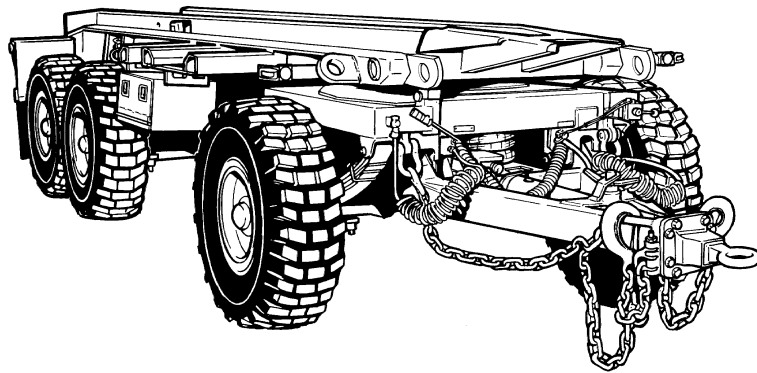


## TECHNICAL MANUAL

# OPERATOR'S, UNIT, DIRECT SUPPORT AND GENERAL SUPPORT MAINTENANCE MANUAL



**PALLETIZED LOAD SYSTEM  
TRAILER (PLST)  
MODEL M1076  
NSN 2330-01-303-5197**

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# OPERATOR'S, UNIT, DIRECT SUPPORT AND GENERAL SUPPORT MAINTENANCE MANUAL FOR PALLETIZED LOAD SYSTEM TRAILER (PLST)

Current as of 01 August 1999

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\* This manual supersedes TM 9-2330-385-14, 30 May 1994.

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## HOW TO USE THIS MANUAL

This manual is designed to help operate and maintain the Model M1076 PLS trailer, NSN 2330-01-303-5197. Listed below are some of the features included in this manual to help locate and use the needed information:

- A front cover Table of Contents is provided for quick reference to chapters and sections that will be used often.
- Warning, caution and note headings, subject headings and other essential information are printed in bold type making them easier to see.
- In addition to text, there are exploded-view illustrations showing how to take a component off and put it back on. Cleaning and inspection criteria are also included where necessary.
- Chapters 1 and 2 are directed at the operator of the trailer. These chapters include an overall description and instructions for operation, as well as operator PMCS.
- Chapter 3 covers Operator Maintenance.
- Chapter 4 covers Unit Maintenance, including PMCS.
- Chapter 5 covers Direct Support Maintenance.
- Chapter 6 covers General Support Maintenance.
- Appendix A covers the References used in this manual.
- Appendix B covers the Maintenance Allocation Chart (MAC).
- Appendix C covers the Basic Issue Items (BII) list.
- Appendix D covers the Additional Authorized List (AAL) of items authorized for the trailer.
- Appendix E covers the Expendable and Durable Items List for the trailer.
- Appendix F lists the Manufactured Items for the trailer.
- Appendix G lists the Stowage and Sign Guides for the trailer.
- Appendix H lists common torque limits for the trailer.
- Appendix I lists the Mandatory Replacement Parts.
- Appendix J is the Tool Identification List.
- An Alphabetical Index is provided to help locate items in the text.

Follow these guidelines when using this manual:

- The operator must read through this manual and become familiar with the contents before attempting to operate the trailer.
- Read all WARNINGS and CAUTIONS before performing any procedure.

# CHAPTER 1

## INTRODUCTION

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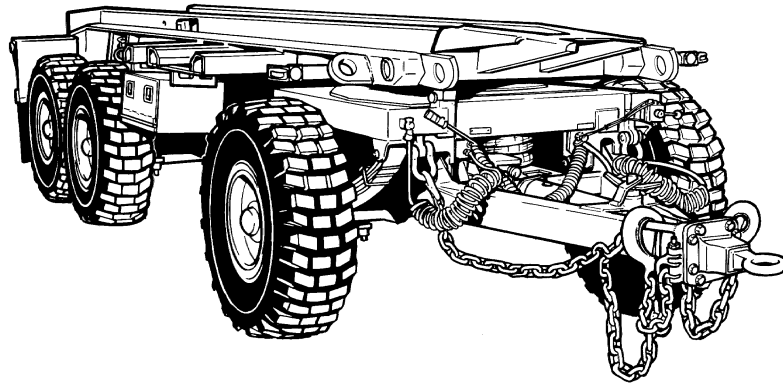
### Section I. GENERAL INFORMATION

#### 1-1. SCOPE.

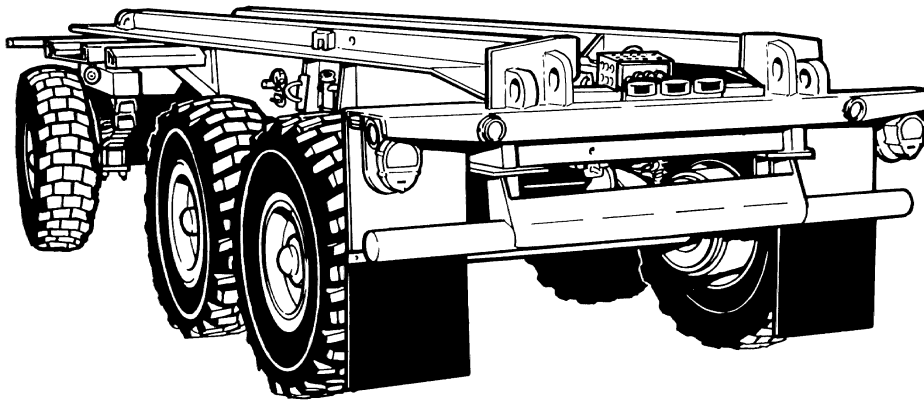
- a. Type of Manual.** Operator’s, Unit, Direct Support and General Support Maintenance Manual.
- b. Model Number and Equipment Name.** Palletized Load System Trailer (PLST), M1076, NSN 2330-01-303-5197, (Figures 1-1 and 1-2).
- c. Purpose of Equipment.** The Palletized Load System Trailer, hereafter referred to as the trailer, is specifically designed to carry loads behind the Palletized Load System (PLS) M1074 and M1075, in conjunction with the Flatrack M1077. With some minor preparation, the trailer may be towed behind other Army trucks.

#### 1-2. MAINTENANCE FORMS AND RECORDS.

Department of the Army forms and procedures used for equipment maintenance will be those prescribed by DA PAM 738-750, The Army Maintenance Management System (TAMMS).



*Figure 1-1. Palletized Load System Trailer, M1076, Right Front View*



*Figure 1-2. Palletized Load System Trailer, M1076, Left Rear View*

### 1-3. CORROSION PREVENTION AND CONTROL (CPC).

The trailer has a total service life of ten years which allows for extended periods of operation in a corrosive environment. A corrosive environment includes exposure to high humidity, salt spray, road-deicing chemicals, gravel damage, and atmospheric contamination. No action beyond normal washing and repair of damaged areas is necessary to control corrosion. To prevent moisture accumulation, drain holes are provided on structural and sheet metal areas where necessary, and the stowage box is provided with seals and baffled drains.

### 1-4. DESTRUCTION OF ARMY MATERIEL TO PREVENT ENEMY USE.

Command decision, according to the tactical situation, will determine when the destruction of the trailer will be accomplished. A destruction plan will be prepared by the using organization unless one has been prepared by a higher authority. For general destruction procedures for this equipment, refer to TM 750-244-6, Procedures for Destruction of Tank-Automotive Equipment to prevent Enemy Use (U.S. Army Tank-Automotive Command).

### 1-5. REPORTING EQUIPMENT IMPROVEMENT RECOMMENDATIONS (EIR).

If your trailer needs improvement, let us know. Send us an EIR. You, the user, are the only one who can tell us what you don't like about your equipment. Put it on an SF 368 (Quality Deficiency Report). Mail it to us at Commander, U. S. Army Tank-automotive and Armaments Command, ATTN: AMSTA-TR-E-MPA, Warren, Michigan 48397-5000. A reply will be furnished to you.

### 1-6. PREPARATION FOR STORAGE OR SHIPMENT.

Refer to Chapter 4, Section VI for Unit preparation for storage or shipment. Refer to Chapter 5, Section IV for Direct Support preparation for storage or shipment.

### 1-7. QUALITY ASSURANCE/QUALITY CONTROL (QA/QC).

If there are any Quality Assurance/Quality Control problems with the trailer, put the problem on a SF 368 Quality Deficiency Report and mail it direct to: Commander, U. S. Army Tank-automotive and Armaments Command, ATTN: AMSTA-TR-E-MPA, Warren, Michigan 48397-5000. A reply will be furnished to you.

### 1-8. EQUIPMENT CONFIGURATION.

At time of publication, there is only one model of the trailer, M1076. It should be noted however that variations in general appearance of the trailer may be due to use of the side rail kits, extended drawbar/light bar kits or International Standards Organization (ISO) container on the flatrack.

### 1-9. SAFETY CARE AND HANDLING.

The following are significant hazards and safety recommendations.

**a. Loading Trailer With PLS Load Handling System (LHS).** This is a normal operating condition. Follow all procedures and safety guidelines in TM 9-2320-364-10, and Chapter 2 of this manual.

**b. Connecting/Disconnecting Trailer.** This is a normal operating condition. Do not go between trailer and towing truck until engine is shut down on towing truck, brakes are set, and wheels chocked on both truck and trailer.