

**TM5-9084**

**WAR DEPARTMENT  
MAINTENANCE MANUAL  
AND PARTS CATALOG**

**TRAILER, DUMP, 2 WHEEL  
 $\frac{1}{2}$  TON, AIRBORNE.**

**CONVERTO MANUFACTURING CO.**

**PITTSBURGH, PA. & CAMBRIDGE CITY, IND.**

**MAY 31, 1943**

**TM5-9084**

**WAR DEPARTMENT**

**TM5-9084, Maintenance Manual and Parts Catalog, Trailer, Dump, 2 Wheel, Airborne, published by the Convento Manufacturing Company, is furnished for the information and guidance of all concerned.**

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Chief of Staff.**

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Major General,  
The Adjutant General.**



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## FOREWORD

This vehicle is designed to save time and labor. Its general usages may be described briefly as fitting into two classes. (1) General cargo work such as requires the use of a small trailer, and (2) a trailer that will dump, for particular use in moving earth, soil and other matters that can more easily be unloaded by dumping.

The proper use of this trailer will save valuable man hours. It has been thoroughly inspected, and like any other piece of equipment, to maintain it in proper operating condition, common sense should be used in handling the equipment. It should not be overloaded.

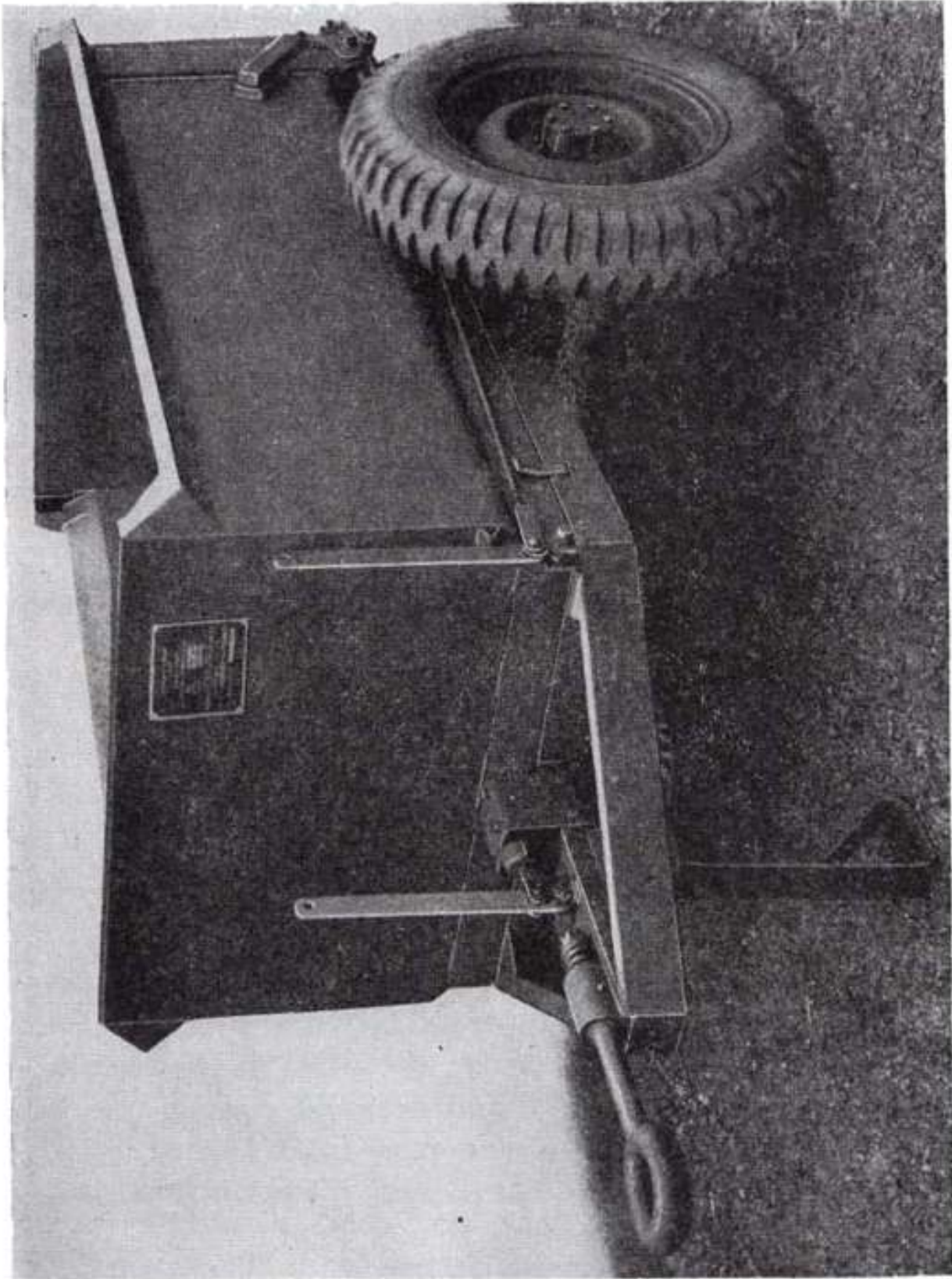


## PURPOSE

In the following pages we have described how to take care of this unit and handle it in such a way that it will give maximum service and dependable performance. These instructions are published for the information and guidance of those units or individuals having charge of the operation, maintenance and repair of this equipment. They include descriptions of the trailer, as well as instructions for its operation, inspection and maintenance.

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**GENERAL VIEW OF DUMP TRAILER**

**PART I**

**OPERATOR'S MANUAL**





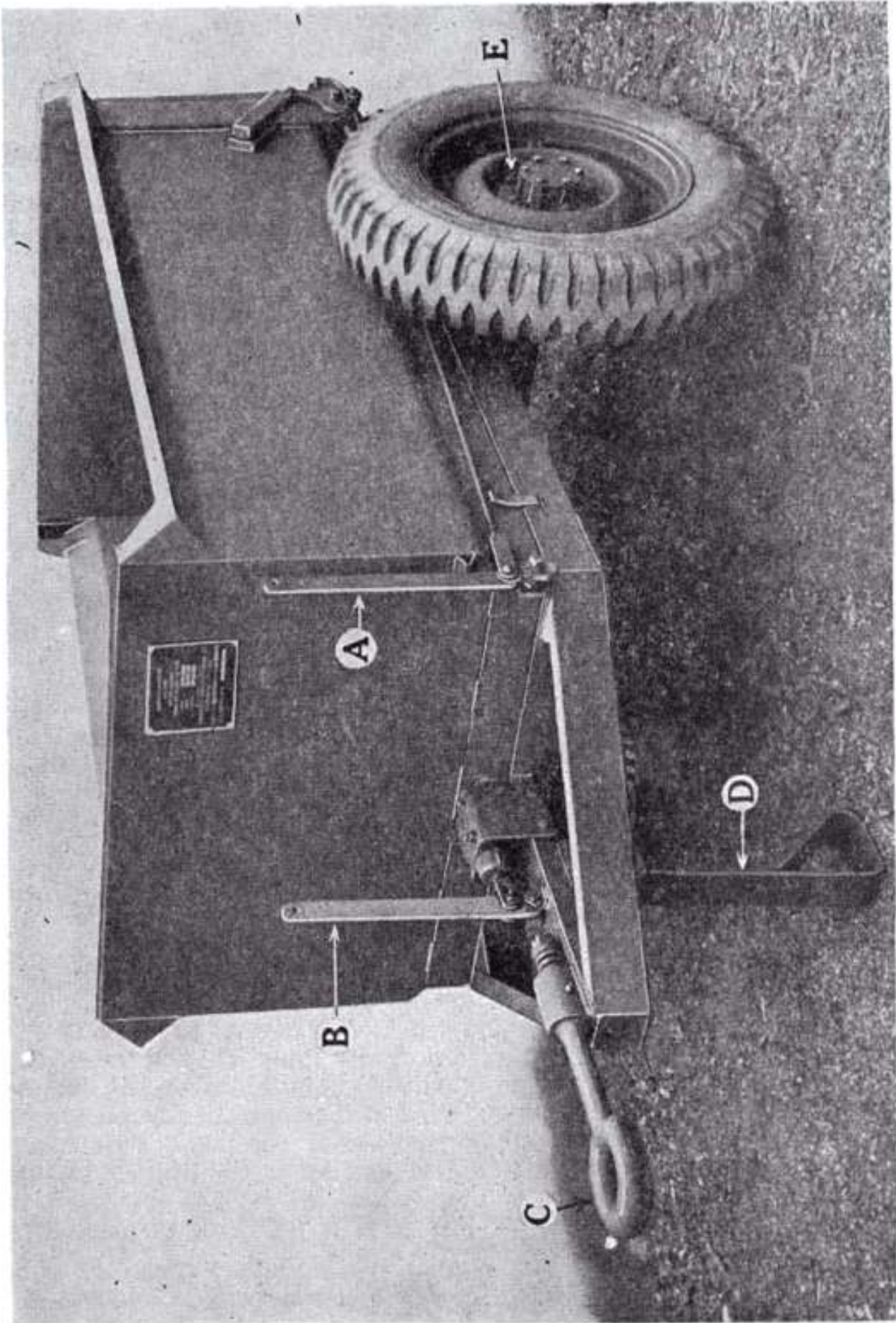


ILLUSTRATION 1

## DESCRIPTION OF EQUIPMENT

### *The CONVERTO Dump Trailer*

*What it is:*—A two wheeled pneumatic-tired, 1/2 ton, all steel trailer for both general cargo and dumping duties.

*What it comprises:*—Its components, 9 sub-assemblies.

1. Frame Assembly
2. Wheel and Axle Assembly
3. Stanchion Assembly
4. Lunette Eye Assembly
5. Body Assembly
6. Dump Release Assembly
7. Tailgate Assembly
8. Tailgate Trip Assembly
9. Tailgate Lock Assembly

#### *Coupling the Trailer*

Due care should be exercised when coupling or uncoupling the trailer so that it will not get out of control.

A rope (not furnished) should be run through the hole at the top of "A" & "B" (Illustration 2). This rope should be long enough to reach the motivating vehicle. It is for convenience in dumping the trailer and in operating the tailgate.

To couple-up the trailer to a jeep, lift up the pintle hook lock, and raise the latch of the jeep. Raise the tongue of the trailer and place the Lunette Eye (Illustration 1, C) in the hook. Close the pintle hook and be sure that the lock is down in place.

#### *Operating the Stanchion*

After the trailer has been coupled to the jeep or truck, pull out the Stanchion "T Pin" (Illustration 4, E, Page 7) and raise the Stanchion (Illustration 1, D) to a parallel position with the tongue of the trailer. The Stanchion "T Pin" will automatically be drawn back to position when the proper position is reached. Before uncoupling trailer, pull Stanchion "T Pin" and lower the Stanchion to a 90 degree angle to the tongue of the trailer. As soon as this position is reached, release Stanchion "T Pin" and it will lock in place.

#### *Using the Trailer*

When using the trailer for cargo work, the permanent body lock (Illustration 2, C and H) should be fastened. This acts as a safety catch to make certain that the body will remain in a parallel position