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TM 5-9040

WAR DEPARTMENT TECHNICAL MANUAL

U.S. Dept. of Army

TRAILER, FULL LOW-BED, 16-TON

LA CROSSE

MODEL DF6-16-C

ES T-1042A

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WAR DEPARTMENT • 15 DECEMBER 1942

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WAR DEPARTMENT TECHNICAL MANUAL
TM 5-9040

**TRAILER, FULL
LOW-BED, 16-TON
LA CROSSE
MODEL DF6-16-C, ES T-1042A**



WAR DEPARTMENT • 15 DECEMBER 1942

*United States Government Printing Office
Washington : 1945*

WAR DEPARTMENT
WASHINGTON 25, D. C., 15 December 1942

TM 5-9040, Trailer, Full, Low-Bed, 16-Ton, La Crosse, Model DF6-16-C, ES T-1042A, is published for the information and guidance of all concerned.

[AG 062.11 (15 Dec 42)]

BY ORDER OF THE SECRETARY OF WAR :

OFFICIAL :

J. A. ULIO
Major General
The Adjutant General

G. C. MARSHALL
Chief of Staff

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TM 5:9040
1942

The following simple instructions are for the guidance of trailer operator. ★ ★

TIRES

On a new trailer, check clamp nuts daily until wedges are thoroughly seated to avoid damage to rim. The continuous running off and on road shoulders will destroy tires and cause blow-outs.

Tires should be kept properly inflated at all times.

LOADING

Care should be exercised when loading, to avoid over concentration of entire load on rear axles or frame side members. A practical method is to place blocks under frame directly below load ramps.

GREASING

If the trailer is in constant use, carrying capacity loads, and operating at the speeds for which it is designed, wheels should be removed, and the grease renewed about every three thousand miles. Where trailer is being used only intermittently we suggest that operator inspect wheels twice a year.

In replacing wheels turn up the nut to eliminate any play and then back off one or two notches, making sure that wheels turn freely with the cotter pin in place.

There are two Zerk fittings on front channel for greasing king pin. Zerks will also be found on the radius rods, spring pockets, rear axle trunnions and all brake cam shafts. The entire twenty two fittings should be greased at regular intervals in order that all moving parts may continue to work freely.

Use an oil can to lubricate pins etc. on brake system under platform.

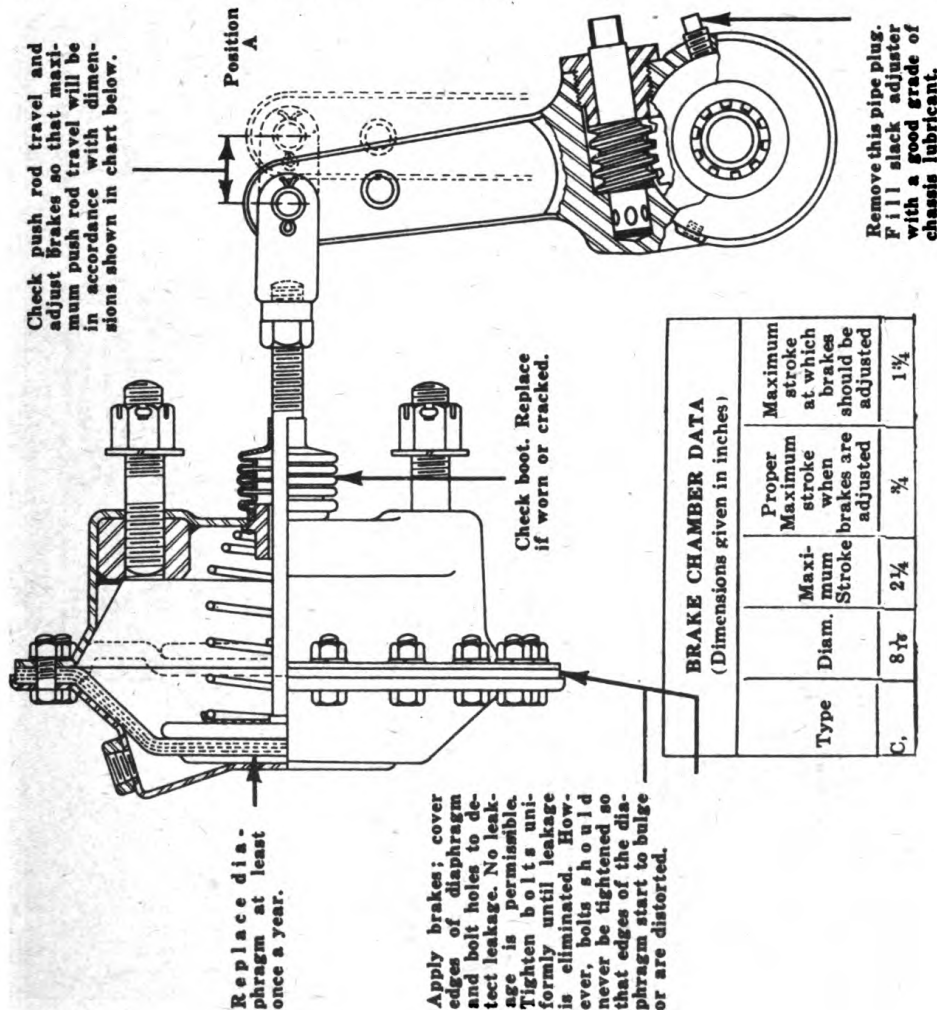
BRAKE CHAMBER AND SLACK ADJUSTER

● Air pressure admitted into the Brake Chamber when the brake pedal is depressed moves the diaphragm, push rod and slack adjuster toward position A, applying the brakes. As the brake pedal is released the air pressure is exhausted from the chamber and the spring returns the diaphragm, push rod and slack adjuster to their normal positions, releasing the brakes.

In normal braking the entire Slack Adjuster operates as a unit, rotating bodily with the cam shaft as the brakes are applied or released.

Brake adjustments are made by turning this nut.

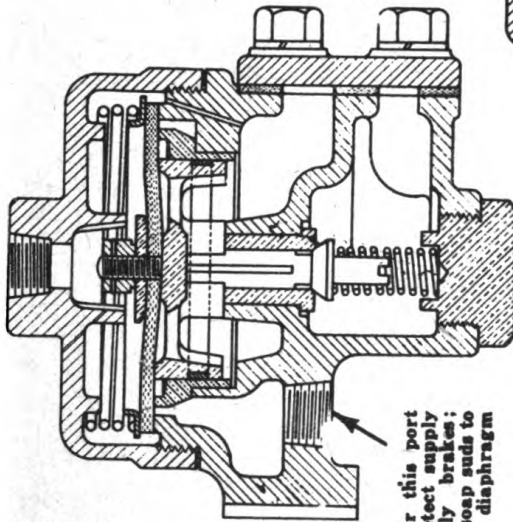
The most efficient brake action will be obtained when the slack adjuster arm travel is held to a minimum so that full length of the lever is used. The brake adjustments necessary to maintain proper slack adjuster arm travel are made by turning the adjusting worm. This rotates the worm gear, cam shaft and cam, expanding the brake shoes so that the slack caused by brake lining wear is taken up and the slack adjuster arm travel is returned to the minimum setting. These brake adjustments usually average less than 5 minutes to a wheel, with Bendix-Westinghouse slack adjusters.



BRAKE CHAMBER DATA (Dimensions given in inches)			
Type	Diam.	Maximum Stroke	Maximum stroke at which brakes should be adjusted
C.	8 7/8	2 1/4	1 3/4
		Proper Maximum stroke when brakes are adjusted	3/4

RELAY and RELAY-EMERGENCY VALVES

● The Relay Valve is operated by air pressure from the brake valve entering the cavity above the diaphragm and deflecting the diaphragm and diaphragm follower downward. As the diaphragm and follower are deflected the diaphragm's edges close the exhaust port. Simultaneously, the follower contacts and opens the supply valve, permitting the air pressure from the supply reservoir to pass out through the middle cavity to the brake chambers. As soon as air pressure in the brake chambers and the cavity below the diaphragm equals the pressure above the diaphragm, a balanced condition is attained with both the supply valve and exhaust port closed. If the brake valve pressure is increased, the process is repeated and a higher balance is reached. If the brake valve pressure is decreased, the diaphragm, releasing air to atmosphere until a lower balance is reached.

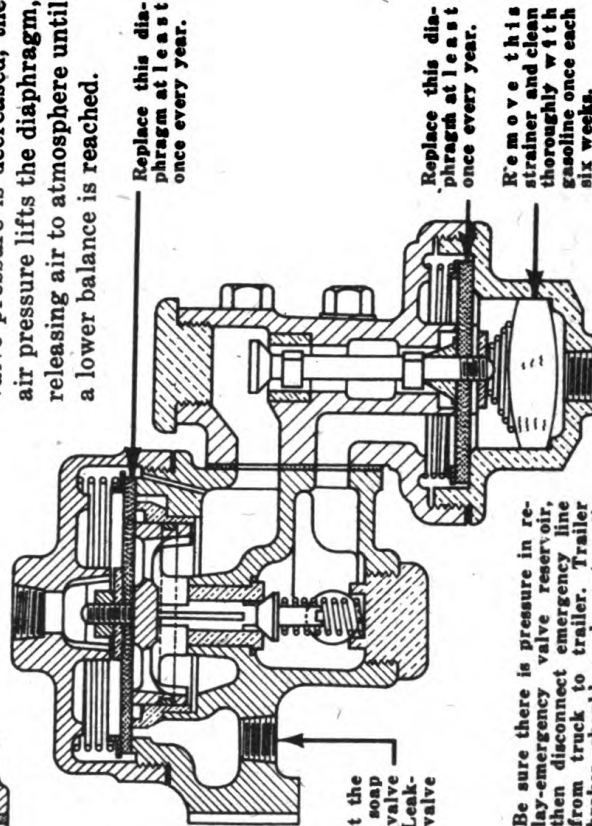


Release brakes; cover this port with soap suds to detect supply valve leakage. Apply brakes; cover this port with soap suds to detect relay valve diaphragm leakage.

Leakage of 3-inch bubble in 3 seconds is permissible for both supply valve and diaphragm leakage. In some cases leakage is caused by dirt on the diaphragm or diaphragm seat or on the supply valve or supply valve seat. Such leakage can be remedied by cleaning the diaphragm and seat or the valve and seat. After the valve is cleaned it will usually be necessary to regrind the valve slightly with B-W Grade 1000 Grinding Compound. However, if leakage is caused either by a worn supply valve or a worn diaphragm, the valve or diaphragm must be replaced. It is then advisable to replace entire valve with a factory-reconditioned unit.

Release brakes; cover this port with soap suds to detect the supply valve leakage. Apply brakes; cover this port with soap suds to detect relay valve diaphragm leakage. With relay valve in emergency operation, cover this port with soap suds. Leakage in excess of hte first test is caused by the emergency valve not seating properly.

The normal operation of the Relay-Emergency Valve is the same as the relay valve, although it gives a vehicle the additional protection of an automatic brake application in case any of the constantly charged main air lines are broken.



Replace this diaphragm at least once every year.

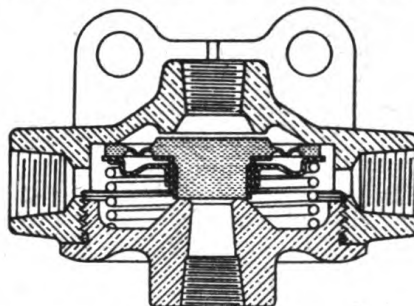
Replace this diaphragm at least once every year.

Remove this strainer and clean thoroughly with gasoline once each six weeks.

With relay-emergency valve in emergency position, cover this port with soap suds to detect emergency diaphragm leakage.

Be sure there is pressure in relay-emergency valve reservoir, then disconnect emergency line from truck to trailer. Trailer brakes should apply automatically. THIS SAFETY FEATURE SHOULD BE TESTED DAILY TO INSURE PROPER FUNCTIONING.

QUICK-RELEASE VALVE



Apply brakes; cover this port with soap suds to detect leakage. Leakage is caused either by dirt on the diaphragm exhaust valve seat or by a worn exhaust valve seat. Dirt leakage may be remedied by cleaning the exhaust valve seat. However, if leakage is caused by a worn exhaust seat, replace entire diaphragm assembly.

- The Quick-Release Valve is operated by air pressure from the brake valve entering into the cavity above the diaphragm. As the air pressure enters this cavity it forces the exhaust seat of the diaphragm against the edges of the exhaust port, sealing the exhaust and permitting the air pressure from the brake valve to pass to the brake chambers. As the brake valve is released the air pressure and the force of the spring lift the diaphragm, removing the exhaust seat from the exhaust port and releasing the air pressure accumulated in the brake chambers to atmosphere.

PREPARATION OF REQUISITIONS

SAMPLE COPY FOR USE IN THE PREPARATION OF REQUISITIONS

State PERIOD designation by use of one of the following terms:

- (1) "INITIAL" — first requisition of authorized allowances.
- (2) "REPLENISHMENT" — subsequent requisitions to maintain authorized allowances.
- (3) "SPECIAL" — requisitions for necessary repairs not covered by allowances.

Emergency requisitions sent by telephone, telegraph, or radio must always be confirmed immediately with requisition marked: "Confirming (state identifying data)"

Prepare a separate requisition for each different machine.

Type "SPARE PARTS" in upper right hand corner of requisition form.

Give complete shipping instructions. Special instructions for packing, marking, routing, etc. should be given at the end of the requisition.

State proper nomenclature of machine, and make, model, serial number and registration number.

State basis or authority, and date delivery is required, immediately below description of machine.

State manufacturers' parts number and nomenclature descriptions accurately and completely. Do not use abbreviations.

Group parts required under group headings as shown in manufacturers' parts catalogs.

Double space between items.

Nonexpendable items must be accounted for.

(SAMPLE)

SPARE PARTS

REQUISITION

To: Engineer Supply Officer No. of Pages 1 Sheet No. 1
Columbus Quartermaster Depot, Columbus, Ohio

Requisition No. _____ Date _____ Period Special

SHIP TO Engineer Property Office, Pine Camp, New York

Requested by (show Signature, Rank, Organization, Destination. If different from "SHIP TO" include address):

Robert E. Roe,
Major, C.E.,
Engineer Property Officer

Approved By:

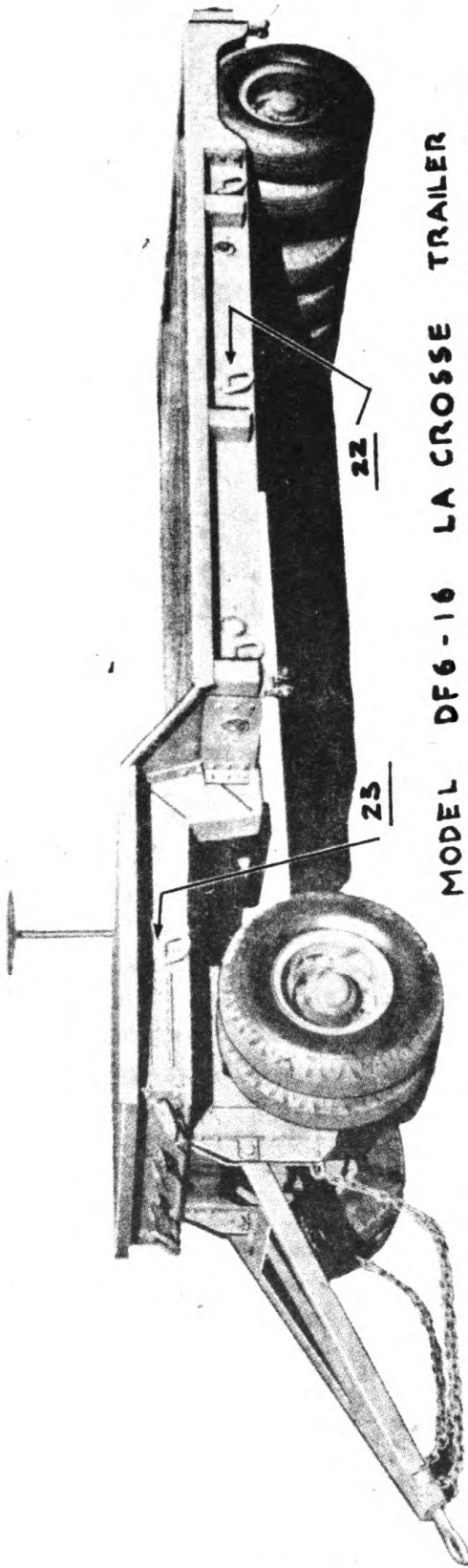
John E. Doe,
Col., C.E.,
Executive Officer

STOCK No.	ARTICLES	UNIT	ON HAND AND BOR	CONSUMED	REQUIRED	APPROVED
	PARTS FOR LA CROSSE TRAILER, MODEL NO. _____, SERIAL NO. _____ U.S.A. REG. NO. _____ Basis: Repair of Disabled Equipment. Delivery is requested by August 20, 1942					
REAR AXLE PARTS						
22KU1	Wheel	ea	0	1	1	
22KU6-3A	Trunnion Casting	ea	0	2	2	
22KU10	Brake Shoe, R.H.	ea	0	12	12	
22KU10L	Brake Shoe Lining	ea	0	6	6	
FRAME PARTS						
R-22	Lash Ring	ea	0	3	3	
R-39	Brake Sheave	ea	0	1	1	
DRAWBAR & DOLLY PARTS						
UN-104	Safety Chain with Hook	ea	0	2	2	
18DP-18C	Pintle Ring	ea	0	1	1	
NONEXPENDABLE ARTICLES SHOWN HAVE BEEN PLACED ON I & I REPORT (REPORT OF SURVEY, ETC.)						

**PARTS LIST
FOR
LA CROSSE TRAILERS**

PARTS LIST
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MODEL DF6-16 LA CROSSE TRAILER
AS FURNISHED U.S. ENGINEERS IN
ACCORDANCE WITH SPECIFICATIONS
T-1042 THEIR ORDER 50690

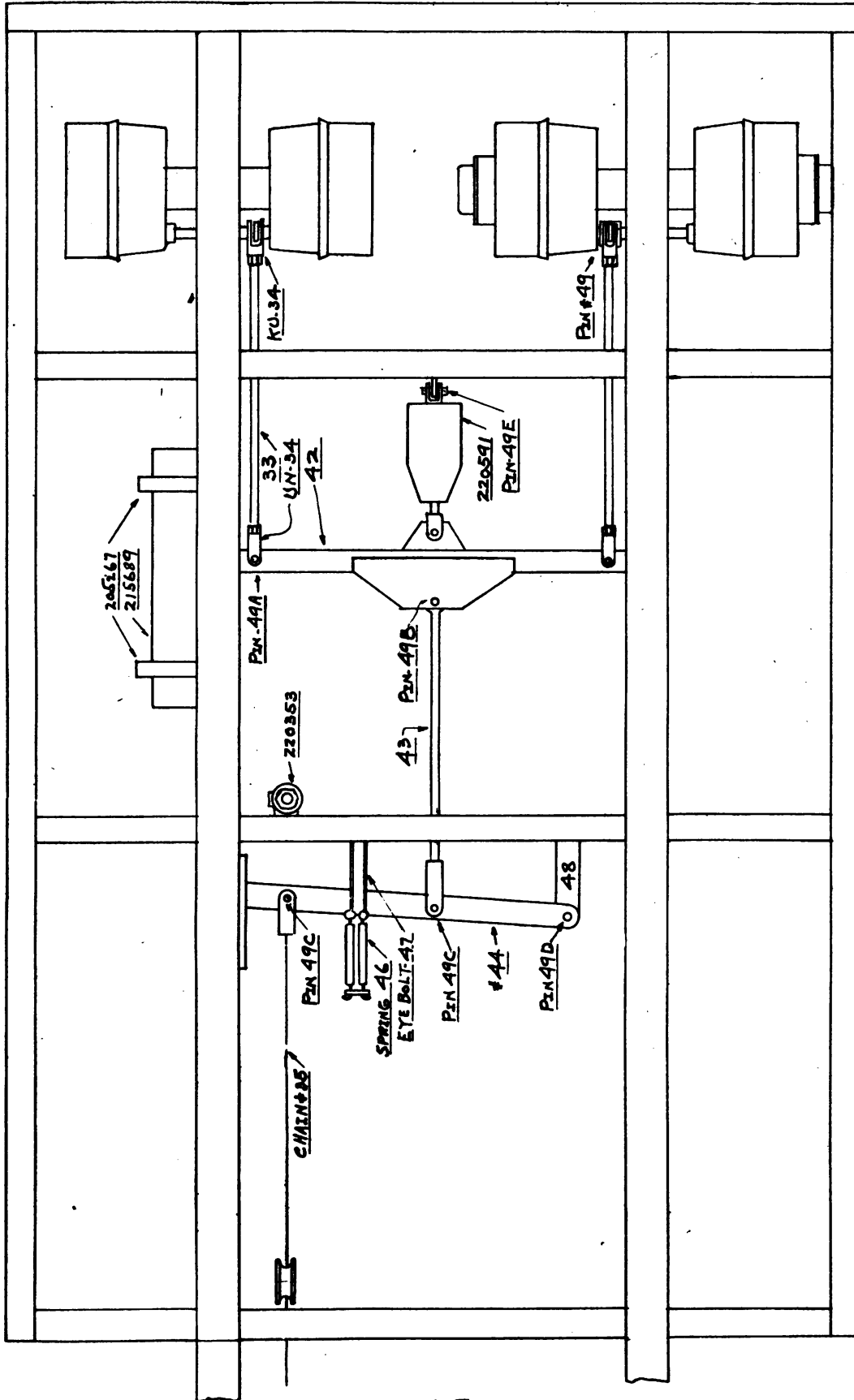
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STRUCTURAL FRAME & INTEGRAL PARTS

<u>No.</u>	<u>Part</u>	<u>Description</u>
<u>Pcs.</u>	<u>No.</u>	
1	80-3054	Structural Frame Completely Riveted and Welded Including Upper Fifth Wheel, Casting #18DF75B.
2	KU6-4A	Trunnion Bearings.
4	KU6-4B	Trunnion Bearing Caps.
8		3/4 x 2 U.S.S. Hex. Hd. Cap Screws.
8		3/4 Lock Washers.
13	Q-22	Lash Rings 7/8" Diameter.
13	Q-23	Lash Ring Brackets for 7/8" Rings.
1	R-39	Brake Sheave.
1	R-40	Brake Sheave Bushing.
1	R-41	Brake Sheave Bracket.
1	R-35	Brake Pull Chain with Clevis.
1		1/2 x 3 1/4 M.B. & Hex. Nut.
1		1/2 Lock Washer.
2		5/8 x 1 1/4 M.B. & Hex. Nut.
2		5/8 Lock Washers.
1	53	Brake Hand Wheel, Shaft & Ratchet - Complete.
1	R-36	Drum.
1	R-37	Bracket.
1	R-45	Plate with Pawl & Rivet - Complete.
2	KU-102	Ramps, Loading (Wood).
1	18DF75B	Upper Fifth Wheel Casting Welded to Frame.

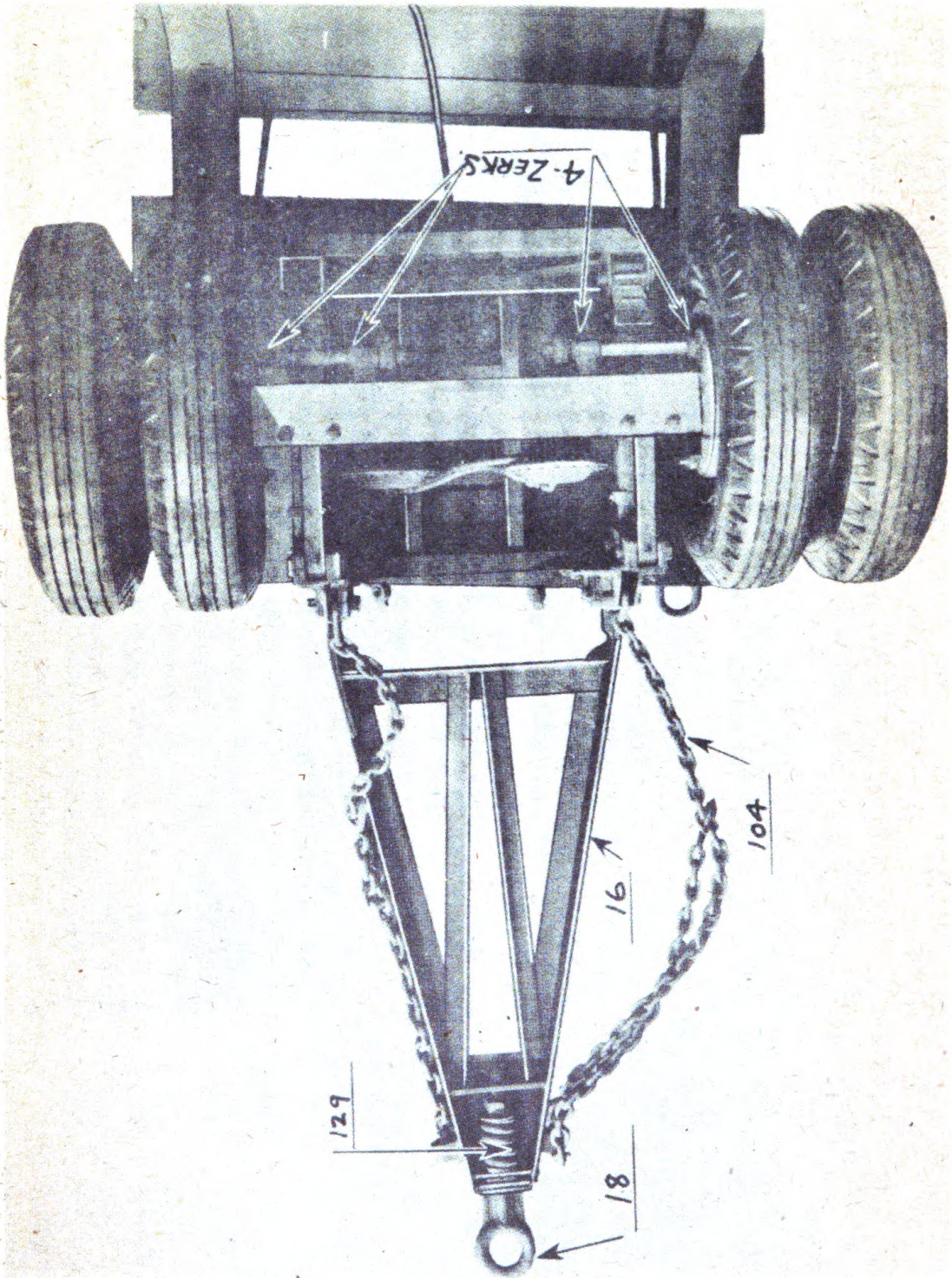
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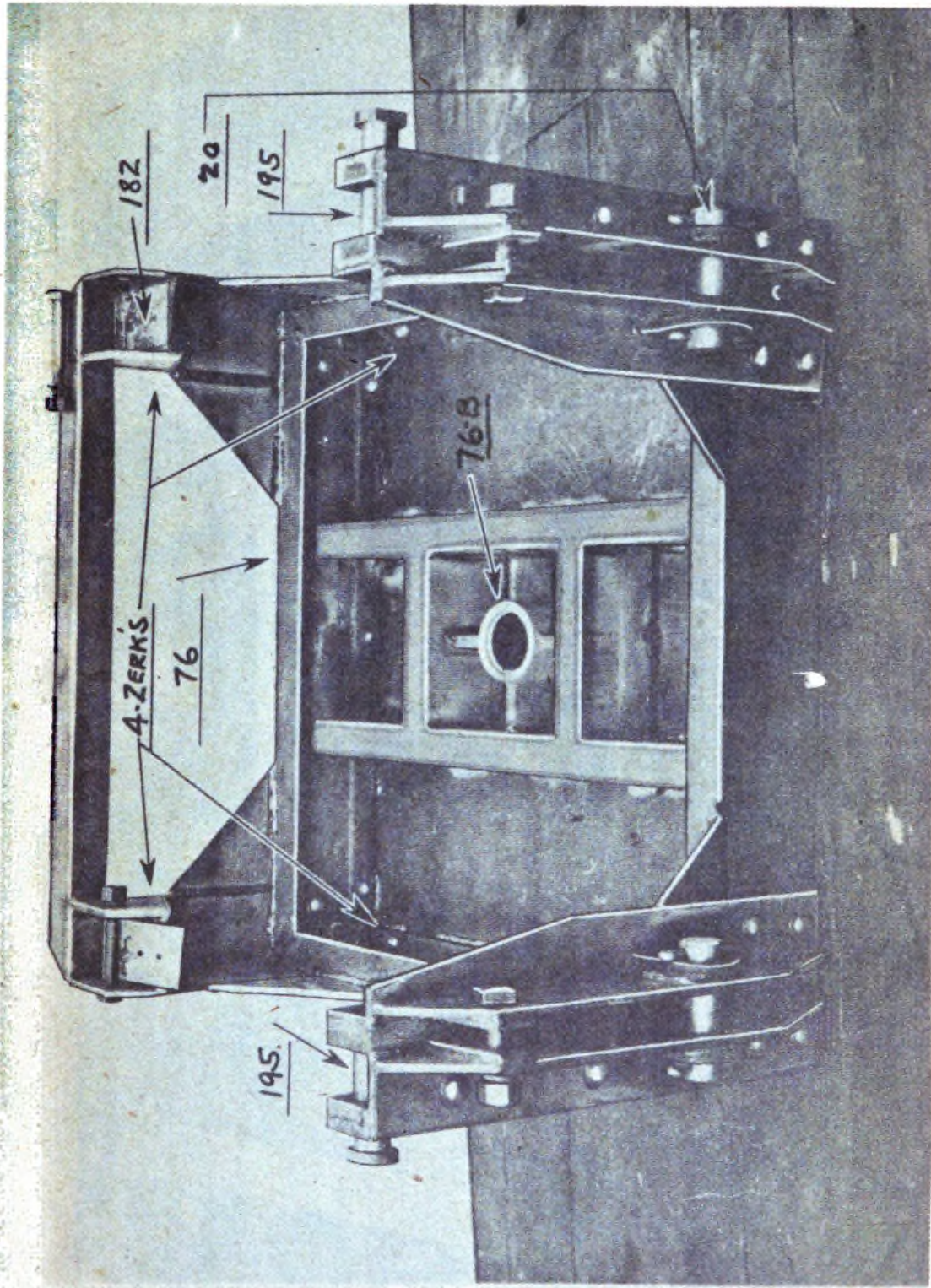
Bracket Castings KU6-4A and Caps KU6-4B are machined as an assembly. Please order accordingly.



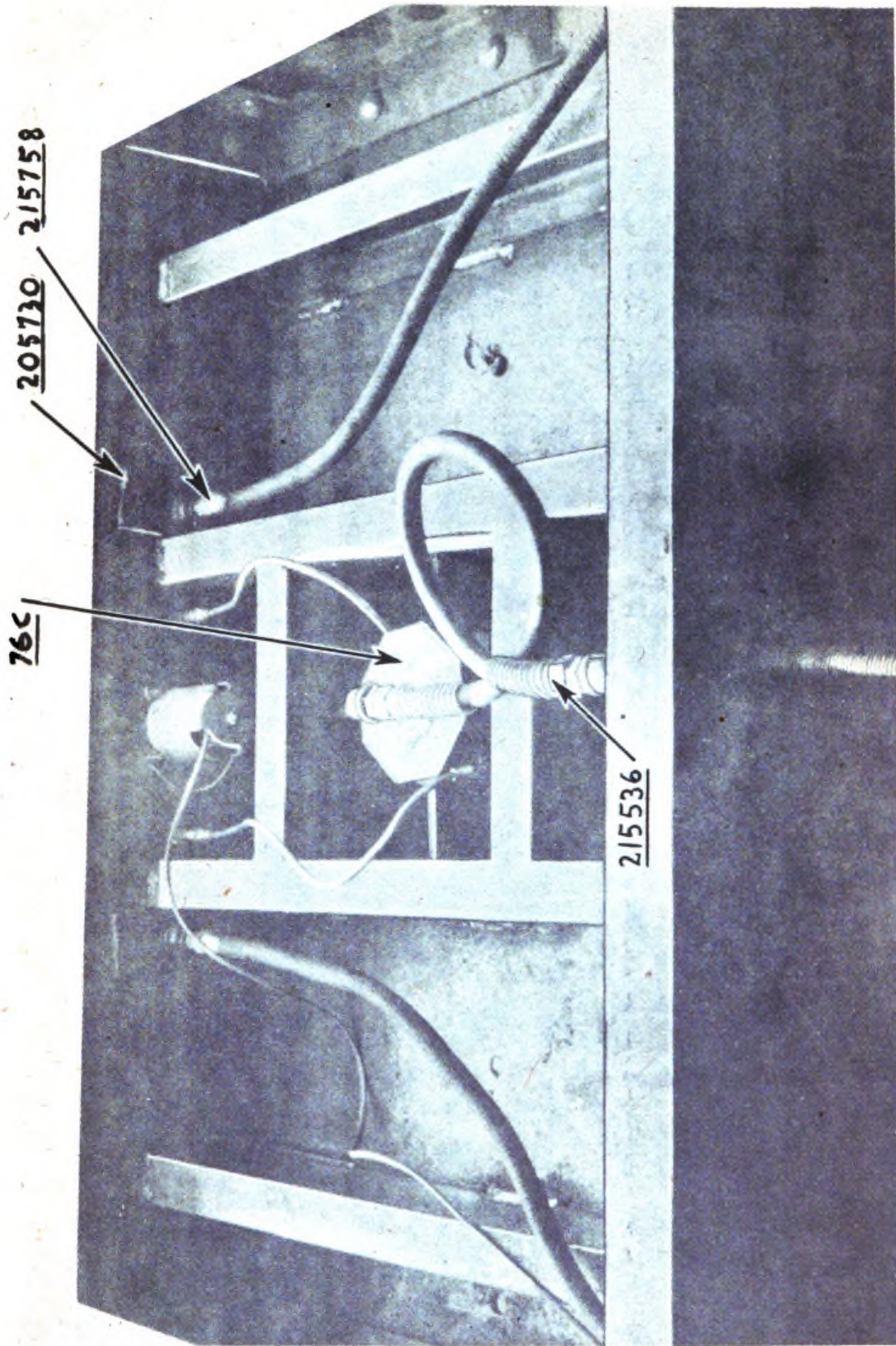
BRAKE PARTS

<u>No.</u>	<u>Part</u>	<u>Description</u>
<u>Pcs.</u>	<u>No.</u>	
2	33	Pull Rods with 5/8 Hex. Nut Each.
2	34	Pull Rod Clevis - Rear for Countersunk Head Pin.
2	34A	Pull Rod Clevis - Front for Straight Pin.
2	49	Pin with Countersunk Head.
2	49A	1/2 x 1 7/8 Straight Pin.
6		5/32 x 1 Cotters.
1	42	Brake Equalizer Bar - Complete.
1	43	Pull Rod with Clevis - Complete.
1	49B	Pull Rod Pin - 5/8 x 1 3/4 Rear End.
1	49C	Pull Rod Pin - 5/8 x 2 1/4 Front End.
2	46	Return Spring.
2	47	Eye Bolts.
2		1/4 Hex. Nut.
2		1/4 Lock Washers.
4		3/16 x 1 Cotter Pin.
1		1/2 Pipe Spacer 1/2 Long.
1	44	Equalizer Lever.
1	48	Equalizer Lever Fulcrum.
2	48A	Equalizer Lever Guide.
4		5/8 x 1 1/4 Machine Bolt with Nut.
4		5/8 Lock Washers.
1	49D	5/8 x 2 Pin - Lever to Angles.
2		3/16 x 1 Cotters.
1	49E	1/2 x 1 3/4 Pins - Air Chamber Clevis & Chain Clevis.
2		5/32 x 1 Cotters.

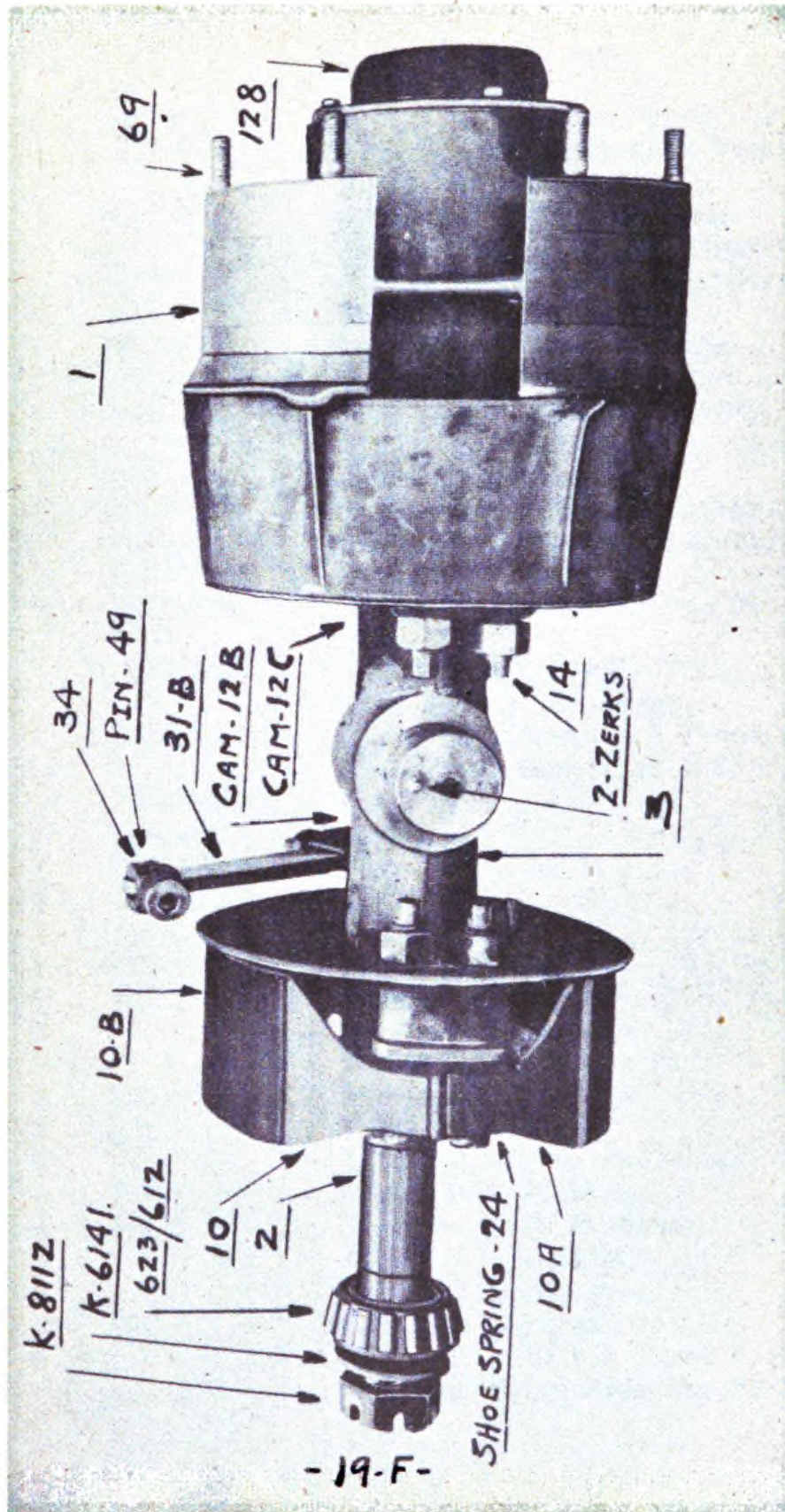




-17-A-



-18-A



REAR AXLE PARTS

<u>No.</u>	<u>Part</u>	<u>Description</u>
<u>Pcs.</u>	<u>No.</u>	
4	23TA-1	Wheels with Drums, Front or Rear.
2	KU6-3	Trunnion Castings with Brake Drum Guards 20" Long.
2	KU6-2	Steel Axles 39 5/8" Long.
8	623	Cone - Timken Bearing Number.
8	612	Cup - Timken Bearing Number.
4	K6141	Washers - Timken Parts.
4	K8112	Axle Nuts - Timken Parts.
4	K8118	Cotter Pins - Timken Parts.
4	23TA-128	Wheel Caps - Front or Rear.
16		5/16 x 3/4 Hex. Hd. Cap Screws.
24	#69	Wheel Studs - Goodyear.
24	#65	Wheel Stud Nuts - Goodyear.
4	23TA-10	Brake Shoes with Spring Rivet 4" Wide.
4	23TA-10A	Brake Shoes with Spring Rivet 4" Wide.
8	23TA-10L	Brake Shoe Lining - Front or Rear 4" x 1/4" x 11" Long.
4	23TA-24	Brake Shoe Springs - Front or Rear.
80		Brake Shoe Rivets #7 x 5/8".
1	12CR-3054	Cam.
1	12CL-3054	Cam.
1	12BR-3054	Cam.
1	12BL-3054	Cam.
2	DF6-12B	Couplings.
1	31B	Slack Adjuster R.H. 10" Centers.
1	31C	Slack Adjuster L.H. 10" Centers.
2		7/8 SAE Castellated Nut.
2		1/8 x 1 1/2 Cotter Pin.
8	KU14-72	Eccentric Cam Pins.
8		1 SAE Plain Nut.
8		5/16 x 1 1/2 Cotter Pin.
4	#1612	Angle Zerk Fittings.
4	#1610	Straight Zerk Fittings.
8		15 x 7 Rim & Ring.
4		15 x 2 1/2 Spacers.
12	#37	Clamps - Goodyear No.
8		750 x 15 x 10 ply Tires & Tubes with Schrader Valve Stem No. 7382.

U.S. ENGINEERS P.O. 50690
FOR 51 TRAILERS
LA CROSSE SHOP ORDER NO. 3054

THIS PHOTO SHOWS COUPLING DF6-12B AS USED ON THIS LOT OF TRAILERS ONLY. WHEN LOOKING FROM REAR OF TRAILER FORWARD, THIS IS THE R.H. AXLE UNIT. L.H. AXLE UNIT IS IDENTICAL EXCEPT LEVER AND COUPLING ARE LOCATED ON OPPOSITE SIDE AND ATTACHED TO OPPOSITE CAMS.

BIDE PRINT OF CAM AND R.H. AND L.H. CAM COUPLING ATTACHED.

COUPLING No.

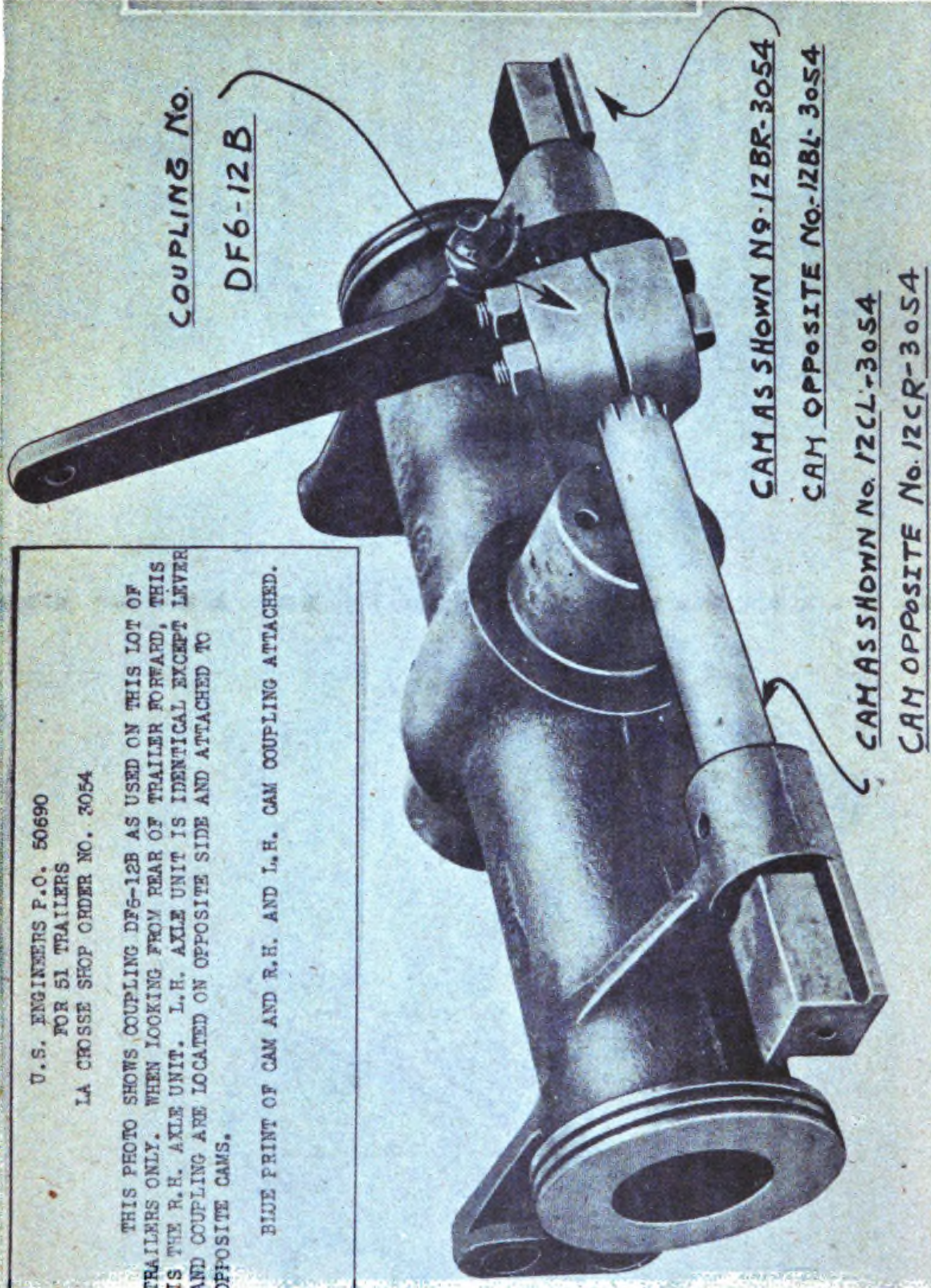
DF6-12B

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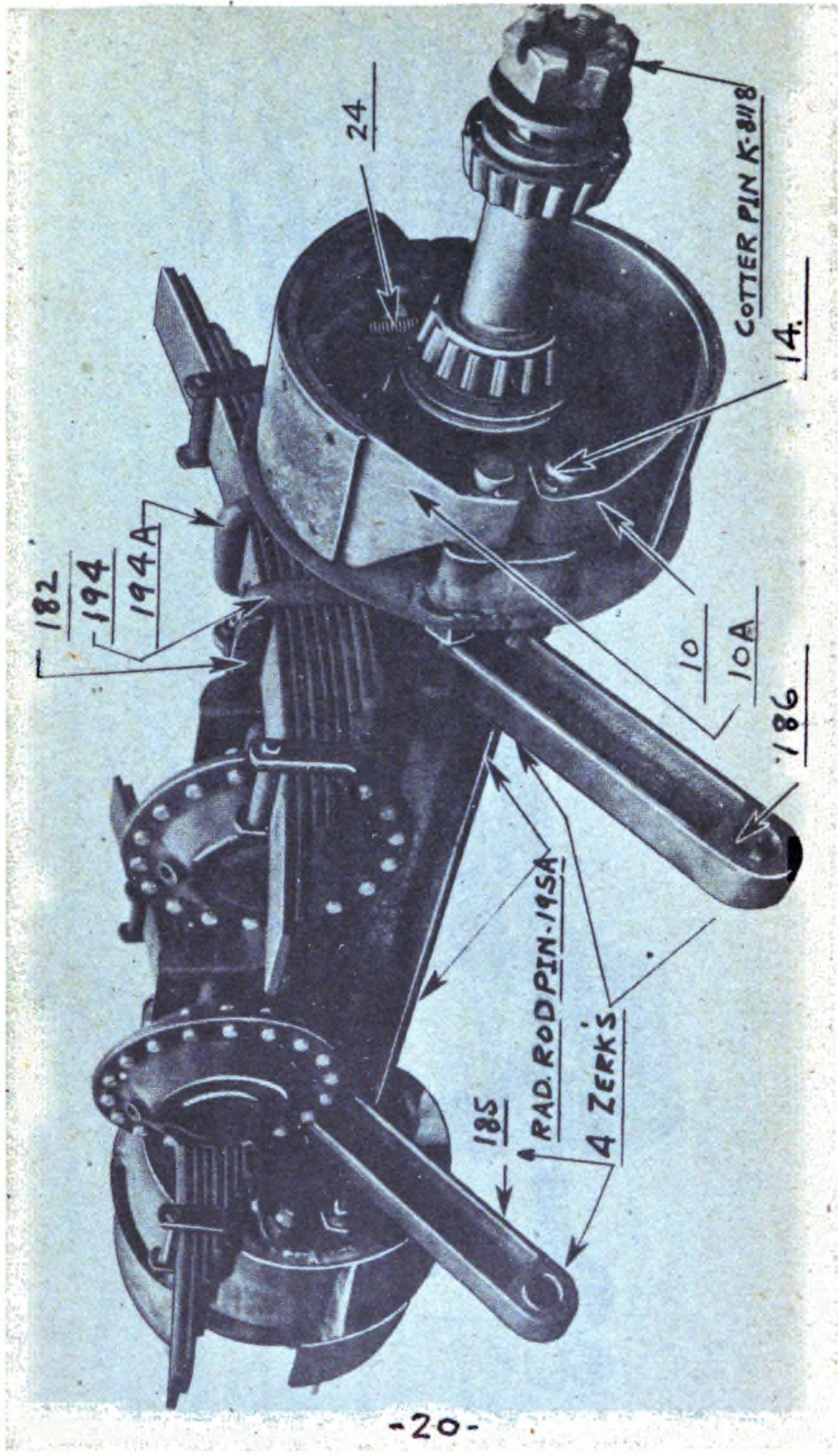
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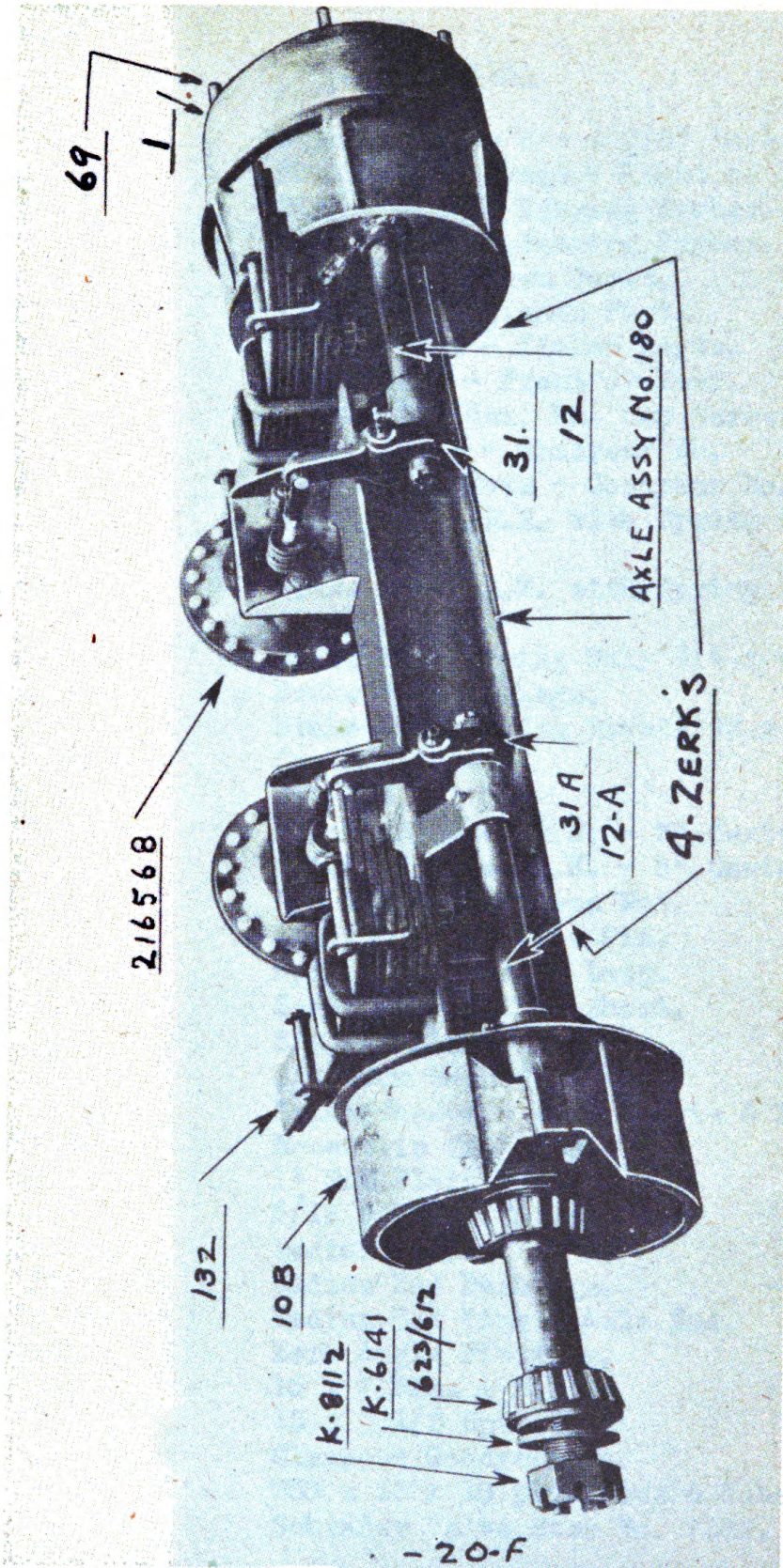
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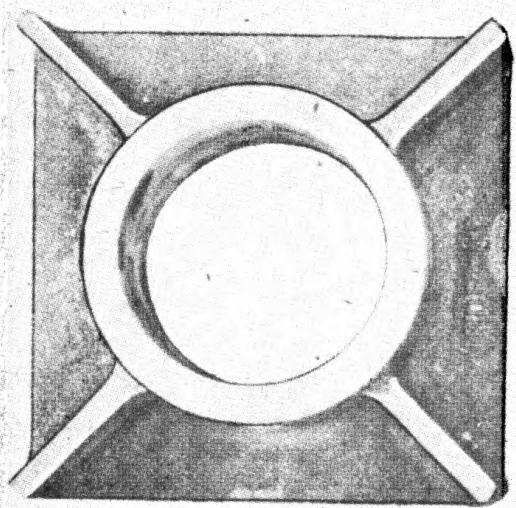
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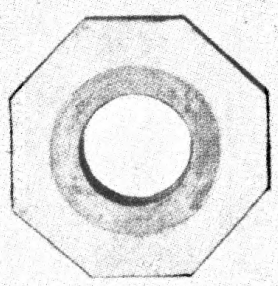


FRONT AXLE PARTS

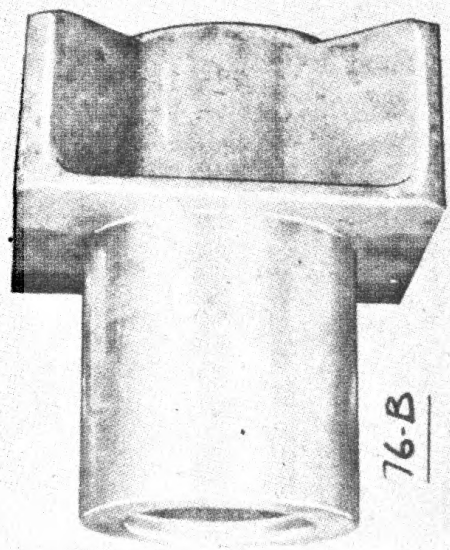
<u>No.</u>	<u>Part</u>	<u>Description</u>
<u>Pcs.</u>	<u>No.</u>	
1	180A-3054	Axle Complete 5'- 4 3/8" Long.
2	23TA-1	Wheels with Drums - Front or Rear.
4	623	Cone - Timken Bearing Number.
4	612	Cup - Timken Bearing Number.
2	K6141	Washers - Timken Parts.
2	K8112	Axle Nuts - Timken Parts.
2	K8118	Cotter Pins - Timken Parts.
2	23TA-128	Wheel Caps - Front or Rear.
8		5/16 x 3/4 Hex. Hd. Cap Screws.
12	#69	Wheel Studs - Goodyear No.
12	#65	Wheel Stud Nuts - Goodyear No.
2	23TA-10	Brake Shoes R.H. with Spring Rivet 4" Wide.
2	23TA-10A	Brake Shoes L.H. with Spring Rivet 4" Wide.
4	23TA-10L	Brake Shoe Lining Only 1/4 x 4 x 11.
2	23TA-24	Brake Shoe Springs.
40		Brake Shoe Lining Rivets #7 x 5/8".
1	12-3054	Cam R.H.
1	12A-3054	Cam L.H.
1	31	Slack Adjuster R.H. - 5" Centers.
1	31A	Slack Adjuster L.H. - 5" Centers.
2		7/8 SAE Castellated Nut.
2		1/8 x 1 1/2 Cotter Pin.
2	16DF-194	Spring "U" Bolt - Long.
2	16DF-194A	Spring "U" Bolt - Short.
8		3/4 SAE Plain Nuts.
8		3/4 Lock Washers.
2	216568	Brake Chambers with Clevis & Pin.
4	KU14-72	Eccentric Cam Pins.
4		1" SAE Plain Nuts.
4		5/16 x 1 1/2 Cotter Pins.
2	18DF-185	Radius Rods.
4	18DF-185A	Radius Rod Bushings.
2	18DF-195A	Radius Rod Pins - Axle End.
8	#1612	Zerk Angle Fittings.
4		15 x 7 Rims & Rings.
2		15 x 2 1/2 Spacers.
6	#37	Clamps - Goodyear No.
4		750 x 15 x 10 ply Tires & Tubes with Schrader Valve Stem No. 7382.



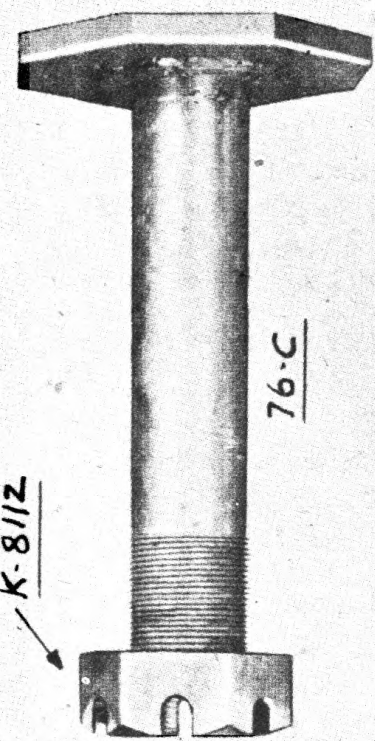
18DF75-B



76-D

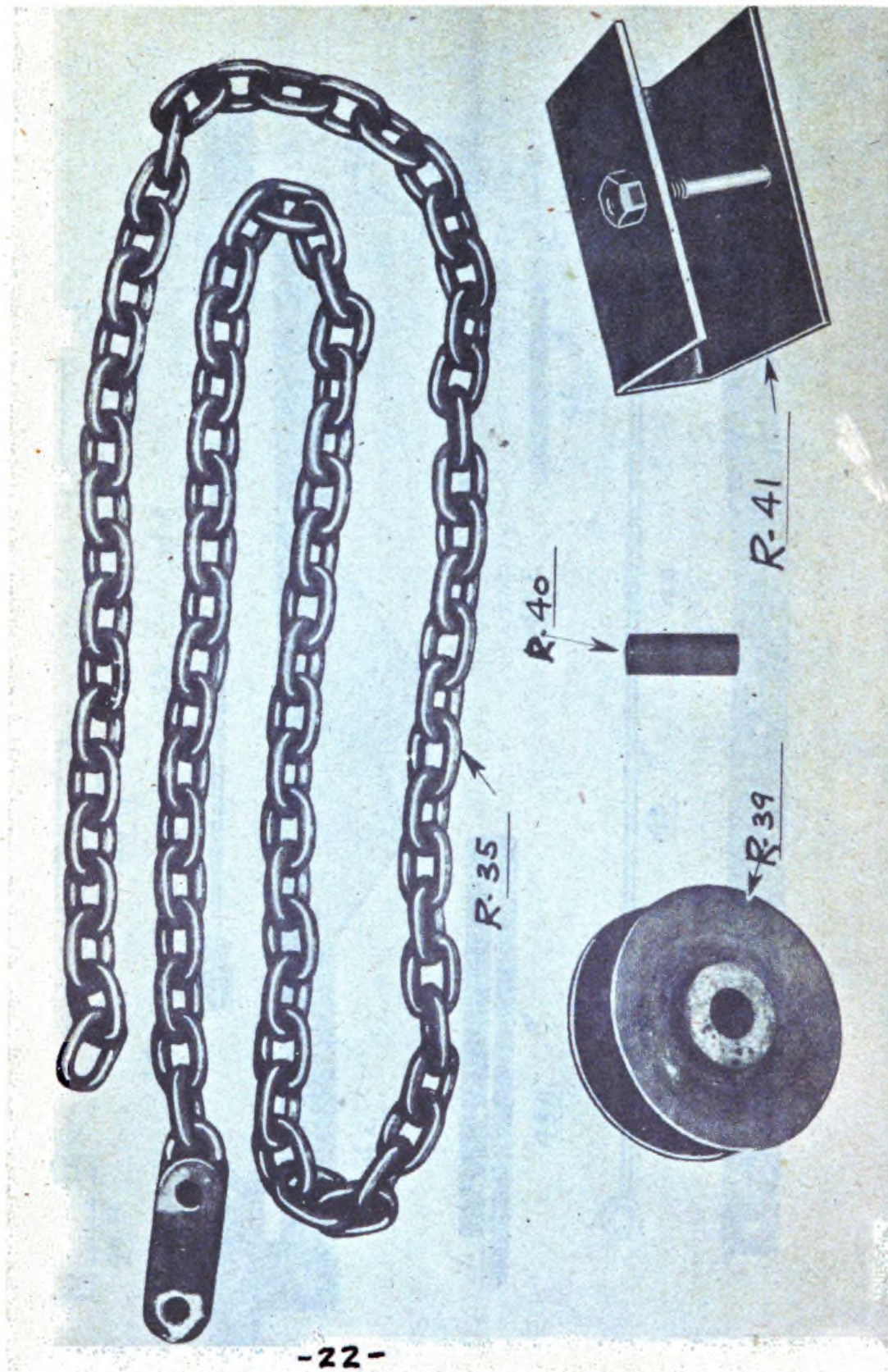


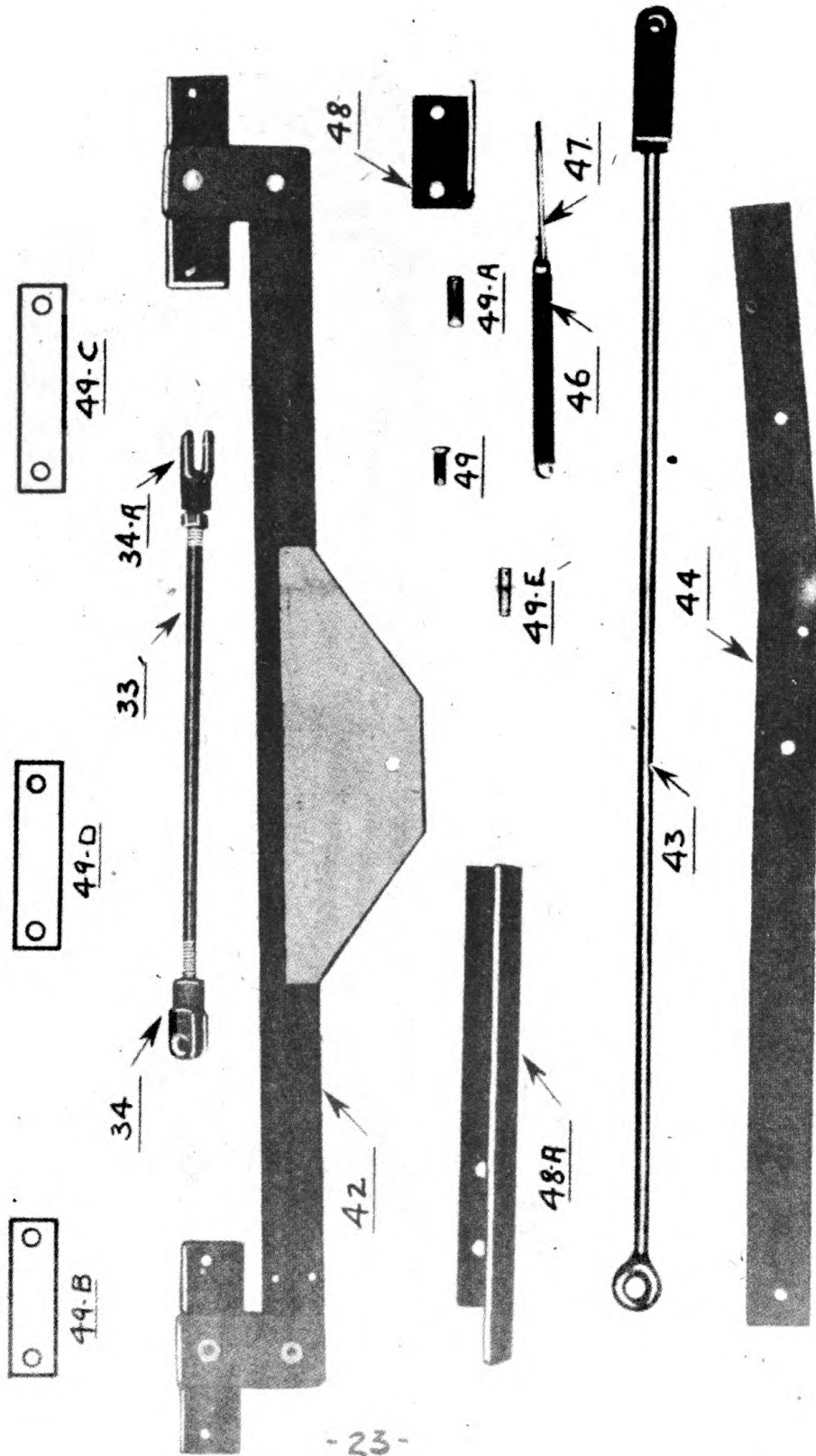
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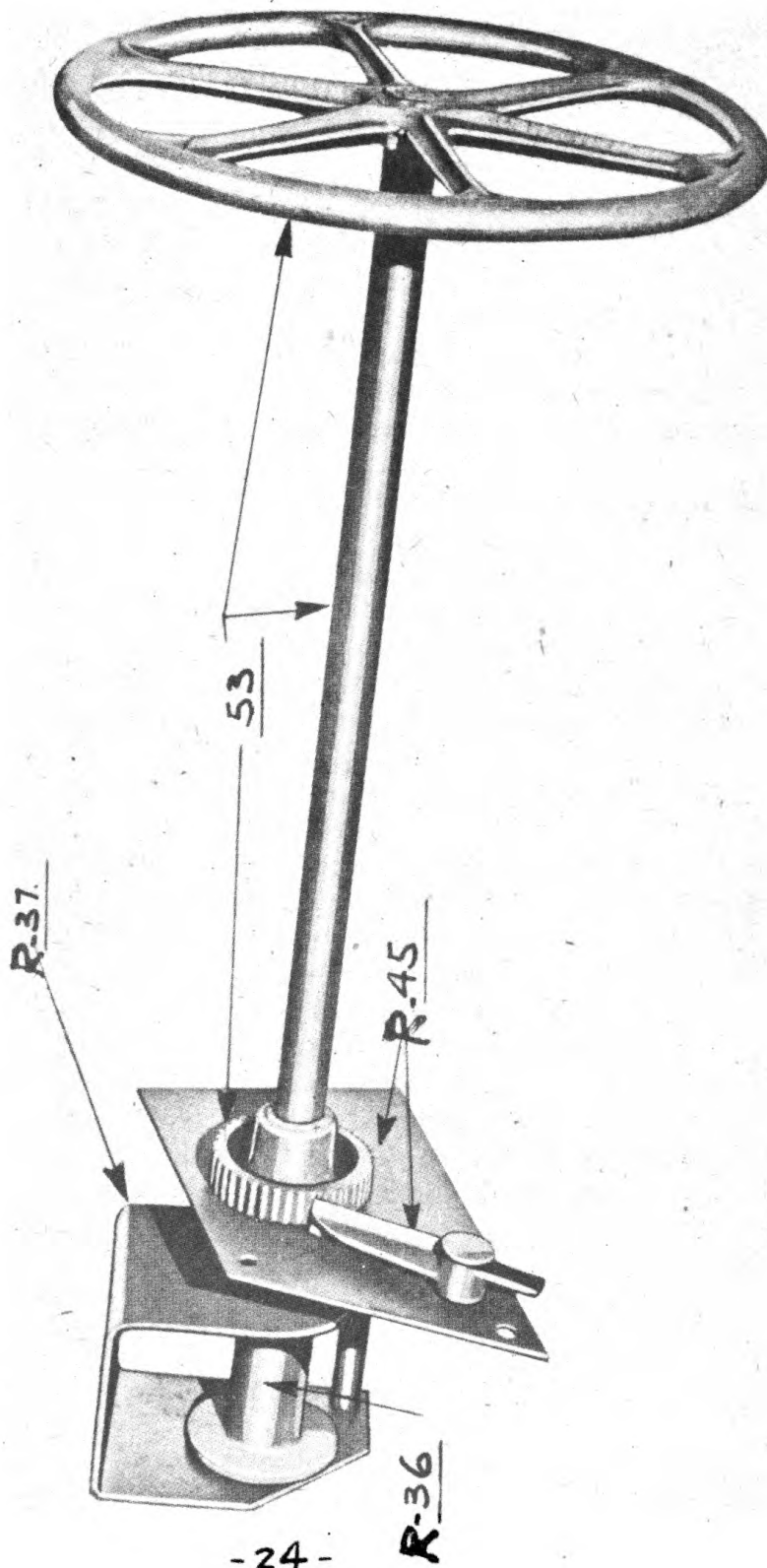
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76-C





HAND BRAKE DETAILS



- 24 -

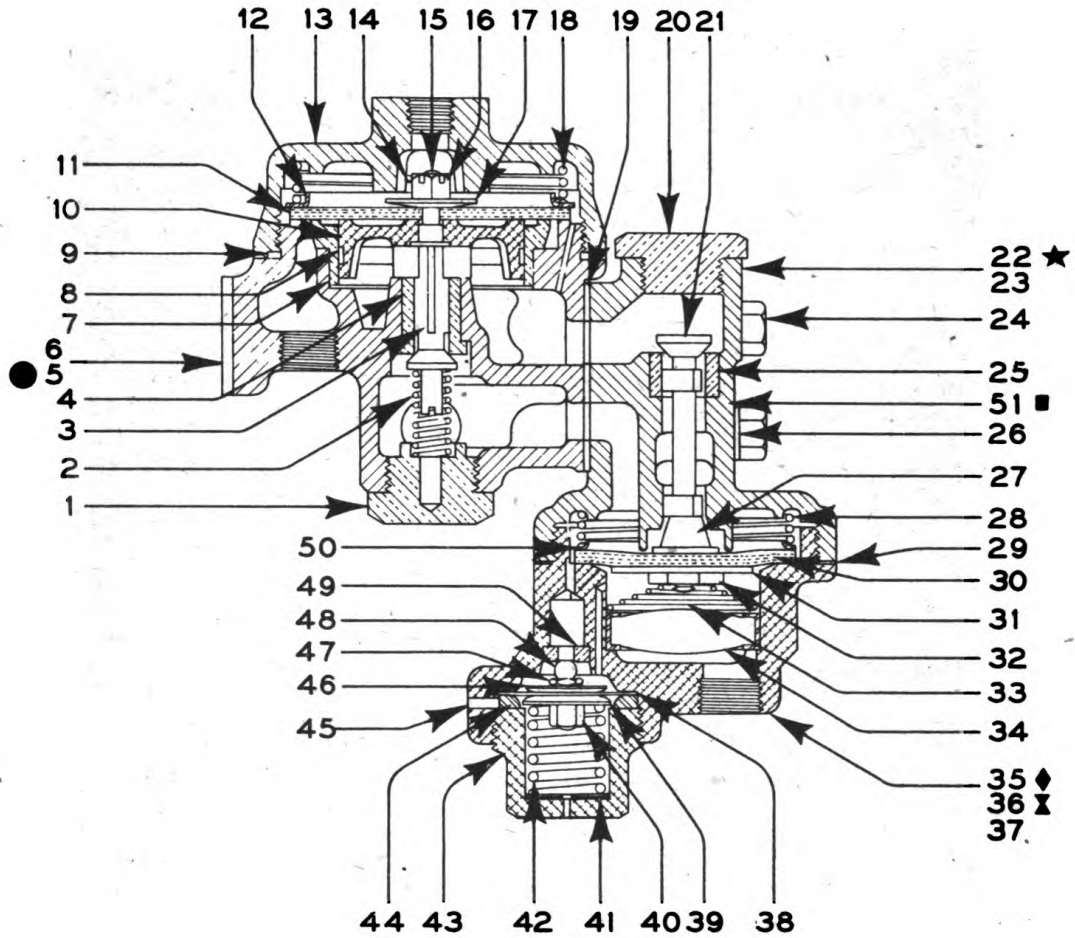
R-36

WESTINGHOUSE BRAKE PARTS WITH ATTACHING BOLTS ETC.

<u>No.</u> <u>Pcs.</u>	<u>Part</u> <u>No.</u>	<u>Description</u>
1	220591	Air Cylinder.
1		3/8 to 1/4 Reducer.
1		1/4 Close Nipple.
1	215689	Air Tank.
1	215310	Drain Cock.
4	205267	Air Tank Clamps.
4		3/8 x 1 Machine Bolt with Nut.
4		3/8 Lock Washers.
1	205000	Quick Release Valve Assembly.
1	220353	Combination Relay & Emergency Valve Assembly.
2		5/16 x 1 Machine Bolts & Nuts.
2		5/16 Lock Washers.
4		3/8 to 1/4 Reducers.
4		1/4 Close Nipple.
1		3/8 to 45 Street Ell.
6	220165	Trailer Hose Couplings.
2	217525	Straight Fittings 1/2 Tube 3/8 Pipe Thread.
5	205053	Straight Fittings 3/8 Tube 1/4 Pipe Thread.
2	215709	Elbow Fittings 1/2 to 3/8 Pipe Thread.
1	205102	Elbow Fittings 3/8 to 1/4 Pipe Thread.
2	215604	Air Hose Assembly.
2	205730	Clamping Nut.
2		1/2 to 3/8 Reducer.
6	215536	Air Hose Connectors.
1	201499	Emergency Tag.
1	201500	Service Tag.
2	220636	Dummy Hose Coupling with Chain.
2	212227	Dummy Hose Coupling.

RELAY EMERGENCY VALVE PC. 220353

(WITH SPECIAL DIAPHRAGM COVER)

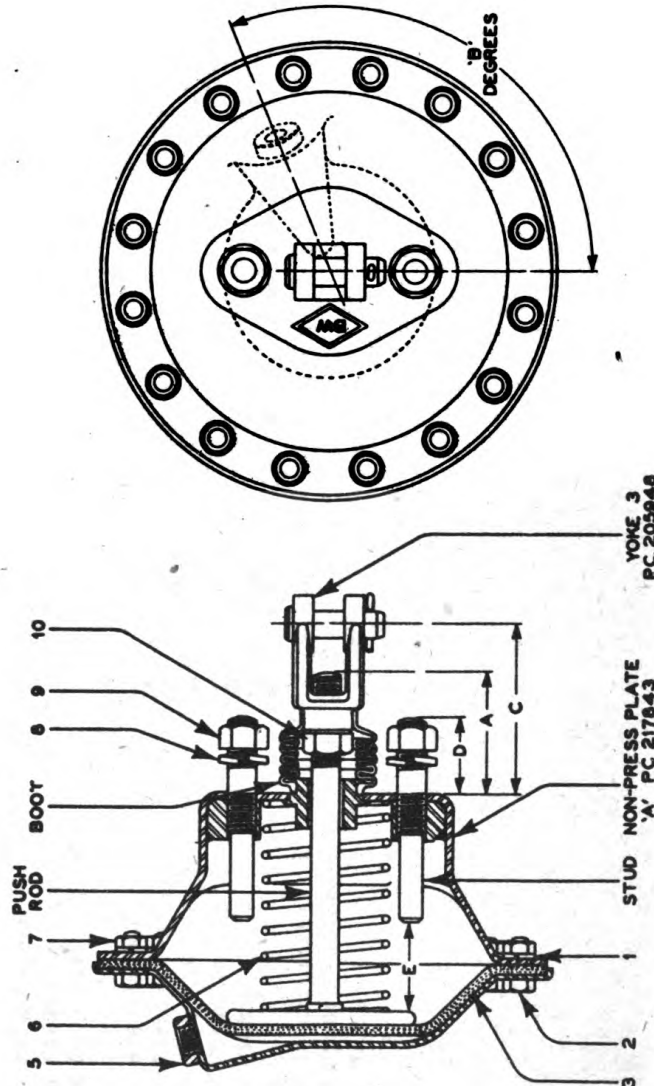
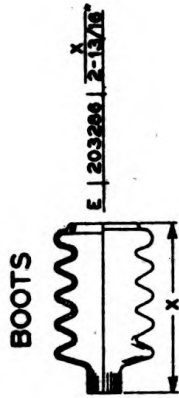


RELAY EMERGENCY VALVE PC. 220353

NO.	PC.NO.	DESCRIPTION	NO.	PC.NO.	DESCRIPTION
1	202692	Cap Nut	27	202743	Diaphragm Support
2	202699	Spring	28	202738	Spring
3	202693	Intake Valve	29	202747	Cover Gasket
4	202690	Valve Seat	30	202744	Diaphragm
5●	216071	Body Complete	31	213387	Washer
6	204568	Body	32	200029	Lock Nut
7	212135	Diaph. Guide Bushing	33	204056	Spring
8	202869	Diaph. Guide Ring	34	204055	Strainer
9	211367	Cover Gasket	35♦	220305	Diaphragm Cover Assy.
10	204650	Diaphragm Guide	36X	220304	Diaph. Cover Complete
11	202695	Diaphragm	37	213225	Diaphragm Cover Body
12	202697	Spring Seat	38	213227	Diaphragm
13	202691	Cover	39	211541	Lower Diaphragm Follower
14	203016	Cotter pin	40	211542	Stem Lock Nut
15	204651	Diaphragm Screw	41	213229	Shim
16	203227	Diaphragm Nut	42	213228	Spring
17	202696	Diaphragm Washer	43	213230	Cap
18	202698	Spring	44	213226	Ring
19	202735	Gasket	45	213224	Pin
20	202741	Cap Nut	46	211595	Upper Diaphragm Follower
21	203379	Valve Stem	47	211538	Stem
22★	215204	Emergency Assembly	48	211539	Ball
23	202746	Emergency Valve Body	49	211537	Valve Seat
24	203388	Hex Head Bolt	50	202737	Upper Spring Seat
25	202736	Valve Seat	51■	220829	Emergency Valve Assembly
26	202982	Lock Washer			

- Includes Items #4, 6 & 7.
Item #7 cannot be replaced in the field.
- ★ Includes Items #23 & 25.
- ♦ Includes Items #36 to 49 inclusive.
- X- Includes Items #37, 45 & 49.
- Includes Items #20 to 50 inclusive.

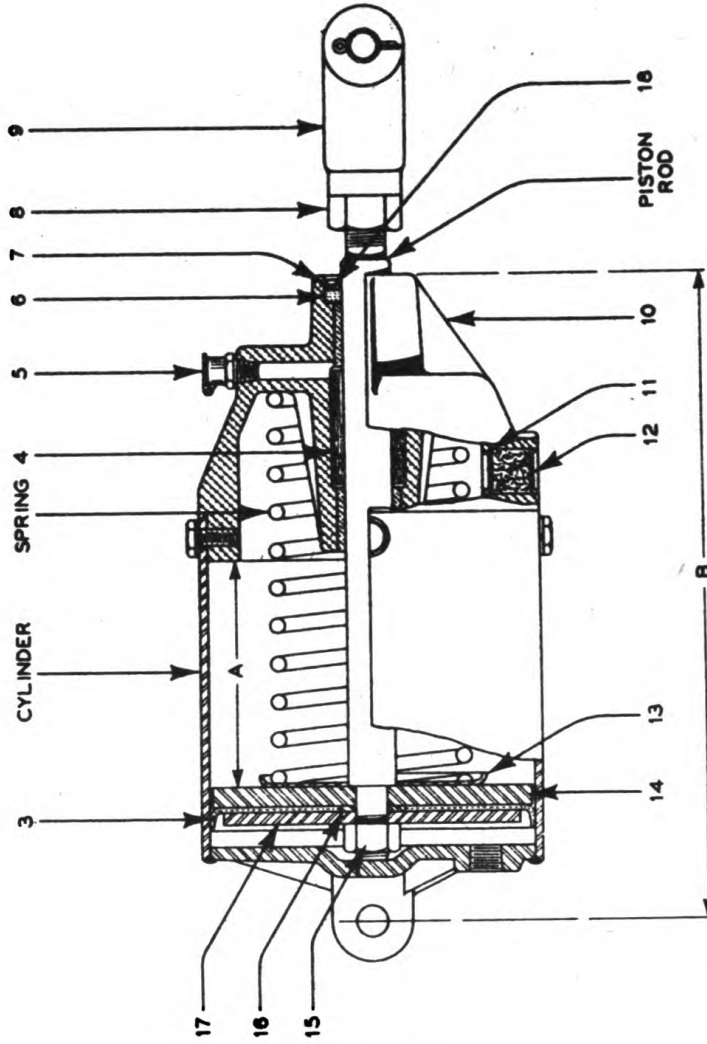
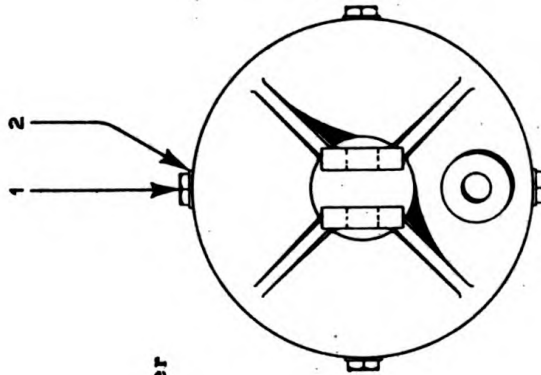
Brake Chamber Pc.No.	Non-Press. Plate	Push Rod Pc.No.	Yoke	Boot	Stud Pc.No.	Dimension				
						A	B	C	D	E
216568	A	217989	3	E	201007	2-1/4	180	3-1/4	1-1/16	E



NO.	PC.NO.	DESCRIPTION
1	201318	Lock washer
2	203151	Hex head bolt
3	201271	Diaphragm
5	210812	Pressure plate
6	212550	Spring
7	203145	Hex nut
8	202985	Lock washer
9	203875	Hex nut
10	212309	Hex .nut

6" BRAKE CYLINDER

- | | | |
|-----|---------|---------------------|
| NO. | PC. NO. | DESCRIPTION |
| 1 | 212387 | Machine Screw |
| 2 | 201318 | Lock Washer |
| 3 | 213549 | Piston Cup |
| 4 | 213563 | Felt Oiler |
| 5 | 213566 | #110 Gits Oil Cover |
| 6 | 213564 | Felt Washer |
| 7 | 213565 | Retaining Ring |
| 8 | 211104 | Yoke Nut |
| 9 | 216841 | Yoke |
| 10 | 220597 | Head Assembly |
| 11 | 204145 | Strainer Screen |
| 12 | 212369 | Strainer Screen |
| 13 | 213562 | Spring Guide |
| 14 | 213541 | Piston |
| 15 | 203575 | Hex Nut |
| 16 | 213553 | Spacer Washer |
| 17 | 213543 | Piston Follower |
| 18 | 213567 | Washer |



BRAKE CYLINDER PC. NO.	CYLINDER PC. NO.	SPRING PC. NO.	PISTON ROD PC. NO.	STROKE A	"8" DIM.
220591	220595	213557	213539	6	12-1/2

LOCK TYPE HOSE COUPLING

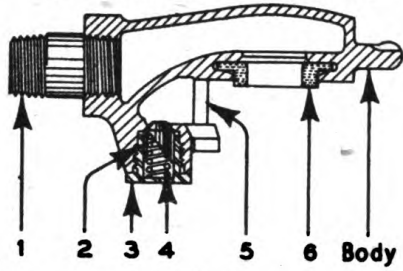


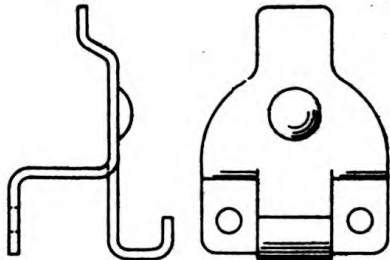
FIG. 2

Hose Coupling	Body Pc.No.	Figure Number	Remarks
220165	212953	2	Less Item #1

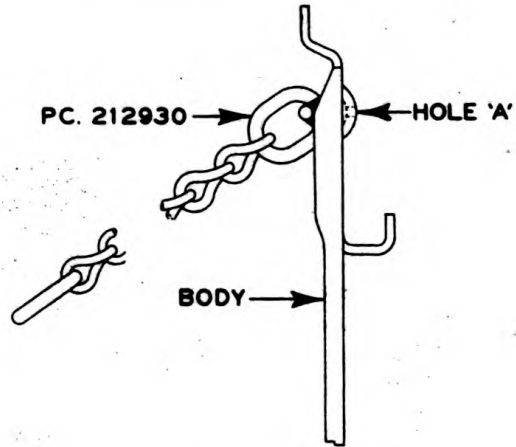
No.	Pc.No.	Description
1	212324	Pipe nipple
2	212108	Plunger
3	212107	Spring plug
4	212109	Spring
5	211155	Pin
6	213630	Packing ring

DUMMY HOSE COUPLINGS

Coupling Pc.No.	Body	Figure Number	Remarks
220636	213607		Less hole "A"



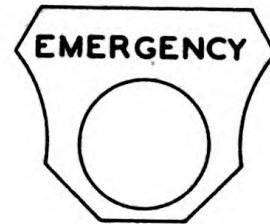
PC. 212227



CONNECTION TAGS



PC. 201500



PC. 201499

COPPER TUBING



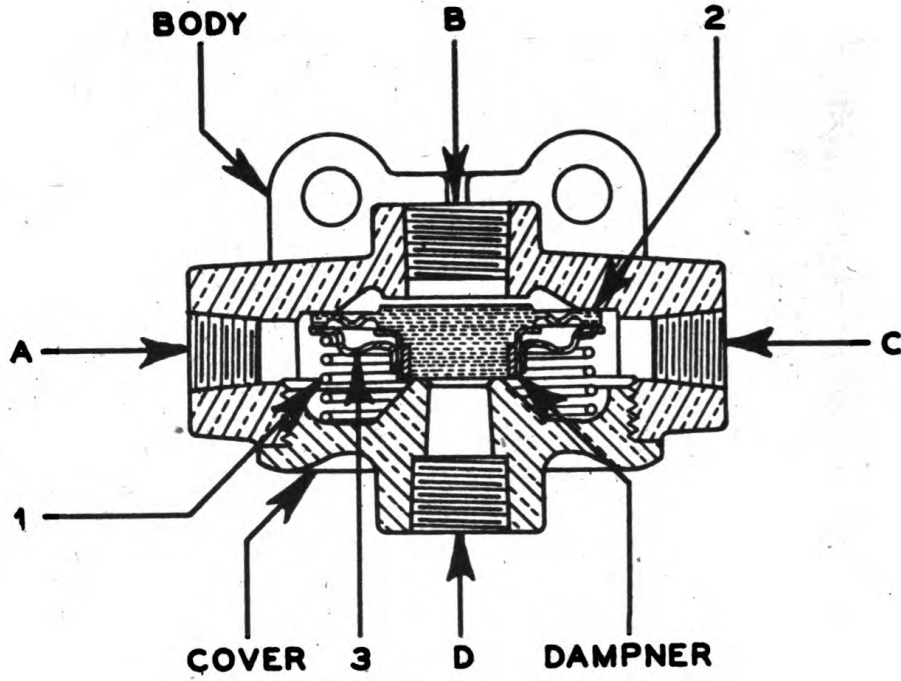
Outside Diameter	Lengths
1/2"	25 feet

LOOM



Inside Diameter	Roll
9/16"	250 ft.*

QUICK RELEASE VALVES



Valve Assy. Pc.No.	Body Pc.No.	Cover Pc.No.	Dampner Pc.No.	Material	A	B	C	Exh. Port D
WITH TAPPED EXHAUST PORT								
205000	204847	211028	203328	Zamak	1/4	3/8	1/4	3/8

NO.	PC.NO.	DESCRIPTION
1	202588	Spring
2	211379	Diaphragm
3	202587	Spring Seat

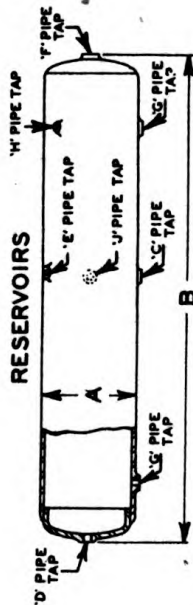
MISCELLANEOUS INSTALLATION DETAILS (RESERVOIRS & RESERVOIR INSTALLATION DEVICES) CUT-OUT COCKS AND DRAIN COCKS



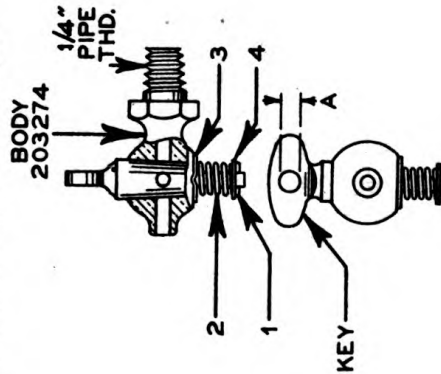
Assy. Pc. No.	A	B
205267	200974	7"

NO. PC. NO. DESCRIPTION
 1 3/8"x6" USS Sq. Hd. Bolt
 2 202983 Lock Washer
 3 203888 Hex Nut

Reser-voir Pc. No.	A	B	C	D	E	F	G
215689	7	36	1/4	3/8	3/8	3/8	3/8

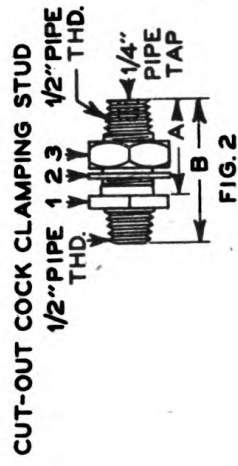


1/4" DRAIN COCK PC. 215310



Drain Cock Pc. No.	Body Pc. No.	Key Pc. No.	Description	Dim. A
215310	203274	203275	9/32	

- No. Pc. No. Description
- 1 212641 Cotter pin
- 2 203277 Spring
- 3 203276 Lock washer
- 4 203278 Washer

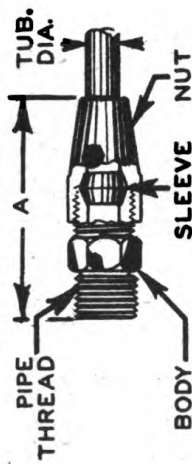


CUT-OUT COCK CLAMPING STUD

Assy. Fig. Pc. No.	Ref. #1 Body	Ref. #2 Washer	Ref. #3 Hex Nut	A	B
205730	2	201945	201946	204000	2-5/8

TUBING FITTING

TUBING CONNECTOR



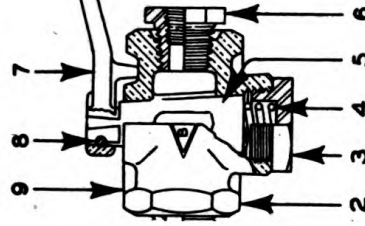
Assy. Pc.No.	Body Pc.No.	Nut Pc.No.	Sleeve Pc.No.	Tubing Dia.	Pipe Thread	A
217690	212194	203755	203754	1/2	1/4	2- 7/32

TUBING ELBOW



Assy. Pc.No.	Body	Nut	Sleeve	Tubing Dia.	Pipe Th'd	A
220475	213307	203755	203754	1/2	1/4	1
215758	203720	203755	203754	1/2	3/8	2

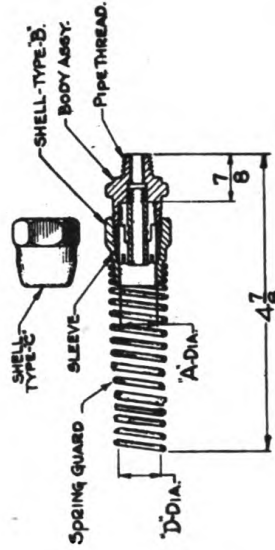
CUT-OUT COCK FOR TRAILER CONNECTION



Assy. Pc.No.	Remarks
217799	Less item #6

No.	Pc.No.	Description
2	212351	Body
3	212354	Cap nut
4	212353	Spring
5	212352	Key
6	212741	Reducing bushing
7	212355	Handle
8	212356	Pin

AIR HOSE CONNECTORS



Assy No. 215536

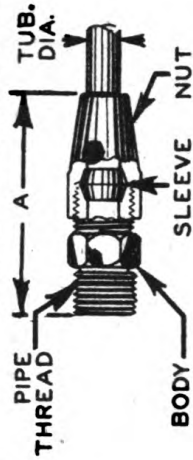
TUBING FITTINGS

TUBING ELBOW



Assy Pc.No.	Body	Nut	Sleeve Dia.	Tub- ing Dia.	Pipe Th'd	A
215709	203759	203755	203754	1/2	3/8	1-1/8
205102	200437	200360	200361	3/8	1/4	7/8

TUBING CONNECTOR



Assy. Pc.No.	Body Pc.No.	Nut Pc.No.	Sleeve Pc.No.	Tub- ing Dia.	Pipe Thread	A
205053	200359	200360	200361	3/8	1/4	2-1/8
217525	211982	203755	203754	1/2	3/8	2-1/4

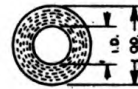
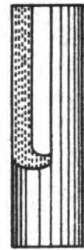
FLEXIBLE HOSE ASSEMBLIES



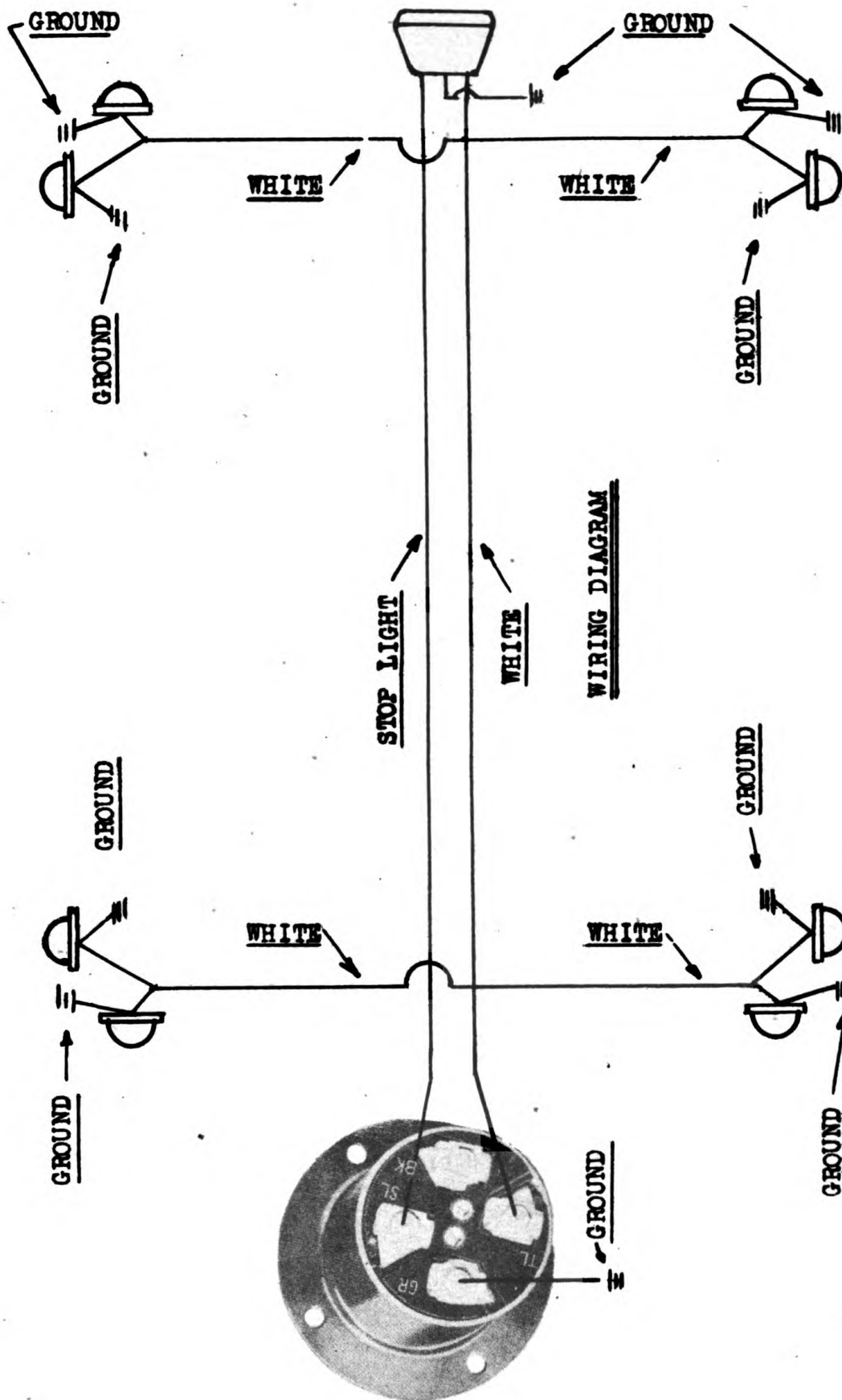
Assembly with BW-Hose	Dimension
Assy. No. 215604	
Hose Assy. No. 215625	A
112-1/8	

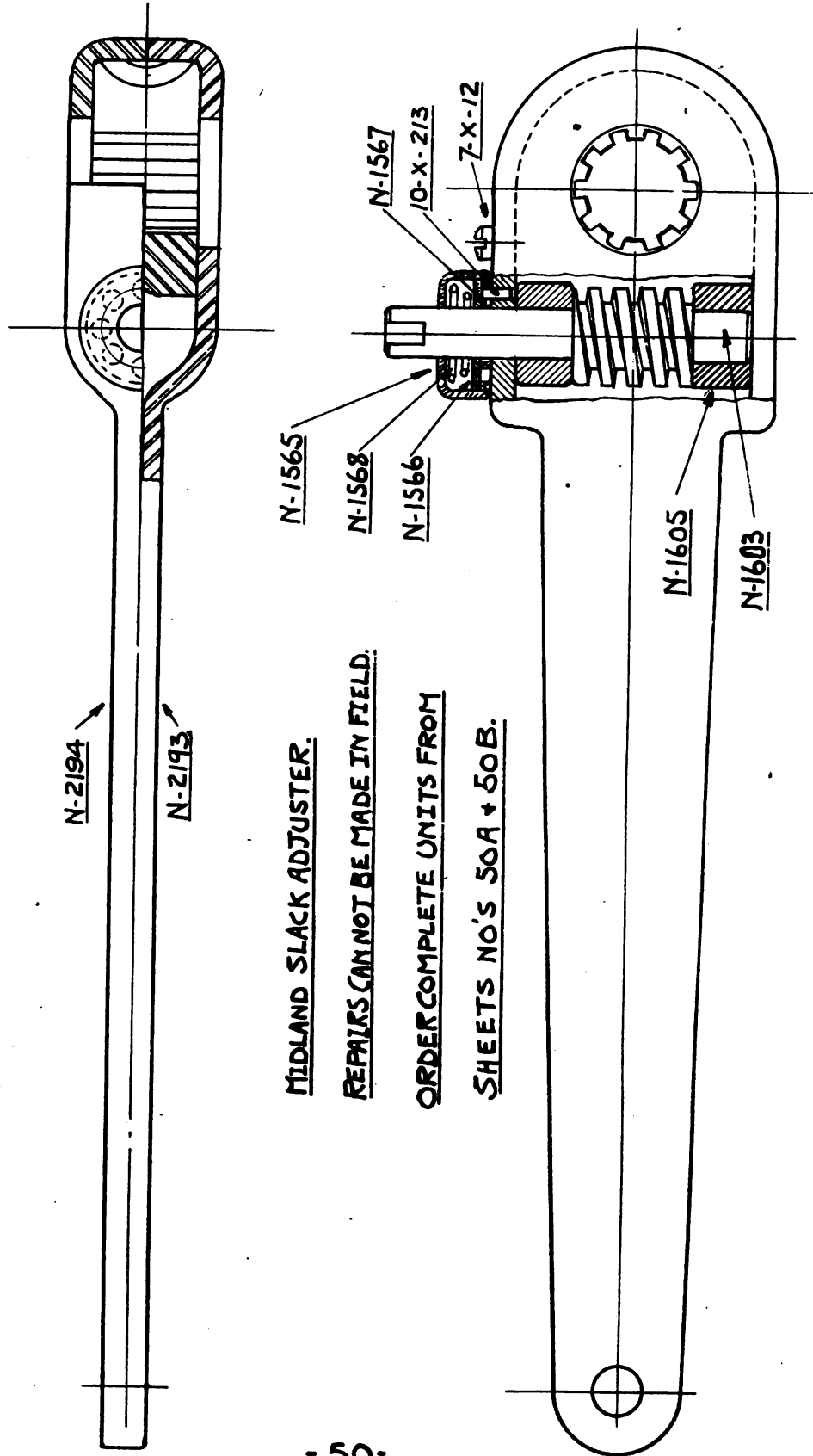
FLEXIBLE HOSE

B-W RUBBER HOSE



Type	Diameter	Hose is marked at 12 inch intervals with Black letters on white label "Bendix-Westinghouse"
	I.D. O.D.	
BW-101-M	3/8 3/4	



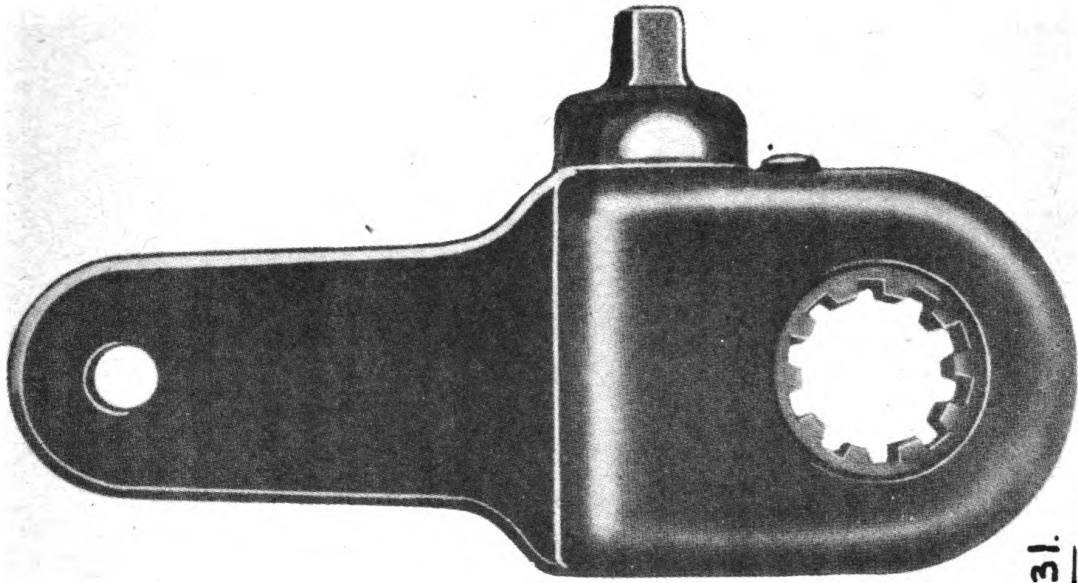


MIDLAND SLACK ADJUSTER.

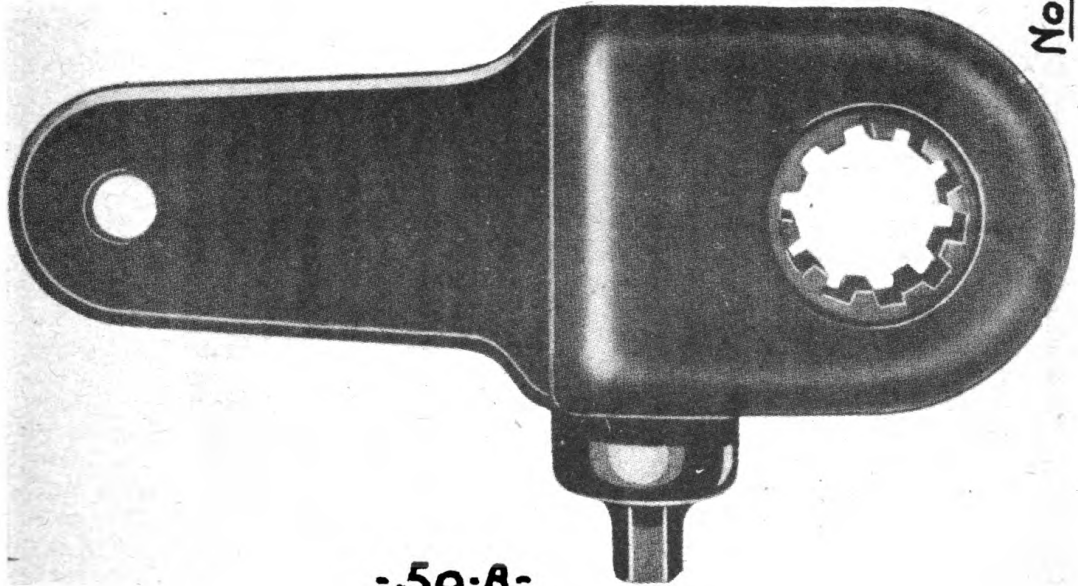
REPAIRS CAN NOT BE MADE IN FIELD.

ORDER COMPLETE UNITS FROM

SHEETS NO'S 50A + 50B.

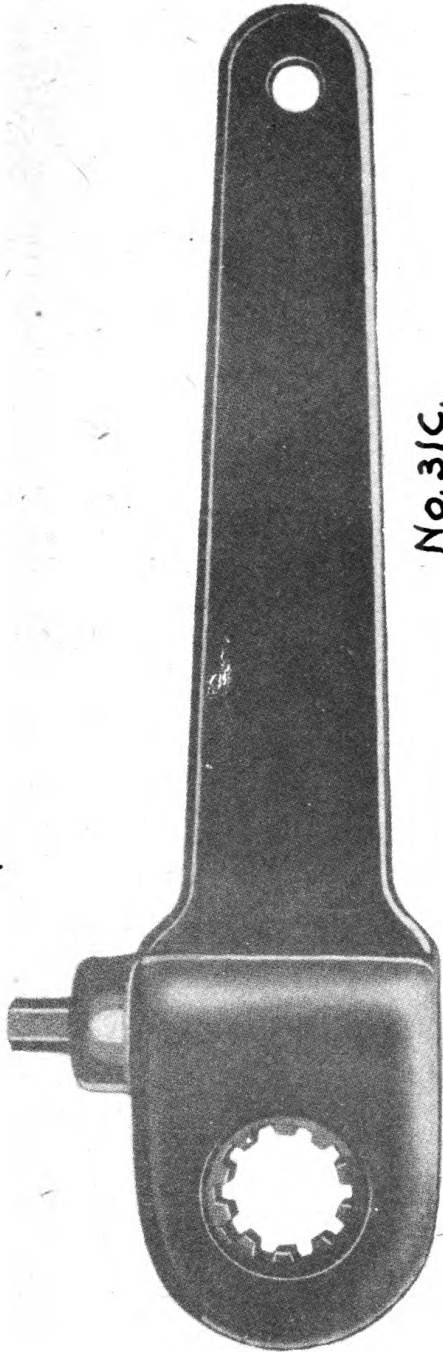


No. 31.

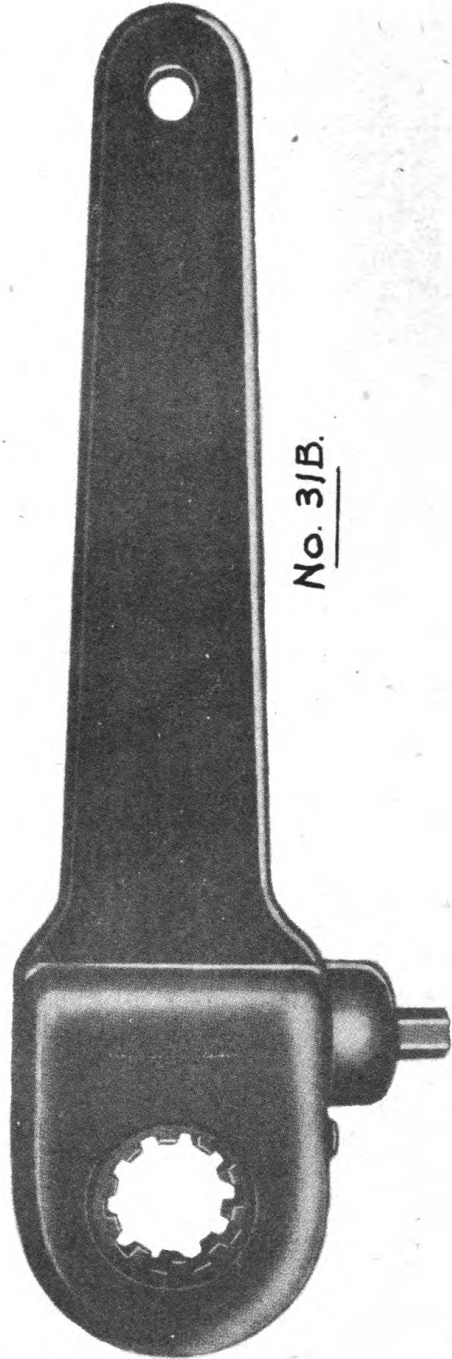


No. 31A.

-50-A-



No. 3/C.



No. 3/B.

- 50-B -