

REPAIR RECORD
ATED BY (Unit, Company, and Location)
0122, US Army, Military Inspection Section

TM 5-537-
REVISED

MAINTENANCE MANUAL

AND

Technical Inspection Section
25th Engr Co (FM)

PARTS LIST

SEMI-TRAILER, 10-TON PONTON BRIDGE



Technical Inspection Section
25th Engr Co (FM)

MANUFACTURED BY

THE TRAILER COMPANY OF AMERICA
CINCINNATI, OHIO

MODEL NUMBER 1938

SPECIAL PONTON SEMI-TRAILER

PURCHASE ORDER No.
51691

CONTRACT No.
W-978-ENG-2003

REGISTRATION Nos.
W-0-3721

WARNING

SPARE PARTS can be supplied promptly and accurately only if positively identified by correct part number and correct part name.

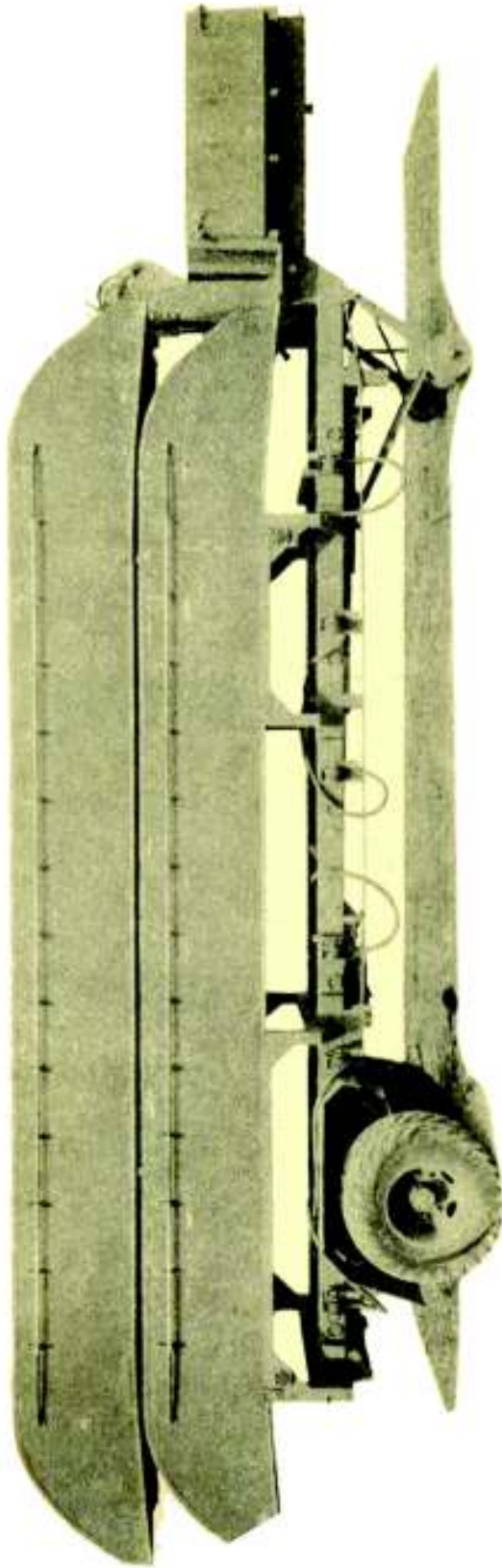
FURNISH THIS INFORMATION ON ALL REQUISITIONS.

WITHOUT FAIL, on all requisitions, give name of machine, name of manufacturer, model or size, manufacturer's serial number of each machine and subassemblies attached to machine, and components and accessories for which spare parts are required.

List spare parts for only one make or kind of machine on each requisition.

Requisitions must be double spaced provide room for office notations where necessary.

cap



TRAILMOBILE 10 TON PONTON BRIDGE SEMI-TRAILER,
WITH TWO PONTON SECTIONS LOADED

N O T E

This Manual Covers Trailmobile

Trailers Serial Numbers

28480-28839

and

31767-31844

— o —

ALWAYS SPECIFY SERIAL NUMBERS

WHEN ORDERING PARTS

— o —

Prices Subject to Change Without Notice

EXPLANATION OF CODE FOR MANUFACTURERS

CODE NAME	MANUFACTURER'S NAME	LOCATION
ACC	American Chain Company	Bridgeport, Conn.
AT	Austin Trailer and Equipment Company	Muskegon, Michigan
BU	Budd Michelin Wheel Company	Philadelphia, Pa.
BW	Bendix Westinghouse Automotive Air Brake Company	Pittsburgh, Pa.
CE	Crouse Hinds Company	Syracuse, N.Y.
CH	Cleveland Hardware and Forging Company	Cleveland, Ohio
CHC	Cole Hersee Company	Boston, Mass.
CR	Continental Rubber Works	Erie, Pennsylvania
EH	Eberhard Hardware Company	Cleveland, Ohio
EM	Eastman Manufacturing Company	Manitowoc, Wis.
FWD	Four Wheel Drive Auto Company	Clintonville, Wis.
HB	Highland Body Company	Cincinnati, Ohio
HE	Hydraulic Equipment Company	Cleveland, Ohio
HH	Holland Hitch Company	Holland, Michigan
HR	Harris Rubber Company	Detroit, Michigan
KC	Kilby Car and Foundry Company	Anhiston, Alabama
KD	KD Lamp Company	Cincinnati, Ohio
LBN	L. B. Nash & Bros.	Chicago, Illinois
PK	Parker Kalon Corporation	Chicago, Illinois
SW	Steward Warner Corporation	Chicago, Illinois
TD	Timken Detroit Axle Company	Detroit, Michigan
WE	Warner Electric Company	Beloit, Wisconsin
WR	Western Rubber Company	Goshen, Indiana

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I N T R O D U C T I O N

1. This handbook is issued as the basic technical order for the equipment involved.
2. The equipment covered in this handbook is the Trailer Company of America's ten ton Ponton Bridge Equipment Carrier. This trailer is made in accordance with U. S. Army Tentative Specification No. T-1105.

GENERAL DESCRIPTION AND PERFORMANCE

1. This model Special Ponton Bridge semi-trailer consists of a drop frame and upper fifth wheel mounted on a trailer axle. The purpose of the unit is to carry two aluminum pontoons. The trailer is adequately equipped with oars, tools and other accessories.

A. The semi-trailer is suitable for use either with the fifth wheel of the tractor or the fifth wheel on a dolly. The trailer chassis is equipped with a pintle hook at the rear to tow the dolly when the trailer is coupled to the tractor.

2. This trailer is designed to normally transport a distributed load of ten thousand (10,000) pounds and is capable of transporting a maximum distributed load of eighteen thousand (18,000) pounds. Total weight of trailer minus 5th wheel and spare tire is 6850 pounds.

3. When operated as a semi-trailer, the unit can be towed with full load at a speed, over any type of road or terrain and under all conditions that would be considered practicable for a tractor whose maximum speed is sixty (60) miles per hour. When operated as a four wheel trailer, the unit will trail satisfactorily, when towed thirty (30) miles per hour over paved roads and is capable of trailing, for short intervals, at forty (40) miles per hour. The conversion from a semi-trailer to a full trailer or the reverse thereof, is easily accomplished by removing or replacing the dolly.