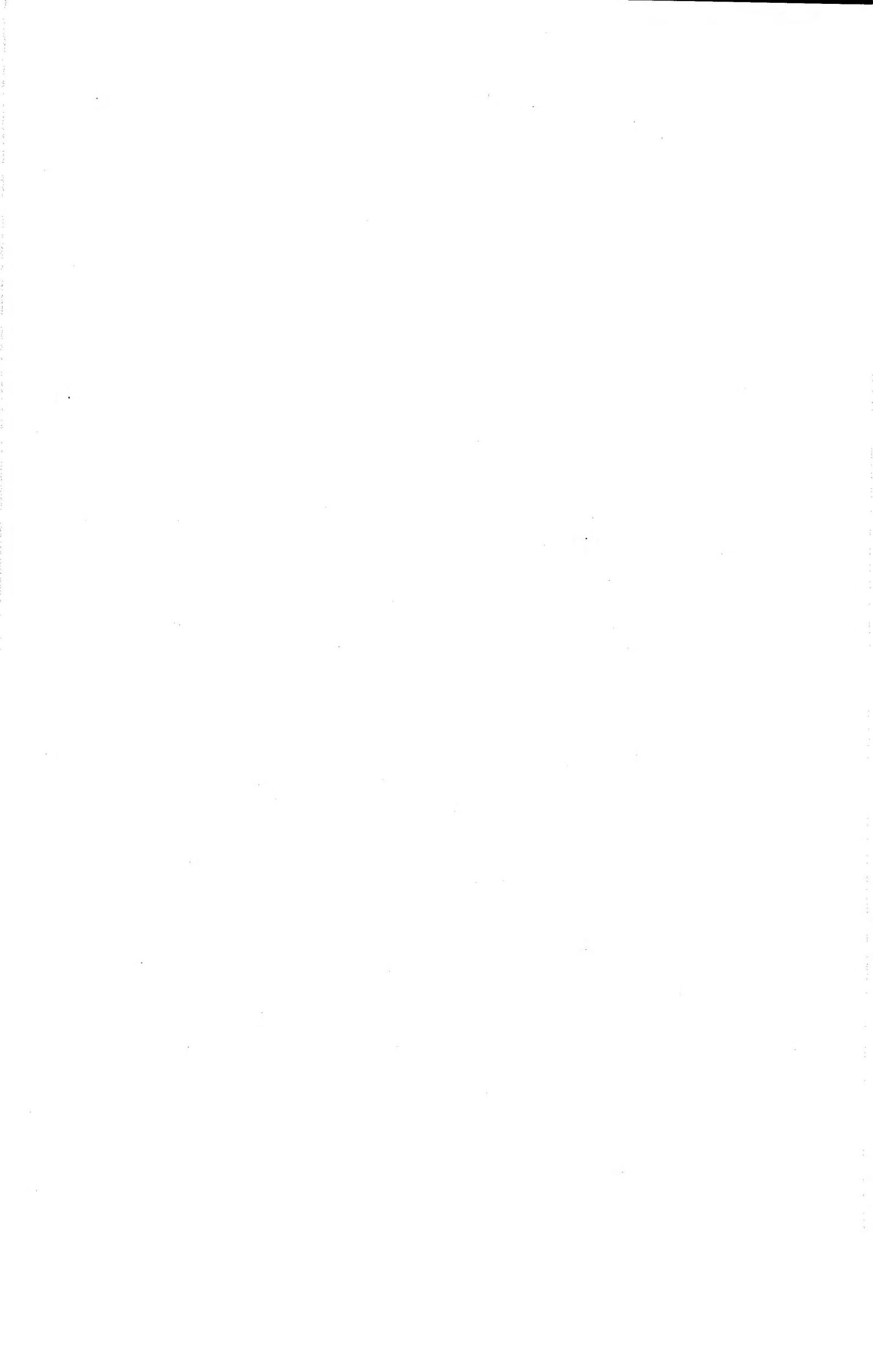


Chapter 2-2-2

PARTS LIST

DRAWBAR ASSEMBLY

Drawing No. FV2140706



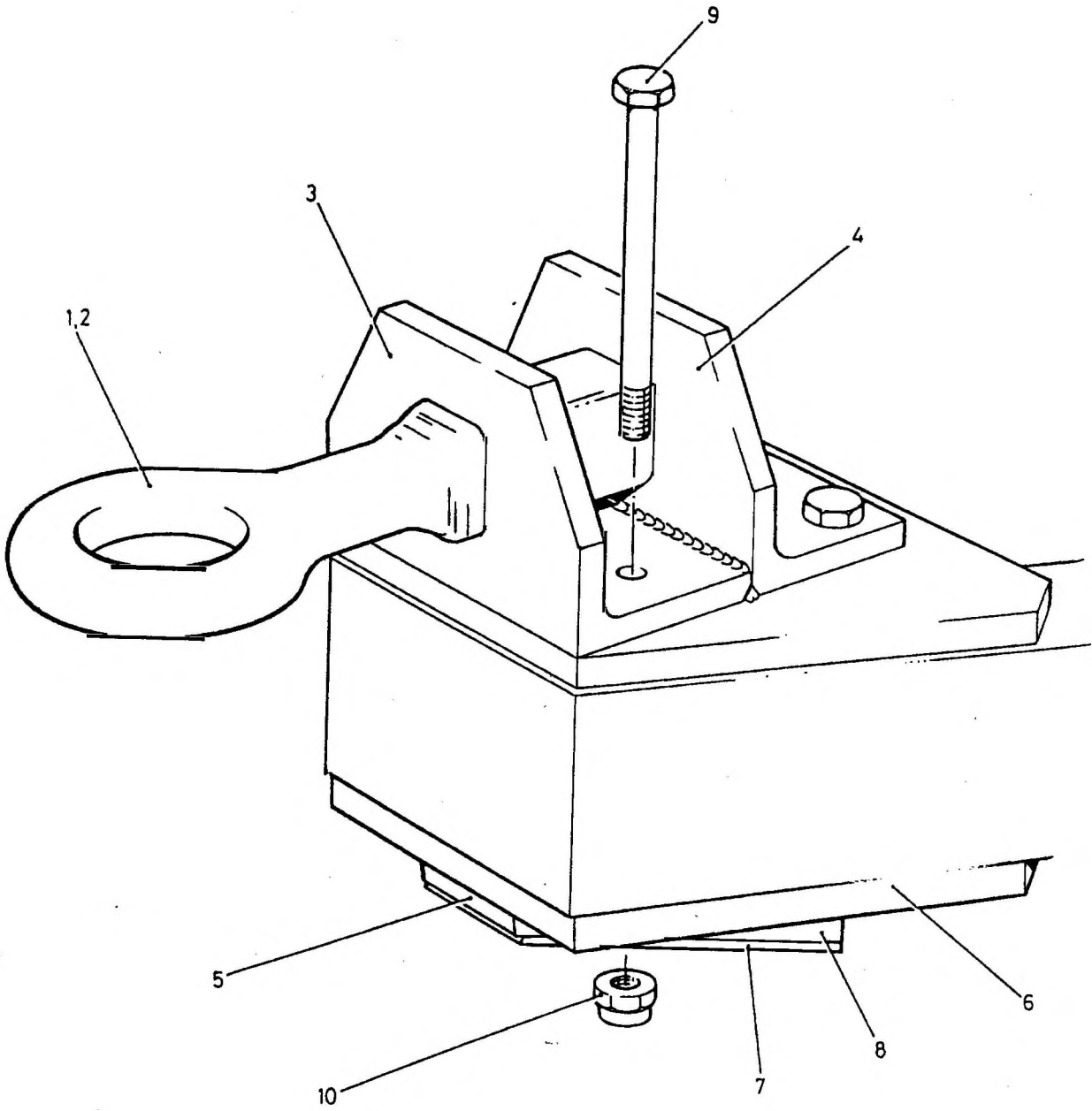


Fig 1 Drawbar assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		NP	DRAWBAR ASSEMBLY	MOD(PE) FV2140706	REF	
		NP	. NATO EYE COUPLING ASSEMBLY	MOD(PE) FV2168544	1	
		NP	. . NATO EYE MACHINING	MOD(PE) FV2168545	1	
		NP	. . ANGLE, FRONT	MOD(PE) FV2168546	1	
		NP	. . ANGLE, REAR	MOD(PE) FV2168547	1	
		NP	. SKID ASSEMBLY	MOD(PE) FV2140712	1	
		NP	. . PLATE	MOD(PE) FV2140711	1	
		NP	. . PLATE	MOD(PE) FV2140713	1	
		NP	. . WEB	MOD(PE) FV2140714	2	
		NP	. BOLT, MACHINE metric, hex hd, steel, Zn coated and passivated, M14 x 2 mm pitch, 190 mm lg	MOD(PE) FV2140669	4	
10		NP	. NUT, SELF-LOCKING, HEXAGON metric, steel, Zn plated, passivated, metal, M14	BS4929	4	



Chapter 2-2-3

PARTS LIST

JACK ASSEMBLY, FRONT

Drawing No. FV850906



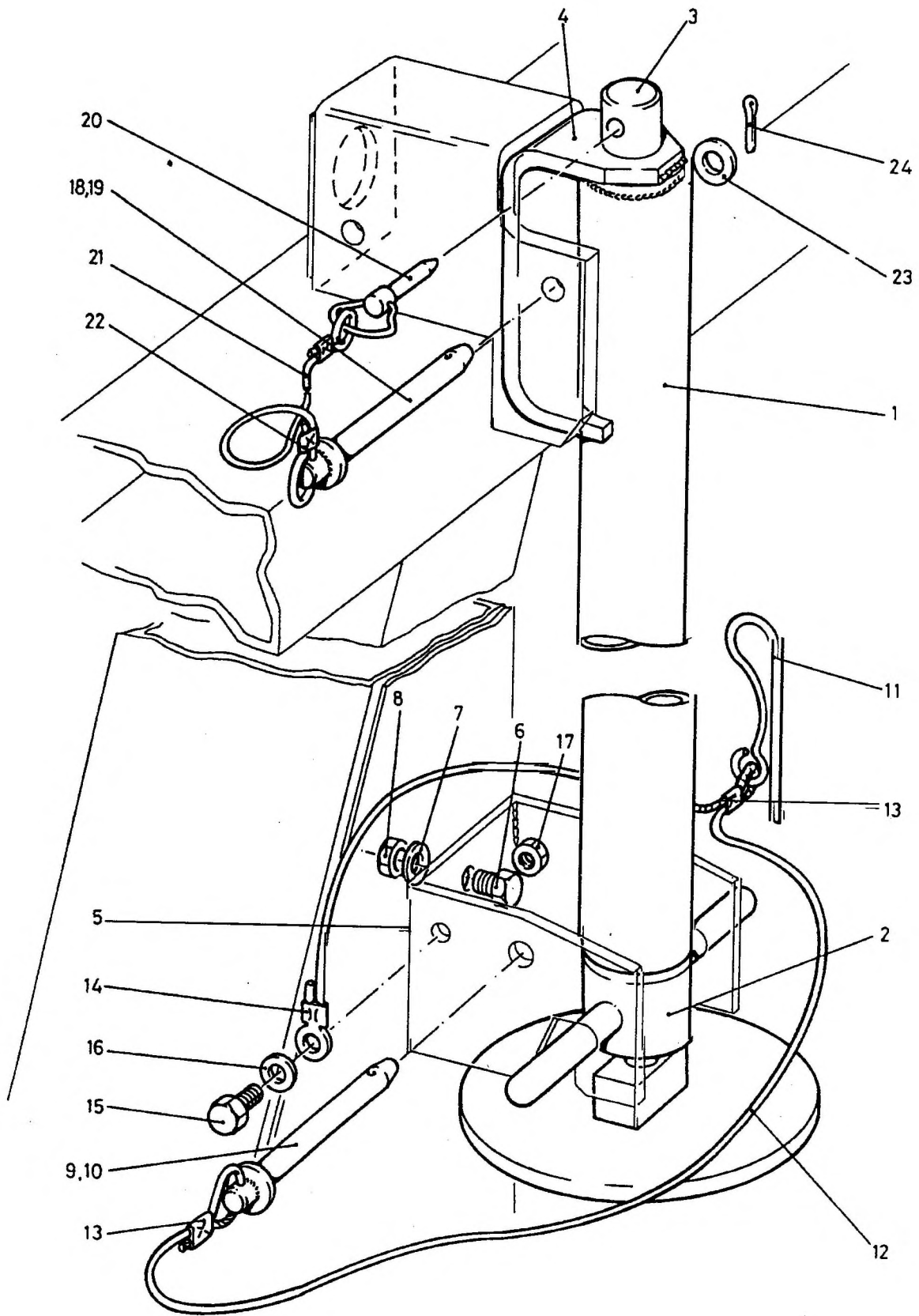


Fig 1 Jack assembly, front

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	JACK ASSEMBLY, FRONT	MOD(PE) FV850906	REF	
1-1	X2	2330-99-214-1252	JACK ASSEMBLY	MOD(PE) FV861921	1	
2		NP	SCREW, JACK	MOD(PE) FV861922	1	
3		NP	CAP, END	MOD(PE) FV861706	1	
4		NP	BRACKET, GUIDE	MOD(PE) FV861924	1	
5		NP	BRACKET ASSEMBLY, STOWAGE	MOD(PE) FV861925	1	
6	G1	5305-99-122-5360	SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M6 x 16mm lg	BS3692	4	
7	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	4	
8	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	4	
9	9BTR	2590-99-832-1575	STOWAGE PIN ASSEMBLY	MOD(PE) FV862149	2	
10		NP	PIN	MOD(PE) FV861959	1	
11		NP	CLIP, PIN RETAINING	MOD(PE) FV335316	1	
12		NP	CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
13	9BTR	2530-99-825-5801	CONNECTOR, PARALLEL	HELLER-MANN HC1335	2	
14		NP	TERMINAL, RING	HELLER-MANN HL11506	1	
15	G1	5305-99-122-5356	SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 5mm dia x 0.80mm pitch; 16mm fastener lg; 16mm thd lg; class 6g thd; 784.5n/mm sq mts; grade 8.8	BS3692	2	

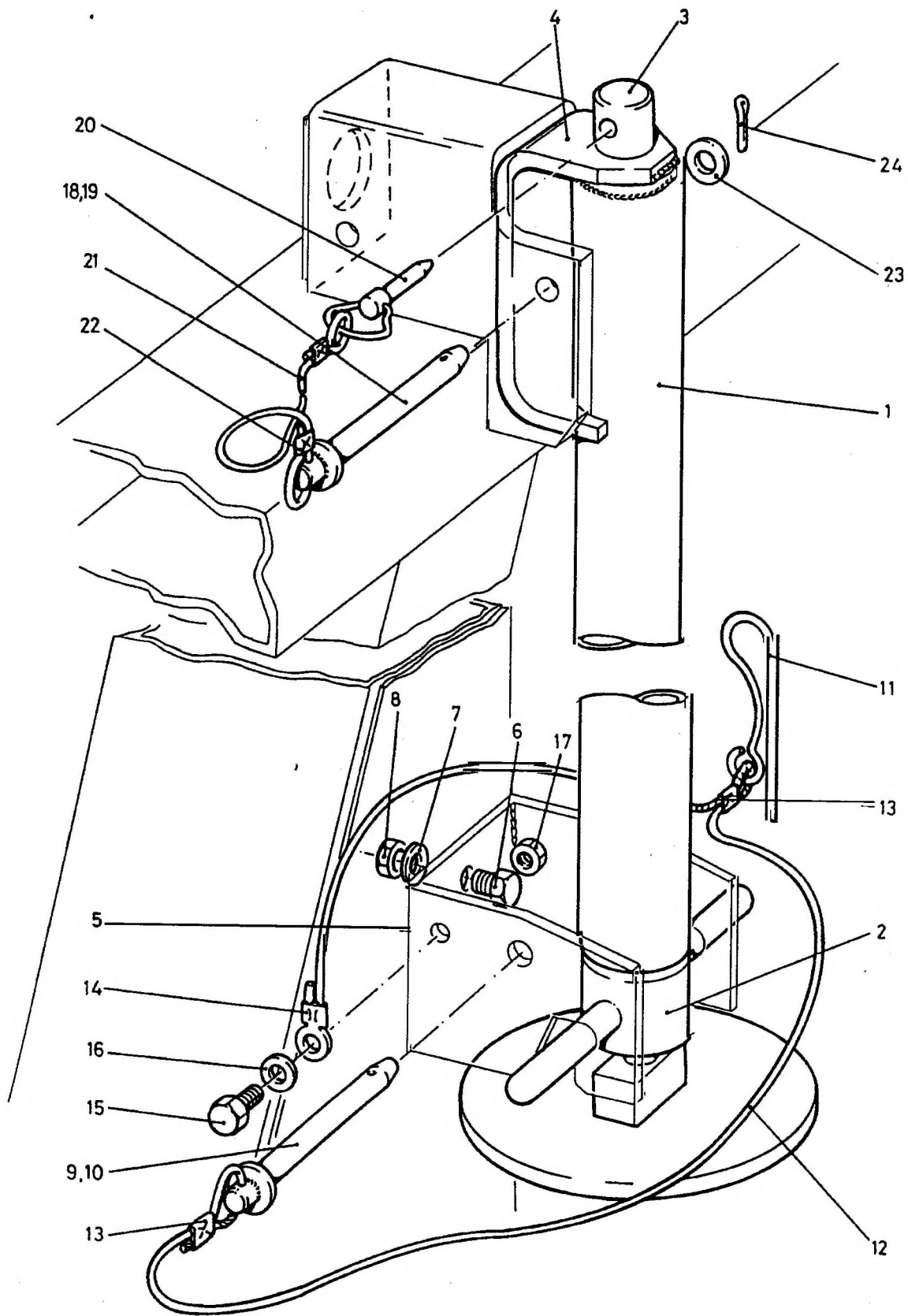


Fig 1 Jack assembly, front

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-16	G1	5310-99-135-9300	WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	2	
17	G1	5310-99-122-5294	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut	BS3692	2	
18	X2	2330-99-214-1272	PIVOT AND COTTER PIN ASSEMBLY	MOD(PE) FV861958	2	
19		NP	PIN	MOD(PE) FV861959	1	
20		NP	COTTER 1/4 in. dia cotter, w/snap spring ring	MOD(PE) FV862121	1	
21		NP	CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
22	9BTR	2530-99-825-5801	CONNECTOR, PARALLEL	HELLER-MANN HC1335	2	
23	G1	5310-99-122-6477	WASHER, FLAT steel; rd; zinc plated M12 nom bolt size by 24mm od max by 2.7mm thk max	BS4320	2	
24		NP	PIN, COTTER SPLIT steel, 3.2 mm dia, 25 mm lg	BS1574 TABLE 4	2	

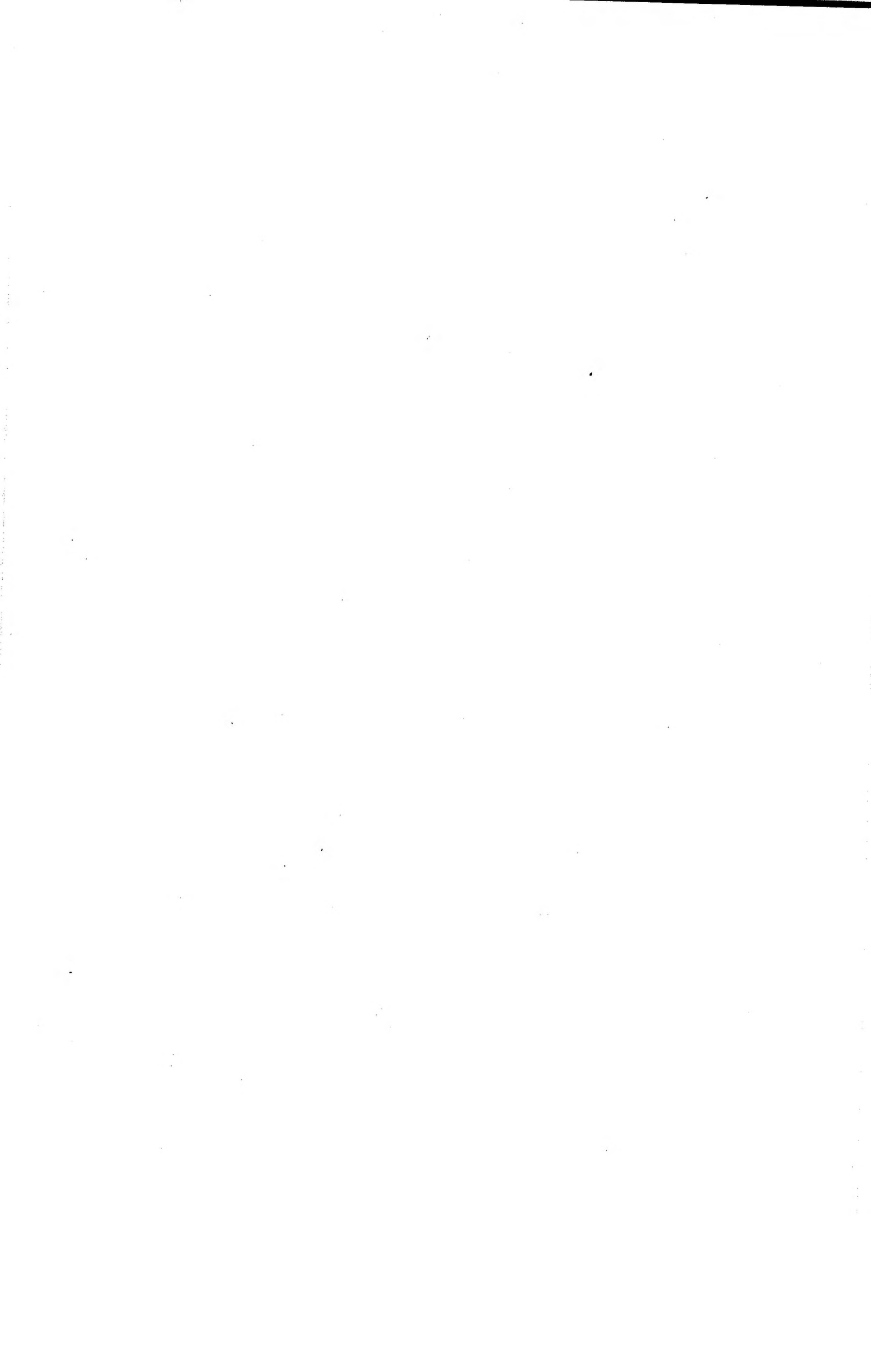


Chapter 2-2-4

PARTS LIST

TRAILER, COUPLING

Drawing No. FV850898



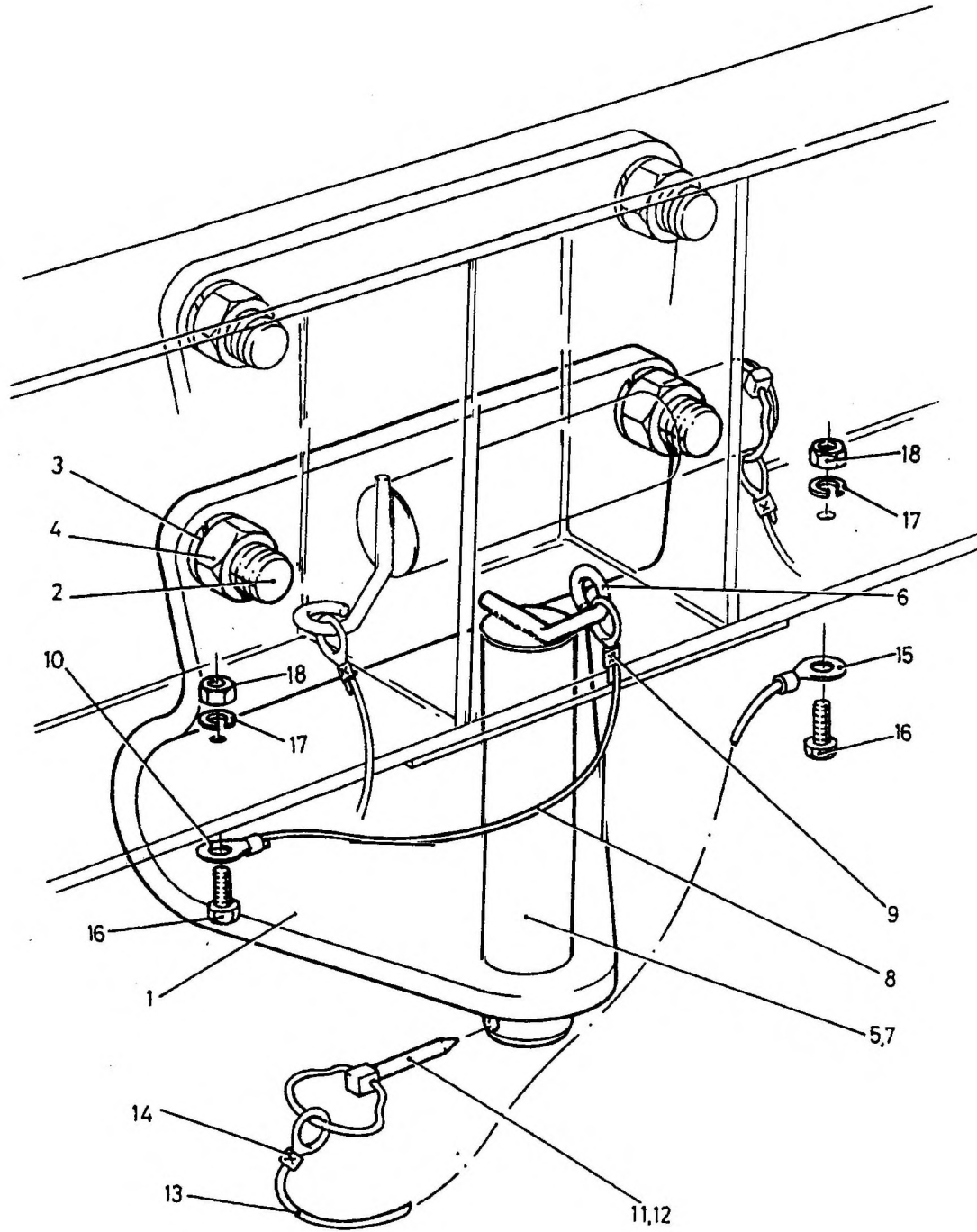


Fig 1 Trailer, coupling

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	TRAILER, COUPLING	MOD(PE) FV850898	REF	
1-1		NP	. PINTLE	MOD(PE) FV861979	1	
2	G1	5306-99-122-2810	. BOLT, MACHINE metric, steel, hex hd, Zn coated, M16 x 45 mm lg	BS3692	2	
3	G1	5310-99-135-9305	. WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	
4	G1	5310-99-122-5299	. NUT, PLAIN, HEXAGON metric, steel, Zn coated, M16	BS3692	2	
5	W17	2540-99-209-9055	. PIN ASSEMBLY	MOD(PE) FV861977	1	
6		NP	. . HANDLE	MOD(PE) FV861981	1	
7		NP	. . PIN	MOD(PE) FV861982	1	
8		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
9	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	1	
10		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
11	9BTR	2540-99-831-9830	. PIN AND RING ASSEMBLY	MOD(PE) FV861978	1	
12		NP	. . COTTER 1/4 in. dia cotter, w/snap spring ring	MOD(PE) FV862121	1	
13		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
14	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	1	
15		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
16	G1	5305-99-122-8664	. . SCREW, MACHINE Iso m; steel; hex hd; zinc plated w/chromate treatment; 5mm by 0.80mm pitch; 12mm lg; class 6g thd	BS3692	2	
17	G1	5310-99-135-9300	. . WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	2	

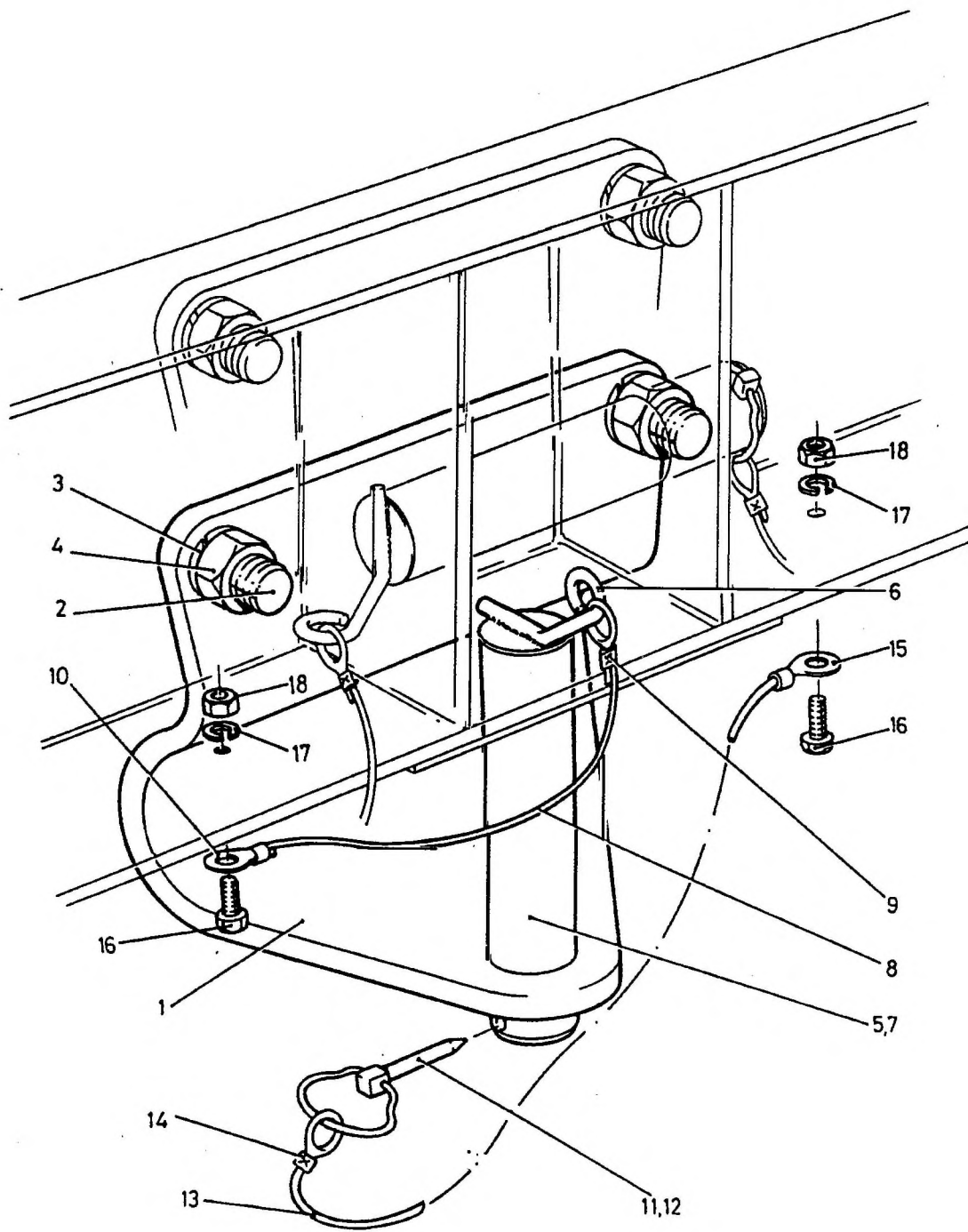
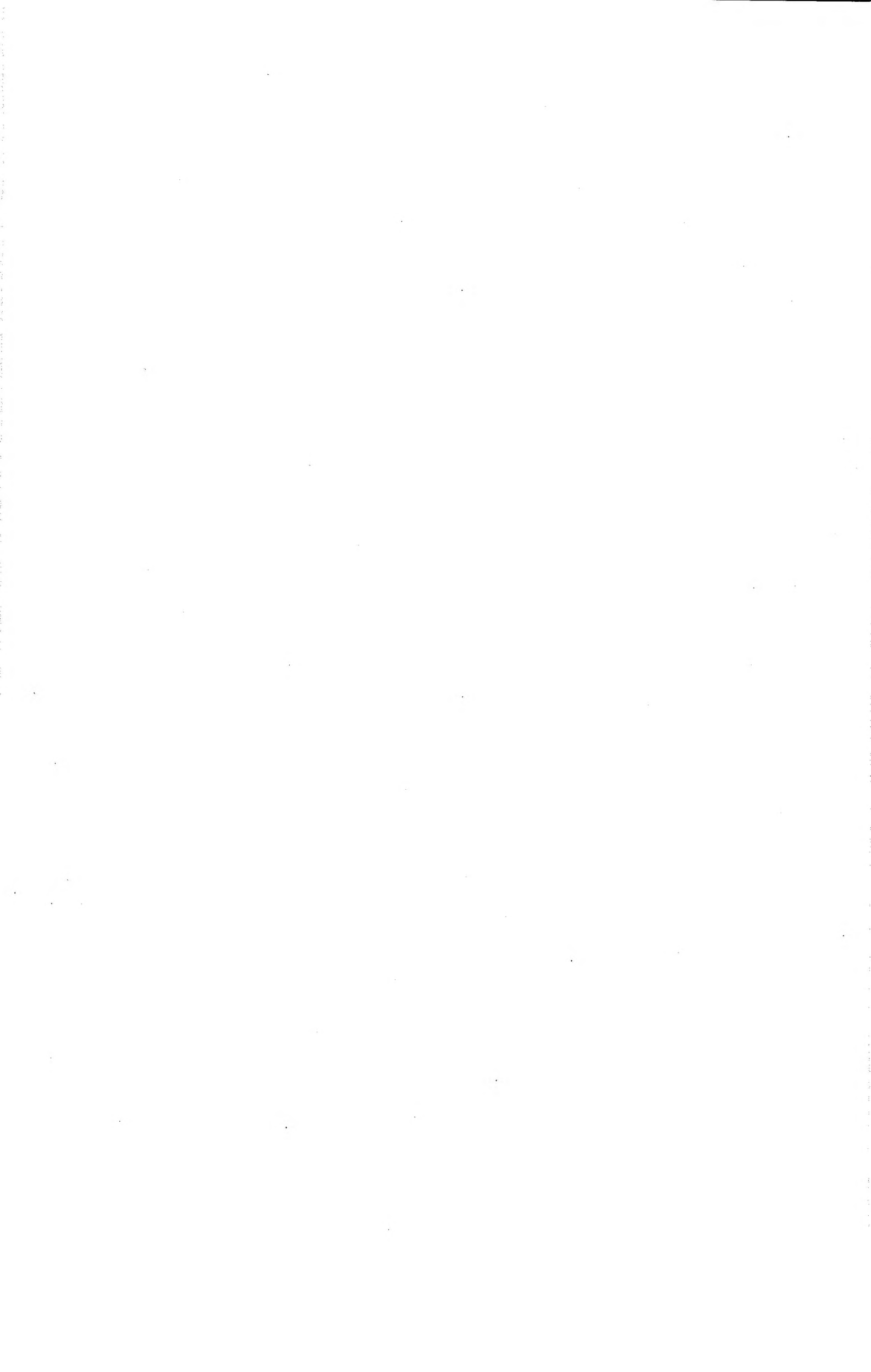


Fig 1 Trailer, coupling

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 18	G1	5310-99-122-5294	<p>NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut NOTE... Items 16 to 18 for use with items 5 and 11</p>	BS3692	2	

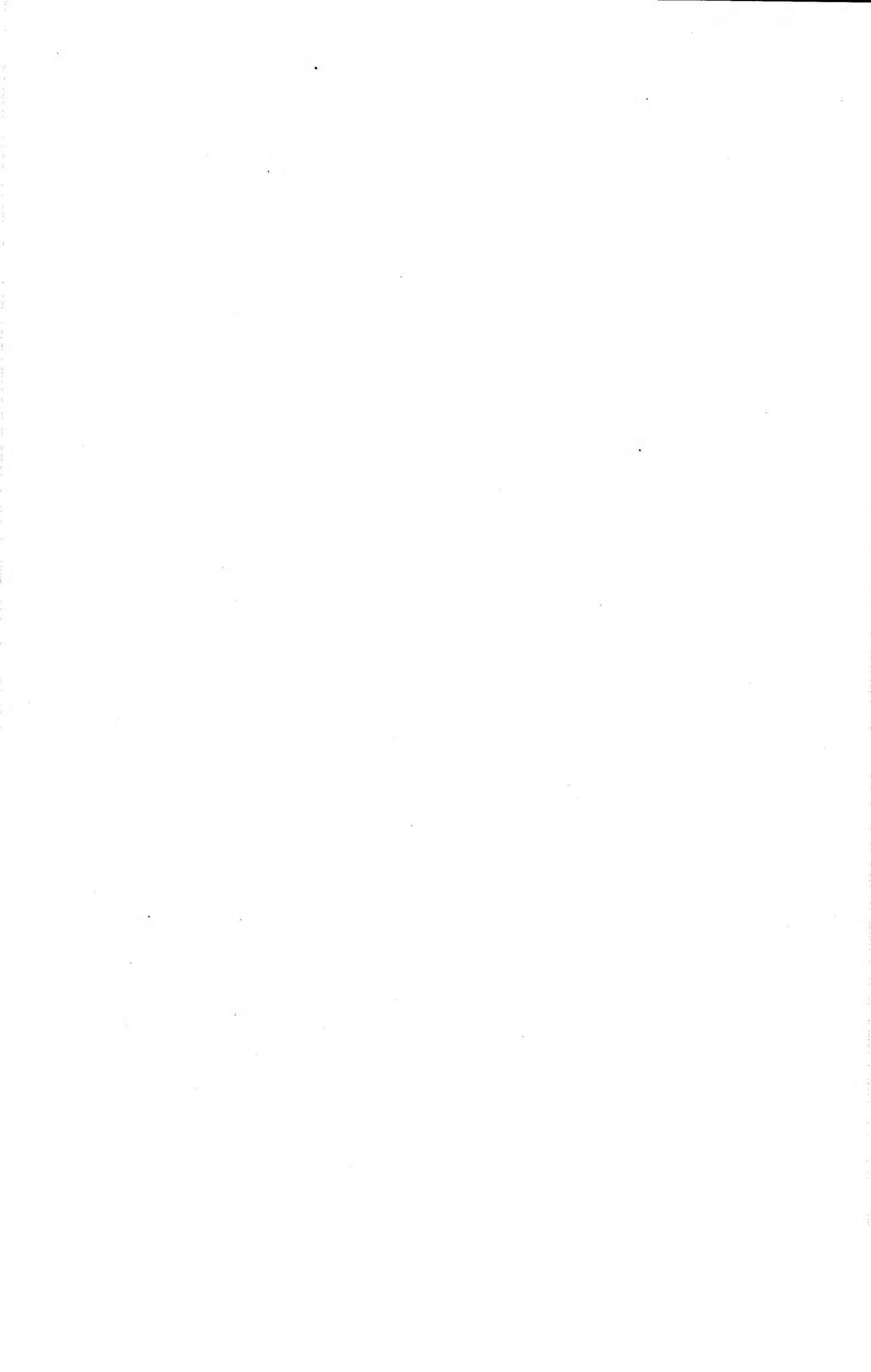


Chapter 2-2-5

PARTS LIST

HANDBRAKE ASSEMBLY

Drawing No. FV2140606



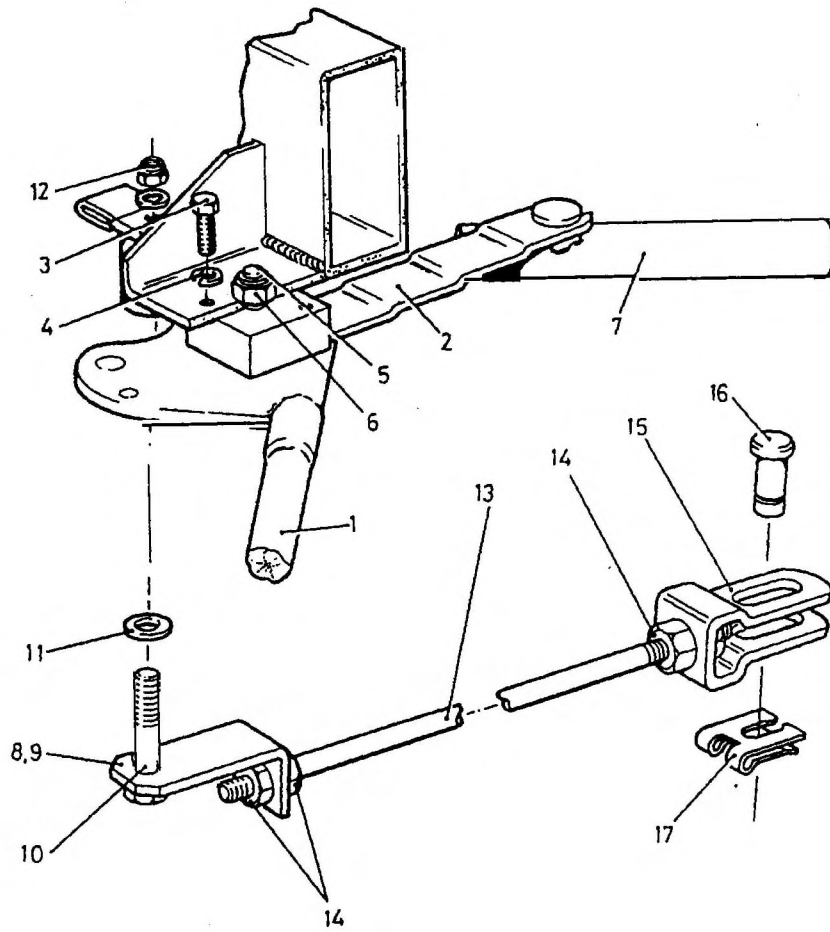


Fig 1 Handbrake assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	HANDBRAKE ASSEMBLY	MOD(PE) FV2140606	REF	
1		NP	. LEVER, HANDBRAKE	MOD(PE) FV2140610	1	
2		NP	. SUPPORT, HANDBRAKE steel, Zn plated, 165 mm c to c	MOD(PE) FV2140609	1	
3	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.25mm pitch; 20mm lg	BS3692	2	
4	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
5		NP	. BOLT, PIVOT	MOD(PE) FV2140611	1	
6		NP	. NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M16	BS4929 PART 1	1	
7		NP	. SPRING ASSEMBLY	BRADLEY H02195000 400	1	
8		NP	. CONNECTOR ASSEMBLY	MOD(PE) FV2140607	1	
9		NP	. : CONNECTOR	MOD(PE) FV2140608	1	
10	G1	5306-99-122-2774	. . BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 45 mm lg	BS3692	1	
11	G1	5310-99-122-6476	. . WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	2	
12		NP	. . NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M10	BS4929	1	
13		NP	. ROD, BRAKE steel, Zn coated, 1015 mm lg, 10 mm dia, 1st end thd M10 x 100 mm lg, 2nd end thd M10 x 40 mm lg	MOD(PE) FV2046077	1	

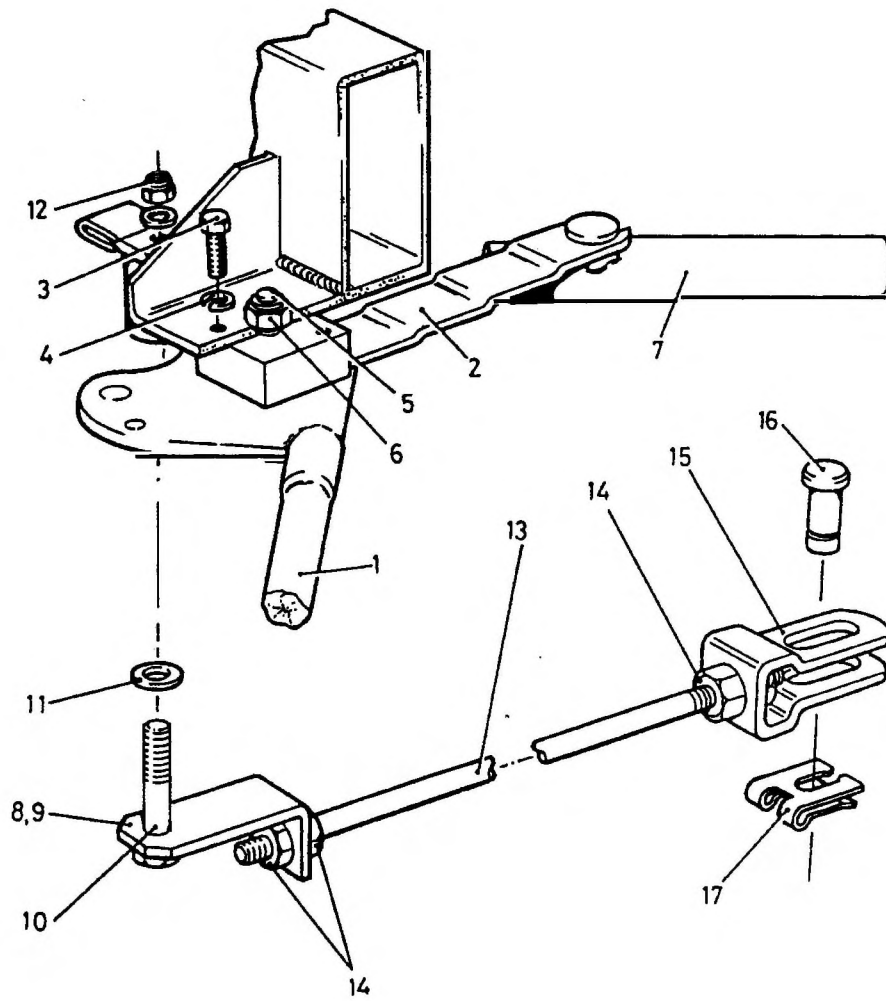


Fig 1 Handbrake assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
14	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F; 8mm h; strength grade 8	BS3692 DEFSTAN 53-27/3/2	4	
15		NP	CLEVIS ASSEMBLY	BRADLEY KIT 3209	1	
16		NP	PIN, CLEVIS steel, 10 mm dia	COMP- ONENTS & LINKAGE NBM10	1	
17		NP	CLIP, SAFETY Zn coated	COMP- ONENTS & LINKAGE SLM10	1	

Chapter 2-2-6

PARTS LIST

JOCKEY WHEEL ASSEMBLY

Drawing No. FV666240

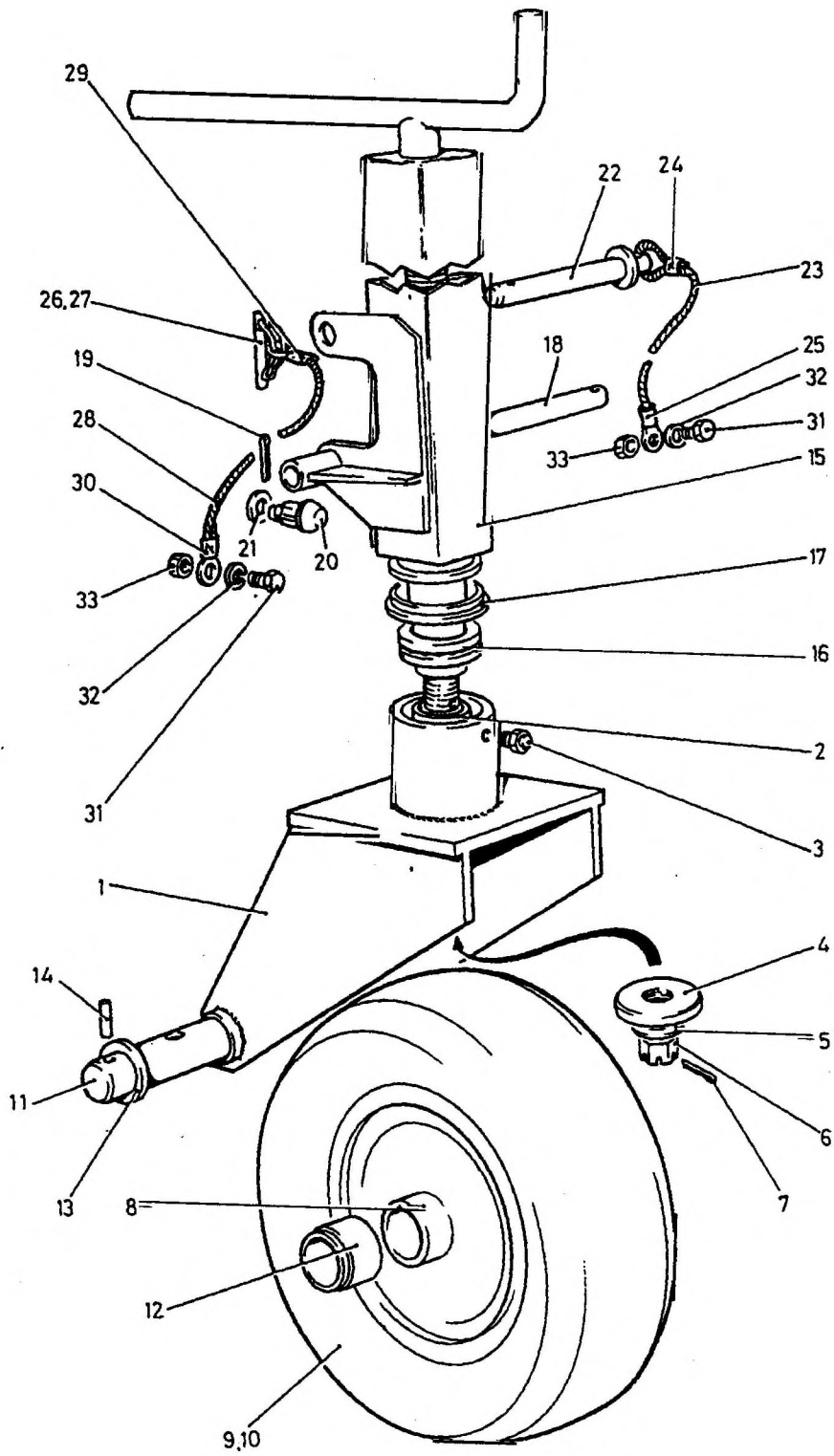


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
	X2	2330-99-214-1027	JOCKEY WHEEL ASSEMBLY	MOD(PE) FV666240	REF	
1-1	X2	2330-99-214-1028	. FORK AND BUSH ASSEMBLY	MOD(PE) FV666241	1	
2	X2	3120-99-214-1243	. . BEARING SLEEVE Phos B/steel, 40 mm id, 44 mm od, 40 mm lg	GLACIER METAL MB4040DU	1	
3	6MT13	4730-99-943-9377	. . LUBRICATING NIPPLE 3/8 in. UNF	BS1486	1	
4		NP	. . COLLAR steel, 55 mm od, 17.5 mm id, 6 mm thk	MOD(PE) FV850919	1	
5	G1	5310-99-122-6479	. WASHER, FLAT steel, Zn coated, M16	BS4320	1	
6	G1	5310-99-135-9043	. NUT, SLOTTED, HEXAGON metric, steel, Zn coated, M16	BS3692	1	
7	G1	5310-99-138-2211	. PIN, COTTER, SPLIT steel, phosphated, 4 mm dia, 50 mm lg	BS1574 TABLE 4	1	
8		NP	. WHEEL, PNEUMATIC TYRE steel, 2.125 x 8, 1 in. bore	H G SMITH HG1	1	
9		NP	. . TYRE, PNEUMATIC 16 x 4, 4 ply, industrial	GOODYEAR T991	1	
10	MT14	2610-99-809-3450	. . INNER TUBE, PNEUMATIC TYRE	GOODYEAR 16-4TR29	1	
11		NP	. SHAFT steel, 25 mm dia, 183 mm lg, 2 holes 6 mm dia, 1 hole 10 mm dia	MOD(PE) FV924211	1	
12		NP	. . SPACER steel, 33.7 mm od, 4 mm wall thk, 12 mm thk	MOD(PE) FV924212	2	
13	G1	5310-99-941-8642	. . WASHER, FLAT steel, Zn coated, 1 in.	BS3410	2	
14	G1	5315-99-124-0791	. . PIN, SPRING steel, 6 mm x 40 mm lg	BRITTOOL DSAP	2	
15	X2	2590-99-214-1579	. JACK ASSEMBLY	MOD(PE) FV666245	1	
16	6MT7	3110-99-943-9185	. . BEARING, BALL, THRUST single row, 1-3/4 in. id, 2-11/16 in. od, 3/4 in. thk	RHP LT 1-3/4/B	1	
17	X2	2330-99-214-1452	. . RING, SEALING synthetic rubber, 63 mm x 6 mm h	HEADLAND ENG- INEERING V705	1	

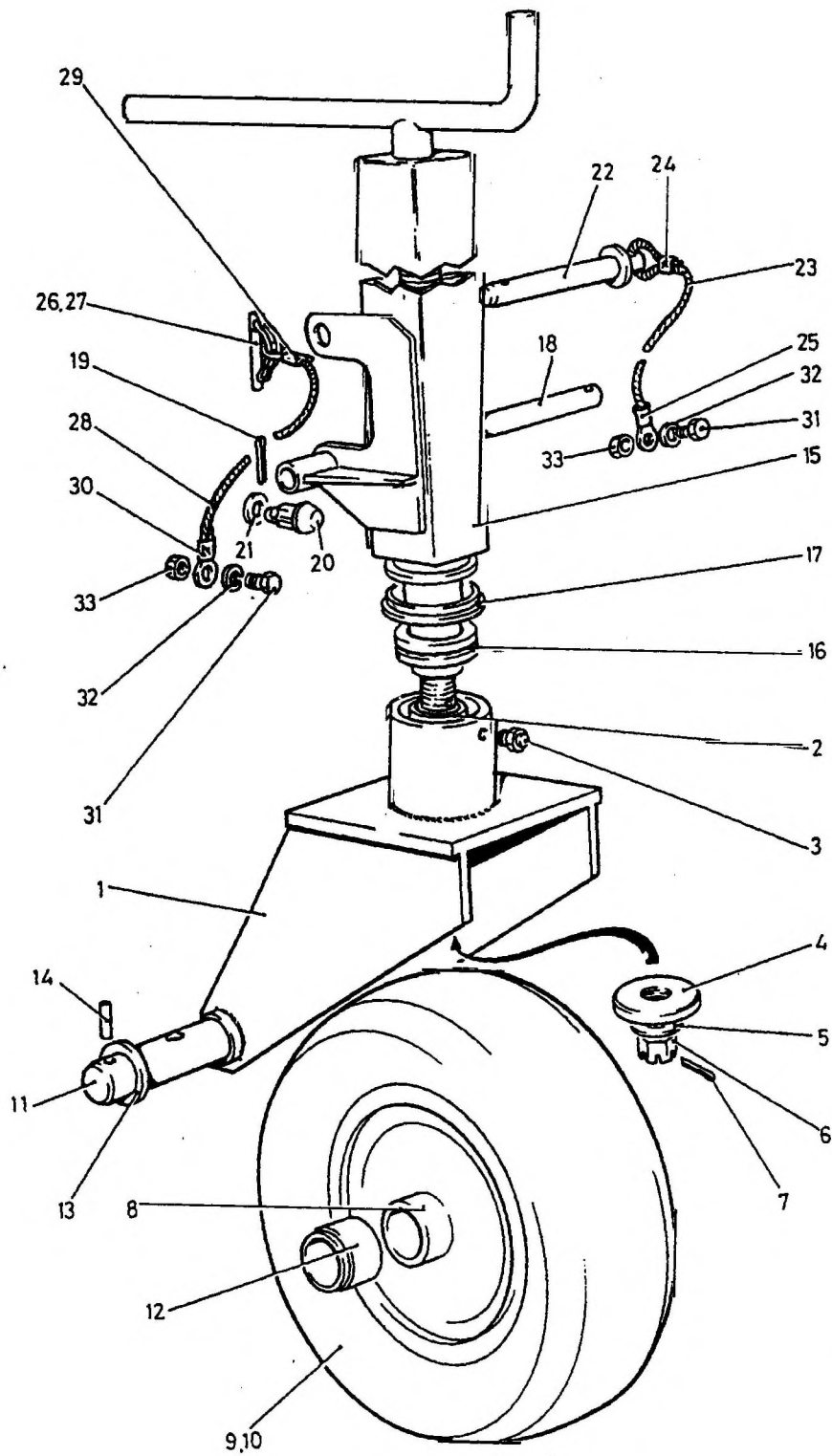


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 18	X2	5315-99-214-1244	. PIN, STRAIGHT, HEADLESS steel, Zn coated, 20 mm x 210 mm lg	MOD(PE) FV666247	1	
19		NP	. PIN, COTTER, SPLIT steel, phosphated, 4 mm dia, 32 mm lg	BS1574 TABLE 4	2	
20		NP	. BUFFER ASSEMBLY	MOD(PE) FV924554	2	
21	G1	5310-99-122-3036	. . WASHER, PLAIN	BS4320	AR	
22	X2	2330-99-214-1029	. LOCKING PIN ASSEMBLY	MOD(PE) FV666361	1	
23		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
24	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	1	
25		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
26	X2	2330-99-214-1030	. COTTER PIN ASSEMBLY	MOD(PE) FV666244	2	
27	MT13	5315-99-825-0438	. . PIN, COTTER steel, 3/8 in. dia, 3 in. lg, c/w snap spring ring	PERKS M351	1	
28		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
29	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	AR	
30		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
31	G1	5305-99-122-8664	. SCREW, MACHINE Iso m; steel; hex hd; zinc plated w/chromate treatment; 5mm by 0.80mm pitch; 12mm lg; class 6g thd	BS3692	3	
32	G1	5310-99-135-9300	. WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	3	

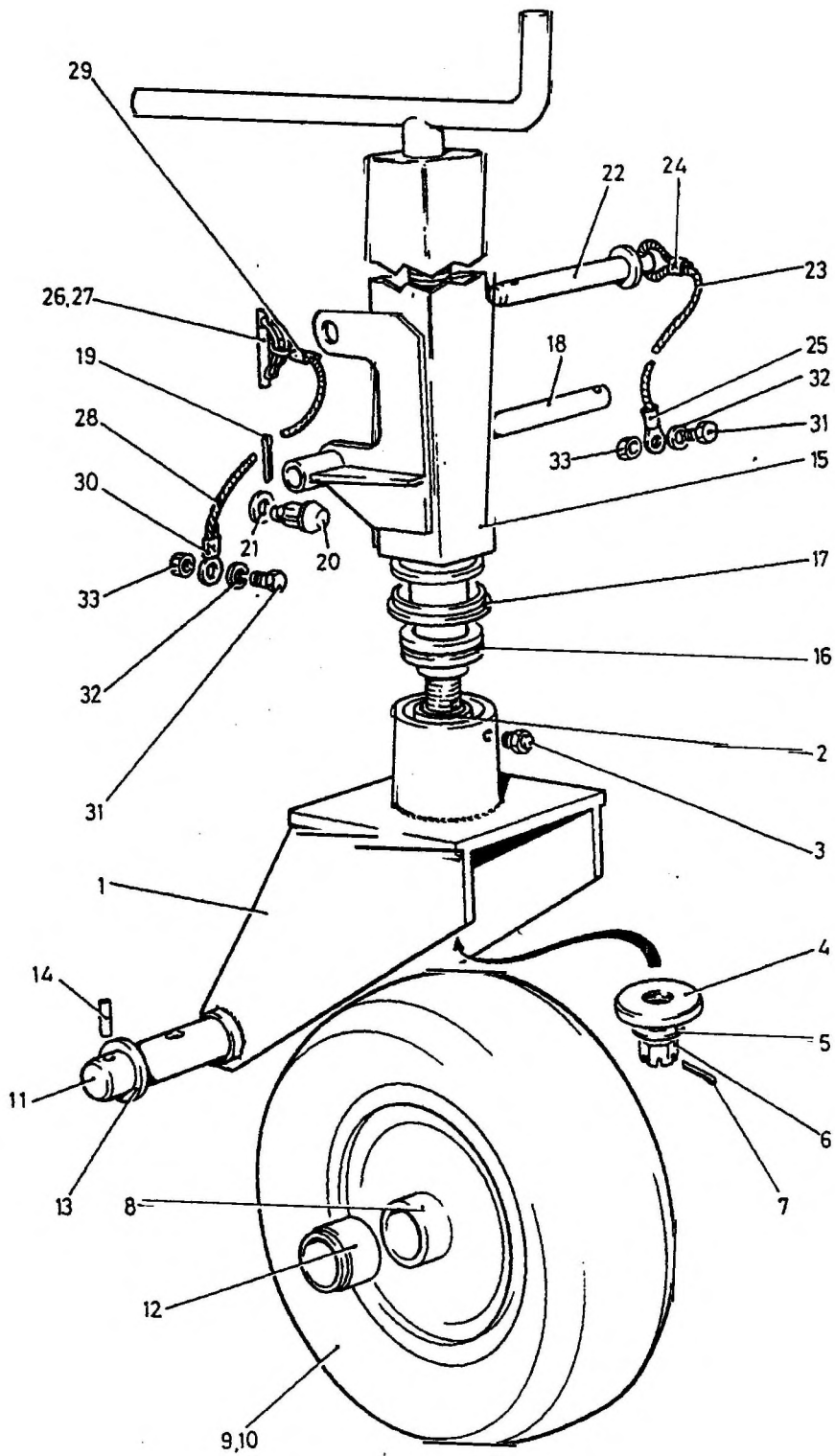


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 33	G1	5310-99-122-5294	<p>NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut</p> <p>NOTE... Items 31 to 33 for use with items 22 and 26</p>	BS3692	3	

Chapter 2-2-7

PARTS LIST

SPARE WHEEL CARRIER ASSEMBLY

Drawing No. FV850897

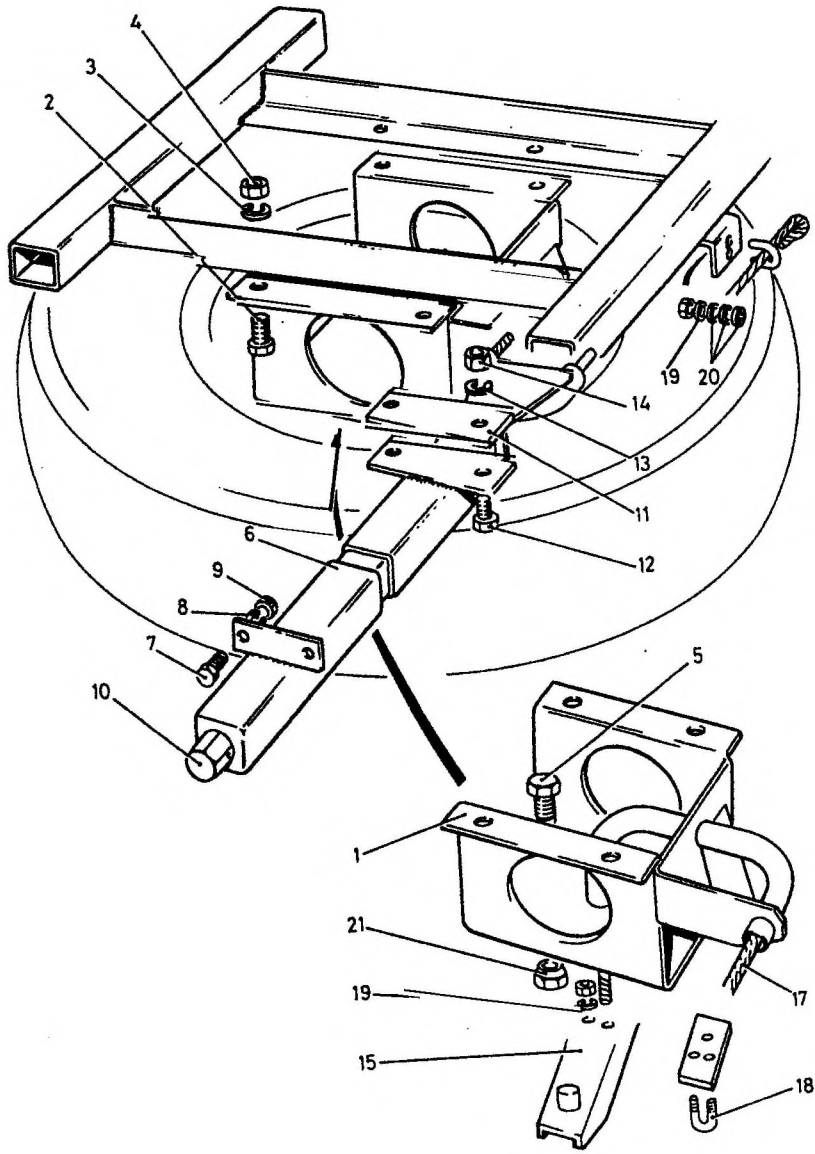


Fig 1 Spare wheel carrier assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
1-1		NP	SPARE WHEEL CARRIER ASSEMBLY	MOD(PE) FV850897	REF	
2	G1	5305-99-122-4910	. BRACKET ASSEMBLY	MOD(PE) FV861928	1	
3	G1	5310-99-135-9301	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	4	
4	G1	5310-99-122-5297	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	4	
5	G1	5305-99-121-0231	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	4	
6	X2	2330-99-214-1246	. SCREW, MACHINE BSF, steel, hex hd, Zn coated, 7/8 in. x 1-3/4 in. lg	BS1083	2	
7	G1	5305-99-122-4910	. WINCH ASSEMBLY	MOD(PE) FV861938	1	
8	G1	5310-99-135-9301	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	2	
9	G1	5310-99-122-5297	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
10	X2	2330-99-214-1247	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
11		NP	. CAP, DRIVE	MOD(PE) FV666408	1	
12	G1	5305-99-122-8684	. PACKER	MOD(PE) FV861869	1	
13	G1	5310-99-135-9305	. SCREW, MACHINE metric, steel, hex hd, Zn coated, M16 x 45 mm lg	BS3692	2	
			. WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	

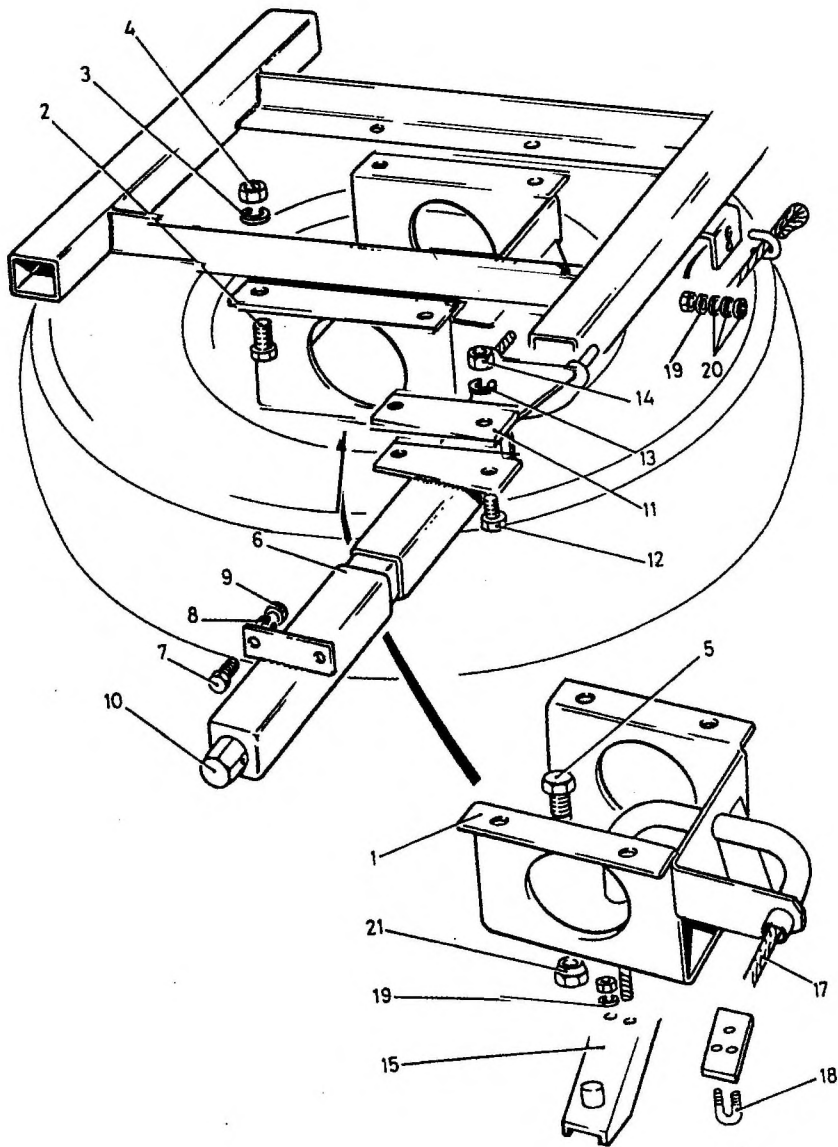
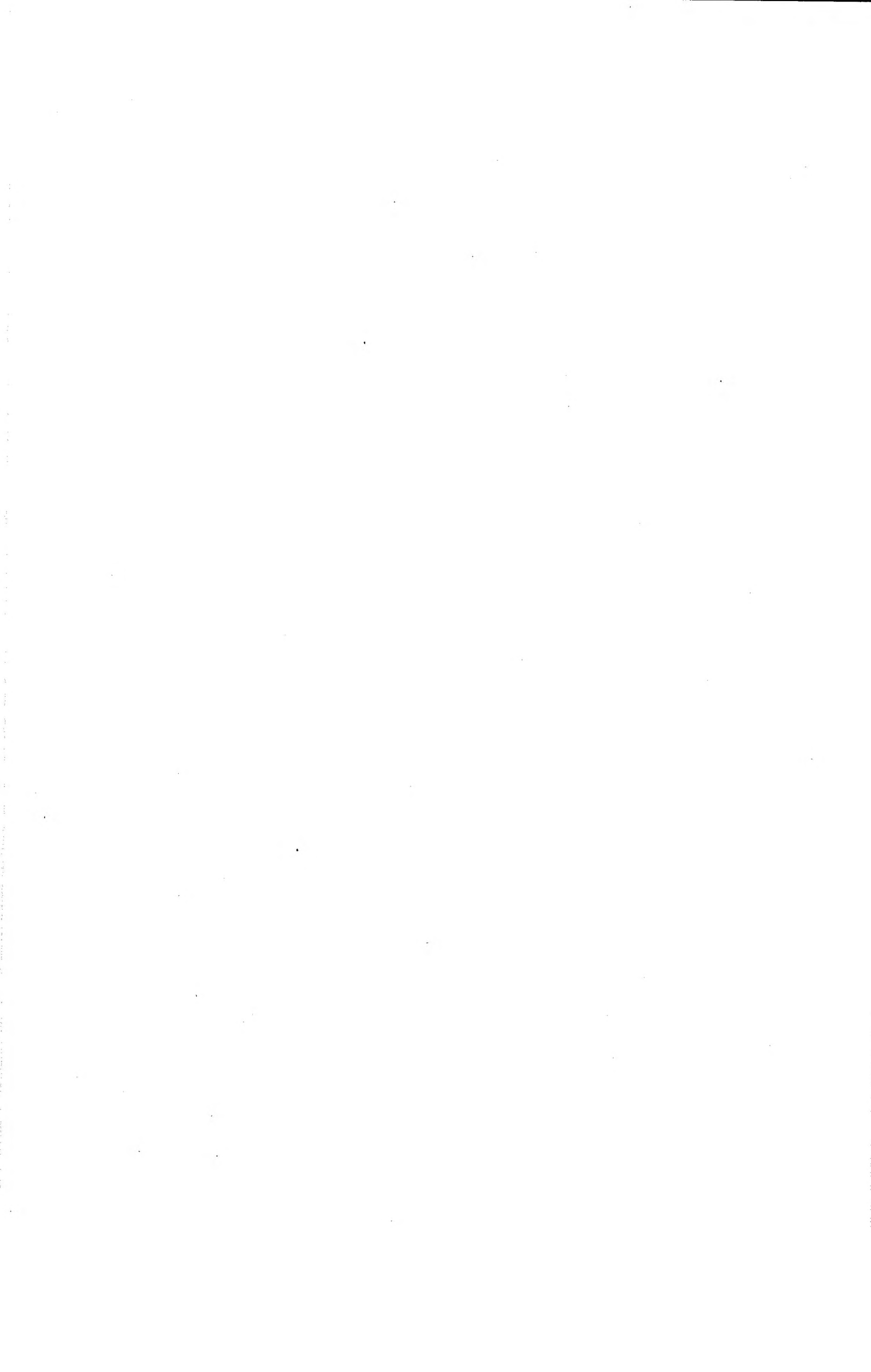


Fig 1 Spare wheel carrier assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-14	G1	5310-99-122-5299	. NUT, PLAIN, HEXAGON metric, steel, Zn coated, M16	BS3692	2	
15		NP	. CARRIER ASSEMBLY welded assembly	MOD(PE) FV861934 SHT 1	1	
16 NI		NP	. CARRIER casting	MOD(PE) FV861934 SHT 2	1	
17	X2	4010-99-214-1248	. WIRE, ROPE steel, 6 mm dia, 1.8 m lg	MOD(PE) FV861946	1	
18		NP	. GRIP, BULLDOG 6 mm nom size, c/w nut	BS462 PART 2	3	
19	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	6	
20	G1	5310-99-122-6474	. WASHER, FLAT steel; rd; zinc plated; rd hole; M6 nom bolt size; 12.5mm od; 1.6mm thk	BS4320	AR	
21	MT14	5310-99-815-3290	. NUT, CONE SEAT, HEXAGON BSF, steel, Zn coated, 7/8 in.	BSAU50PT2 -1964	2	



Chapter 2-2-8

PARTS LIST

MUDGUARD ASSEMBLY

Drawing No. FV2140708

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		NP	MUDGUARD ASSEMBLY	MOD(PE) FV2140708	REF	
2		NP	. MUDGUARD ASSEMBLY, LEFT HAND	MOD(PE) FV666452	1	
NI		NP	. MUDGUARD ASSEMBLY, RIGHT HAND	MOD(PE) FV2140564	1	
3	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.200mm pitch 20mm lg	BS3692	20	
4	G1	5310-99-122-6475	. WASHER, FLAT ISO M; steel; rd; zinc plated; rd hole; M8 nom bolt size; 17mm nom od; 1.60mm nom thk	BS4320	40	
5	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	20	
6	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	20	
7		NP	. MUDGUARD STAY	MOD(PE) FV861969	2	
8	G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	6	
9	G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	6	
10	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	6	
11		NP	. MUDGUARD SUPPORT	MOD(PE) FV861970	2	

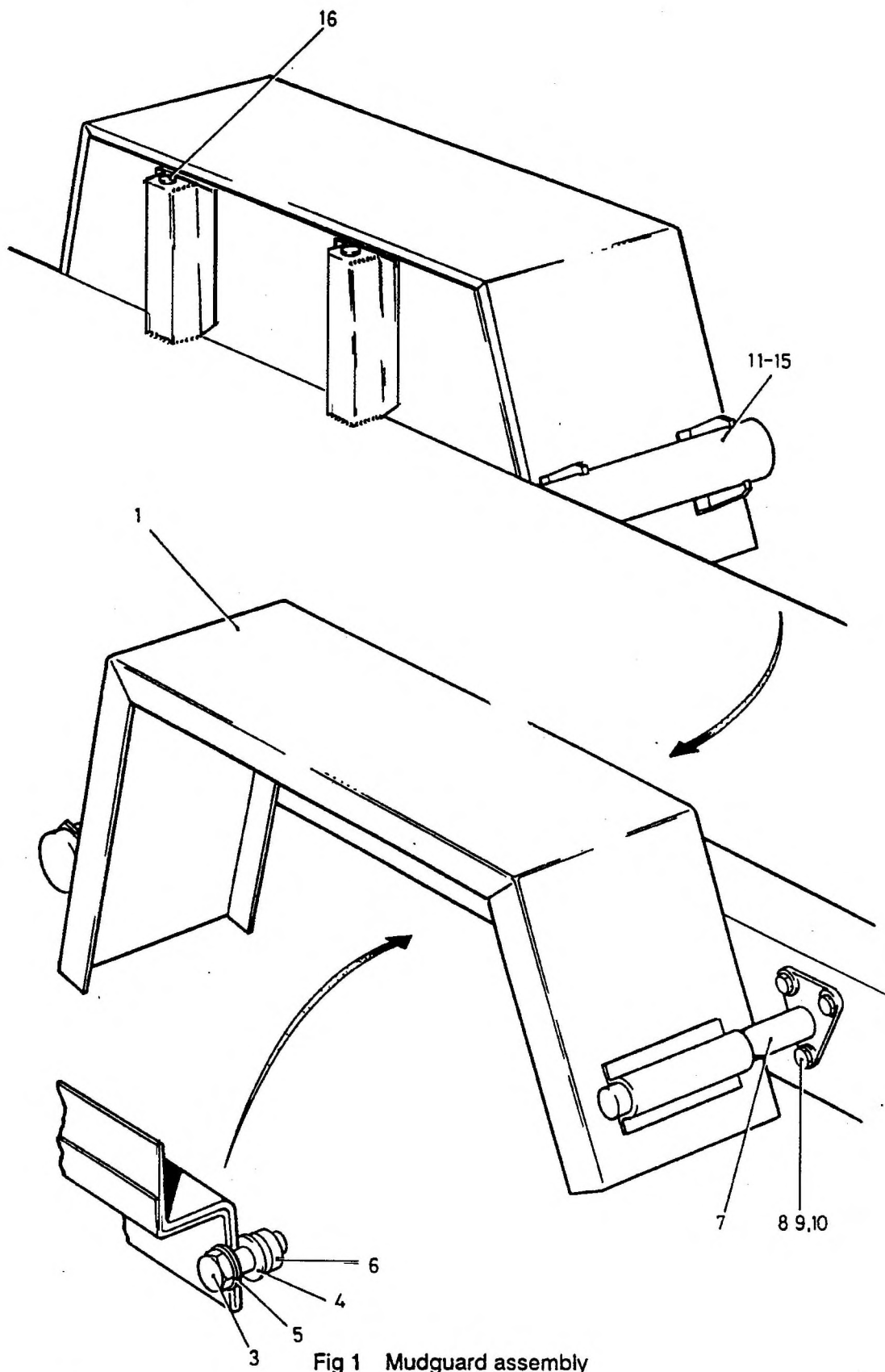


Fig 1 Mudguard assembly

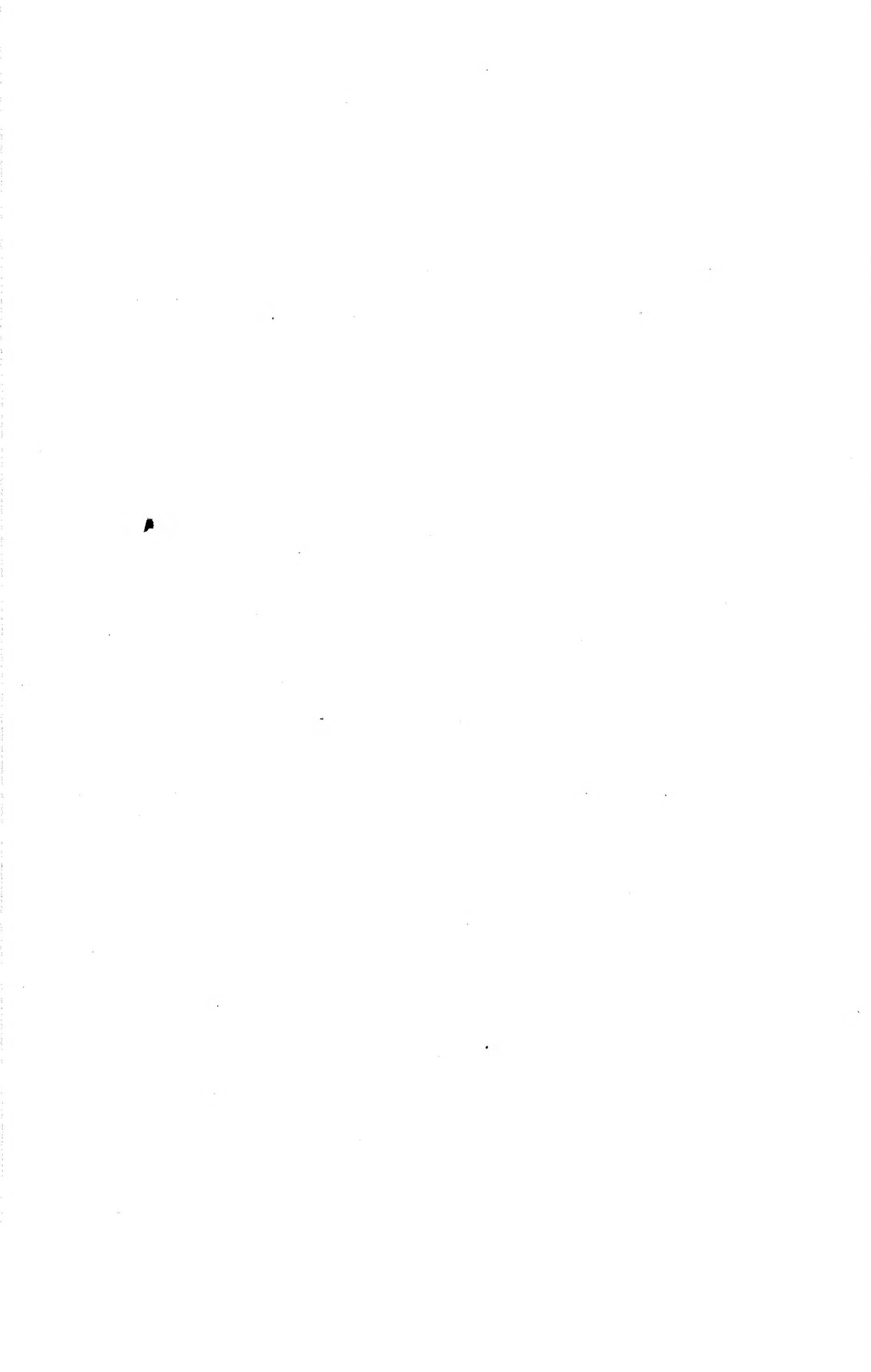
Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 12	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.200mm pitch 20mm lg	BS3692	8	
13	G1	5310-99-122-6475	. WASHER, FLAT ISOM; steel; rd; zinc plated; rd hole; M8 nom bolt size; 17mm nom od; 1.60mm nom thk	BS4320	16	
14	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	8	
15	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	8	
16		NP	. PLUG	REEVITE 1550	8	

Chapter 2-2-9

PARTS LIST

AIR/HYDRAULIC ASSEMBLY

Drawing No. FV2140707



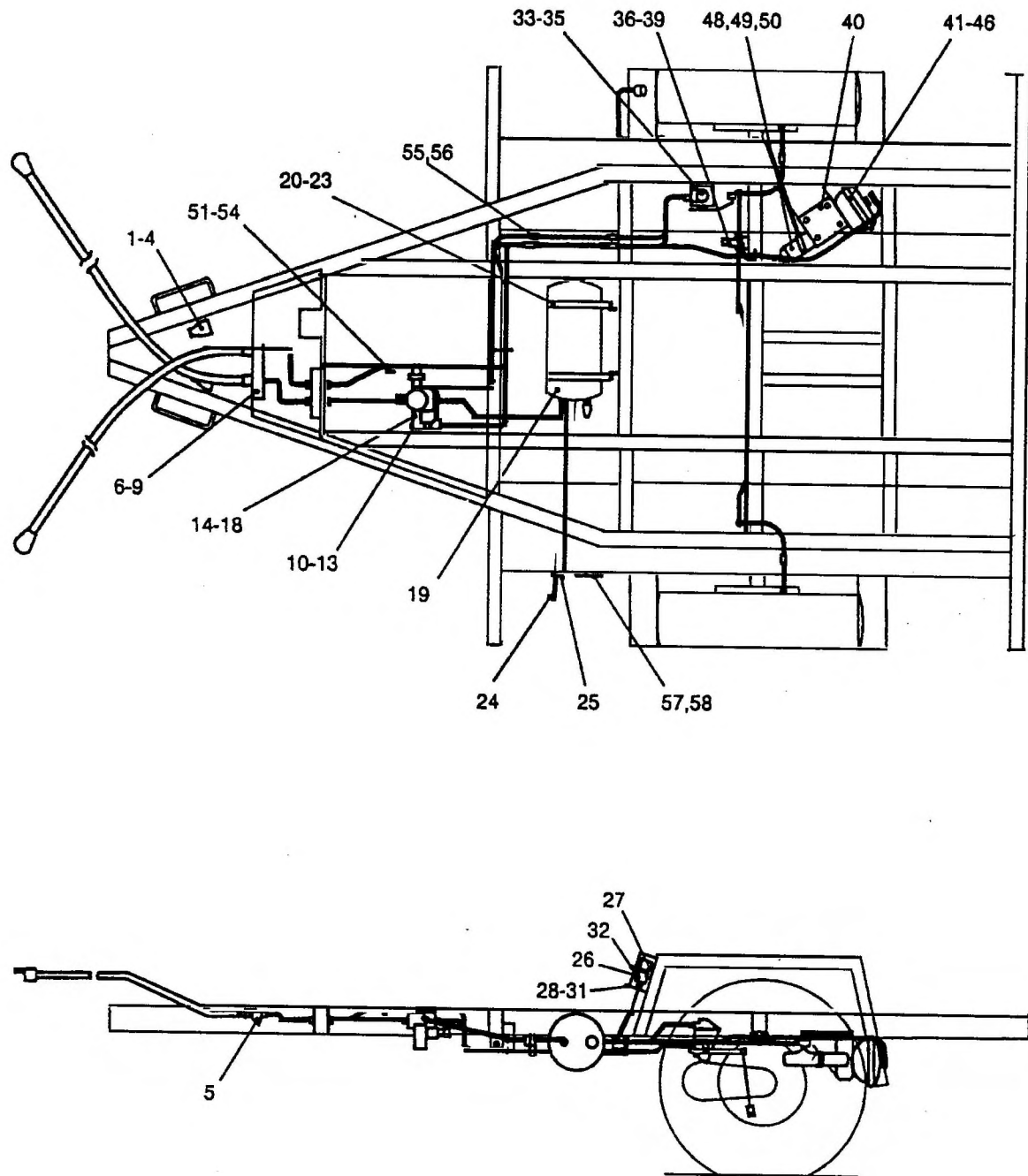


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	AIR/HYDRAULIC ASSEMBLY	MOD(PE)	REF	
1-1		NP	. DUMMY COUPLING	FV2140707 WABCO 212227	2	
2	G1	5305-99-122-5368	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8.00mm by 1.25mm pitch; 30.00mm lg; class 6g thd	BS3692	4	
3	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	4	
4	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	4	
5		NP	. LINE FILTER	WABCO 43250000 00	2	
6		NP	. BRACKET	MOD(PE) FV2140660	1	
7	G1	5305-99-122-4911	. SCREW, MACHINE Iso metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	2	
8	G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	2	
9	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
10		NP	. RELAY EMERGENCY VALVE	WABCO 97100215 00	1	
11	G1	5305-99-122-5368	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8.00mm by 1.25mm pitch; 30.00mm lg; class 6g thd	BS3692	2	

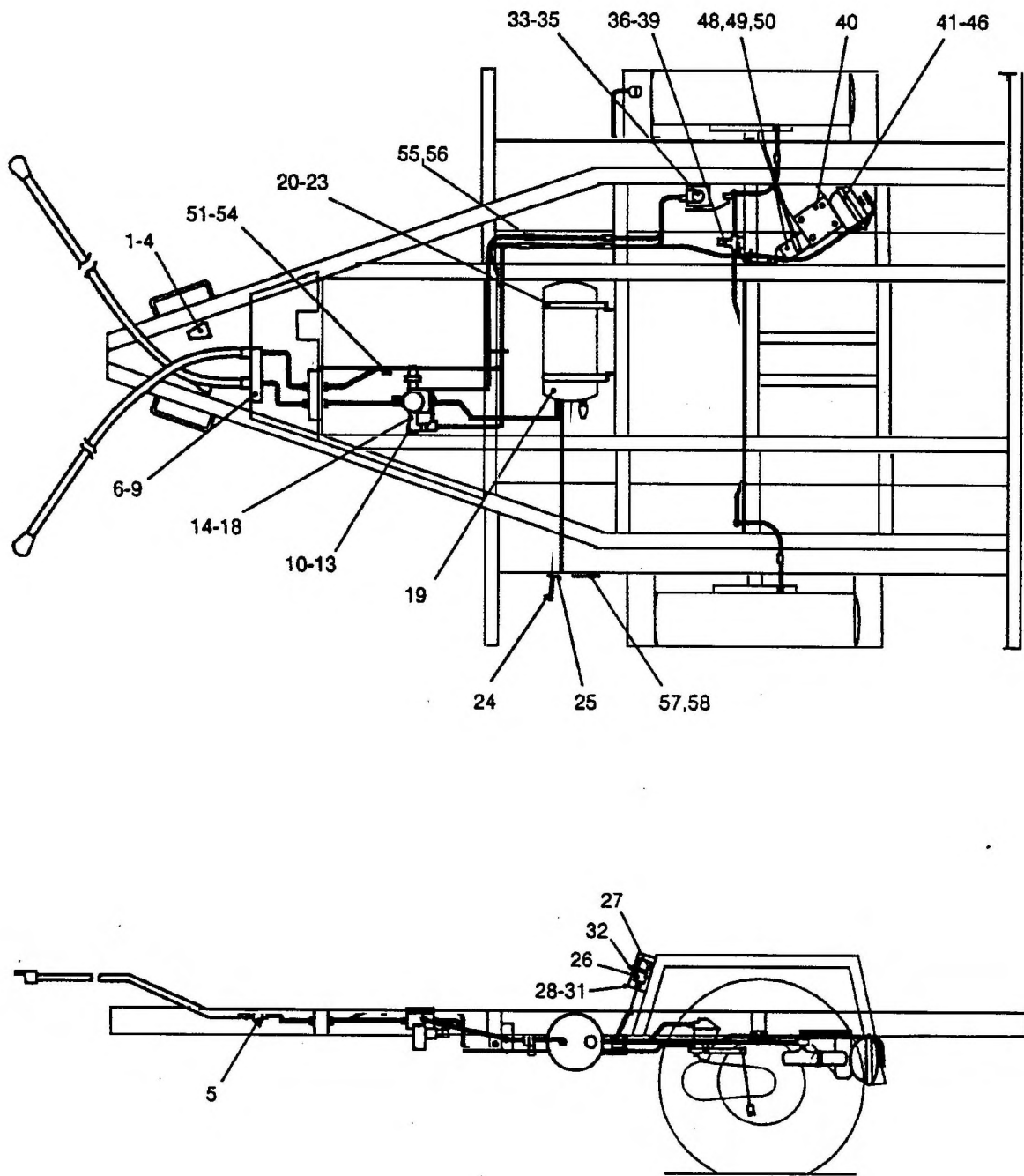


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
1- 12	G1	5310-99-135-9302	WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
13	G1	5310-99-122-5296	NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	2	
14		NP	PRESSURE LIMITING VALVE	WABCO 47501002 60	1	
15		NP	SPACER steel, 30 mm od, 11 mm id, 15 mm high	MOD(PE) FV2140661	2	
16	G1	5306-99-122-2775	BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 50 mm lg	BS3692	2	
17	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	2	
18	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
19		NP	RESERVOIR	WABCO 45102031 00	1	
20		NP	RESERVOIR MOUNTING BRACKET	WABCO 45199924 62	2	
21	G1	5305-99-122-4911	SCREW, MACHINE iso metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	4	
22	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	4	

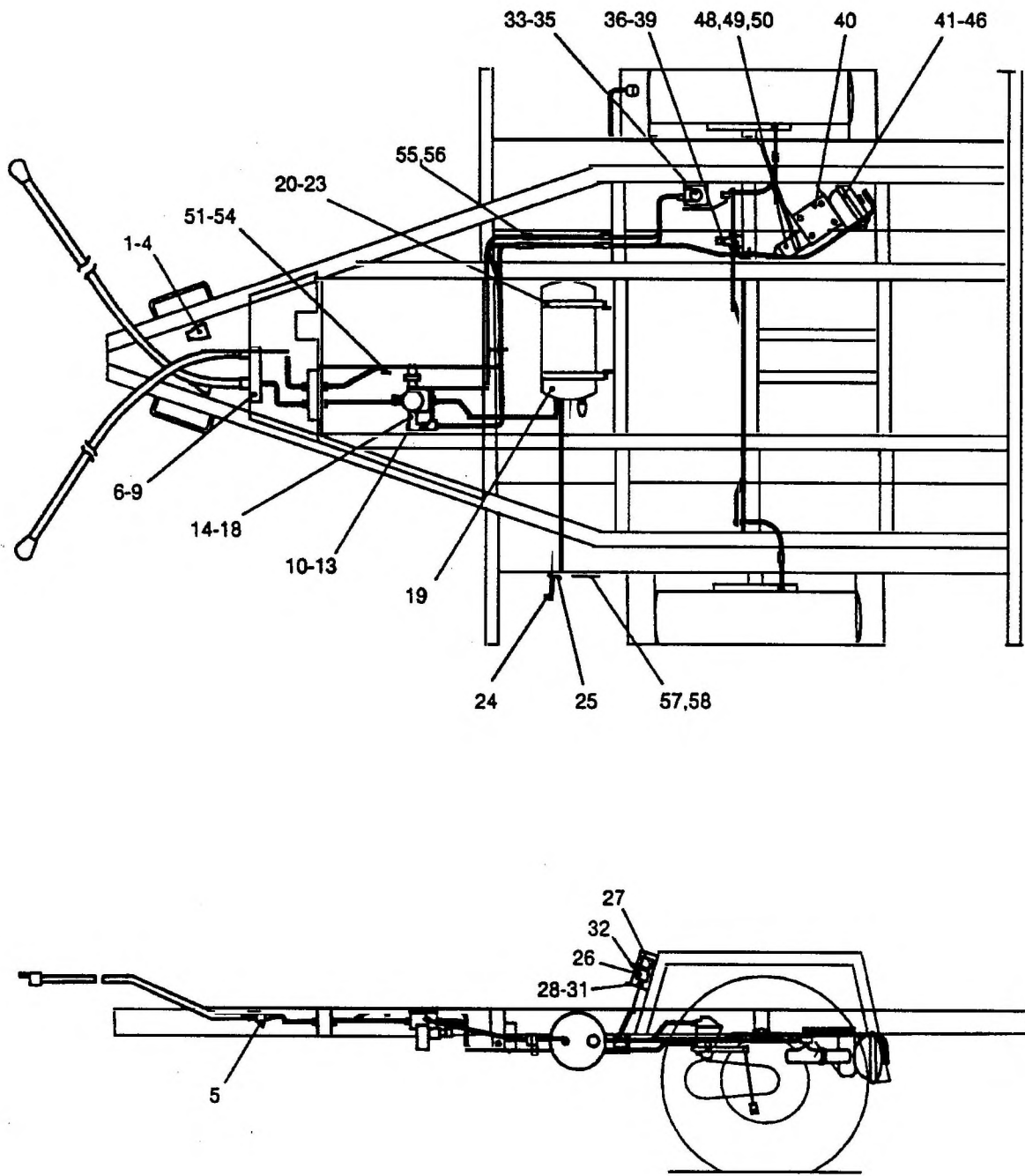


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
1- 23	G1	5310-99-122-5297	. . NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	4	
24		NP	. ROD	MOD(PE) FV2140667	1	
25		5325-99-942-3445	. GROMMET, RUBBER	DEF STAN 53-13	1	
26		NP	. FLUID RESERVOIR	LUCAS 64046057	1	
27		NP	. . BRACKET, RESERVOIR	MOD(PE) FV2140675	1	
28		NP	. . GUARD	MOD(PE) FV2140360	1	
29	G1	5305-99-122-5361	. . SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	6	
30	G1	5310-99-135-9301	. . WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	6	
31	G1	5310-99-122-5295	. . NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
32		4730-99-533-2969	. . CLAMP, HOSE	DEF STAN 47-11	2	
33		NP	. VALVE, LOAD SENSING	TABLE 1(A) MOD(PE) FV2140668	1	
34	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
35	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	2	

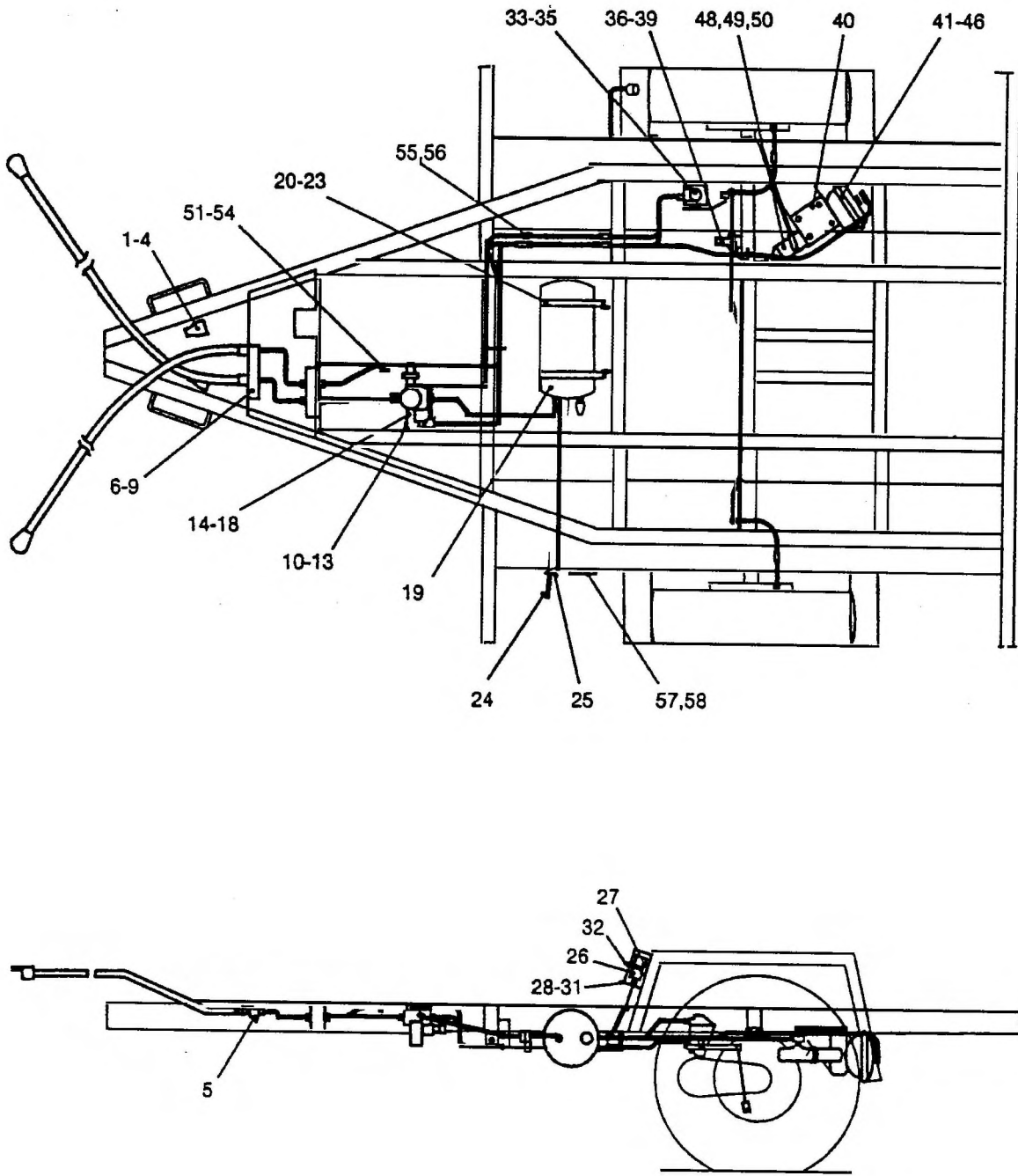


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-36		NP	JUNCTION, 3 WAY	LUCAS 353361W	1	
37	G1	5305-99-122-8669	SCREW, MACHINE metric, steel, hex hd, Zn coated, M10 x 35 mm lg	BS3692	1	
38	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	1	
39	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	1	
40		NP	ACTUATOR	MOD(PE) FV2140688	1	
41		NP	MOUNTING BRACKET ASSEMBLY	MOD(PE) FV2140551	1	
42	G1	5305-99-122-8675	SCREW, MACHINE metric, steel, hex hd, Zn coated, M12 x 35 mm lg	BS3692	4	
43	G1	5310-99-135-9304	WASHER, LOCK steel; split helical ring; cadmium plated; 12.00mm bolt size; 17.90mm od, 2.50mm thk	BS4464	4	
44	G1	5310-99-122-5298	NUT, PLAIN, HEXAGON metric, steel, Zn coated, 12 mm	BS3692	4	
45	G1	5310-99-135-9305	WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	
46		NP	LOCKNUT M16 x 1.5	WABCO 81031500 44	3	
47 NI		NP	PLUNGER steel, phosphate, 166 mm lg	MOD(PE) FV2140560	1	
48		NP	MASTER CYLINDER	LUCAS 3102764	1	
49	G1	5305-99-122-8669	SCREW, MACHINE metric, steel, hex hd, Zn coated, M10 x 35 mm lg	BS3692	3	
50	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	3	

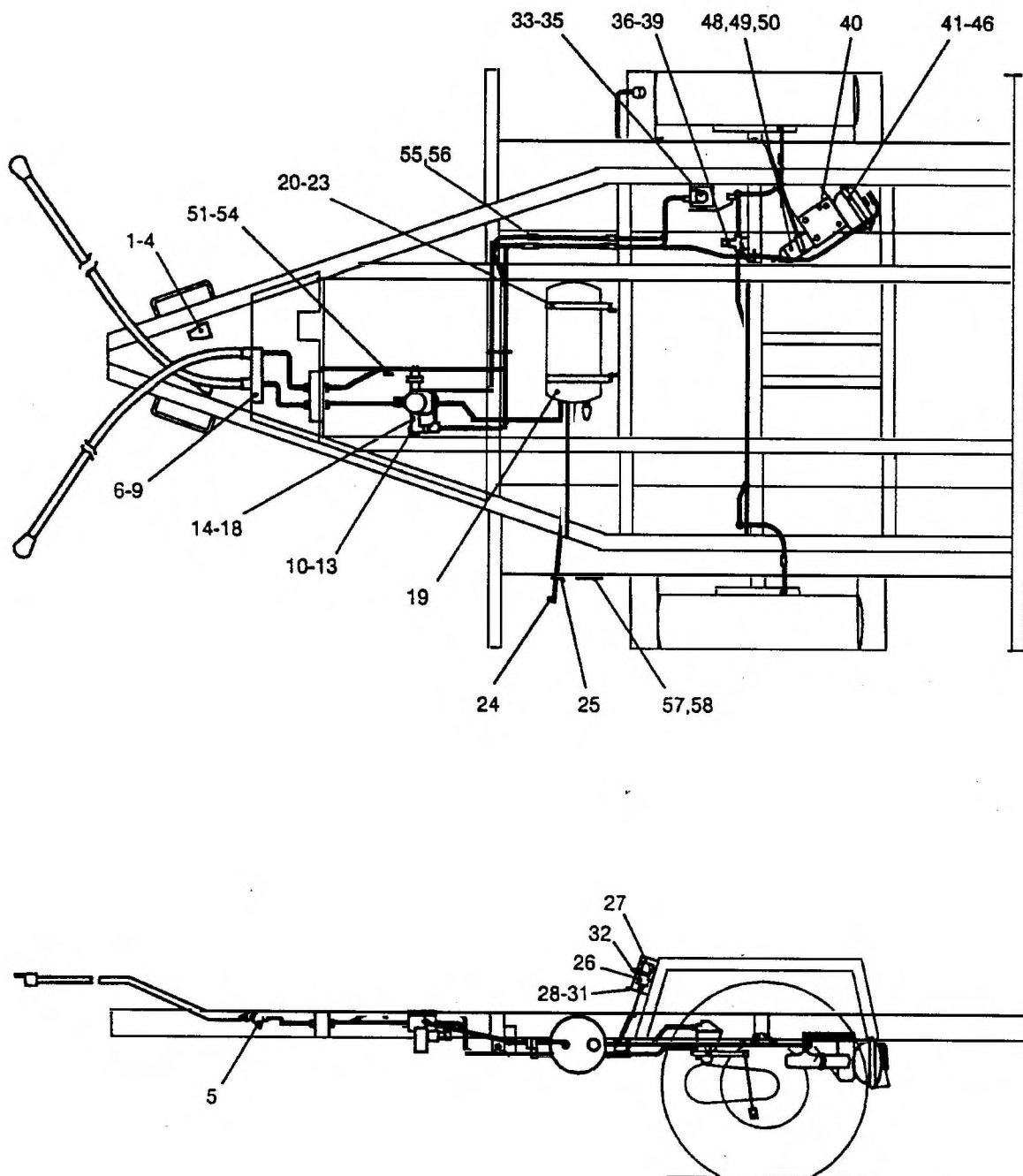


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 51		NP	. CLAMP PLATE ASSEMBLY	MOD(PE) FV2140665	3	
52	G1	5305-99-122-5361	. SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	3	
53	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	1	
54	G1	5310-99-122-5295	. NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	1	
55		NP	. CLAMP, PIPE	MOD(PE) FV2116989/ 2	18	
56		NP	. SCREW, MACHINE	MOD(PE) FV2116989/ 3	18	
57		NP	. PLATE, INSTRUCTION	MOD(PE) FV924144	1	
58		NP	. PIN, GROOVED 1/8 in. dia, 1/2 in. lg	PSM GS1A	4	
59 NI		NP	. FLUID AUTOMOTIVE, BRAKE 1 litre	DEF STAN 01-5 SECT 1(F)	AR	

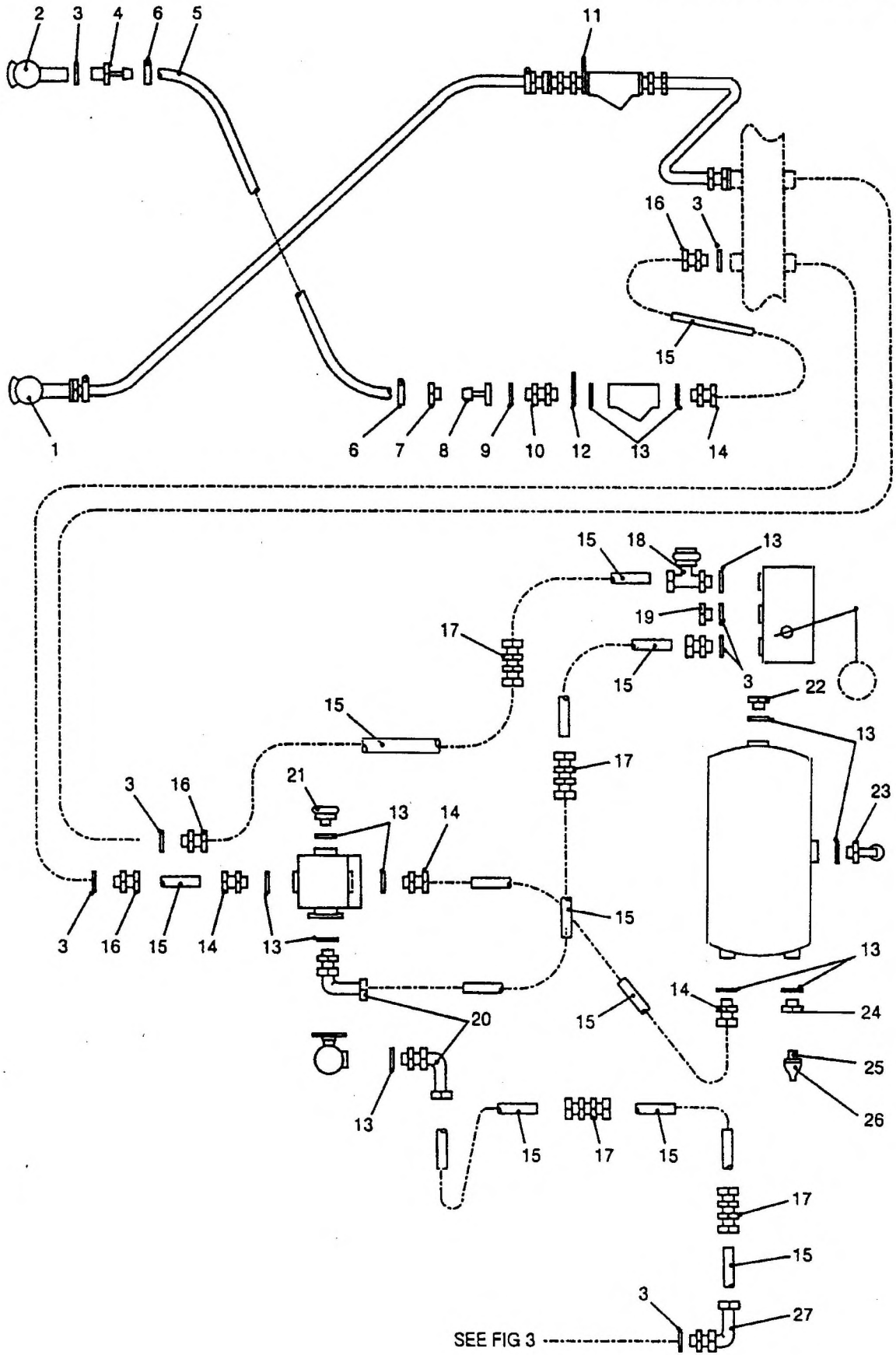


Fig 2 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
2-1		NP	. PALM COUPLING service	WABCO 95220002 20	1	
2		NP	. PALM COUPLING emergency	WABCO 95220002 10	1	
3		NP	. WASHER Al, 16 mm dia	WABCO 81140105 74	10	
4		NP	. CONNECTOR, HOSE M16 x 13 x 6	WABCO 89312041 44	2	
5		NP	. HOSE 13 mm x 6 mm, bulk supply	BSAU110	AR	
6		NP	. CLIP, HOSE 13 x 6	WABCO 89351041 02	4	
7		NP	. NUT, HOSE M22	WABCO 89307009 44	2	
8		NP	. NIPPLE, HOSE	WABCO 89312042 44	2	
9		NP	. WASHER, FIBRE 15 mm dia.	WABCO 89704264 04	2	
10		NP	. STUD, BULKHEAD M22	WABCO 89389001 40	2	
11		NP	. TAG, LINE service	WABCO AP6636	1	
12		NP	. TAG, LINE emergency	WABCO AP6637	1	
13		NP	. WASHER Al, M22	WABCO 81140108 04	14	
14		NP	. CONNECTOR, STRAIGHT M22 x 10	WABCO 89380010 90	5	
15		NP	. PIPE 10 mm x 1mm, bulk supply	AUTO-MOTIVE PRODUCTS TUNGUM	AR	
16		NP	. CONNECTOR, STRAIGHT M16 x 10 mm	WABCO 89380199 40	5	
17		NP	. CONNECTOR, BULKHEAD	WABCO 89382016 00	4	

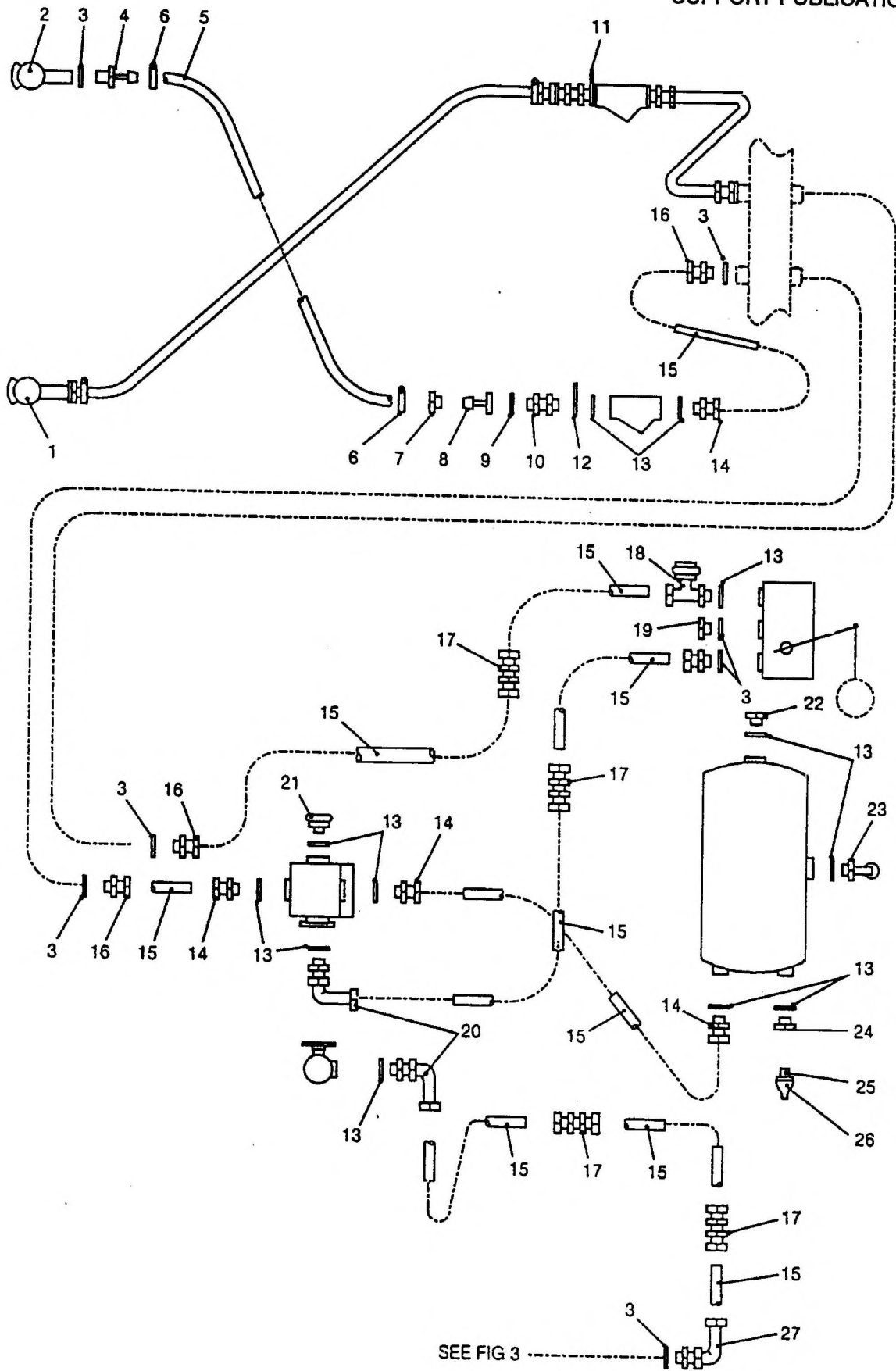


Fig 2 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
2-18		NP	. TEST POINT M22 x 10 mm	WABCO 46370301 20	1	
19		NP	. PLUG M16	WABCO 81090400 44	1	
20		NP	. CONNECTOR, ELBOW M22 x 10 mm	WABCO 89383044 10	2	
21		NP	. TEST POINT M22	WABCO 46370310 00	1	
22		NP	. PLUG M22	WABCO 89301007 04	1	
23		NP	. VALVE, DRAIN c/w pull ring	WABCO 93430007 00	1	
24		NP	. ADAPTOR M22 male, 1/4 in. NPTF female	WABCO 42530100 34	1	
25		NP	. SWITCH, LOW PRESSURE WARNING	WABCO APSA7282/ 3	1	
26		NP	. BOOT	WABCO SF50-281	1	
27		NP	. CONNECTOR, ELBOW M16 x 10 mm dia	WABCO 893830047 10	1	

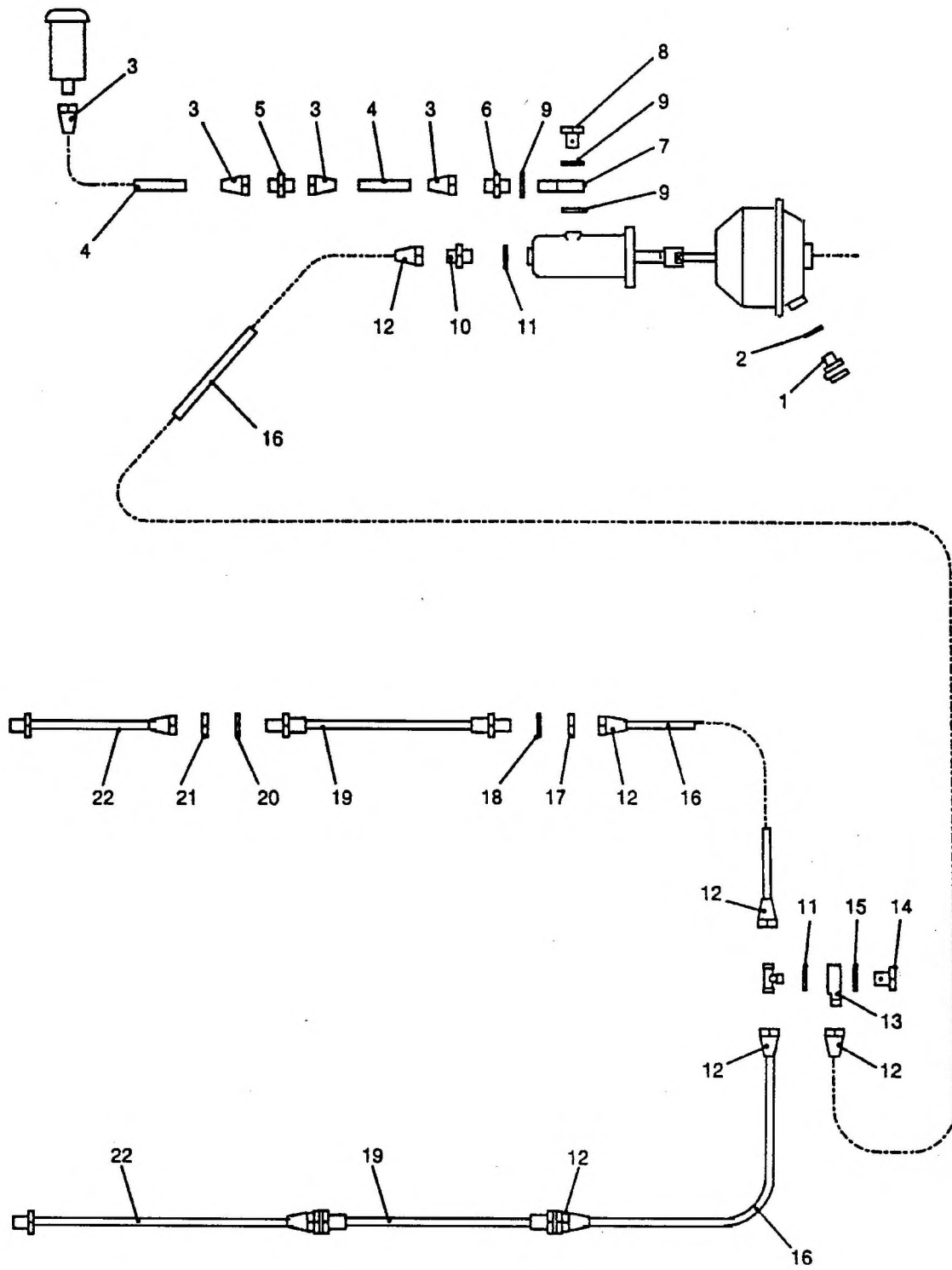


Fig 3 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-1		NP	TEST POINT M16	WABCO 46370310 30	1	
2		NP	WASHER Al, 16 mm dia	WABCO 81140105 74	1	
3		NP	NUT, PIPE 5/8 in. UNF, 3/8 in. dia	LUCAS 64470434	4	
4		NP	PIPE 10 mm x 1mm, bulk supply	AUTO- MOTIVE PRODUCTS TUNGUM	AR	
5		NP	UNION 5/8 in. UNF	LUCAS 64474963	1	
6		NP	ADAPTOR 5/8 in. UNF	LUCAS 64473284	1	
7		NP	BANJO	MOD(PE) FV2140699	1	
8		NP	BOLT, BANJO	MOD(PE) FV2140674	1	
9		NP	WASHER copper, 5/8 in. dia	LUCAS 378730	3	
10		NP	ADAPTOR 1/2 in. UNF	LUCAS 64473276	1	
11		NP	WASHER copper, 1/2 in. dia	LUCAS 378731	2	
12		NP	NUT, PIPE 1/2 in. UNF, 5/16 in. dia	LUCAS 377120	6	
13		NP	BANJO 1/2 in. UNF, male	LUCAS 352401W	1	
14		NP	BOLT, BANJO 1/2 in. UNF	LUCAS 64470416	1	
15		NP	WASHER copper, 19/32 in. dia	LUCAS 378723	1	
16		NP	PIPE tungum, 22 SWG, 5/16 in. dia	LUCAS TUNGUM 22SWG	AR	
17		NP	NUT, BULKHEAD 1/2 in. UNF	LUCAS 64100178	2	
18		NP	WASHER, SHAKEPROOF	LUCAS 64140089	2	
19		NP	HOSE, FLEXIBLE	AUTO- MOTIVE PRODUCTS KL92410	2	
20		NP	WASHER, LOCK 7/16 in. dia	AUTO- MOTIVE PRODUCTS K19408	2	

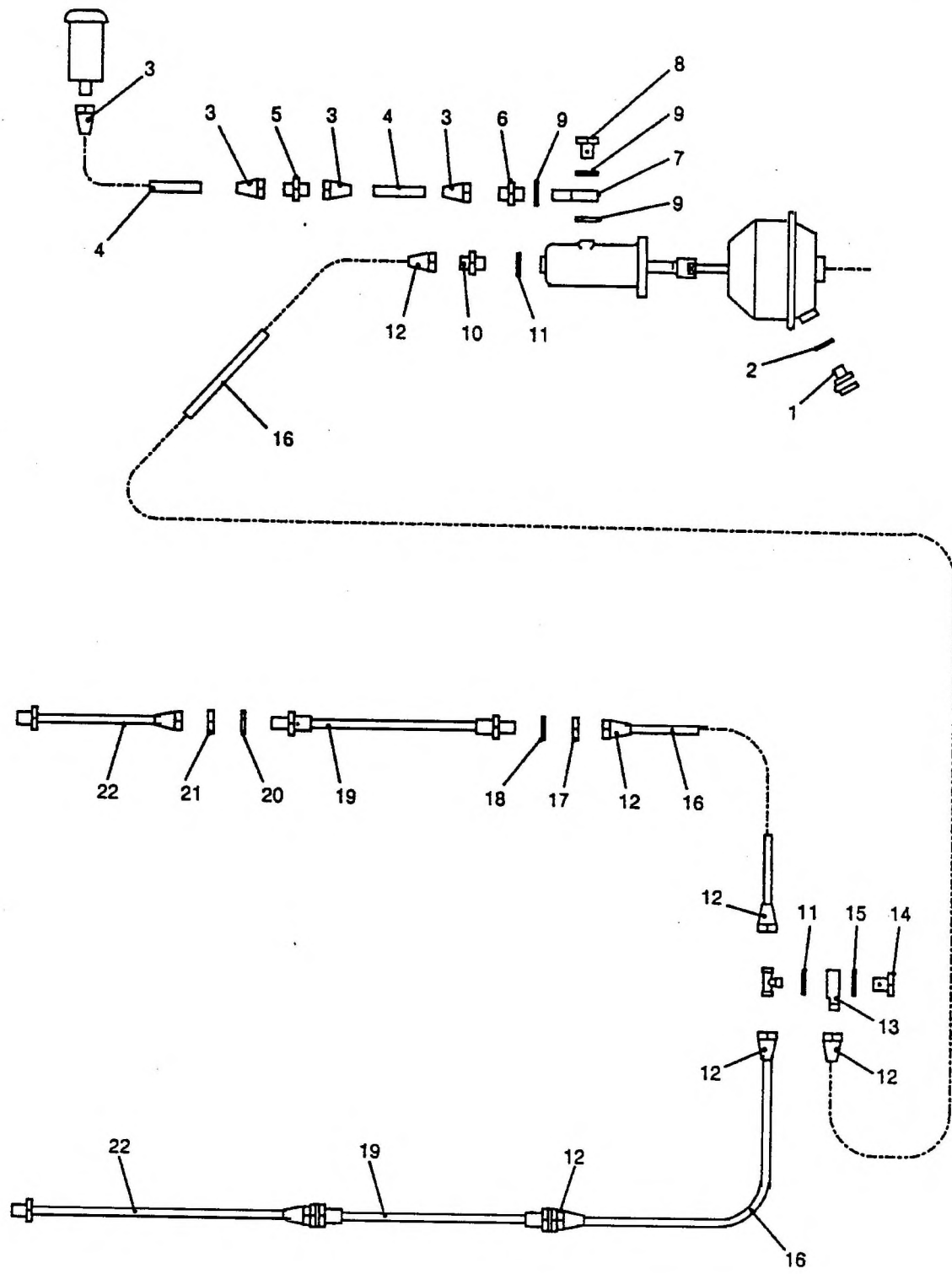


Fig 3 Air/hydraulic assembly

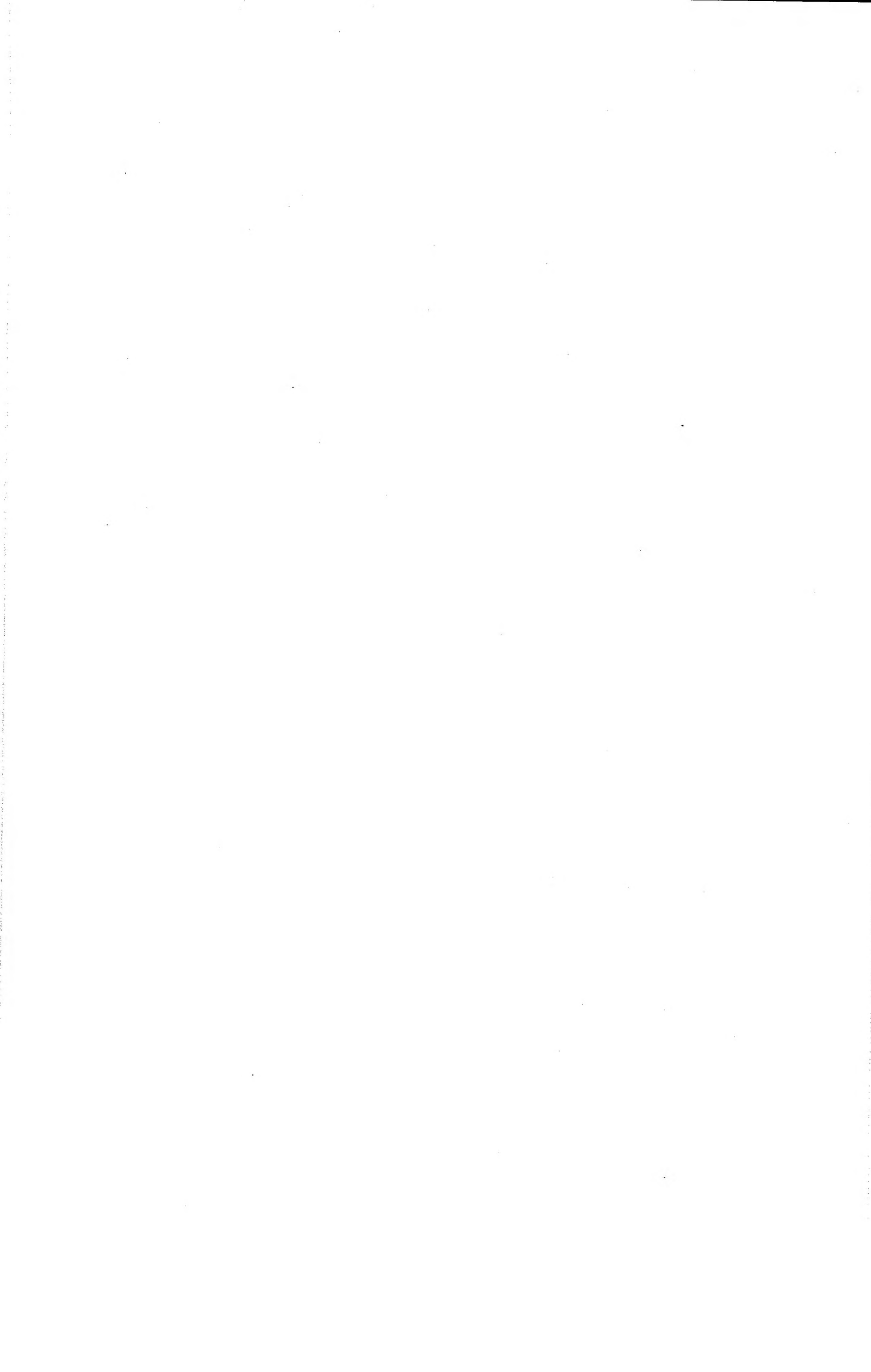
Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-21		NP	NUT, LOCK 7/16 in. UNF	AUTO- MOTIVE PRODUCTS K24104	2	
22		NP	BRAKE PIPE ASSEMBLY	MOD(PE) FV924180	2	

Chapter 2-3

PARTS LIST

ELECTRICAL SYSTEM

Drawing No. FV2168695



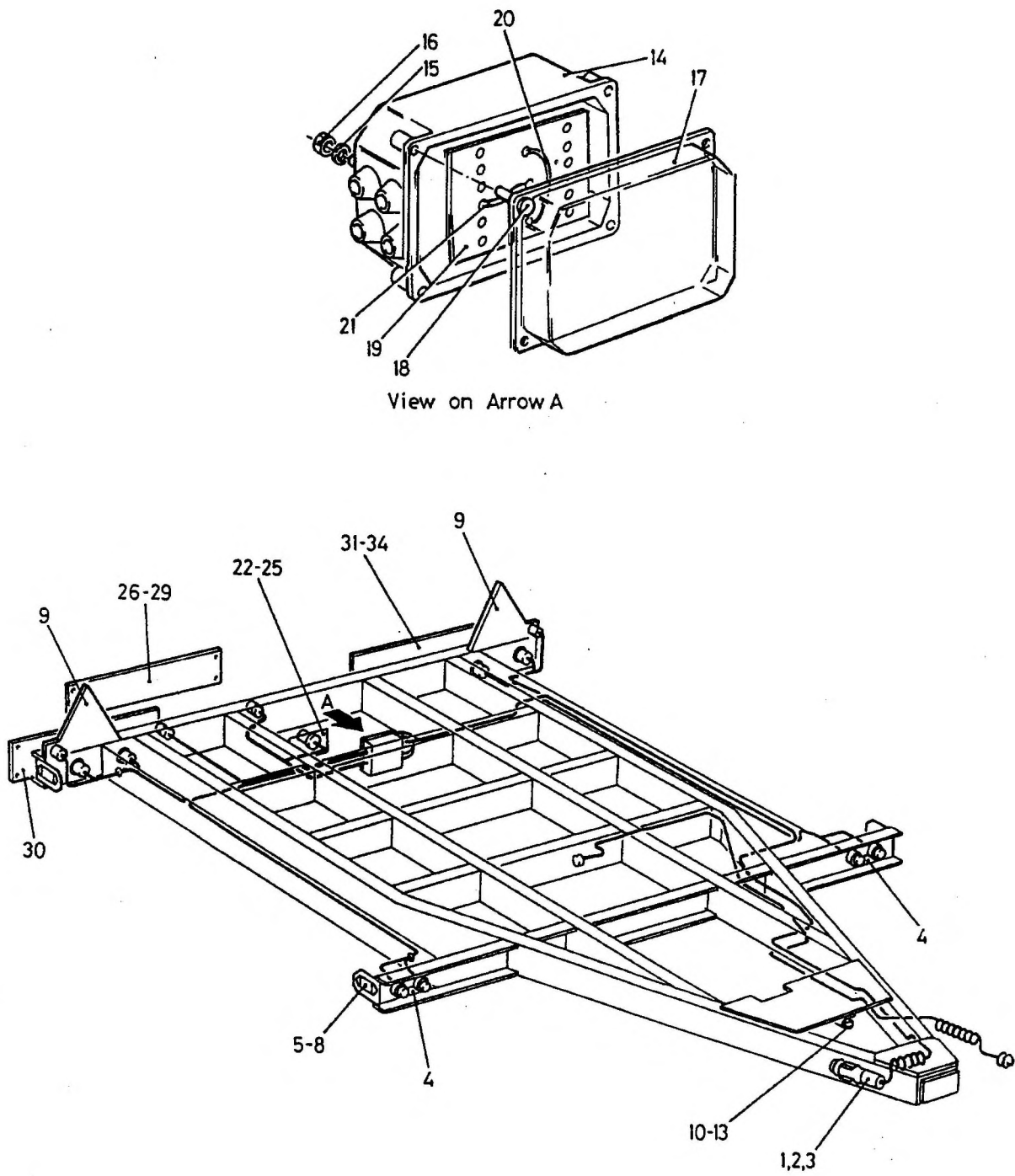


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	ELECTRICAL SYSTEM	MOD(PE) FV2168695	REF	
1-1	9BTR	5340-99-874-2272	. CLIP, SPRING, TRAILER SOCKET steel, Cd plated, 2-1/2 in. id	MOD(PE) FV556226	1	
2	G1	5305-99-122-8665	. SCREW, MACHINE ISO metric; steel; hex head; zinc plated w/chromate treatment; M6 dia by 1.00mm thd pitch; 10.00mm o/a lg; 10.00mm o/a thd lg; 6g thd; min TS 784.5 N per sq mm; strength grade 8.8	BS3692	2	
3	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
4		NP	. REFLECTOR, INDICATING, CLEARANCE clear	FLEXIBLE LAMPS 78/03/00	2	
5		NP	. REFLECTOR, CLEARANCE INDICATING amber	FLEXIBLE LAMPS 77/02/00	4	
6	G1	5305-99-135-0424	. SCREW, MACHINE ISO metric; steel; pan hd; slot drive; zinc plated finish; 4mm by 0.70mm pitch by 16.00mm lg; class 6g thd	BS3692	12	
7	G1	5310-99-135-9299	. WASHER, LOCK steel; split helical ring; cadmium plated; 4mm nom bolt size; 6.95mm od; 1.20mm thk	BS4464	12	
8	G1	5310-99-135-0755	. NUT, PLAIN, HEXAGON ISO; metric; steel; chamfered bearing surface, zinc plated w/chromate; M4.0 by 0.070mm pitch; 7.00mm w A/F; 3.00mm o/a h; class 6h nut; grade 4	BS3692	12	
9		NP	. REFLECTOR, TRAILER PLATE	FLEXIBLE LAMPS 71/03/00	2	
10		NP	. DUMMY SOCKET low air pressure	MOD(PE) FV634204	1	

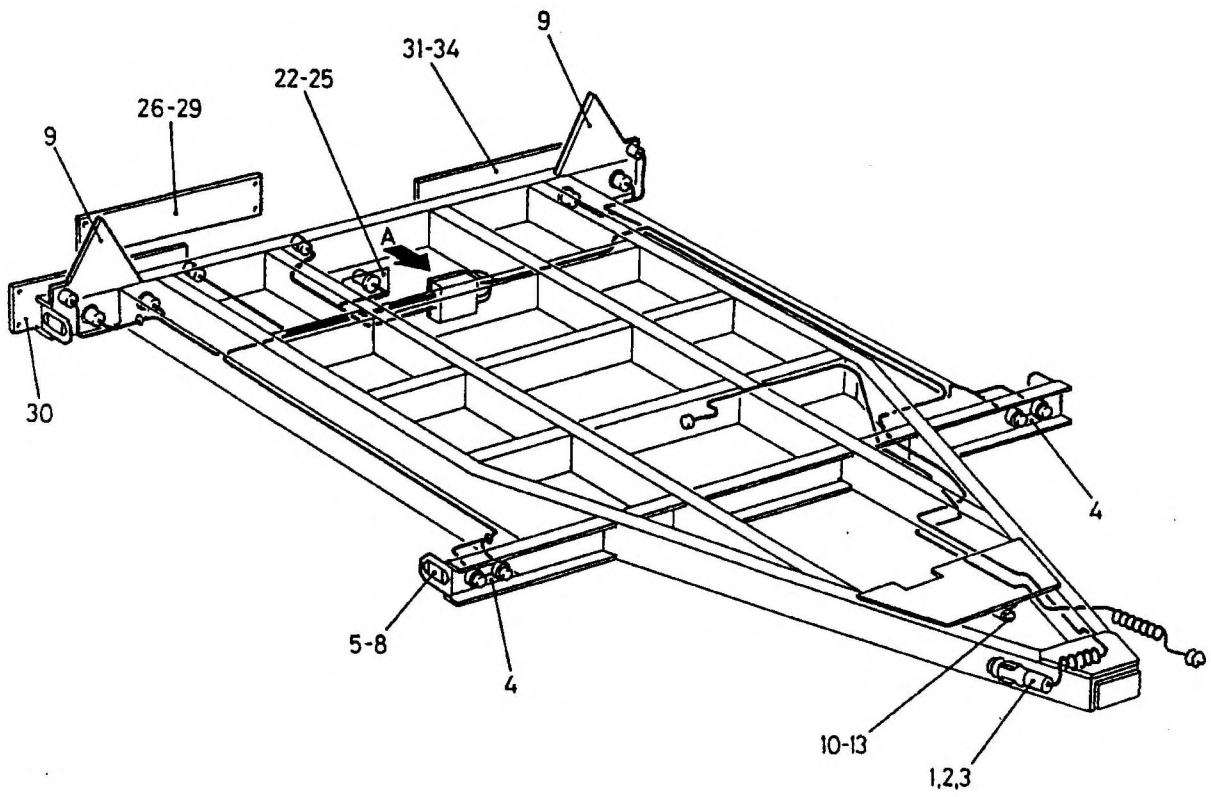
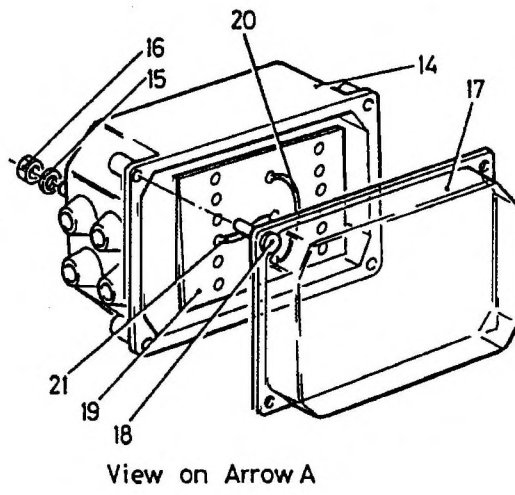


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
1- 11	G1	5305-99-135-0417	. SCREW, MACHINE ISO M; steel; pan hd; slot drive; zinc plated; 3mm dia x 0.50mm pitch; 12mm fastener lg; 12mm thd lg; class 6g thd; 392.3N/mm sq MTS; grade 4.8	BS3692	4	
12	G1	5310-99-135-9298	. WASHER, LOCK steel; split helical ring; cadmium plated; 3mm dia bolt size; 5.5mm nom od; 1mm nom thk	BS4464	4	
13	G1	5310-99-135-0754	. NUT, PLAIN, HEXAGON ISO M, steel; finished chamfered surface; zinc plated w/chromate; M3.0 by 0.50mm pitch; 5.50mm w A/F; 2.40mm o/a h; class 6h thd; grade 4 nut	BS3692	4	
14		NP	. JUNCTION BOX w/lock washer and nut	FLEXIBLE LAMPS 111/07/04	1	
15		NP	. WASHER, LOCK	BS4320	2	
16		NP	. NUT M6	BS3692	2	
17		NP	. . LID ASSEMBLY	FLEXIBLE LAMPS 3144	1	
18		NP	. . RETAINER	FLEXIBLE LAMPS 3123	4	
19		NP	. . TERMINAL BOARD 15 stud terminals	FLEXIBLE LAMPS 2853	1	
20		NP	. . CABLE ASSEMBLY link studs 7 and 9 NOTE... See Chapter 2-4-1	MOD(PE) FV2168761	1	
21		NP	. . CABLE ASSEMBLY link studs 8 and 12 NOTE... See Chapter 2-4-1	MOD(PE) FV2168762	1	
22		NP	. PLATE, CONVOY	MOD(PE) FV501292	1	
23	G1	5305-99-122-5360	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M6 x 16mm lg	BS3692	2	

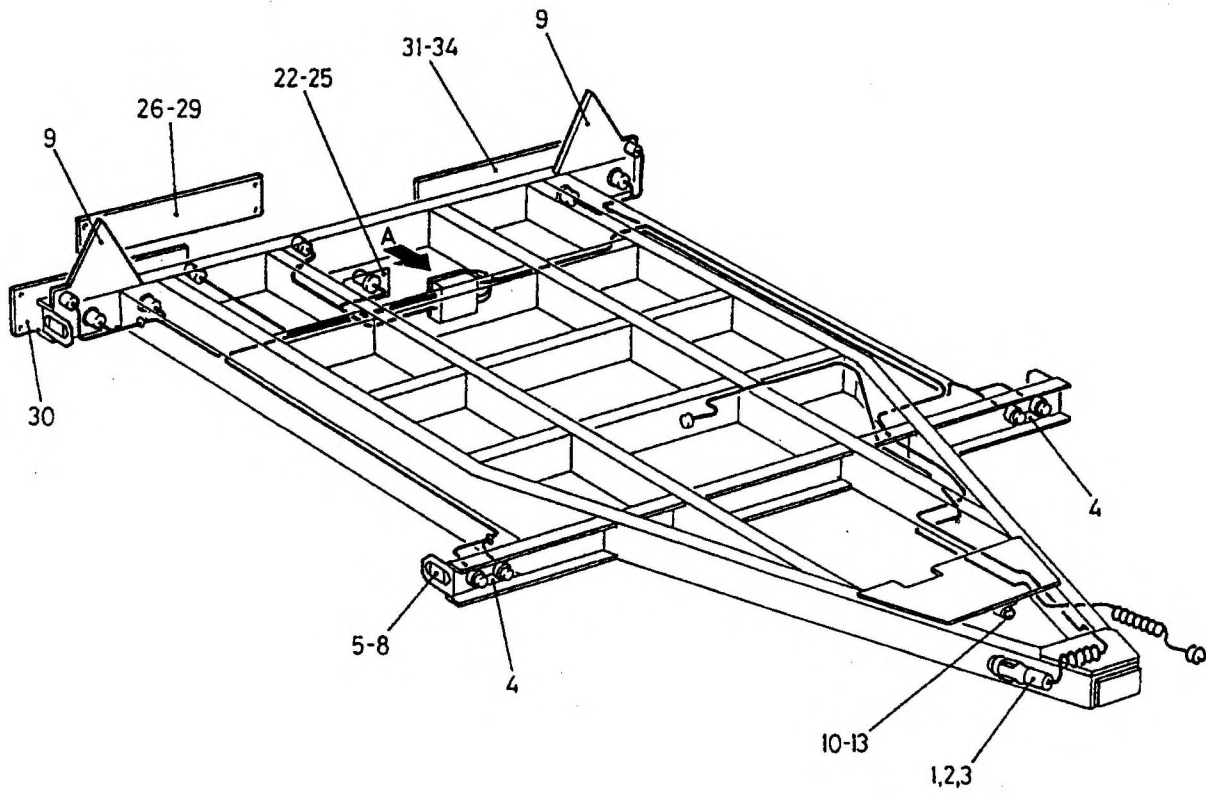
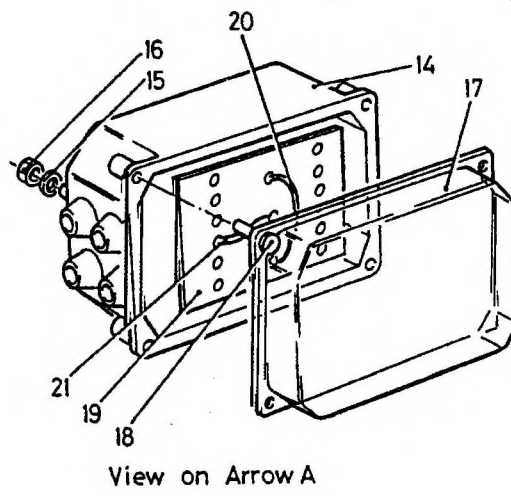


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-24	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
25	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
26		NP	PLATE, NUMBER Al, 4 in. w, 20 in. lg, 1/16 in. thk	MOD(PE) FV654855	1	
27	G1	5305-99-122-5361	SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	2	
28	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
29	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
30		NP	MARKER BOARD ASSEMBLY rear, rh	MOD(PE) FV2124156	1	
31		NP	MARKER BOARD ASSEMBLY rear, lh	MOD(PE) FV2124157	1	
32	G1	5305-99-122-4911	SCREW, MACHINE iso metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	4	
33	G1	5310-99-122-6476	WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	8	

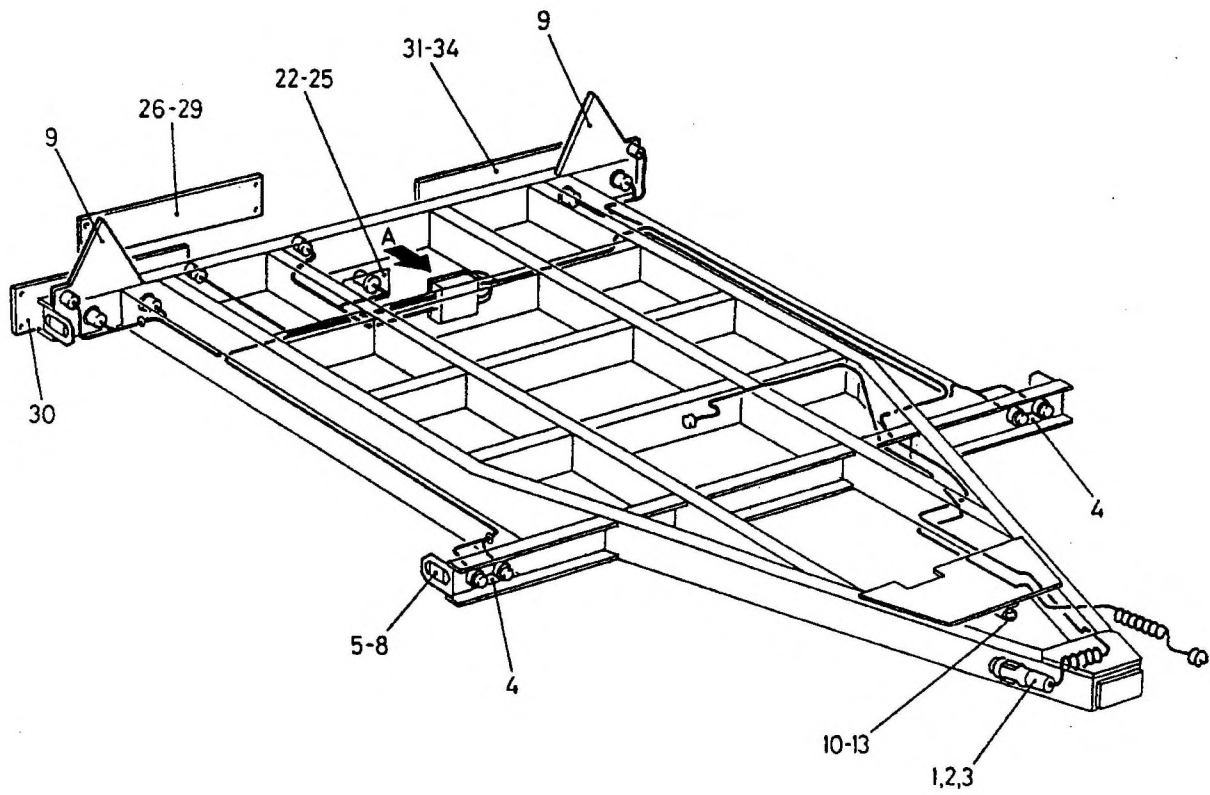
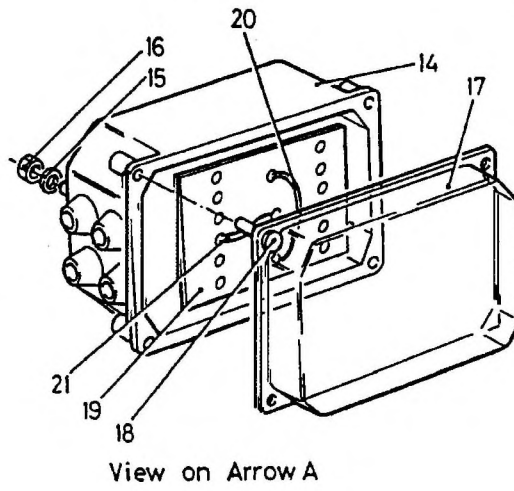


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 34		NP	NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M10	BS4929	4	

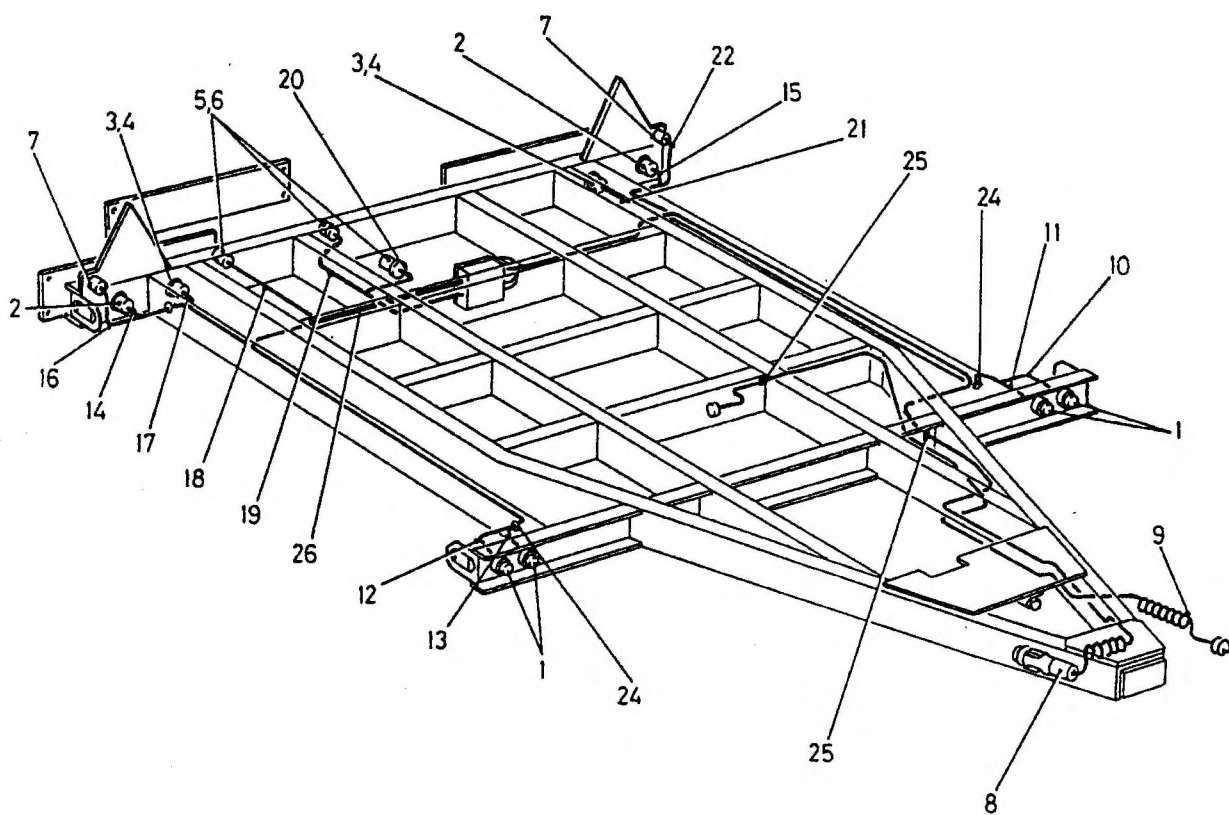


Fig 2 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-1		NP	END OUTLINE LIGHT white	FLEXIBLE LAMPS 50/04/00	4	
2		6220-12-151-4411	. STOPLIGHT-TAILLIGHT, VEHICULAR	HELLA KG 2SD 001698-001	2	
3		6220-12-152-8600	. LAMP, FOG REARGUARD	HELLA KG 2NE 002481-001	2	
4		NP	. BOLT M8 x 12 mm lg	BS3692	4	
5		6220-12-121-9007	. LAMP, NUMBER PLATE/CONVOY PLATE	HELLA KG 2KA 324 LRB 241	3	
6		NP	. SCREW M6	BS3692	6	
7		NP	. END OUTLINE LIGHT red	FLEXIBLE LAMPS 50/05/00	2	
8		NP	. WIRING HARNESS tow veh-c/j NOTE... See Chapter 2-4-1	MOD(PE) FV2168747	1	
9		NP	. WIRING HARNESS L.A.P NOTE... See Chapter 2-4-1	MOD(PE) FV2168763	1	
10		NP	. WIRING HARNESS front lh position NOTE... See Chapter 2-4-1	MOD(PE) FV2168752	1	
11		NP	. WIRING HARNESS front lh outline NOTE... See Chapter 2-4-1	MOD(PE) FV2168753	1	
12		NP	. WIRING HARNESS front rh outline NOTE... See Chapter 2-4-1	MOD(PE) FV268750	1	
13		NP	. WIRING HARNESS front rh position NOTE... See Chapter 2-4-1	MOD(PE) FV268751	1	
14		NP	. WIRING HARNESS stop/tail/turn rh NOTE... See Chapter 2-4-1	MOD(PE) FV2168748	1	
15		NP	. WIRING HARNESS stop/tail/turn lh NOTE... See Chapter 2-4-1	MOD(PE) FV2168749	1	

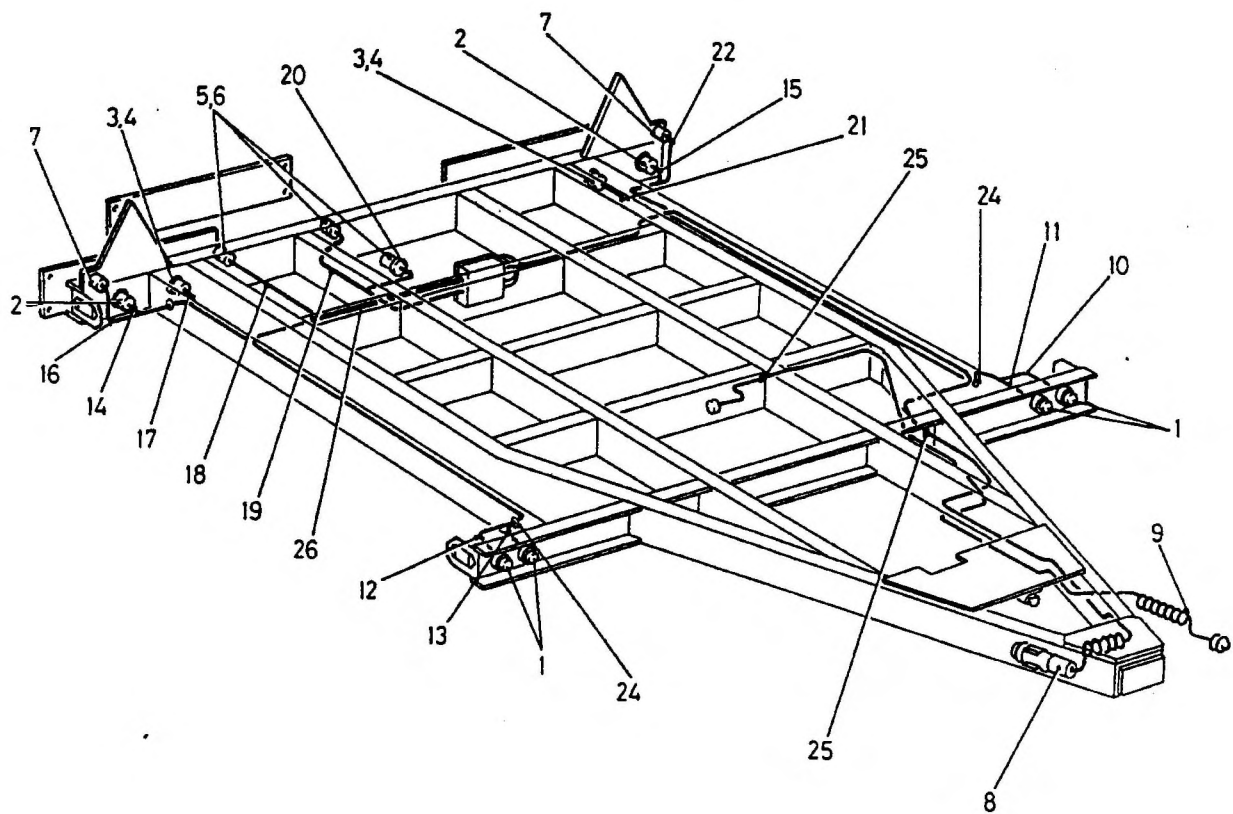


Fig 2 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-16		NP	. WIRING HARNESS rear rh outline NOTE... See Chapter 2-4-1	MOD(PE) FV2168754	1	
17		NP	. WIRING HARNESS rh fog NOTE... See Chapter 2-4-1	MOD(PE) FV2168755	1	
18		NP	. WIRING HARNESS outer number plate light NOTE... See Chapter 2-4-1	MOD(PE) FV2168756	1	
19		NP	. WIRING HARNESS inner number plate light NOTE... See Chapter 2-4-1	MOD(PE) FV2168757	1	
20		NP	. WIRING HARNESS convoy NOTE... See Chapter 2-4-1	MOD(PE) FV2168758	1	
21		NP	. WIRING HARNESS lh fog NOTE... See Chapter 2-4-1	MOD(PE) FV2168759	1	
22		NP	. WIRING HARNESS rear lh outline NOTE... See Chapter 2-4-1	MOD(PE) FV2168760	1	
23	H9	5325-99-942-3500	. GROMMET, RUBBER 1-1/4 in. id, 1-1/2 in. od, 13/64 in. groove	DEF STAN 53-13 TABLE 1(A)	1	
24	H9	5325-99-942-6850	. GROMMET, RUBBER 1 in. ld; 0.1 in. slot	DEF STAN 53-13 TABLE 1(A)	4	
25		NP	. CABLE TIE nylon, black	HELLER- MANN LK3	13	
26		NP	. TRUNKING black; nylon; 28 mm od; 650 mm lg	ADAPTA- FLEX NC28	1	
27 NI		NP	. CONNECTOR 1/4 in., female	RISTS 54191042	2	
28 NI		NP	. SLEEVE, CONNECTOR	RISTS 54191204	2	

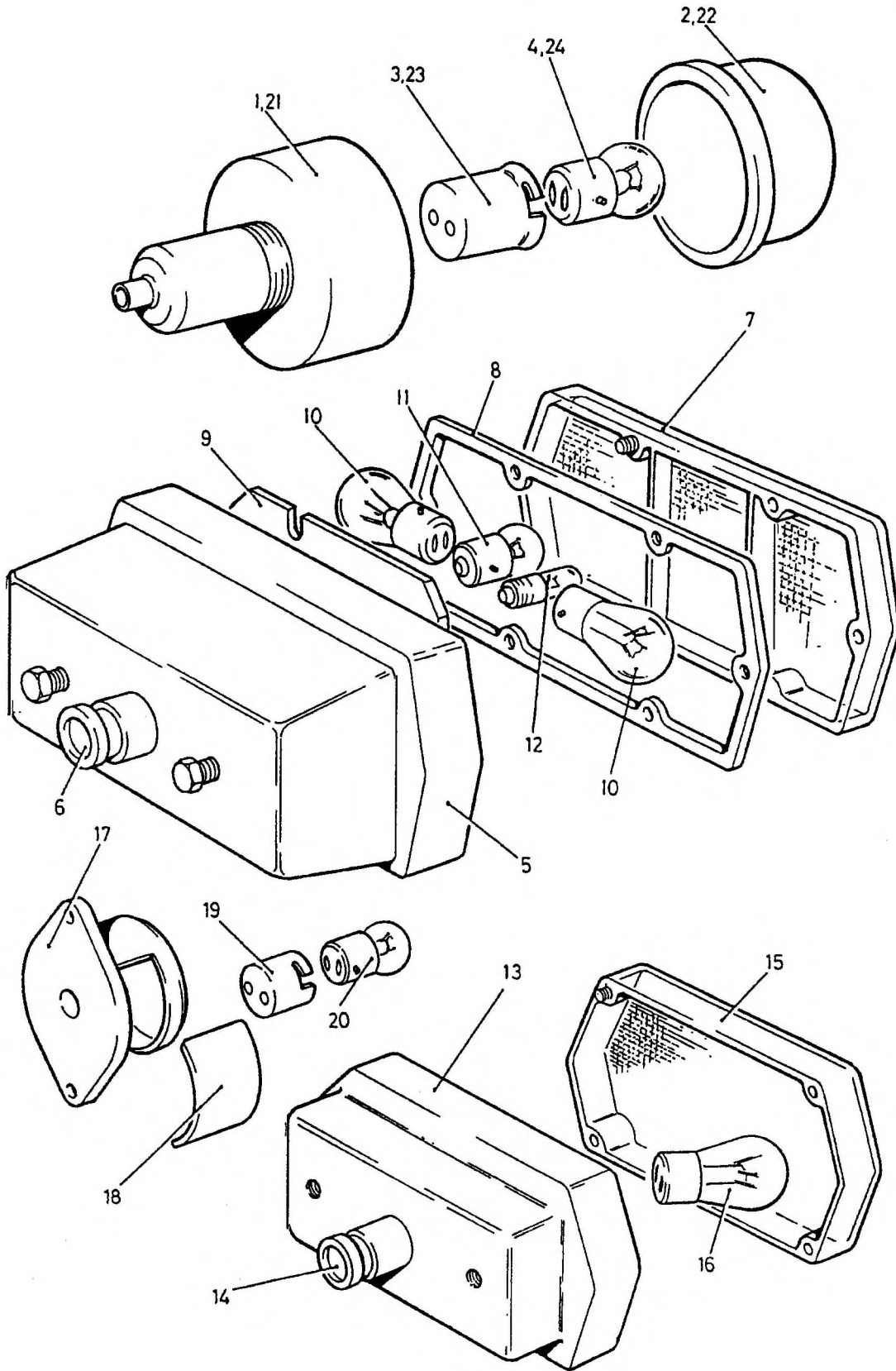


Fig 3 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-1		NP	END OUTLINE LIGHT white	FLEXIBLE LAMPS 50/04/00	1	
2		NP	. . LENS white	FLEXIBLE LAMPS 1231	1	
3		NP	. . BULBHOLDER	FLEXIBLE LAMPS 1102	1	
4	6MT3	6240-99-995-2254	. . LAMP, FILAMENT 24V, 6W	DEF STAN 62-6 TABLE 1(A)	1	
5		6220-12-151-4411	. . STOPLIGHT-TAILLIGHT, VEHICULAR	HELLA KG 2SD 001698-001	2	
6		NP	. . GLAND, CABLE	HELLA KG PG11	1	
7	6MT3	6220-12-151-4412	. . LENS, LIGHT	HELLA KG 9EL 104544-001	1	
8		NP	. . SEAL	HELLA KG 9GD 104543-001	1	
9		5340-12-190-2370	. . VIBRATION DAMPER	HELLA KG 9GP 004028-007	1	
10	6MT3	6240-99-995-3244	. . LAMP, FILAMENT 24V, 24W	DEF STAN 62-6 TABLE II(A)	2	
11	X5	6240-99-995-2236	. . LAMP, FILAMENT 26V, 6W, BA15s, clear	DEF STAN 62-6 TABLE 1(A)	1	
12		6240-12-120-7952	. . BULB 24V, 2W	HELLA KG 8GP 002068-241	1	
13		6220-12-152-8600	. LAMP, FOG REARGUARD	HELLA KG 2NE 002481-001	2	
14		NP	. . GLAND, CABLE	HELLA KG PG11	1	
15	6MT3	6220-12-164-7718	. . LENS, LIGHT red, foglamp	HELLA KG 9EL 111600-001	1	
16	6MT3	6240-99-995-3244	. . LAMP, FILAMENT 24V, 24W	DEF STAN 62-6 TABLE II(A)	2	
17		6220-12-121-9007	. LAMP, NUMBER PLATE/CONVOY PLATE	HELLA KG 2KA 324 LRB 241	3	

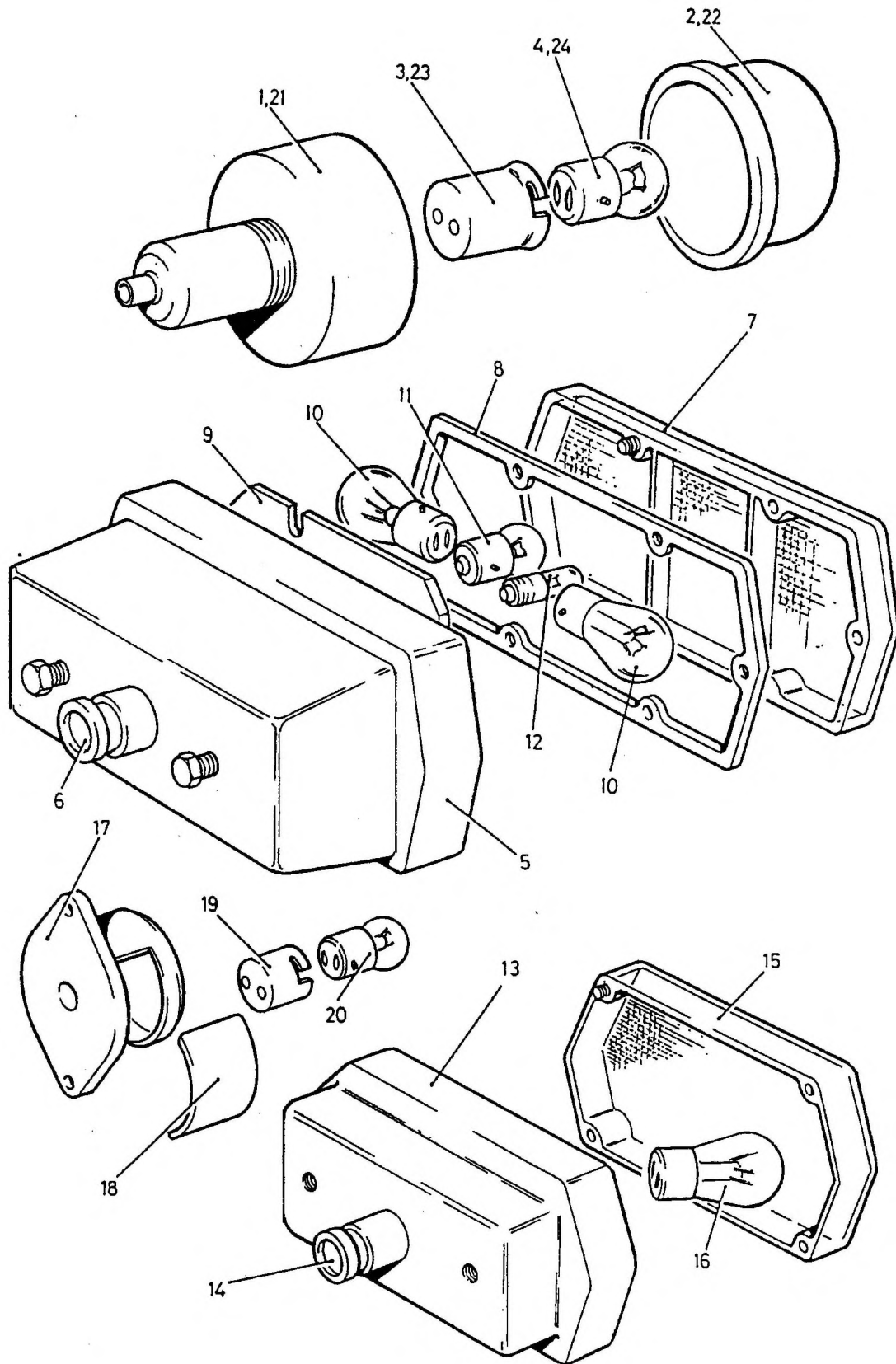


Fig 3 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-18		NP	LAMP, NUMBER PLATE/CONVOY PLATE	HELLA KG 9EL 072373-001	1	
19		NP	HOLDER	HELLA KG 9GP 072300-001	1	
20	X5	6240-99-995-2236	LAMP, FILAMENT 26V, 6W, BA15s, clear	DEF STAN 62-6 TABLE 1(A)	1	
21		NP	END OUTLINE LIGHT red	FLEXIBLE LAMPS 50/05/00	2	
22		NP	LENS red	FLEXIBLE LAMPS 1268	1	
23		NP	BULBHOLDER	FLEXIBLE LAMPS 1102	1	
24	6MT3	6240-99-995-2254	LAMP, FILAMENT 24V, 6W	DEF STAN 62-6 TABLE 1(A)	1	

Chapter 2-3-1

PARTS LIST

WIRING HARNESES

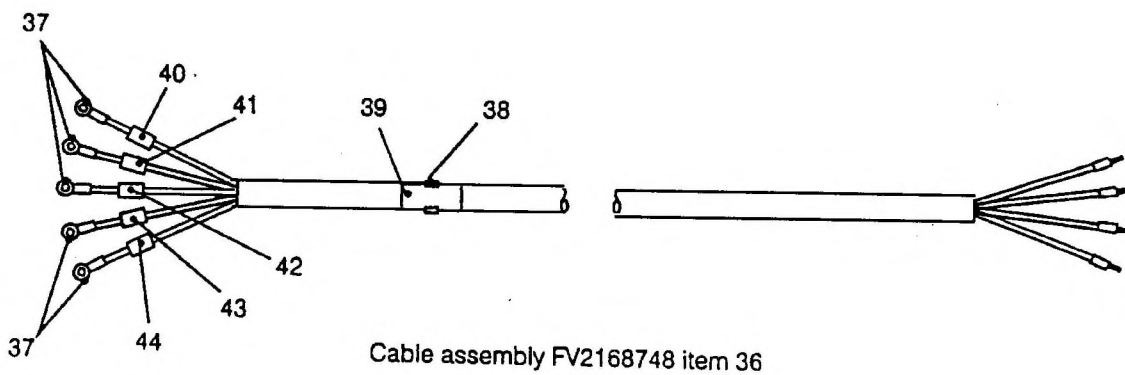
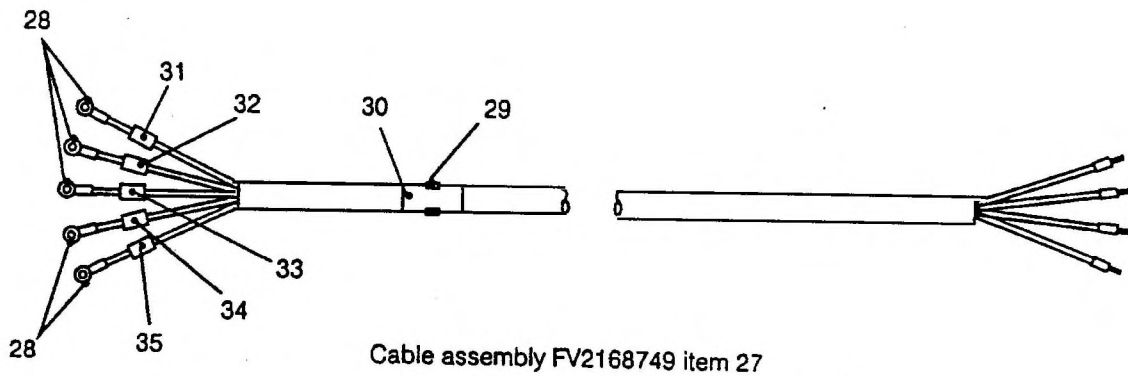
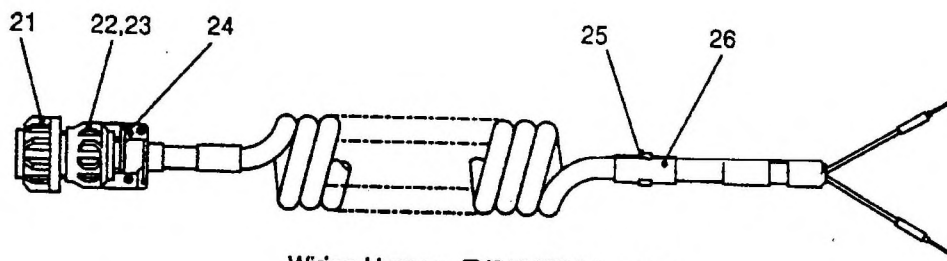
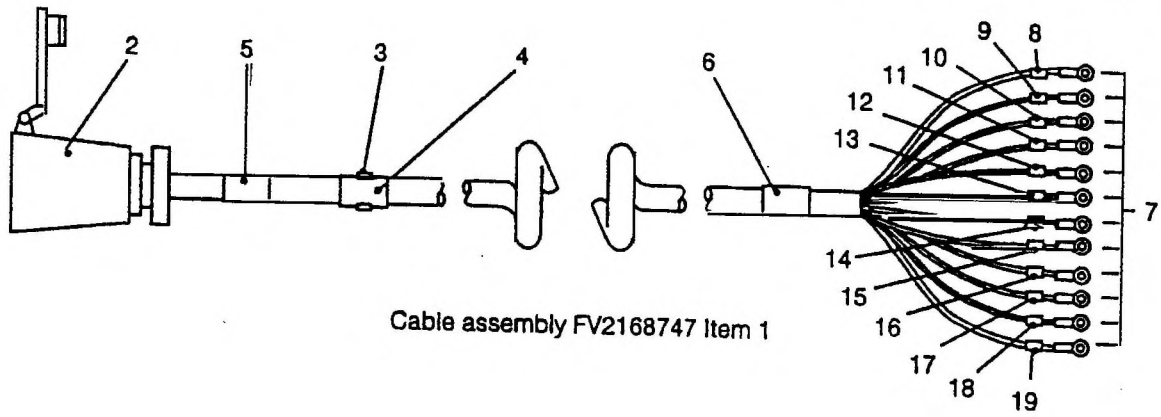


Fig 1 Wiring harness

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		NP NP	WIRING HARNESSES . WIRING HARNESS tow veh-c/j	MOD(PE) FV2168747	REF 1	
2	6MT4	5935-99-804-4658	. . PLUG, ELECTRICAL 12 pole	MOD(PE) FV596887	1	
3	6MT4	5340-99-205-6507	. . BUCKLE STRAP, METALLIC	MOD(PE) FV(S) 7-3-1	1	
4	6MT4	9905-99-804-4136	. . BAND, IDENTIFICATION Al, 7/8 in. w, 1 in. lg	MOD(PE) FV(S) 7-2-1	1	
5		NP	. . SLEEVE, IDENTIFICATION 14 mm id, inscribed TOW VEH	MOD(PE) FV175707/78 0	1	
6		NP	. . SLEEVE, IDENTIFICATION 14 mm id, inscribed C/J	MOD(PE) FV175707/20 5	1	
7	Z37	5940-99-805-1349	. . TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	12	
8		5975-99-826-3127	. . SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/ 46	1	
9		NP	. . SLEEVE	MOD(PE) FV175700/13 1	1	
10		NP	. . SLEEVE	MOD(PE) FV175700/13 6	1	
11		5975-99-826-2138	. . SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/12 8	1	
12		NP	. . SLEEVE	MOD(PE) FV175700/12 9	1	
13		NP	. . SLEEVE	MOD(PE) FV175700/15 2	1	
14		5975-99-881-2826	. . SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/33 4	1	
15		NP	. . SLEEVE	MOD(PE) FV175700/11 2	1	
16		NP	. . SLEEVE	MOD(PE) FV175700/13 5	1	
17		NP	. . SLEEVE	MOD(PE) FV175700/13 0	1	
18		5975-99-835-5768	. . SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/1 1	1	

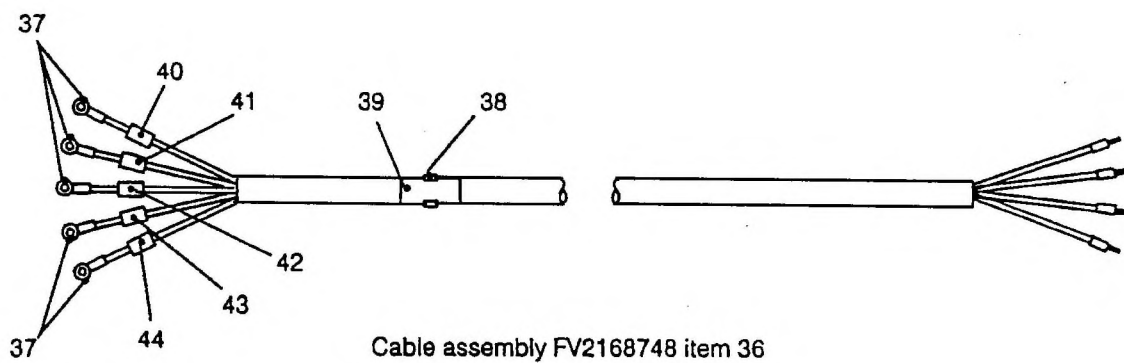
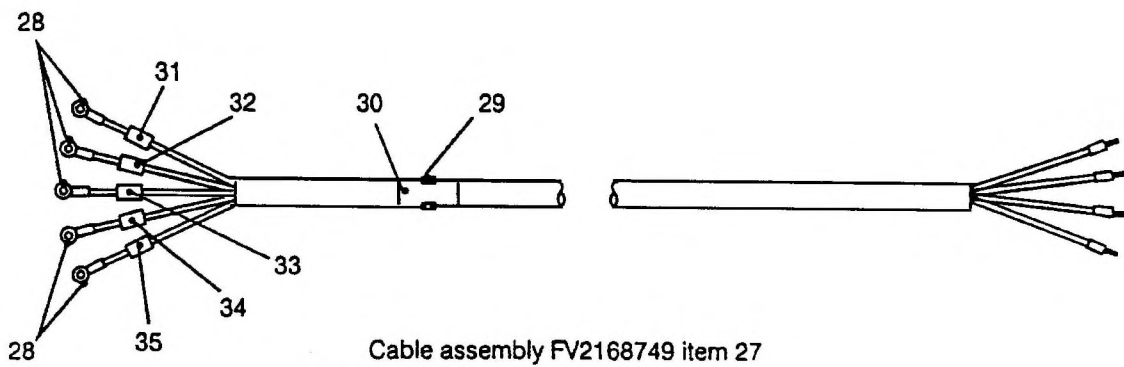
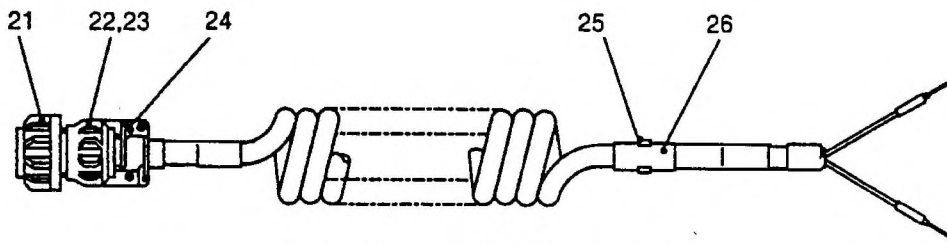
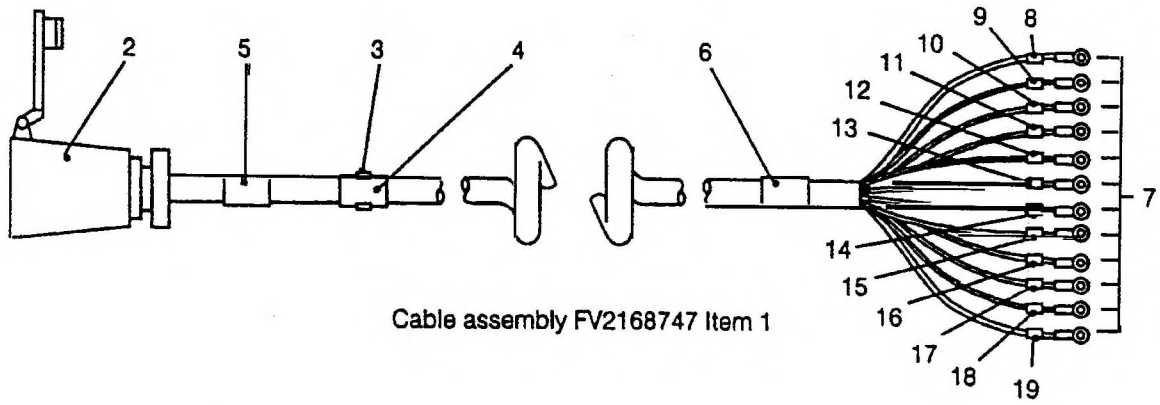


Fig 1 Wiring harness

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-19		NP	SLEEVE	MOD(PE) FV175700/13 2	1	
20		NP	WIRING HARNESS L.A.P	MOD(PE) FV2168763	1	
21		NP	CONNECTOR	MOD(PE) FV700809	1	
22	6MT4	5325-99-804-4620	GROMMET, RUBBER	MOD(PE) FV585082	1	
23	6MT4	5935-99-804-4616	FOLLOWER, RING, GROMMET	MOD(PE) FV585098	1	
24	Z32	5935-99-636-2379	CLAMP, CABLE, ELECTRICAL PLUG-SOCKET metallic, 13/32 in. dia cable opening, 1-1/4 in. lg, 31/32 in. dia	MOD(PE) FV620702	1	
25	6MT4	5340-99-205-6507	BUCKLE STRAP, METALLIC	MOD(PE) FV(S) 7-3-1	1	
26	6MT4	9905-99-804-4136	BAND, IDENTIFICATION Al, 7/8 in. w, 1 in. lg	MOD(PE) FV(S) 7-2-1	1	
27		NP	WIRING HARNESS stop/tail/turn lh	MOD(PE) FV2168749	1	
28	Z37	5940-99-805-1349	TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	5	
29	6MT4	5340-99-205-6507	BUCKLE STRAP, METALLIC	MOD(PE) FV(S) 7-3-1	1	
30	6MT4	9905-99-804-4136	BAND, IDENTIFICATION Al, 7/8 in. w, 1 in. lg	MOD(PE) FV(S) 7-2-1	1	
31		5975-99-826-2138	SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/12 8	1	
32		NP	SLEEVE	MOD(PE) FV175700/13 1	1	
33		NP	SLEEVE	MOD(PE) FV175700/12 9	1	
34		5975-99-835-5768	SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/11 1	1	
35		NP	SLEEVE	MOD(PE) FV175700/74 2	1	
36		NP	WIRING HARNESS stop/tail/turn rh	MOD(PE) FV2168748	1	
37	Z37	5940-99-805-1349	TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	5	
38	6MT4	5340-99-205-6507	BUCKLE STRAP, METALLIC	MOD(PE) FV(S) 7-3-1	1	

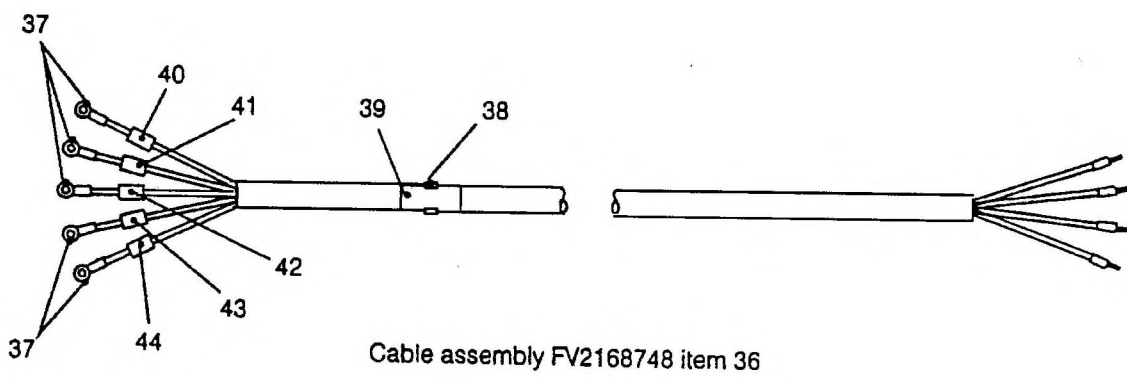
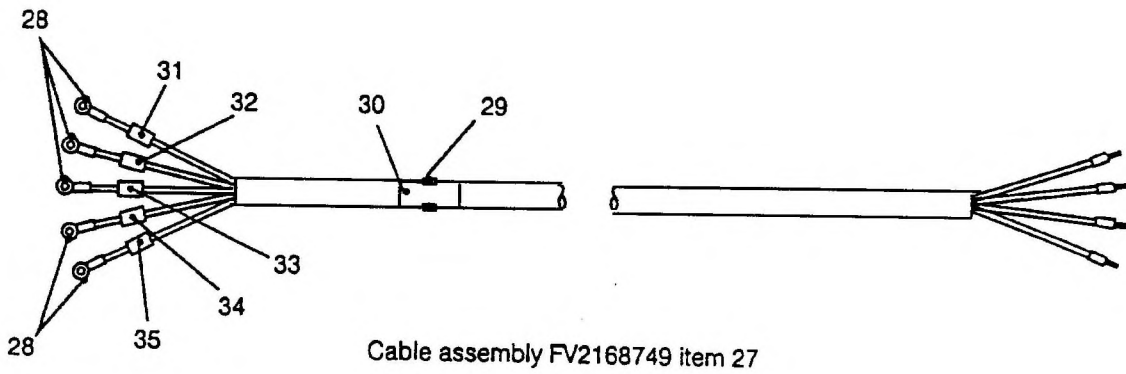
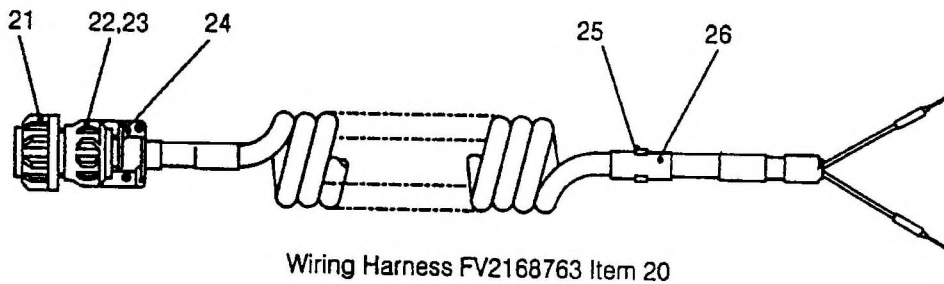
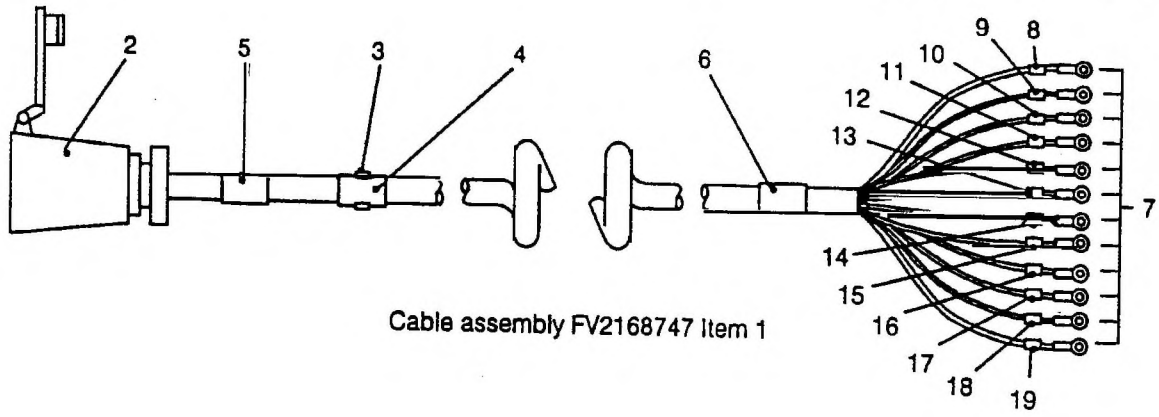
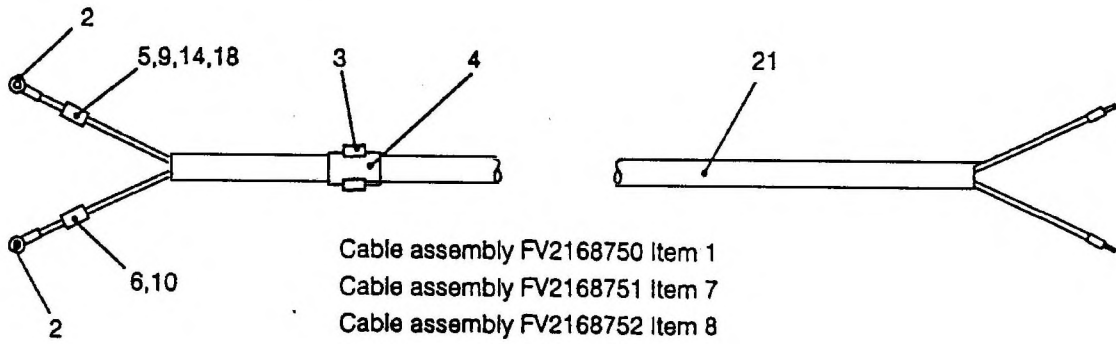
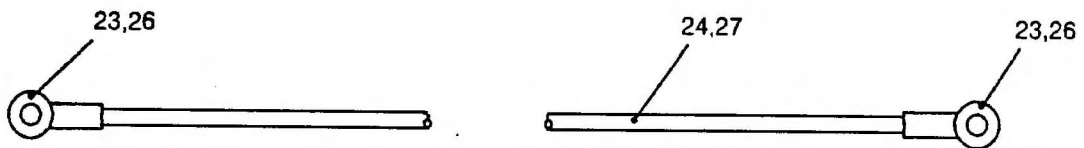


Fig 1 Wiring harness

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 39	6MT4	9905-99-804-4136	. . BAND, IDENTIFICATION Al, 7/8 in. w, 1 in. lg	MOD(PE) FV(S) 7-2-1	1	
40		NP	. . SLEEVE	MOD(PE) FV175700/ 130	1	
41		NP	. . SLEEVE	MOD(PE) FV175700/ 112	1	
42		NP	. . SLEEVE	MOD(PE) FV175700/ 133	1	
43		NP	. . SLEEVE	MOD(PE) FV175700/ 132	1	
44		NP	. . SLEEVE	MOD(PE) FV175700/ 742	1	



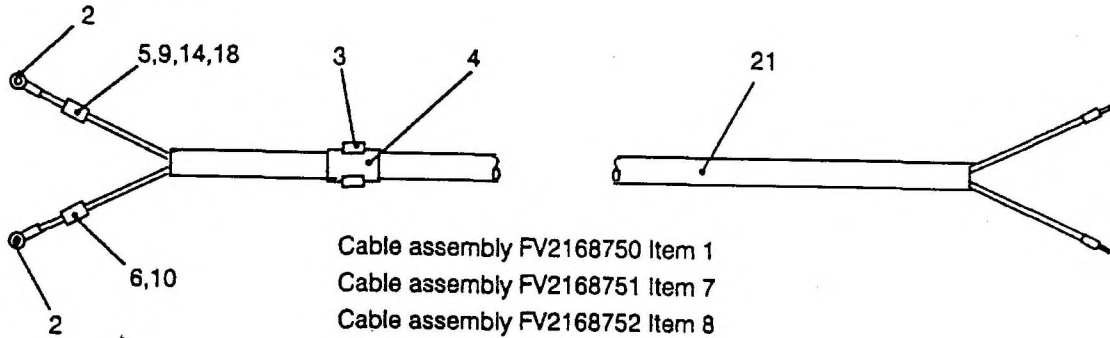
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- Cable assembly FV2168756 Item 15
- Cable assembly FV2168757 Item 16
- Cable assembly FV2168758 Item 17
- Cable assembly FV2168759 Item 19
- Cable assembly FV2168760 Item 20



- Cable assembly FV2168671 Item 22
- Cable assembly FV2168672 Item 25

Fig 2 Wiring harness

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-1		NP	. WIRING HARNESS front rh outline	MOD(PE) FV268750	1	
2	Z37	5940-99-805-1349	. . TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	22	
3	6MT4	5340-99-205-6507	. . BUCKLE STRAP, METALLIC	MOD(PE) FV(S) 7-3-1	11	
4	6MT4	9905-99-804-4136	. . BAND, IDENTIFICATION Al, 7/8 in. w, 1 in. lg	MOD(PE) FV(S) 7-2-1	11	
5		NP	. . SLEEVE	MOD(PE) FV175700/12 9	1	
6		NP	. . SLEEVE	MOD(PE) FV175700/13 0	1	
7		NP	. WIRING HARNESS front rh position	MOD(PE) FV268751	1	
8		NP	. WIRING HARNESS front lh position	MOD(PE) FV2168752	1	
9		NP	. . SLEEVE	MOD(PE) FV175700/13 3	1	
10		5975-99-826-2138	. . SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/12 8	1	
11		NP	. WIRING HARNESS front lh outline	MOD(PE) FV2168753	1	
12		NP	. WIRING HARNESS rear rh outline	MOD(PE) FV2168754	1	
13		NP	. WIRING HARNESS rh fog	MOD(PE) FV2168755	1	
14		NP	. . SLEEVE	MOD(PE) FV175700/15 2	1	
15		NP	. WIRING HARNESS outer number plate light	MOD(PE) FV2168756	1	
16		NP	. WIRING HARNESS inner number plate light	MOD(PE) FV2168757	1	
17		NP	. WIRING HARNESS convoy	MOD(PE) FV2168758	1	
18		NP	. . SLEEVE	MOD(PE) FV175700/13 6	1	
19		NP	. WIRING HARNESS lh fog	MOD(PE) FV2168759	1	
20		NP	. WIRING HARNESS rear lh outline	MOD(PE) FV2168760	1	
21		NP	. . CABLE 2 core; PVC; red; black	BS6862	A/R	
22		NP	. CABLE ASSEMBLY link studs 7 and 9	MOD(PE) FV2168761	1	



- Cable assembly FV2168750 Item 1
- Cable assembly FV2168751 Item 7
- Cable assembly FV2168752 Item 8
- Cable assembly FV2168753 Item 11
- Cable assembly FV2168754 Item 12
- Cable assembly FV2168755 Item 13
- Cable assembly FV2168756 Item 15
- Cable assembly FV2168757 Item 16
- Cable assembly FV2168758 Item 17
- Cable assembly FV2168759 Item 19
- Cable assembly FV2168760 Item 20



- Cable assembly FV2168671 Item 22
- Cable assembly FV2168672 Item 25

Fig 2 Wiring harness

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-23	Z37	5940-99-805-1349	. . TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	2	
24		NP	. . CABLE single core; white	BS6862	A/R	
25		NP	. . CABLE ASSEMBLY link studs 8 and 12	MOD(PE) FV2168762	1	
26	Z37	5940-99-805-1349	. . TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	2	
27		NP	. . CABLE single core; brown/yellow	BS6862	A/R	



INDEX OF NATO STOCK NUMBERS

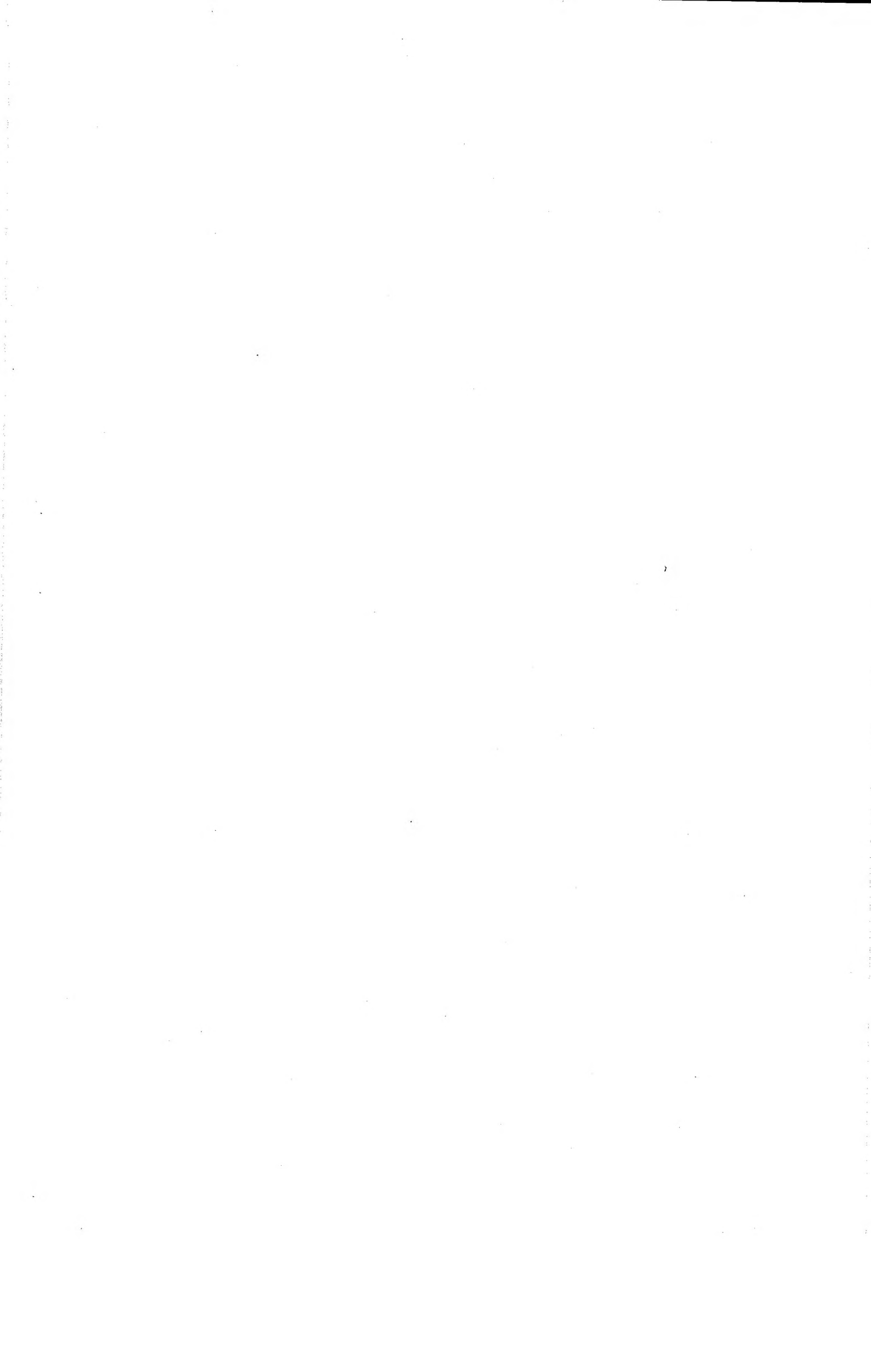
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	2-3/17-17		2-2-1/11-50
6220-12-151-4411	2-3/13-2		2-2-9/11-44
	2-3/17-5	5310-99-122-5299	2-2-4/5-4
6220-12-151-4412	2-3/17-7		2-2-7/7-14
6220-12-152-8600	2-3/13-3	5310-99-122-5301	2-2-1/5-3
	2-3/17-13	5310-99-122-5307	2-2-1/5-4
6220-12-164-7718	2-3/17-15	5305-99-122-5356	2-2-3/5-15
5340-12-190-2370	2-3/17-9	5305-99-122-5360	2-2-3/5-6
5310-99-120-8327	2-2-1/17-17		2-3/7-23
5305-99-121-0231	2-2-7/5-5	5305-99-122-5361	2-2-9/9-29
5306-99-122-2774	2-2-5/5-10		2-2-9/13-52
5306-99-122-2775	2-2-9/7-16		2-3/9-27
5306-99-122-2788	2-2/7-15	5305-99-122-5365	2-1/7-16
5306-99-122-2810	2-2-4/5-2	5305-99-122-5366	2-2-5/5-3
5310-99-122-3032	2-1/5-10		2-2-8/5-3
5310-99-122-3036	2-2-6/7-21		2-2-8/7-12
5310-99-122-4813	2-2-1/5-13	5305-99-122-5368	2-2-9/5-2
5305-99-122-4910	2-2/5-9		2-2-9/5-11
	2-2-7/5-2	5310-99-122-6474	2-2-7/7-20
	2-2-7/5-7	5310-99-122-6475	2-2-8/5-4
	2-2-8/5-8		2-2-8/7-13
5305-99-122-4911	2-2-9/5-7	5310-99-122-6476	2-2/5-10
	2-2-9/7-21		2-2-5/5-11
	2-3/9-32		2-3/9-33
5310-99-122-5294	2-1/5-11	5310-99-122-6477	2-2-3/7-23
	2-2-3/7-17	5310-99-122-6479	2-2-6/5-5
	2-2-4/7-18	5310-99-122-8055	2-1/5-3
	2-2-6/9-33	5305-99-122-8664	2-2-4/5-16
5310-99-122-5295	2-2-3/5-8		2-2-6/7-31
	2-2-9/9-31	5305-99-122-8665	2-3/5-2
	2-2-9/13-54	5305-99-122-8669	2-2-9/11-37
	2-3/9-25		2-2-9/11-49
	2-3/9-29	5305-99-122-8675	2-2-9/11-42
5310-99-122-5296	2-1/7-18	5305-99-122-8684	2-2-7/5-12
	2-2-8/5-6	5305-99-122-8696	2-2-1/5-2
	2-2-8/7-15	5315-99-124-0791	2-2-6/5-14
	2-2-9/5-4	5305-99-135-0417	2-3/7-11
	2-2-9/7-13	5305-99-135-0422	2-2-1/7-20
	2-2-9/9-35	5305-99-135-0424	2-3/5-6
5310-99-122-5297	2-2/5-12	5305-99-135-0434	2-1/5-9
	2-2-5/7-14	5310-99-135-0754	2-3/7-13
	2-2-7/5-4	5310-99-135-0755	2-3/5-8
	2-2-7/5-9	5310-99-135-6785	2-2/7-23
	2-2-8/5-10	5310-99-135-9041	2-2-1/13-58
	2-2-9/5-9	5310-99-135-9043	2-2-6/5-6
	2-2-9/7-18	5310-99-135-9298	2-3/7-12
	2-2-9/9-23	5310-99-135-9299	2-3/5-7

INDEX OF NATO STOCK NUMBERS

NATO Stock No.	Chapter, Fig and Item No.	NATO Stock No.	Chapter, Fig and Item No
5310-99-135-9300	2-1/5-12	5315-99-214-1244	2-2-6/7-18
	2-2-3/7-16	2330-99-214-1246	2-2-7/5-6
	2-2-4/5-17	2330-99-214-1247	2-2-7/5-10
	2-2-6/7-32	4010-99-214-1248	2-2-7/7-17
5310-99-135-9301	2-2-3/5-7	2330-99-214-1252	2-2-3/5-1
	2-2-7/5-3	2330-99-214-1272	2-2-3/7-18
	2-2-7/5-8	2330-99-214-1452	2-2-6/5-17
	2-2-7/7-19	2590-99-214-1579	2-2-6/5-15
	2-2-9/9-30	2530-99-214-3842	2-2-1/11-55
	2-2-9/13-53	2530-99-214-3843	2-2-1/11-56
	2-3/5-3	5340-99-214-3844	2-2-1/13-64
	2-3/9-24	2530-99-214-3845	2-2-1/13-65
	2-3/9-28	5340-99-214-3846	2-2-1/9-38
5310-99-135-9302	2-1/7-17	2530-99-214-3848	2-2-1/7-19
	2-2-5/5-4	2530-99-214-5754	2-2-1/7-23
	2-2-8/5-5	4730-99-533-2969	2-2-9/9-32
	2-2-8/7-14	5935-99-636-2379	2-3-1/7-24
	2-2-9/5-3	2530-99-800-2818	2-2-1/15-7
	2-2-9/7-12	9905-99-804-4136	2-3-1/5-4
	2-2-9/9-34		2-3-1/7-26
5310-99-135-9303	2-2/5-11		2-3-1/7-30
	2-2-8/5-9		2-3-1/9-39
	2-2-9/5-8		2-3-1/11-4
	2-2-9/7-17	5935-99-804-4616	2-3-1/7-23
	2-2-9/7-22	5325-99-804-4620	2-3-1/7-22
	2-2-9/11-38	5935-99-804-4658	2-3-1/5-2
	2-2-9/11-50	5940-99-805-1349	2-3-1/5-7
5310-99-135-9304	2-2/7-17		2-3-1/7-28
	2-2-9/11-43		2-3-1/7-37
5310-99-135-9305	2-2-4/5-3		2-3-1/11-2
	2-2-7/7-13		2-3-1/13-23
	2-2-9/11-45		2-3-1/13-26
5310-99-136-1527	2-2-1/13-63	5310-99-809-2608	2-2-1/5-10
5305-99-136-7620	2-2/5-6	5310-99-809-2609	2-2-1/11-54
2530-99-136-9876	2-2-1/17-25	2610-99-809-2810	2-2-1/5-9
5315-99-137-0075	2-1/5-2	2610-99-809-3450	2-2-6/5-10
5310-99-138-2211	2-2-6/5-7	5360-99-809-6816	2-2-1/17-24
5340-99-205-6507	2-3-1/5-3	2610-99-809-6900	2-2-1/5-7
	2-3-1/7-25	2540-99-812-9342	2-1/5-1
	2-3-1/7-29	5310-99-815-3290	2-2-7/7-21
	2-3-1/7-38	2530-99-817-4765	2-2-1/15-6
	2-3-1/11-3	5315-99-825-0438	2-2-6/7-27
2540-99-209-9055	2-2-4/5-5	2530-99-825-5801	2-2-3/5-13
2330-99-214-1027	2-2/7-29		2-2-3/7-22
	2-2-6/5-		2-2-4/5-9
2330-99-214-1028	2-2-6/5-1		2-2-4/5-14
2330-99-214-1029	2-2-6/7-22		2-2-6/7-24
2330-99-214-1030	2-2-6/7-26		2-2-6/7-29
3120-99-214-1243	2-2-6/5-2	5975-99-826-2138	2-3-1/5-11

INDEX OF NATO STOCK NUMBERS

NATO Stock No.	Chapter and Item No.	NATO Stock No.	Chapter and Item No.
5975-99-826-2138	2-3-1/7-31	5325-99-942-6850	2-3/15-24
	2-3-1/11-10	3110-99-943-9185	2-2-6/5-16
5975-99-826-3127	2-3-1/5-8	4730-99-943-9377	2-2-6/5-3
2540-99-831-9830	2-2-4/5-11	5310-99-944-0552	2-2-1/9-30
2590-99-832-1575	2-2-3/5-9	5310-99-972-1313	2-2-1/11-47
2530-99-835-2773	2-2-1/17-19	6240-99-995-2236	2-3/17-11
5975-99-835-5768	2-3-1/5-18		2-3/19-20
	2-3-1/7-34	6240-99-995-2254	2-3/17-4
2530-99-837-7210	2-2-1/15-2		2-3/19-24
2530-99-837-7212	2-2-1/15-3	6240-99-995-3244	2-3/17-10
2530-99-837-7213	2-2-1/19-27		2-3/17-16
2530-99-837-7214	2-2-1/17-13		
5360-99-837-7215	2-2-1/17-20		
5360-99-837-7216	2-2-1/17-21		
2530-99-837-7217	2-2-1/19-28		
2530-99-837-7218	2-2-1/19-29		
5310-99-837-7219	2-2-1/17-23		
2530-99-837-7220	2-2-1/17-22		
5340-99-837-7221	2-2-1/17-14		
2530-99-837-7222	2-2-1/15-12		
5360-99-837-7223	2-2-1/17-15		
5340-99-837-7224	2-2-1/15-8		
5340-99-837-7225	2-2-1/15-9		
2530-99-838-1695	2-2-1/13-62		
5306-99-838-1696	2-2-1/13-60		
5306-99-838-1697	2-2-1/13-61		
5330-99-838-2301	2-2-1/7-26		
5306-99-838-2303	2-2-1/7-18		
5306-99-838-2304	2-2-1/11-53		
5340-99-874-2272	2-3/5-1		
5975-99-881-2826	2-3-1/5-14		
2330-99-893-8875	2-0/5-		
2610-99-895-8602	2-2-1/5-8		
9905-99-901-3287	2-2/5-5		
5310-99-923-0535	2-2-1/17-18		
5306-99-941-0343	2-2-1/7-28		
5305-99-941-0512	2-2-1/15-10		
5305-99-941-0545	2-2/7-21		
5305-99-941-0568	2-2-1/9-29		
5305-99-941-0598	2-2-1/5-12		
5305-99-941-0603	2-2-1/9-35		
5310-99-941-0928	2-2-1/9-31		
5310-99-941-0931	2-2-1/9-36		
5305-99-941-7592	2-1/5-8		
5310-99-941-8634	2-2-1/15-11		
5310-99-941-8640	2-2-1/11-46		
5310-99-941-8642	2-2-6/5-13		
5325-99-942-3445	2-2-9/9-25		
5325-99-942-3500	2-3/15-23		



INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter, Fig and Item No.	Part No./Drawing No.	Chapter, Fig and Item No.
APSA7282/3	2-2-9/17-25		2-3/9-32
AP6636	2-2-9/15-11	BS3692M10X35	2-2-9/11-37
AP6637	2-2-9/15-12		2-2-9/11-49
BSAU110	2-2-9/15-5	BS3692M10X45	2-2-5/5-10
BSAU50PT2-1964BSF7/8	2-2-7/7-21	BS3692M10X50	2-2-9/7-16
BS1083BSF7/8X1-3/4	2-2-7/5-5	BS3692M12	2-2/7-18
BS1486U12A	2-2-6/5-3		2-2-1/11-50
BS1574 TABLE 43.2X25	2-2-3/7-24		2-2-9/11-44
BS1574 TABLE 44X32	2-2-6/7-19	BS3692M12X35	2-2-9/11-42
BS1574 TABLE 44X50	2-2-6/5-7	BS3692M12X50	2-2/7-15
BS17683/8UNF	2-2/7-23	BS3692M16	2-2-4/5-4
BS1768No.8x3/4	2-1/5-8		2-2-6/5-6
BS1768UNF 1/2	2-2-1/9-31		2-2-7/7-14
BS1768UNF1/2X1-1/4	2-2-1/9-29	BS3692M16X45	2-2-4/5-2
BS1768UNF1/2X2	2-2-1/7-28		2-2-7/5-12
BS1768UNF1/4	2-2-1/17-18	BS3692M24	2-2-1/5-3
BS1768UNF1/4X5/8	2-2-1/15-10		2-2-1/5-4
BS1768UNF3/4	2-2-1/5-13	BS3692M24X45	2-2-1/5-2
	2-2-1/9-36	BS3692M3	2-3/7-13
	2-2-1/11-47	BS3692M3X12	2-3/7-11
BS1768UNF3/4X2	2-2-1/5-12	BS3692M4	2-3/5-8
BS1768UNF3/4X3-1/4	2-2-1/9-35	BS3692M4X10	2-2-1/7-20
BS1768UNF3/8	2-2-1/13-63	BS3692M4X16	2-3/5-6
BS1768UNF3/8X1-1/2	2-2/7-21	BS3692M5	2-1/5-11
BS1768UNF3/8X3/4	2-2-1/7-16		2-2-3/7-17
BS18021/2IN. DIA	2-2-1/9-30		2-2-4/7-18
BS18023/8	2-2/7-22		2-2-6/9-33
BS34101-1/4	2-2-1/7-23	BS3692M5X12	2-2-4/5-16
BS34101/4	2-2-1/15-11		2-2-6/7-31
	2-2-1/17-17	BS3692M5X16	2-2-3/5-15
BS34101IN	2-2-6/5-13	BS3692M5X35	2-1/5-9
BS34103/4	2-2-1/11-46	BS3692M6	2-2-3/5-8
BS3692	2-3/13-4		2-2-9/9-29
BS3692M10	2-2/5-12		2-2-9/9-31
	2-2-1/13-58		2-2-9/13-52
	2-2-5/7-14		2-2-9/13-54
	2-2-7/5-4		2-3/13-6
	2-2-7/5-9		2-3/7-16
	2-2-8/5-10		2-3/9-25
	2-2-9/5-9		2-3/9-27
	2-2-9/7-18		2-3/9-29
	2-2-9/9-23	BS3692M6X10	2-3/5-2
	2-2-9/11-39	BS3692M6X16	2-2-3/5-6
BS3692M10X25	2-2/5-9		2-3/7-23
	2-2-7/5-2	BS3692M8	2-1/7-18
	2-2-7/5-7		2-2-8/5-6
	2-2-8/5-8		2-2-8/7-15
BS3692M10X30	2-2-9/5-7		2-2-9/5-4
	2-2-9/7-21		2-2-9/7-13

INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter, Fig and Item No.	Part No./Drawing No.	Chapter, Fig and Item No.
BS3692M8	2-2-9/9-35	BS4464M8	2-1/7-17
BS3692M8X16	2-1/7-16		2-2-5/5-4
BS3692M8X20	2-2-5/5-3		2-2-8/5-5
	2-2-8/5-3		2-2-8/7-14
BS3692M8X30	2-2-8/7-12		2-2-9/5-3
	2-2-9/5-2		2-2-9/7-12
	2-2-9/5-11		2-2-9/9-34
BS4174NO00X3/8	2-2/5-6	BS462 PART 26MM	2-2-7/7-18
BS4174NO4X3/16	2-2-1/11-43-44	BS4929 PART 1M16	2-2-5/5-6
BS4174NO4X9.5	2-2/5-4	BS4929M10	2-2-5/5-12
BS4320	2-2-6/7-21		2-3/11-34
BS4320M10	2-2/5-10	BS4929M14	2-2-2/5-10
	2-2-5/5-11	BS6862RED/BLACK	2-3-1/11-21
	2-3/9-33	BS6862WHITE	2-3-1/13-24
BS4320M12	2-2-3/7-23	BS6862brown/yellow	2-3-1/13-27
BS4320M16	2-2-6/5-5	DEF STAN 01-5 SECT 1(F)	2-2-9/13-59
BS4320M30	2-1/5-3	DEF STAN 47-11	2-2-9/9-32
BS4320M5	2-1/5-10	TABLE 1(A)	
BS4320M6	2-2-7/7-20	DEF STAN 53-10	2-2-1/13-59
	2-3/7-15	TABLE 1(B)1/16X7/8	
BS4320M8	2-2-8/5-4	DEF STAN 53-10	2-2-1/7-22
	2-2-8/7-13	TABLE 1(B)1/4X3	
BS4463M10	2-2/5-11	DEF STAN 53-13	2-2-9/9-25
BS4463M12	2-2/7-17	DEF STAN 53-13	2-3/15-24
BS4464M10	2-2-8/5-9	TABLE 1(A)1 IN.	
	2-2-9/5-8	DEF STAN 53-13	2-3/15-23
	2-2-9/7-17	TABLE 1(A)1-1/4	
	2-2-9/7-22	DEF STAN 62-6	2-3/17-4
	2-2-9/11-38	TABLE 1(A)24V6W	2-3/19-24
	2-2-9/11-50	DEF STAN 62-6	2-3/17-11
BS4464M12	2-2-9/11-43	TABLE 1(A)26V6W	2-3/19-20
BS4464M16	2-2-4/5-3	DEF STAN 62-6	2-3/17-10
	2-2-7/7-13	TABLE 11(A)	2-3/17-16
	2-2-9/11-45	DEF STAN 91-27 .	2-2-7/7-22
BS4464M3	2-3/7-12	DSAP	2-2-6/5-14
BS4464M4	2-3/5-7	FV(S) 7-2-1	2-3-1/5-4
BS4464M5	2-1/5-12		2-3-1/7-26
	2-2-3/7-16		2-3-1/7-30
	2-2-4/5-17		2-3-1/9-39
	2-2-6/7-32	FV(S) 7-3-1	2-3-1/11-3
BS4464M6	2-2-3/5-7		2-3-1/7-25
	2-2-7/5-3		2-3-1/7-29
	2-2-7/5-8		2-3-1/7-38
	2-2-7/7-19	FV(S) 9-2-3	2-3-1/11-2
	2-2-9/9-30		2-3-1/5-7
	2-2-9/13-53		2-3-1/13-23
	2-3/5-3		2-3-1/13-26
	2-3/9-24		2-3-1/7-28
	2-3/9-28		2-3-1/7-37

INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter Fig and Item No.	Part No./Drawing No.	Chapter Fig and Item No.
FV130671	2-2/5-3	FV2140614	2-2/5-13
FV133030	2-2/5-5	FV2140660	2-2-9/5-6
FV175700/111	2-3-1/5-18	FV2140661	2-2-9/7-15
	2-3-1/7-34	FV2140665	2-2-9/13-51
FV175700/112	2-3-1/5-15	FV2140667	2-2-9/9-24
	2-3-1/9-41	FV2140668	2-2-9/9-33
FV175700/128	2-3-1/11-10	FV2140669	2-2-2/5-9
	2-3-1/5-11	FV2140674	2-2-9/19-8
	2-3-1/7-31	FV2140675	2-2-9/9-27
FV175700/129	2-3-1/11-5	FV2140678	2-2/5-7
	2-3-1/5-12	FV2140679	2-2/5-8
	2-3-1/7-33	FV2140688	2-2-9/11-40
FV175700/130	2-3-1/11-6	FV2140699	2-2-9/19-7
	2-3-1/5-17	FV2140700	2-0/5-2
	2-3-1/9-40		2-2/5-
FV175700/131	2-3-1/5-9	FV2140701	2-0/5-
	2-3-1/7-32	FV2140703	2-2/5-1
FV175700/132	2-3-1/7-19	FV2140704	2-2/7-24
	2-3-1/9-43		2-2-1/5-
FV175700/133	2-3-1/11-9	FV2140706	2-2/7-25
	2-3-1/9-42		2-2-2/5-
FV175700/135	2-3-1/5-16	FV2140707	2-2/9-32
FV175700/136	2-3-1/5-10		2-2-9/5-
	2-3-1/11-18	FV2140708	2-2/9-31
FV175700/152	2-3-1/5-13		2-2-8/5-
	2-3-1/11-14	FV2140711	2-2-2/5-6
FV175700/334	2-3-1/5-14	FV2140712	2-2-2/5-5
FV175700/46	2-3-1/5-8	FV2140713	2-2-2/5-7
FV175700/742	2-3-1/7-35	FV2140714	2-2-2/5-8
	2-3-1/9-44	FV2168544	2-2-2/5-1
FV175707/205	2-3-1/5-6	FV2168545	2-2-2/5-2
FV175707/780	2-3-1/5-5	FV2168546	2-2-2/5-3
FV2046077	2-2-5/5-13	FV2168547	2-2-2/5-4
FV2116989/2	2-2-9/13-55	FV2168695	2-0/3
FV2116989/3	2-2-9/13-56		2-3/5-
FV2124156	2-3/9-30	FV2168747	2-3/13-8
FV2124157	2-3/9-31		2-3-1/5-1
FV2124320	2-2/7-20	FV2168748	2-3/13-14
FV2140360	2-2-9/9-28		2-3-1/7-36
FV2140551	2-2-9/11-41	FV2168749	2-3/13-15
FV2140560	2-2-9/11-47		2-3-1/7-27
FV2140564	2-2-8/5-2	FV2168752	2-3/13-10
FV2140606	2-2/7-28		2-3-1/11-8
	2-2-5/5-	FV2168753	2-3/13-11
FV2140607	2-2-5/5-8		2-3-1/11-11
FV2140608	2-2-5/5-9	FV2168754	2-3/15-16
FV2140609	2-2-5/5-2		2-3-1/11-12
FV2140610	2-2-5/5-1	FV2168755	2-3/15-17
FV2140611	2-2-5/5-5		2-3-1/11-13

INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter Fig and Item No.	Part No./Drawing No.	Chapter Fig and Item No.
FV2168756	2-3/15-18	FV850919	2-2-6/5-4
FV2168757	2-3-1/11-15	FV861706	2-2-3/5-3
FV2168758	2-3/15-19	FV861869	2-2-7/5-11
FV2168759	2-3-1/11-16	FV861921	2-2-3/5-1
FV2168760	2-3/15-20	FV861922	2-2-3/5-2
FV2168761	2-3-1/11-17	FV861924	2-2-3/5-4
FV2168762	2-3/15-21	FV861925	2-2-3/5-5
FV2168763	2-3-1/11-19	FV861928	2-2-7/5-1
FV268750	2-3/15-22	FV861934 SHT 1	2-2-7/7-15
FV268751	2-3-1/11-20	FV861934 SHT 2	2-2-7/7-16
FV335316	2-3/7-20	FV861938	2-2-7/5-6
FV501292	2-3-1/11-22	FV861946	2-2-7/7-17
FV556226	2-3/7-21	FV861958	2-2-3/7-18
FV585082	2-3-1/13-25	FV861959	2-2-3/5-10
FV585098	2-3/13-9	FV861969	2-2-3/7-19
FV596887	2-3-1/-20	FV861970	2-2-8/5-7
FV620702	2-3/13-12	FV861977	2-2-8/7-11
FV634204	2-3-1/11-1	FV861978	2-2-4/5-5
FV654855	2-3/13-13	FV861979	2-2-4/5-11
FV666240	2-3-1/11-7	FV861981	2-2-4/5-1
FV666241	2-2-3/5-11	FV861982	2-2-4/5-6
FV666244	2-3/7-22	FV861986	2-2-4/5-7
FV666245	2-3/5-1	FV861987	2-1/5-13
FV666247	2-3-1/7-22	FV861988	2-1/5-14
FV666361	2-3-1/7-23	FV861990	2-1/7-15
FV666408	2-3-1/5-2	FV861991	2-1/5-7
FV666452	2-3-1/7-24	FV861992	2-1/5-6
FV700809	2-3/5-10	FV861993	2-1/5-5
FV702033	2-3/9-26	FV862053	2-1/5-4
FV773705	2-2/7-29	FV862054	2-2-1/11-48
FV850897	2-2-6/5-	FV862121	2-2-1/11-49
FV850898	2-2-6/5-1	FV862149	2-2-3/7-20
FV850900	2-2-6/7-26	FV924144	2-2-4/5-12
FV850906	2-2-6/5-15	FV924180	2-2-3/5-9
	2-2-6/7-18	FV924211	2-2-9/13-57
	2-2-6/7-22	FV924212	2-2-9/21-22
	2-2-6/7-22	FV924373	2-2-6/5-11
	2-2-6/7-22	FV924554	2-2-6/5-12
	2-2-7/5-10	FV924698	2-2/7-19
	2-2-8/5-1	FV924783	2-2-6/7-20
	2-3-1/7-21	FV924881	2-2-1/5-5
	2-1/5-1	GS1A	2-2/5-14
	2-2/5-2	HC1335	2-2-1/5-6
	2-2/9-30		2-2-9/13-58
	2-2-7/5-		2-2-3/5-13
	2-2/7-27		2-2-3/7-22
	2-2-4/5-		2-2-4/5-9
	2-0/5-1		2-2-4/5-14
	2-1/5-		2-2-6/7-24
	2-2/7-26		
	2-2-3/5-		

INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter Fig and Item No.	Part No./Drawing No.	Chapter Fig and Item No.
HC1335	2-2-6/7-29	16L	2-2-1/5-9
HG1	2-2-6/5-8	1737	2-2/7-16
HL11506	2-2-3/5-14	2106417	2-2-1/5-10
	2-2-4/5-10	212227	2-2-9/5-1
	2-2-4/5-15	2565-2020	2-2-1/11-45
	2-2-6/7-25	2853	2-3/7-19
	2-2-6/7-30	2KA 324 LRB 241	2-3/13-5
H02195000400	2-2-5/5-7		2-3/17-17
KIT3209	2-2-5/7-15	2NE 002481-001	2-3/13-3
KLM501349-KLM501310	2-2-1/7-24		2-3/17-13
KL92410	2-2-9/19-19	2SD 001698-001	2-3/13-2
K19408	2-2-9/19-20		2-3/17-5
K24104	2-2-9/21-21	3102764	2-2-9/11-48
K3780-K3720	2-2-1/7-25	3123	2-3/7-18
LK3	2-3/15-25	3124-251	2-2-1/17-21
LT 1-3/4/B	2-2-6/5-16	3124-961	2-2-1/17-20
MB4040DU	2-2-6/5-2	3144	2-3/7-17
M351	2-2-6/7-27	3145-911	2-2-1/19-28
NBM10	2-2-5/7-16	3146-993	2-2-1/19-29
NC28	2-3/15-26	3265-743	2-2-1/15-4
NO-0159-11-601	2-2-1/11-54	352401W	2-2-9/19-13
PG11	2-3/17-6	353361W	2-2-9/11-36
	2-3/17-14	3611-419	2-2-1/17-16
PM9080DX	2-2-1/9-38	3636-222	2-2-1/17-14
SF50-281	2-2-9/17-26	3658-812	2-2-1/17-15
SLM10	2-2-5/7-17	3661-525	2-2-1/17-23
SPB037175CSF	2-1/5-2	3677-529	2-2-1/17-25
SSB524	2-2-1/19-30	3681-728	2-2-1/15-8
TUNGUM	2-2-9/19-4	3681-729	2-2-1/15-9
	2-2-9/15-15	377120	2-2-9/19-12
TUNGUM 22SWG	2-2-9/19-16	378723	2-2-9/19-15
TYPE 2	2-2-3/5-12	378730	2-2-9/19-9
	2-2-3/7-21	378731	2-2-9/19-11
	2-2-4/5-8	3812-738(R)	2-2-1/15-6
	2-2-4/5-13	3812-743	2-2-1/15-12
	2-2-6/7-23	3842-714	2-2-1/19-26
	2-2-6/7-28	3872-713(R)	2-2-1/15-5
T991	2-2-6/5-9	4113-596	2-2-1/17-13
V705	2-2-6/5-17	4157-736	2-2-1/19-27
	2-3-1/5-	4242-413	2-2-1/15-3
102678	2-2-1/17-22	4253010034	2-2-9/17-24
1102	2-3/17-3	4325000000	2-2-9/5-5
	2-3/19-23	4510203100	2-2-9/7-19
111/07/04	2-3/7-14	4519992462	2-2-9/7-20
12272	2-2-1/15-7	4535-870	2-2-1/17-19
1231	2-3/17-2	4572-030	2-2-1/15-2
1268	2-3/19-22	4637030120	2-2-9/17-18
1550	2-2-8/7-16	4637031000	2-2-9/17-21
16-4TR29	2-2-6/5-10	4637031030	2-2-9/19-1

INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter, Fig and Item No.	Part No./Drawing No.	Chapter, Fig and Item No.
4656-303	2-2-1/15-1	8-25-16UN1STEEL	2-2-1/5-7
4750100260	2-2-9/7-14	8103150044	2-2-9/11-46
480997447	2-2-1/11-55	8109040044	2-2-9/17-19
480999024	2-2-1/11-56	8114010574	2-2-9/19-2
480999101	2-2-1/11-53		2-2-9/15-3
50/04/00	2-3/17-1	8114010804	2-2-9/15-13
50/05/00	2-3/13-7	8930100704	2-2-9/17-22
	2-3/19-21	8930700944	2-2-9/15-7
54191042	2-3/15-27	8931204144	2-2-9/15-4
54191204	2-3/15-28	8931204244	2-2-9/15-8
560006602	2-2-1/9-41	8935104102	2-2-9/15-6
560006608	2-2-1/11-57	8938001090	2-2-9/15-14
560006609	2-2-1/13-62	8938019940	2-2-9/15-16
560006610	2-2-1/13-61	8938201600	2-2-9/15-17
560006611	2-2-1/13-60	89383004710	2-2-9/17-27
560006612	2-2-1/13-64	8938304410	2-2-9/17-20
560006613	2-2-1/13-65	8938900140	2-2-9/15-10
560006614	2-2-1/9-37	8970426404	2-2-9/15-9
560006615	2-2-1/9-42	8GP 002068-241	2-3/17-12
560006634	2-2-1/7-17	92194	2-2-1/17-24
560006635	2-2-1/11-52	9343000700	2-2-9/17-23
560006636	2-2-1/7-27	9522000210	2-2-9/15-2
560006639	2-2-1/7-26	9522000220	2-2-9/15-1-1
560006640	2-2-1/7-21	9710021500	2-2-9/5-10
560006641	2-2-1/7-19	9EL 072373-001	2-3/19-18
560006642	2-2-1/5-15	9EL 104544-001	2-3/17-7
560006645	2-2-1/9-32	9EL 111600-001	2-3/17-15
560006646	2-2-1/9-33	9GD 104543-001	2-3/17-8
560006728	2-2-1/5-11	9GP 004028-007	2-3/17-9
560007050	2-2-1/5-1	9GP 072300-001	2-3/19-19
560007051	2-2-1/11-51		
560007055	2-2-1/9-34		
560007058	2-2-1/5-14		
560007080	2-2-1/9-40		
560007081	2-2-1/9-39		
560007227	2-2-1/7-18		
560007262	2-2-1/11-43		
64046057	2-2-9/9-26		
64100178	2-2-9/19-17		
64140089	2-2-9/19-18		
64470416	2-2-9/19-14		
64470434	2-2-9/19-3		
64473276	2-2-9/19-10		
64473284	2-2-9/19-6		
64474963	2-2-9/19-5		
71/03/00	2-3/5-9		
77/02/00	2-3/5-5		
78/03/00	2-3/5-4		
8-25-16TR-259	2-2-1/5-8		

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Chapter 1

INDEX OF ASSEMBLIES AND SUB ASSEMBLIES

Chapter 2

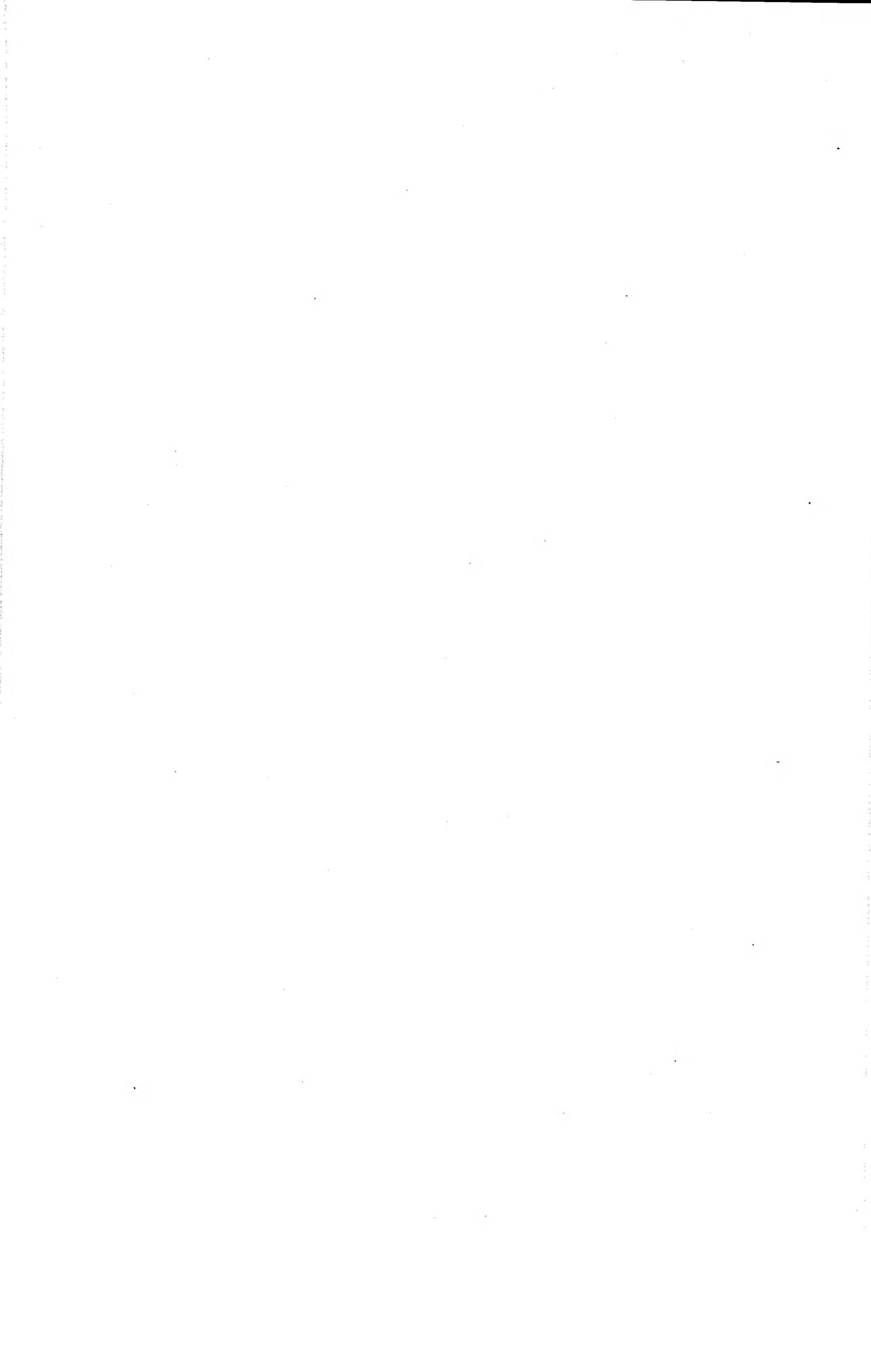
PARTS LIST



Chapter 3

INDEX OF NATO STOCK Nos TO CHAPTER LOCATION

CHAPTER 3



Chapter 4

INDEX OF PART Nos/DRAWING Nos TO CHAPTER LOCATION

CHAPTER 4





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**TRAILER FLAT PLATFORM,
2.5 TONNES,
FV2406 MK3**

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CONTENTS

<u>Preliminary Material</u>	<u>Page</u>
Title Page	(i)/(ii)
Amendment Record	(iii)/(iv)
Contents (this page)	(v)/(vi)
Preface	(vii)
Abbreviations	(ix)/(x)
Comments on AESP	Last Page
 <u>Chapters</u>	
1	INDEX OF ASSEMBLIES AND SUB-ASSEMBLIES
2-0	Trailer Flat Platform, 2.5 Tonnes, FV2406 Mk 3
2-1	Flat Platform Assembly
2-2	Chassis, Trailer, 2.5 Tonnes, FV2406 Mk 3
2-2-1	Axle General Arrangement
2-2-2	Drawbar Assembly
2-2-3	Jack Assembly, Front
2-2-4	Trailer, Coupling
2-2-5	Handbrake Assembly
2-2-6	Jockey Wheel Assembly
2-2-7	Spare Wheel Carrier Assembly
2-2-8	Mudguard Assembly
2-2-9	Air/Hydraulic Assembly
2-3	Electrical System
2-3-1	Wiring Harness
3	INDEX OF NATO STOCK Nos TO CHAPTER LOCATION
4	INDEX OF PART Nos/DRAWING Nos TO CHAPTER LOCATION

PREFACE

Introduction

1. This Illustrated Parts Catalogue (IPC) is designed as an aid to the identification of component parts or assemblies of parts of the equipment, and to provide the information necessary for the demanding of spares.
2. This IPC may list some or all of the parts comprising the equipment concerned, but only those parts given a NATO Stock number will normally be available as spares. Should there be a requirement for an item not assigned a number, demands may be submitted quoting the code number of the publication, item number, figure reference and item name. Where a manufacturer's number is known, this should also be quoted.

Quantities

3. The figure in the 'number off' column specifies the quantity used in the unit, assembly or sub-assembly.

Demands

4. Demands are to be submitted in accordance with current instructions as follows:-
 - (1) Management Code
 - (2) NATO Stock Number (catalogue number)
 - (3) Item name and description
 - (4) Name of equipment for which part is required

Modification state

5. When appropriate, a list at the front of each chapter or sub-chapter will indicate the modification numbers which have been incorporated in this IPC.

Amendments

6. Amendments to this IPC will be published from time to time. They will be numbered consecutively and the 'Amendment Record' is to be completed for each amendment embodied.
7. Amendments are notified in DCIs and Units concerned will indent through their local Stationary Section or overseas equivalent for copies as required.

Abbreviations and symbols

8. Abbreviations used in this document are shown on Page (ix)/(x).

PREFACE (cont'd)Annotations

9. Annotations used in this document are:-

- (1) Ref - For reference only (shown in No. off column).
- (2) NI - This sign against a number in the Fig-item column indicates that the item is not illustrated.
- (3) AR - As required (listed in No. off column), for bulk supply items, wire, cable, etc or where quantities are variable.
- (4) NP - Not provisioned (listed in NSN column). See Para 2.

Indentations

10. Items are listed in a logical assembly/disassembly order and are 'indented' to indicate the relationship of the items.

MAIN ASSEMBLY

Attaching parts for main assembly

. FIRST LEVEL OF BREAKDOWN (sub-assembly or detail part main assembly)

. Attaching parts for first level

. . SECOND LEVEL OF BREAKDOWN (sub-sub-assembly or detail part of sub-assembly)

. . Attaching parts for second level

. . . THIRD LEVEL OF BREAKDOWN (sub-sub-sub-assembly or detail part of sub-sub-assembly)

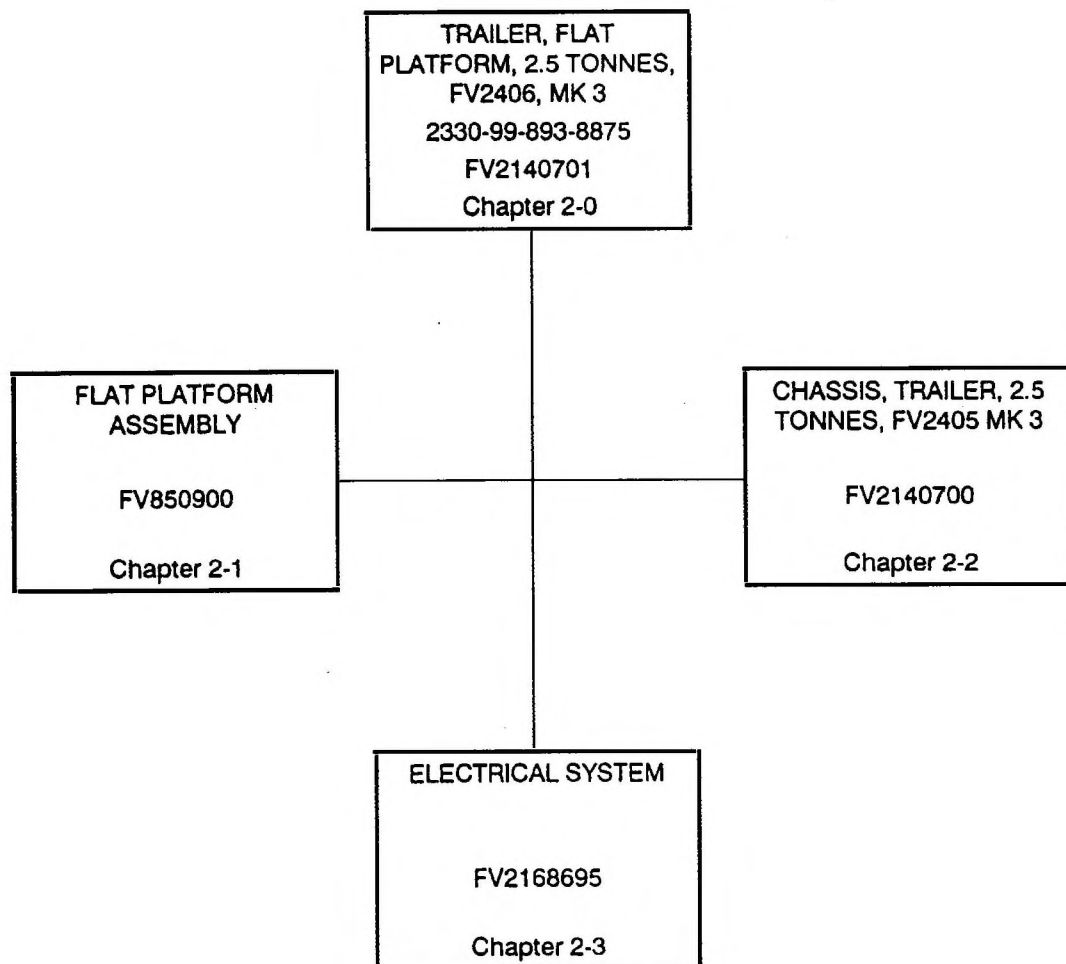
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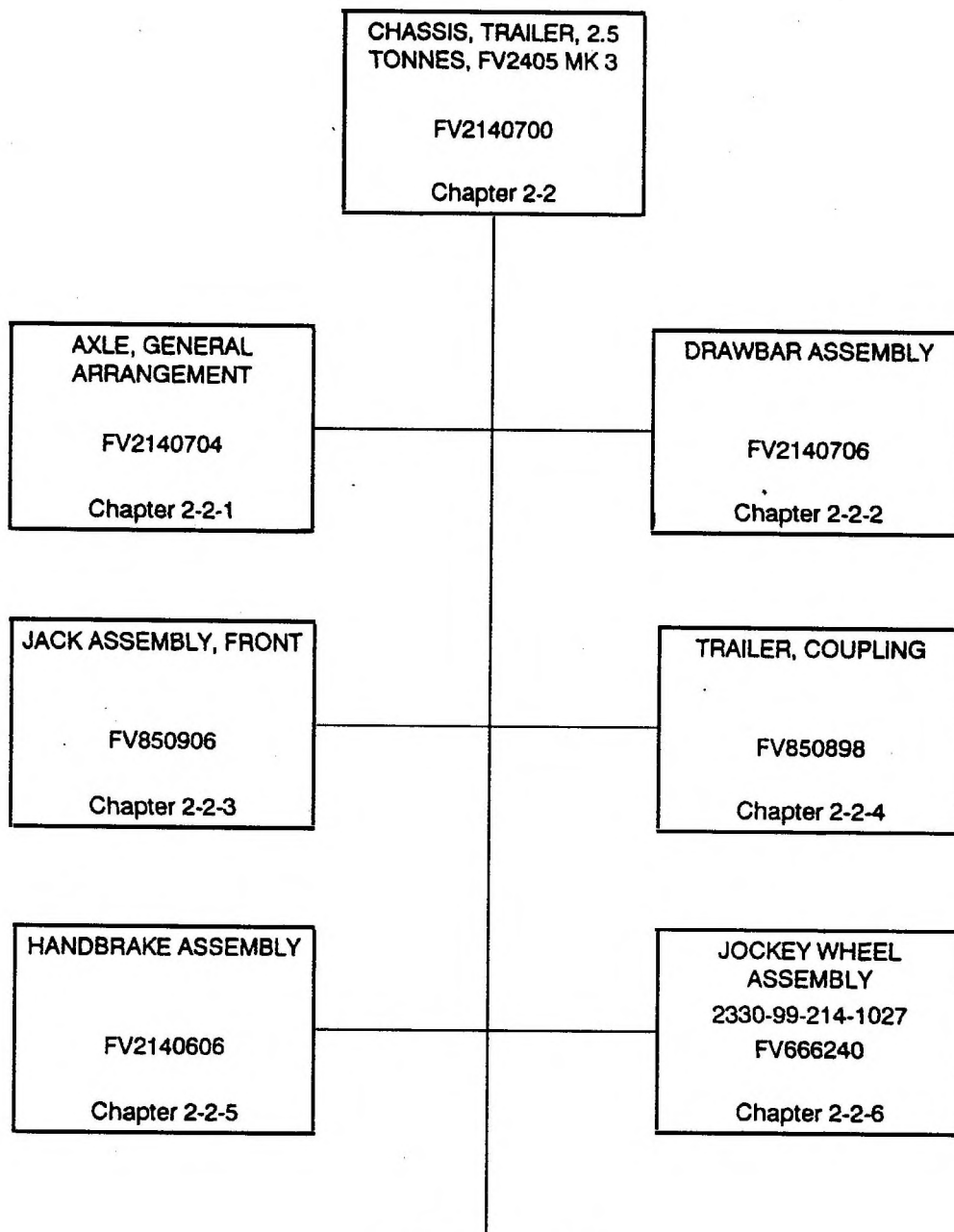
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ABBREVIATIONS

A	Amps	W	Watt
A/F	Across Flats	w	Width
Al	Aluminium	w/	With
		whit	Whitworth
BeCu	Beryllium Copper		
Br	Brass	Zn	Zinc
BSF	British Standard Fine		
Cd	Cadmium		
crs	Corrosion Resistant Steel		
c/w	Complete with		
dia	Diameter		
h	Height (High)		
hd	Head		
hex	Hexagon (al)		
id	Inside Diameter		
in	Inch		
lg	Length (long)		
lh	Left Hand		
mtl	Material		
max	Maximum		
min	Minimum		
Mk	Mark		
mm	Millimetre		
NI	Not Illustrated		
NP	Non Provisioned		
No.	Number		
nom	Nominal		
o/a	Over-all		
od	Outside Diameter		
Phos B	Phosphor Bronze		
rd	Round		
rh	Right Hand		
sect	Section		
sq	Square		
SWG	Standard Wire Gauge		
thd	Thread(ed)		
thk	Thick(ness)		
tpi	Threads Per Inch		
UNF	Unified Fine Thread		
V	Volt		



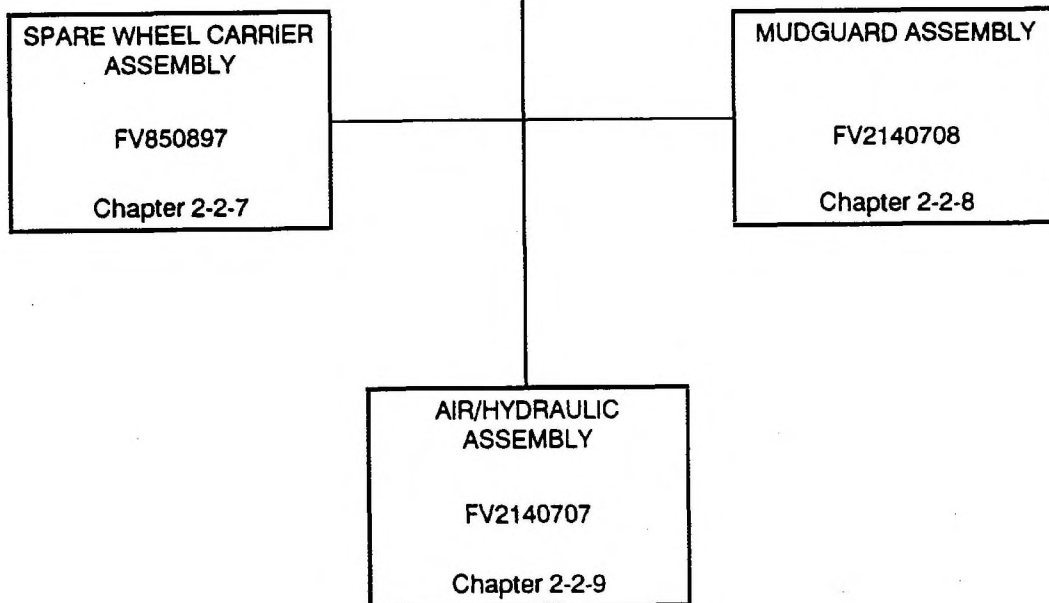
SYSTEM FAMILY TREE



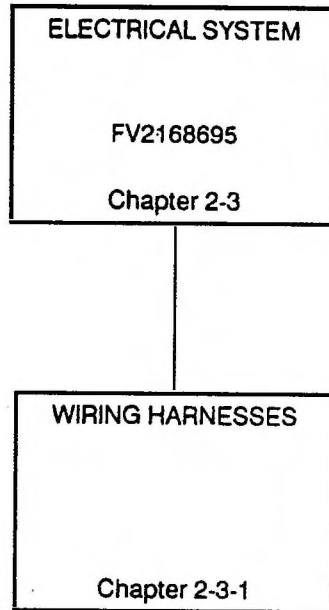
CONT ON PAGE 3

SYSTEM FAMILY TREE

CONT FROM PAGE 2



SYSTEM FAMILY TREE



SYSTEM FAMILY TREE

INDEX OF ASSEMBLIES AND SUB-ASSEMBLIES

Item	Man. Code Army	NATO Stock No.	Item Name	Part No/ Drawing No.	Location in Chap 2 or Separate Sched. No.
1	A	-	AIR/HYDRAULIC ASSEMBLY	FV2140707	2-2-9
2	A	-	AXLE GENERAL ARRANGEMENT	FV2140704	2-2-1
3	A	-	CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3	FV2140700	2-2
4	A	-	DRAWBAR ASSEMBLY	FV2140706	2-2-2
5	A	-	ELECTRICAL SYSTEM	FV2168695	2-3
6	A	-	FLAT PLATFORM ASSEMBLY	FV850900	2-1
7	A	-	HANDBRAKE ASSEMBLY	FV2140606	2-2-5
8	A	-	JACK ASSEMBLY, FRONT	FV850906	2-2-3
9	A X2	2330-99-214-1027	JOCKEY WHEEL ASSEMBLY	FV666240	2-2-6
10	A	-	MUDGUARD ASSEMBLY	FV2140708	2-2-8
11	A	-	SPARE WHEEL CARRIER ASSEMBLY	FV850897	2-2-7
12	A	-	TRAILER, COUPLING	FV850898	2-2-4
13	A	2330-99-893-8875	TRAILER, FLAT PLATFORM, 2.5 TONNES, FV2406, MK 3	FV2140701	2-0
14	A	-	WIRING HARNESSSES		2-3-1

Chapter 2-0

PARTS LIST

TRAILER, FLAT PLATFORM, 2.5 TONNES,
FV2406 MK 3

Drawing No. FV2140701

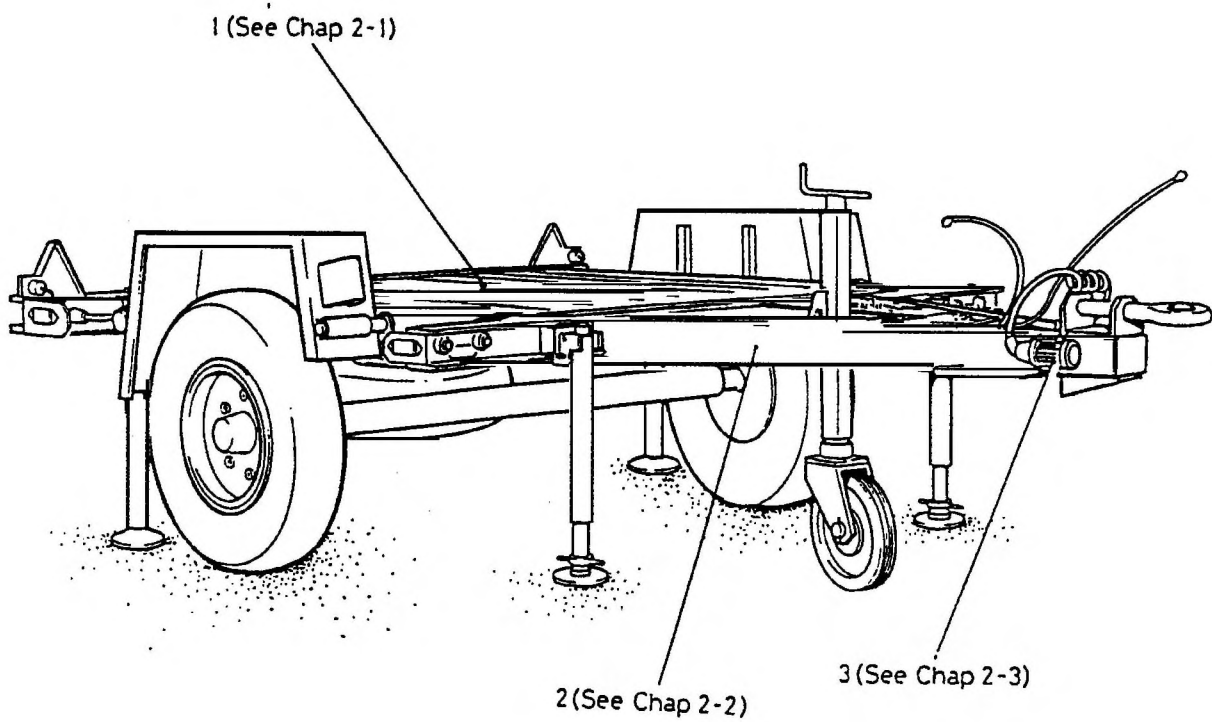


Fig 1 Trailer flat platform, 2.5 tonnes, FV2406 Mk III

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		2330-99-893-8875 NP	TRAILER, FLAT PLATFORM, 2.5 TONNES, FV2406, MK 3 . FLAT PLATFORM ASSEMBLY NOTE... See Chapter 2-1	MOD(PE) FV2140701 MOD(PE) FV850900	REF 1	
2		NP	. CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3 NOTE... See Chapter 2-2	MOD(PE) FV2140700	1	
3		NP	. ELECTRICAL SYSTEM NOTE... See Chapter 2-3	MOD(PE) FV2168695	1	

Chapter 2-1

PARTS LIST

FLAT PLATFORM ASSEMBLY

Drawing No. FV850900

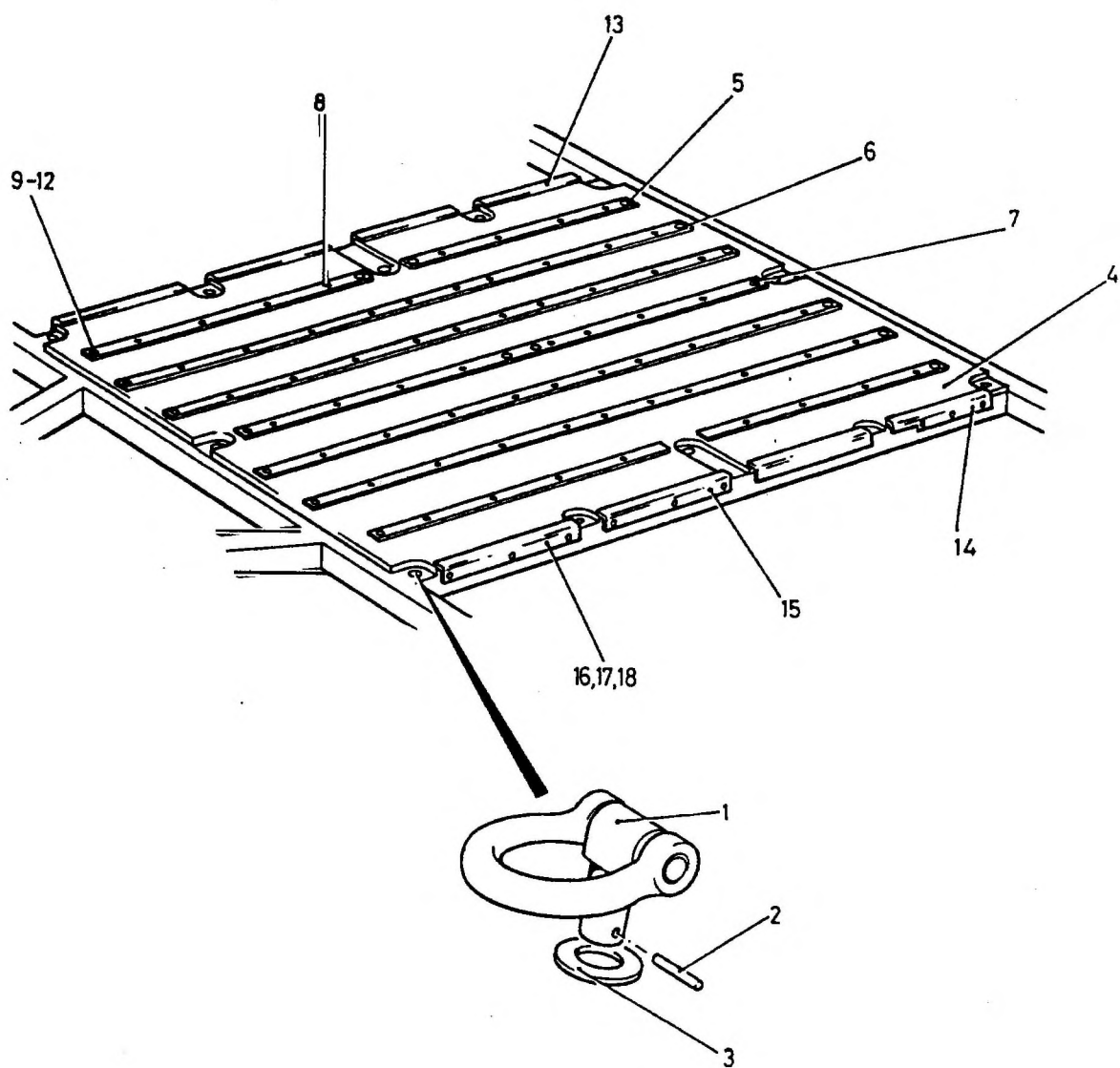


Fig 1 Flat platform assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1	MT13	NP 2540-99-812-9342	FLAT PLATFORM ASSEMBLY . SHACKLE ASSEMBLY	MOD(PE) FV850900	REF	
2	G1	5315-99-137-0075	. PIN, SPRING cres, 3/8 in. x 1-3/4 in. lg	MOD(PE) FV702033 ANDERTON SPB037175 CSF	12	
3	G1	5310-99-122-8055	. WASHER, FLAT steel, Zn coated, 30mm, thin	BS4320	14	
4		NP	. BOARD, FLOOR	MOD(PE) FV861993	2	
5		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861992	4	
6		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861991	4	
7		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861990	1	
8	G1	5305-99-941-7592	. . SCREW, WOOD steel, rd hd, slot drive, No. 8 x 3/4 in. lg	BS1768	64	
9	G1	5305-99-135-0434	. . SCREW, MACHINE steel, Zn coated, pan hd, slot drive, 5 mm x 35 mm lg	BS3692	20	
10	G1	5310-99-122-3032	. . WASHER, FLAT steel; rd shape; zinc plated; rd hole; id M5 nom bolt size; 10.00mm o/a od; 1.00mm thk; Brinell hardness no.157	BS4320	14	
11	G1	5310-99-122-5294	. . NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut	BS3692	20	
12	G1	5310-99-135-9300	NOTE... Items 8 to 11 for use with items 5 to 7 . . WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	6	
13		NP	NOTE... For use with items 5 and 7 . . ANGLE	MOD(PE) FV861986	1	

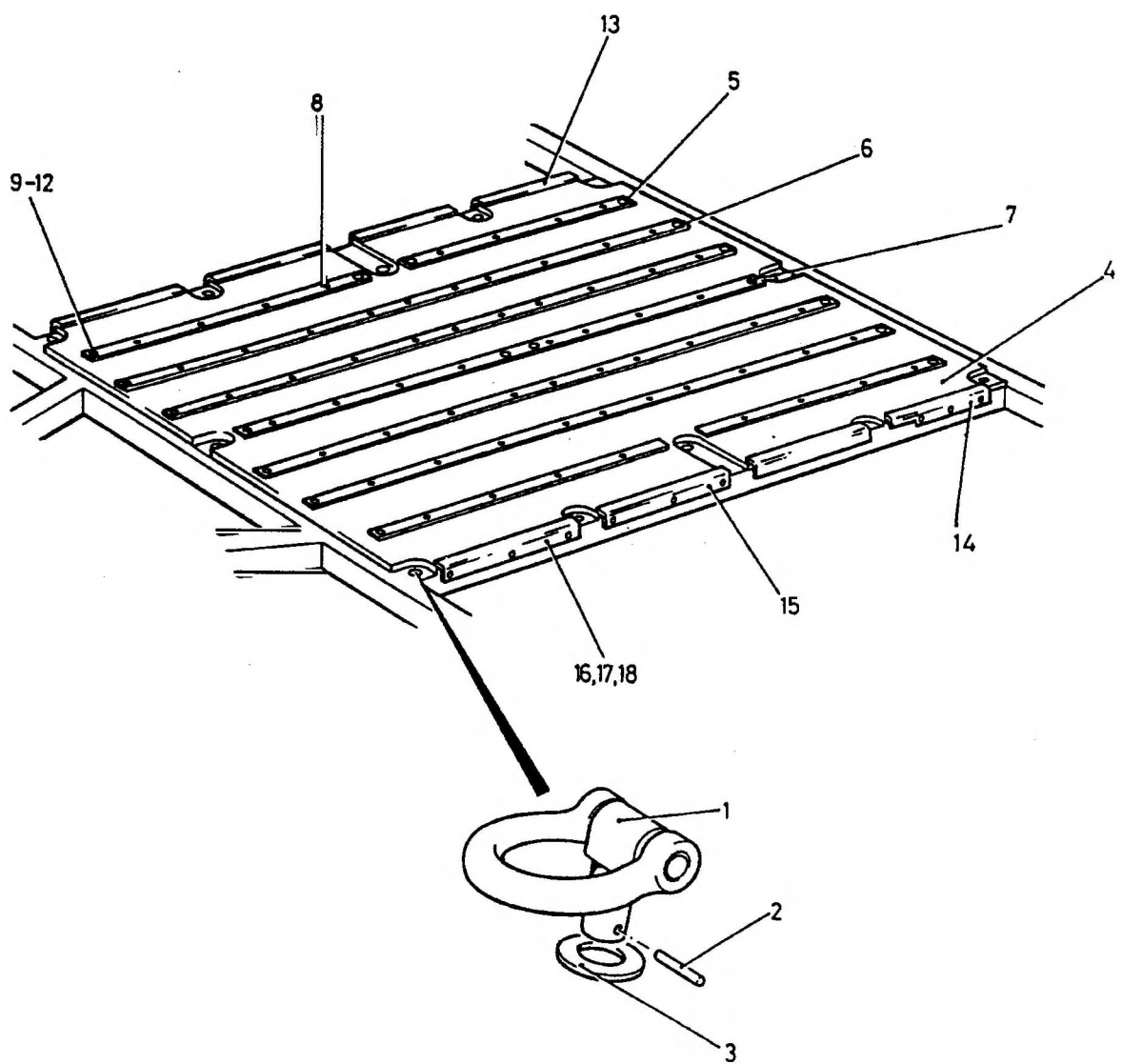


Fig 1 Flat platform assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 14		NP	. . ANGLE	MOD(PE) FV861987	1	
15		NP	. . ANGLE	MOD(PE) FV861988	6	
16	G1	5305-99-122-5365	. . SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8mm dia x 1.25mm pitch; 16mm fastener lg; 16mm thd lg; class 6g thd; 784.5 n/mm sq mts; grade 8.8	BS3692	24	
17	G1	5310-99-135-9302	. . WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	24	
18	G1	5310-99-122-5296	. . NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	24	
			NOTE... Items 16 to 18 for use with items 13 to 16			

Chapter 2-2

PARTS LIST

CHASSIS, TRAILER 2.5 TONNES, FV2405 MK 3

Drawing No. FV2140700

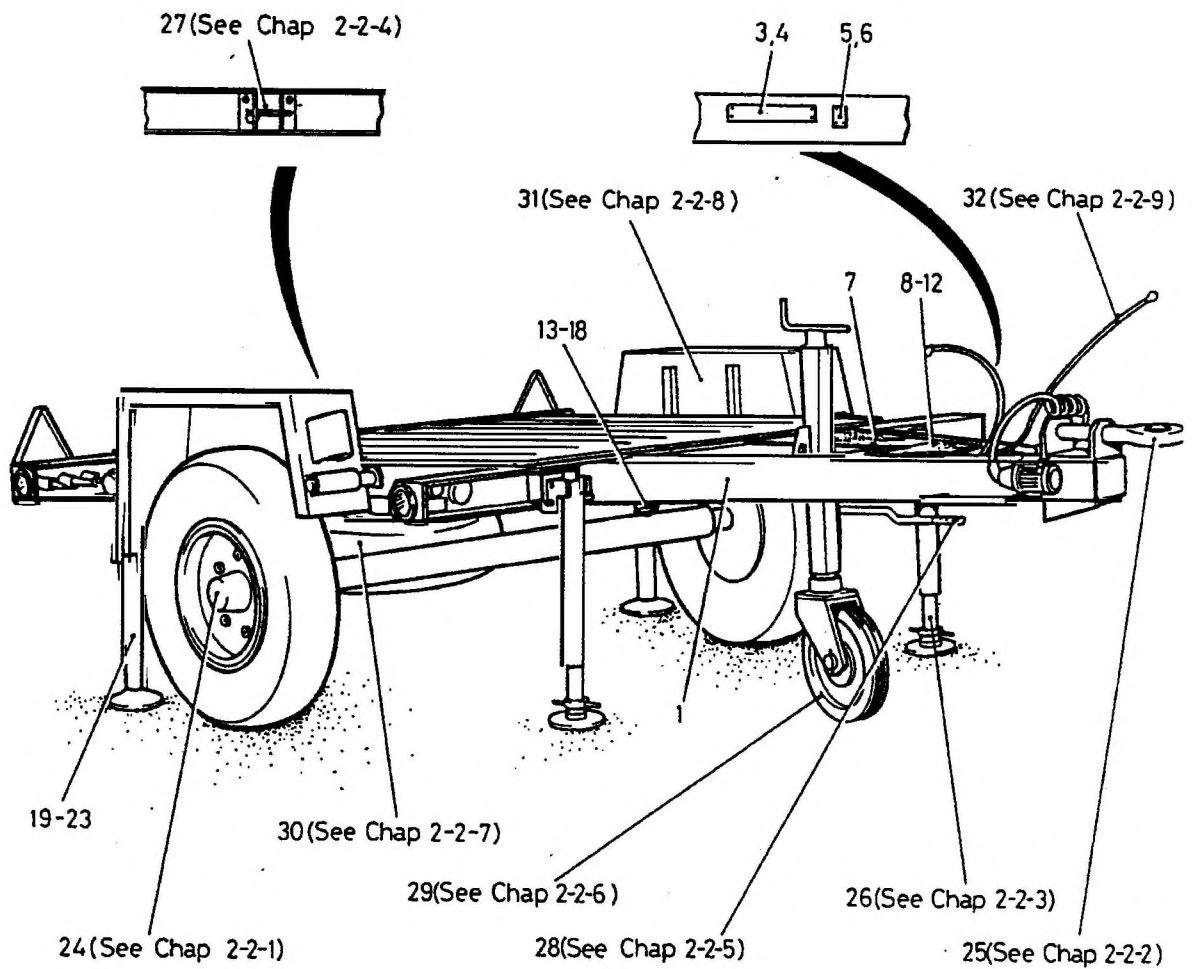


Fig 1 Chassis, trailer, 2.5 tonnes, FV2406 Mk 3

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations	
1-1 2 NI 3 4 5 6 7 8 9 10 11 12 13 14		NP	CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3	MOD(PE) FV2140700	REF		
		NP	. CHASSIS FRAME ASSEMBLY	MOD(PE) FV2140703	1		
		NP	. PLATE	MOD(PE) FV773705	1		
		NP	. PLATE	MOD(PE) FV130671	2		
		NP	. SCREW, DRIVE type U, rd hd, No 4 x 9.5 mm lg	BS4174	12		
		6MT13	9905-99-901-3287	NOTE... for use with items 2 and 3 . PLATE, MODIFICATION RECORD	MOD(PE) FV133030	2	
		G1	5305-99-136-7620	. SCREW, DRIVE steel, rd hd, Cd plated, No 00 x 3/8 in. lg	BS4174	8	
			NP	. FLOOR PLATE	MOD(PE) FV2140678	1	
			NP	. FLOOR PLATE	MOD(PE) FV2140679	1	
		G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	9	
		G1	5310-99-122-6476	. WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	9	
		G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4463	9	
		G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	9	
			NP	NOTE... Items 9 to 12 for use with items 7 and 8 . BUMP STOP ASSEMBLY	MOD(PE) FV2140614	2	
		NP	. . MOUNT, RESILIENT	MOD(PE) FV924783	1		

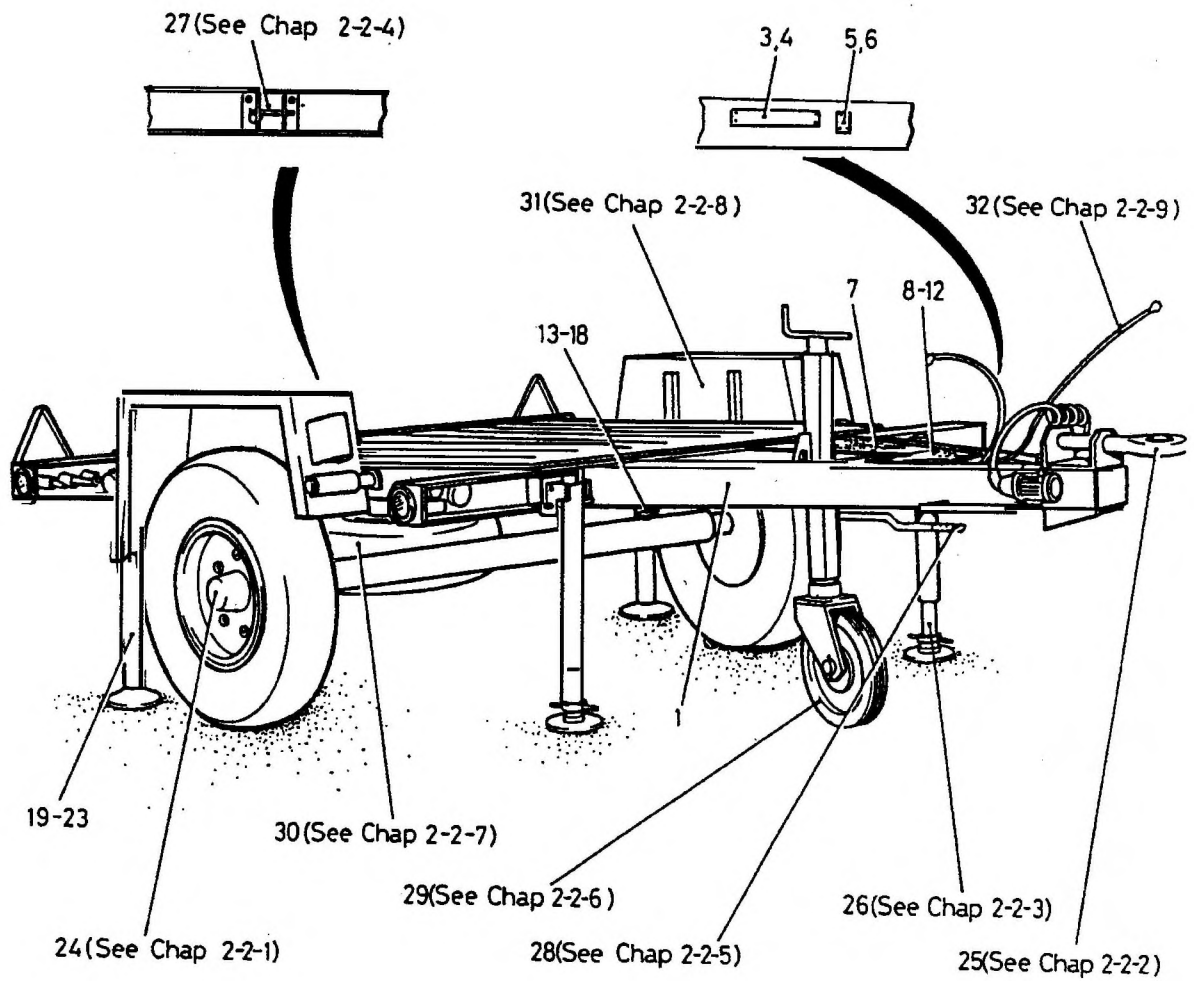


Fig 1 Chassis, trailer, 2.5 tonnes, FV2406 Mk 3

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-15	G1	5306-99-122-2788	. . BOLT, MACHINE metric, steel, hex hd, Zn coated, M12 x 50 mm lg	BS3692	1	
16		NP	. . WASHER, RETAINING	HALLITE SEALS 1737	1	
17	G1	5310-99-135-9304	. . WASHER, LOCK steel; split helical ring; cadmium plated; 12.00mm bolt size; 17.90mm od, 2.50mm thk	BS4463	1	
18	G1	5310-99-122-5298	. . NUT, PLAIN, HEXAGON metric, steel, Zn coated, 12 mm	BS3692	1	
19		NP	. STAND AND CLAMP ASSEMBLY	MOD(PE) FV924373	2	
20		NP	. STAND AND CLAMP ASSEMBLY	MOD(PE) FV2124320	2	
21		5305-99-941-0545	. SCREW, MACHINE UNF, steel, hex hd, Zn coated, 3/8 in. x 1-1/2 in. lg	BS1768	4	
22		NP	. WASHER, LOCK single coil, sq sect, steel, Zn coated, 3/8 in. id	BS1802	4	
23		5310-99-135-6785	. NUT, PLAIN, HEXAGON 3/8-24UNF; st, Zn plated; 0.560in.w A/F, 0.328in.h	BS1768	4	
24		NP	. AXLE GENERAL ARRANGEMENT	MOD(PE) FV2140704	1	
25		NP	NOTE... See Chapter 2-2-1 . DRAWBAR ASSEMBLY	MOD(PE) FV2140706	1	
26		NP	NOTE... See Chapter 2-2-2 . JACK ASSEMBLY, FRONT	MOD(PE) FV850906	1	
27		NP	NOTE... See Chapter 2-2-3 . TRAILER, COUPLING	MOD(PE) FV850898	1	
28		NP	NOTE... See Chapter 2-2-4 . HANDBRAKE ASSEMBLY	MOD(PE) FV2140606	1	
29	X2	2330-99-214-1027	NOTE... See Chapter 2-2-5 . JOCKEY WHEEL ASSEMBLY NOTE... See Chapter 2-2-6	MOD(PE) FV666240	1	

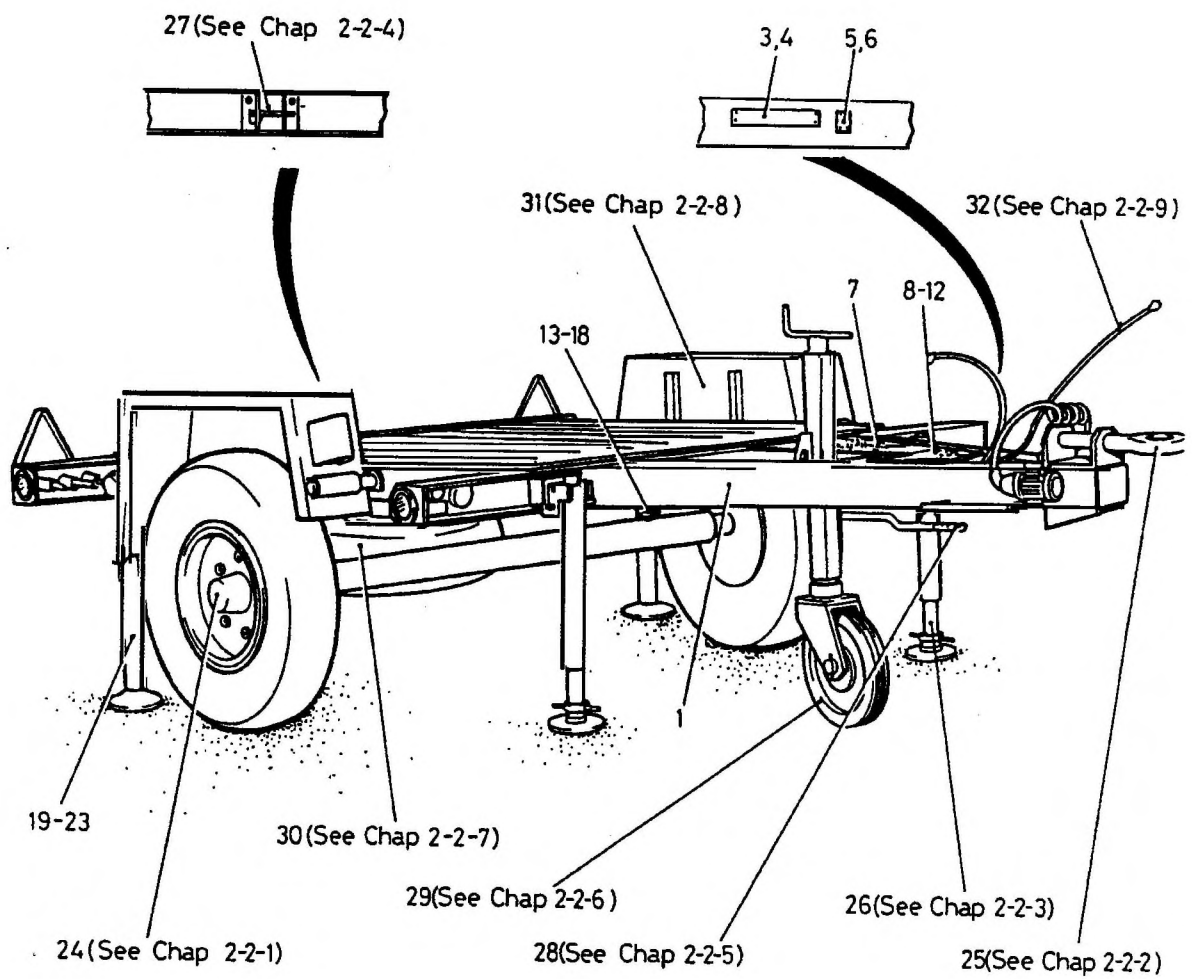


Fig 1 Chassis, trailer, 2.5 tonnes, FV2406 Mk 3

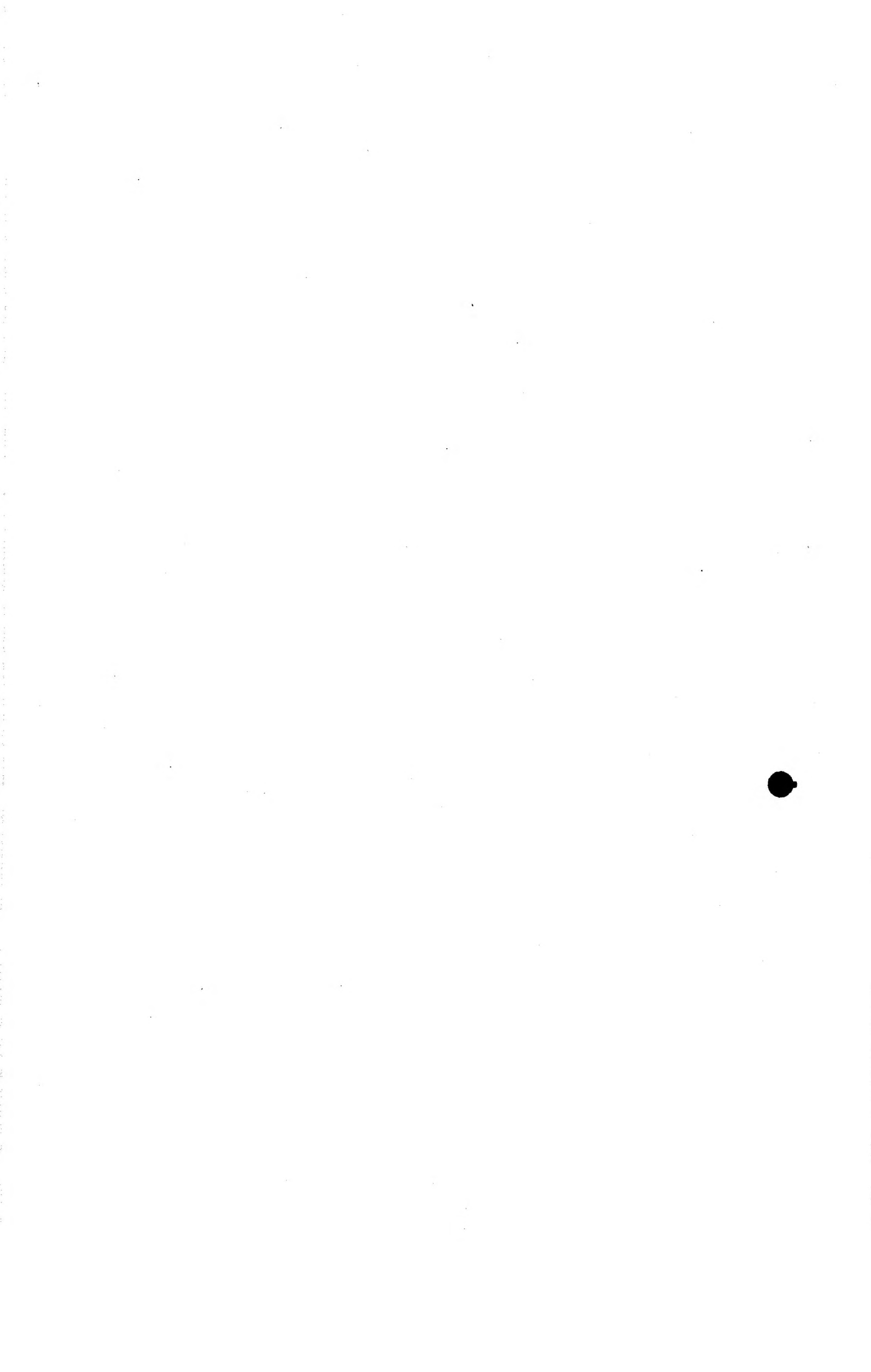
Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 30		NP	. SPARE WHEEL CARRIER ASSEMBLY NOTE... See Chapter 2-2-7	MOD(PE) FV850897	1	
31		NP	. MUDGUARD ASSEMBLY NOTE... See Chapter 2-2-8	MOD(PE) FV2140708	1	
32		NP	. AIR/HYDRAULIC ASSEMBLY NOTE... See Chapter 2-2-9	MOD(PE) FV2140707	1	

Chapter 2-2-1

PARTS LIST

AXLE GENERAL ASSEMBLY

Drawing No. FV2140704



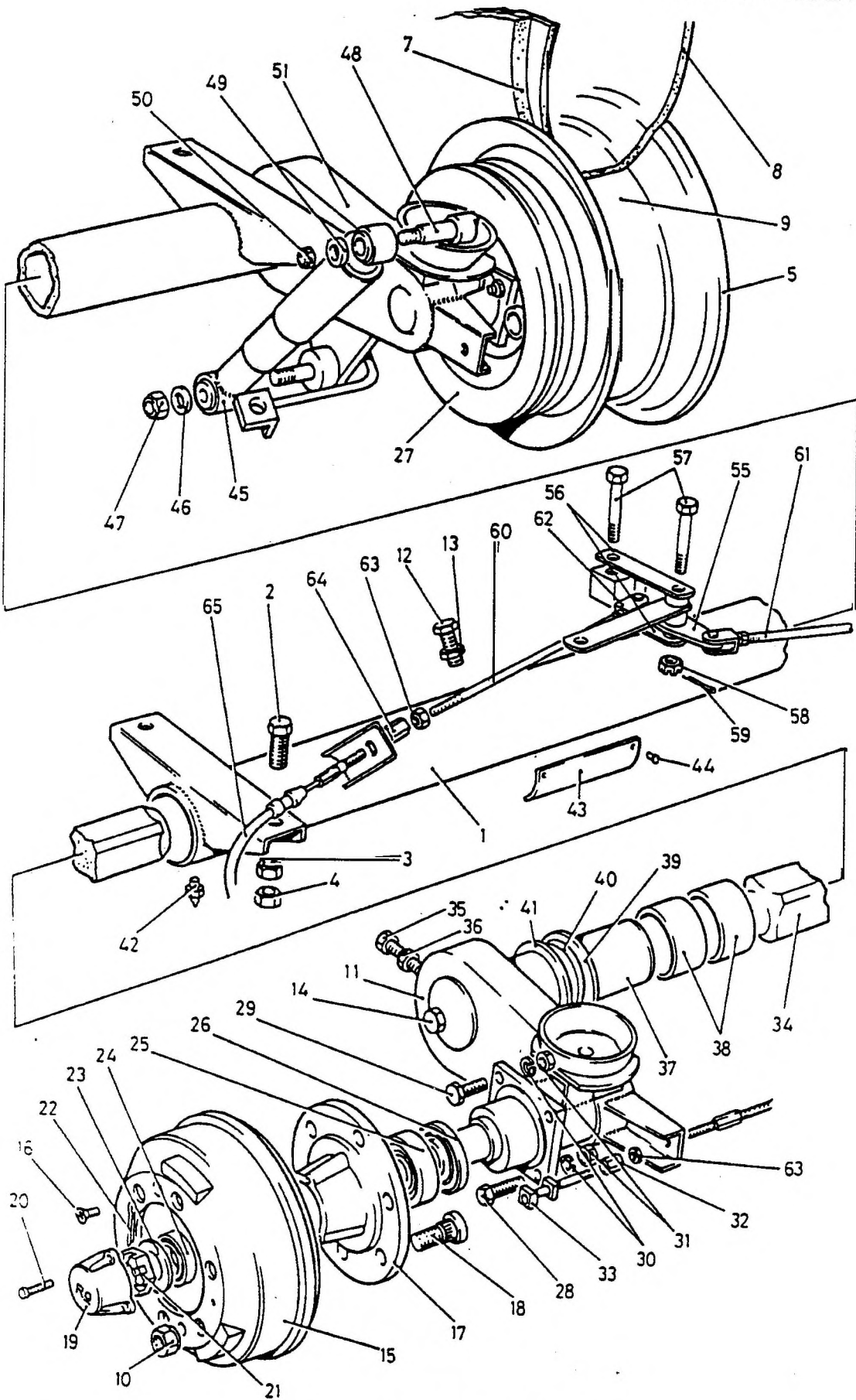


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
		NP	AXLE GENERAL ARRANGMENT	MOD(PE) FV2140704	Ref	
1-1	7TR	2530-99-680-7827	. AXLE ASSEMBLY w/load sensing facility	RUBERY OWEN 560007050	1	
2	G1	5305-99-122-8696	. SCREW, MACHINE metric, steel, hex hd Zn coated, M24 x 45 mm lg	BS3692	4	
3	G1	5310-99-122-5301	. NUT, PLAIN, HEXAGON metric steel, Zn coated, M24	BS3692	4	
4	G1	5310-99-122-5307	. NUT, PLAIN, HEXAGON metric, steel, lock, Zn coated M24	BS3692	4	
5	6MT14	2530-99-333-7735	. WHEEL, PNEUMATIC TYRE 6.50 H X 16	MOD(PE) FV924698	2	
NI 6		NP	. WHEEL, PNEUMATIC TYRE 6.50 H X 16	MOD(PE) FV924881	2	
7	6MT14	2610-99-809-6900	. TYRE, PNEUMATIC 8.25 X 16	GOODYEAR 8-25-16UN1 STEEL	2	
8	6MT14	2610-99-895-8602	. INNER TUBE, PNEUMATIC TYRE	GOODYEAR 8-25-16TR- 259	2	
9	6MT14	2610-99-809-2810	. FLAP, RUST SLIP 8.25 X 16	GOODYEAR 16L	2	
10	6MT13	5310-99-809-2608	. NUT, CONE SEAT, HEXAGON, BSF, Zn coated, lh, 7/8 in.	RUBERY OWEN 560006643	6	
11		NP	. . SWINGING ARM, HUB AND BRAKE ASSEMBLY lh	RUBERY OWEN 560006728	1	
12			. . SCREW LOCKING	560007400	2	
13	G1	5310-99-941-0904	. . NUT, LOCKING, HEXAGON, Zn coated, UNF, steel, 3/4 in.	BS1768	2	
14		NP	. . . PLUG, UNF, steel, hex head, Zn coated, 3/4 in. x 18 mm lg	RUBERY OWEN 560007058	2	
15		NP	. . . DRUM, BRAKE	RUBERY OWEN 560006642	2	

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Annotations
1-16		NP	... SCREW, MACHINE, UNF, steel, csk hd, slot drive, Zn coated, 3/8 in. x 3/4 in. lg	BS1768	4	
17	7TR	2530-99-409-7622	... HUB ASSEMBLY lh	RUBERY OWEN 560006643	1	
18	9BTR	5306-99-838-2303	.... BOLT, RIBBED SHOULDER BSF, steel, lh, 7/8in.	RUBERY OWEN 560007227	6	
19	X2	2530-99-214-3848	... COVER, WHEEL HUB, Al, 3-1/2 in. dia, 1-13/16 in. h	RUBERY OWEN 560006641	2	
20	G1	5305-99-135-0422	... SCREW, MACHINE, ISO METRIC, steel, pan hd, slot drive, 4.00 mm x 0.70 mm pitch, 10.00 mm lg, class 6g thd 3/8 in. x 3/4 in. lg	BS3692	6	
21		NP	... NUT SLOTTED, UNF, steel, Zn coated, 1-1/4 in.	RUBERY OWEN 560006640	2	
22		NP	... PIN COTTER, SPLIT steel, Zn plated, 1/4 in x 3 in lg	DEF STAN 53-10 TABLE 1(B)	2	
23	X2	2530-99-214-5754	... WASHER, FLAT, steel, Zn coated, 1-1/4 in	BS3410	2	
24	6MT7	31109-99-2037861	... BEARING, TAPERD ROLLER 2.891 in. od, 1.625 in. id, 0.770 in. thk	SKF(UK) KLM501349 KLM501310	2	
25	6MT7	3110-99-806-8997	... BEARING, TAPERD ROLLER 3.6718 in. od, 2.000 in. id 1.188 in. thk	SKF(UK) K3780-K3720	2	
26	6MT13	5330-99-838-2301	... SEAL, PLAIN rubber /steel, 62 mm id, 100 mm ode, 12 mm h	RUBERY OWEN 560006639	2	
27	7TR	2530-99-549-8489	... BRAKE ASSEMBLY 12-1/8 in.x4 in. modified	RUBERY OWEN 560006636	2	
28	G1	5306-99-941-0571	... BOLT, MACHINE UNF, steel, hex hd, Zn coated, 1/2in.x 2 in. lg	BS1768	4	
29	G1	5306-99-941-0568	... SCREW, MACHINE, UNF, steel, hex hd, Zn coated, 1/2 in. x 1-1/4			

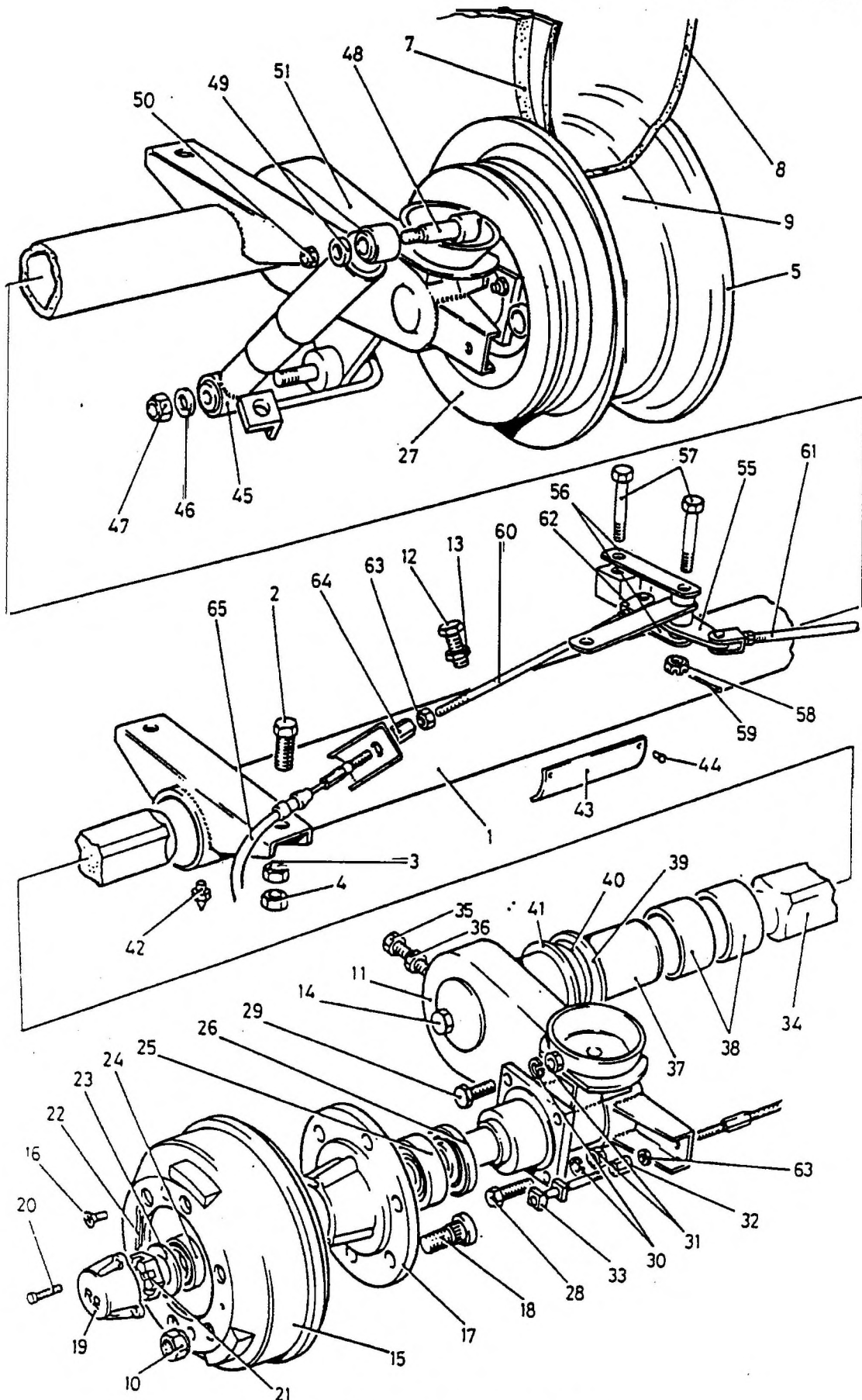


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-30	G1	5310-99-941-6653	... WASHER, LOCK steel, split helical ring, 33/64in. id, 49/64in. od, 1/8in. mtl thk	BS1802	8	
31	G1	5310-99-941-0928	... NUT, PLAIN HEXAGON, 1/2-20UNF, steel, Zn plated, 0.745in.w A/F, 0.438in.h	BS1768	8	
32		NP	.. ADAPTOR, BARREL hex, steel, Zn plated, 29 mm lg, 1/4 in. UNF to 3/8 in. UNF	RUBERY OWEN 560006645	2	
33		NP	.. BRAKE DRAW LINK ASSEMBLY	RUBERY OWEN 560007391	2	
34		NP	.. TORSION BAR			
35		NP	.. SCREW , LOCKING	RUBERY OWEN 560007399	2	
36	G1	5310-99-941-0909	.. NUT, LOCKING, HEXAGON, UNF, steel, Zn coated, 3/4in.	BS1768	2	
37		NP	.. TUBE AND BEARING SUB-ASEMBLY		1	
38	X2	5340-99-214-3846	... BEARING, BUSH 90 mm id x 80 mm lg	GLACIER METAL PM9080DX	4	
39		5365-99-660-7810	.. SPACER RING, steel, Zn coated, 90 mm id, 99 mm od, 5 mm thk	RUBERY OWEN 560007081	2	
40		NP	... ENERSEAL, PTFE, 90 mm id, 100 mm od, 5.95 mm thk	RUBERY OWEN 560007080	2	
41		5330-99-701-6963	... RING, felt, 90 mm id, 100 mm od, 4 mm thk	RUBERY OWEN 560006602	2	
42		NP	.. GREASE NIPPLE	RUBERY OWEN 560006615	4	
43		NP	.. PLATE, NAME	RUBERY OWEN 560007262	1	

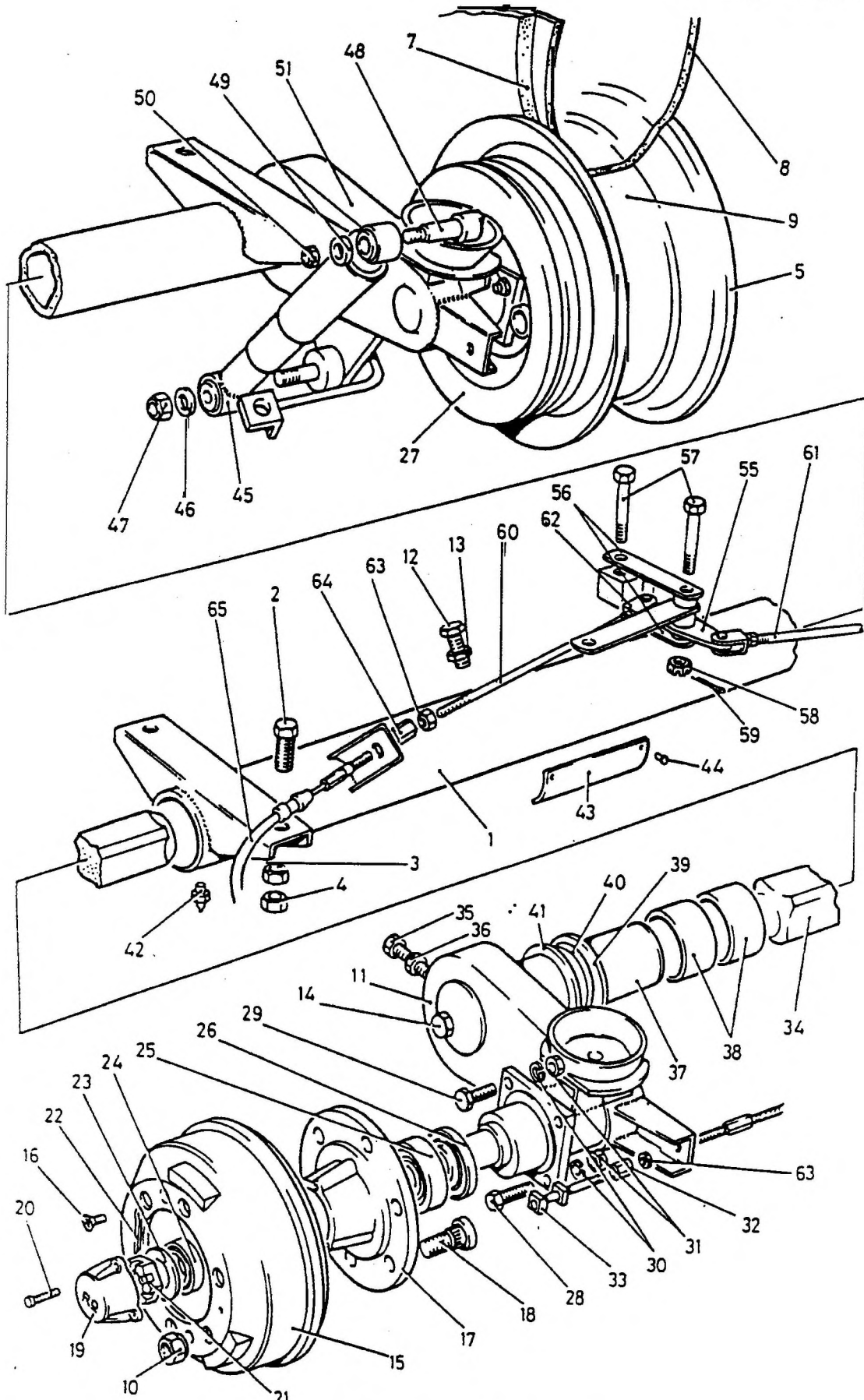


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-44		NP	.. SCREW, DRIVE, Br, Zn plated, No 4 x 3/16 in. lg	BS4174	4	
45		2540-99-214-3849	.. SHOCK ABSORBER	MONROE 8126-4708	2	
46	G1	5310-99-941-8640	.. WASHER, FLAT, steel, round, Zn plated, 0.770 in. min 0.781 in. max id (3/4 in. nom bolt size), 1-1/2 in. od , 0.128 in th	BS3410	2	
47	G1	5310-99-927-1313	.. NUT, PLAIN, HEXAGON, UNF, steel, Zn plated, nylon insert, 3/4 in.	BS1768	2	
48		NP	.. PIN, metric , steel, rd hd, 18.98 mm dia, 12 mm thd	FV862053	2	
49		NP	.. SPACER, SLEEVE, steel, 21 mm id, 30 mm od, 5 mm thk	FV 862054	2	
50	G1	5310-99-122-5298	.. NUT, PLAIN, HEXAGON, 12 mm, steel, Zn plated	BS3692	2	
51		NP	.. SWINGING ARM, HUB AND BRAKE ASSEMBLY, rh	RUBERY OWEN 560007051	1	
NI 52		2530-99-972-6700	... HUB ASSEMBLY, rh	RUBERY OWEN 560006635	1	
NI 53	9BTR	5360-99-838-2304	.... BOLT, RIBBED, SHOULDER, BSF, steel, rh, 7/8 in.	RUBERY OWEN 560007228	6	
NI 54	6MT13	5310-99-798-1843	.... NUT, CONE SEAT, HEXAGON, BSF, Zn coated, lh, 7/8 in.	RUBERY OWEN 560006644	6	
55		NP	. COMPENSATOR ASSEMBLY	RUBERY OWEN 560006606	1	
56	7TR	3040-99-499-9793	.. CONNECTING LINK,RIGID steel, 101 mm lg, 25mm w, 6mm thk	RUBERY OWEN 560006607	2	
57		NP	.. BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 83 mm lg, 2.5 mm diahole in thd end	RUBERY OWEN 560006608	2	
58	G1	5310-99-135-9041	.. NUT,PLAIN,SLOTTED, HEXAGON, steel , Zn coated, M10	BS3692	2	

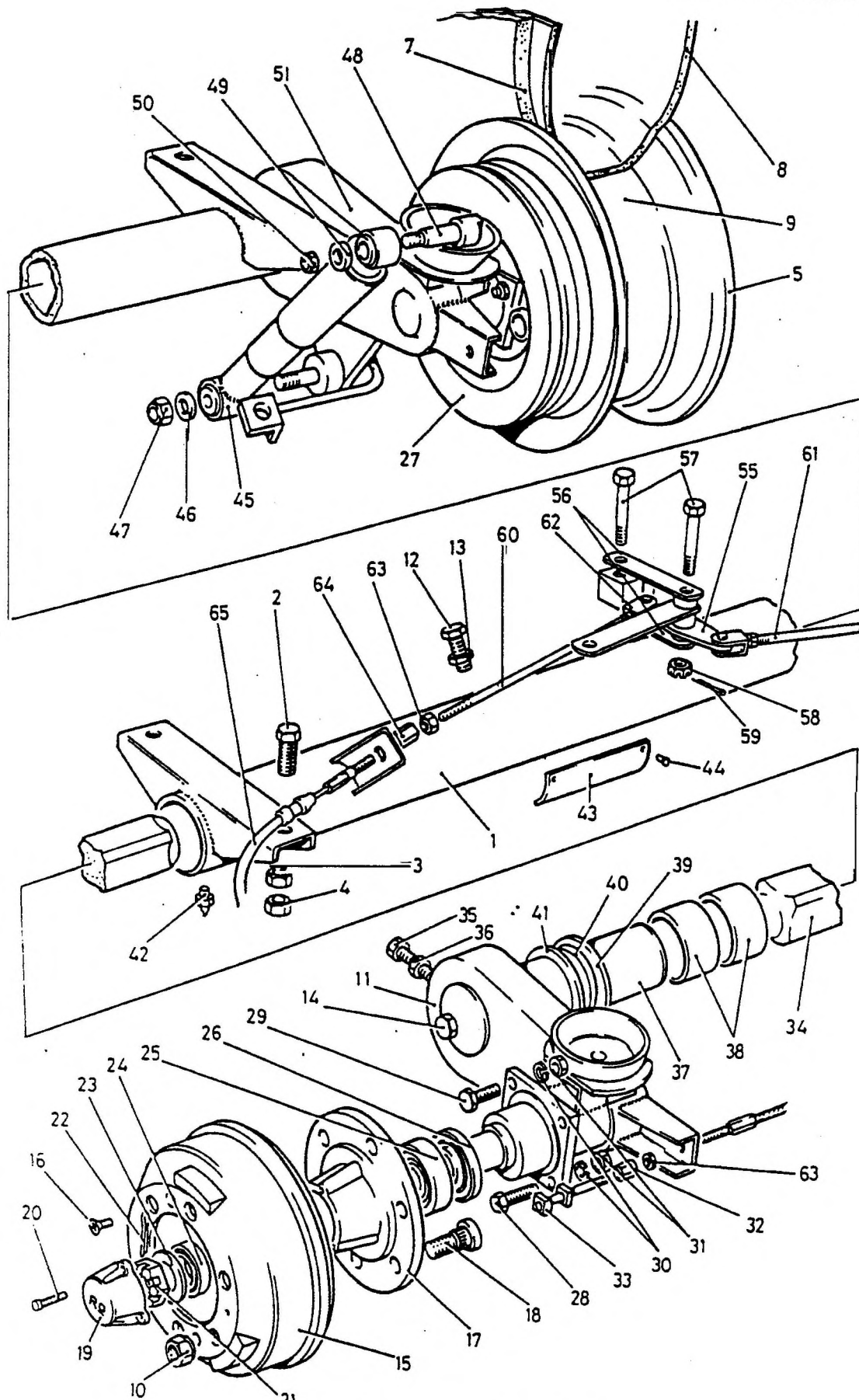


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Annotations
1-59		NP	.. PIN, COTTER, SPLIT steel, 1/16 in dia, 7/8 in	MOD(PE) DEF STAN 53-10 TABLE 1(A)	2	
60	9BTR	5306-99-838-1696	.. ROD THREADED END UNF, steel, 3/8 in. x 16-3/4 in. lg	RUBERY OWEN 560006611	1	
61	9BTR	5306-99-838-1697	.. ROD THREADED END UNF, steel, 3/8 in. x 16-1/4 in. lg	RUBERY OWEN 560006610	1	
62	9BTR	2530-99-838-1695	.. FORK END ASSEMBLY, UNF, steel, 3/8 in., 0.375 in. fork span, 2.047 in. o/a lg, c/w clevis pin and safety clip	RUBERY OWEN 560006609	2	
63	G1	5310-99136-1527	... NUT, PLAIN, HEXAGON, Zn coated, UNF, steel, 3/8 in.	BS1768	6	
64	X2	5340-99-214-3844	... POST, ELECTRICAL MECHANICAL EQUIPMENT, UNF, steel, hex section, 3/8in. x 2-1/2in. lg	RUBERY OWEN 560006612	2	
65	x2	2530-99-214-3845	.. CABLE ASSEMBLY, CONTROL, steel cable, 28-3/4 in. lg, 22-1/2 in. case, 3/8 in. UNF thd both ends	RUBERY OWEN 560006613	2	

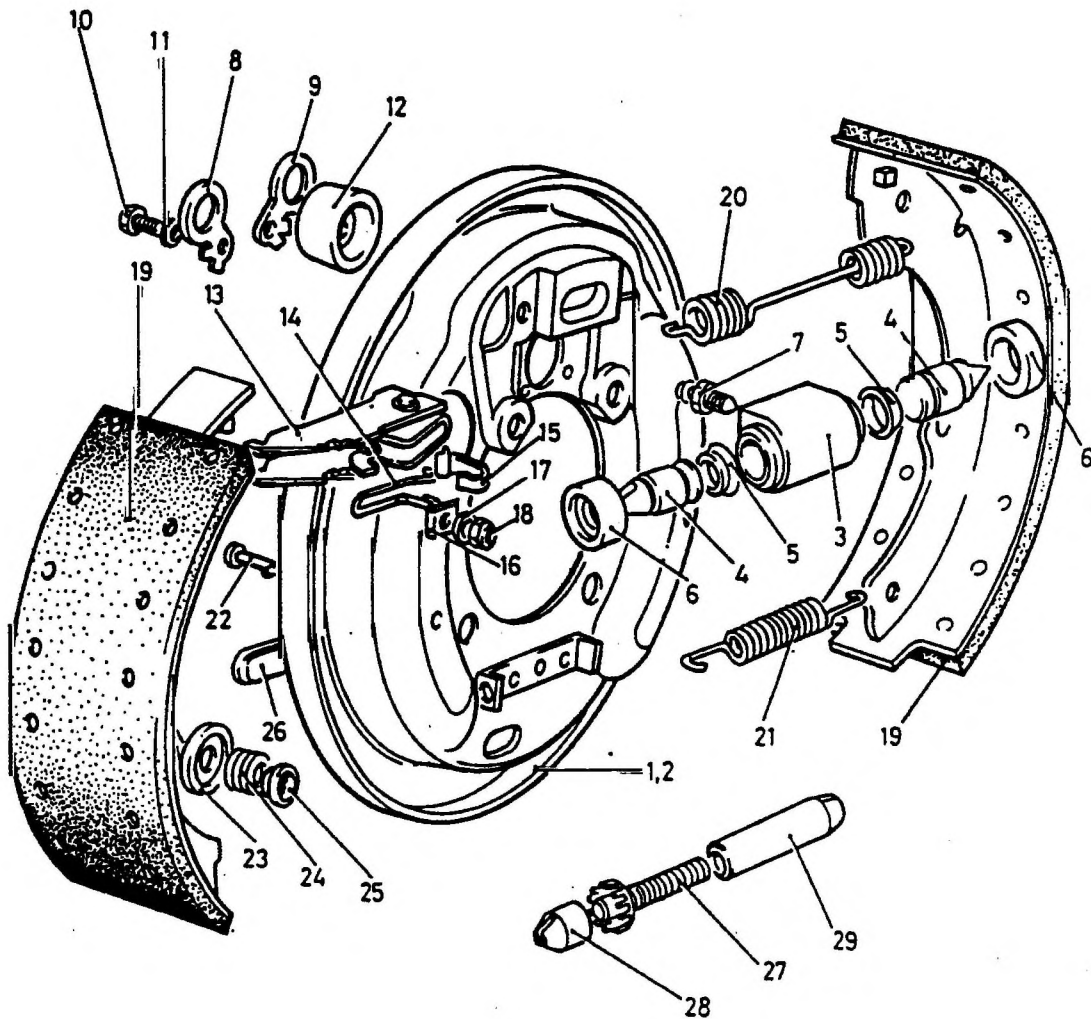


Fig 2 Axle general arrangement

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-1		NP	. BRAKE ASSEMBLY 12-1/8 in. x 4 in.	AUTO- MOTIVE PRODUCTS 4656-303	1	
2	6MT9	2530-99-837-7210	. . BACK PLATE, SHOE TYPE BRAKE steel, 4.635 in. id, 13.594 in. od	AUTO- MOTIVE PRODUCTS 4572-030	1	
3	6MT9	2530-99-837-7212	. . CYLINDER ASSEMBLY, HYDRAULIC BRAKE WHEEL	AUTO- MOTIVE PRODUCTS 4242-413	1	
4		NP	. . . PISTON	AUTO- MOTIVE PRODUCTS 3265-743	2	
5		NP	. . . SEAL, PLAIN	AUTO- MOTIVE PRODUCTS 3872-713 (R)	2	
6	6MT9	2530-99-817-4765	. . . BOOT, DUST AND MOISTURE SEAL	AUTO- MOTIVE PRODUCTS 3812-738 (R)	2	
7	6MT9	2530-99-800-2818	. . . BLEEDER VALVE, HYDRAULIC SYSTEM	AUTO- MOTIVE PRODUCTS 12272	1	
8	6MT9	5340-99-837-7224	. . LOCKING PLATE	AUTO- MOTIVE PRODUCTS 3681-728	1	
9	6MT9	5340-99-837-7225	. . LOCKING PLATE	AUTO- MOTIVE PRODUCTS 3681-729	1	
10	G1	5305-99-941-0512	. . SCREW, MACHINE UNF, steel, hex hd, Zn coated, 1/4 in. x 5/8 in. lg	BS1768	2	
11	G1	5310-99-941-8634	. . WASHER, FLAT steel; round; 1/4in. nom bolt size; zinc plated; 9/16in. od; 0.056in. (17 SWG) thk	BS3410	2	
12	6MT9	2530-99-837-7222	. . BOOT, DUST AND MOISTURE SEAL	AUTO- MOTIVE PRODUCTS 3812-743	1	

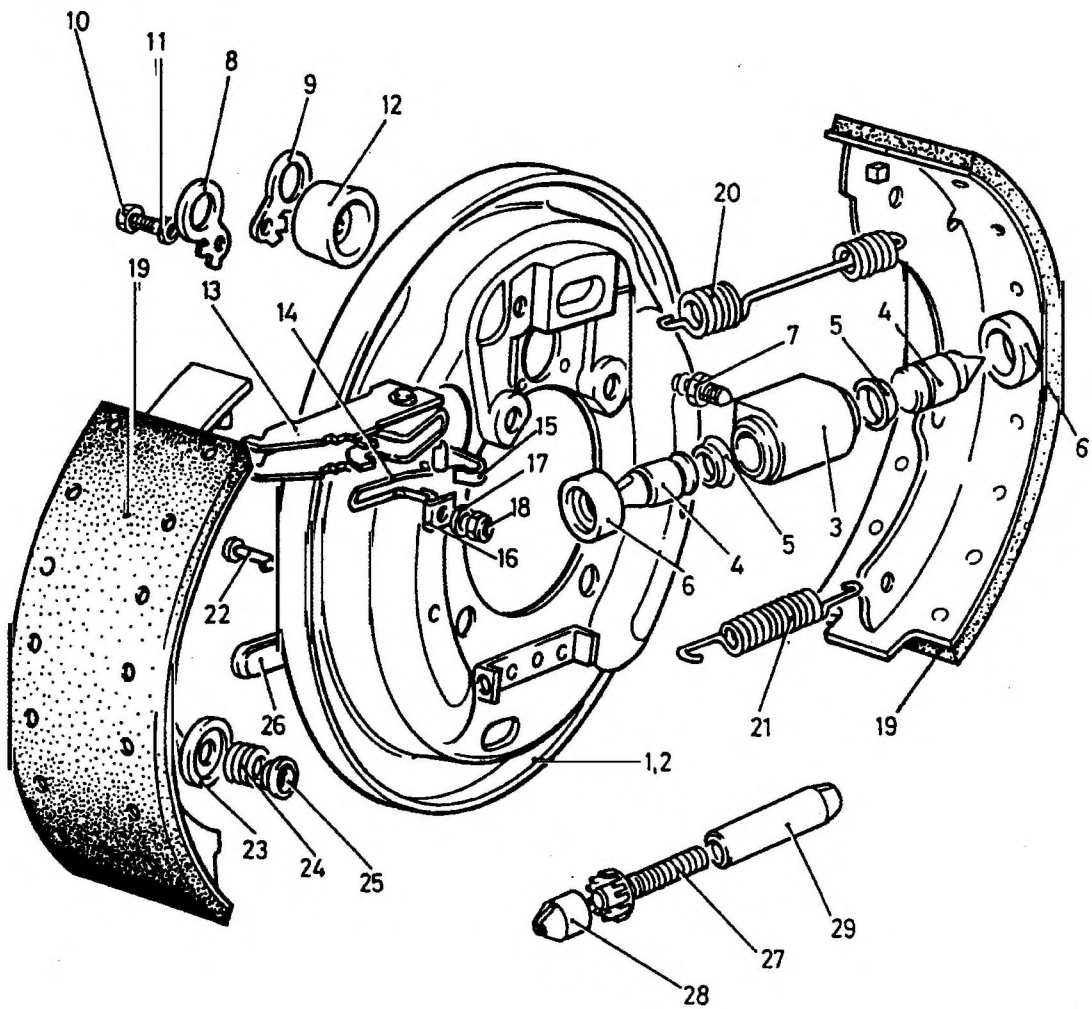


Fig 2 Axle general arrangement

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-13	6MT9	2530-99-837-7214	LEVER SUB ASSEMBLY, HAND BRAKE	AUTO-MOTIVE PRODUCTS 4113-596	1	
14	6MT9	5340-99-837-7221	CLIP, RETAINING steel, 0.104 in. dia wire	AUTO-MOTIVE PRODUCTS 3636-222	1	
15	6MT9	5360-99-837-7223	SPRING, SPIRAL, TORSION	AUTO-MOTIVE PRODUCTS 3658-812	1	
16		NP	PLATE, SPRING	AUTO-MOTIVE PRODUCTS 3611-419	1	
17	G1	5310-99-120-8327	WASHER, FLAT steel, Zn coated, 1/4 in.	BS3410	1	
18	G1	5310-99-923-0535	NUT, SELF-LOCKING, HEXAGON UNF, steel, nylon insert, Zn coated, 1/4 in.	BS1768	1	
19	6MT9	2530-99-835-2773	BRAKE SHOE SET, INTERNALLY ACTUATED 4 shoes, 12.125 in. dia	AUTO-MOTIVE PRODUCTS 4535-870	1	
20	6MT9	5360-99-837-7215	SPRING, HELICAL, EXTENSION pull off, top	AUTO-MOTIVE PRODUCTS 3124-961	1	
21	6MT9	5360-99-837-7216	SPRING, HELICAL, EXTENSION pull off, bottom	AUTO-MOTIVE PRODUCTS 3124-251	1	
22	6MT9	2530-99-837-7220	PIN, STEADY steel, rd hd, 0.146 in. x 1.150 in. lg	AUTO-MOTIVE PRODUCTS 102678	2	
23	6MT9	5310-99-837-7219	WASHER, RECESSED steel, 0.407 in. id, 1.380 in. od, 0.064 in. thk	AUTO-MOTIVE PRODUCTS 3661-525	2	
24	6MT9	5360-99-809-6816	SPRING, HELICAL, COMPRESSION	AUTO-MOTIVE PRODUCTS 92194	2	
25	6MT9	2530-99-136-9876	RETAINER, SPRING steel, Zn coated, 3/4 in. dia, 5/32 in. o/a h	AUTO-MOTIVE PRODUCTS 3677-529	2	

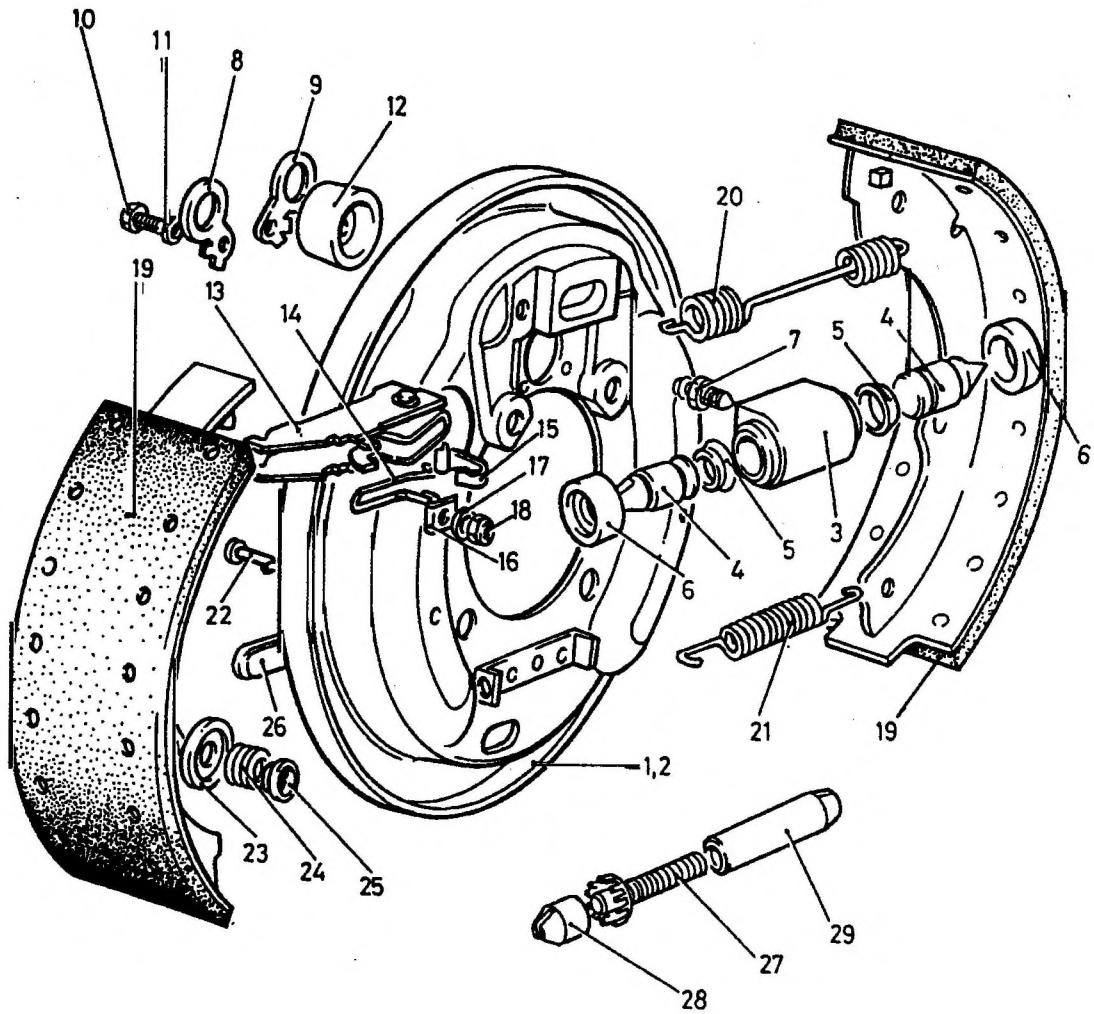


Fig 2 Axle general arrangement

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-26		NP	PLUG, BACK PLATE	AUTO-MOTIVE PRODUCTS 3842-714	1	
27	6MT9	2530-99-837-7213	WHEEL AND SCREW SUB ASSEMBLY	AUTO-MOTIVE PRODUCTS 4157-736	1	
28	6MT9	2530-99-837-7217	ADJUSTER CAP steel, 11/16 in. od	AUTO-MOTIVE PRODUCTS 3145-911	1	
29	6MT9	2530-99-837-7218	NUT, ADJUSTER UNF, steel, 1/2 in. x 2-3/16 in. o/a lg	AUTO-MOTIVE PRODUCTS 3146-993	1	
30 NI		NP	REPAIR KIT, WHEEL CYLINDER	AUTO-MOTIVE PRODUCTS SSB524	1	

Chapter 2-2-2

PARTS LIST

DRAWBAR ASSEMBLY

Drawing No. FV2140706

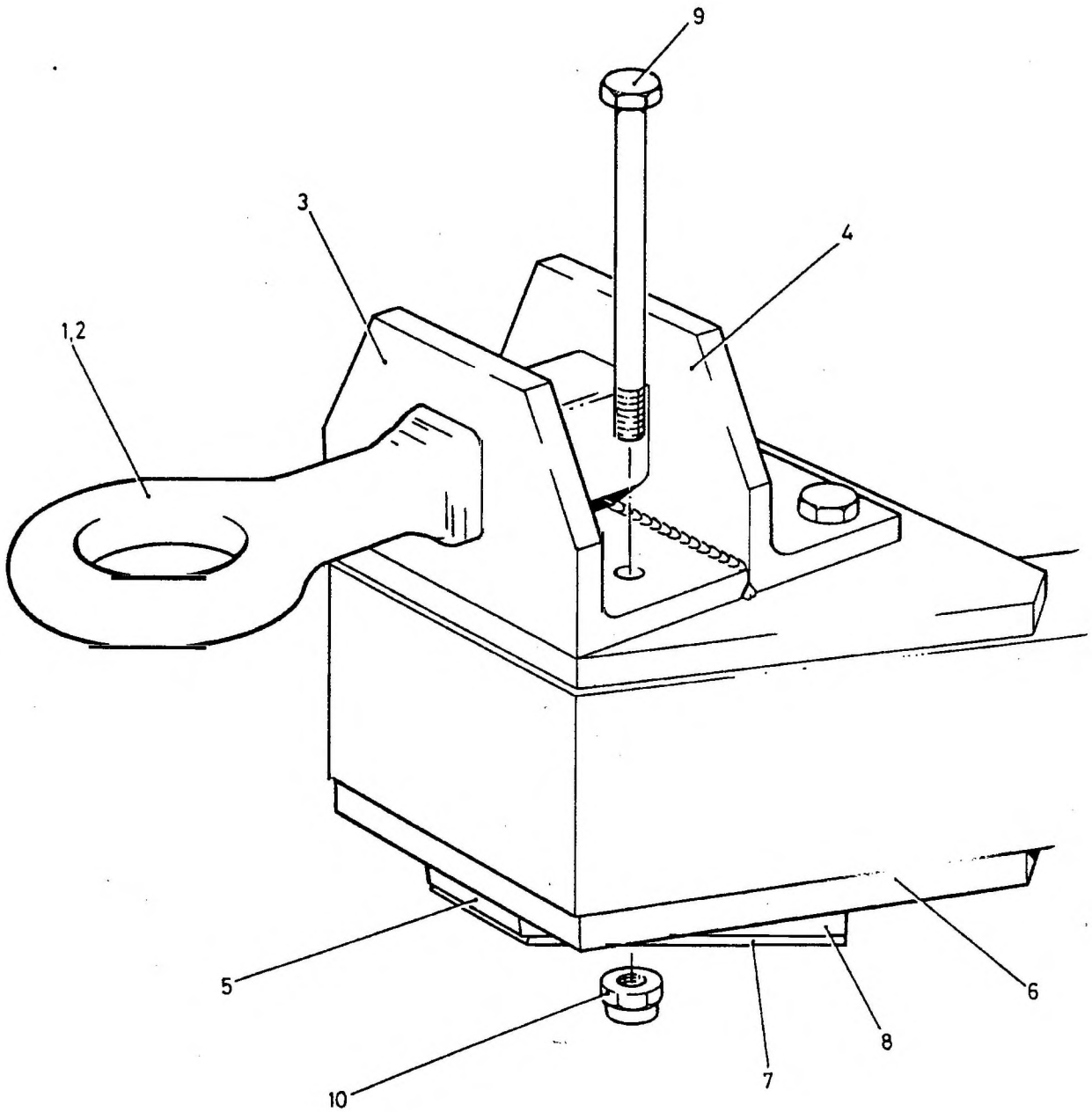


Fig 1 Drawbar assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	DRAWBAR ASSEMBLY	MOD(PE) FV2140706	REF	
1-1		NP	. NATO EYE COUPLING ASSEMBLY	MOD(PE) FV2168544	1	
2		NP	. . NATO EYE MACHINING	MOD(PE) FV2168545	1	
3		NP	. . ANGLE, FRONT	MOD(PE) FV2168546	1	
4		NP	. . ANGLE, REAR	MOD(PE) FV2168547	1	
5		NP	. SKID ASSEMBLY	MOD(PE) FV2140712	1	
6		NP	. . PLATE	MOD(PE) FV2140711	1	
7		NP	. . PLATE	MOD(PE) FV2140713	1	
8		NP	. . WEB	MOD(PE) FV2140714	2	
9		NP	. BOLT, MACHINE metric, hex hd, steel, Zn coated and passivated, M14 x 2 mm pitch, 190 mm lg	MOD(PE) FV2140669	4	
10		NP	. NUT, SELF-LOCKING, HEXAGON metric, steel, Zn plated, passivated, metal, M14	BS4929	4	

Chapter 2-2-3

PARTS LIST

JACK ASSEMBLY, FRONT

Drawing No. FV850906

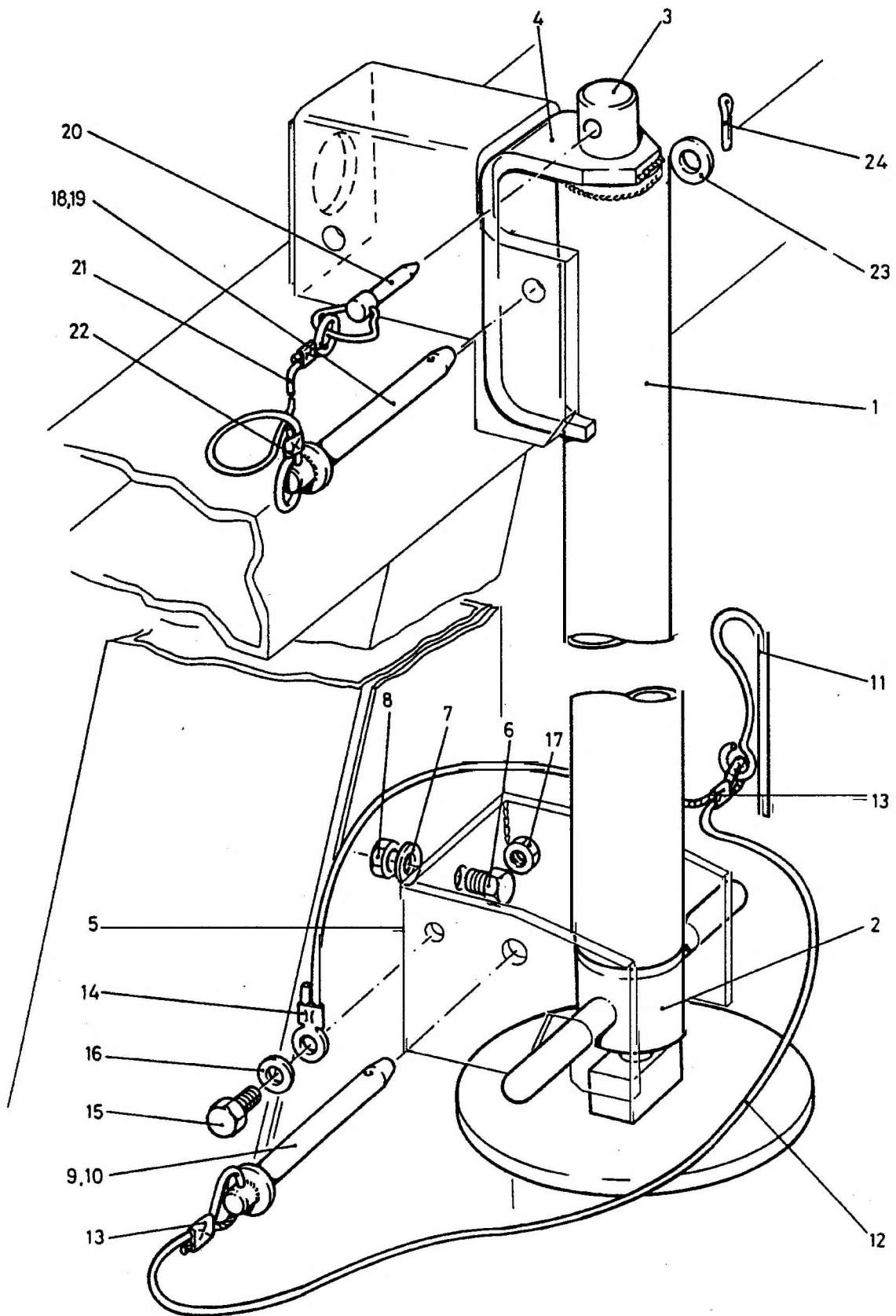


Fig 1 Jack assembly, front

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	JACK ASSEMBLY, FRONT	MOD(PE) FV850906	REF	
1-1	X2	2330-99-214-1252	JACK ASSEMBLY	MOD(PE) FV861921	1	
2		NP	SCREW, JACK	MOD(PE) FV861922	1	
3		NP	CAP, END	MOD(PE) FV861706	1	
4		NP	BRACKET, GUIDE	MOD(PE) FV861924	1	
5		NP	BRACKET ASSEMBLY, STOWAGE	MOD(PE) FV861925	1	
6	G1	5305-99-122-5360	SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M6 x 16mm lg	BS3692	4	
7	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	4	
8	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	4	
9	9BTR	2590-99-832-1575	STOWAGE PIN ASSEMBLY	MOD(PE) FV862149	2	
10		NP	PIN	MOD(PE) FV861959	1	
11		NP	CLIP, PIN RETAINING	MOD(PE) FV335316	1	
12		NP	CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
13	9BTR	2530-99-825-5801	CONNECTOR, PARALLEL	HELLER-MANN HC1335	2	
14		NP	TERMINAL, RING	HELLER-MANN HL11506	1	
15	G1	5305-99-122-5356	SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 5mm dia x 0.80mm pitch; 16mm fastener lg; 16mm thd lg; class 6g thd; 784.5n/mm sq mts; grade 8.8	BS3692	2	

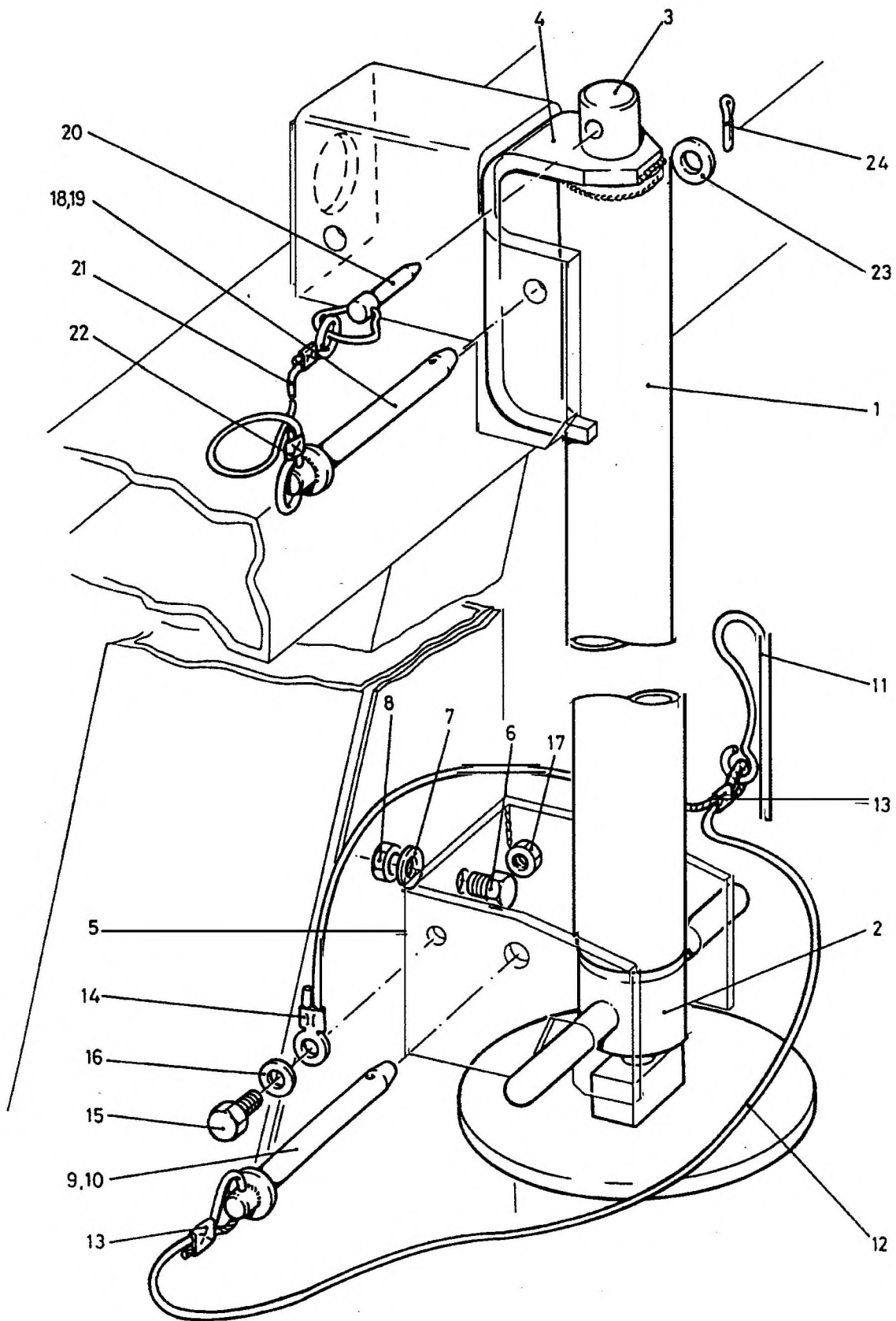


Fig 1 Jack assembly, front

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-16	G1	5310-99-135-9300	WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	2	
17	G1	5310-99-122-5294	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut	BS3692	2	
18	X2	2330-99-214-1272	PIVOT AND COTTER PIN ASSEMBLY	MOD(PE) FV861958	2	
19		NP	PIN	MOD(PE) FV861959	1	
20		NP	COTTER 1/4 in. dia cotter, w/snap spring ring	MOD(PE) FV862121	1	
21		NP	CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
22	9BTR	2530-99-825-5801	CONNECTOR, PARALLEL	HELLER-MANN HC1335	2	
23	G1	5310-99-122-6477	WASHER, FLAT steel; rd; zinc plated M12 nom bolt size by 24mm od max by 2.7mm thk max	BS4320	2	
24		NP	PIN, COTTER SPLIT steel, 3.2 mm dia, 25 mm lg	BS1574 TABLE 4	2	

Chapter 2-2-4

PARTS LIST

TRAILER, COUPLING

Drawing No. FV850898

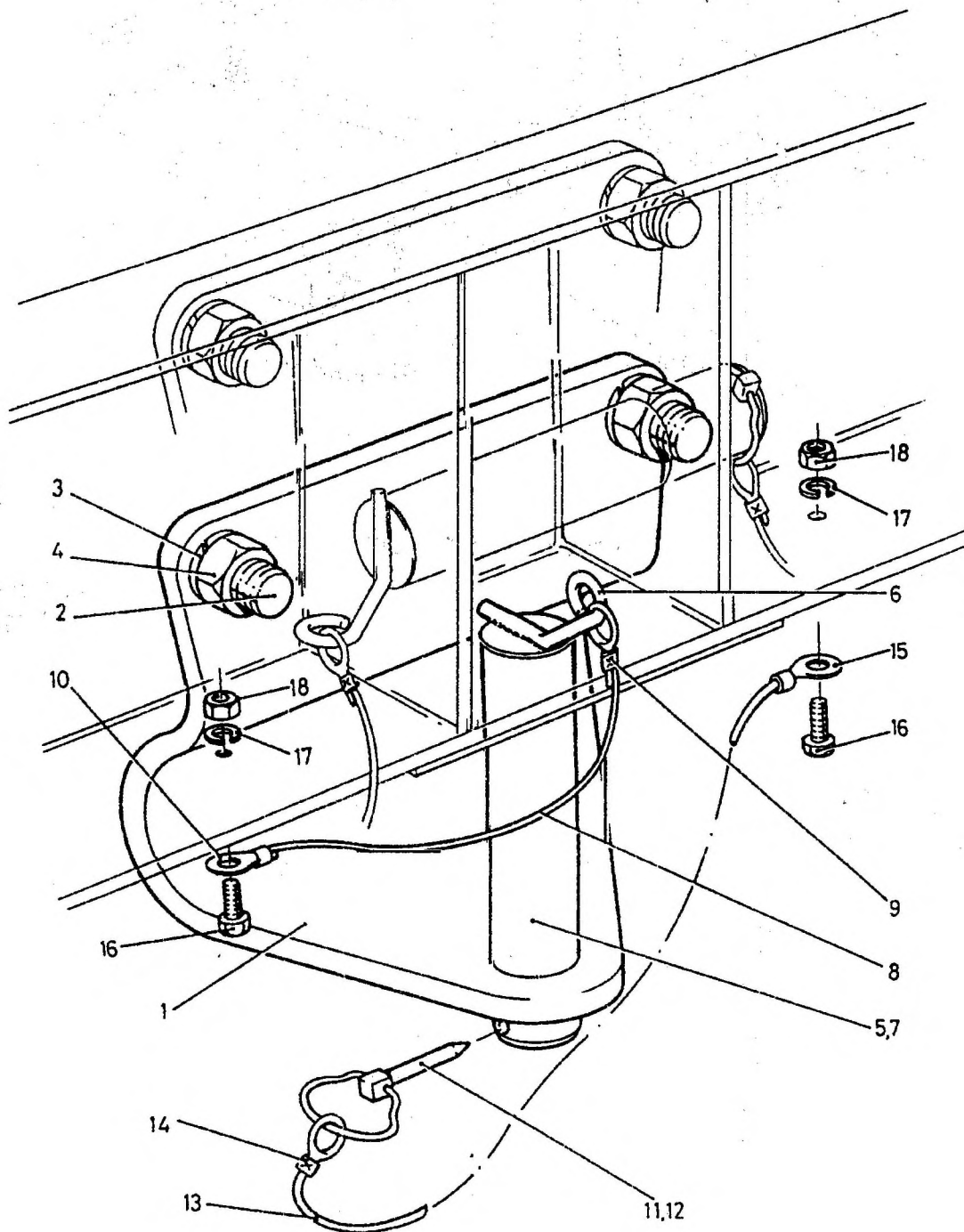


Fig 1 Trailer, coupling

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		NP	TRAILER, COUPLING	MOD(PE) FV850898	REF	
		NP	. PINTLE	MOD(PE) FV861979	1	
2	G1	5306-99-122-2810	. BOLT, MACHINE metric, steel, hex hd, Zn coated, M16 x 45 mm lg	BS3692	2	
3	G1	5310-99-135-9305	. WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	
4	G1	5310-99-122-5299	. NUT, PLAIN, HEXAGON metric, steel, Zn coated, M16	BS3692	2	
5	W17	2540-99-209-9055	. PIN ASSEMBLY	MOD(PE) FV861977	1	
6		NP	. . HANDLE	MOD(PE) FV861981	1	
7		NP	. . PIN	MOD(PE) FV861982	1	
8		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
9	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	1	
10		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
11	9BTR	2540-99-831-9830	. PIN AND RING ASSEMBLY	MOD(PE) FV861978	1	
12		NP	. . COTTER 1/4 in. dia cotter, w/snap spring ring	MOD(PE) FV862121	1	
13		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
14	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	1	
15		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
16	G1	5305-99-122-8664	. . SCREW, MACHINE iso m; steel; hex hd; zinc plated w/chromate treatment; 5mm by 0.80mm pitch; 12mm lg; class 6g thd	BS3692	2	
17	G1	5310-99-135-9300	. . WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	2	

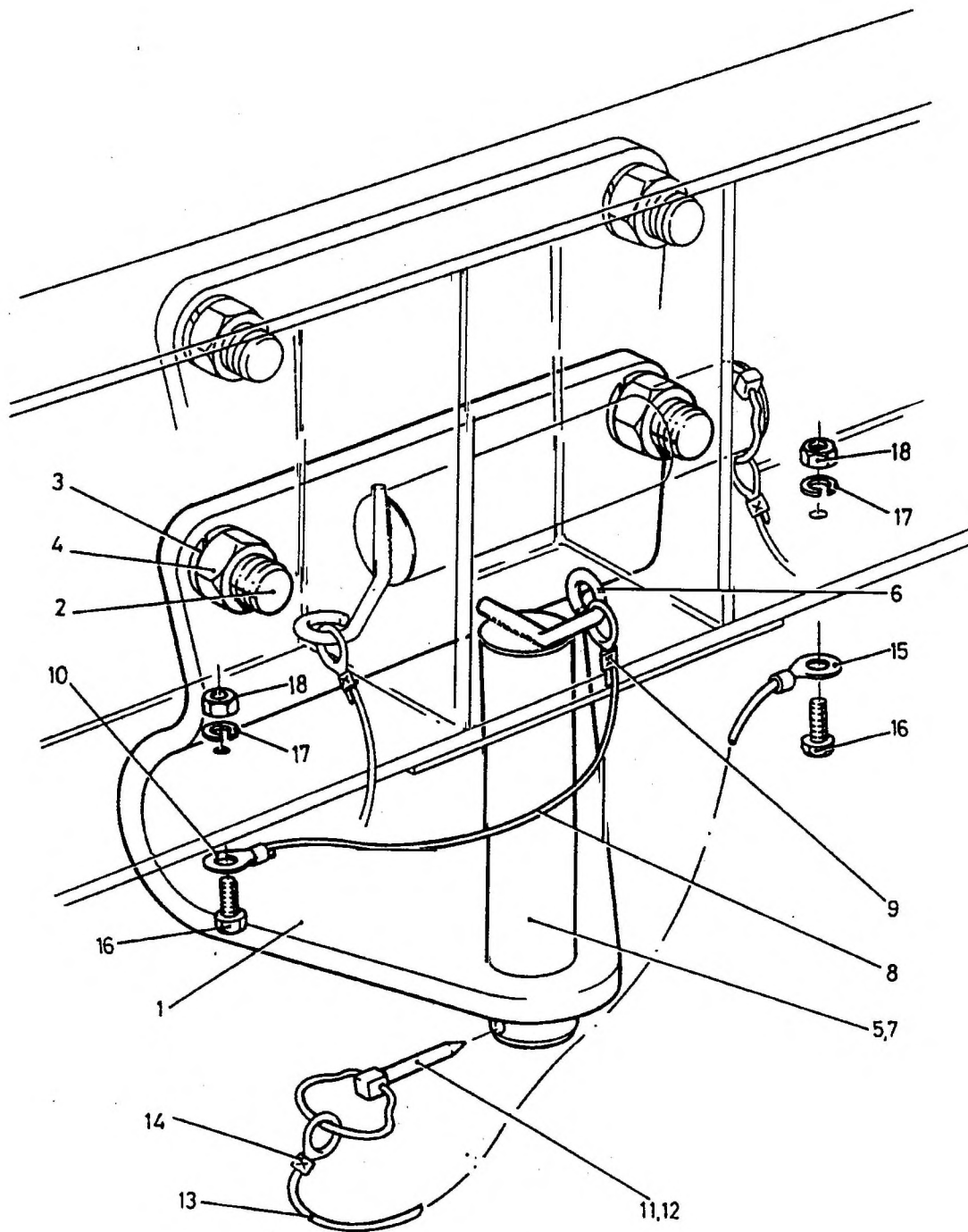


Fig 1 Trailer, coupling

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 18	G1	5310-99-122-5294	<p>NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut</p> <p>NOTE... Items 16 to 18 for use with items 5 and 11</p>	BS3692	2	

Chapter 2-2-5

PARTS LIST

HANDBRAKE ASSEMBLY

Drawing No. FV2140606

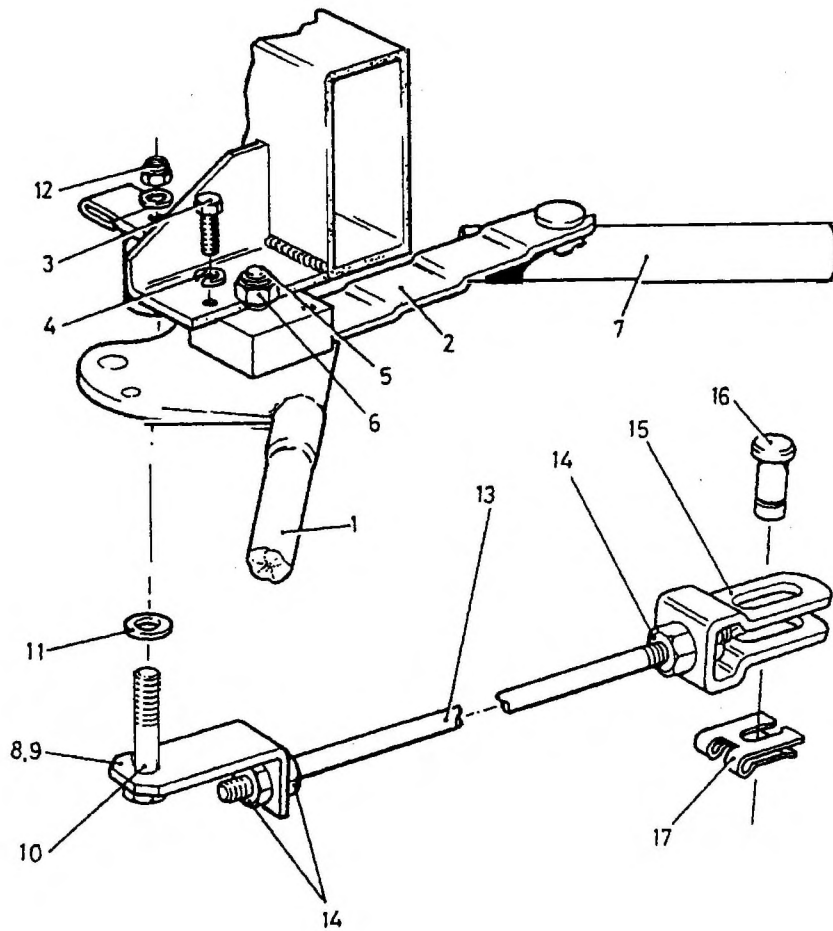


Fig 1 Handbrake assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	HANDBRAKE ASSEMBLY	MOD(PE) FV2140606	REF	
1		NP	. LEVER, HANDBRAKE	MOD(PE) FV2140610	1	
2		NP	. SUPPORT, HANDBRAKE steel, Zn plated, 165 mm c to c	MOD(PE) FV2140609	1	
3	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.25mm pitch; 20mm lg	BS3692	2	
4	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
5		NP	. BOLT, PIVOT	MOD(PE) FV2140611	1	
6		NP	. NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M16	BS4929 PART 1	1	
7		NP	. SPRING ASSEMBLY	BRADLEY H02195000 400	1	
8		NP	. CONNECTOR ASSEMBLY	MOD(PE) FV2140607	1	
9		NP	. . CONNECTOR	MOD(PE) FV2140608	1	
10	G1	5306-99-122-2774	. . BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 45 mm lg	BS3692	1	
11	G1	5310-99-122-6476	. . WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	2	
12		NP	. . NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M10	BS4929	1	
13		NP	. ROD, BRAKE steel, Zn coated, 1015 mm lg, 10 mm dia, 1st end thd M10 x 100 mm lg, 2nd end thd M10 x 40 mm lg	MOD(PE) FV2046077	1	

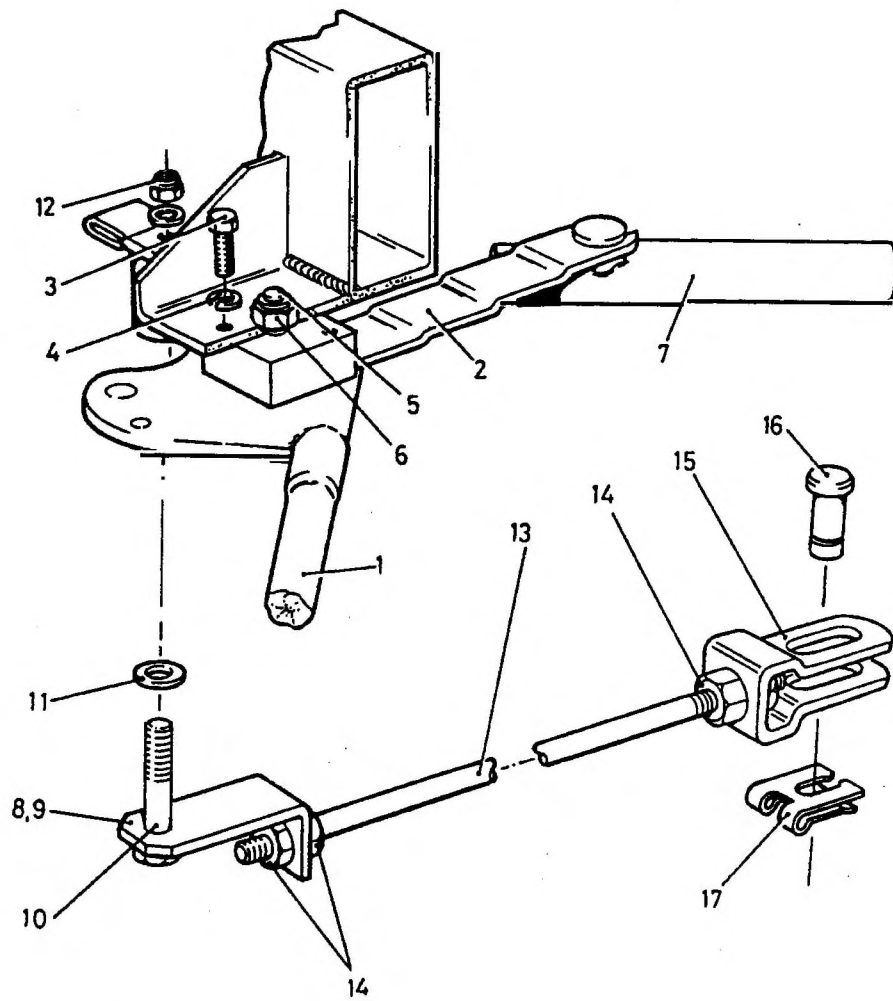


Fig 1 Handbrake assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
14	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F; 8mm h; strength grade 8	BS3692 DEFSTAN 53-27/3/2	4	
15		NP	CLEVIS ASSEMBLY	BRADLEY KIT 3209	1	
16		NP	PIN, CLEVIS steel, 10 mm dia	COMP- ONENTS & LINKAGE NBM10	1	
17		NP	CLIP, SAFETY Zn coated	COMP- ONENTS & LINKAGE SLM10	1	

Chapter 2-2-6

PARTS LIST

JOCKEY WHEEL ASSEMBLY

Drawing No. FV666240

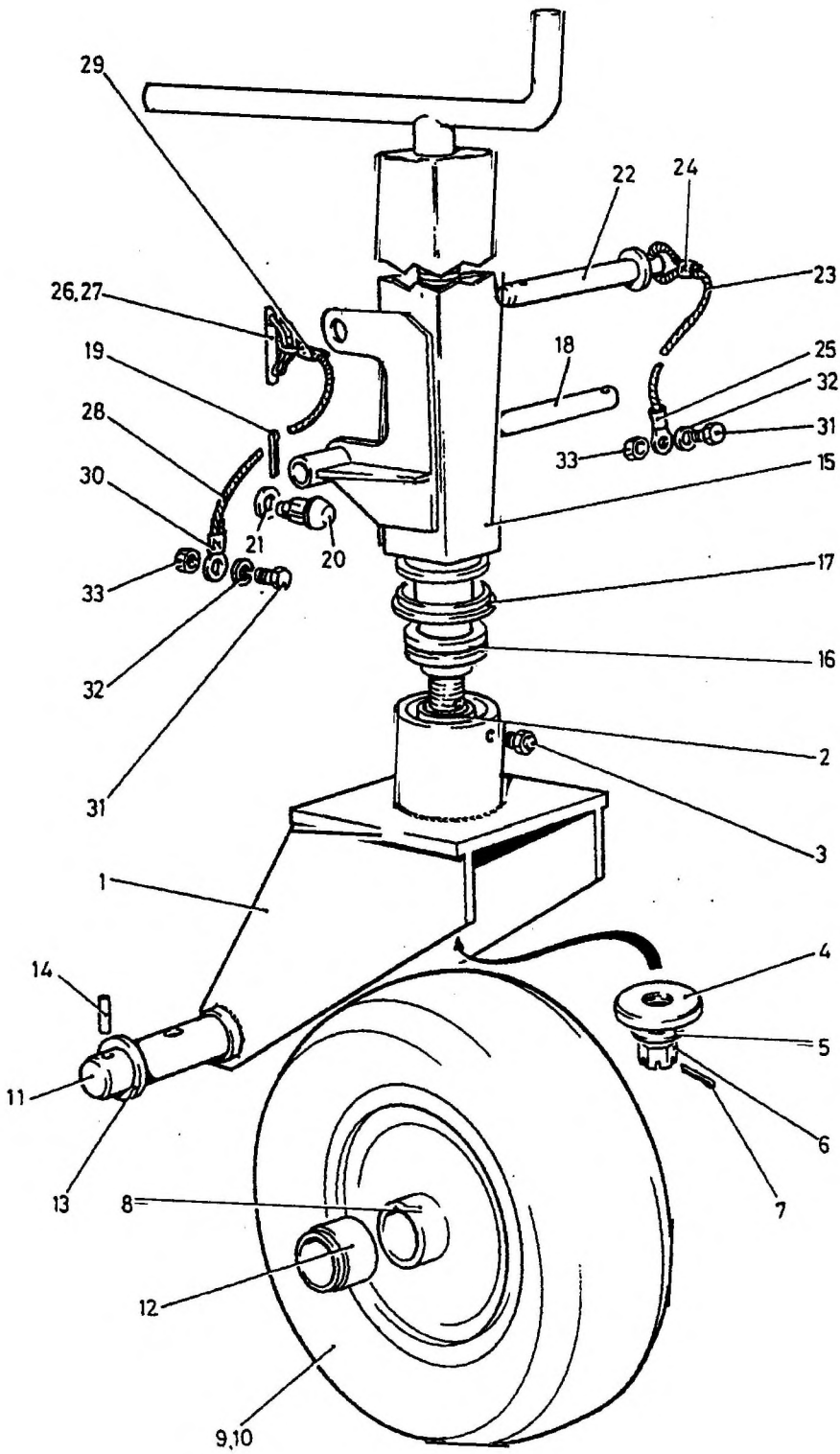


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
	X2	2330-99-214-1027	JOCKEY WHEEL ASSEMBLY	MOD(PE) FV666240	REF	
1-1	X2	2330-99-214-1028	. FORK AND BUSH ASSEMBLY	MOD(PE) FV666241	1	
2	X2	3120-99-214-1243	. . BEARING SLEEVE Phos B/steel, 40 mm id, 44 mm od, 40 mm lg	GLACIER METAL MB4040DU	1	
3	6MT13	4730-99-943-9377	. . LUBRICATING NIPPLE 3/8 in. UNF	BS1486	1	
4		NP	. . COLLAR steel, 55 mm od, 17.5 mm id, 6 mm thk	MOD(PE) FV850919	1	
5	G1	5310-99-122-6479	. WASHER, FLAT steel, Zn coated, M16	BS4320	1	
6	G1	5310-99-135-9043	. NUT, SLOTTED, HEXAGON metric, steel, Zn coated, M16	BS3692	1	
7	G1	5310-99-138-2211	. PIN, COTTER, SPLIT steel, phosphated, 4 mm dia, 50 mm lg	BS1574 TABLE 4	1	
8		NP	. WHEEL, PNEUMATIC TYRE steel, 2.125 x 8, 1 in. bore	H G SMITH HG1	1	
9		NP	. . TYRE, PNEUMATIC 16 x 4, 4 ply, industrial	GOODYEAR T991	1	
10	MT14	2610-99-809-3450	. . INNER TUBE, PNEUMATIC TYRE	GOODYEAR 16-4TR29	1	
11		NP	. SHAFT steel, 25 mm dia, 183 mm lg, 2 holes 6 mm dia, 1 hole 10 mm dia	MOD(PE) FV924211	1	
12		NP	. . SPACER steel, 33.7 mm od, 4 mm wall thk, 12 mm thk	MOD(PE) FV924212	2	
13	G1	5310-99-941-8642	. . WASHER, FLAT steel, Zn coated, 1 in.	BS3410	2	
14	G1	5315-99-124-0791	. . PIN, SPRING steel, 6 mm x 40 mm lg	BRITTOOL DSAP	2	
15	X2	2590-99-214-1579	. JACK ASSEMBLY	MOD(PE) FV666245	1	
16	6MT7	3110-99-943-9185	. . BEARING, BALL, THRUST single row, 1-3/4 in. id, 2-11/16 in. od, 3/4 in. thk	RHP LT 1-3/4/B	1	
17	X2	2330-99-214-1452	. . RING, SEALING synthetic rubber, 63 mm x 6 mm h	HEADLAND ENG- INEERING V705	1	

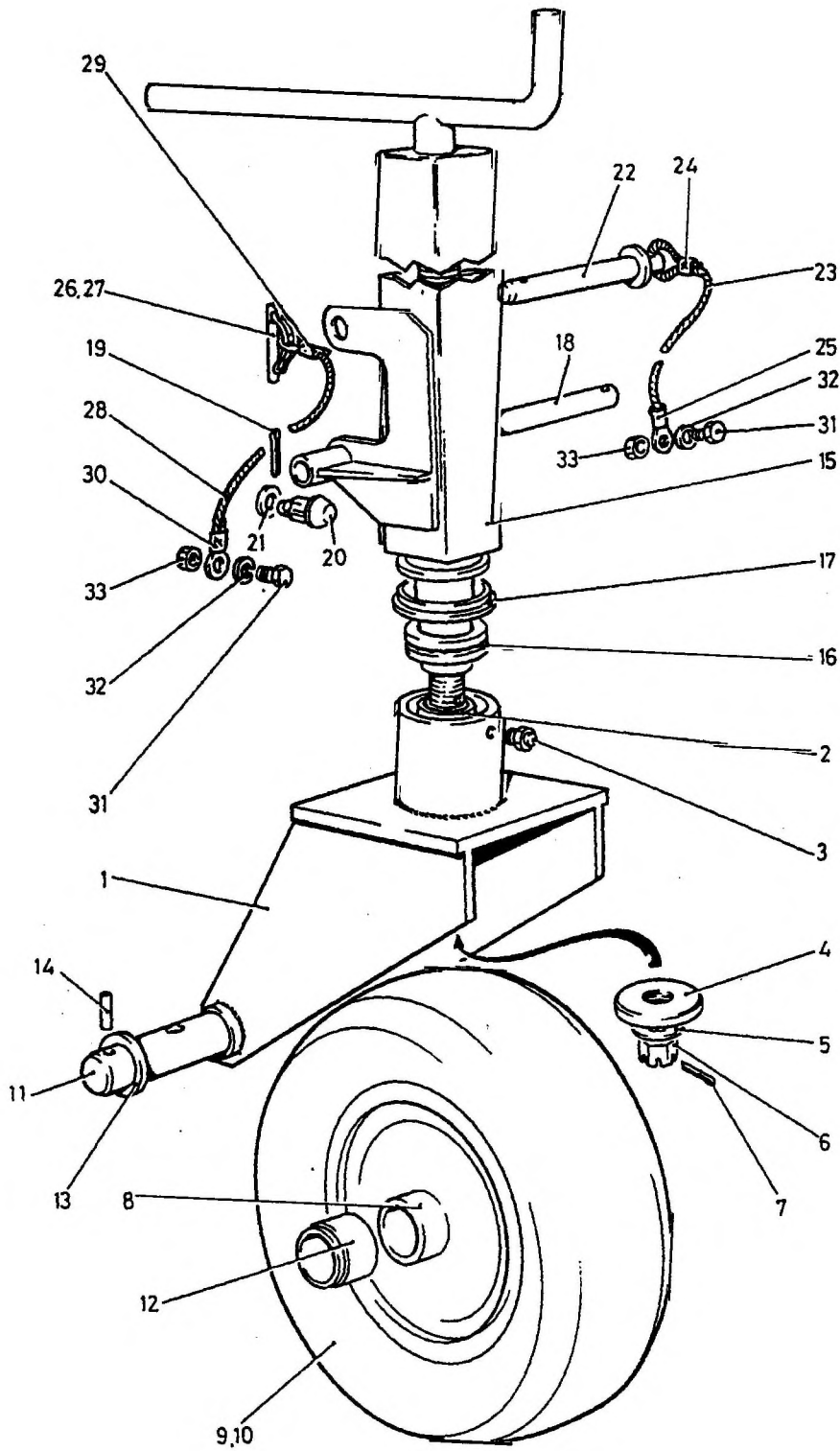


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 18	X2	5315-99-214-1244	. PIN, STRAIGHT, HEADLESS steel, Zn coated, 20 mm x 210 mm lg	MOD(PE) FV666247	1	
19		NP	. PIN, COTTER, SPLIT steel, phosphated, 4 mm dia, 32 mm lg	BS1574 TABLE 4	2	
20		NP	. BUFFER ASSEMBLY	MOD(PE) FV924554	2	
21	G1	5310-99-122-3036	. . WASHER, PLAIN	BS4320	AR	
22	X2	2330-99-214-1029	. LOCKING PIN ASSEMBLY	MOD(PE) FV666361	1	
23		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
24	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER-MANN HC1335	1	
25		NP	. . TERMINAL, RING	HELLER-MANN HL11506	1	
26	X2	2330-99-214-1030	. COTTER PIN ASSEMBLY	MOD(PE) FV666244	2	
27	MT13	5315-99-825-0438	. . PIN, COTTER steel, 3/8 in. dia, 3 in. lg, c/w snap spring ring	PERKS M351	1	
28		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
29	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER-MANN HC1335	AR	
30		NP	. . TERMINAL, RING	HELLER-MANN HL11506	1	
31	G1	5305-99-122-8664	. SCREW, MACHINE Iso m; steel; hex hd; zinc plated w/chromate treatment; 5mm by 0.80mm pitch; 12mm lg; class 6g thd	BS3692	3	
32	G1	5310-99-135-9300	. WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	3	

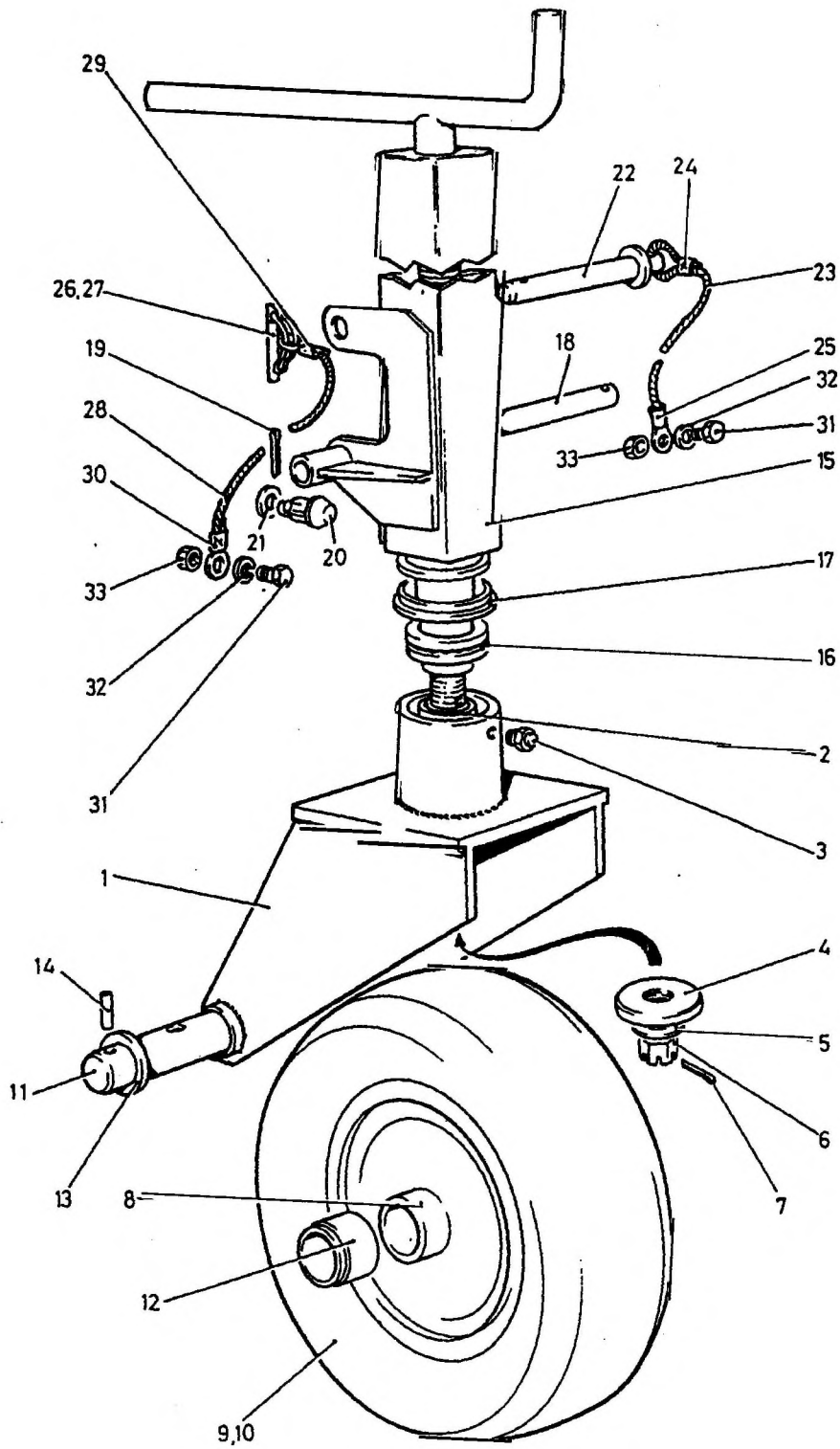


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 33	G1	5310-99-122-5294	<p>NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut NOTE... Items 31 to 33 for use with items 22 and 26</p>	BS3692	3	

Chapter 2-2-7

PARTS LIST

SPARE WHEEL CARRIER ASSEMBLY

Drawing No. FV850897

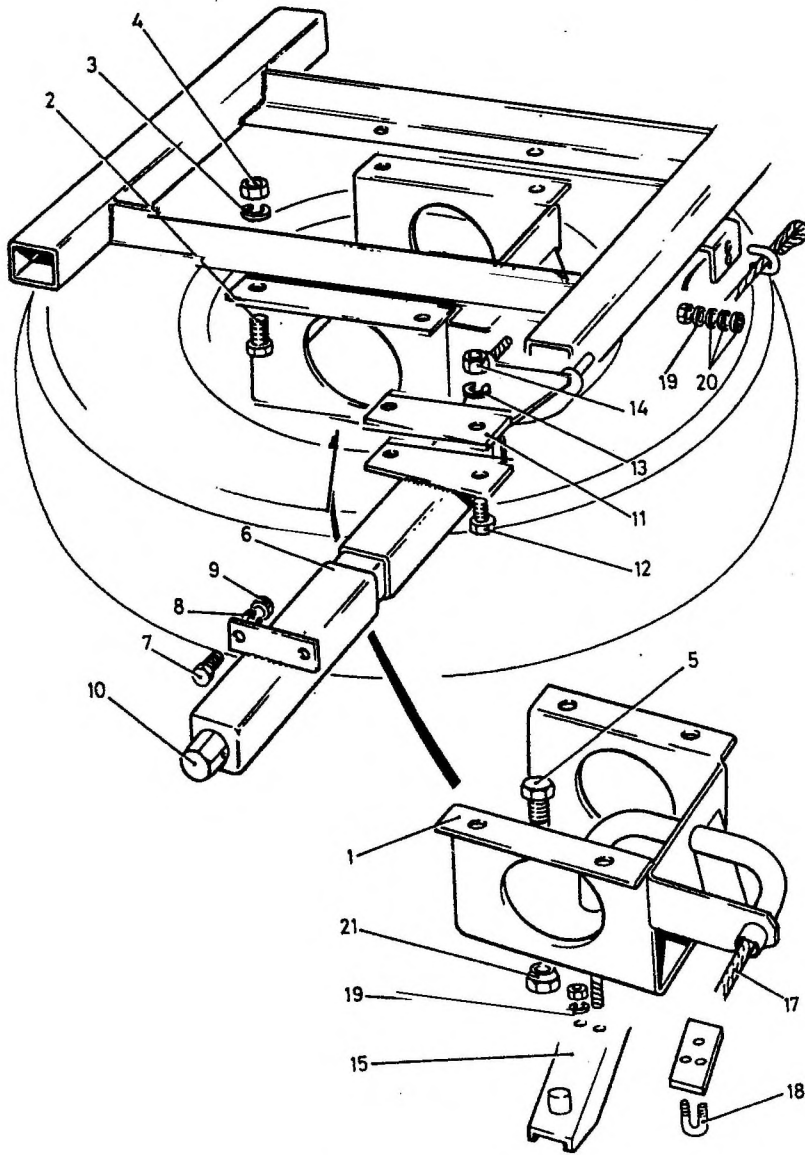


Fig 1 Spare wheel carrier assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	SPARE WHEEL CARRIER ASSEMBLY	MOD(PE) FV850897	REF	
1-1		NP	. BRACKET ASSEMBLY	MOD(PE) FV861928	1	
2	G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	4	
3	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	4	
4	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	4	
5	G1	5305-99-121-0231	. SCREW, MACHINE BSF, steel, hex hd, Zn coated, 7/8 in. x 1-3/4 in. lg	BS1083	2	
6	X2	2330-99-214-1246	. WINCH ASSEMBLY	MOD(PE) FV861938	1	
7	G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	2	
8	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
9	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
10	X2	2330-99-214-1247	. CAP, DRIVE	MOD(PE) FV666408	1	
11		NP	. PACKER	MOD(PE) FV861869	1	
12	G1	5305-99-122-8684	. SCREW, MACHINE metric, steel, hex hd, Zn coated, M16 x 45 mm lg	BS3692	2	
13	G1	5310-99-135-9305	. WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	

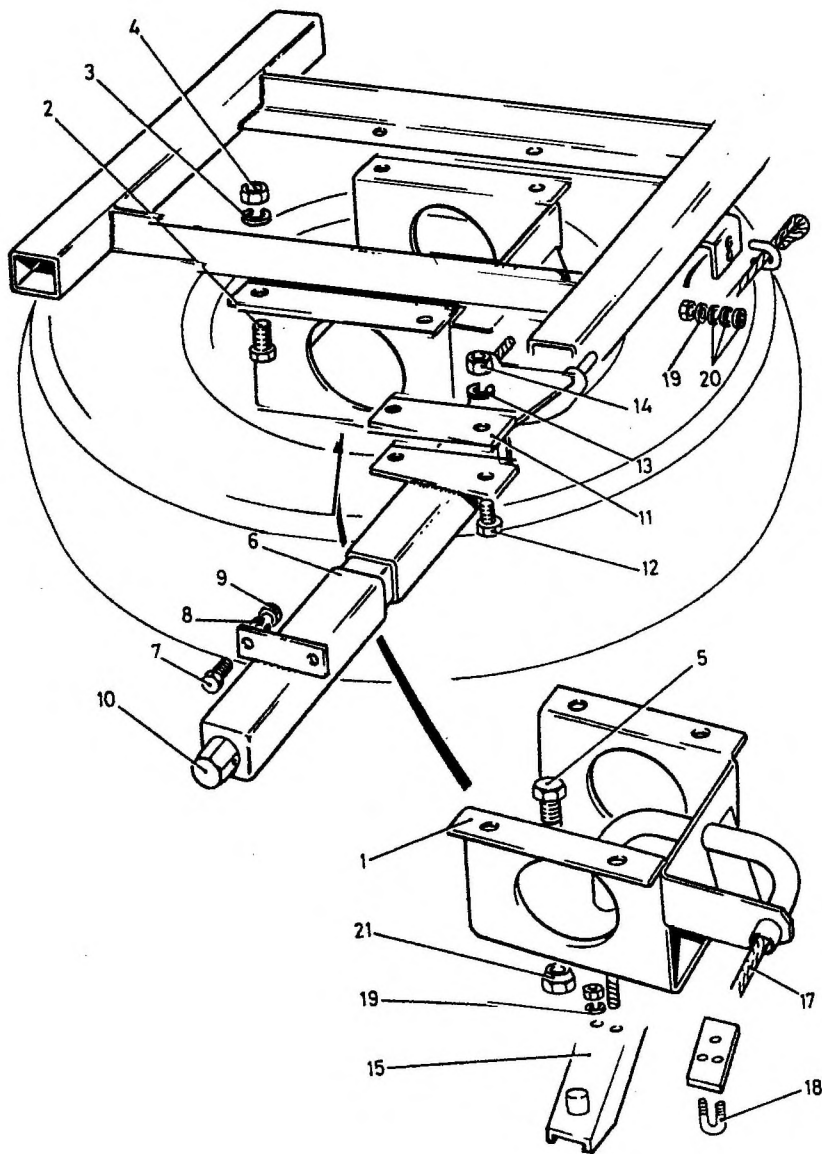


Fig 1 Spare wheel carrier assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 14	G1	5310-99-122-5299	. NUT, PLAIN, HEXAGON metric, steel, Zn coated, M16	BS3692	2	
15		NP	. CARRIER ASSEMBLY welded assembly	MOD(PE) FV861934	1	
16		NP	. CARRIER casting	SHT 1 MOD(PE) FV861934	1	
16 Ni				SHT 2		
17	X2	4010-99-214-1248	. WIRE, ROPE steel, 6 mm dia, 1.8 m lg	MOD(PE) FV861946	1	
18		NP	. GRIP, BULLDOG 6 mm nom size, c/w nut	BS462	3	
19	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	PART 2 BS4464	6	
20	G1	5310-99-122-6474	. WASHER, FLAT steel; rd; zinc plated; rd hole; M6 nom bolt size; 12.5mm od; 1.6mm thk	BS4320	AR	
21	MT14	5310-99-815-3290	. NUT, CONE SEAT, HEXAGON BSF, steel, Zn coated, 7/8 in.	BSAU50PT2 -1964	2	

Chapter 2-2-8

PARTS LIST

MUDGUARD ASSEMBLY

Drawing No. FV2140708

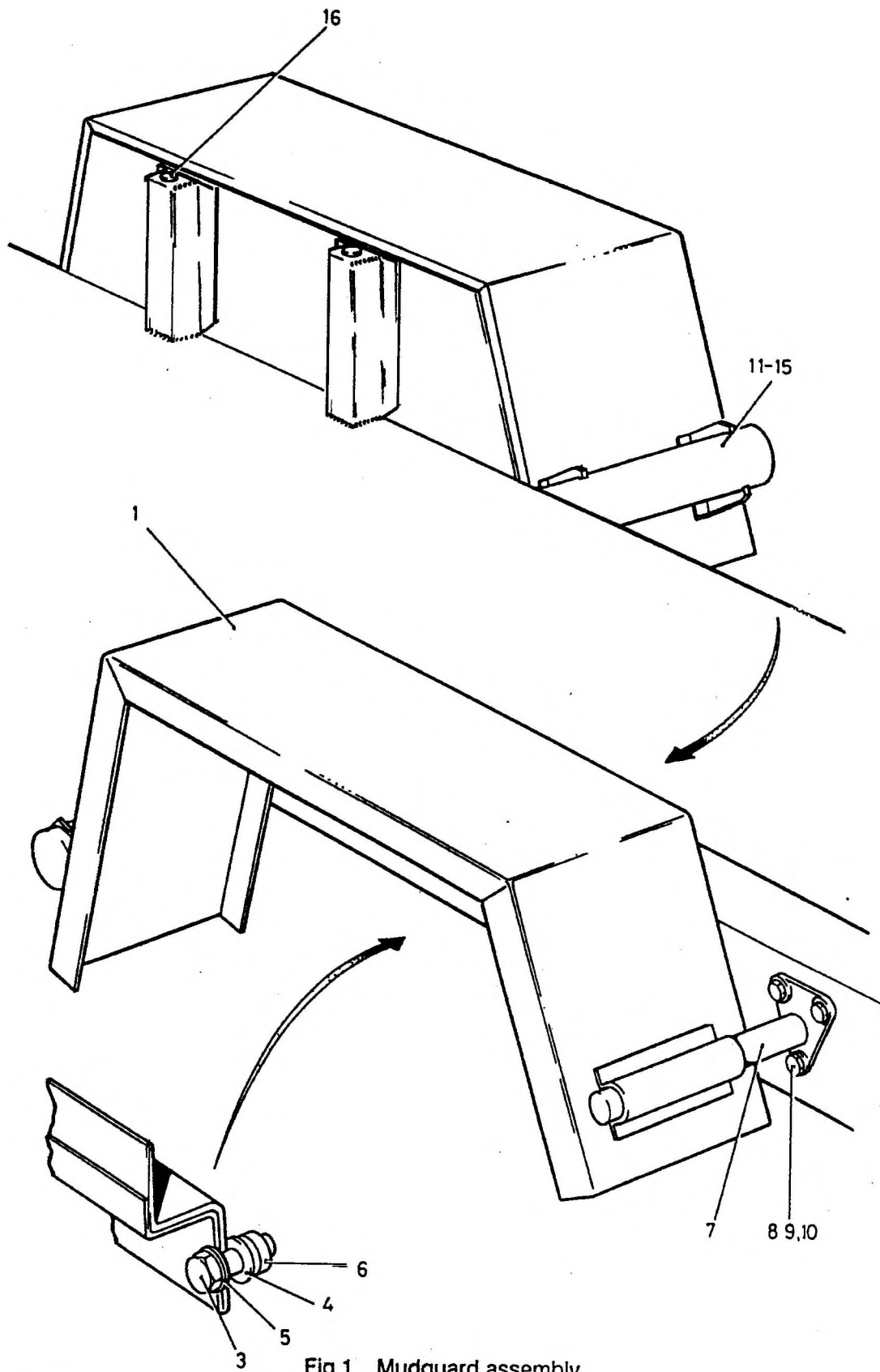


Fig 1 Mudguard assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	MUDGUARD ASSEMBLY	MOD(PE) FV2140708	REF	
1-1		NP	. MUDGUARD ASSEMBLY, LEFT HAND	MOD(PE) FV666452	1	
2		NP	. MUDGUARD ASSEMBLY, RIGHT HAND	MOD(PE) FV2140564	1	
3	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.200mm pitch 20mm lg	BS3692	20	
4	G1	5310-99-122-6475	. WASHER, FLAT ISOM; steel; rd; zinc plated; rd hole; M8 nom bolt size; 17mm nom od; 1.60mm nom thk	BS4320	40	
5	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	20	
6	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	20	
7		NP	. MUDGUARD STAY	MOD(PE) FV861969	2	
8	G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	6	
9	G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	6	
10	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	6	
11		NP	. MUDGUARD SUPPORT	MOD(PE) FV861970	2	

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 12	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.200mm pitch 20mm lg	BS3692	8	
13	G1	5310-99-122-6475	. WASHER, FLAT ISOM; steel; rd; zinc plated; rd hole; M8 nom bolt size; 17mm nom od; 1.60mm nom thk	BS4320	16	
14	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	8	
15	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	8	
16		NP	. PLUG	REEVITE 1550	8	

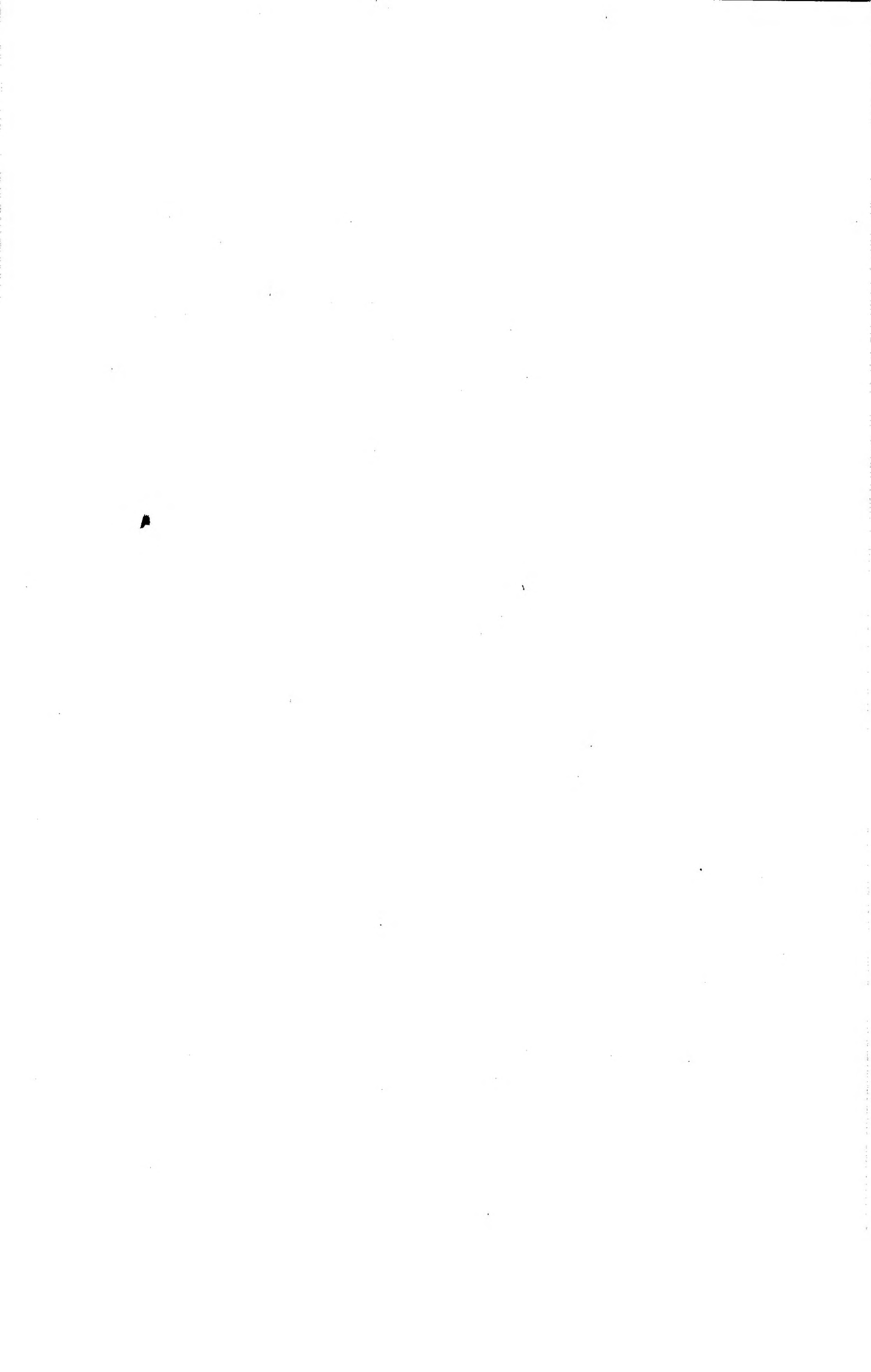


Chapter 2-2-9

PARTS LIST

AIR/HYDRAULIC ASSEMBLY

Drawing No. FV2140707



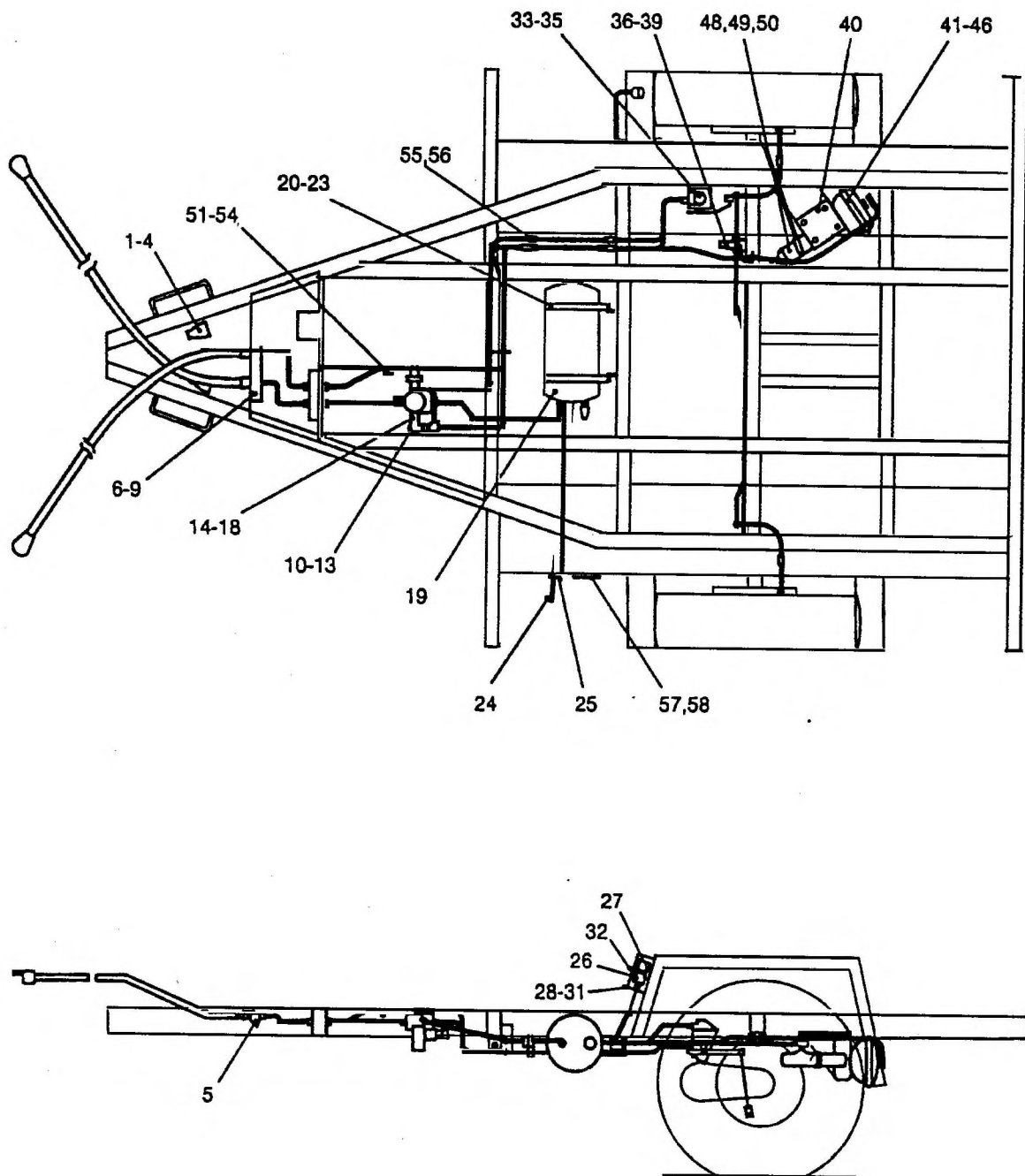


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	AIR/HYDRAULIC ASSEMBLY	MOD(PE) FV2140707	REF	
1-1		NP	. DUMMY COUPLING	WABCO 212227	2	
2	G1	5305-99-122-5368	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8.00mm by 1.25mm pitch; 30.00mm lg; class 6g thd	BS3692	4	
3	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	4	
4	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	4	
5		NP	. LINE FILTER	WABCO 43250000 00	2	
6		NP	. BRACKET	MOD(PE) FV2140660	1	
7	G1	5305-99-122-4911	. SCREW, MACHINE Iso metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	2	
8	G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	2	
9	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
10		NP	. RELAY EMERGENCY VALVE	WABCO 97100215 00	1	
11	G1	5305-99-122-5368	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8.00mm by 1.25mm pitch; 30.00mm lg; class 6g thd	BS3692	2	

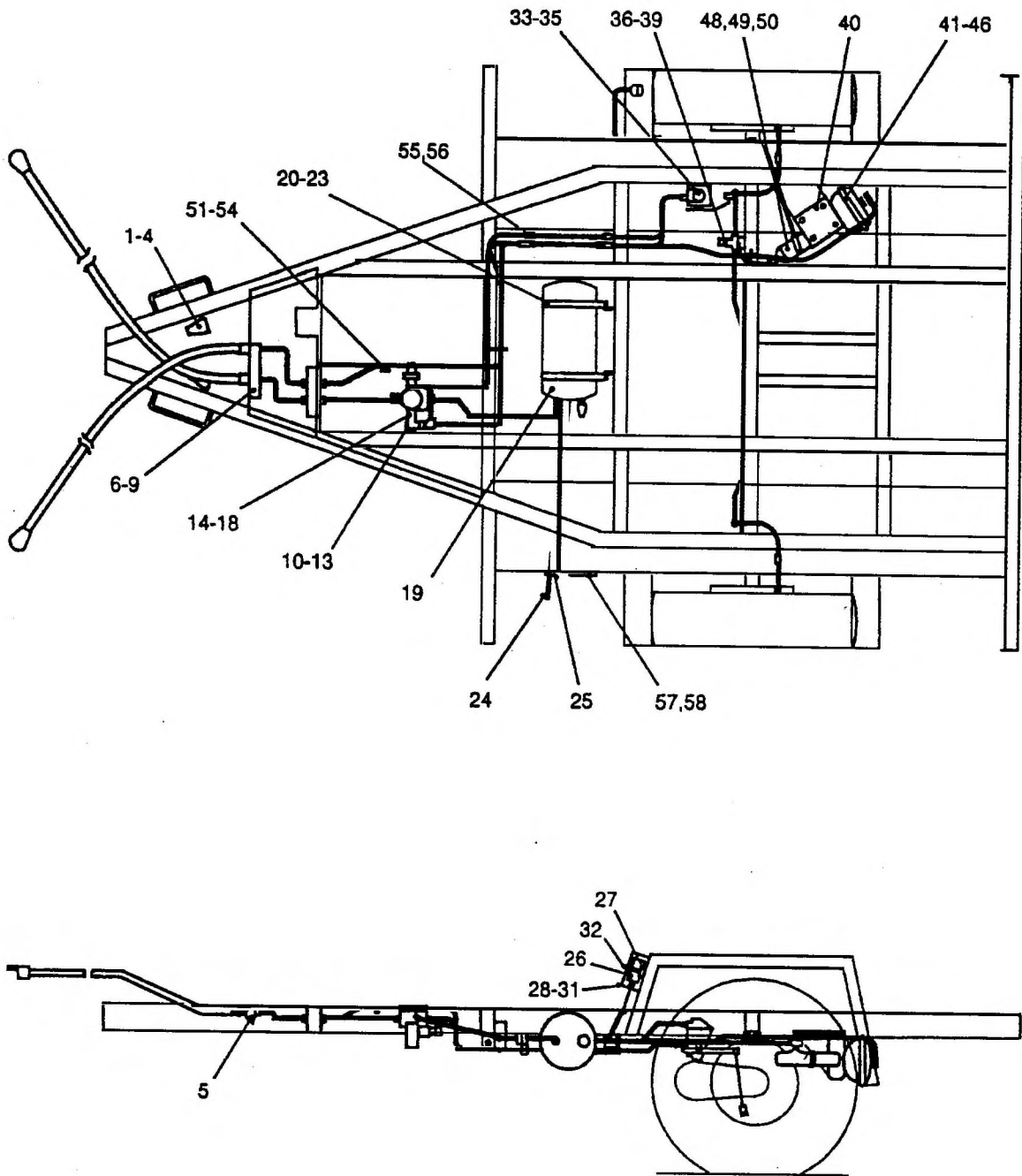


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-12	G1	5310-99-135-9302	WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
13	G1	5310-99-122-5296	NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	2	
14		NP	PRESSURE LIMITING VALVE	WABCO 47501002 60	1	
15		NP	SPACER steel, 30 mm od, 11 mm id, 15 mm high	MOD(PE) FV2140661	2	
16	G1	5306-99-122-2775	BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 50 mm lg	BS3692	2	
17	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	2	
18	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
19		NP	RESERVOIR	WABCO 45102031 00	1	
20		NP	RESERVOIR MOUNTING BRACKET	WABCO 45199924 62	2	
21	G1	5305-99-122-4911	SCREW, MACHINE iso metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	4	
22	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	4	

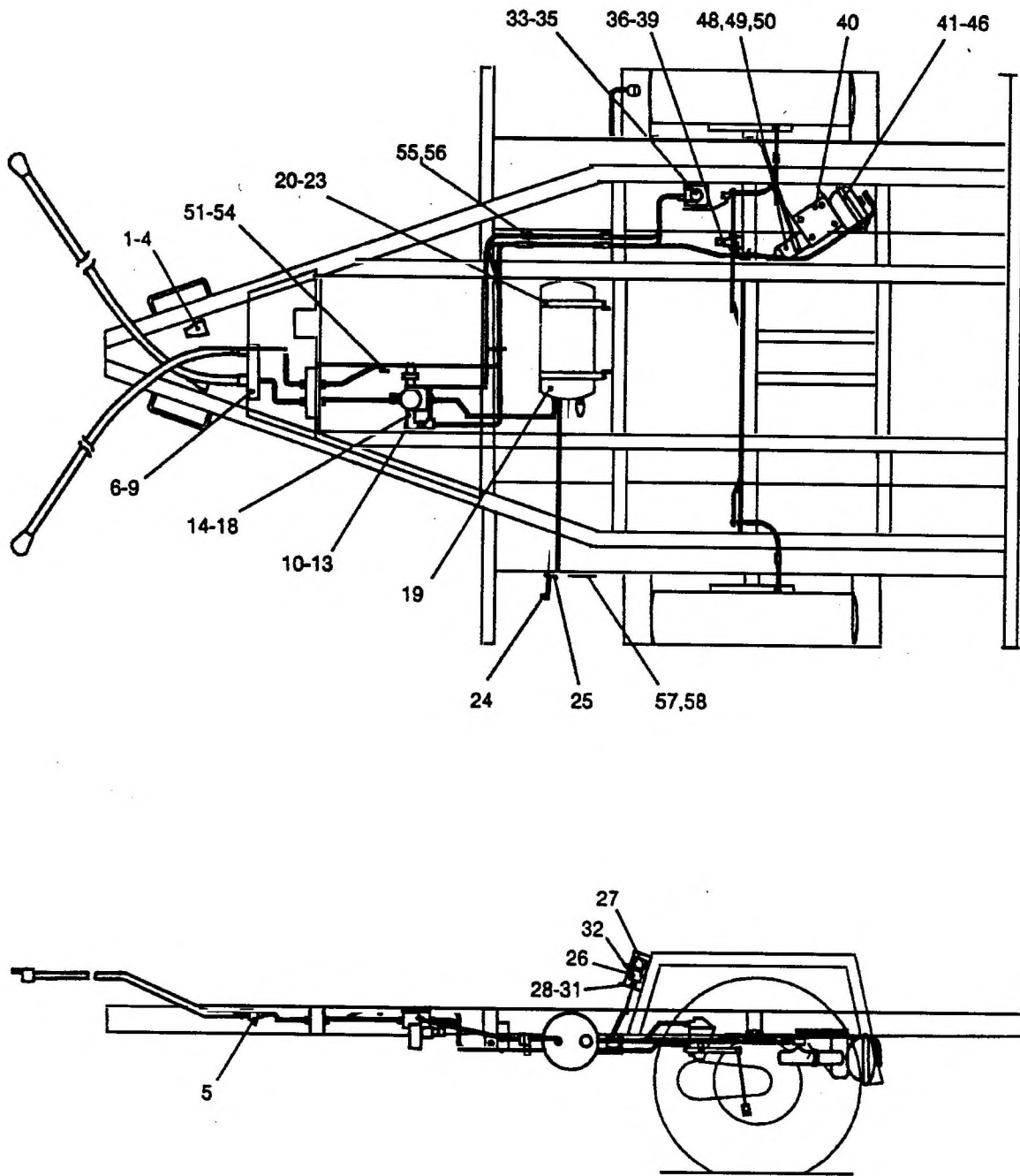


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 23	G1	5310-99-122-5297	. . NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	4	
24		NP	. ROD	MOD(PE) FV2140667	1	
25		5325-99-942-3445	. GROMMET, RUBBER	DEF STAN 53-13	1	
26		NP	. FLUID RESERVOIR	LUCAS 64046057	1	
27		NP	. . BRACKET, RESERVOIR	MOD(PE) FV2140675	1	
28		NP	. . GUARD	MOD(PE) FV2140360	1	
29	G1	5305-99-122-5361	. . SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	6	
30	G1	5310-99-135-9301	. . WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	6	
31	G1	5310-99-122-5295	. . NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
32		4730-99-533-2969	. . CLAMP, HOSE	DEF STAN 47-11	2	
33		NP	. VALVE, LOAD SENSING	MOD(PE) FV2140668	1	
34	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
35	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	2	

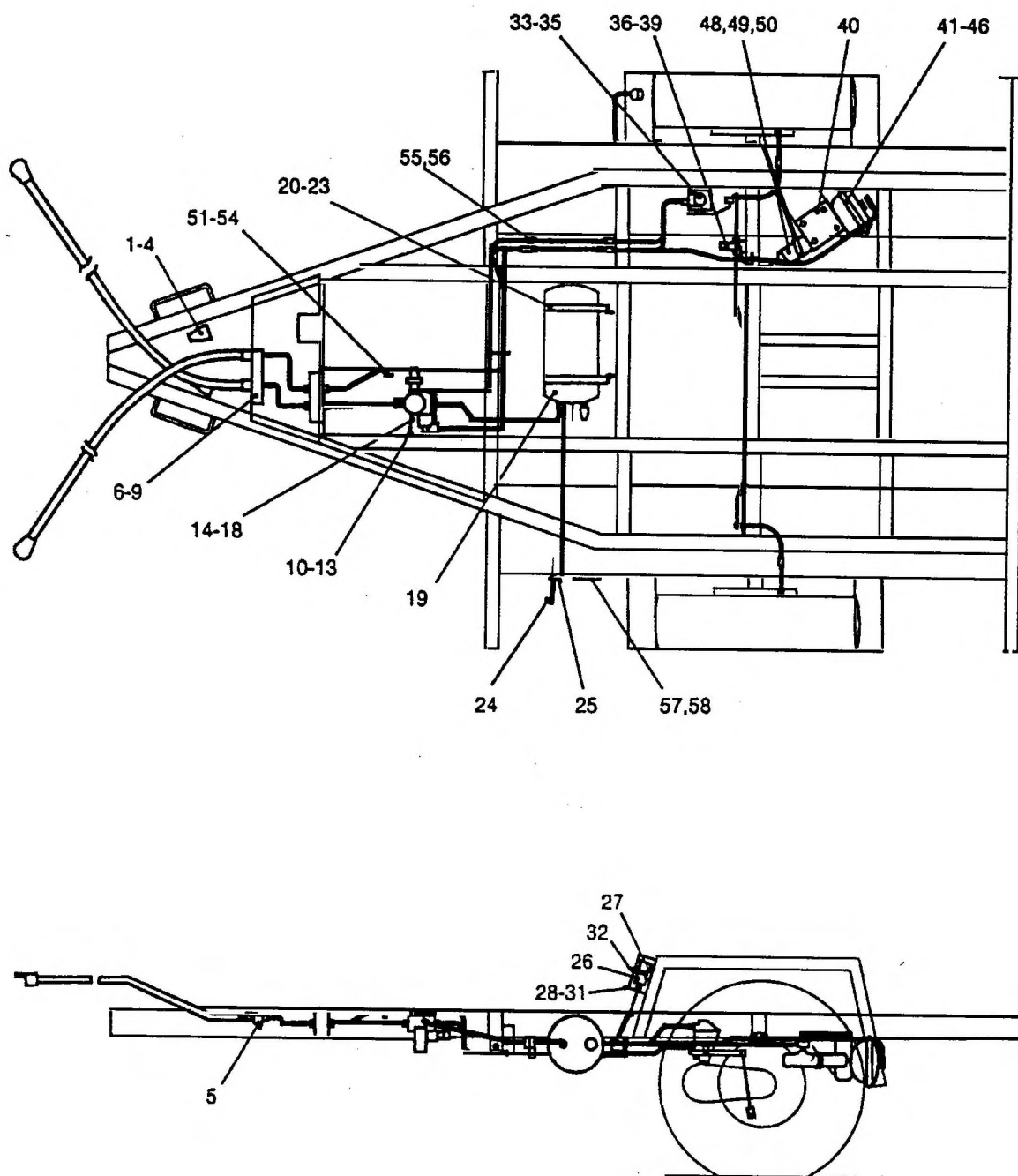


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-36		NP	JUNCTION, 3 WAY	LUCAS 353361W	1	
37	G1	5305-99-122-8669	SCREW, MACHINE metric, steel, hex hd, Zn coated, M10 x 35 mm lg	BS3692	1	
38	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	1	
39	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	1	
40		NP	ACTUATOR	MOD(PE) FV2140688	1	
41		NP	MOUNTING BRACKET ASSEMBLY	MOD(PE) FV2140551	1	
42	G1	5305-99-122-8675	SCREW, MACHINE metric, steel, hex hd, Zn coated, M12 x 35 mm lg	BS3692	4	
43	G1	5310-99-135-9304	WASHER, LOCK steel; split helical ring; cadmium plated; 12.00mm bolt size; 17.90mm od, 2.50mm thk	BS4464	4	
44	G1	5310-99-122-5298	NUT, PLAIN, HEXAGON metric, steel, Zn coated, 12 mm	BS3692	4	
45	G1	5310-99-135-9305	WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	
46		NP	LOCKNUT M16 x 1.5	WABCO 81031500 44	3	
47 NI		NP	PLUNGER steel, phosphate, 166 mm lg	MOD(PE) FV2140560	1	
48		NP	MASTER CYLINDER	LUCAS 3102764	1	
49	G1	5305-99-122-8669	SCREW, MACHINE metric, steel, hex hd, Zn coated, M10 x 35 mm lg	BS3692	3	
50	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	3	

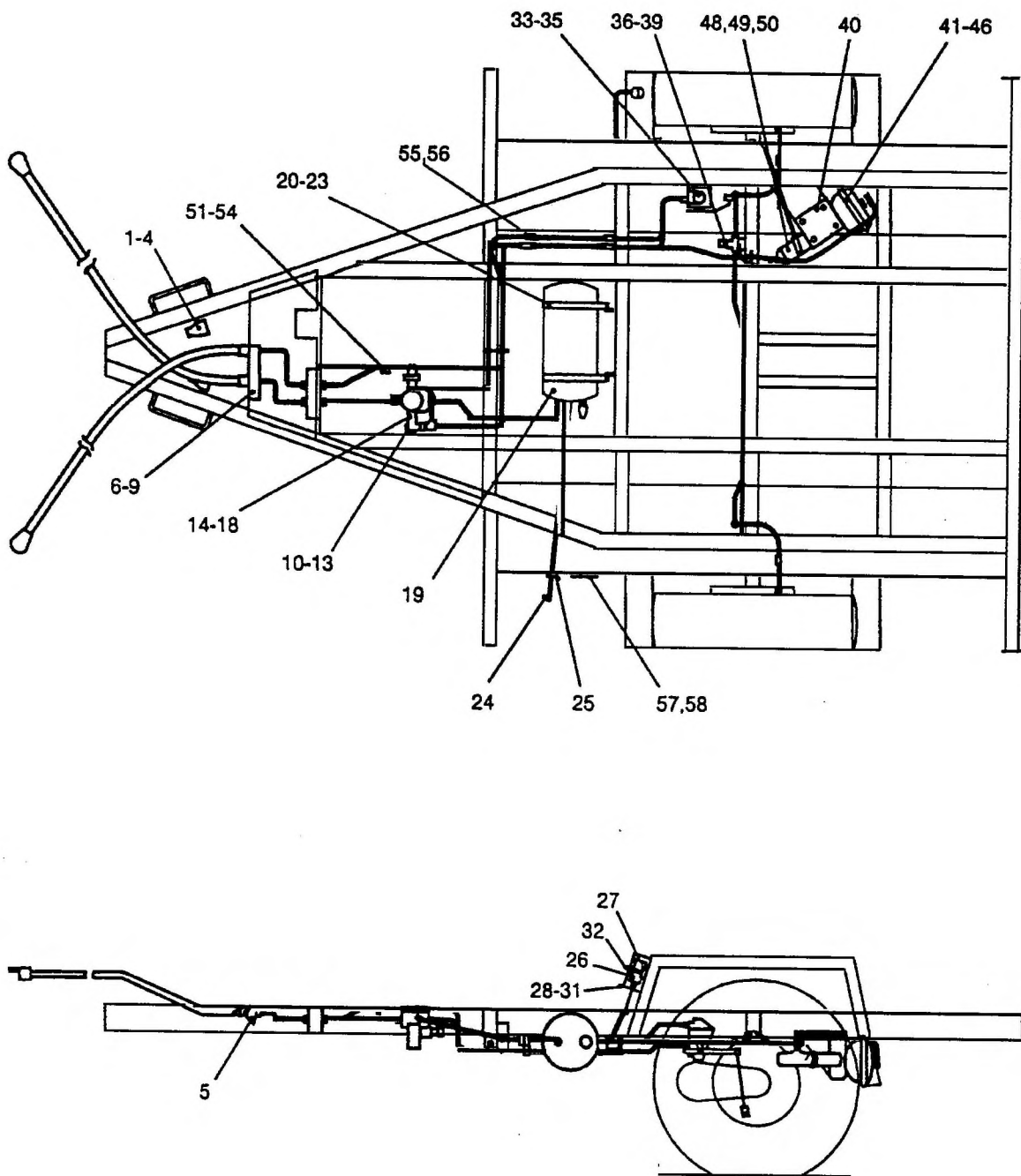


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-51		NP	. CLAMP PLATE ASSEMBLY	MOD(PE) FV2140665	3	
52	G1	5305-99-122-5361	. SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	3	
53	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	1	
54	G1	5310-99-122-5295	. NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	1	
55		NP	. CLAMP, PIPE	MOD(PE) FV2116989/ 2	18	
56		NP	. SCREW, MACHINE	MOD(PE) FV2116989/ 3	18	
57		NP	. PLATE, INSTRUCTION	MOD(PE) FV924144	1	
58		NP	. PIN, GROOVED 1/8 in. dia, 1/2 in. lg	PSM GS1A	4	
59 NI		NP	. FLUID AUTOMOTIVE, BRAKE 1 litre	DEF STAN 01-5 SECT 1(F)	AR	

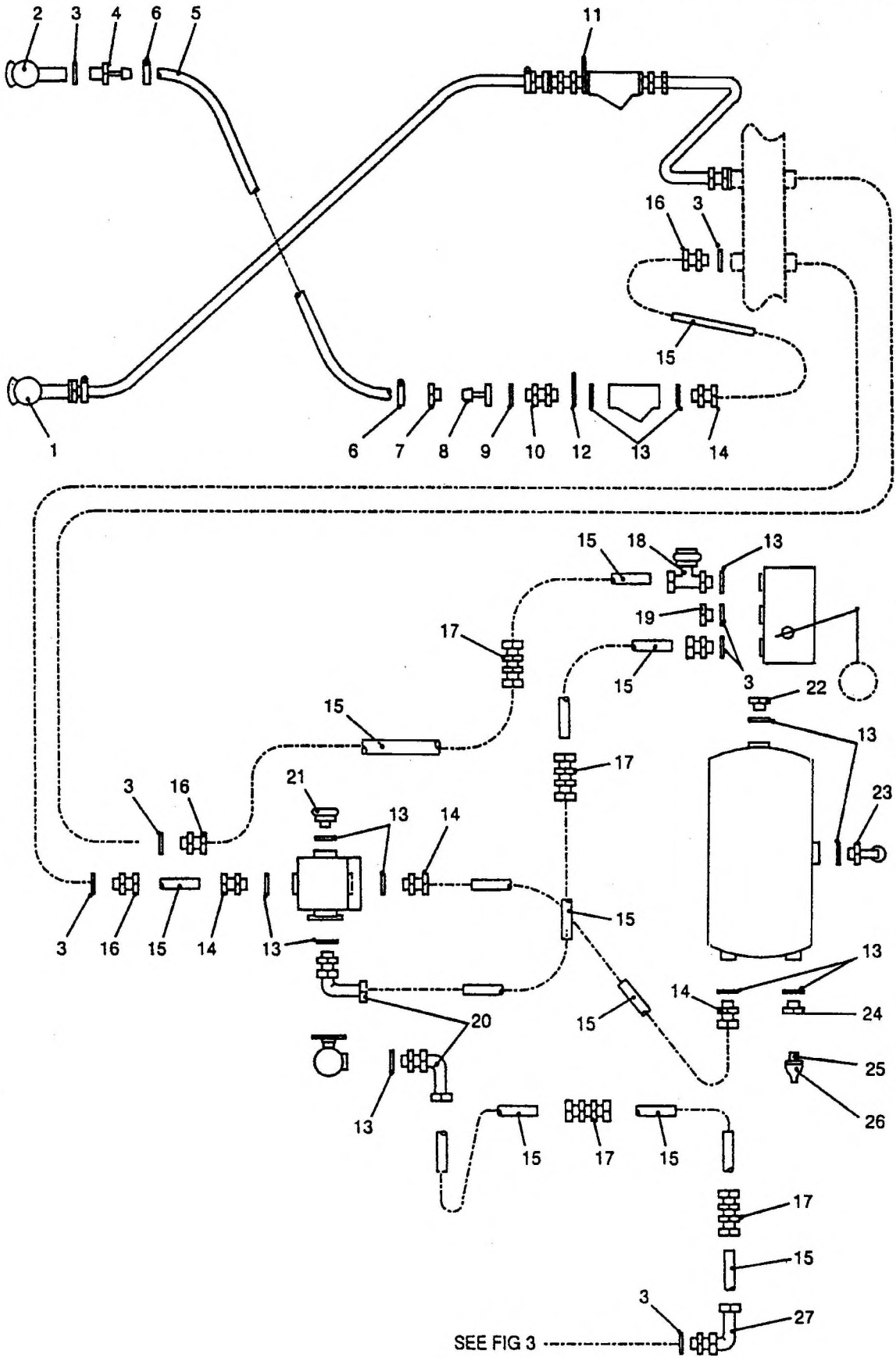


Fig 2 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
2-1		NP	. PALM COUPLING service	WABCO 95220002 20	1	
2		NP	. PALM COUPLING emergency	WABCO 95220002 10	1	
3		NP	. WASHER A1, 16 mm dia	WABCO 81140105 74	10	
4		NP	. CONNECTOR, HOSE M16 x 13 x 6	WABCO 89312041 44	2	
5		NP	. HOSE 13 mm x 6 mm, bulk supply	BSAU110	AR	
6		NP	. CLIP, HOSE 13 x 6	WABCO 89351041 02	4	
7		NP	. NUT, HOSE M22	WABCO 89307009 44	2	
8		NP	. NIPPLE, HOSE	WABCO 89312042 44	2	
9		NP	. WASHER, FIBRE 15 mm dia.	WABCO 89704264 04	2	
10		NP	. STUD, BULKHEAD M22	WABCO 89389001 40	2	
11		NP	. TAG, LINE service	WABCO AP6636	1	
12		NP	. TAG, LINE emergency	WABCO AP6637	1	
13		NP	. WASHER A1, M22	WABCO 81140108 04	14	
14		NP	. CONNECTOR, STRAIGHT M22 x 10	WABCO 89380010 90	5	
15		NP	. PIPE 10 mm x 1mm, bulk supply	AUTO- MOTIVE PRODUCTS TUNGUM	AR	
16		NP	. CONNECTOR, STRAIGHT M16 x 10 mm	WABCO 89380199 40	5	
17		NP	. CONNECTOR, BULKHEAD	WABCO 89382016 00	4	

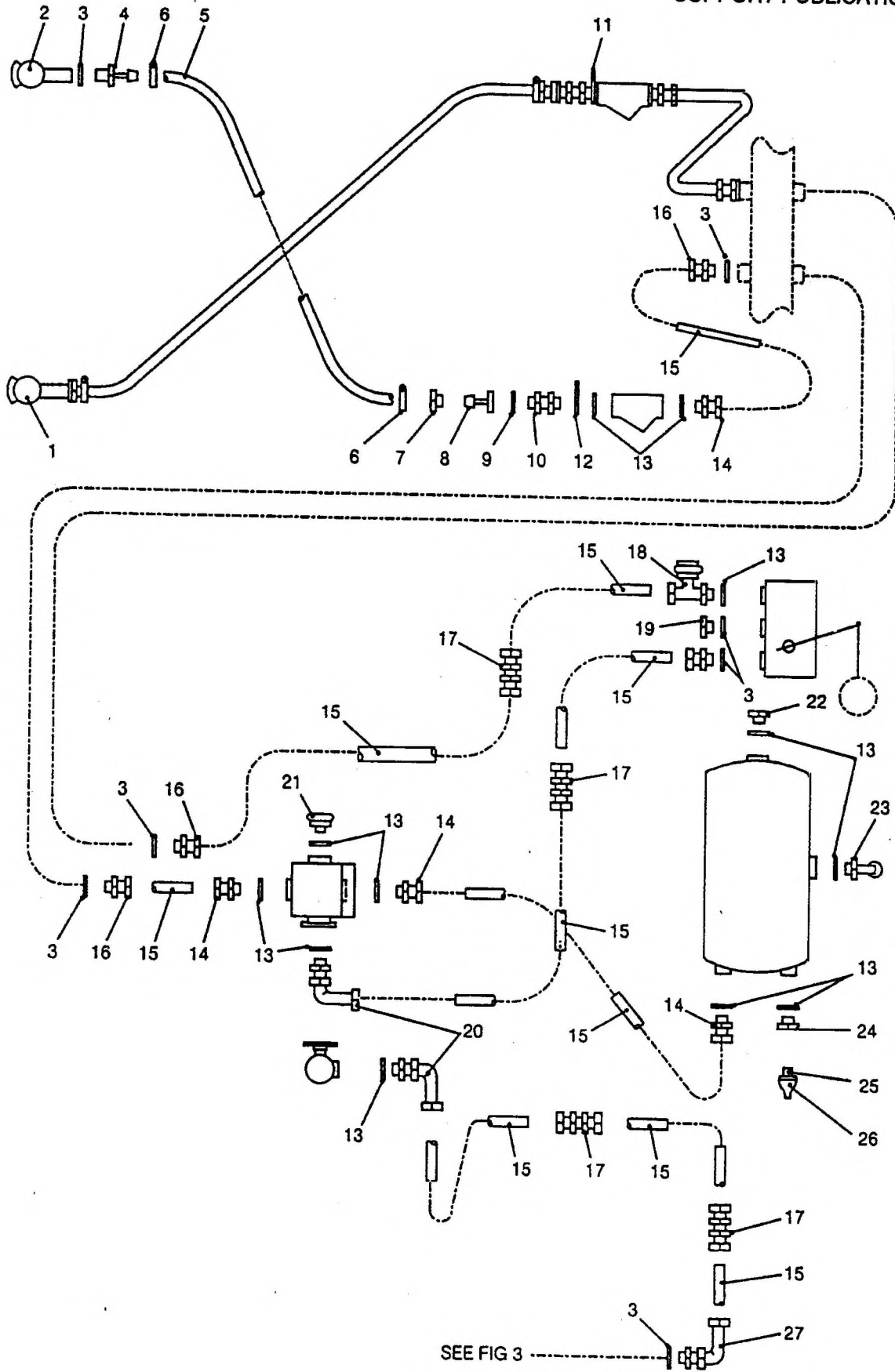


Fig 2 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-18		NP	. TEST POINT M22 x 10 mm	WABCO 46370301 20	1	
19		NP	. PLUG M16	WABCO 81090400 44	1	
20		NP	. CONNECTOR, ELBOW M22 x 10 mm	WABCO 89383044 10	2	
21		NP	. TEST POINT M22	WABCO 46370310 00	1	
22		NP	. PLUG M22	WABCO 89301007 04	1	
23		NP	. VALVE, DRAIN c/w pull ring	WABCO 93430007 00	1	
24		NP	. ADAPTOR M22 male, 1/4 in. NPTF female	WABCO 42530100 34	1	
25		NP	. SWITCH, LOW PRESSURE WARNING	WABCO APSA7282/ 3	1	
26		NP	. BOOT	WABCO SF50-281	1	
27		NP	. CONNECTOR, ELBOW M16 x 10 mm dia	WABCO 893830047 10	1	

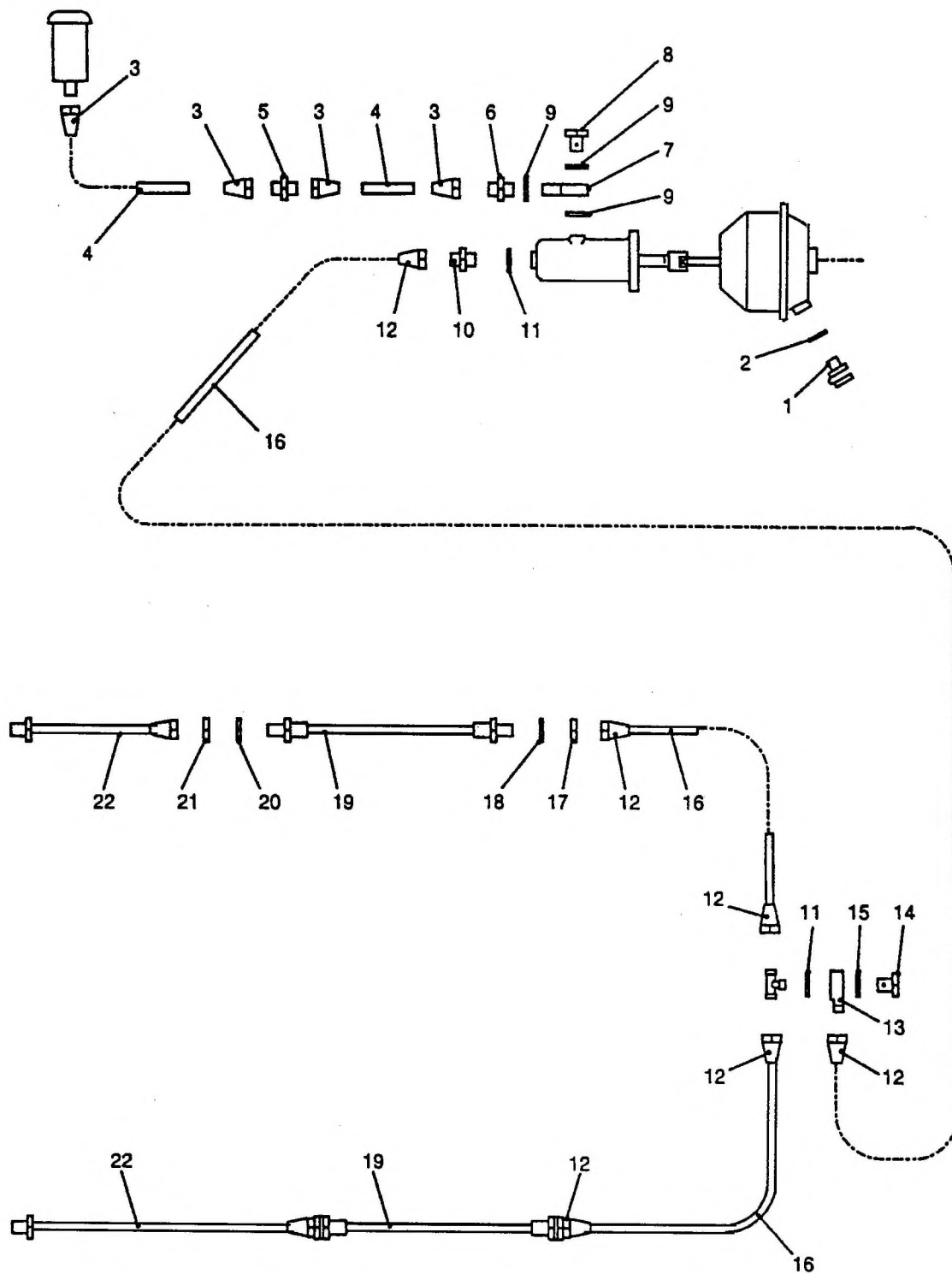


Fig 3 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-1		NP	. TEST POINT M16	WABCO 46370310 30	1	
2		NP	. WASHER A1, 16 mm dia	WABCO 81140105 74	1	
3		NP	. NUT, PIPE 5/8 in. UNF, 3/8 in. dia	LUCAS 64470434	4	
4		NP	. PIPE 10 mm x 1mm, bulk supply	AUTO- MOTIVE PRODUCTS TUNGUM	AR	
5		NP	. UNION 5/8 in. UNF	LUCAS 64474963	1	
6		NP	. ADAPTOR 5/8 in. UNF	LUCAS 64473284	1	
7		NP	. BANJO	MOD(PE) FV2140699	1	
8		NP	. . BOLT, BANJO	MOD(PE) FV2140674	1	
9		NP	. . WASHER copper, 5/8 in. dia	LUCAS 378730	3	
10		NP	. ADAPTOR 1/2 in. UNF	LUCAS 64473276	1	
11		NP	. WASHER copper, 1/2 in. dia	LUCAS 378731	2	
12		NP	. NUT, PIPE 1/2 in. UNF, 5/16 in. dia	LUCAS 377120	6	
13		NP	. BANJO 1/2 in. UNF, male	LUCAS 352401W	1	
14		NP	. . BOLT, BANJO 1/2 in. UNF	LUCAS 64470416	1	
15		NP	. . WASHER copper, 19/32 in. dia	LUCAS 378723	1	
16		NP	. PIPE tungum, 22 SWG, 5/16 in. dia	LUCAS TUNGUM 22SWG	AR	
17		NP	. NUT, BULKHEAD 1/2 in. UNF	LUCAS 64100178	2	
18		NP	. WASHER, SHAKEPROOF	LUCAS 64140089	2	
19		NP	. HOSE, FLEXIBLE	AUTO- MOTIVE PRODUCTS KL92410	2	
20		NP	. WASHER, LOCK 7/16 in. dia	AUTO- MOTIVE PRODUCTS K19408	2	

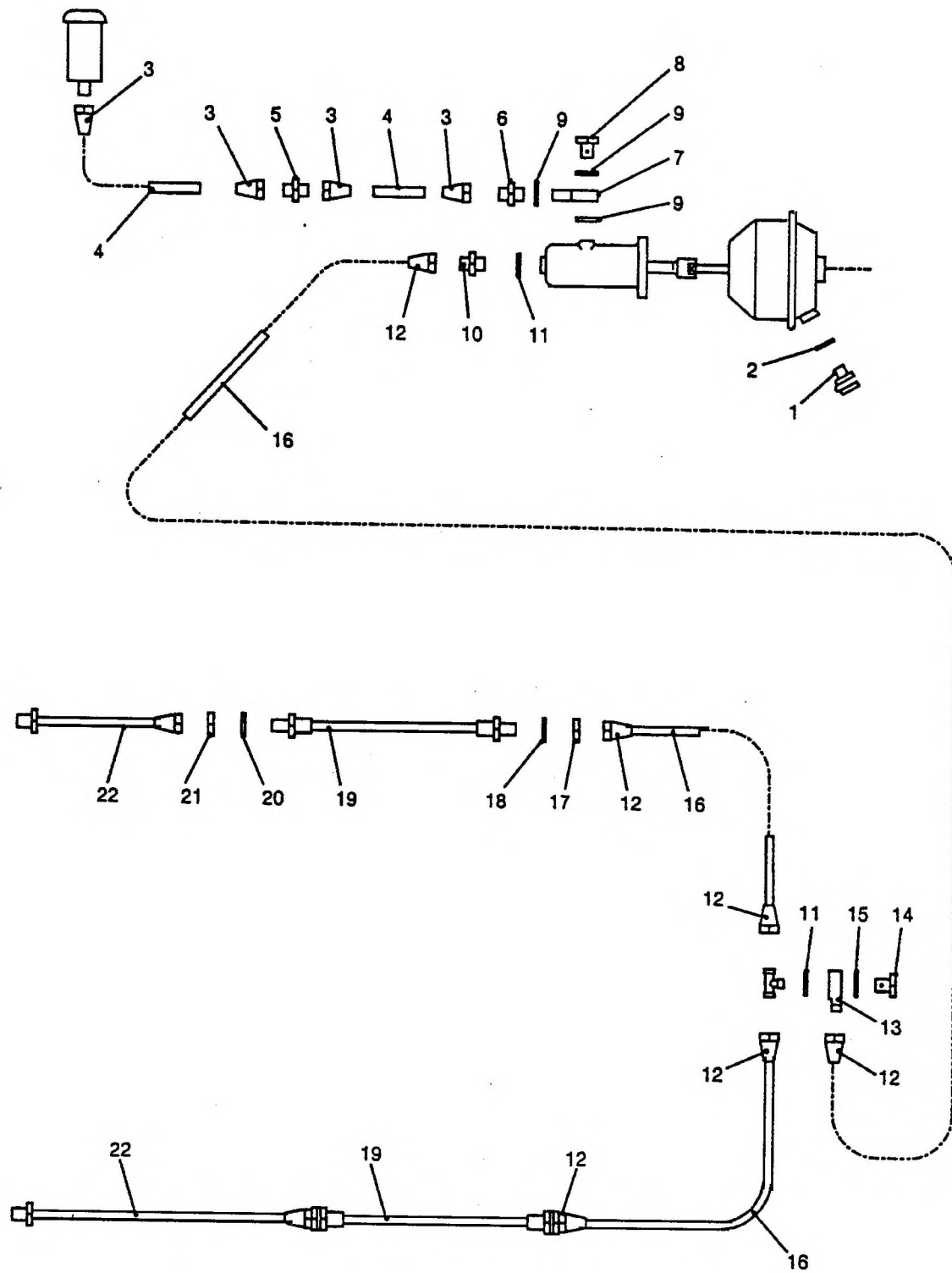


Fig 3 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-21		NP	NUT, LOCK 7/16 in. UNF	AUTO- MOTIVE PRODUCTS	2	
22		NP	BRAKE PIPE ASSEMBLY	K24104 MOD(PE) FV924180	2	

Chapter 2-3

PARTS LIST

ELECTRICAL SYSTEM

Drawing No. FV2168695

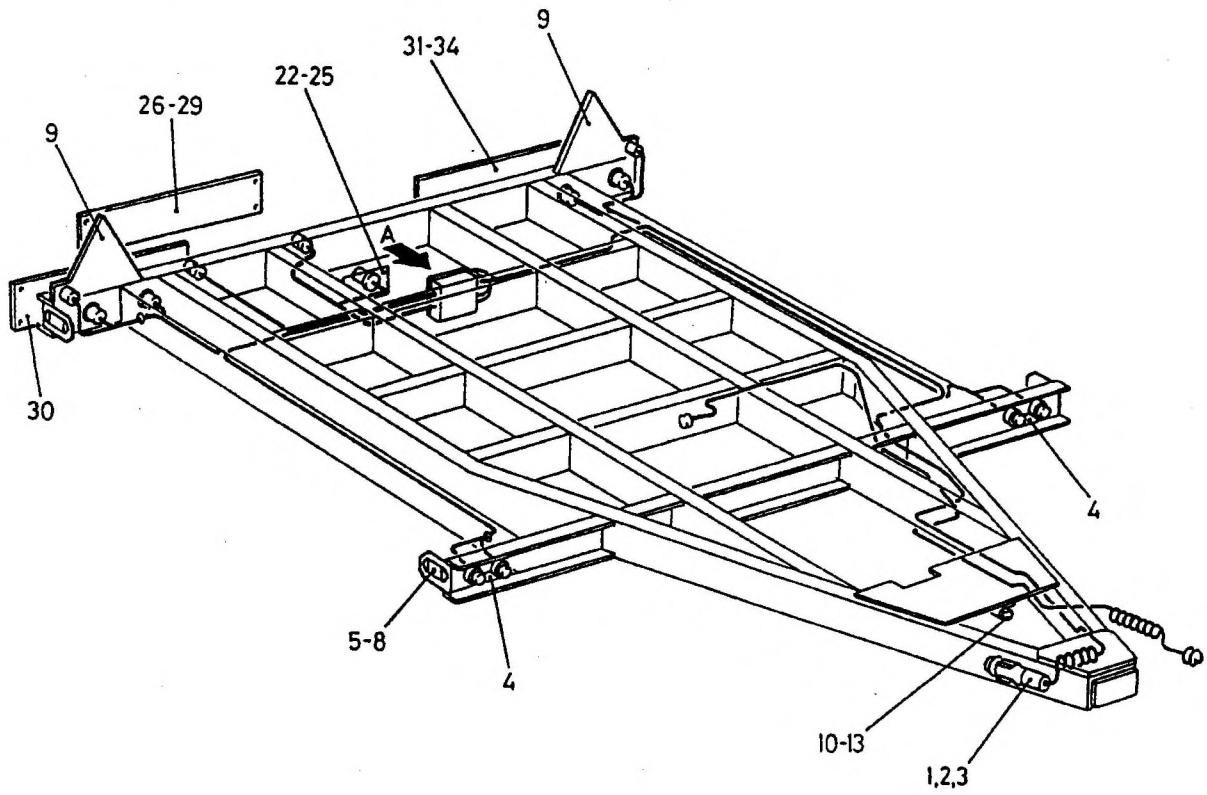
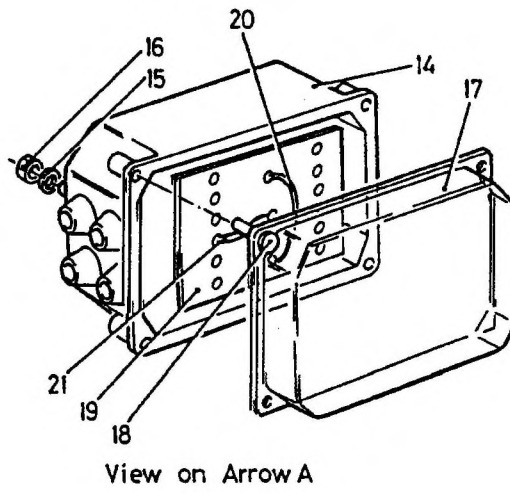


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	ELECTRICAL SYSTEM	MOD(PE) FV2168695	REF	
1-1	9BTR	5340-99-874-2272	. CLIP, SPRING, TRAILER SOCKET steel, Cd plated, 2-1/2 in. id	MOD(PE) FV556226	1	
2	G1	5305-99-122-8665	. SCREW, MACHINE ISO metric; steel; hex head; zinc plated w/chromate treatment; M6 dia by 1.00mm thd pitch; 10.00mm o/a lg; 10.00mm o/a thd lg; 6g thd; min TS 784.5 N per sq mm; strength grade 8.8	BS3692	2	
3	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
4		NP	. REFLECTOR, INDICATING, CLEARANCE clear	FLEXIBLE LAMPS 78/03/00	2	
5		NP	. REFLECTOR, CLEARANCE INDICATING amber	FLEXIBLE LAMPS 77/02/00	4	
6	G1	5305-99-135-0424	. SCREW, MACHINE ISO metric; steel; pan hd; slot drive; zinc plated finish; 4mm by 0.70mm pitch by 16.00mm lg; class 6g thd	BS3692	12	
7	G1	5310-99-135-9299	. WASHER, LOCK steel; split helical ring; cadmium plated; 4mm nom bolt size; 6.95mm od; 1.20mm thk	BS4464	12	
8	G1	5310-99-135-0755	. NUT, PLAIN, HEXAGON ISO; metric; steel; chamfered bearing surface, zinc plated w/chromate; M4.0 by 0.070mm pitch; 7.00mm w A/F; 3.00mm o/a h; class 6h nut; grade 4	BS3692	12	
9		NP	. REFLECTOR, TRAILER PLATE	FLEXIBLE LAMPS 71/03/00	2	
10		NP	. DUMMY SOCKET low air pressure	MOD(PE) FV634204	1	

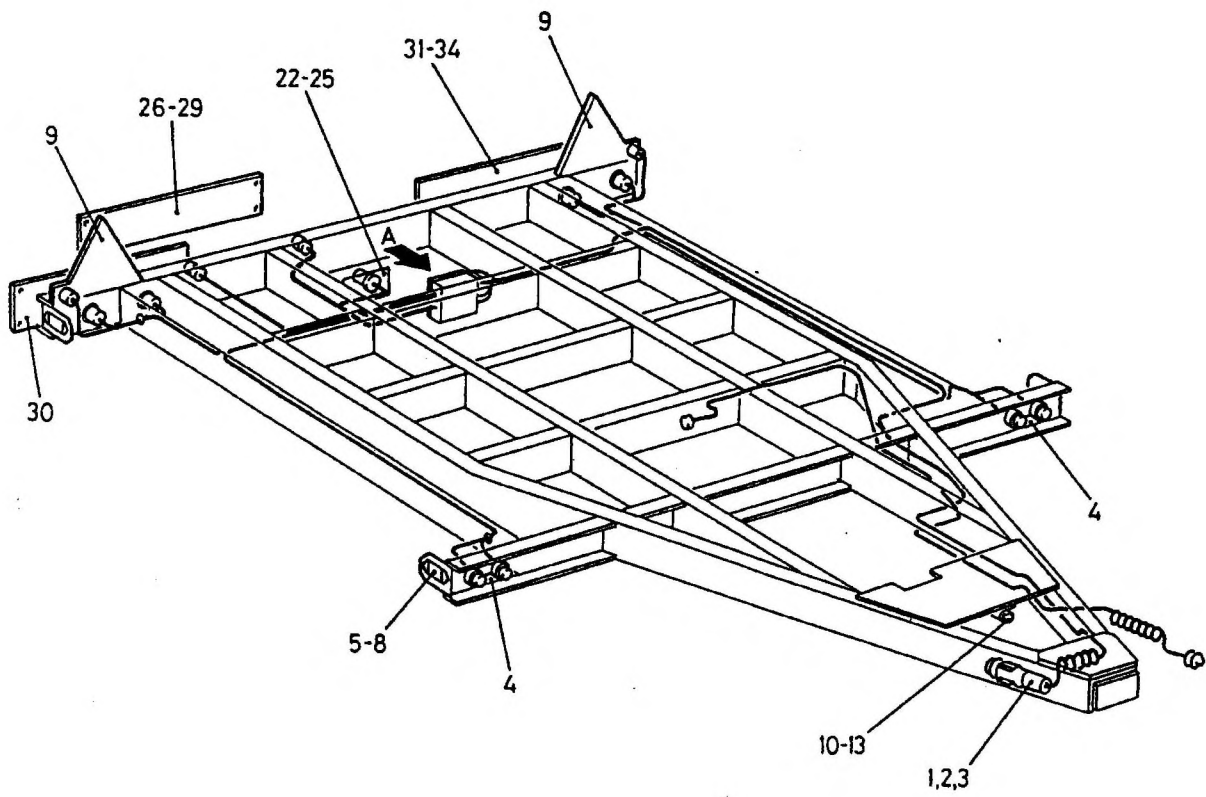
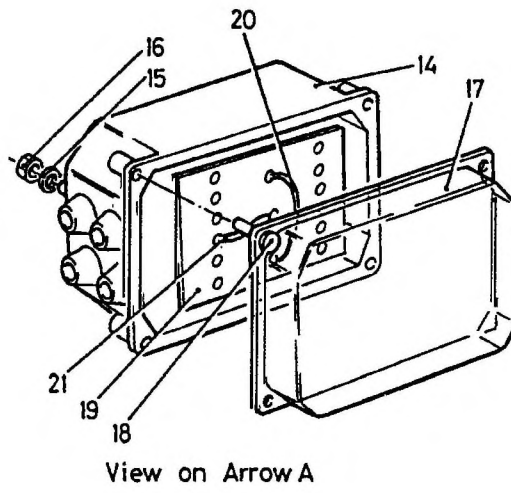


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 11	G1	5305-99-135-0417	. SCREW, MACHINE ISO M; steel; pan hd; slot drive; zinc plated; 3mm dia x 0.50mm pitch; 12mm fastener lg; 12mm thd lg; class 6g thd; 392.3N/mm sq MTS; grade 4.8	BS3692	4	
12	G1	5310-99-135-9298	. WASHER, LOCK steel; split helical ring; cadmium plated; 3mm dia bolt size; 5.5mm nom od; 1mm nom thk	BS4464	4	
13	G1	5310-99-135-0754	. NUT, PLAIN, HEXAGON ISO M, steel; finished chamfered surface; zinc plated w/chromate; M3.0 by 0.50mm pitch; 5.50mm w A/F; 2.40mm o/a h; class 6h thd; grade 4 nut	BS3692	4	
14		NP	. JUNCTION BOX w/lock washer and nut	FLEXIBLE LAMPS 111/07/04	1	
15		NP	. WASHER, LOCK	BS4320	2	
16		NP	. NUT M6	BS3692	2	
17		NP	. . LID ASSEMBLY	FLEXIBLE LAMPS 3144	1	
18		NP	. . RETAINER	FLEXIBLE LAMPS 3123	4	
19		NP	. . TERMINAL BOARD 15 stud terminals	FLEXIBLE LAMPS 2853	1	
20		NP	. . CABLE ASSEMBLY link studs 7 and 9 NOTE... See Chapter 2-4-1	MOD(PE) FV2168761	1	
21		NP	. . CABLE ASSEMBLY link studs 8 and 12 NOTE... See Chapter 2-4-1	MOD(PE) FV2168762	1	
22		NP	. PLATE, CONVOY	MOD(PE) FV501292	1	
23	G1	5305-99-122-5360	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M6 x 16mm lg	BS3692	2	

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-24	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
25	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
26		NP	PLATE, NUMBER Al, 4 in. w, 20 in. lg, 1/16 in. thk	MOD(PE) FV654855	1	
27	G1	5305-99-122-5361	SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	2	
28	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
29	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
30		NP	MARKER BOARD ASSEMBLY rear, rh	MOD(PE) FV2124156	1	
31		NP	MARKER BOARD ASSEMBLY rear, lh	MOD(PE) FV2124157	1	
32	G1	5305-99-122-4911	SCREW, MACHINE ISO metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	4	
33	G1	5310-99-122-6476	WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	8	

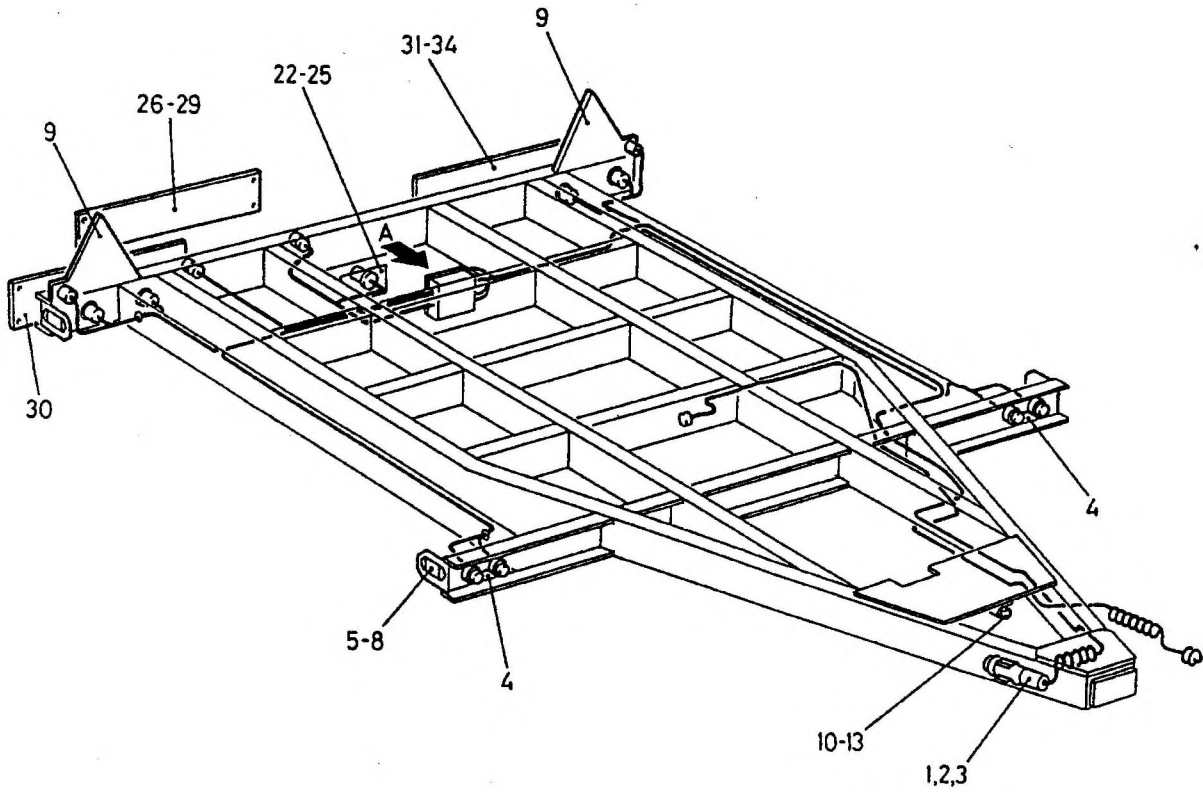
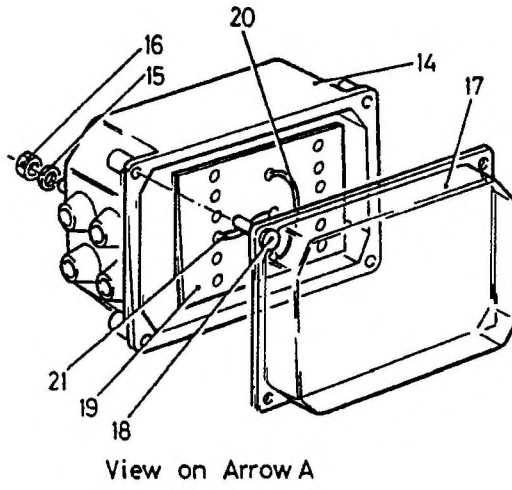


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 34		NP	NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M10	BS4929	4	

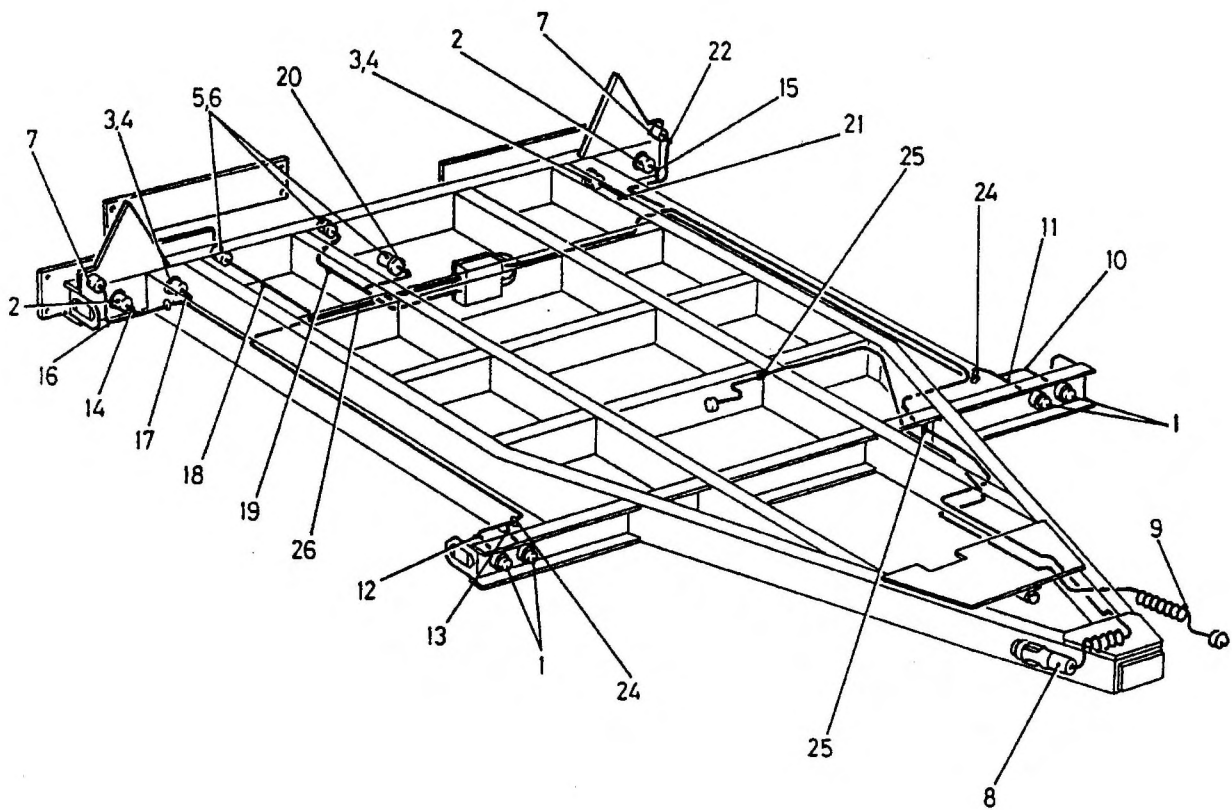


Fig 2 Electrical system



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**TRAILER FLAT PLATFORM,
2.5 TONNES,
FV2406 MK3**

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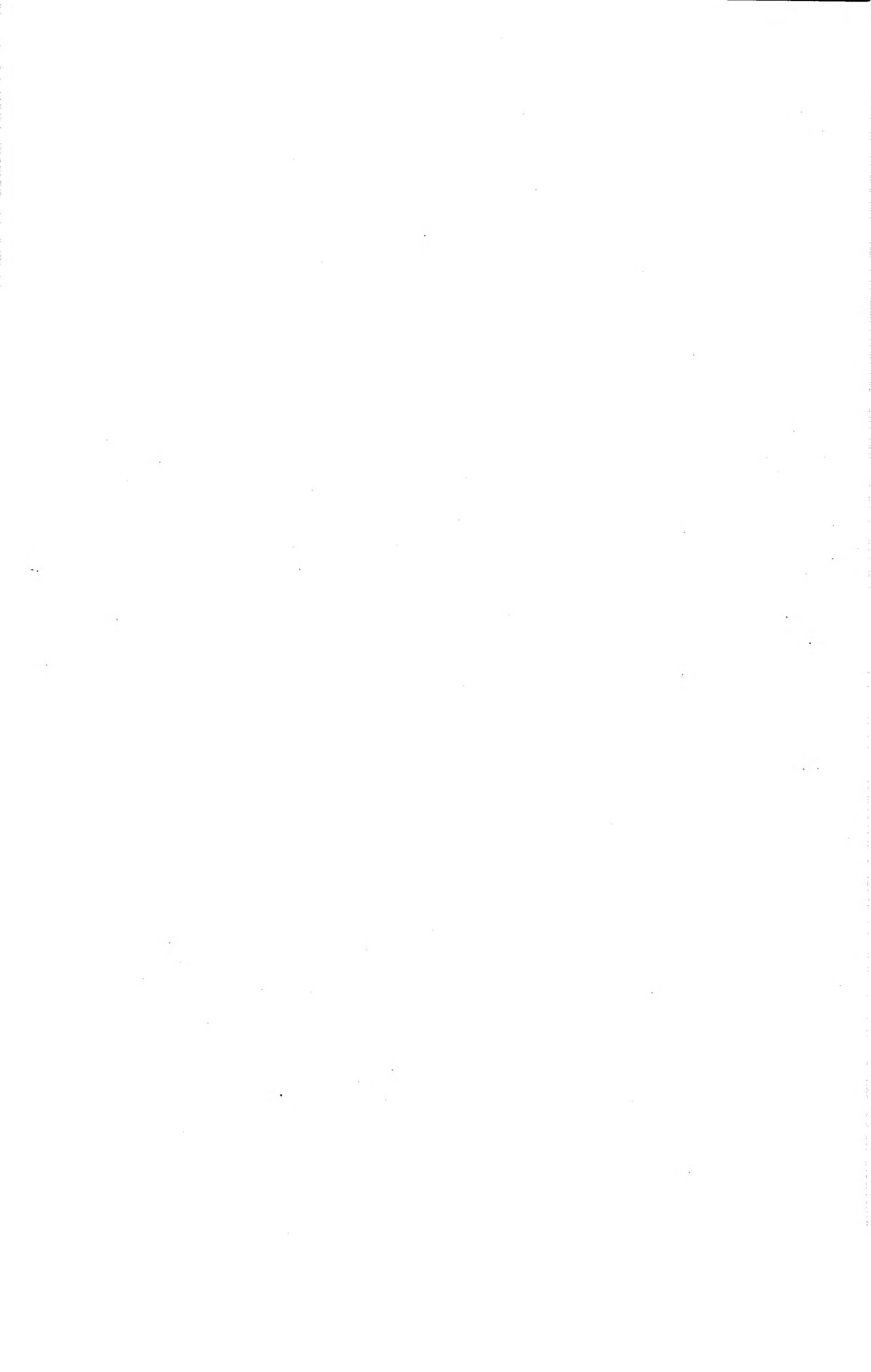
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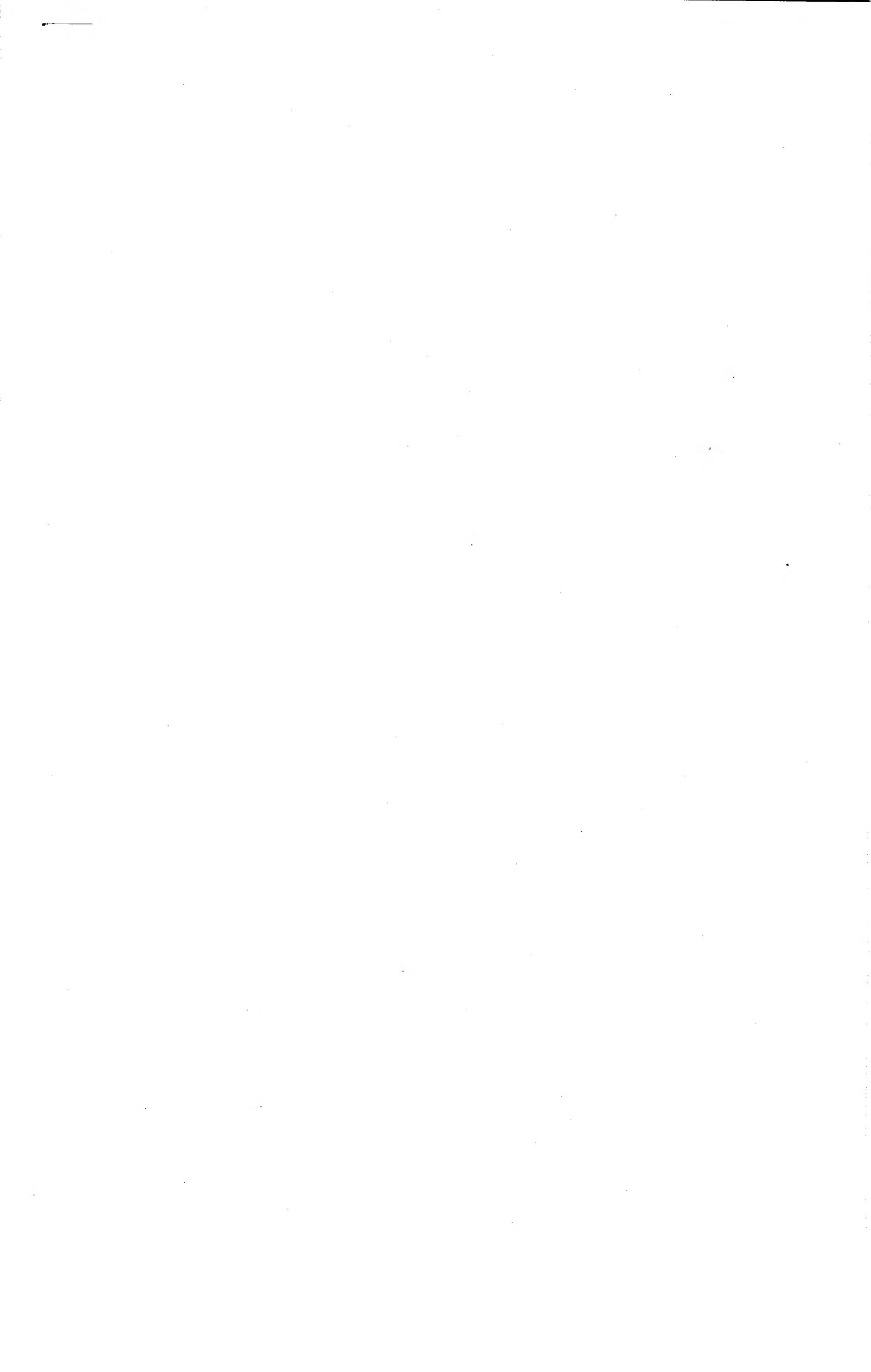
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CONTENTS

<u>Preliminary Material</u>		<u>Page</u>
Title Page		(i)/(ii)
Amendment Record		(iii)/(iv)
Contents (this page)		(v)/(vi)
Preface		(vii)
Abbreviations		(ix)/(x)
Comments on AESP		Last Page
 <u>Chapters</u>		
1	INDEX OF ASSEMBLIES AND SUB-ASSEMBLIES	
2-0	Trailer Flat Platform, 2.5 Tonnes, FV2406 Mk 3	
2-1	Flat Platform Assembly	
2-2	Chassis, Trailer, 2.5 Tonnes, FV2406 Mk 3	
2-2-1	Axle General Arrangement	
2-2-2	Drawbar Assembly	
2-2-3	Jack Assembly, Front	
2-2-4	Trailer, Coupling	
2-2-5	Handbrake Assembly	
2-2-6	Jockey Wheel Assembly	
2-2-7	Spare Wheel Carrier Assembly	
2-2-8	Mudguard Assembly	
2-2-9	Air/Hydraulic Assembly	
2-3	Electrical System	
2-3-1	Wiring Harness	
3	INDEX OF NATO STOCK Nos TO CHAPTER LOCATION	
4	INDEX OF PART Nos/DRAWING Nos TO CHAPTER LOCATION	

PREFACE

Introduction

1. This Illustrated Parts Catalogue (IPC) is designed as an aid to the identification of component parts or assemblies of parts of the equipment, and to provide the information necessary for the demanding of spares.
2. This IPC may list some or all of the parts comprising the equipment concerned, but only those parts given a NATO Stock number will normally be available as spares. Should there be a requirement for an item not assigned a number, demands may be submitted quoting the code number of the publication, item number, figure reference and item name. Where a manufacturer's number is known, this should also be quoted.

Quantities

3. The figure in the 'number off' column specifies the quantity used in the unit, assembly or sub-assembly.

Demands

4. Demands are to be submitted in accordance with current instructions as follows:-
 - (1) Management Code
 - (2) NATO Stock Number (catalogue number)
 - (3) Item name and description
 - (4) Name of equipment for which part is required

Modification state

5. When appropriate, a list at the front of each chapter or sub-chapter will indicate the modification numbers which have been incorporated in this IPC.

Amendments

6. Amendments to this IPC will be published from time to time. They will be numbered consecutively and the 'Amendment Record' is to be completed for each amendment embodied.
7. Amendments are notified in DCIs and Units concerned will indent through their local Stationary Section or overseas equivalent for copies as required.

Abbreviations and symbols

8. Abbreviations used in this document are shown on Page (ix)/(x).

PREFACE (cont'd)Annotations

9. Annotations used in this document are:-

- (1) Ref - For reference only (shown in No. off column).
- (2) NI - This sign against a number in the Fig-item column indicates that the item is not illustrated.
- (3) AR - As required (listed in No. off column), for bulk supply items, wire, cable, etc or where quantities are variable.
- (4) NP - Not provisioned (listed in NSN column). See Para 2.

Indentations

10. Items are listed in a logical assembly/disassembly order and are 'indented' to indicate the relationship of the items.

MAIN ASSEMBLY

Attaching parts for main assembly

- . FIRST LEVEL OF BREAKDOWN (sub-assembly or detail part main assembly)
 - . Attaching parts for first level
- . . SECOND LEVEL OF BREAKDOWN (sub-sub-assembly or detail part of sub-assembly)
 - . . Attaching parts for second level
- . . . THIRD LEVEL OF BREAKDOWN (sub-sub-sub-assembly or detail part of sub-sub-assembly)
 - . . . Attaching parts for third level

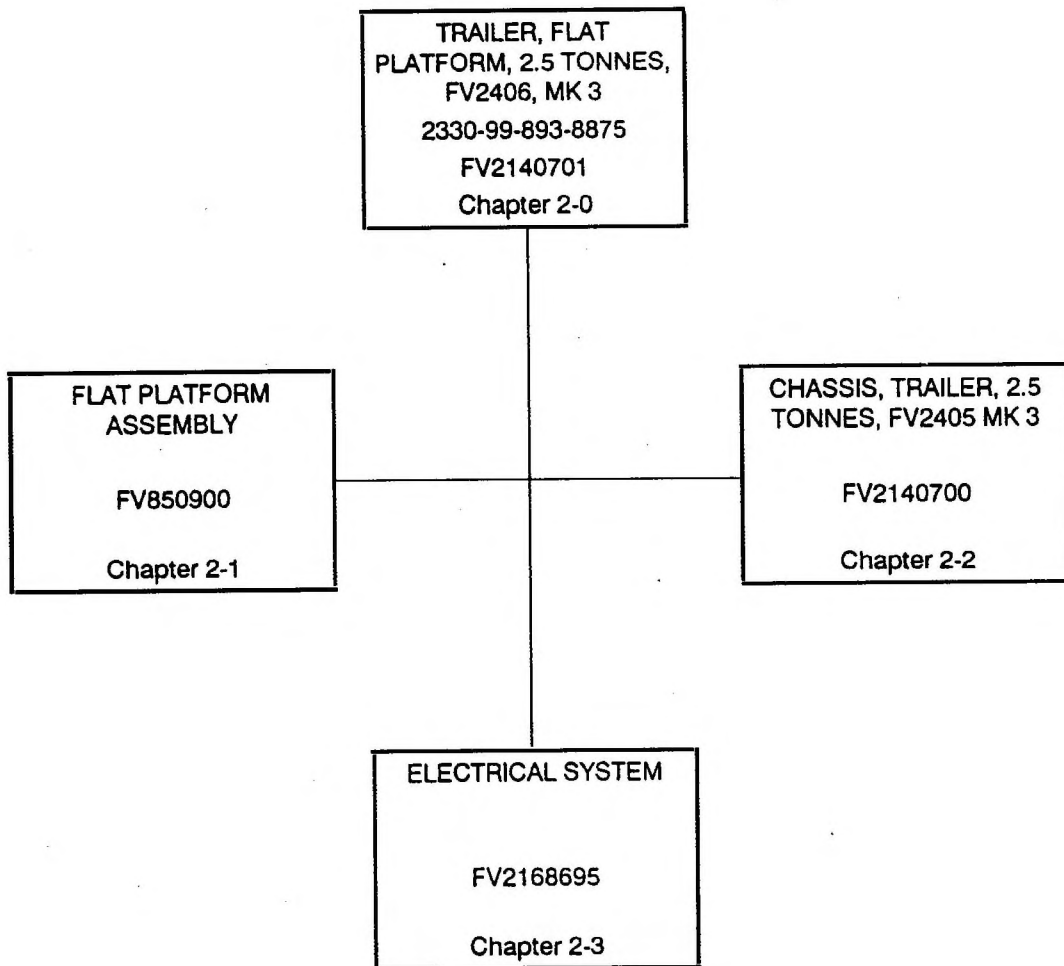
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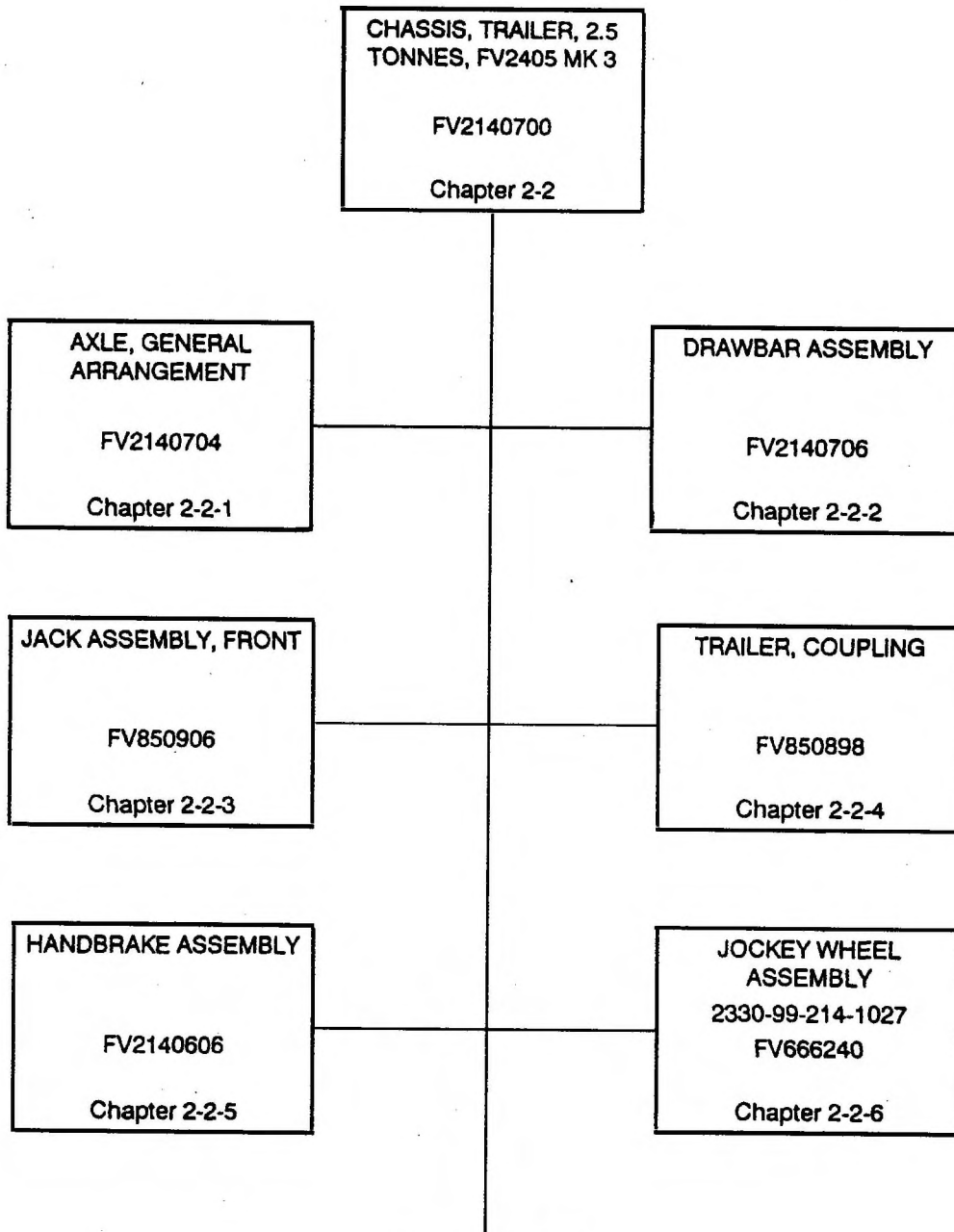
ABBREVIATIONS

A	Amps	W	Watt
A/F	Across Flats	w	Width
Al	Aluminium	w/	With
		whit	Whitworth
BeCu	Beryllium Copper		
Br	Brass	Zn	Zinc
BSF	British Standard Fine		
Cd	Cadmium		
cres	Corrosion Resistant Steel		
c/w	Complete with		
dia	Diameter		
h	Height (High)		
hd	Head		
hex	Hexagon (al)		
id	Inside Diameter		
in	Inch		
lg	Length (long)		
lh	Left Hand		
mtl	Material		
max	Maximum		
min	Minimum		
Mk	Mark		
mm	Millimetre		
NI	Not Illustrated		
NP	Non Provisioned		
No.	Number		
nom	Nominal		
o/a	Over-all		
od	Outside Diameter		
Phos B	Phosphor Bronze		
rd	Round		
rh	Right Hand		
sect	Section		
sq	Square		
SWG	Standard Wire Gauge		
thd	Thread(ed)		
thk	Thick(ness)		
tpi	Threads Per Inch		
UNF	Unified Fine Thread		
V	Volt		





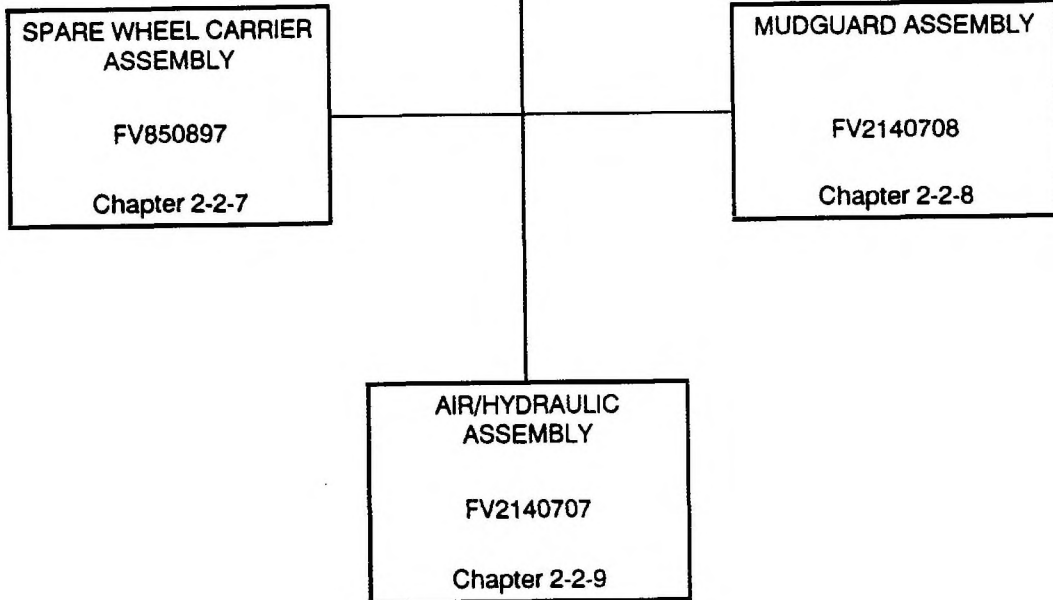
SYSTEM FAMILY TREE



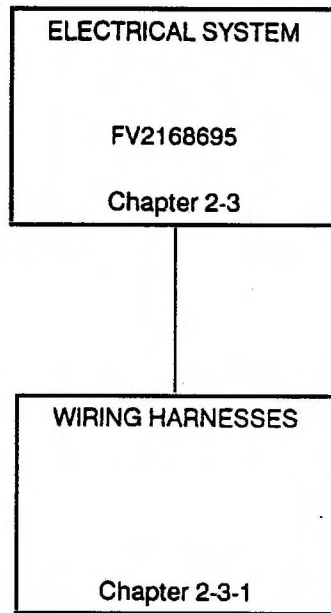
CONT ON PAGE 3

SYSTEM FAMILY TREE

CONT FROM PAGE 2



SYSTEM FAMILY TREE



SYSTEM FAMILY TREE

INDEX OF ASSEMBLIES AND SUB-ASSEMBLIES

Item	Man. Code Army	NATO Stock No.	Item Name	Part No/ Drawing No.	Location in Chap 2 or Separate Sched. No.
1	A	-	AIR/HYDRAULIC ASSEMBLY	FV2140707	2-2-9
2	A	-	AXLE GENERAL ARRANGEMENT	FV2140704	2-2-1
3	A	-	CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3	FV2140700	2-2
4	A	-	DRAWBAR ASSEMBLY	FV2140706	2-2-2
5	A	-	ELECTRICAL SYSTEM	FV2168695	2-3
6	A	-	FLAT PLATFORM ASSEMBLY	FV850900	2-1
7	A	-	HANDBRAKE ASSEMBLY	FV2140606	2-2-5
8	A	-	JACK ASSEMBLY, FRONT	FV850906	2-2-3
9	A X2	2330-99-214-1027	JOCKEY WHEEL ASSEMBLY	FV666240	2-2-6
10	A	-	MUDGUARD ASSEMBLY	FV2140708	2-2-8
11	A	-	SPARE WHEEL CARRIER ASSEMBLY	FV850897	2-2-7
12	A	-	TRAILER, COUPLING	FV850898	2-2-4
13	A	2330-99-893-8875	TRAILER, FLAT PLATFORM, 2.5 TONNES, FV2406, MK 3	FV2140701	2-0
14	A	-	WIRING HARNESSSES		2-3-1



Chapter 2-0

PARTS LIST

TRAILER, FLAT PLATFORM, 2.5 TONNES,
FV2406 MK 3

Drawing No. FV2140701



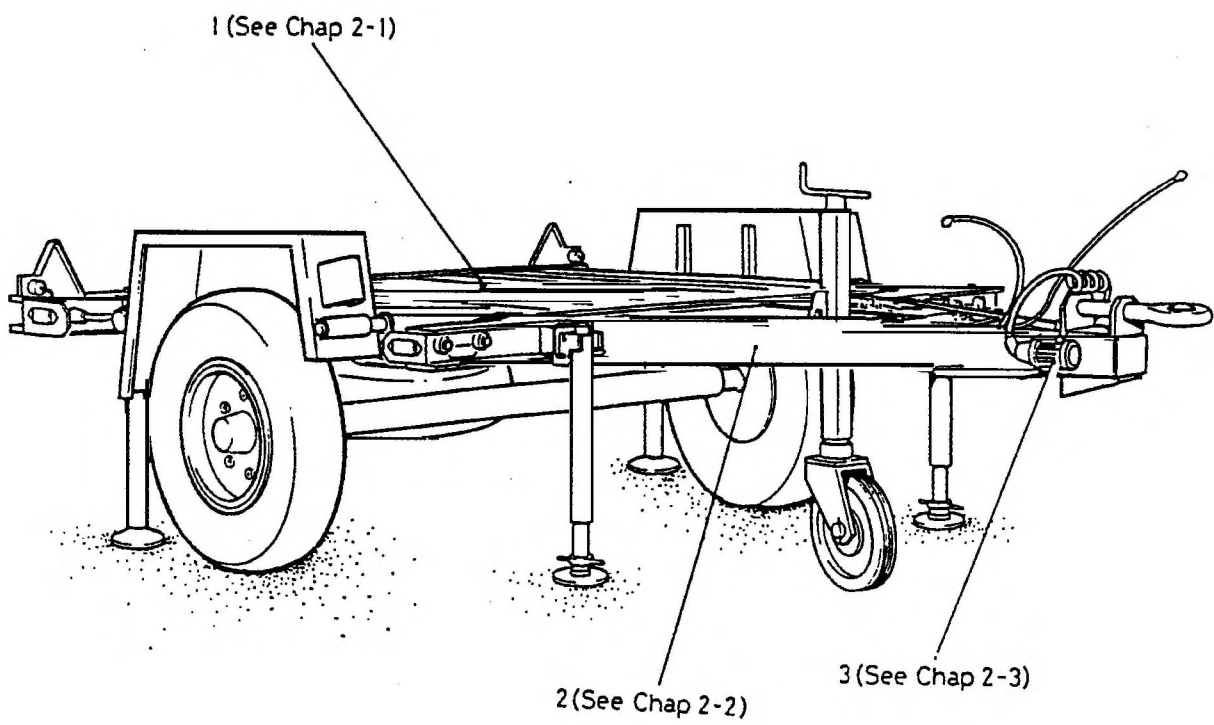
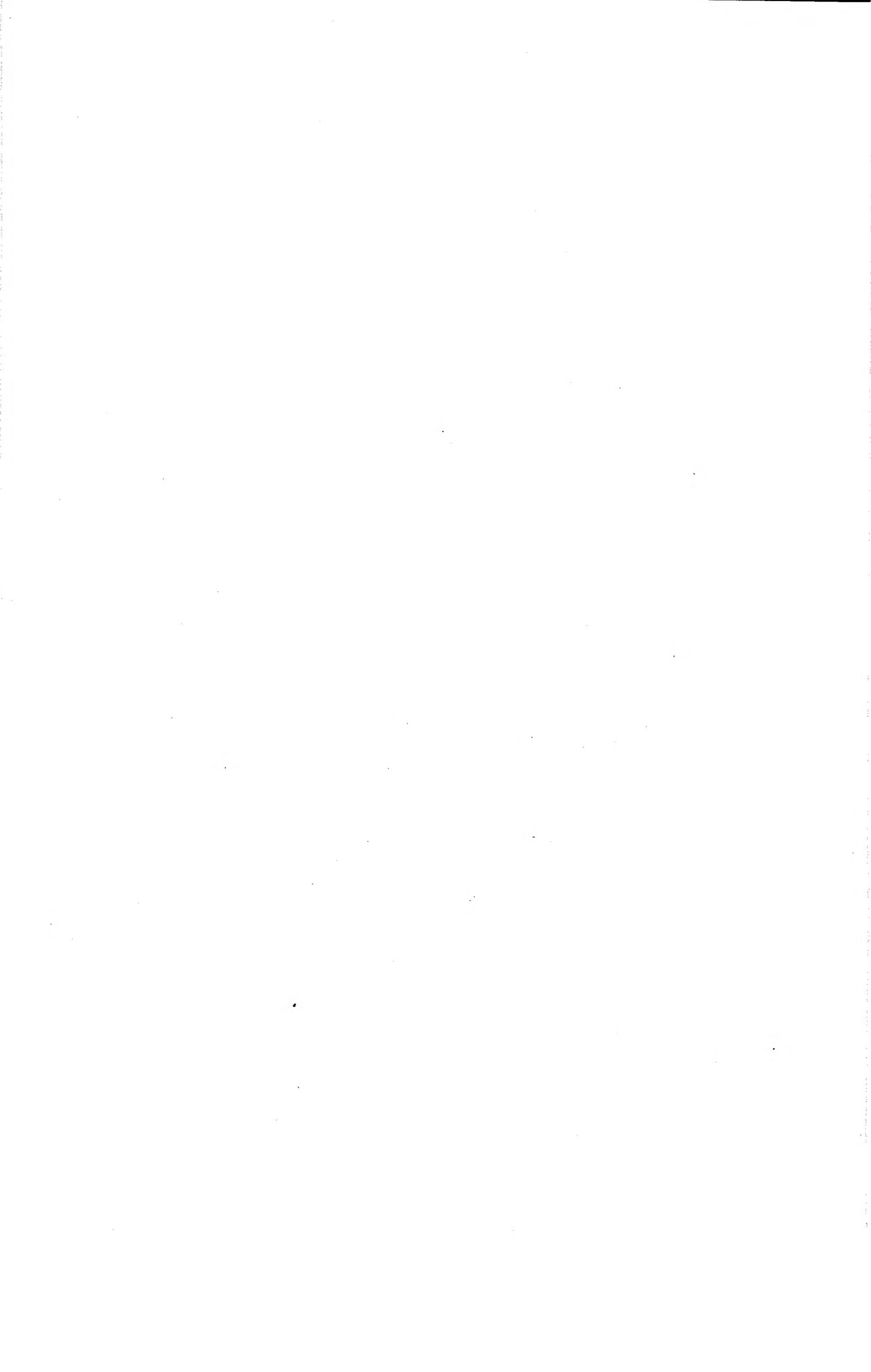


Fig 1 Trailer flat platform, 2.5 tonnes, FV2406 Mk III

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		2330-99-893-8875	TRAILER, FLAT PLATFORM, 2.5 TONNES, FV2406, MK 3	MOD(PE) FV2140701	REF	
		NP	. FLAT PLATFORM ASSEMBLY NOTE... See Chapter 2-1	MOD(PE) FV850900	1	
		NP	. CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3 NOTE... See Chapter 2-2	MOD(PE) FV2140700	1	
3		NP	. ELECTRICAL SYSTEM NOTE... See Chapter 2-3	MOD(PE) FV2168695	1	



Chapter 2-1

PARTS LIST

FLAT PLATFORM ASSEMBLY

Drawing No. FV850900



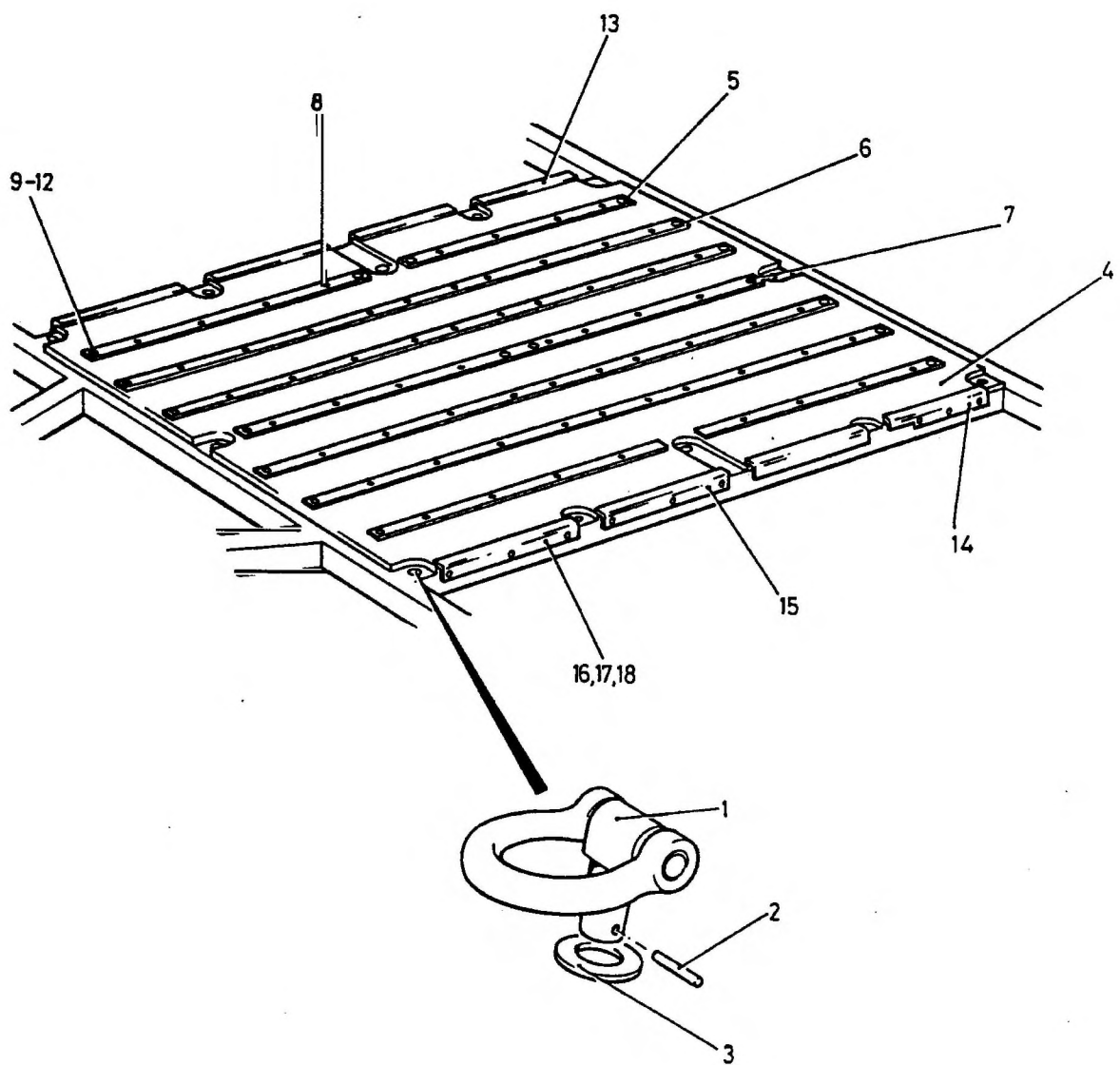


Fig 1 Flat platform assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1	MT13	NP 2540-99-812-9342	FLAT PLATFORM ASSEMBLY . SHACKLE ASSEMBLY	MOD(PE) FV850900	REF	
2	G1	5315-99-137-0075	. PIN, SPRING cres, 3/8 in. x 1-3/4 in. lg	MOD(PE) FV702033 ANDERTON SPB037175 CSF	12	
3	G1	5310-99-122-8055	. WASHER, FLAT steel, Zn coated, 30mm, thin	BS4320	14	
4		NP	. BOARD, FLOOR	MOD(PE) FV861993	2	
5		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861992	4	
6		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861991	4	
7		NP	. . STRIP, FLOOR WEARING	MOD(PE) FV861990	1	
8	G1	5305-99-941-7592	. . SCREW, WOOD steel, rd hd, slot drive, No. 8 x 3/4 in. lg	BS1768	64	
9	G1	5305-99-135-0434	. . SCREW, MACHINE steel, Zn coated, pan hd, slot drive, 5 mm x 35 mm lg	BS3692	20	
10	G1	5310-99-122-3032	. . WASHER, FLAT steel; rd shape; zinc plated; rd hole; id M5 nom bolt size; 10.00mm o/a od; 1.00mm thk; Brinell hardness no.157	BS4320	14	
11	G1	5310-99-122-5294	. . NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut	BS3692	20	
12	G1	5310-99-135-9300	NOTE... Items 8 to 11 for use with items 5 to 7 . . WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	6	
13		NP	NOTE... For use with items 5 and 7 . . ANGLE	MOD(PE) FV861986	1	

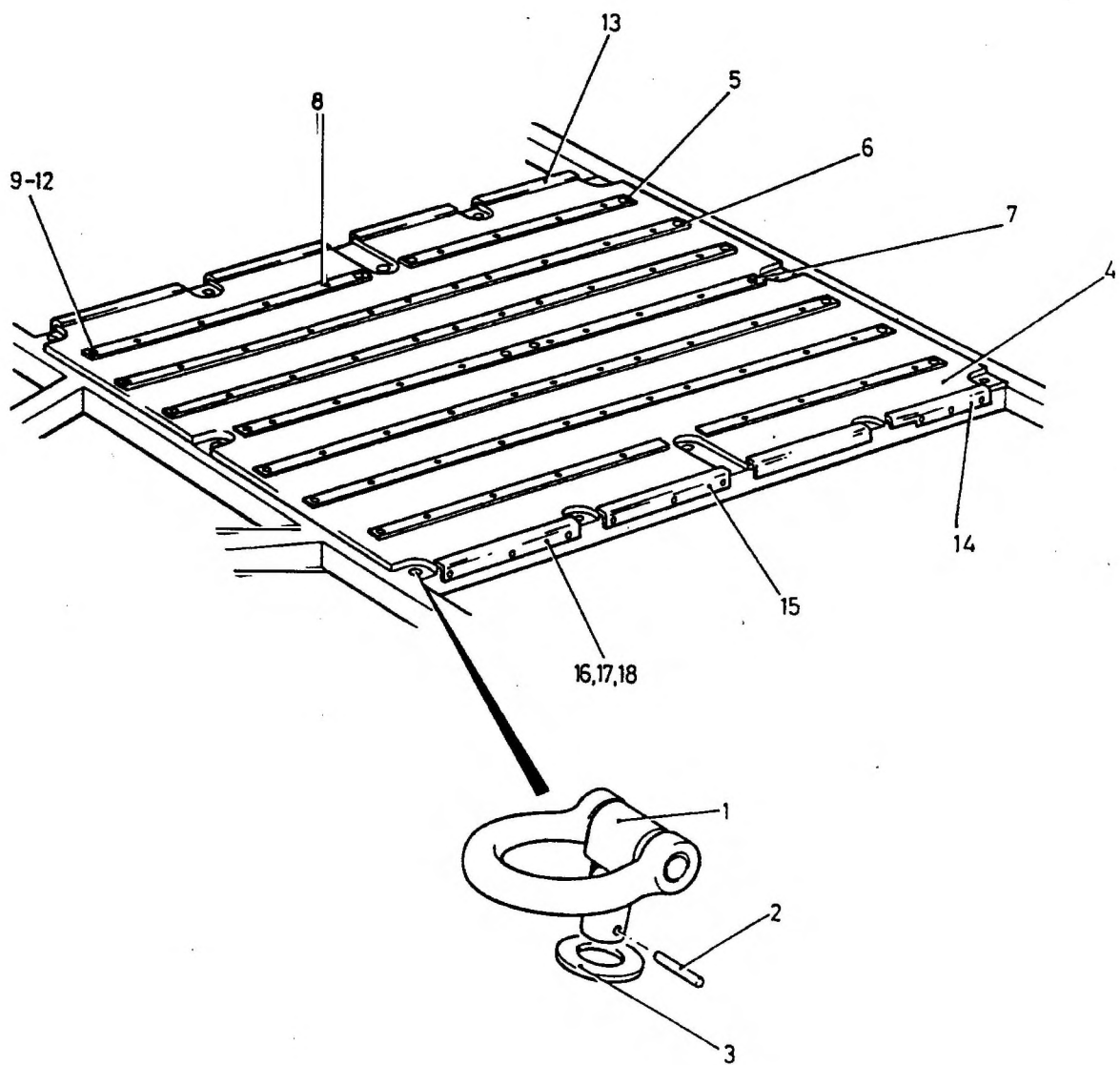
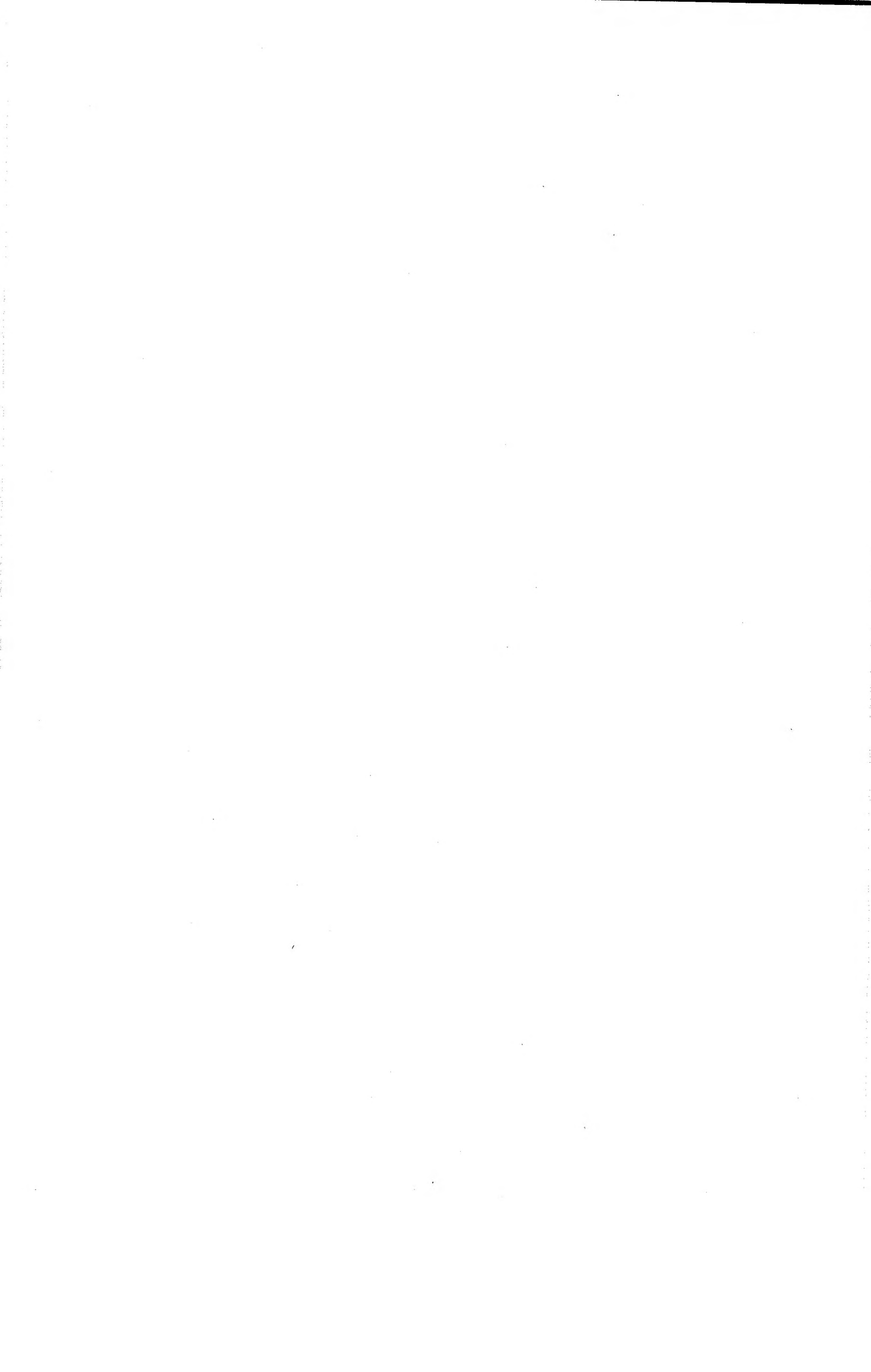


Fig 1 Flat platform assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-14		NP	. . ANGLE	MOD(PE) FV861987	1	
15		NP	. . ANGLE	MOD(PE) FV861988	6	
16	G1	5305-99-122-5365	. . SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8mm dia x 1.25mm pitch; 16mm fastener lg; 16mm thd lg; class 6g thd; 784.5 n/mm sq mts; grade 8.8	BS3692	24	
17	G1	5310-99-135-9302	. . WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	24	
18	G1	5310-99-122-5296	. . NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	24	
			NOTE... Items 16 to 18 for use with items 13 to 16			



Chapter 2-2

PARTS LIST

CHASSIS, TRAILER 2.5 TONNES, FV2405 MK 3

Drawing No. FV2140700

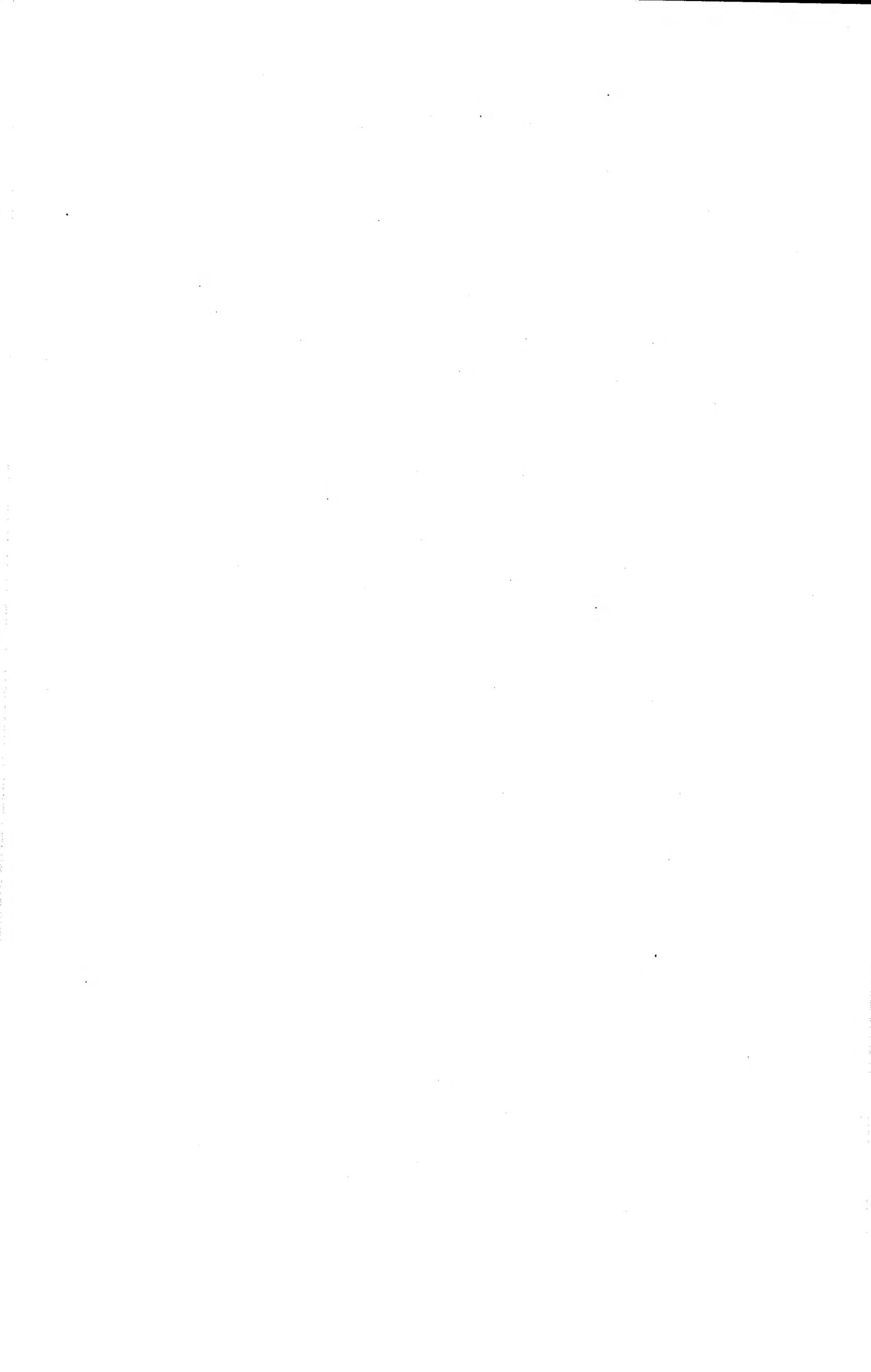


Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		NP	CHASSIS, TRAILER, 2.5 TONNES, FV2405, MK 3	MOD(PE) FV2140700	REF	
		NP	. CHASSIS FRAME ASSEMBLY	MOD(PE) FV2140703	1	
		NP	. PLATE	MOD(PE) FV773705	1	
		NP	. PLATE	MOD(PE) FV130671	2	
4		NP	. SCREW, DRIVE type U, rd hd, No 4 x 9.5 mm lg	BS4174	12	
			NOTE... for use with items 2 and 3			
5	6MT13	9905-99-901-3287	. PLATE, MODIFICATION RECORD	MOD(PE) FV133030	2	
6	G1	5305-99-136-7620	. SCREW, DRIVE steel, rd hd, Cd plated, No 00 x 3/8 in. lg	BS4174	8	
7		NP	. FLOOR PLATE	MOD(PE) FV2140678	1	
8		NP	. FLOOR PLATE	MOD(PE) FV2140679	1	
9	G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	9	
10	G1	5310-99-122-6476	. WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	9	
11	G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4463	9	
12	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	9	
			NOTE... Items 9 to 12 for use with items 7 and 8			
13		NP	. BUMP STOP ASSEMBLY	MOD(PE) FV2140614	2	
14		NP	. . MOUNT, RESILIENT	MOD(PE) FV924783	1	

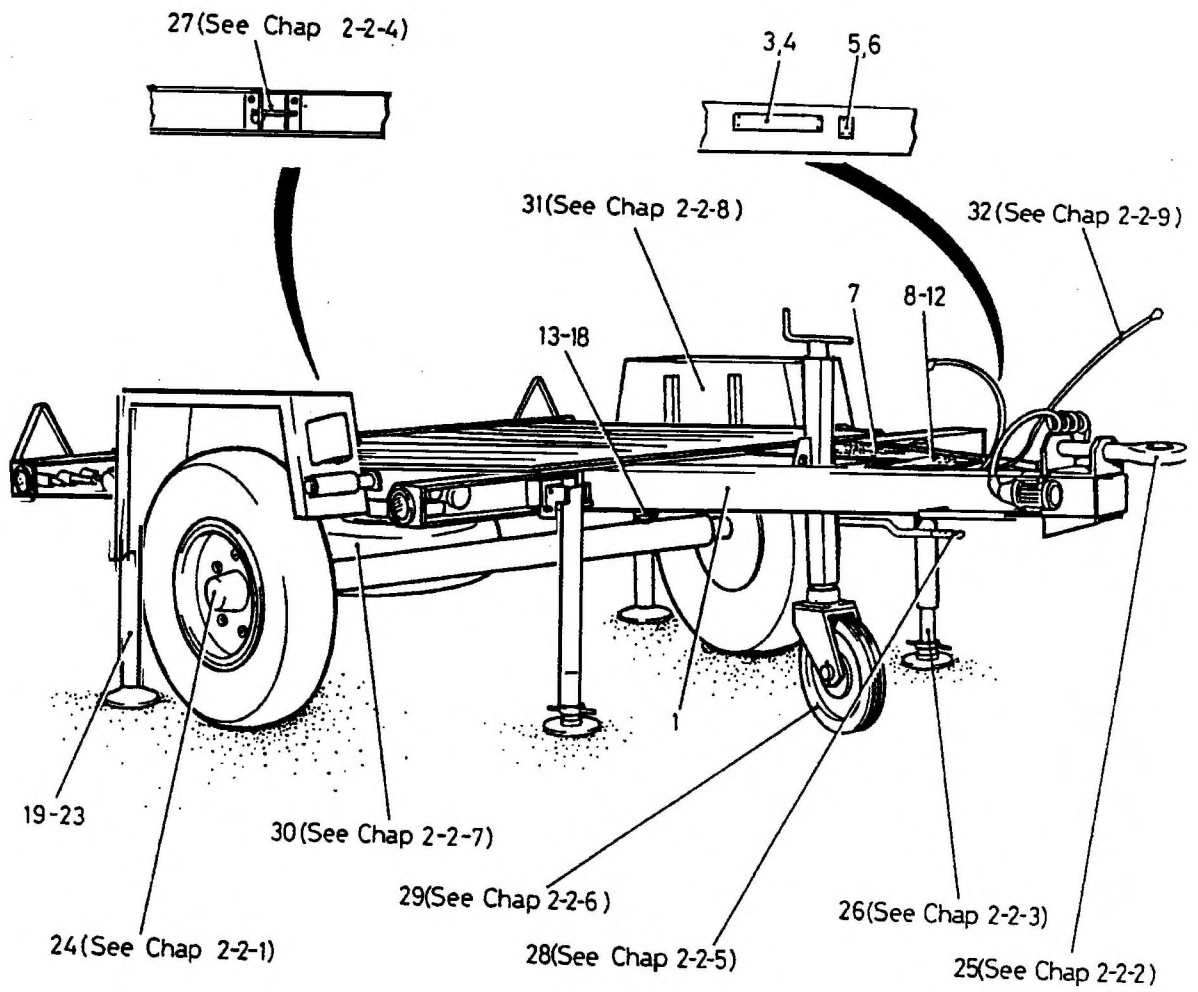


Fig 1 Chassis, trailer, 2.5 tonnes, FV2406 Mk 3

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 15	G1	5306-99-122-2788	. . BOLT, MACHINE metric, steel, hex hd, Zn coated, M12 x 50 mm lg	BS3692	1	
16		NP	. . WASHER, RETAINING	HALLITE SEALS 1737	1	
17	G1	5310-99-135-9304	. . WASHER, LOCK steel; split helical ring; cadmium plated; 12.00mm bolt size; 17.90mm od, 2.50mm thk	BS4463	1	
18	G1	5310-99-122-5298	. . NUT, PLAIN, HEXAGON metric, steel, Zn coated, 12 mm	BS3692	1	
19		NP	. STAND AND CLAMP ASSEMBLY	MOD(PE) FV924373	2	
20		NP	. STAND AND CLAMP ASSEMBLY	MOD(PE) FV2124320	2	
21		5305-99-941-0545	. SCREW, MACHINE UNF, steel, hex hd, Zn coated, 3/8 in. x 1-1/2 in. lg	BS1768	4	
22		NP	. WASHER, LOCK single coil, sq sect, steel, Zn coated, 3/8 in. id	BS1802	4	
23		5310-99-135-6785	. NUT, PLAIN, HEXAGON 3/8-24UNF; st, Zn plated; 0.560in.w A/F, 0.328in.h	BS1768	4	
24		NP	. AXLE GENERAL ARRANGEMENT NOTE...	MOD(PE) FV2140704	1	
25		NP	. DRAWBAR ASSEMBLY NOTE...	MOD(PE) FV2140706	1	
26		NP	. JACK ASSEMBLY, FRONT NOTE...	MOD(PE) FV850906	1	
27		NP	. TRAILER, COUPLING NOTE...	MOD(PE) FV850898	1	
28		NP	. HANDBRAKE ASSEMBLY NOTE...	MOD(PE) FV2140606	1	
29	X2	2330-99-214-1027	. JOCKEY WHEEL ASSEMBLY NOTE... See Chapter 2-2-6	MOD(PE) FV666240	1	

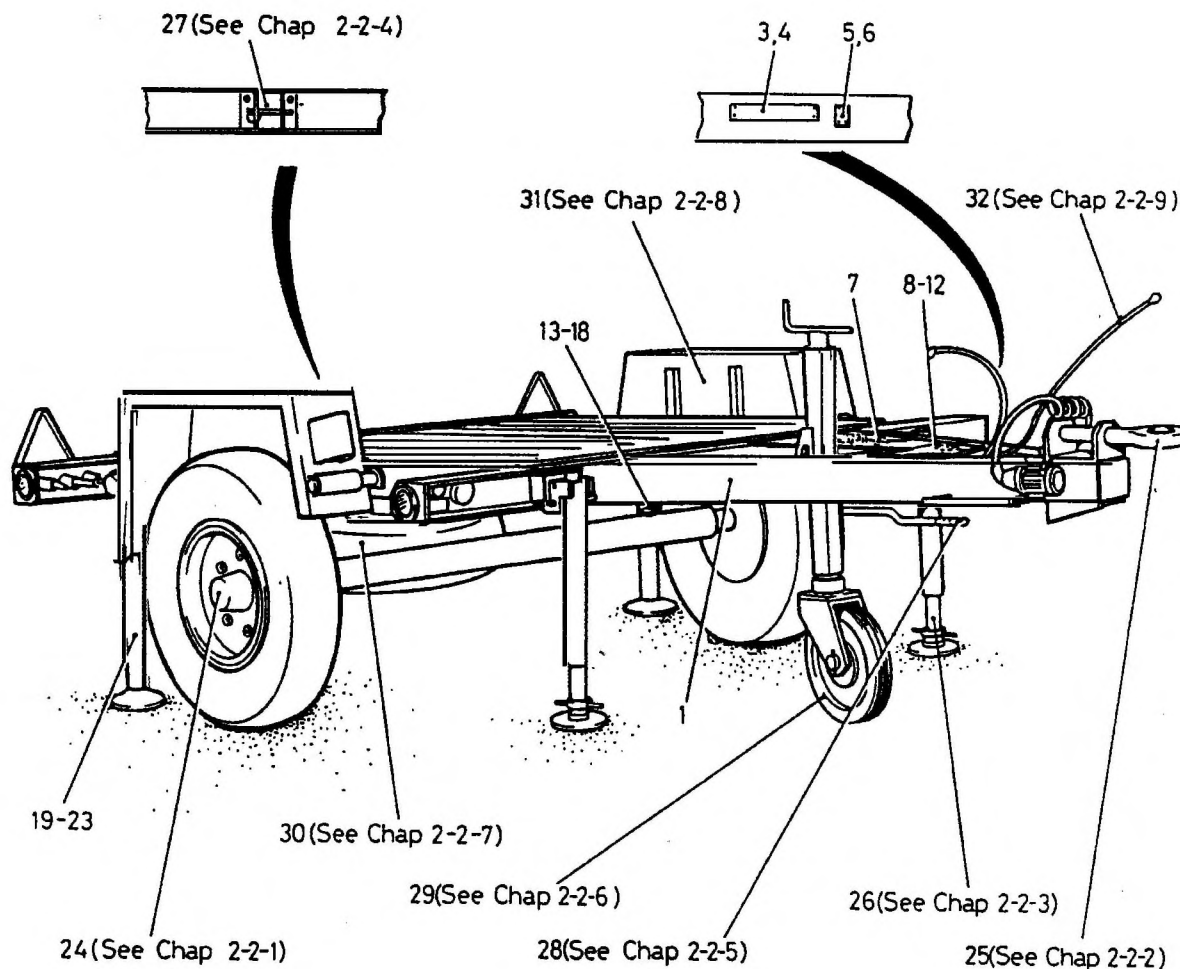


Fig 1 Chassis, trailer, 2.5 tonnes, FV2406 Mk 3

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 30		NP	. SPARE WHEEL CARRIER ASSEMBLY NOTE... See Chapter 2-2-7	MOD(PE) FV850897	1	
31		NP	. MUDGUARD ASSEMBLY NOTE... See Chapter 2-2-8	MOD(PE) FV2140708	1	
32		NP	. AIR/HYDRAULIC ASSEMBLY NOTE... See Chapter 2-2-9	MOD(PE) FV2140707	1	



Chapter 2-2-1

PARTS LIST

AXLE GENERAL ASSEMBLY

Drawing No. FV2140704

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
		NP	AXLE GENERAL ARRANGMENT	MOD(PE) FV2140704	Ref	
1-1	7TR	2530-99-660-7827	. AXLE ASSEMBLY w/load sensing facility	RUBERY OWEN 560007050	1	
2	G1	5305-99-122-8696	. SCREW, MACHINE metric, steel, hex hd Zn coated, M24 x 45 mm lg	BS3692	4	
3	G1	5310-99-122-5301	. NUT, PLAIN, HEXAGON metric steel , Zn coated, M24	BS3692	4	
4	G1	5310-99-122-5307	. NUT, PLAIN,HEXAGON metric, steel, lock, Zn coated M24	BS3692	4	
5	6MT14	2530-99-333-7735	. WHEEL, PNEUMATIC TYRE 6.50 H X 16	MOD(PE) FV924698	2	
NI 6		NP	. WHEEL, PNEUMATIC TYRE 6.50 H X 16	MOD(PE) FV924881	2	
7	6MT14	2610-99-809-6900	. TYRE, PNEUMATIC 8.25 X 16	GOODYEAR 8-25-16UN1 STEEL	2	
8	6MT14	2610-99-895-8602	. INNER TUBE, PNEUMATIC TYRE	GOODYEAR 8-25-16TR- 259	2	
9	6MT14	2610-99-809-2810	. FLAP, RUST SLIP 8.25 X 16	GOODYEAR 16L	2	
10	6MT13	5310-99-809-2608	. NUT, CONE SEAT, HEXAGON, BSF, Zn coated, lh, 7/8 in.	RUBERY OWEN 560006643	6	
11		NP	. . SWINGING ARM , HUB AND BRAKE ASSEMBLY lh	RUBERY OWEN 560006728	1	
12			. . SCREW LOCKING	560007400	2	
13	G1	5310-99-941-0904	. . NUT, LOCKING, HEXAGON, Zn coated, UNF, steel, 3/4 in.	BS1768	2	
14		NP	. . . PLUG , UNF, steel, hex head , Zn coated, 3/4 in. x 18 mm lg	RUBERY OWEN 560007058	2	
15		NP	. . . DRUM, BRAKE	RUBERY OWEN 560006642	2	

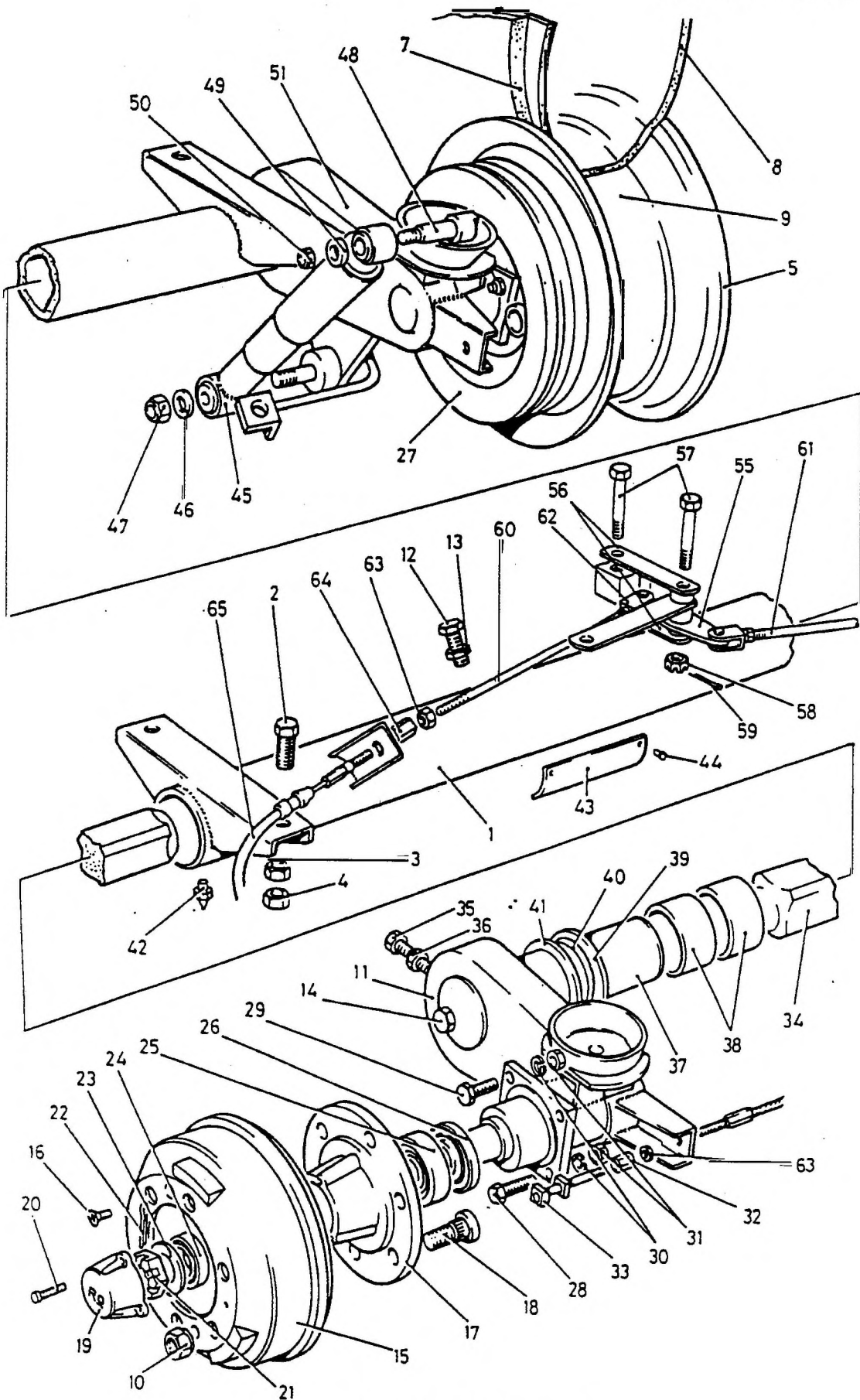


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-16		NP	... SCREW, MACHINE, UNF, steel, csk hd, slot drive, Zn coated, 3/8 in. x 3/4 in. lg	BS1768	4	
17	7TR	2530-99-409-7622	... HUB ASSEMBLY lh	RUBERY OWEN 560006643	1	
18	9BTR	5306-99-838-2303	... BOLT, RIBBED SHOULDER BSF, steel, lh, 7/8in.	RUBERY OWEN 560007227	6	
19	X2	2530-99-214-3848	... COVER, WHEEL HUB, Al, 3-1/2 in. dia, 1-13/16 in. h	RUBERY OWEN 560006641	2	
20	G1	5305-99-135-0422	... SCREW, MACHINE, ISO METRIC, steel, pan hd, slot drive, 4.00 mm x 0.70 mm pitch, 10.00 mm lg, class 6g thd 3/8 in. x 3/4 in. lg	BS3692	6	
21		NP	... NUT SLOTTED, UNF, steel, Zn coated, 1-1/4 in.	RUBERY OWEN 560006640	2	
22		NP	... PIN COTTER, SPLIT steel, Zn plated, 1/4 in x 3 in lg	DEF STAN 53-10 TABLE 1(B)	2	
23	X2	2530-99-214-5754	... WASHER, FLAT, steel, Zn coated, 1-1/4 in	BS3410	2	
24	6MT7	31109-99-2037861	... BEARING, TAPERD ROLLER 2.891 in. od, 1.625 in. id, 0.770 in. thk	SKF(UK) KLM501349 KLM501310	2	
25	6MT7	3110-99-806-8997	... BEARING, TAPERD ROLLER 3.6718 in. od, 2.000 in. id 1.188 in. thk	SKF(UK) K3780-K3720	2	
26	6MT13	5330-99-838-2301	... SEAL, PLAIN rubber /steel, 62 mm id, 100 mm ode, 12 mm h	RUBERY OWEN 560006639	2	
27	7TR	2530-99-549-8489	... BRAKE ASSEMBLY 12-1/8 in.x4 in. modified	RUBERY OWEN 560006636	2	
28	G1	5306-99-941-0571	... BOLT, MACHINE UNF, steel, hex hd, Zn coated, 1/2in.x 2 in. lg	BS1768	4	
29	G1	5306-99-941-0568	... SCREW, MACHINE, UNF, steel, hex hd, Zn coated, 1/2 in. x 1-1/4			

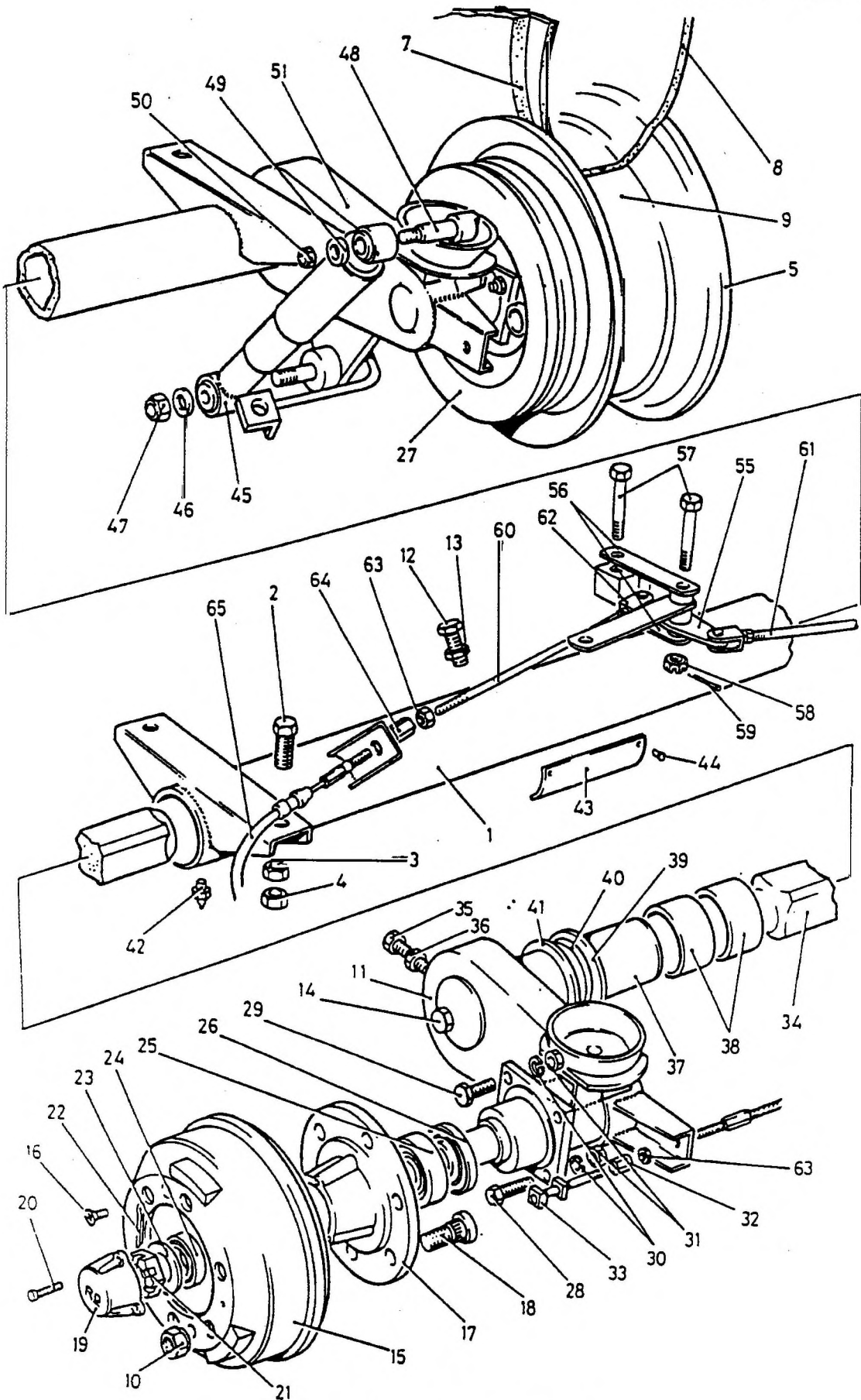


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-30	G1	5310-99-941-6653	... WASHER, LOCK steel, split helical ring, 33/64in. id, 49/64in. od, 1/8in. mtl thk	BS1802	8	
31	G1	5310-99-941-0928	... NUT, PLAIN HEXAGON, 1/2-20UNF, steel, Zn plated, 0.745in.w A/F, 0.438in.h	BS1768	8	
32		NP	.. ADAPTOR, BARREL hex, steel, Zn plated, 29 mm lg, 1/4 in. UNF to 3/8 in. UNF	RUBERY OWEN 560006645	2	
33		NP	.. BRAKE DRAW LINK ASSEMBLY	RUBERY OWEN 560007391	2	
34		NP	.. TORSION BAR			
35		NP	.. SCREW , LOCKING	RUBERY OWEN 560007399	2	
36	G1	5310-99-941-0909	.. NUT, LOCKING, HEXAGON, UNF, steel, Zn coated, 3/4in.	BS1768	2	
37		NP	.. TUBE AND BEARING SUB-ASSEMBLY		1	
38	X2	5340-99-214-3846	... BEARING, BUSH 90 mm id x 80 mm lg	GLACIER METAL PM9080DX	4	
39		5365-99-660-7810	.. SPACER RING, steel, Zn coated, 90 mm id, 99 mm od, 5 mm thk	RUBERY OWEN 560007081	2	
40		NP	... ENERSEAL, PTFE, 90 mm id, 100 mm od, 5.95 mm thk	RUBERY OWEN 560007080	2	
41		5330-99-701-6963	... RING, felt, 90 mm id, 100 mm od, 4 mm thk	RUBERY OWEN 560006602	2	
42		NP	.. GREASE NIPPLE	RUBERY OWEN 560006615	4	
43		NP	.. PLATE, NAME	RUBERY OWEN 560007262	1	

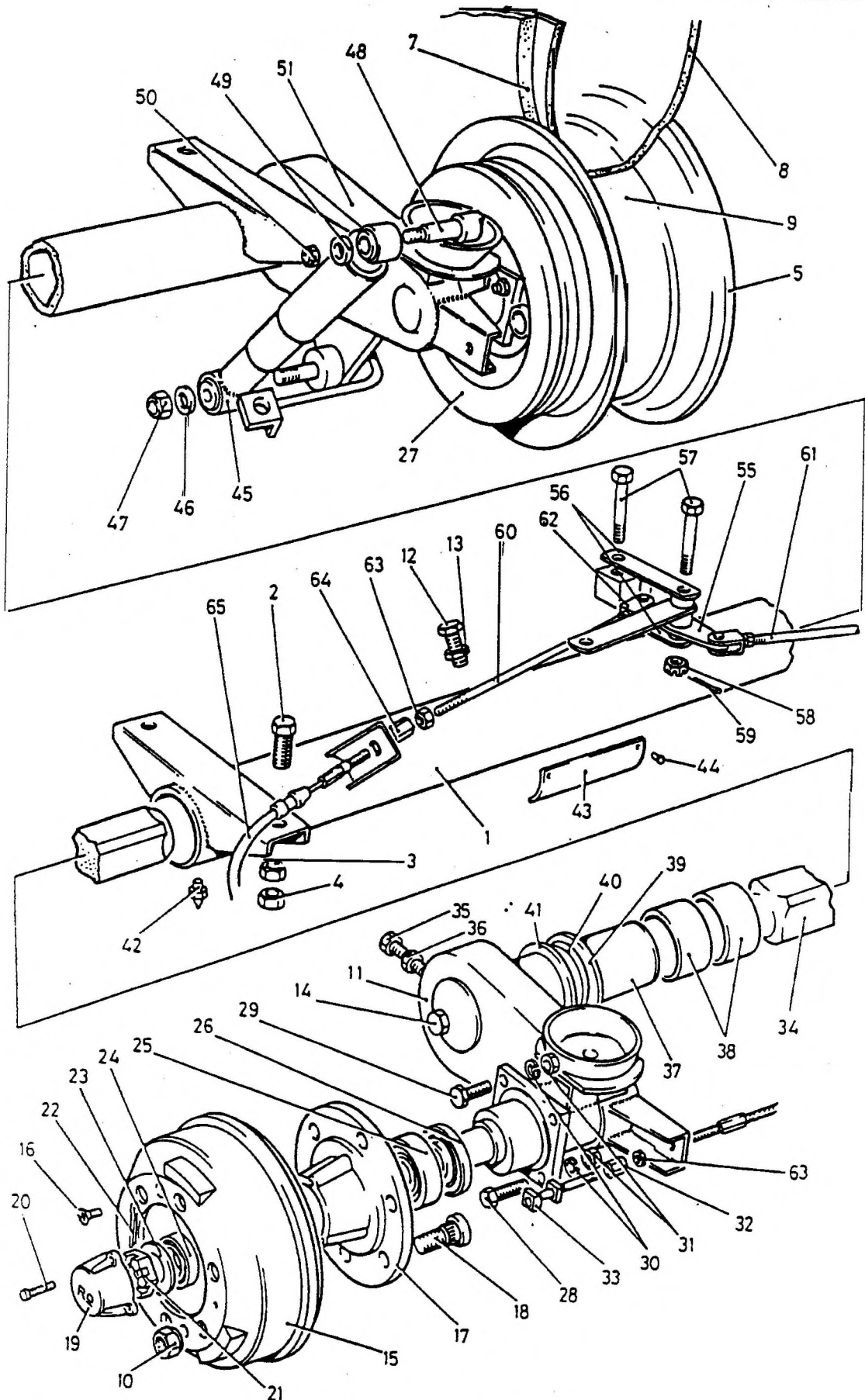


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-44		NP	.. SCREW, DRIVE, Br, Zn plated, No 4 x 3/16 in. lg	BS4174	4	
45		2540-99-214-3849	.. SHOCK ABSORBER	MONROE 8126-4708	2	
46	G1	5310-99-941-8640	.. WASHER, FLAT, steel, round, Zn plated, 0.770 in. min 0.781 in. max id (3/4 in. nom bolt size), 1-1/2 in. od , 0.128 in th	BS3410	2	
47	G1	5310-99-927-1313	.. NUT, PLAIN, HEXAGON, UNF, steel, Zn plated, nylon insert, 3/4 in.	BS1768	2	
48		NP	.. PIN, metric , steel, rd hd, 18.98 mm dia, 12 mm thd	FV862053	2	
49		NP	.. SPACER, SLEEVE, steel, 21 mm id, 30 mm od, 5 mm thk	FV 862054	2	
50	G1	5310-99-122-5298	.. NUT, PLAIN, HEXAGON, 12 mm, steel, Zn plated	BS3692	2	
51		NP	.. SWINGING ARM, HUB AND BRAKE ASSEMBLY, rh	RUBERY OWEN 560007051	1	
NI 52		2530-99-972-6700	... HUB ASSEMBLY, rh	RUBERY OWEN 560006635	1	
NI 53	9BTR	5360-99-838-2304	.... BOLT, RIBBED, SHOULDER, BSF, steel, rh, 7/8 in.	RUBERY OWEN 560007228	6	
NI 54	6MT13	5310-99-798-1843	.... NUT, CONE SEAT, HEXAGON, BSF, Zn coated, lh, 7/8 in.	RUBERY OWEN 560006644	6	
55		NP	. COMPENSATOR ASSEMBLY	RUBERY OWEN 560006606	1	
56	7TR	3040-99-499-9793	.. CONNECTING LINK,RIGID steel, 101 mm lg, 25mm w, 6mm thk	RUBERY OWEN 560006607	2	
57		NP	.. BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 83 mm lg, 2.5 mm diahole in thd end	RUBERY OWEN 560006608	2	
58	G1	5310-99-135-9041	.. NUT,PLAIN,SLOTTED, HEXAGON, steel , Zn coated, M10	BS3692	2	

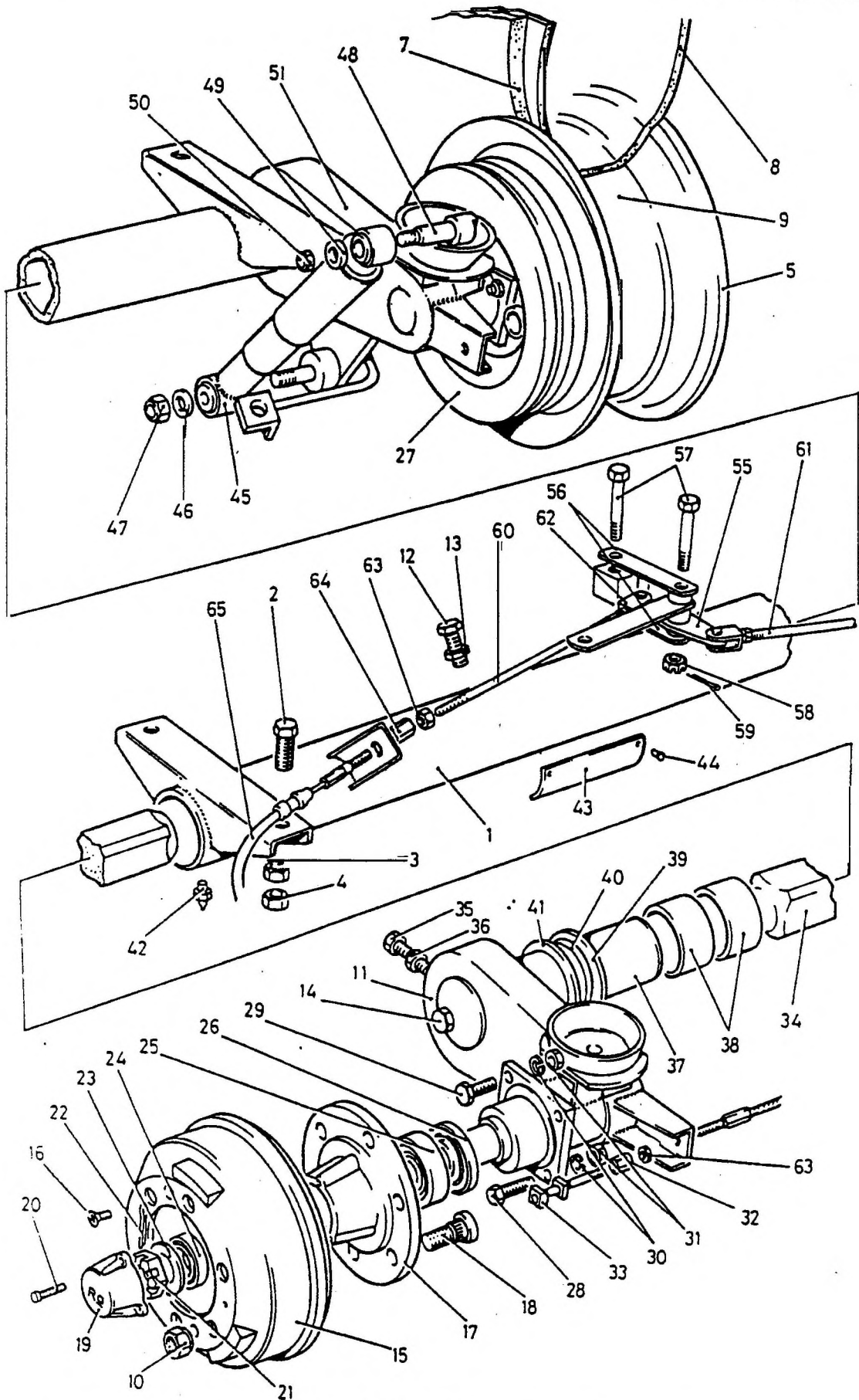


Fig 1 Axle general arrangement

Fig-Item	DMC Army	NATO stock no.	Item Name and description	Part No./ Drawing No.	NO Off	Anno-tations
1-59		NP	.. PIN, COTTER, SPLIT steel, 1/16 in dia, 7/8 in	MOD(PE) DEF STAN 53-10 TABLE 1(A)	2	
60	9BTR	5306-99-838-1696	.. ROD THREADED END UNF, steel, 3/8 in. x 16-3/4 in. lg	RUBERY OWEN 560006611	1	
61	9BTR	5306-99-838-1697	.. ROD THREADED END UNF, steel, 3/8 in. x 16-1/4 in. lg	RUBERY OWEN 560006610	1	
62	9BTR	2530-99-838-1695	.. FORK END ASSEMBLY, UNF, steel, 3/8 in., 0.375 in. fork span, 2.047 in. o/a lg, c/w clevis pin and safety clip	RUBERY OWEN 560006609	2	
63	G1	5310-99136-1527	... NUT, PLAIN, HEXAGON, Zn coated, UNF, steel, 3/8 in.	BS1768	6	
64	X2	5340-99-214-3844	... POST, ELECTRICAL MECHANICAL EQUIPMENT, UNF, steel, hex section, 3/8in. x 2-1/2in. lg	RUBERY OWEN 560006612	2	
65	x2	2530-99-214-3845	.. CABLE ASSEMBLY, CONTROL, steel cable, 28-3/4 in. lg, 22-1/2 in. case, 3/8 in. UNF thd both ends	RUBERY OWEN 560006613	2	

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-1		NP	BRAKE ASSEMBLY 12-1/8 in. x 4 in.	AUTO- MOTIVE PRODUCTS 4656-303	1	
2	6MT9	2530-99-837-7210	BACK PLATE, SHOE TYPE BRAKE steel, 4.635 in. id, 13.594 in. od	AUTO- MOTIVE PRODUCTS 4572-030	1	
3	6MT9	2530-99-837-7212	CYLINDER ASSEMBLY, HYDRAULIC BRAKE WHEEL	AUTO- MOTIVE PRODUCTS 4242-413	1	
4		NP	PISTON	AUTO- MOTIVE PRODUCTS 3265-743	2	
5		NP	SEAL, PLAIN	AUTO- MOTIVE PRODUCTS 3872-713 (R)	2	
6	6MT9	2530-99-817-4765	BOOT, DUST AND MOISTURE SEAL	AUTO- MOTIVE PRODUCTS 3812-738 (R)	2	
7	6MT9	2530-99-800-2818	BLEEDER VALVE, HYDRAULIC SYSTEM	AUTO- MOTIVE PRODUCTS 12272	1	
8	6MT9	5340-99-837-7224	LOCKING PLATE	AUTO- MOTIVE PRODUCTS 3681-728	1	
9	6MT9	5340-99-837-7225	LOCKING PLATE	AUTO- MOTIVE PRODUCTS 3681-729	1	
10	G1	5305-99-941-0512	SCREW, MACHINE UNF, steel, hex hd, Zn coated, 1/4 in. x 5/8 in. lg	BS1768	2	
11	G1	5310-99-941-8634	WASHER, FLAT steel; round; 1/4in. nom bolt size; zinc plated; 9/16in. od; 0.056in. (17 SWG) thk	BS3410	2	
12	6MT9	2530-99-837-7222	BOOT, DUST AND MOISTURE SEAL	AUTO- MOTIVE PRODUCTS 3812-743	1	

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
2-13	6MT9	2530-99-837-7214	LEVER SUB ASSEMBLY, HAND BRAKE	AUTO-MOTIVE PRODUCTS 4113-596	1	
14	6MT9	5340-99-837-7221	CLIP, RETAINING steel, 0.104 in. dia wire	AUTO-MOTIVE PRODUCTS 3636-222	1	
15	6MT9	5360-99-837-7223	SPRING, SPIRAL, TORSION	AUTO-MOTIVE PRODUCTS 3658-812	1	
16		NP	PLATE, SPRING	AUTO-MOTIVE PRODUCTS 3611-419 BS3410	1	
17	G1	5310-99-120-8327	WASHER, FLAT steel, Zn coated, 1/4 in.	BS1768	1	
18	G1	5310-99-923-0535	NUT, SELF-LOCKING, HEXAGON UNF, steel, nylon insert, Zn coated, 1/4 in.		1	
19	6MT9	2530-99-835-2773	BRAKE SHOE SET, INTERNALLY ACTUATED 4 shoes, 12.125 in. dia	AUTO-MOTIVE PRODUCTS 4535-870	1	
20	6MT9	5360-99-837-7215	SPRING, HELICAL, EXTENSION pull off, top	AUTO-MOTIVE PRODUCTS 3124-961	1	
21	6MT9	5360-99-837-7216	SPRING, HELICAL, EXTENSION pull off, bottom	AUTO-MOTIVE PRODUCTS 3124-251	1	
22	6MT9	2530-99-837-7220	PIN, STEADY steel, rd hd, 0.146 in. x 1.150 in. lg	AUTO-MOTIVE PRODUCTS 102678	2	
23	6MT9	5310-99-837-7219	WASHER, RECESSED steel, 0.407 in. id, 1.380 in. od, 0.064 in. thk	AUTO-MOTIVE PRODUCTS 3661-525	2	
24	6MT9	5360-99-809-6816	SPRING, HELICAL, COMPRESSION	AUTO-MOTIVE PRODUCTS 92194	2	
25	6MT9	2530-99-136-9876	RETAINER, SPRING steel, Zn coated, 3/4 in. dia, 5/32 in. o/a h	AUTO-MOTIVE PRODUCTS 3677-529	2	

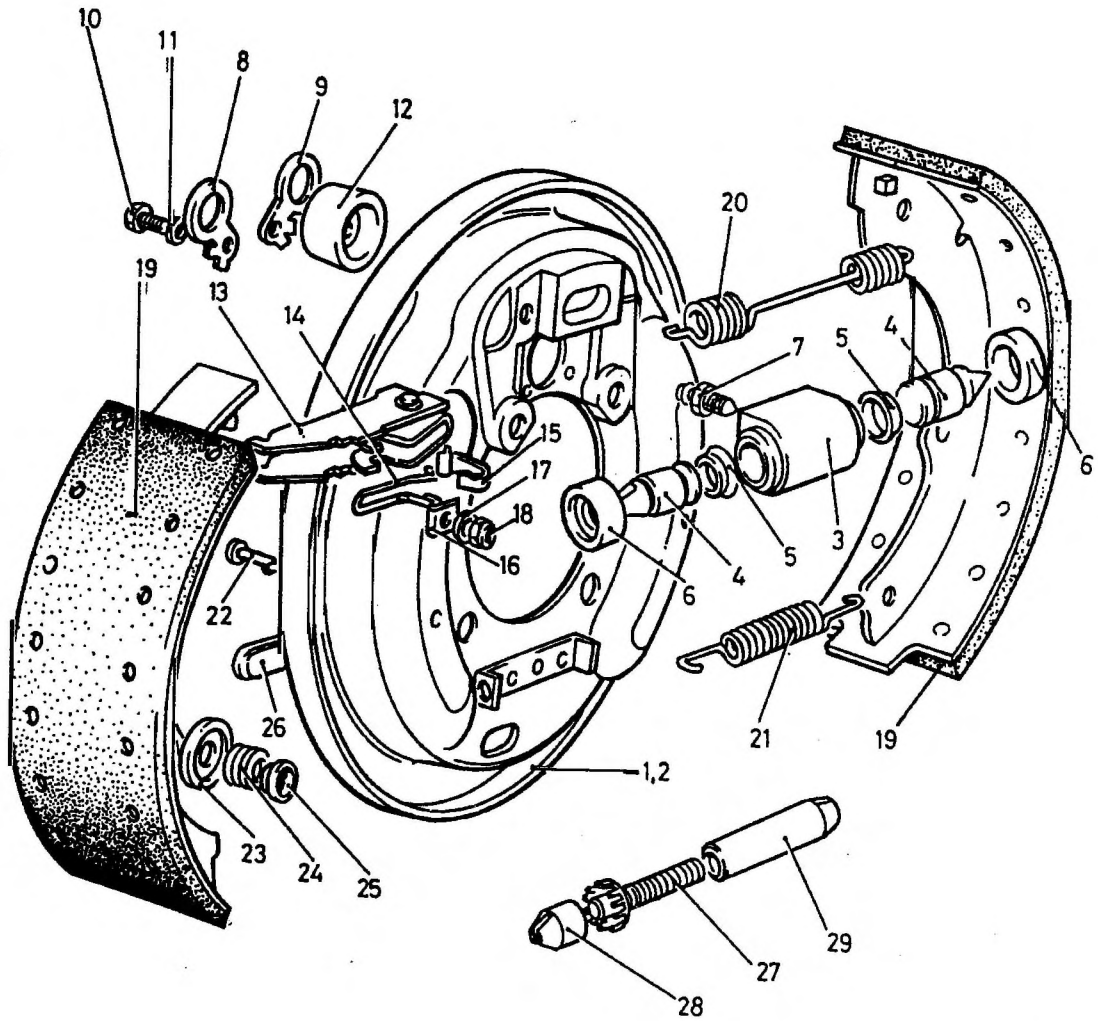
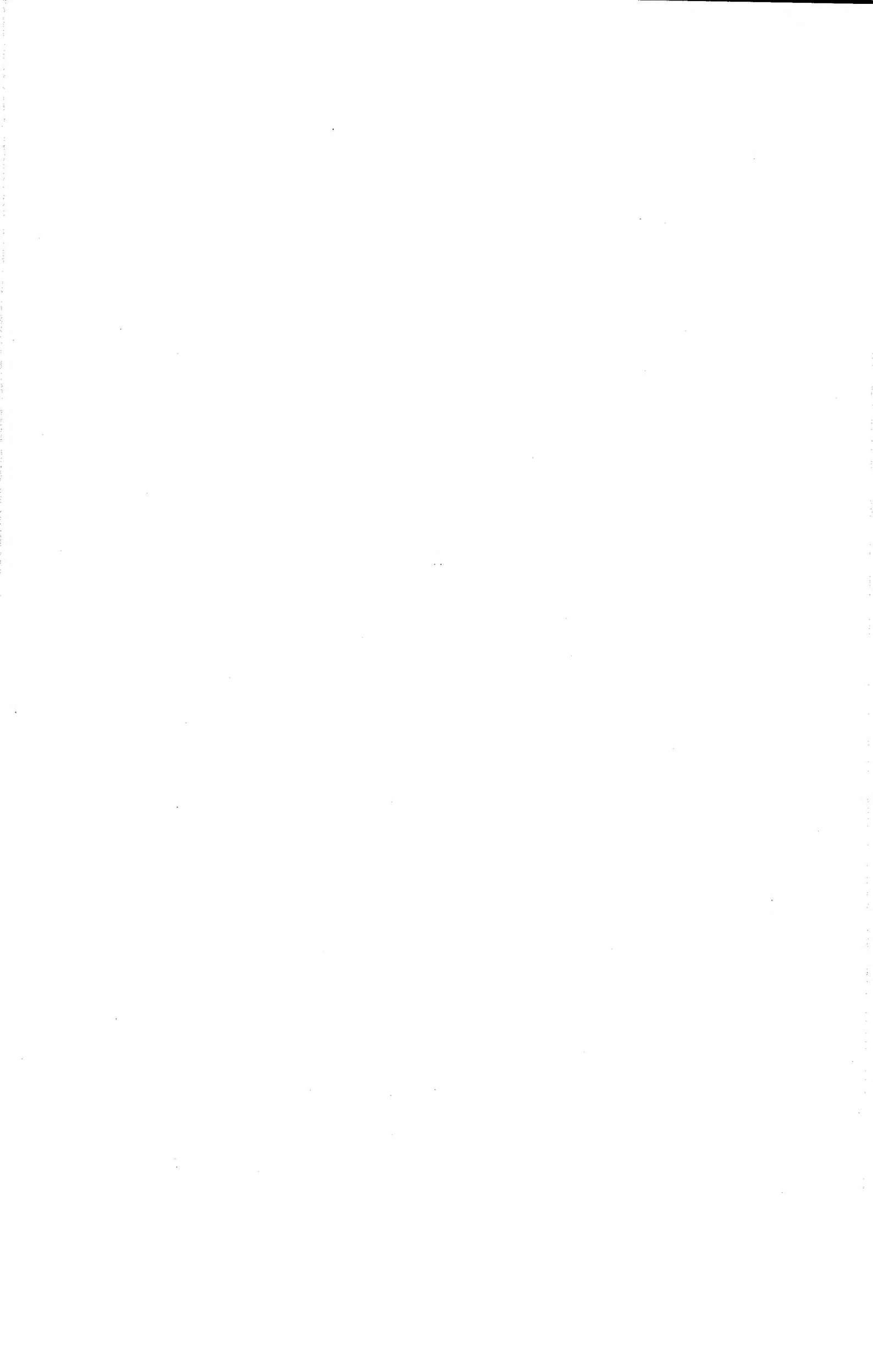


Fig 2 Axle general arrangement

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-26		NP	PLUG, BACK PLATE	AUTO-MOTIVE PRODUCTS 3842-714	1	
27	6MT9	2530-99-837-7213	WHEEL AND SCREW SUB ASSEMBLY	AUTO-MOTIVE PRODUCTS 4157-736	1	
28	6MT9	2530-99-837-7217	ADJUSTER CAP steel, 11/16 in. od	AUTO-MOTIVE PRODUCTS 3145-911	1	
29	6MT9	2530-99-837-7218	NUT, ADJUSTER UNF, steel, 1/2 in. x 2-3/16 in. o/a lg	AUTO-MOTIVE PRODUCTS 3146-993	1	
30 NI		NP	REPAIR KIT, WHEEL CYLINDER	AUTO-MOTIVE PRODUCTS SSB524	1	

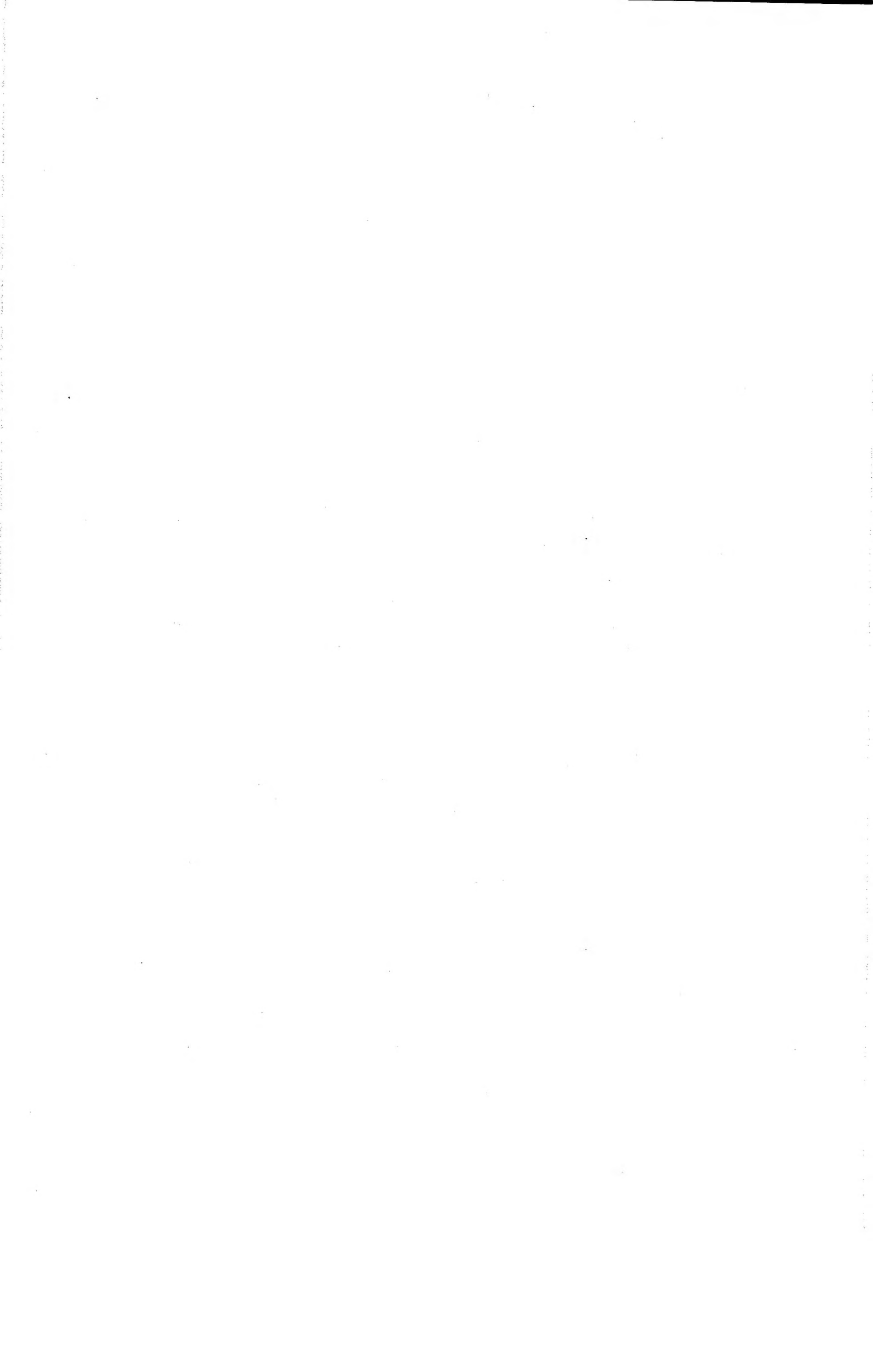


Chapter 2-2-2

PARTS LIST

DRAWBAR ASSEMBLY

Drawing No. FV2140706



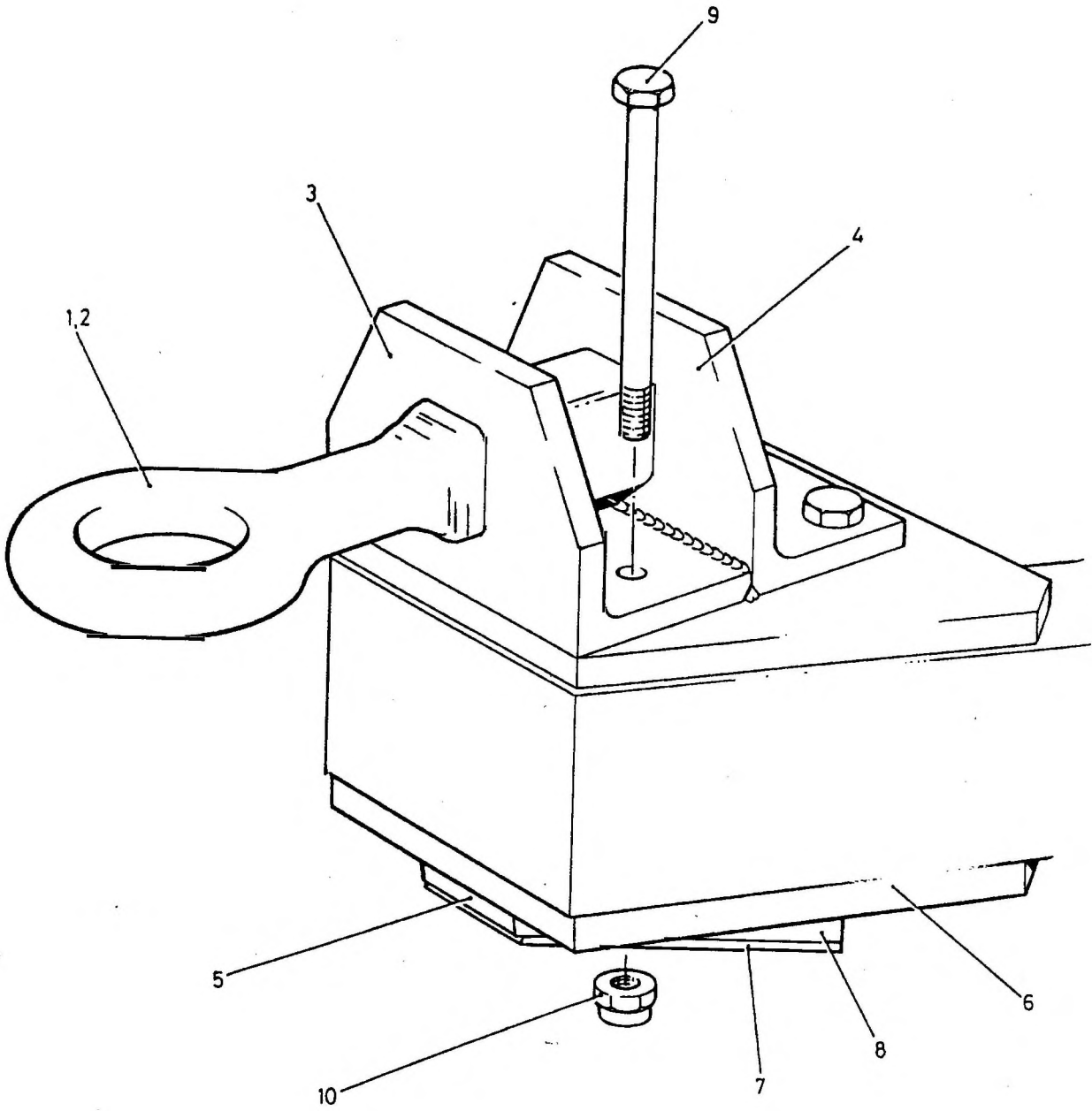


Fig 1 Drawbar assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		NP	DRAWBAR ASSEMBLY	MOD(PE) FV2140706	REF	
		NP	. NATO EYE COUPLING ASSEMBLY	MOD(PE) FV2168544	1	
		NP	. . NATO EYE MACHINING	MOD(PE) FV2168545	1	
		NP	. . ANGLE, FRONT	MOD(PE) FV2168546	1	
		NP	. . ANGLE, REAR	MOD(PE) FV2168547	1	
		NP	. SKID ASSEMBLY	MOD(PE) FV2140712	1	
		NP	. . PLATE	MOD(PE) FV2140711	1	
		NP	. . PLATE	MOD(PE) FV2140713	1	
		NP	. . WEB	MOD(PE) FV2140714	2	
		NP	. BOLT, MACHINE metric, hex hd, steel, Zn coated and passivated, M14 x 2 mm pitch, 190 mm lg	MOD(PE) FV2140669	4	
10		NP	. NUT, SELF-LOCKING, HEXAGON metric, steel, Zn plated, passivated, metal, M14	BS4929	4	



Chapter 2-2-3

PARTS LIST

JACK ASSEMBLY, FRONT

Drawing No. FV850906



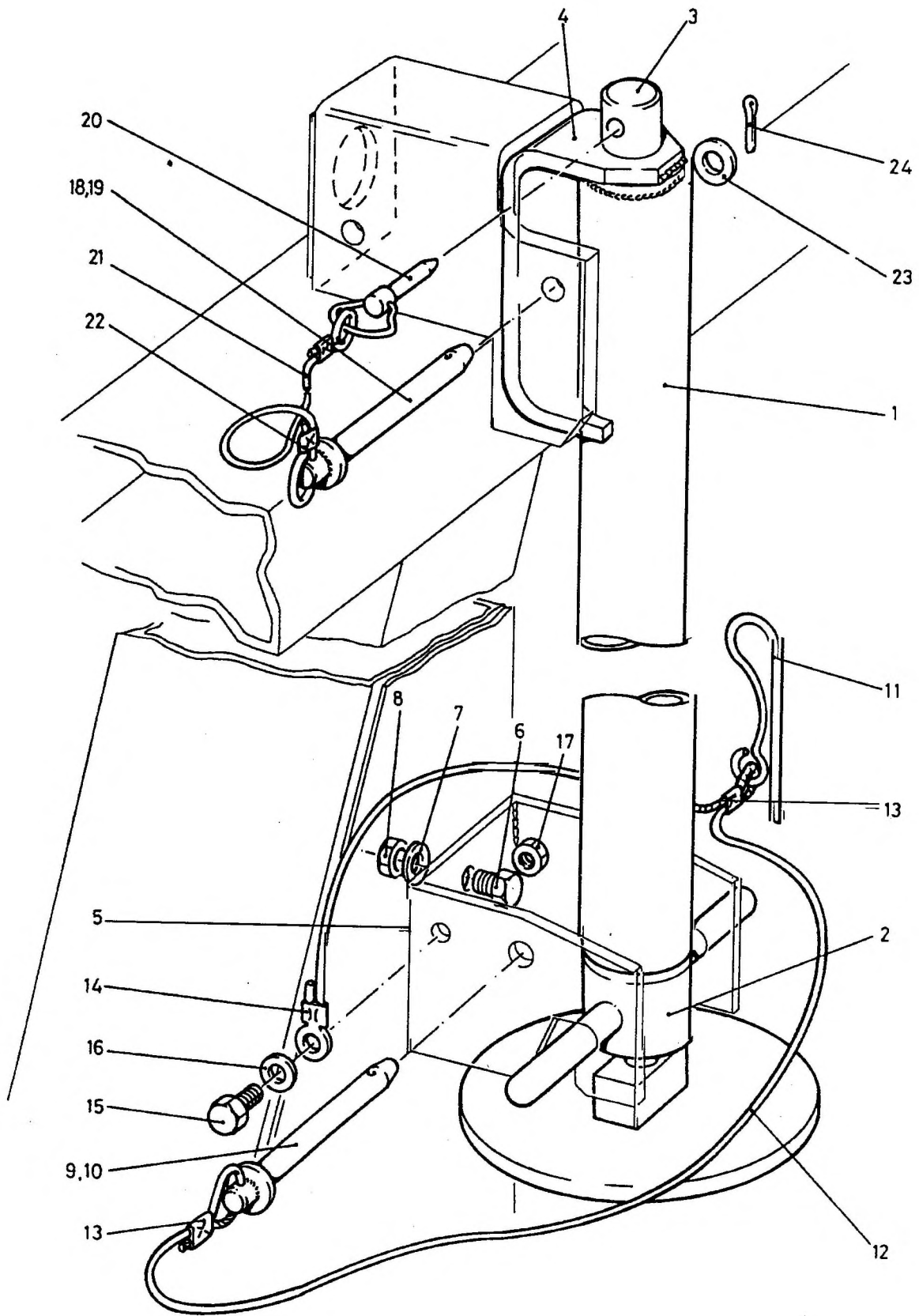


Fig 1 Jack assembly, front

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	JACK ASSEMBLY, FRONT	MOD(PE) FV850906	REF	
1-1	X2	2330-99-214-1252	JACK ASSEMBLY	MOD(PE) FV861921	1	
2		NP	SCREW, JACK	MOD(PE) FV861922	1	
3		NP	CAP, END	MOD(PE) FV861706	1	
4		NP	BRACKET, GUIDE	MOD(PE) FV861924	1	
5		NP	BRACKET ASSEMBLY, STOWAGE	MOD(PE) FV861925	1	
6	G1	5305-99-122-5360	SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M6 x 16mm lg	BS3692	4	
7	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	4	
8	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	4	
9	9BTR	2590-99-832-1575	STOWAGE PIN ASSEMBLY	MOD(PE) FV862149	2	
10		NP	PIN	MOD(PE) FV861959	1	
11		NP	CLIP, PIN RETAINING	MOD(PE) FV335316	1	
12		NP	CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
13	9BTR	2530-99-825-5801	CONNECTOR, PARALLEL	HELLER-MANN HC1335	2	
14		NP	TERMINAL, RING	HELLER-MANN HL11506	1	
15	G1	5305-99-122-5356	SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 5mm dia x 0.80mm pitch; 16mm fastener lg; 16mm thd lg; class 6g thd; 784.5n/mm sq mts; grade 8.8	BS3692	2	

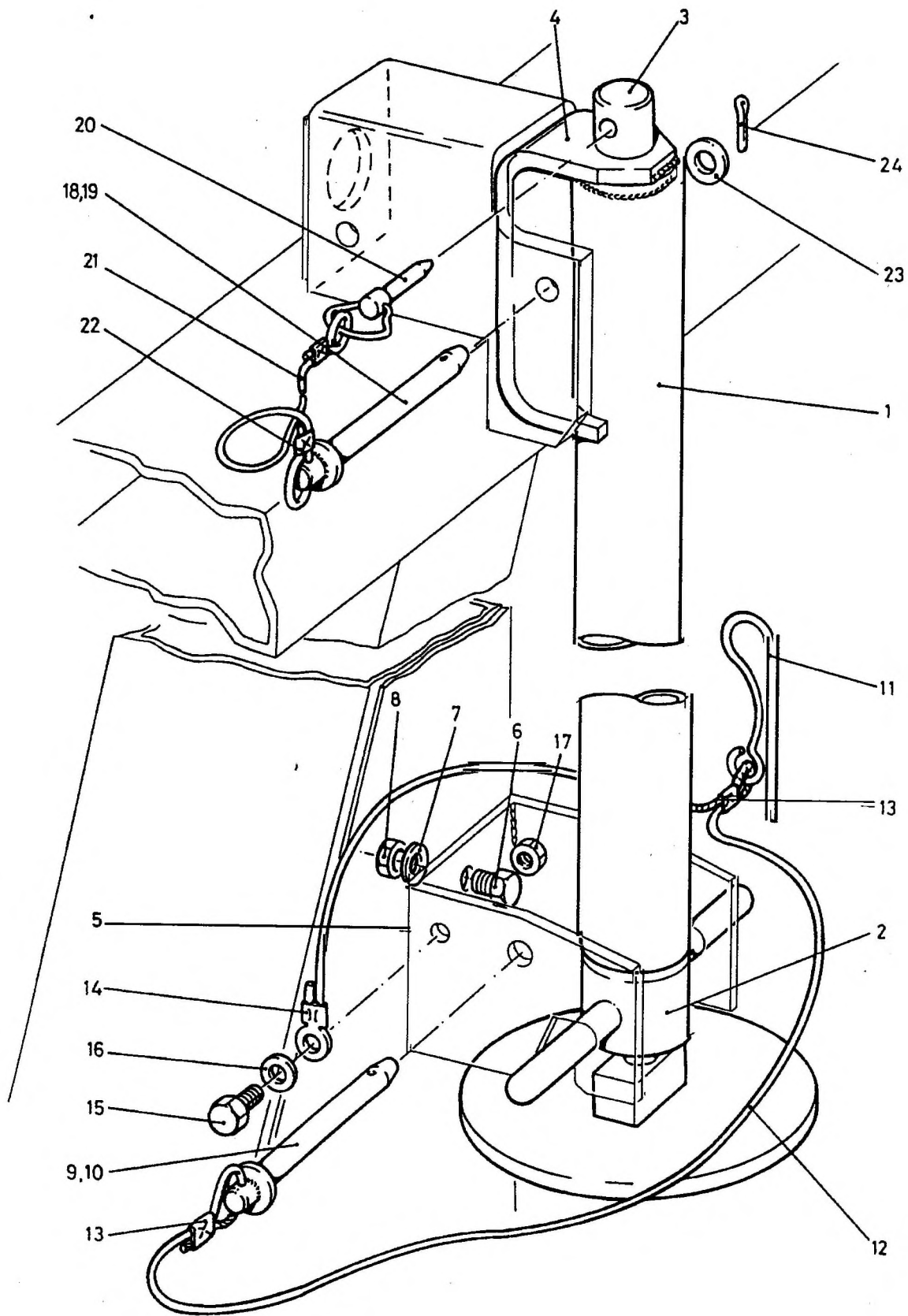


Fig 1 Jack assembly, front

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-16	G1	5310-99-135-9300	WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	2	
17	G1	5310-99-122-5294	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut	BS3692	2	
18	X2	2330-99-214-1272	PIVOT AND COTTER PIN ASSEMBLY	MOD(PE) FV861958	2	
19		NP	PIN	MOD(PE) FV861959	1	
20		NP	COTTER 1/4 in. dia cotter, w/snap spring ring	MOD(PE) FV862121	1	
21		NP	CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
22	9BTR	2530-99-825-5801	CONNECTOR, PARALLEL	HELLER-MANN HC1335	2	
23	G1	5310-99-122-6477	WASHER, FLAT steel; rd; zinc plated M12 nom bolt size by 24mm od max by 2.7mm thk max	BS4320	2	
24		NP	PIN, COTTER SPLIT steel, 3.2 mm dia, 25 mm lg	BS1574 TABLE 4	2	

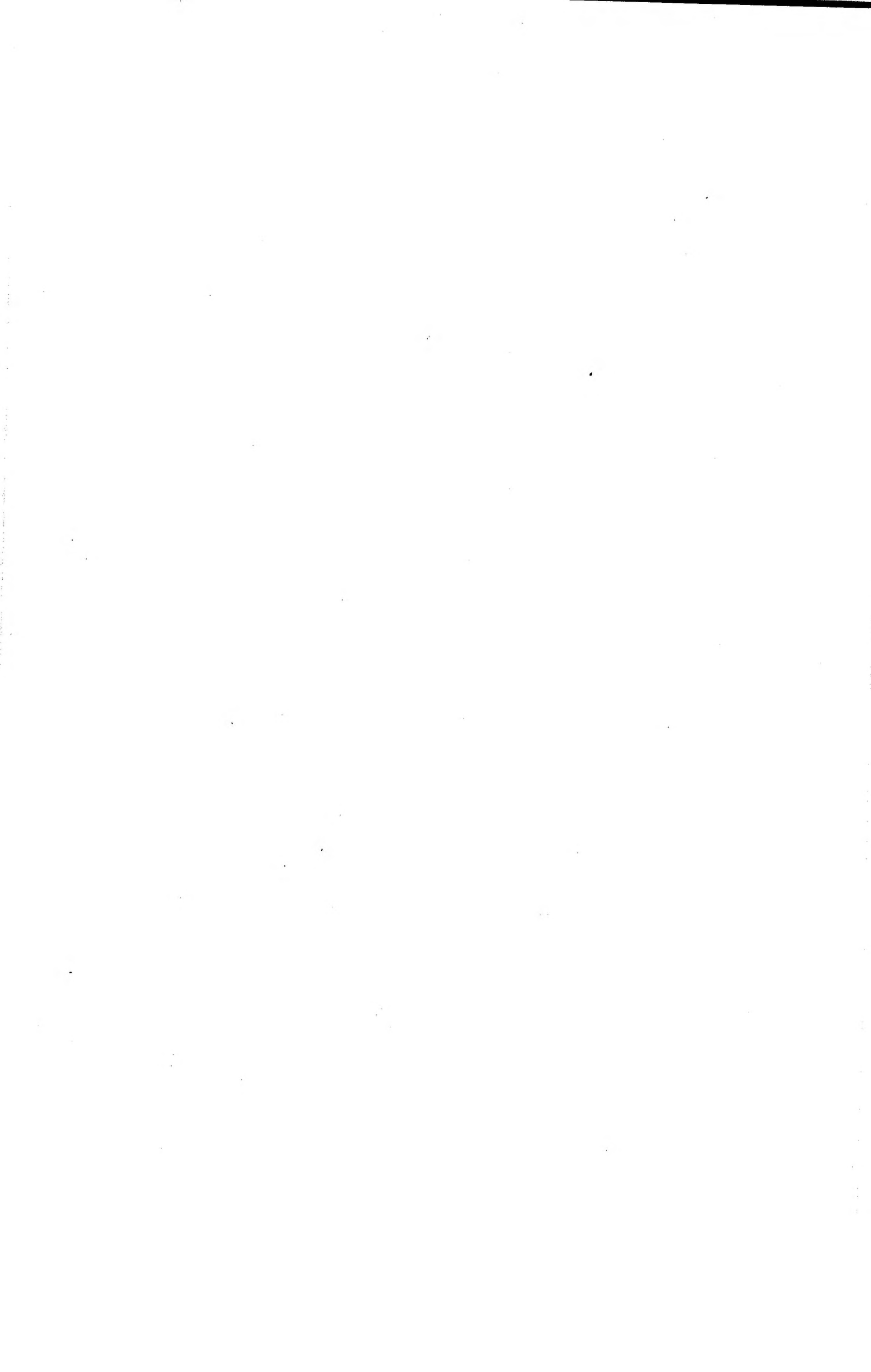


Chapter 2-2-4

PARTS LIST

TRAILER, COUPLING

Drawing No. FV850898



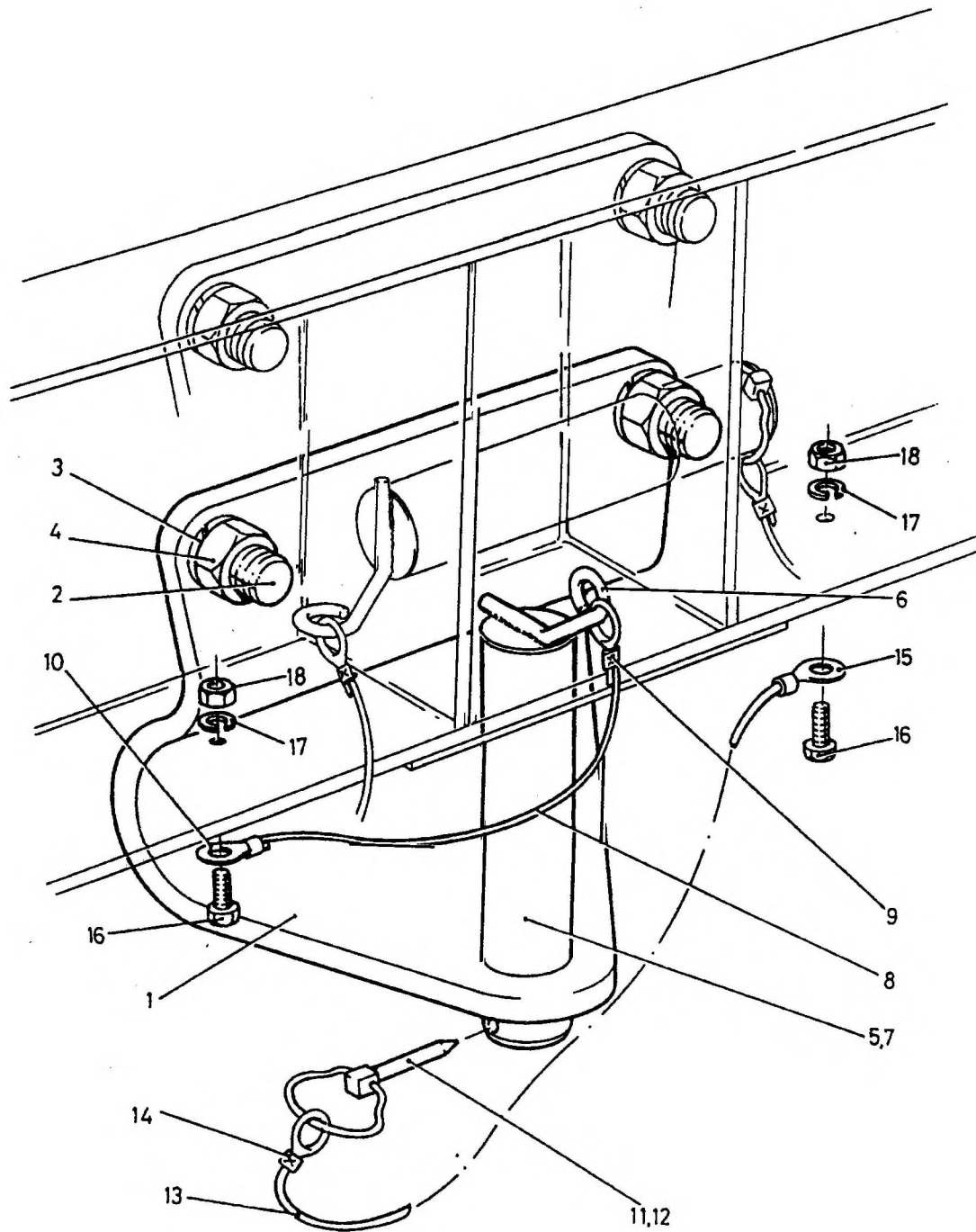
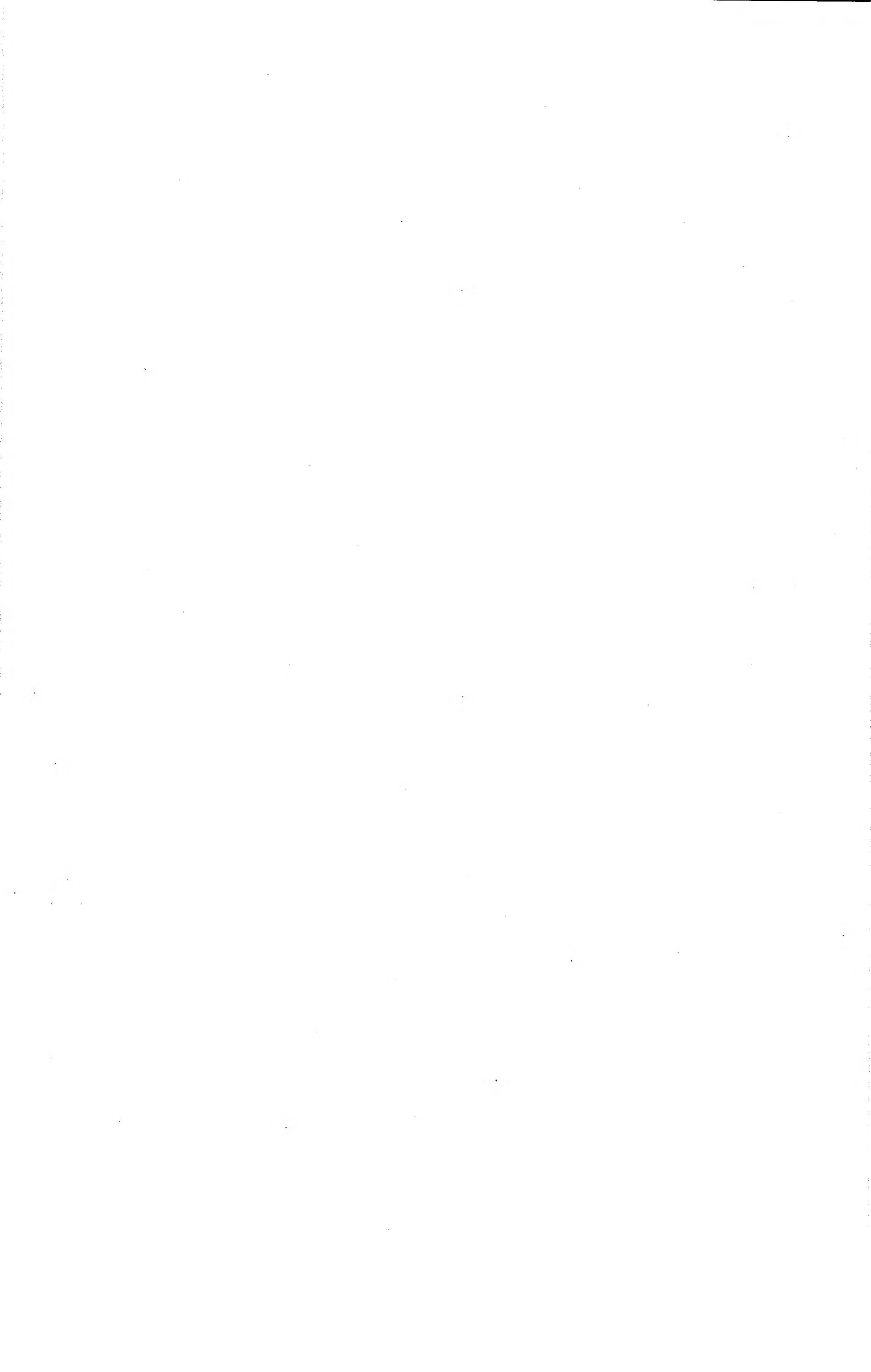


Fig 1 Trailer, coupling

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	TRAILER, COUPLING	MOD(PE) FV850898	REF	
1-1		NP	. PINTLE	MOD(PE) FV861979	1	
2	G1	5306-99-122-2810	. BOLT, MACHINE metric, steel, hex hd, Zn coated, M16 x 45 mm lg	BS3692	2	
3	G1	5310-99-135-9305	. WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	
4	G1	5310-99-122-5299	. NUT, PLAIN, HEXAGON metric, steel, Zn coated, M16	BS3692	2	
5	W17	2540-99-209-9055	. PIN ASSEMBLY	MOD(PE) FV861977	1	
6		NP	. . HANDLE	MOD(PE) FV861981	1	
7		NP	. . PIN	MOD(PE) FV861982	1	
8		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
9	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	1	
10		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
11	9BTR	2540-99-831-9830	. PIN AND RING ASSEMBLY	MOD(PE) FV861978	1	
12		NP	. . COTTER 1/4 in. dia cotter, w/snap spring ring	MOD(PE) FV862121	1	
13		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
14	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	1	
15		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
16	G1	5305-99-122-8664	. . SCREW, MACHINE Iso m; steel; hex hd; zinc plated w/chromate treatment; 5mm by 0.80mm pitch; 12mm lg; class 6g thd	BS3692	2	
17	G1	5310-99-135-9300	. . WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	2	

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 18	G1	5310-99-122-5294	<p>NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut NOTE... Items 16 to 18 for use with items 5 and 11</p>	BS3692	2	

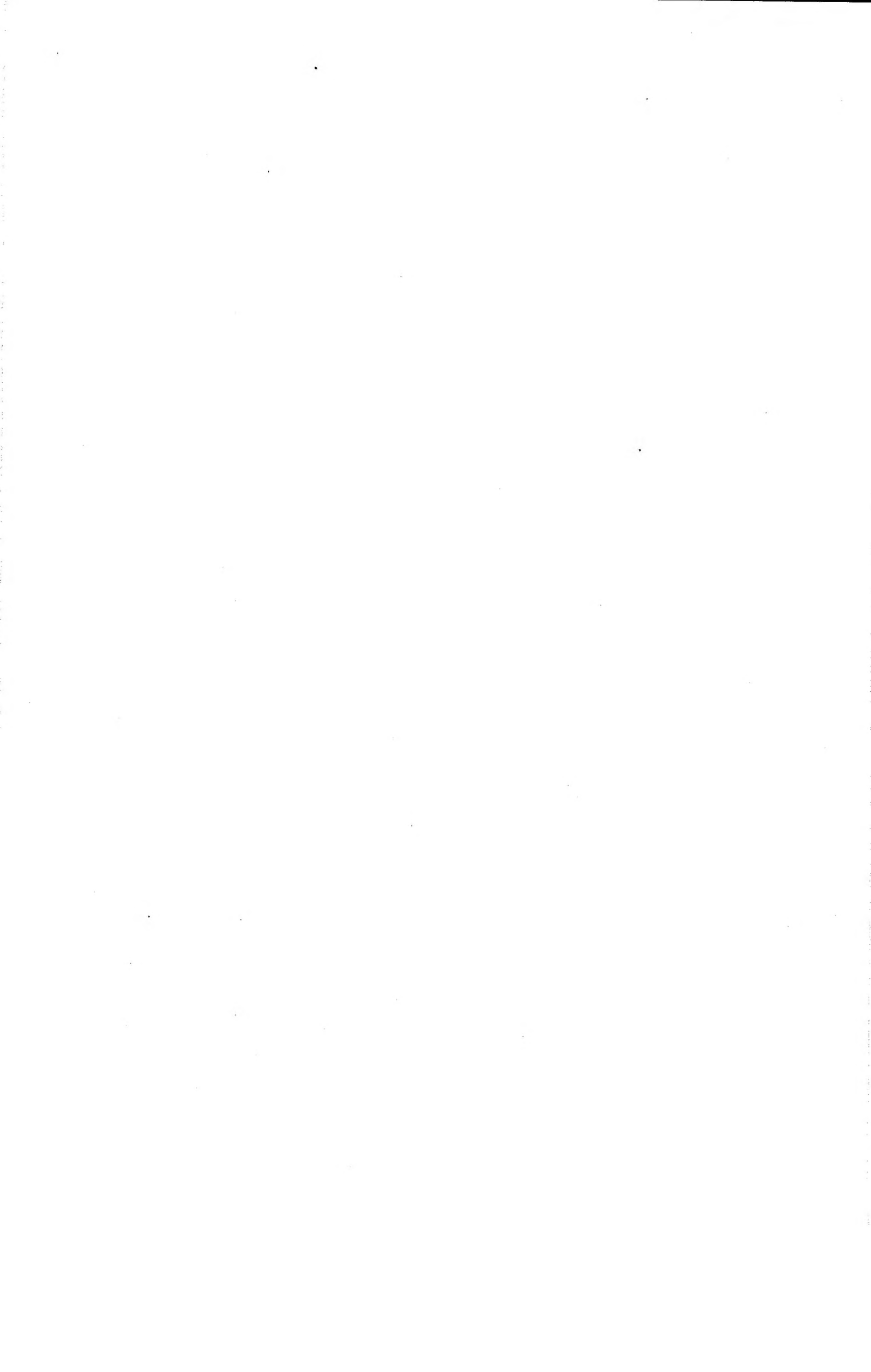


Chapter 2-2-5

PARTS LIST

HANDBRAKE ASSEMBLY

Drawing No. FV2140606



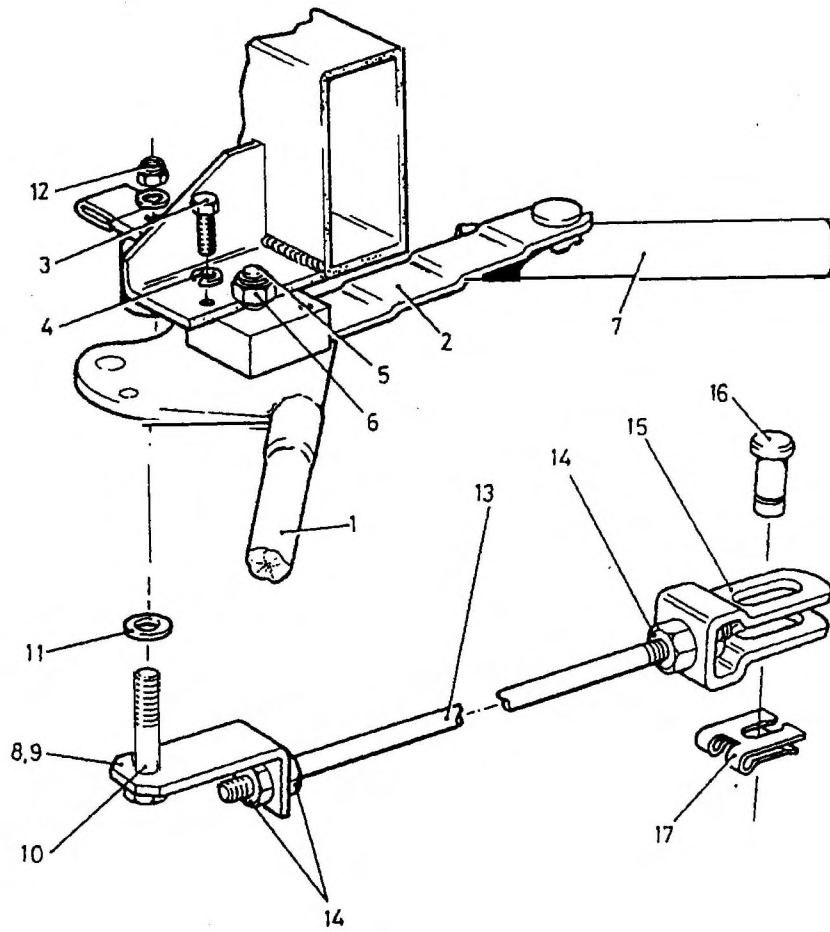


Fig 1 Handbrake assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	HANDBRAKE ASSEMBLY	MOD(PE) FV2140606	REF	
1		NP	. LEVER, HANDBRAKE	MOD(PE) FV2140610	1	
2		NP	. SUPPORT, HANDBRAKE steel, Zn plated, 165 mm c to c	MOD(PE) FV2140609	1	
3	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.25mm pitch; 20mm lg	BS3692	2	
4	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
5		NP	. BOLT, PIVOT	MOD(PE) FV2140611	1	
6		NP	. NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M16	BS4929 PART 1	1	
7		NP	. SPRING ASSEMBLY	BRADLEY H02195000 400	1	
8		NP	. CONNECTOR ASSEMBLY	MOD(PE) FV2140607	1	
9		NP	. : CONNECTOR	MOD(PE) FV2140608	1	
10	G1	5306-99-122-2774	. . BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 45 mm lg	BS3692	1	
11	G1	5310-99-122-6476	. . WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	2	
12		NP	. . NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M10	BS4929	1	
13		NP	. ROD, BRAKE steel, Zn coated, 1015 mm lg, 10 mm dia, 1st end thd M10 x 100 mm lg, 2nd end thd M10 x 40 mm lg	MOD(PE) FV2046077	1	

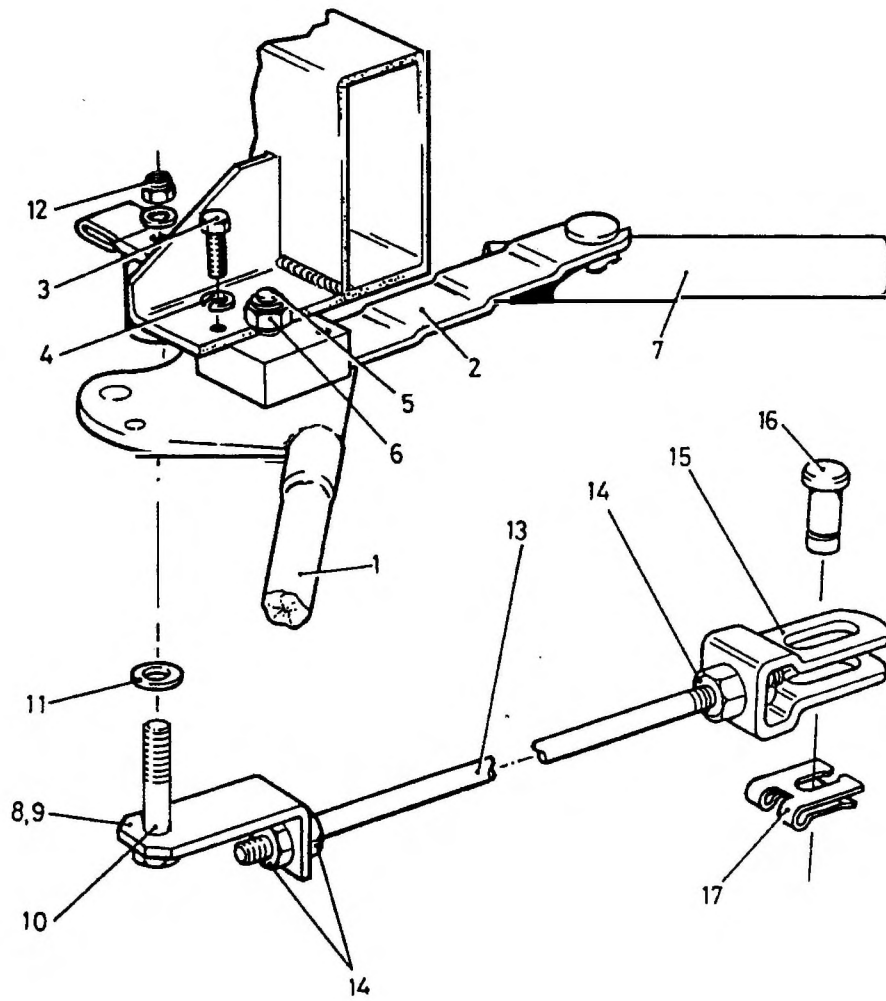


Fig 1 Handbrake assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
14	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F; 8mm h; strength grade 8	BS3692 DEFSTAN 53-27/3/2	4	
15		NP	CLEVIS ASSEMBLY	BRADLEY KIT 3209	1	
16		NP	PIN, CLEVIS steel, 10 mm dia	COMP- ONENTS & LINKAGE NBM10	1	
17		NP	CLIP, SAFETY Zn coated	COMP- ONENTS & LINKAGE SLM10	1	

Chapter 2-2-6

PARTS LIST

JOCKEY WHEEL ASSEMBLY

Drawing No. FV666240

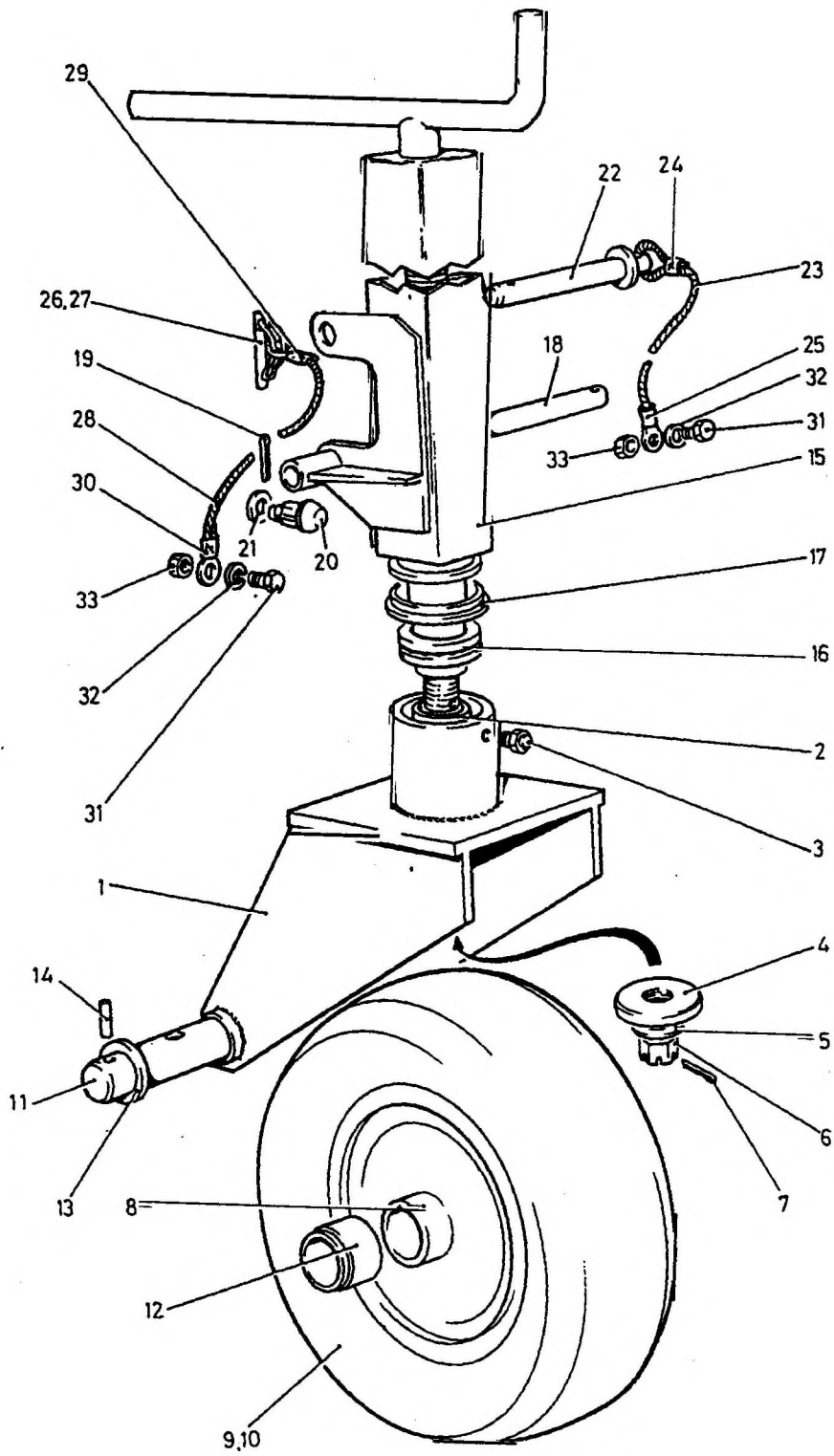


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
	X2	2330-99-214-1027	JOCKEY WHEEL ASSEMBLY	MOD(PE) FV666240	REF	
1-1	X2	2330-99-214-1028	. FORK AND BUSH ASSEMBLY	MOD(PE) FV666241	1	
2	X2	3120-99-214-1243	. . BEARING SLEEVE Phos B/steel, 40 mm id, 44 mm od, 40 mm lg	GLACIER METAL MB4040DU	1	
3	6MT13	4730-99-943-9377	. . LUBRICATING NIPPLE 3/8 in. UNF	BS1486	1	
4		NP	. . COLLAR steel, 55 mm od, 17.5 mm id, 6 mm thk	MOD(PE) FV850919	1	
5	G1	5310-99-122-6479	. WASHER, FLAT steel, Zn coated, M16	BS4320	1	
6	G1	5310-99-135-9043	. NUT, SLOTTED, HEXAGON metric, steel, Zn coated, M16	BS3692	1	
7	G1	5310-99-138-2211	. PIN, COTTER, SPLIT steel, phosphated, 4 mm dia, 50 mm lg	BS1574 TABLE 4	1	
8		NP	. WHEEL, PNEUMATIC TYRE steel, 2.125 x 8, 1 in. bore	H G SMITH HG1	1	
9		NP	. . TYRE, PNEUMATIC 16 x 4, 4 ply, industrial	GOODYEAR T991	1	
10	MT14	2610-99-809-3450	. . INNER TUBE, PNEUMATIC TYRE	GOODYEAR 16-4TR29	1	
11		NP	. SHAFT steel, 25 mm dia, 183 mm lg, 2 holes 6 mm dia, 1 hole 10 mm dia	MOD(PE) FV924211	1	
12		NP	. . SPACER steel, 33.7 mm od, 4 mm wall thk, 12 mm thk	MOD(PE) FV924212	2	
13	G1	5310-99-941-8642	. . WASHER, FLAT steel, Zn coated, 1 in.	BS3410	2	
14	G1	5315-99-124-0791	. . PIN, SPRING steel, 6 mm x 40 mm lg	BRITTOOL DSAP	2	
15	X2	2590-99-214-1579	. JACK ASSEMBLY	MOD(PE) FV666245	1	
16	6MT7	3110-99-943-9185	. . BEARING, BALL, THRUST single row, 1-3/4 in. id, 2-11/16 in. od, 3/4 in. thk	RHP LT 1-3/4/B	1	
17	X2	2330-99-214-1452	. . RING, SEALING synthetic rubber, 63 mm x 6 mm h	HEADLAND ENG- INEERING V705	1	

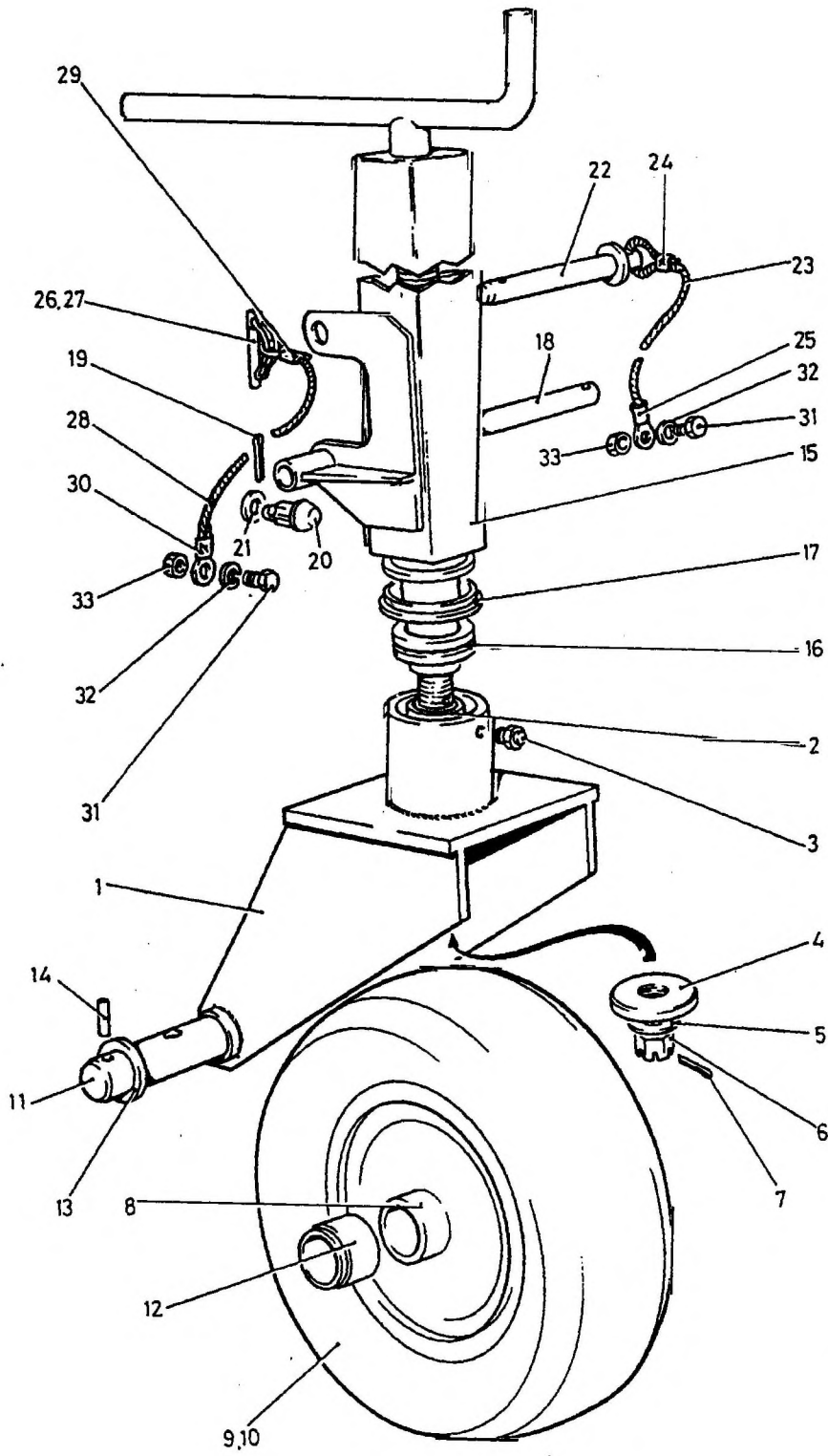


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 18	X2	5315-99-214-1244	. PIN, STRAIGHT, HEADLESS steel, Zn coated, 20 mm x 210 mm lg	MOD(PE) FV666247	1	
19		NP	. PIN, COTTER, SPLIT steel, phosphated, 4 mm dia, 32 mm lg	BS1574 TABLE 4	2	
20		NP	. BUFFER ASSEMBLY	MOD(PE) FV924554	2	
21	G1	5310-99-122-3036	. . WASHER, PLAIN	BS4320	AR	
22	X2	2330-99-214-1029	. LOCKING PIN ASSEMBLY	MOD(PE) FV666361	1	
23		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
24	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	1	
25		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
26	X2	2330-99-214-1030	. COTTER PIN ASSEMBLY	MOD(PE) FV666244	2	
27	MT13	5315-99-825-0438	. . PIN, COTTER steel, 3/8 in. dia, 3 in. lg, c/w snap spring ring	PERKS M351	1	
28		NP	. . CORD green, 2.38 mm dia	RISTS TYPE 2	AR	
29	9BTR	2530-99-825-5801	. . CONNECTOR, PARALLEL	HELLER- MANN HC1335	AR	
30		NP	. . TERMINAL, RING	HELLER- MANN HL11506	1	
31	G1	5305-99-122-8664	. SCREW, MACHINE Iso m; steel; hex hd; zinc plated w/chromate treatment; 5mm by 0.80mm pitch; 12mm lg; class 6g thd	BS3692	3	
32	G1	5310-99-135-9300	. WASHER, LOCK split helical ring; cadmium plated; 5mm bolt size; 8.55mm od; 1.50mm thk	BS4464	3	

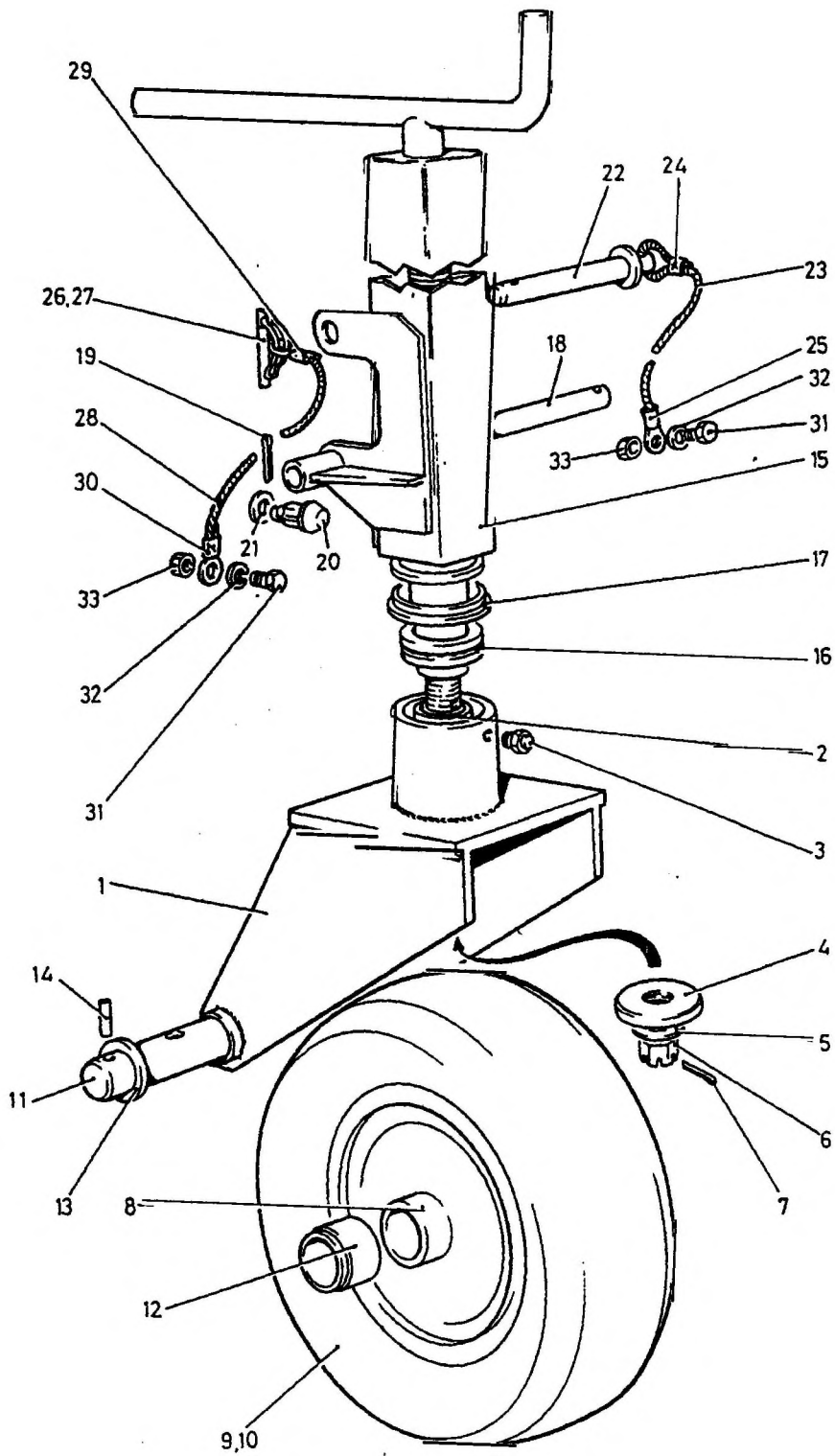


Fig 1 Jockey wheel assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 33	G1	5310-99-122-5294	<p>NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface; zinc plated; 5.00mm by 0.80mm pitch; 8.00mm w A/F; 4.00mm h o/a; grade 8 nut</p> <p>NOTE... Items 31 to 33 for use with items 22 and 26</p>	BS3692	3	

Chapter 2-2-7

PARTS LIST

SPARE WHEEL CARRIER ASSEMBLY

Drawing No. FV850897

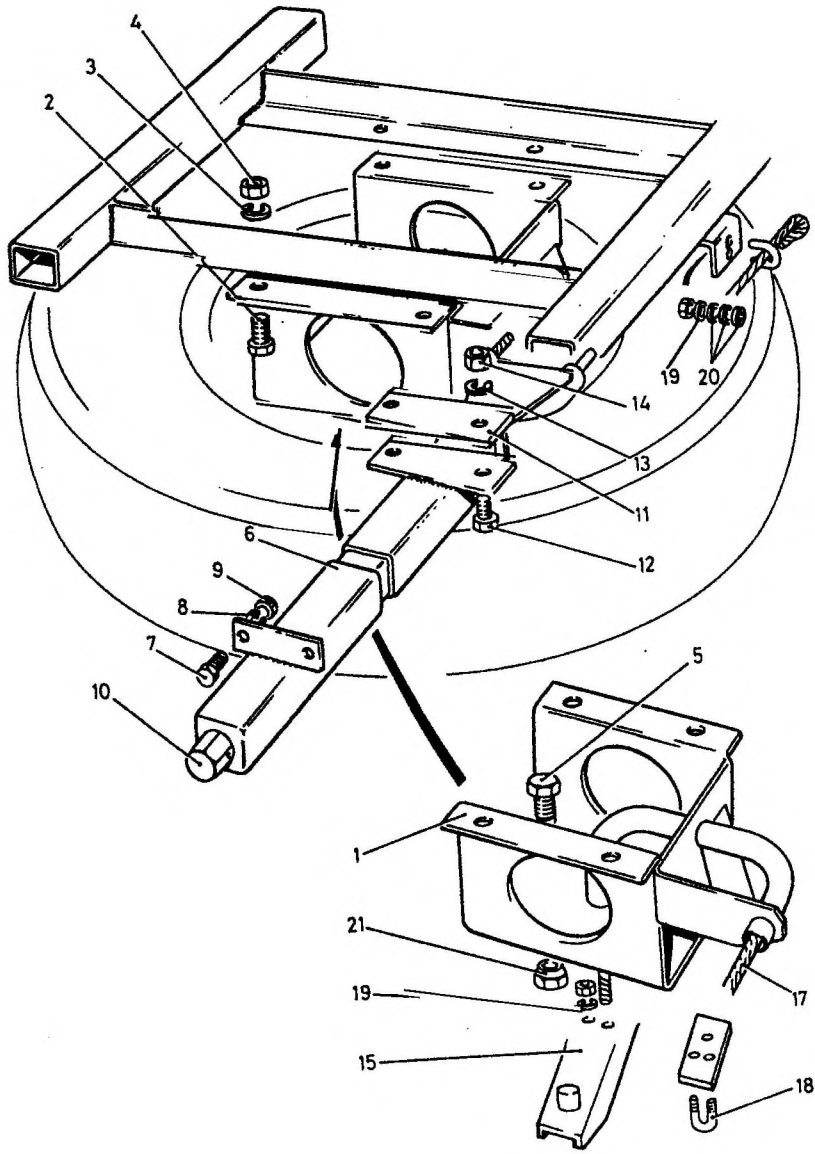


Fig 1 Spare wheel carrier assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
1-1		NP	SPARE WHEEL CARRIER ASSEMBLY	MOD(PE) FV850897	REF	
2	G1	5305-99-122-4910	. BRACKET ASSEMBLY	MOD(PE) FV861928	1	
3	G1	5310-99-135-9301	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	4	
4	G1	5310-99-122-5297	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	4	
5	G1	5305-99-121-0231	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	4	
6	X2	2330-99-214-1246	. SCREW, MACHINE BSF, steel, hex hd, Zn coated, 7/8 in. x 1-3/4 in. lg	BS1083	2	
7	G1	5305-99-122-4910	. WINCH ASSEMBLY	MOD(PE) FV861938	1	
8	G1	5310-99-135-9301	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	2	
9	G1	5310-99-122-5297	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
10	X2	2330-99-214-1247	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
11		NP	. CAP, DRIVE	MOD(PE) FV666408	1	
12	G1	5305-99-122-8684	. PACKER	MOD(PE) FV861869	1	
13	G1	5310-99-135-9305	. SCREW, MACHINE metric, steel, hex hd, Zn coated, M16 x 45 mm lg	BS3692	2	
			. WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	

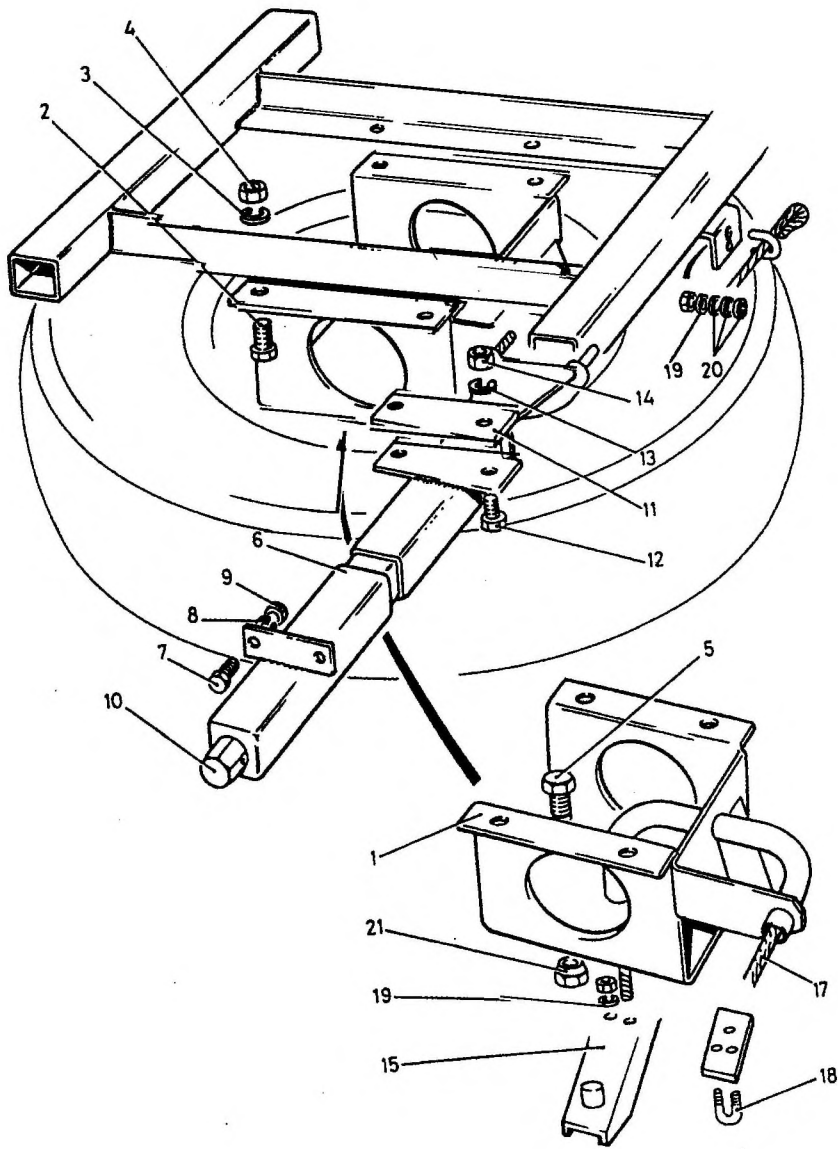
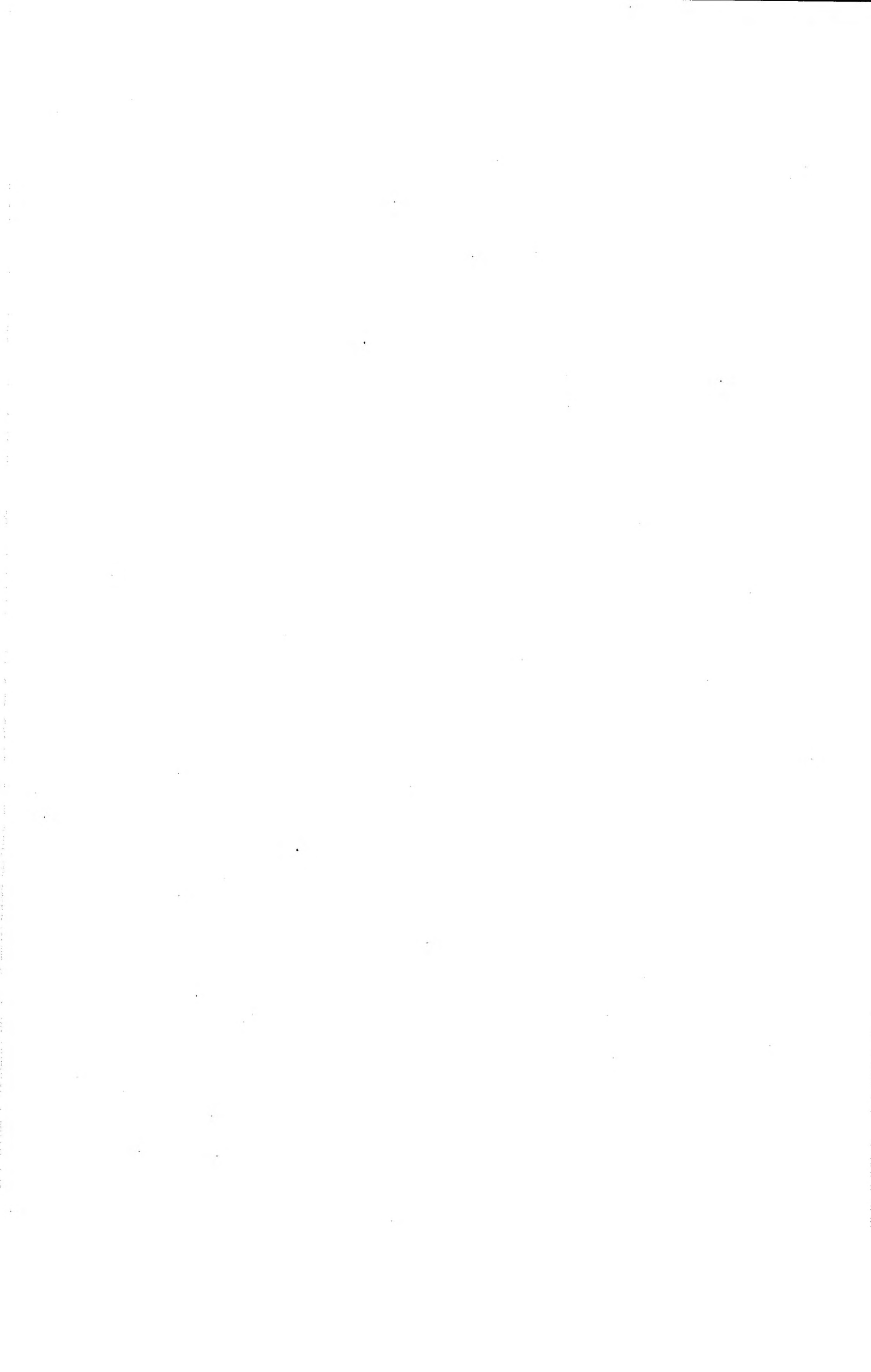


Fig 1 Spare wheel carrier assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-14	G1	5310-99-122-5299	. NUT, PLAIN, HEXAGON metric, steel, Zn coated, M16	BS3692	2	
15		NP	. CARRIER ASSEMBLY welded assembly	MOD(PE) FV861934 SHT 1	1	
16 NI		NP	. CARRIER casting	MOD(PE) FV861934 SHT 2	1	
17	X2	4010-99-214-1248	. WIRE, ROPE steel, 6 mm dia, 1.8 m lg	MOD(PE) FV861946	1	
18		NP	. GRIP, BULLDOG 6 mm nom size, c/w nut	BS462 PART 2	3	
19	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	6	
20	G1	5310-99-122-6474	. WASHER, FLAT steel; rd; zinc plated; rd hole; M6 nom bolt size; 12.5mm od; 1.6mm thk	BS4320	AR	
21	MT14	5310-99-815-3290	. NUT, CONE SEAT, HEXAGON BSF, steel, Zn coated, 7/8 in.	BSAU50PT2 -1964	2	



Chapter 2-2-8

PARTS LIST

MUDGUARD ASSEMBLY

Drawing No. FV2140708

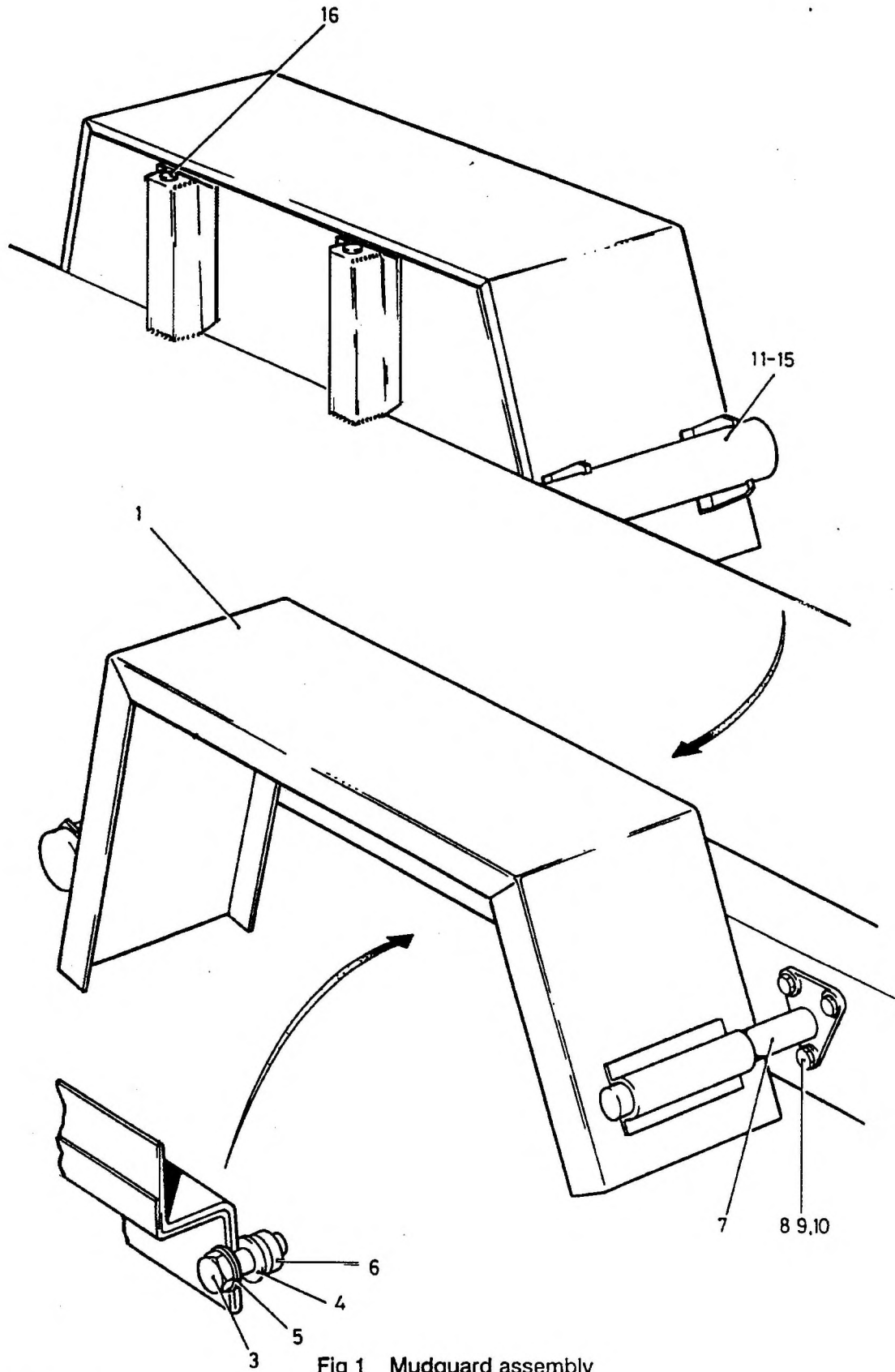


Fig 1 Mudguard assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		NP	MUDGUARD ASSEMBLY	MOD(PE) FV2140708	REF	
2		NP	. MUDGUARD ASSEMBLY, LEFT HAND	MOD(PE) FV666452	1	
NI		NP	. MUDGUARD ASSEMBLY, RIGHT HAND	MOD(PE) FV2140564	1	
3	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.200mm pitch 20mm lg	BS3692	20	
4	G1	5310-99-122-6475	. WASHER, FLAT ISO M; steel; rd; zinc plated; rd hole; M8 nom bolt size; 17mm nom od; 1.60mm nom thk	BS4320	40	
5	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	20	
6	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	20	
7		NP	. MUDGUARD STAY	MOD(PE) FV861969	2	
8	G1	5305-99-122-4910	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M10 by 1.50mm pitch 25mm o/a lg	BS3692	6	
9	G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	6	
10	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	6	
11		NP	. MUDGUARD SUPPORT	MOD(PE) FV861970	2	

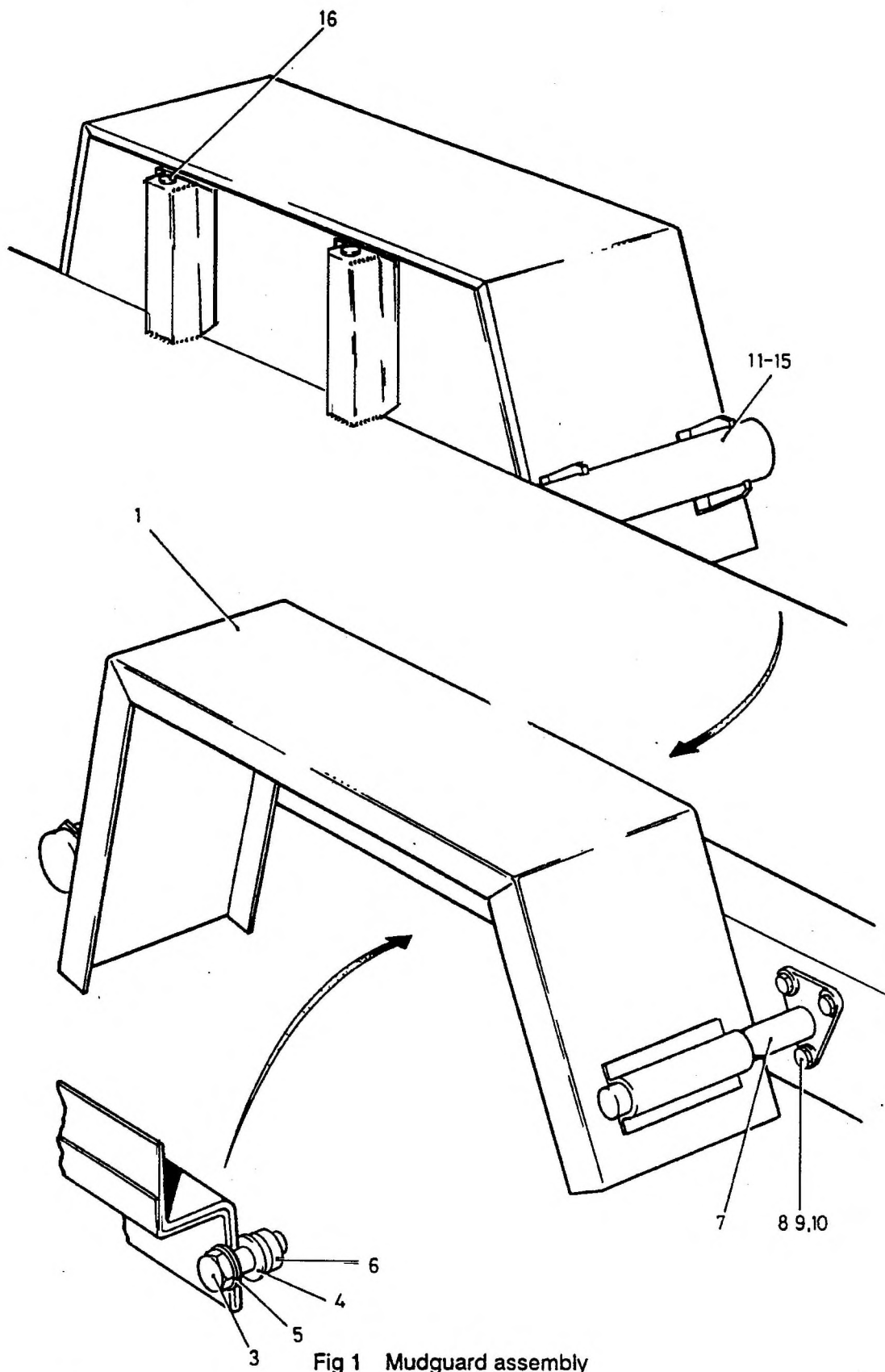


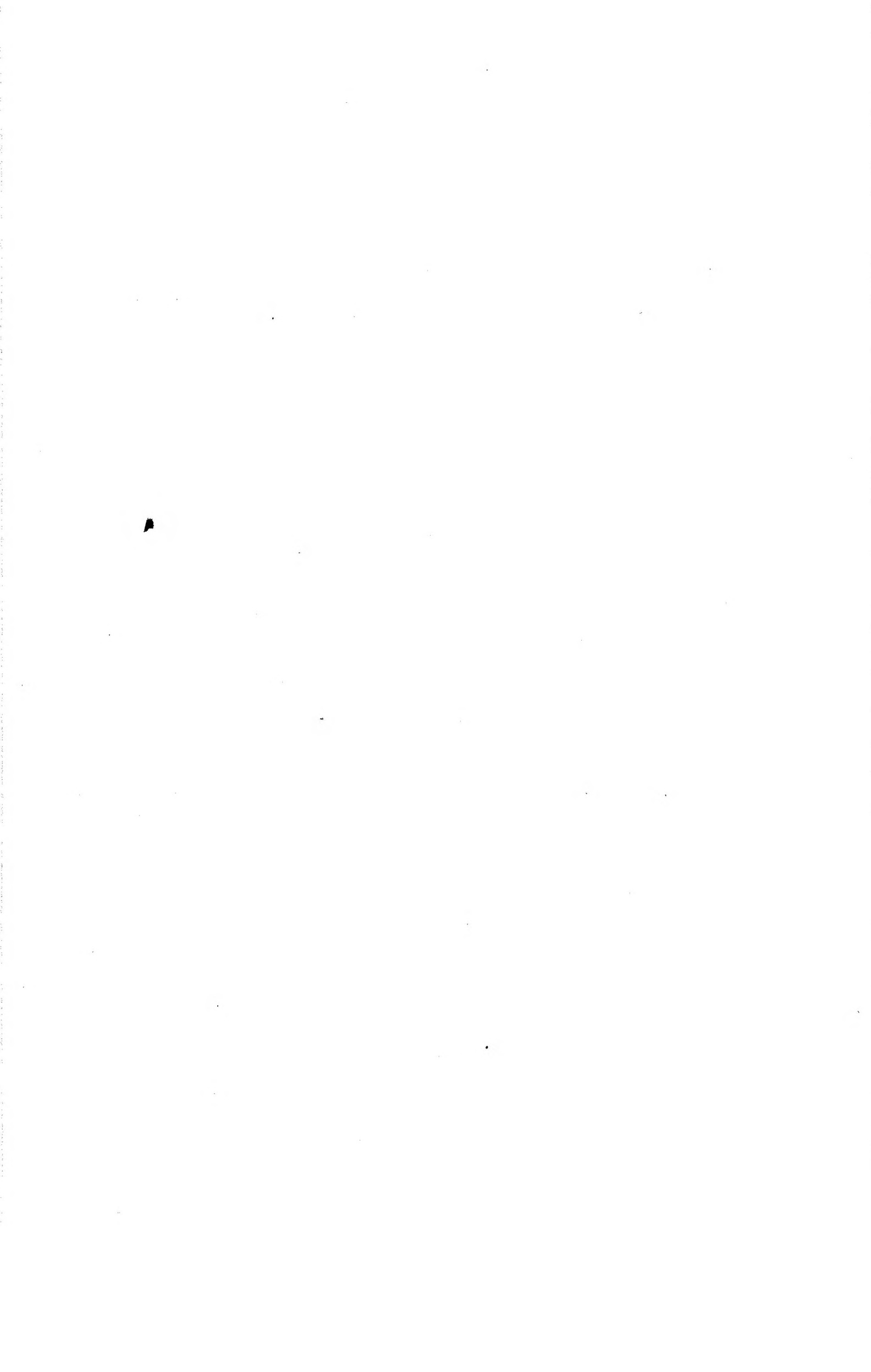
Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 12	G1	5305-99-122-5366	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; w/chromate treatment; M8 by 1.200mm pitch 20mm lg	BS3692	8	
13	G1	5310-99-122-6475	. WASHER, FLAT ISOM; steel; rd; zinc plated; rd hole; M8 nom bolt size; 17mm nom od; 1.60mm nom thk	BS4320	16	
14	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	8	
15	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	8	
16		NP	. PLUG	REEVITE 1550	8	

Chapter 2-2-9

PARTS LIST

AIR/HYDRAULIC ASSEMBLY

Drawing No. FV2140707



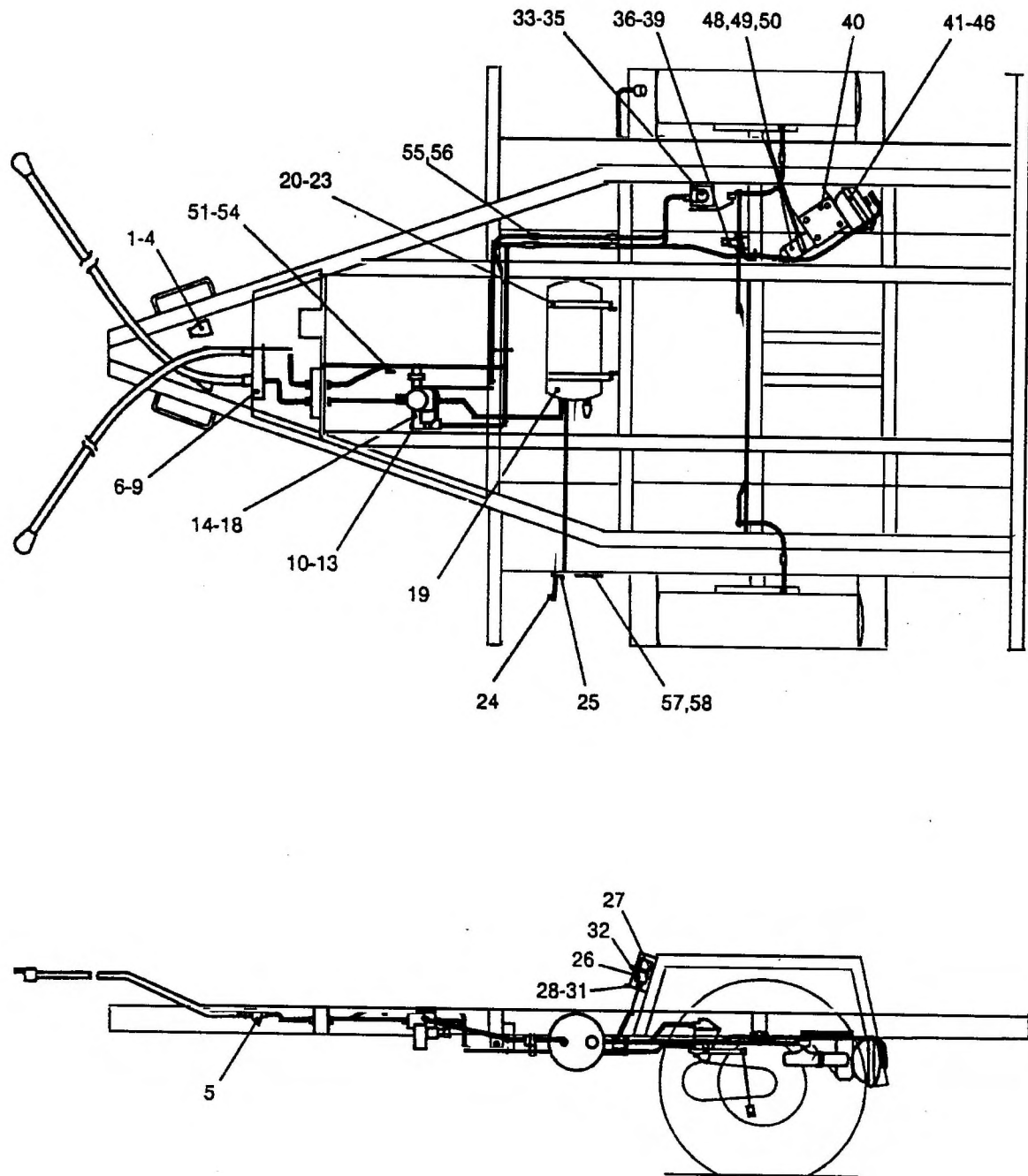


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
		NP	AIR/HYDRAULIC ASSEMBLY	MOD(PE)	REF	
1-1		NP	. DUMMY COUPLING	FV2140707 WABCO	2	
2	G1	5305-99-122-5368	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8.00mm by 1.25mm pitch; 30.00mm lg; class 6g thd	212227 BS3692	4	
3	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	4	
4	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	4	
5		NP	. LINE FILTER	WABCO 43250000 00	2	
6		NP	. BRACKET	MOD(PE) FV2140660	1	
7	G1	5305-99-122-4911	. SCREW, MACHINE Iso metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	2	
8	G1	5310-99-135-9303	. WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	2	
9	G1	5310-99-122-5297	. NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
10		NP	. RELAY EMERGENCY VALVE	WABCO 97100215 00	1	
11	G1	5305-99-122-5368	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated; 8.00mm by 1.25mm pitch; 30.00mm lg; class 6g thd	BS3692	2	

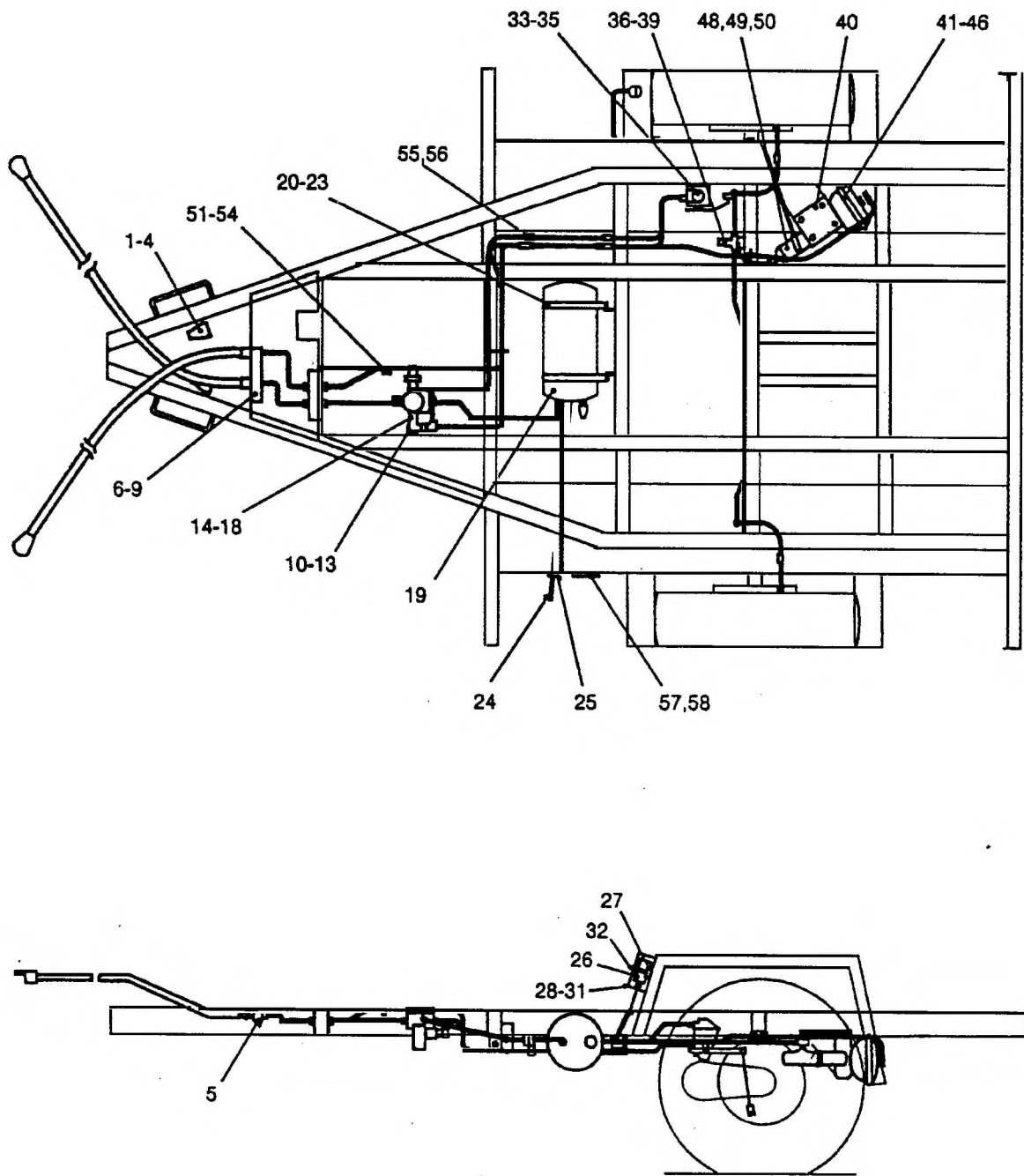


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
1- 12	G1	5310-99-135-9302	WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
13	G1	5310-99-122-5296	NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	2	
14		NP	PRESSURE LIMITING VALVE	WABCO 47501002 60	1	
15		NP	SPACER steel, 30 mm od, 11 mm id, 15 mm high	MOD(PE) FV2140661	2	
16	G1	5306-99-122-2775	BOLT, MACHINE metric, steel, hex hd, Zn coated, M10 x 50 mm lg	BS3692	2	
17	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	2	
18	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	2	
19		NP	RESERVOIR	WABCO 45102031 00	1	
20		NP	RESERVOIR MOUNTING BRACKET	WABCO 45199924 62	2	
21	G1	5305-99-122-4911	SCREW, MACHINE iso metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	4	
22	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	4	

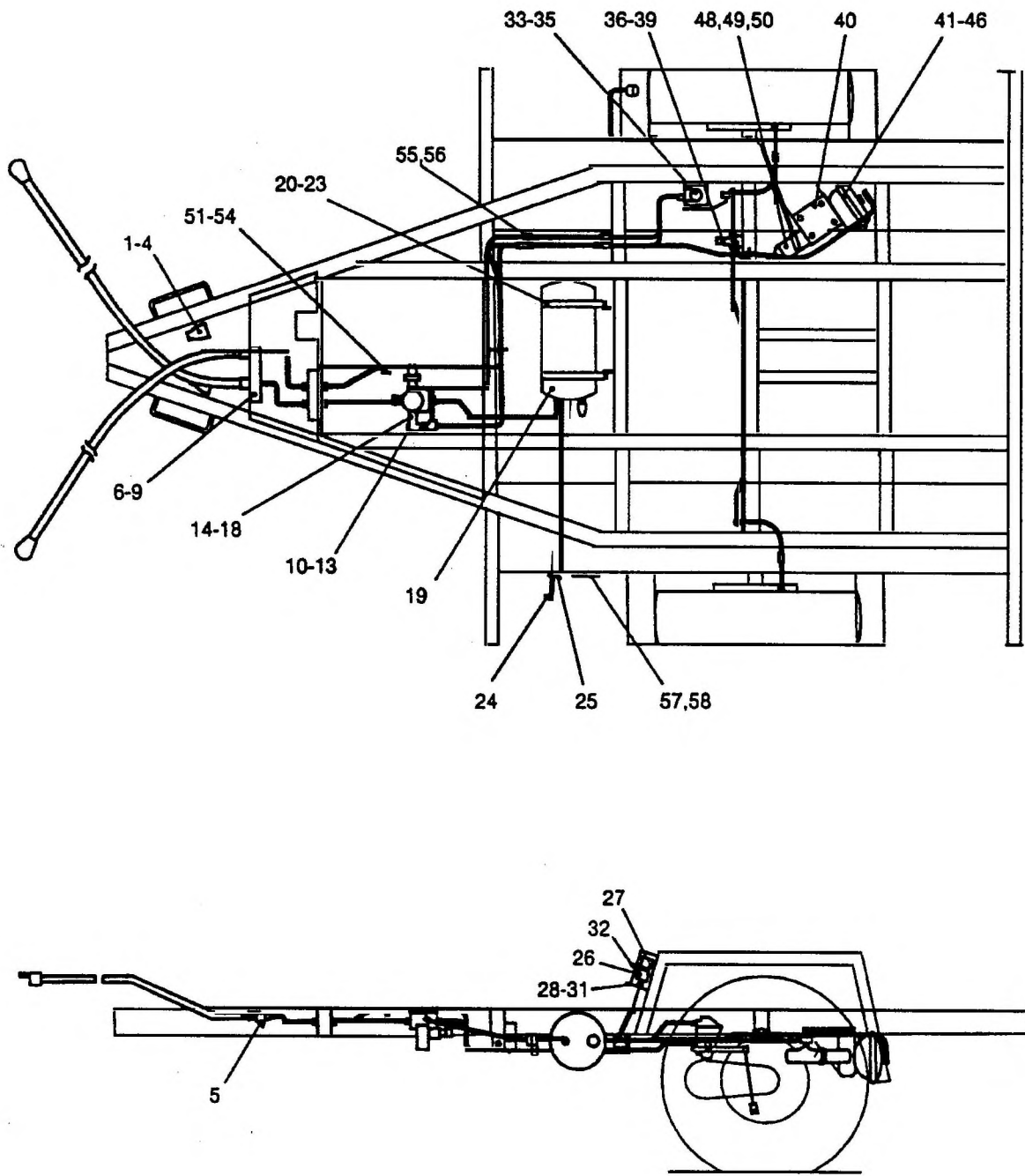


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
1- 23	G1	5310-99-122-5297	. . NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	4	
24		NP	. ROD steel, L shaped, 6 mm dia	MOD(PE) FV2140667	1	
25		5325-99-942-3445	. GROMMET, RUBBER	DEF STAN 53-13	1	
26		NP	. FLUID RESERVOIR	LUCAS 64046057	1	
27		NP	. . BRACKET, RESERVOIR	MOD(PE) FV2140675	1	
28		NP	. . GUARD	MOD(PE) FV2140360	1	
29	G1	5305-99-122-5361	. . SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	6	
30	G1	5310-99-135-9301	. . WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	6	
31	G1	5310-99-122-5295	. . NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
32		4730-99-533-2969	. . CLAMP, HOSE	DEF STAN 47-11	2	
33		NP	. VALVE, LOAD SENSING	TABLE 1(A) MOD(PE) FV2140668	1	
34	G1	5310-99-135-9302	. WASHER, LOCK steel; split helical ring; cadmium plated; 8mm bolt size; 12.75mm od; 2mm thk	BS4464	2	
35	G1	5310-99-122-5296	. NUT, PLAIN, HEXAGON ISO M; steel; chamfered bearing surface; zinc plated w/chromate treatment; M8 x 1.25mm pitch; 12.87mm nom w A/F; 6.37mm o/h	BS3692	2	

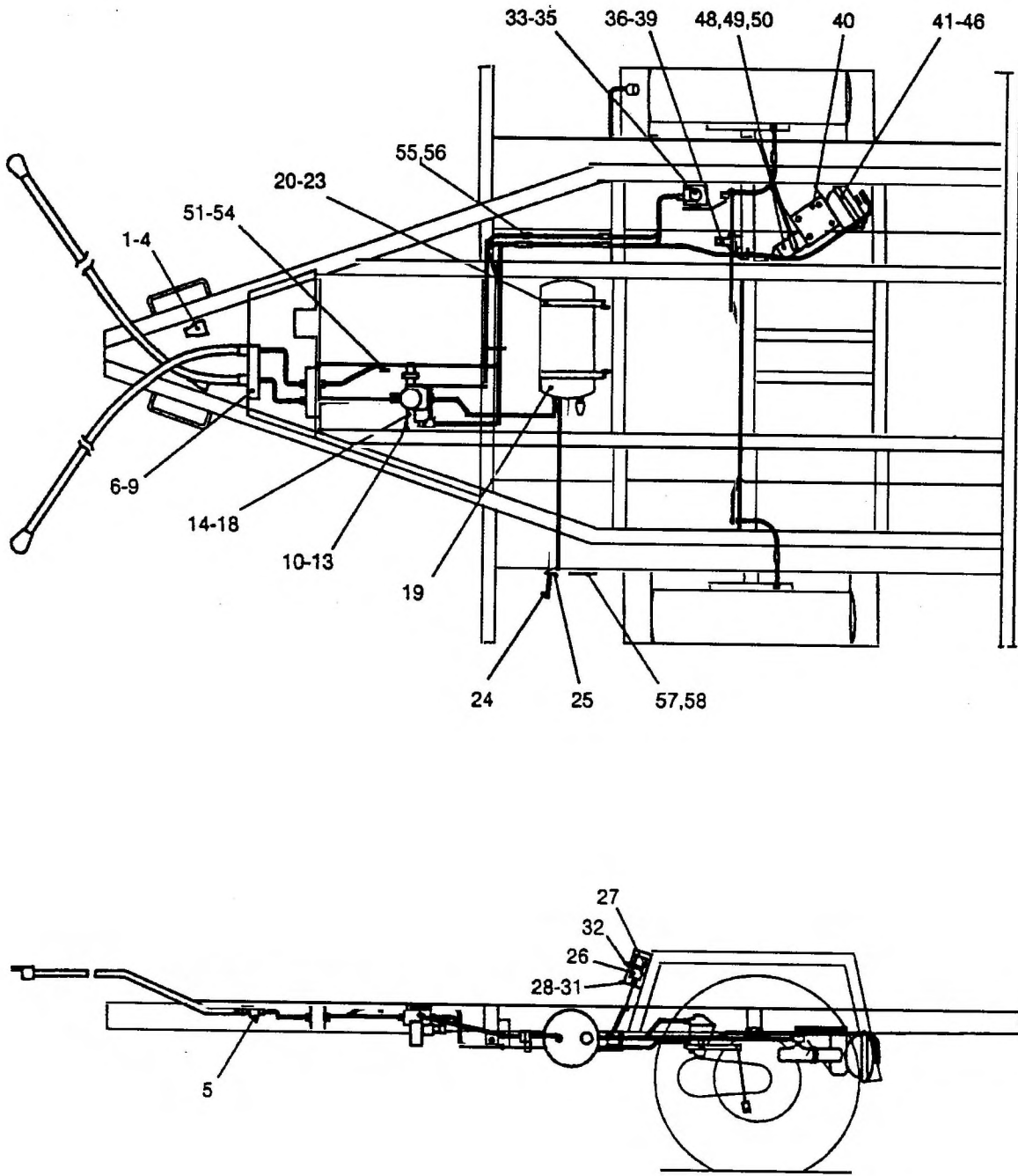


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-36		NP	JUNCTION, 3 WAY	LUCAS 353361W	1	
37	G1	5305-99-122-8669	SCREW, MACHINE metric, steel, hex hd, Zn coated, M10 x 35 mm lg	BS3692	1	
38	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	1	
39	G1	5310-99-122-5297	NUT, PLAIN HEXAGON ISO M; steel; zinc plated w/chromate treatment; M10 by 1.50mm pitch; 17mm w A/F 8mm h strength grade 8	BS3692	1	
40		NP	ACTUATOR	MOD(PE) FV2140688	1	
41		NP	MOUNTING BRACKET ASSEMBLY	MOD(PE) FV2140551	1	
42	G1	5305-99-122-8675	SCREW, MACHINE metric, steel, hex hd, Zn coated, M12 x 35 mm lg	BS3692	4	
43	G1	5310-99-135-9304	WASHER, LOCK steel; split helical ring; cadmium plated; 12.00mm bolt size; 17.90mm od, 2.50mm thk	BS4464	4	
44	G1	5310-99-122-5298	NUT, PLAIN, HEXAGON metric, steel, Zn coated, 12 mm	BS3692	4	
45	G1	5310-99-135-9305	WASHER, LOCK steel, single coil, cadmium plated, M16	BS4464	2	
46		NP	LOCKNUT M16 x 1.5	WABCO 81031500 44	3	
47 NI		NP	PLUNGER steel, phosphate, 166 mm lg	MOD(PE) FV2140560	1	
48		NP	MASTER CYLINDER	LUCAS 3102764	1	
49	G1	5305-99-122-8669	SCREW, MACHINE metric, steel, hex hd, Zn coated, M10 x 35 mm lg	BS3692	3	
50	G1	5310-99-135-9303	WASHER, LOCK steel; split helical ring; cadmium plated; 10mm bolt size; 15.90mm od; 2.50mm thk	BS4464	3	

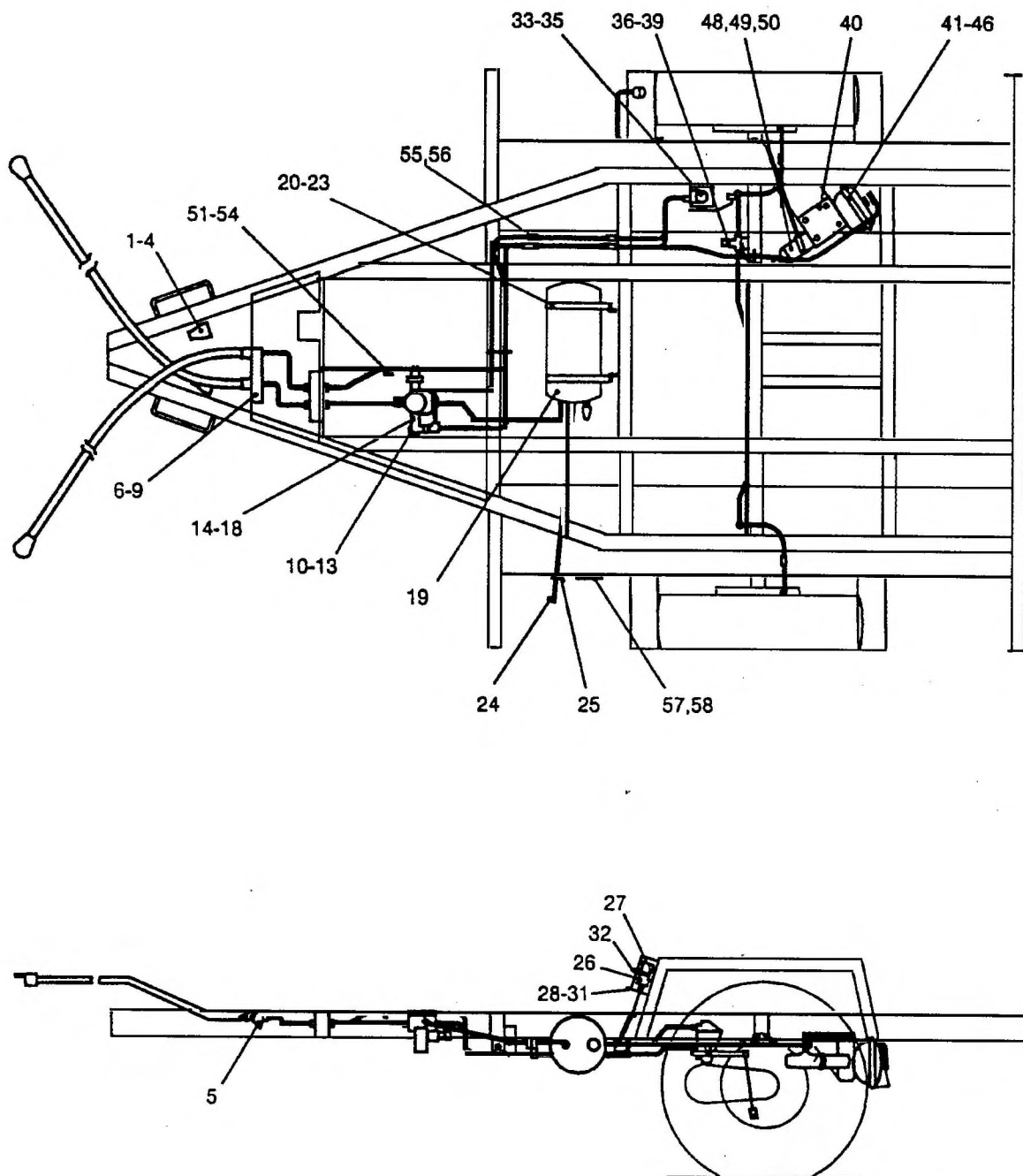


Fig 1 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 51		NP	. CLAMP PLATE ASSEMBLY	MOD(PE) FV2140665	3	
52	G1	5305-99-122-5361	. SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	3	
53	G1	5310-99-135-9301	. WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	1	
54	G1	5310-99-122-5295	. NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	1	
55		NP	. CLAMP, PIPE	MOD(PE) FV2116989/ 2	18	
56		NP	. SCREW, MACHINE	MOD(PE) FV2116989/ 3	18	
57		NP	. PLATE, INSTRUCTION	MOD(PE) FV924144	1	
58		NP	. PIN, GROOVED 1/8 in. dia, 1/2 in. lg	PSM GS1A	4	
59 NI		NP	. FLUID AUTOMOTIVE, BRAKE 1 litre	DEF STAN 01-5 SECT 1(F)	AR	

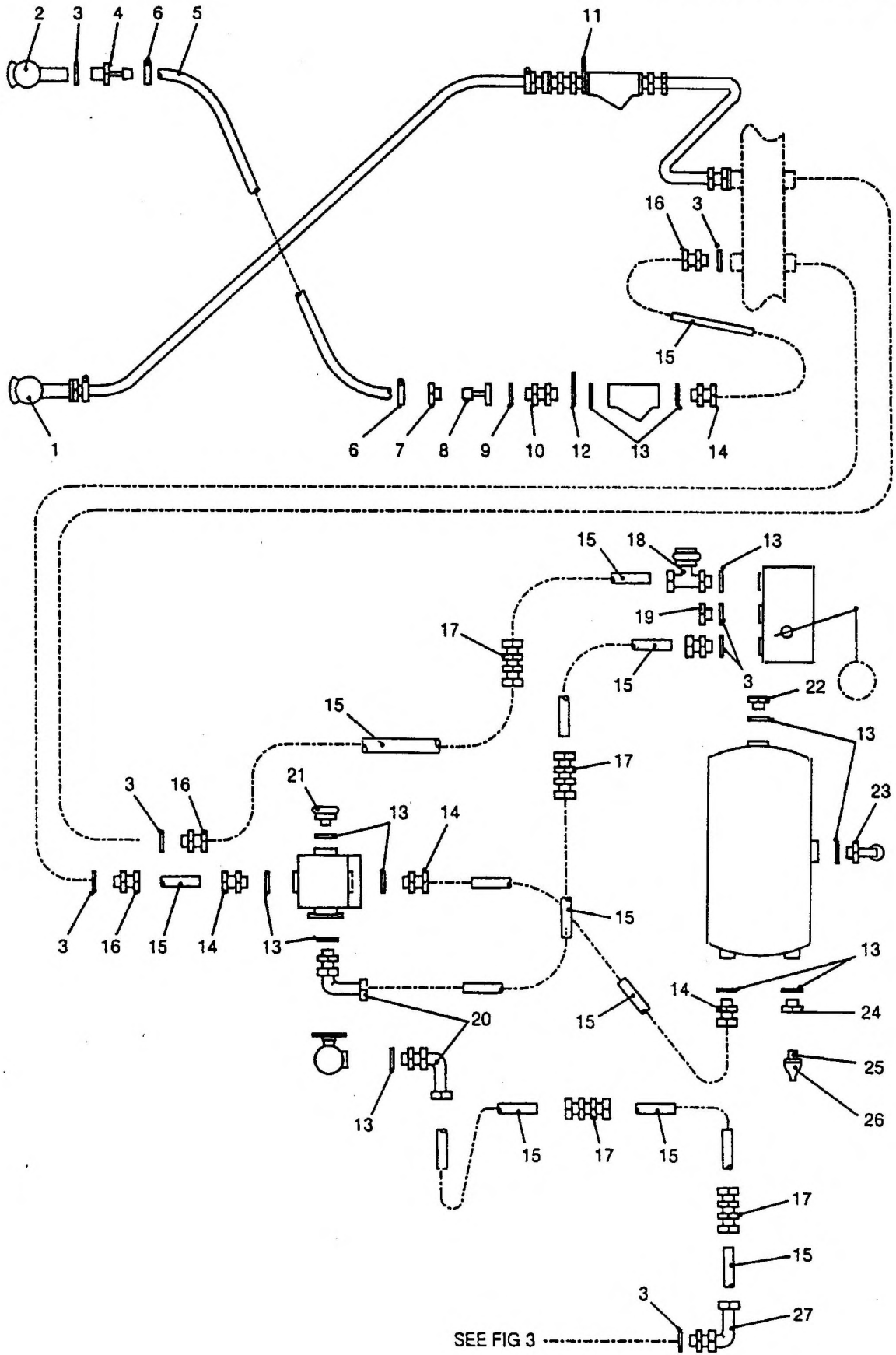


Fig 2 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
2-1		NP	. PALM COUPLING service	WABCO 95220002 20	1	
2		NP	. PALM COUPLING emergency	WABCO 95220002 10	1	
3		NP	. WASHER Al, 16 mm dia	WABCO 81140105 74	10	
4		NP	. CONNECTOR, HOSE M16 x 13 x 6	WABCO 89312041 44	2	
5		NP	. HOSE 13 mm x 6 mm, bulk supply	BSAU110	AR	
6		NP	. CLIP, HOSE 13 x 6	WABCO 89351041 02	4	
7		NP	. NUT, HOSE M22	WABCO 89307009 44	2	
8		NP	. NIPPLE, HOSE	WABCO 89312042 44	2	
9		NP	. WASHER, FIBRE 15 mm dia.	WABCO 89704264 04	2	
10		NP	. STUD, BULKHEAD M22	WABCO 89389001 40	2	
11		NP	. TAG, LINE service	WABCO AP6636	1	
12		NP	. TAG, LINE emergency	WABCO AP6637	1	
13		NP	. WASHER Al, M22	WABCO 81140108 04	14	
14		NP	. CONNECTOR, STRAIGHT M22 x 10	WABCO 89380010 90	5	
15		NP	. PIPE 10 mm x 1mm, bulk supply	AUTO- MOTIVE PRODUCTS TUNGUM	AR	
16		NP	. CONNECTOR, STRAIGHT M16 x 10 mm	WABCO 89380199 40	5	
17		NP	. CONNECTOR, BULKHEAD	WABCO 89382016 00	4	

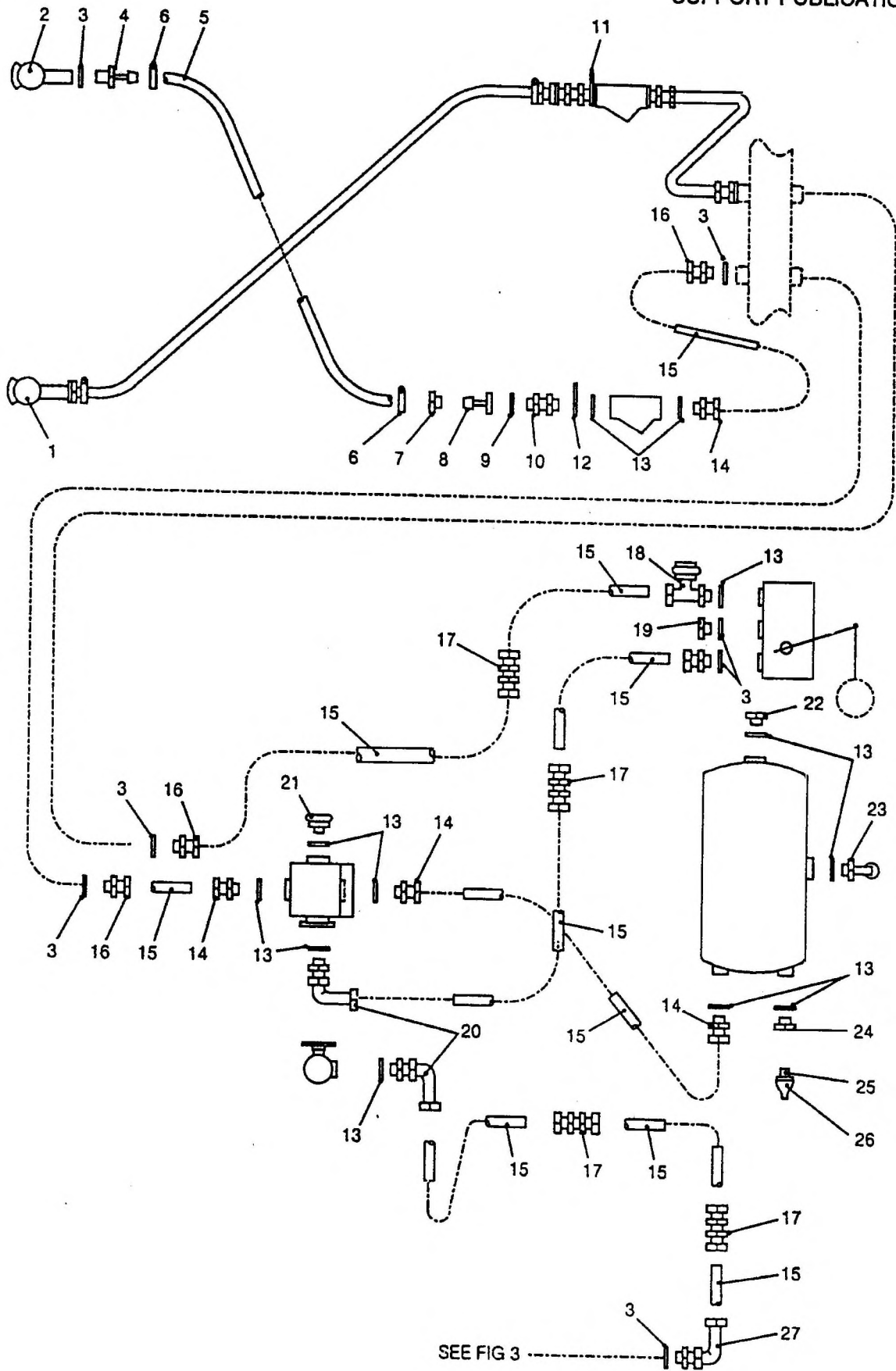


Fig 2 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
2-18		NP	. TEST POINT M22 x 10 mm	WABCO 46370301 20	1	
19		NP	. PLUG M16	WABCO 81090400 44	1	
20		NP	. CONNECTOR, ELBOW M22 x 10 mm	WABCO 89383044 10	2	
21		NP	. TEST POINT M22	WABCO 46370310 00	1	
22		NP	. PLUG M22	WABCO 89301007 04	1	
23		NP	. VALVE, DRAIN c/w pull ring	WABCO 93430007 00	1	
24		NP	. ADAPTOR M22 male, 1/4 in. NPTF female	WABCO 42530100 34	1	
25		NP	. SWITCH, LOW PRESSURE WARNING	WABCO APSA7282/ 3	1	
26		NP	. BOOT	WABCO SF50-281	1	
27		NP	. CONNECTOR, ELBOW M16 x 10 mm dia	WABCO 893830047 10	1	

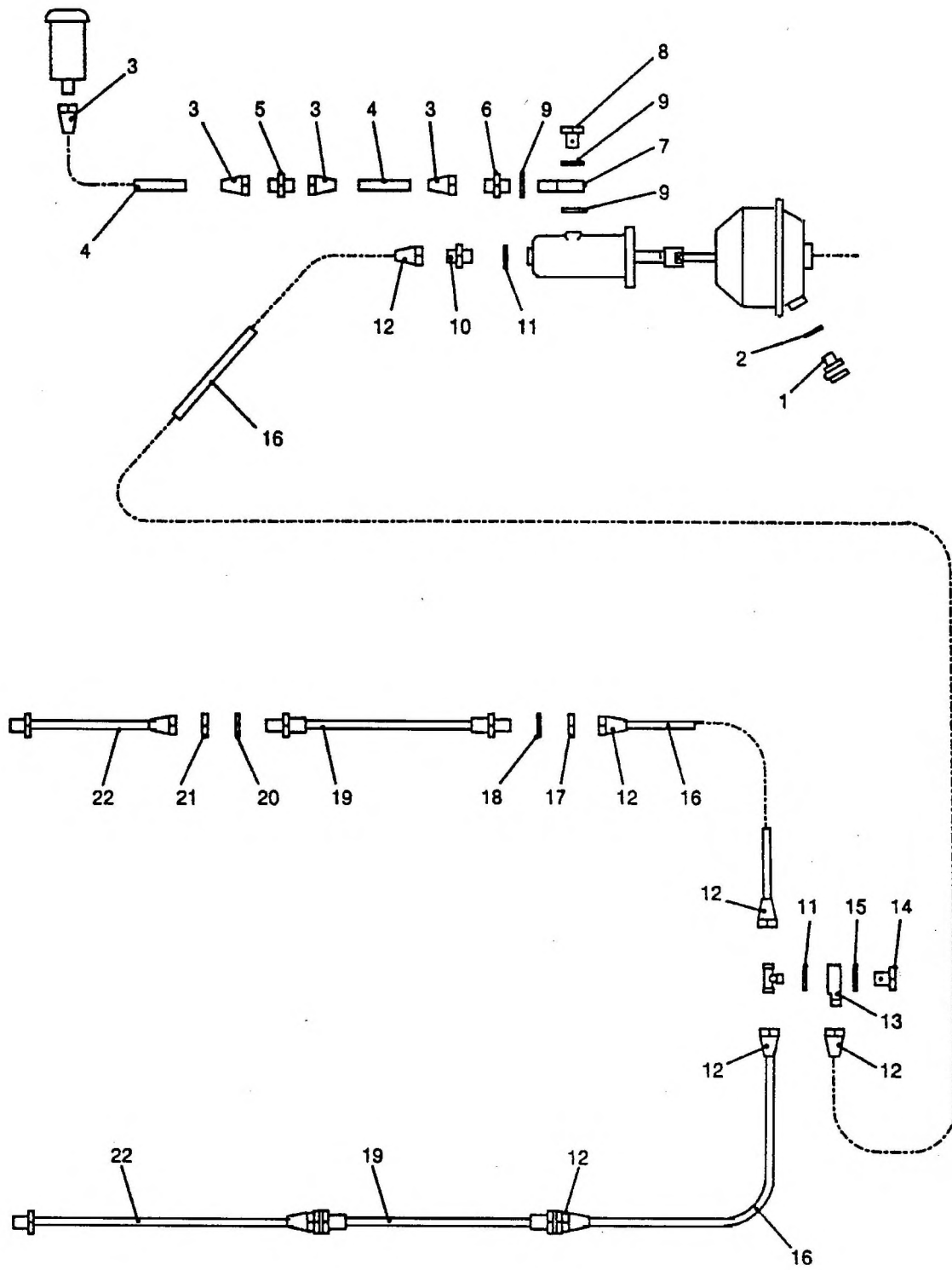


Fig 3 Air/hydraulic assembly

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-1		NP	TEST POINT M16	WABCO 46370310 30	1	
2		NP	WASHER Al, 16 mm dia	WABCO 81140105 74	1	
3		NP	NUT, PIPE 5/8 in. UNF, 3/8 in. dia	LUCAS 64470434	4	
4		NP	PIPE 10 mm x 1mm, bulk supply	AUTO- MOTIVE PRODUCTS TUNGUM	AR	
5		NP	UNION 5/8 in. UNF	LUCAS 64474963	1	
6		NP	ADAPTOR 5/8 in. UNF	LUCAS 64473284	1	
7		NP	BANJO	MOD(PE) FV2140699	1	
8		NP	BOLT, BANJO	MOD(PE) FV2140674	1	
9		NP	WASHER copper, 5/8 in. dia	LUCAS 378730	3	
10		NP	ADAPTOR 1/2 in. UNF	LUCAS 64473276	1	
11		NP	WASHER copper, 1/2 in. dia	LUCAS 378731	2	
12		NP	NUT, PIPE 1/2 in. UNF, 5/16 in. dia	LUCAS 377120	6	
13		NP	BANJO 1/2 in. UNF, male	LUCAS 352401W	1	
14		NP	BOLT, BANJO 1/2 in. UNF	LUCAS 64470416	1	
15		NP	WASHER copper, 19/32 in. dia	LUCAS 378723	1	
16		NP	PIPE tungum, 22 SWG, 5/16 in. dia	LUCAS TUNGUM 22SWG	AR	
17		NP	NUT, BULKHEAD 1/2 in. UNF	LUCAS 64100178	2	
18		NP	WASHER, SHAKEPROOF	LUCAS 64140089	2	
19		NP	HOSE, FLEXIBLE	AUTO- MOTIVE PRODUCTS KL92410	2	
20		NP	WASHER, LOCK 7/16 in. dia	AUTO- MOTIVE PRODUCTS K19408	2	

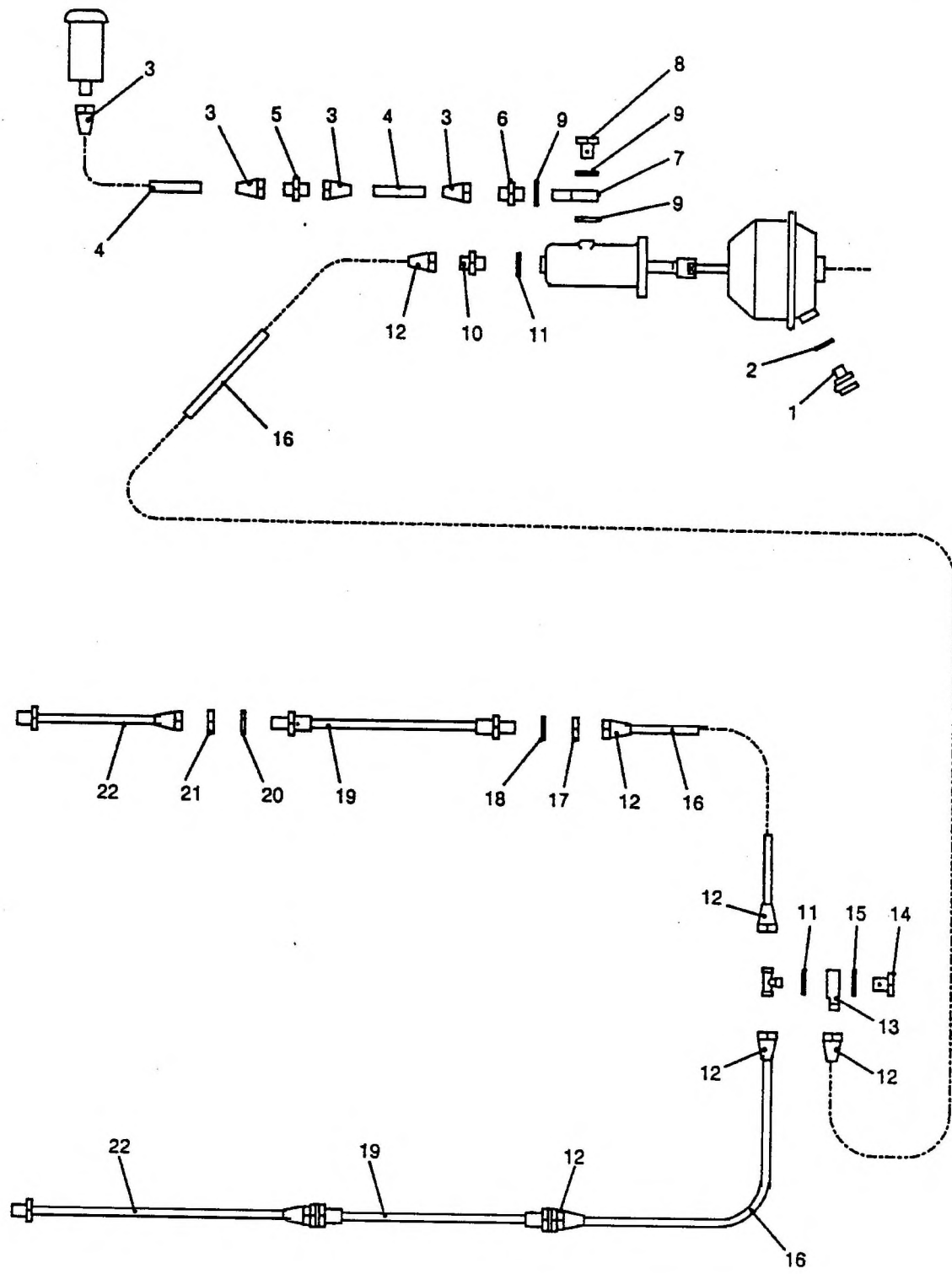


Fig 3 Air/hydraulic assembly

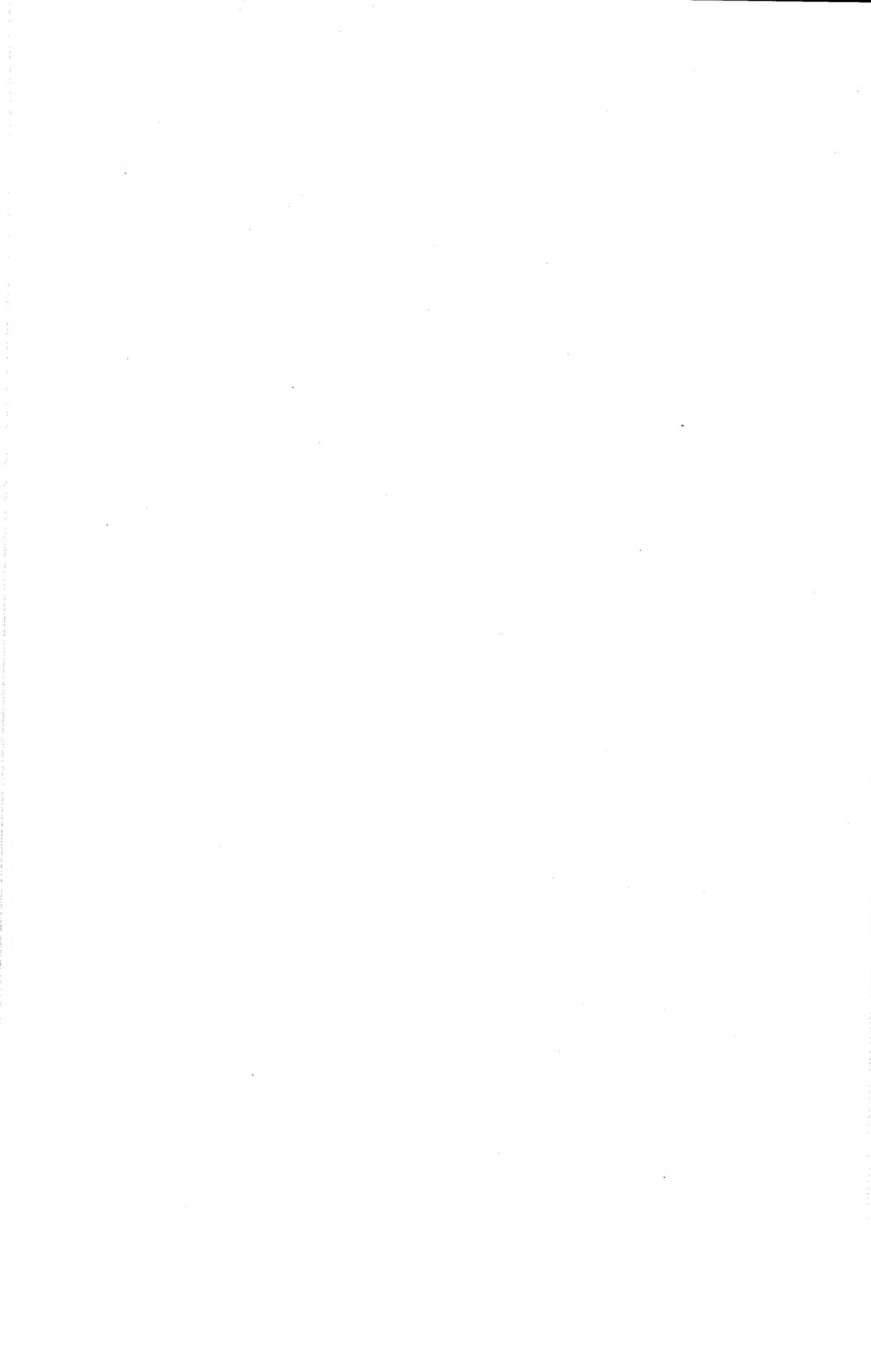
Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-21		NP	NUT, LOCK 7/16 in. UNF	AUTO- MOTIVE PRODUCTS K24104	2	
22		NP	BRAKE PIPE ASSEMBLY	MOD(PE) FV924180	2	

Chapter 2-3

PARTS LIST

ELECTRICAL SYSTEM

Drawing No. FV2168695



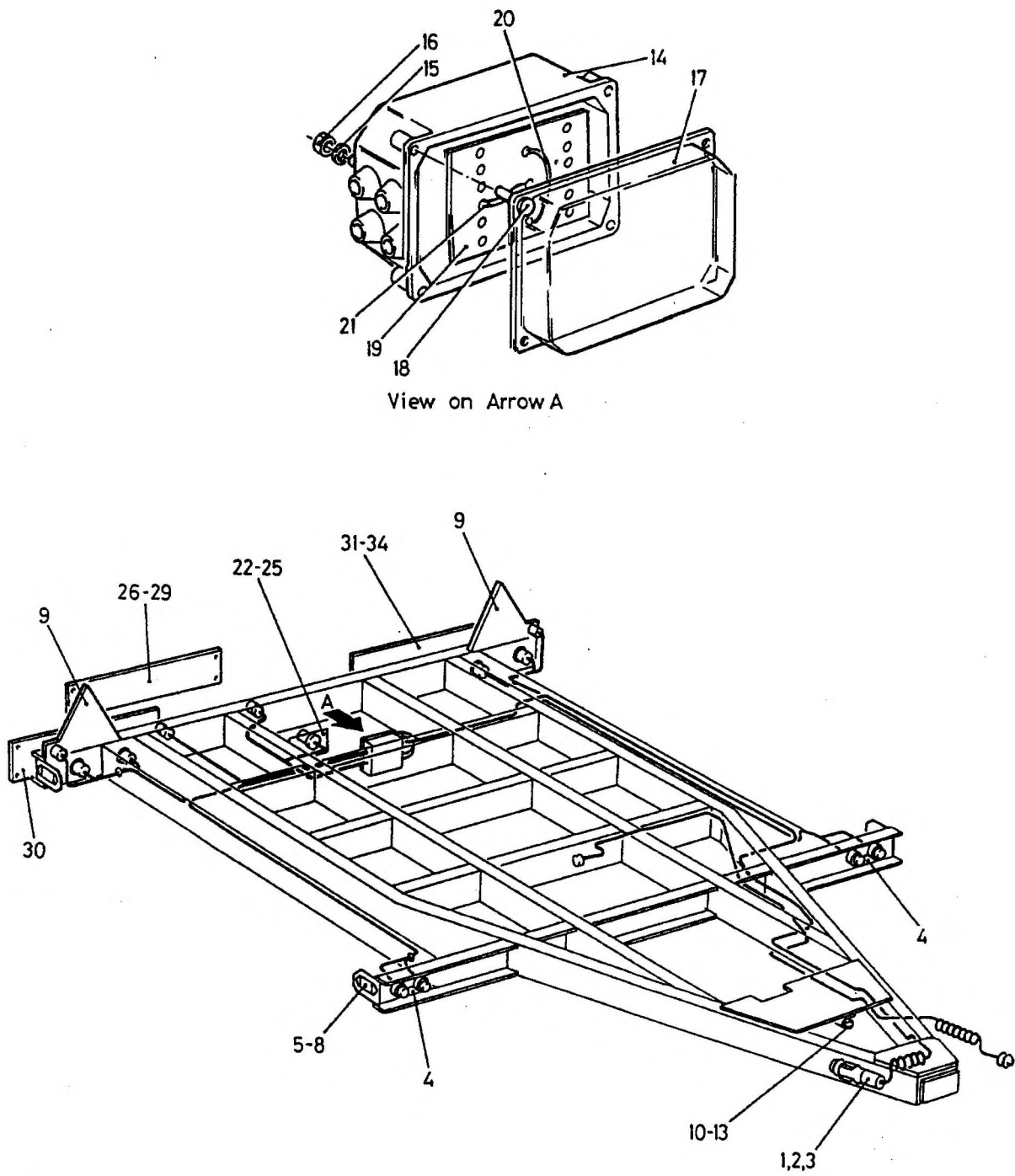


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
		NP	ELECTRICAL SYSTEM	MOD(PE) FV2168695	REF	
1-1	9BTR	5340-99-874-2272	CLIP, SPRING, TRAILER SOCKET steel, Cd plated, 2-1/2 in. id	MOD(PE) FV556226	1	
2	G1	5305-99-122-8665	SCREW, MACHINE ISO metric; steel; hex head; zinc plated w/chromate treatment; M6 dia by 1.00mm thd pitch; 10.00mm o/a lg; 10.00mm o/a thd lg; 6g thd; min TS 784.5 N per sq mm; strength grade 8.8	BS3692	2	
3	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
4		NP	REFLECTOR, INDICATING, CLEARANCE clear	FLEXIBLE LAMPS 78/03/00	2	
5		NP	REFLECTOR, CLEARANCE INDICATING amber	FLEXIBLE LAMPS 77/02/00	4	
6	G1	5305-99-135-0424	SCREW, MACHINE ISO metric; steel; pan hd; slot drive; zinc plated finish; 4mm by 0.70mm pitch by 16.00mm lg; class 6g thd	BS3692	12	
7	G1	5310-99-135-9299	WASHER, LOCK steel; split helical ring; cadmium plated; 4mm nom bolt size; 6.95mm od; 1.20mm thk	BS4464	12	
8	G1	5310-99-135-0755	NUT, PLAIN, HEXAGON ISO; metric; steel; chamfered bearing surface, zinc plated w/chromate; M4.0 by 0.070mm pitch; 7.00mm w A/F; 3.00mm o/a h; class 6h nut; grade 4	BS3692	12	
9		NP	REFLECTOR, TRAILER PLATE	FLEXIBLE LAMPS 71/03/00	2	
10		NP	DUMMY SOCKET low air pressure	MOD(PE) FV634204	1	

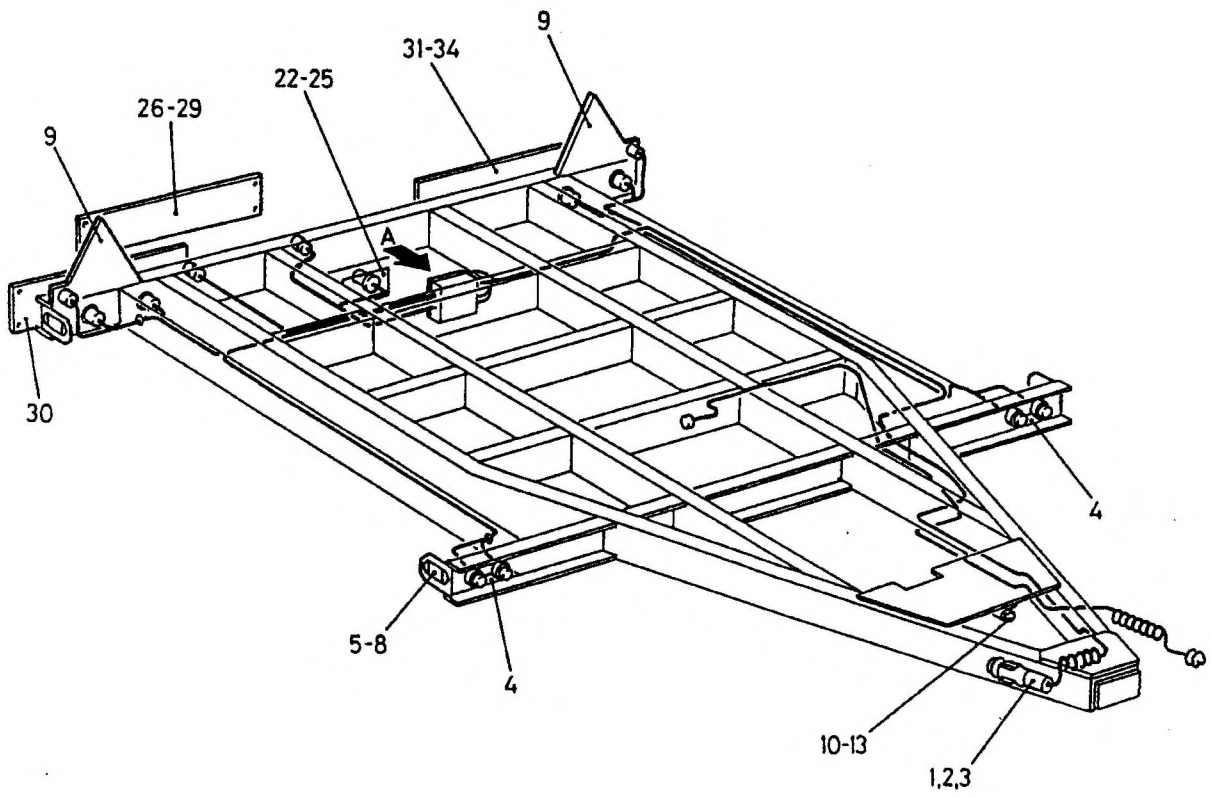
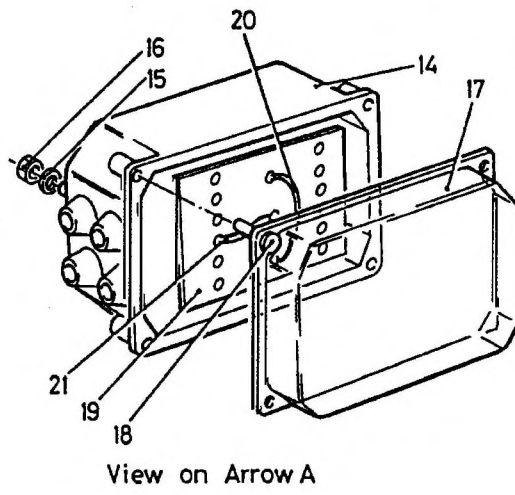


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Anno-tations
1- 11	G1	5305-99-135-0417	. SCREW, MACHINE ISO M; steel; pan hd; slot drive; zinc plated; 3mm dia x 0.50mm pitch; 12mm fastener lg; 12mm thd lg; class 6g thd; 392.3N/mm sq MTS; grade 4.8	BS3692	4	
12	G1	5310-99-135-9298	. WASHER, LOCK steel; split helical ring; cadmium plated; 3mm dia bolt size; 5.5mm nom od; 1mm nom thk	BS4464	4	
13	G1	5310-99-135-0754	. NUT, PLAIN, HEXAGON ISO M, steel; finished chamfered surface; zinc plated w/chromate; M3.0 by 0.50mm pitch; 5.50mm w A/F; 2.40mm o/a h; class 6h thd; grade 4 nut	BS3692	4	
14		NP	. JUNCTION BOX w/lock washer and nut	FLEXIBLE LAMPS 111/07/04	1	
15		NP	. WASHER, LOCK	BS4320	2	
16		NP	. NUT M6	BS3692	2	
17		NP	. . LID ASSEMBLY	FLEXIBLE LAMPS 3144	1	
18		NP	. . RETAINER	FLEXIBLE LAMPS 3123	4	
19		NP	. . TERMINAL BOARD 15 stud terminals	FLEXIBLE LAMPS 2853	1	
20		NP	. . CABLE ASSEMBLY link studs 7 and 9 NOTE... See Chapter 2-4-1	MOD(PE) FV2168761	1	
21		NP	. . CABLE ASSEMBLY link studs 8 and 12 NOTE... See Chapter 2-4-1	MOD(PE) FV2168762	1	
22		NP	. PLATE, CONVOY	MOD(PE) FV501292	1	
23	G1	5305-99-122-5360	. SCREW, MACHINE ISO M; steel; hex hd; zinc plated w/chromate treatment; M6 x 16mm lg	BS3692	2	

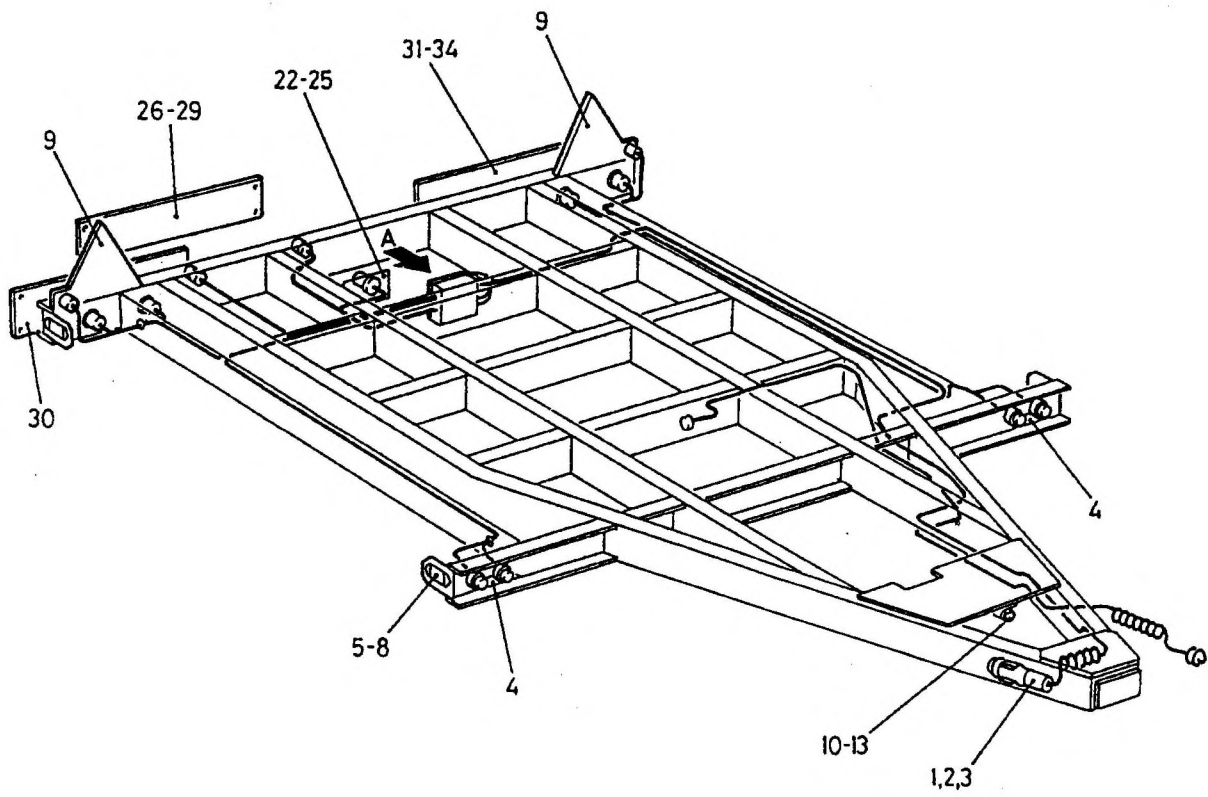
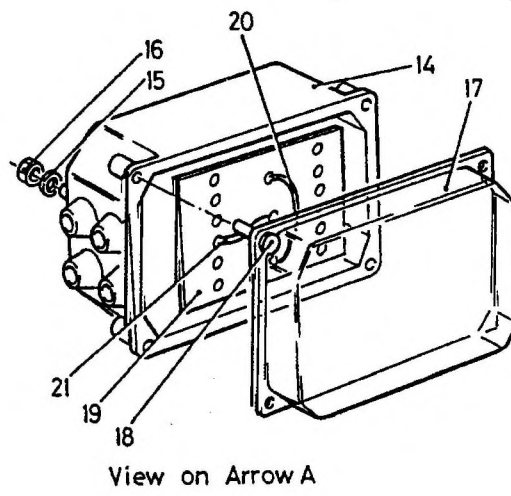


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-24	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
25	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
26		NP	PLATE, NUMBER Al, 4 in. w, 20 in. lg, 1/16 in. thk	MOD(PE) FV654855	1	
27	G1	5305-99-122-5361	SCREW, MACHINE ISOM; steel; hex hd; zinc plated; 6mm dia x 1.00mm pitch; 20mm fastener lg; 20mm thd; class 6g thd; grade 8.8	BS3692	2	
28	G1	5310-99-135-9301	WASHER, LOCK steel; split helical ring; cadmium plated; 6mm bolt size; 9.60mm od; 1.50mm thk	BS4464	2	
29	G1	5310-99-122-5295	NUT, PLAIN, HEXAGON ISO metric; steel; chamfered bearing surface, zinc plated; M6 by 1.00mm thd pitch; 10.00mm w A/F, 5.00mm h o/a; grade 8; rh thd	BS3692	2	
30		NP	MARKER BOARD ASSEMBLY rear, rh	MOD(PE) FV2124156	1	
31		NP	MARKER BOARD ASSEMBLY rear, lh	MOD(PE) FV2124157	1	
32	G1	5305-99-122-4911	SCREW, MACHINE iso metric; steel; hex hd; zinc plated finish; 10mm by 1.50mm pitch, 30mm lg; class 6g thd	BS3692	4	
33	G1	5310-99-122-6476	WASHER, FLAT steel, zinc plated; rd, rd hole; 10.00mm id, 21.0mm od, 2.00mm thk	BS4320	8	

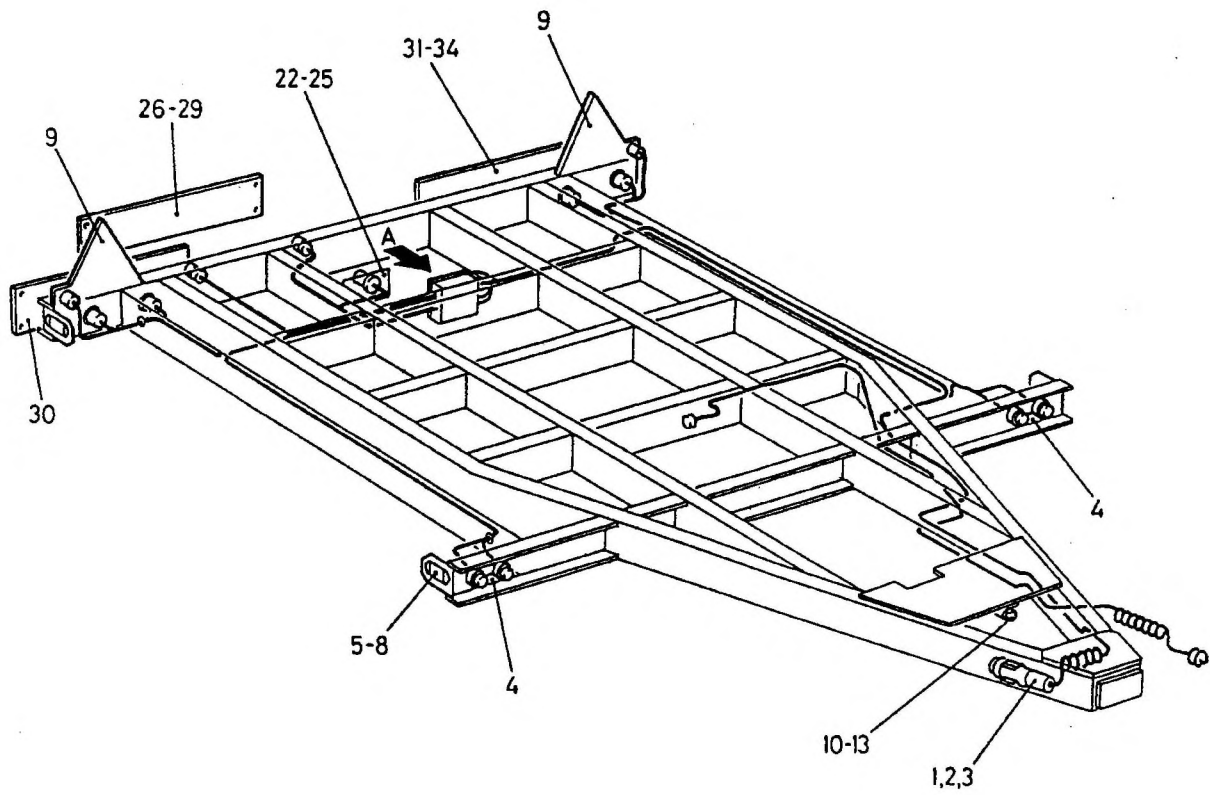
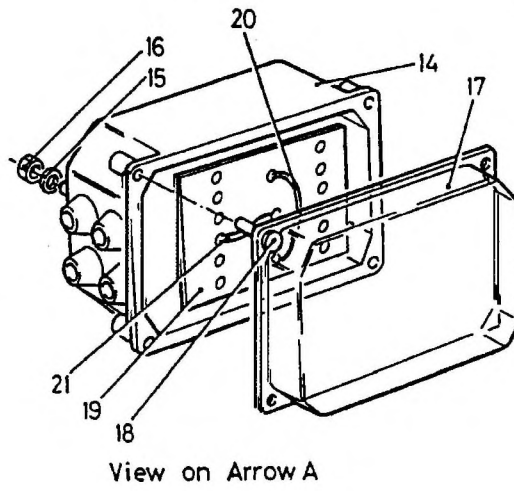


Fig 1 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1- 34		NP	NUT, SELF-LOCKING, HEXAGON metric, steel, Zn coated, prevailing torque, M10	BS4929	4	

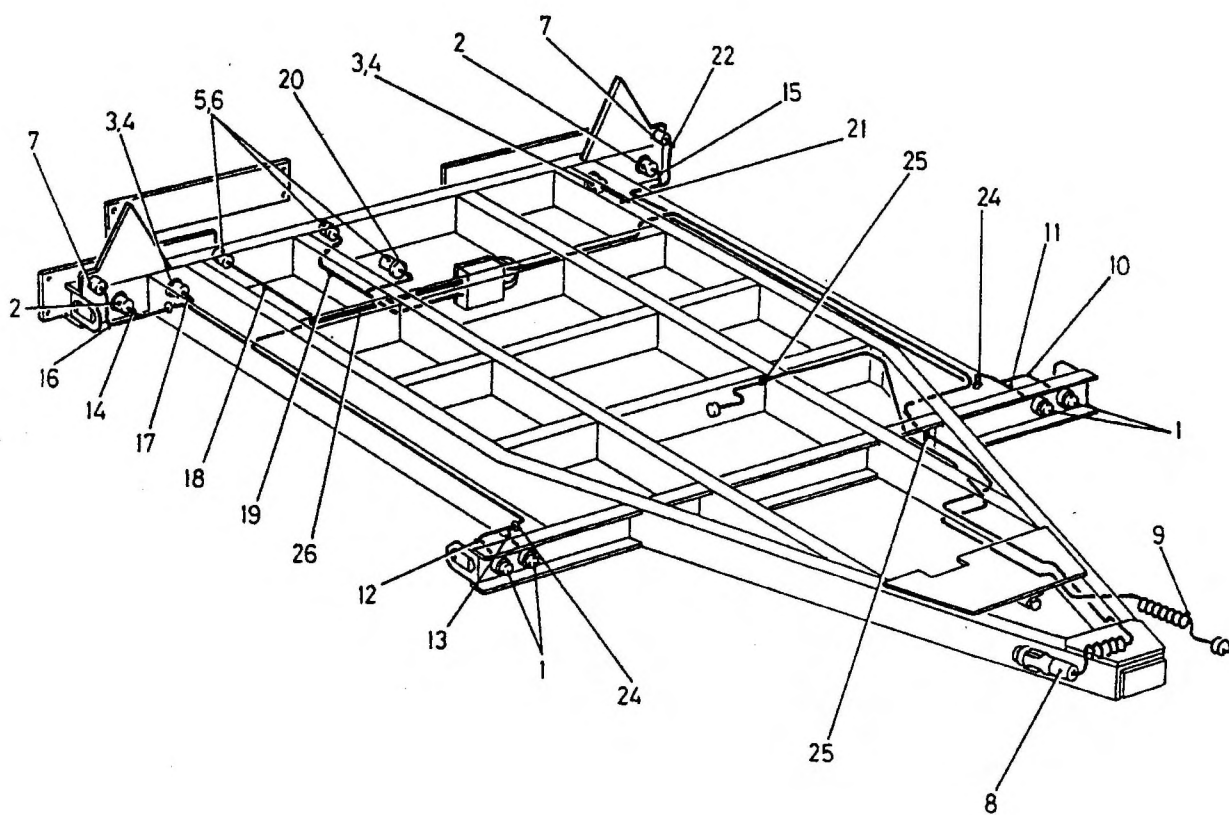


Fig 2 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-1		NP	END OUTLINE LIGHT white	FLEXIBLE LAMPS 50/04/00	4	
2		6220-12-151-4411	. STOPLIGHT-TAILLIGHT, VEHICULAR	HELLA KG 2SD 001698-001	2	
3		6220-12-152-8600	. LAMP, FOG REARGUARD	HELLA KG 2NE 002481-001	2	
4		NP	. BOLT M8 x 12 mm lg	BS3692	4	
5		6220-12-121-9007	. LAMP, NUMBER PLATE/CONVOY PLATE	HELLA KG 2KA 324 LRB 241	3	
6		NP	. SCREW M6	BS3692	6	
7		NP	. END OUTLINE LIGHT red	FLEXIBLE LAMPS 50/05/00	2	
8		NP	. WIRING HARNESS tow veh-c/j NOTE... See Chapter 2-4-1	MOD(PE) FV2168747	1	
9		NP	. WIRING HARNESS L.A.P NOTE... See Chapter 2-4-1	MOD(PE) FV2168763	1	
10		NP	. WIRING HARNESS front lh position NOTE... See Chapter 2-4-1	MOD(PE) FV2168752	1	
11		NP	. WIRING HARNESS front lh outline NOTE... See Chapter 2-4-1	MOD(PE) FV2168753	1	
12		NP	. WIRING HARNESS front rh outline NOTE... See Chapter 2-4-1	MOD(PE) FV268750	1	
13		NP	. WIRING HARNESS front rh position NOTE... See Chapter 2-4-1	MOD(PE) FV268751	1	
14		NP	. WIRING HARNESS stop/tail/turn rh NOTE... See Chapter 2-4-1	MOD(PE) FV2168748	1	
15		NP	. WIRING HARNESS stop/tail/turn lh NOTE... See Chapter 2-4-1	MOD(PE) FV2168749	1	

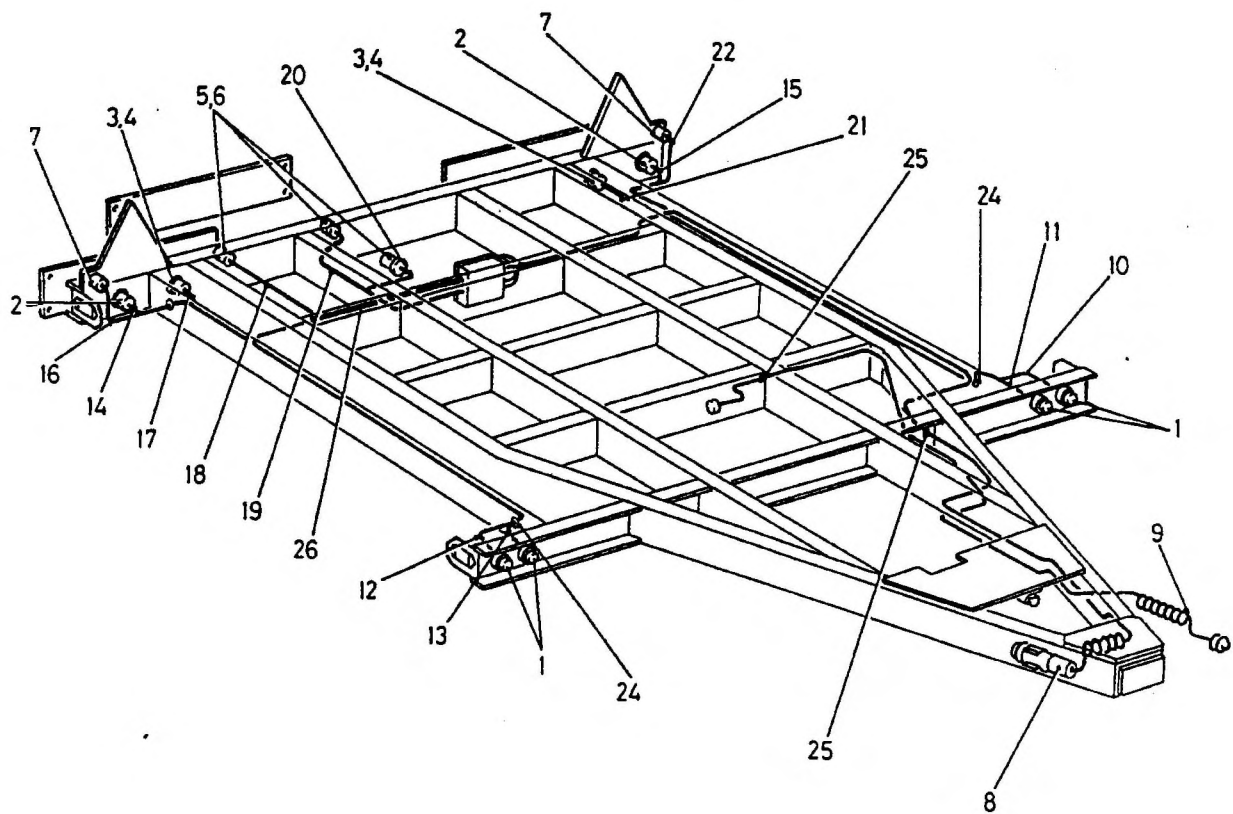


Fig 2 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-16		NP	. WIRING HARNESS rear rh outline NOTE... See Chapter 2-4-1	MOD(PE) FV2168754	1	
17		NP	. WIRING HARNESS rh fog NOTE... See Chapter 2-4-1	MOD(PE) FV2168755	1	
18		NP	. WIRING HARNESS outer number plate light NOTE... See Chapter 2-4-1	MOD(PE) FV2168756	1	
19		NP	. WIRING HARNESS inner number plate light NOTE... See Chapter 2-4-1	MOD(PE) FV2168757	1	
20		NP	. WIRING HARNESS convoy NOTE... See Chapter 2-4-1	MOD(PE) FV2168758	1	
21		NP	. WIRING HARNESS lh fog NOTE... See Chapter 2-4-1	MOD(PE) FV2168759	1	
22		NP	. WIRING HARNESS rear lh outline NOTE... See Chapter 2-4-1	MOD(PE) FV2168760	1	
23	H9	5325-99-942-3500	. GROMMET, RUBBER 1-1/4 in. id, 1-1/2 in. od, 13/64 in. groove	DEF STAN 53-13 TABLE 1(A)	1	
24	H9	5325-99-942-6850	. GROMMET, RUBBER 1 in. id; 0.1 in. slot	DEF STAN 53-13 TABLE 1(A)	4	
25		NP	. CABLE TIE nylon, black	HELLER- MANN LK3	13	
26		NP	. TRUNKING black; nylon; 28 mm od; 650 mm lg	ADAPTA- FLEX NC28	1	
27		NP	. CONNECTOR 1/4 in., female	RISTS 54191042	2	
28		NP	. SLEEVE, CONNECTOR	RISTS 54191204	2	

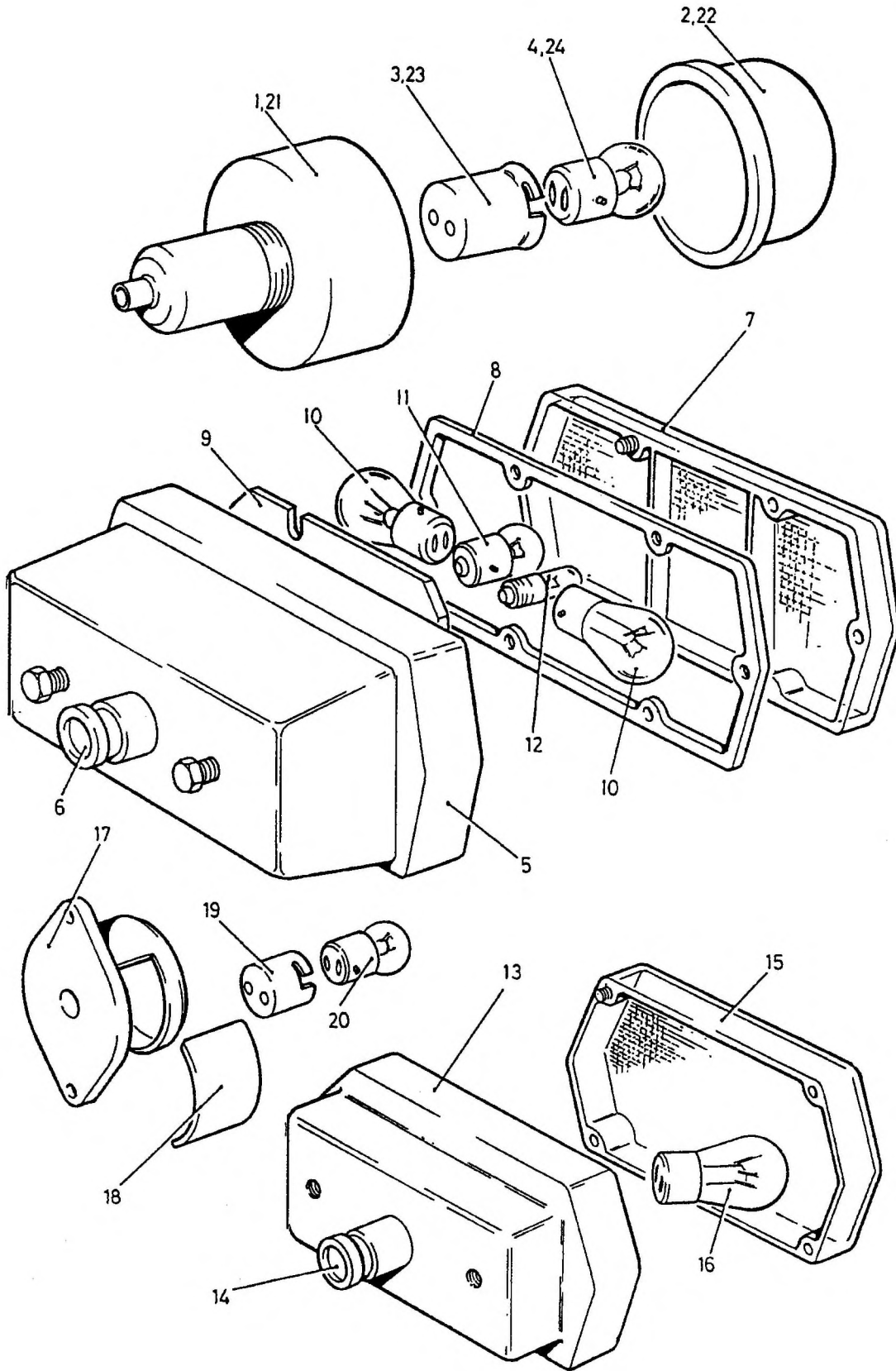


Fig 3 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-1		NP	END OUTLINE LIGHT white	FLEXIBLE LAMPS 50/04/00	1	
2		NP	. . LENS white	FLEXIBLE LAMPS 1231	1	
3		NP	. . BULBHOLDER	FLEXIBLE LAMPS 1102	1	
4	6MT3	6240-99-995-2254	. . LAMP, FILAMENT 24V, 6W	DEF STAN 62-6 TABLE 1(A)	1	
5		6220-12-151-4411	. . STOPLIGHT-TAILLIGHT, VEHICULAR	HELLA KG 2SD 001698-001	2	
6		NP	. . GLAND, CABLE	HELLA KG PG11	1	
7	6MT3	6220-12-151-4412	. . LENS, LIGHT	HELLA KG 9EL 104544-001	1	
8		NP	. . SEAL	HELLA KG 9GD 104543-001	1	
9		5340-12-190-2370	. . VIBRATION DAMPER	HELLA KG 9GP 004028-007	1	
10	6MT3	6240-99-995-3244	. . LAMP, FILAMENT 24V, 24W	DEF STAN 62-6 TABLE II(A)	2	
11	X5	6240-99-995-2236	. . LAMP, FILAMENT 26V, 6W, BA15s, clear	DEF STAN 62-6 TABLE 1(A)	1	
12		6240-12-120-7952	. . BULB 24V, 2W	HELLA KG 8GP 002068-241	1	
13		6220-12-152-8600	. LAMP, FOG REARGUARD	HELLA KG 2NE 002481-001	2	
14		NP	. . GLAND, CABLE	HELLA KG PG11	1	
15	6MT3	6220-12-164-7718	. . LENS, LIGHT red, foglamp	HELLA KG 9EL 111600-001	1	
16	6MT3	6240-99-995-3244	. . LAMP, FILAMENT 24V, 24W	DEF STAN 62-6 TABLE II(A)	2	
17		6220-12-121-9007	. LAMP, NUMBER PLATE/CONVOY PLATE	HELLA KG 2KA 324 LRB 241	3	

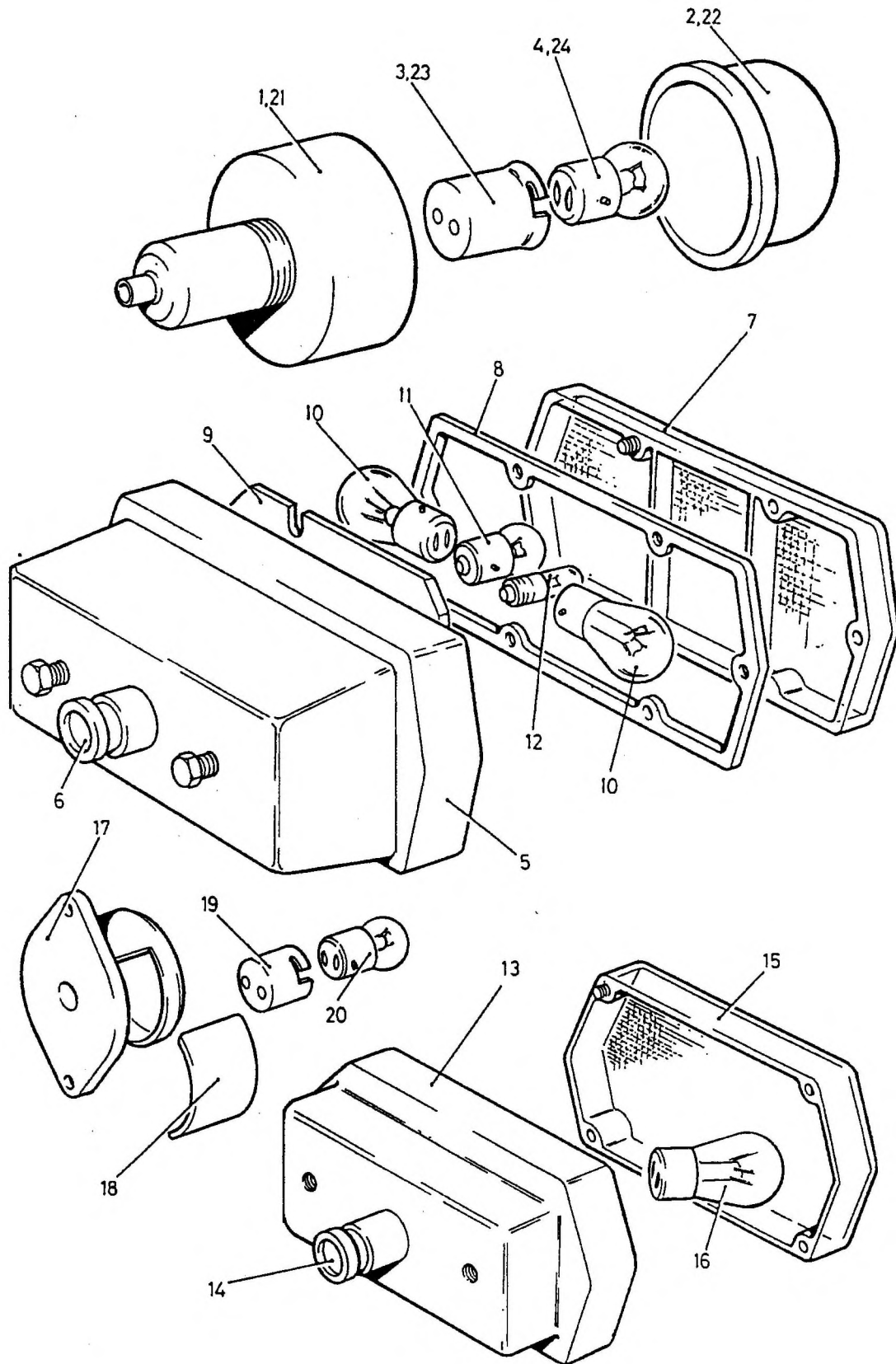


Fig 3 Electrical system

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
3-18		NP	LAMP, NUMBER PLATE/CONVOY PLATE	HELLA KG 9EL 072373-001	1	
19		NP	HOLDER	HELLA KG 9GP 072300-001	1	
20	X5	6240-99-995-2236	LAMP, FILAMENT 26V, 6W, BA15s, clear	DEF STAN 62-6 TABLE 1(A)	1	
21		NP	END OUTLINE LIGHT red	FLEXIBLE LAMPS 50/05/00	2	
22		NP	LENS red	FLEXIBLE LAMPS 1268	1	
23		NP	BULBHOLDER	FLEXIBLE LAMPS 1102	1	
24	6MT3	6240-99-995-2254	LAMP, FILAMENT 24V, 6W	DEF STAN 62-6 TABLE 1(A)	1	

Chapter 2-3-1

PARTS LIST

WIRING HARNESSSES

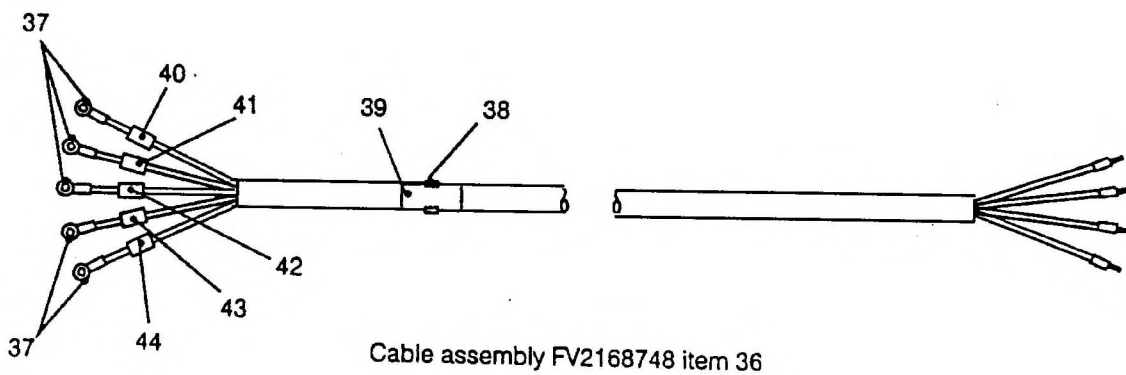
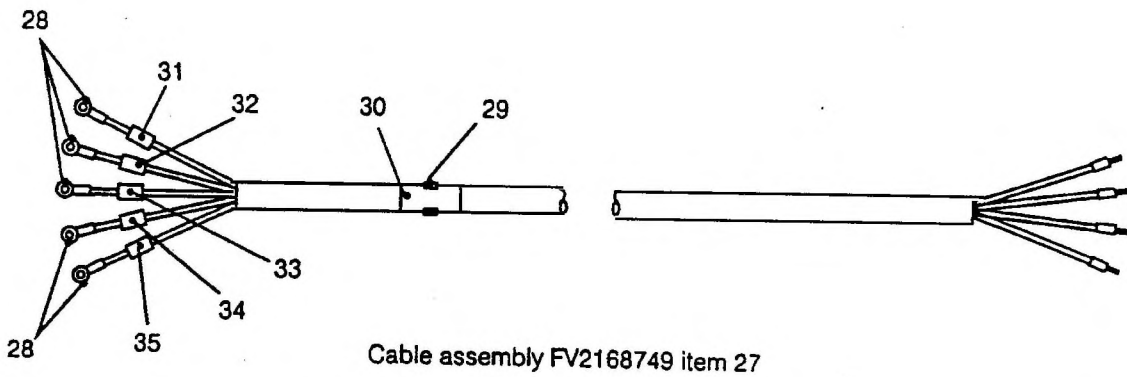
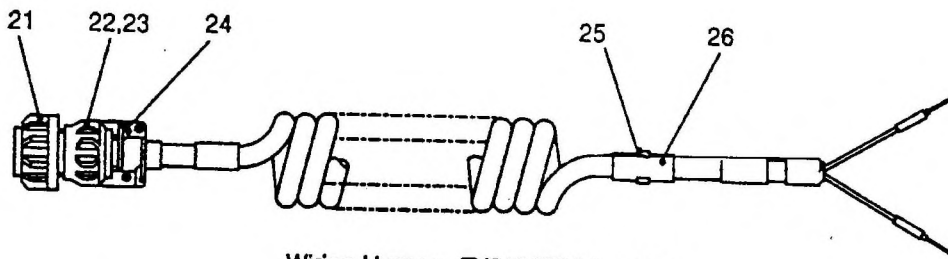
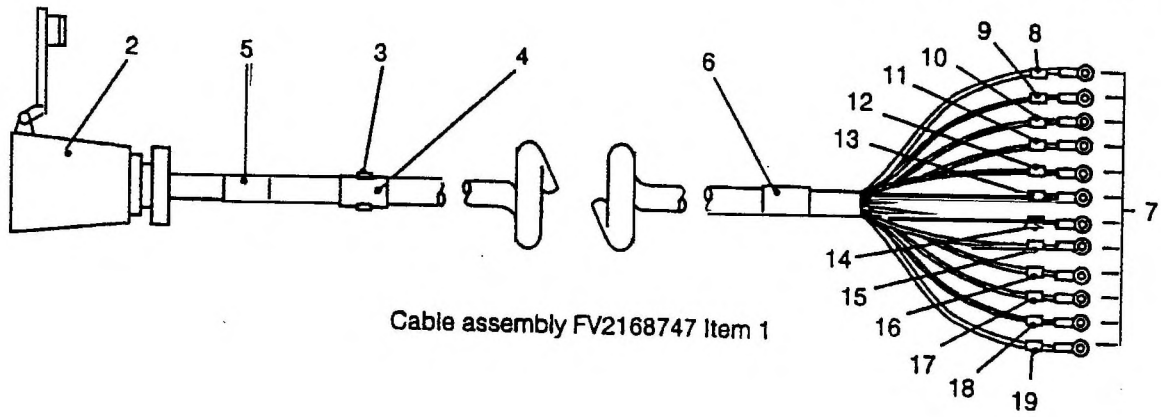


Fig 1 Wiring harness

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-1		NP NP	WIRING HARNESSES . WIRING HARNESS tow veh-c/j	MOD(PE) FV2168747	REF 1	
2	6MT4	5935-99-804-4658	. . PLUG, ELECTRICAL 12 pole	MOD(PE) FV596887	1	
3	6MT4	5340-99-205-6507	. . BUCKLE STRAP, METALLIC	MOD(PE) FV(S) 7-3-1	1	
4	6MT4	9905-99-804-4136	. . BAND, IDENTIFICATION Al, 7/8 in. w, 1 in. lg	MOD(PE) FV(S) 7-2-1	1	
5		NP	. . SLEEVE, IDENTIFICATION 14 mm id, inscribed TOW VEH	MOD(PE) FV175707/78 0	1	
6		NP	. . SLEEVE, IDENTIFICATION 14 mm id, inscribed C/J	MOD(PE) FV175707/20 5	1	
7	Z37	5940-99-805-1349	. . TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	12	
8		5975-99-826-3127	. . SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/ 46	1	
9		NP	. . SLEEVE	MOD(PE) FV175700/13 1	1	
10		NP	. . SLEEVE	MOD(PE) FV175700/13 6	1	
11		5975-99-826-2138	. . SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/12 8	1	
12		NP	. . SLEEVE	MOD(PE) FV175700/12 9	1	
13		NP	. . SLEEVE	MOD(PE) FV175700/15 2	1	
14		5975-99-881-2826	. . SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/33 4	1	
15		NP	. . SLEEVE	MOD(PE) FV175700/11 2	1	
16		NP	. . SLEEVE	MOD(PE) FV175700/13 5	1	
17		NP	. . SLEEVE	MOD(PE) FV175700/13 0	1	
18		5975-99-835-5768	. . SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/1 1	1	

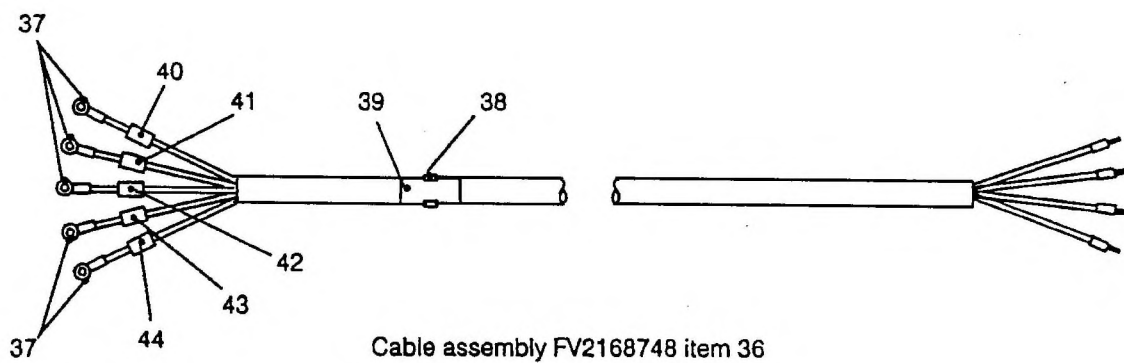
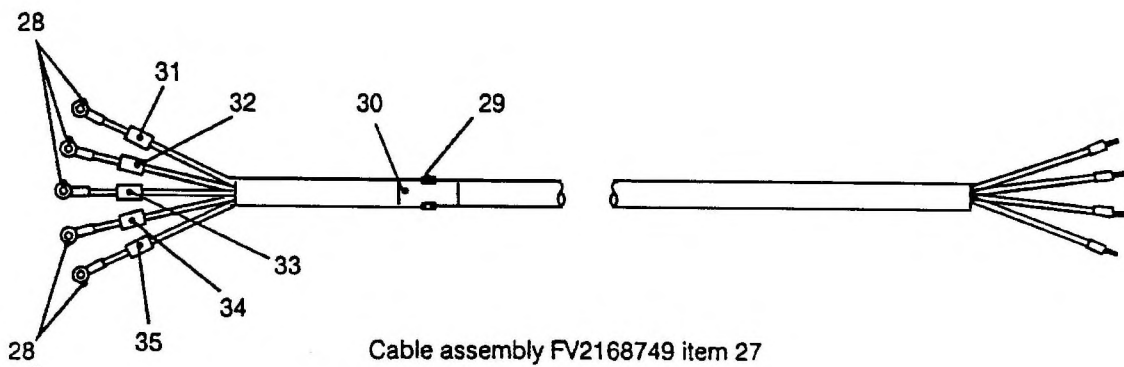
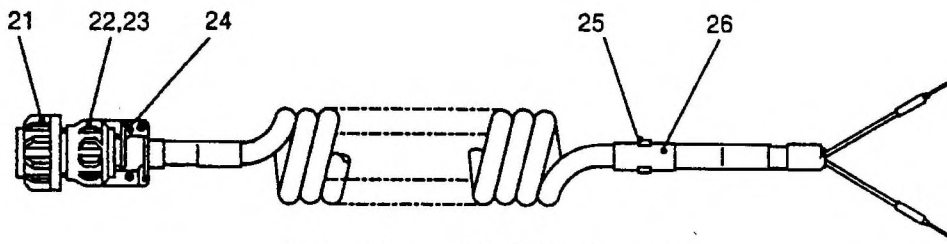
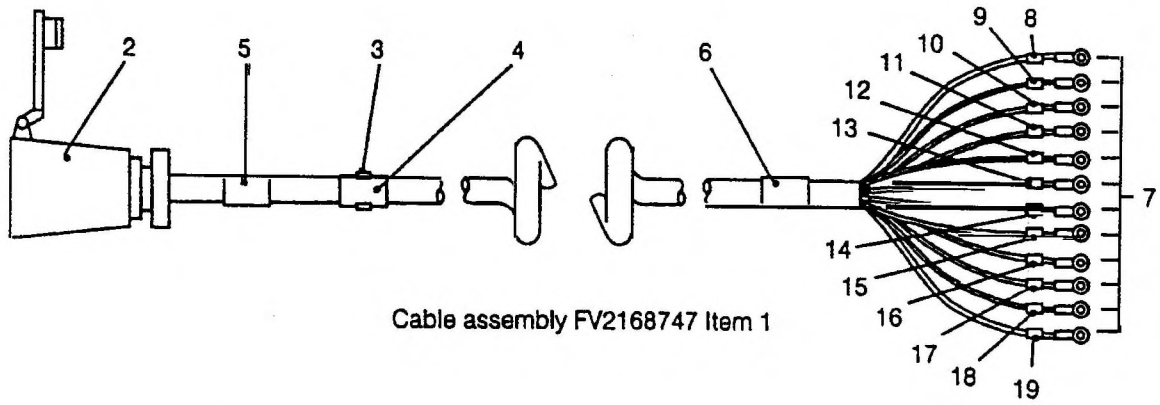


Fig 1 Wiring harness

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-19		NP	SLEEVE	MOD(PE) FV175700/13 2	1	
20		NP	WIRING HARNESS L.A.P	MOD(PE) FV2168763	1	
21		NP	CONNECTOR	MOD(PE) FV700809	1	
22	6MT4	5325-99-804-4620	GROMMET, RUBBER	MOD(PE) FV585082	1	
23	6MT4	5935-99-804-4616	FOLLOWER, RING, GROMMET	MOD(PE) FV585098	1	
24	Z32	5935-99-636-2379	CLAMP, CABLE, ELECTRICAL PLUG-SOCKET metallic, 13/32 in. dia cable opening, 1-1/4 in. lg, 31/32 in. dia	MOD(PE) FV620702	1	
25	6MT4	5340-99-205-6507	BUCKLE STRAP, METALLIC	MOD(PE) FV(S) 7-3-1	1	
26	6MT4	9905-99-804-4136	BAND, IDENTIFICATION Al, 7/8 in. w, 1 in. lg	MOD(PE) FV(S) 7-2-1	1	
27		NP	WIRING HARNESS stop/tail/turn lh	MOD(PE) FV2168749	1	
28	Z37	5940-99-805-1349	TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	5	
29	6MT4	5340-99-205-6507	BUCKLE STRAP, METALLIC	MOD(PE) FV(S) 7-3-1	1	
30	6MT4	9905-99-804-4136	BAND, IDENTIFICATION Al, 7/8 in. w, 1 in. lg	MOD(PE) FV(S) 7-2-1	1	
31		5975-99-826-2138	SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/12 8	1	
32		NP	SLEEVE	MOD(PE) FV175700/13 1	1	
33		NP	SLEEVE	MOD(PE) FV175700/12 9	1	
34		5975-99-835-5768	SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/11 1	1	
35		NP	SLEEVE	MOD(PE) FV175700/74 2	1	
36		NP	WIRING HARNESS stop/tail/turn rh	MOD(PE) FV2168748	1	
37	Z37	5940-99-805-1349	TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	5	
38	6MT4	5340-99-205-6507	BUCKLE STRAP, METALLIC	MOD(PE) FV(S) 7-3-1	1	

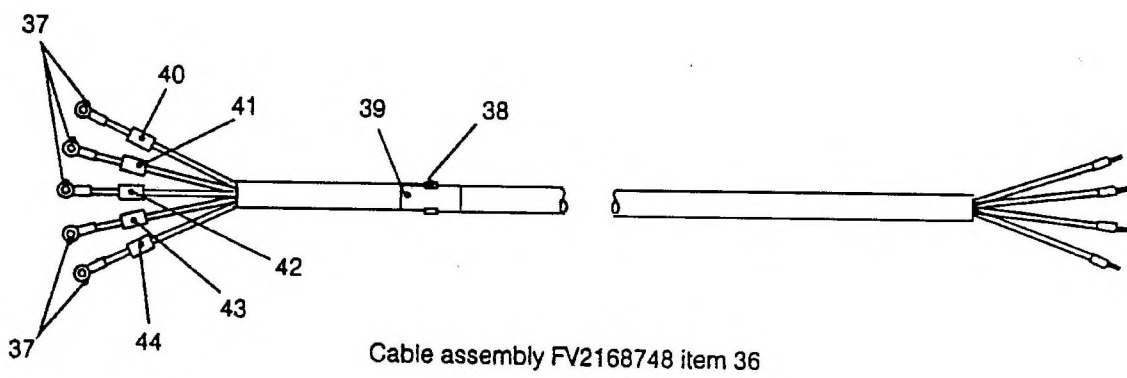
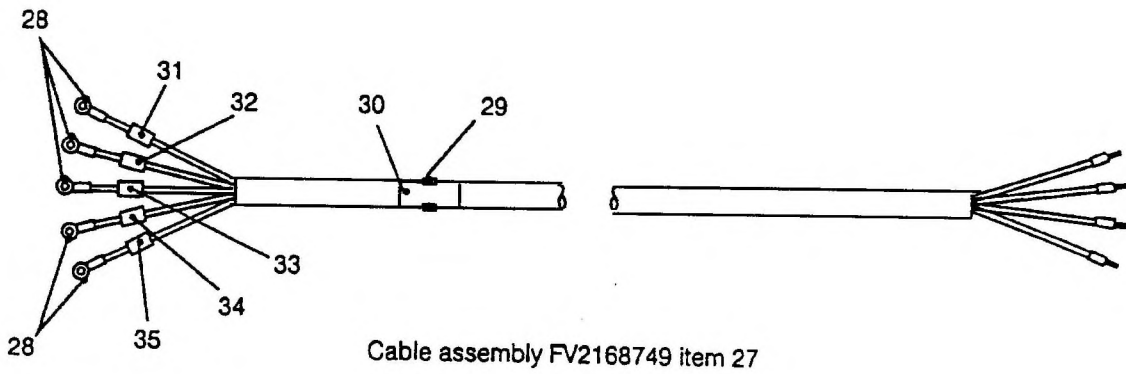
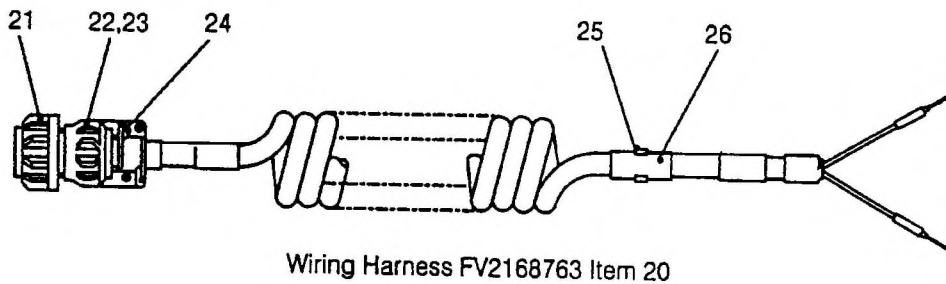
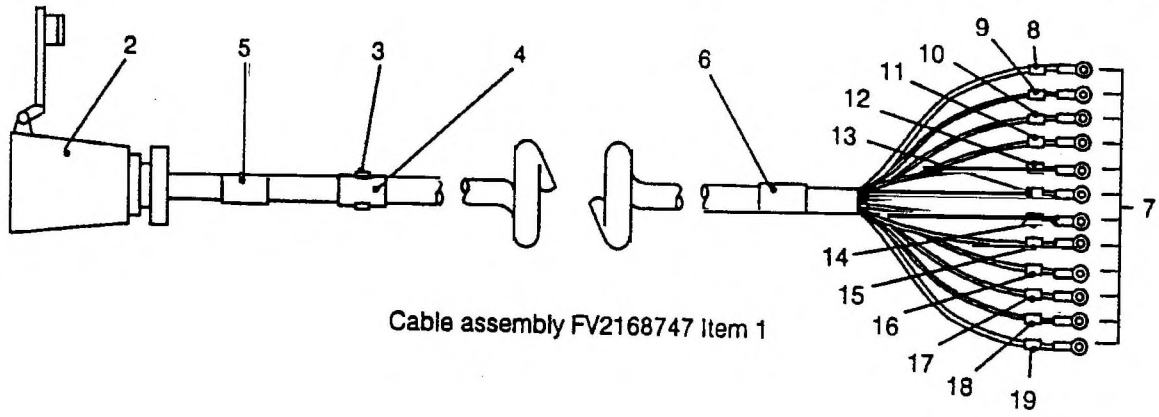
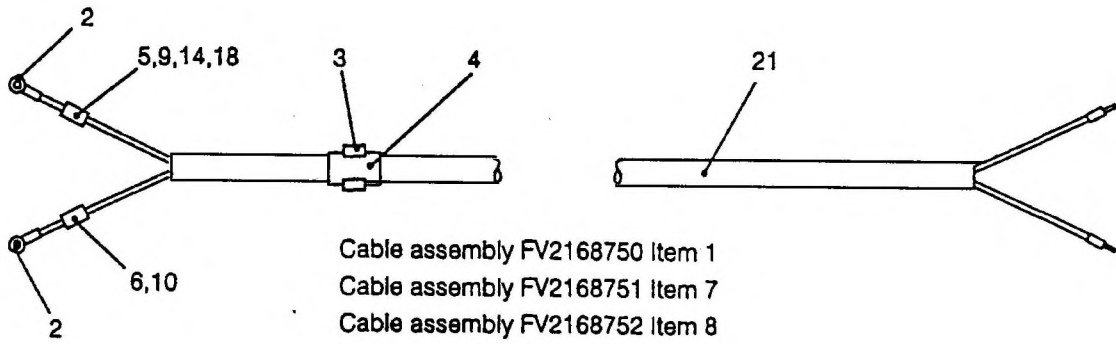
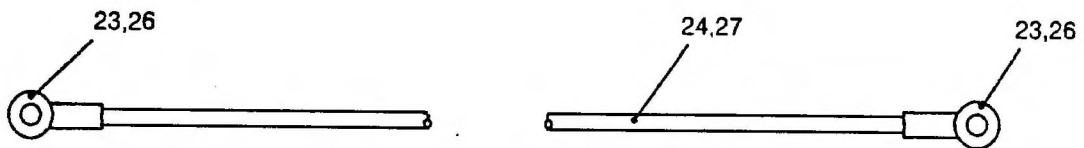


Fig 1 Wiring harness

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
1-39	6MT4	9905-99-804-4136	. . BAND, IDENTIFICATION Al, 7/8 in. w, 1 in. lg	MOD(PE) FV(S) 7-2-1	1	
40		NP	. . SLEEVE	MOD(PE) FV175700/ 130	1	
41		NP	. . SLEEVE	MOD(PE) FV175700/ 112	1	
42		NP	. . SLEEVE	MOD(PE) FV175700/ 133	1	
43		NP	. . SLEEVE	MOD(PE) FV175700/ 132	1	
44		NP	. . SLEEVE	MOD(PE) FV175700/ 742	1	



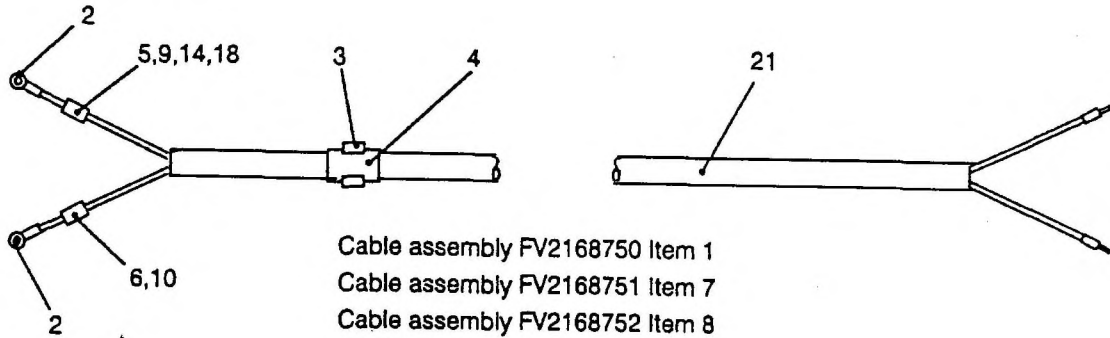
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- Cable assembly FV2168751 Item 7
- Cable assembly FV2168752 Item 8
- Cable assembly FV2168753 Item 11
- Cable assembly FV2168754 Item 12
- Cable assembly FV2168755 Item 13
- Cable assembly FV2168756 Item 15
- Cable assembly FV2168757 Item 16
- Cable assembly FV2168758 Item 17
- Cable assembly FV2168759 Item 19
- Cable assembly FV2168760 Item 20



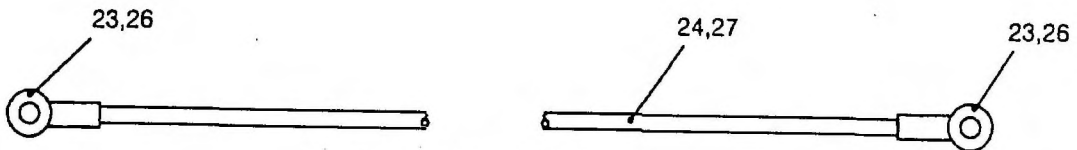
- Cable assembly FV2168671 Item 22
- Cable assembly FV2168672 Item 25

Fig 2 Wiring harness

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-1		NP	. WIRING HARNESS front rh outline	MOD(PE) FV268750	1	
2	Z37	5940-99-805-1349	. . TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	22	
3	6MT4	5340-99-205-6507	. . BUCKLE STRAP, METALLIC	MOD(PE) FV(S) 7-3-1	11	
4	6MT4	9905-99-804-4136	. . BAND, IDENTIFICATION Al, 7/8 in. w, 1 in. lg	MOD(PE) FV(S) 7-2-1	11	
5		NP	. . SLEEVE	MOD(PE) FV175700/12 9	1	
6		NP	. . SLEEVE	MOD(PE) FV175700/13 0	1	
7		NP	. WIRING HARNESS front rh position	MOD(PE) FV268751	1	
8		NP	. WIRING HARNESS front lh position	MOD(PE) FV2168752	1	
9		NP	. . SLEEVE	MOD(PE) FV175700/13 3	1	
10		5975-99-826-2138	. . SLEEVE, IDENTIFICATION, CABLE	MOD(PE) FV175700/12 8	1	
11		NP	. WIRING HARNESS front lh outline	MOD(PE) FV2168753	1	
12		NP	. WIRING HARNESS rear rh outline	MOD(PE) FV2168754	1	
13		NP	. WIRING HARNESS rh fog	MOD(PE) FV2168755	1	
14		NP	. . SLEEVE	MOD(PE) FV175700/15 2	1	
15		NP	. WIRING HARNESS outer number plate light	MOD(PE) FV2168756	1	
16		NP	. WIRING HARNESS inner number plate light	MOD(PE) FV2168757	1	
17		NP	. WIRING HARNESS convoy	MOD(PE) FV2168758	1	
18		NP	. . SLEEVE	MOD(PE) FV175700/13 6	1	
19		NP	. WIRING HARNESS lh fog	MOD(PE) FV2168759	1	
20		NP	. WIRING HARNESS rear lh outline	MOD(PE) FV2168760	1	
21		NP	. . CABLE 2 core; PVC; red; black	BS6862	A/R	
22		NP	. CABLE ASSEMBLY link studs 7 and 9	MOD(PE) FV2168761	1	



- Cable assembly FV2168750 Item 1
- Cable assembly FV2168751 Item 7
- Cable assembly FV2168752 Item 8
- Cable assembly FV2168753 Item 11
- Cable assembly FV2168754 Item 12
- Cable assembly FV2168755 Item 13
- Cable assembly FV2168756 Item 15
- Cable assembly FV2168757 Item 16
- Cable assembly FV2168758 Item 17
- Cable assembly FV2168759 Item 19
- Cable assembly FV2168760 Item 20



- Cable assembly FV2168671 Item 22
- Cable assembly FV2168672 Item 25

Fig 2 Wiring harness

Fig-Item	DMC Army	NATO Stock No.	Item Name and Description	Part No./ Drawing No.	No. Off	Annotations
2-23	Z37	5940-99-805-1349	. . TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	2	
24		NP	. . CABLE single core; white	BS6862	A/R	
25		NP	. . CABLE ASSEMBLY link studs 8 and 12	MOD(PE) FV2168762	1	
26	Z37	5940-99-805-1349	. . TERMINAL, LUG	MOD(PE) FV(S) 9-2-3	2	
27		NP	. . CABLE single core; brown/yellow	BS6862	A/R	



INDEX OF NATO STOCK NUMBERS

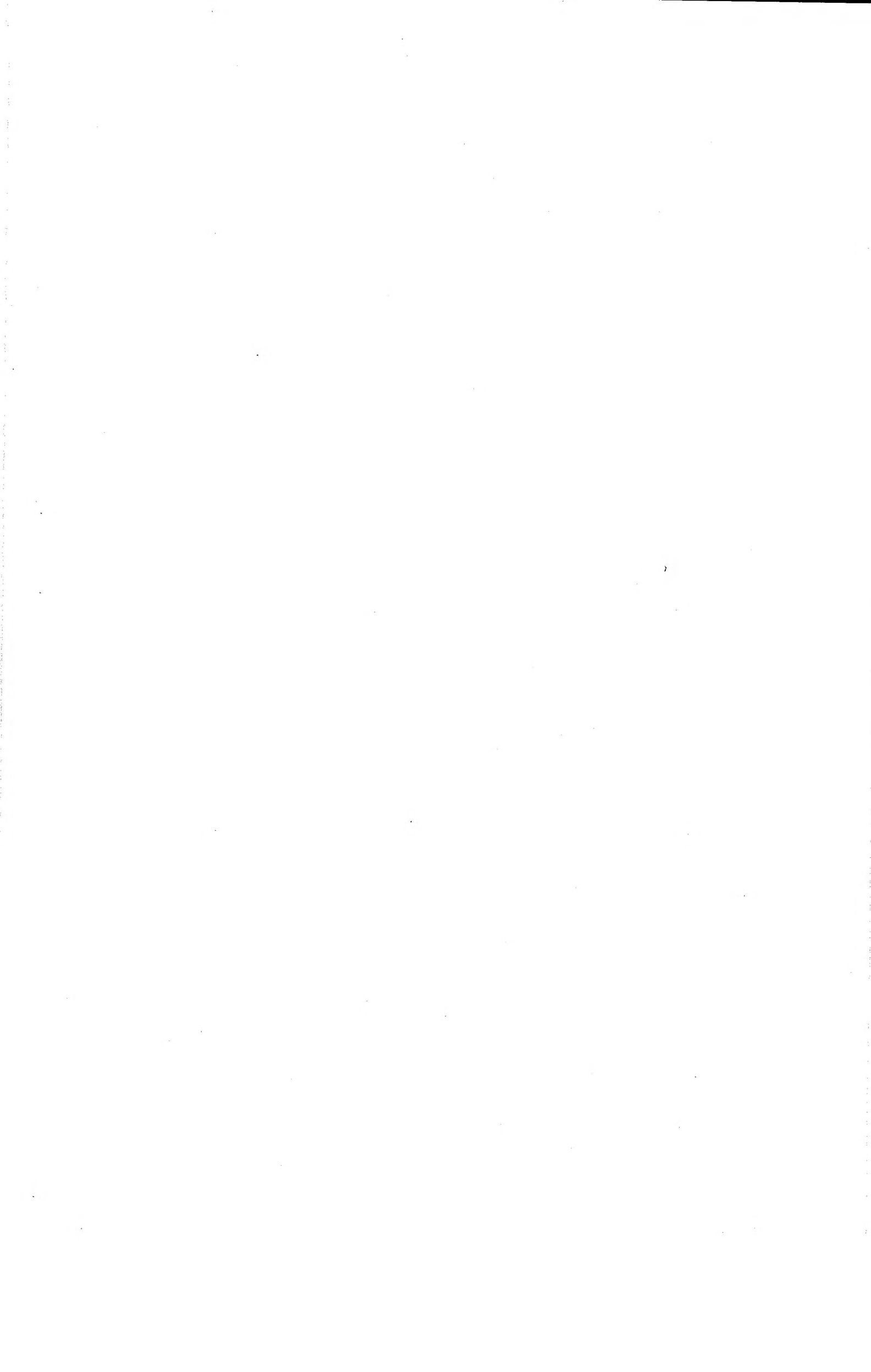
NATO Stock No.	Chapter, Fig and Item No.	NATO Stock No.	Chapter, Fig and Item No
6240-12-120-7952	2-3/17-12		2-2-9/11-39
6220-12-121-9007	2-3/13-5	5310-99-122-5298	2-2/7-18
	2-3/17-17		2-2-1/11-50
6220-12-151-4411	2-3/13-2		2-2-9/11-44
	2-3/17-5	5310-99-122-5299	2-2-4/5-4
6220-12-151-4412	2-3/17-7		2-2-7/7-14
6220-12-152-8600	2-3/13-3	5310-99-122-5301	2-2-1/5-3
	2-3/17-13	5310-99-122-5307	2-2-1/5-4
6220-12-164-7718	2-3/17-15	5305-99-122-5356	2-2-3/5-15
5340-12-190-2370	2-3/17-9	5305-99-122-5360	2-2-3/5-6
5310-99-120-8327	2-2-1/17-17		2-3/7-23
5305-99-121-0231	2-2-7/5-5	5305-99-122-5361	2-2-9/9-29
5306-99-122-2774	2-2-5/5-10		2-2-9/13-52
5306-99-122-2775	2-2-9/7-16		2-3/9-27
5306-99-122-2788	2-2/7-15	5305-99-122-5365	2-1/7-16
5306-99-122-2810	2-2-4/5-2	5305-99-122-5366	2-2-5/5-3
5310-99-122-3032	2-1/5-10		2-2-8/5-3
5310-99-122-3036	2-2-6/7-21		2-2-8/7-12
5310-99-122-4813	2-2-1/5-13	5305-99-122-5368	2-2-9/5-2
5305-99-122-4910	2-2/5-9		2-2-9/5-11
	2-2-7/5-2	5310-99-122-6474	2-2-7/7-20
	2-2-7/5-7	5310-99-122-6475	2-2-8/5-4
	2-2-8/5-8		2-2-8/7-13
5305-99-122-4911	2-2-9/5-7	5310-99-122-6476	2-2/5-10
	2-2-9/7-21		2-2-5/5-11
	2-3/9-32		2-3/9-33
5310-99-122-5294	2-1/5-11	5310-99-122-6477	2-2-3/7-23
	2-2-3/7-17	5310-99-122-6479	2-2-6/5-5
	2-2-4/7-18	5310-99-122-8055	2-1/5-3
	2-2-6/9-33	5305-99-122-8664	2-2-4/5-16
5310-99-122-5295	2-2-3/5-8		2-2-6/7-31
	2-2-9/9-31	5305-99-122-8665	2-3/5-2
	2-2-9/13-54	5305-99-122-8669	2-2-9/11-37
	2-3/9-25		2-2-9/11-49
	2-3/9-29	5305-99-122-8675	2-2-9/11-42
5310-99-122-5296	2-1/7-18	5305-99-122-8684	2-2-7/5-12
	2-2-8/5-6	5305-99-122-8696	2-2-1/5-2
	2-2-8/7-15	5315-99-124-0791	2-2-6/5-14
	2-2-9/5-4	5305-99-135-0417	2-3/7-11
	2-2-9/7-13	5305-99-135-0422	2-2-1/7-20
	2-2-9/9-35	5305-99-135-0424	2-3/5-6
5310-99-122-5297	2-2/5-12	5305-99-135-0434	2-1/5-9
	2-2-5/7-14	5310-99-135-0754	2-3/7-13
	2-2-7/5-4	5310-99-135-0755	2-3/5-8
	2-2-7/5-9	5310-99-135-6785	2-2/7-23
	2-2-8/5-10	5310-99-135-9041	2-2-1/13-58
	2-2-9/5-9	5310-99-135-9043	2-2-6/5-6
	2-2-9/7-18	5310-99-135-9298	2-3/7-12
	2-2-9/9-23	5310-99-135-9299	2-3/5-7

INDEX OF NATO STOCK NUMBERS

NATO Stock No.	Chapter, Fig and Item No.	NATO Stock No.	Chapter, Fig and Item No
5310-99-135-9300	2-1/5-12	5315-99-214-1244	2-2-6/7-18
	2-2-3/7-16	2330-99-214-1246	2-2-7/5-6
	2-2-4/5-17	2330-99-214-1247	2-2-7/5-10
	2-2-6/7-32	4010-99-214-1248	2-2-7/7-17
5310-99-135-9301	2-2-3/5-7	2330-99-214-1252	2-2-3/5-1
	2-2-7/5-3	2330-99-214-1272	2-2-3/7-18
	2-2-7/5-8	2330-99-214-1452	2-2-6/5-17
	2-2-7/7-19	2590-99-214-1579	2-2-6/5-15
	2-2-9/9-30	2530-99-214-3842	2-2-1/11-55
	2-2-9/13-53	2530-99-214-3843	2-2-1/11-56
	2-3/5-3	5340-99-214-3844	2-2-1/13-64
	2-3/9-24	2530-99-214-3845	2-2-1/13-65
	2-3/9-28	5340-99-214-3846	2-2-1/9-38
5310-99-135-9302	2-1/7-17	2530-99-214-3848	2-2-1/7-19
	2-2-5/5-4	2530-99-214-5754	2-2-1/7-23
	2-2-8/5-5	4730-99-533-2969	2-2-9/9-32
	2-2-8/7-14	5935-99-636-2379	2-3-1/7-24
	2-2-9/5-3	2530-99-800-2818	2-2-1/15-7
	2-2-9/7-12	9905-99-804-4136	2-3-1/5-4
	2-2-9/9-34		2-3-1/7-26
5310-99-135-9303	2-2/5-11		2-3-1/7-30
	2-2-8/5-9		2-3-1/9-39
	2-2-9/5-8		2-3-1/11-4
	2-2-9/7-17	5935-99-804-4616	2-3-1/7-23
	2-2-9/7-22	5325-99-804-4620	2-3-1/7-22
	2-2-9/11-38	5935-99-804-4658	2-3-1/5-2
	2-2-9/11-50	5940-99-805-1349	2-3-1/5-7
5310-99-135-9304	2-2/7-17		2-3-1/7-28
	2-2-9/11-43		2-3-1/7-37
5310-99-135-9305	2-2-4/5-3		2-3-1/11-2
	2-2-7/7-13		2-3-1/13-23
	2-2-9/11-45		2-3-1/13-26
5310-99-136-1527	2-2-1/13-63	5310-99-809-2608	2-2-1/5-10
5305-99-136-7620	2-2/5-6	5310-99-809-2609	2-2-1/11-54
2530-99-136-9876	2-2-1/17-25	2610-99-809-2810	2-2-1/5-9
5315-99-137-0075	2-1/5-2	2610-99-809-3450	2-2-6/5-10
5310-99-138-2211	2-2-6/5-7	5360-99-809-6816	2-2-1/17-24
5340-99-205-6507	2-3-1/5-3	2610-99-809-6900	2-2-1/5-7
	2-3-1/7-25	2540-99-812-9342	2-1/5-1
	2-3-1/7-29	5310-99-815-3290	2-2-7/7-21
	2-3-1/7-38	2530-99-817-4765	2-2-1/15-6
	2-3-1/11-3	5315-99-825-0438	2-2-6/7-27
2540-99-209-9055	2-2-4/5-5	2530-99-825-5801	2-2-3/5-13
2330-99-214-1027	2-2/7-29		2-2-3/7-22
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2330-99-214-1028	2-2-6/5-1		2-2-4/5-14
2330-99-214-1029	2-2-6/7-22		2-2-6/7-24
2330-99-214-1030	2-2-6/7-26		2-2-6/7-29
3120-99-214-1243	2-2-6/5-2	5975-99-826-2138	2-3-1/5-11

INDEX OF NATO STOCK NUMBERS

NATO Stock No.	Chapter and Item No.	NATO Stock No.	Chapter and Item No.
5975-99-826-2138	2-3-1/7-31	5325-99-942-6850	2-3/15-24
	2-3-1/11-10	3110-99-943-9185	2-2-6/5-16
5975-99-826-3127	2-3-1/5-8	4730-99-943-9377	2-2-6/5-3
2540-99-831-9830	2-2-4/5-11	5310-99-944-0552	2-2-1/9-30
2590-99-832-1575	2-2-3/5-9	5310-99-972-1313	2-2-1/11-47
2530-99-835-2773	2-2-1/17-19	6240-99-995-2236	2-3/17-11
5975-99-835-5768	2-3-1/5-18		2-3/19-20
	2-3-1/7-34	6240-99-995-2254	2-3/17-4
2530-99-837-7210	2-2-1/15-2		2-3/19-24
2530-99-837-7212	2-2-1/15-3	6240-99-995-3244	2-3/17-10
2530-99-837-7213	2-2-1/19-27		2-3/17-16
2530-99-837-7214	2-2-1/17-13		
5360-99-837-7215	2-2-1/17-20		
5360-99-837-7216	2-2-1/17-21		
2530-99-837-7217	2-2-1/19-28		
2530-99-837-7218	2-2-1/19-29		
5310-99-837-7219	2-2-1/17-23		
2530-99-837-7220	2-2-1/17-22		
5340-99-837-7221	2-2-1/17-14		
2530-99-837-7222	2-2-1/15-12		
5360-99-837-7223	2-2-1/17-15		
5340-99-837-7224	2-2-1/15-8		
5340-99-837-7225	2-2-1/15-9		
2530-99-838-1695	2-2-1/13-62		
5306-99-838-1696	2-2-1/13-60		
5306-99-838-1697	2-2-1/13-61		
5330-99-838-2301	2-2-1/7-26		
5306-99-838-2303	2-2-1/7-18		
5306-99-838-2304	2-2-1/11-53		
5340-99-874-2272	2-3/5-1		
5975-99-881-2826	2-3-1/5-14		
2330-99-893-8875	2-0/5-		
2610-99-895-8602	2-2-1/5-8		
9905-99-901-3287	2-2/5-5		
5310-99-923-0535	2-2-1/17-18		
5306-99-941-0343	2-2-1/7-28		
5305-99-941-0512	2-2-1/15-10		
5305-99-941-0545	2-2/7-21		
5305-99-941-0568	2-2-1/9-29		
5305-99-941-0598	2-2-1/5-12		
5305-99-941-0603	2-2-1/9-35		
5310-99-941-0928	2-2-1/9-31		
5310-99-941-0931	2-2-1/9-36		
5305-99-941-7592	2-1/5-8		
5310-99-941-8634	2-2-1/15-11		
5310-99-941-8640	2-2-1/11-46		
5310-99-941-8642	2-2-6/5-13		
5325-99-942-3445	2-2-9/9-25		
5325-99-942-3500	2-3/15-23		



INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter, Fig and Item No.	Part No./Drawing No.	Chapter, Fig and Item No.
APSA7282/3	2-2-9/17-25		2-3/9-32
AP6636	2-2-9/15-11	BS3692M10X35	2-2-9/11-37
AP6637	2-2-9/15-12		2-2-9/11-49
BSAU110	2-2-9/15-5	BS3692M10X45	2-2-5/5-10
BSAU50PT2-1964BSF7/8	2-2-7/7-21	BS3692M10X50	2-2-9/7-16
BS1083BSF7/8X1-3/4	2-2-7/5-5	BS3692M12	2-2/7-18
BS1486U12A	2-2-6/5-3		2-2-1/11-50
BS1574 TABLE 43.2X25	2-2-3/7-24		2-2-9/11-44
BS1574 TABLE 44X32	2-2-6/7-19	BS3692M12X35	2-2-9/11-42
BS1574 TABLE 44X50	2-2-6/5-7	BS3692M12X50	2-2/7-15
BS17683/8UNF	2-2/7-23	BS3692M16	2-2-4/5-4
BS1768No.8x3/4	2-1/5-8		2-2-6/5-6
BS1768UNF 1/2	2-2-1/9-31		2-2-7/7-14
BS1768UNF1/2X1-1/4	2-2-1/9-29	BS3692M16X45	2-2-4/5-2
BS1768UNF1/2X2	2-2-1/7-28		2-2-7/5-12
BS1768UNF1/4	2-2-1/17-18	BS3692M24	2-2-1/5-3
BS1768UNF1/4X5/8	2-2-1/15-10		2-2-1/5-4
BS1768UNF3/4	2-2-1/5-13	BS3692M24X45	2-2-1/5-2
	2-2-1/9-36	BS3692M3	2-3/7-13
	2-2-1/11-47	BS3692M3X12	2-3/7-11
BS1768UNF3/4X2	2-2-1/5-12	BS3692M4	2-3/5-8
BS1768UNF3/4X3-1/4	2-2-1/9-35	BS3692M4X10	2-2-1/7-20
BS1768UNF3/8	2-2-1/13-63	BS3692M4X16	2-3/5-6
BS1768UNF3/8X1-1/2	2-2/7-21	BS3692M5	2-1/5-11
BS1768UNF3/8X3/4	2-2-1/7-16		2-2-3/7-17
BS18021/2IN. DIA	2-2-1/9-30		2-2-4/7-18
BS18023/8	2-2/7-22		2-2-6/9-33
BS34101-1/4	2-2-1/7-23	BS3692M5X12	2-2-4/5-16
BS34101/4	2-2-1/15-11		2-2-6/7-31
	2-2-1/17-17	BS3692M5X16	2-2-3/5-15
BS34101IN	2-2-6/5-13	BS3692M5X35	2-1/5-9
BS34103/4	2-2-1/11-46	BS3692M6	2-2-3/5-8
BS3692	2-3/13-4		2-2-9/9-29
BS3692M10	2-2/5-12		2-2-9/9-31
	2-2-1/13-58		2-2-9/13-52
	2-2-5/7-14		2-2-9/13-54
	2-2-7/5-4		2-3/13-6
	2-2-7/5-9		2-3/7-16
	2-2-8/5-10		2-3/9-25
	2-2-9/5-9		2-3/9-27
	2-2-9/7-18		2-3/9-29
	2-2-9/9-23	BS3692M6X10	2-3/5-2
	2-2-9/11-39	BS3692M6X16	2-2-3/5-6
BS3692M10X25	2-2/5-9		2-3/7-23
	2-2-7/5-2	BS3692M8	2-1/7-18
	2-2-7/5-7		2-2-8/5-6
	2-2-8/5-8		2-2-8/7-15
BS3692M10X30	2-2-9/5-7		2-2-9/5-4
	2-2-9/7-21		2-2-9/7-13

INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter, Fig and Item No.	Part No./Drawing No.	Chapter, Fig and Item No.
BS3692M8	2-2-9/9-35	BS4464M8	2-1/7-17
BS3692M8X16	2-1/7-16		2-2-5/5-4
BS3692M8X20	2-2-5/5-3		2-2-8/5-5
	2-2-8/5-3		2-2-8/7-14
BS3692M8X30	2-2-8/7-12		2-2-9/5-3
	2-2-9/5-2		2-2-9/7-12
	2-2-9/5-11		2-2-9/9-34
BS4174NO00X3/8	2-2/5-6	BS462 PART 26MM	2-2-7/7-18
BS4174NO4X3/16	2-2-1/11-43-44	BS4929 PART 1M16	2-2-5/5-6
BS4174NO4X9.5	2-2/5-4	BS4929M10	2-2-5/5-12
BS4320	2-2-6/7-21		2-3/11-34
BS4320M10	2-2/5-10	BS4929M14	2-2-2/5-10
	2-2-5/5-11	BS6862RED/BLACK	2-3-1/11-21
	2-3/9-33	BS6862WHITE	2-3-1/13-24
BS4320M12	2-2-3/7-23	BS6862brown/yellow	2-3-1/13-27
BS4320M16	2-2-6/5-5	DEF STAN 01-5 SECT 1(F)	2-2-9/13-59
BS4320M30	2-1/5-3	DEF STAN 47-11	2-2-9/9-32
BS4320M5	2-1/5-10	TABLE 1(A)	
BS4320M6	2-2-7/7-20	DEF STAN 53-10	2-2-1/13-59
	2-3/7-15	TABLE 1(B)1/16X7/8	
BS4320M8	2-2-8/5-4	DEF STAN 53-10	2-2-1/7-22
	2-2-8/7-13	TABLE 1(B)1/4X3	
BS4463M10	2-2/5-11	DEF STAN 53-13	2-2-9/9-25
BS4463M12	2-2/7-17	DEF STAN 53-13	2-3/15-24
BS4464M10	2-2-8/5-9	TABLE 1(A)1 IN.	
	2-2-9/5-8	DEF STAN 53-13	2-3/15-23
	2-2-9/7-17	TABLE 1(A)1-1/4	
	2-2-9/7-22	DEF STAN 62-6	2-3/17-4
	2-2-9/11-38	TABLE 1(A)24V6W	2-3/19-24
	2-2-9/11-50	DEF STAN 62-6	2-3/17-11
BS4464M12	2-2-9/11-43	TABLE 1(A)26V6W	2-3/19-20
BS4464M16	2-2-4/5-3	DEF STAN 62-6	2-3/17-10
	2-2-7/7-13	TABLE 11(A)	2-3/17-16
	2-2-9/11-45	DEF STAN 91-27 .	2-2-7/7-22
BS4464M3	2-3/7-12	DSAP	2-2-6/5-14
BS4464M4	2-3/5-7	FV(S) 7-2-1	2-3-1/5-4
BS4464M5	2-1/5-12		2-3-1/7-26
	2-2-3/7-16		2-3-1/7-30
	2-2-4/5-17		2-3-1/9-39
	2-2-6/7-32	FV(S) 7-3-1	2-3-1/11-3
BS4464M6	2-2-3/5-7		2-3-1/7-25
	2-2-7/5-3		2-3-1/7-29
	2-2-7/5-8		2-3-1/7-38
	2-2-7/7-19	FV(S) 9-2-3	2-3-1/11-2
	2-2-9/9-30		2-3-1/5-7
	2-2-9/13-53		2-3-1/13-23
	2-3/5-3		2-3-1/13-26
	2-3/9-24		2-3-1/7-28
	2-3/9-28		2-3-1/7-37

INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter Fig and Item No.	Part No./Drawing No.	Chapter Fig and Item No.
FV130671	2-2/5-3	FV2140614	2-2/5-13
FV133030	2-2/5-5	FV2140660	2-2-9/5-6
FV175700/111	2-3-1/5-18	FV2140661	2-2-9/7-15
	2-3-1/7-34	FV2140665	2-2-9/13-51
FV175700/112	2-3-1/5-15	FV2140667	2-2-9/9-24
	2-3-1/9-41	FV2140668	2-2-9/9-33
FV175700/128	2-3-1/11-10	FV2140669	2-2-2/5-9
	2-3-1/5-11	FV2140674	2-2-9/19-8
	2-3-1/7-31	FV2140675	2-2-9/9-27
FV175700/129	2-3-1/11-5	FV2140678	2-2/5-7
	2-3-1/5-12	FV2140679	2-2/5-8
	2-3-1/7-33	FV2140688	2-2-9/11-40
FV175700/130	2-3-1/11-6	FV2140699	2-2-9/19-7
	2-3-1/5-17	FV2140700	2-0/5-2
	2-3-1/9-40		2-2/5-
FV175700/131	2-3-1/5-9	FV2140701	2-0/5-
	2-3-1/7-32	FV2140703	2-2/5-1
FV175700/132	2-3-1/7-19	FV2140704	2-2/7-24
	2-3-1/9-43		2-2-1/5-
FV175700/133	2-3-1/11-9	FV2140706	2-2/7-25
	2-3-1/9-42		2-2-2/5-
FV175700/135	2-3-1/5-16	FV2140707	2-2/9-32
FV175700/136	2-3-1/5-10		2-2-9/5-
	2-3-1/11-18	FV2140708	2-2/9-31
FV175700/152	2-3-1/5-13		2-2-8/5-
	2-3-1/11-14	FV2140711	2-2-2/5-6
FV175700/334	2-3-1/5-14	FV2140712	2-2-2/5-5
FV175700/46	2-3-1/5-8	FV2140713	2-2-2/5-7
FV175700/742	2-3-1/7-35	FV2140714	2-2-2/5-8
	2-3-1/9-44	FV2168544	2-2-2/5-1
FV175707/205	2-3-1/5-6	FV2168545	2-2-2/5-2
FV175707/780	2-3-1/5-5	FV2168546	2-2-2/5-3
FV2046077	2-2-5/5-13	FV2168547	2-2-2/5-4
FV2116989/2	2-2-9/13-55	FV2168695	2-0/3
FV2116989/3	2-2-9/13-56		2-3/5-
FV2124156	2-3/9-30	FV2168747	2-3/13-8
FV2124157	2-3/9-31		2-3-1/5-1
FV2124320	2-2/7-20	FV2168748	2-3/13-14
FV2140360	2-2-9/9-28		2-3-1/7-36
FV2140551	2-2-9/11-41	FV2168749	2-3/13-15
FV2140560	2-2-9/11-47		2-3-1/7-27
FV2140564	2-2-8/5-2	FV2168752	2-3/13-10
FV2140606	2-2/7-28		2-3-1/11-8
	2-2-5/5-	FV2168753	2-3/13-11
FV2140607	2-2-5/5-8		2-3-1/11-11
FV2140608	2-2-5/5-9	FV2168754	2-3/15-16
FV2140609	2-2-5/5-2		2-3-1/11-12
FV2140610	2-2-5/5-1	FV2168755	2-3/15-17
FV2140611	2-2-5/5-5		2-3-1/11-13

INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter Fig and Item No.	Part No./Drawing No.	Chapter Fig and Item No.
FV2168756	2-3/15-18	FV850919	2-2-6/5-4
FV2168757	2-3-1/11-15	FV861706	2-2-3/5-3
FV2168758	2-3/15-19	FV861869	2-2-7/5-11
FV2168759	2-3-1/11-16	FV861921	2-2-3/5-1
FV2168760	2-3/15-20	FV861922	2-2-3/5-2
FV2168761	2-3-1/11-17	FV861924	2-2-3/5-4
FV2168762	2-3/15-21	FV861925	2-2-3/5-5
FV2168763	2-3-1/11-19	FV861928	2-2-7/5-1
FV268750	2-3/15-22	FV861934 SHT 1	2-2-7/7-15
FV268751	2-3-1/11-20	FV861934 SHT 2	2-2-7/7-16
FV335316	2-3/7-20	FV861938	2-2-7/5-6
FV501292	2-3-1/11-22	FV861946	2-2-7/7-17
FV556226	2-3/7-21	FV861958	2-2-3/7-18
FV585082	2-3-1/13-25	FV861959	2-2-3/5-10
FV585098	2-3/13-9	FV861969	2-2-3/7-19
FV596887	2-3-1/-20	FV861970	2-2-8/5-7
FV620702	2-3/13-12	FV861977	2-2-8/7-11
FV634204	2-3-1/11-1	FV861978	2-2-4/5-5
FV654855	2-3/13-13	FV861979	2-2-4/5-11
FV666240	2-3-1/11-7	FV861981	2-2-4/5-1
FV666241	2-2-3/5-11	FV861982	2-2-4/5-6
FV666244	2-3/7-22	FV861986	2-2-4/5-7
FV666245	2-3/5-1	FV861987	2-1/5-13
FV666247	2-3-1/7-22	FV861988	2-1/5-14
FV666361	2-3-1/7-23	FV861990	2-1/7-15
FV666408	2-3-1/5-2	FV861991	2-1/5-7
FV666452	2-3-1/7-24	FV861992	2-1/5-6
FV700809	2-3/5-10	FV861993	2-1/5-5
FV702033	2-3/9-26	FV862053	2-1/5-4
FV773705	2-2/7-29	FV862054	2-2-1/11-48
FV850897	2-2-6/5-	FV862121	2-2-1/11-49
FV850898	2-2-6/5-1	FV862149	2-2-3/7-20
FV850900	2-2-6/7-26	FV924144	2-2-4/5-12
FV850906	2-2-6/5-15	FV924180	2-2-3/5-9
	2-2-6/7-18	FV924211	2-2-9/13-57
	2-2-6/7-22	FV924212	2-2-9/21-22
	2-2-6/7-22	FV924373	2-2-6/5-11
	2-2-6/7-22	FV924554	2-2-6/5-12
	2-2-7/5-10	FV924698	2-2/7-19
	2-2-8/5-1	FV924783	2-2-6/7-20
	2-3-1/7-21	FV924881	2-2-1/5-5
	2-1/5-1	GS1A	2-2/5-14
	2-2/5-2	HC1335	2-2-1/5-6
	2-2/9-30		2-2-9/13-58
	2-2-7/5-		2-2-3/5-13
	2-2/7-27		2-2-3/7-22
	2-2-4/5-		2-2-4/5-9
	2-0/5-1		2-2-4/5-14
	2-1/5-		2-2-6/7-24
	2-2/7-26		
	2-2-3/5-		

INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter Fig and Item No.	Part No./Drawing No.	Chapter Fig and Item No.
HC1335	2-2-6/7-29	16L	2-2-1/5-9
HG1	2-2-6/5-8	1737	2-2/7-16
HL11506	2-2-3/5-14	2106417	2-2-1/5-10
	2-2-4/5-10	212227	2-2-9/5-1
	2-2-4/5-15	2565-2020	2-2-1/11-45
	2-2-6/7-25	2853	2-3/7-19
	2-2-6/7-30	2KA 324 LRB 241	2-3/13-5
H02195000400	2-2-5/5-7		2-3/17-17
KIT3209	2-2-5/7-15	2NE 002481-001	2-3/13-3
KLM501349-KLM501310	2-2-1/7-24		2-3/17-13
KL92410	2-2-9/19-19	2SD 001698-001	2-3/13-2
K19408	2-2-9/19-20		2-3/17-5
K24104	2-2-9/21-21	3102764	2-2-9/11-48
K3780-K3720	2-2-1/7-25	3123	2-3/7-18
LK3	2-3/15-25	3124-251	2-2-1/17-21
LT 1-3/4/B	2-2-6/5-16	3124-961	2-2-1/17-20
MB4040DU	2-2-6/5-2	3144	2-3/7-17
M351	2-2-6/7-27	3145-911	2-2-1/19-28
NBM10	2-2-5/7-16	3146-993	2-2-1/19-29
NC28	2-3/15-26	3265-743	2-2-1/15-4
NO-0159-11-601	2-2-1/11-54	352401W	2-2-9/19-13
PG11	2-3/17-6	353361W	2-2-9/11-36
	2-3/17-14	3611-419	2-2-1/17-16
PM9080DX	2-2-1/9-38	3636-222	2-2-1/17-14
SF50-281	2-2-9/17-26	3658-812	2-2-1/17-15
SLM10	2-2-5/7-17	3661-525	2-2-1/17-23
SPB037175CSF	2-1/5-2	3677-529	2-2-1/17-25
SSB524	2-2-1/19-30	3681-728	2-2-1/15-8
TUNGUM	2-2-9/19-4	3681-729	2-2-1/15-9
	2-2-9/15-15	377120	2-2-9/19-12
TUNGUM 22SWG	2-2-9/19-16	378723	2-2-9/19-15
TYPE 2	2-2-3/5-12	378730	2-2-9/19-9
	2-2-3/7-21	378731	2-2-9/19-11
	2-2-4/5-8	3812-738(R)	2-2-1/15-6
	2-2-4/5-13	3812-743	2-2-1/15-12
	2-2-6/7-23	3842-714	2-2-1/19-26
	2-2-6/7-28	3872-713(R)	2-2-1/15-5
T991	2-2-6/5-9	4113-596	2-2-1/17-13
V705	2-2-6/5-17	4157-736	2-2-1/19-27
	2-3-1/5-	4242-413	2-2-1/15-3
102678	2-2-1/17-22	4253010034	2-2-9/17-24
1102	2-3/17-3	4325000000	2-2-9/5-5
	2-3/19-23	4510203100	2-2-9/7-19
111/07/04	2-3/7-14	4519992462	2-2-9/7-20
12272	2-2-1/15-7	4535-870	2-2-1/17-19
1231	2-3/17-2	4572-030	2-2-1/15-2
1268	2-3/19-22	4637030120	2-2-9/17-18
1550	2-2-8/7-16	4637031000	2-2-9/17-21
16-4TR29	2-2-6/5-10	4637031030	2-2-9/19-1

INDEX OF PART NUMBERS/DRAWING NUMBERS

Part No./Drawing No.	Chapter, Fig and Item No.	Part No./Drawing No.	Chapter, Fig and Item No.
4656-303	2-2-1/15-1	8-25-16UN1STEEL	2-2-1/5-7
4750100260	2-2-9/7-14	8103150044	2-2-9/11-46
480997447	2-2-1/11-55	8109040044	2-2-9/17-19
480999024	2-2-1/11-56	8114010574	2-2-9/19-2
480999101	2-2-1/11-53		2-2-9/15-3
50/04/00	2-3/17-1	8114010804	2-2-9/15-13
50/05/00	2-3/13-7	8930100704	2-2-9/17-22
	2-3/19-21	8930700944	2-2-9/15-7
54191042	2-3/15-27	8931204144	2-2-9/15-4
54191204	2-3/15-28	8931204244	2-2-9/15-8
560006602	2-2-1/9-41	8935104102	2-2-9/15-6
560006608	2-2-1/11-57	8938001090	2-2-9/15-14
560006609	2-2-1/13-62	8938019940	2-2-9/15-16
560006610	2-2-1/13-61	8938201600	2-2-9/15-17
560006611	2-2-1/13-60	89383004710	2-2-9/17-27
560006612	2-2-1/13-64	8938304410	2-2-9/17-20
560006613	2-2-1/13-65	8938900140	2-2-9/15-10
560006614	2-2-1/9-37	8970426404	2-2-9/15-9
560006615	2-2-1/9-42	8GP 002068-241	2-3/17-12
560006634	2-2-1/7-17	92194	2-2-1/17-24
560006635	2-2-1/11-52	9343000700	2-2-9/17-23
560006636	2-2-1/7-27	9522000210	2-2-9/15-2
560006639	2-2-1/7-26	9522000220	2-2-9/15-1-1
560006640	2-2-1/7-21	9710021500	2-2-9/5-10
560006641	2-2-1/7-19	9EL 072373-001	2-3/19-18
560006642	2-2-1/5-15	9EL 104544-001	2-3/17-7
560006645	2-2-1/9-32	9EL 111600-001	2-3/17-15
560006646	2-2-1/9-33	9GD 104543-001	2-3/17-8
560006728	2-2-1/5-11	9GP 004028-007	2-3/17-9
560007050	2-2-1/5-1	9GP 072300-001	2-3/19-19
560007051	2-2-1/11-51		
560007055	2-2-1/9-34		
560007058	2-2-1/5-14		
560007080	2-2-1/9-40		
560007081	2-2-1/9-39		
560007227	2-2-1/7-18		
560007262	2-2-1/11-43		
64046057	2-2-9/9-26		
64100178	2-2-9/19-17		
64140089	2-2-9/19-18		
64470416	2-2-9/19-14		
64470434	2-2-9/19-3		
64473276	2-2-9/19-10		
64473284	2-2-9/19-6		
64474963	2-2-9/19-5		
71/03/00	2-3/5-9		
77/02/00	2-3/5-5		
78/03/00	2-3/5-4		
8-25-16TR-259	2-2-1/5-8		

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Chapter 1

INDEX OF ASSEMBLIES AND SUB ASSEMBLIES

Chapter 2

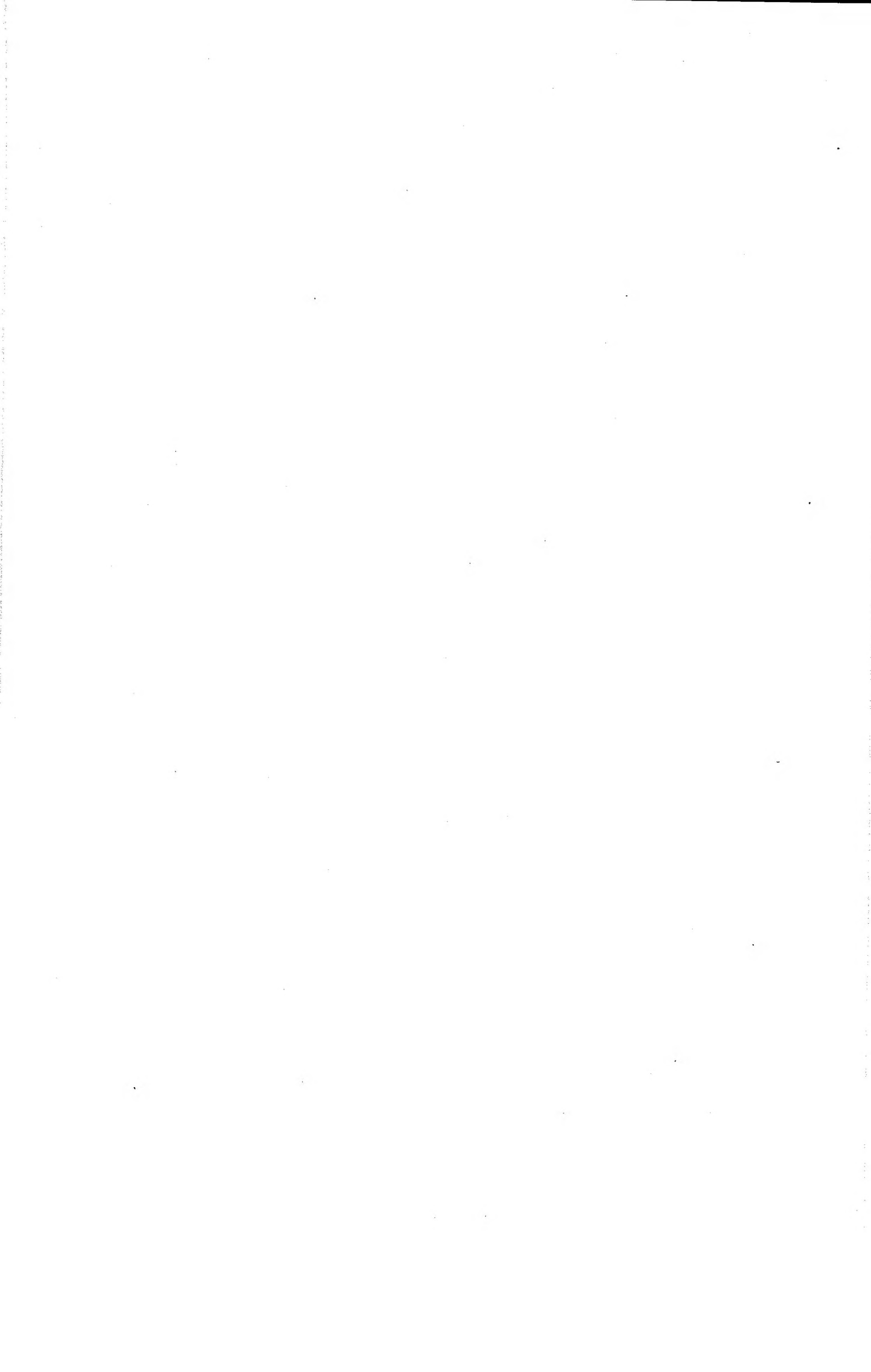
PARTS LIST



Chapter 3

INDEX OF NATO STOCK Nos TO CHAPTER LOCATION

CHAPTER 3



Chapter 4

INDEX OF PART Nos/DRAWING Nos TO CHAPTER LOCATION

CHAPTER 4





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**TRAILER, FLAT PLATFORM,
SPECIAL PURPOSE, 2 1/2 TONNE,
2 WHEELED, FV 2406, MK 3
REPAIR INSTRUCTIONS**

This publication contains information covering the requirements
of Cat 5.2 at levels 2 and 3

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Page (i)/(ii)



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2	[REDACTED]	5/4/98
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Amdt No.	Incorporated By (Signature)	Date
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		



CONTENTS

Frame	PRELIMINARY MATERIAL	Page
A02	Front cover (title page)	(i)/(ii)
	Amendment record	(iii)/(iv)
A03	Contents (this list)	(v)
A04	Preface	(vi)
A04	Introduction	(vi)
A04	Related and associated publications	(vi)
A05	List of abbreviations	(vii)
A06	Warnings	(viii)

REPAIR INSTRUCTIONS

- Chapter 1 Unit repairs
- Chapter 2 Field repairs

PREFACE

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INTRODUCTION

1 Service users should forward any comments concerning this publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided at the end of the publication; it should be photocopied and used for forwarding comments on this AESP.

2 The subject matter of this publication may be affected by Defence Council Instructions (DCIs), Standard Operating Procedures (SOPs) or by local regulations. When any such Instruction, Order or regulation contradicts any portion of this publication, it is to be taken as the overriding Authority.

RELATED AND ASSOCIATED PUBLICATIONS

Related publications

3 The Octad for the subject equipment consists of the publications shown below. All references are prefixed with the first eight digits of this publication. The availability of the publication can be checked by reference to the relevant Group Index (see AESP 0100-A-001-013).

Publication Title: <u>Trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV 2406, Mk 3</u>																	
CATEGORIES AND INFORMATION LEVELS																	
Category	1		2		3	4		5				6		7		8	
Level	0	0	1	2	0	1	2	1	2	3	4	0	1	1	2	1	2
1 USER/OPERATOR	101	201	*	*	201	*	*	*	201	*	*	601	*	711	*	*	*
2 UNIT MAINTENANCE	*	*	*	*	201	*	*	*	522	*	*	*	*	*	*	*	*
3 FIELD MAINTENANCE	*	*	*	*	*	*	*	*	522	*	*	*	*	*	*	*	*
4 BASE MAINTENANCE	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

- | | |
|--|---------------------------------|
| 1.0 Purpose and Planning Information | 5.2 Repair Instructions |
| 2.0 Operating Information | 5.3 Inspection Standards |
| 2.1 Special to Arms | 5.4 Calibration Standards |
| 2.2 Training Aids | 6.0 Maintenance Schedules (RAF) |
| 3.0 Technical Description | 7.1 Illustrated Parts Catalogue |
| 4.1 Installation Instructions | 7.2 Commercial Parts List |
| 4.2 Preparation for Special Environments | 8.1 Modification Instructions |
| 5.1 Failure Diagnosis | 8.2 General Instructions |

* Not published

Associated publications

<u>4</u>	<u>Reference</u>	<u>Title</u>
	CES TBA	Complete Equipment Schedule
	EMER T & M A 028, Chap 060	Inspection and Examination of Ball and Roller Bearings

LIST OF ABBREVIATIONS

AESP	Army Equipment Support Publication
Ah	Ampere Hour
CES	Complete Equipment Schedule
dB	Decibel
dc	Direct Current
DCIs	Defence Council Instructions
EMER	Electrical Mechanical Engineering Regulation
GIE	Government Issued Equipment
GS	General Service
LCT	Landing Craft Tank
LST	Landing Ship Tank
NATO	North Atlantic Treaty Organisation
NSN	Nato Stock Number
SOPs	Standard Operating Procedures
UK	United Kingdom

WARNINGS

WARNINGS

(1) WHEN PARKING THE TRAILER, ENSURE THAT THE PARKING AREA IS AS FLAT AS POSSIBLE, THAT THE HANDBRAKE IS APPLIED FIRMLY, THAT THE REAR SUPPORT CLAMPS ARE TIGHT, THE LOCKING PIN AND CLIP ARE CORRECTLY ENGAGED, THAT THE FRONT JACK LEGS ARE WOUND DOWN AND THAT THE JOCKEY WHEEL IS LOCKED BEFORE BEING WOUND DOWN.

▶ (2) PERSONNEL HAZARD. ENSURE THAT THE REAR SUPPORT LEGS ARE LOWERED AND SUPPORTING THE WEIGHT OF THE TRAILER BEFORE COUPLING TO OR UNCOUPLING FROM A PRIME MOVER.

(3) PERSONNEL HAZARD. BEFORE DRIVING THE PRIME MOVER WITH TRAILER ATTACHED, ENSURE THAT THE JOCKEY WHEEL AND REAR SUPPORT LEGS ARE SECURED IN THEIR STOWED POSITION.

(4) TRAILER LOADING. ENSURE THAT THE TRAILER PAYLOAD IS CORRECTLY DISTRIBUTED AND THAT THE DRAWBAR PREPONDERANCE WEIGHT IS STRICTLY OBSERVED. ◀

(5) OBSERVE ALL APPROPRIATE SAFETY INSTRUCTIONS CONCERNING JACKING AND SCOTCHING WHEN CHANGING WHEELS OR EXAMINING HUB ASSEMBLIES AND BRAKES.

(6) AIR/HYDRAULIC BRAKING SYSTEM. ENSURE THAT BOTH AIR HOSES ARE DISCONNECTED FROM THE TOWING VEHICLE AND THAT THE CONNECTORS ARE STOWED IN THE DUMMY CONNECTORS ON THE DRAWBAR. DRAIN THE AIR RESERVOIR ON THE TRAILER. THE ONLY EXCEPTION TO THIS PARAGRAPH IS WHEN TESTING THE AIR HYDRAULIC SYSTEM FOR LEAKS WHEN GREAT CARE MUST BE EXERCISED.

(7) MECHANICAL FITNESS. IF THE OPERATOR/DRIVER IS IN ANY DOUBT AS TO THE MECHANICAL FITNESS OF A TRAILER IT MUST NOT BE USED UNTIL ADVICE HAS BEEN SOUGHT.

(8) NEVER USE AN AIR LINE TO REMOVE BRAKE DUST. IF INHALED, BRAKE DUST CAN DAMAGE HEALTH. WHENEVER POSSIBLE, REMOVE DRY DUST WITH A VACUUM BRUSH.

(9) ELECTRICAL HAZARD. BEFORE COMMENCING WORK ON THE TRAILER, ENSURE THAT THE TRAILER ELECTRICAL PLUG IS DISCONNECTED FROM THE PRIME MOVER.

(10) TOXIN. CADMIUM IS USED IN SOME TRAILER COMPONENTS. CADMIUM DOES NOT PRESENT A HAZARD IN NORMAL USE, BUT MAY DO SO IF:

1 DUST IS RELEASED AS A RESULT OF DAMAGE, GRINDING, DRILLING OR FILING.

2 FUMES ARE RELEASED AS A RESULT OF EXCESSIVE HEATING, WELDING, OR SIMILAR OPERATIONS.

SAFETY PRECAUTIONS TO BE OBSERVED WHEN HANDLING THIS MATERIAL ARE DETAILED IN AP 100B-10 ORDER 1804.

CHAPTER 1
UNIT REPAIRS
CONTENTS

Frame	Para	
B04	1	Introduction
B04	2	Scope of unit repairs
B04	3	Limitations
B04	4	Tools
B05		Adjustment, repair, exchange procedures
B05	7	General (WARNING)
B05		Hubs and wheels
B05	8	To remove a roadwheel
B06	11	To refit a roadwheel
B06	14	Check and adjust hub bearing play (WARNINGS)
B08	20	Replacement of bearings
B09		Suspension assemblies and components
B09	27	Removing and refitting torsion bars
B11	35	Removal and fitting of shock absorbers
B11	41	Removal and fitting of rubber springs
B12		Braking system, hydraulic components
B12	45	Removal and fitting of brake linings (WARNING)
C01	64	Removal and fitting of wheel hydraulic cylinders
C02	78	Removal and fitting of the hydraulic fluid reservoir (WARNING)
C08	85	Removal and fitting of the master cylinder (WARNING)
C11	94	Master cylinder overhaul
C13	104	Bleeding the hydraulic system
C13		Braking system, air pressure components
C13	107	Removal and fitting of a line filter cartridge (WARNING)
D01	112	Removal and fitting of the line filters
D02	121	Removal and fitting of the relay emergency valve (WARNING)
D04	133	Removal and fitting of the air reservoir (WARNING)
D06	144	Removal and fitting of the load sensing valve (WARNING)
D08	156	Removal and fitting of the actuator (WARNING)
D10	164	Air system tests
D13	167	Adjustment of pressure limiting valve
D13	172	Adjustment of load sensing valve, unladen trailer
D13		Handbrake assembly
E01	180	Removal and fitting of the handbrake lever (WARNING)
E02	193	Removal and fitting of brake rod
E02	200	Removal and fitting of the axle compensator assembly
E04	207	Removal and fitting of left and right hand brake rods and cables
E05	217	Adjustment of handbrake
E05		Towing eye
E05	221	Removal and fitting of the towing eye
E08		Jockey wheel
E08	223	Removal and fitting of the jockey wheel assembly (WARNING)
E08	226	Removal and fitting of jockey wheel
E09	233	Removal and fitting of jockey wheel jack mechanism
E11		Front jack leg assemblies
E11	242	Removal and fitting of front jack leg assemblies (WARNING)
E13		Rear support leg assemblies
E13	249	Removal and fitting of a rear support leg
E13		Towing pintle assembly (WARNING)
E13	255	Removal and fitting of emergency towing pintle

Frame Para

F01		Spare wheel carrier (WARNING)
F01	259	Removal and fitting of the wire rope
F03	265	Removal and fitting of the winch assembly
F03	268	Removal and fitting of the bracket assembly
F03		Electrical equipment
F03	270	Replacement of lamps, front position and outline lights
F03	272	Replacement of lamps, stop, tail, turn and fog lights
F04	274	Replacement of lamps, number plate and convoy plate lights
F04	276	Removal and fitting of front position and outline light assemblies
F04	278	Removal and fitting of stop/tail/turn light assemblies
F04	281	Removal and fitting of fog light assemblies
F05	283	Removal and fitting of number plate and convoy plate light assemblies
F05	286	Removal and fitting of reflectors
F05	288	Removal and fitting of cable harnesses

Table

Page

B04	1	Tool kits	3
B04	2	Special tools	3
B05	3	Unit adjustable, repairable and exchange components and assemblies	4

Fig

B06	1	Wheel nut tightening sequence	5
B07	2	Suspension assembly	6
B10	3	Rubber spring	9
B13	4	Brake assembly	12
C03	5	Component location, air and hydraulic components	16
C06	6	Air system circuit	19
C07	7	Air/hydraulic system circuit	20
C09	8	Hydraulic fluid reservoir	22
C10	9	Master cylinder and actuator	23
C12	10	Master cylinder	25
C14	11	Line filter assembly	27
D03	12	Relay emergency valve and pressure limiting valve	30
D05	13	Air reservoir	32
D07	14	Load sensing valve	34
D09	15	Actuator	36
D11	16	Adjustment of pressure limiting valve	38
D12	17	Adjustment of load sensing valve	39
D14	18	Handbrake assembly (drawbar)	41
E03	19	Handbrake assembly (axle)	44
E06	19A	Adjustment of handbrake linkage and compensator	47
E06	20	Towing eye assembly	47
E07	21	Jockey wheel assembly	48
E10	22	Front jack leg assembly	51
E12	23	Rear support leg assembly	53
E14	24	Towing pintle assembly	55
F02	25	Spare wheel carrier assembly	57
F06	26	Chassis electrical equipment	61
F07-F08	27	Circuit diagram	62

INTRODUCTION

1 This chapter of AESP 2330-G-655-522 deals with unit repairs to the trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV 2406 MK 3.

SCOPE OF UNIT REPAIRS

2 Most trailer assemblies and components on the trailer can be adjusted, repaired or replaced at unit level. The one action beyond unit scope is replacement of the axle tube assembly.

LIMITATIONS

3 This publication includes sufficient information to enable a Unit Vehicle Mechanic to adjust, repair or exchange a failed trailer assembly or component to restore the trailer to full operational use. Where replacement of an assembly is the repair instruction, no attempt should be made to dismantle the item further.

TOOLS

4 The tools required to perform repairs authorised at unit level, are contained in the kits listed in Table 1.

TABLE 1 TOOL KITS

SER (1)	NSN (2)	DESIGNATION (3)
1	F1 5180 - 99 - 763 - 5945	Tool Kit, Vehicle Mechanic

5 Special tools, required for pneumatic testing, are given in Table 2.

TABLE 2 SPECIAL TOOLS

SER (1)	NSN (2)	DESIGNATION (3)
1	6MT2 4720 - 99 - 783 - 1206	Test Gauge

6 Table 3 lists components and assemblies which are adjustable, repairable and exchange replaceable at unit level.

**TABLE 3 UNIT ADJUSTABLE, REPAIRABLE AND EXCHANGE COMPONENTS
AND ASSEMBLIES**

SER (1)	ITEM (2)	ADJUSTABLE (A), REPAIRABLE (R), EXCHANGE (E) (3)
1	Hubs and wheels	A, R, E
2	Suspension assemblies and components	R, E
3	Air/hydraulic brake system	A, R, E
4	Handbrake assembly	A, R, E
5	Jockey wheel assembly	E
6	Rear steady legs	E
7	Front jack legs	E
8	Rear towing assembly	E
9	Electrical system lights and reflectors	R, E

ADJUSTMENT, REPAIR, EXCHANGE PROCEDURES**General**

7 Refer to AESPs 2330-G-655-101, 201 and 711 for assistance with the following procedures. The AESPs give information relating to routine maintenance, part numbers and exploded parts diagrams.

WARNING

REFERENCE SHOULD BE MADE TO THE WARNINGS REGARDING TOWING, PARKING, SCOTCHING AND JACKING UP OF THE TRAILER GIVEN IN THE PRELIMINARY PAGES OF THIS PUBLICATION PRIOR TO ANY WORK BEING CARRIED OUT.

Hubs and wheelsTo remove a roadwheel

8 Apply the trailer handbrake and scotch the roadwheel on the opposite side of the trailer.

9 Place a jack under the axle tube and then slacken the wheel securing nuts. Jack up the wheel. Support the front and rear of the trailer on vehicle stands.

10 Raise the wheel clear of the ground, remove the six securing nuts and wheel from the hub, taking care not to damage the threads.

NOTE

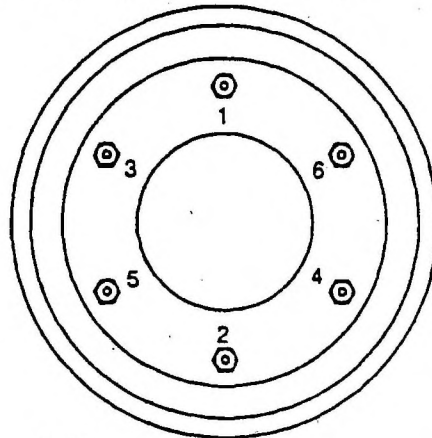
The left hand wheel studs are left hand threaded, the right hand wheel studs are right hand threaded.

To refit a roadwheel

11 Position the wheel as near to its location as possible and lift carefully onto the studs, taking care not to damage the threads.

12 Fit the wheel nuts and tighten to a torque load of 472 to 544 Nm (350 to 400 lbf ft), in the sequence shown in Fig 1. Lower the wheel to the ground in order to achieve the torque levels quoted.

13 Remove the jack. Test the tyre pressure and adjust, if necessary, to 75 lbf/in² (5.16 bar).



80148/16

Fig 1. Wheel nut tightening sequence

Check and adjust hub bearing play (Fig 2)

WARNINGS

(1) **NEVER USE AN AIR LINE TO REMOVE BRAKE DUST. IF INHALED, BRAKE DUST CAN DAMAGE HEALTH. WHENEVER POSSIBLE, REMOVE BRAKE DUST WITH A VACUUM BRUSH.**

(2) **CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE BRAKEPLATE TO THE SUSPENSION ASSEMBLY. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.**

14 To check for hub bearing play.

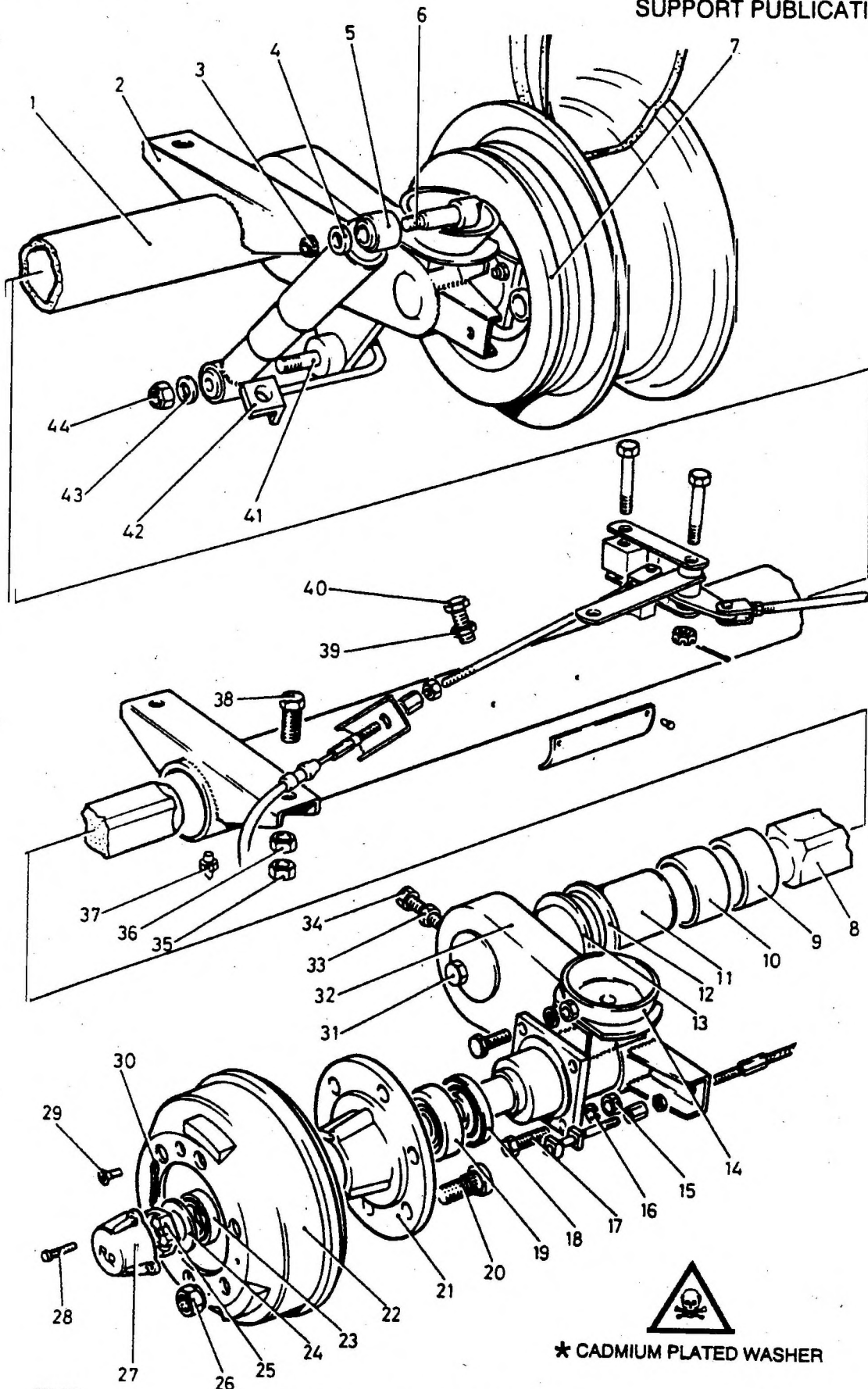
14.1 Raise the roadwheel as described in Paras 8 to 10. Release the handbrake.

14.2 Spin the roadwheel to check for freedom of rotation.

14.3 Check for bearing play by grasping the wheel top and bottom and attempt to 'rock' in and out.

14.4 The wheel must be free to rotate and have slight detectable play in the bearings. As a guide, play when checked should not exceed 0.5 mm (0.2 in) at the wheel rim. If the wheel does not rotate freely or the bearings have excessive play in them, further checks are necessary.

15 Check that the brake shoes are not binding on the drum thereby causing the wheel to be stiff in rotation. If the brakes are causing stiffness, refer to the hydraulic brake section for further checks.



80149/32

Fig 2 Suspension assembly

KEY TO FIG 2

- | | |
|----------------------------------|----------------------------------|
| 1 Axle | 23 Tapered roller bearing |
| 2 Axle/chassis bracket | 24 Flat washer |
| 3 Nut | 25 Slotted nut |
| 4 Spacer | 26 Wheelnut |
| 5 Shock absorber | 27 Wheel hub cover |
| 6 Pin (upper) | 28 Screw |
| 7 Right hand brake assembly | 29 Screw |
| 8 Torsion bar | 30 Split cotter pin |
| 9 Bearing bush | 31 Plug |
| 10 Bearing bush | 32 Left hand suspension assembly |
| 11 Tube and bearing sub assembly | 33 Nut |
| 12 Ring | 34 Screw |
| 13 Enerseal | 35 Locknut |
| 14 Rebound spring cup | 36 Nut |
| 15 Nut | 37 Grease nipple |
| 16 Lockwasher * | 38 Screw |
| 17 Bolt | 39 Nut |
| 18 Plain seal | 40 Screw |
| 19 Tapered roller bearings | 41 Pin (lower) |
| 20 Ribbed shoulder bolt | 42 Load sensing valve bracket |
| 21 Hub assembly | 43 Flat washer |
| 22 Brake drum | 44 Nut |

16 If the brakes are not binding, or excessive play is evident in the bearings, proceed as follows.

17 Remove the roadwheel, as described in Paras 8 to 10. Clean any road dirt from the hub assembly. Remove the hub cap from the hub assembly by removing the three pan headed screws. Remove the split pin locking the slotted nut to the hub assembly. Discard the split pin. Adjust the slotted nut, rotating the hub to seat the bearings, turning the nut clockwise to tighten the bearings and anticlockwise to free the bearings. Tighten the nut until the hub will no longer turn. Slacken off the nut by 30 degrees and check for free rotation. If free rotation occurs, check the split pin hole and the slot in the nut for alignment. Slacken off the nut, if required, to achieve alignment of the hole and slot and fit a new split pin to lock the nut in place. Refit the hub cap to the hub assembly with the three screws. Apply the handbrake.

18 Refit the roadwheel as described in Paras 11 and 12 and recheck the bearing play and wheel rotation, as described in Para 14.1 to 14.4. Remove the jack and test the tyre pressures, as described in Para 13.

19 If the bearings are worn excessively, they must be replaced.

Replacement of bearings

20 Remove the roadwheel, hub cap and split pin, as described previously in Paras 8 to 10 and 17.

21 Release the handbrake. Release the brake drum from the hub assembly by removing the two countersunk screws. Remove the brake drum.

NOTE

It may be necessary to slacken off the brake shoe adjuster to assist with releasing the brake drum. Refer to Para 48 for details of brake adjustment.

22 Undo and remove the slotted nut from the stub axle. Remove the plain washer. Remove the outer bearing by pulling the hub assembly away from the stub axle a short distance, then push the hub assembly back onto the axle. Remove the hub assembly from the stub axle, leaving the inner bearing behind. Extract the inner bearing and the grease seal from the stub axle. Discard the grease seal.

23 Examine the inner and outer bearings for wear in accordance with EMER T & M A 028 Chap 060.

24 Clean any remaining grease from the stub axle. Refit a new grease seal to the stub axle. If re-using the original bearings, clean off any remaining grease. Repack new or original bearings with fresh Grease, Automotive and Artillery, G 403-XG 279 and fit the inner bearing to the stub axle. Care should be taken not to get any grease on the brake linings.

25 Pack the hub assembly with the same grease and refit to the stub axle. Pack the outer bearing with grease and refit to the stub axle. Refit the plain washer to the stub axle. Fit the slotted nut to the stub axle. Refit the drum brake to the stub axle and fix to the hub assembly with two countersunk screws. Adjust the bearing play as described in Para 17 and fit a new split pin to the slotted nut. Adjust both wheel brakes if necessary as described in Para 62.

26 Refit the roadwheel, as described in Paras 11 and 12, and recheck the bearing play and wheel rotation, as described in Paras 14.1 to 14.4. Remove the jack and test the tyre pressures, as described in Para 13.

Suspension assemblies and components (Fig 2)

Removing and refitting torsion bars

27 Support the front and rear of the trailer on vehicle stands. Remove the roadwheel, as described in Paras 8 to 10. Clean off any road dirt from the suspension assemblies, having first placed a cloth over the brake drum and hub assembly.

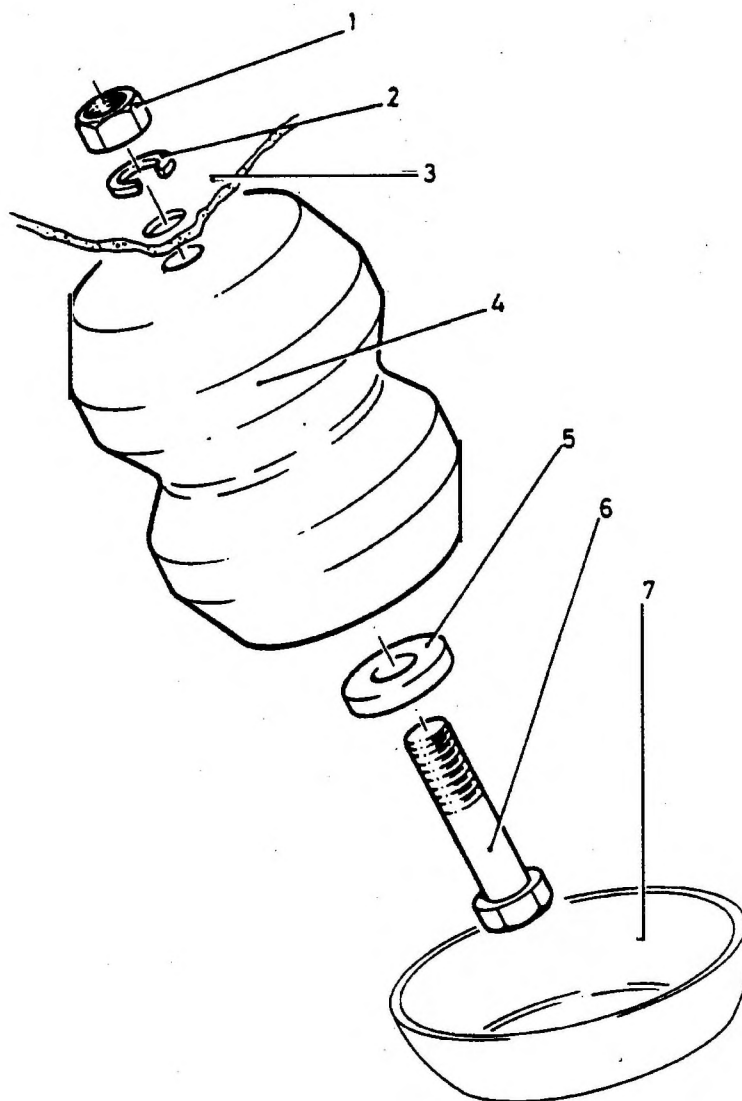
28 Disconnect the hydraulic pipe from the wheel cylinder, as described in Para 68, and the handbrake cable from the axle compensator, as described in Para 50. Remove the shock absorber from the trailer, as described in Paras 35 to 37.

29 Undo the locknut and the locking screw (Fig 2, items 39 and 40) fixing the torsion bar and swinging arm assembly to the axle tube. Withdraw the torsion bar and swinging arm assembly from the axle tube. Remove the felt washer, enerseal and spacer ring from the axle tube. Discard the felt washer and enerseal.

30 Undo the locknut and the locking screw (Fig 2, items 33 and 34) fixing the torsion bar to the swinging arm. Extract the torsion bar from the swinging arm by removing the plug and substituting a 100 mm long extraction screw to drive the bar out of the housing. Replace the plug upon completion.

31 To refit, push the torsion bar into the housing in the swinging arm, ensuring that the dimple in the torsion bar is in alignment with the locking screw. Locate and fix the locking screw (Fig 2, item 34) through the swinging arm into the torsion bar and lock with the locknut (Fig 2, item 33).

32 Fit the spacer ring, new enerseal and new felt washer onto the bearing journal, apply XG 279 onto the journal diameter and enter into the axle tube bearings. Locate and fix the locking screw (Fig 2, items 39 and 40) through the axle tube into the torsion bar. Apply grease XG 279 to both grease nipples.



80148/40

- 1 Nut
- 2 Lockwasher
- 3 Chassis bracket
- 4 Rubber spring
- 5 Thick washer
- 6 Bolt
- 7 Suspension rebound stop

Fig 3 Rubber spring

33 Refit the shock absorber, as described in Paras 38 and 39.

34 Refit the hydraulic pipe to the wheel cylinder, as described in Para 75, and the handbrake cable to the axle compensator, as described in Para 61. Bleed the brakes as described in Para 105. Refit the roadwheel, as described in Paras 11 and 12, and test the tyre pressures as described in Para 13.

Removal and fitting of shock absorbers

35 Support the front and rear of the trailer on vehicle stands. Remove the roadwheel, as described in Paras 8 to 10. Cover the brake drum and hub assembly with cloth and clean off any road dirt from the suspension fittings.

36 Support the axle tube on a jack, clear of the shock absorber fittings. Remove the locknut from the pin fixing the top of the shock absorber to the chassis bracket. Discard the locknut. Remove the pin from the chassis bracket, releasing the shock absorber top fixing and retaining the thick washer for re-use. Move the shock absorber towards the rear of the trailer, swinging about the lower fixing point.

37 Remove the shock absorber lower locknut and washer from the locating pin on the swing arm bracket. Discard the locknut. Move the shock absorber sideways to disengage from the fixed pin. Remove and discard the resilient mount from the top eye of the shock absorber and the rubber bushes from the lower eye of the shock absorber.

38 It is anticipated that new rubber buffers and a new resilient mount will be supplied with the new shock absorber. If not, new components must be obtained and fitted.

39 Locate the bottom eye of the shock absorber onto the fixed pin on the swinging arm bracket. Fit the washer and a new locknut to fix the lower end of the shock absorber to the trailer. Swing the shock absorber about the lower fixing pin into alignment with the chassis bracket. Fit the pin through the bracket, the top eye of the shock absorber, thick washer and the chassis bracket. Fit a new locknut. Remove the jack from under the axle.

40 Refit the roadwheel, as described in Paras 11 and 12, remove any supporting stands and test the trailer by towing the trailer with a cargo load on board.

Removal and fitting of rubber springs (Fig 3)

41 Support the front and rear of the trailer on vehicle stands. Remove the roadwheel, as described in Paras 8 to 10. Cover the brake drum and hub assembly with cloth and clean off any road dirt from the rubber spring and fittings.

42 Remove the lockwasher and nut from the bolt fixing the rubber spring to the trailer chassis. Extract the fixing bolt and thick washer from within the rubber spring. Discard the rubber spring.

43 Fit the new rubber spring to the chassis using the existing bolt, thick washer, lockwasher and nut.

44 Refit the roadwheel, as described in Paras 11 and 12, and remove any supporting stands.

Braking system, hydraulic components

Removal and fitting of brake linings (Fig 4)

WARNING

NEVER USE AN AIR LINE TO REMOVE BRAKE DUST. IF INHALED, BRAKE DUST CAN DAMAGE HEALTH. WHENEVER POSSIBLE, REMOVE DRY DUST WITH A VACUUM BRUSH.

45 Brake lining inspection, removal and fitting must always be carried out on both wheels.

46 Support the front and rear of the trailer on vehicle stands. Remove both roadwheels, as described in Paras 8 to 10. Clean off any road dirt from the brake assemblies.

47 Release the handbrake. Release the brake drum from the hub assembly by removing the two countersunk screws. Remove the brake drum.

48 It may be necessary to slacken off the brake shoe adjuster to assist with releasing the brake drum. To adjust the brakes proceed as follows.

48.1 Remove the rubber plug from the adjuster access hole in the backplate.

48.2 Insert a flat screwdriver into the access hole and engage with a tooth on the adjuster wheel.

48.3 To operate the brake adjuster, lever the tooth sideways, a tooth at a time. For a left hand brake assembly, using the edge of the hole as a fulcrum, lever forwards to close the adjuster and backwards to open the adjuster. For a right hand brake assembly, lever backwards to close the adjuster and forwards to open the adjuster.

49 While dismantling the brakes, note the locations and fit of screws, nuts, washers and springs to aid re-assembly.

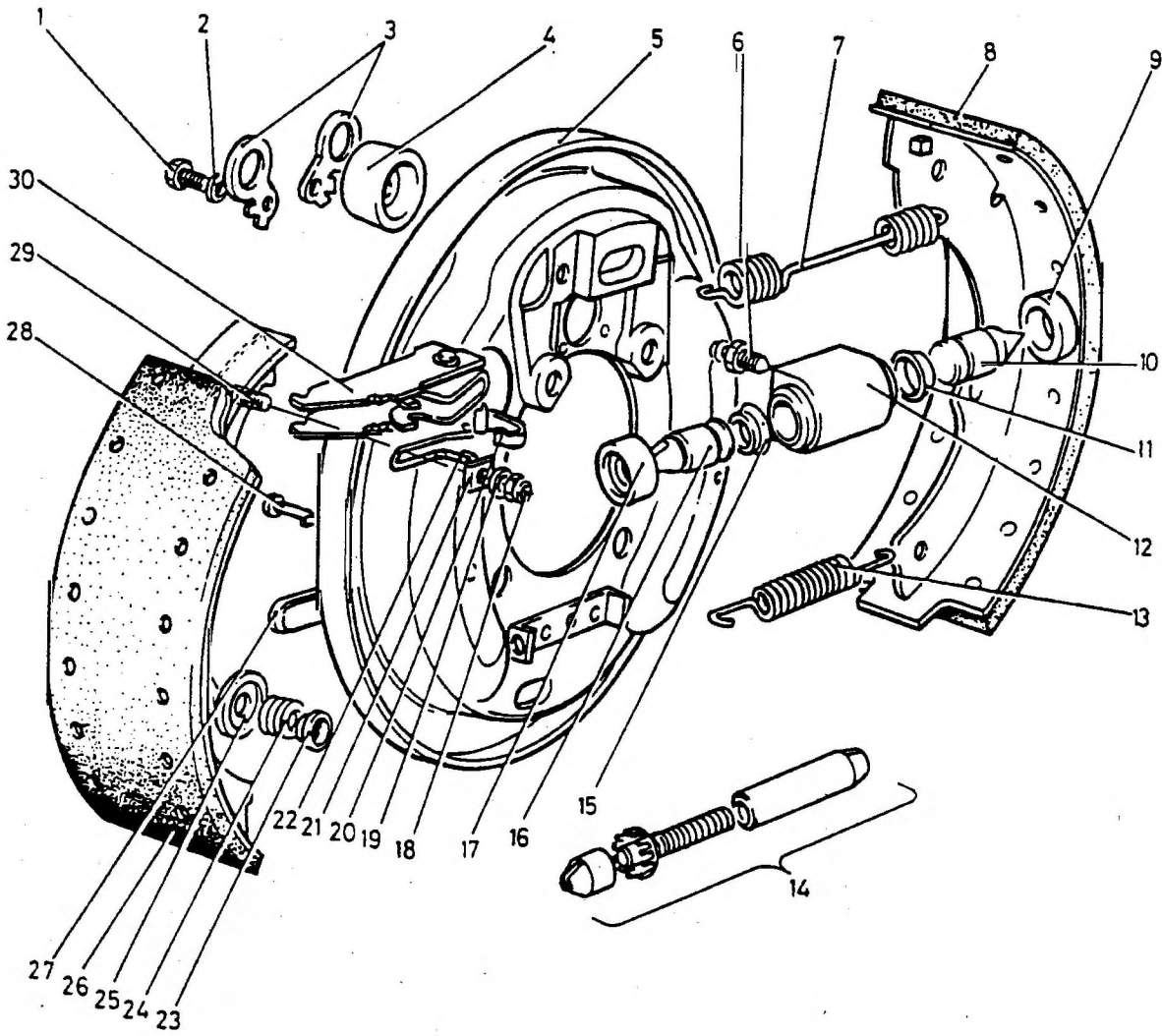
50 Disconnect the LH and RH brake cable assemblies at the axle compensator by removing the split pins and clevis pins at each fork end, as described in Para 201. Retain the clevis pins for re-use.

51 Remove the steady pins and springs from each brake shoe by pushing, with pliers, on the retainer spring either side of the steady pin T, against the compression spring and turning the steady pin through 90 degrees. Carefully release the pressure against the compression spring and remove the steady pin, recessed washer, compression spring and retainer spring. Retain all components.

52 Lever each shoe outwards from engagement with adjuster tappets. Disengage the single coil spring, noting engagement locations for use during reassembly. Examine the brake assembly items before disassembly, noting the location of retaining springs, washers and nuts.

53 Disengage the two shoes from the hydraulic cylinder tappets as an assembly by levering against the double coil spring.

54 Cover the hydraulic cylinder assembly with a plastic bag to prevent the ingress of dirt and secure the two pistons with a strong elastic band to prevent air entering the system and the loss of hydraulic oil.



80149/34

Fig 4 Brake assembly

KEY TO FIG 4

- | | |
|---------------------------------|--------------------------|
| 1 Screw | 16 Piston |
| 2 Flatwasher | 17 Dust boot |
| 3 Locking plate, LH and RH | 18 Self-locking nut |
| 4 Dust boot | 19 Flat washer |
| 5 Brake backplate | 20 Spiral torsion spring |
| 6 Bleeder valve | 21 Spring plate |
| 7 Helical spring | 22 Retaining clip |
| 8 Brake shoe | 23 Spring retainer |
| 9 Dust boot | 24 Compression spring |
| 10 Piston | 25 Recessed washer |
| 11 Plain seal | 26 Brake shoe |
| 12 Cylinder body | 27 Backplate plug |
| 13 Helical spring | 28 Steady pin |
| 14 Wheel and screw sub assembly | 29 Stud |
| 15 Plain seal | 30 Handbrake lever |

55 Disengage the double coil spring from the two brake shoes. Undo and remove the self-locking nut (18) from the brake shoe, releasing the flat washer (19), spiral torsion spring (20), spring plate (21) and retaining clip (22) from the brake shoe. Discard the self-locking nut. Remove the retainer spring from the other shoe and separate the handbrake operating lever and the two brake shoes.

56 Examine the shoes. The rivet heads must be at least 0.5 mm (0.2 in) below the surface of the shoe. If less than this, all shoes must be replaced.

57 Clean the handbrake operating mechanism, removing dust and lubricating pivot points as necessary. Clean and lubricate the adjuster mechanism and open and close the mechanism over its maximum and minimum range to ensure free operation. Ensure that all surplus lubricant is removed from both mechanisms to prevent contamination of hydraulic components. Lubricate both mechanisms with grease XG 305. This grease must **NOT** be allowed to contaminate hydraulic components or systems.

58 Refit the handbrake mechanism, spring, spring retainer and new locknut to the brake shoes, as noted in Para 52. Refit the spring clip to the other brake shoe and the handbrake mechanism, ensuring that the operating lever is located correctly. Refit the double coil spring from shoe to shoe using the location holes noted during disassembly.

59 Remove the plastic bag and rubber band from the cylinder assembly on the backplate. Smear the shoe slots on the pistons with XG 305. Lever the two shoes into the location slots on the cylinder assembly. Refit the single coil spring between the two shoes and lever the shoes apart to fit the adjuster mechanism.

60 For each shoe locate a steady pin through the backplate and shoe. Fit the recessed washer and compression spring over the steady pin. Lock the washer and spring into place by fitting the retainer spring and pushing against the compression spring with a pair of pliers until the T of the steady pin appears through the retainer spring. At this point swivel the spring retainer through 90 degrees and release the pressure.

61 Refit the LH and RH brake cables to the axle handbrake compensator, re-using the clevis pins retained from disassembly and new split pins. Refit the brake drum to the hub assembly and fix in place with the two countersunk screws.

62 Ensure that the handbrake is disengaged. Adjust the brake adjuster to bring the shoes into contact with the drum. Back off six clicks on the adjuster. Centralize the brake shoes by applying the handbrake as hard as possible. Release the handbrake and reset the brake adjuster to stop the hub from turning. Back off the adjuster nine clicks or teeth. Refit the rubber boot to the access hole in the backplate.

63 Refit the roadwheel, as described in Paras 11 and 12.

Removal and fitting of wheel hydraulic cylinders (Fig 4)

64 For maximum vehicle safety any inspections, repair or replacement work carried out on one brake assembly must be repeated on the other brake assembly.

65 Support the front and rear of the trailer on vehicle stands. Remove both roadwheels as described in Paras 8 to 10. Release the handbrake. Clean off any road dirt from the brake assemblies.

66 Remove the brake drum, handbrake cable, shoes, springs and associated components as described in Paras 47 to 55.

67 Place a drip tray under each hub assembly. Drain off all the hydraulic fluid by attaching a rubber tube to a bleed screw on one of the brake assemblies and then opening the bleed screw and collecting the fluid expelled in a clean jar. When one brake assembly has drained down, close the bleed screw and repeat the process on the other brake assembly.

68 Unscrew the brake pipe nut from the flexible hose. Unscrew the brake pipe from the wheel cylinder. Unscrew the brake pipe on the axle from the other end of the flexible hose. Remove the flexible hose from the trailer by releasing the nuts and lockwashers holding the hose to the swing arm at one end and the axle bracket at the other. Protect the open brake pipe with a small plastic bag to prevent the ingress of dirt.

69 The cylinder is fixed to the brake backplate by two screws, locked in place by lockwashers. The lockwashers are also held by two backplate bolts. Tap the tags flat, unlocking the screws, and remove the screws. It is necessary to replace the lockwashers if the cylinder is removed. To replace the lockwashers, remove the two bolts in the backplate, replace the lockwashers and refit the bolts.

70 The cylinder can now be removed from the backplate and transferred to a workbench.

71 Clean all road dirt, grease and brake dust from the exterior of the cylinder. Remove and discard the dust boot from each piston and remove the pistons from the cylinder. Remove the bleed screw from the cylinder.

72 Clean the cylinder exterior and bores with methylated spirits and dry thoroughly. Examine the cylinder bores carefully for scores, burrs or ridges. If the cylinder bores are damaged, the cylinder must be replaced.

73 Examine the bleed screw. If damaged, it must be replaced. Lubricate the screw thread with clean hydraulic fluid OX8 and refit the screw to the cylinder.

74 Lubricate new piston seals with clean hydraulic fluid OX8 before fitting them to each piston. Lubricate the bores of the cylinder with clean hydraulic fluid OX8 and insert the pistons into the cylinder, taking care to fit them the correct way round. Fit a new dust boot onto each piston to hold the pistons inside the cylinder.

75 Refit the cylinder assembly to the backplate and fix with the two screws. Lock the screws when tight with the lockwasher tags. Screw the hydraulic pipe to the cylinder.

76 Refit the flexible hose to the chassis, at both ends, with the lockwashers and nuts used previously. Refit the hydraulic pipes to the flexible hose ends.

77 Re-assemble the brake components onto the backplate as described in Paras 58 to 61. Repeat the disassembly, check or repair on the other brake drum. Adjust the brake mechanism on both wheels as described in Para 62. Refill and bleed the hydraulic system as described in Paras 104 to 106. Refit the roadwheels, as described in Paras 11 and 12. Test the tyre pressures as described in Para 13.

Removal and fitting of the hydraulic fluid reservoir (Figs 7 and 8)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED IN THE FIXING OF THE GUARD TO THE MUDSHIELD. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

78 Support the front and rear of the trailer on vehicle stands. Clean off any road dirt from the hydraulic pipe run from the hydraulic fluid reservoir on the right hand mudshield to the master cylinder and from the hub assemblies.

79 Place a drip tray under each hub assembly. Drain off all the hydraulic fluid from the system as described in Para 67. Close both bleed screws after draining the system.

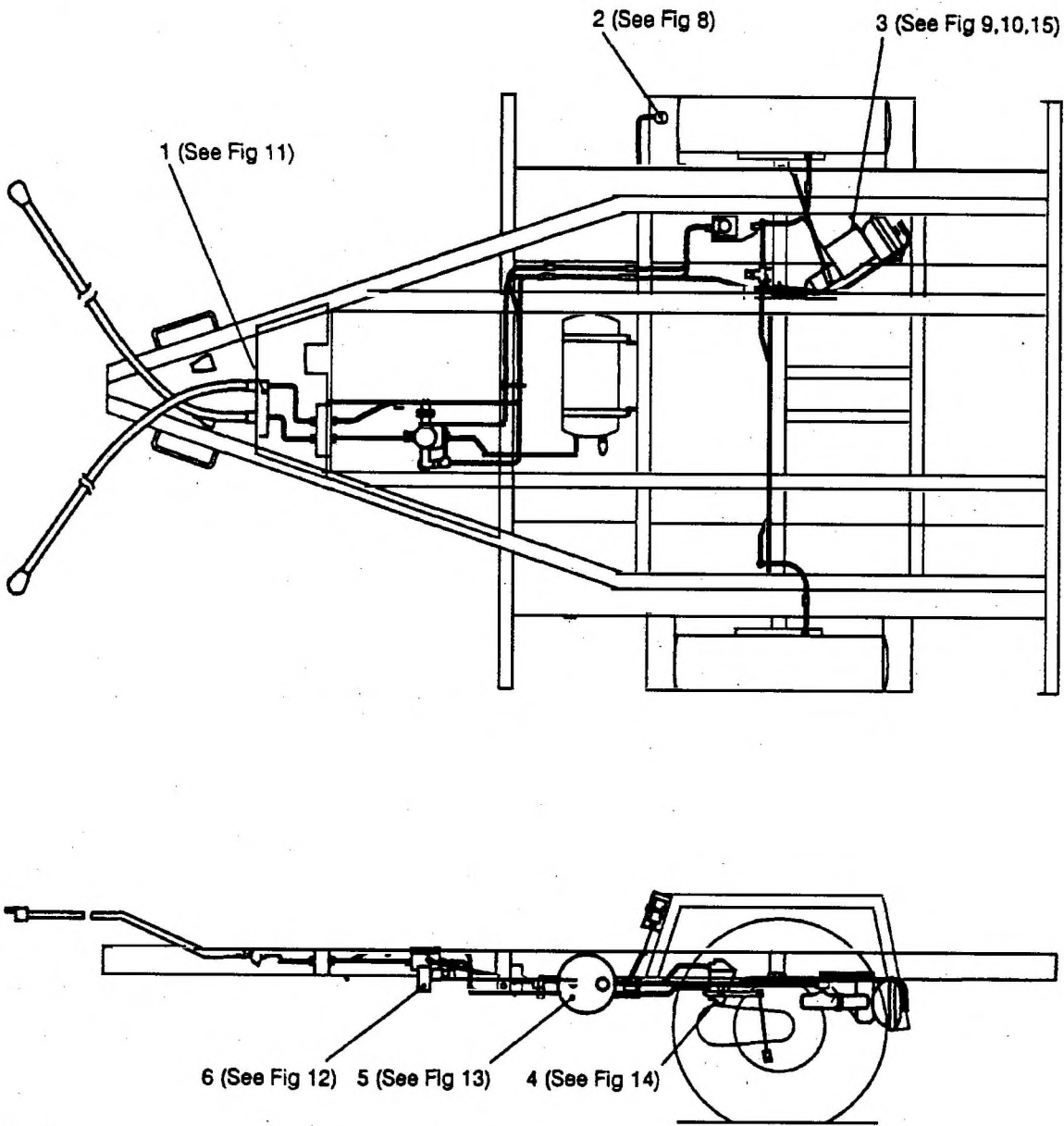
80 Remove the guard from the right hand mudshield by removing the four bolts, lockwashers and nuts. Retain the fixings and the guard.

81 Unscrew the nut holding the hydraulic pipe into the lower end of the reservoir. Loosen the two clamps holding the reservoir to the bracket. Slide the reservoir out of the clamps and transfer it to the workbench.

82 Carry out any cleaning and/or repair work necessary on the reservoir. Clean the bracket and the area around the bracket on the mudshield. Check the condition of the hydraulic pipe and fixings on the chassis, repairing or replacing as required.

83 Refit the reservoir to the clamps and bracket and tighten the clamps after reconnecting the hydraulic pipe to the lower end of the reservoir.

84 Refill the reservoir with fresh hydraulic fluid and bleed the system, as described in Para 105, and adjust the brakes, as described in Para 62. Refit the reservoir guard using the original fixings.



80148/38

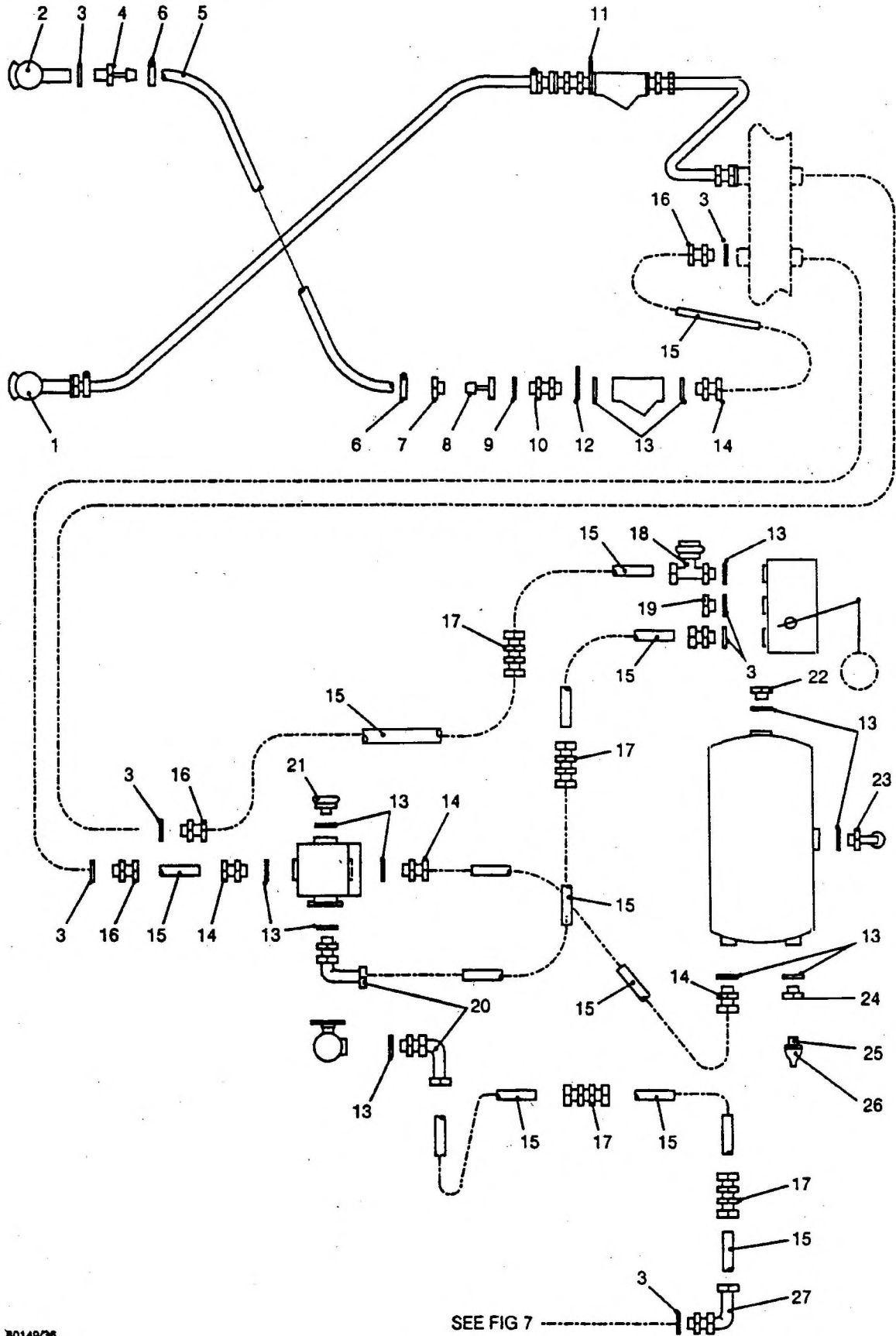
Fig 5 Component location, air and hydraulic components

KEY TO FIG 5

- 1 Line filter assembly
- 2 Hydraulic fluid reservoir
- 3 Master cylinder and actuator
- 4 Load sensing valve
- 5 Air reservoir
- 6 Relay emergency valve and pressure limiting valve

KEY TO FIG 6

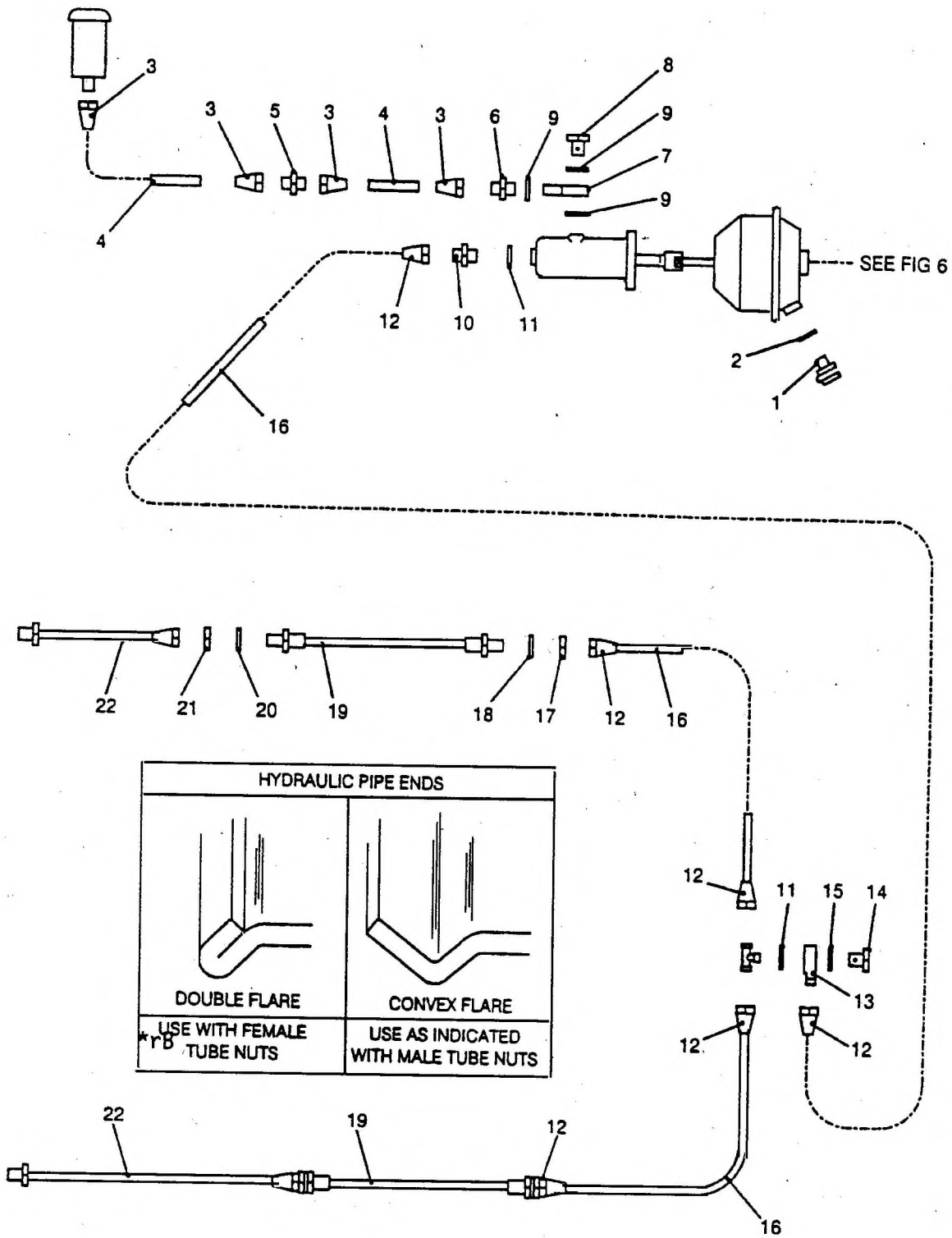
- | | |
|--|--|
| 1 Prime mover coupling, service air, Palm coupling | 15 Pipe, 10 mm x 1 mm, tungum, bulk supply |
| 2 Prime mover coupling, emergency air, Palm coupling | 16 Straight connector, M16 x 10 mm |
| 3 Aluminium washer, 16 mm diameter | 17 Bulkhead connector |
| 4 Hose connector, M16 x 13 x 6 | 18 Test point, M22 x 10 mm |
| 5 Hose, 13 mm x 6 mm, bulk supply | 19 Plug, M16 |
| 6 Hose clip, 13 mm x 6 | 20 Elbow connector, M22 x 10 mm |
| 7 Hose nut, M22 | 21 Test point, M22 |
| 8 Hose nipple | 22 Plug, M22 |
| 9 Fibre washer, 15 mm diameter | 23 Drain valve |
| 10 Bulkhead stud, M22 | 24 Adaptor, M22 male, 1/4 in NPTF female |
| 11 Line tag, SERVICE | 25 Low pressure warning switch |
| 12 Line tag, EMERGENCY | 26 Boot |
| 13 Aluminium washer, M22 | 27 Elbow connector, M16 x 10 mm |
| 14 Straight connector, M22 x 10 | |



80149/36

SEE FIG 7

Fig 6 Air system circuit



80149/37

Fig 7 Air/hydraulic system circuit

KEY TO FIG 7

- | | |
|---|---|
| 1 Test point, M16 | 13 Banjo, 1/2 in UNF, male |
| 2 Aluminium washer, 16 mm, diameter | 14 Banjo bolt, 1/2 in UNF |
| 3 Pipe nut, 5/8 in UNF, 3/8 in diameter | 15 Copper washer, 19/32 in diameter |
| 4 Pipe, 10 mm x 1 mm, tungum, bulk supply | 16 Pipe, tungum, 22 SWG, 5/16 in diameter |
| 5 Union, 5/8 in UNF | 17 Bulkhead nut, 1/2 in UNF |
| 6 Adaptor, 5/8 in UNF | 18 Shakeproof washer |
| 7 Banjo | 19 Flexible hose |
| 8 Banjo bolt | 20 Lockwasher, 7/16 in diameter |
| 9 Copper washer, 5/8 in diameter | 21 Locknut, 7/16 in UNF |
| 10 Adaptor, 1/2 in UNF | 22 Brakepipe assembly |
| 11 Copper washer, 1/2 in diameter | |
| 12 Pipe nut, 1/2 in UNF, 5/16 in diameter | |

Removal and fitting of the master cylinder (Figs 7 and 9)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE MOUNTING BRACKET TO THE CHASSIS, THE ACTUATOR TO THE MOUNTING BRACKET AND THE MASTER CYLINDER TO THE ACTUATOR. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

85 Support the front and rear of the trailer on vehicle stands. Remove the RH roadwheel, as described in Paras 8 to 10, and wind down and remove the spare wheel, as described in Para 260. Drain the air reservoir. Clean off any road dirt from the brake and hub assemblies and from the air/hydraulic assembly fitted under the cargo platform to the rear of the right hand wheel.

86 Drain the hydraulic fluid from the system, as described in Para 67.

87 Unscrew the brake pipe nut from the end of the master cylinder to disconnect the hydraulic feed to the brake assemblies. Unscrew the banjo bolt from the top of the master cylinder to disconnect the hydraulic feed to the master cylinder from the reservoir. Cover both hydraulic pipe ends with plastic bags secured by rubber bands to prevent the ingress of dirt.

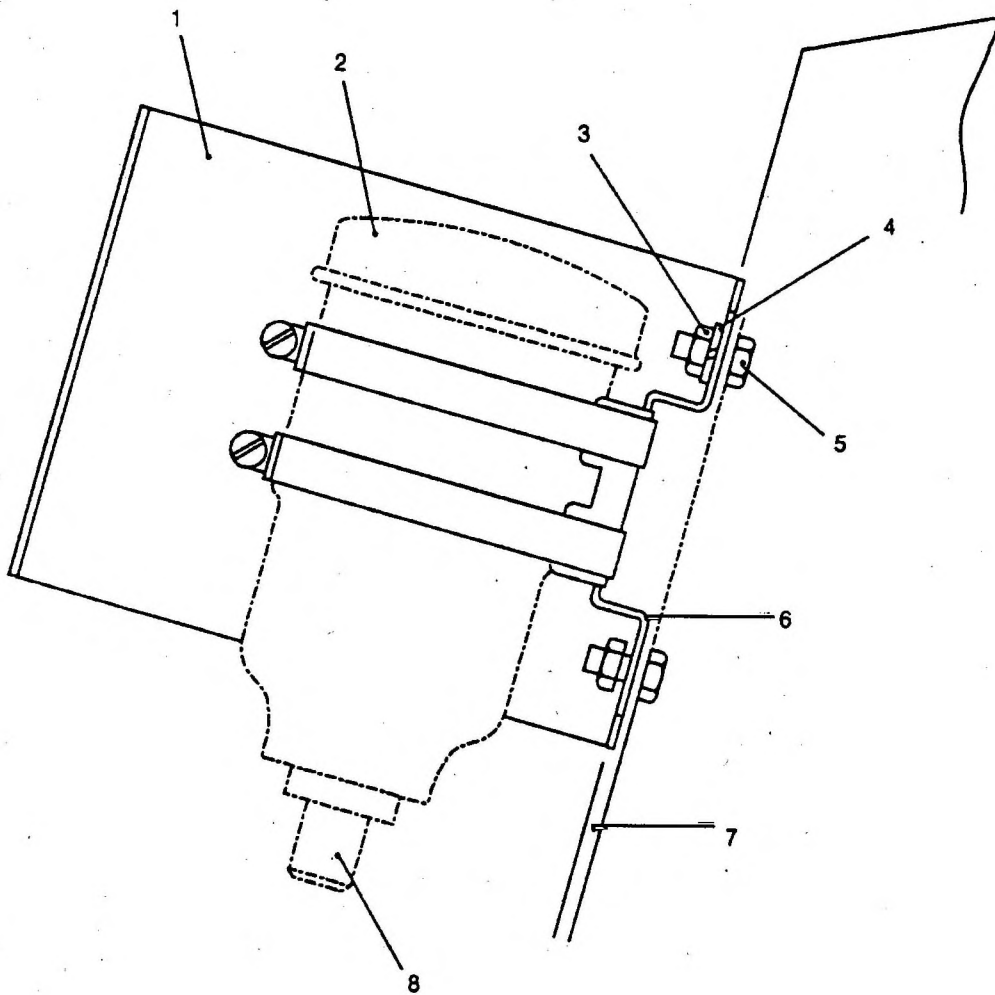
88 Unscrew the three bolts and lockwashers fixing the master cylinder body to the air/hydraulic assembly. Remove the master cylinder from the air/hydraulic assembly carefully to avoid damaging the plunger. Transfer the master cylinder to the workbench for any further dismantling necessary.

89 To assemble the serviced or replacement master cylinder proceed as follows.

90 Transfer the master cylinder to the air/hydraulic assembly on the trailer. Insert the air/hydraulic assembly plunger carefully into the master cylinder. Check for a gap of between 2 and 4 mm (0.079 and 0.16 in.) between the end of the air/hydraulic plunger and the master cylinder plunger at rest. Adjust the length of the air/hydraulic assembly plunger with the locknut and screw thread if necessary. Bolt the master cylinder to the air/hydraulic assembly with the bolts and lockwashers used previously.



* CADMIUM PLATED WASHER



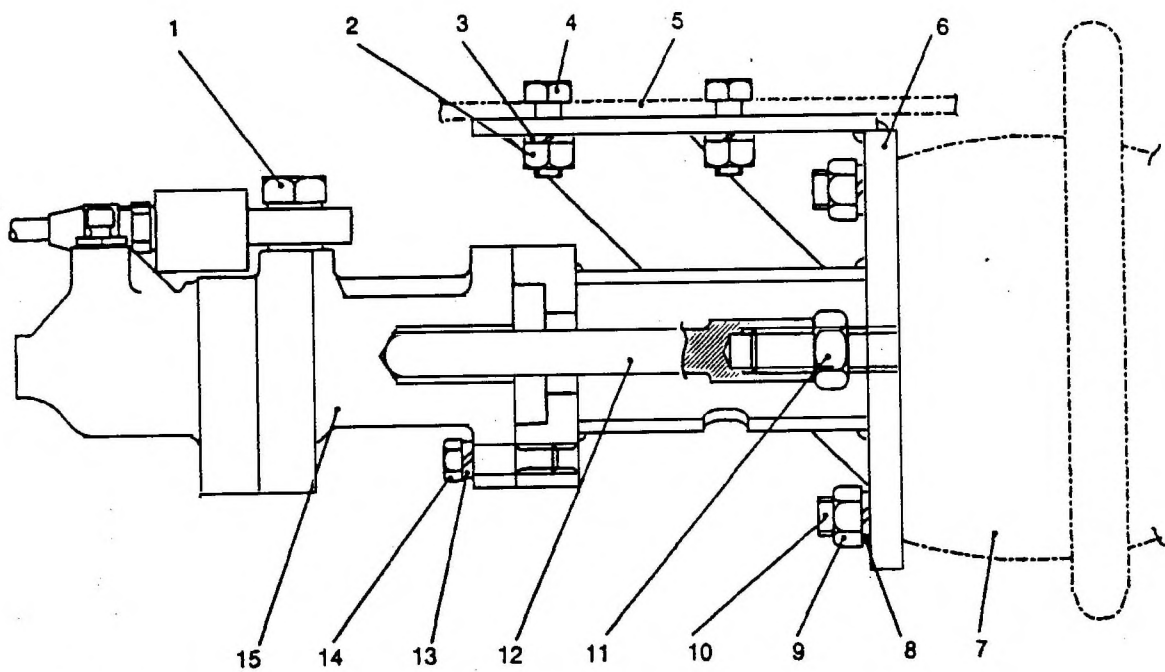
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- | | |
|----------------------------|-----------------------|
| 1 Guard | 5 Screw |
| 2 Reservoir and filler cap | 6 Reservoir bracket |
| 3 Nut | 7 Chassis |
| 4 Lockwasher * | 8 Hydraulic feed pipe |

Fig 8 Hydraulic fluid reservoir



* CADMIUM PLATED WASHER



80149/28

- | | |
|--------------------|--------------------|
| 1 Banjo bolt | 9 Nut |
| 2 Nut | 10 Stud |
| 3 Lockwasher * | 11 Locknut |
| 4 Bolt | 12 Plunger |
| 5 Chassis | 13 Lockwasher * |
| 6 Mounting bracket | 14 Screw |
| 7 Actuator | 15 Master cylinder |
| 8 Lockwasher * | |

Fig 9 Master cylinder and actuator

91 With new copper washers either side of the banjo, bolt the banjo to the master cylinder. Screw the brake pipe nut to the end of the master cylinder to reconnect the hydraulic feed to the brake assemblies.

92 Fill the reservoir with hydraulic oil OX8. Remove the dust cap from the bleed screw on the top of the master cylinder. Release the bleed screw and allow hydraulic oil to flow from the reservoir to the master cylinder. Keep a close watch on the level in the reservoir and top up as necessary. When hydraulic oil flows from the master cylinder, close the master cylinder bleed screw. Bleed the brake system thoroughly as described in Para 105. Refit the dust cap to the bleed screw on the master cylinder.

93 Refit the spare wheel to the carrier and wind back into position, as described in Para 263. Replace the roadwheel as described in Paras 11 and 12 and remove any support stands. Test the brakes as necessary.

93.1 Operation. Test the trailer brake operation by towing the trailer and applying the prime mover brakes.

93.2 Performance. Test the laden trailer using either a rolling road or the braking of the combination in accordance with EEC Directive 71/320. The acceptance level for the trailer is 0.5 g.

Master cylinder overhaul (Figs 7 and 10)

94 Remove the master cylinder from the trailer, as described in Paras 85 to 88. Clean the exterior of the master cylinder.

95 At the workbench, drain off any surplus hydraulic fluid. Remove the circlip and retaining washer and shake the master cylinder gently to eject the plunger assembly. Remove the seal from end of the plunger and discard the seal.

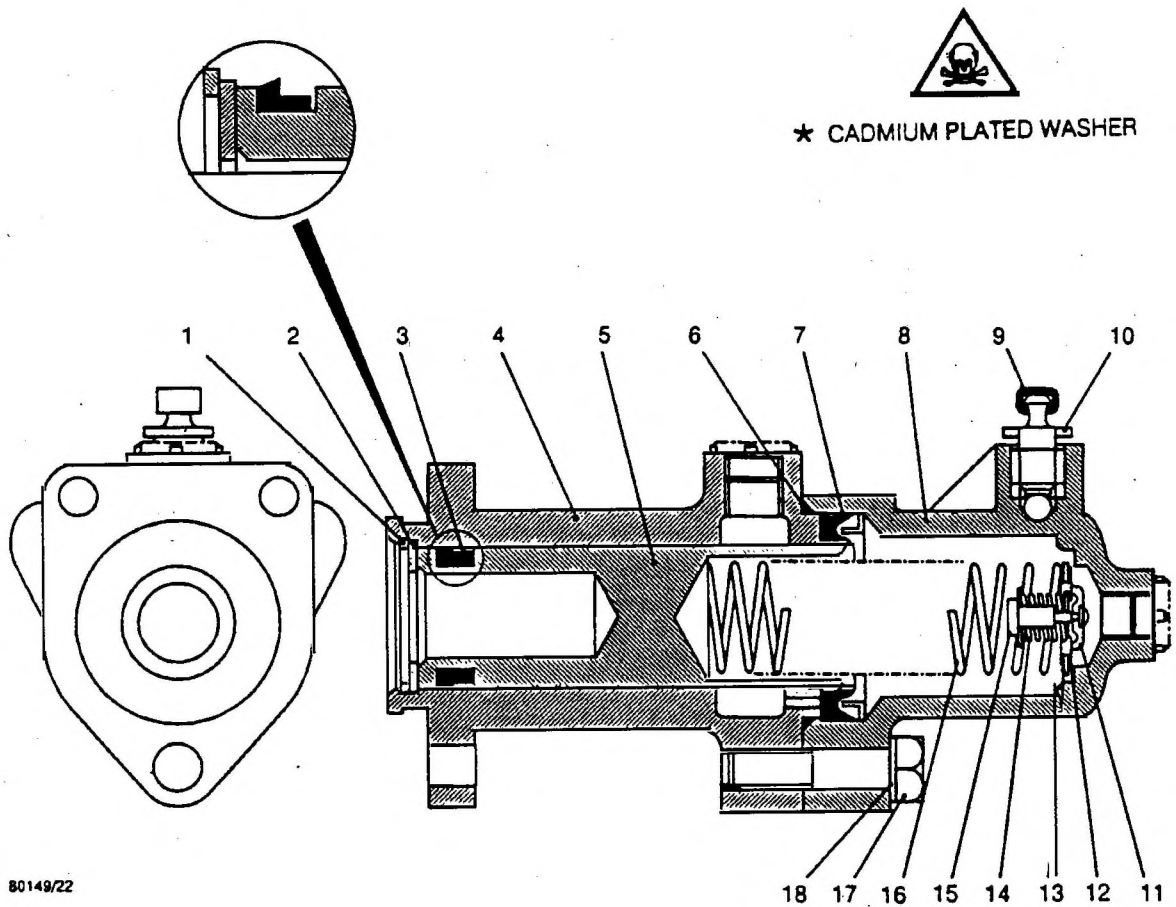
96 Remove the plunger body from the master cylinder by removing the three screws and lockwashers for re-use. Remove and discard the two seals between the plunger body and the master cylinder body.

97 Carefully remove the plunger return spring and the valve assembly from the master cylinder bore. Dismantle the valve assembly by compressing the spring to free the valve stem from the keyhole of the spring retainer, releasing the tension of the spring. Remove the spring valve spacer and valve spring from the valve stem. Remove and discard the seal from the valve spacer.

98 Clean the master cylinder bore, plunger body bore and all loose parts with methylated spirits and examine them for scores, burrs or ridges, renewing parts as necessary. Remove the bleed screw and dust cap from the master cylinder and examine them for damage. Renew as necessary. Clean the dirt from the threaded hole in the master cylinder body.

99 Fit new seals to the plunger and to the valve spacer. Fit new seals to the plunger body and the mating faces of the master cylinder and plunger body.

100 To assemble the valve assembly, fit the valve stem through the valve spring and the valve spacer. Compress the valve spring and pass the valve stem through the keyhole in the valve retainer to engage in the centre. Release the spring compression to lock the valve assembly together.



80149/22

- | | |
|--|--------------------------|
| 1 Circlip | 10 Bleed screw |
| 2 Retaining washer | 11 Spring retainer |
| 3 Plunger seal | 12 Valve spacer |
| 4 Plunger body | 13 Valve seal |
| 5 Plunger | 14 Valve spring |
| 6 Master cylinder body/plunger body seal | 15 Valve stem |
| 7 Plunger body seal | 16 Plunger return spring |
| 8 Master cylinder body | 17 Screw |
| 9 Dust cap | 18 Lockwasher * |

Fig 10 Master cylinder

101 Liberally lubricate the valve seal and master cylinder bore with clean hydraulic oil OX8. Insert the valve assembly, seal end first, into the master cylinder body. Carefully insert the plunger return spring. Refit the plunger body to the master cylinder body, re-using the original screws and lockwashers and taking care not to damage the new seals fitted to the plunger body and the mating surfaces on the master cylinder body and the plunger body.

102 Liberally lubricate the plunger body bore and the plunger seal with clean hydraulic oil OX8. Insert the plunger into the plunger body bore and locate over the plunger return spring. Refit the washer and the circlip to retain the plunger in the plunger body bore.

103 Lubricate the threads of the bleed screw and refit the bleed screw and dust cap to the master cylinder body. Refit the master cylinder to the trailer and test as described in Paras 90 to 93.

Bleeding the hydraulic system

104 Support the front and rear of the trailer on vehicle stands. Release the handbrake. Clean off any road dirt from each brake assembly. Place a drip tray under the hub assembly. Couple the air hoses on the trailer to a prime mover to apply pressure to the braking system.

105 Attach a tube leading to a jar to the bleed screw on one of the brake assemblies. The jar should contain a small quantity of clean hydraulic oil OX8. The tube should be long enough to allow the jar to be placed on a stand so that the fluid level in the jar is at least 40 mm (1.57 in.) above the bleed nipple. The arrangement will reduce the risk of sucking air back into the system when the master cylinder ram is drawn back at the end of the stroke. Open the bleed screw half a turn and operate the master cylinder pushrod by operating the air brakes. Keep the end of the tube below the surface of the fluid in the jar and, as the master cylinder pushrod is operated, look for bubbles of air emerging from the tube. At the end of the pushrod stroke, close the bleed screw, allow the master cylinder pushrod to return by releasing the air brakes, check the level of hydraulic fluid in the master cylinder reservoir and top up if necessary, re-open the bleed screw and repeat the sequence. Continue these operations, maintaining the level of hydraulic fluid in the master cylinder, until no more bubbles are seen. Close the bleed screw. Repeat the operations on the other brake assembly.

106 Operate the handbrake a few times to equalize the caliper pistons. Remove any support stands. Test the trailer braking system as described in Paras 93.1 and 93.2.

Braking system, air pressure components

Removal and fitting of a line filter cartridge (Figs 6 and 11)

WARNING

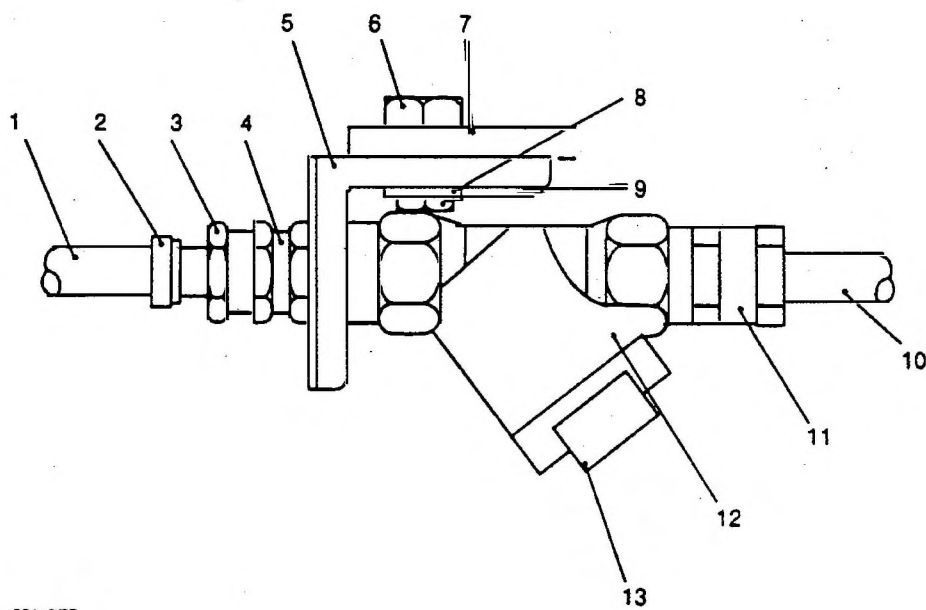
CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE LINE FILTERS TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

107 Clean all road dirt from on and around the line filters. Apply the handbrake. Drain the air reservoir.

108 From the underside of the trailer, press the centre of the line filter cartridge inwards to relieve the spring tension, pull the retaining clip on the line filter body outwards to release the cartridge and slowly release the spring tension acting on the cartridge. Remove the cover, springs and cartridge from the filter body.



* CADMIUM PLATED WASHER



80148/27

- 1 Inlet hose
- 2 Hose clip
- 3 Hose nut
- 4 Bulkhead stud
- 5 Angle bracket
- 6 Screw
- 7 Chassis

- 8 Lockwasher *
- 9 Nut
- 10 Outlet hose
- 11 Straight connector
- 12 Line filter
- 13 Retaining clip

Fig 11 Line filter assembly

109 Examine the cartridge for contaminants. If it is possible to do so, clean all loose dirt from the cartridge and refit. If the cartridge is too contaminated or is damaged, obtain a replacement. Clean any loose dirt from inside the line filter body.

110 Refit the cartridge inside the filter body together with the internal spring. Fit the cover and spring to the filter body and press against the cartridge until the retaining clip can be pushed inwards to lock the cartridge to the filter body.

111 Test the trailer brakes as described in Paras 93.1 and 93.2.

Removal and fitting of the line filters

112 In order to replace a single line filter, connections to both filters must be broken.

113 Clean all road dirt from and around the line filter to be changed. Ensure the handbrake is applied. Drain the air reservoir.

114 Unscrew the nut fixing the flexible hose to the bulkhead stud for the line filter to be changed. Remove the flexible hose and fibre washer from the bulkhead stud. Discard the washer. Protect the open end of the flexible hose with a plastic bag and rubber band to prevent the ingress of dirt. Unscrew the pipe nut from the straight connector fitted to the outlet end of each line filter. Release the angle bracket carrying the filters from the floor plate, retaining the fixings. Protect the open end of each pipe with a plastic bag and rubber band to prevent the ingress of dirt. At the workbench, unscrew the straight connector from the line filter. Remove the straight connector and aluminium washer. Discard the aluminium washer.

115 Unscrew the bulkhead stud from the line filter, releasing the line filter from the chassis bracket. Remove the bulkhead stud, line identifier tag, aluminium washer and the line filter. Discard the aluminium washer.

116 To refit the line filter, proceed as follows. Smear all brake union threads with LOCTITE 577 jointing compound or approved equivalent before assembly.

117 Fit the line identifier tag over the bulkhead stud. Pass the stud through the appropriate hole in the angle bracket and fit a new aluminium washer. Screw the bulkhead stud into the line filter body and tighten the bulkhead stud to secure the line filter. Ensure that the cartridge retaining clip can be operated satisfactorily when the filter is refitted to the trailer.

118 Fit a new aluminium washer to the straight connector. Screw the straight connector to the outlet end of the line filter. Refit the angle bracket and filters to the front floor plate using the existing fixings. Reconnect pipes to the filter outlets. Screw up the nut to fix the flexible hose to the bulkhead stud, using a new fibre washer.

119 Test all disturbed joints for air leaks as described in Paras 164 to 166.

120 Test the braking system, as described in Paras 93.1 to 93.2.

Removal and fitting of the relay emergency valve (Figs 6 and 12)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE RELAY EMERGENCY VALVE TO THE CHASSIS FLOORPLATE AND THE PRESSURE LIMITING VALVE TO THE RELAY EMERGENCY VALVE. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

121 Clean all road dirt from and around the relay emergency valve. Drain the air reservoir and ensure the handbrake is applied.

122 Unscrew the pipe connector carrying the emergency air supply to the straight connector at port 1 on the relay emergency valve. Remove the pipe connector from the straight connector. Unscrew the pipe connector carrying the air supply from the load sensing valve to the elbow joint at port 4 on the relay emergency valve. Unscrew the pipe connector carrying the air supply from the air reservoir to the straight connector at port 1-2 on the relay emergency valve. Unscrew the pipe connector carrying the air supply from the elbow joint at the output port of the pressure limiting valve to the air/hydraulic assembly. Protect each open pipe end with a plastic bag and rubber band to prevent the ingress of dirt.

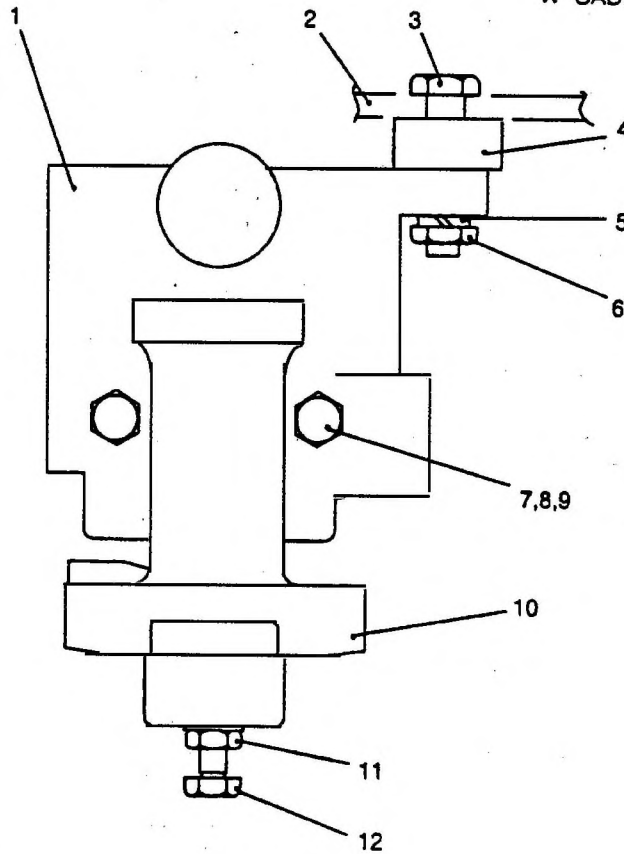
123 Unscrew the bolts, spacers, lockwashers and nuts fixing the relay emergency valve to the floorplate on the chassis drawbar. Retain the bolts, spacers, lockwashers and nuts. Transfer the relay emergency valve from the trailer to the workbench for further disassembly.

124 Thoroughly clean the outside of the relay emergency valve and the pressure limiting valve. Unscrew the screws, lockwashers and nuts fixing the pressure limiting valve at flanged port 2. Retain the fixings. Unscrew the test point from the second port 2 on the relay emergency valve. Remove the test point and aluminium washer from the relay emergency valve and discard the aluminium washer. Unscrew the straight connector and aluminium washer from port 1 on the relay emergency valve. Discard the aluminium washer. Unscrew the straight connector and aluminium washer from port 1-2 on the relay emergency valve. Discard the aluminium washer. Unscrew the elbow and aluminium washer from port 4 on the relay emergency valve. Discard the aluminium washer.

125 No further dismantling of the relay emergency valve should be undertaken. If the relay emergency valve requires further attention it must be returned to the manufacturer and an exchange/new assembly fitted.



* CADMIUM PLATED WASHER



80149/25

- | | |
|-------------------------|----------------------------|
| 1 Relay emergency valve | 7 Screw |
| 2 Chassis | 8 Lockwasher * |
| 3 Bolt | 9 Nut |
| 4 Spacer | 10 Pressure limiting valve |
| 5 Lockwasher * | 11 Locknut |
| 6 Nut | 12 Adjusting nut |

Fig 12 Relay emergency valve and pressure limiting valve

126 Fit the new/exchange relay emergency valve to the chassis as follows. All air brake union threads are to be smeared with LOCTITE 577 jointing compound or approved equivalent before assembly. New aluminium washers must be fitted to joints as required.

127 Screw the elbow joint and aluminium washer to port 4 on the relay emergency valve. Screw the straight connector and aluminium washer to port 1-2 on the relay emergency valve. Screw the straight connector and aluminium washer to port 1 on the relay emergency valve. Screw the testpoint and aluminium washer to port 2 on the relay emergency valve. Use the screws, lockwashers and nuts retained from the disassembly to screw the pressure limiting valve to the flanged port 2 on the relay emergency valve.

128 Transfer the relay emergency valve assembly to the trailer. Use the retained screws, spacers, lockwashers and nuts to screw the relay emergency valve to the chassis.

129 Remove the plastic bag protecting an open pipe end just before connecting the pipe.

130 Screw the pipe connector carrying the air supply to the air hydraulic assembly to the elbow joint at the output port on the pressure limiting valve. Screw the pipe connector carrying the air supply to and from the air reservoir to the straight connector at port 1-2 on the relay emergency valve. Screw the pipe connector carrying the air supply from the load sensing valve to the elbow joint at port 4 on the relay emergency valve.

131 Test all disturbed joints for air leaks as described in Paras 164 to 166 and adjust the pressure limiting valve as described in Paras 167 to 170.

132 Test the trailer brakes as described in Paras 93.1 and 93.2.

Removal and fitting of the air reservoir (Figs 6 and 13)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE RESERVOIR MOUNTING BRACKET TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

133 Check that the jockey wheel, rear support legs and front jack legs are deployed. Scotch the trailer wheels securely. Drain the air from the reservoir and apply the handbrake.

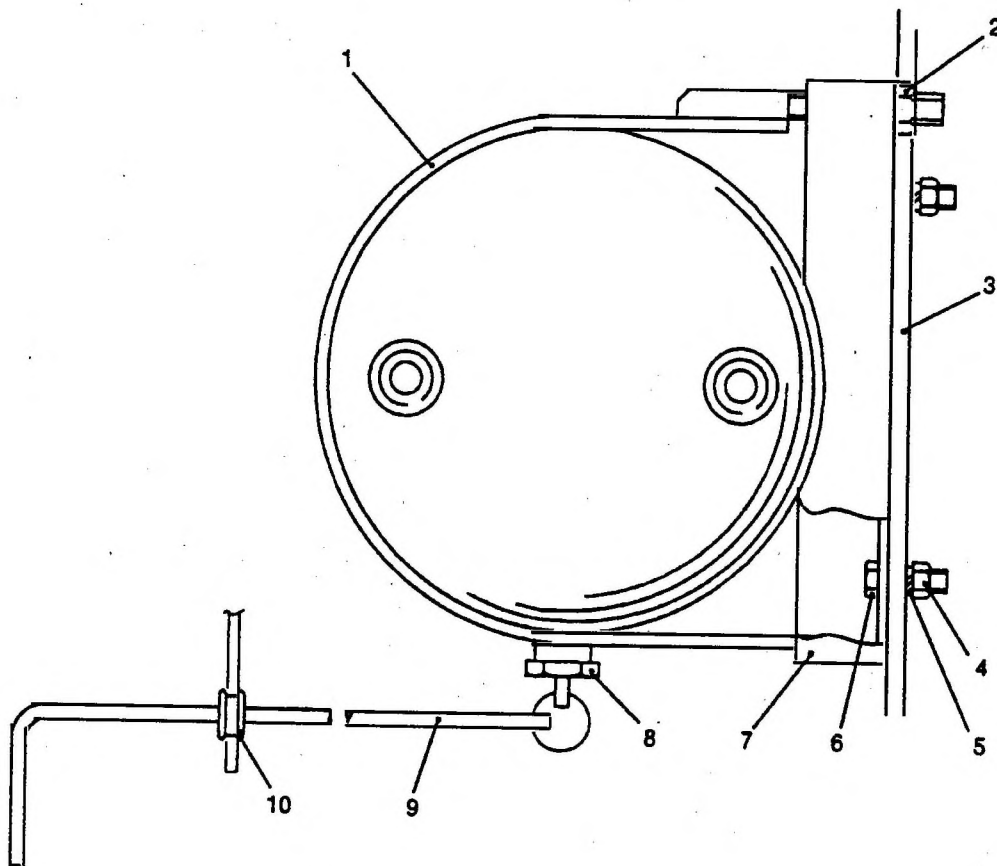
134 Clean all road dirt from on and around the air reservoir.

135 Push the rubber boot on the low pressure warning switch back along the cable. Disconnect the cable connections to the low pressure warning switch fitted to the air reservoir, noting the colour coding. Remove the rubber boot from the cable and discard the rubber boot. Unscrew the pipe carrying the air supply to and from the air reservoir from the straight connector on the reservoir. Disconnect the drain valve operating rod from the drain valve pull ring.

136 Unscrew and retain the four screws, lockwashers and nuts fixing the air reservoir and mounting bracket to the chassis. Transfer the air reservoir and mounting bracket to the workbench.



* CADMIUM PLATED WASHER



80148/29

- 1 Reservoir and reservoir mounting bracket strap
- 2 Nut
- 3 Chassis
- 4 Nut
- 5 Lockwasher *

- 6 Screw
- 7 Mounting bracket
- 8 Drain valve and pull ring
- 9 Rod
- 10 Grommet

Fig 13 Air reservoir

137 Note the position of the air reservoir low pressure warning switch. Unscrew the switch from the adaptor. Unscrew the adaptor and aluminium washer from the air reservoir. Discard the aluminium washer. Note the position of the straight connector on the air reservoir. Unscrew the straight connector and aluminium washer from the input connection to the air reservoir. Discard the aluminium washer. Note the location of the drain valve on the air reservoir. Unscrew the drain valve and pull ring and aluminium washer from the air reservoir. Discard the aluminium washer. Note the location of the plug on the air reservoir. Unscrew the plug and aluminium washer from the reservoir. Discard the aluminium washer. Unscrew the nuts fixing the air reservoir and the mounting brackets together. Separate the air reservoir and the mounting brackets.

138 Re-assemble the air reservoir to the chassis as follows. All brake union threads are to be smeared with LOCTITE 577 jointing compound or approved equivalent before assembly. New aluminium washers must be fitted to joints as required.

139 Refit the reservoir to the mounting bracket with the retained nuts. Screw the plug and aluminium washer to the outlet on the reservoir. Screw the drain valve, pull ring and aluminium washer to the reservoir outlet. Screw the straight connector and aluminium washer to the reservoir outlet. Screw the adaptor and aluminium washer to the reservoir outlet. Screw the low pressure switch to the air reservoir adaptor.

140 Carry the air reservoir and mounting bracket to the trailer. Attach the air reservoir to the trailer with the retained screws, lockwashers and nuts (four off).

141 Connect the drain valve operating rod to the drain valve pull ring. Check for free operation of the rod and valve. Connect the reservoir air supply to the straight connector. Fit a new boot to the electrical cable. Reconnect the electrical connections to the low pressure warning switch using the colour code combination noted during disassembly. Fit the boot over the cable connections on the low pressure switch.

142 Test all disturbed joints for air leaks as described in Paras 164 to 166. Remove the scotches from the wheels.

143 Test the trailer brakes as described in Paras 93.1 and 93.2.

Removal and fitting of the load sensing valve (Figs 6 and 14)

WARNING

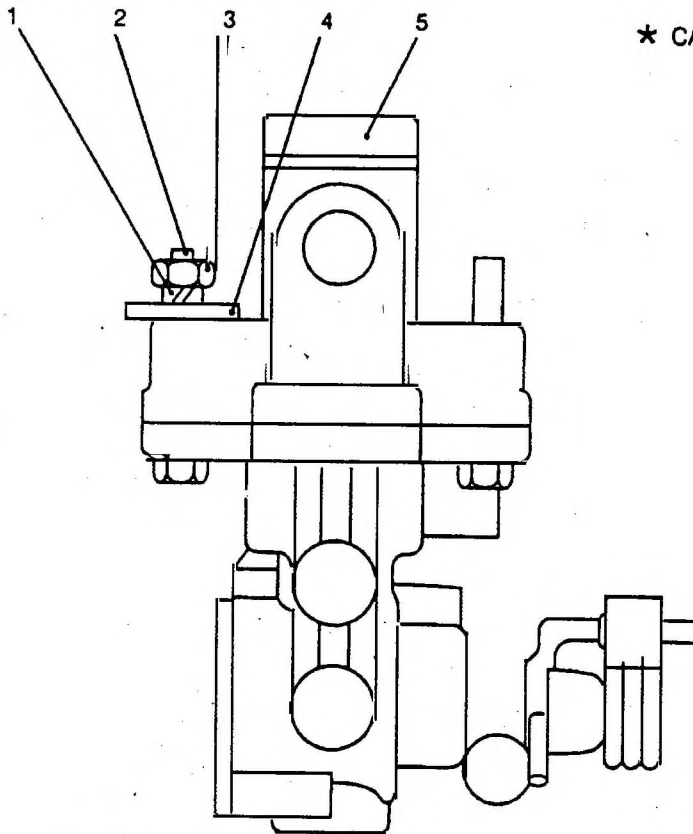
CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE LOAD SENSING VALVE TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

144 Support the front and rear of the trailer on vehicle stands. Remove the right hand roadwheel as described in Paras 8 to 10. Wind down and remove the spare wheel as described in Para 260. Apply the handbrake. Drain the air from the reservoir. Cover the brake drum with a cloth to prevent the ingress of dirt. Clean all road dirt from the load sensing valve and from the spring between the chassis and the right hand suspension trailing arm. Release the spring assembly from the trailing arm by releasing the locknut and unscrewing the bolt. Remove the spring assembly from the bracket on the trailing arm and then refit the locknut and bolt to the spring assembly to prevent the loss of any components.

145 Unscrew the pipe carrying the service air supply to the load sensing valve at the test point on the inlet port of the load sensing valve. Unscrew the pipe carrying the supply from the valve to the relay emergency valve.



* CADMIUM PLATED WASHER



80149/28

- 1 Lockwasher *
- 2 Stud
- 3 Nut
- 4 Chassis
- 5 Load sensing valve

Fig 14 Load sensing valve

146 Unscrew and retain the two nuts and lockwashers fixing the load sensing valve to the chassis. Transfer the load sensing valve to the workbench for further disassembly.

147 Clean any remaining road dirt from the load sensing valve and associated components. Unscrew the test point and aluminium washer from the inlet port on the load sensing valve. Discard the aluminium washer. Unscrew the straight connector and aluminium washer from the outlet port on the load sensing valve. Discard the aluminium washer.

148 No further dismantling of the load sensing valve must be undertaken. If the valve requires further attention it must be returned to the manufacturer and an exchange/new assembly must be fitted. If the valve is replaced, the lever should be retained for use on the replacement valve or as a bending template for the new lever.

149 Refit the load sensing valve to the chassis as follows. Smear all air brake union threads with LOCTITE 577 jointing compound or approved equivalent before assembly. Fit new aluminium washers to joints as required.

150 Screw the straight connector and aluminium washer to the outlet port on the load sensing valve. Screw the plug and aluminium washer to the port on the load sensing valve. Screw the test point and aluminium washer to the inlet port of the load sensing valve.

151 Carry the load sensing valve to the trailer. Locate the load sensing valve fixing studs through the designated holes in the chassis and fit in place using the retained fixings.

152 Screw the pipe carrying the air supply from the load sensing valve to the straight connector on the load sensing valve. Screw the pipe carrying the air supply to the valve to the valve inlet port.

153 Fit the lever, if previously removed, reconnect the spring assembly on the load sensing valve to the right hand suspension trailing arm using the retained locknut and bolt and set as shown in Fig 17 and Paras 176 to 179.

154 Replace the right hand wheel as described in Paras 11 and 12. Refit the spare wheel to the carrier and wind back into position as described in Para 263. Test all disturbed joints for air leaks as described in Paras 164 to 166.

155 Test the trailer brakes as described in Paras 93.1 and 93.2.

Removal and fitting of the actuator (Figs 6 and 15)

WARNING

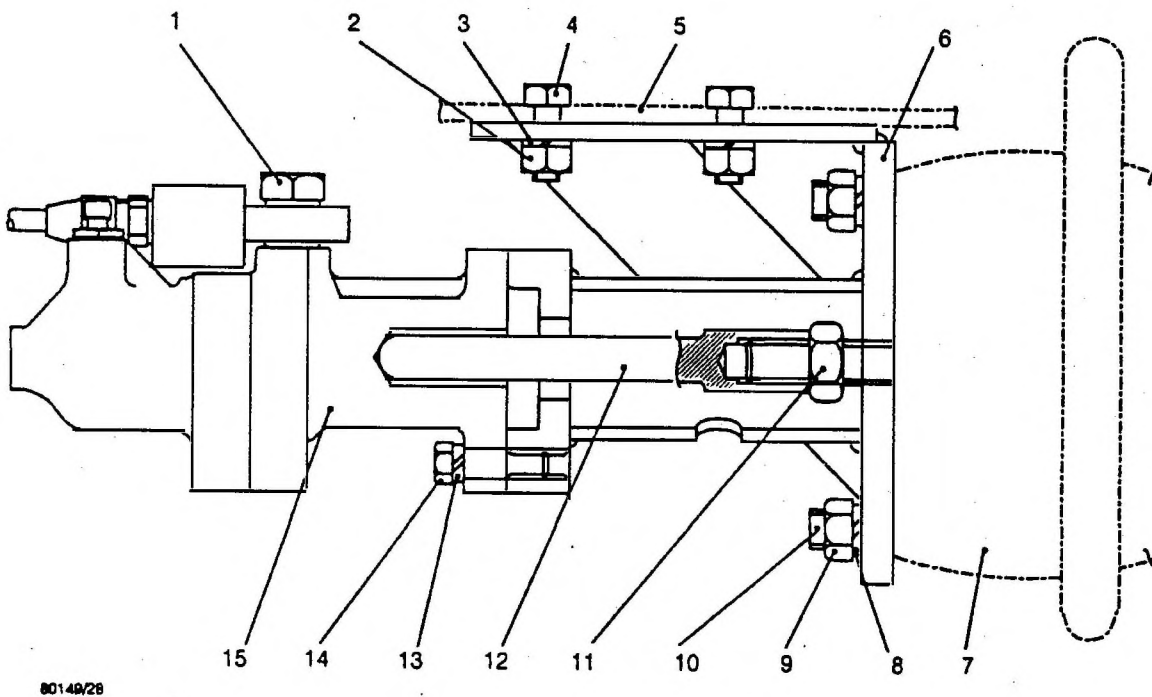
CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE MOUNTING BRACKET TO THE CHASSIS, THE ACTUATOR TO THE MOUNTING BRACKET AND THE MASTER CYLINDER TO THE ACTUATOR. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

156 Support the front and rear of the trailer on vehicle stands. Remove the RH roadwheel, as described in Paras 8 to 10, and wind down and remove the spare wheel, as described in Para 260. Drain the air reservoir. Clean off any road dirt from the brake and hub assemblies and from the air/hydraulic assembly fitted under the cargo platform to the rear of the right hand wheel.

157 Unscrew the actuator air supply pipe from the elbow connector on the actuator inlet port. Unscrew and retain the nuts and lockwashers holding the actuator to the chassis. Withdraw the actuator rearwards to disengage the studs and plunger from the fixing bracket on the trailer. Transfer the actuator to the workbench for further disassembly.



* CADMIUM PLATED WASHER



80149/28

- | | |
|--------------------|--------------------|
| 1 Banjo bolt | 9 Nut |
| 2 Nut | 10 Stud |
| 3 Lockwasher * | 11 Locknut |
| 4 Bolt | 12 Plunger |
| 5 Chassis | 13 Lockwasher * |
| 6 Mounting bracket | 14 Screw |
| 7 Actuator | 15 Master cylinder |
| 8 Lockwasher * | |

Fig 15 Actuator

158 Unscrew the elbow connector and aluminium washer from the actuator. Discard the aluminium washer. Unscrew the test point and aluminium washer from the actuator. Discard the aluminium washer. Unscrew the locknut fixing the plunger to the actuator. Remove the plunger.

159 No further dismantling of the actuator must be undertaken. An actuator requiring further attention must be returned to the manufacturer and an exchange/new assembly must be fitted.

160 Re-assemble the actuator to the chassis as follows. Smear all air brake union threads with LOCTITE 577 jointing compound or an approved equivalent before assembly. Fit new aluminium washers to joints as required.

161 Screw the plunger to the actuator, do not tighten the locknut. Screw the test point and aluminium washer to the actuator. Screw the elbow connector to the actuator at the input port.

162 Carry the actuator to the chassis and locate in place by sliding the studs and plunger through the appropriate holes in the chassis mounting bracket. Set the plunger clearance to give a gap of between 2 mm and 4 mm (0.079 in and 0.16 in) between the end of the plunger and the master cylinder plunger at rest. Tighten the locknut. Fix the actuator to the chassis with the retained lockwashers and nuts.

163 Test all disturbed joints for air leaks as described in Paras 164 to 166. Refit the spare wheel to the carrier and wind back into position as described in Para 263. Replace the roadwheel as described in Paras 11 and 12 and remove support stands. Test the trailer brakes as described in Paras 93.1 and 93.2.

Air system tests

164 The normal operating air pressure of the system is 85 lbf/in² +/- 7 lbf/in² (5.85 bar +/- 0.48 bar). If loss of air pressure is suspected, charge the system to 100 lbf/in² +/- 7 lbf/in² (6.89 bar +/- 0.48 bar) and then smear all joints with soapy water to detect the leak.

NOTE

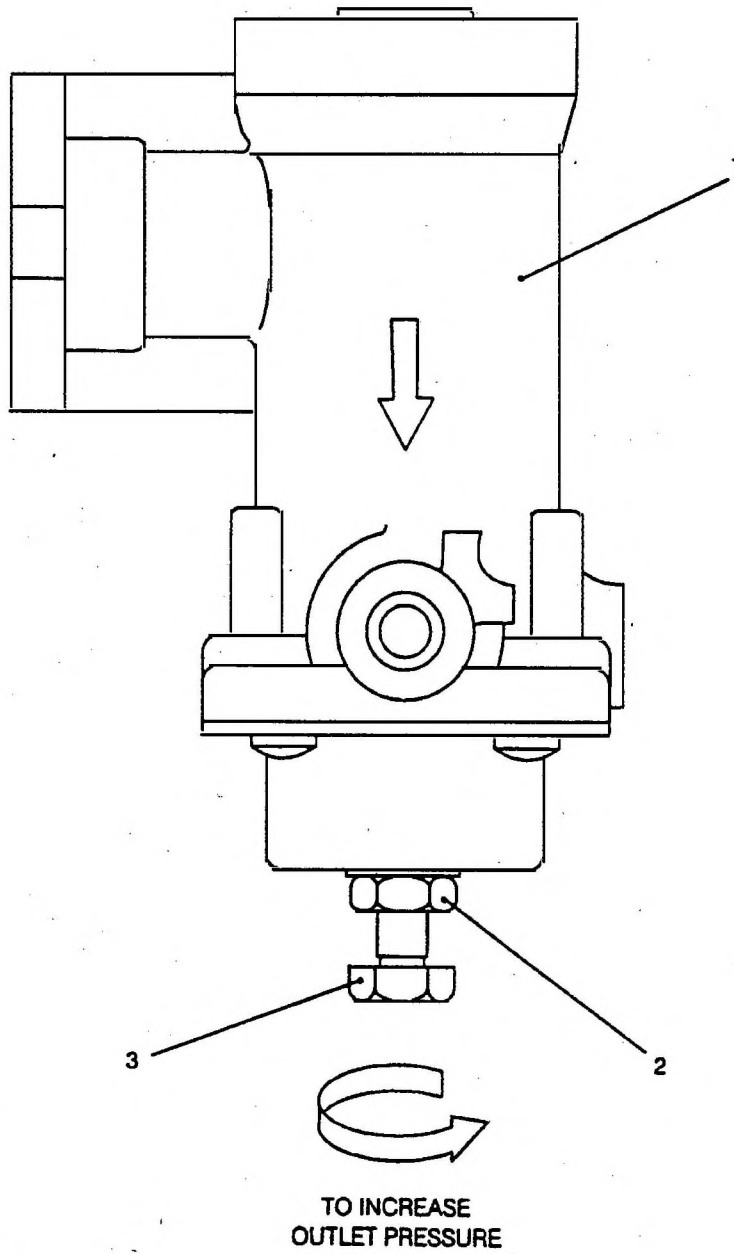
To charge the system to 100 lbf/in², the pressure limiting valve must be fully open and then reset to 85 lbf/in².

164.1 With brakes applied, the pressure loss must not exceed 30 lbf/in² in 20 minutes.

164.2 With brakes released, the pressure loss must not exceed 30 lbf/in² in 20 minutes.

165 To adjust the air pressure in the system, connect a test gauge (6MT2 4720-99-783-1206) to the actuator test point. Refer to Fig 16. Release the locknut on the pressure limiting valve and turn the adjustment screw to obtain the required system pressure as indicated by the pressure gauge. Turn the screw anticlockwise to increase system pressure and clockwise to decrease. Lock the adjustment screw with the locknut when the system pressure reaches the required value.

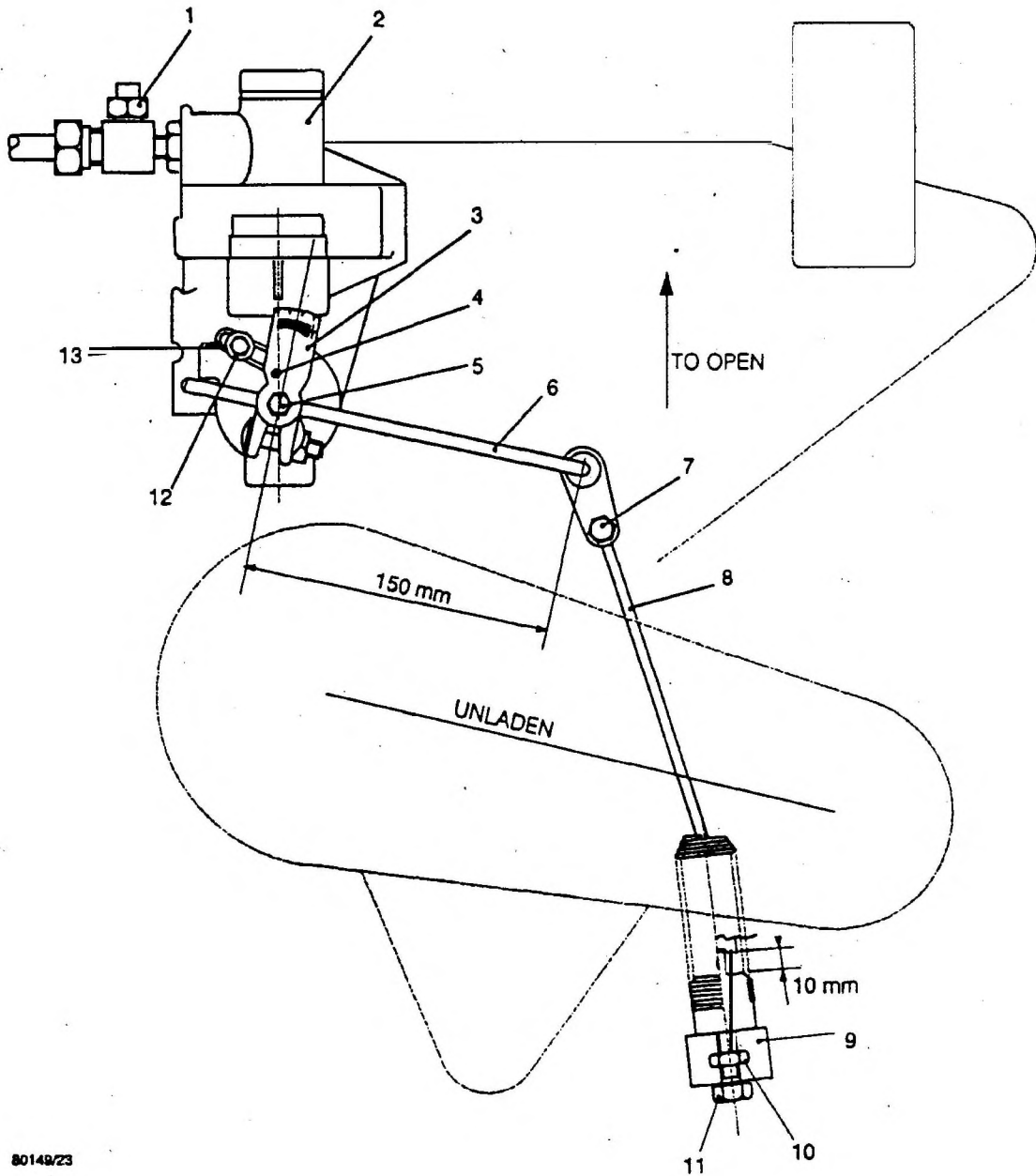
166 Make sure that the system pressure is reset to 85 lbf/in² +/- 7 lbf/in² (5.85 bar +/- 0.48 bar) at the end of testing.



80148/24

- 1 Pressure limiting valve
- 2 Locknut
- 3 Fine adjustment screw

Fig 16 Adjustment of pressure limiting valve



80148/23

- | | |
|-------------------------------|------------------------|
| 1 Test point (input pressure) | 8 Connecting cable |
| 2 Load sensing valve body | 9 Trailing arm bracket |
| 3 Lever fixing plate | 10 Locknut |
| 4 3 mm diameter hole | 11 Adjustment screw |
| 5 Screw | 12 Screw |
| 6 Lever | 13 Slotted link |
| 7 Cable clamp | |

Fig 17 Adjustment of load sensing valve

Adjustment of pressure limiting valve (Fig 16)

167 Disconnect the cable from the right hand suspension trailing arm bracket and the load sensing valve and allow the valve to open fully.

168 Fit a test gauge (6MT2 4720-99-783-1206) to the test point on the relay emergency valve (inlet pressure) and the test point on the actuator (outlet pressure). Charge the system from a prime mover and apply the brakes.

169 Adjust the screw on the pressure limiting valve until the outlet pressure indicates 85 lbf/in² (5.85 bar). Tighten the locknut.

170 Remove the test gauges and refit all dust covers.

171 Reconnect the cable between the load sensing valve and the trailing arm bracket.

Adjustment of load sensing valve, unladen trailer (Fig 17)

172 Attach pressure gauges to the test point on the load sensing valve (input pressure) and the test point on the relay emergency valve (output pressure).

173 Set the lever length to 150 mm and clamp by tightening the screw. Slacken the slotted link and with the lever held manually to the position indicated by the scale, insert a 3 mm diameter pin through the lever fixing plate into the slotted link. Tighten the slotted link screw and leave the 3 mm diameter pin in place.

174 Apply air pressure from a prime mover and check the input and output air pressures. The output air pressure should be 30% +/- 3% of the input air pressure.

175 Remove the air pressure connections to the prime mover, drain the air reservoir and exhaust the air system.

176 Connect the connecting cable to the trailing arm bracket and pre-tension the spring by 10 mm using the adjustment screw. Finger tighten the locknut.

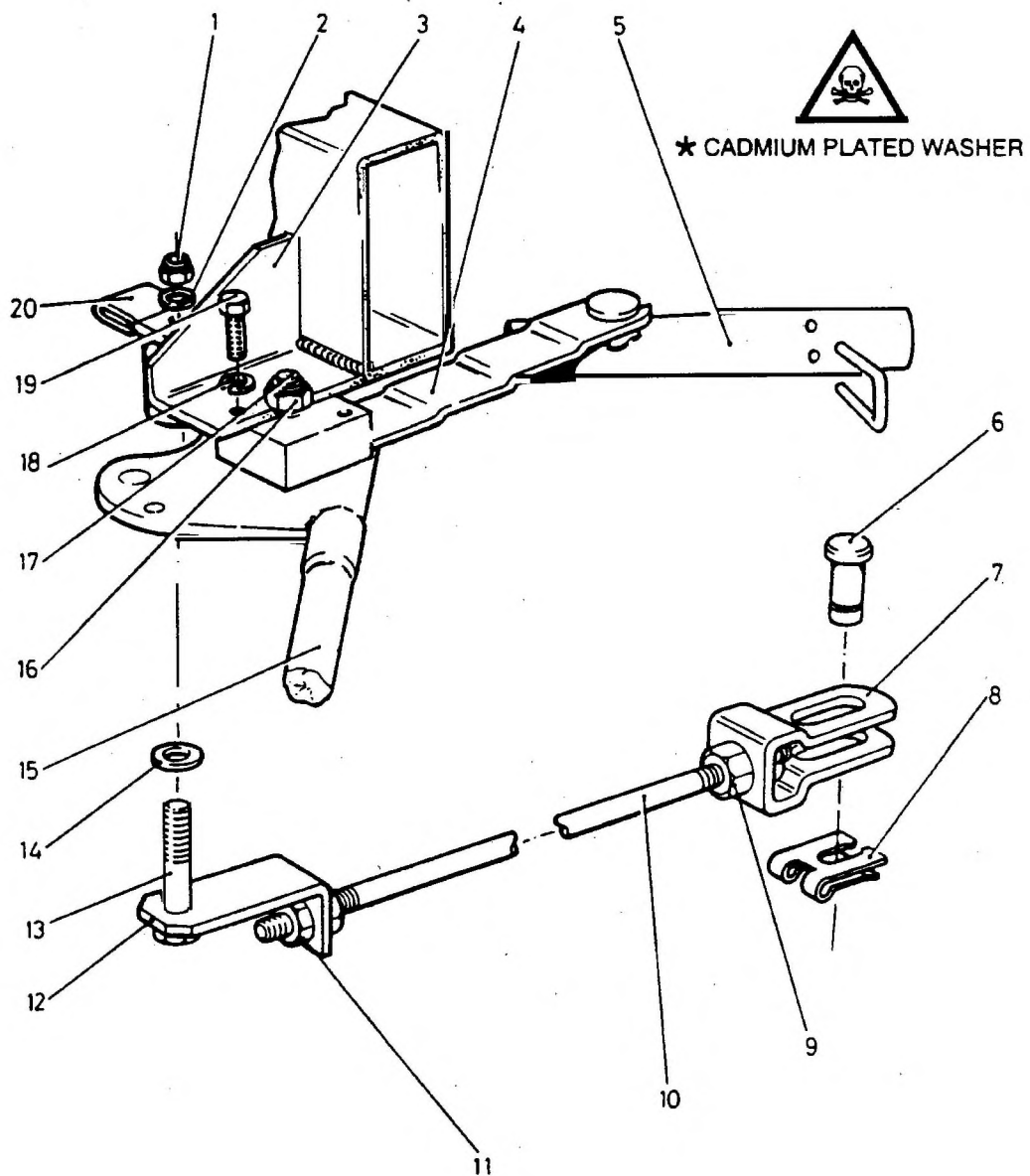
177 Slacken the cable clamp screw. Adjust the length of the cable such that the 3 mm pin through the lever fixing plate can be removed easily. Small corrections to achieve this can be made using the adjustment screw with a maximum adjustment range of +/- 5 mm. Tighten the locknut after any adjustment.

178 Retest all pressure settings and tighten all fixings. Remove the test gauges and refit the dust caps.

179 Test the trailer brakes as described in Paras 93.1 and 93.2.

Handbrake assemblyRemoval and fitting of the handbrake lever (Fig 18)**WARNING**

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE HANDBRAKE SUPPORT TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.



80149/05

- | | |
|-------------------------------|---------------------------|
| 1 Self-locking nut | 11 Adjusting nuts (2 off) |
| 2 Flat washer | 12 Connector |
| 3 Chassis and support bracket | 13 Bolt |
| 4 Handbrake support | 14 Flat washer |
| 5 Spring assembly | 15 Handbrake lever |
| 6 Clevis pin | 16 Self-locking nut |
| 7 Fork end | 17 Pivot bolt |
| 8 Safety clip | 18 Lockwasher * |
| 9 Nut | 19 Screw |
| 10 Brake rod | 20 Handbrake lever |

Fig 18 Handbrake assembly (drawbar)

180 Support the front and rear of the trailer on vehicle stands. Clean off any road dirt from the handbrake lever mechanism, including the spring, brake rod and adjustment nuts, the pivot assembly on the axle and the rods and cables to the brake drums. Move the handbrake to the point at which going over centre is reached. With the handbrake held in this position, insert two lengths of 1/8 in. diameter welding rod through the holes in the spring assembly casing to restrain the spring. Release the handbrake.

181 Undo the self locking nut and flat washers to release the connector from the handbrake lever. Discard the self-locking nut.

182 Remove the self-locking nut fixing the pivot bolt to the chassis support bracket. Remove the two screws and lockwashers fixing the handbrake support to the chassis support bracket. Move the handbrake assembly away from the bracket and temporarily refit the self-locking nut to keep the assembly together.

183 The spring and casing are released from the handbrake lever assembly by allowing the lever to rotate anticlockwise relative to the spring assembly. The spring assembly is then disengaged from the fork on the handbrake support. Remove and discard the self-locking nut from the pivot bolt to release the lever from the handbrake support. The spring hook can now be disengaged from the handbrake lever.

184 Remove and discard the self-locking nut from the pivot bolt to release the lever from the support plate.

185 During re-assembly, lubricate all moving parts with grease, automotive and artillery, XG 279.

186 Re-assemble the spring hook to the handbrake lever, open end of the hook facing the centre line of the trailer, and fit the pivot bolt to hold the handbrake lever to the handbrake support. Fit a new self-locking nut but do not tighten as the nut must be removed to fit the assembly to the trailer. Engage the spring assembly with the fork on the handbrake support.

187 Transfer the handbrake lever and spring assembly to the trailer. Remove the self-locking nut from the pivot bolt, pass the bolt up through the bracket on the trailer and refit the self-locking nut. Fix the support plate to the trailer bracket with the two screws and lockwashers. Tighten the pivot bolt self-locking nut sufficiently to allow free movement of the handbrake lever about the support plate. Carefully push the handbrake lever to the OFF position (towards the trailer centre line).

188 Attach the brake rod and connector to the handbrake lever by fitting the bolt on the connector through a flat washer, the handbrake lever, a second flat washer and then fixing with a self-locking nut. Tighten the self-locking nut sufficiently to allow free movement of the connector about the bolt.

189 Pull the handbrake lever ON to the point at which going over centre is reached. With the handbrake held in this position, remove the two pieces of welding rod from the spring casing, or, if fitting a new spring assembly, remove the U clip from the spring casing.

190 Apply the handbrake several times to adjust cables and rods and check brake operation. If necessary, release the handbrake and adjust the handbrake rod to obtain the correct brake operation as described in Paras 218 and 219.

191 Tighten the self-locking nuts on the pivot and connector bolts sufficiently to retain ease of movement with minimal backlash.

192 Remove any support stands. Test the handbrake operation and that the performance is as described in Para 199.

Removal and fitting of brake rod (Fig 18)

193 Support the front and rear of the trailer on vehicle stands. Clean off any road dirt from the handbrake lever mechanism, including the spring, brake rod and adjustment nuts and the rods and cables to the brake drums. Release the handbrake.

194 Undo the self-locking nut and flat washers from the bolt to release the connector from the handbrake lever. Discard the self-locking nut.

195 Remove the safety clip retaining the clevis pin which holds the brake rod fork to the compensator assembly on the axle. Retain the clevis pin and safety clip for re-use. Transfer the brake rod to the workbench for further disassembly.

- ▶ 196 Unscrew the nut and unscrew the fork end from the rod. Unscrew the adjuster nut from the brake rod to release the connector. Remove the second adjuster nut from the brake rod.

197 Refit one adjuster nut to the brake rod (long threaded end). Refit the connector to the brake rod (long threaded end). Refit the second adjuster nut and screw up to the connector. Refit the fork end to the other end of the rod and lock in place with the nut.

198 Carry the brake rod assembly to the trailer and engage the fork end with the compensator assembly on the axle. Fit the clevis pin through the fork end and compensator and lock in place with the safety clip. Refit the bolt on the connector to the handbrake lever as described previously. Adjust the position of the connector on the brake rod by adjusting the position of the two nuts to obtain a fit. Adjust the complete handbrake assembly as described in Paras 218 and 219. ◀

199 Remove any support stands. Test the handbrake fully and adjust if necessary as described in Para 218 and 219. The performance requirement is that the applied handbrake shall be capable of holding the solo laden trailer in either direction on a 25% (1 in 4) gradient.

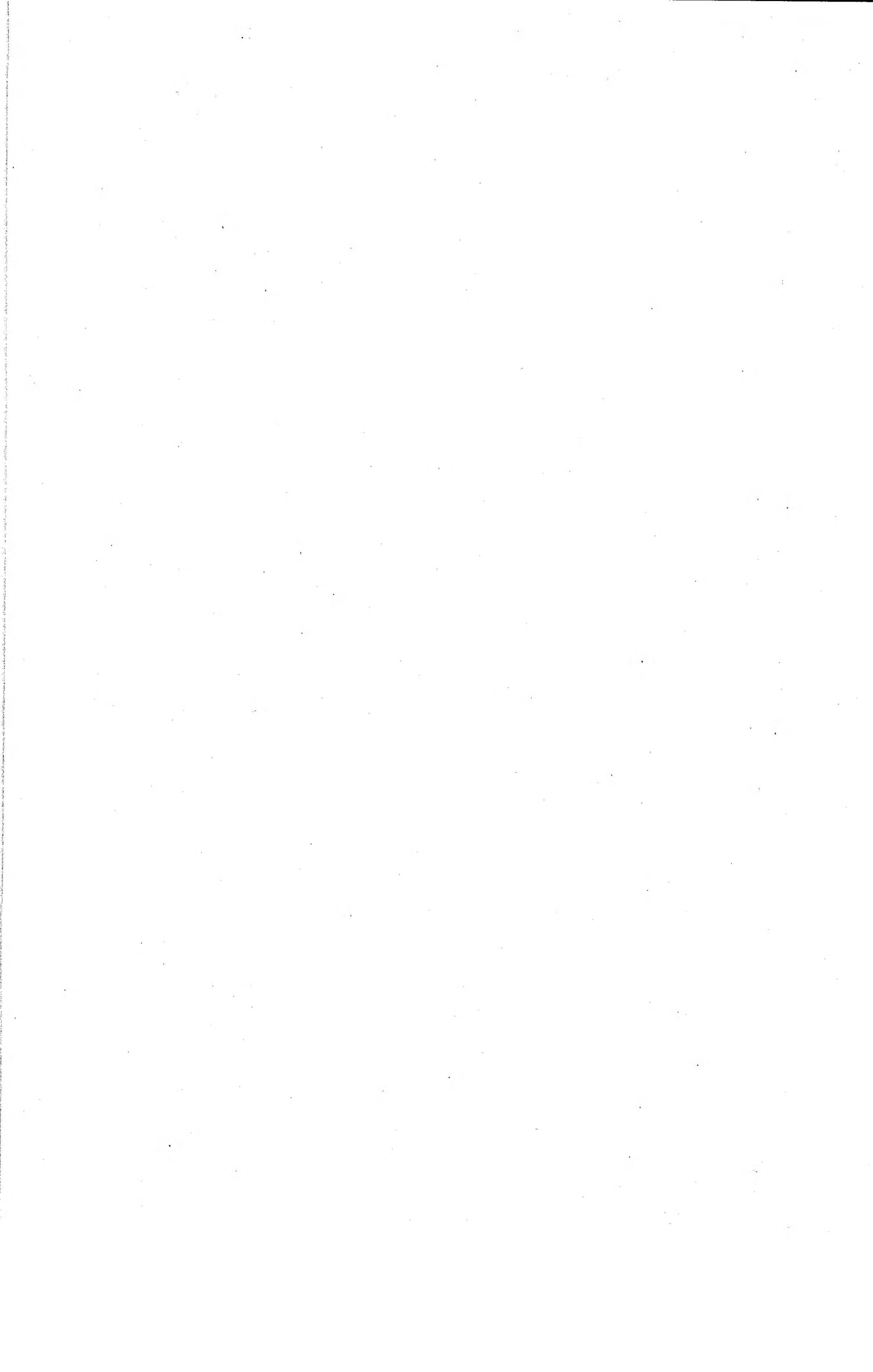
Removal and fitting of the axle compensator assembly (Fig 19)

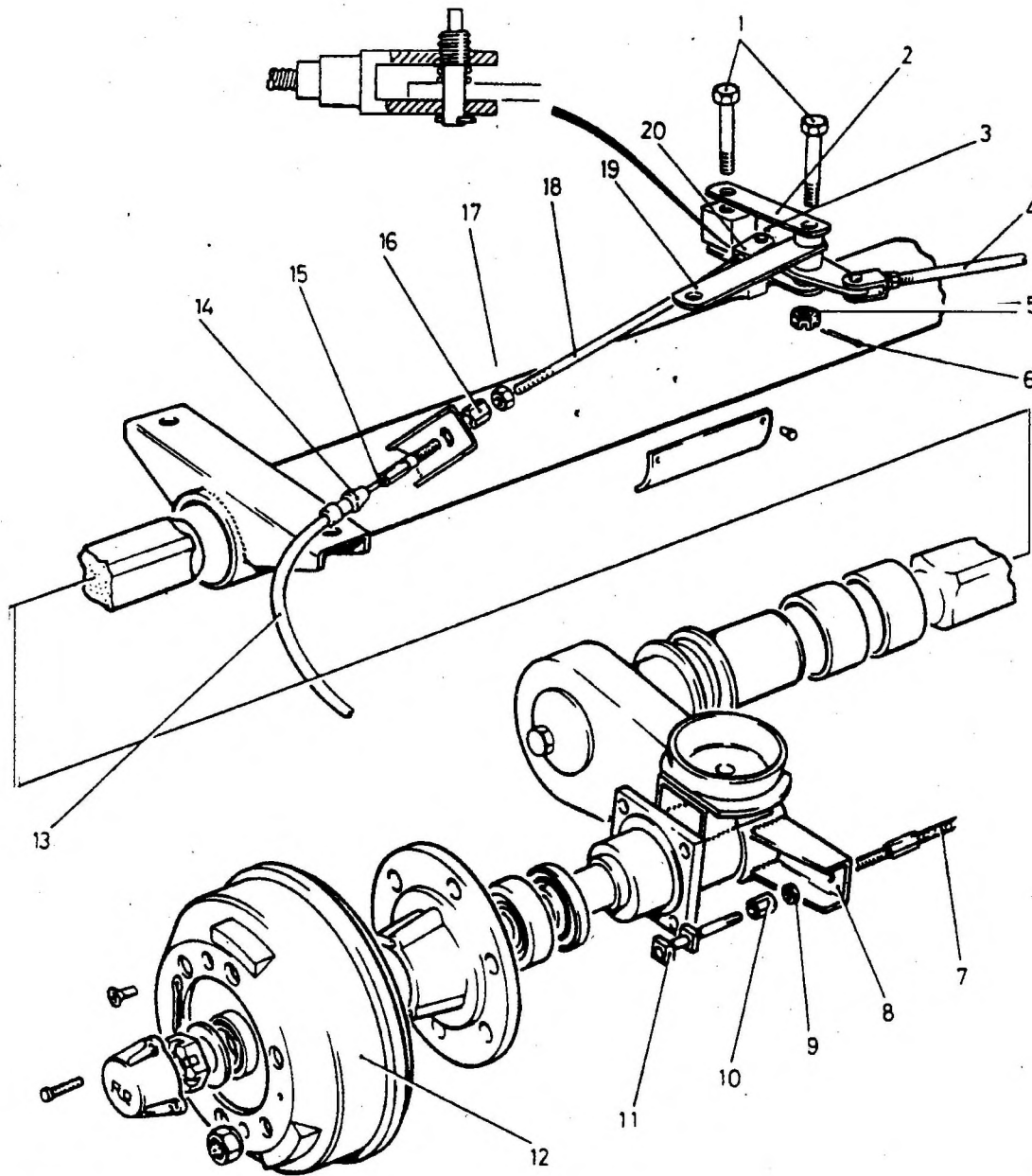
200 Support the front and rear of the trailer on vehicle stands. Release the handbrake. Clean off any road dirt from the handbrake assemblies on the axle.

201 Remove the brake rod from the trailer as described in Paras 193 to 196. Remove the split pin retaining the clevis pin which fixes the right hand brake rod to the axle handbrake compensator. Remove the split pin retaining the clevis pin fixing the left hand brake rod to the axle handbrake compensator.

202 Straighten, remove and discard the split cotter pin from the slotted nut which fixes the compensator assembly to the two compensator links. Remove the bolt and nut releasing the compensator assembly from the axle. Straighten, remove and discard the split cotter pin and remove from the slotted nut fixing the compensator links to the axle bracket. Remove the compensator assembly and compensator links from the trailer.

203 Refit the compensator assembly and compensator links to the axle as follows.





80149/02

- | | |
|---|---|
| 1 Bolt (2 off) | 11 Brake draw link assembly |
| 2 Compensator link | 12 Brake drum |
| 3 Axle bracket | 13 Control cable assembly |
| 4 Right hand brake rod | 14 Seal |
| 5 Slotted nut | 15 Left hand brake inner cable, rod end |
| 6 Split cotter pin | 16 Connector |
| 7 Left hand brake inner cable, brake drum end | 17 Nut |
| 8 Left hand trailing arm bracket | 18 Left hand brake rod |
| 9 Nut | 19 Compensator assembly |
| 10 Barrel adaptor | 20 Fork end assembly |

Fig 19 Handbrake assembly (axle)

204 Fit the compensator links to the axle bracket with the bolt and slotted nut. Do not fit the new split cotter pin at this time. Fit the compensator assembly between the two compensator links and attach with bolt and slotted nut. Engage the right hand and left hand brake rod fork ends with the appropriate arms of the compensator and lock into place with new split pins. Refit the brake rod to the trailer as described in Paras 197 and 198.

205 Adjust the positions of the compensator arms and levers to meet the requirements of Fig 19A. Tighten the two slotted nuts sufficiently to allow free movement of the compensator arms with minimal backlash. Fit new split cotter pins through the bolts to lock the slotted nuts in place.

206 Test the handbrake operation and check that the performance is as described in Para 199.

Removal and fitting of left and right brake rods and cables (Fig 19)

207 Support the front and rear of the trailer on vehicle stands. Remove the roadwheels as described in Paras 8 to 10. Cover the hub assemblies with cloth and clean any road dirt from the handbrake assemblies on the axle. Release the handbrake.

NOTE

The disassembly sequence is applicable to both left and right hand brake assemblies

208 Remove the split pin retaining the clevis pin fixing the left hand fork assembly to the axle handbrake compensator. Retain the clevis and discard the split pin. Unscrew the brake rod and nut from the connector and remove it from the trailer. Unscrew the connector from the left hand brake cable inner. Release the brake cable seal from the support bracket on the axle and pull the inner cable through the bracket.

209 At the left hand hub assembly, unscrew the nut locking the barrel adaptor to the left hand brake cable inner and the brake draw link assembly. Unscrew the left hand brake cable inner from the barrel adaptor. Release the brake cable seal from the bracket on the left hand suspension assembly. Remove the brake cable assembly from the trailer. Unscrew the barrel adaptor from the draw link assembly. Remove and retain the nut from the brake cable assembly.

210 The re-assembly procedure is as follows.

211 There are currently two types of brake cable assembly in use. One type has a grease nipple on the outer sheath and in this case the inner cable should liberally lubricated with grease, automotive and artillery XG 279, before refitting to the trailer. The second type has no grease nipple and the inner cable has a protective coating applied during manufacture. In both cases, the two ends of the brake cable are differentiated by a difference of distance between the cable stop and the rubber seal groove. The narrower stop distance must be fitted to the bracket on the trailing arm.

212 Feed the inner cable and rubber seal on the brake cable assembly through the hole in the bracket in the left hand suspension assembly from the axle side towards the hub. Push the cable up to the stop then locate it on the bracket by pushing the rubber seal into the groove on the cable stop. Screw the nut onto the inner cable screw thread as far as it will go. Screw the barrel adaptor onto the brake draw link assembly. Bring the ends of the inner cable and the brake draw link assembly together and screw the barrel adaptor over both of them to link them together. Do not tighten the nut at this time.

213 Feed the other end of the brake cable assembly through the hole in the axle left hand support bracket from the hub side towards the centre line of the trailer. Push the cable up to the stop then locate it on the bracket by pushing the rubber seal into the groove on the stop. Screw the connector onto the cable inner as far as it will go. Bring the ends of the inner cable and the left hand brake rod together and screw the connector over both of them to link them together. Do not tighten the nut at this time. Bring the left hand brake rod fork assembly into engagement with the axle compensator assembly. Re-use the retained clevis pin and a new split pin to fix the brake rod to the compensator assembly.

214 Reassemble the right hand brake assembly in the same way.

215 Adjust both brake rods and cables at the connector and/or clevis such that there is sufficient slack and that the brakes are not pre-loaded. Adjust the brake shoes as described in Para 62. Operate the handbrake lever and check that equal braking force is applied to each drum. Adjust the rods and cables as necessary to achieve this. Tighten nuts to lock the barrel adaptors and connectors on both sides.

216 Remove any support stands. Test the handbrake operation and check that the performance is as described in Para 199, and adjust, if necessary, as described in Paras 218 and 219.

Adjustment of handbrake

217 Support the front and rear of the trailer on vehicle stands. Clean off any road dirt from the handbrake lever, brake rod, axle compensator and hub assemblies. Release the handbrake and drain the air reservoir.

218 Adjust the brake shoes as described in Para 62. Check for free and correct operation of the brake rods and cables as described in Para 219, and adjust if necessary.

▶ 219 Refer to Figs 18, 19 and 19A. Release the handbrake. Check the angular settings of the compensator and adjust if necessary. Adjust the nuts as appropriate to take up or introduce slack into the handbrake system such that the brakes are not preloaded and that the full length of lost motion travel in the slotted clevis is available before the handbrake actuates the compensator. If fitting a new handbrake spring assembly, check the handbrake system for minimal backlash BEFORE removing the restraining pin from the spring casing. ◀

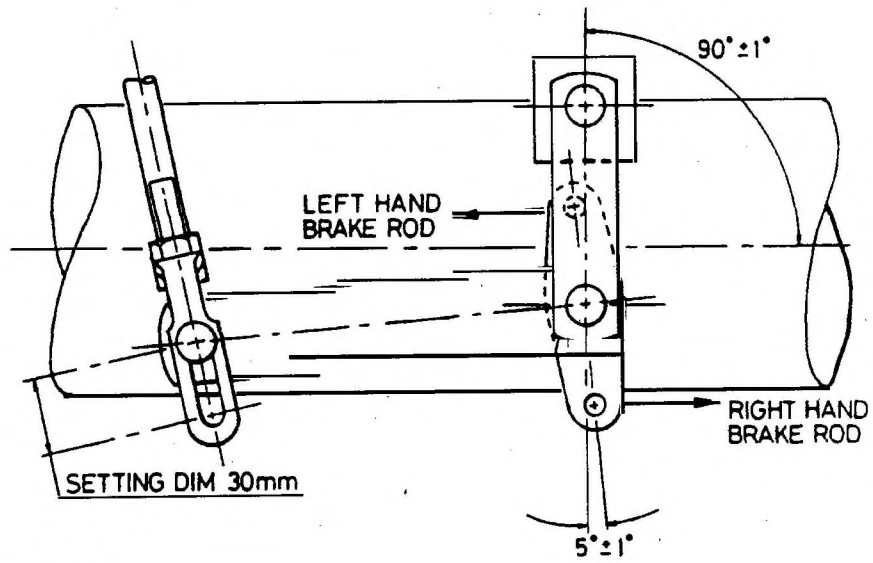
220 Remove any support stands. Test the handbrake operation and check that the performance is as described in Para 199.

Towing eye

Removal and fitting of the towing eye (Fig 20)

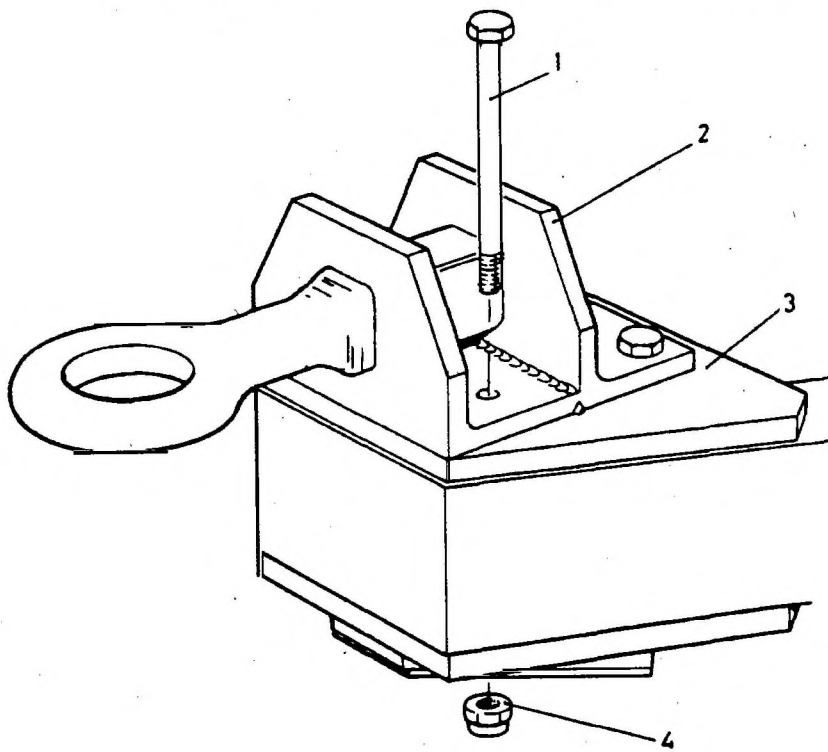
221 Remove the four bolts and locknuts fixing the towing eye assembly to the trailer chassis. Discard the locknuts. Remove the towing eye assembly from the trailer.

222 Refit the towing eye assembly to the trailer chassis using the four bolts used previously and new locknuts, ensuring that the bolts are fitted from the top of the towing eye assembly.



80149/43

Fig 19A Adjustment of handbrake linkage and compensator

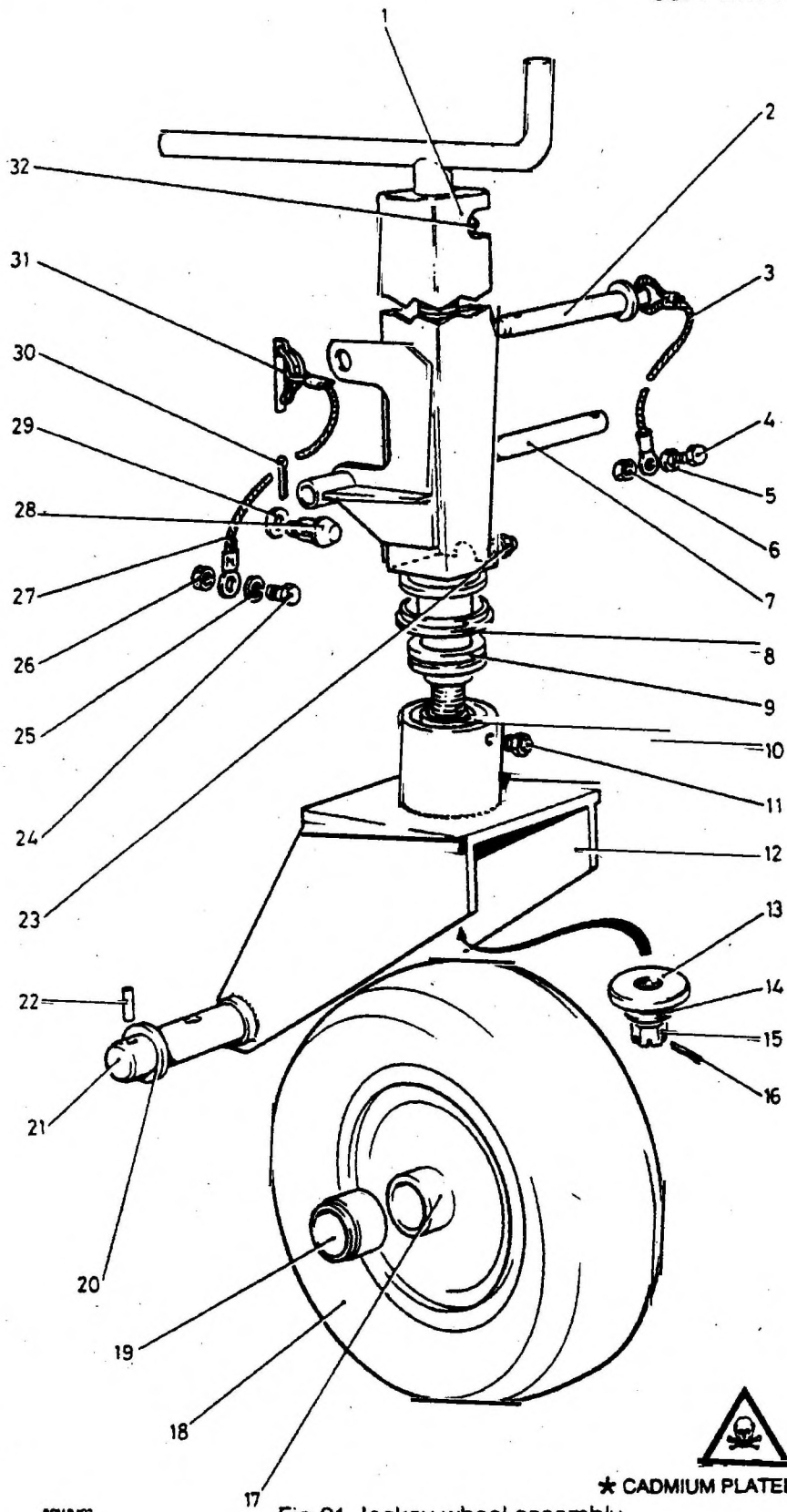


80149/33

- 1 Bolt
- 2 Towing eye assembly

- 3 Chassis
- 4 Locknut

Fig 20 Towing eye assembly



* CADMIUM PLATED WASHER

Fig 21 Jockey wheel assembly

BOM&P07

KEY TO FIG 21

- | | |
|---------------------------|---------------------------------------|
| 1 Jack assembly | 18 Pneumatic tyre and inner tube |
| 2 Locking pin assembly | 19 Spacer (2 off) |
| 3 Cord | 20 Flat washer |
| 4 Screw | 21 Shaft |
| 5 Lockwasher * | 22 Spring pin |
| 6 Nut | 23 Lubricating nipple (steady collar) |
| 7 Straight pin | 24 Screw |
| 8 Sealing ring | 25 Lockwasher * |
| 9 Thrust bearing | 26 Nut |
| 10 Bearing sleeve | 27 Cord |
| 11 Lubricating nipple | 28 Buffer assembly |
| 12 Fork and bush assembly | 29 Lockwasher * |
| 13 Collar | 30 Split cotter pin |
| 14 Flat washer | 31 Cotter pin assembly |
| 15 Slotted nut | 32 Lubricating nipple (thrust nut) |
| 16 Split cotter pin | |
| 17 Wheel | |

Jockey wheel

Removal and fitting of the jockey wheel assembly (Fig 21)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE SAFETY CORDS TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

223 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Support the front and rear of the trailer on vehicle stands. The front jack legs and rear support legs fitted on the trailer may be used to provide additional support.

224 Remove the cotter pin assembly from the locking pin assembly. Withdraw the locking pin from the jockey wheel and chassis bracket. Remove the split cotter pin from one end of the straight pin. Support the weight of the jockey wheel assembly and withdraw the straight pin from the jockey wheel and chassis bracket. The jockey wheel assembly may now be removed from the trailer and transferred to the workbench for further disassembly. Remove the second split cotter pin from the straight pin and discard both used cotter pins.

225 To refit the jockey wheel assembly to the trailer chassis, return the jockey wheel assembly to the drawbar. Take the weight of the jockey wheel and fit the straight pin and the two split cotter pins through the chassis bracket and jockey wheel assembly. Bend the cotter pin legs around the straight pin to lock them in place. Fit the locking pin assembly through the chassis bracket and jockey wheel assembly. Lock into place with the cotter pin assembly.

Removal and fitting of jockey wheel

226 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Support the front and rear of the trailer on vehicle stands.

227 Remove the jockey wheel assembly from the trailer as described in Para 224. Transfer the assembly to the workbench.

228 Use a drift to drive out the spring pins at either end of the shaft. Remove the shaft and the two flat washers to release the wheel and two spacers from the fork and bush assembly.

229 The wheel may be further disassembled to allow the inner tube or tyre to be replaced.

230 Before re-assembling the wheel, check that the tyre pressure is 60 lbf/in² (4.13 bar). Grease the internal bearing surfaces with grease, automotive and artillery, XG 279.

231 Offer the wheel and two spacers to the fork and bush assembly and insert the shaft through the fork, the spacer, wheel, spacer and fork. Fit a flat washer either side of the forks and drive new spring pins (2 off) into place to fix the wheel to the fork and bush assembly. Check that the jockey wheel rotates freely.

232 Refit the jockey wheel assembly to the trailer as described in Para 225.

Removal and fitting of jockey wheel jack mechanism

233 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Support the front and rear of the trailer on vehicle stands.

234 Remove the jockey wheel assembly from the trailer as described in Para 224. Transfer the jockey wheel assembly to the workbench.

235 Remove the jockey wheel from the fork and bush assembly as described in Para 228.

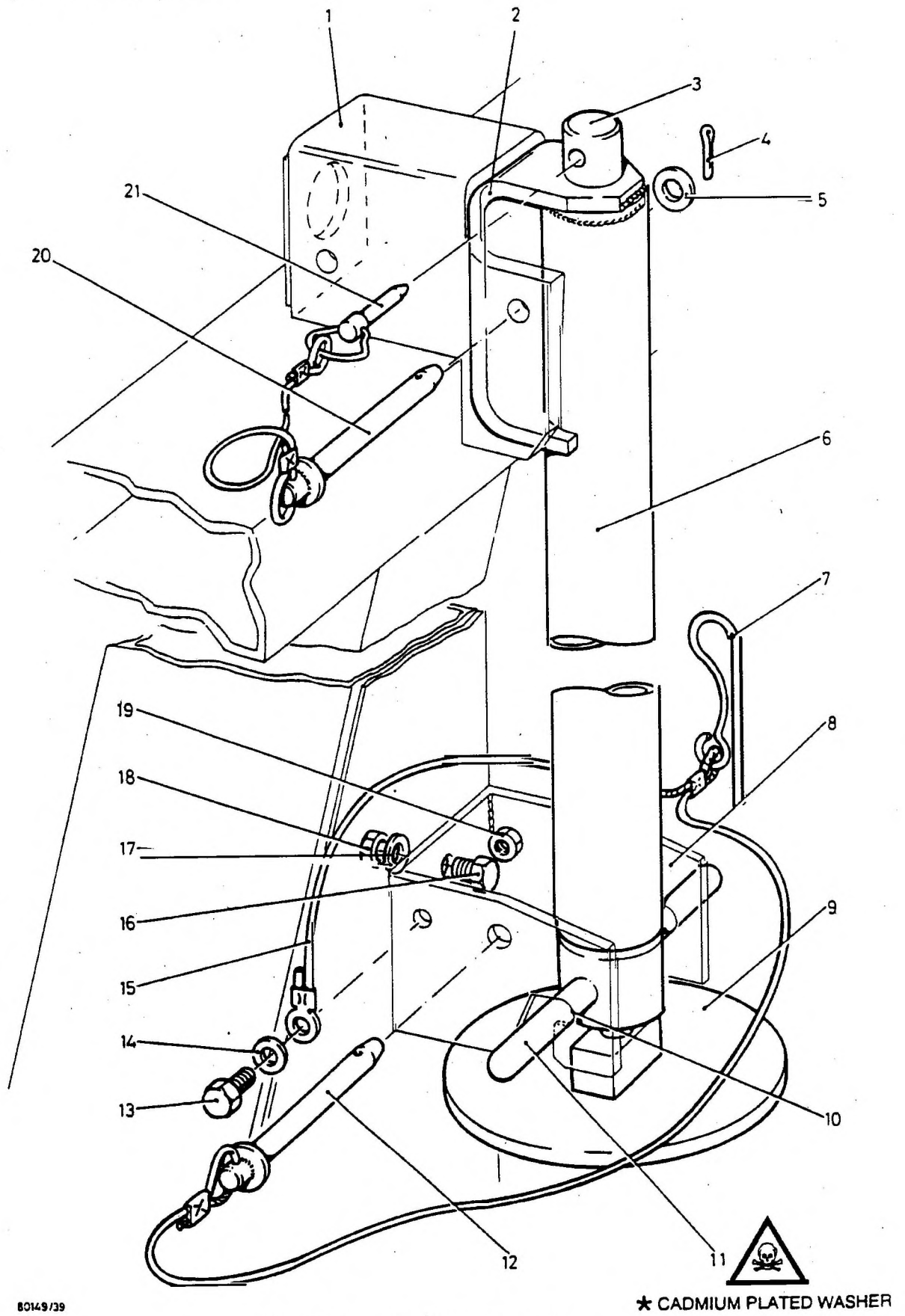
236 On the fork and bush assembly, remove the split cotter pin from the slotted nut. Discard the cotter pin. Unscrew the slotted nut and remove from the fork and bush assembly together with a flat washer and a collar. Remove the lubricating nipple. Remove the fork and bush assembly from the jack assembly. Remove the bearing sleeve, the thrust bearing and the sealing ring from the jack assembly.

237 If further disassembly of the jack assembly is necessary it must be returned to the manufacturer and an exchange/new assembly fitted.

238 Reassemble the jockey wheel assembly as follows.

KEY TO FIG 22

1 Locating bracket	12 Stowage pin
2 Guide bracket	13 Screw
3 End cap	14 Lockwasher *
4 Split cotter pin	15 Cord
5 Flat washer	16 Screw
6 Jack assembly	17 Lockwasher *
7 Retaining clip	18 Nut
8 Stowage bracket	19 Nut
9 Jack plate	20 Pivot pin
10 Stowage location	21 Snap ring cotter pin
11 Jack handle	



80149/39

Fig 22 Front jack leg assembly

239 Use a grease gun filled with automotive and artillery grease XG 279 to apply grease to the two grease nipples on the jack assembly (Fig 21, items 23 and 32). Wind the jack leg in and out several times over the whole range of movement to ensure free operation of the jack. Apply grease XG 279 to the thrust bearing. Fit the sealing ring, thrust bearing and bearing sleeve to the jack assembly. Locate the fork and bush assembly onto the jack assembly and fit the collar, flat washer and slotted nut to fix. Fit a new split cotter pin to lock the assembly. Fit the lubricating nipple to the fork and bush assembly and apply grease XG 279 to the bearing with a grease gun.

240 Refit the wheel to the jockey wheel assembly as described in Paras 230 and 231.

241 Refit the jockey wheel assembly to the trailer as described in Para 225.

Front jack leg assemblies

Removal and fitting of front jack leg assemblies (Fig 22)

WARNING

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE STOWAGE BRACKET TO THE CHASSIS AND THE CORD SECURING THE RETAINING CLIP AND STOWAGE CLIP TO THE STOWAGE BRACKET. REFER TO WARNING (7) IN PRELIMINARY PAGES.

242 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Support the front and rear of the trailer on vehicle stands.

243 Assuming that the jack leg to be removed from the trailer is in the stowed position, remove the retaining clip from the stowage pin and remove the stowage pin from the stowage bracket on the trailer chassis. Moving the jack assembly about the pivot pin, release the handle from the stowage location. Swing the jack leg down but do not engage the end cap into the locating bracket. Remove the split cotter pin and flat washer from the pivot pin. Remove the pivot pin from the locating bracket and jack assembly. Retain the flat washer and discard the cotter pin. Remove the jack assembly from the trailer and carry to the workbench. Remove the snap ring cotter pin from the jack assembly end cap and retain, together with the pivot pin and washer. Refit the stowage pin to the stowage bracket and fix with the retaining clip.

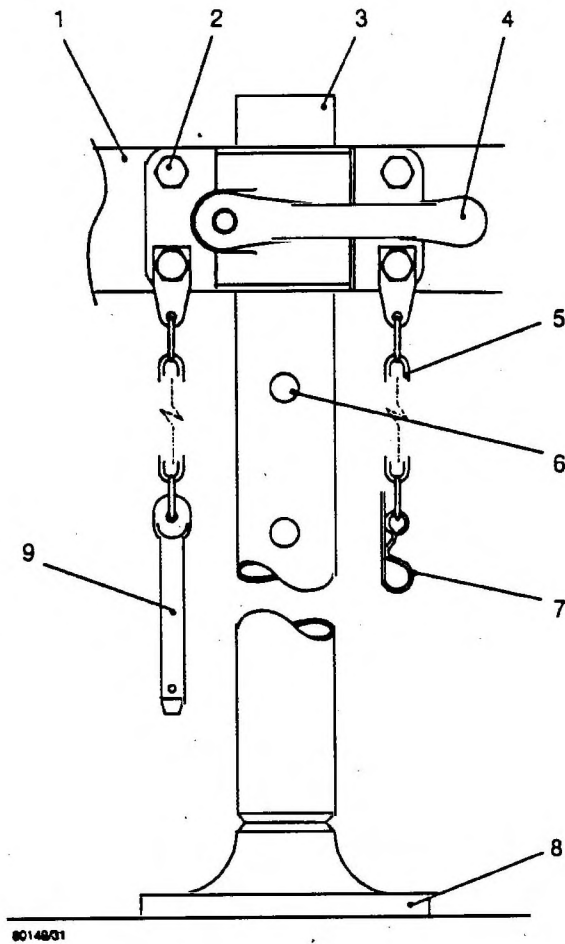
244 If further disassembly of the jack leg is necessary it must be returned to the manufacturer and an exchange/new assembly fitted.

245 Unscrew the jack leg to its fullest extent and apply grease XG 279 to the threaded portion. Screw the jack leg in and out over its full range of movement to check for free operation and to distribute the grease evenly. Finally screw the jack leg to its shortest length and carry it to the trailer.

246 Refit the spring link cotter pin to the end cap. Remove the retaining clip from the stowage pin and remove the stowage pin from the stowage bracket. Hook the handle into the stowage location on the stowage bracket.

247 Swing the jack leg up to engage with the locating bracket and fit the pivot pin through the locating bracket and guide bracket. Fit the flat washer and a new split cotter pin to lock the pivot pin in place. Refit the stowage pin to the stowage bracket and lock into place with the retaining clip.

248 Remove any support stands from the trailer.



- 1 Chassis
- 2 Bolt, nut, lockwasher
- 3 Support leg
- 4 Clamp
- 5 Safety chain

- 6 Location hole
- 7 Safety clip
- 8 Pad
- 9 Safety pin

Fig 23 Rear support leg assembly

Rear support leg assemblies**Removal and fitting of a rear support leg (Fig 23)**

249 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Support the front and rear of the trailer on vehicle stands.

250 Remove the safety clip from the safety pin and remove the pin from the rear support leg. Release the clamp and adjust the support leg to lift the pad clear of the ground. Reclamp. Unscrew the four bolts, lockwashers and nuts fixing the support leg assembly to the chassis. Retain the bolts, lockwashers and nuts. Remove the support leg assembly to the workbench.

251 No further disassembly of the support leg is possible. If the support leg needs further attention it must be returned to the manufacturer and an exchange/new assembly fitted.

252 Release the clamp and remove the support leg. Apply grease XG 279 to the inside face of the clamp. Refit the support leg and slide up and down relative to the clamp to check for free operation and to distribute the grease evenly. Finally clamp the support leg and carry to the trailer.

253 Refit the support leg assembly to the trailer chassis re-using the four bolts, lockwashers and nuts retained earlier. Set the leg up or down, as required, and insert the safety pin into the appropriate location hole. Refit the safety clip to the safety pin. Allow the leg to adjust to the safety pin position and operate the clamp to lock the support leg into place.

254 Remove any support stands from the trailer.

Towing pintle assembly**WARNING**

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE TOWING PINTLE TO THE CHASSIS AND THE CORDS ATTACHING THE PIN AND SNAP RING COTTER PIN TO THE CHASSIS. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

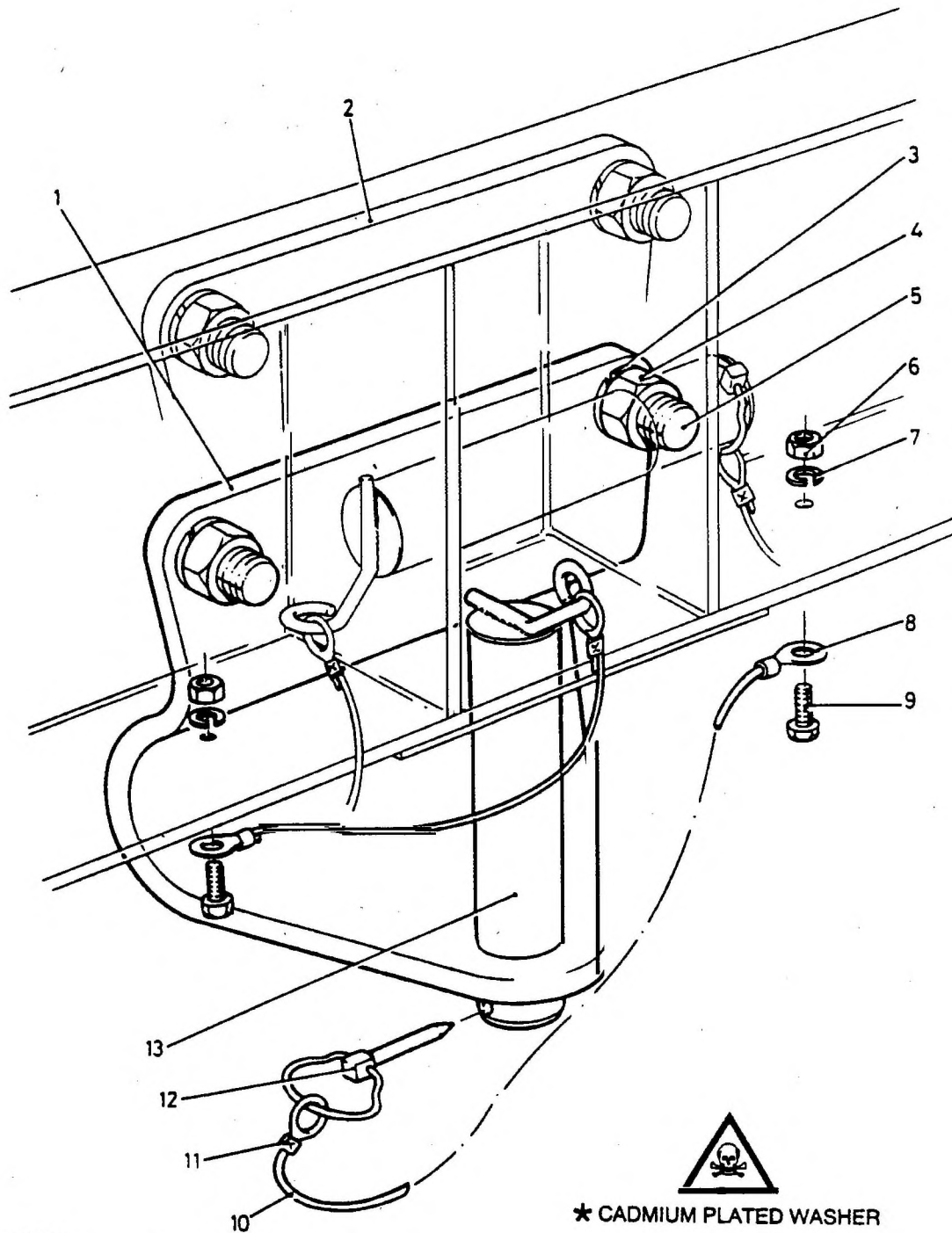
Removal and fitting of emergency towing pintle (Fig 24)

255 Scotch the trailer wheels. Apply the handbrake. Drain the air reservoir. Use the jockey wheel, front jack legs and rear support legs to steady the trailer.

256 The emergency towing pintle may be in the deployed position or in the stowed position. If in the stowed position, the pin and snap ring cotter pin should also be in the stowed position. If the pin and cotter pin are in the stowed position it is not necessary to remove them to remove the pintle.

257 If the pintle is deployed, remove the snap ring cotter pin from the pin and remove the pin from the pintle. Allow the pin and snap ring cotter pin to hang from the chassis on their respective cords. Unscrew the two bolts, lockwashers and nuts securing the pintle to the chassis. Retain the bolts, lockwashers and nuts. Remove the pintle from the trailer.

258 Refit the pintle in the deployed or stowed position, re-using the bolts, lockwashers and nuts retained during disassembly. Refit the pin in the stowed or deployed position, as required. Lock in place with the snap ring cotter pin.



80149/04

- 1 Pintle (deployed)
- 2 Pintle (stowed)
- 3 Lockwasher *
- 4 Nut
- 5 Bolt
- 6 Nut
- 7 Lockwasher *

- 8 Ring terminal
- 9 Screw
- 10 Cord
- 11 Parallel connector
- 12 Snap ring cotter pin
- 13 Pin

* CADMIUM PLATED WASHER

Fig 24 Towing pintle assembly

Spare wheel carrier**WARNING**

CADMIUM PLATED LOCKWASHERS ARE USED TO FIX THE BRACKET ASSEMBLY TO THE CHASSIS, THE WINCH ASSEMBLY TO THE CHASSIS AND THE BULLDOG GRIPS TO SECURE THE WIRE ROPE. REFER TO WARNING (7) IN THE PRELIMINARY PAGES.

Removal and fitting of the wire rope (Fig 25)

259 Support the front and rear of the trailer on vehicle stands. Apply the handbrake. Remove the left hand roadwheel, as described in Paras 8 and 10. Cover the hub assembly with cloth and clean any road dirt off the spare wheel carrier and operating mechanism.

260 From under the trailer, release the two cone seat nuts holding the spare wheel carrier to the bracket assembly. Wind down the spare wheel carrier to the ground, allowing the spare wheel to be removed from the carrier. Unscrew the nuts and lockwashers fixing the wire rope to the carrier assembly. Pull the wire rope clear of the carrier assembly. Unscrew the nuts, lockwashers and spacers from the bulldog grip securing the fixed end of the wire rope. Pull the wire rope clear of the bulldog grip. Pulling from the carrier assembly end, remove the wire rope from the wire rope guide and the tube in the bracket assembly. Remove the wire rope from the trailer.

261 To re-assemble the wire rope to the spare wheel carrier, proceed as follows.

262 Apply grease XG 279 to the whole length of the wire rope. Feed one end of the wire rope up through the tube in the bracket assembly, through the wire rope guide and onto the bracket. Double the end of the wire rope back on itself and clamp to the bracket with a bulldog grip, secured by spacers, lockwashers and nuts. Pass the free end of the wire rope through the central hole in the wheel carrier and pad. Double the end of the wire rope back on itself and clamp to the underside of the pad with a bulldog grip, lockwashers and nuts.

263 Check the air pressure in the spare tyre and adjust, if necessary, to be 75 lbs/in² (5.16 bar). Refit the spare wheel to the carrier assembly. Wind the carrier up and down the full range of movement to check for correct operation. Apply grease XG 279 to the threaded portion of the winch assembly. Wind the carrier up and fit the two cone seat nuts to fix the spare wheel carrier to the bracket.

KEY TO FIG 25

1 Chassis	16 Spare wheel and tyre
2 Nut	17 Bracket assembly
3 Lockwasher *	18 Pad
4 Bracket	19 Bulldog grip
5 Wire rope	20 Carrier assembly
6 Bulldog grip	21 Lockwasher *
7 Flat washer	22 Nut
8 Lockwasher *	23 Cone seat nut
9 Nut	24 Bolt
10 Wire rope guide	25 Drive cap
11 Nut	26 Screw
12 Lockwasher *	27 Lockwasher *
13 Packer	28 Nut
14 Winch assembly rear bracket	29 Winch assembly
15 Screw	30 Screw

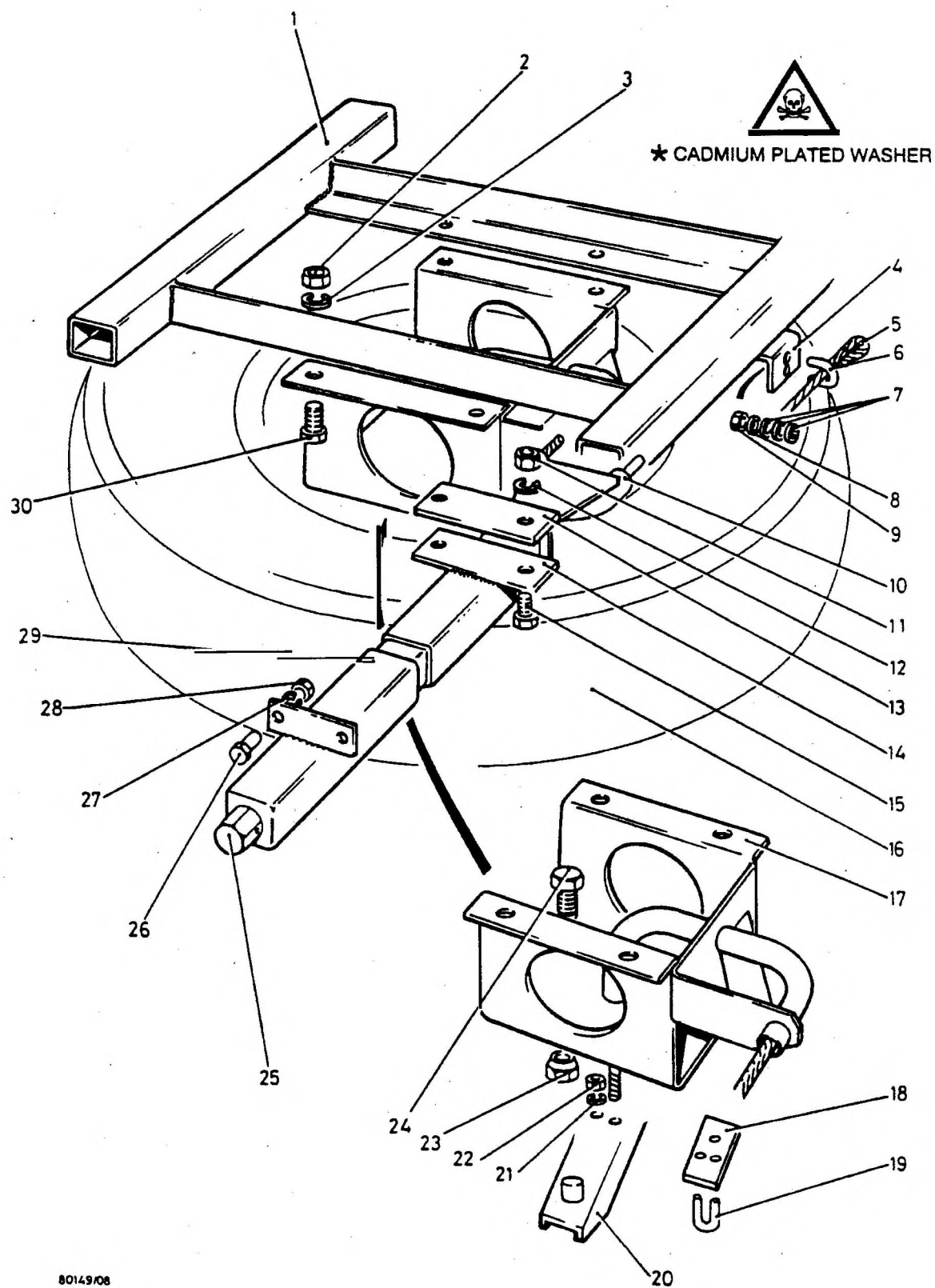


Fig 25 Spare wheel carrier assembly

264 Refit the left hand roadwheel, as described in Paras 11 and 12. Remove any support brackets.

Removal and fitting of the winch assembly (Fig 25)

265 Prepare the trailer, as described in Para 259. Remove the wire rope, as described in Para 260. Remove the screws, lockwashers and nuts fixing the winch assembly rear bracket and packer to the chassis. Retain the screws, lockwashers, nuts and packer for re-use. Carry the winch assembly to the workbench.

266 At the workbench, wind the drive cap to extend the winch to its fullest extent, checking for free operation. Apply grease XG 279 to the threaded portion and wind the winch in and out to spread the grease evenly.

267 Refit the winch assembly to the chassis by locating the winch assembly at the chassis mounting brackets and fixing the winch assembly to the chassis with screws, lockwashers and nuts. Locate the packer and fix the winch rear bracket to the chassis with screws, lockwashers and nuts. Refit the wire rope, as described in Paras 262 and 263.

Removal and fitting of the bracket assembly (Fig 25)

268 Prepare the trailer, as described in Para 259. Remove the wire rope, as described in Para 260. Remove the winch assembly, as described in Para 265. Remove the four screws, lockwashers and nuts fixing the bracket assembly to the chassis. Retain the screws, lockwashers and nuts for re-use. Remove the bracket assembly from the chassis.

269 Refit the bracket assembly to the chassis re-using the screws, lockwashers and nuts. Refit the winch assembly, as described in Para 267. Refit the wire rope, as described in Paras 262 and 263.

Electrical equipment

Replacement of lamps, front position and outline lights

270 Release the lens from the light by folding back the rubber surround away from the flange. Remove the faulty lamp by pushing and turning anticlockwise against the spring. Remove the lamp.

271 Fit the new lamp into the socket and push and turn clockwise to fit. Refit the lens flange into the rubber casing.

Replacement of lamps, stop, tail, turn and fog lights

272 Release the lens from the appropriate light assembly by unscrewing the captive screws in the lens. Remove the lens, screws and gasket and retain. Remove the faulty lamp by pushing and turning anticlockwise against the spring.

273 Fit the appropriate new lamp into the socket and turn clockwise to fit. Refit the lens using the screws and sealing gasket, ensuring that the gasket seats and seals correctly.

Replacement of lamps, number plate and convoy plate lights

274 Release the cover and lens from the light by unscrewing two screws. Retain the screws. Remove the faulty lamp by pushing and turning anticlockwise against the spring. Remove the lamp.

275 Fit the new lamp into the socket and push and turn clockwise to fit. Refit the cover and lens using the two screws.

Removal and fitting of front position and outline light assemblies

276 Release the lens from the light by peeling back the rubber lip from the lens flange. Remove the lamp. The light assembly is held on the trailer by friction acting on ribbing on the rubber cover. Pull the bulbholder forward, exposing the connections. Disconnect the ferrules from the bulbholder, noting the orientation of the connections. Pull the bulbholder forward, away from the trailer. Pull the cable through the rubber cover. Pull the rubber cover forward from its location on the trailer.

277 To refit the light fitting to the trailer, push the rubber cover into the appropriate hole on the trailer chassis. Push the ferrule ends of the link cables through the back of the rubber cover. Connect the ferrules to the bulbholder, using the same orientation noted in Para 276. Push the bulbholder inside the rubber surround. Refit the lamp and lens.

Removal and fitting of stop/tail/turn light assemblies

278 Release the lens from the light assembly by unscrewing six captive screws in the lens. Remove the lamps. Remove the wiring connections to the lamp fittings, noting the orientation to aid re-assembly. Remove the bolts and washers fixing the light assembly to the chassis. Retain the bolts and washers. Pull the cable through the light assembly shell. Remove the light assembly from the trailer.

279 To refit the light fitting to the trailer, proceed as follows.

280 Pass the cable through the back of the light assembly shell. Fix the light assembly to the chassis with the bolts and washers used previously if refitting the original light assembly or new bolts and washers if fitting a new light assembly. Reconnect the lamp wiring as noted previously. Fit any lamps removed. Fit the lens using the six captive screws in the lens.

Removal and fitting of fog light assemblies

281 Release the lens from the light assembly by unscrewing four captive screws in the lens. Remove the lamp. Remove two screws to release the reflector plate to expose the wiring connections to the lamp assembly and note the connections. Disconnect the lamp wiring. Remove the bolts and washers fixing the light assembly to the chassis. Retain the bolts and washers and pull the cable through the light assembly. Remove the light assembly from the trailer.

282 Pass the cable through the back of the light assembly shell. Fix the light assembly to the chassis with the bolts and washers used previously. Reconnect the lamp wiring as noted previously. Fit any lamps removed. Fit the original lens or the new lens as appropriate with four captive screws.

Removal and fitting of number plate and convoy plate light assemblies

283 Remove the cover from the light fitting by removing two screws. Remove the light shield. Remove the lamp. Pull the contact mounting forward from the light to expose the connections. Disconnect the ferrules from the contact mounting, noting the orientation of the connections. Remove the contact mounting and support plate. Remove the two screws fixing the light fitting to the chassis. Pull the light fitting forward away from the trailer and pull the cable through the back of the light assembly.

284 To refit the light assembly to the trailer proceed as follows.

285 Pass the cable through the back of the light assembly. Fix the light assembly to the chassis with the screws used previously. Reconnect the ferrules to the contact mounting using the same orientation noted in Para 283. Locate the contact mounting inside the light. Refit the lamp. Refit the light shield using the two screws retained during disassembly.

Removal and fitting of reflectors

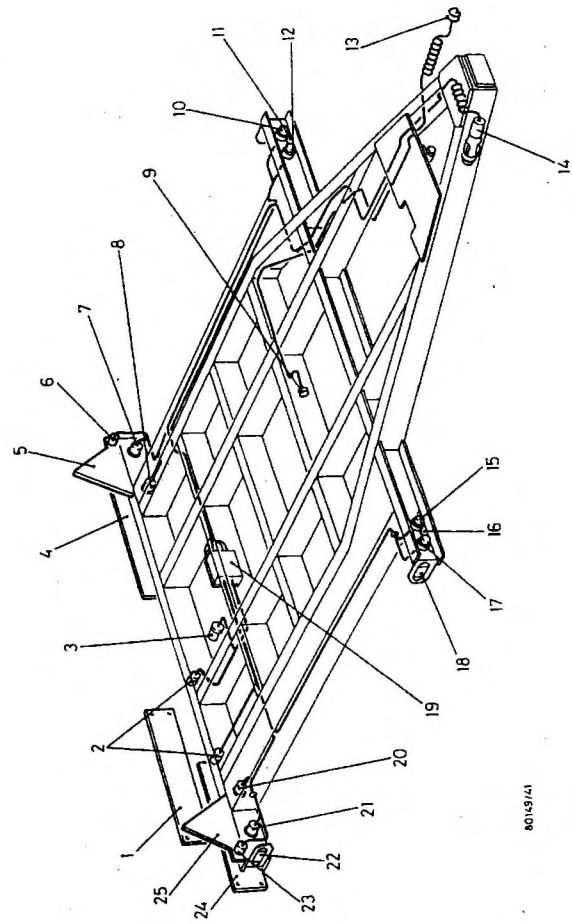
286 Each of the reflectors at the front and side is fixed to the chassis by two screws, lockwashers and nuts. The rear triangular reflectors are fixed to the trailer by an adhesive.

287 To remove a reflector, undo the fixing items, as appropriate, and retain. To refit a reflector, re-use the fixing items.

Removal and fitting of cable harnesses

288 When removing cable harnesses from the trailer, note should be made of cable runs and support clips fitted to aid reassembly.

289 The NATO plug and cable connects the towing vehicle socket to the Rubbolite junction box on a rear chassis crossmember. Individual cable assemblies run from the junction box to each light assembly. A cable assembly can be removed by removing the appropriate cable clips and unscrewing the terminals from the junction box. Note that the cables to the light assemblies on the right hand side of the chassis run through a short length of nylon trunking along the chassis crossmember.



80159/41

- | | | | |
|----|-------------------------------|----|------------------------------|
| 1 | Number plate | 13 | Pressure switch connection |
| 2 | Number plate lights | 14 | NATO 12-pin plug |
| 3 | Convoy plate light | 15 | RH front position light |
| 4 | LH reflector plate | 16 | RH front reflector |
| 5 | LH triangular reflector | 17 | RH front end outline light |
| 6 | LH rear end outline light | 18 | RH side reflector |
| 7 | LH rear stop/turn/tail light | 19 | Junction box |
| 8 | LH fog light | 20 | RH fog light |
| 9 | Air reservoir pressure switch | 21 | RH rear stop/turn/tail light |
| 10 | LH front end outline light | 22 | RH side reflector |
| 11 | LH front position light | 23 | RH rear end outline light |
| 12 | LH front reflector | 24 | RH rear reflector plate |
| | | 25 | RH triangular reflector |

Fig 26 Chassis electrical equipment

CHAPTER 2
FIELD REPAIRS
CONTENTS

Frame	Para		Page
G02	1	Introduction	
G02	2	Scope of field repairs	
G02	4	Tools	
G02		Adjustment, repair and exchange procedures	
G02	5	General	
G02		Warnings	
G03	6	Removal and fitting of an axle assembly	
	Fig		
G04	1	Axle assembly	3/4

INTRODUCTION

1 This chapter of AESP 2330-G-655-522 deals with field repairs to the trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV2406 Mk 3.

SCOPE OF FIELD REPAIRS

2 In addition to the repairs described in Chapter 1 of this AESP, field repairs also include replacement of the trailer axle assembly.

3 No attempt should be made to dismantle the axle assembly beyond the hubs, brakes and suspension components.

TOOLS

4 No additional tools, other than the tools called for in Chapter 1, are required to carry out field repairs.

ADJUSTMENT, REPAIR AND EXCHANGE PROCEDURES

General

5 Reference should be made to AESPs 2330-G-655-101, 201, 711 and Chapter 1 of this AESP for assistance in carrying out the following procedures. The AESPs give information relating to routine maintenance, part numbers and exploded parts diagrams which will assist in disassembly and reassembly of components and assemblies.

WARNING

REFERENCE SHOULD BE MADE TO THE WARNINGS GIVEN IN THE PRELIMINARY PAGES OF THIS PUBLICATION PRIOR TO ANY WORK BEING CARRIED OUT.

Removal and fitting of an axle assembly (Fig 1)

- 6 Support the front and rear of the trailer on vehicle stands.
- 7 Remove both roadwheels, as described in Chapter 1. Cover the hub assemblies with cloth and clean off any road dirt from the axle, shock absorbers and rubber springs. Support the axle assembly on two jacks, one either side of the trailer and clear of the suspension parts.
- 8 Disconnect the handbrake rod fork ends from the axle compensator, as described in Chapter 1. Drain and disconnect the hydraulic system from the brake cylinders, as described in Chapter 1. Disconnect the mechanical connection between the load sensing valve and the axle.
- 9 Remove both hub assemblies, as described in Chapter 1. Examine all items for excessive wear or damage and obtain replacements or repair items as required.
- 10 Remove the shock absorbers and left and right hand suspension assemblies, as described in Chapter 1. Examine all items for excessive wear or damage and obtain replacements or repair items as required.
- 11 Unscrew the bolts, nuts and locknuts fixing the axle assembly to the trailer chassis. Remove the axle assembly from the trailer.
- 12 To fit the axle assembly to the trailer, support the axle assembly on the two jacks. Screw the axle assembly to the trailer chassis re-using the bolts, nuts and locknuts. Refit the left and right hand suspension assemblies and shock absorbers, as described in Chapter 1.
- 13 Refit the hub assemblies, as described in Chapter 1.

KEY TO FIG 1

- | | |
|----------------------------------|----------------------------------|
| 1 Axle | 23 Tapered roller bearing |
| 2 Axle/chassis bracket | 24 Flat washer |
| 3 Nut | 25 Slotted nut |
| 4 Spacer | 26 Wheelnut |
| 5 Shock absorber | 27 Wheel hub cover |
| 6 Pin (upper) | 28 Screw |
| 7 Right hand brake assembly | 29 Screw |
| 8 Torsion bar | 30 Split cotter pin |
| 9 Bearing bush | 31 Plug |
| 10 Bearing bush | 32 Left hand suspension assembly |
| 11 Tube and bearing sub assembly | 33 Nut |
| 12 Ring | 34 Screw |
| 13 Enerseal | 35 Locknut |
| 14 Rebound spring cup | 36 Nut |
| 15 Nut | 37 Grease nipple |
| 16 Lockwasher * | 38 Screw |
| 17 Bolt | 39 Nut |
| 18 Plain seal | 40 Screw |
| 19 Tapered roller bearings | 41 Pin (lower) |
| 20 Ribbed shoulder bolt | 42 Load sensing valve bracket |
| 21 Hub assembly | 43 Flat washer |
| 22 Brake drum | 44 Nut |

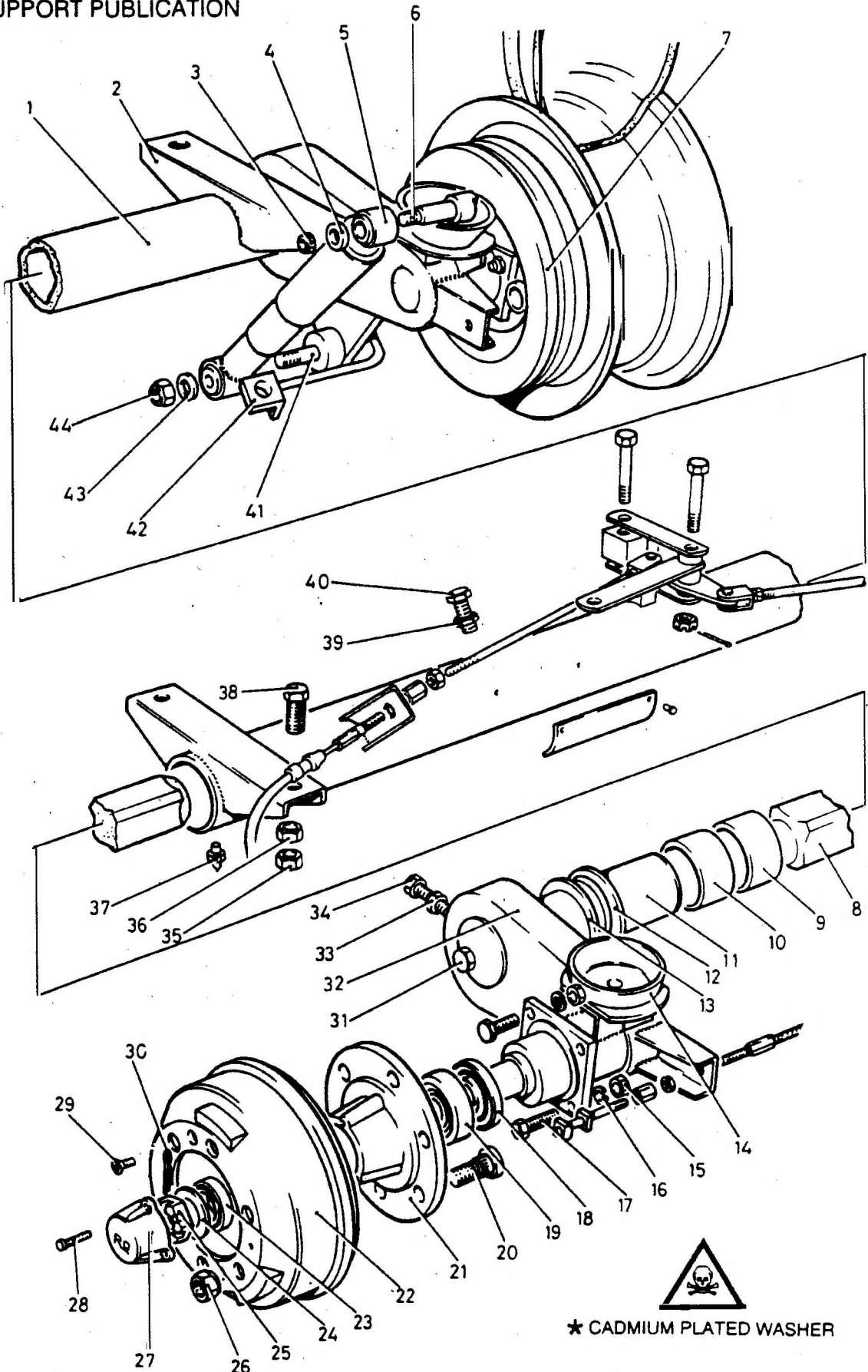


Fig 1 Axle assembly

14 Reconnect the mechanical connection between the load sensing valve and the axle, as described in Chapter 1. Reconnect and fill the hydraulic system, as described in Chapter 1. Reconnect the handbrake rod fork ends to the axle compensator, as described in Chapter 1.

15 Refit the roadwheels, as described in Chapter 1, remove any supporting stands and test the trailer by towing with a cargo load on board.

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COMMENT ON AESP

TO: Vehicles & Weapons Branch REME FROM: (Sender's name and address)
Chobham Lane
Chertsey
Surrey KT16 0EE

Sender's Reference Tel No

Date

Trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV 2406, Mk 3.

COMMENT

Signed

TO:
.....
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.....
.....

FROM: Vehicles & Weapons
Branch REME
Chobham Lane
Chertsey
Surrey KT16 0EE

Thank you for commenting on AESP 2330-G-655-522

- * Action is being taken to:
 - * (i) Revise the AESP
 - * (ii) Amend the AESP

* No action is considered necessary for the following reasons:

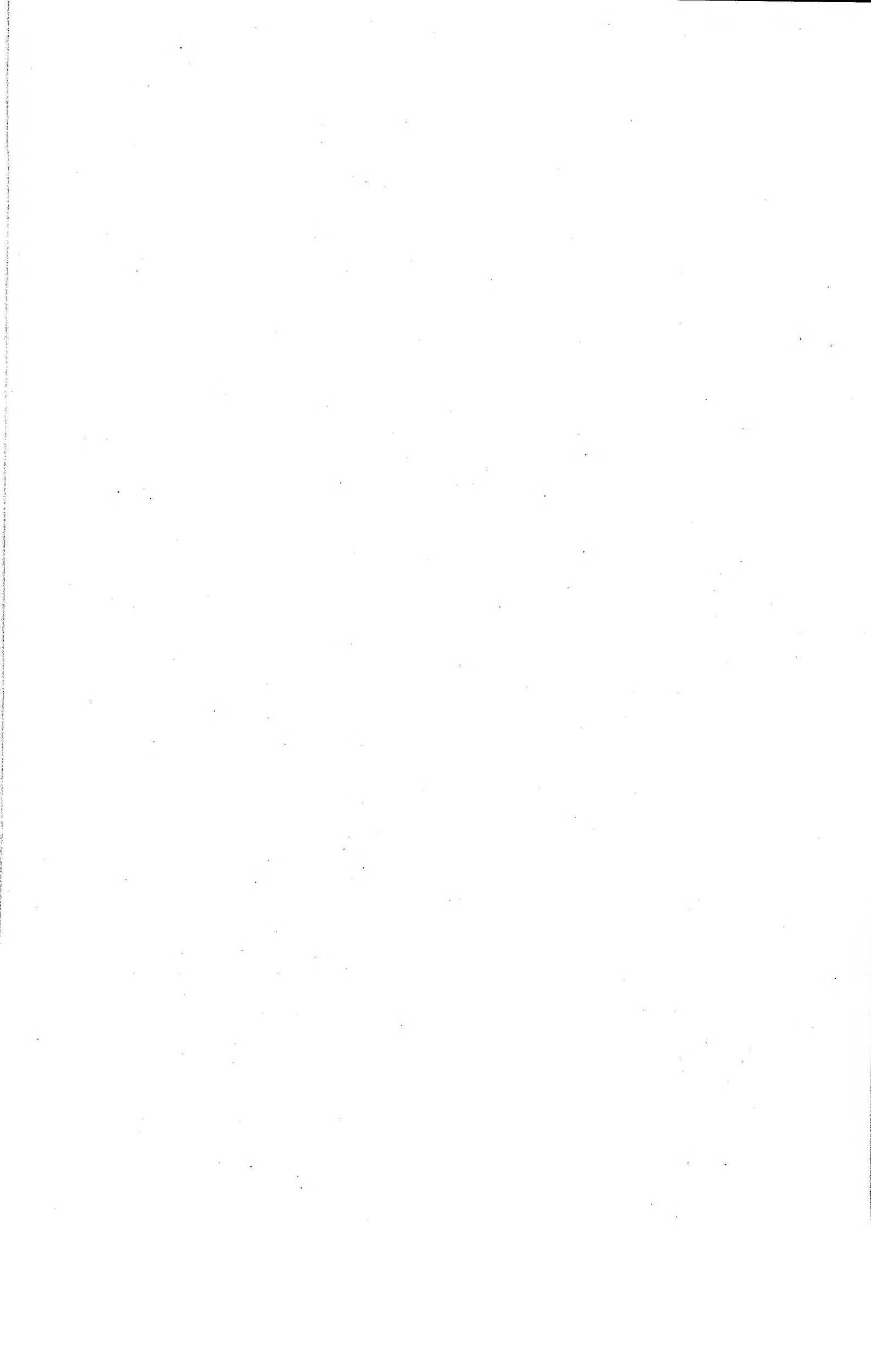
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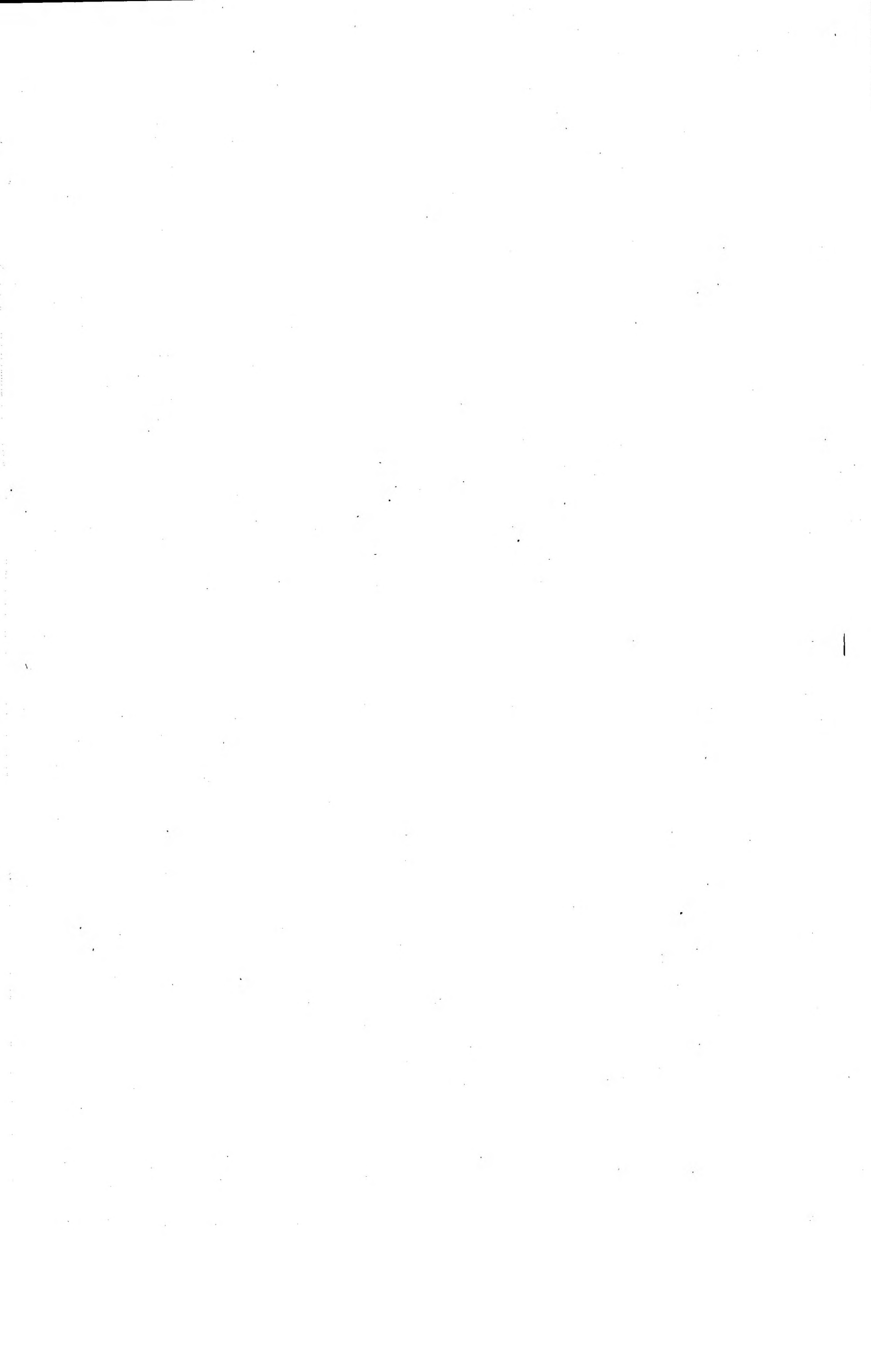
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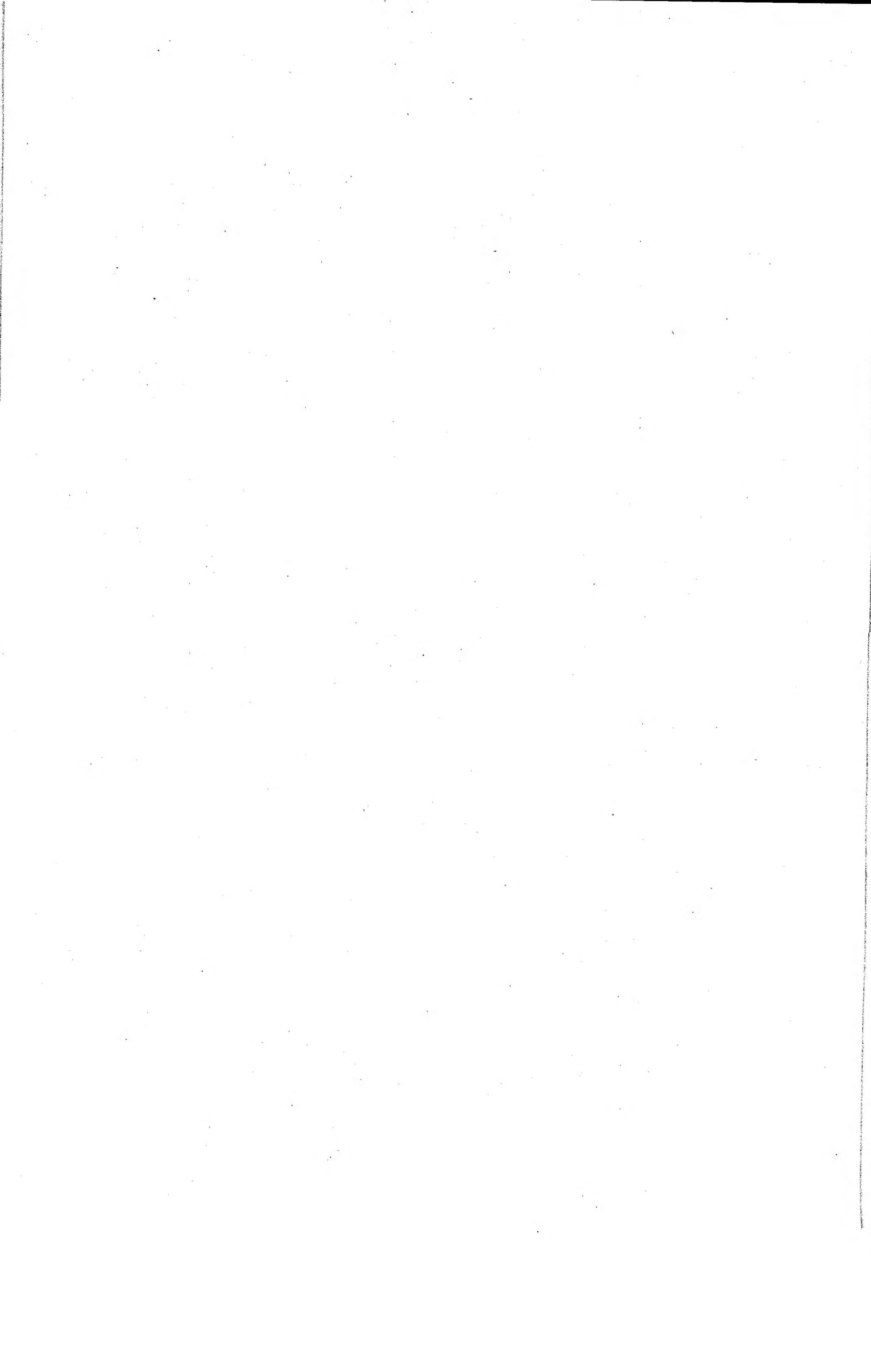
AESP Form 10

Date

June 1994









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**TRAILER, FLAT PLATFORM, SPECIAL
PURPOSE, 2½ TONNE,
2 WHEELED, FV 2406, MK3**

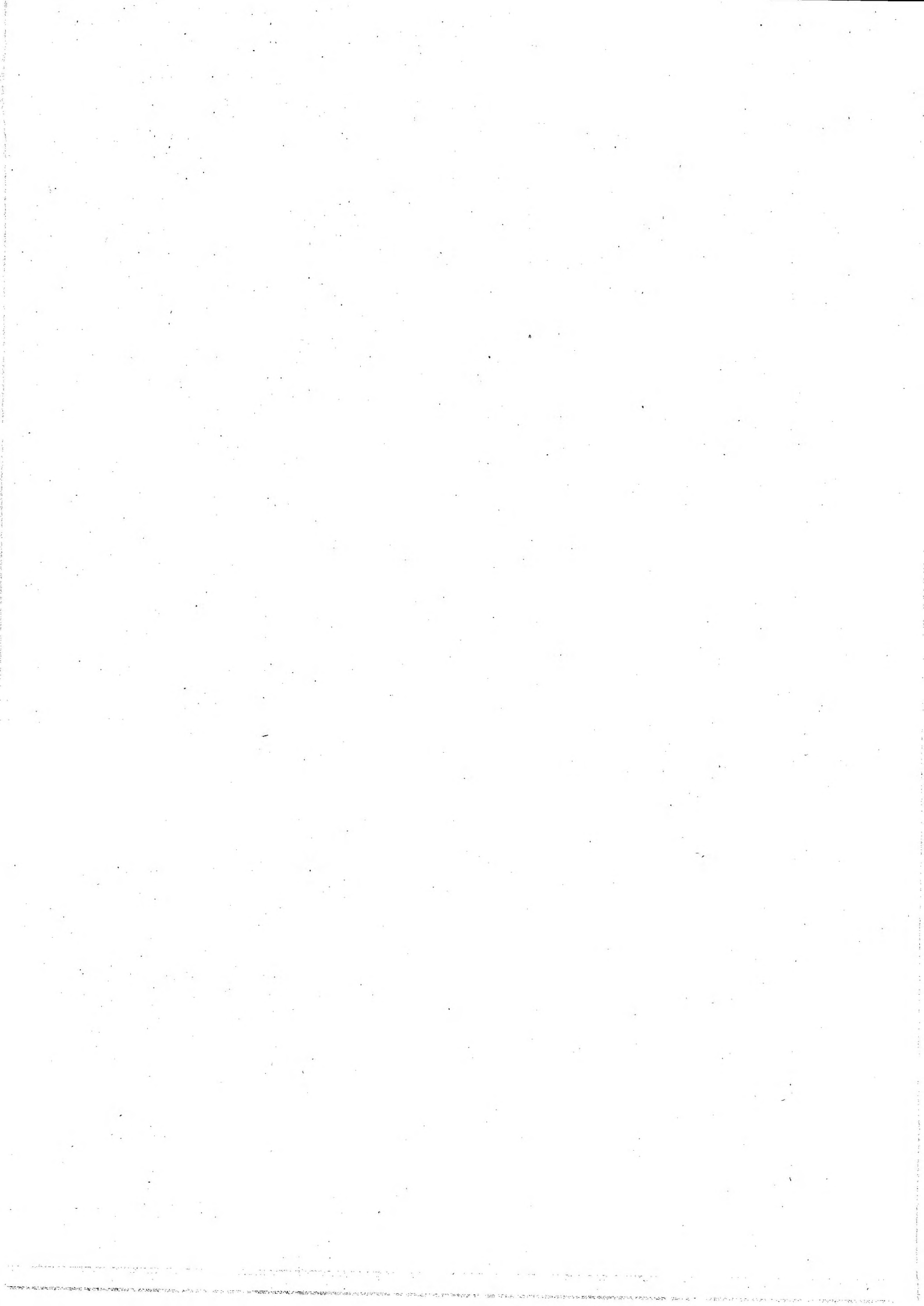
MODIFICATION INSTRUCTIONS AND INDEX

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BY COMMAND OF THE DEFENCE COUNCIL

Kenn Trew

Ministry of Defence
Issued by
DEFENCE LOGISTICS ORGANISATION



AMENDMENT RECORD

Amdt No.	Incorporated By (Signature)	Date
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PREFACE

Sponsor: ESS IPT, DLO Andover
Project No.: ELWS 1b
File ref: ESS/13/04/04

Publication Authority: TES TI Andover

INTRODUCTION

- 1 The Publication Agency is responsible for the allocation of instruction numbers.
- 2 All modification instructions as issued are to be recorded in manuscript by the recipient on the Numerical Modification Instruction Index provided. Amendments to individual instructions are to be recorded on the instruction amendment record. All extant instructions and amendments can be found listed in the main AESP index.

NOTE

The Publication Agency is responsible for the preparation and maintenance of the Instruction Index and will advise the Distribution Authority on the issue of completed and subsequent blank index pages necessary.

- 3 Service users should forward any comments on this publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided after the preliminary pages of this publication; it should be photocopied and used for forwarding comments on this AESP.

- 4 AESPs are issued under Defence Council authority and where AESPs specify action to be taken, the AESP will of itself be sufficient authority for such action and also for the demanding of the necessary stores.

MODIFICATION INSTRUCTION INDEX

Priority (Pty) is shown as: Immediate: I Routine: R

Instr No. (1)	Pty (2)	Page Nos. (3)	Amend-ment No. (4)	Subject (5)	Approval N / Remarks (6)
1	R	7		Fit fire extinguisher bracket assembly	
2					
3					
4					
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TRAILER, FLAT PLATFORM, SPECIAL PURPOSE, 2½ TONNE, 2 WHEELED, FV 2406, MK3

MODIFICATION INSTRUCTION No. 1

Sponsor: ESS IPT, DLO Andover
Project No.: ELWS 1b
File ref: ESS/13/04/04

Publication Authority: TES T1 Andover

AMENDMENT RECORD

Amdt No.	Incorporated By (Signature)	Date
1		
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Amdt No.	Incorporated By (Signature)	Date
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SUBJECT: Fit fire extinguisher bracket assembly.

INTRODUCTION

1 This instruction introduces a two kilogram (kg) dry powder fire extinguisher for fitment to trailers carrying the Water Purification Unit, Nuclear, Biological and Chemical (WPU (NBC)) and Water Purification Unit, Nuclear, Biological and Chemical (WPU (NBC)) Saline.

1.1 Limitations on use of equipment. Nil.

APPLICABILITY

2

2.1 Fitted to subject equipment EAC JR 8706 1501 and JR 8480 1501.

2.2 Unmodified stock, held at all levels of technical storage.

REASON FOR MODIFICATION

3 Code 1 - to improve safety.

PRIORITY

4 ARMY: Routine.

ESTIMATED TIME REQUIRED

5 Embodiment: One man-hour.

MODIFICATION IMPLEMENTATION PLAN

6

6.1 This instruction is to be implemented by:

6.1.1 ARMY - Units authorized to carry out levels 2, 3, or 4 maintenance.

- 6.2 Associated instructions. Nil
- 6.3 Strike plate action: See para 7.

Action required by

7

- 7.1 Units and establishments holding equipment.
- 7.1.1 Examine equipment documents to see if modification is applicable.
- 7.1.2 Examine equipment or modification record plate to see if modification is embodied.
- 7.1.3 ARMY - Request REME to modify equipment.
- 7.1.4 ARMY - Record the AESP and instruction number in equipment documents.
- 7.2 Army units authorized to carry out levels 2, 3 and 4 maintenance.
- 7.2.1 ARMY - When requested by units or during overhaul of equipment on charge without REME 1st Line Support, carry out this modification.
- 7.2.2 Ensure that this instruction is carried out by a competent person, as explained in Chapter 4 of AESP 0200-A-090-013 (Engineering competence in REME).
- 7.2.3 Record completion details of modification against appropriate entry in equipment documents.
- 7.3 All recipients of this instruction. Add particulars to AESP 2330-G-655-811 Instr Index.

Stores and equipment

8 Nil

Sequence of operations**WARNINGS**

- (1) **STABILITY. ENSURE THE TRAILER HANDBRAKE IS APPLIED AND THAT THE SUPPORT LEGS ARE DOWN AND SECURED.**
- (2) **ISOLATION. DISCONNECT BOTH MAIN AND AUXILIARY BATTERIES PRIOR TO WORKING ON THIS EQUIPMENT.**
- (3) **PERSONAL SAFETY. ENSURE THAT YOU ARE WEARING THE APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT (PPE).**
- (4) **CHEMICAL HAZARD. ENSURE THAT THE WORKING AREA IS FREE FROM RESIDUE CHEMICALS.**

9 Carry out this instruction as follows:

- 9.1 Identify the floor plate located on the left hand side of the "A" frame. (See Fig 1.)
- 9.2 Remove the fire extinguisher bracket fitted to the centre of the floor plate in line with the trailer (if applicable) and retain all parts.

NOTE

This was an interim measure identified as a trip hazard.

9.3 Identify the Pressure Limiting Valve (PLV) and pipe work under the floor plate (See Fig 2 and 5.)

9.4 Identify the Extinguisher, Fire, Dry Powder two kg (4210-99-998-3537), complete with Bracket (4210-99-839-9904). Inspect the fire extinguisher for serviceability. Inspection standards can be found in AESP 4210-E-110-201.

9.5 Identify the correct mounting holes on the fire extinguisher bracket. (See Fig 3.)

9.6 Place the bracket on top of the floor plate next to the two PLV mounting bolts. (See Fig 4.) Ensure that the head of the extinguisher bracket is facing inwards. (See Fig 3.)

9.7 Ensure that the distance from point 'A' to point 'B' is 5.5 cm (see Fig 4) and that the bracket is parallel to the trailer body. If correctly positioned the bracket should not overlap the PLV mounting bolt (marked 'A') and will not hang over the chassis of the 'A' frame.

9.8 Mark the position of the bracket mounting holes on the floor plate.

CAUTION

EQUIPMENT DAMAGE. Prior to drilling any holes, ensure that the area under the floor plate is clear, ie pipe work around the PLV. (See Fig 5.)

9.9 Using a suitable drill bit, drill out the four mounting holes as previously marked on the floor plate.

9.10 Using suitable fittings, available at local unit level, align the bracket to the floor plate and secure.

9.11 Fit and secure a serviceable fire extinguisher to the bracket, ensuring that the indicator is facing upwards.

TESTING AFTER EMBODIMENT

10 This instruction is only considered complete after the work has been successfully out inspected by a suitably qualified and competent class one tradesman.

EFFECT ON WEIGHT

11 Negligible.

PUBLICATIONS AMENDMENTS

12 Necessary amendments will be issued separately.

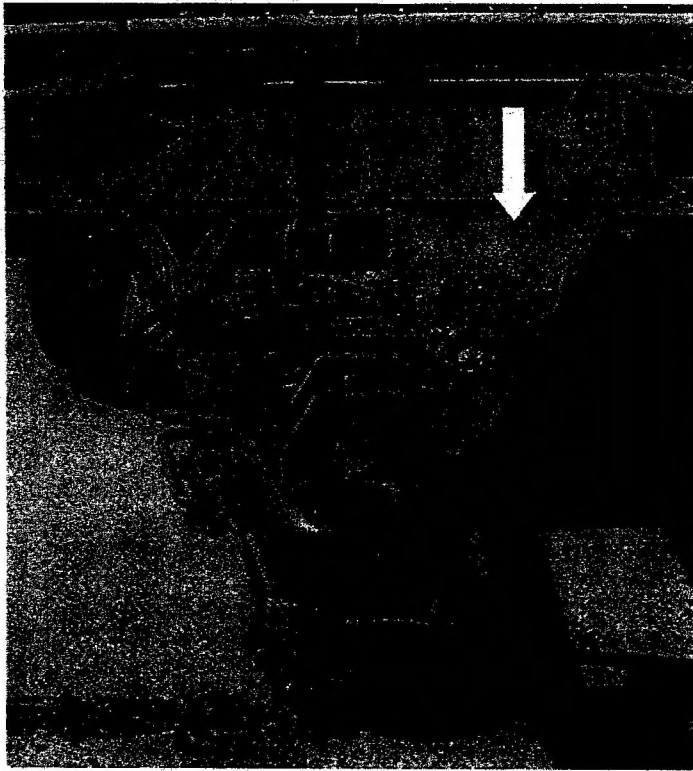


Fig 1 Location of floor plate

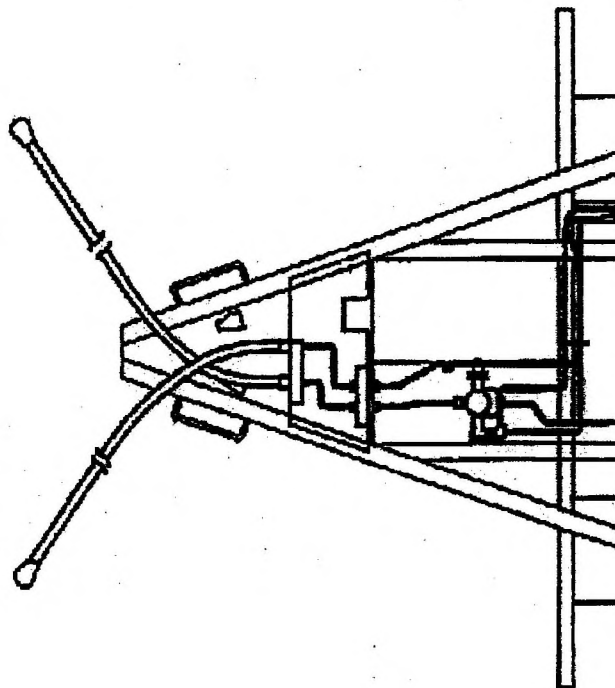


Fig 2 Location of PLV and pipe work

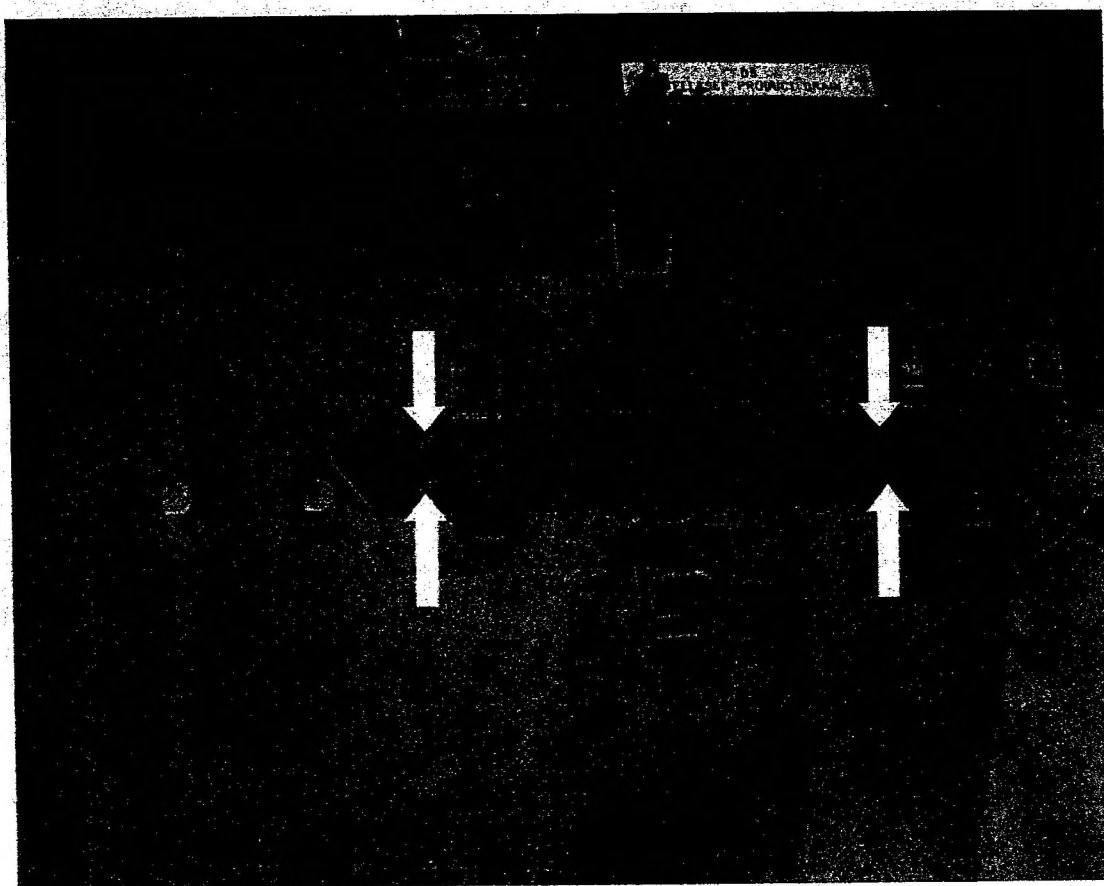


Fig 3 Location of fire extinguisher bracket mounting holes

TOP VIEW OF FOOT PLATE

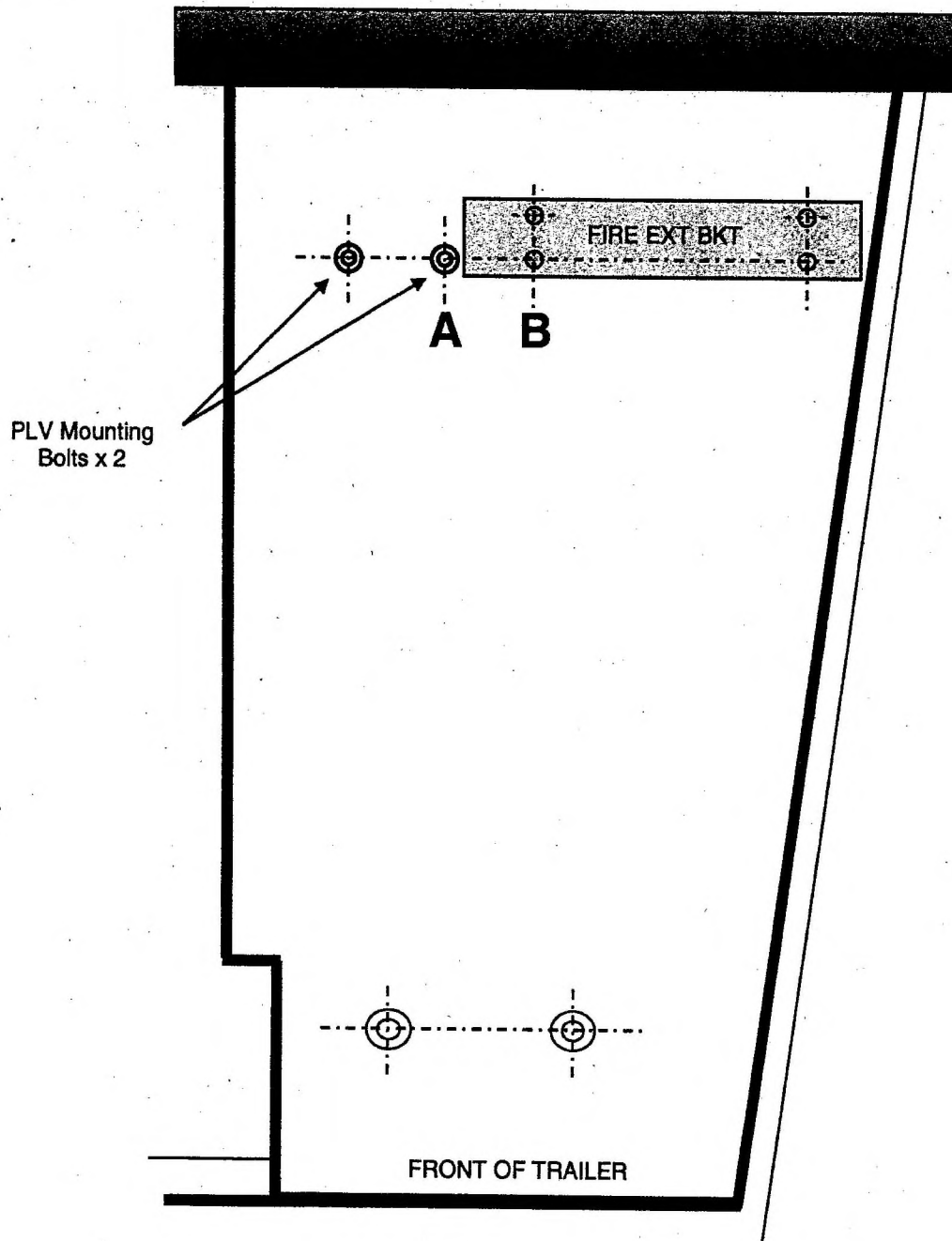


Fig 4 Positioning of fire extinguisher bracket

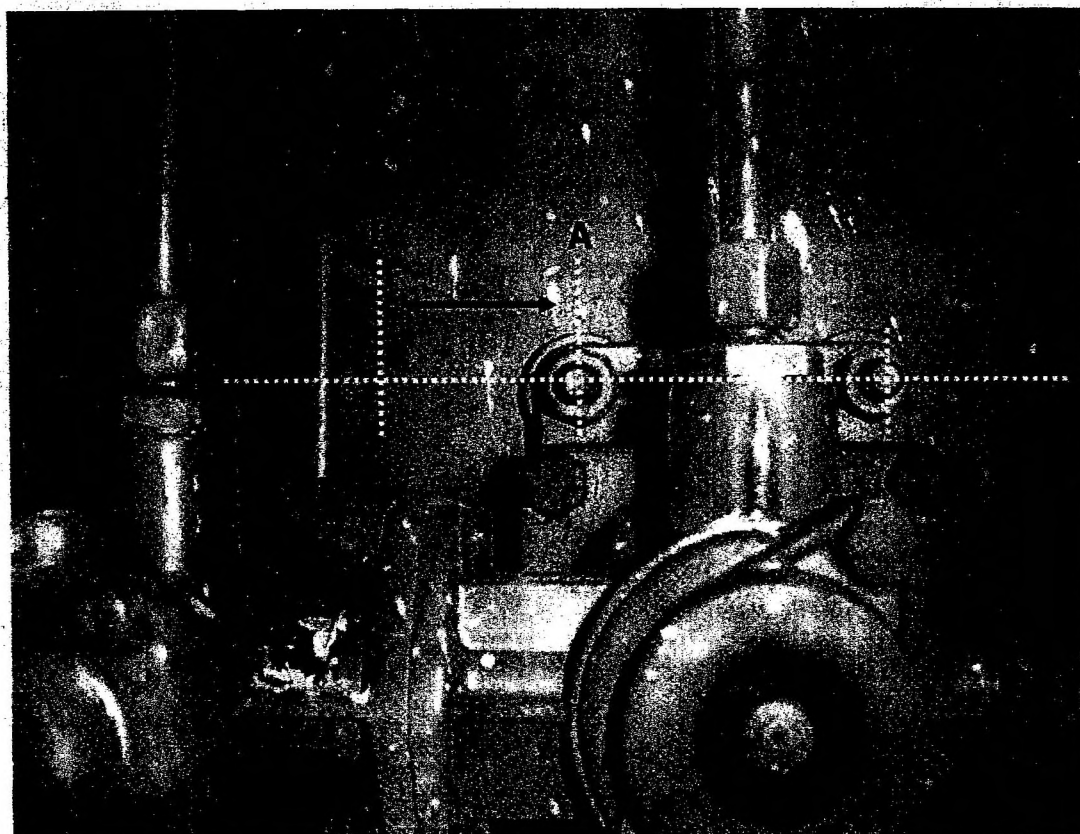


Fig 5 Underside view of floor plate

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To: FRACAS
BFPO 794

From:
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Sender's Reference	BIN Number	Date
AESP* Title:		
Chapter(s)/Instruction	Page(s)/Paragraph(s)	
If you require more space, please use the reverse of this form or a separate piece of paper. Comment(s):		

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Thank you for commenting on AESP*:

Your reference: Dated:

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Incorporate comment(s) in future amendments		No action required	
Remarks			

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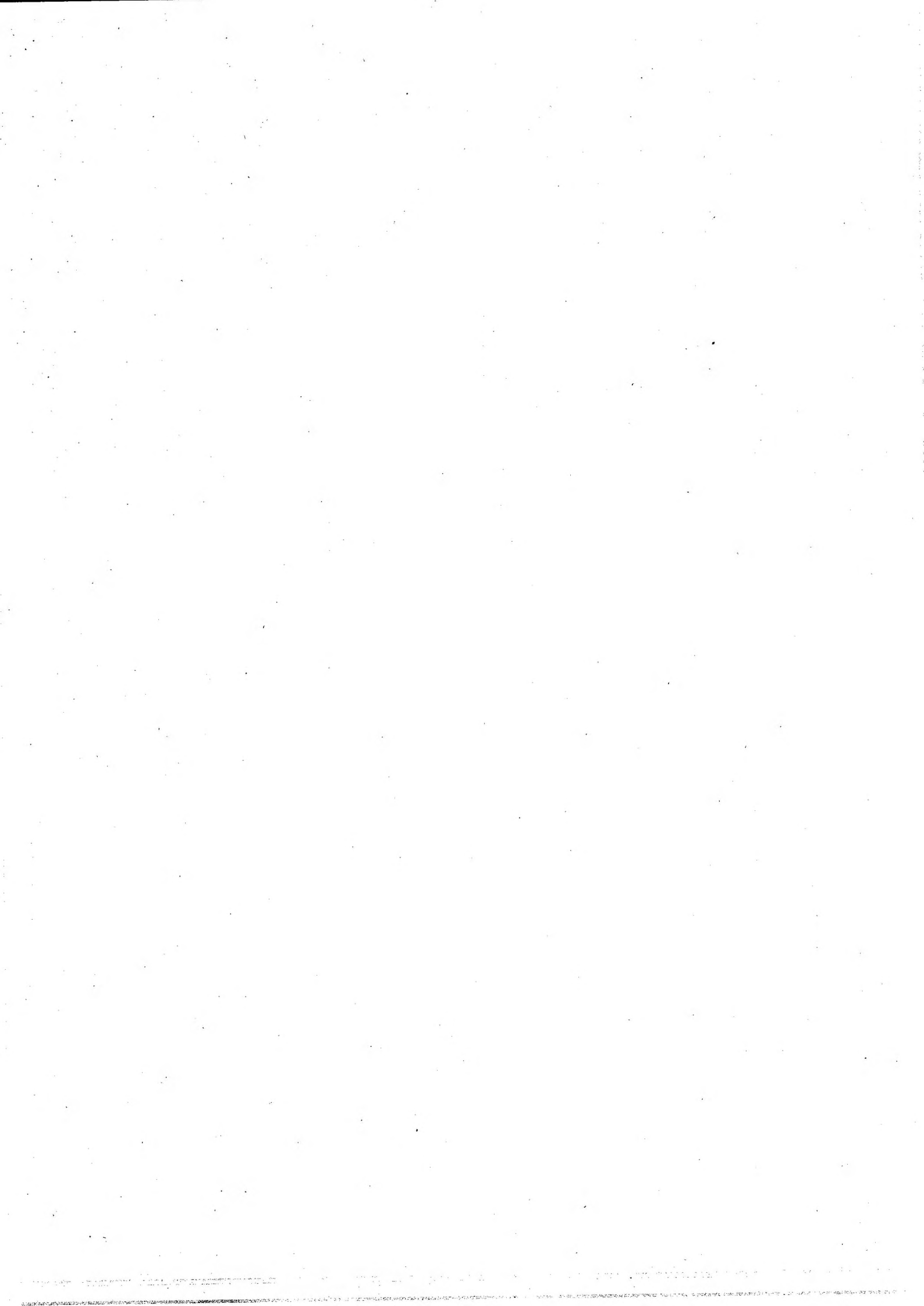
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* AESP or EMER

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TRAILER, FLAT PLATFORM, SPECIAL PURPOSE, 2 1/2 TONNE,
2 WHEELED, FV 2406, Mk III

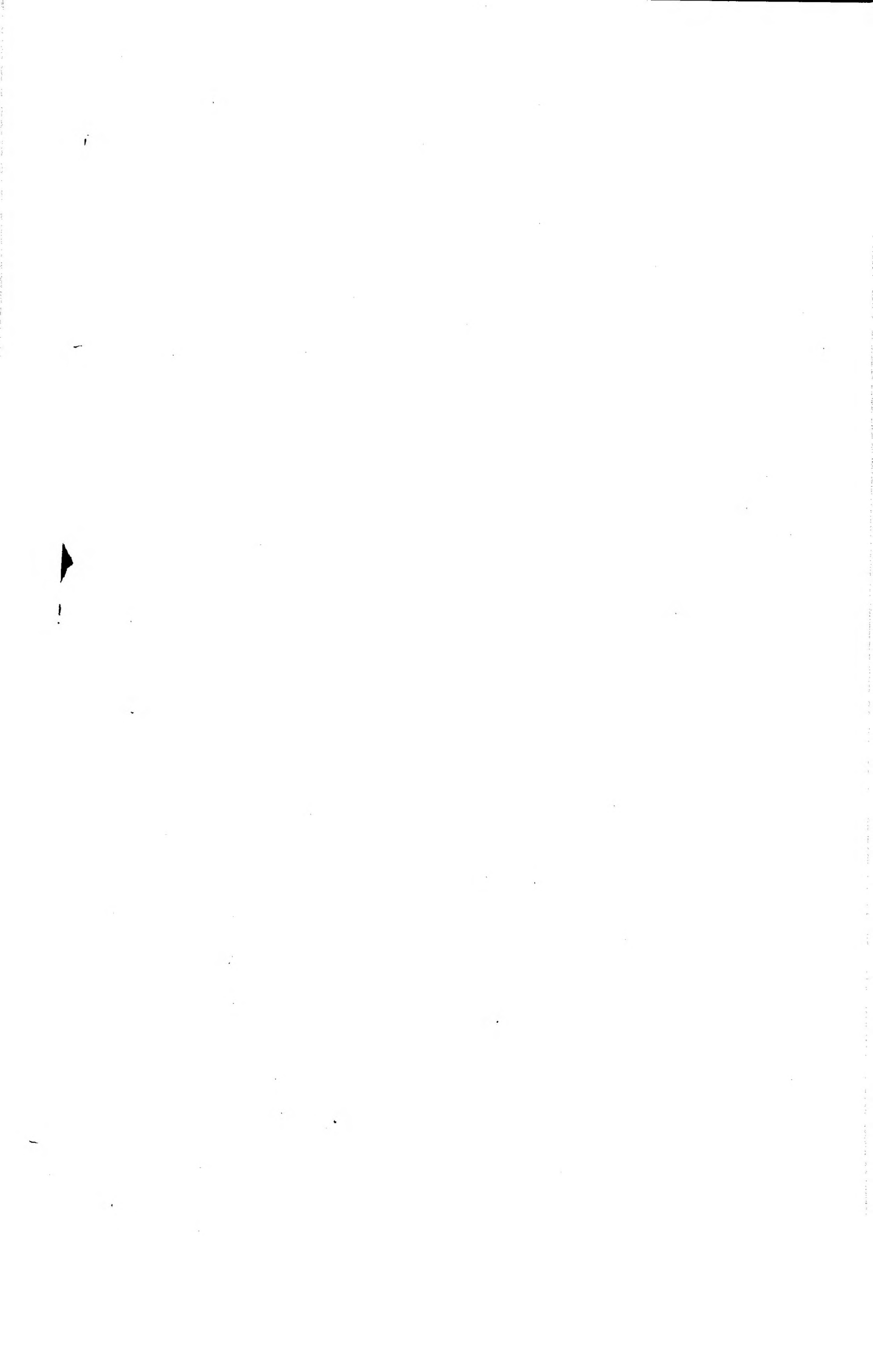
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MAINTENANCE SCHEDULE

(JOINT SERVICE)

BY COMMAND OF THE DEFENCE COUNCIL

Ministry of Defence
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21			52		
22			53		
23			54		
24			55		
25			56		
26			57		
27			58		
28			59		
29			60		
30			61		
31			62		

CONTENTS

	Page
PRELIMINARY MATERIAL	
Front cover (title page)	(i)/(ii)
Amendment record	(iii)/(iv)
Contents (this list)	(v)
Preface	(vi)
Related and associated publications	(vii)/(viii)
AESP Form 10	Final leaf

Para

MAINTENANCE SCHEDULE

1	Introduction
5	Definitions
6	Warnings, cautions and maintenance notes
7	Maintenance intervals and areas of responsibility

Table

1	Equipment applicability	4
2	Fuels, lubricants and associated products	5
3	Equipment data	6
4	Action on receipt	7/8
5	Out of phase maintenance	7/8
6	Driver/operator maintenance	9
7	Time/usage maintenance	11
8	Out of use maintenance	15/16

PREFACE

Sponsor:
DGES(A)Publications Approving Authority:
Vehs & Wpns Br REME
Project No: ES52c 4115(159)

INTRODUCTION

1 Service users should forward any comments on this publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided at the end of this publication; it should be photocopied and used for forwarding comments on this AESP.

2 The subject matter of this publication may be affected by Defence Council Instructions (DCIs), Standing Operating Procedures (SOPs) or by local regulations. When any such instruction, Order or regulation contradicts any portion of this publication it is to be taken as the overriding authority.

RELATED AND ASSOCIATED PUBLICATIONS

Related publications

3 The Octad for the subject equipment consists of the publications shown below. All references are prefixed with the first eight digits of this publication. The availability of the publications can be checked by reference to the relevant Group Index (see AESP 0100-A-001-013).

CATEGORIES AND INFORMATION LEVELS																		
Level	Category	1		2		3	4		5			6		7		8		
		0	0	1	2	0	1	2	1	2	3	4	0	1	1	2	1	2
1	USER/OPERATOR	101	201	*	*	301	*	*	*	521	*	*	601	*	711	*	*	*
2	UNIT MAINTENANCE	*	*	*	*	302	*	*	*	522	*	*	*	*	*	*	*	*
3	FIELD MAINTENANCE	*	*	*	*	*	*	*	*	523	*	*	*	*	*	*	*	*
4	BASE MAINTENANCE	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

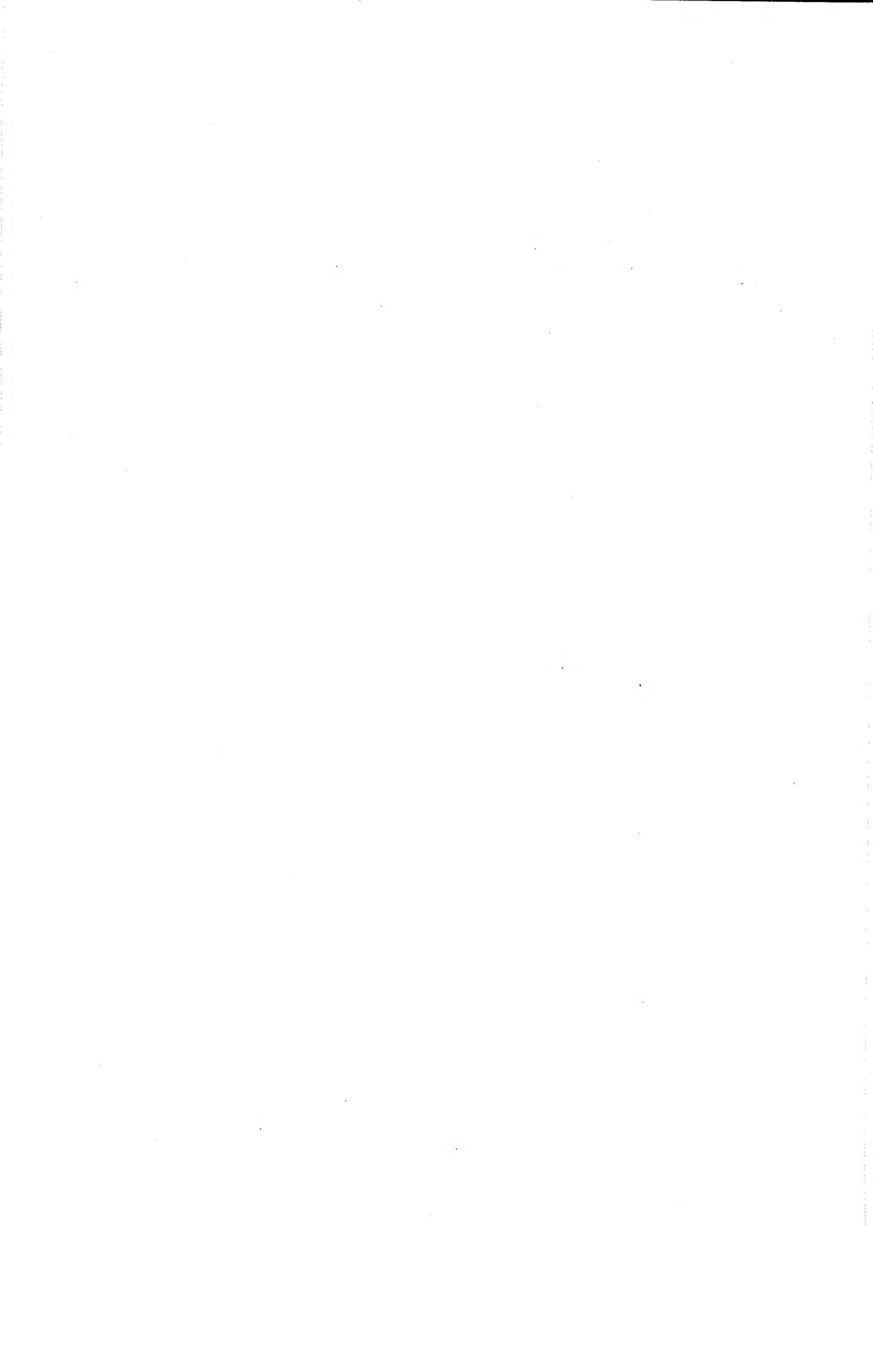
1.0 Purpose & Planning Information
2.0 Operating Information
2.1 Special to Arms
2.2 Training Aids
3.0 Technical Description
4.1 Installation Instructions
4.2 Prep for Special Environments
5.1 Failure Diagnosis
5.2 Repair Instructions

5.3 Inspection Standards
5.4 Calibration Procedures
6.0 Maintenance Schedules
6.1 Maintenance Schedules (RAF)
7.1 Illustrated Parts Catalogue
7.2 Commercial Parts List
8.1 Modification Instructions
8.2 General Instructions

* Not published

Associated publications

4 Reference	<u>Title</u>
JSP 341	Road Transport Regulations
JSP 351	MT Driver's Handbook
AP 3260 Book 1	Mechanical Transport Maintenance Regulations for the Royal Air Force
AP 4545 Vol 2	Mechanical Transport – General Orders and Modifications (RAF only)



MAINTENANCE SCHEDULE

Introduction

- 1 This Maintenance Schedule is the authority for carrying out all scheduled maintenance tasks on the subject equipment and takes precedence over any other conflicting publication.
- 2 The Unit Commander/MT Officer is responsible for ensuring that the operations detailed in this Maintenance Schedule are properly carried out. He may order any operation to be carried out more frequently than is specified if the conditions under which the equipment operates render it necessary. For Army equipment he should consult his REME advisor before ordering such changes.
- 3 Scheduled Maintenance is to be recorded in the appropriate equipment document in accordance with JSP 341, Chap 16, and AP 3260, Book 1, Chap 3 (RAF only).
- 4 Serial numbers left blank in the tables may be taken up by amendment action at a later date.

Definitions

- 5 As far as this document is concerned, the following definitions apply:

5.1 **Examine.** Carry out a survey of the condition of an item. For example, the condition of an item can be impaired by the following:

NOTE

The term Examine does not call for dismantling unless specifically instructed to do so in the relevant Operation.

- 5.1.1 Insecurity of attachment.
 - 5.1.2 Cracks or fractures.
 - 5.1.3 Corrosion, contamination or deterioration.
 - 5.1.4 Distortion.
 - 5.1.5 Loose or missing fasteners.
 - 5.1.6 Chafing, fraying, scoring or wear.
 - 5.1.7 Faulty or broken locking devices.
 - 5.1.8 Loose clips or packing, obstruction of, or leakage from pipelines.
 - 5.1.9 Discolouration due to overheating or leakage of fluids.
 - 5.1.10 Damage due to external sources.
- 5.2 **Check.** Make a comparison of measurement of time, pressure, temperature, resistance, dimension or other quantity, with a known figure.
- 5.3 **Operate.** As far as possible, ascertain that a component or system functions correctly without the use of test equipment or reference to measurement.

5.4 **Replenish.** Refill a container to a pre-determined level, pressure or quantity, this includes any necessary cleaning of orifices, examination of caps, covers, gaskets and washers, renewal of locking devices and clearing of vents.

5.5 **Replace.** Remove an item and then fit a new or reconditioned item.

Warnings, Cautions and Maintenance Notes

6 Before any maintenance task is carried out, the WARNINGS, CAUTIONS and Maintenance Notes preceding the appropriate Table must be read and understood.

Maintenance Intervals and Areas of Responsibility

7 **Table 4 – Action on Receipt.** The maintenance detailed in Table 4 covers the action taken when the equipment arrives on a unit. These operations will normally be of a once-only nature, eg the recording of lifting equipment with the appropriate test authority, actions that are necessary to be undertaken before the equipment is put into service or actions that are only required during the running in period. The tasks are to be carried out by the Tradesmen annotated against the operation.

8 **Table 5 – Out of Phase Maintenance.** The maintenance detailed in Table 5 covers tasks that do not fall into line with the manufacturer's standard time/usage intervals. The tasks are to be carried out by REME, RAF MT Mechanic/Technician, General Electrical Mechanic/Technician or Qualified Tradesmen unless annotated otherwise.

9 **Table 6 – Driver/Operator Maintenance.**

9.1 The maintenance detailed in Table 6, Columns A, B and C is to be carried out by the driver/operator or their civilian equivalent at the following intervals:

9.1.1 A – Daily before use (only on days used).

9.1.2 B – Daily after use (after the equipment has been operated).

9.1.3 C – Weekly whether the equipment is used or not.

9.1.4 The maintenance detailed in Table 6, Column D is to be carried out by an Army Driver Class 1 or RAF NCO Driver, Qualified Tradesman or their civilian equivalent at least every 3 months.

10 **Table 7 – Time/Usage Maintenance**

10.1 The maintenance detailed in Table 7, Columns 1st, A, B and C is to be carried out at the following intervals:

10.1.1 1st (RAF Initial) – After the first 500 miles (800 km).

10.1.2 A (RAF Lubrication) – Every 3000 miles (5000 km) or 6 months whichever occurs first.

10.1.3 B (RAF Minor) – Not taken up.

10.1.4 C (RAF Major) – Not taken up.

10.1.5 Column D contains the Area Maintenance indicator which may be used, at the discretion of the Unit Commander or MT Officer, to carry out Area Maintenance at the appropriate time/usage intervals.

NOTES (RAF only)

- (1) Vehicles that do less than 6000 miles annually and are on Area Maintenance are to have a Lubrication Maintenance at 6 monthly intervals in accordance with AP 3260, Chapter 3.
- (2) The number in the Area Maintenance column indicates which Area is to be carried out.
- (3) The Area Maintenance detailed is to be carried out in conjunction with its associated prime mover/specialist equipment scheduled maintenance if applicable.

10.2 The maintenance detailed in Table 7 will be carried out by:

10.2.1 REME Vehicle Mechanic (VM) where annotated (VM) in the table.

10.2.2 Unit appointed personnel, supervised by an Army Class 1 Driver. Where it is specifically indicated (VM), the task should be undertaken by a REME tradesman.

10.2.3 RAF MT Mechanic/Technician or General Mechanic/Technician Electrical as appropriate to the operation.

10.2.4 Qualified Tradesman (QT) – A person is qualified to carry out any task designated 'QT' when he/she has been formally taught how to carry out that task during a trade training course.

10.2.5 The civilian equivalent of the above tradesmen.

11 Table 8 – Out of Use Maintenance

11.1 For RAF equipment, Out of use vehicles or vehicles in Second Echelon are to be maintained in accordance with AP 3260, Book 1, Chap 1, Para 9 and Chap 2, Para 27. Any specific operation appertaining to this equipment will be listed in Table 8.

11.2 For Army equipment, this maintenance is to be carried out as follows:

11.2.1 When the equipment is taken out of use for periods exceeding one month on the advice of the local REME advisor/MT Officer.

11.2.2 Any equipment taken out of use for periods exceeding 4 months is to be put into preservation in accordance with EMER Wheeled Vehicles A 019 Miscellaneous Instruction No 9.

11.2.3 The equipment is to be cleaned, dried and stored under cover where possible.

11.2.4 Any overdue maintenance is to be carried out when the equipment is brought back into use.

TABLE 1 EQUIPMENT APPLICABILITY

Ser No (1)	Equipment Asset Code (2)	Designation (3)	Contract Numbers (3)
1	5927-3302	Generator Set Diesel Engine, Trailer Mounted, 2 x 4.5 Kw, 240 V 50 Hz Single Phase.	
2	5688-3300	Generator Set, Diesel Engine, Trailer Mounted, 8/12 Kw, 240/416 V, 1/3 Phase, 50 HZ.	
3	5925-3301	enerator Set, Diesel Engine, 24/16 Kw, 416/240 V, 50/60 Hz, 3/Single Phase, Hunting.	
4	6185-3304	Generator Set, Diesel Engine, AC 40 Kw, 1/3 Phase, 240/416 V, Hunting.	
5	6185-0001	Generator Set, Diesel Engine, 40 Kw, Lucas Mounted.	
6	3103-0737	Trailer Flat Platform, Special Purpose, (Reynolds Broughton) Mk 3.	

ES52c/4317(317)
ATSA Chertsey

TABLE 2 FUELS, LUBRICANTS AND ASSOCIATED PRODUCTS

NOTES

- (1) Only the products listed below are to be used on this equipment.
- (2) Oil changes at the -15°C point shall only be made on the advice of the MT Officer.
- (3) The capacities listed are to be used as a guide only. A physical check is to be carried out to ensure that all fluid levels are correct. This check should be carried out with the vehicle unladen and standing on level ground whenever possible.

Ser (1)	Assembly/System (2)	Product		Capacity	
		Above -15°C (3)	Below -15°C (4)	Litres (5)	Pints (6)
1	Wheel hubs	XG 279	XG 279	-	-
2	Oil can lubrication	OMD 80	OMD 80	-	-
3	Brake hydraulic system	OX 8	OX 8	-	-
4	General greasing	XG 279	XG 279	-	-

TABLE 3 EQUIPMENT DATA

Ser (1)	Item (2)	Detail (3)
	TORQUE SETTINGS	
1	Wheel nuts	474-542 Nm (350-400 lbf/in ²)
	TYRES	
2	Size: Road wheel	0.210 m x 0.406 m (8.25 in. x 16 in.)
	Jockey wheel	16 x 4 - 4 ply industrial type (T991) or approved equivalent
3	Pressures: Road wheel	5.17 bar (75 lbf/in ²)
	Jockey wheel	3.1 bar (45 lbf/in ²)

TABLE 4 ACTION ON RECEIPT

Table 4 Maintenance is to be carried out in accordance with the instructions shown at Page 2, Para 6 and 7.

Ser (1)	Action (2)
1	Check torque loading of wheel nuts on receipt of trailer and after the first 50 miles.

TABLE 5 OUT OF PHASE MAINTENANCE

Table 5 Maintenance is to be carried out in accordance with the instructions shown at Page 2, Para 6 and 8.

Ser (1)	Action (2)	Interval (3)
1	Lightly lubricate the following items with grease XG 279: 1.1 Jockey wheel pivot 1.2 Hand brake cables 1.3 Torsion bar bearings.	Monthly
2	Earthing spike, cable and connectors: Examine. Test continuity resistance. (Maximum 0.1 ohm)	3 Monthly
3	Chassis to generator bonding: Examine. Test continuity resistance. (Maximum 0.1 ohm)	3 Monthly

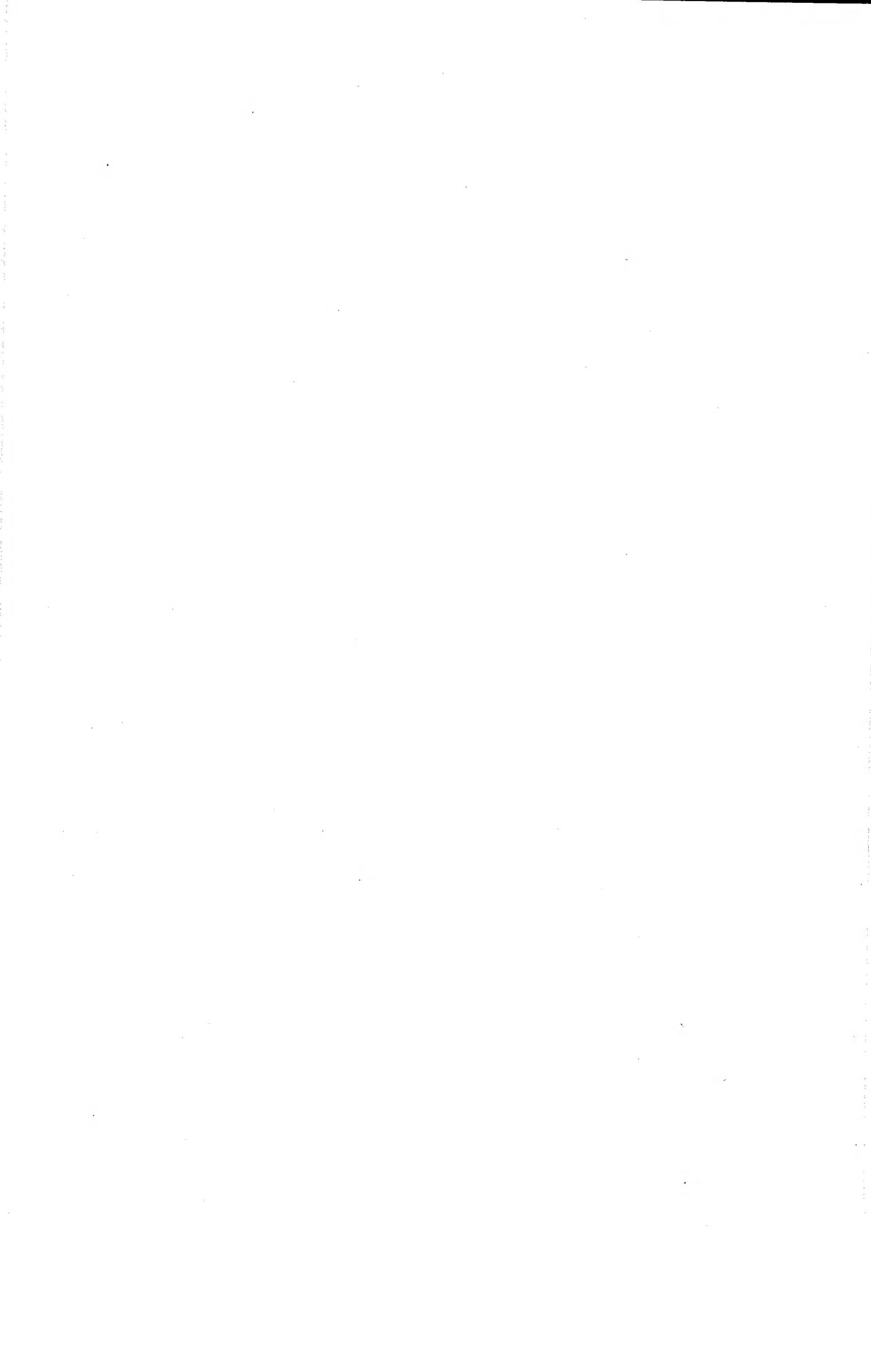


TABLE 6 DRIVER/OPERATOR MAINTENANCE

Table 6 Maintenance is to be carried out by the tradesmen and at the intervals shown at Page 2, Para 9.1 and 9.2 of this publication.

The following WARNINGS, CAUTIONS and Maintenance Notes must be read and understood before commencing these maintenance tasks.

WARNING

THIS TRAILER IS FITTED WITH A NON ROTATABLE TOWING EYE. PRIME MOVER PINTLE MUST BE FREE TO ROTATE

CAUTION

When parking the trailer, ensure that the parking brake area is as flat as possible, that the handbrake is applied firmly, that the rear support clamping bolts are tight, the locking pin and clip are correctly engaged and that the jockey wheel is locked firmly before being wound down.

Serial (1)	Task (2)	Maintenance Interval			
		A (3)	B (4)	C (5)	D (5)
1	Examine trailer for obvious signs of damage.	X		X	X
2	Chassis and 'A' frame: Examine.	X		X	X
3	Tow coupling: Examine for security of attachment.	X		X	X
4	Wheels: Examine for security of attachment (including spare wheel).	X			X
5	Tyres: Examine, check tread depth and pressures (including spare wheel).	X		X	X
6	Wheel nuts: Check torque loading.			X	X
7	Jockey wheel and support legs: Examine, ensure correct stowage.	X		X	X
8	Registration and legal plates: Examine.	X		X	X
9	Inter-vehicle connector: Examine.	X		X	X
10	Lights: Examine. Ensure correct operation.	X		X	X
11	Reflectors: Examine.	X		X	X
12	Earthing spike, cable and connectors: Examine.	X		X	X
13	Loose equipment: Ensure correct stowage.	X			X
14	Jockey wheel and support legs: Lower to ground and clamp into position.		X		X
15	Parking brake: Examine and operate.	X		X	X
16	Brake master cylinder: Top up as necessary.	X			
17					
18	F 658A (MT on Detachment Duty), F 814 (Vehicle Running Record) or STAMA equivalent: Sign. (RAF only)	X			
19	Static Functional Test: Carry out to confirm the serviceability of all functions, particularly the lights and parking brake.				X

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(continued)

TABLE 6 DRIVER/OPERATOR MAINTENANCE (continued)

Serial (1)	Task (2)	Maintenance Interval			
		A (3)	B (4)	C (5)	D (5)
20	Mobile Function Test: Carry out a short mobile test to confirm the serviceability of the brakes.				X
21	AF G1084A (Worksheet) or STAMA 3 Monthly Record: Sign. (RAF only)				X
22	Record action in AB 562. (Army only)				X

TABLE 7 TIME/USAGE MAINTENANCE

Table 7 Maintenance is to be carried out by the tradesmen and at the intervals shown at Pages 2 and 3, Para 10.1 and 10.2 of this publication.

The following WARNINGS, CAUTIONS and Maintenance Notes must be read and understood before commencing these maintenance tasks.

WARNINGS

(1) ASBESTOS IS USED IN THE BRAKE LININGS. DO NOT USE COMPRESSED AIR TO CLEAN THE BRAKE SYSTEM.

(2) THIS TRAILER IS FITTED WITH A NON ROTATABLE TOWING EYE. PRIME MOVER PINTLE MUST BE FREE TO ROTATE.

MAINTENANCE NOTES

To adjust hub bearings:

- (1) Turn hub nut clockwise until the hub cannot be rotated by hand.
- (2) Turn the hub nut anti-clockwise, one flat at a time, until the the hub is free to rotate.
- (3) Turn the hub nut clockwise until split pin hole aligns with slot in nut. If in doubt turn hub nut anti-clockwise until the next slot aligns with split pin hole - pre loading can cause premature bearing failure.

(continued)

TABLE 7 TIME/USAGE MAINTENANCE (c ntinued)

Serial (1)	Task (2)	Fig No (3)	Product (4)	Maintenance Period				
				1st (5)	A (6)	B (7)	C (8)	D (9)
CHASSIS								
1	Chassis and 'A' frame: Examine.			X	X			
2	Tow coupling: Examine. Ensure security of attachment.			X	X			
3	Support legs: Examine and lubricate.		XG 279	X	X			
4	Jockey wheel: Examine, operate and lubricate.		XG 279	X	X			
5	Mudguards: Examine.			X	X			
6	Spare wheel: Examine for security of attachment.			X	X			
7	Registration and legal plates: Examine.			X	X			
8	Trailer load bed: Examine.			X	X			
9								
10								
11								
AXLES AND SUSPENSION								
12	Axle assembly: Examine.			X	X			
13	Axle clamp bolts, bump stops and shock absorbers: Examine.			X	X			
14	Hub bearings: Remove, clean, examine, lubricate, refit and adjust. (VM)		XG 279	X				X
15	Road wheels (including spare): Examine.			X	X			
16	Tyres (including spare): Examine, check tread depth and pressures.			X	X			
17	Wheel nuts: Check torque loading.			X	X			
18	Torsion bars and attachments: Examine.			X	X			
19								
20								
21								
BRAKES								
22	Braking system: Examine.			X	X			
23	Wheel brake assemblies: Remove drums, clean, examine linings, expander unit and adjusters, replace items as necessary. Refit drums and adjust brakes as necessary.				X			
24	Brake master cylinder: Examine and top up as necessary.		OX 8	X	X			

(continued)

TABLE 7 TIME/USAGE MAINTENANCE (continued)

Serial (1)	Task (2)	Fig No (3)	Product (4)	Maintenance Period				
				1st (5)	A (6)	B (7)	C (8)	D (9)
25	Brake air lines: Examine coupling seals and air lines, replace items as necessary.			X	X			
26	Brake rods and linkages: Examine and lubricate.		XG 279	X	X			
27	Parking brake: Examine and ensure correct operation.			X	X			
28								
29								
30	Brake test (NCO MT Technician - RAF only): Carry out. (in accordance with AP 4545, Vol 2, Lft A64 - RAF only)				X			
	ELECTRICS							
31	Lights: Examine. Ensure correct operation.			X	X			
32	Reflectors: Examine.			X	X			
33	Electrical inter-vehicle connector: Examine.			X	X			
34	Electrical wiring, conduits and junction boxes: Examine for signs of chaffing, burning or other damage and for security of attachment.			X	X			
35	Earthing spike, cable and connectors: Examine, test continuity resistance. (Maximum 0.1 ohm) (See Table 5)			X	X			
36								
37								
38								
39								
40	Oil can lubrication: All controls, linkages, locks, catches and hinges.			X	X			
41								
42	AF G1048A (Worksheet) or STAMA Worksheet as appropriate, Tradesmen and Countersigning NCO: Sign. (RAF only)			X	X			
43	Road test (NCO MT Technician - RAF only): Carry out.			X	X			
44	AF G1084A (Worksheet) or STAMA Worksheet: Insert coordinating signature. (RAF only)			X	X			
45	Record action in AB 562. (Army only)			X	X			

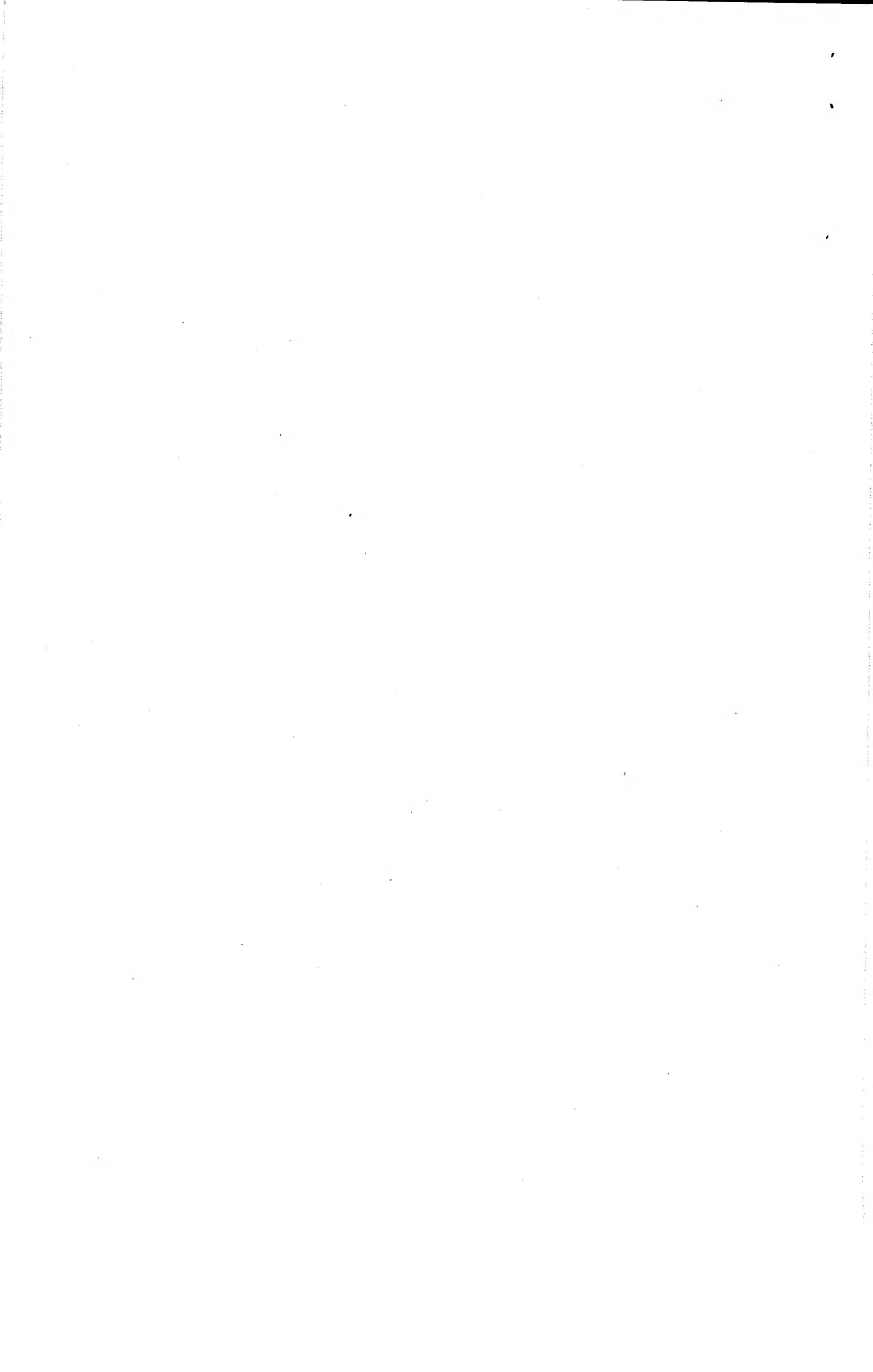
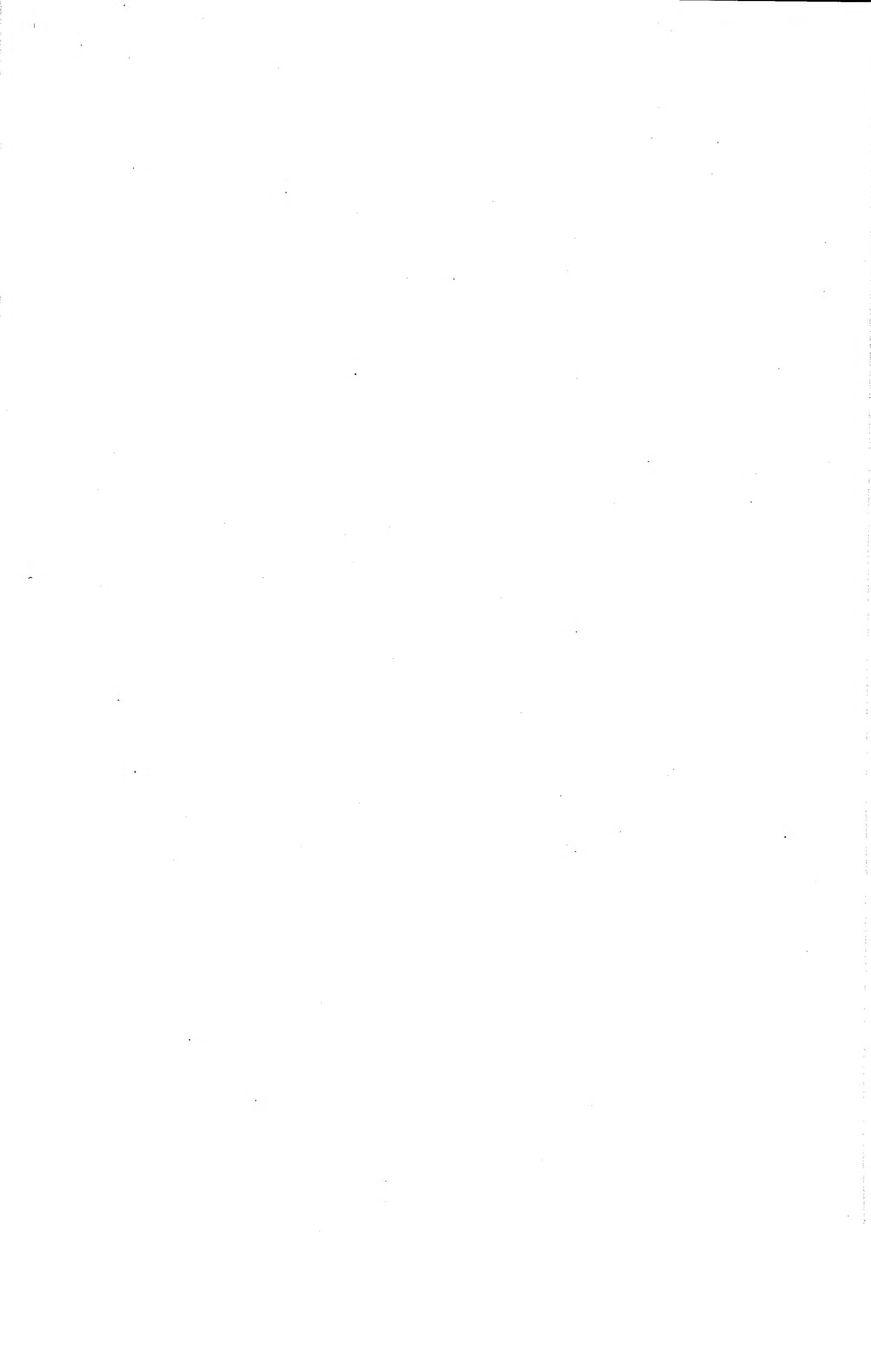


TABLE 8 OUT OF USE MAINTENANCE

Table 8 Maintenance is to be carried out in accordance with the instructions shown at Page 3, Para 11.1 and 11.2.

WARNINGS, CAUTIONS and Maintenance Notes preceding Tables 6 and 7 must be read and understood before commencing these maintenance tasks.

Serial (1)	Operation (2)
	Prior to vehicle entering storage:
1	Carry out Table 6, Columns A, B and C maintenance and patch paint.
2	Carry out next maintenance due if it falls during out of use period.
3	Rectify all faults affecting road/task worthiness.
4	Monthly whilst vehicle in storage:
	Carry out Table 6, Columns A and B maintenance.
5	Operate equipment and all systems.
6	Carry out road test over 8 km (5 miles) if possible.
7	Update AB 562.



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Chertsey

Surrey KT16 OEE

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Title of AESP

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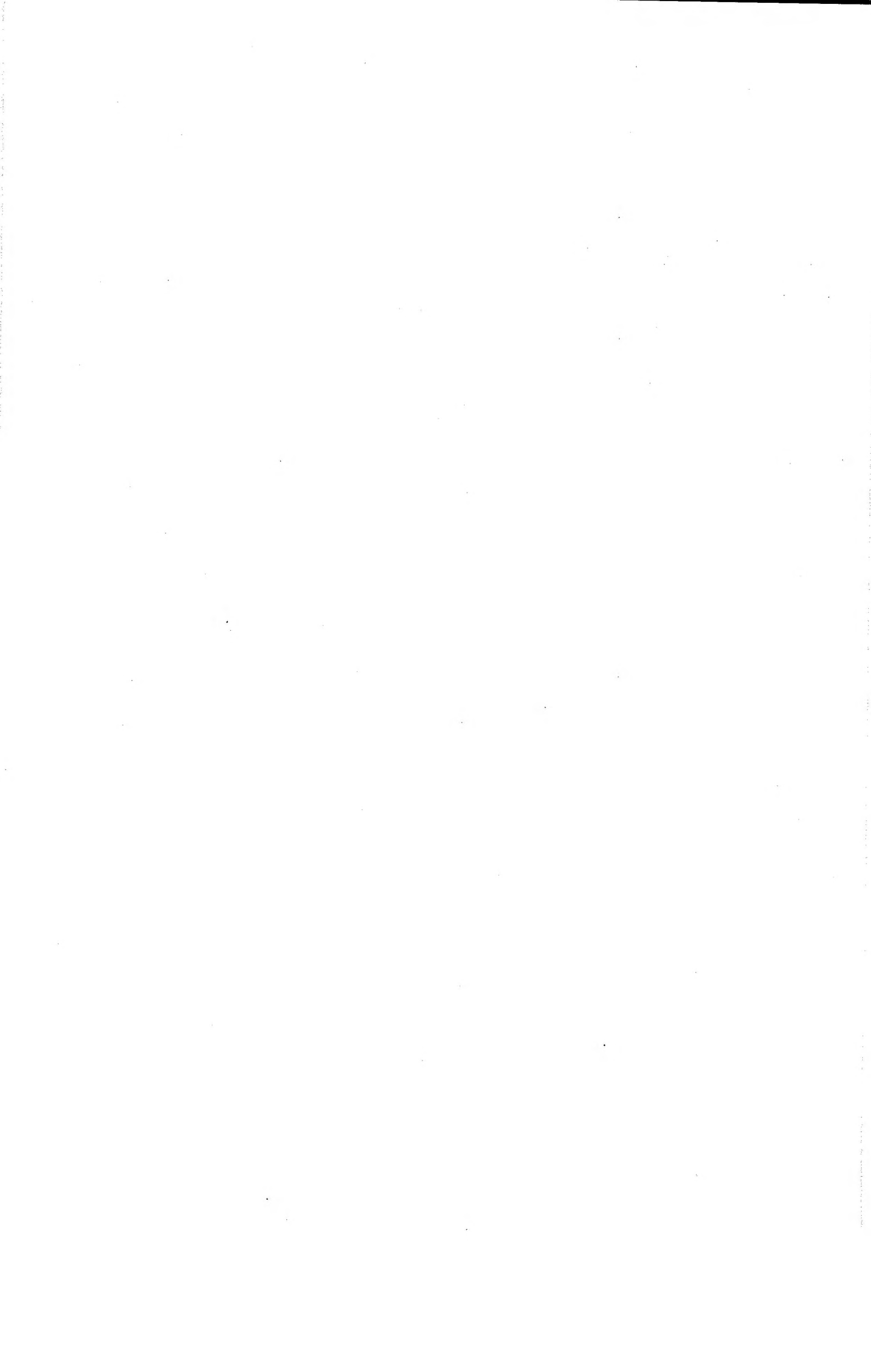
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**TRAILER, FLAT PLATFORM, SPECIAL PURPOSE,
2½ TONNE, 2 WHEELED, FV 2406, MK 3**

**INSPECTION STANDARD PART 1
COMPLETE EQUIPMENT**

This publication contains information covering the requirements of
Sub-Category 5.3 at information levels 2 and 3.

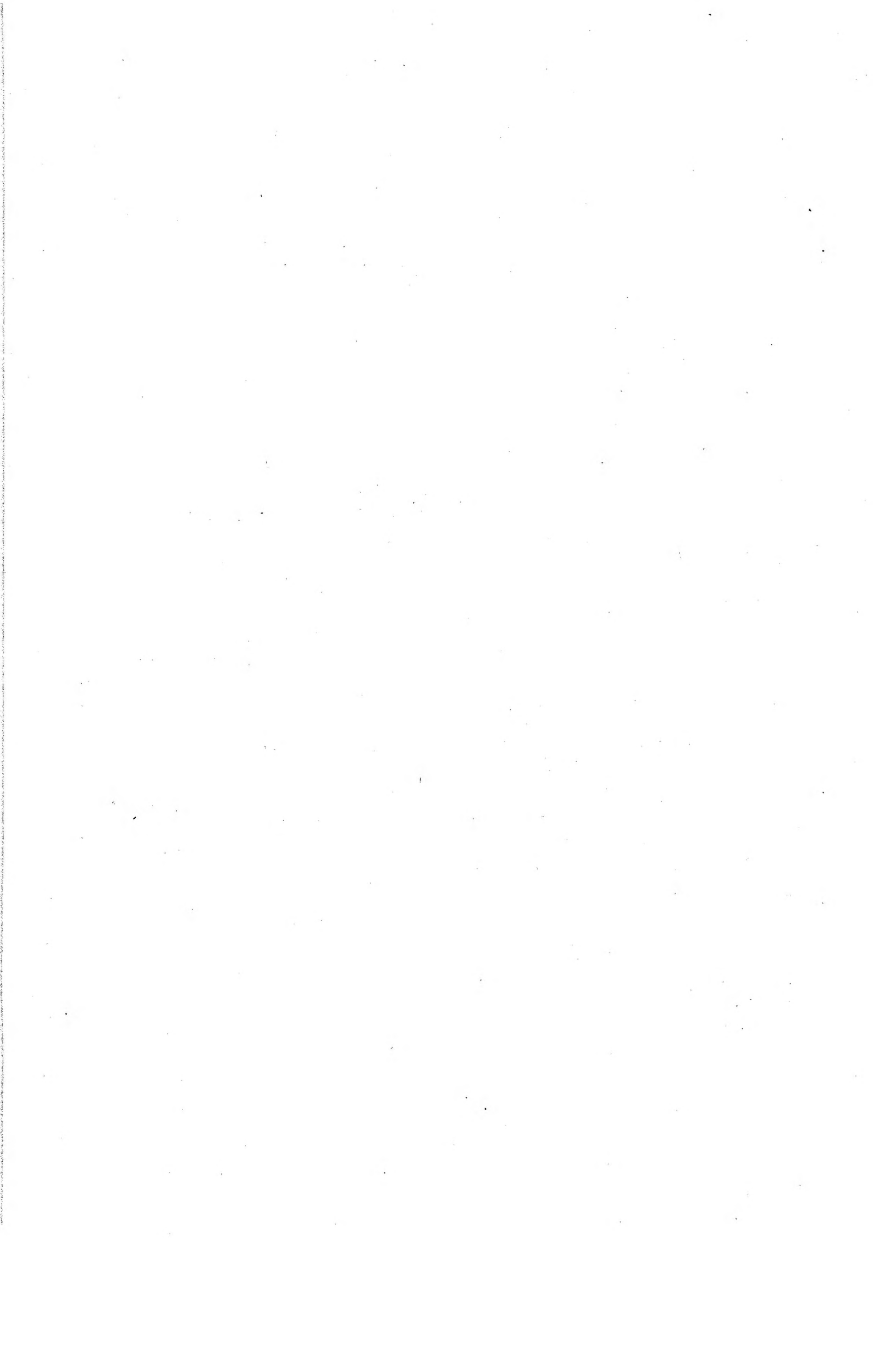
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48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		



CONTENTS

PRELIMINARY MATERIAL

	Page
Front cover (title page)	(i)/(ii)
Amendment record	(iii)/(iv)
Contents (this list)	(v)
Preface	(vi)
Related and associated publications	(vi)
Comment on AESP	Final leaf

Para

INSPECTION STANDARD PART 1

- 1 Equipment Identity
- 2 Introduction
- 5 Index to Schedule
- 6 Schedule

PREFACE

Sponsor:
DGES(A)
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Publication Agency:
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Project No: ES 52c 4115 (203)
File ref: ES 52c/4115/AESP/BVP

INTRODUCTION

1 Service users should forward any comments on this publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided at the end of this publication; it should be photocopied and used for forwarding comments on this AESP.

2 The subject matter of this publication may be affected by Defence Council Instructions (DCIs), Standing Operating Procedures (SOPs) or by local regulations. When any such instruction, Order or regulation contradicts any portion of this publication it is to be taken as the overriding authority.

RELATED AND ASSOCIATED PUBLICATIONS

Related publications

3 The Octad for the subject equipment consists of the publications shown below. All references are prefixed with the first eight digits of this publication. The availability of the publications can be checked by reference to the relevant Group Index (see AESP 0100-A-001-013).

Category/Sub-category			Information Level			
			1 User/ Operator	2 Unit Maintenance	3 Field Maintenance	4 Base Maintenance
1	0	Purpose and planning information	101	*	*	*
	1	Equipment Support Policy Directives	*	*	*	*
	2	Purpose and planning Information, Medical and Dental	*	*	*	*
2	0	Operating information	201	*	*	*
	1	Aide Memoir	*	*	*	*
	2	Training	*	*	*	*
3		Technical Description	*	*	*	*
4	1	Installation Instructions	*	*	*	*
	2	Preparation for Special Environments	*	*	*	*
5	1	Failure Diagnosis	*	*	*	*
	2	Repair Instructions	*	522	*	*
	3	Inspection Standards	*	523	523	*
	4	Calibration Standards	*	*	*	*
6		Maintenance Schedule	*	*	*	*
7	1	Illustrated Part Catalogue	711	711	711	711
	2	Commercial Parts Lists	*	*	*	*
	3	Complete Equipment Schedule, Production	*	*	*	*
	4	Complete Equipment Schedule, Service Edition (Simple Equipment)	*	*	*	*
	5	Complete Equipment Schedule, Service Edition (Complex Equipment)	*	*	*	*
8	1	Modification Instruction	*	*	*	*
	2	General Instruction, Special Technical Instructions and Servicing Instructions	*	*	*	*
	3	Service Engineered Modification Instructions (RAF only)	*	*	*	*

* Categories/Sub-categories not published

Associated publications

4 Reference

Title

EMER T&M A 028 Chap 150

General Principles of Quality Assessment of Vehicles, MHE and Mobile Equipment.

EMER T&M A 028 Chap 151

Assessment of Braking Performance Wheeled Vehicles.

EMER T&M A 028 Chap 303

Inspection of Chassis Frames and Heat Treatment Specifications.

INSPECTION STANDARD PART 1

EQUIPMENT IDENTITY

1 This standard covers the following equipment:

1.1 Trailer, Flat Platform, Special Purpose, 2½ Tonne, 2 Wheeled, FV 2406, Mk 3.

INTRODUCTION

2 This publication details the Acceptable Quality Levels (AQL) for the complete equipment, to meet the quality standards at levels 2 and 3.

3 It is to be applied in conjunction with the general principles contained in Chapter 150 of EMER T&M, A 028.

4 The following abbreviations are used H = High L = Low.

INDEX TO SCHEDULE

5 The main breakdown of inspection and testing of complete equipment is as follows:

Serial

- 1 Chassis and body
- 2 Suspension
- 3 Braking system
- 4 Axles
- 5 Electrical
- 6 Road test
- 7 Roller brake test

SCHEDULE

6

Ser (1)	Detail (2)	Acceptable Quality Level (AQL)		Remarks (5)
		Level 2 (3)	Level 3 (4)	
1	CHASSIS AND BODY			
	1.1 Tow eye - diameter		33 mm minimum	
	1.2 Rear towing pintle	No distortion and pin secure		
	1.3 Towing 'A' frame	No discernible distortion or cracks.		
	1.4 Safety chains	Pin anchor secure and chains in good condition.		
	1.5 Corner steady-leg (each corner)	No discernible distortion and free fit in support tube.		Ensure pin locates properly.
	1.6 Front jockey wheel	Wheel intact, jacking assembly operative.		
	1.7 Tailgate and doors.	Undistorted free to hinge and fasteners secure.		
	1.8 Spare wheel carrier	No fraying or distortion of wire rope, screw free to operate.		
1.9 Sub frame	No distortion or cracks at welds.		See EMER T&M A 028 Chap 303	
2	SUSPENSION			
	2.1 Shock absorbers	No visible leak of fluid or scoring on piston rod. Top and bottom bosses free, no cracks at welds.		Check at max extension/retraction.
	2.2 Rubber spring	No visible splitting or permanent deformation.		
3	BRAKING SYSTEM			
	3.1 Shoes lining thickness.		0.5 mm above rivet head minimum.	
	3.2 Drum maximum internal diameter.		309.5 mm	
	3.3 Hydraulic pipe and hoses	Free from distortion corrosion and damage.		
	3.4 Air piping and hoses	Free from distortion corrosion and damage.		
3.5 Air reservoir	Check for corrosion and drain valve function.			

(continued)

SCHEDULE (continued)

Ser (1)	Detail (2)	Acceptable Quality Level (AQL)		Remarks (5)
		Level 2 (3)	Level 3 (4)	
	<p>3.6 Permissible leakage rates:</p> <p>3.6.1 Max pressure drop in 5 min.</p> <p>3.6.2 Max pressure drop in 20 min.</p> <p>3.7 Load sensing valve setting</p> <p>3.8 Handbrake cable</p> <p>3.9 Operating lever</p>		<p>1.1 bar (16 lbf/in²)</p> <p>2.07 bar (30 lbf/in²)</p>	<p>Pressure drop due to brake application to be ignored.</p> <p>Refer to Chap 1, Para 172 of 2330-G-655-522</p>
4	AXLE			
	4.1 Wheel bearing end float.		<p>H 0.23 mm L 0.18 mm</p>	
	4.2 Suspension brackets and arms	No visible cracks or distortion.		
5	ELECTRICAL			
	5.1 Junction boxes	Lids to be secure and waterproof fit. All connectors correctly made.		
	5.2 Harness	Check for chafing, security of ties and connections.		
	5.3 Lights	Check security of fittings, condition of lenses and operation.		
6	ROAD TEST			
	6.1 Brake efficiency when trailer is towed (unladen) by a tractor having 50% min braking efficiency at 30 km/h (18.6 mile/h).		<p>H 75% L 50%</p>	Using TAPLEY brake test meter or similar. See EMER T&M A 028 Chap 151
	6.2 Parking brake to hold trailer on gradient of not less than		<p>16% (1 in 6.25)</p>	
7	ROLLER BRAKE TEST			
	7.1 Braking efficiency trailer unit only.		55% minimum	Gross weight unhitched tonnes.

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TRAILER, FLAT PLATFORM, SPECIAL PURPOSE, 2 1/2 TONNE, 2 WHEELED, FV 2406, MK 3

REPRINTED INCORPORATING AMDT No. 3

PURPOSE AND PLANNING INFORMATION

This publication contains information covering the requirements
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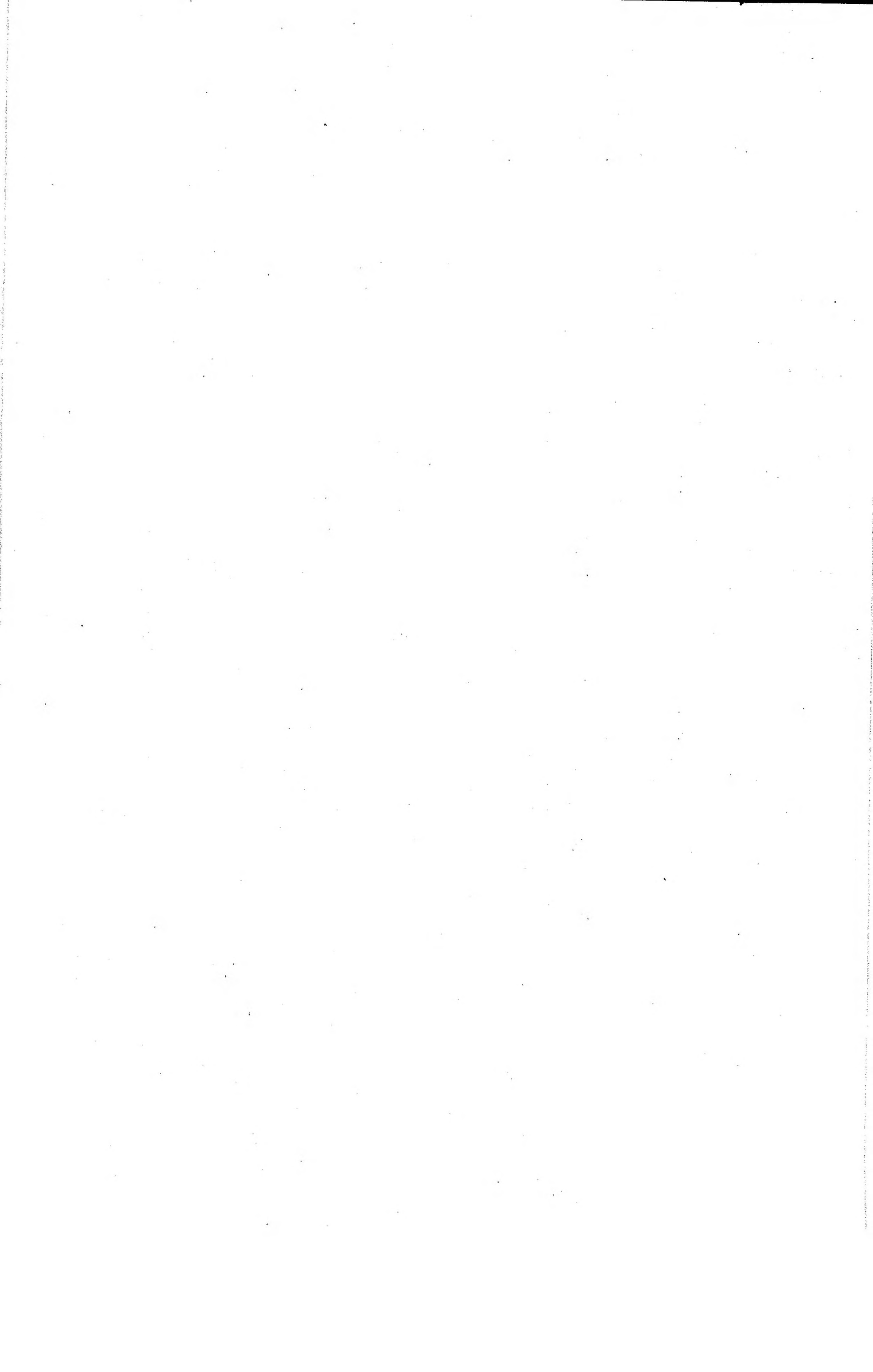
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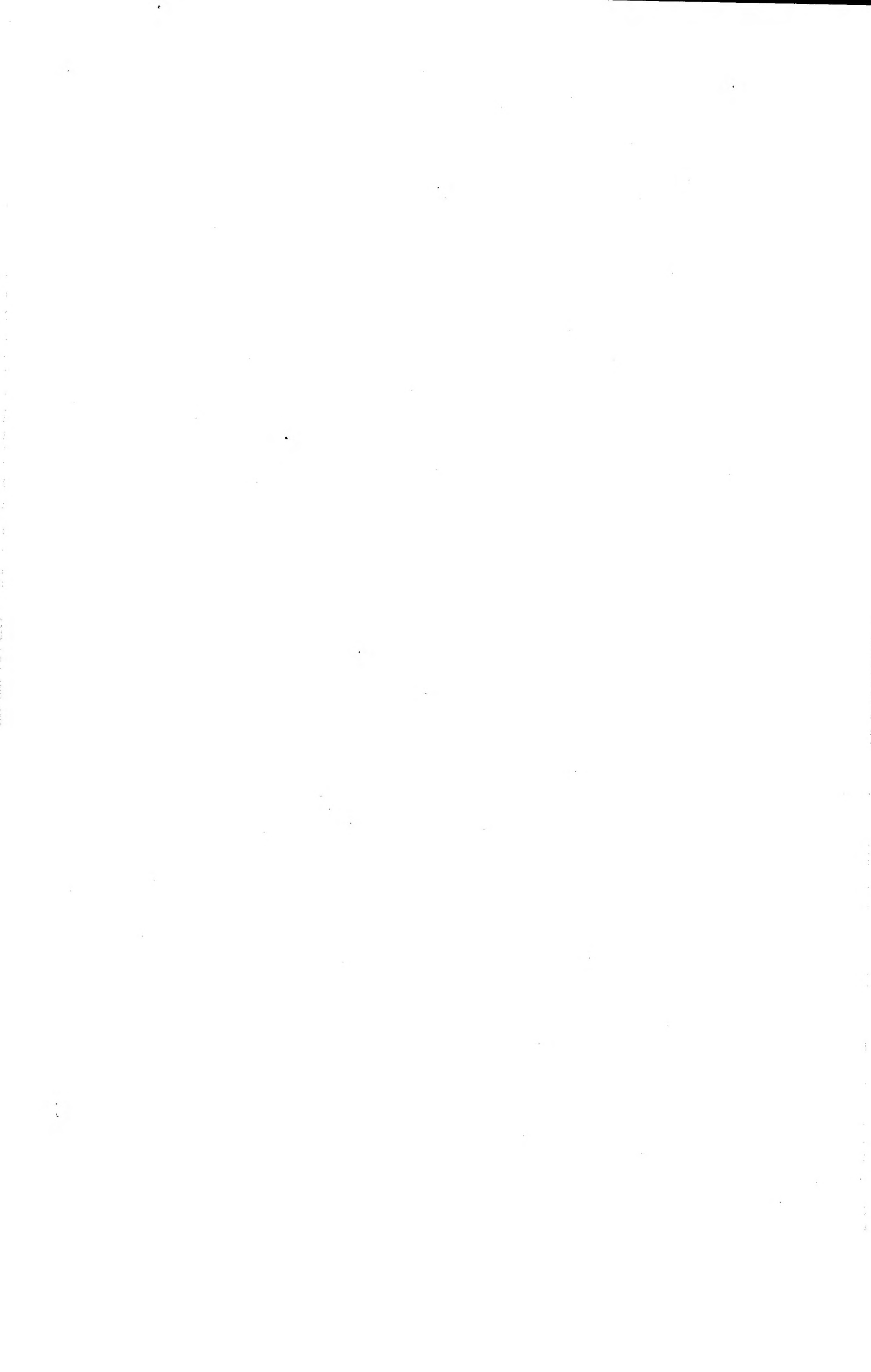
Page (i)/(ii)



AMENDMENT RECORD SHEET

Amdt	Incorporated by	Date
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39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		



CONTENTS

Frame	Preliminary material	Page
A02	Front cover (title page)	(i)/(ii)
	Amendment record	(iii)/(iv)
A03	Contents (this list)	(v)
A04	Preface	(vi)
A04	Introduction	(vi)
A04	Related and associated publications	(vi)
A04	Related publications	(vi)
A05	Associated publications	(vii)
A05	List of abbreviations	(vii)
A06	Warnings	(viii)-(ix)
A08	Frontispiece	(x)

PURPOSE AND PLANNING INFORMATION

Frame	Para	
B01	1	Equipment identity
B01	2	Role
B01	3	Brief description
B02	4	Physical data
B03	5	Operational data
B04	6	Environmental data
B04	7	Transportation data
B04	8	Manning requirements
B04	9	Power requirements
B04	10	Maintenance

Frame	Figure	Page
B02	1 Dimensions	2

PREFACE

Sponsor:
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File ref: D/DGES(A)551/6/7

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INTRODUCTION

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Related publications

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Publication Title: <u>Trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV 2406 Mk 3</u>																	
CATEGORIES AND INFORMATION LEVELS																	
Category	1		2		3	4		5				6		7		8	
Level	0	0	1	2	0	1	2	1	2	3	4	0	1	1	2	1	2
1 USER/OPERATOR	101	201	*	*	201	*	*	*	201	*	*	601	*	711	*	*	*
2 UNIT MAINTENANCE	*	*	*	*	201	*	*	*	522	*	*	*	*	*	*	*	*
3 FIELD MAINTENANCE	*	*	*	*	*	*	*	*	522	*	*	*	*	*	*	*	*
4 BASE MAINTENANCE	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

1.0 Purpose and Planning Information
2.0 Operating Information
2.1 Special to Arms
2.2 Training Aids
3.0 Technical Description
4.1 Installation Instructions
4.2 Preparation for Special Environments
5.1 Failure Diagnosis

5.2 Repair Instructions
5.3 Inspection Standards
5.4 Calibration Standards
6.0 Maintenance Schedules (RAF)
7.1 Illustrated Parts Catalogue
7.2 Commercial Parts List
8.1 Modification Instructions
8.2 General Instructions

* Not published

Associated publications

<u>4 Reference</u>	<u>Title</u>
AESP 2330-G-655 Octad	Trailer, Flat Platform, Special Purpose, 2 1/2 Tonne, 2 Wheeled, FV2406, Mk 3
CES TBA	Complete Equipment Schedule
EMER T & M A028, Chap 060	Inspection and Examination of Ball and Roller Bearings

LIST OF ABBREVIATIONS

AESP	Army Equipment Support Publication
Ah	Ampere Hour
CES	Complete Equipment Schedule
dB	Decibel
dc	Direct Current
DCIs	Defence Council Instructions
EMERs	Electrical Mechanical Engineering Regulations
GIE	Government Issued Equipment
GS	General Service
LCT	Landing Craft Tank
LST	Landing Ship Tank
NATO	North Atlantic Treaty Organisation
NSN	Nato Stock Number
SOPs	Standard Operating Procedures
UK	United Kingdom

WARNINGS

WARNINGS

(1) WHEN PARKING THE TRAILER, ENSURE THAT THE PARKING AREA IS AS FLAT AS POSSIBLE, THAT THE HANDBRAKE IS APPLIED FIRMLY, THAT THE REAR SUPPORT CLAMPING BOLTS ARE TIGHT, THE LOCKING PIN AND CLIP ARE CORRECTLY ENGAGED AND THAT THE JOCKEY WHEEL IS LOCKED FIRMLY BEFORE BEING WOUND DOWN.

▶ (2) PERSONNEL HAZARD. ENSURE THAT THE REAR SUPPORT LEGS ARE LOWERED AND SUPPORTING THE WEIGHT OF THE TRAILER BEFORE COUPLING TO OR UNCOUPLING FROM A PRIME MOVER.

(3) PERSONNEL HAZARD. BEFORE DRIVING THE PRIME MOVER WITH TRAILER ATTACHED, ENSURE THAT THE JOCKEY WHEEL AND REAR SUPPORT LEGS ARE SECURED IN THEIR STOWED POSITION.

(4) TRAILER LOADING. ENSURE THAT THE TRAILER PAYLOAD IS CORRECTLY DISTRIBUTED AND THAT THE DRAWBAR PREPONDERANCE WEIGHT IS STRICTLY OBSERVED. ◀

(5) OBSERVE ALL APPROPRIATE SAFETY INSTRUCTIONS CONCERNING JACKING AND SCOTCHING WHEN CHANGING WHEELS OR EXAMINING BRAKE LININGS.

(6) MECHANICAL FITNESS. IF THE OPERATOR/DRIVER IS IN ANY DOUBT AS TO THE MECHANICAL FITNESS OF A TRAILER IT MUST NOT BE USED UNTIL ADVICE HAS BEEN SOUGHT.

(7) BERYLLIUM/BERYLLIA. THE FLEXIBLE HOSES IN THE HYDRAULIC BRAKE SYSTEM ARE FIXED TO THE CHASSIS WITH WASHERS INCORPORATING THE HIGHLY TOXIC MATERIAL BERYLLIUM. BERYLLIUM MATERIALS ARE ABSORBED INTO THE BODY TISSUES:

1 THROUGH THE SKIN, MOUTH OR A WOUND.

2 BY THE INHALATION OF DUST CREATED BY THE BREAKAGE OF BERYLLIA.

3 BY THE INHALATION OF TOXIC FUMES FROM BERYLLIUM/BERYLLIA INVOLVED IN A FIRE.

FURTHER INFORMATION ON THE HANDLING OF BERYLLIUM/BERYLLIA IS GIVEN IN EMER MANAGEMENT S 261.

(5) ELECTRICAL HAZARD. BEFORE COMMENCING WORK ON THE TRAILER, ENSURE THAT THE TRAILER ELECTRICAL PLUG IS DISCONNECTED FROM THE PRIME MOVER.

(6) TOXIN. THE WASHERS USED TO FIX THE HYDRAULIC MASTER CYLINDER TO THE CHASSIS AND THE HANDBRAKE SUPPORT PLATE TO THE CHASSIS ARE CADMIUM PLATED. CADMIUM DOES NOT PRESENT A HAZARD IN NORMAL USE, BUT MAY DO SO IF:

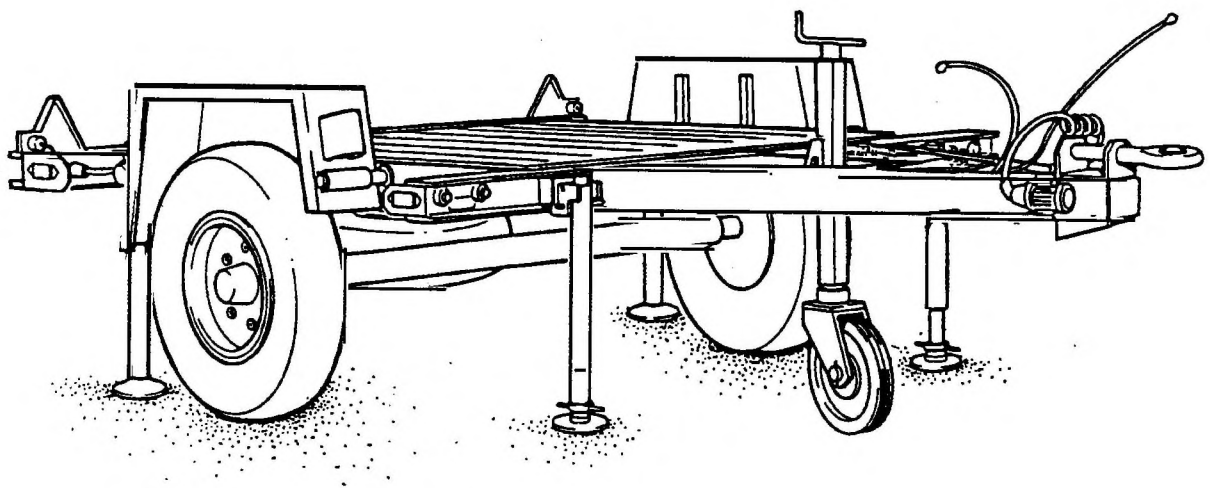
1 DUST IS RELEASED AS A RESULT OF DAMAGE, GRINDING, DRILLING OR FILING.

(continued)

WARNINGS (continued)

2 FUMES ARE RELEASED AS A RESULT OF EXCESSIVE HEATING, WELDING, OR SIMILAR OPERATIONS.

SAFETY PRECAUTIONS TO BE OBSERVED WHEN HANDLING THIS MATERIAL ARE DETAILED IN AP 100B-10 ORDER 1804.



80149/01/1

Frontispiece

Page (x)

A08

Nov 96 (Amdt 1)

TRAILER, FLAT PLATFORM, SPECIAL PURPOSE,
2 1/2 TONNE, 2 WHEELED,
FV 2406, MK 3

PURPOSE AND PLANNING INFORMATION

CONTENTS

Frame Para

B01	1	Equipment identity
B01	2	Role
B01	3	Brief description
B02	4	Physical data
B03	5	Operational data
B04	6	Environmental data
B04	7	Transportation data
B04	8	Manning requirements
B04	9	Power requirements
B04	10	Maintenance

	Figure	Page
B02	1 Dimensions	2

EQUIPMENT IDENTITY

1 The trailer, flat platform, special purpose, 2.5 tonne, 2 wheeled, has been allocated a NATO Stock Number of 2330-99-893-8875

ROLE

2 The trailer is normally used for carrying the 8/12 kW, 24/16 kW or 40 kW generators.

BRIEF DESCRIPTION

3 The trailer has a flat, wooden floor, attached directly to the chassis. Twelve cargo tie downs are provided, attached directly to the chassis. The trailer suspension comprises a pair of heavy duty torsion bars mounted in a one piece steel tube with swinging arms and stub axles at each end. Damping is by two telescopic shock absorbers. Aeon rubber springs are fitted to the chassis to check upward movement of the swinging arms. Downward movement is checked by the action of the torsion bars. The trailer has an air servoed, hydraulically operated, expanding shoe type braking system. The two line air supply to operate the braking system is obtained from the prime mover and operates through an emergency relay valve. A load sensing valve on the trailer controls the applied braking force and a limiting valve prevents excessive air pressure in the system. A mechanical handbrake is also provided. A jockey wheel, two front jack legs and two support legs provide stability when the trailer is parked. The jockey wheel and jack legs are swung clear of the ground and the rear support legs are lifted clear of the ground when the trailer is coupled to the prime mover. A towing pintle is fitted to the chassis rear crossmember. A spare wheel is attached to a carrier assembly under the trailer cargo platform.

PHYSICAL DATA

4 Dimensions of the FV 2406 Mk 3 trailer are given in Figure 1.

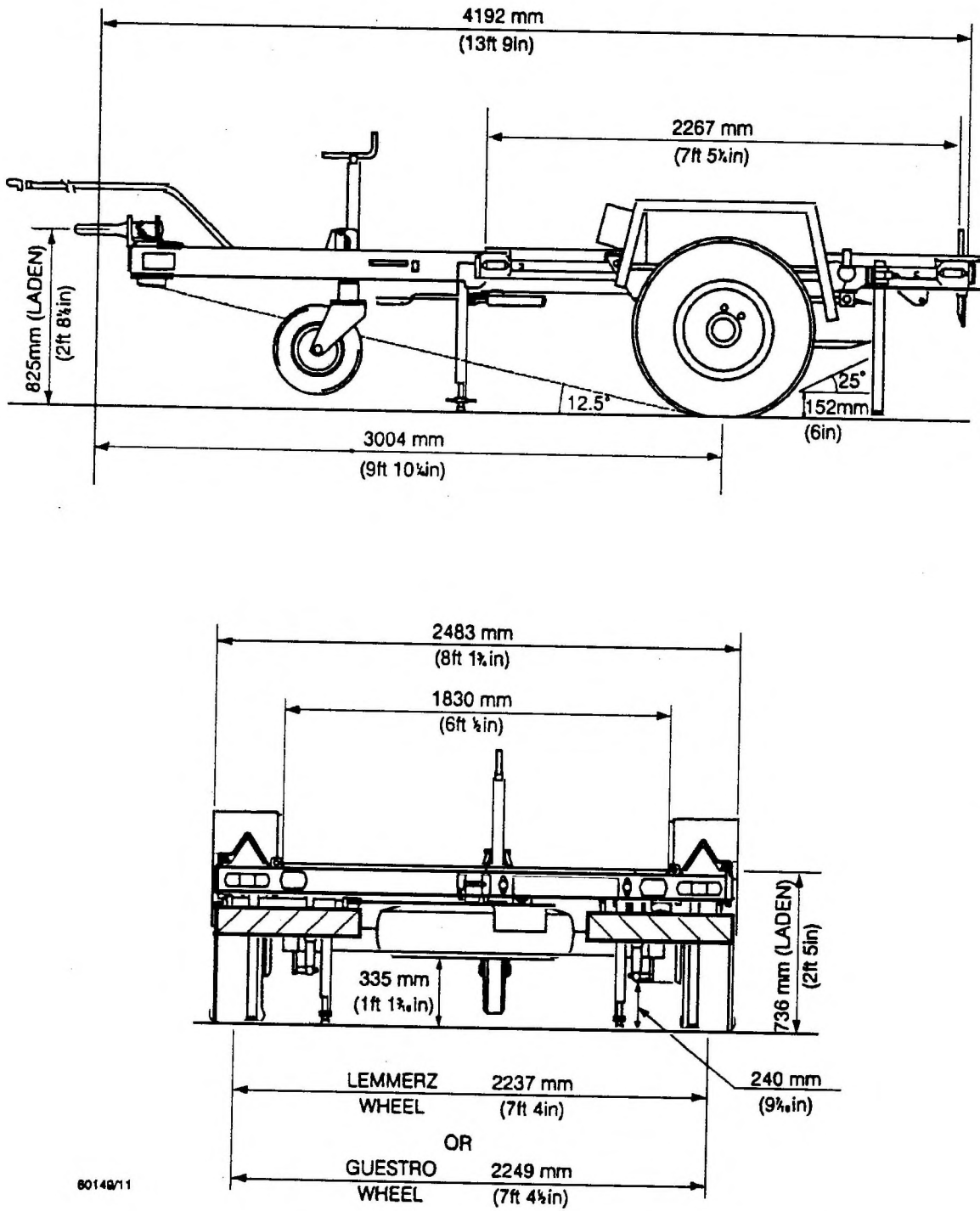


Fig 1 Dimensions

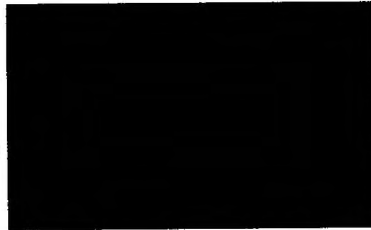
OPERATIONAL DATA

5 Operational data relating to the trailer is given in the following paragraphs.

5.1 Weights

Unladen
Laden (maximum)
Capacity

Drawbar preponderance
(laden)



5.2 Bridge classification

Unladen 1
Laden 4

NOTE

The bridge classification does not include the prime mover.

▶ **5.3 Fording depth**

Without preparation - fresh or sea water
0.50 m (19.68 in.)
With preparation - fresh or sea water
1.00 m (39.37 in.)

5.4 Shipping tonnage



5.5 Performance

Towing speeds - fully laden
Good roads 72 kph (45 mph)
Rough roads 24 kph (15 mph)

5.6 Retardation

Stopped from a speed of 48 kph (30 mph) at minimum peak retardation
of 5.88 m per second² (19.3 ft per second²)

5.7 Parking

Held in both directions Gradient up to 1 in 4

5.8 Tyres

Main wheels
Size 0.210 m x 0.406 m (8.25 in x 16 in)
DEF STAN 26-13, SECT C, TABLE 1A
2610-99-809-6900
Pressure 75 lbf/in² (5.16 bar)
Inner tube DEF STAN 26-14, SECT C, TABLE 1
2610-99-895-8602, 8.25 x 16

Jockey wheel
Size 400 x 8 - 4 ply industrial type (T991) or
approved equivalent
Pressure 60 lbf/in² (4.13 bar)
Inner tube IT 19 or approved equivalent

5.9 Wheels

Main wheels

Type
SizeWell base
6.50 H x 16

Jockey wheel

Type
SizeHG1
0.053 m x 0.203 m (2.125 in. x 8 in.)**5.10 Brakes**

Type

Expanding shoe brakes, air servoed,
hydraulically operated. Mechanical parking
handbrake.**5.11 Suspension**

A pair of torsion bars damped by telescopic shock absorbers, with Aeon rubber springs to check upward movement.

5.12 Electrical equipment

As supplied all lamps are 24 Volts dc working.

ENVIRONMENTAL DATA

6 The trailer may be operated in ambient air temperatures in the range -3.9° C to +51.7° C (+25° F to +125° F) without modification. Storage temperature range is -45.6° C and +71.1° C (-50° F and +160° F). It is capable of shallow fording to a depth of 0.76 m (30 in.) in fresh or salt water without preparation.

TRANSPORTATION DATA

7 The shipping tonnage of the trailer is [REDACTED] with a generator set mounted. The bridge classification of the trailer is 1 (unladen), 4 (laden). The bridge classification figures are for the trailer only and do not include the towing vehicle. The trailer, when coupled to its prime mover, is capable of being embarked and disembarked from LCT 8 and 9 and LST 3 vessels. The trailer may be transported by air in all types of transport aircraft currently in service use. For full details of transportability, see JSP 71 (Transportation Diagrams for Wheeled and Tracked Vehicles).

MANNING REQUIREMENTS

8 The trailer may be coupled and uncoupled to and from a prime mover by one man.

POWER REQUIREMENTS

9 As supplied, the trailer electrics operate from the prime mover 24 V dc system. Current consumption is 3 A continuous and 6.5 A peak.

MAINTENANCE

10 The maintenance policy for the trailer is summarised as follows:

10.1 User repair (level 1) is limited to the replacement of lamps, lamp covers and wheel changing.

10.2 Unit repair (level 2) is limited to the repair of cable assemblies, handbrake adjustment, tyres and brake shoes.

10.3 Field repair (level 3) is limited to the repair and replacement of towing and brake assembly parts, wheels and other running gear.

10.4 Base repair (level 4) undertakes the complete overhaul of the trailer, refurbishing and rebuilding of complete assemblies.



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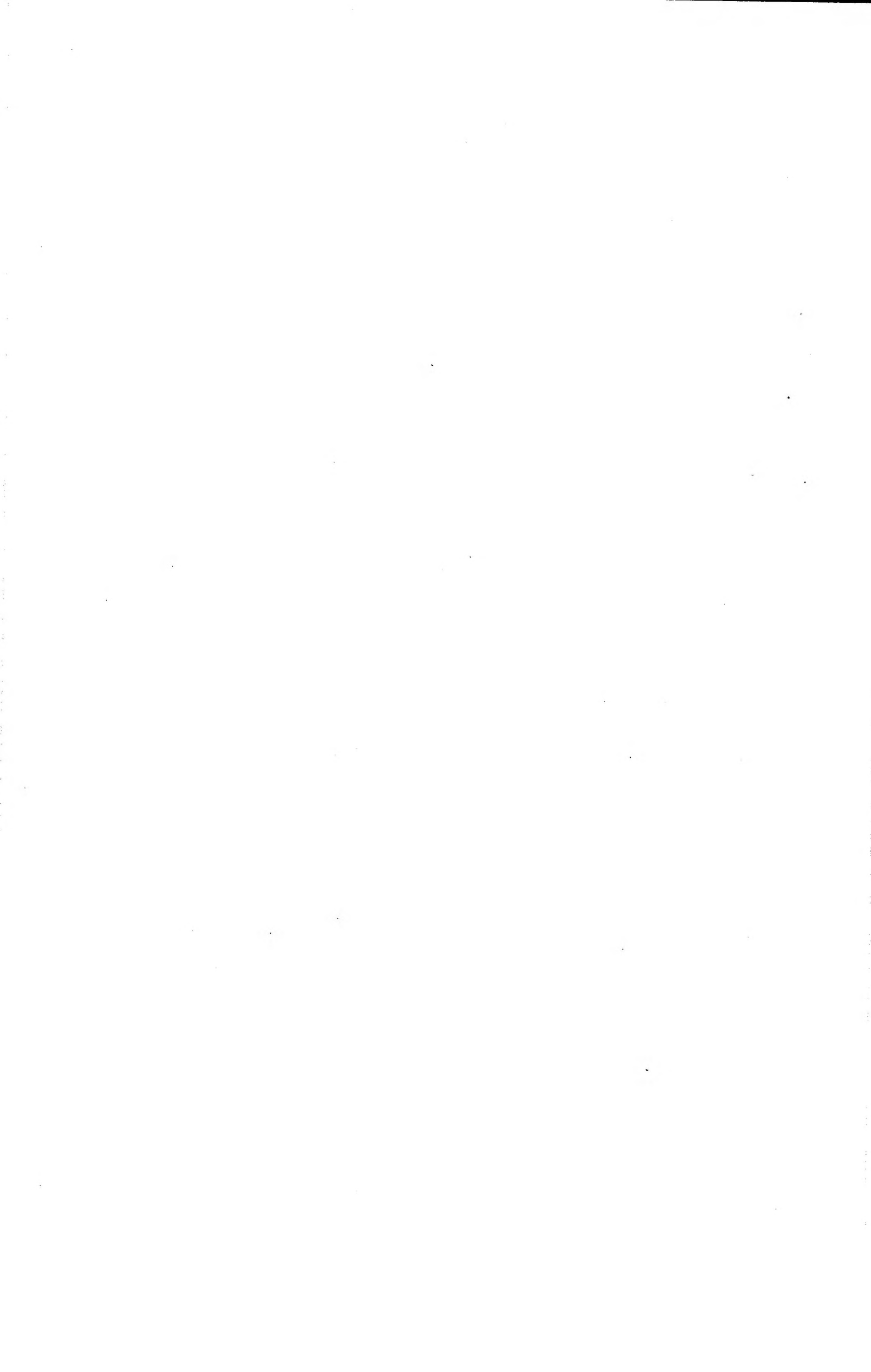
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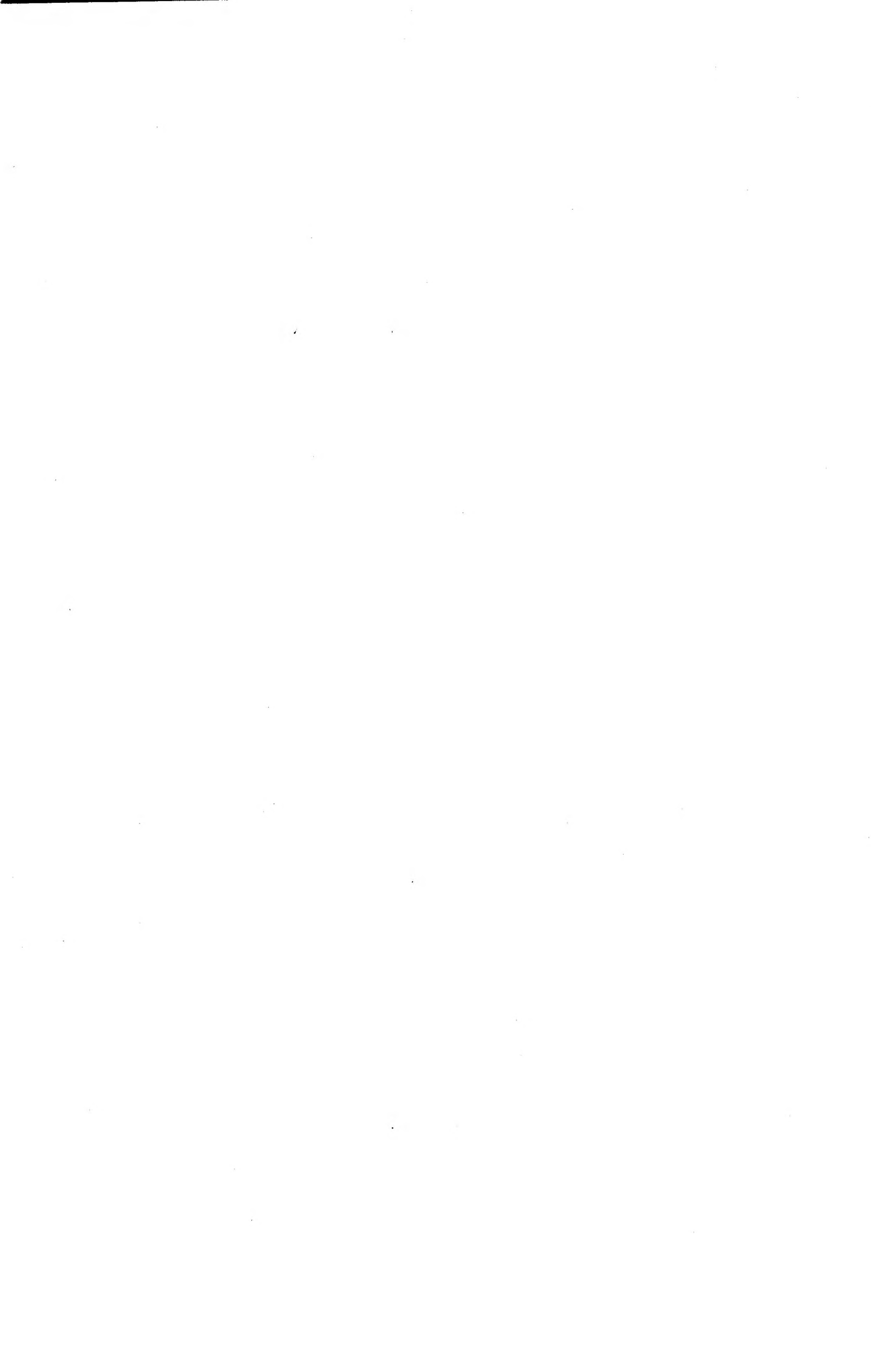
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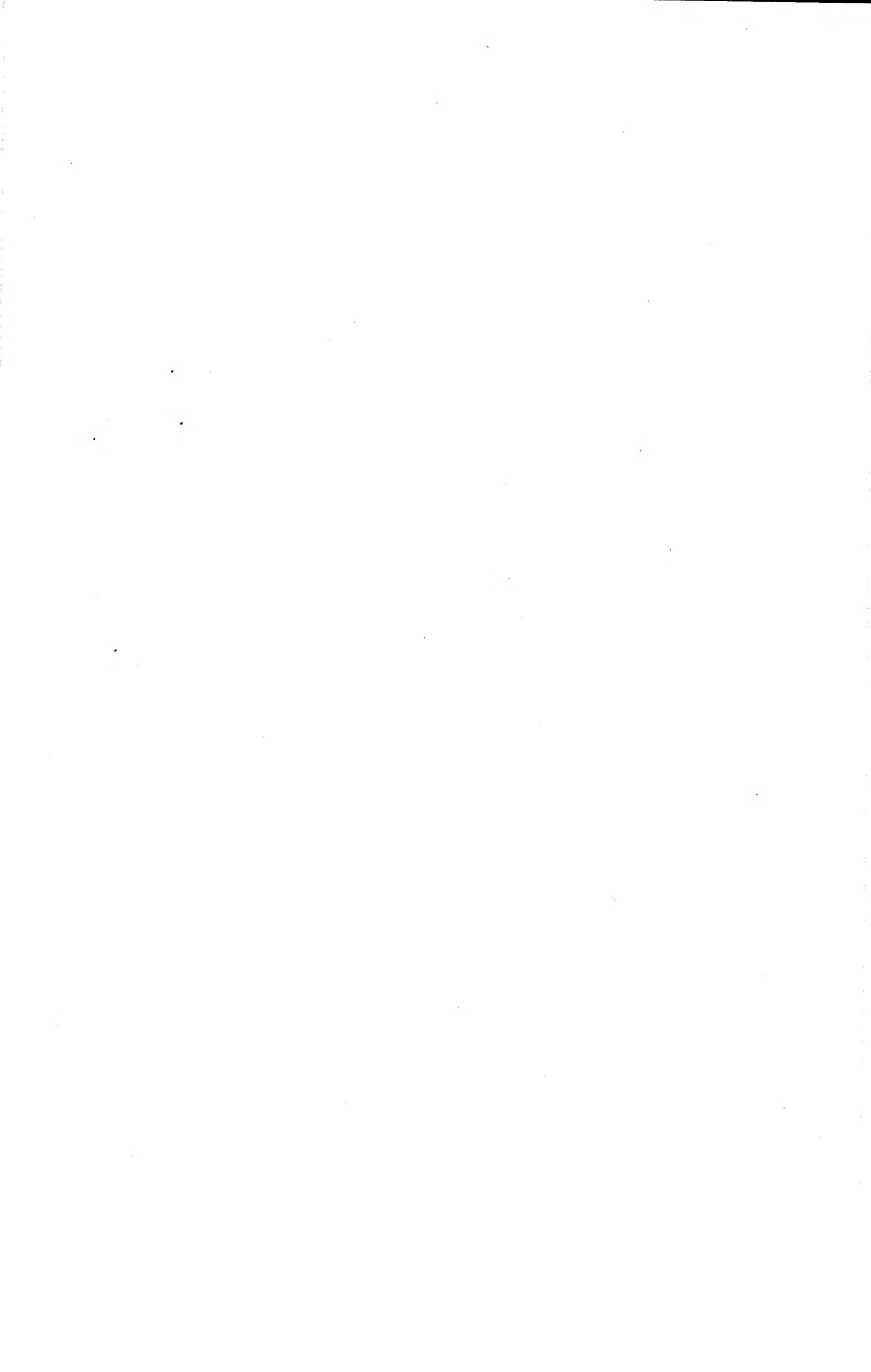
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Incorporate comment(s) in future amendments		No action required
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TRAILER, FLAT PLATFORM, SPECIAL PURPOSE, 2 1/2 TONNE, 2 WHEELED, FV 2406, MK 3

OPERATING INFORMATION

This publication contains information covering the requirements
of Cat 2, 3 and 5.2 at level 1 and Cat 3 at level 2

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A02

Page (i)/(ii)



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Amdt	Incorporated by	Date
1		
2		
3		
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32		
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35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		

CONTENTS

Frame	Preliminary material	Page
A02	Front cover (title page)	(i)/(ii)
	Amendment record	(iii)/(iv)
A03	Contents (this list)	(v)
A04	Preface	(vi)
A04	Introduction	(vi)
A04	Related publications and associated publications	(vi)
A04	Related publications	(vi)
A05	Associated publications	(vii)
A05	List of abbreviations	(vii)
▶ A06	Warnings	(viii)-(ix)
A08	Frontispiece	(x) ◀

OPERATING INFORMATION

Chapter 1	Introduction and data
Chapter 2	Description
Chapter 3	Operating instructions
Chapter 4	User maintenance and repair information
Chapter 5	Denial of equipment

PREFACE

Sponsor:
DGES (A)
File ref: D/DGES(A)551/6/7

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INTRODUCTION

1 Service users should forward any comments concerning this publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided at the end of the publication; it should be photocopied and used for forwarding comments on this AESP.

2 The subject matter of this publication may be affected by Defence Council Instructions (DCIs), Standard Operating Procedures (SOPs) or by local regulations. When any such Instruction, Order or regulation contradicts any portion of this publication, it is to be taken as the overriding Authority.

RELATED AND ASSOCIATED PUBLICATIONS

Related publications

3 The Octad for the subject equipment consists of the publications shown below. All references are prefixed with the first eight digits of this publication. The availability of the publication can be checked by reference to the relevant Group Index (see AESP 0100-A-001-013).

Publication Title: <u>Trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, FV 2406, Mk 3</u>																		
CATEGORIES AND INFORMATION LEVELS																		
Category	1		2		3		4		5				6		7		8	
Level	0	0	1	2	0	1	2	1	2	3	4	0	1	1	2	1	2	
1 USER/OPERATOR	101	201	*	*	201	*	*	*	201	*	*	601	*	711	*	*	*	
2 UNIT MAINTENANCE	*	*	*	*	201	*	*	*	522	*	*	*	*	*	*	*	*	
3 FIELD MAINTENANCE	*	*	*	*	*	*	*	*	522	*	*	*	*	*	*	*	*	
4 BASE MAINTENANCE	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	

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|--|---------------------------------|
| 1.0 Purpose and Planning Information | 5.2 Repair Instructions |
| 2.0 Operating Information | 5.3 Inspection Standards |
| 2.1 Special to Arms | 5.4 Calibration Standards |
| 2.2 Training Aids | 6.0 Maintenance Schedules (RAF) |
| 3.0 Technical Description | 7.1 Illustrated Parts Catalogue |
| 4.1 Installation Instructions | 7.2 Commercial Parts List |
| 4.2 Preparation for Special Environments | 8.1 Modification Instructions |
| 5.1 Failure Diagnosis | 8.2 General Instructions |

* Not published

Associated publications

4	<u>Reference</u>	<u>Title</u>
	AESP 2330-G-655 Octad	Trailer, Flat Platform, Special Purpose, 2 1/2 Tonne, 2 Wheeled, FV2406, Mk 3
	CES TBA	Complete Equipment Schedule
	EMER T & M A028, Chap 060	Inspection and Examination of Ball and Roller Bearings

LIST OF ABBREVIATIONS

AESP	Army Equipment Support Publication
Ah	Ampere Hour
CES	Complete Equipment Schedule
dB	Decibel
dc	Direct Current
DCIs	Defence Council Instructions
EMERs	Electrical Mechanical Engineering Regulations
GIE	Government Issued Equipment
GS	General Service
LCT	Landing Craft Tank
LST	Landing Ship Tank
NATO	North Atlantic Treaty Organisation
NSN	Nato Stock Number
SOPs	Standard Operating Procedures
UK	United Kingdom

WARNINGS

WARNINGS

(1) WHEN PARKING THE TRAILER, ENSURE THAT THE PARKING AREA IS AS FLAT AS POSSIBLE, THAT THE HANDBRAKE IS APPLIED FIRMLY, THAT THE REAR SUPPORT CLAMPING BOLTS ARE TIGHT, THE LOCKING PIN AND CLIP ARE CORRECTLY ENGAGED AND THAT THE JOCKEY WHEEL IS LOCKED FIRMLY BEFORE BEING WOUND DOWN.

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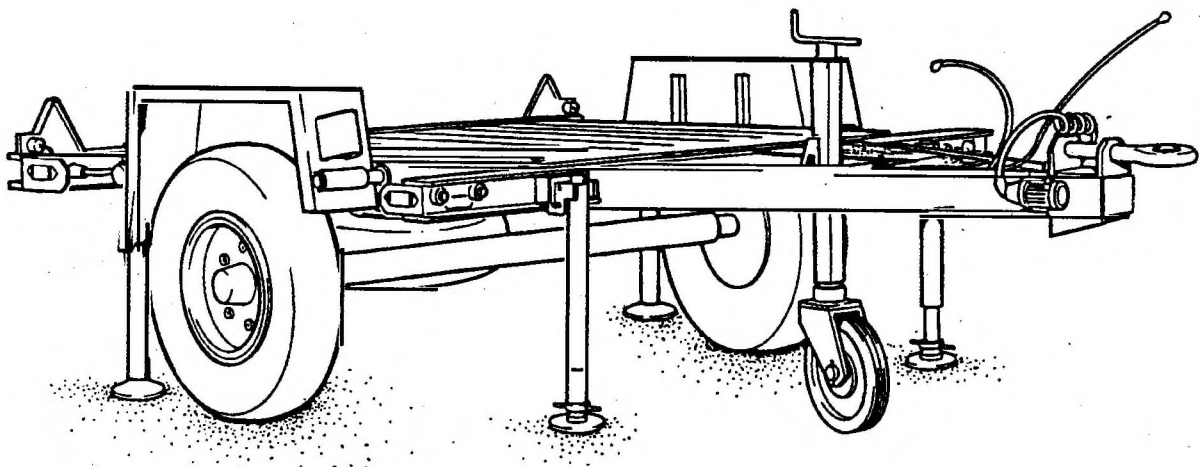
1 DUST IS RELEASED AS A RESULT OF DAMAGE, GRINDING, DRILLING OR FILING.

(continued)

WARNINGS (continued)

2 FUMES ARE RELEASED AS A RESULT OF EXCESSIVE HEATING, WELDING, OR SIMILAR OPERATIONS.

SAFETY PRECAUTIONS TO BE OBSERVED WHEN HANDLING THIS MATERIAL ARE DETAILED IN AP 100B-10 ORDER 1804.



80149/01/1

Frontispiece

Page (x)

A08

Nov 96 (Amdt 1)

CHAPTER 1
INTRODUCTION AND DATA
CONTENTS

Frame	Para		Page
B02	1	Introduction	
B03-B05		Technical data	
	Fig		
B06	1	Dimensions	5/6

INTRODUCTION

1 The trailer, flat platform, special purpose, 2 1/2 tonne, 2 wheeled, normally carries the 8/12 kW, 24/16 kW or 40 kW generators. It can carry general loads of up to 2.5 tonnes (2.46 tons). It is normally towed by 4 tonne or 8 tonne General Service trucks. When coupled to its prime mover, the trailer can be embarked and disembarked from LCT 8 and 9 and LST 3 vessels. It may be transported by air in all types of transport aircraft currently in service use.

2 The chassis and drawbar frames are of integral construction and are fabricated from rolled and folded channel and hollow rectangular sections welded together. Brackets are fitted to the chassis to provide fixing points for the various assemblies attached to the trailer. The flat cargo platform is formed from proofed plywood, strengthened with metal wear strips. The cargo platform is bolted directly to the chassis. Mudshields, covering the wheel locations, are bolted to the chassis.

3 A standard size, fixed towing eye is attached to the drawbar. A standard NATO 12 pin plug is used to connect the trailer electrical circuit to the towing vehicle dc supply. Longitudinal stiffeners are incorporated into the chassis construction allowing a towing assembly to be attached to the rear crossmember of the trailer.

4 Trailer suspension comprises of a pair of heavy duty torsion bars mounted in a one piece steel tube attached to the chassis, with swinging arms and stub axles at each end. Damping is by two telescopic shock absorbers. Aeon rubber springs are fitted to the chassis to check upward movement of the swinging arms. Downward movement is checked by the action of the torsion bars.

5 The trailer has an air servoed, hydraulically operated, expanding shoe type braking system. The air supply to operate the system is obtained from the prime mover braking system through two air lines at the drawbar. Air filters are provided to remove any contamination in the air supply. A relay emergency valve detects the presence of normal air pressure and applies the trailer brakes if air pressure fails for any reason. A pressure limiting device ensures that any over pressure in the system is vented. A load sensing device, attached to a right hand torsion bar, matches the braking effort applied to the trailer brakes to the load on the trailer. A parking handbrake is provided on the drawbar. Two jacks at the front of the chassis and two stands at the rear of the chassis, together with a jockey wheel, provide trailer stability when parked. The spare wheel carrier, fitted under the cargo platform, is winched down to access the spare wheel.


6 The trailer electrical circuit operates from the towing vehicle 24 V dc supply. Normal tail, turn, brake and rear fog lights are fitted, together with number plate, convoy plate and front mounted running lights. Reflectors are fitted to the front, sides and tail of the trailer.

TECHNICAL DATA

Dimensions See Fig 1 (Frame B06)

Weights
 Unladen
 Laden (maximum)
 Capacity

Drawbar preponderance (laden)



Bridge classification
 Unladen 1
 Laden 4

NOTE
 The bridge classification does not include the prime mover.

► **Fording depth** Without preparation - fresh or sea water
 0.50 m (19.68 in.)
 With preparation - fresh or sea water 1.00 m
 (39.37 in.)

Shipping tonnage



Performance
 Towing speeds - fully laden
 Good roads 72 kph (45 mph)
 Rough roads 24 kph (15 mph)

Retardation Stopped from a speed of 48 kph (30 mph) at
 minimum peak retardation of 5.88 m per second²
 (19.3 ft per second²)

Parking
 Held in both directions Gradient up to 1 in 4

Tyres
 Main wheels
 Size 0.210 m x 0.406 m (8.25 in x 16 in)
 DEF STAN 26-13, SECT C, TABLE 1A
 2610-99-809-6900
 Pressure 75 lbf/in² (5.16 bar)
 Inner tube DEF STAN 26-14, SECT C, TABLE 1
 2610-99-895-8602 (8.25 x 16)

Jockey wheel	
Size	400 x 8 - 4 ply industrial type (T991) or approved equivalent
Pressure	60 lbf/in ² (4.13 bar)
Inner tube	IT 19 or approved equivalent

Wheels

Main wheels	
Type	Well base
Size	6.50 H x 16

Jockey wheel	
Type	HG1
Size	0.053 m x 0.203 m (2.125 in. x 8 in.)

Brakes

Type	Extending shoe brakes, air servoed, hydraulically operated. Mechanical parking handbrake.
------	---

Suspension

A pair of torsion bars damped by telescopic shock absorbers, with Aeon rubber springs to check upward movement.

Electrical equipment

Stop/tail/turn combined cluster	6220-12-151-4411 Hella 2SD 001 698-001
---------------------------------	---

Number plate and convoy plate lights	6220-12-121-9007 Hella 2KA 324 LRB 241
--------------------------------------	---

Fog light	6220-12-152-8600 Hella 2NE002481-001
-----------	---

Front position light and end outline light (white)	Rubbolite 50/04/00
--	--------------------

End outline light (red)	Rubbolite 50/05/00
-------------------------	--------------------

Lamps

<u>Light</u>	<u>Volts</u>	<u>Watts</u>	<u>Type</u>
Stop, turn, fog	24	24	6240-99-995-3244
Tail, number plate, convoy plate	24	6	6240-99-995-2236
Position, outline	24	6	6240-99-995-2254

Reflectors

Front reflectors

White reflector
Rubbolite 77/03/00

Side reflectors

Amber reflector
Rubbolite 77/02/00

Rear reflectors

Triangular reflector
Rubbolite 71/03/00

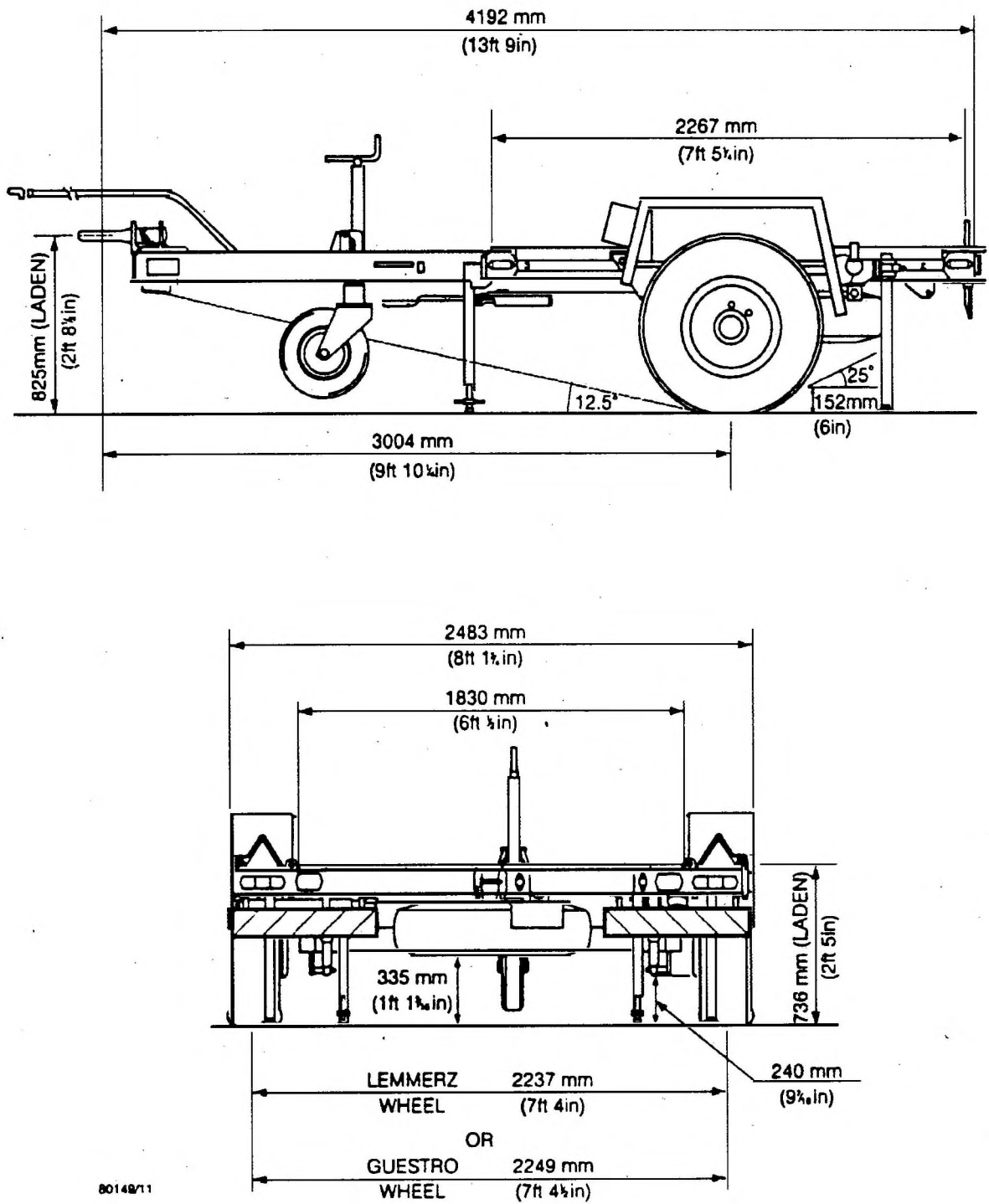
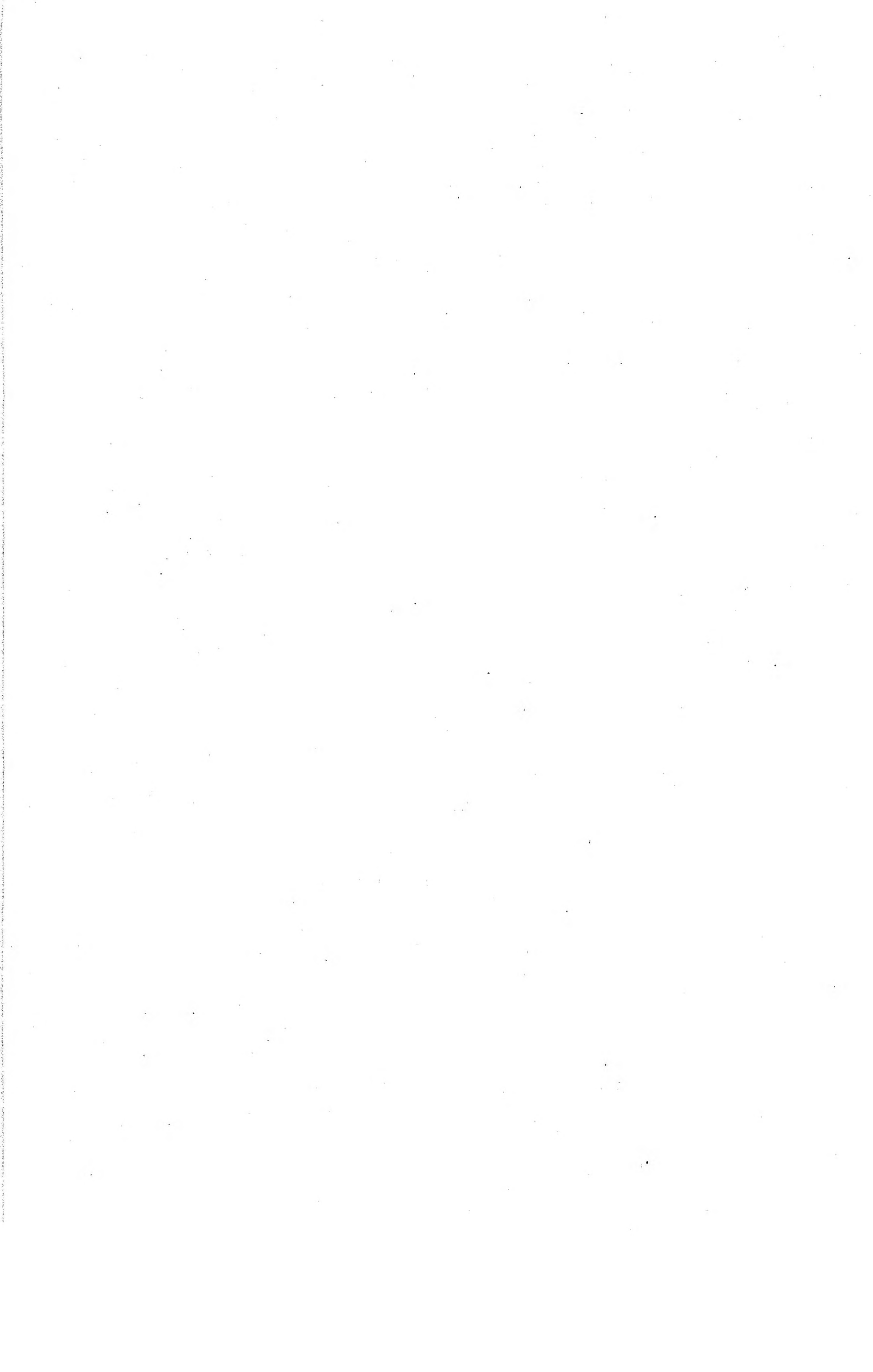


Fig 1 Dimensions



CHAPTER 2
DESCRIPTION
CONTENTS

Frame	Para	Description	Fig	Page
C02		Description		
C02	1	Flat cargo platform		
C02	3	Chassis		
C03	6	Braking system		
C03	10	Axle, hubs, wheels and suspension		
C03	12	Jockey wheel, steady legs, towing pintle and spare wheel carrier		
C04	18	Electrical equipment		
C06/C7	1	Electrical diagram.....		5/6

DESCRIPTION

Flat cargo platform

1 The flat cargo platform is formed from two pieces of 19 mm plywood, resin bonded and impregnated with exterior weatherproof bonding to BS1455. Metal wear strips, bolted and screwed to the plywood, hold the two pieces of plywood together to form the flat cargo platform.

2 Front, side and rear edges of the platform are protected by metal U section pieces which locate the platform onto the chassis. Bolts through the platform and side metal edges fix the cargo platform to the chassis. Twelve removeable lashing rings are attached to the chassis by pins. The lashing rings may be removed from the chassis by removing the pins and then the lashing rings and associated washers. If the lashing rings are removed from the trailer, they must be stored in a safe place for subsequent use.

Chassis

3 The trailer chassis and integral drawbar are formed from rectangular section steel tube, cut and welded to form the frame and crossmembers. Strengthening plates and mounting brackets are attached to the frame to carry various assemblies. The rear crossmember is stiffened to provide a strong point for a rear facing towing pintle.

4 The drawbar is drilled to provide fixing points for the towing eye, the handbrake assembly, the air brake components and the swing down jockey wheel. A spring clip holds the trailer electrical connector and the air plugs are plugged into dummy connectors, when they are not in use. A skid and tie down hoops are attached to the drawbar. Further tie down hoops are attached to the chassis side members at the rear of the mudshields.

5 Brackets and fixing points are attached to the main part of the chassis frame to provide anchor points for the spring assisters, shock absorbers and mudshields. Two swing down jacks are attached to the front crossmember and two swing down support legs are attached to the rear crossmember.

Braking system

6 The air hoses which connect the prime mover service and emergency air braking supplies to the trailer are located at the drawbar end of the trailer. Dummy connectors are fitted to the drawbar to retain the hose connectors when the trailer is parked. The air supply hoses are connected to two filters located under the drawbar front tread plate. The service supply (Yellow) is taken from the filter through pipes and connectors to the load sensing valve, located near, and connected to, the right hand torsion bar. From the load sensing valve, the service supply is taken to the relay emergency valve, located under the drawbar rear tread plate, alongside the jockey wheel. The emergency air supply (Red) is taken from its filter directly to the relay emergency valve. In normal circumstances, the relay emergency valve connects the service supply to the air reservoir tank, located under the cargo platform, between the front and second crossmember, and to the air/hydraulic cylinders, located under the cargo platform on the right hand side of the trailer, to the rear of the axle tube. In the air/hydraulic cylinders, the service supply to the air cylinder causes the hydraulic cylinder ram to force hydraulic fluid to both wheel brake cylinders when the prime mover brakes are applied. A hydraulic fluid reservoir for this system is located on the front of the right hand mudshield.

7 If a loss of service supply is detected by the relay emergency valve, the valve operates such as to close off the service supply line and connect the air/hydraulic cylinders to the reservoir, applying the trailer brakes.

8 Air pressure test points are located on the relay emergency valve, the load sensing valve and the air/hydraulic cylinders. A pressure limiting valve fitted to the system outlet of the relay emergency valve limits the supply pressure to 5.7 bars (85 psi).

9 The handbrake lever is operated horizontally and is fitted under the left hand drawbar sidemember. The handbrake is of the 'fly off' type. When operated, the brake is held on by a spring loaded locking mechanism. To release the handbrake, the lever is moved clockwise about its pivot point until the linkage goes over centre, when spring action will release the brakes. The handbrake lever is connected to the wheel brakes by rods and cables. Once commissioned, the handbrake rods and cables should require no further adjustment unless in the course of the replacement of damaged/malfunctioning components. All subsequent brake adjustments should be made at the brake backplate.

Axle, hubs, wheels and suspension

10 The axle tube is fabricated from steel tube and runs transversely across the trailer. The torsion bars are located at each end of the axle tube. The stub axle attached to a torsion bar carries the brake backplate and brake mechanism and, attached to the stub axle by inner and outer bearings, the brake drum, wheel studs and wheel.

11 A shock absorber is fitted between each torsion bar and the trailer chassis. An Aeon spring assister is fitted to the chassis directly at each torsion bar rebound point.

Jockey wheel, steady legs, towing pintle and spare wheel carrier

12 The jockey wheel mounting bracket is welded to the drawbar. By removing a locking pin, the jockey wheel assembly can be swung through 90 degrees on its mounting bracket to lie inside the drawbar, giving good ground clearance while being towed. The locking pin must be replaced for safety.

13 When swung down, the locking pin is utilised to locate the jockey wheel assembly vertically. The jockey wheel can be wound up and down to the desired height using the handle at the top of the assembly. A spring clip is used to hold the jockey wheel in the stowed (towing) position, the handle being positioned with the crank uppermost. The locking pin is replaced for safety. The jockey wheel has a pneumatic inner tube.

14 The two front mounted jacks are used in conjunction with the jockey wheel and two rear mounted steady legs to provide stability when the trailer is parked. The front mounted jacks are used by removing a snap ring cotter pin from the end of the jack leg and a locking pin from the stowage bracket, a jack leg can be swung down through 90 degrees from the stowed position, the top of the jack leg located in a hole in a chassis bracket and the snap ring cotter pin replaced to lock the leg to the chassis bracket. The jack leg can then be screwed out to the appropriate length.

15 The two rear mounted steady legs are used in conjunction with the jockey wheel and the front jack legs to provide stability when the trailer is parked. A steady leg is dropped vertically from its stowed position by removing a locking pin and releasing the clamp bolt. When approximately level the locking pin should be replaced and the clamp bolt retightened. A snap ring cotter pin is used to retain the locking pin in place.

16 A towing pintle is fitted to the rear chassis crossmember. During normal use, the pintle should be in the stowed position and only used in the deployed position during emergency tandem towing operations.

17 A spare wheel carrier is fitted to the trailer, fitted under the cargo platform. Access to the spare wheel is through the operation of a winch which winds down the spare wheel carrier when it is required. The winch is operated by applying the prime mover wheel brace to the operating bolt head visible at the underside of the trailer just behind the left hand wheel.

Electrical equipment

18 The electrical equipment on the trailer is powered and controlled by the towing vehicle supply and switches. The trailer is connected to the towing vehicle through a standard 12 pin plug on a flexible cable. The plug is clipped to the trailer drawbar when not in use. As supplied, the trailer is equipped with 24 V dc lamps. Fig 1 illustrates the electrical diagram of the trailer. The trailer is equipped with the normal lights and indicators required for military vehicles. Additionally, a pressure switch operated by the service air supply is connected to the prime mover to warn the driver if a loss of pressure occurs at the trailer.

Electrical equipment

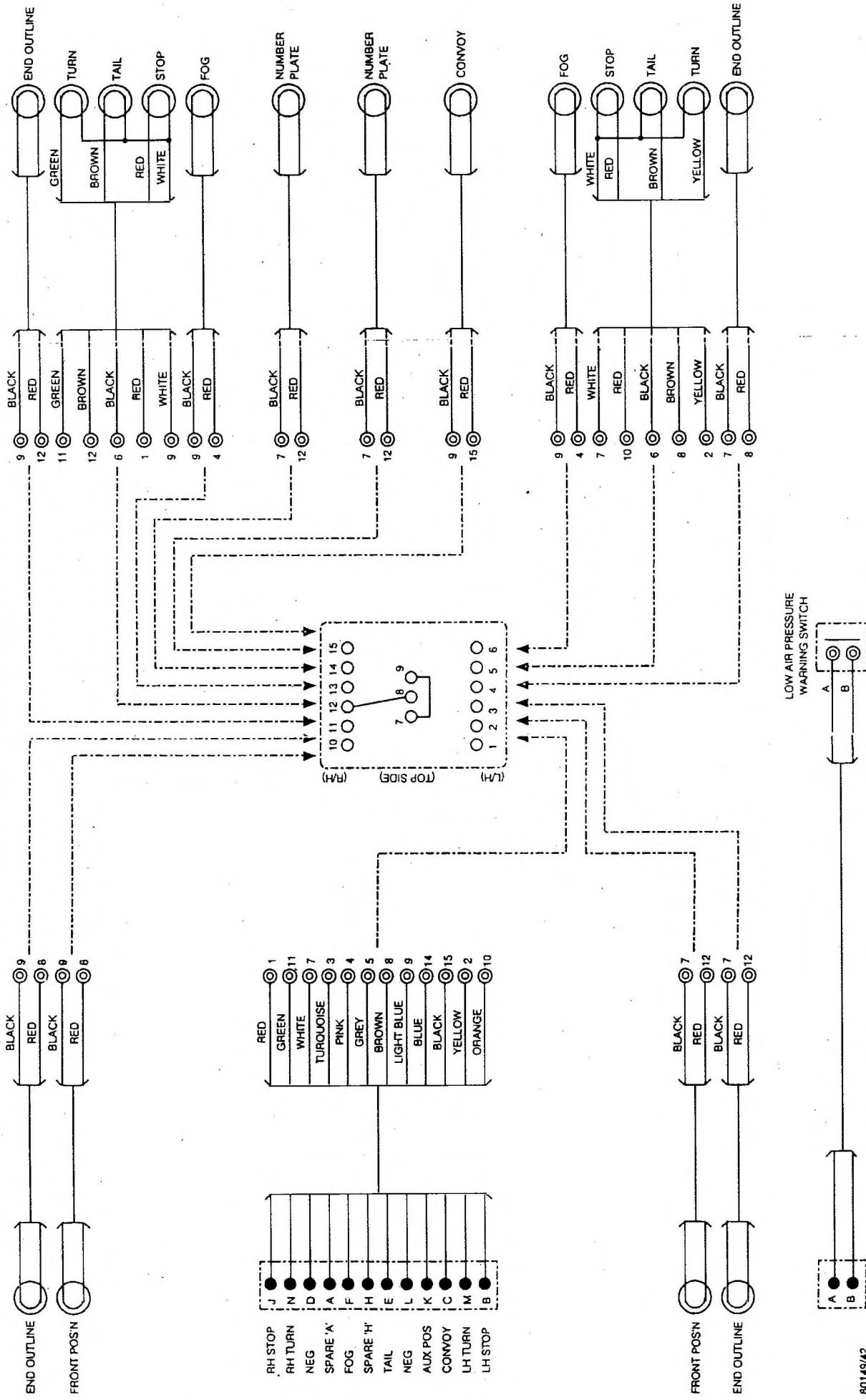
Stop/tail/turn combined cluster	6220-12-151-4411 Hella 2SD 001 698-001
Number plate and convoy plate lights	6220-12-121-9007 Hella 2KA 324 LRB 241
Fog light	6220-12-152-8600 Hella 2NE002481-001
Front position light and end outline light (white)	Rubbolite 50/04/00
End outline light (red)	Rubbolite 50/05/00

Lamps

<u>Light</u>	<u>Volts</u>	<u>Watts</u>	<u>Type</u>
Stop, turn, fog	24	24	6240-99-995-3244
Tail, number plate, convoy plate	24	6	6240-99-995-2236
Position, outline	24	6	6240-99-995-2254

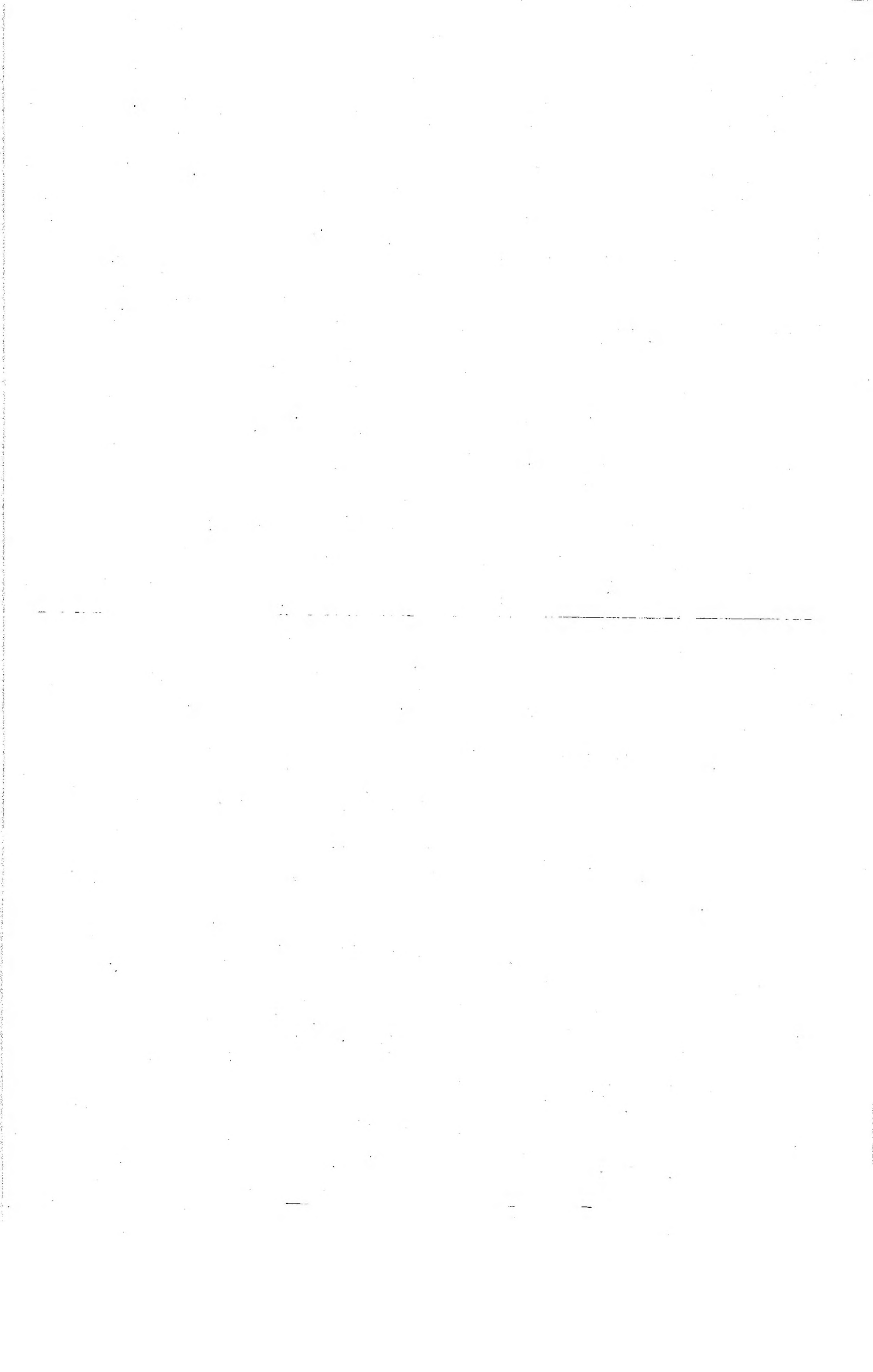
Reflectors

Front reflectors	White reflector Rubbolite 77/03/00
Side reflectors	Amber reflector Rubbolite 77/02/00
Rear reflectors	Triangular reflector Rubbolite 71/03/00



80149/42

Fig 1 Electrical diagram



CHAPTER 3
OPERATING INSTRUCTIONS

CONTENTS

Frame	Para	
D02		Before use checks
D02	1	General
D02	3	Tyres
D03	4	Electrical equipment
D03		Operation
D03	5	Handbrake
D03	6	Braking system
D03	7	Jockey wheel
D05	9	Rear support stands
D07	11	Front jack legs
▶ D09	13	Trailer coupling (WARNINGS)
D010	14	Checks during a journey
D010	16	Trailer uncoupling (WARNING)

	Fig		Page
D04	1	Jockey wheel	3
D06	2	Rear support stand (typical).....	5
D08	3	Front jack legs (stowed)	7

WARNING

MECHANICAL FITNESS. REFER TO THE MECHANICAL FITNESS WARNING IN THE PRELIMINARY PAGES.

BEFORE USE CHECKS

General

- 1 Examine the trailer for damage and/or failure of welding.
- 2 Examine the trailer for security and if necessary tighten any details likely to work loose during use.

Tyres

- 3 The tyres should be checked taking the following points into account.
 - 3.1 Replace any missing valve caps.
 - 3.2 Check the tyre pressures against those required (see Chap 1 Frame B03). Checking and adjustment should always be done when the tyres are cold.
 - 3.3 Remove any flints or stones from the tyre treads and check for cuts or damage due to 'kerbing'.
 - 3.4 Remove any oil or grease from the tyres by cleaning with a sparing application of petrol.

Electrical equipment

- 4 Check the electrical equipment as follows.
 - 4.1 Check all leads for security of connectors and any deterioration of cables.
 - 4.2 Check the trailer plug for damage and security.
 - 4.3 Check all lamps, lights, light lenses and reflectors for cleanliness, operation (where appropriate) and security.

OPERATION**Handbrake**

- 5 Always test the handbrake system before attaching the trailer to the prime mover.

Braking system

- 6 Check the level of brake fluid in the reservoir on the front of the right hand mudshield. The reservoir level should be within 5 mm of the lower face of the cover plate. Top up with brake fluid OX 8, if necessary.

Jockey wheel

- 7 The jockey wheel mounted on the drawbar provides extra stability for the trailer while it is being loaded. If the front jack legs and rear support stands are subsequently stowed, then the trailer can be manually positioned for coupling to a prime mover. To lower the jockey wheel, proceed as follows. Numbers in brackets refer to the key at Fig 1.

- 7.1 Support the weight of the jockey wheel and remove the snap ring cotter pin (6) at the handle locating bracket and the locking pin and snap ring cotter pin (2) from the swivel bracket.

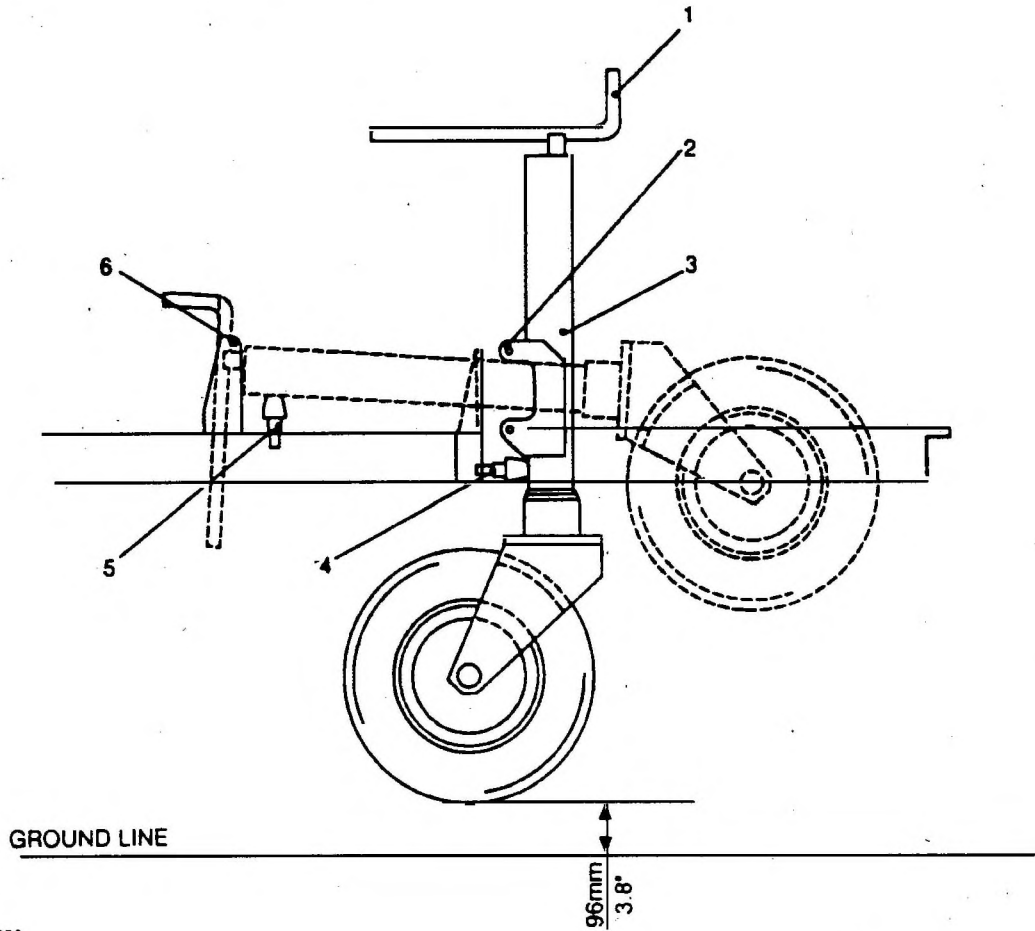
- 7.2 Carefully swing the jockey wheel down through 90 degrees and lock into the upright position against the bumper stop (4) using the locking pin and snap ring cotter pin through the jockey wheel bracket and the swivel bracket. Replace the snap ring cotter pin (6) at the handle locating bracket for safe keeping.

- 7.3 Wind the jockey wheel (3) to ground level with the handle (1).

- 7.4 Check that the bumper stop (4) is pressing against the jockey wheel outer tube (3), preventing any movement. If not, adjust the position of the bumper stop (4) in or out until the requirement is met.

- 8 To raise the jockey wheel after coupling to a prime mover, proceed as follows. Numbers in brackets refer to the key at Fig 1.

- 8.1 Use the handle (1) to wind the jockey wheel (3) up to its stop (approximately 96 mm (3.8 in.) above ground level).



80148/13

KEY TO FIG 1

- 1 Handle
- 2 Locking pin and snap ring cotter pin
- 3 Jockey wheel assembly
- 4 Bumper stop
- 5 Bumper stop
- 6 Snap ring cotter pin

Fig 1 Jockey wheel

8.2 Remove the locking pin and snap ring cotter pin (2) from the swivel bracket and the snap ring cotter pin (6) from the handle locating bracket.

8.3 Align the jockey wheel (3) and handle (1) fore and aft and swivel the jockey wheel assembly through 90 degrees to lie against bumper stop (5) and inside the handle locating bracket.

8.4 Fit the snap ring cotter pin (6) at the handle locating bracket and the locking pin and snap ring cotter pin (2) at the swivel bracket.

8.5 Check that the bumper stop (5) is pressing against the jockey wheel outer tube (3), preventing any movement. If not, adjust the position of the bumper stop (5) in or out to meet the requirement.

Rear support stands

9 Both rear support stands must be lowered and supporting the trailer when it is being loaded and after completion of loading, until the trailer is coupled to a prime mover. To lower a rear support stand, proceed as follows. Numbers in brackets refer to the key at Table 1.

9.1 Remove the spring clip (7) from the rear support stand locking pin (6). Remove the locking pin from the rear support stand (1).

9.2 Undo the locking lever (5) on the clamp bracket (2) to release the support stand (1), allowing the stand to slide through the clamp until it reaches ground level, remembering to keep your feet clear of the stand.

9.3 Refit the locking pin (6) into the hole immediately below the clamp bracket. Refit the spring clip (7) through the locking pin.

9.4 Retighten the locking lever (5) on the clamp bracket.

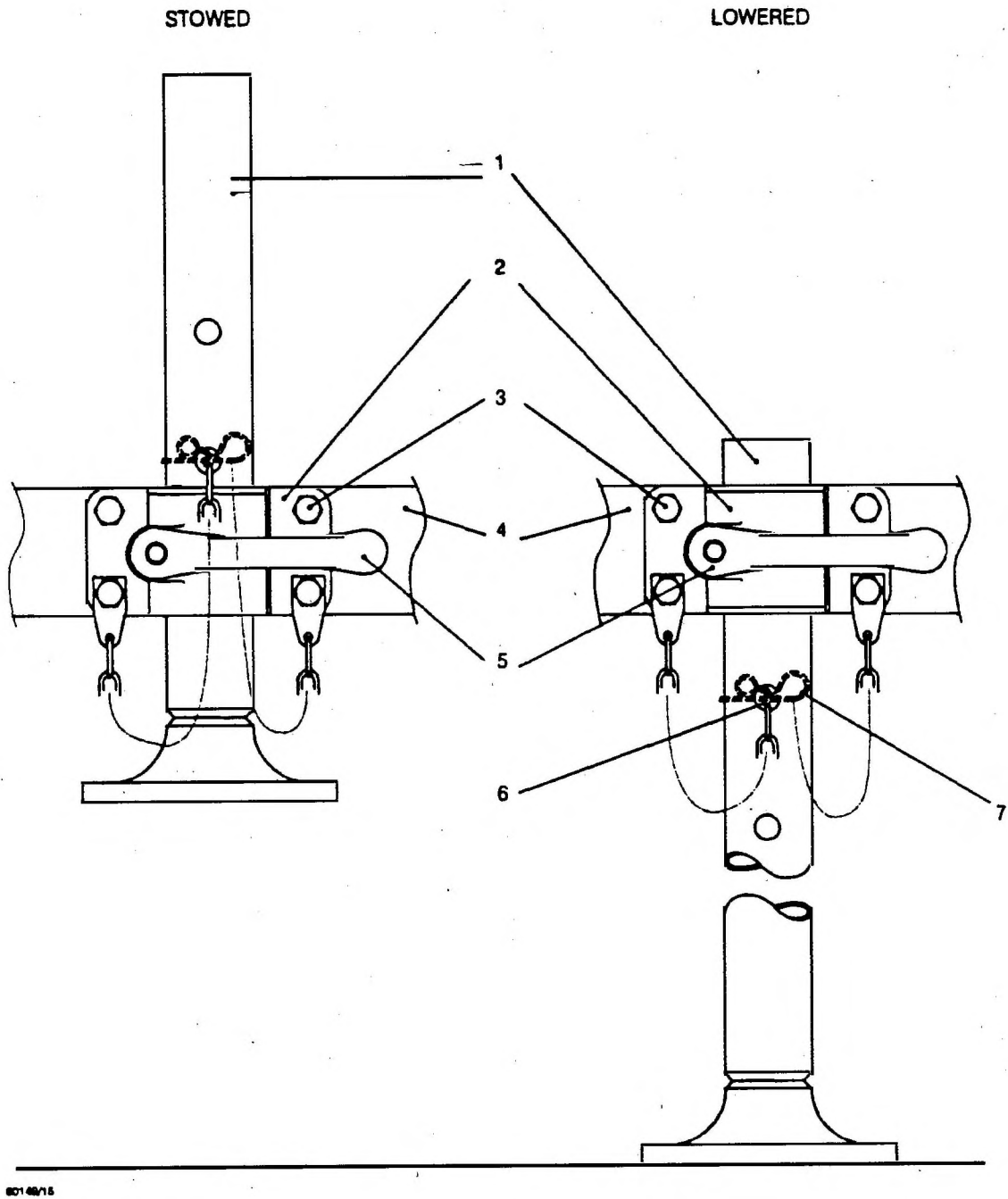
10 To raise a rear support stand when coupling the trailer to a prime mover, proceed as follows. Numbers in brackets refer to the key at Table 1.

10.1 Release the locking lever (5) on the clamp bracket (2). Remove the spring clip (7) from the locking pin (6) and remove the locking pin from the steady support stand.

10.2 Lift the steady support stand, sliding it through the clamp bracket until the lowest hole is visible above the clamp bracket. This ensures that the departure angle of the trailer is maintained. Refit the locking pin through the steady support leg and refit the spring clip.

KEY TO FIG 2

- 1 Rear support stand
- 2 Clamp bracket
- 3 Clamp bracket bolts
- 4 Chassis
- 5 Locking lever
- 6 Locking pin
- 7 Spring clip



001 02/15

Fig 2 Rear support stand (typical)

10.3 Allow the steady support leg to slide down through the clamp bracket (2) until the locking pin rests on the bracket. Retighten the locking lever.

NOTE

Two versions of the rear support stand are in use. Both versions are fitted to the trailer and are operated in the same way and differ only in small manufacturing details from each other.

Front jack legs

11 Both front jack legs must be lowered and supporting the trailer when it is being loaded, and after completion of loading, until the trailer is coupled to a prime mover. To lower a front jack leg, proceed as follows. Numbers in brackets refer to the key at Table 2.

11.1 Remove the snap ring cotter pin (2) from the top (4) of the jack leg. Remove the spring clip (6) from the locking pin (11) in the jack leg stowage bracket (7).

11.2 Disengage the jack leg handle (10) from the stowage bracket by lifting the jack handle up from the location position (9) and sliding the jack leg backwards. Replace the locking pin (11) and the spring clip (6) in the stowage bracket (7) when the jack leg is clear of the stowage bracket.

11.3 Lower the jack leg forwards through 90 degrees and slide the leg upwards into the jack locating bracket (3). Refit the snap ring cotter pin (2) to the top end of the leg.

11.4 Adjust the jack leg length by turning the handle (10) to lower the base plate (8) to ground level.

12 To raise a front jack leg when coupling the trailer to a prime mover, proceed as follows. Numbers in brackets refer to the key at Table 2.

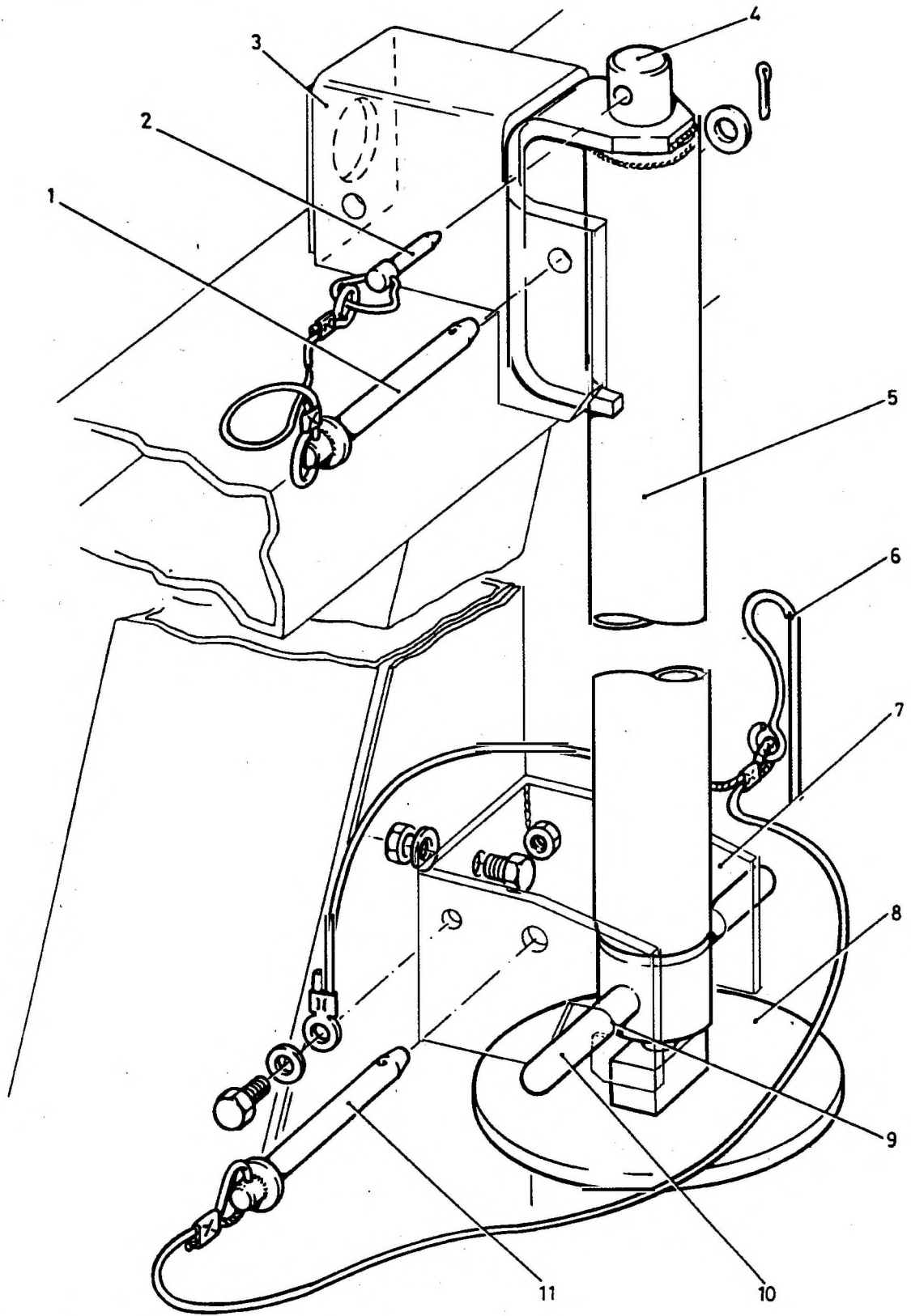
12.1 Raise the base plate (8) with the handle (10) until the jack leg is as short as possible. Remove the snap ring cotter pin (2) from the top of the jack leg.

12.2 Remove the spring clip (6) from the locking pin (11) in the stowage bracket (7) and remove the locking pin from the stowage bracket.

12.3 Disengage the top (4) of the jack leg from the jack locating bracket (3). Swing the jack leg backwards through 90 degrees and engage the handle (10) in the location position (9) on the stowage bracket (7).

KEY TO FIG 3

- 1 Swivel pin
- 2 Snap ring cotter pin
- 3 Jack locating bracket
- 4 Top of jack leg
- 5 Jack leg
- 6 Spring clip
- 7 Stowage bracket
- 8 Base plate
- 9 Location position
- 10 Handle
- 11 Locking pin



80149/03

Fig 3 Front jack leg (stowed)

12.4 Refit the locking pin (11) to the stowage bracket and secure with the spring clip (6). Refit the snap ring cotter pin (2) to the top of the jack leg.

Trailer coupling

13

▶ WARNINGS

(1) **PERSONNEL HAZARD. ENSURE THAT THE REAR SUPPORT LEGS ARE LOWERED AND SUPPORTING THE WEIGHT OF THE TRAILER BEFORE COUPLING TO OR UNCOUPLING FROM A PRIME MOVER.**

(2) **PERSONNEL HAZARD. BEFORE DRIVING THE PRIME MOVER WITH TRAILER ATTACHED, ENSURE THAT THE JOCKEY WHEEL AND REAR SUPPORT LEGS ARE SECURED IN THEIR STOWED POSITION.**

(3) **TRAILER LOADING. ENSURE THAT THE TRAILER PAYLOAD IS CORRECTLY DISTRIBUTED AND THAT THE DRAWBAR PREPONDERANCE WEIGHT IS STRICTLY OBSERVED.** ◀

Caution

The draught eye on the trailer is of the non-rotating type and must not be coupled to a prime mover which has a fixed towing pintle.

13.1 Ensure that the trailer handbrake is on.

13.2 Lower the jockey wheel and adjust its height so as to raise or lower the drawbar eye as required.

13.3 Reverse the prime mover to the front of the trailer, manoeuvre the trailer slightly if required, and couple the trailer to the vehicle.

NOTE

It may be necessary to adjust the rear support legs to line up the towing eye.

13.4 Connect the air lines to the prime mover, Service to Service (Yellow), Emergency to Emergency (Red), and open cocks on the prime mover to charge the trailer reservoir.

13.5 Connect the low air pressure warning cable to the prime mover.

13.6 Ensure that the trailer air reservoir is fully charged.

13.7 Connect the trailer electrical plug into the socket of the prime mover and check operation of all lamps.

13.8 Raise and secure the rear support stands and the front jack legs.

13.9 Raise and secure the jockey wheel and release the handbrake.

Checks during a journey

14 Constantly monitor the trailer low pressure warning indication, by lamp or audible indication, or both, depending upon the prime mover, during the journey. Stop after travelling approximately the first mile and carry out the following checks.

14.1 The security of the load and the draught eye.

14.2 The tyres for punctures and embedded flints and stones.

14.3 The wheel hubs and brakes for overheating, as described in Chapter 4 of this publication.

14.4 Check the level of brake fluid in the hydraulic reservoir fitted to the right hand mudshield. Top up the level to within 5 mm of the lower face of the cover plate with OX 8 brake fluid, if necessary.

15 Repeat the checks detailed in Para 14 after every subsequent four hours travelling time.

Trailer uncoupling

WARNING

PERSONNEL HAZARD. ENSURE THAT THE REAR SUPPORT LEGS ARE LOWERED AND SUPPORTING THE WEIGHT OF THE TRAILER BEFORE COUPLING TO OR UNCOUPLING FROM A PRIME MOVER.

16 Uncouple the trailer from the prime mover as follows.

16.1 Apply the trailer handbrake.

16.2 Disconnect the air lines from the prime mover. This will apply the trailer air brakes. Park the air line couplings in the dummy connectors on the drawbar.

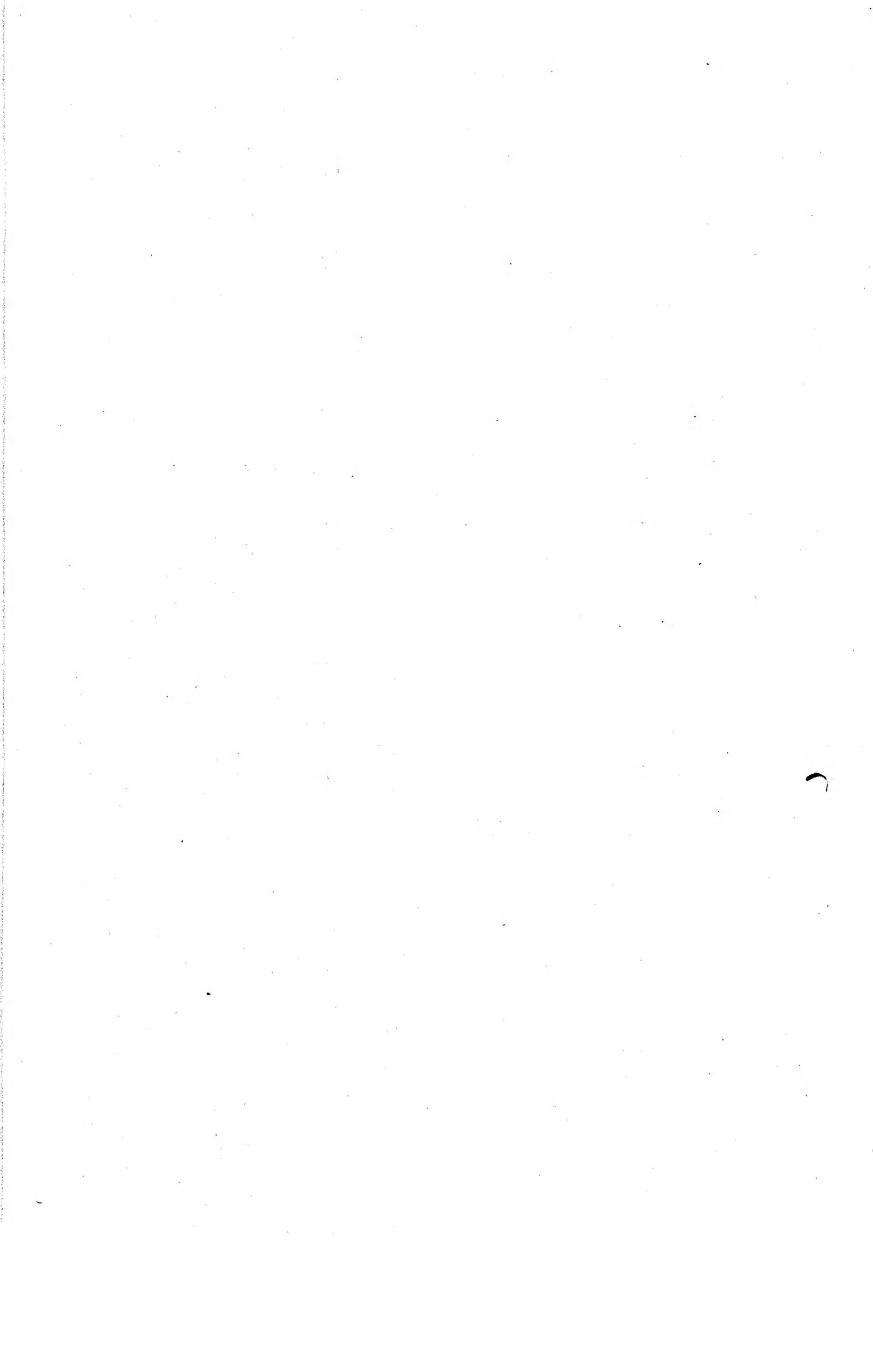
16.3 Vent off air in the trailer reservoir by pulling the handle on the left hand side of the trailer forward of the wheel. This will release the trailer brake.

16.4 Swing down and extend the rear support stands, front jack legs and the jockey wheel.

16.5 Disconnect the trailer electrical plug and the low pressure warning cable from the prime mover sockets and stow the plugs in the stowage clips provided on the drawbar.

16.6 Adjusting rear support stands, jack legs and the jockey wheel as necessary, uncouple the trailer and drive away the prime mover.

16.7 Re-adjust the trailer stands, jack legs and jockey wheel to level the trailer.



CHAPTER 4
USER MAINTENANCE AND REPAIR INFORMATION
CONTENTS

Frame Para

		Maintenance
E03	1	Responsibilities
E03	2	Periodicity
E03	3	Records
E03	4	Lubrication
E05		Repair
E05	5	Initial checks
E05	6	Wheel hubs and brakes
E06	8	Replacing a road wheel
E07	9	Lamp, lens and reflector replacement

	Table		Page
E03	1	Driver's checks	2
E04	2	Periodic servicing	3
E07	3	Lamp, lens and reflector replacement.....	6

	Fig		
E06	1	Wheel nut tightening sequence.....	5

WARNING

REFER TO THE WARNINGS PAGE IN THE PRELIMINARY PAGES OF THIS PUBLICATION.

MAINTENANCE**Responsibilities**

1 The unit commander is responsible for ensuring that the maintenance operations detailed in this chapter are properly carried out.

Periodicity

2 User maintenance should be carried out at intervals as specified in Tables 1 and 2. The unit commander may, however, order any operation to be carried out more frequently than is specified if the conditions under which his equipments are operating render it necessary. He should consult his REME advisor before ordering such changes. Maintenance intervals may also be adjusted, by plus or minus 10%, by the local commander to suit local circumstances.

Records

3 Servicings and inspections are to be recorded in the vehicle documents. Refer to Cat 601 for service intervals and lubricants.

Lubrication

4 OMD 80 and XG 279 are recommended for oiling and greasing respectively. Changes of grade may be required at very low temperatures.

TABLE 1 DRIVER'S CHECKS

	Operation	Daily or as used	During halts	Weekly
1	Check wheel hubs and brakes for overheating		X	
2	Check wheel nut tightness	X		
3	Check wheel nut tightness using a torque wrench			X
4	Check tyre pressures			X
5	Test handbrake	X		
6	Check level of brake fluid in reservoir cylinder. Top up if necessary	X	X	

TABLE 2 PERIODIC SERVICING

Operation	500 mile/ Initial	3000 mile/ 6 monthly	6000 mile/ 12 monthly	12000 mile 24 monthly
Grease gun lubricate:				
1 Jockey wheel pivot	X	X	X	X
Steady	X	X	X	X
Thrust nut	X	X	X	X
2 Handbrake cables (2 grease nipples) *	X	X	X	X
3 Torsion bar bearings (2 grease nipples each torsion bar)	X	X	X	X
Oil can lubricate:				
4 All brake linkages, devices, pins and yokes	X	X	X	X
5 Handbrake lever	X	X	X	X
6 All cargo restraint rings, pivot pins, devices and linkages	X	X	X	X
Other operations:				
7 Spare wheel carrier assembly	X	X	X	X
8 Lightly grease the pin and snap ring cotter pin assemblies	X	X	X	X
9 Lightly grease any other working details not listed above	X	X	X	X
10 Top up brake fluid level	X	X	X	X
11 Inspect brake shoes for excessive wear	X	X	X	X

* Grease nipples not fitted to handbrake cables incorporating inner cables with protective coatings.

REPAIR**WARNING**

MECHANICAL FITNESS. REFER TO THE MECHANICAL FITNESS WARNING IN THE PRELIMINARY PAGES.

Initial checks

5 Examine the trailer for damage and cleanliness, paying particular attention to the following points.

- 5.1 The condition of the draught eye.
- 5.2 Any items liable to work loose in transit.
- 5.3 The condition of the tyre treads.
- 5.4 The condition, security and (if possible) operation of the lights, reflectors and associated cabling.
- 5.5 The air reservoir should be drained regularly to remove moisture by pulling on the handle on the left hand side of the trailer forward of the wheel.
- 5.6 Check the condition and security of the air/hydraulic brake connections, air and hydraulics lines and all flexible hoses.
- 5.7 Check the condition of the connections between the right hand torsion bar and the load sensing valve, particularly after off-the-road use.

Wheel hubs and brakes

- 6 User repair to wheel hubs and brakes is limited to the actions detailed below.
- 7 Proceed WITH CAUTION as follows.
 - 7.1 Visually inspect each hub in turn for obvious signs of overheating such as smoke or sizzling grease.
 - 7.2 If obvious signs of overheating are absent, place a hand close to each component being checked. If excessive heating is detected, do not touch the component, but 'report'.
 - 7.3 If excessive heating is not apparent, touch the parts CAUTIOUSLY. If the heat is greater than can comfortably be borne by hand, then 'report'.
 - 7.4 Check the level of brake fluid in the master cylinder reservoir. Top up to the mark if necessary.

Replacing a road wheel

8 The procedure for replacing a road wheel is as follows.

8.1 Engage the handbrake and then scotch the road wheel on the opposite side of the trailer.

8.2 Place the jack under the axle tube and then slacken the wheel securing nuts. Jack up the wheel.

NOTE

The left hand wheel studs are left hand threaded, the right hand wheel studs are right hand threaded.

8.3 From underneath the trailer, using the prime mover wheel brace, slacken and remove the two nuts holding the spare wheel carrier to the chassis.

8.4 Using the prime mover wheel brace applied to the nut at the left hand side of the chassis behind the wheel, wind down the spare wheel carrier.

8.5 Remove the spare wheel from the carrier.

8.6 Remove the nuts and then lift the wheel off the hub. Care should be taken not to damage the studs.

8.7 Manoeuvre the replacement wheel as close as possible to the trailer and then lift it onto the hub, again taking care not to damage the studs.

8.8 Fit the wheel nuts and tighten to torque load 472 to 544 Nm (350 to 400 ft lbs) following the sequence shown in Fig 1. It may be necessary to lower the wheel into contact with the ground in order to achieve the torque values quoted.

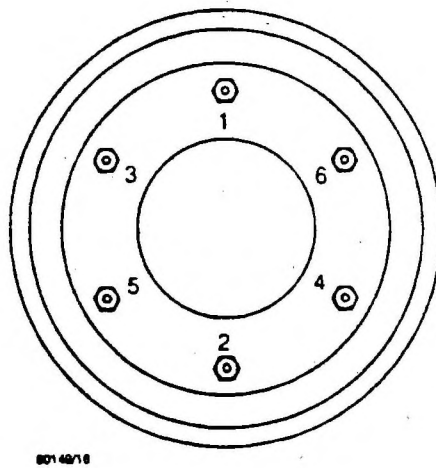


Fig 1 Wheel nut tightening sequence

Lamp, lens and reflector replacement

- 9 Refer to Table 3 below when replacing lenses, lamps and reflectors on trailer.

TABLE 3 LAMP, LENS AND REFLECTOR REPLACEMENT

No	Item	Access and remarks
1	Rear triangular reflectors	Unscrew
2	Corner and front reflectors	Unscrew
3	Numberplate lights and convoy light	Unscrew and remove cover
4	Fog, brake and rear sidelights	Unscrew lens
5	Front sidelights and outline lights	Pull out carefully, peel back rubber surround, remove lens

CHAPTER 5
DENIAL OF EQUIPMENT
CONTENTS

Frame Para

F02		General
F02	1	Destruction
F02	4	Degree of damage
F03	5	Priorities for destruction
F03	6	Spare parts
F03	7	Equipment being carried on the trailer
F03	8	Methods of destruction
F03	9	Mechanical
F04	10	Burning
F04	11	Gunfire

	Table		Page
F03	1	Priorities for destruction	2

GENERAL

Destruction

1 Destruction of the equipment, when subject to capture by the enemy will be undertaken by the user arm **ONLY WHEN** ordered to do so by divisional or higher commanders, who may delegate the authority to subordinate commanders should the situation require it.

2 Destruction of the equipment is to be reported through command channels.

3 In general, destruction of essential parts, followed by burning, will usually be sufficient to render the equipment useless. However, selection of the particular method of destruction requires imagination and resourcefulness in the utilization of the facilities at hand under the existing conditions. Time is usually critical. If destruction is ordered, due consideration should be given to:

3.1 Selection of a point of destruction that will cause greatest obstruction to enemy movement but not prove a hazard to friendly troops from fragments or ricocheting projectiles which may occur incidental to the destruction by gunfire.

3.2 Observance of appropriate safety precautions.

Degree of damage

4 The degree of damage inflicted to prevent the equipment being used by an enemy shall be as follows.

4.1 Methods of destruction should achieve such damage to equipment and essential spare parts that it will not be possible to restore the equipment to a usable condition in the combat zone either by repair or by cannibalization.

4.2 Classified equipment must be destroyed in such degree to prevent whenever possible, duplication by the enemy or the revelation of function or operation.

4.3 Any classified documents, notes, instructions or other written material pertaining to function, operation, maintenance or employment including drawings or parts lists must be destroyed in a manner to render them useless to the enemy.

Priorities for destruction

5

5.1 Priority must be given to the destruction to classified equipment and associated documents.

5.2 When lack of time and/or stores prevents complete destruction of equipment, priority is to be given to the destruction of essential parts, and the same parts are to be destroyed on all like equipment.

5.3 A guide to priorities for the destruction of this equipment is shown below.

TABLE 1 PRIORITIES FOR DESTRUCTION

No	Parts	Priority
1	Tyres and suspension	1
2	Braking system	2
3	Frame	3

Spare parts

6 The same priority, for destruction of component parts of a major item necessary to render the item inoperable, must be given to the destruction of similar components in spare parts storage areas.

Equipment being carried on the trailer

7 Equipment being carried on the trailer should be destroyed in accordance with the priorities for the equipment itself, taking into account the relative importance of the equipment being carried and the trailer itself.

Methods of destruction

8 The following information is for guidance only. Of the several means of destruction, those most generally applicable are as under.

Mechanical

9 This requires an axe, pick, crowbar or similar implement. The equipment should be destroyed in accordance with the priorities given in Para 5 above.

Burning

WARNING

DUE CONSIDERATION SHOULD BE GIVEN TO THE HIGHLY FLAMMABLE NATURE OF GASOLINE AND ITS VAPOUR. CARELESSNESS IN ITS USE MAY RESULT IN PAINFUL BURNS. GASOLINE SHOULD ALWAYS BE HANDLED IN ACCORDANCE WITH THE REQUIREMENTS OF JSP 317.

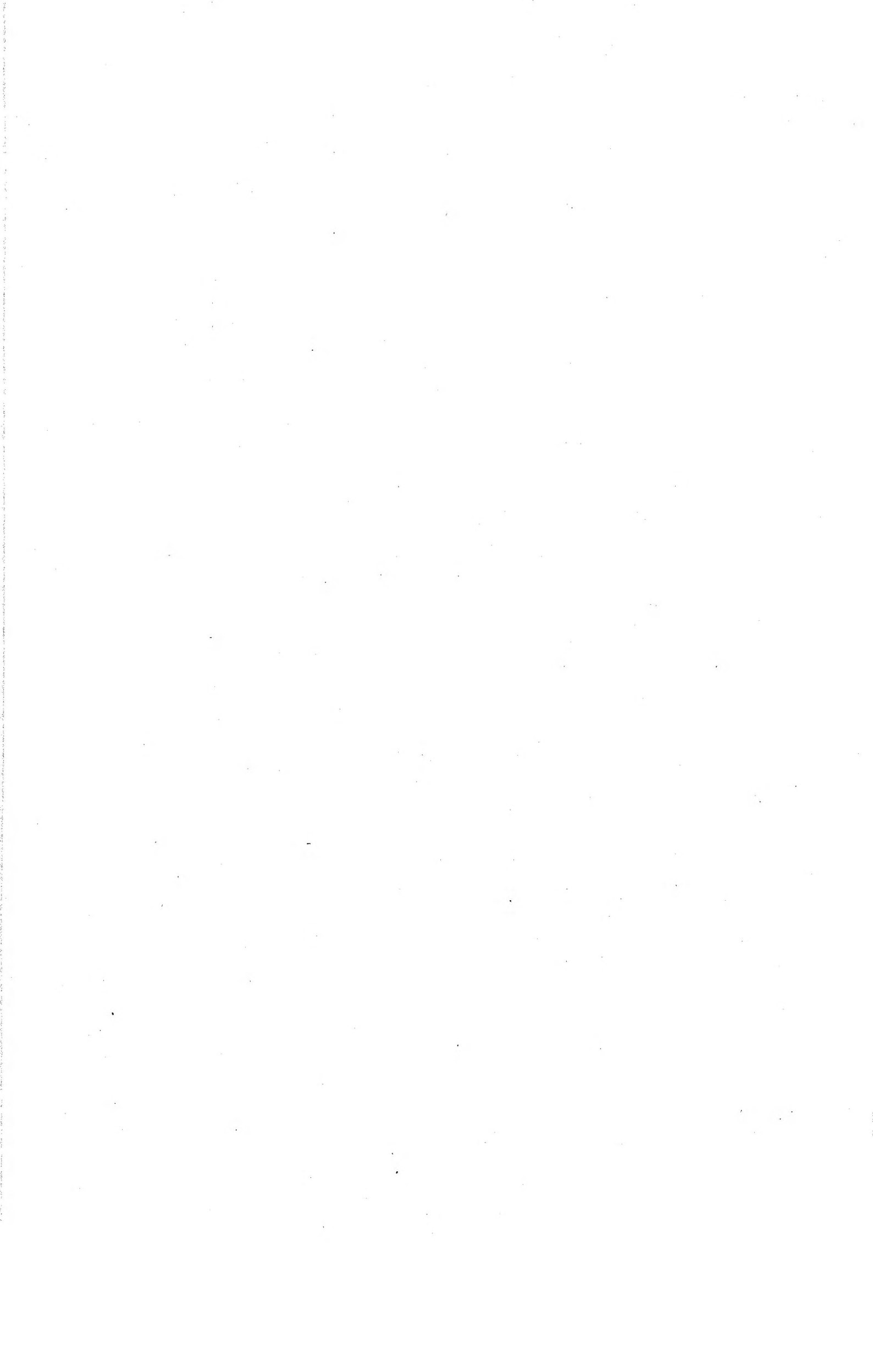
- 10 This requires gasoline, oil or other flammables.
 - 10.1 Smash all vital parts, in accordance with the priorities given in Para 5.
 - 10.2 Pour gasoline and oil in, on and over the entire equipment.
 - 10.3 Ignite by means of an incendiary grenade fired from a safe distance, by a burst from a flame thrower, by a combustible train of suitable length, or other appropriate means.
 - 10.4 Take cover immediately.

Gunfire

WARNING

FIRING ARTILLERY AT RANGES OF 500 YARDS OR LESS SHOULD BE FROM COVER. FIRING RIFLE GRENADES OR ANTI-TANK ROCKETS SHOULD BE FROM COVER.

- 11 When destroying the equipment by gunfire proceed as follows.
 - 11.1 Smash all vital parts, in accordance with the priorities given in Para 5.
 - 11.2 Destroy the equipment by gunfire, using adjacent gun tanks, self-propelled guns artillery, rifles using rifle grenades or launchers using anti-tank rockets. Fire on the equipment aiming at the road wheels. Although one well-placed direct hit may render the equipment temporarily useless, several hits are usually required for complete destruction unless an intense fire is started, in which case the equipment may be considered destroyed.



COMMENT(S) ON AESP

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LONDON SE18 4QF

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Senders Reference	BIN Number	Date
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Chapter(s)/Instruction	Page(s)/Paragraph(s)	
If you require more space please use the reverse of this form or a separate piece of paper. Comment(s):		

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Thank you for commenting on AESP

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Action is being taken to:	Tick		Tick
Issue a revised/amended AESP		Under investigation	
Incorporate comment(s) in future amendments		No action required	
Remarks			

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