DEPARTMENT OF THE ARMY
TECHNICAL MANUAL

DEPARTMENT OF THE AIR
FORCE TECHNICAL ORDER

TM 5-9065
TO 19-75AB-35

TRAILER, 2-WHEEL
POLE TYPE
SLIP, W/BOLSTER
2½-TON
ALL MAKES
ALL MODELS

DEPARTMENTS OF THE ARMY AND THE AIR FORCE

JULY 1952

DEPARTMENTS OF THE ARMY AND
THE AIR FORCE

WASHINGTON 25, D. C., *2 July 1952*

TM 5–9065/TO 19–75AB–35 is published for the information and guidance of all concerned.

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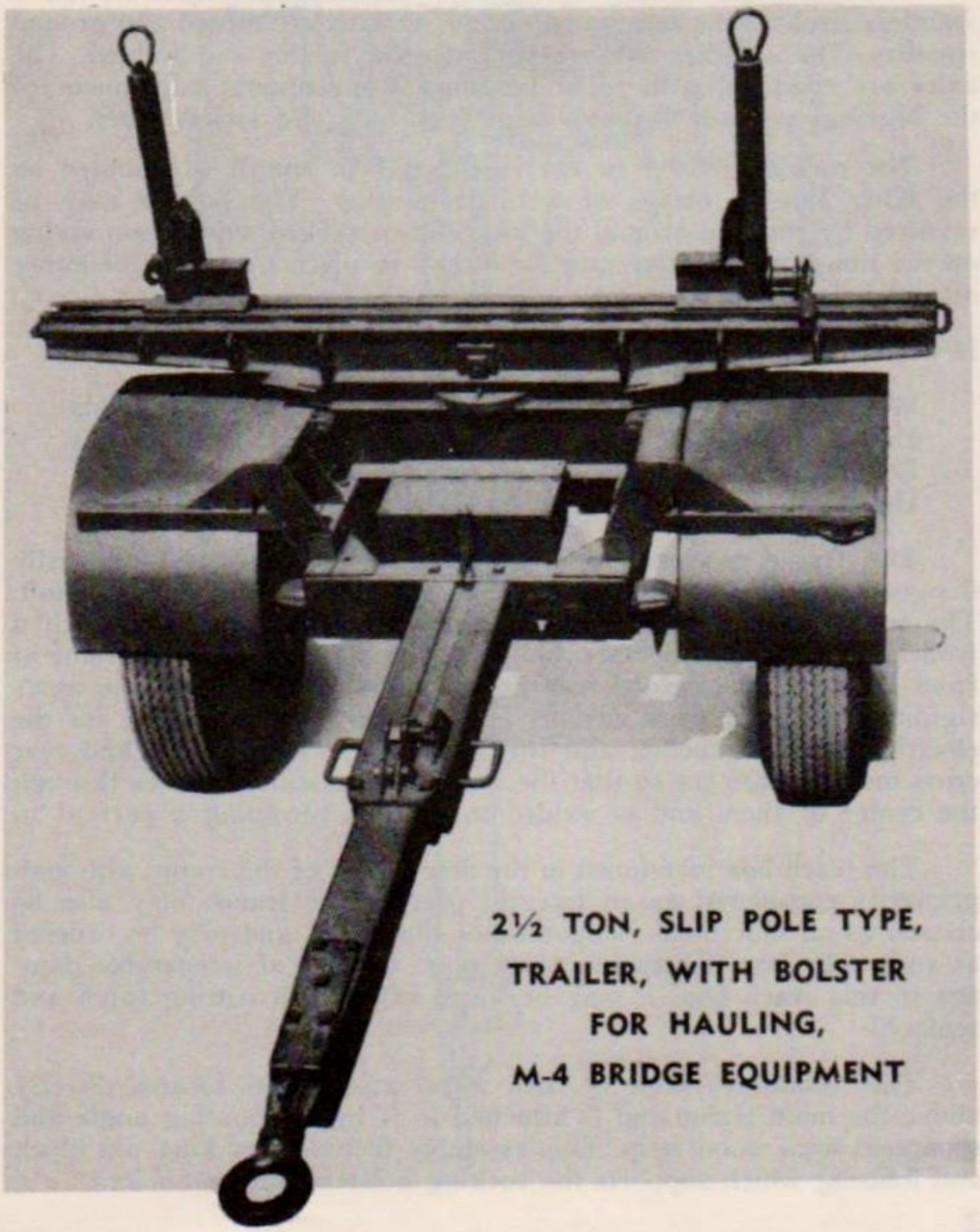
PART ONE
OPERATORS MANUAL
SECTION I
GENERAL

SCOPE

These instructions are published for the information and guidance of the personnel to whom this equipment is assigned. They contain information on operation and maintenance as well as description of the major units and their functions in relation to the other components of the equipment. They apply only to the 2½ Ton, Slip Pole Type, Trailer, with Bolster, for Hauling, M-4 Bridge Equipment and are arranged into three parts: Part One—Operations Manual; Part Two —Maintenance Manual; Part Three—Parts Identification List.



2½ TON, SLIP POLE TYPE, TRAILER, WITH BOLSTER FOR HAULING, M-4 BRIDGE EQUIPMENT

SECTION II

DESCRIPTION AND DATA

DESCRIPTION

The 2½ Ton, Slip Pole, Trailer is a two wheel, single axle vehicle equipped with single 1100x20 tires. It may be quickly identified by the heavy duty timber sliding reach pole, and the spring loaded rocking bolster assembly. It is also equipped with mud guards or fenders over each of the wheels. This trailer may be pulled behind a truck or other prime mover equipped with pintle hooks.

The axle beam is made up of three sections. The center section is seamless steel tubing and the two other sections are turned and ground spindles. The spindles are pressed into the tubing and welded. The axles are equipped with roller bearings. Conventional adjustment of the bearings is made through large lock nuts ,and lock washer.

The rocking bolster or carriage 8 feet in length is mounted on the King Pin by means of a pivot housing. The bolster may be revolved by rotation around the king pin or rocked sideways pivoting on the hinge pin. Bolster may be locked in place by means of either of two bolster locks.

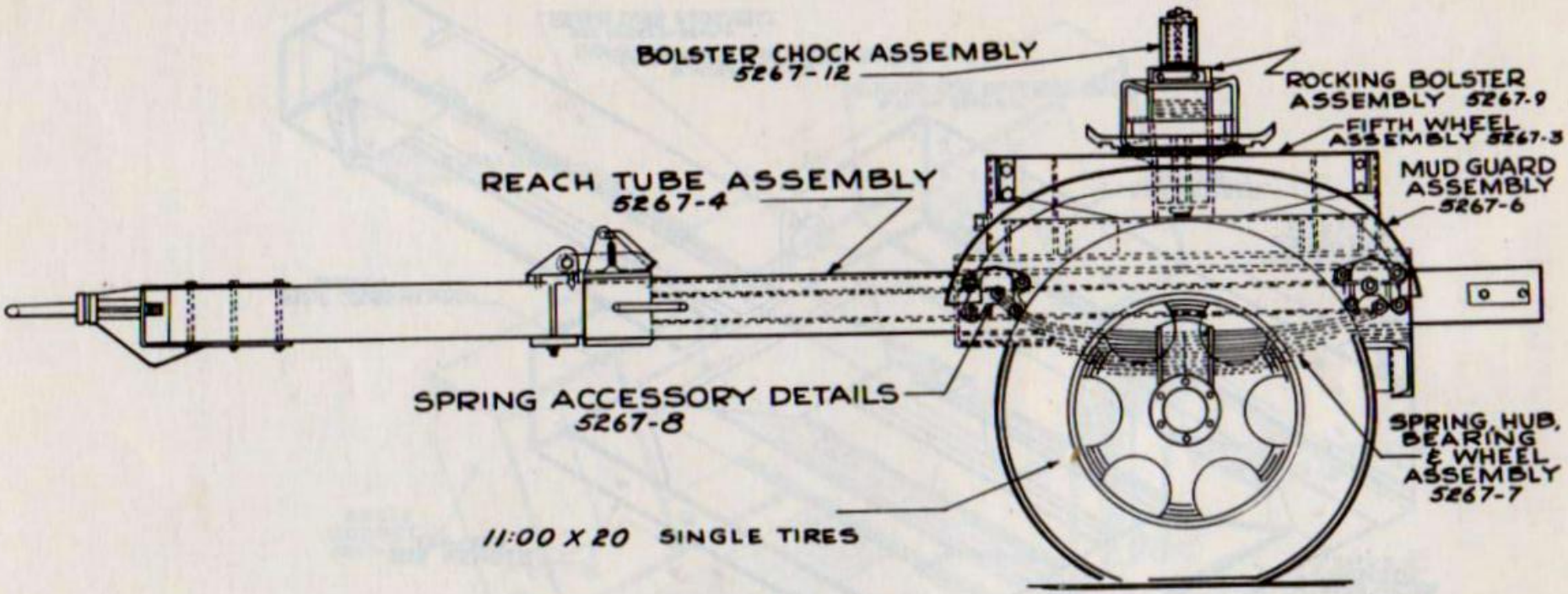
DATA

Weight (Total)	2180 pounds
Maximum Payload	5000 pounds
Length of Bolster	8 feet
Height of Lunnette Eye	3 feet

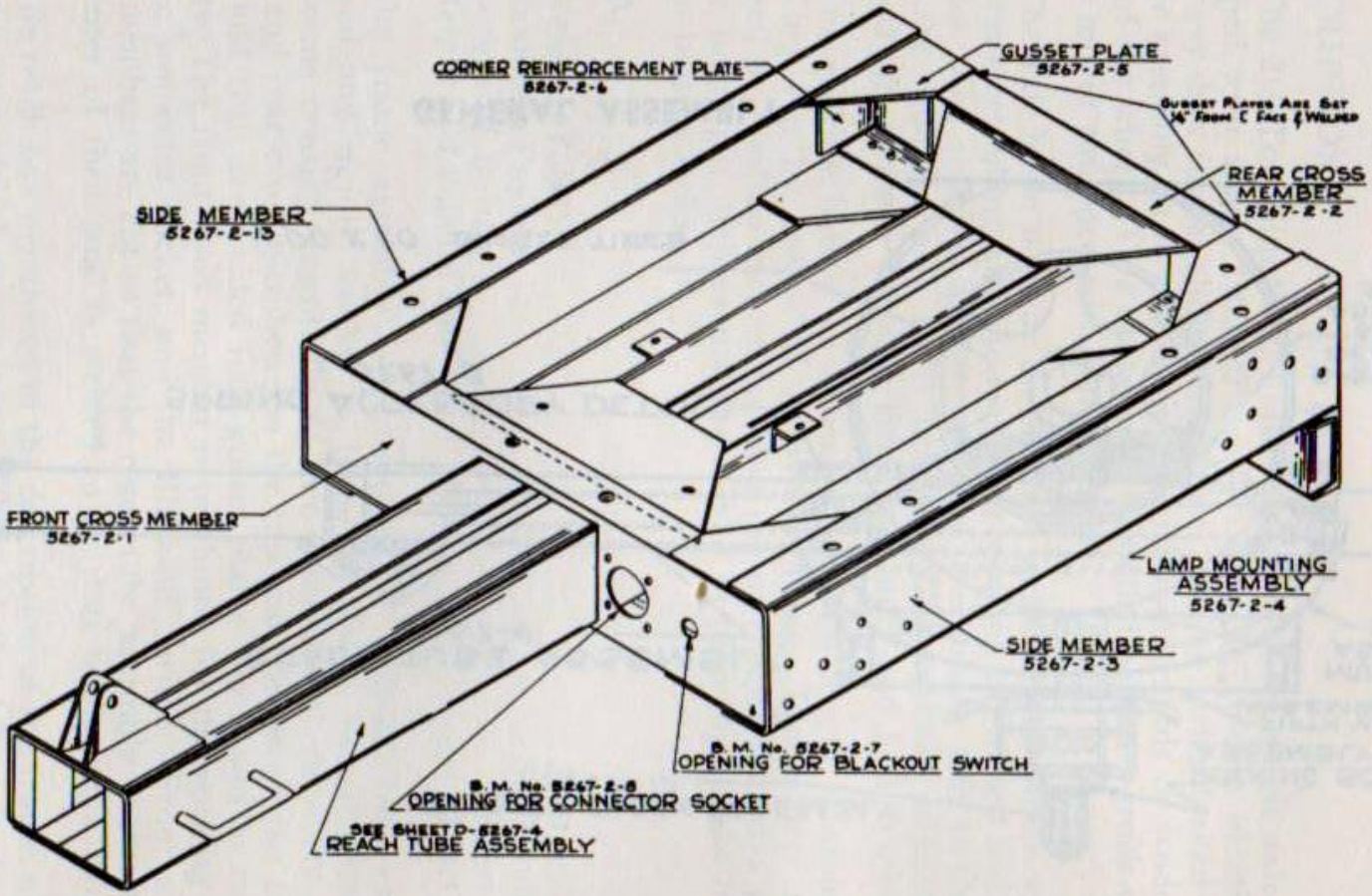
The frame assembly is constructed of pressed steel especially designed and rigidly welded to form an almost indestructible unit. The frame consists essentially of two longitudinal members, with a front and rear cross member. On the top and bottom of the frame at front and rear, are welded four gusset plates which add to the unit's rigidity. The front cross member is machined for the opening for the electric connector socket, and the Blackout Switch. Front and rear cross members are cut so that the reach tube assembly passes through the center of them and is welded to it thus becoming a part of it.

The reach box mentioned in the description of the frame, although primarily considered as an integral part of the frame, may also be classed as an individual component of the trailer and may be ordered as such. The box houses the reach pole. In case of irreparable damage to this reach box, it may be burnt off with a cutting torch and replaced.

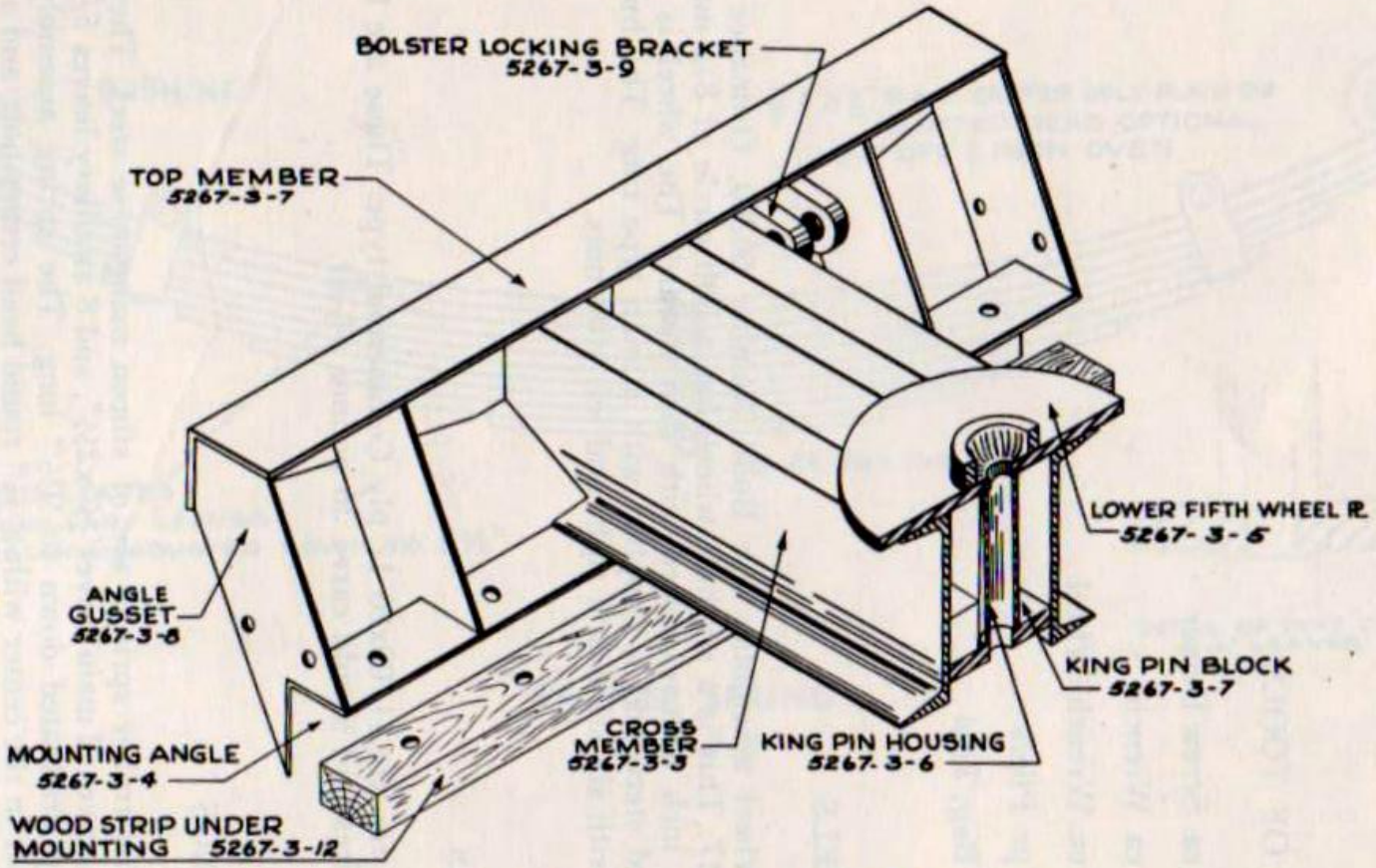
The secondary frame or fifth wheel assembly is located directly above the main frame and is attached to it by a mounting angle and separated by a wood strip. This assembly includes the king pin block and housing which supports the rocking bolster and the fenders.



GENERAL ASSEMBLY



FRAME ASSEMBLY



FIFTH WHEEL ASSEMBLY

SECTION III

TOOLS, WHEELS, TIRES, SPRINGS

LIST OF TOOLS

1 ea. Screw Driver

1 ea. Wrench

1 ea. Wrench, Wheel

1 pr. Pliers

1 Bag, Tool

WHEELS

Wheel assemblies are Budd Number 66280, Ordnance Number 7389617. This is a six hole wheel, has a bolt circle of 8¾ inches, and a 5⅛ inch dish, mounted with dish inward. The wheel is made of pressed steel, and is supplied with a snap type ring. The hub is cast steel with six studs and right and left stud nuts.

TIRES

Tires are 11:00x20 12 ply Commercial type. These are low pressure tires and should carry 36 pounds of air.

SPRINGS

The trailer springs are of silicon manganese steel. They consist of ten leaves, 2 main leaves ⅜"x2½", and 8 auxiliary leaves 5/16"x2½" equally graduated down to 9½" long. The spring assembly is tied together in the center with a ⅜" round head center bolt, and a rebound clip on each end of the fifth leaf.

The spring rests on the axle on a spring seat, and is held to it on the under side by the axle cap, which is, in turn, secured over the top of the spring by a pressure plate and two U-bolts.

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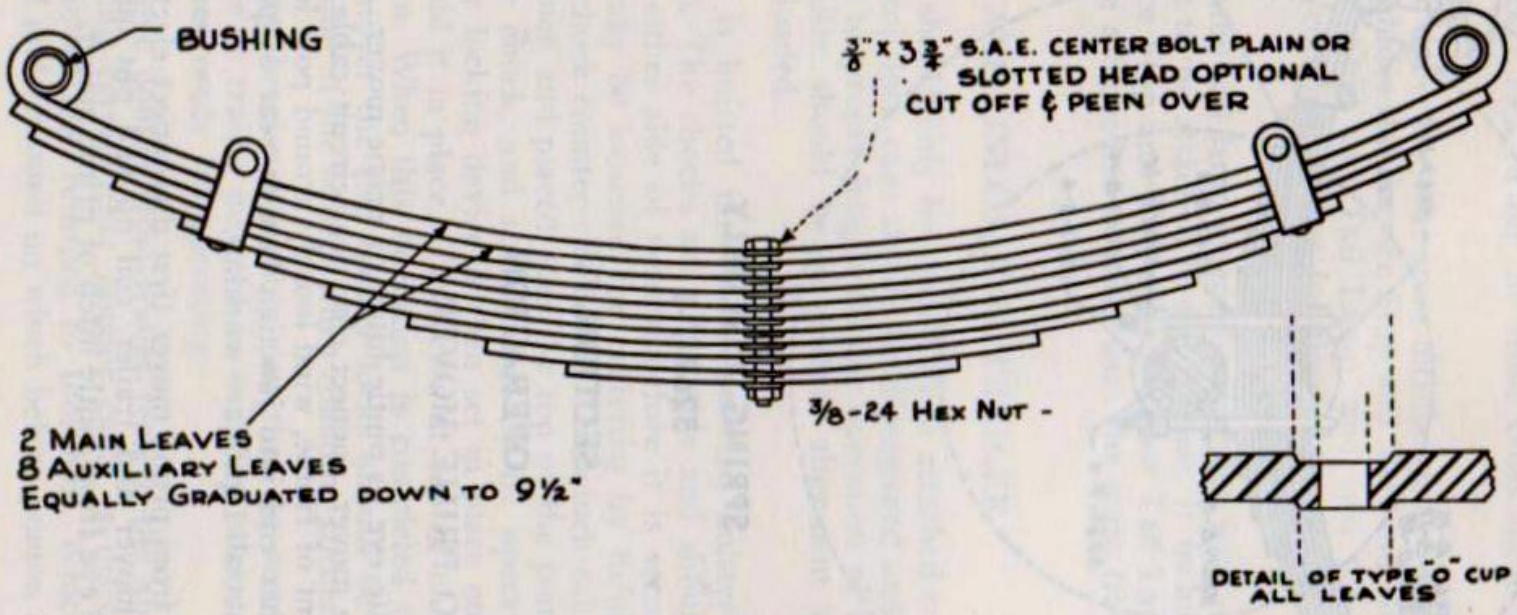
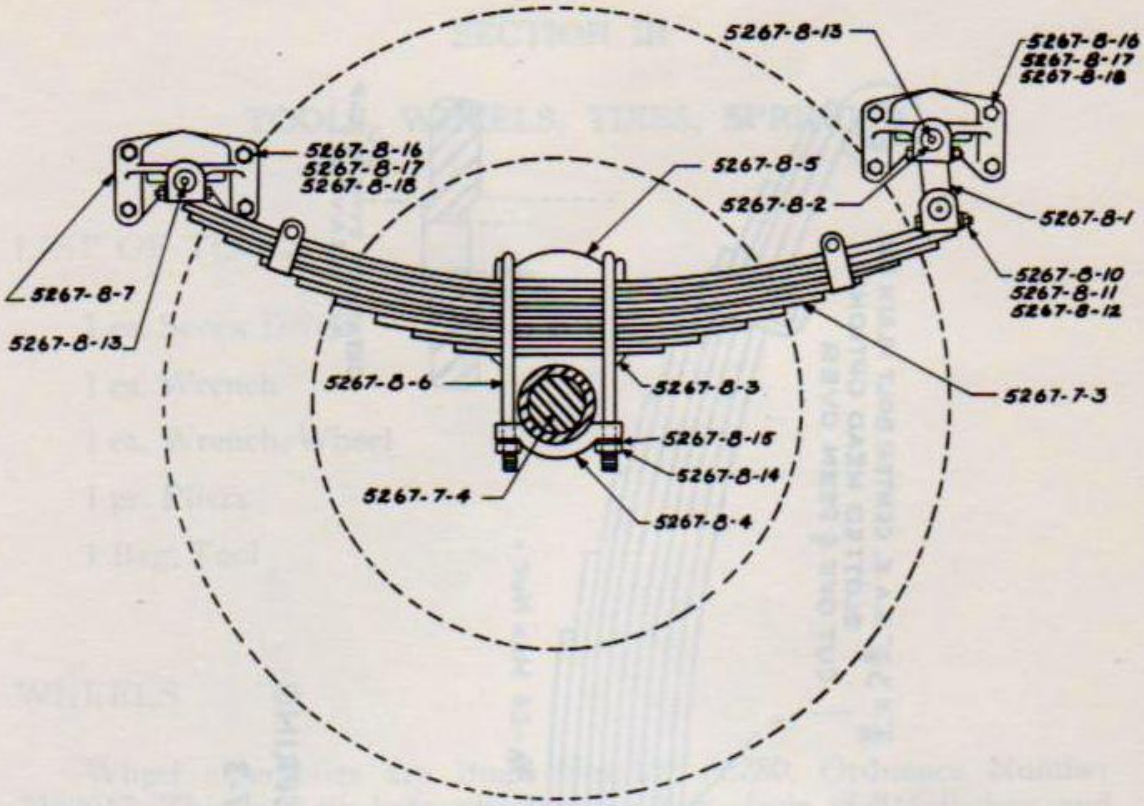


TRAILER SPRING
5267-7-3



SPRING ASSEMBLY
5267-7-1

SECTION IV

OPERATION

CONNECTION TO PRIME MOVER

Connect lunnette eye to pintle hitch of prime mover. After trailer is hitched to prime mover, connect electrical circuit cable to coupling socket on right front of frame, wind loosely around pole leaving some slack, and plug other end into junction box at rear of prime mover. Check to be sure that all lights are working.

To disconnect from prime mover first disconnect electrical circuit cable from prime mover and trailer, coil up and put into tool box. Disconnect lunnette eye from pintle hitch of prime mover.

LIGHTS

The "on" and "off" position of the lights is controlled from the prime mover. A Blackout Switch operated by a coin or screw-driver or other flat object is locted on the front left hand corner of the frame. Only two positions are provided—service light position and blackout position. With the switch turned clockwise, the service lights are on; turned the other way the blackout lights are on.

The wiring system is of the 6-8 volt capacity. A detachable jumper cable supplies current from the prime mover to the trailer through a coupling socket located on the front cross member just left of the reach tube.

Mounted under the rear cross member is the lamp mounting assembly. This includes the Service Stop and Tail and Blackout Tail Lamp, the Blackout Stop and Tail Lamp, and two red reflectors. It also includes the coupling socket for the jumper socket to the ponton tail lamp.

The ponton tail lamp assembly provided with each trailer consists of a bracket to be attached to the ponton. It includes a red reflector and a Service Stop and Tail and Blackout Tail Lamp, with a 12 foot jumper cable attached to connect with the main trailer.

LOADING AND UNLOADING TRAILER

Trailer should only be loaded when attached to the prime mover. The reach stop lock cam should be disengaged and reach pole should be extended to proper length during operation of trailer loaded with ponton. Trailer should be in perfect alignment with prime mover before it is loaded.

Ponton is hoisted into place between bolster chock assemblies upside down. The chocks are adjustable and should be centered and snugged to either side of ponton before it is secured. Bolster chock assemblies may be loosened for centering by turning the eye at the top of each chock counter-clockwise. The winch cable is then unwound from the winch and placed over the top of the ponton to the hook at the opposite chock, and slack taken up by operation of the winch. The pawl or locking device is then set in place on the rachet of the winch to hold it in place. Turn eyes at top of chocks clockwise and tighten down. When this operation is completed on both the trailer and prime mover the two bolster locks should be unlocked to allow for free turning of the bolster when rounding corners or curves.

Tail lamp bracket assembly can then be secured to ponton and jumper cable to trailer inserted in coupling socket at rear of trailer. Trailer is then ready for operating.

To remove ponton from trailer reverse the above described procedure making certain that jumper cable is disconnected and lamp bracket removed and returned to tool box. Winch cable should be disconnected and rewound on winch before ponton is removed.

PART TWO

MAINTENANCE MANUAL

SECTION I

INSPECTION AND LUBRICATION

INSPECTION

The trailer should be inspected systematically to discover defects or misadjustments, and to correct them before serious damage is done. Cracks in castings or metal parts may often be noticed through the medium of dust and oil deposits. Any failure or malfunction should be forwarded through the proper technical channels as they develop. This will promote increased safety, efficiency and economy.

Inspect tires for leaks, damage and pressure.

Be sure that winch cable is in good condition and winch mechanism is operating correctly.

Wiring system should be checked periodically and jumper cables kept in good condition, check for loose connection or damaged wires.

During operation the operator should be alert to detect unusual sounds, noises or driving characteristics which indicate abnormal functioning of the unit. Only under exceptional circumstances should a trailer be operated after indications of trouble have been observed.

At the conclusion of an operation an inspection should be made and this should be followed by preventive maintenance. This should include inspections of all nuts to be sure that they are tight.

LUBRICATION

Grease in wheel bearings should be inspected approximately every 1000 miles, and should be replenished if necessary.

Location of grease fittings:

Lunnette Shaft

Spring Shackles

King Pin Housing

These fittings should be greased at least once every month or every 500 miles of trailer use.

SECTION II

WHEELS, HUBS, AND BEARINGS

REMOVING HUB ASSEMBLY

Jack up axle making sure that reach pole is previously securely supported both vertically and laterally. As parts are removed place all parts in a clean container to keep them clean. Remove hub cap, outer lock nut, lock washer and inner lock nut. Apply slight pressure on back of hub to loosen tapered bearing. Remove bearing and hub. If necessary to examine slide off larger tapered bearing and grease seal. Clean off all bearings, steel washers and grease seal with kerosene removing all grease and foreign matter. Clean inside of hub in the same manner. Examine all bearings, washers, grease seals, bearing cones and cups for signs of wear or damage. Replace if necessary.

REPLACING BEARING CUPS

To replace bearing cups first remove old cup by using a light hammer and a punch on shoulder of cup. Tap first one side of cup and then the other. With hub on flat clean surface, start the new cup square with the bore so that its smallest inside diameter will be on the inside when it is in place. With a piece of hard wood or soft metal over the cup drive it in until it is flush with the outer edge of the hub. Now place the old cup over the new one and drive the new cup in until it is absolutely tight with the cup boss flange. Be sure that the cup is properly seated. Remove the old cup. Reassemble with bearings, washers, etc., on axle.

REPLACEMENT OF WORN OR BROKEN STUDS

Remove wheel. It is not necessary to remove hub from axle to remove stud. Remove inner nut from the stud which is to be replaced. Using a punch drive out the broken or worn stud. Place new stud in position. Make sure that the shoulder on the stud is placed so that it will fit into the groove in the hub after stud is driven into position. Drive stud into position using soft hammer or piece of lead or wood. Replace wheel on hub.

WHEELS

The wheels used with this unit require little or no service, barring damage due to collision. Replacement rather than any attempt at repair is recommended.

SECTION III

SPRINGS

REMOVING SPRING

This may be done without removing wheel or hub assembly. First place blocks against wheels and securely support reach pole both vertically and laterally. Then attach hoist chain to rear member of frame and hoist side of trailer to be worked on just off the ground. Remove U-bolt nuts and lock washers and axle cap. Now remove U-bolts, spring seat, and pressure plate. Remove shackle pins from front and rear and swing swing shackles up against frame; spring is now free for removal and inspection. Inspection should include spring leaves, center bolt, shackle bushings, center bolt, spring clips and spacers, shackle links, and hanger brackets. Worn pins, bolts, or bushings should be replaced. To re-install spring reverse the procedure outlined above using care to line center bolt head in recess in spring seat. It is of utmost importance that U-bolts are tight, tightening them up with a load on the trailer if possible.

SPRING REPAIR

With the spring between two wooden horses, place a C clamp in the center of the spring and tighten down. Remove the center bolt, loosen the C clamp and examine the spring leaves and center bolt. If any leaves are broken replace with a new spring. If center bolt is damaged or broken, put in new bolt. Examine spring bushings and if worn, press out old bushing and replace with new bushing. Before replacing spring on trailer remove rear shackle and examine bushing hanger. Replace bushing if worn. Replace rear shackle and spring, reversing procedure as outlined above.

REBUSHING SPRINGS AND SHACKLES

It is not necessary to remove springs in order to replace bushings only. Spring shackles should be drawn up tight enough to take up all play by wear, but not too tight to prevent free action of shackles and shackle pins.

SECTION IV

AXLES

AXLE ALIGNMENT

If tires show undue wear or scuffing it may be caused by wheels being out of line because of bent axle. If this is not apparent from observation it is necessary to remove axle from trailer. The axle in this trailer has no camber.

DISASSEMBLY OF AXLE FROM TRAILER

Place lunnette end of reach pole on the ground and fasten hoist chains securely to main frame member at the rear of trailer one to each side to keep trailer from tipping over. Hoist trailer up until wheels are just clear of the ground. Remove wheel and hub assemblies. Place a mobile jack at center of axle or wood horse or large blocks as a safety device and as a means to support axle when it is free of trailer.

Next disconnect the U-bolts and free axle from trailer by hoisting trailer higher. Using the mobile jack, wood horse or blocks slide or pull the axle from beneath the trailer. Place axle on two wood horses. Check for straightness with straight edge, or, if available, turn between centers in a lathe. To check for bent spindles check axle every quarter turn measuring distance from center of spindle to straight edge. If any variation is found straighten spindle or replace with new axle assembly. To attach axle to trailer, reverse procedure outlined above.

SECTION V

TIRES

TO CHANGE TIRES

To change tires and wheel assembly raise trailer by means of a mechanical or hydraulic jack, placing jack as close to tire to be removed as possible. Remove the nuts holding wheel to hub. Nuts on left hand wheel are left hand threads and on right hand wheel are right hand threads. The nuts are stamped "L" and "R" and must be so used. Have spare ready to put on as soon as other tire is removed.

Always examine wheel before mounting on hub to be sure that countersunk holes, where ball face of wheel nuts seat are free from dirt or excess paint. The face of disc and hub flange, where they bear together, must be clean and free from dirt, grease or excess paint. Presence of foreign matter will prevent proper bearing and create high spots which are likely to cause loose fits, play and wear. The countersunk holes should be carefully cleaned when a wheel is painted.

Retighten all cap nuts after running approximately 50 miles under load after first installation or after wheel change. An occasional check of nuts for tightness is desirable, especially soon after a tire change has been made on the road. Properly installed, they should remain tight indefinitely.

When it is necessary to remove tire from rim lay wheel and tire assembly on level ground or floor with bulged side of wheel assembly up. Remove tire from wheel using following procedure. Completely deflate tire. Loosen tire bead on rim by walking around on sides of tire. With pressure from heel holding ring free from seated position on gutter lip of rim, insert ring tool at prying notch. Pry end of lock ing ring over gutter of rim and remove by working tool around rim. Tire can then be removed from wheel.

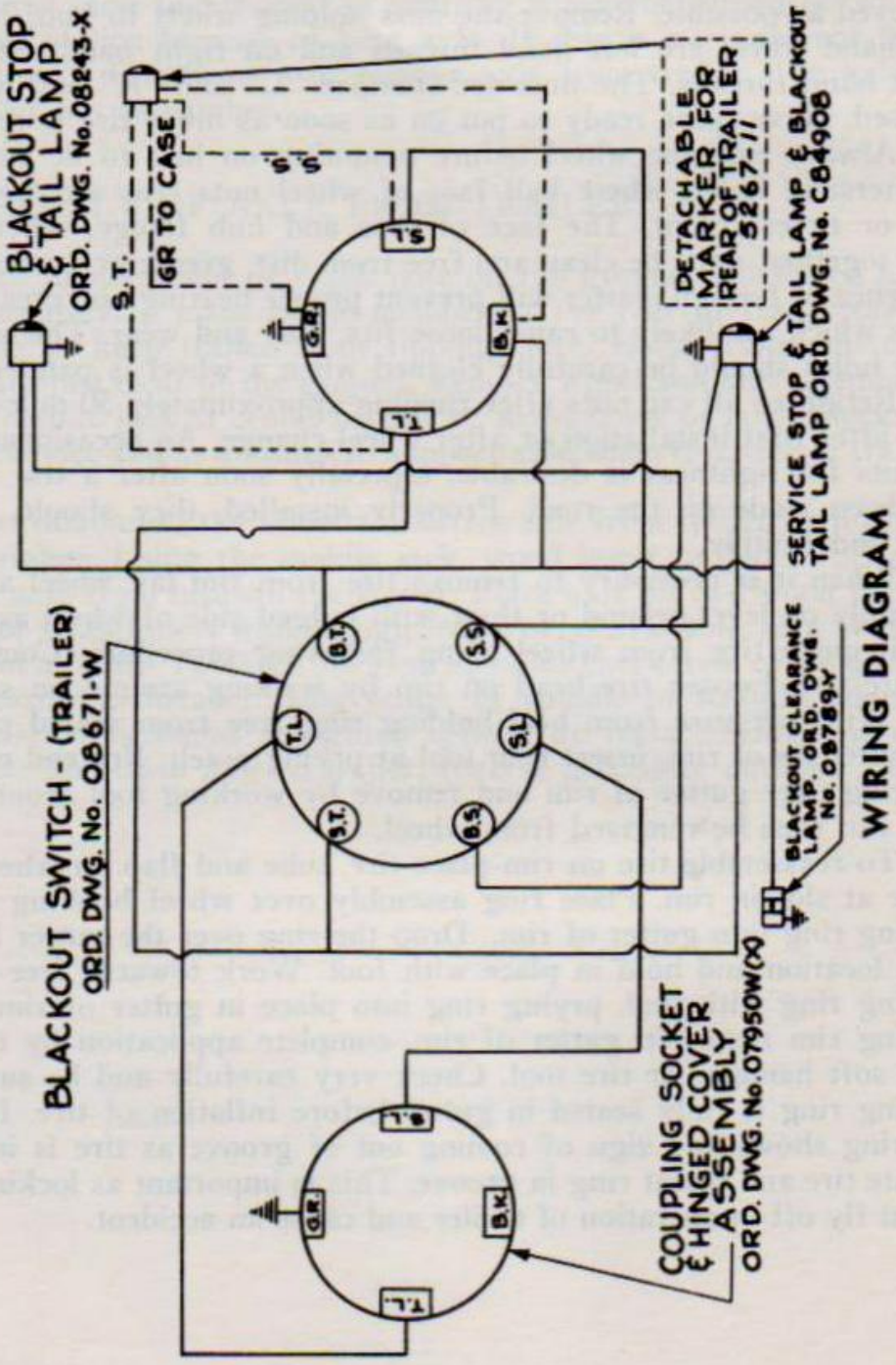
To reassemble tire on rim place tire, tube and flap on wheel with valve at slot in rim. Place ring assembly over wheel hooking end of locking ring into gutter of rim. Drop the ring over the gutter into its final location and hold in place with foot. Work towards free end of locking ring with tool, prying ring into place in gutter of rim. With locking rim seated in gutter of rim, complete application by tapping with soft hammer or tire tool. Check very carefully and be sure that locking ring is fully seated in gutter before inflation of tire. If locking ring shows any sign of coming out of groove as tire is inflated, deflate tire and reseat ring in groove. This is important as locking ring might fly off in operation of trailer and cause an accident.

SECTION VI

ELECTRICAL SYSTEM

WIRING

The general electrical circuit diagram shown below illustrates all the electrical circuits on the trailer.



ELECTRICAL REPLACEMENT AND REPAIR

To replace burned out unit in stop and tail lights detach wire from rear of unit. Remove cover screws to take off cover. Remove burned

out unit (bulb, lens and container are all one unit). Insert new unit, put on cover and fasten with cover screws. Attach wire to rear of unit.

To replace burned out unit in clearance light, remove two screws holding light assembly together. Insert new bulb, and reassemble.

In case coupling socket becomes damaged replace with new unit.

If lights fail to go on or flicker it is probably due to poor connections or broken or damaged wires. If wires are broken, tape or replace. Check nuts on binding posts on coupling sockets and switch and also bolts holding lamps to frame. Check connections and grounds. If lights fail to work properly after checking as outlined above, tear out complete wiring harness and replace with new one.

PART THREE

PARTS IDENTIFICATION LIST

Item No.	Nomenclature	Quantity per Unit
5267-2A	Frame Assembly	1
5267-2-7	Blackout Switch, Ord. Dwg. #087132	1
5267-2-8	Connector Socket, Ord. Dwg. #07950-W(X)	2
5267-2-9	Blackout Stop & Tail Lamp #C84934	1
5267-2-10	Service Stop & Tail Lamp #C84308	1
5267-2-14	Bolt, Hex Head, ½ — 20NF x 1½	4
5267-2-15	Nut, Hex ½ — 20NF	4
5267-2-16	Lockwasher ½" Std.	4
5267-2-17	Reflector, Red. Ord. Dwg. #B161059	2
5267-3-5	Lower Fifth Wheel Plate	1
5267-3-6	King Pin Housing	1
5267-3-7	King Pin Block	1
5267-3-11	Cotter Pin — ⅛" x 1⅜" long	2
5267-3-13	Bolt, Hex Head, ¾-10NCx3½" long	2
5267-3-14	Nut, Hex, Slotted, ¾-10NC	2
5267-3-15	Bolt, Hex Head, ⅝-18NFx4" long	8
5267-3-16	Nut, Hex Head, ⅝-18 NF	8
5267-3-17	Lockwasher, ⅝ medium	8
5267-4-14	Bolt, ¾-10NCx8" long, Hex Head w/nut	2
5267-4-15	Nut, Slotted, thick, hex ¾-10NC	3
5267-4-16	Cotter Pin, ⅛"x2"	5
5267-4-17	Bolt, ¾-10NCx8¼" long, Hex Head	2
5267-4-18	Nut, Hex, Thick, Slotted, ¾-10NC	2
5267-4-19	Spring	1
5267-4-20	Cam	1
5267-4-21	Cam Handle	1
5267-4-22	Pin	1
5267-4-23	Bolt, Hex Head, ¾-10NCx2¾"	1
5267-5-1	Rear Reach Stop	2
5267-5-2	Lunnette Support	1
5267-5-4	Lunnette Eye Assembly	1
5267-5-5	Nut, Castle 1¼" - 7 NC	1
5267-5-6	Cotter Pin 3/16"x2¾" long	1
5267-5-7	Tool Box	1
5267-5-8	Cover, Tool Box	1
5267-5-9	Reach Pole	1

Item No.	Nomenclature	Quantity per Unit
5267-5-10	Snap Fastener, Harness Snap	1
5267-5-11	Heavy Duty Staple and Hasp	1
5267-5-11A	Bolt, Hex Head w/nut and Lockwasher 7/16-20x1" long	1
5267-5-13	Zerk, ⅛" Straight, Ord. #CLDX6A	1
5267-5-14	Chain, Machine Type, x 4" long	1
5267-5-15	Washer, Plain 1¼" Std.	1
5267-5-16	Bolt Square Head, ⅝-11NCx7" long	5
5267-5-17	Lockwasher, ⅝ Std.	5
5267-5-18	Nut, Square, ⅝-11NC Std.	5
5267-5-19	Bolt, Square Head, ½"-13NCx7¼" long	2
5267-5-20	Lockwasher, ½"-13NC	2
5267-5-21	Nut, Square, ½"-13NC	2
5267-5-22	Hinge, Piano	1
5267-5-23	Bolt, Stove, Round Head, 3/16 Diam. x ½" long	1
5267-6-1	Mud Guard Assembly	2
5267-6-2	Mud Guard	2
5267-6-3	Mud Guard Support, L.H.	2
5267-6-4	Mud Guard Support, R.H.	2
5267-6-5	Bolt, Hex Head, ⅜-24NFx1" long	20
5267-6-6	Nut Hex, ⅜-24NF Std.	20
5267-6-7	Lockwasher, ⅜ Std.	20
5267-6-8	Blackout Clearance Lamp. Ord. #08789-Y	1
5267-6-9	Tire Data Plate	1
5267-6-10	Drive Screw, Round Head, Type "U" #7x5/16" long	8
5267-6-11	Name Plate	1
5267-7-A	Hub Cap Bolts	16
5267-7-3	Spring Assembly	2
5267-7-4	Axle Assembly	1
5267-7-12	Hub Assembly	2
5267-7-12A	Stud R & L - 6 each	12
5267-7-12B	Stud Nut R	12
5267-7-12C	Cap Nut Outer R & L - 6 each	12
5267-7-12D	Oil Seal	2
5267-7-12E	Bearing, Timken 33275 or Equal,	2
5267-7-12F	Bearing, Timken 399A or Equal	2
5267-7-12G	Hub Cap	2

Item No.	Nomenclature	Quantity per Unit
5267-7-12H	Locknuts - Inner	2
5267-7-12I	Locknuts - Outer	2
5267-7-12J	Lockwashers	2
5267-7-13	Tire, 11:00x20 - 12 Ply Commercial	2
5267-7-14	Tube	2
5267-7-15	Wheel Assembly	2
5267-8-1	Shackle Link	2
5267-8-2	Shackle Pin	6
5267-8-3	Spring Seat	2
5267-8-4	Axle Cap	2
5267-8-5	Pressure Plate	2
5267-8-6	U-Bolt	4
5267-8-7	Hanger Bracket	4
5267-8-8	Dust Shield	2
5267-8-10	Bolt, Machine w/nut ⅜-24NFx2¼ long	6
5267-8-12	Lockwasher, ⅜ Std.	6
5267-8-13	Zerk, ⅛", Ord. #CLDX6A	6
5267-8-14	Nut, Hex, ⅝-18NF, Std.	8
5267-8-15	Lockwasher, ⅝ Std.	8
5267-8-16	Bolt Hex Head, 7/16-20NFx1½" long w/nut	16
5267-8-18	Lockwasher, 7/16 Std.	16
5267-8-19	Hub Cap Gasket	2
5267-8-20	Shackle Link Bushing	2
5267-9-1	Bolster Assembly	1
5267-9-2	King Pin	1
5267-9-3	Spring	1
5267-9-4	Hinge, Pin	1
5267-9-5	Spring Plate	1
5267-9-6	Nut, Slotted 1¼"	2
5267-9-7	Zerk, ⅛ Ord. CLDX6A	1
5267-9-8	Cotter Pin, ¼"x2" long	2
5267-9-9	Cap Screw, Hex Head, ⅝-18NFx2" long	4
5267-9-10	Lockwasher, ⅝ Std.	4
5267-10-1	Pivot Housing	1
5267-10-2	Jumper Cord, 13' long	1
5267-10-3	Jumper Cord Spring	1
5267-11-1	Mounting Plate	1
5267-11-2	Wing Nut	1

Item No.	Nomenclature	Quantity per Unit
5267-11-3	Eye Bolt	1
5267-11-4	Lamp and Bracket Assembly	1
5267-11-5	Lamp and Cord Assembly	1
5267-11-6	Wedge Block	1
5267-11-7	Cap Screw, Flat Head ½"x1½" long w/nut	1
5267-11-8	Jumper Cable 12' long, OrOd. #B 19507	1
5267-11-9	Cable Clip, ⅝"	1
5267-11-10	Hanger Ring, ⅝"	
5267-11-11	Spring	1
5267-11-12	Service Tail & Stop, Blackout Tail Lamp, Ord. #C84908	1
5267-11-13	Reflector, Red, Ord. #B161059	1
5267-11-14	Cotter Pin, ⅛"x1" long	1
5267-12-1	Chock Assembly, w/winch	1
5267-12-2	Chock Assembly, w/hook	1
5267-12-3	Bracket	1
5267-12-4	Bracket	1
5267-12-5	Pin, w/washer ⅜" Std	1
5267-12-6	Clamp	4
5267-12-7	Cap Screw, ⅜-24NFx4" long	4
5267-12-7A	Lockwasher ⅜" Std.	4
5267-12-8	Operating Bar Assembly	2
5267-12-8B	Nut, Hex, ⅞-9NC Std.	2
5267-12-8C	Washer, Plain, ⅞" Std.	2
5267-12-9	Set Screw, Allen Hd. Cave Pnt. ⅛-20NDx⅝" long	2
5267-13-1	Bearing Plate	1
5267-13-1A	Bearing Plate, Bushing Oilite	1
5267-13-2	Rachet	1
5267-13-3	Pawl	1
5267-13-4	Spindle	1
5267-13-5	Actuator	1
5267-13-6	Spindle Cap	1
5267-13-7	Bushing	1
5267-13-7A	Bushing, Oilite	1
5267-13-8	Cable Assembly	1
5267-13-9	Hook	1
5267-13-10	Spool	1
5267-13-11	Pin	2

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