DESIGN RECORD

CANADIAN-DEVELOPED MILITARY VEHICLES WORLD WAR II

VOLUME VII

TRAILERS

ISSUED BY
Army Engineering Design Branch
Department Of Munitions And Supply
Ottawa, Canada

TRAILERS

TABLE OF CONTENTS

CHASSIS BACKGROUND

Early in the war TRAILERS were used to a very minor degree. However as time went on the requirement for trailers increased both in variety and quantity. The variety may be broken down into two basic classes.

(a) FULL TRAILERS: which are attached to the rear of a self propelled vehicle which vehicle is fitted to carry its own payload.

(b) SEMI TRAILERS: which are attached to a self propelled vehicle in such a manner that the payload of the trailer imposes loading on the prime mover driving wheels.

Both (a) and (b) above may be further broken down by Types and by Size. Typical Canadian production was as follows by Types:

Full Trailers:	Two Wheel
	Four Wheel
	Six Wheel
Semi Trailers:	Low Loader
	Transporter
	Flat Floor
	Frameless
	Cross Country
	Highway Type

The sizes developed are indicated under the individual specification chassis sheet for each. It is to be noted that the specification sheets are subdivided into types and then by size.

The Decision was made at the outset that wherever practical, and within the capacity of the components, that Trailers regardless of Class, should be equipped with components already used in Self Propelled Vehicles. This was carried out throughout on fast moving parts such as SPRINGS, SHOCK ABSORBERS; WHEEL HUBS, WHEEL BEARINGS, MASTER CYLINDERS, BRAKE ASSEMBLIES, etc. As was expected other factors such as the Scarcity of Crude Rubber coloured the ultimate production designs, but to a very large degree the programme was carried thro' successfully.

A further Decision was also made that so far as possible the designs should be so that material such as frame assemblies be readily available from Canadian Sources. This resulted in Rolled Sections being used to a large degree for Frames and at times the complete design was therefore only a compromise. Along with Frames other components such as Fifth Wheels, Axle Beams were accepted which suited Canadian material rather than good theoretical design.

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The TRACK of all Trailers was planned to agree with the track of the Towing Vehicle wherever the latter was a specified vehicle and where the latter was not known the Track was made to agree with C.M.P. Vehicles approximately. This was done to eliminate as far as possible the load on the Towing Vehicle in breaking Trail in soft terrain. Where multiwheels were required this was deviated from due to other limitations such as load dimensions or deck height.

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TIRE SIZES were, on Semitrailers, specified to agree with the Towing Vehicle whether of W.D. type or Commercial and where practical within other requirements. The object in this being to provide interchangeable tires and reduce the number of required spare tires carried. Tire Sizes on Full Trailers were generally of a W.D. Type in use in the Services and in some instances Trailers were known to be overtired.

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TOOLS, in early production, were specified to suit Trailer components, in both type and quantity, and also to suit any equipment carried by the vehicle. Later the provision of Tools became a difficult problem and at one period in production the Tools required specifically for chassis were eliminated as it was felt that adequate Tools were available on the Towing vehicle. However, the Task System of Maintenance was subsequently applied to Trailers and created a demand that caused extensive Tool coverage to be specified.

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AIRPORTABILITY - at the later stages in the War the requirement that certain Trailers be made Airportable in a C47A Aircraft became firm. In so far as Canadian Trailers were affected one model only, the 2 wheel 10 Cwt. G.S., was modified to meet the requirement. The modifications to Chassis consisted of the provision of 'eyes' on the frame assembly for Lashing Hooks.

Had the requirement extended to larger

Trailers, with the Track of C.M.P. vehicles, more extensive changes would probably have resulted.

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PAINTING - was specified as called for Self Propelled Vehicle. Some difficulties were experienced in maintaining satisfactory results at all times due to the many Contractors involved in Trailer production. The reader is referred to Painting Section of Self Propelled Vehicles Chassis.

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ACTUATING OF BRAKES has been in a large variety of systems varying from overrunning to air pressure operated. This large variety of systems appeared undesirable because of the fact that towing vehicles, to be successfully operated with Trailers, would have to be fitted with the various types of apparatus to control Trailer Brakes. The reader is referred to the Section of Brakes in the description of Self Propelled Vehicles.

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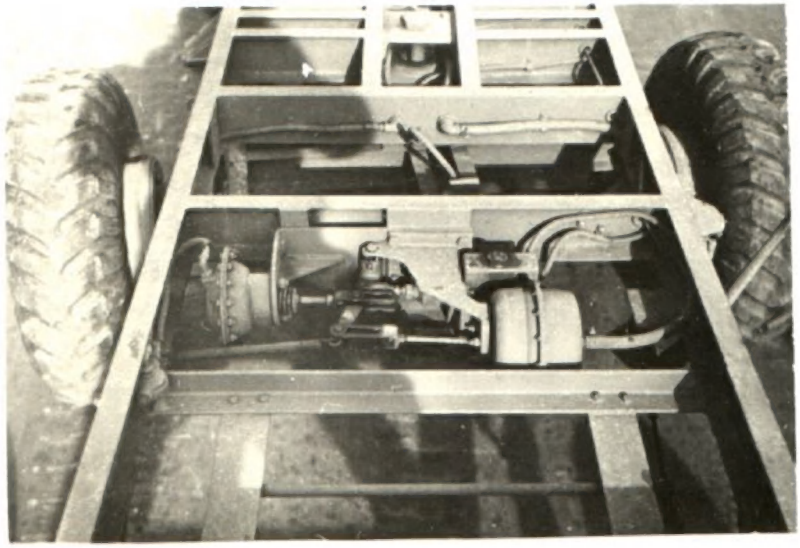
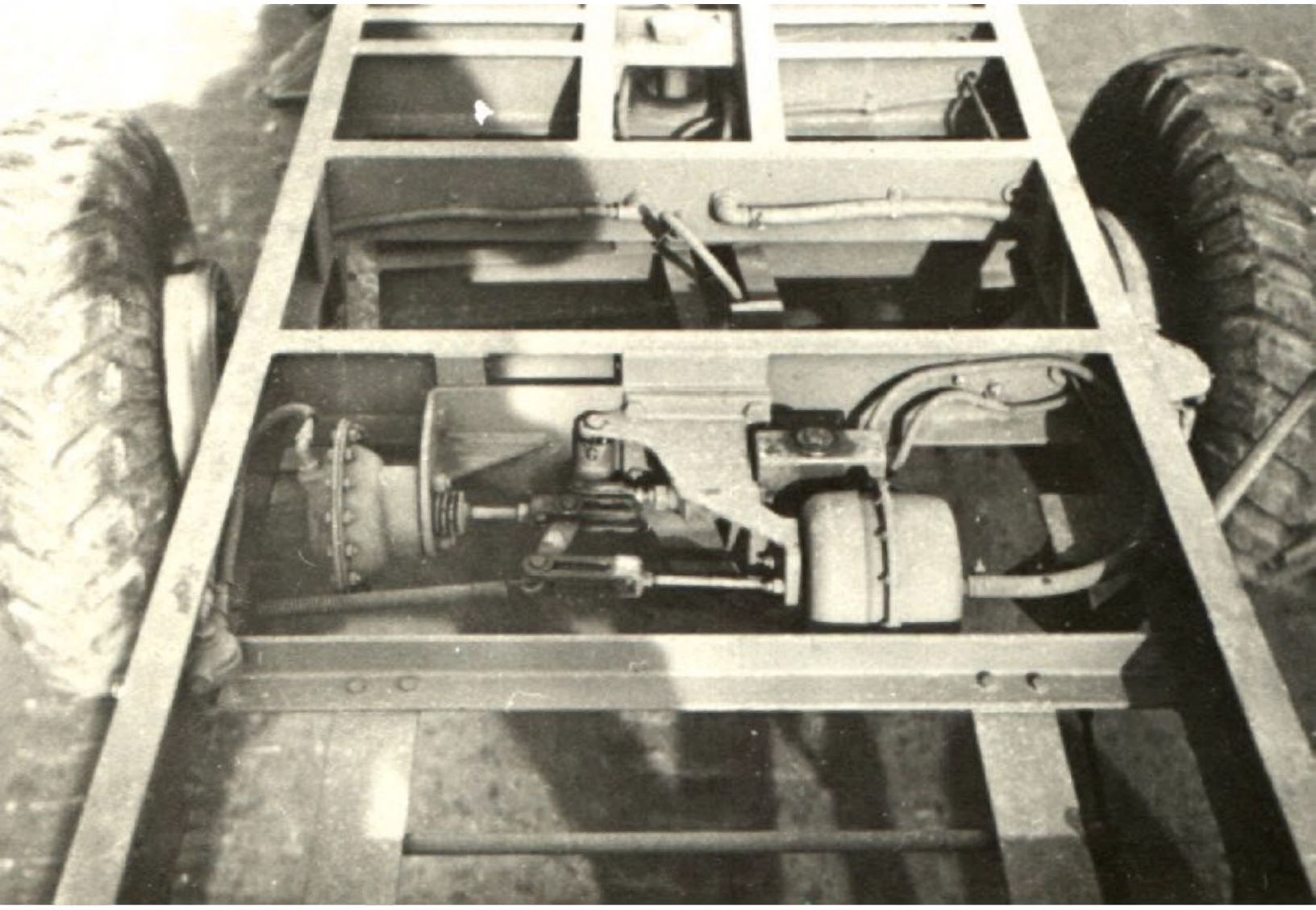
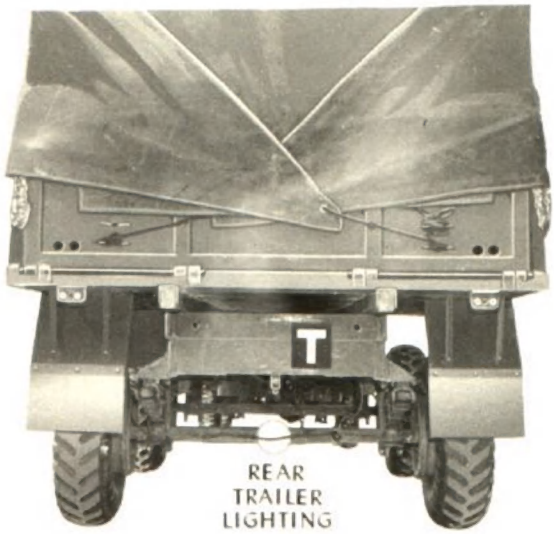
LIGHTING - on early Trailers for overseas use was based on War Office procedure which required a Reflector in the shape of a "T" and one hand portable Battery Dry Cell operated LAMP only, mounted at the rear of the Trailer. Subsequently it became a requirement to provide Rear lamp, Stop lamp and Convoy lamp and Switch, operated by electrical current originating in the system of the Towing Vehicle. Trailers generally were specified to be fitted with Rear Lighting as in A.E.D.B. Specification #0A 62 with a suitable connecting harness and plug to fit a rear trailer lighting Socket on the Towing Vehicle.



AIR PRESSURE OR VACUUM OPERATED HYDRAULIC

TRAILER - TRUCK CONNECTING HOSES, SINGLE AIR PRESSURE AND SINGLE VACUUM





REAR
TRAILER
LIGHTING

FAILURE and SHORTCOMINGS of Trailers produced in Canada have been minor insofar as Field Complaints indicate. However there were points in the design which might be corrected on future vehicles. Briefly the major points are listed herewith:

(a) The SIZE of the Lunette Eye has been found to exist in varying dimensions and maladjustment with the variety of tow hooks has resulted. Standardization of the Lunette Eye and Tow Hooks should be an objective on future vehicles. It may result in light vehicles having an over size Eye but it is believed the penalty in weight resulting from this would not be a serious factor.

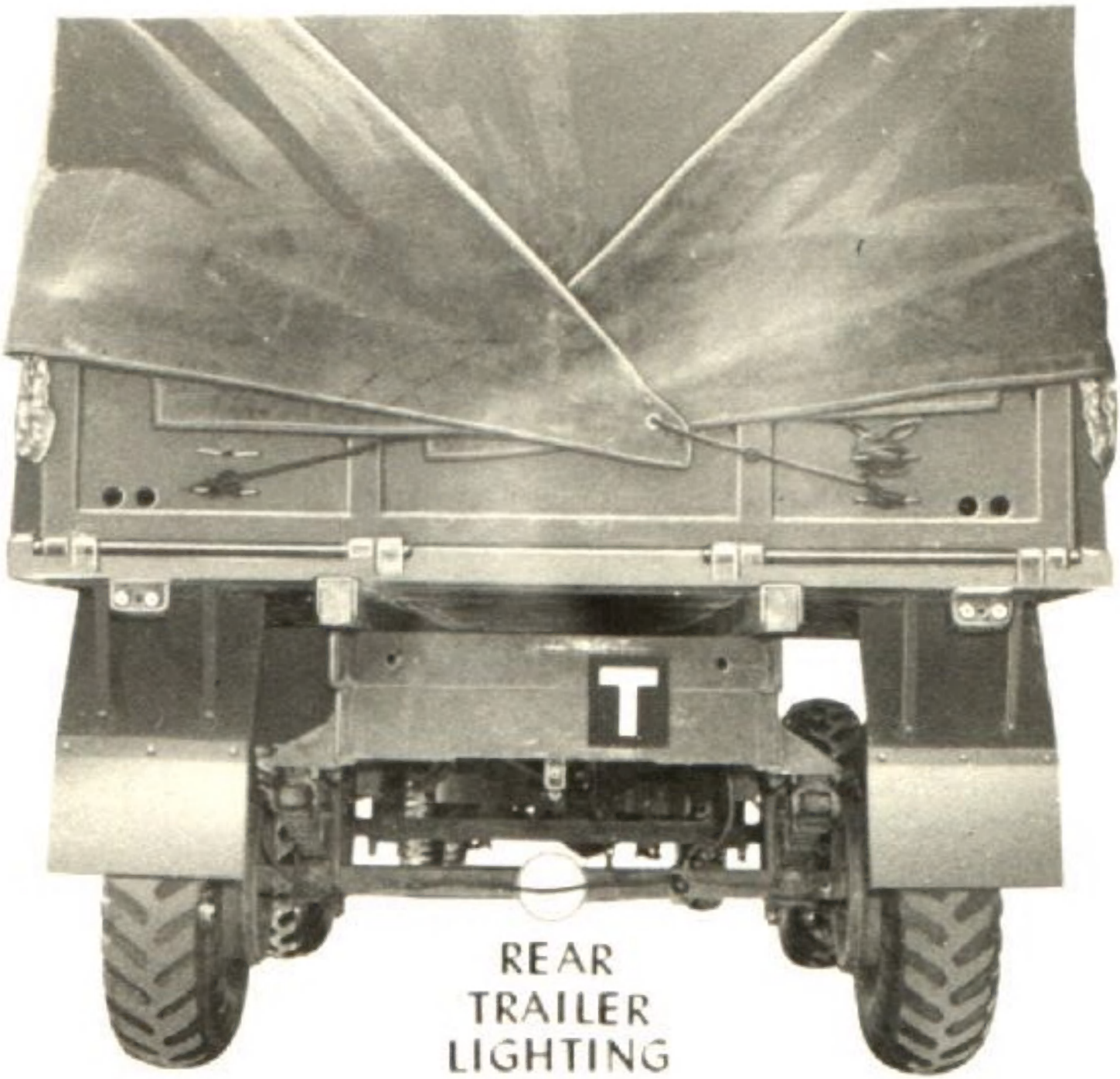
FIXED TOW HOOKS and SWIVELLING LUNETTES was the specification for standard War Office Vehicles. This was the reverse of U.S. procedure with swivelling hooks and fixed eyes. Obviously where vehicles with swivel hook and swivel eye are connected difficulties will arise. It would seem advisable therefore to incorporate in future Trailers fitments on the lunette eye which will allow it to be either "fixed" or "swivelling" as the immediate condition warrants.

(b) The TONGUE of 2-wheeled Trailers was found to be most critical. Failure occurred on the Tongue adjacent to the basic frame and usually occurred just forward of the Body. The failure at this point was due to the extreme stresses experienced in a beam which is partly unloaded and has a concentrated load on its remainder. The ideal Tongue would be one which is of varying section modulus.

(c) The ARTICULATION of Semi-Trailer as laid down by the Users has some times resulted in unstable vehicles. A particular case in point was one in which a 15 degree side articulation and 20 degree forward and backward was specified. This was met but unfortunately in actual operation the Users viewed a vehicle with such characteristics, unstable and dangerous to operate. Subsequently suitable means were provided in the field to reduce the side articulation from 15 degrees to approximately 7 degrees on this particular Trailer.

(d) TIRE FAILURE was experienced on vehicles which had a specified floor level, such that small diameter dual tires, in quantity, were required to provide the carrying capacity of the Trailer specified. Such dual tires were suspended on unsprung axles and in operation over uneven terrain the load transfer from one tire to another was critical. Had such trailers been built to requirements which would allow larger tires to be used it is felt that this failure could readily have been corrected in production.

(e) FLOATATION - Experience showed that for Cross Country operation the use of vehicles with multiwheel small diameter tires, in lines, was limited due to lack of floatation and high rolling resistance. This condition may be considerably relieved by the use of fewer large diameter, large section tires spaced a reasonable distance apart. Such a design gives greater floatation and less "build up" ahead of the tires resulting in overall better performance at the expense of increase of deck level and centre of gravity height above ground line.



REAR
TRAILER
LIGHTING

(f) MANOEUVREABILITY of Heavy Semi Trailers versus Full Trailer has been a subject of much discussion. One school of thought favours Full Trailer as it is most easily disconnected and thus readily placed under cover from enemy observation, and as well is able to be disconnected on bridges of limited carrying capacity. It also may be rescued under difficult conditions by double heading the Towing Vehicle. On the other hand such a train usually requires ballast to provide tractive effect on the drive wheels of the Towing Vehicle. Such ballast adds to the total train load. The alternative school favours the Semi Trailer as the overall train weight for a given payload is a minimum and the ability of a Semi Trailer to back into a specified area is far ahead of the Full Trailer. Semitrailers in heavy duty Recovery Type impose loading on Bridges of relatively high nature as the Tractor load must be included if the vehicle is mobile. In addition the weight transfer on Tractor axles on heavy gradients reduces the Steering stability of the Tractor.

The physical LIMITATIONS set out in Users requirements were sometimes too binding to allow a satisfactory design. This was illustrated well on Tank Transporter Vehicles where O.A. height, width, length and deck levels, combined with dimensions of the load to be transported, resulted in a vehicle beyond practicability. It was found that O.A. height and Deck level had to be opened up to allow a practical design.

REFERENCES:

Trailer General Requirement Specification	OA-90
Trailer Code Chart	C-20-SP

During the war a Weekly Progress Report was made by D.A.D. on projects in hand. This information has since been extracted and copied in grouped form for each project and it is suggested that this data be consulted for additional information, if required.

Comprehensive photographic files have also been developed. These include a binder containing positive prints. An envelope of negatives is filed under the same number. Reference to specific photograph file numbers is made on the individual vehicle data sheets in this volume.

TRAILER BODY BACKGROUND

4-WHEEL TRAILERS.

The first trailers in the field were the 4-wheel type, whose value had been demonstrated widely in commercial practice, particularly as general load carriers. It was logical, therefore, that these units would have a definite role in the over-all M.T. picture.

Three General Service load carrying 4-wheel trailers were produced:

(1) the 10 ft. all steel, all welded unit with 2-ton payload capacity.
(2) the 12 ft. all steel, all welded unit with 3-ton payload capacity.
(3) the 13'6" all steel, all welded unit with 5-ton payload capacity.

The 2-ton and 3-ton trailers were equipped with flat tarpaulins, but the 5-ton unit had a superstructure and wrap-around tarpaulin. The 3-ton trailer was for D.N.D. account, and the body was almost a replica of the 12 ft. General Service flat floor body - Code 5U1 - which was mounted on Ford and Dodge 158" - 160" modified conventional lorry chassis. The 2-ton and 5-ton units were for Ministry of Supply account, and were built to specifications laid down by British War Office.

Special 4-wheel trailers were introduced as the need arose, particularly with the Mobile Workshop Lorry program. These included the following:

(a) the Machinery type "Q.M.G. M.T." which was designed to be used with and towed by the Q.M.G. M.T. Machinery Lorry, and carried auxiliary equipment for M. T. Maintenance.
(b) the "Brake Drum and Surface Grinder" which was designed to provide facilities for turning and grinding all sizes of brake drums, grinding all sizes of cylinder heads, and grinding all sizes of brake linings.
(c) the "60 Ton Press" which was designed to provide facilities for general press work, testing and straightening shafts and axles, and rivetting differential ring gears.

The Pigeon-Loft 4-wheel trailer was designed as a base for carrier pigeons. The body of this unit was of all wood construction, and the original design was British. However, after the pilot was completed, the need for this unit was not considered urgent, and no production quantity was ordered.

2-WHEEL TRAILERS.

The 2-wheel trailer came into being in 1941.

At first, the requirements were for "all welded, all steel" 2-wheel trailers to be used as General Service load carriers, and the first unit to be built was the 15-cwt. General Service trailer. It was patterned after standard commercial design in that it had two solid sides and front panel, and a drop tail gate with chains to hold the gate in a horizontal position to act as a loading board. Adjustable raves were incorporated into the top of the side panels, and a flat tarpaulin was lashed to the side and front panels completely enclosing the top. In all, it very closely resembled a commercial type unit.

However, shortly after this unit was put into production it became necessary to conserve shipping space as much as possible and one of the methods adopted was to establish the knockdown body - known as "C.K.D.". At the same time, steel production had become "tight" and a decision was made to manufacture the C.K.D. pilot of wood with steel framing - in fact, a composite body. Both the composite construction and the C.K.D. design proved adequate under rigorcus tests, and the model went into production.

Several modifications of the 15-cwt. 2-wheel General Service trailer were set up, as follows:

(1) the Machinery Trailer type "9 K.W. Generator".
(2) the Machinery Trailer type "20 K.W. Generator for A.A. Searchlights".
(3) the Machinery Trailer type "22 K.W. Generator".
(4) the Machinery Trailer type "R.E. 25 K.W. Generator".
(5) the "Gas Welding Trailer".
(6) the "Light Mobile Servicing" Trailer.
(7) the 180 Gallon Water Tank Trailer.
(8) the Pole Trailer.

It might be added that the Generator Trailers, the Gas Welding Trailers, the Water Tank Trailers, the Light Mobile Servicing Trailers and the Pole Trailers later were mounted on the 20-cwt. chassis.

* * *

The 10-cwt. trailer was next produced. This was a composite, C.K.D., unit and was designed to be towed, in train of from one to three trailers, behind the "Jeep". The towing arrangement, however, was adjustable, so that the unit, or units, could be towed as readily behind any type of C.M.P. lorry.

The 10-cwt. trailer also was designed in light gauge steel, bolted construction, which proved to be readily adaptable when air-portability became a factor. In fact, it was not necessary to make any change to the body to make it air portable, and a large quantity was produced. A still later requirement called for the all-steel trailer to be made water-tight so that it could "wade" or be floated without leakage of water into the body, with consequent damage to the payload. This latter requirement was carried out in the form of a "field fix" so that any standard 10-cwt. steel trailer could be so processed in the field. In this manner, the all-bolted feature of the construction was not impaired.

All three pilots underwent extraordinary and strenuous tests, and stood up well under the stress and strain of the Proving Ground tests. Production orders were placed for the composite and the all steel bodies, and the "field fix" for waterproofing of the body was released to the Canadian and British Army authorities.

* * *

The 20-cwt. trailer, while designated as a General Service trailer, in reality was of special design. The prime purpose of the unit was to transport petrol in tins and a second or folding floor was incorpor-

2-WHEEL TRAILERS (CONTINUED)

ated in the body. In this manner, the tins could be carried in two tiers without damage to the tins. When used in a General Service load carrying role, the auxiliary floor was folded back against each side and held in position by the locking bolts installed for that purpose. The first trailer bodies were of composite wood and steel construction.

This body also was designed and produced in bolted steel form, one particular feature being the light weight corrugated tail gate. The floor of this latter body first was fabricated of 14 gauge H.R.B.A. steel sheet. However, under test, the 14 gauge steel buckled, and the design was changed to 12 gauge H.R.B.A. steel, with corrugations running longitudinally in the floor plate. These corrugations acted both as stiffeners and wear strips.

The 20-cwt. trailer chassis also was used for mounting specialty bodies, as mentioned in the 15-cwt. trailer section.

SEMI-TRAILERS

In 1942, a requirement was instituted for a 10-ton General Service load carrier for D.N.D. account, the function of the unit to be, primarily, the transporting of heavy, bulky cased or packaged materials - principally machinery and stores - direct from unloading docks to back country depots. Complete and ready manoeuvrability of the unit, together with easy access to and from the body, were prime factors, and proved to be the determining points in the design of the unit.

It was felt, however, that any of the self propelled lorry chassis would not fulfill the requirements, in that the wheelbase of the vehicle would, of necessity, have to be increased tremendously in order to allow for a large enough body to carry the 10-ton payload required. Furthermore, the increase in wheelbase would seriously detract from the manoeuvrability which was so important a feature.

It was decided, therefore, to produce a 10-ton Semi-Trailer, with flat floor, patterned after commercial type open semi-trailers, complete with side racks. One side rack on each side was to be of the swinging type tail gate. The ridge pole type of superstructure generally used in commercial design did not lend itself favourably toward obtaining the utmost in cubical content of the body; therefore, it was decided to adopt the General Service type standard iron pipe superstructure, as had been used successfully on 15-cwt. and 3-ton General Service vehicles. The bottom ends of the superstructure were inserted into, and supported by, pipe sockets which were bolted to the side racks of the body. A wrap-around tarpaulin completed the body.

The design and pilot model proved to be satisfactory, and a production quantity was ordered by D.N.D.

* * *

In 1943, a requirement was raised for a 6-ton Semi-Trailer General Service load carrier for Ministry of Supply account, the unit to have a high articulating fifth wheel. Again it was decided to pattern the body after standard commercial design in so far as stakes, racks, etc., were concerned, but a drop of 11" in the floor, midway between the front bulkhead and the tail gate, was made in order to reduce, as much as possible, the centre of gravity of the unit. The General Service type of standard iron pipe superstructure, with wrap-around tarpaulin, again was adopted in place of the ridge pole type of superstructure. However, it was felt that an improvement in the rub rail, for protection of the side racks, could be attained. Therefore, in place of the single bar of flat steel running longitudinally on the body, the design was changed so that the rub rail was formed by a length of standard angle running longitudinally on the body, with the top flange of the angle notched in order to allow the stake pockets to be installed below the top flange of the angle and behind the side flange. In this manner, more complete protection to the sides of the body was achieved.

The design and pilot model proved to be satisfactory, with the result that a production quantity was ordered by Ministry of Supply.

* * *

Other semi-trailers were produced, among them being the 1500 gallon semi-trailer Petrol Tanker which was designed for use by the R.C.A.S.C. for the purpose of transporting bulk petrol,

the 5-ton - 17 ft. semi-trailer which was designed for the Iranian Oil fields, for Ministry of Supply account, and

the Laundry semi-trailer which was designed for the provision of the facilities of a self-contained laundry, capable of handling the washing requirements of Troops in the field.

USERS' COMMENTS

In general, the users' reaction to the semi-trailers and trailers - both 2-wheel and 4-wheel - has been excellent. Many times expressions have been made that the trailers, and the bodies in particular, have proved to be exceptionally rugged and have stood up splendidly under all tests. During the latter months of the War, the canvas mud flaps were eliminated from the trailers, as, indeed, they were from all General Service vehicles; but this was done in an effort to conserve duck or canvas because this item had become somewhat critical. On those trailers where steel mudguards were provided we were advised that it was necessary to maintain at least 18" clearance between the bottom of the mudguards and the ground. This point was strictly adhered to, and on the 10-cwt. trailer the design was modified to this effect.

* * *

References to individual vehicle and body code numbers are found in D. M. & S. Specification No. C.A.-90 and Trailer Code Chart C-20-SP., pages 1 and 2.

TRAILER CHASSIS DATA

TRAILER CHASSIS DATA

2 - 3 TON - 4 Wheel

TYPE:- FULL.

LOAD CARRYING CAPACITY:- 6,000 lbs.

GROSS CAPACITY:- 10,755 lbs.

DIMENSIONS:-

Length:	O.A.	196.5 ins.
Length:	Usable	144.0 ins.
Width:		80.0 ins.
Height:		41.0 ins.

WHEELBASE:- 93.0 ins.

TREAD:-

Front: .....70.5 ins.
Middle: .....
Rear: .....70.5 ins.

TIRES:- Single 9.00x16 W.D. Pneumatic - 4.

WHEELS:- 6.00x16 x 1.5 W.D. - 4.

SPRINGS:-

Front: 45 ins. x 2.5 ins., 8 Leaves, pack thickness 2.48 ins. as on Rear of Chevrolet C.M.P. 15 Cwt. 4x2 Main Spring.

Rear: Same as on Front of Trailer.....

SHOCK ABSORBERS:-

Front: Piston and Lever Double Acting as on Chevrolet C.M.P. Vehicles.

Rear: Same as on Front of Trailer.

AXLE:-

Front: .....2.75 in. Square Solid Steel.

Middle: .....

Rear: .....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: Hydraulic - 15 ins. x 3.5 ins. as on Ford C.M.P. Vehicles.

Rear: Hydraulic - 15 ins. x 3.5 ins. as on Ford C.M.P. Vehicles.

Total Lining Area: .....396 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....XX.....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applies Rear Axle.....

FRAME:- Straight Ladder Type 38 ins. wide with 5 crossmembers. Side Rails of 5 in. Structural channel at 6.7 lbs. per foot.

TOW HOOK:- ..... Nil..

LANDING GEAR: ..... Nil..

FIFTH WHEEL:- .....Circular Flat Ring.....

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

TOWING VEHICLE:- ...3 Ton and Larger.....

REFERENCES:

CODE:-	4M-F and 6M-F
MAINTENANCE MANUAL:-	SB-13
PARTS BOOK:-	SB-13
COST:-	785.00.
QUANTITY:-	Approx. 1700.

APPLICATIONS:- As 2 and 3 Ton G.S., Brakedrum and Surface Grinder, 60 Ton Press.With W.B. extended to 144 ins., used to build Pilot Pidgeon Loft Trailer.

A.E.D.B. E.E. Reports Nos.	E.65, E.307
D.M.&S. FILE NO.	73-W-9, 73-W-10
D.M.&S. SCHEDULE NO.	S-15309
A.E.D.B. DATA BOOK	Page TF2-1
A.E.D.B. Photo File	D-15, F-5.

TRAILER CHASSIS DATA

4 TON - 4 WHEEL

TYPE:- FULL.

LOAD CARRYING CAPACITY:- 8,000 lbs.

GROSS CAPACITY:- 11,500 lbs.

DIMENSIONS:-

Length:	O.A.	202.5 ins.
Length:	Usable	144.0 ins.
Width:		80.0 ins.
Height:		41.0 ins.

WHEELBASE:- 93.0 ins.

TREAD:-

Front: .....70.5 ins.
Middle: .....
Rear: .....70.5 ins.

TIRES:- Single 9.00x16 W.D. Pneumatic - 4.

WHEELS:- 6.00x16 W.D. - 4.

SPRINGS:-

Front: Main - 45 ins.x 2.5 ins., 8 Leaves, pack thickness 2.48 ins. Auxilairy- 34 ins. x 2.5 ins., 5 Leaves, pack thickness 2.10 ins. Assy. as on Rear of Chevrolet C.M.P. 15 Cwt. 4x2.

Rear: Same as on Front of Trailer.....

SHOCK ABSORBERS:-

Front: Piston and Lever Double Acting as on Chevrolet C.M.P. Vehicles.

Rear: Same as on Front of Trailer.....

AXLE:-

Front: .....2.75 in. Square Solid Steel.

Middle: .....

Rear: .....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: Hydraulic - 15 ins. x 3.5 ins. as on Ford C.M.P.

Rear: Hydraulic - 15 ins. x 3.5 ins. as on Ford C.M.P.

Total Lining Area:.....396 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....XX.....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....XX.....

HAND BRAKES:- .....Applies Rear Axle.....

FRAME:- Straight Ladder Type 38 ins. wide with 5 crossmembers. Side rails of 5 in. structural channel at 6.7 lbs. per foot.

TOW HOOK:- .....D.N.D.....

LANDING GEAR:- .....

FIFTH WHEEL:- .....Circular Flat Ring.....

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

TOWING VEHICLE:- ...4 Ton Type and Larger....

REFERENCES:

CODE:- 8M-F.

MAINTENANCE MANUAL:- MACH-Q-1.

PARTS BOOK:- MACH-Q-1.

COST:- approx. 900.00.

QUANTITY:- approx. 100.

APPLICATIONS:- As a G.S. with 12 ft. Body; as a Q.M.G. - M.T. Trailer, and modified as a Tunnelling Company Compressor.

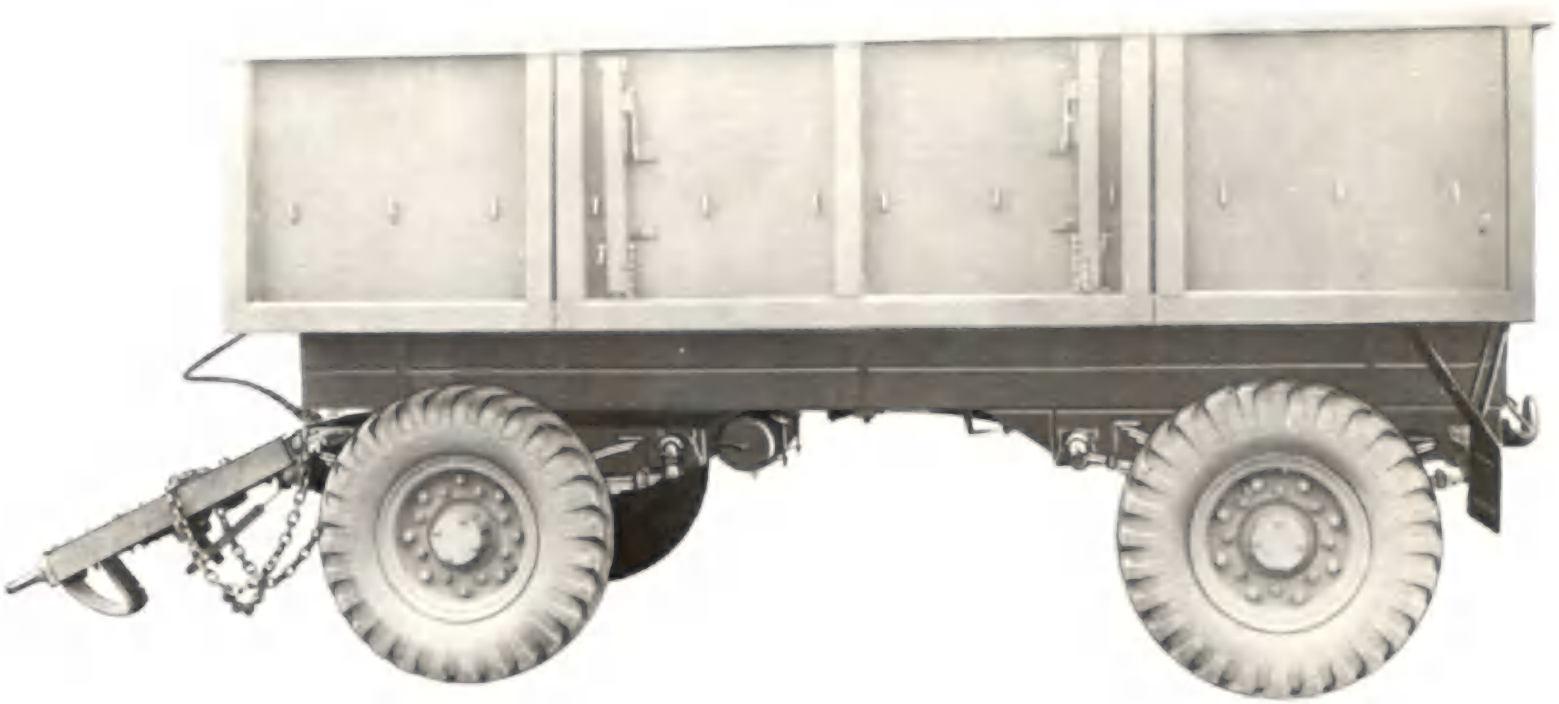
A.E.D.B. E.E. Reports Nos. E.44, E.446.

D.M.W.S. FILE NO. 73-T-72 and 73-L-18.

D.M.W.S. SCHEDULE NO. S-19902 and S-320780.

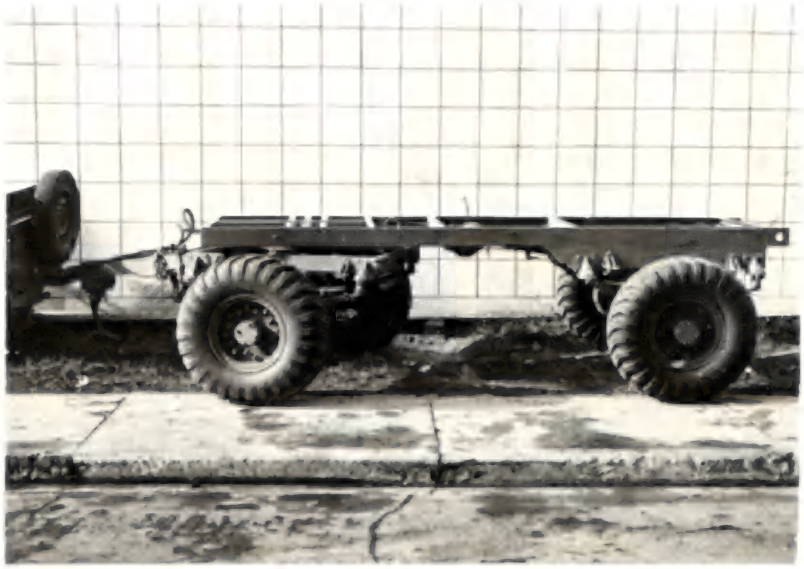
A.E.D.B. DATA BOOK Page TF3-1.

A.E.D.B. Photo File D-20.



TRAILER CHASSIS DATA

5 TON - 4 WHEEL



TYPE:- FULL.

LOAD CARRYING CAPACITY:- 11,240 lbs.

GROSS CAPACITY:- 17,000 lbs.

DIMENSIONS:-

Length:	O.A.	202.5 ins.
Length:	Usable	150.0 ins.
Width:		81.0 ins.
Height:		42.0 ins.

WHEELBASE:- 93.0 ins.

TREAD:-

Front: .....70.5 ins.
Middle: .....
Rear: .....70.5 ins.

TIRES:- Single, 10.50x20 W.D. Pneumatic - 4.

WHEELS:- 6.00x16 x 1.5 W.D. - 4.

SPRINGS:-

Front: Main - 45 ins.x 2.5 ins., 12 Leaves, pack thickness 3.88 ins. Auxiliary- 32.5 ins. x 2.5 ins., 7 Leaves, pack thickness 2.21 ins. Assy. as on Rear of Ford C.M.P. 3 Ton.

Rear: Same as on Front of Trailer.....

SHOCK ABSORBERS:-

Front: ..... Nil..

Rear: ..... Nil..

AXLE:-

Front: .....2.75 in. Square Solid Steel.

Middle: .....

Rear: .....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: Hydraulic - 15 ins. x 3.5 ins. as on C.M.P. Vehicles.

Rear: Hydraulic - 15 ins. x 3.5 ins. as on C.M.P. Vehicles.

Total Lining Area: .....396 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....XX.....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES: .....Applies Rear Axle.....

FRAME:- Straight Ladder Type 38 ins. wide with 5 crossmembers. Side Rails of 5 in. Structural channel at 6.7 lbs. per foot.

TOW HOOK:- ..... Nil.

LANDING GEAR:- ..... Nil.

FIFTH WHEEL:- .....Flat Circular Ring.....

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

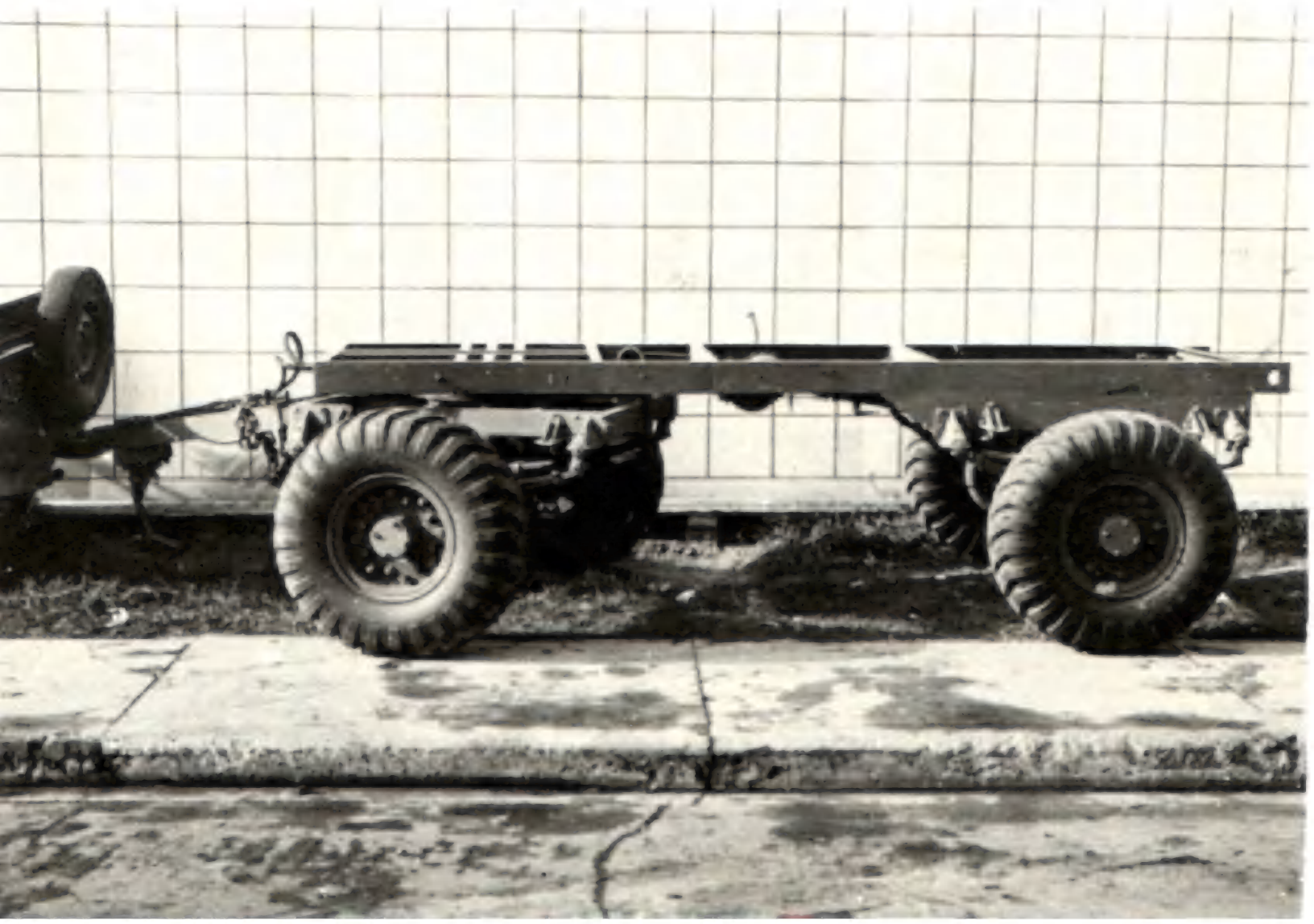
TOWING VEHICLE:- ....4 Ton Type and Larger...

REFERENCES:

CODE:-	11M-F-GS-1.
MAINTENANCE MANUAL:-	SB-37.
PARTS BOOK:-	SB-37-01.
COST:-	approx. 1200.00
QUANTITY:-	approx. 600.

APPLICATIONS:- As G.S. when fitted with 13 ft. 6 in. Body

A.E.D.B. E.E. Reports Nos.	E-479, E-514.
D.M.&S. FILE NO.	73-T-104.
D.M.&S. SCHEDULE NO.	S-310240.
A.E.D.B. DATA BOOK	Page TF3-6
A.E.D.B. Photo File	D-5.



TRAILER CHASSIS DATA

MOTOR BOAT TRAILER

TYPE:- FULL.

LOAD CARRYING CAPACITY:- 4,480 lbs.

GROSS CAPACITY:- 10,700 lbs.

DIMENSIONS:-

Length:	O.A.	280.0 ins.
Length:	Usable	240.0 ins.
Width:		91.5 ins.
Height:		96.5 ins.

WHEELBASE:- 125.0 ins.

TREAD:-

Front: .....78.5 ins.
Middle: .....
Rear: .....78.5 ins.

TIRES:- Single, 9.00x16 W.D. Pneumatic - 4

WHEELS:- 6.00x16 x 1.5 W.D. - 4

SPRINGS:-

Front: TORSION BAR, Solid Round Shaft with Linkage to Axle.

Rear: Same as on Front of Trailer.

SHOCK ABSORBERS:-

Front: ..... Nil.

Rear: ..... Nil.

AXLE:-

Front: .....Stub Axle, onto Arm.....

Middle: .....

Rear: .....Stub Axle, onto Arm.....

SERVICE BRAKES:-

Front: Hydraulic 15 ins. x 3.5 ins. as on Ford C.M.P. Vehicles.

Rear: Hydraulic 15 ins. x 3.5 ins. as on Ford C.M.P. Vehicles.

Total Lining Area:.....396 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....XX.....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applies Rear Axle.....

FRAME:- Ladder Type, alloy steel 6 in. Rolled channel at 8.2 lbs. per foot, 54.75 ins. wide.

TOW HOOK:-.....D.N.D.....

LANDING GEAR:- .....Foot on Tongue.....

FIFTH WHEEL:- .....34 in. Flat Plate Ring....

LIGHTING:- .....None Provided.....

AIRPORTABLE:- .....No Requirement.....

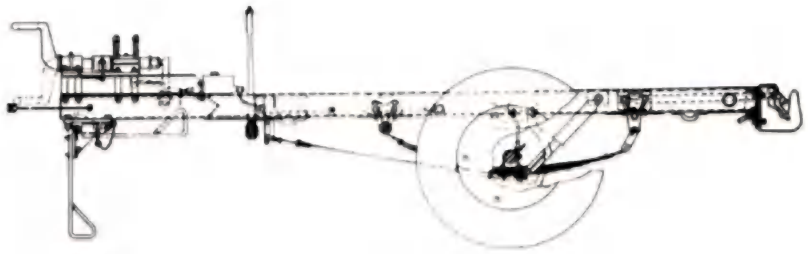
TOWING VEHICLE:- .....3 Ton 4x4 or Larger.

REFERENCES:

CODE:-	3M-F.
MAINTENANCE MANUAL:-	SB-22.
PARTS BOOK:-	SB-22.
COST:-	approx. 4250.00.
QUANTITY:-	25.
APPLICATIONS:- As Motor Boat Transport and Launching.	
A.E.D.B. E.E. Reports Nos.	Nil.
D.M.&S. FILE NO.	73-T-45.
D.M.&S. SCHEDULE NO.	ST-1021.
A.E.D.B. DATA BOOK	Page TF1-1.
A.E.D.B. Photo File	D-7.

TRAILER CHASSIS DATA

10 CWT. 2 WHEEL.



10 CWT-2 WHEEL TRAILER CHASSIS

TYPE:- FULL.

LOAD CARRYING CAPACITY:- 1,120 lbs.

GROSS CAPACITY:- 1,985 lbs.

DIMENSIONS:-

Length:	O.A.	119.25 ins.
Length:	Usable	75.0 ins.
Width:		56.0 ins.
Height:		31.25 ins.

WHEELBASE:- 72.5 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....49.0 ins.

TIRES:- 6.00 x 16, 6 Ply Pneumatic as on ½ Ton 4 x 4 - - 2.

WHEELS:- 16 x 4.50E as on ½ Ton 4 x 4 - 2.

SPRINGS:-

Front: .....

Rear: 38 ins. x 1.75 ins., 10 Leaves, each 0.222-0.228 ins. thick. Similar to ½ Ton 4x4 Rear Springs with 2 Leaves added.

SHOCK ABSORBERS:-

Front: .....

Rear: Telescopic Type as on ½ Ton 4 x 4.

AXLE:-

Front: .....

Middle: .....

Rear: .....1.75 in. Circular Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic - 12 ins. x 1.75 ins. as on Ford Sedans and Station Wagons.

Total Lining Area: .....162 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....XX.....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applies One Axle.....

FRAME:- Ladder Type 32 ins. wide with 4 cross-members and tapered Tongue. Maximum Side Rail Section 3.5 ins.x1.75 ins.x 0.140 ins.

TOW HOOK:- .....D.N.D.....

LANDING GEAR:- ....Pivotted Foot at Front.....

FIFTH WHEEL: .....Nil.

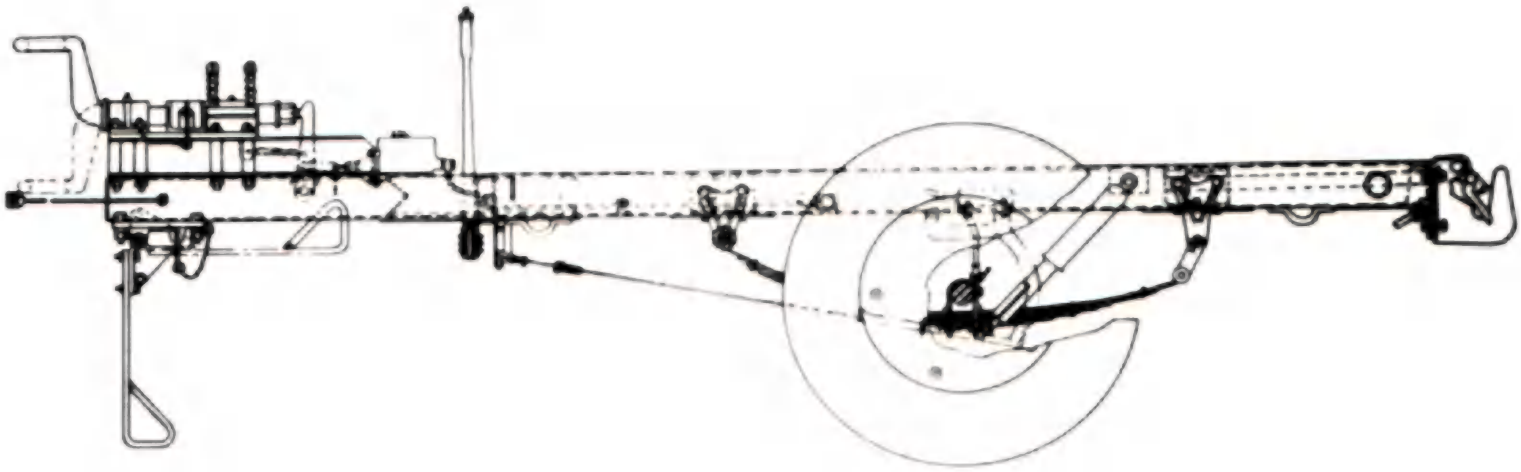
LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker and Outlet Socket for Trailers in Train.

AIRPORTABLE:- .....Yes.....

TOWING VEHICLE:- ½ Ton 4 x 4 or C.M.P. 15 Cwt. 4 x 4.

REFERENCES:

CODE:-	10-P.
MAINTENANCE MANUAL:-	SB-8.
PARTS BOOK:-	SB-8.
COST:-	approx. 425.00.
QUANTITY:-	approx. 5500.
APPLICATIONS:-	General Service and Cable Splicer.
A.E.D.B. E.E. Reports Nos.	E-116, E-500, E-544
D.M.&S. FILE NO.	73-T-73.
D.M.&S. SCHEDULE NO.	S-18660.
A.E.D.B. DATA BOOK	Page TP1-1.
A.E.D.B. Photo File	D-13.



TRAILER CHASSIS DATA

15 CWT. 2 WHEEL.

TYPE:- FULL.

LOAD CARRYING CAPACITY:- Including Body, 5,000 lbs.

GROSS CAPACITY:- 6,750 lbs.

DIMENSIONS:-

Length:	O.A.	139.2 ins.
Length:	Usable	84.0 ins.
Width:		82.0 ins.
Height:		33.2 ins.

WHEELBASE:- 92.0 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....70.5 ins.

TIRES:- 9.00 x 16 W.D. Pneumatic - 2

WHEELS:- 6.00 x 16 x 1.5 W.D. - 2

SPRINGS:-

Front: .....

Rear: 45 ins. x 2.5 ins., 10 Leaves, pack thickness 3.17 ins. as formerly used on C.M.P. Ford.

SHOCK ABSORBERS:-

Front: .....

Rear: Piston and Lever Type as on C.M.P. Chevrolet for certain applications.

AXLE:-

Front: .....

Middle: .....

Rear: .....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic - 15 ins. x 3.5 ins. as on C.M.P. Ford.

Total Lining Area: .....198 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....XX.....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applies One Axle.....

FRAME:- 4 in. Rolled Steel Channel at 5.1 lbs. per foot, Ladder Type with 4 crossmembers and tapered Tongue. 52.25 ins. wide.

TOW HOOK:- ..... Nil.

LANDING GEAR:- One or more, Telescopic Pipe Landing Foot.

FIFTH WHEEL:- ..... Nil.

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

TOWING VEHICLE:- 15 Cwt. 4x4 and Larger.

REFERENCES:

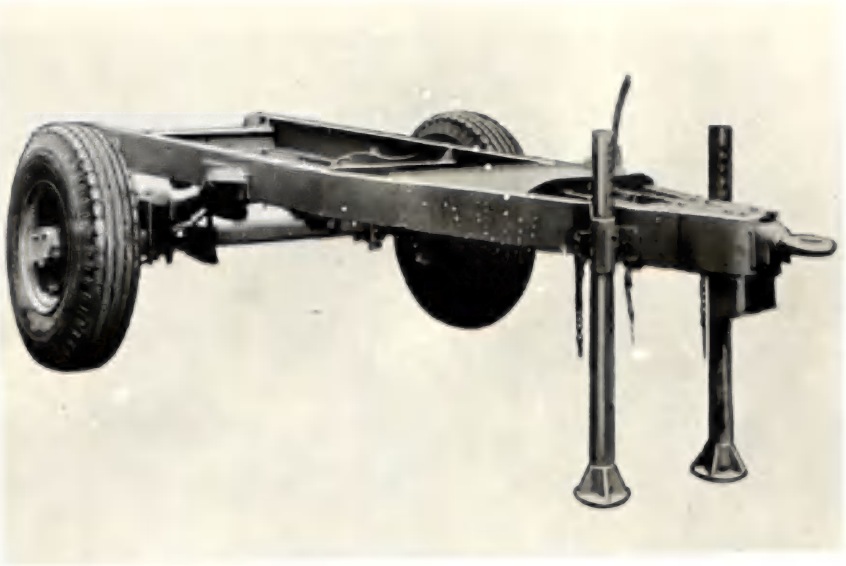
CODE:-	15-P.
MAINTENANCE MANUAL:-	SB-5.
PARTS BOOK:-	SB-5.
COST:-	approx. 800.00.
QUANTITY:-	approx. 1200.

APPLICATIONS:- With minor Frame modifications as Generator, Welding, and Watertank.

A.E.D.B. E.E. Reports Nos.	E-355, E-580, E-582
D.M.&S. FILE NO.	73-T-27.
D.M.&S. SCHEDULE NO.	S-11086.
A.E.D.B. DATA BOOK	Page TP2-4.
A.E.D.B. Photo File	D-12.

TRAILER CHASSIS DATA

15 CWT. COMPRESSOR TRAILER



TYPE:- FULL.

LOAD CARRYING CAPACITY:- Including Body 4,000 lbs.

GROSS CAPACITY:- 5,625 lbs.

DIMENSIONS:-

Length:	O.A.	155.0 ins.
Length:	Usable	.....
Width:		84.5 ins.
Height:	(Excluding Tires)	30.0 ins.

WHEELBASE:- 110.0 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....70.5 ins.

TIRES:- Single, 9.00x16 W.D. Pneumatic - 2

WHEELS:- 6.00x16 x 1.5 W.D. - 2

SPRINGS:-

Front: .....

Rear: 45 ins. x 2.5 ins., 10 Leaves, pack thickness 3.17 ins. as formerly used on C.M.P. Ford.

SHOCK ABSORBERS:-

Front: .....

Rear: Piston and Lever Double Acting as on C.M.P. Chevrolet.

AXLE:-

Front: .....

Middle: .....

Rear: .....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic 15 x 3.5 ins. as on C.M.P. Ford.

Total Lining Area: .....198 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....XX.....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applies One Axle.....

FRAME:- 6 in. Rolled Steel channel at 8.2 lbs. per foot, Ladder Type with 4 crossmembers and Tapered Tongue. Frame Width 38 in.

TOW HOOK:- ..... Nil.

LANDING GEAR:- Telescoping Tubular Foot - 3

FIFTH WHEEL:- .....Nil.

LIGHTING:- Standard to O.A. 82 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

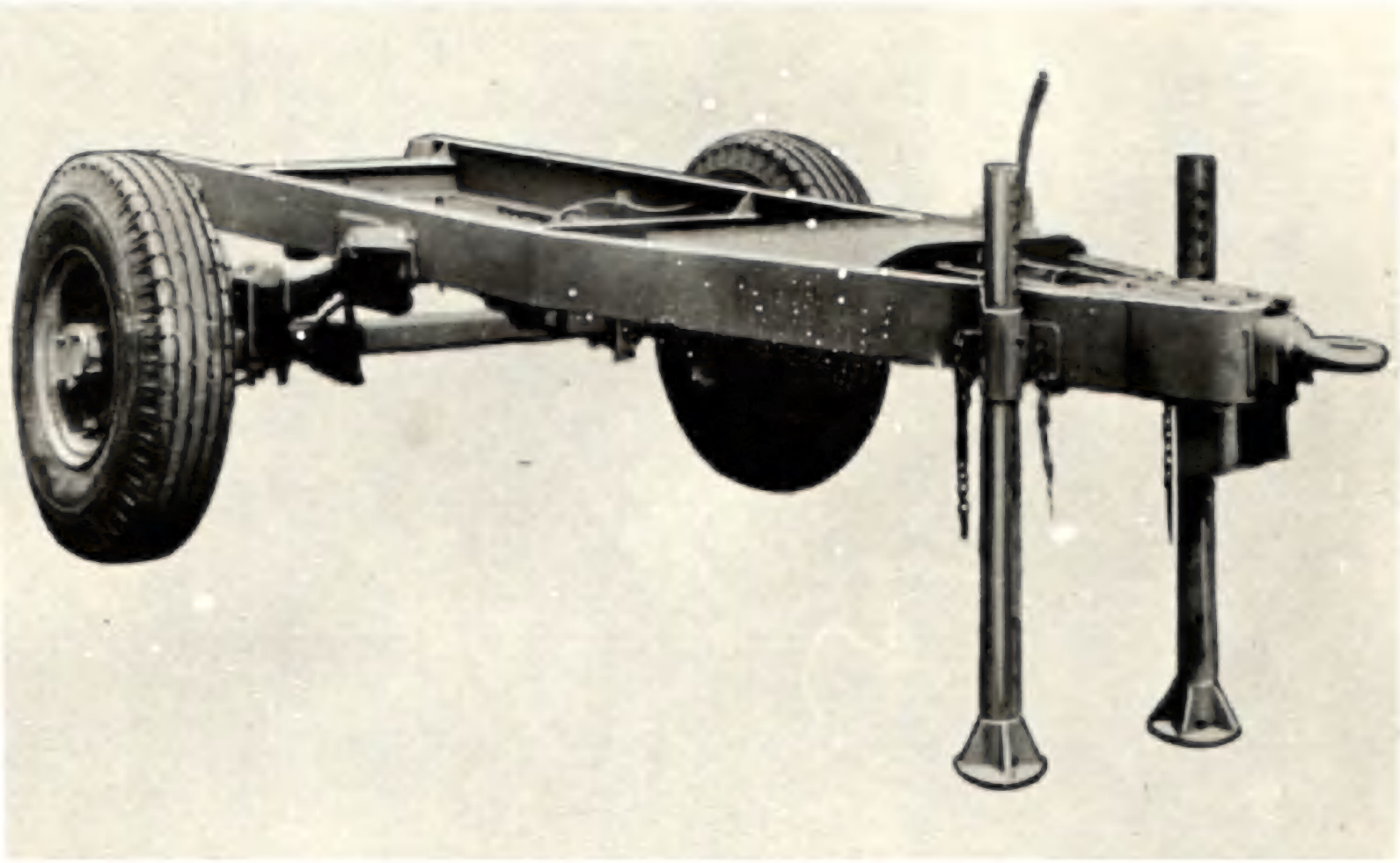
TOWING VEHICLE:- .....3 Ton - 4x4.....

REFERENCES:

CODE:-	15P-COMP.
MAINTENANCE MANUAL:-	SB-5.
PARTS BOOK:-	SB-5.
COST:-	approx. 850.00.
QUANTITY:-	approx. 250.

APPLICATIONS:- As Compressor Trailler; in COMP-3, The Compressor Unit was Winterized.

A.E.D.B. E.E. Reports Nos.	Nil.
D.M.&S. FILE NO.	73-T-26.
D.M.&S. SCHEDULE NO.	S-15019.
A.E.D.B. DATA BOOK	Page TP2-1.
A.E.D.B. Photo File	D-16.



TRAILER CHASSIS DATA

20 CWT. 2 WHEEL.

TYPE:- FULL.

LOAD CARRYING CAPACITY:- 2,240 lbs.

GROSS CAPACITY:- 4,560 lbs.

DIMENSIONS:-

Length:	O.A.	139.2 ins.
Length:	Usable	84.0 ins.
Width:		82.0 ins.
Height:		34.0 ins.

WHEELBASE:- 92.0 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....68.25 ins.

TIRES:- Single, 7.00x20, 10 ply Pneumatic - 2

WHEELS:- 20 x 6 Standard Commercial Disc with 4.5 in. Offset - 2

SPRINGS:-

Front: .....

Rear: 45 ins. x 2.5 ins., 10 Leaves, pack thickness 3.17 ins. as formerly used on C.M.P. Ford.

SHOCK ABSORBERS:-

Front: .....

Rear: ..... Nil. ..

AXLE:-

Front: .....

Middle: .....

Rear: .....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic - 15 ins. x 3.5 ins. as on C.M.P. Ford.

Total Lining Area: .....198 sq. ins....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....XX.....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applies One Axle.....

FRAME:- 4 in. Rolled Steel Channel at 5.1 lbs. per foot, Ladder Type with 4 crossmembers and tapered Tongue. 52.25 ins. wide.

TOW HOOK: .....D.N.D.....

LANDING GEAR:- ....Extension Pipe Stands.....

FIFTH WHEEL:- ..... Nil.

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

TOWING VEHICLES:- ....15 Cwt. 4x4 and Larger.

REFERENCES:

CODE:- 20-P.

MAINTENANCE MANUAL:- SB-5.

PARTS BOOK:- SB-5.

COST:- approx. 780.00.

QUANTITY:- approx. 3500.

APPLICATIONS:- As a G.S., Water Tank, Welding, Servicing, and as a Pole Trailer with a special Frame length.

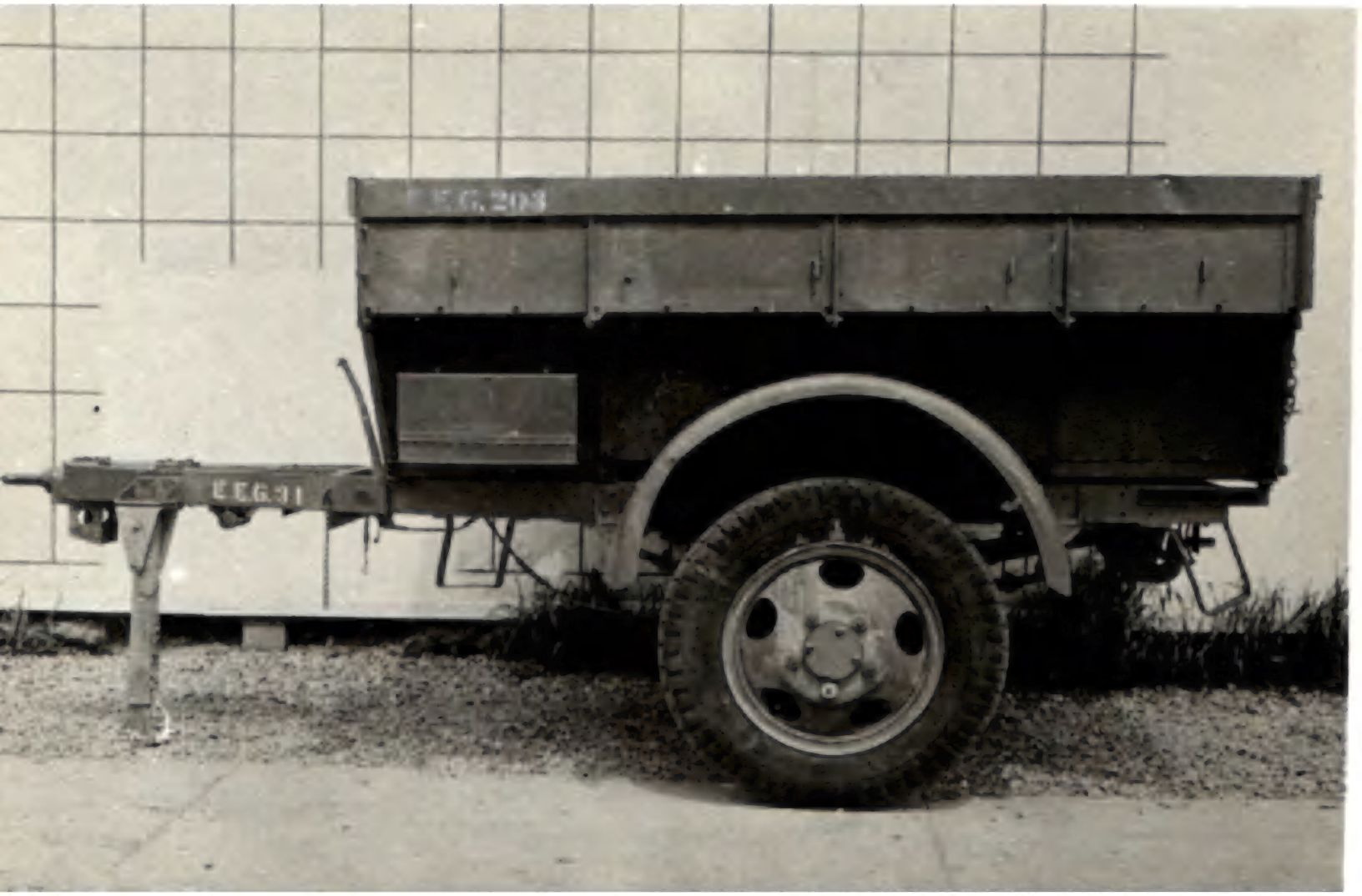
A.E.D.B. E.E. Reports Nos. E-355, E-580, E-582

D.M.&S. FILE NO. 73-T-75.

D.M.&S. SCHEDULE NOS. S-19549, S-13263, S-320150

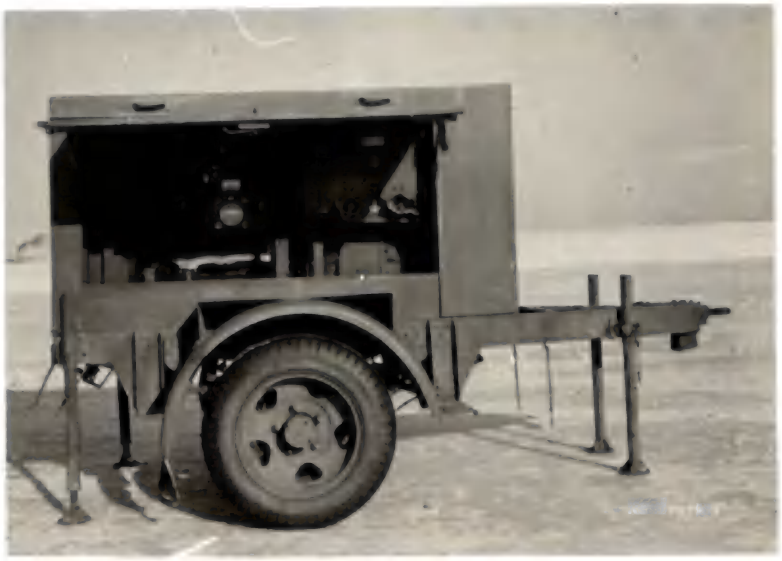
A.E.D.B. DATA BOOK Page TP3-1.

A.E.D.B. Photo File D-14, F-1, F-5, F-9.



TRAILER CHASSIS DATA

A.A. SEARCHLIGHT GENERATOR.



TYPE:- FULL.

LOAD CARRYING CAPACITY:- 5,000 lbs.

GROSS CAPACITY:- 6,800 lbs.

DIMENSIONS:-

Length:	O.A.	146.0 ins.
Length:	Usable	.....
Width:		90.0 ins.
Height:	(Over Landing Legs)	48.0 ins.

WHEELBASE:- 92.0 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....70.5 ins.

TIRES:- Dual, 6.50x20, 8 Ply Pneumatic - 4

WHEELS:- 20x5 Standard Commercial Disc Type with 4 in. Offset - 4

SPRINGS:-

Front: .....

Rear: Main - 45 ins.x 2.5 ins., 10 Leaves, pack thickness 3.17 ins. Auxiliary 32.5 ins. x 2.5 ins., 7 Leaves plus 1 Spacer, pack thickness 2.44 ins. Springs as formerly used on Ford C.M.P. Vehicles.

SHOCK ABSORBERS:-

Front: .....

Rear: Lever and Piston Double Acting Type as used on C.M.P. Chevrolet.

AXLE:-

Front: .....

Middle: .....

Rear: .....2.75 ins. Square Solid Steel

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic 15 ins. x 3.5 ins. as on C.M.P. Ford.

Total Lining Area: .....198 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....XX.....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applies Rear Axle.....

FRAME:- Ladder Type with tapered Tongue, 6 in. Rolled Steel Channel at 8.2 lbs. per foot, 48 ins. wide, 4 crossmembers, 2 of which are depressed below frame.

TOW HOOK:- ..... Nil..

LANDING GEAR:- 4 Pipe Stands, 2 Front and 2 Rear.

FIFTH WHEEL:- ..... Nil..

LIGHTING:- Rear, as in O.A. 62 for C.M.P. vehicles, but less Blackout Discs as Trailers used only in Canada.

AIRPORTABLE:- .....No Requirement.....

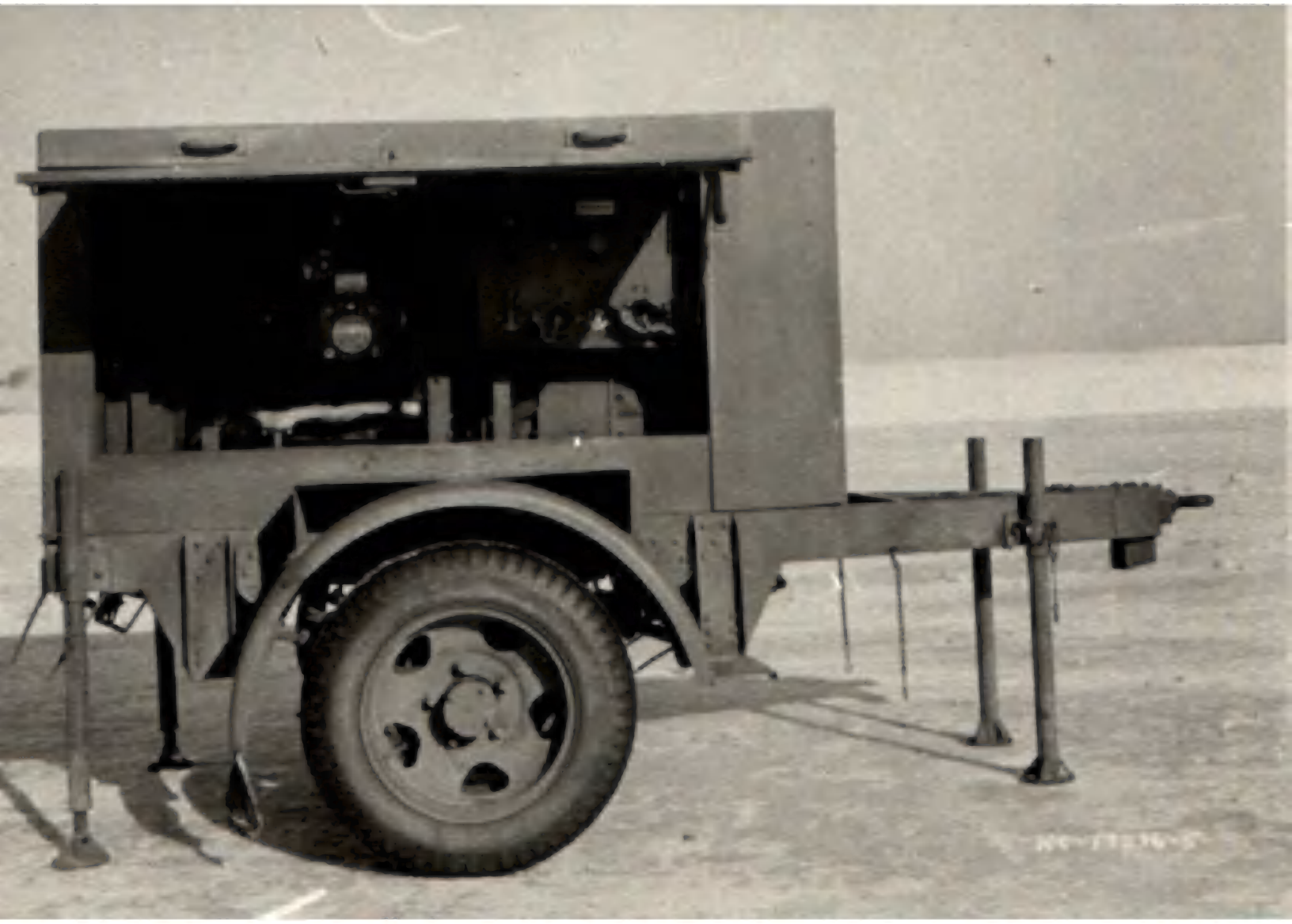
TOWING VEHICLE:- ..15 Cwt. 4x4 and Larger....

REFERENCES:

CODE:-	5M-P-GEN.
MAINTENANCE MANUAL:-	S13-19.
PARTS BOOK:-	S13-19.
COST:-	approx. 1500.00
QUANTITY:-	25.

APPLICATIONS:- For Transporting Searchlight Generator Sets in Canada; 20 K.W.

A.E.D.B. E.E. Reports Nos.	Nil.
D.M.&S. FILE NO.	73-T-29.
D.M.&S. SCHEDULE NO.	S-13291.
A.E.D.B. DATA BOOK	Page TP6-1.
A.E.D.B. Photo File	F-14.



TRAILER CHASSIS DATA

2 TON BOLSTER.

TYPE:- SEMI.

LOAD CARRYING CAPACITY:- 4,000 lbs.

GROSS CAPACITY:- 6,440 lbs.

DIMENSIONS:-

Length:	Extended	269.5 ins.
Length:	Collapsed	125.5 ins.
Width:		88.0 ins.
Height:		88.0 ins.

WHEELBASE:- Adjustable, 96 ins.-240 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....70.5 ins.

TIRES:- Single, 10.50x20 W.D. Pneumatic - 2

WHEELS:- 6.00x20 x 1.5 W.D. - 2

SPRINGS:-

Front: .....

Rear: Main - 45 ins.x 2.5 ins., 10 Leaves, pack thickness 3.17 ins. Auxiliary - 32 ins. x 2.5 ins., 5 Leaves, pack thickness 1.59 ins. Springs as formerly used in production of Ford C. M. P. Vehicles.

SHOCK ABSORBERS:-

Front: .....

Rear: ..... Nil.

AXLE:-

Front: .....

Middle: .....

Rear: .....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic 15 ins. x 3.5 ins. as on C.M.P. Ford.

Total Lining Area: .....198 sq. ins.....

MASTER CYLINDER:-

Quantity: Mounting Bracket only provided.

SERVICE BRAKE ACTUATION:- Nil.

Overrunning: .....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applies One Axle.....

FRAME:- Ladder Type 52.25 ins. wide with tapered Tongue and 2 crossmembers. Side Rails of 6 in. Rolled channel at 8.2 lbs. per foot.

TOW HOOK:- ..... Nil.

LANDING GEAR:- ..... Nil.

FIFTH WHEEL:- ..... Nil.

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:-.....No Requirement.....

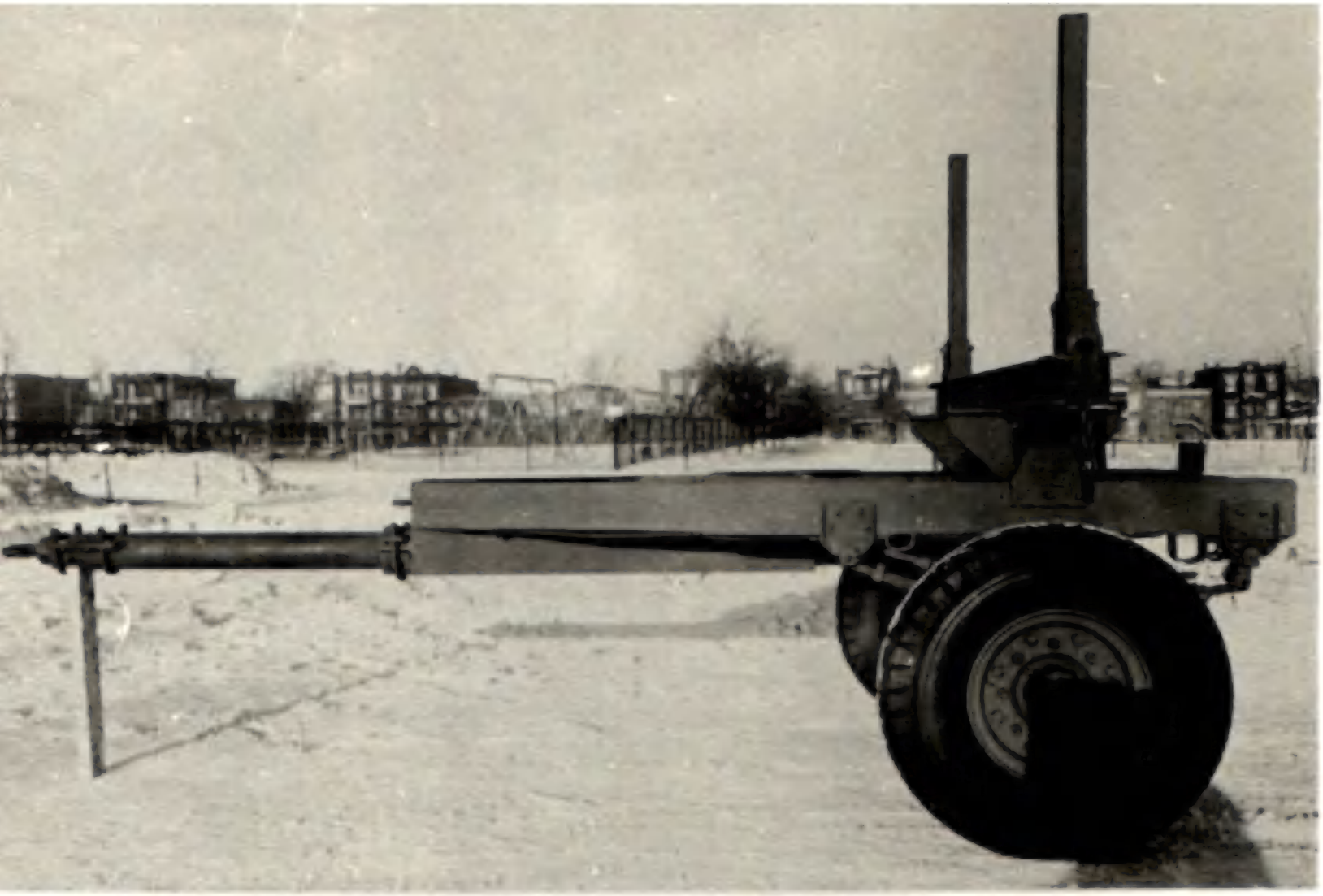
TOWING VEHICLE:- .....C.M.P. 3 Ton 4x4.....

REFERENCES:

CODE:-	4M-P-BOLS-1.
MAINTENANCE MANUAL:-	SB-20.
PARTS BOOK:-	SB-20.
COST:-	approx. 1240.00
QUANTITY:-	35.

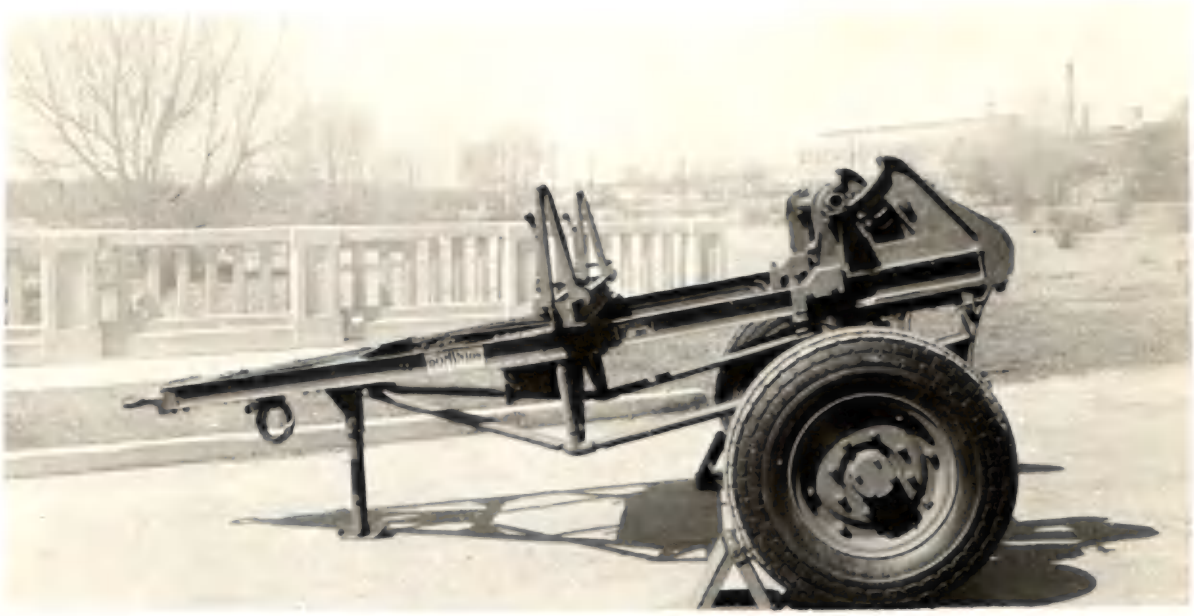
APPLICATIONS:- For transporting Timber.

A.E.D.B. E.E. Reports Nos.	Nil.
D.M.&S. FILE NO.	73-T-58.
D.M.&S. SCHEDULE NO.	S-16134.
A.E.D.B. DATA BOOK	Page TP4-1.
A.E.D.B. Photo File	D-9.



TRAILER CHASSIS DATA

4 TON CABLE REEL & BOLSTER.



TYPE:- FULL.

LOAD CARRYING CAPACITY:- 8,000 lbs.

GROSS CAPACITY:- 11,300 lbs.

DIMENSIONS:-

Length:	O.A.	152.0 ins.
Length:	Usable	.....
Width:		93.0 ins.
Height:		69.0 ins.

WHEELBASE:- 120.5 ins.

TREAD:-

Front: .....82.0 ins.
Middle: .....
Rear: .....

TIRES:- Single, 10.50x20 Pneumatic - 2

WHEELS:- 6.00x20 x 1.5 W.D. - 2

SPRINGS:-

Front: 2 - Coil Springs - 1 in. Rd. x 4.5 in. x 7.25.

Rear: 2 - Cantilever Laminated. 22.75x3.5 x 3.75; - 10 leaves 0.375 in.

SHOCK ABSORBERS:-

Front: .....

Rear: ..... Nil. .

AXLE:-

Front: .....

Middle: .....

Rear: .....2.75 ins. Square Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic - 15 ins. x 3.5 ins. as on C.M.P. Vehicles.

Total Lining Area: .....198 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....XX.....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....

FRAME:- Rolled Commercial 4 in. I Beam at 9.5 lbs. per foot. Ladder type with tapered Tongue.

TOW HOOK:- ..... Nil. .

LANDING GEAR:- .....Extension Pipe Stand.....

FIFTH WHEEL:- ..... Nil. .

LIGHTING:- As on Rear of C.M.P. Vehicles to OA-62.

AIRPORTABLE:- .....No Requirement.....

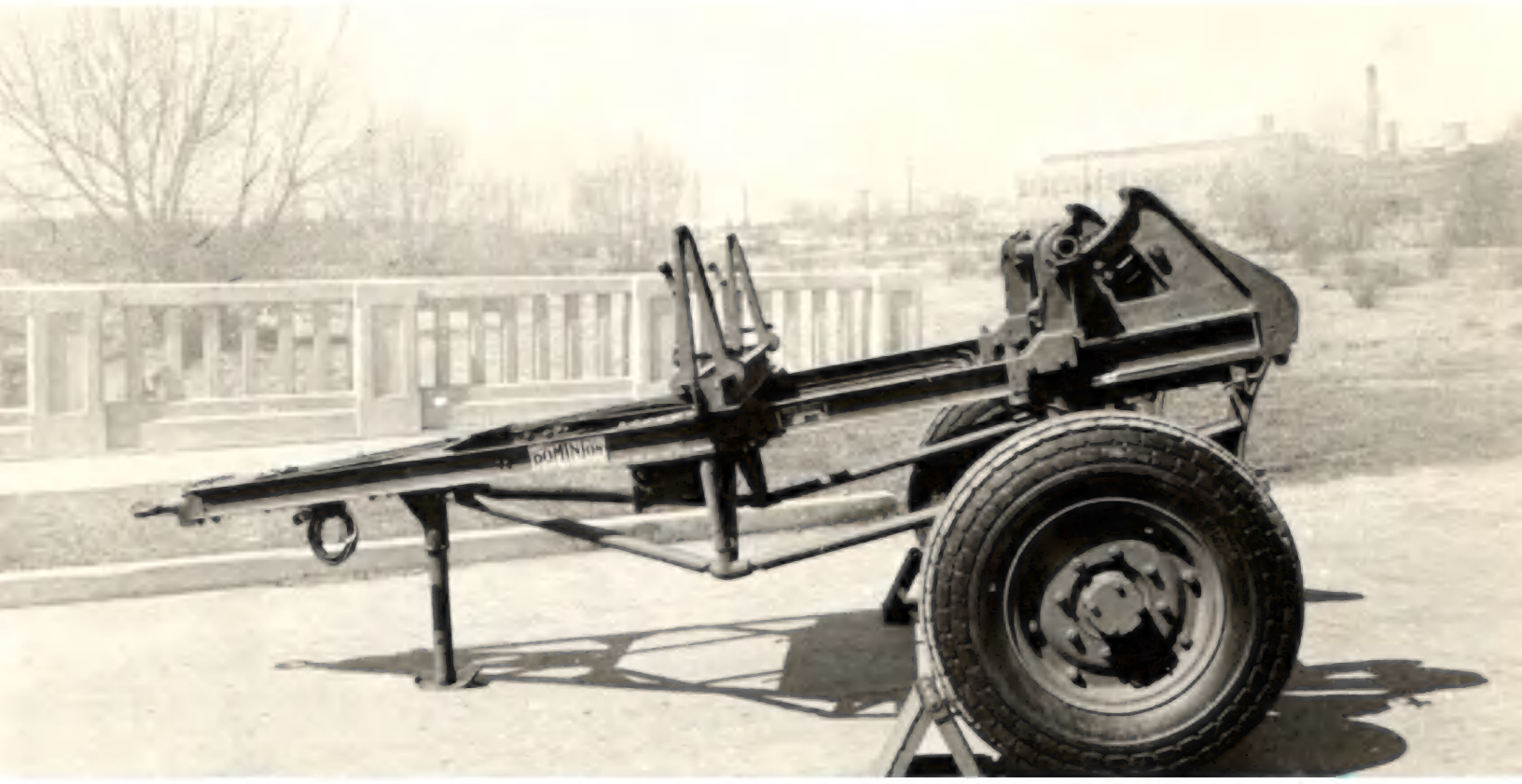
TOWING VEHICLE:- ...3-Ton 4x4 and greater....

REFERENCES:

CODE:-	8-M-P-REEL-1
MAINTENANCE MANUAL:-	SB-30
PARTS BOOK:-	SB-30
COST:-	apprcx. 1240.00
QUANTITY:-	5

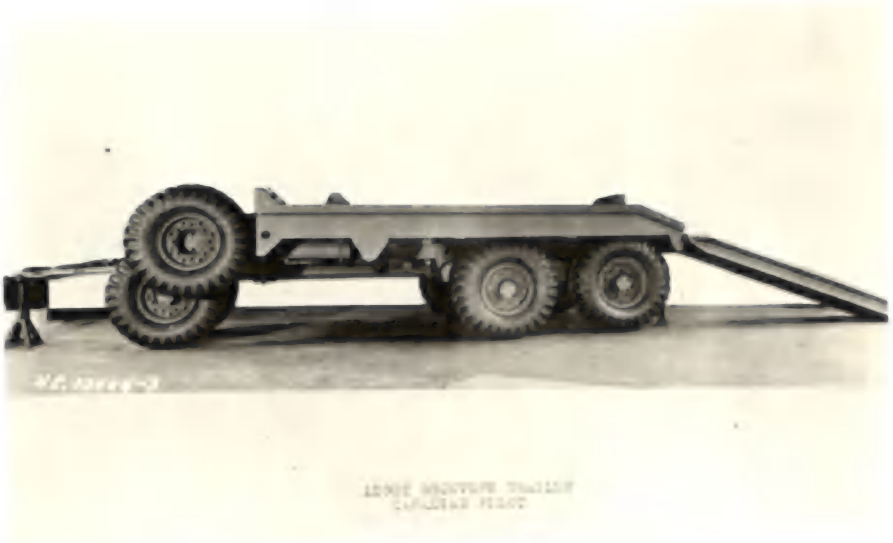
APPLICATIONS:- As Signal Line Pole and Reel Transporter.

A.E.D.B. E.E. Reports Nos.	Nil.
D.M.&S. FILE NO.	73-T-86
D.M.&S. SCHEDULE NO.	S-30100
A.E.D.B. DATA BOOK	Page TP6-1
A.E.D.B. Photo File	D-10.



TRAILER CHASSIS DATA

LIGHT RECOVERY



TYPE:- FULL.

LOAD CARRYING CAPACITY:- 16,000 lbs.

GROSS CAPACITY:- 23,630 lbs.

DIMENSIONS:-

Length:	O.A.	238.5 ins.
Length:	Usable	148.0 ins.
Width:		92.0 ins.
Height:		58.0 ins.

WHEELBASE:- 135.0 ins.

TREAD:-

Front: .....45.0 ins.
Middle: .....75.0 ins.
Rear: .....75.0 ins.

TIRES:- Single 10.50x16 W.D. Pneumatic - 7.

WHEELS:- 6.00x16 x 1.5 W.D. - 7.

SPRINGS:-

Front: ..... Nil.

Rear: .....Walking Beam Linkage.....

SHOCK ABSORBERS:-

Front: ..... Nil.

Rear: ..... Nil.

AXLE:-

Front: .....Solid Spindles.....

Middle: .....Solid Spindles.....

Rear: .....Solid Spindles.....

SERVICE BRAKES:-

Front: ..... Nil.

Rear: Hydraulic - 15 ins. x 3.5 ins. as on C.M.P. Ford.

Total Lining Area: .....396 sq. ins....

MASTER CYLINDER:-

Quantity: .....Two.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....XX.....

HAND BRAKES:- .....Applies Rear Axles.....

FRAME:- Tubular with Formed Section Steel Bearers; Steel Track Guides.

TOW HOOK:- ..... Nil.

LANDING GEAR:-..... Nil.

FIFTH WHEEL:- .....Tubular Trunnion Type.....

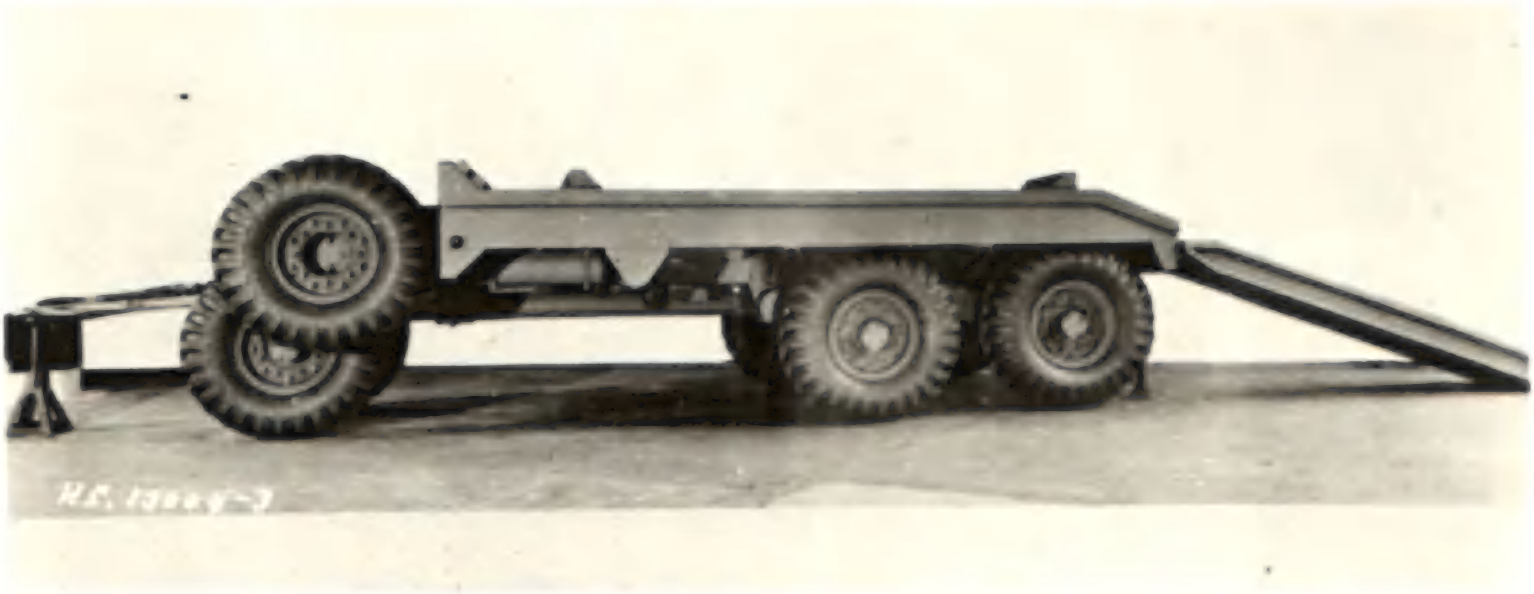
LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus Ruby Reflector.

AIRPORTABLE:- .....No Requirement.....

TOWING VEHICLE:- Medium or Heavy Breakdown .

REFERENCES:

CODE:-	18M-F-LREC-1.
MAINTENANCE MANU...:-	SB-6.
PARTS BOOK:-	SB-6.
COST:-	approx. 3750.00
QUANTITY:-	180.
APPLICATIONS:-	Recovery .
A.E.D.B. E.E. Reports Nos.	E93.
D.M.&S. FILE NO.	73-T-13.
D.M.&S. SCHEDULE NO.	S-19600.
A.E.D.B. DATA BOOK	Page TF4-1.
A.E.D.B. Photo File	D-8.



TRAILER CHASSIS DATA

5 TON FLAT FLOOR.

TYPE:- SEMI.

LOAD CARRYING CAPACITY:- 11,200 lbs.

GROSS CAPACITY:- 15,480 lbs.

DIMENSIONS:-

Length:	O.A.	219.5 ins.
Length:	Usable	204 ins.
Width:		84.75 ins.
Height:		38 ins.

WHEELBASE:- 156 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....65.5 ins.

TIRES:- Dual 7.50 x 20, 8 Ply - 4.
(Specified by User)

WHEELS:- 20 x 7 with 5.25 in. Offset Standard commercial Disc Type as on Towing Tractor.- 4

SPRINGS:-

Front: .....

Rear: Main - 45 in. x 2.5 ins., 12 Leaves, pack thickness 3.88. ins. Auxiliary- 32.5 ins. x 2.5 ins., 7 Leaves, pack thickness 2.21 ins. Assy. as on Rear of Towing Tractor.

SHOCK ABSORBERS:-

Front: .....

Rear: ..... Nil.

AXLE:-

Front: .....

Middle: .....

Rear: .....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic - 15 ins. x 3.5 ins. as on C.M.P. Ford.

Total Lining Area: .....198 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....XX.....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applies Rear Axle.....

FRAME:- Straight Ladder Type 34 ins. wide with 4 in. Drop and 8 crossmembers . Maximum Section 10.5 ins. x 2.5 ins. x 0.25 ins.

TOW HOOK:- ..... Nil.

LANDING GEAR:- ..Pivotted Retractable Type...

FIFTH WHEEL:- 30 in. Holland Hitch, Universal, Quick Detachable, Articulated.

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

TOWING VEHICLE:- Ford 3 Ton 4x2, 134 in. W.B. Special Modified Conventional.

REFERENCES:

CODE:- 11M-S-FLAT-1.

MAINTENANCE MANUAL:- Nil.

PARTS BOOK:- Nil.

COST:-

QUANTITY:- 17.

APPLICATIONS:- General Service Only.

A.E.D.B. E.E. Reports Nos. E-454-456.

D.M.&S. FILE NO. 73-T-98.

D.M.&S. SCHEDULE NO. S-305901

A.E.D.B. DATA BOOK Page TS1-1

A.E.D.B. Photo File D-5.


E.E.G. 195

TRAILER CHASSIS DATA

5 LONG TON PIPE TRAILER.

TYPE:- SEMI.

LOAD CARRYING CAPACITY:- 11,200 lbs.

GROSS CAPACITY:- 14,515 lbs.

DIMENSIONS:-

Length:	O.A.	385.0 ins.
Length:	Usable	480.0 ins.
Width:		84.75 ins.
Height:		71.0 ins.

WHEELBASE:- Collapsed 166.0 ins.
Extended 346.0 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....65.5 ins.

TIRES:- Dual 7.50 x 20, 8 Ply - 4.
(Specified by User.)

WHEELS:- 20 x 7 with 5.25 in. offset standard commercial Disc Type as on Towing Tractor - 4.

SPRINGS:-

Front: .....

Rear: Main - 45 ins.x 2.5 ins., 12 Leaves, pack thickness 3.88 ins. Auxiliary - 32.5 ins. x 2.5 ins., 7 Leaves, pack thickness 2.21 ins. Assy. as on Rear of Towing Tractor.

SHOCK ABSORBERS:-

Front: .....

Rear: .....Nil.....

AXLE:-

Front: .....

Middle: .....

Rear: .....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic - 15 ins. x 3.5 ins. as on C.M.P. Ford.

Total Lining Area: .....198 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....XX.....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES: .....Nil.

FRAME:- Combined Straight Ladder and Taper 34 ins. wide, with 2 crossmembers. Side Rails of 6 in. Structural Channel at 8.2 lbs. per foot.

TOW HOOK:- ..... Nil.

LANDING GEAR:- ....Fixed Foot on Reach Pole..

FIFTH WHEEL:- 30 in. Holland Hitch, Universal, Quick Detachable, Articulated.

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

TOWING VEHICLE:- Ford 3 Ton 4x2, 134 in. W.B. Special Modified Conventional.

REFERENCES:

CODE:- 11M-S-PIPE-1.

MAINTENANCE MANUAL:- Nil.

PARTS BOOK:- Nil.

COST:-

QUANTITY:- 7.

APPLICATIONS:- Pipe Bolster only.

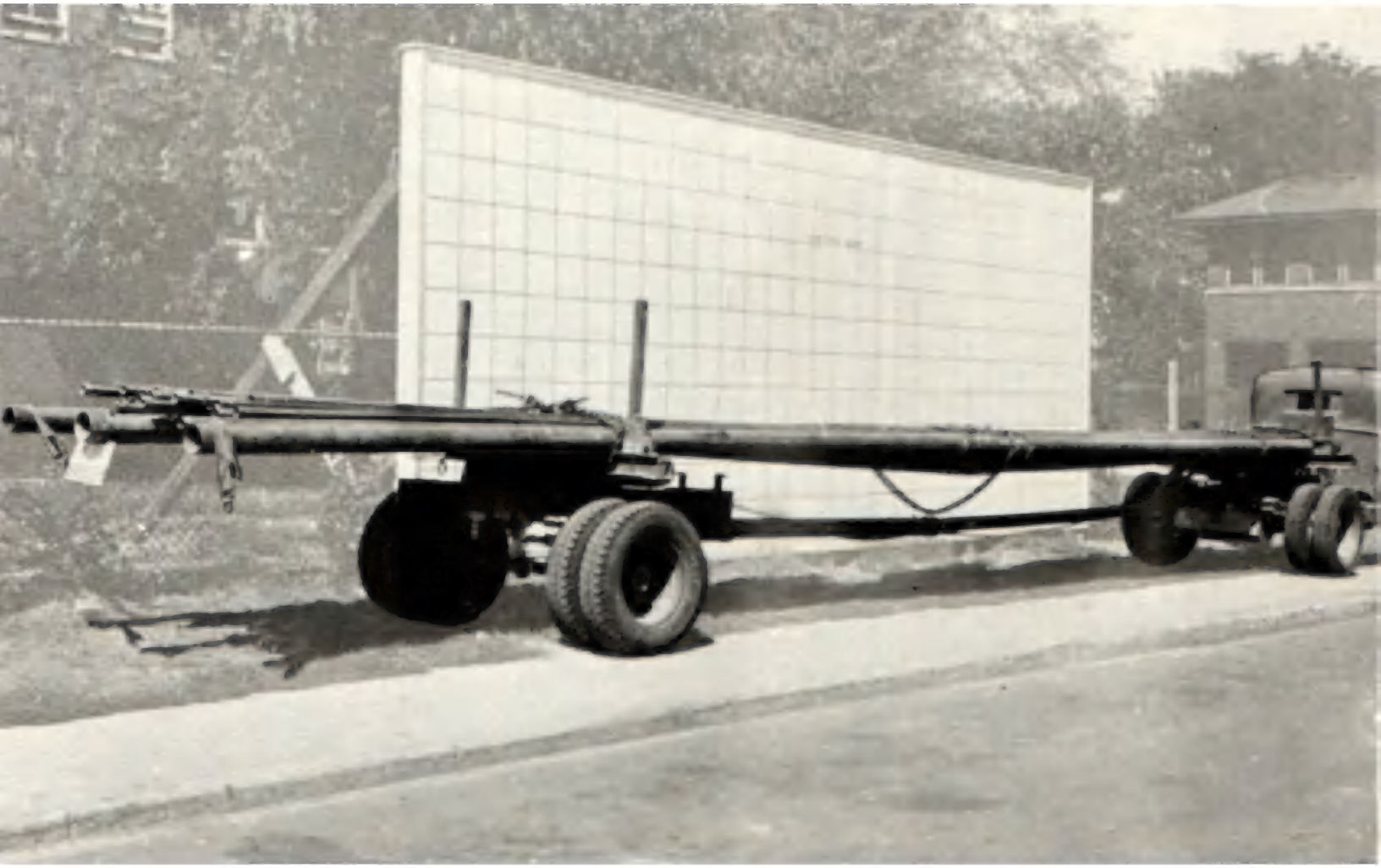
A.E.D.B. E.E. Reports Nos. E-465.

D.M.&S. FILE NO. 73-T-97.

D.M.&S. SCHEDULE NO. S-305950.

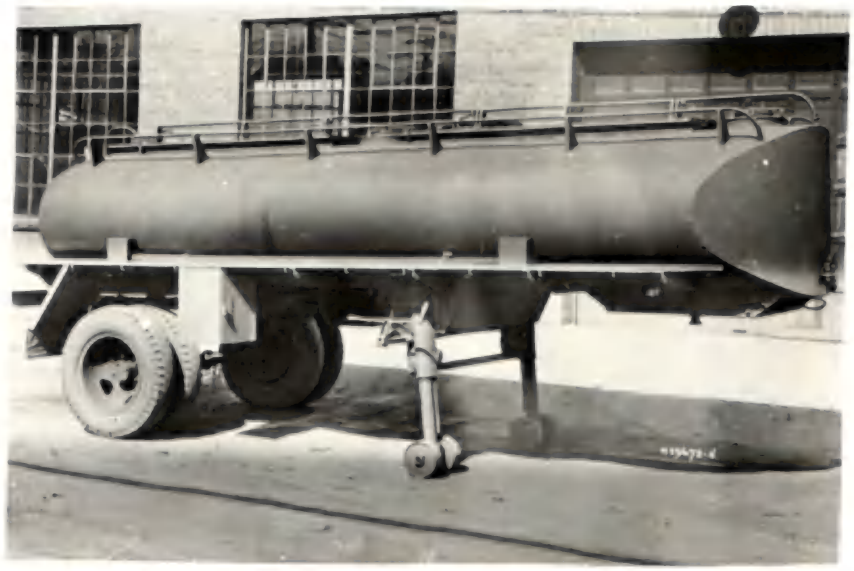
A.E.D.B. DATA BOOK Page TP7-1

A.E.D.B. Photo File D-6.



TRAILER CHASSIS DATA

1500 GALLON PETROL TANKER
RUNNING GEAR.



TYPE:- SEMI.

LOAD CARRYING CAPACITY:- 11,210 lbs.

GROSS CAPACITY:- 16,410 lbs.

DIMENSIONS:-

Length:	O.A.	.....
Length:	Usable	.....
Width:		84.75 ins.
Height:		40.0 ins.

WHEELBASE:- 148.0 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....65.5 ins.

TIRES:- Dual 7.50 x 20 Pneumatic - 4.

WHEELS:- 20 x 7 Standard Commercial Disc Type with 5.25 in. Offset - 4.

SPRINGS:-

Front: .....

Rear: Main - 45 ins.x 2.5 ins., 12 Leaves, pack thickness 3.88 ins. Auxiliary - 32.5 ins. x 2.5 ins., 7 Leaves, pack thickness 2.21 ins. Assy. as on Rear of Towing Tractor.

SHOCK ABSORBERS:-

Front: .....

Rear: ..... Nil.

AXLE:-

Front: .....

Middle: .....

Rear: .....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic - 15 ins. x 3.5 ins. as on C.M.P. Ford.

Total Lining Area: .....198 sq. ins.....

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....XX.....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applies Rear Axle.....

FRAME:- Running Gear attached to a fabricated frame which is attached to Tank Proper. "Frame is not continuous".

TOW HOOK:- ..... Nil.

LANDING GEAR:- .....Vertical Retracting.....

FIFTH WHEEL:- 30 in. Holland Hitch, Universal, Quick Detachable, Articulated.

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

TOWING VEHICLE:- Ford 3 Ton 4x2, 134 in. W.B. Special Modified Conventional Tractor.

REFERENCES:

CODE:-	12M-S.
MAINTENANCE MANUAL:	SB-35.
PARTS BOOK:-	SB-35.
COST:-	
QUANTITY:-	310.

APPLICATIONS:- As Bulk Petrol Haulage Vehicle 12M-S-PETL-1 and 12M-S-PETL-2.

A.E.D.B. E.E. Reports Nos.	E-365, E-365A.
D.M.&S. FILE NO.	73-T-92.
D.M.&S. SCHEDULE NO.	S-300900.
A.E.D.B. DATA BOOK	Page TS1-7
A.E.D.B. Photo File	P-8.

TRAILER CHASSIS DATA

6 TON GENERAL SERVICE.

TYPE:- SEMI.

LOAD CARRYING CAPACITY:- 12,000 lbs.

GROSS CAPACITY:- 17,750 lbs.

DIMENSIONS:-

Length:	O.A.	219.0 ins.
Length:	Usable	215.0 ins.
Width:		81.0 ins.
Height:		54.0 ins.

WHEELBASE:- 154.75 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....70.5 ins.

TIRES:- Single, 10.50x20 W.D. Pneumatic - 3

WHEELS:- 6.00x16 x 1.5 W.D. - 3

SPRINGS:-

Front: .....

Rear: Main - 45 ins.x 2.5 ins., 12 Leaves, pack thickness 3.88 ins. Auxiliary - 32.5 ins. x 2.5 ins., 7 Leaves, pack thickness 2.21 ins. Assy. as on Rear of Ford C.M.P. 3 Ton.

SHOCK ABSORBERS:-

Front: .....

Rear: ..... Nil.

AXLE:-

Front: .....

Middle: .....

Rear:.....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic 15 ins. x 3.5 ins. as on C.M.P. Ford.

Total Lining Area: 198 sq. ins.

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....
Vacuum operated Dual: .....XX.....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applied Rear Axle.....

FRAME:- 16 in. Drop, Pressed Steel Ladder Type 34 ins. wide with tapered rails and 7 Cross-members. Maximum Section 9.625 ins. x 2.5 ins. x 0.25 ins.

TOW HOOK:- .....D.N.D.....

LANDING GEAR:- .....Vertical Retractable....

FIFTH WHEEL:- 30 in. Holland Hitch Universal, Quick Detachable, Articulated.

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicle plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

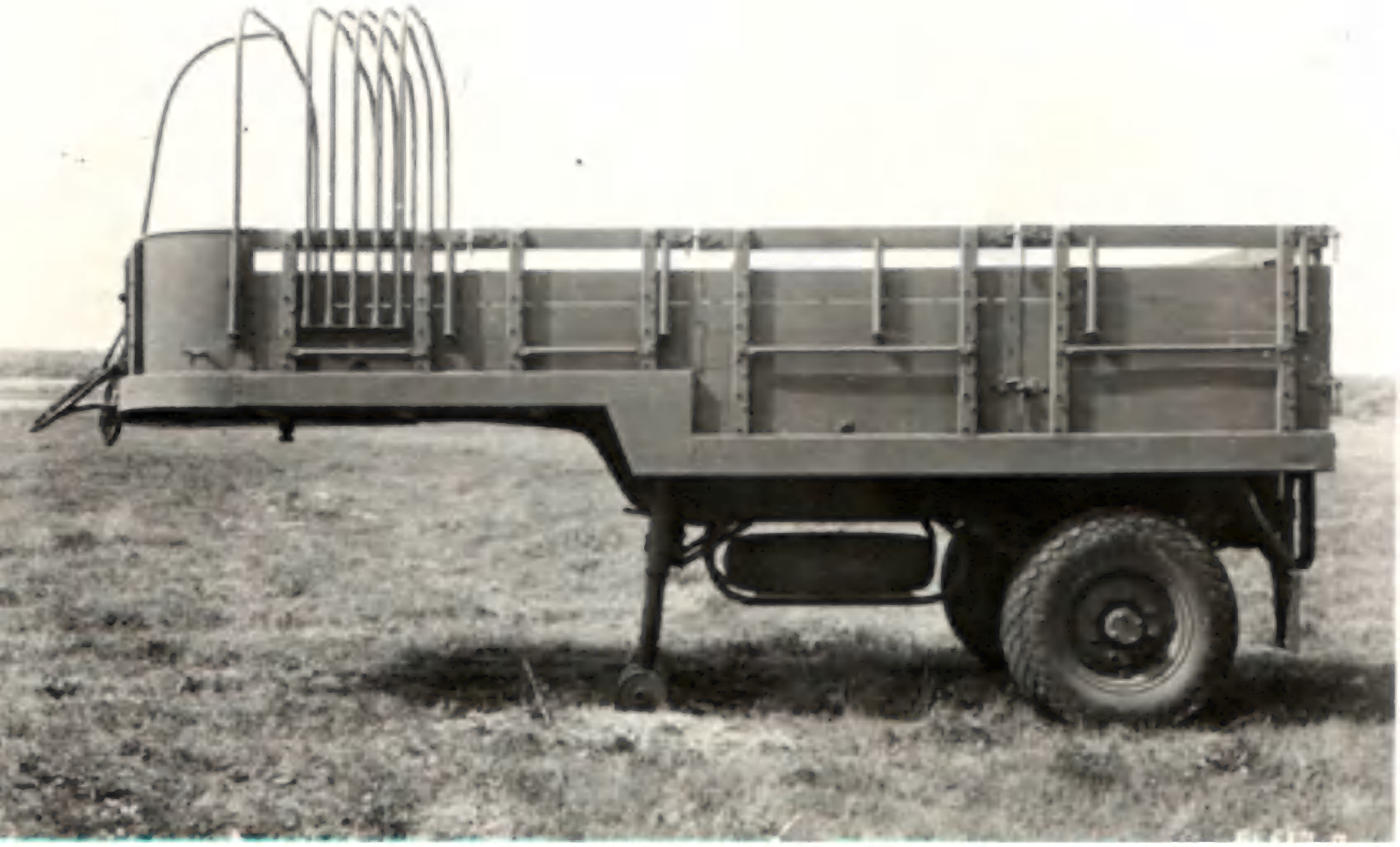
TOWING VEHICLE:- 3½ Ton 4 x 4, 136 in. W.B. F.W.D. Model H.A.R. In Emergency 4 Ton 4x4, 144 in. W.B. F.W.D. Model SU-COE.

REFERENCES:

CODE:-	12M-PS.
MAINTENANCE MANUAL:-	SS-16.
PARTS BOOK:-	SS-16.
COST:-	1950.00.
QUANTITY:-	1500.

APPLICATIONS:- For Highway and Limited Cross Country G.S. May be converted to a Full Trailer when coupled to 12M-P-DOLY-1.

A.E.D.B. E.E. REPORTS Nos.	E.223, E.309.
D.M.&S. FILE NO:-	73-T-77.
D.M.&S. SCHEDULE NO:-	S-36601.
A.E.D.B. DATA BOOK:-	Page TS1-3
A.E.D.B. Photo File	D-17.



TRAILER CHASSIS DATA

6 TON DOLLY.

TYPE:- FULL.

LOAD CARRYING CAPACITY:- 5955 lbs.

GROSS CAPACITY:- 8075 lbs.

DIMENSIONS:-

Length:	O.A.	112.0 ins.
Length:	Usable	.....
Width:		81.0 ins.
Height:		48.2 ins.

WHEELBASE:- 81.75 ins.

TREAD:-

Front: .....70.5 ins.
Middle: .....
Rear: .....

TIRES:- Single, 10.50x20 W.D. Pneumatic - 2

WHEELS:- 6.00x20 x 1.5 W.D. - 2

SPRINGS:-

Front: Main - 45 ins.x 2.5 ins., 12 Leaves, pack thickness 3.88 ins. Auxiliary - 32.5 ins. x 2.5 ins., 7 Leaves, pack thickness 2.21 ins. Assy. as on 12M-FS Semi Trailer.

Rear: .....

SHOCK ABSORBERS:-

Front: ..... Nil.

Rear: .....

AXLE:-

Front: .....2.75 in. Square Solid Steel.

Middle: .....

Rear: .....

SERVICE BRAKES:-

Front: ..... Nil.

Rear: .....

Total Lining Area: ..... Nil.

MASTER CYLINDER:-

Quantity: ..... Nil.

SERVICE BRAKE ACTUATION:- Nil.

Overrunning: .....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- ..... Nil.

FRAME:- Single Drop Combined Ladder and Taper 34 ins. wide with 2 Crossmembers. Maximum Section 9.625 ins. x 2.5 ins. x 0.25 ins.

TOW HOOK:- ..... Nil.

LANDING GEAR:- ....Adjustable Pipe Stand.....

FIFTH WHEEL:- 30 in. Holland Hitch Universal, Quick Detachable, Articulated.

LIGHTING:- T-Marker only on Rear.....

AIRPORTABLE:- .....No Requirement.....

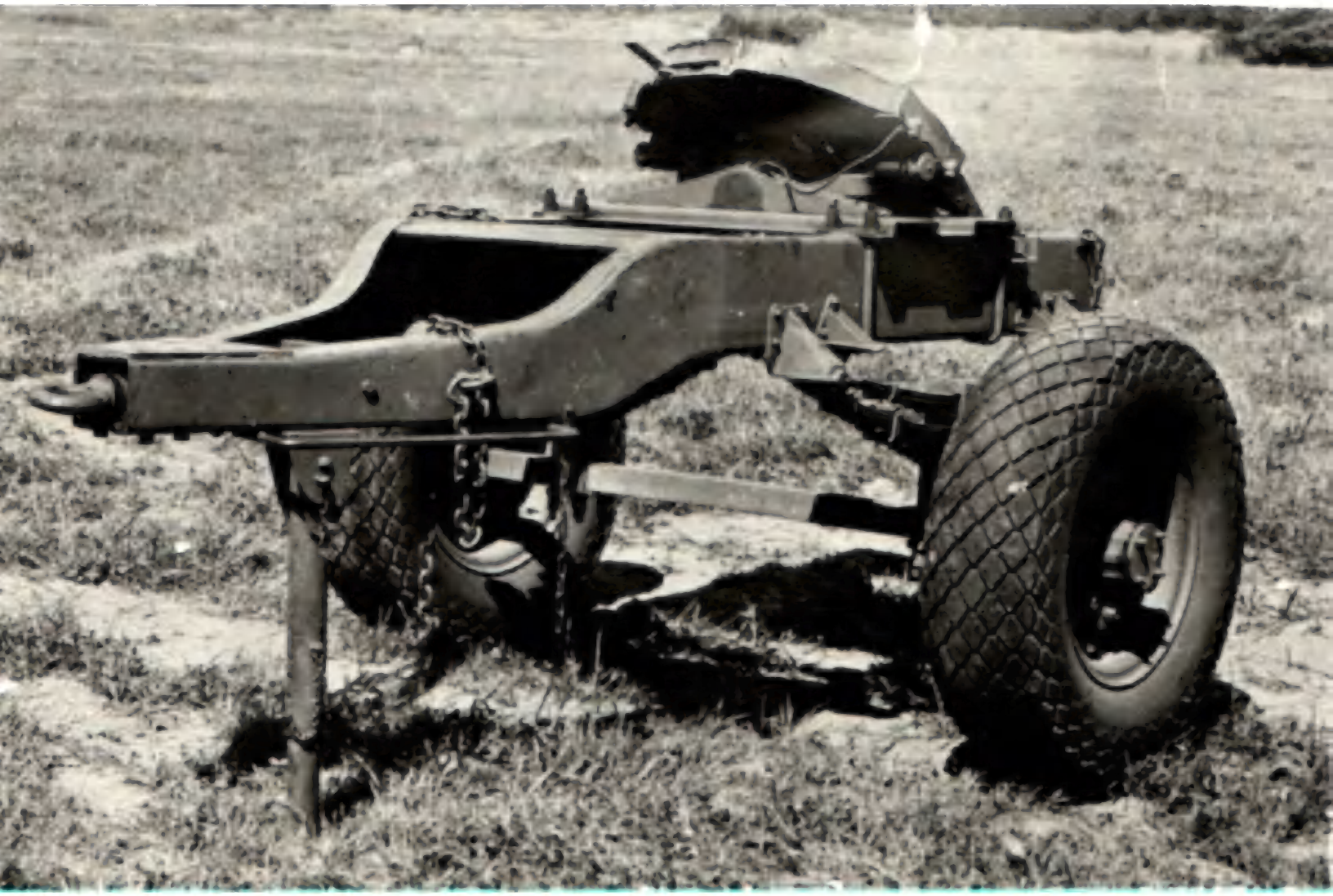
TOWING VEHICLE:- 3½ Ton 4 x 4, 136 in. W. B. F.W.D. Model H.A.R. or 4 Ton 4x4, 144 in. W.B. F.W.D. Model SU-COE.

REFERENCES:

CODE:-	12M-P-DOLY-1
MAINTENANCE MANUAL:-	SB-16
PARTS BOOK:-	SB-16
COST:-	
QUANTITY:-	300.

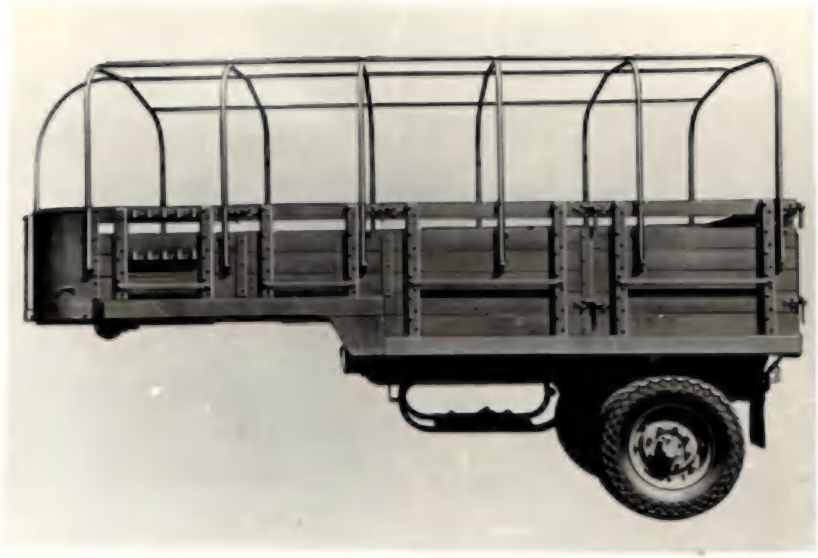
APPLICATIONS:- To convert 12M-FS-LOAD-1 Semi-trailer to a Full Trailer.

A.E.D.B. E.E. Reports Nos.	E-223, E.309
D.M.&S. FILE NO.	73-T-77
D.M.&S. SCHEDULE NO.	S-36656
A.E.D.B. DATA BOOK	Page TS1-5
A.E.D.B. PHOTO FILE	D-17.



TRAILER CHASSIS DATA

6 TON GENERAL SERVICE.



TYPE:- SEMI.

LOAD CARRYING CAPACITY:- 13,440 lbs.

GROSS CAPACITY:- 18,290 lbs.

DIMENSION:-

Length:	O.A.	220.0 ins.
Length:	Usable	216.0 ins.
Width:		84.0 ins.
Height:		50.0 ins.

WHEELBASE:- 143.0 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....70.5 ins.

TIRES:- Single, 10.50x20 W.D. Pneumatic - 3

WHEELS:- 6.00x20 x 1.5 W.D. - 3

SPRINGS:-

Front: .....

Rear: Main - 45 ins. x 2.5 ins., 12 Leaves, pack thickness 3.88 ins. Auxiliary - 32.5 ins. x 2.5 ins., 7 Leaves, pack thickness 2.21 ins. Assy. as on Rear of Towing Tractor.

SHOCK ABSORBERS:-

Front: .....

Rear: .....Nil.

AXLE:-

Front: .....

Middle: .....

Rear: .....2.75 in. Square Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: Hydraulic 15 ins. x 3.5 ins. as on C.M.P. Ford.

Total Lining Area: 198 sq. ins.

MASTER CYLINDER:-

Quantity: .....One.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....XX.....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- .....Applies One Axle.....

FRAME:- 17 in. Drop Structural Steel Ladder Type with 6 Crossmembers.

TOW HOOK:-.....D.N.D.....

LANDING GEAR:- ..... Nil.

FIFTH WHEEL:- 8 in. Ball and Socket, Extreme Articulation.

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

TOWING VEHICLE:- Ford C.M.P. 3-Ton 4x4, 115 ins. W.B. Tractor.

REFERENCES:

CODE:- 13-M-S-LOAD-1.

MAINTENANCE MANUAL:- SB-3.

PARTS BOOK:- SB-3.

COST:- approx. 2000.00

QUANTITY:- 3010.

APPLICATIONS:- As G.S. in Limited Cross Country Work. Note: - Degree of articulation was found to be too high; articulation members were applied in the field.

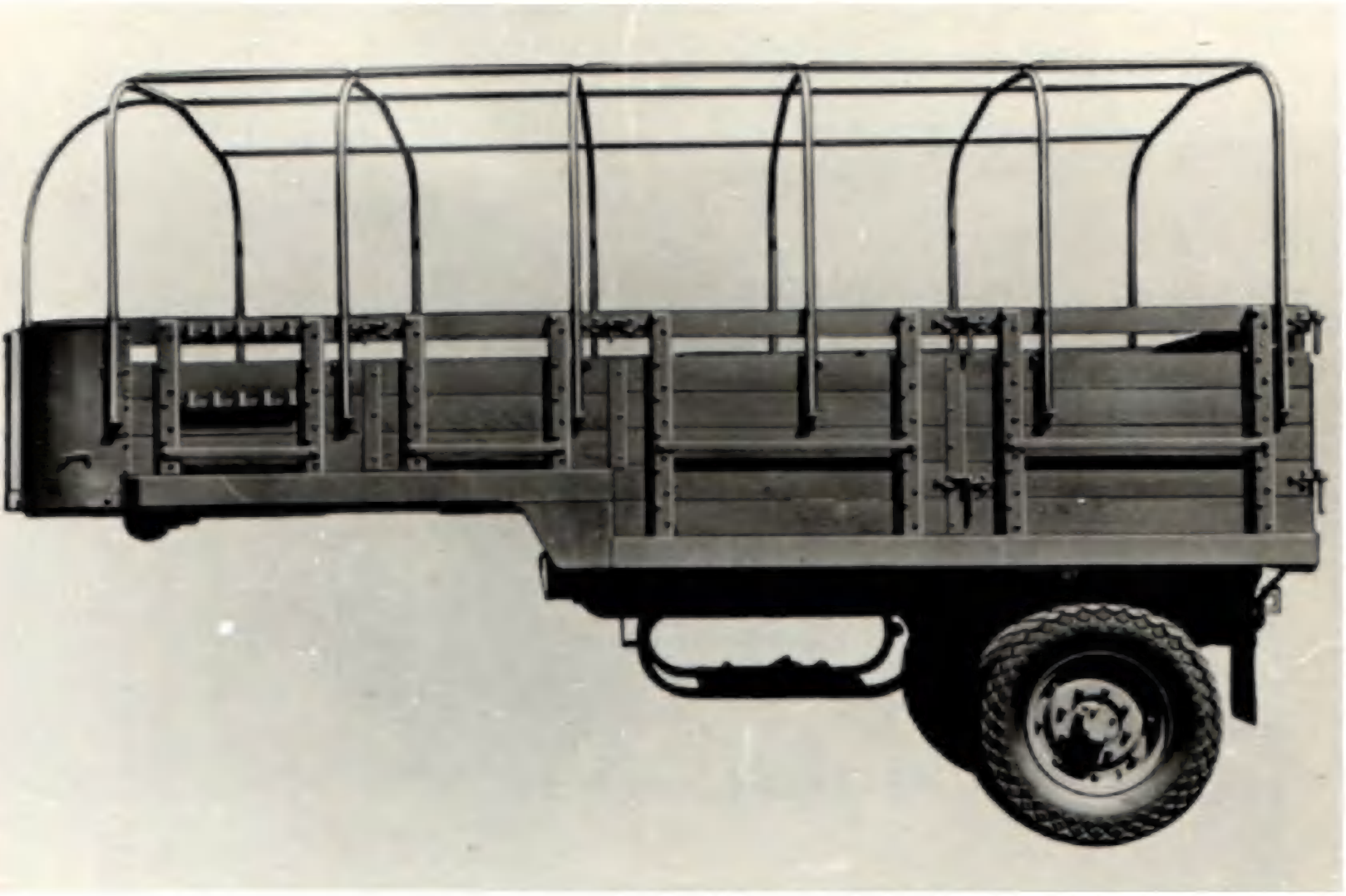
A.E.D.B. E.E. Reports Nos. E.95, E.198.

D.M.&S. FILE NO:- 73-T-68.

D.M.&S. SCHEDULE NO:- S-34650.

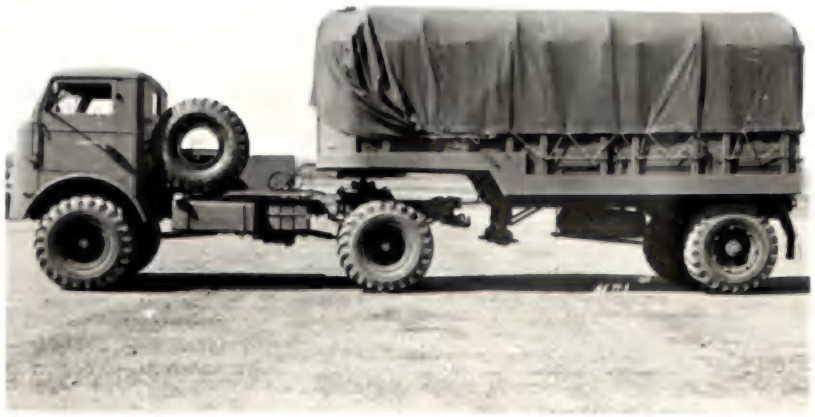
A.E.D.B. DATA BOOK:- Page TS1-10

A.E.D.B. PHOTO FILE D-17.



TRAILER CHASSIS DATA

10 TON GENERAL SERVICE.



TYPE:- SEMI.

LOAD CARRYING CAPACITY:- 20,000 lbs.

GROSS CAPACITY:- 28,725 lbs.

DIMENSIONS:-

Length:	O.A.	253.5 ins.
Length:	Usable	237.3 ins.
Width:		87.6 ins.
Height:		70.0 ins.

WHEELBASE:- 185.0 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....72.75 ins.

TIRES:- Single, 13.50x20 W.D. Pneumatic as on Towing Tractor 3

WHEELS:- .....10.00x20 x 1.75 W.D.....3

SPRINGS:-

Front: .....

Rear: Main - 52 ins. x 3 ins., 16 Leaves each 3/8 ins. thick. Auxiliary 33.25 ins. x 3 ins., 7 Leaves with 4 being 5/16 ins. and 3 being 3/8 ins. thick. Assy. as on Rear of Towing Tractor.

SHOCK ABSORBERS:-

Front: .....

Rear: ..... Nil.

AXLE:-

Front: .....

Middle: .....

Rear: .....4 in. Circular Solid Steel.

SERVICE BRAKES:-

Front: .....

Rear: ...Mechanical - 16 ins. x 6 ins.....

Total Lining Area: .....420 sq. ins.....

MASTER CYLINDER:-

Quantity: .....Nil

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....XX.....

HAND BRAKES:- .....Applies Rear Axle.....

FRAME:- Stepped Ladder Type 34 ins. wide with 8 crossmembers. Tapered Rails in Front of Step. Maximum Section 9.625 ins. x 2.5 ins. x .25 ins.

TOW HOOK:- .....D.N.D.....

LANDING GEAR:-.....Retractable Vertically...

FIFTH WHEEL:- 30 in. Holland Hitch Quick Detachable, Articulated.

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:-.....No requirement.....

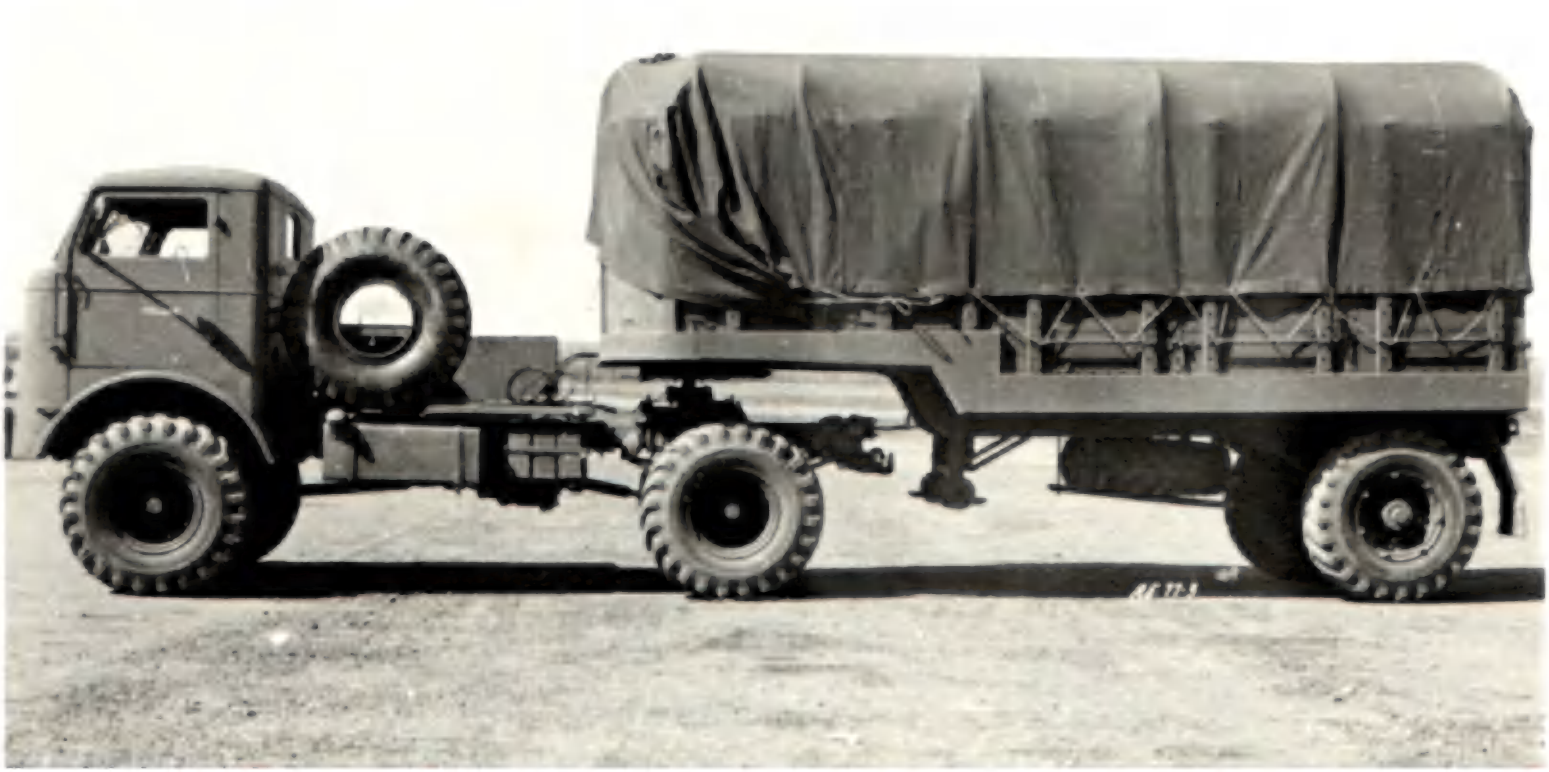
TOWING VEHICLE:- 4 Ton 4x4, 144 in. W.B. F.W.D Model, SU-COE.

REFERENCE:-

CODE:-	20M-SF.
MAINTENANCE MANUAL:-	SB-17.
PARTS BOOK:-	SB-17.
COST:-	
QUANTITY:-	No Production

APPLICATIONS:- For Highway and limited Cross Country G.S. May be converted to a Full Trailer when coupled to 20M-P-DOLY-1.

A.E.D.B. E.E. Reports Nos.	E-153.
D.M.&S. FILE NO.	73-T-78.
D.M.&S. SCHEDULE NO.	S-36001.
A.E.D.B. DATA BOOK	Page TS3-3.
A.E.D.B. PHOTO FILE	D-18.



TRAILER CHASSIS DATA

10 TON DOLLY.

TYPE:- FULL.

LOAD CARRYING CAPACITY:- 7,100 lbs.

GROSS CAPACITY:- 10,075 lbs.

DIMENSIONS:-

Length:	O.A.	114.5 ins.
Length:	Usable	.....
Width:		87.6 ins.
Height:		66.6 ins.

WHEELBASE:- 80.5 ins.

TREAD:-

Front: .....72.75 ins.
Middle: .....
Rear: .....

TIRES:- Single, 13.50x20 W.D. Pneumatic - 2 as on Tractor and Semi Trailer 20M-SF.

WHEELS:- 10.00x20 x 1.75 W.D. - 2

SPRINGS:-

Front: Main - 52 ins. x 3 ins., 16 Leaves each 3/8 ins. thick. Auxiliary - 33.25 ins. x 3 ins., 7 Leaves with 4 being 5/16 ins. and 3 being 3/8 ins. thick. Assy. as on Tractor and Semi Trailer 20M-SF.

Rear: .....

SHOCK ABSORBERS:-

Front: ..... Nil.

Rear: .....

AXLE:-

Front: .....4 in. Circular Solid Steel.

Middle: .....

Rear: .....

SERVICE BRAKES:-

Front: .....Nil.

Rear: .....

Total Lining Area: ..... Nil.

MASTER CYLINDER:-

Quantity: ..... Nil.

SERVICE BRAKE ACTUATION:- Nil.

Overrunning: .....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....

HAND BRAKES:- ..... Nil.

FRAME:- Single Drop Combined Ladder and Taper 34 ins. wide with 2 crossmembers. Maximum Section 9.625 ins. x 2.5 ins. x 0.25 ins.

TOW HOOK:- ..... Nil.

LANDING GEAR:- .....Adjustable Pipe Stand....

FIFTH WHEEL:- 30 in. Holland Hitch, Universal, Quick Detachable, Articulated.

LIGHTING:- .....T-Marker only.....

AIRPORTABLE: .....No Requirement.....

TOWING VEHICLE:- 4 Ton 4x4, 144 in. W.B. F.W.D. Model S.U.-C.O.E.

REFERENCES:

CODE:- 20M-P-DOLY-1.

MAINTENANCE MANUAL:- SB-17.

PARTS BOOK:- SB-17.

COST:-

QUANTITY:- No Production.

APPLICATIONS:- To convert 20M-FS-LOAD-1 Semi Trailer to a Full Trailer.

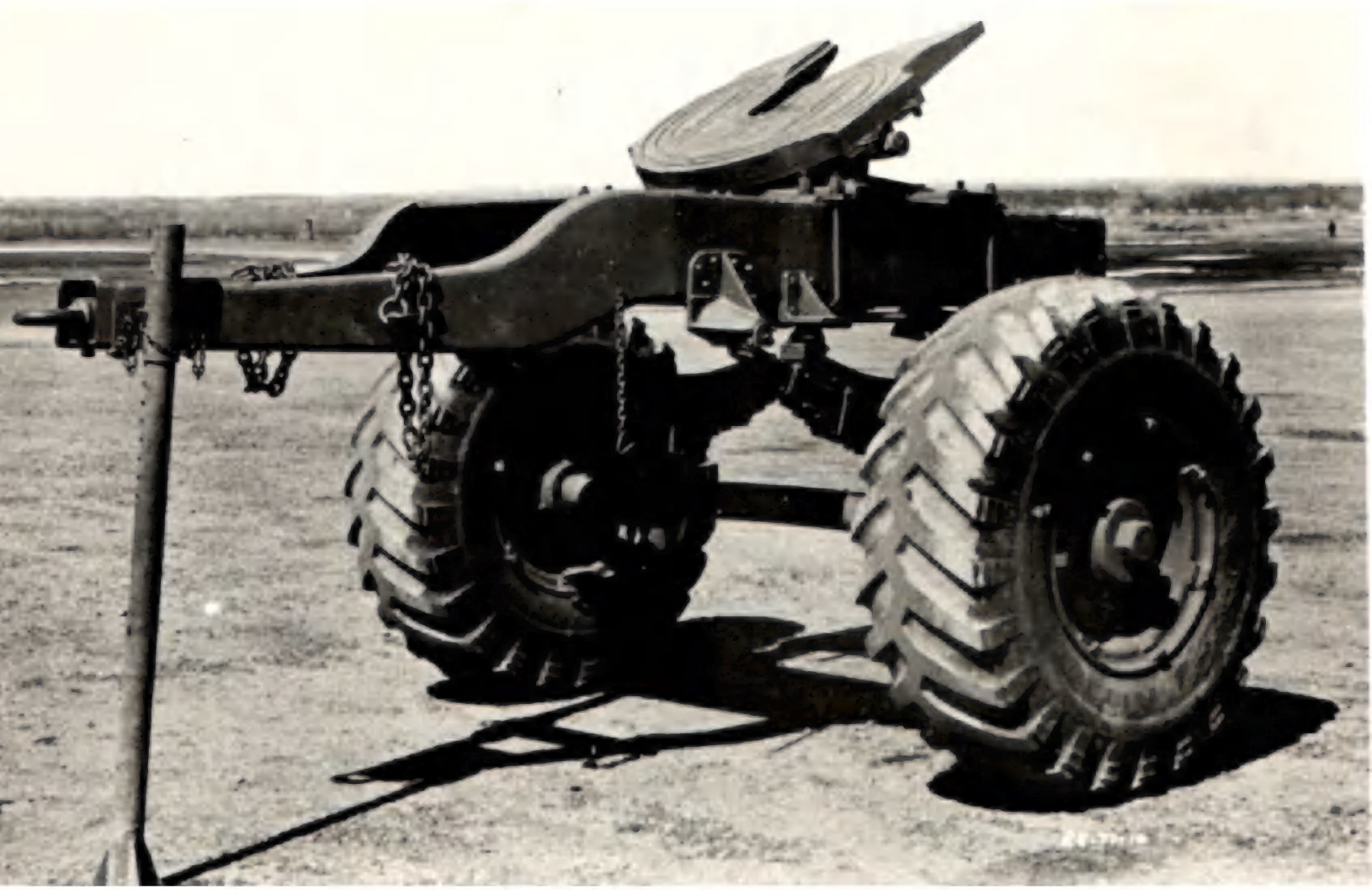
A.E.D.B. E.E. Reports Nos. E-153.

D.M.&S. FILE NO. 73-T-78.

D.M.&S. SCHEDULE NO. S-36009.

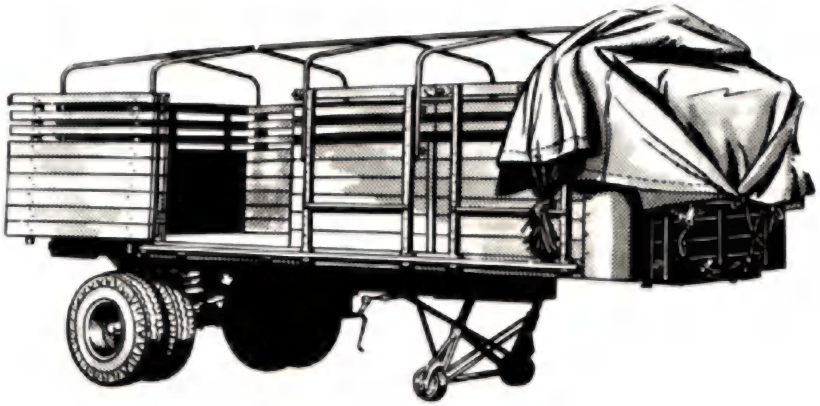
A.E.D.B. DATA BOOK:- Page TS3-5.

A.E.D.B. PHOTO FILE D-18.



TRAILER CHASSIS DATA

10 TON DOCKSIDE LOADER.



TYPE:- SEMI.

LOAD CARRYING CAPACITY:- 20,000 lbs.

GROSS CAPACITY:- 27,260 lbs.

DIMENSIONS:-

Length:	O.A.	244.0 ins.
Length:	Usable	244.0 ins.
Width:		96.0 ins.
Height:		55.0 ins.

WHEELBASE:- 188.0 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....70.75 ins.

TIRES:- Dual 11.00x20, 12 Ply Pneumatic - 5

WHEELS:- 20 in. Spoke Type with 9-10 in. Rim - 5

SPRINGS:-

Front: .....

Rear: Main - 46 ins. x 3.5 ins., 12 Leaves plus 1 Rebound, pack thickness 5.0 ins. Auxiliary - 26.75 ins. x 3.5 ins., 9 Leaves, pack thickness 2.14 ins.

SHOCK ABSORBERS:-

Front: .....

Rear: ..... Nil.

AXLE:-

Front: .....

Middle: .....

Rear: I Beam Section Steel 4.625 ins. x 3 ins. Section Modulus 7.8 ins. cubed.

SERVICE BRAKES:-

Front: .....

Rear: ...Mechanical - 16 ins. x 6 ins.....

Total Lining Area: .....420 sq. ins.....

MASTER CYLINDER:-

Quantity: .....Nil.

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....XX.....

HAND BRAKES:- .....Applies Rear Axle.....

FRAME:- Ladder Type 31.88 ins. wide having 10 crossmembers and 4 in. Drop. Side Rails of Pressed Steel, maximum Section 9.375 ins. x 2.5 ins. x 0.31 ins.

TOW HOOK:- ..... Nil.

LANDING GEAR:- ....Pivotted Retractable.....

FIFTH WHEEL:- Fruehauf Standard 30 in. Quick Detachable.

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

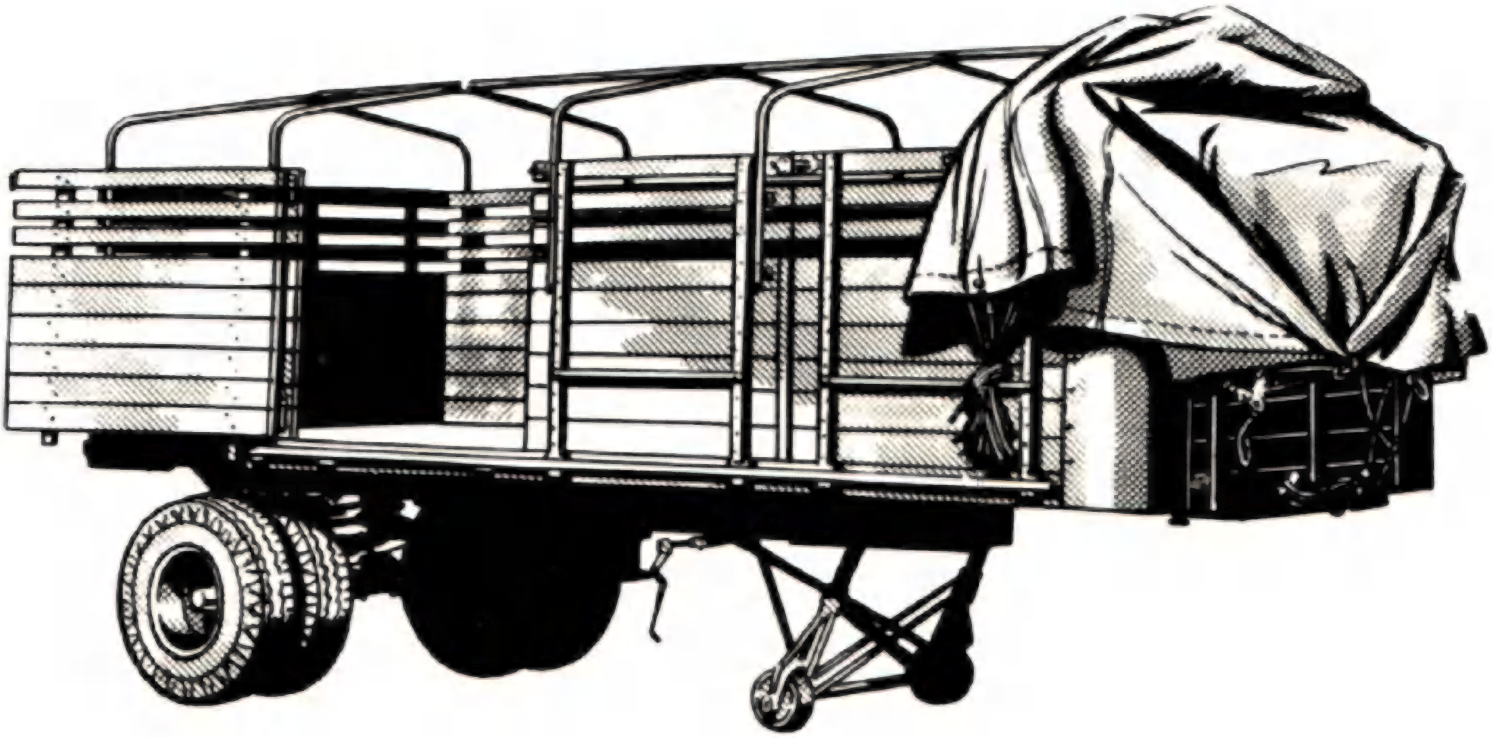
TOWING VEHICLE:- 4 Ton, 4x4, 144 in. W.B. F.W.D. Model S.U.-C.C.E.

REFERENCES:

CODE:-	20M-S.
MAINTENANCE MANUAL:-	DSL-SRU-1.
PARTS BOOK:-	DSL-SRU-1.
COST:-	3500.00.
QUANTITY:-	50.

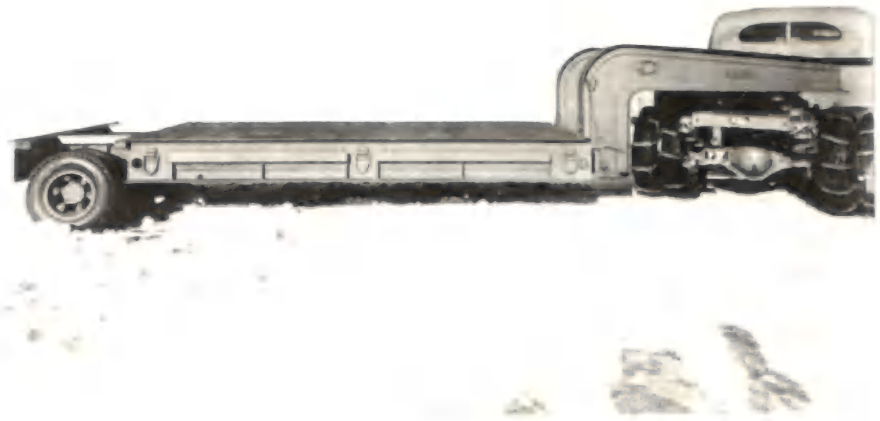
APPLICATIONS:- As a G.S. for Highway Operations, Pilot Thermo Car.

A.E.D.B. E.E. Reports Nos.	Nil.
D.M.&S. FILE NO.	73-T-55.
D.M.&S. SCHEDULE NO.	S-18275.
A.E.D.B. DATA BOOK	Page TS3-2.
A.E.D.B. PHOTO FILE	D-3.



TRAILER CHASSIS DATA

LOW LOAD TRAILER.



TYPE:- SEMI.

LOAD CARRYING CAPACITY:- 32,000 lbs.

GROSS CAPACITY:- 42,650 lbs.

DIMENSIONS:-

Length:	O.A.	299.0 ins.
Length:	Usable	162.0 ins.
Width:		96.0 ins.
Height:		70.0 ins.

WHEELBASE:- 257.7 ins.

TREAD:-

Front: .....
Middle: .....
Rear: .....(Outer Tires).....88.0 ins.

TIRES:- 7.50 x 15, 10 Ply Pneumatic - 9

WHEELS:- 15 in. x 7 in. Rims - 9

SPRINGS:-

Front: .....

Rear: ..... Nil.

SHOCK ABSORBERS:-

Front: .....

Rear: ..... Nil.

AXLE:-

Front: .....

Middle: .....

Rear: Trunnion Type, 3.5 in. Solid Steel. - 2

SERVICE BRAKES:-

Front: .....

Rear: Mechanical - 12.25 ins. x 5 ins.

Total Lining Area: .....540 sq. ins.....

MASTER CYLINDER:-

Quantity: ..... Nil.

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....XX.....

HAND BRAKES:- .....Applies Two Axles.....

FRAME:- Structural Steel Beams with suitable Outriggers. Step at forward end.

TOW HOOK:- ..... Nil.

LANDING GEAR: ..... Nil.

FIFTH WHEEL:- .....30 in. Austin.....

LIGHTING:- Standard to O.A. 62 as on Rear of C.M.P. Vehicles, plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

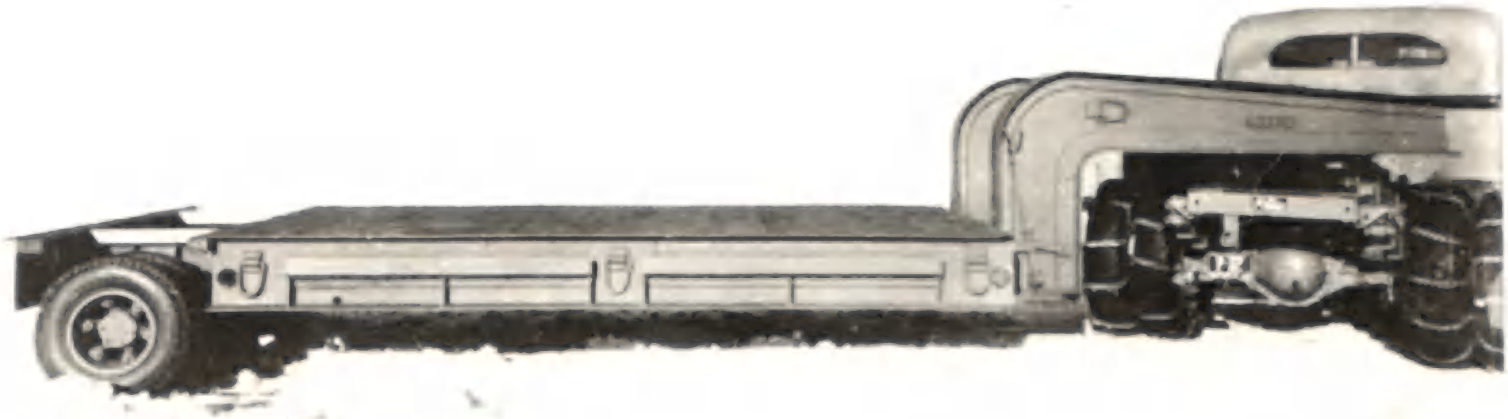
TOWING VEHICLE:- 4 Ton 4x4, 144 in. W.B. F.W.D. Model S.U.-C.O.E.

REFERENCES:

CODE:-	32M-S-LLOW-1
MAINTENANCE MANUAL:-	SB-21
PARTS BOOK:-	SB-21
COST:-	approx. 4100.00
QUANTITY:-	81.

APPLICATIONS:- To transport Engineers' Equipment, specifically D-7 Caterpillar Tractors.

A.E.D.B. E.E. Reports Nos.	E-374
D.M.&S. FILE NO.	73-T-30
D.M.&S. SCHEDULE NO.	S-35800
A.E.D.B. DATA BOOK	Page TS4-1
A.E.D.B. PHOTO FILE	D-1.



TRAILER CHASSIS DATA

20 TON TRANSPORTER SEMITRAILER

TYPE:- SEMI.

LOAD CARRYING CAPACITY:- 40,000 lbs.

GROSS CAPACITY:- 58,000 lbs.

DIMENSIONS:-

Length:	O.A.	335.0 ins.
Length:	Usable	237.0 ins.
Width:		102.0 ins.
Height:		70.5 ins.

WHEELBASE:- 243.5 ins.

TREAD:-

Front: .....
Middle: ....Varies - 4 - Tires in Line....
Rear: .....Varies - 4 - Tires in Line....

TIRES:- 10.50 x 20 - W.D. - pneumatic - 9

WHEELS:- 6.00 x 20 - 1.5 W.D. - 9

SPRINGS:-

Front: .....

Rear: Walking Beam Suspension with lateral links pinned for vertical motion.

SHOCK ABSORBERS:-

Front: ..... Nil.

Rear: ..... Nil.

AXLE:-

Front: .....Stub Solid Round Steel.

Middle: .....

Rear: .....Stub Solid Round Steel.

SERVICE BRAKES:-

Front: Hydraulic 15 x 3.5 as on Rear of C.M.P. Ford.

Rear: Hydraulic 15 x 3.5 as on Rear of C.M.P. Ford.

Total Lining Area: .....792 sq. ins.....

MASTER CYLINDER:-

Quantity: .....Two.....

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....XX.....

HAND BRAKES:- .....Applies Four Axles.....

FRAME:- Heavy Structural I Beam; with 28 in. step from platform to top of forward end; Channel beam outrigger crossmembers; 11 main crossmembers; Width 52.5 in. Centres.

TOW HOOK:- ..... Nil.

LANDING GEAR:- ...2 Pivotted Screw Type Legs.

FIFTH WHEEL:- ... High Articulating Type.....

LIGHTING:- Rear as in O.A. 62 for C.M.P. vehicles - plus T-Marker.

AIRPORTABLE:- .....No Requirement.....

TOWING VEHICLE:- .....6x4 - REO-FEDERAL.....

REFERENCES:

CODE:- 40M-S-TRANS-1

MAINTENANCE MANUAL:- Nil.

PARTS BOOK:- Nil.

COST:-

QUANTITY:- Pilot only.

APPLICATIONS:- Proposed for Recovery and as a replacement for 16 ton Low Loader.

A.E.D.B. E.E. Reports Nos. DVSA-403-1-2-3

D.M.&S FILE NO. 73-T-99

D.M.&S. SCHEDULE NO. S-305725

A.E.D.B. DATA BOOK Nil.

A.E.D.B. PHOTO FILE D-4.

TRAILER CHASSIS DATA

50 TON TRANSPORTER SEMITRAILER.

TYPE:- SEMI.

LOAD CARRYING CAPACITY:- 100,000 lbs.

GROSS CAPACITY:- 133,000 lbs.

DIMENSIONS:-

Length:	O.A.	385.0 ins.
Length:	Usable	300.0 ins.
Width:		150.0 ins.
Height:	Over Gooseneck	100.0 ins.

WHEELBASE:- 252.0 ins.

TREAD:-

Front: .....Outer Tires.....132.0 ins.
Middle: .....
Rear: .....Outer Tires.....132.0 ins.

TIRES:- 16.00 x 20 - Pneumatics - 9.

WHEELS: 11.25 x 20 - Disc Wheels - 9.

SPRINGS:-

Front: Walking Beam type with end Trunnions.

Rear: Walking Beam Type with end Trunnion.

SHOCK ABSORBERS:-

Front: ..... Nil.

Rear: ..... Nil.

AXLE:-

Front: .....Stub Solid Round Steel.

Middle: .....Stub Solid Round.

Rear: .....

SERVICE BRAKES:-

Front: Mechanical 16x6 - 4 assy's required.

Rear: Mechanical 16x6 - 4 assy's required.

Total Lining Area: 1440

MASTER CYLINDER:-

Quantity: ..... Nil.

SERVICE BRAKE ACTUATION:-

Overrunning: .....
Vacuum operated Single: .....
Vacuum operated Dual: .....
Air Pressure Single: .....
Air Pressure Dual: .....XX.....

HAND BRAKES:- .....

FRAME:- Structural steel I Beam section with step at forward end. Track Guides inner and outer form part of frame.

TOW HOOK:- ..... Nil.

LANDING GEAR: ..... Nil.

FIFTH WHEEL:- Ball and Socket with emergency quick release.

LIGHTING:- ..... Commercial .....

AIRPORTABLE:- .....No Requirement.....

TOWING VEHICLE:- 6x4 Transporter with modified axle ratios and Transmission.

REFERENCES:

CODE:- 100M-S-TRANS-1.

MAINTENANCE MANUAL:- Nil.

PARTS BOOK:- Nil.

COST:-

QUANTITY:- Pilot only.

APPLICATIONS:- As this vehicle's width is greater than allowable for current engineers Bridge - no production was made.

A.E.D.B. E.E. Reports Nos. DVSA-313.

D.M.&S. FILE NO. 73-3-18.

D.M.&S. SCHEDULE NO. S-320400.

A.E.D.B. DATA BOOK Nil.

A.E.D.B. PHOTO FILE D-4.

COMPLETE VEHICLE DATA

2 TON - 10 FT. - 4 WHEEL G.S. TRAILER

Function:

This trailer was designed as a 4-wheel General Service load carrier for Ministry of Supply account, the payload capacity to be 2 long tons - 4480 lbs.. The requirements were specific in that the body was to be 10 ft. in length and 6 ft. in width or equivalent in floor area, and of all welded, all steel, construction. The width of body was later modified to 6' 9" at A.E.D.B. suggestion, and accepted by Ministry of Supply. A standard wrap around flat tarpaulin was required, with no superstructure. Necessary lashing cleats and hooks were welded to the side, front and rear panels for securing the tarpaulin.

Dimensions of Body:

Outside length of body.....	123-1/8"
" width " "	87-7/8"
" height " "	33-5/16"
Inside length of body.....	120"
" width " "	80"
" height " "	30"
Overall height from ground to top of body....	73"

Weights:

Weight of body complete.....	1440 lbs.
Weight of chassis	3200 lbs.
Payload	4480 lbs.
Gross weight	9120 lbs.

References:

D.M. & S. Schedule of Dwgs:

Body.....	S 310040
Trailer Assembly..	S 320190

References (Cont'd.)

D.M. & S. File No.	73-T-105
Body Code No.	10-T-1
Trailer Code No.	4M-F-GS-2
Ministry of Supply No.....	S/MECH. 6409
Experimental Engineering Report	E 507
Pilot Model Approval No.....	P 247
Maintenance Manual No.	SB 31

Source:- Eastern Steel Products Ltd., (Preston)

Description of Body:

The substructure of the body is constructed of ten (10) cross sills - 3" x 2", fabricated of 12 gauge H.R.B.A. steel, 5" deep, with hardwood or B.C. fir fillers. The longitudinal sills and cross sills are welded together and the whole welded to the floor plate which is fabricated of 10 gauge H.R.B.A. steel sheet.

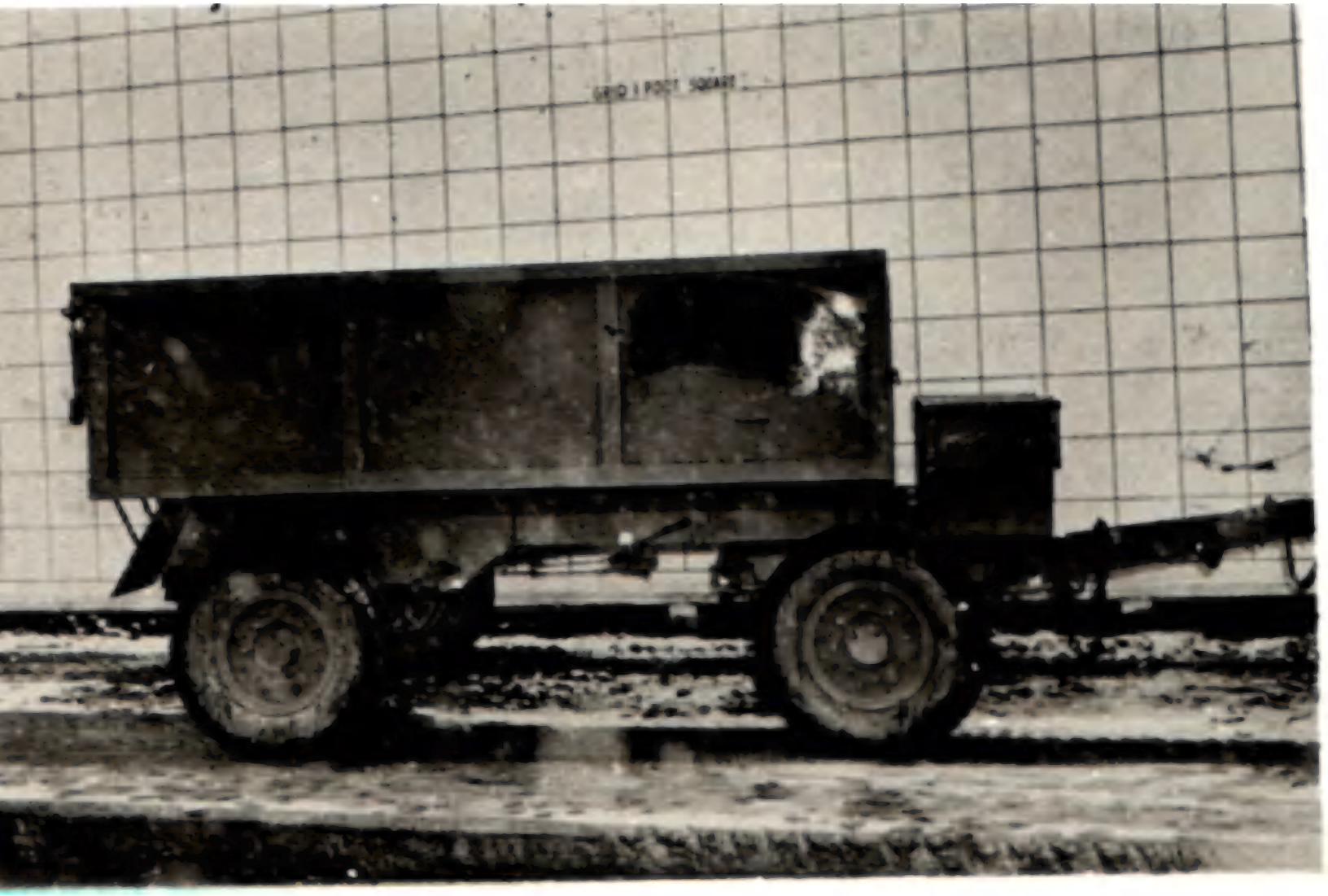
The side panels which are of standard gussetted design are fabricated of 14 ga. H.R.B.A. steel sheet with rub rails and top rails on the side and front panels, the whole being welded to form an all-welded construction.

The tailgate which is of the drop-type is hinged by means of butt hinges and two (2) piece hinge rods. Step holes and tail-light holes are provided.

A tool box - 64" x 19-3/4" x 16-1/42 is mounted on the chassis, ahead of the body. The lid of the tool box is in two (2) sections, each section being equipped with padlocks.

Standard splash plates are provided behind the rear wheels.

The body is mounted on a 2 ton Trailer Chassis - Code 4M-F., equipped with 9.00 x 16 Tires.

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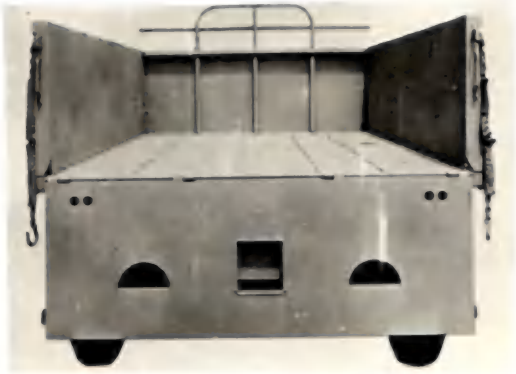
3 ton - 12 ft. - 4 WHEEL G.S. TRAILER.



Function:

This trailer was designed as a General Service load carrier for D.N.D. account. It is a flat floor unit and the body was patterned after the 5U1 standard 12 ft. General Service body which is mounted on Ford and Chrysler 3 ton modified conventional 4 x 2 - 158" and 160" W.B. chassis. The body is of standard steel gussetted construction, with drop-type tailgate. The front panel is equipped with a standard iron pipe grill as protection against possible surging forward of the payload. A standard flat tarpaulin of #8 duck is also provided, with necessary lashing hooks and cleats welded to the body panels and tailgate.

Dimensions of Body:

Outside length of body.....	148-1/2"
Outside width of body.....	87-1/2"
Outside height of body.....	33-1/2"
Inside length of body.....	144"
Inside width of body.....	79-1/4"
Inside height of body.....	30"
Overall height from ground to top of body..	69-1/2"

Weights:

Weight of Body.....	1530 lbs.
Weight of Chassis & Body....	4755 lbs.
Payload.....	4000 lbs.
Gross Weight.....	8755 lbs.

References:

D.M. & S. Schedule of Drawings - Body.....	S-35600
D.M. & S. Schedule of Drawings - Vehicle...	S-15309
D.M. & S. File No.	73-T-72
Body Code No.	10-C-1
Vehicle Code No.	6M-F-GS-1
Pilot Model Approval No.	F-117
Maintenance Manual No.	SB-13
Sources:	Canadian Top & Body Co. Ltd. Brantford Coach & Body Ltd.

Description of Body:

The substructure comprises six (6) cross sills 3" x 2", fabricated of 10 ga. H.R.B.A. steel, with two (2) longitudinal sills 5¾" in depth, also of 10 ga. H.R.B.A. steel, with hardwood fillers. The floor plate which is welded to the cross sills, is of 10 ga. H.R.B.A. steel sheet and has ¼" flat steel wear strips welded to the upper side. These strips protect the floor plate against undue wear and also act as stiffeners.

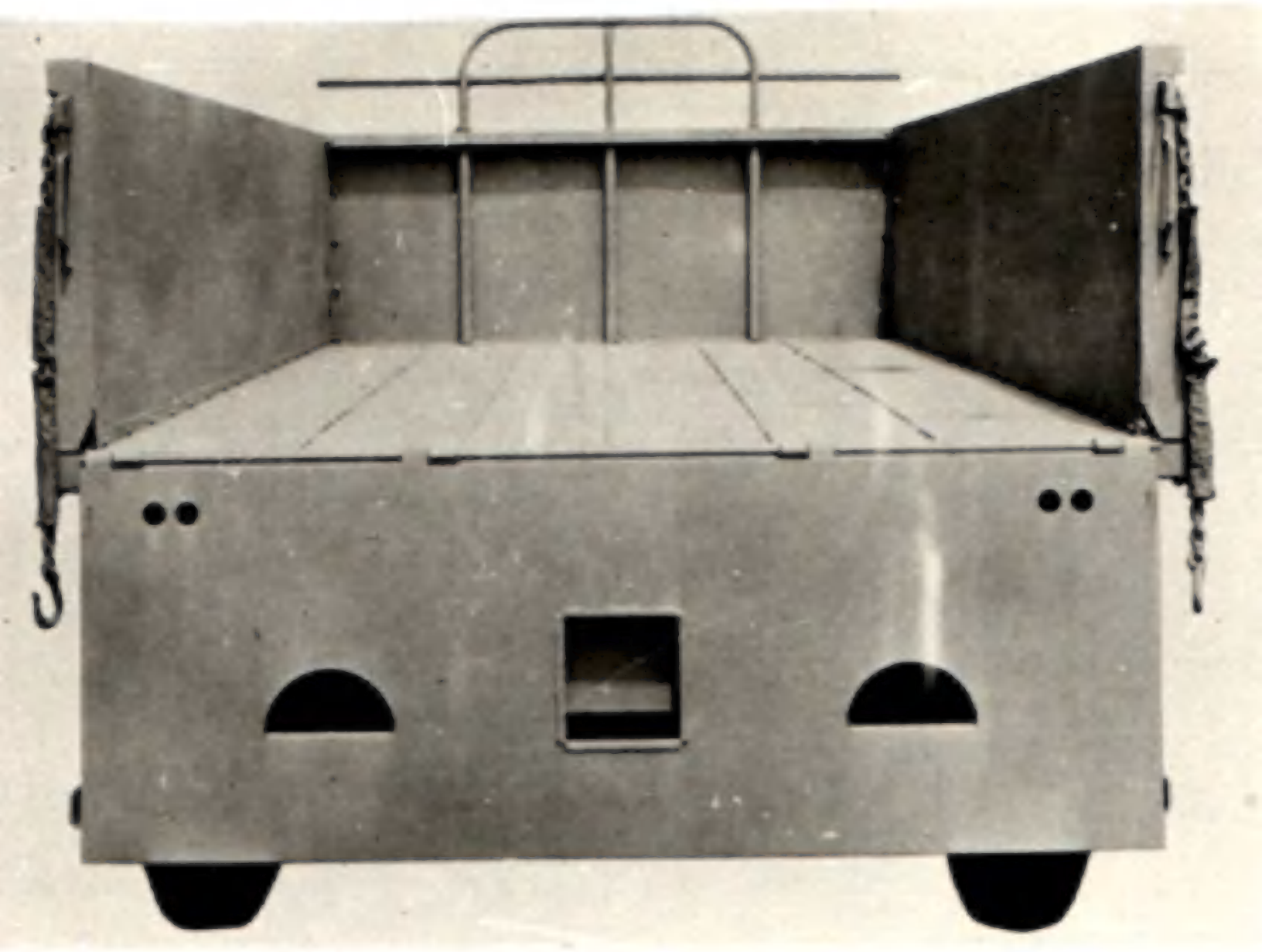
The side panels and front panel are of standard "Budd" type, gussetted construction, with rub rail and top rail, and are fabricated of 14 ga. H.R.B.A. steel sheet, the entire panels being welded into complete single units, which in turn are then welded together to form the complete welded body. The drop-type tailgate is of 14 ga. H.R.B.A. steel sheet, and has foot holes and tail light holes cut into the panels.

The body is attached to the chassis by means of "U" bolts which fit over the body longitudinal sills with retaining plates on the underside of the trailer frame side members.

Splash plates are provided behind the rear wheels and stiffened by means of double brackets. Standard canvas mud flaps are attached to the splash plates.

A steel tool box for maintenance tools is attached to the left side of the body, being suspended from the substructure. The tool box is hinged at the bottom and is equipped with padlock.

The body is mounted on a 3 ton Trailer Chassis - Code 6M-F., equipped with 9.00 x 16 Tires.



5 TON - 13'6" - 4 WHEEL G.S. TRAILER

Function:

This trailer was designed as a four (4) wheel General Service load carrier for Ministry of Supply account. The requirements were specific in that the length of the body was to be 13'6" and the width 6'8", the body to be complete with superstructure and tarpaulin. The requirements were carried out. The body is of all welded, all steel construction.

Dimensions:

Outside length of body.....	166-7/16"
Outside width of body.....	88"
Outside height of body.....	36-1/4"
Inside length of body.....	162"
Inside width of body.....	80"
Inside height of body.....	30"
Height from ground to top of Tailgate.....	75-3/8"

Weights:

Body proper.....	1628 lbs.
Tool box, superstructure, tarpaulin etc.	472 lbs.
Body complete.....	2100 lbs.
Complete unit curb weight.....	5710 lbs.
Payload.....	11,200 lbs.
Gross weight.....	16,910 lbs.

References:

D.M. & S. Schedule of Drawings - Body.....	S-311464
D.M. & S. Schedule of Drawings - Assembly.....	S-320875
D.M. & S. File No.....	73-T-104
Ministry of Supply No.	S/MECH 6410
Body Code No.	10-U-1
Trailer Code No.	11M-F-GS-1
Pilot Model Approval No. ...	F-251
Experimental Engineering Report No.	E-514
Maintenance Manual No.	SB-37

Source: W.D. Beath & Sons Ltd.
Canadian Top & Body Corp.

Description of Body:

The substructure is comprised of fourteen (14) cross sills, fabricated of 8 ga. H.R.R.A. steel, 3" x 2" and two (2) longitudinal sills, fabricated of 8 ga. H.R.R.A. steel, 3" x 3" with hardwood or B.C. fir fillers. The substructure is welded to the floor plate which is of 12 ga. H.R.R.A. steel sheet, with steel wear strips tack welded to the top side of the floor plate. These strips prevent undue damage to the floor plate and at the same time, act as stiffeners.

The side panels and front panel are of standard "Budd" type gussetted construction, fabricated of 14 ga. H.R.R.A. steel, welded into single panels, and the whole welded together, to form the entire body. The tailgate which is of the drop-type, has foot holes and tail-light holes and is hinged with butt hinges and a two (2) piece tail rod. Lashing hooks and cleats are welded to the side and front panels and the tailgate for securing the tarpaulin.

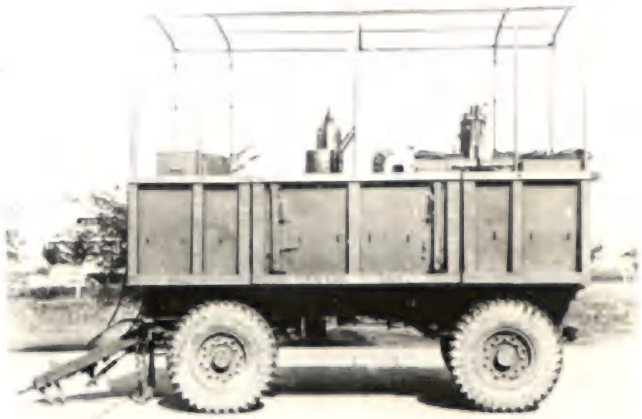
The superstructure is of the two (2) position design, and of standard black iron pipe construction. The tarpaulin is the standard wrap around type fabricated of #8 duck.

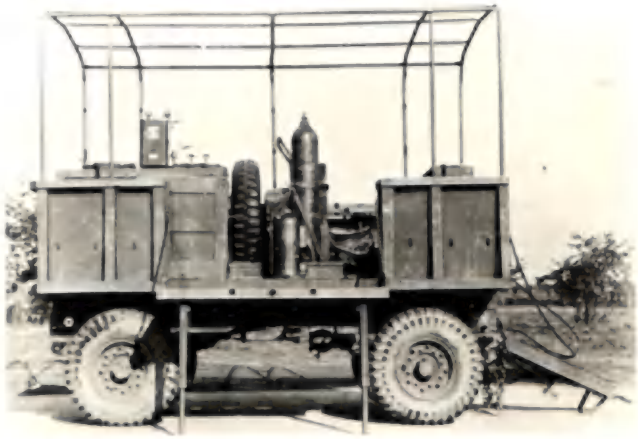
A tool box is attached to the left side of the body being suspended from the substructure, immediately ahead of the rear wheels. A padlock is provided for securing the door.

Splash plates are provided behind the rear wheels and are stiffened by means of standard flat brackets.

The body is mounted on a 5 ton Trailer Chassis - Code 11M-F., equipped with 10.50 x 16 Tires.

MACHINERY TRAILER TYPE "C.M.C. M.T."





Function:

This trailer is towed by the C.M.C. M.T. Machinery Lorry (described in Machinery Lorry Section) and carries auxiliary equipment for M.T. maintenance.

Dimensions:

Overall vehicle length....	202"
" " width.....	87-3/4
" " height....	126-1/4"
Overall body length.....	144-1/4"
" " width.....	87-3/4"
" " height (less superstructure).....	36"
Inside body length.....	144"
" " width.....	80"
" " headroom.....	83-5/8"

Weights:

	Front	Rear	Total
Gross.....	5275	5410	10680
Maximum Gross Rating.....			11500

References:

A.E.D.B. Specification..... O.A.182
A.E.D.B. Drawing Schedules
Body & Equipment... 1079226
Chassis..... 19902
Munitions & Supply File No. 73-L-18
Vehicle Code No. 8M-F-MACH-CMC-MT-1
Pilot Model Approval..... F87
Ordnance Proving Ground Report..... DVA 6 Project 236J
Maintenance Manual & Spare Parts List..... WM 3829
Sources: Chassis by Fruehauf, body by S.B.M.A., equipment installed by Chrysler Corporation.

Chassis: Code 8M-F.

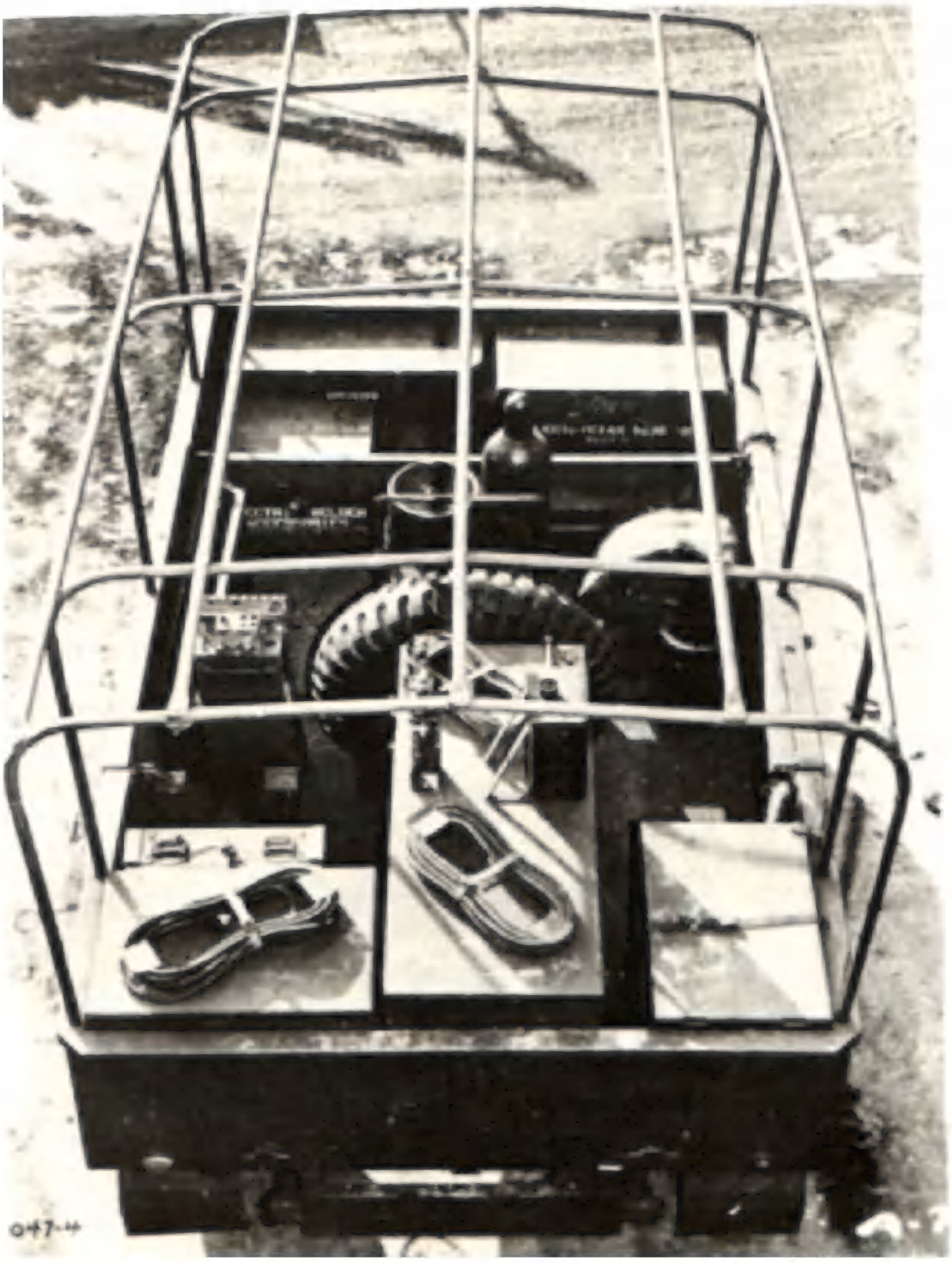
The body is designed for mounting on a 4-wheel, 93" wheelbase trailer chassis, complete with auxiliary springs, impact brakes, air brakes and hand operated parking brake.

Body: Code 10-B-3

General Service type, 12', all steel body, with dropside workbenches, tubular steel superstructure and tarpaulin.

Main Items of Equipment:

1. Air Compressor, Brunner Model H-6, complete with 2 H.P. Motor and interconnecting cable.
2. Sewing Machine, Singer, portable.
3. Trimmer's Kit.
4. Spark Plug Cleaner.
5. Oxy-acetylene welding and cutting outfit.
6. Jacks, forge, anvil, etc.
7. Spare Parts Kits.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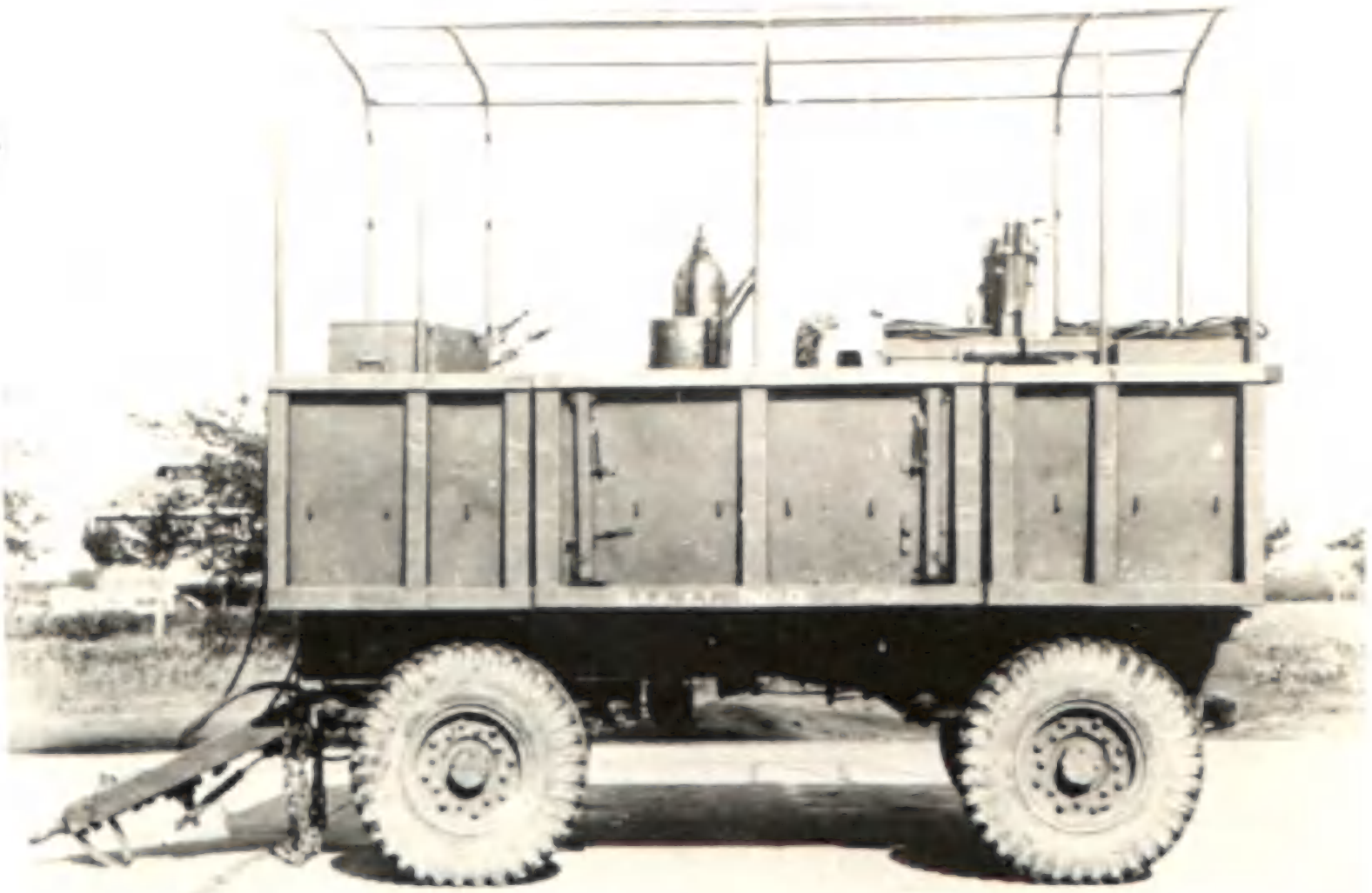
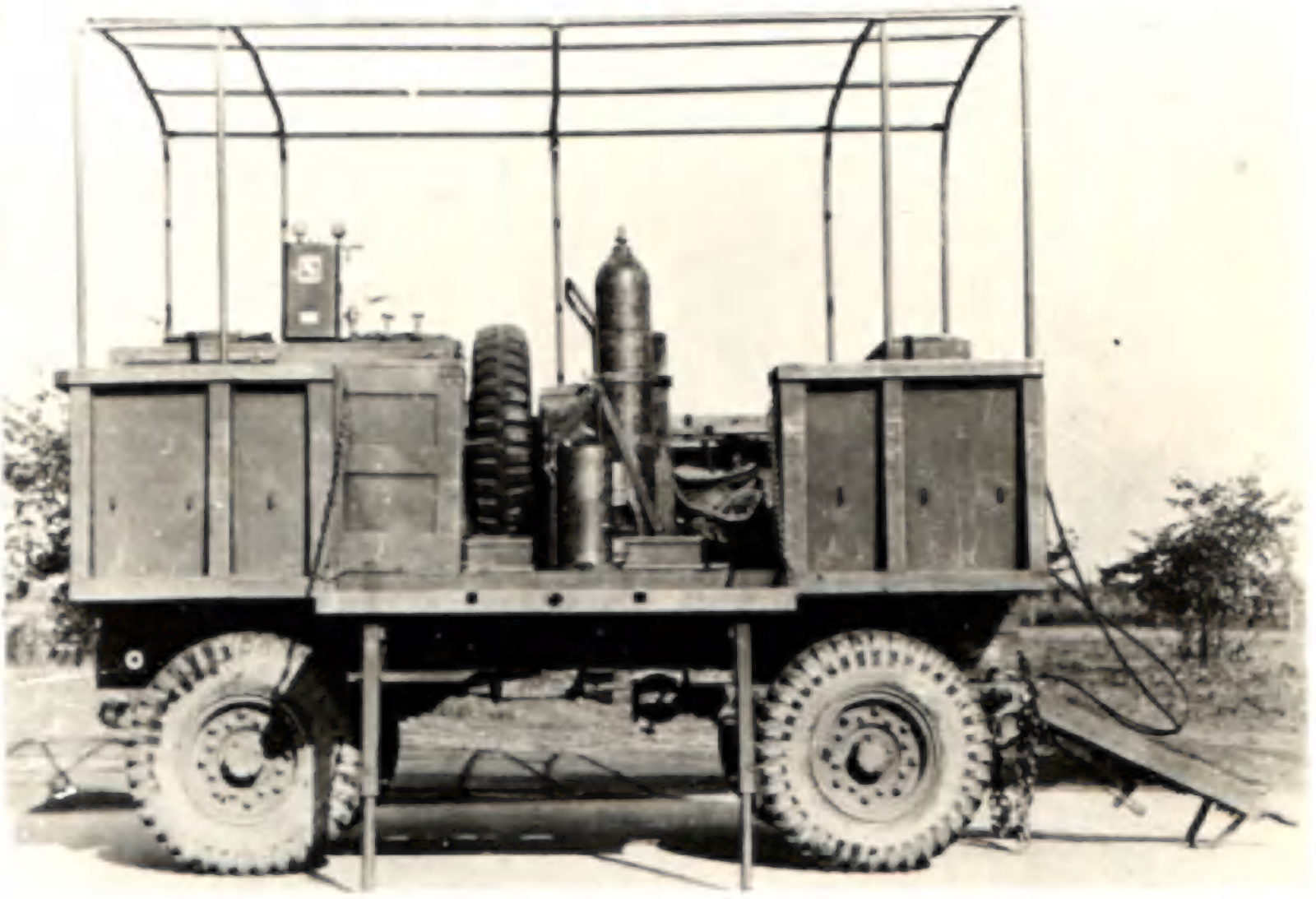
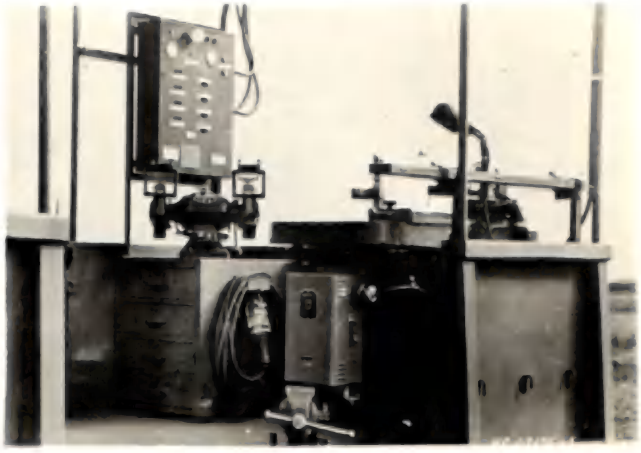




MACHINERY TRAILER TYPE "BRAKE DRUM AND SURFACE GRINDER"



Function:

The function of this vehicle is to provide facilities for turning and grinding all sizes of brake drums, grind all sizes of cylinder heads and grind all sizes of brake linings used in the Canadian Army.

Note:- Power to operate lighting and tools must be obtained from an outside source of 110 volt direct current.

Dimensions:

Overall vehicle length	202-1/2"
" " width	87-3/4"
" " height	126-1/4"
Overall body length	144-1/4"
" " width	87-3/4"
" " height (less superstructure)	36"
Inside body length	144"
" " width	80"
" " headroom	83-5/8"

Clearance (ramp at gross weight)
At Parking Brake Bracket...17"

(minimum at gross weight)
At Parking Brake Bracket...22"

Angle of Approach and Departure....50°
Limiting Point.....Chassis Frame

Weights:

	Front	Rear	Total
Gross..... (with tongue hooked up)	4395	4665	9095

Maximum Gross Rating.....10755

Chassis: Code 6M-F

The body is designed for mounting on a 4-wheel, 93" wheelbase trailer chassis, complete with over-running hydraulic impact brakes and hand parking brake.

Body: Code 10-B-2

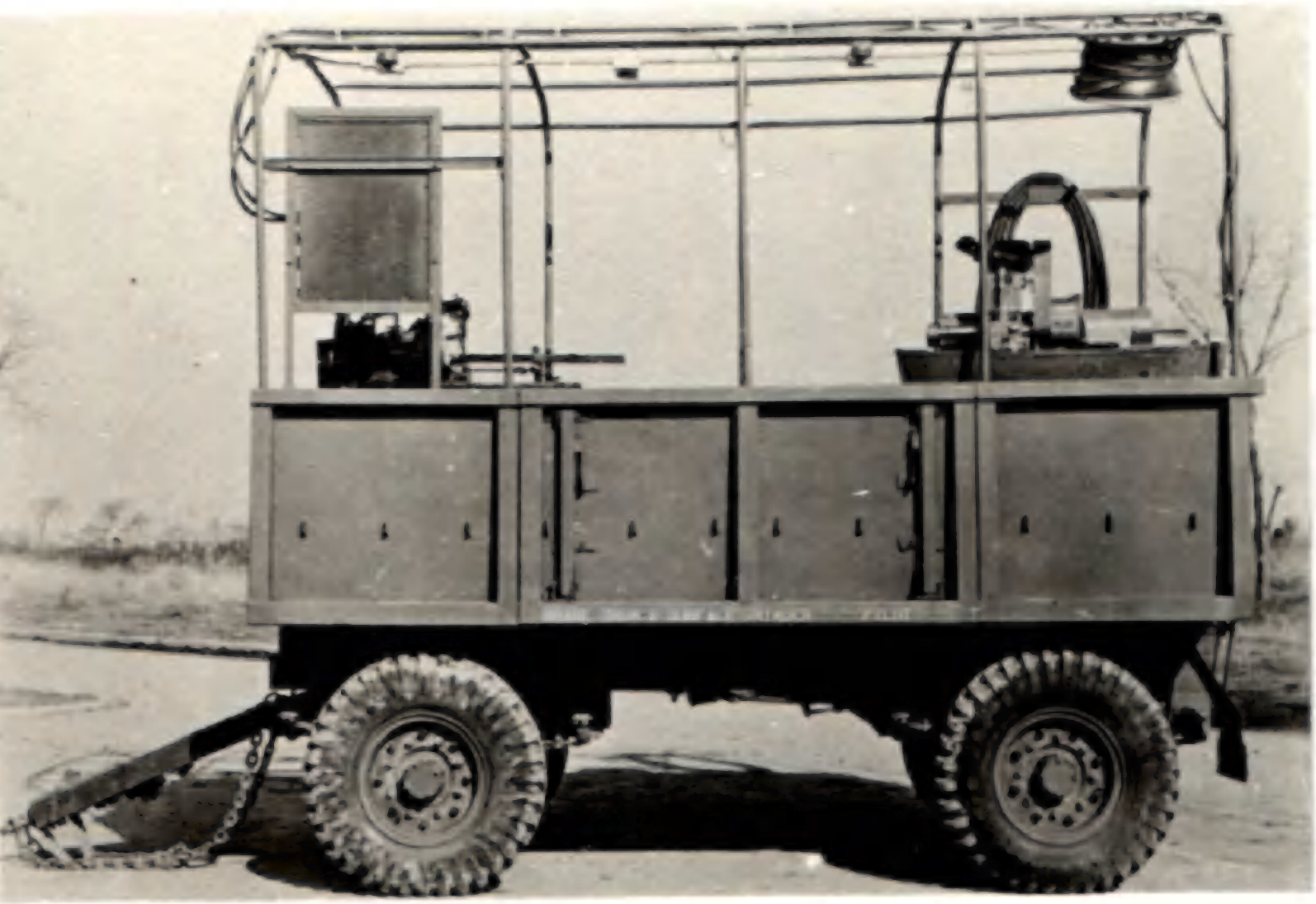
General service type, 12', all steel body with dropside workbenches, tubular steel superstructure and tarpaulin. The inside is fitted with two tool cabinets.

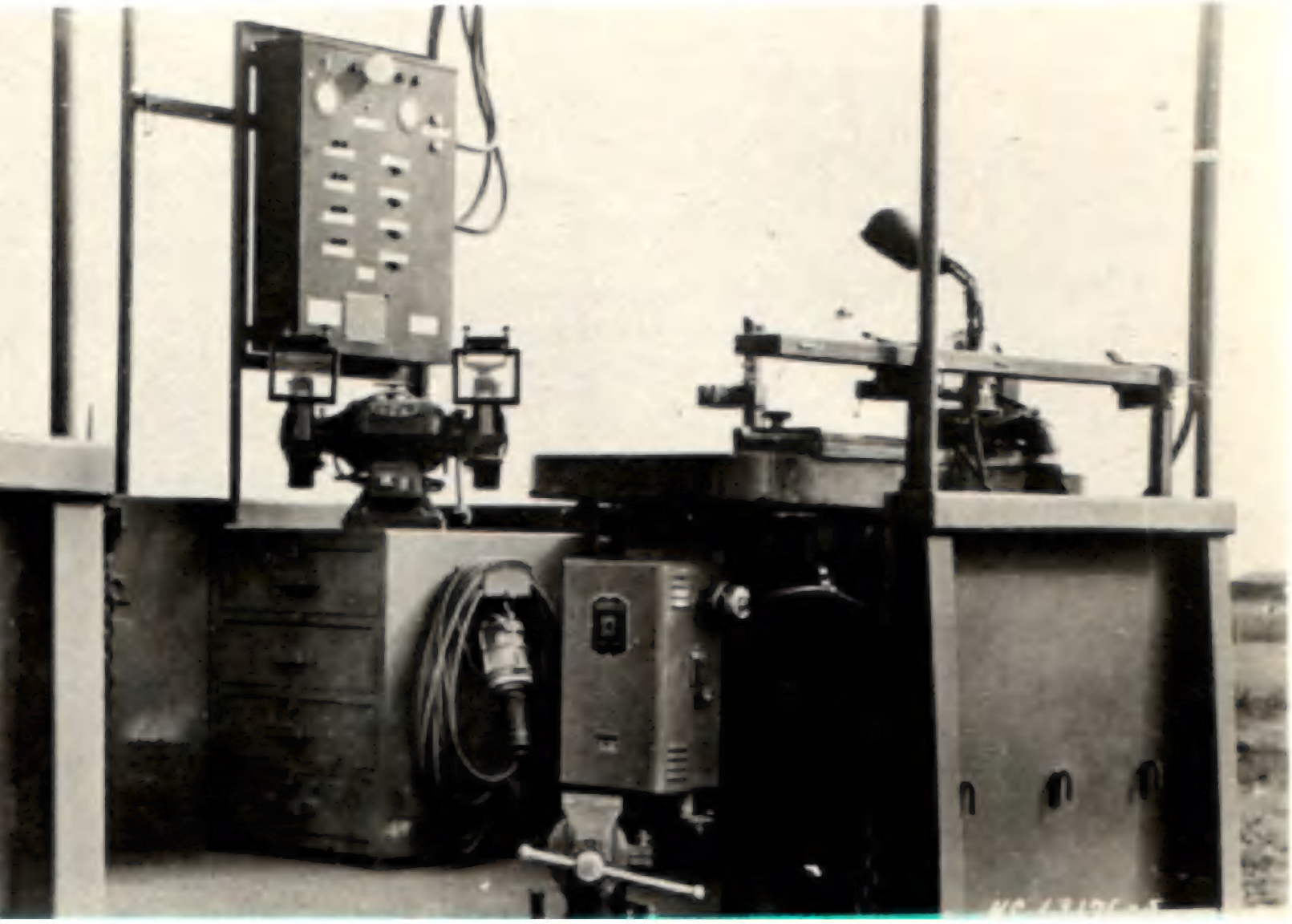
Main Items of Equipment:

1. Switchboard, 3 K.W., 110-volt.
2. Overhead lighting system, 110-volt.
3. Interconnecting Cable, hand lamps, etc.
4. Brake Drum Lathe, with turret head and wet grinding attachment.
5. Surface Grinder (Van Norman 555) with dust collector.
6. Brake Lining Grinder (Barrett Model B115).
7. Bench Grinder, 8".
8. Vises, hammers and other hand tools.
9. Spare Parts Kits.

References:

A.E.D.B. Specification..... O.A.179
A.E.D.B. Drawing Schedules
Body & Equipment.... 1080101
Chassis..... 15309
Munitions & Supply File No. 73-W-9
Vehicle Code No. 6M-F-MACH-BDG-1
Pilot Model Approval..... 103F
Ordnance Proving Ground
Report..... DVA 6 Project 236I
Maintenance Manual and Spare
Parts List..... WM 3847
Sources: Chassis by Fruehauf, body by S.B.M.A., and equipment installed by Chrysler Corp.





MACHINERY TRAILER TYPE "60 TON PRESS"

Function:

The function of this unit is to provide facilities for general press work, testing and straightening shafts and axles, and rivetting differential ring gears.

Dimensions:

Overall vehicle length	201"
" " width	88"
" " height	129"
Overall body length	144"
" " width	88"
" " height (less superstructure)	36"
Inside body length	144"
" " width	80"
" " headroom	85"
Clearance (ramp at gross weight). At Hand Brake Bracket	18"
(minimum at gross weight) At Hand Brake Bracket	23"
Angles of Approach and Departure. Limiting point....Chassis Frame	51°

Weights:

	Front	Rear	Total
Gross (with tongue hooked up)	3785	3705	7570
Maximum gross rating			10755

Chassis: Code 6M-F

The body is designed for mounting on a 4-wheel, 93" wheelbase trailer chassis, complete with over-running hydraulic impact brakes and hand parking brake.

Body: Code 10-B-1

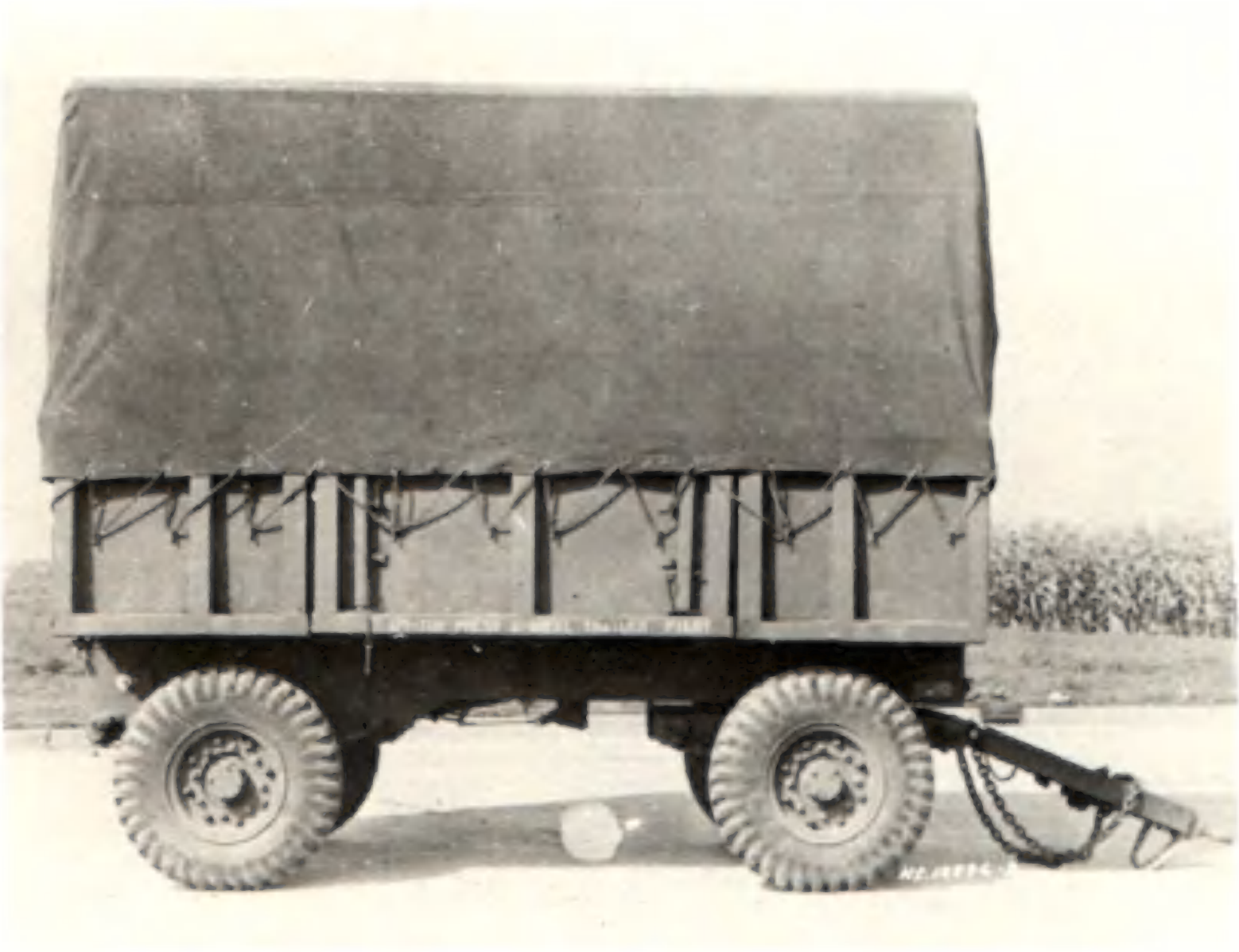
General service type, 12', all steel body, with dropside workbenches, tubular steel superstructure, and tarpaulin. A steel tool cabinet is fitted inside.

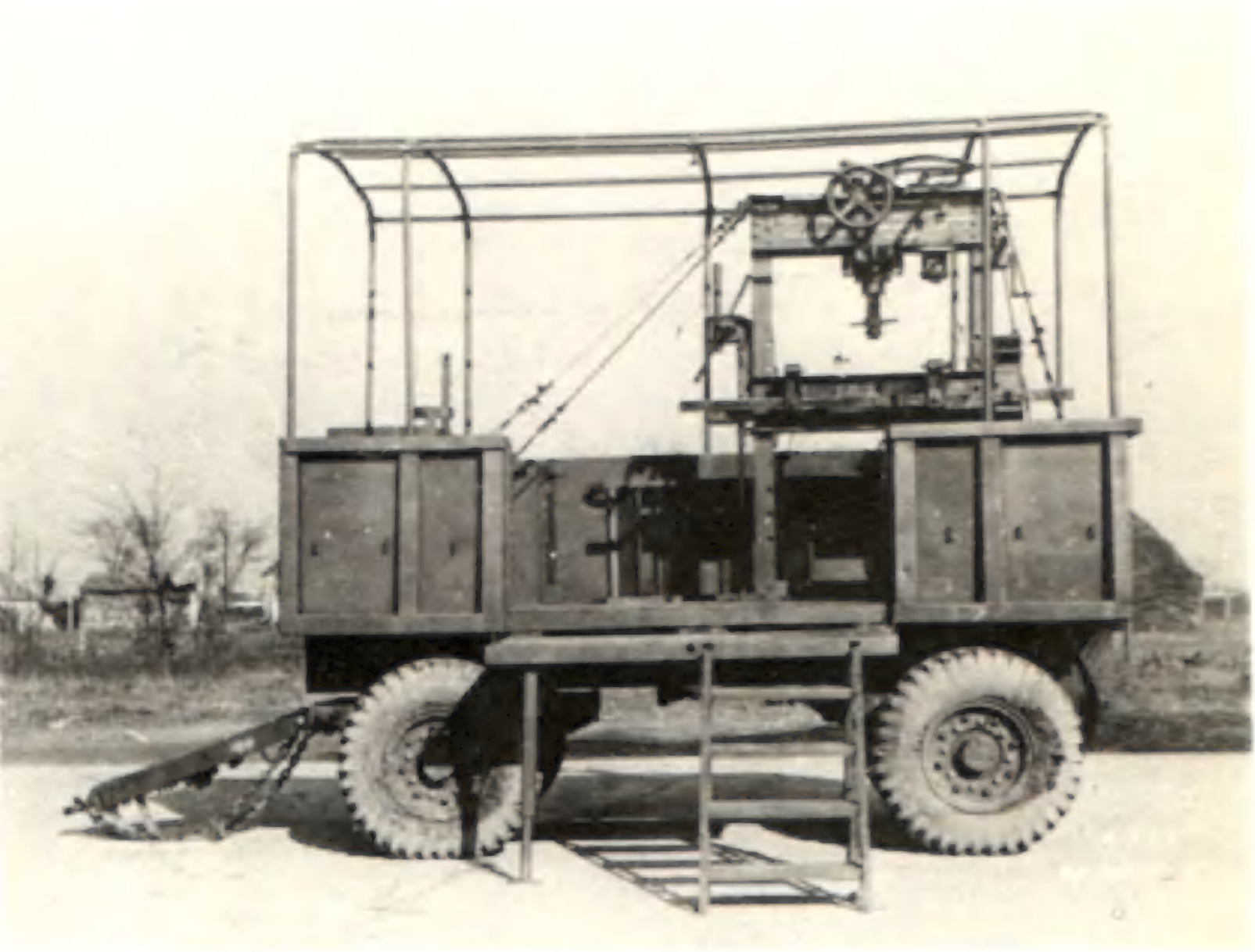
Main Items of Equipment:

1. Hydraulic Press, 60 ton.
2. Accessories for above.
3. Spare Parts Kits.

References:

A.E.D.B. Specification	O.A.178
A.E.D.B. Drawing Schedules..	
Body and Equipment	1077480
Chassis	15309
Munitions & Supply File No.	73-W-10
Vehicle Code No.	6M-F-MACH-PR-1
Pilot Model Approval	F 65
Ordnance Proving Ground Report	DVA 6 Project 236A
Maintenance Manual and Spare Parts List	WM 3824





PIGEON LOFT - 4 WHEEL TRAILER.

Function

This vehicle was designed as a field base for carrier pigeons, used by the Royal Canadian Corps of Signals. The design, primarily, was British, and improvements were incorporated in Canadian manufacture. The trailer is to be in charge of an N.C.O. birdman, and the trailer is built to house thirty (30) pigeons. The body is mounted on a four wheel trailer chassis, designed for this purpose.

Dimensions

Outside length of body.....	197-3/4"
" width " "	76-3/4"
" height " "	88"
Overall height from ground to top of body.....	120"
Inside length of body.....	196"
" width " "	75-1/2"
" height " "	78"

Weights

Weight of body.....	3260 lbs.
" " chassis.....	3480 lbs.
" " vehicle.....	6740 lbs.

References

D.M. & S. Schedule of drawings.....	S-18700
D.M. & S. File No.	73-T-2
Vehicle Code No.	15M-F-LOFT-1
Body Code No.	10 K 1

Source:- Wilson Motor Bodies Ltd. This was pilot model only. There was no further production of this vehicle.

The body is mounted on a 7 ton Trailer Chassis - Code 15M-F., equipped with 9.00 x 16 Tires.

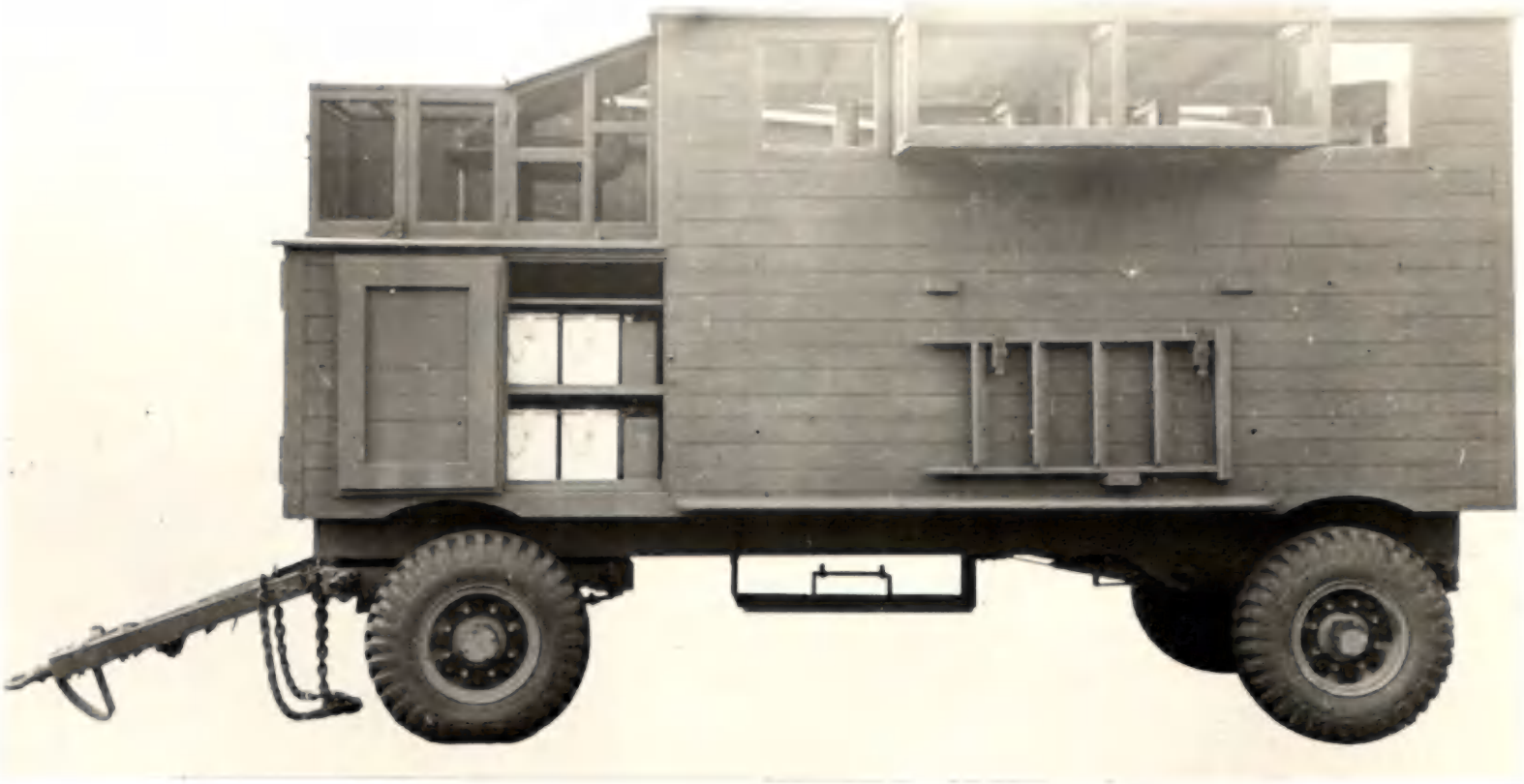
Description of Body

The body is constructed of hard and soft woods. The substructure is of hard wood and consists of two (2) longitudinal sills - 2-7/8" x 1-7/8", with nine (9) cross sills - 4" x 2-3/4", and two (2) outside longitudinal rails - 3" x 1-7/8". The floor is of hardwood boards, T. & G. 15/16" thick, and the roof is of soft wood boards, T. & G. - 5/8" x 4", with an overlap all round of 1-3/4". The roof boards are covered with #8 duck and waterproofed. The sides, front and rear of the body are of softwood boards, T. & G. - 7/8" thickness. The body has an entrance door at the rear and two (2) demountable ladders which, when not in use, are mounted on the left and right sides of the body, respectively. The longer of the two ladders is to give access to the upper cages and boxes; the shorter ladder, for entrance to the rear door.

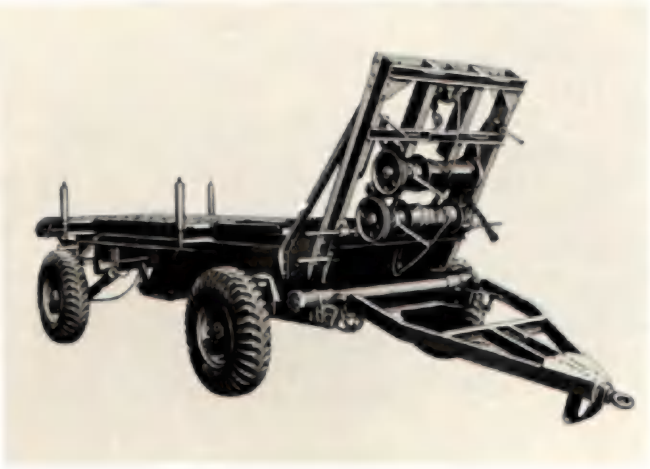
One Keystone #24344 Ventilator, with regulating grill, is installed in the roof, and a small static type ventilator at the side of the body. The spare tire is carried beneath the substructure between the front and rear wheels.

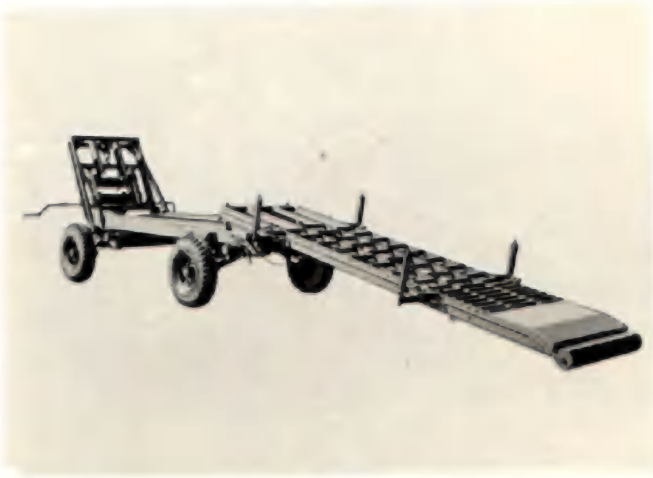
The equipment carried in the body is as follows:-

- 1 Grit Box
- 1 Perch
- 6 Standard 2-gallon Water Cans
- 1 Flexible Nozzle
- 12 Corn Boxes
- 8 Corn Sifters
- 1 Fountain
- 1 Bath
- 1 Scraper
- 1 Hook
- 1 Window Pole
- 1 Collapsible trap with loose roof.



MOTOR BOAT TRAILER





FUNCTION

To load, transport and launch Motor Boats and the like up to 4480 pounds in weight and an overall length up to 240 ins.

DIMENSIONS

Overall - Length	-	280 ins.
Width	-	91.5 ins.
Height	-	96.5 ins.
Wheelbase	-	125 ins.

WEIGHT	Front	Rear	Total
Curb -	3530	2690	6220
Payload -	1790	2690	4480
Gross -	5320	5380	10700
Max. Gr.-			11000

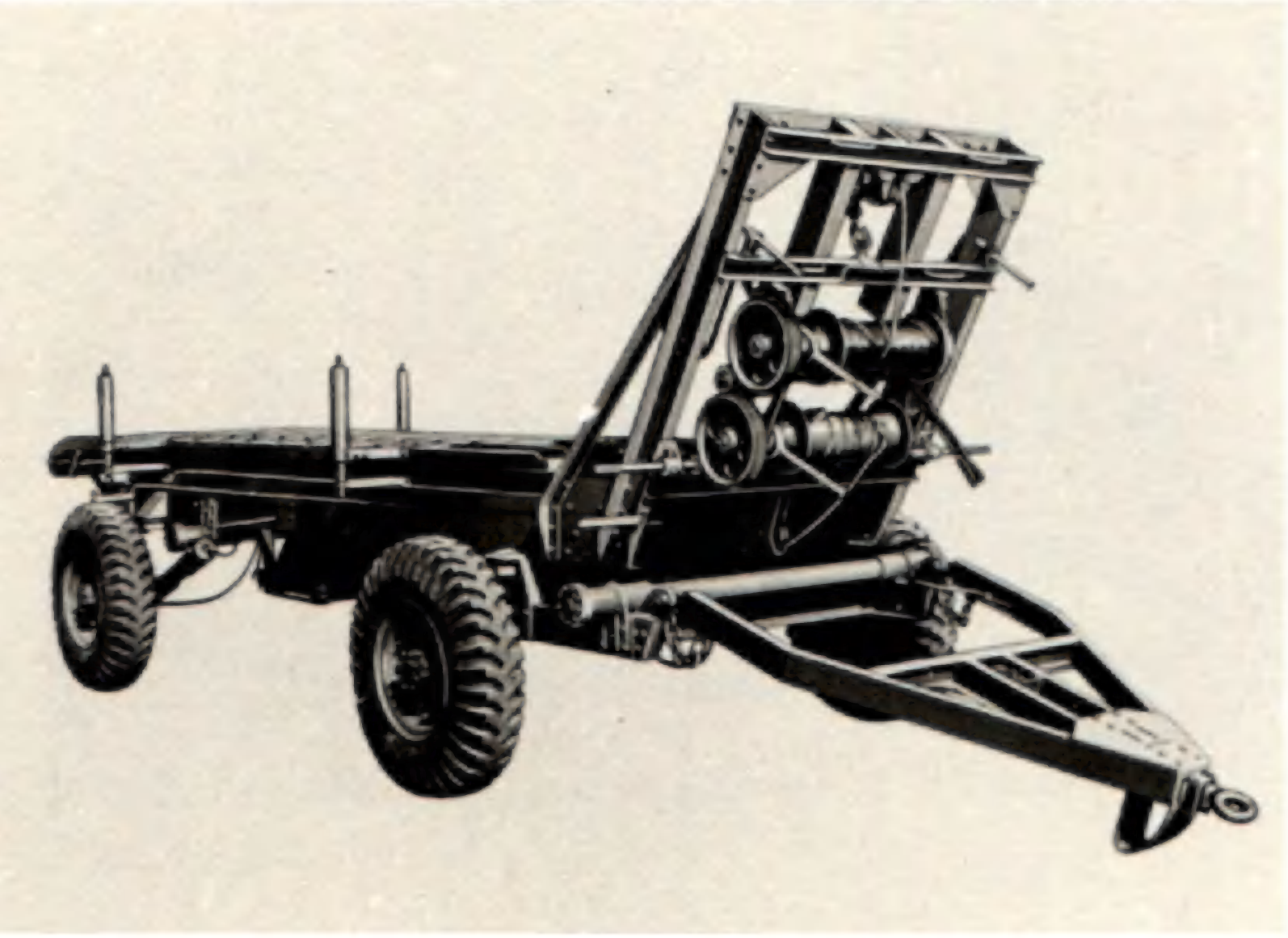
CHASSIS

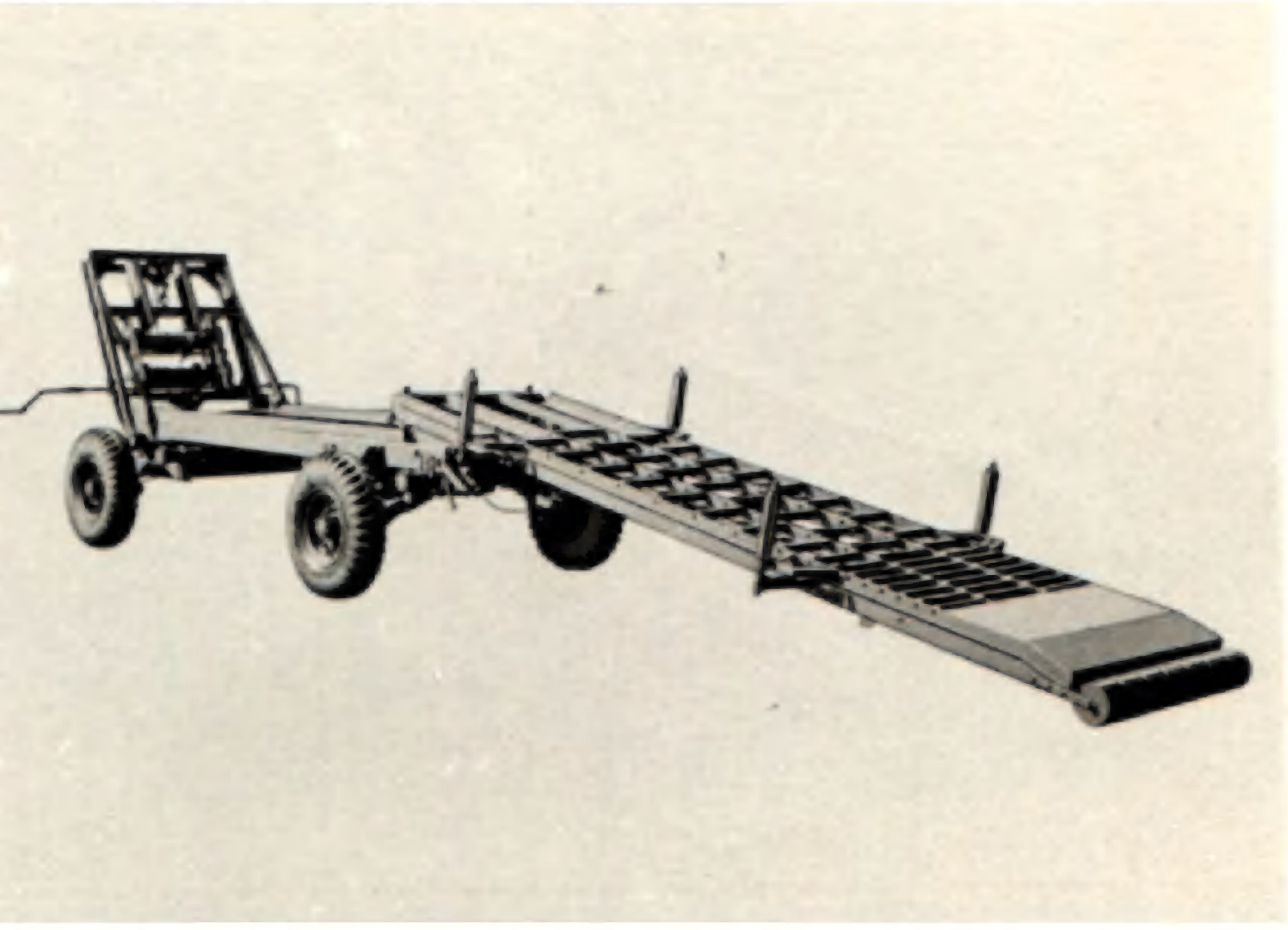
The body and chassis are integral and include an extension type roller table ramp. The Trailer is fitted with, and stowage provided for two hand operated winches, chock blocks; guide side rollers. It is equipped with 9.00 - 16 W.D. Tires.

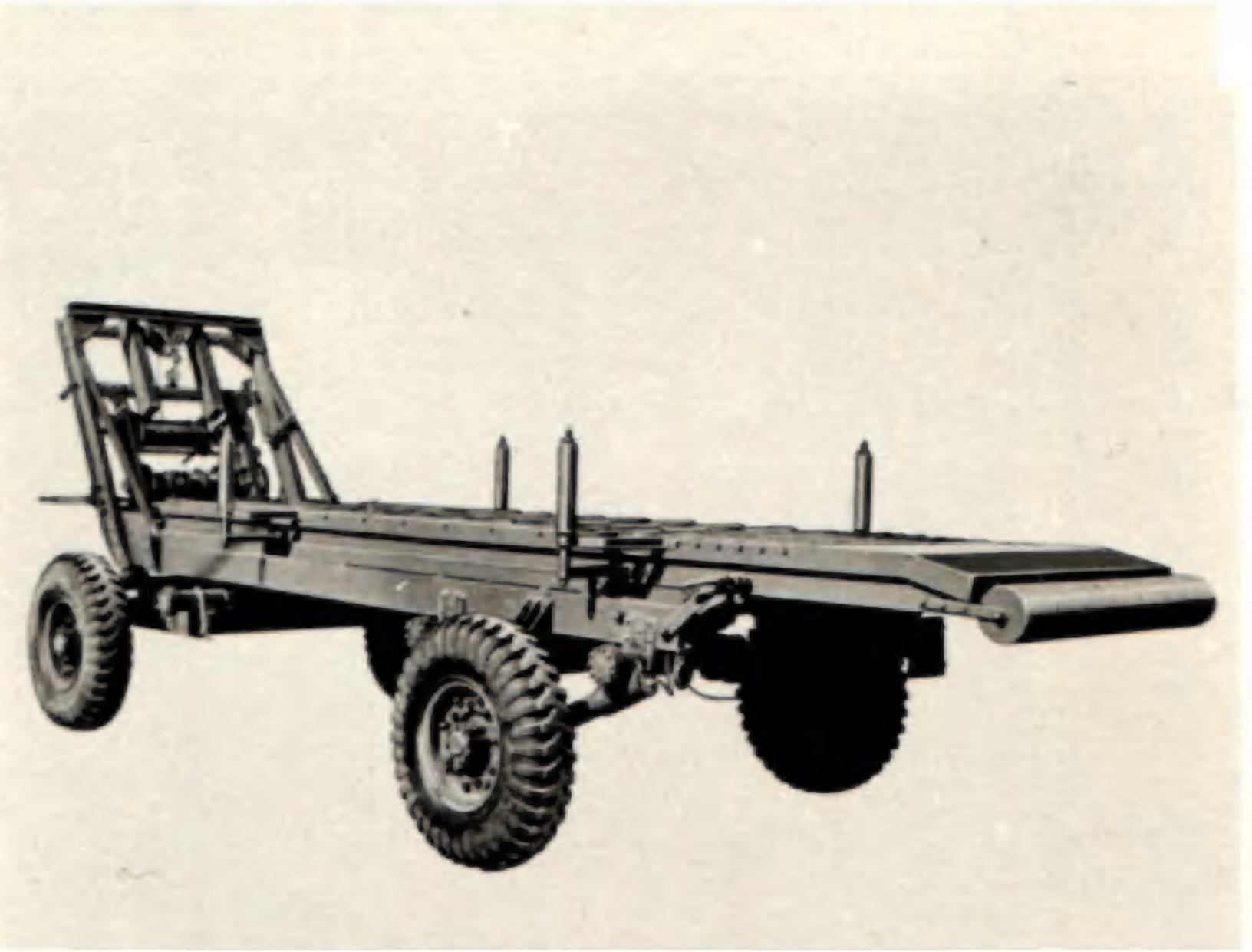
REFERENCES

A.E.D.B. Schedule	S.C. 1022
D.M. & S. File	73-T-45
D.N.D.	H.Q.S. 8186-33 (Mech.)

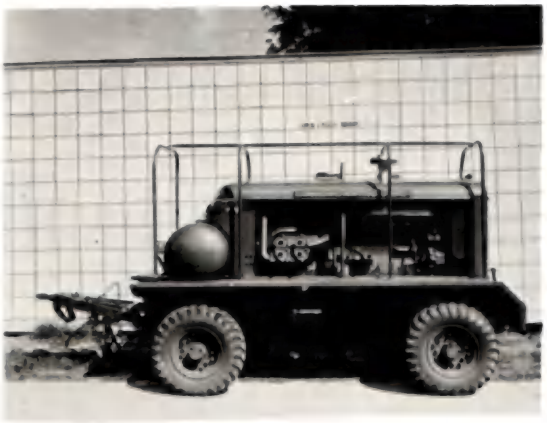
Code	3M-F-BOAT-1
Maintenance Manual	SB-22
Spare Parts List	SB-22
Pilot Model Approval	F-69
Order No.	CDLV-339; 1705
Quantity	25
Cost,	approx. 4250.00







TUNNELLING COMPANY COMPRESSOR



FUNCTION:

To provide compressed air, on an independent self contained unit. Each Company requires three Compressors for Special Tunnelling Companies.

DIMENSIONS:

Linear:

Length:	O.A.	-	193 ins.
Width:	O.A.	-	82 ins.
Height:	O.A.	-	97 ins.

WEIGHT:

	Front Axle	Rear Axle	Gross
Curb:	1725	1500	3225
Payload:	3225	4460	6725
Gross:	4950	5040	9950
Max. Gr.			10,000

CHASSIS:

The Compressor Unit is mounted on a four wheel Trailer fitted with 9.00x16 W.D. Tires.

BODY:

The Body consists of Catwalks, Superstructure and Tarpaulin which protect a closed-in Compressor and Power Plant with necessary connecting drive.

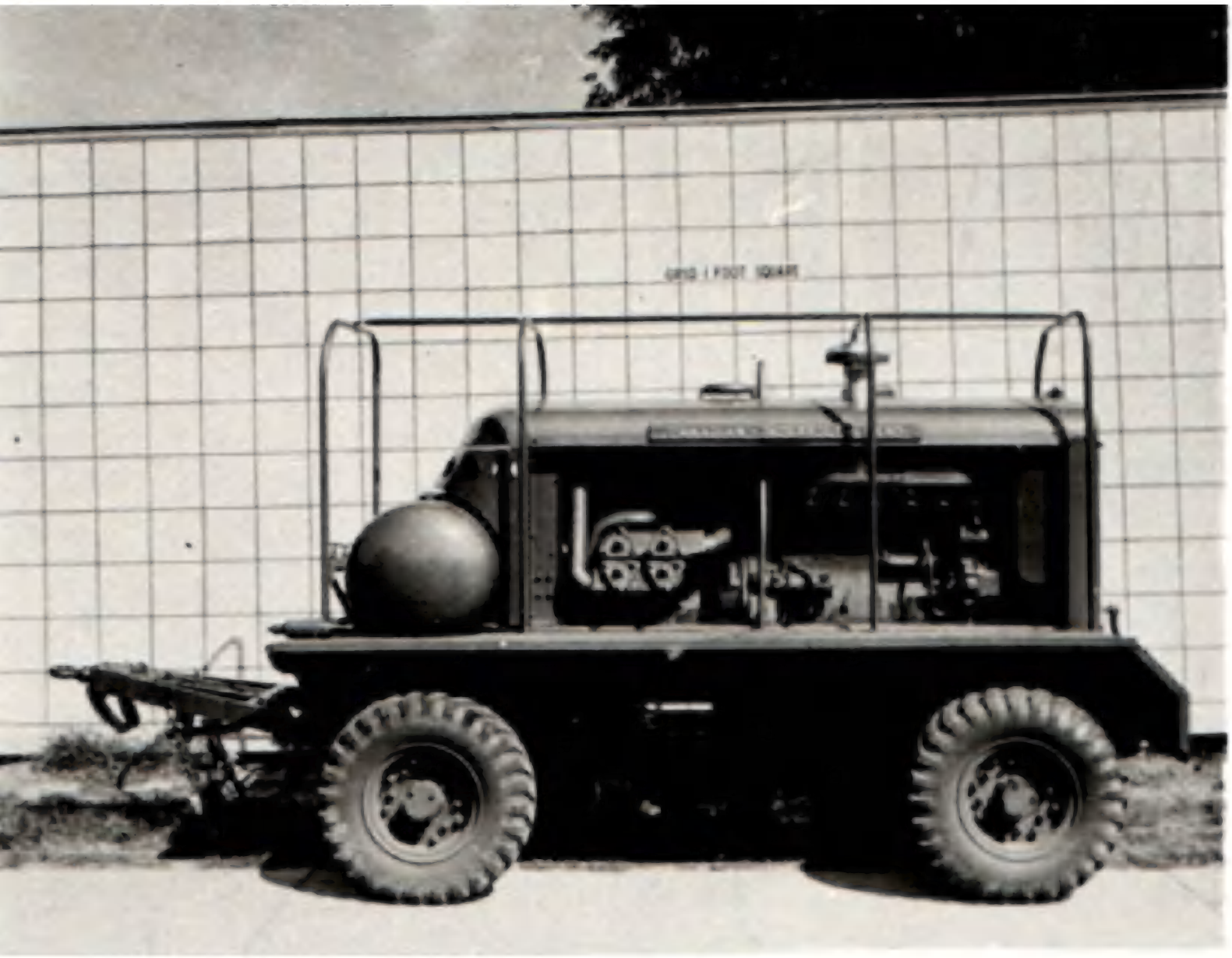
EQUIPMENT:

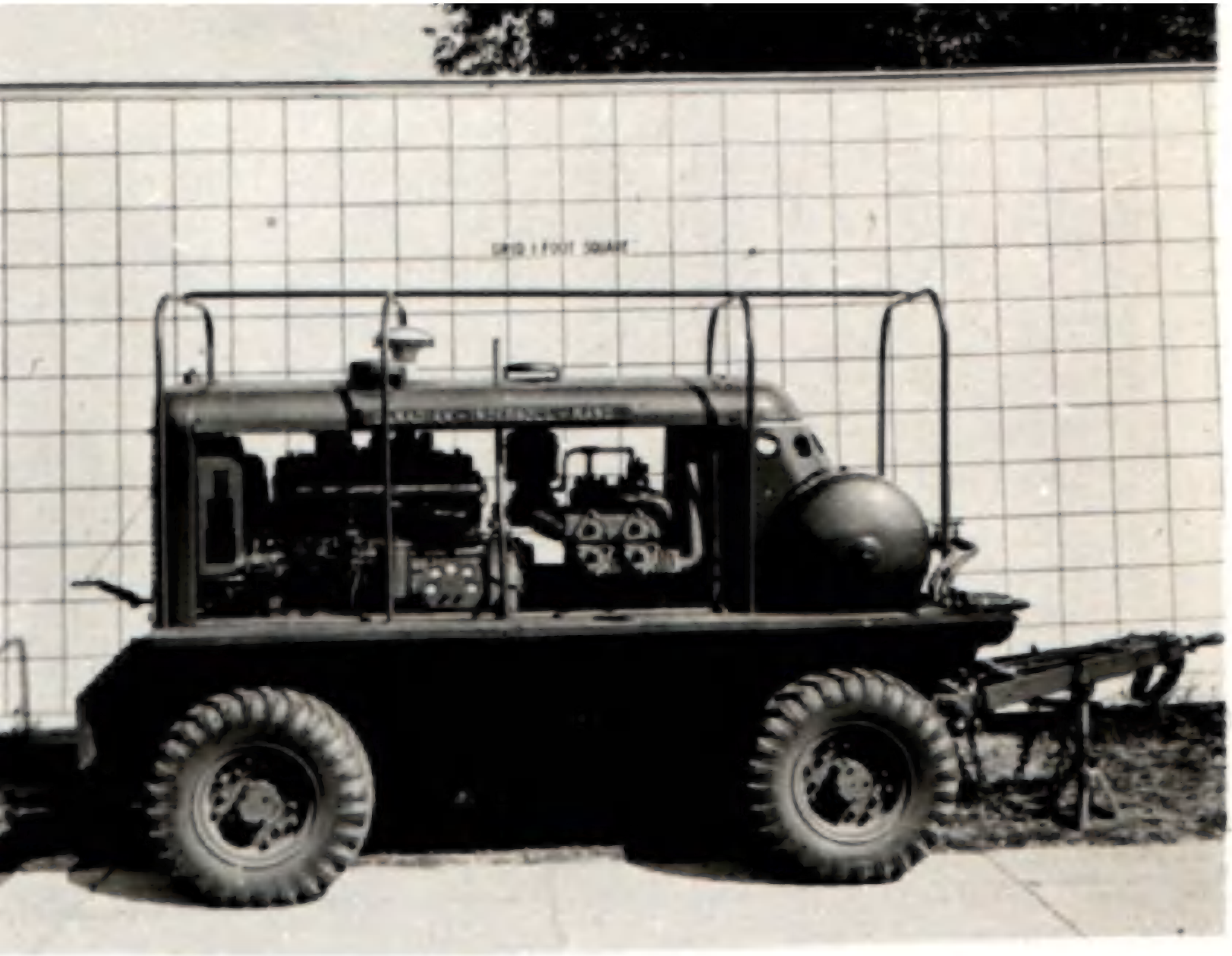
(a) The Compressor is an Ingersoll-Rand Model G.K-210. Powered by a Waukesha Model 140 Gasoline Engine. It carries air reservoir, maintenance tools for both Compressor and Engine.

(b) Air Tools listed in O.A.-254 are transported on Towing Tractor of either 6 or 10 Ton capacity.

REFERENCES:

D.M.S. Schedule	S-342330; 320780
D.M.S. Specification	O.A. 254
D.M.S. A.E.D.B. Report	E.446
D.M.S. File	73-T-72
D.N.D. File	38-72-420 (Mech.)
D.V.S.A. Report	393
Code	8M-F-COMP-1
Maintenance Manual	SB-40
P.M.A.	F-244
Order Number	C.D.L.V. - 2677
Quantity	9
Cost	approx. 14,000.00




GRID 1 FOOT SQUARE

10 CWT. G. S. TRAILER - COMPOSITE & STEEL CONSTRUCTION

SHEET ONE

Function:

This vehicle was designed so that it could be towed, primarily, behind a Willys Scout Car (Jeep) either singly, or in train of from one (1) to three (3) trailers, its purpose being that of a general service trailer with payload limited to 10 cwt.. The development was in three stages:

(1) COMPOSITE BODY

(a) Dimensions:

Outside length.....	75-1/2"
Outside width at top	43-1/8"
Outside width at bottom..	37-7/16"
Outside height	27-7/8"
Inside length	72-1/4"
Inside width at top	43-1/8"
Inside width at bottom...	32"
Inside height	24"
Height from ground to top of body	48-1/2"

(b) Weights:

Body proper	325 lbs.
Flat tarpaulin	15 lbs.
Attaching stock	6 lbs.
Gross weight	346 lbs.

The body is mounted on a 10 Cwt. Trailer Chassis - Code 10-P, equipped with 6.00 x 16 Tires.

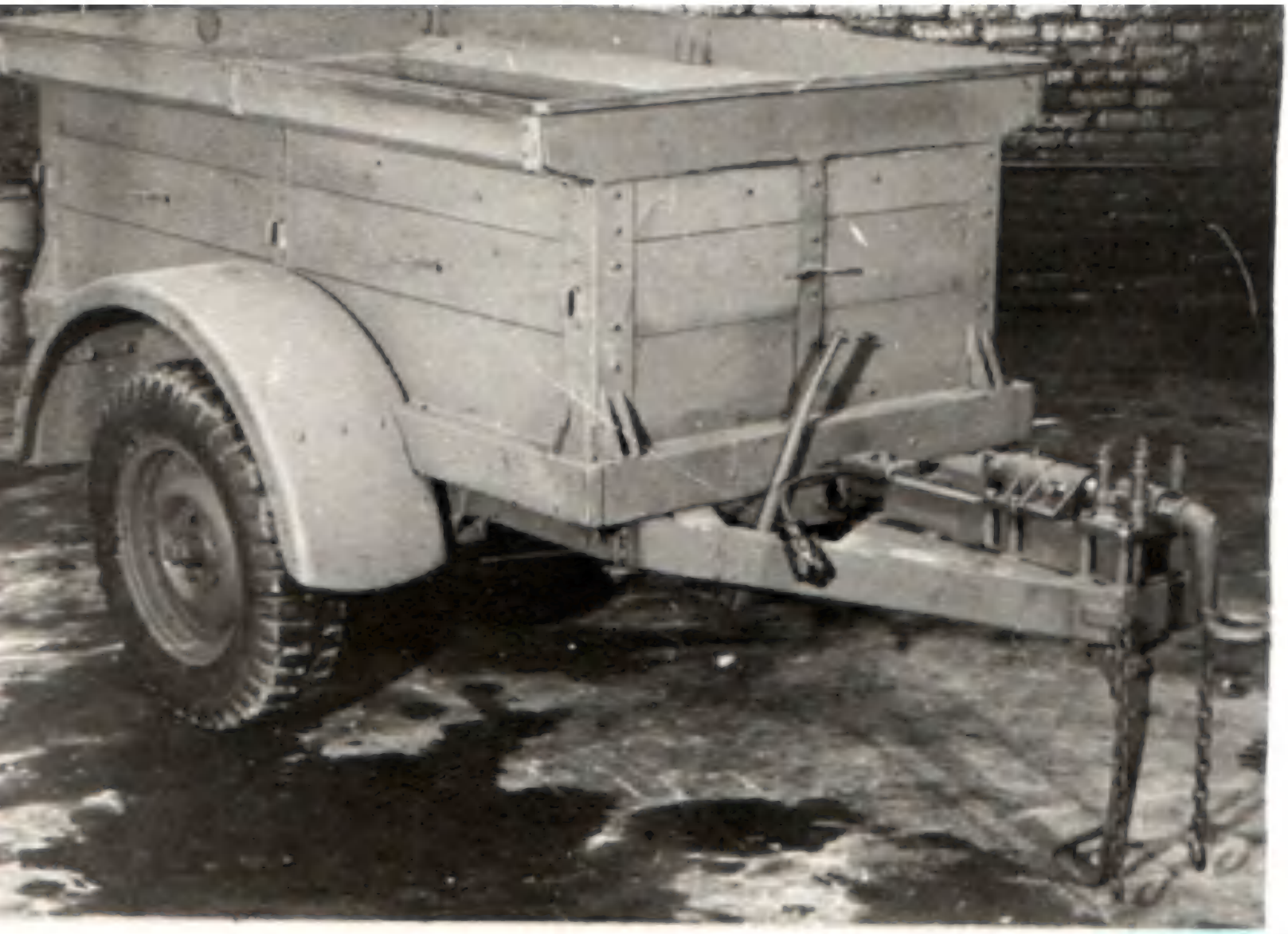
(c) References:

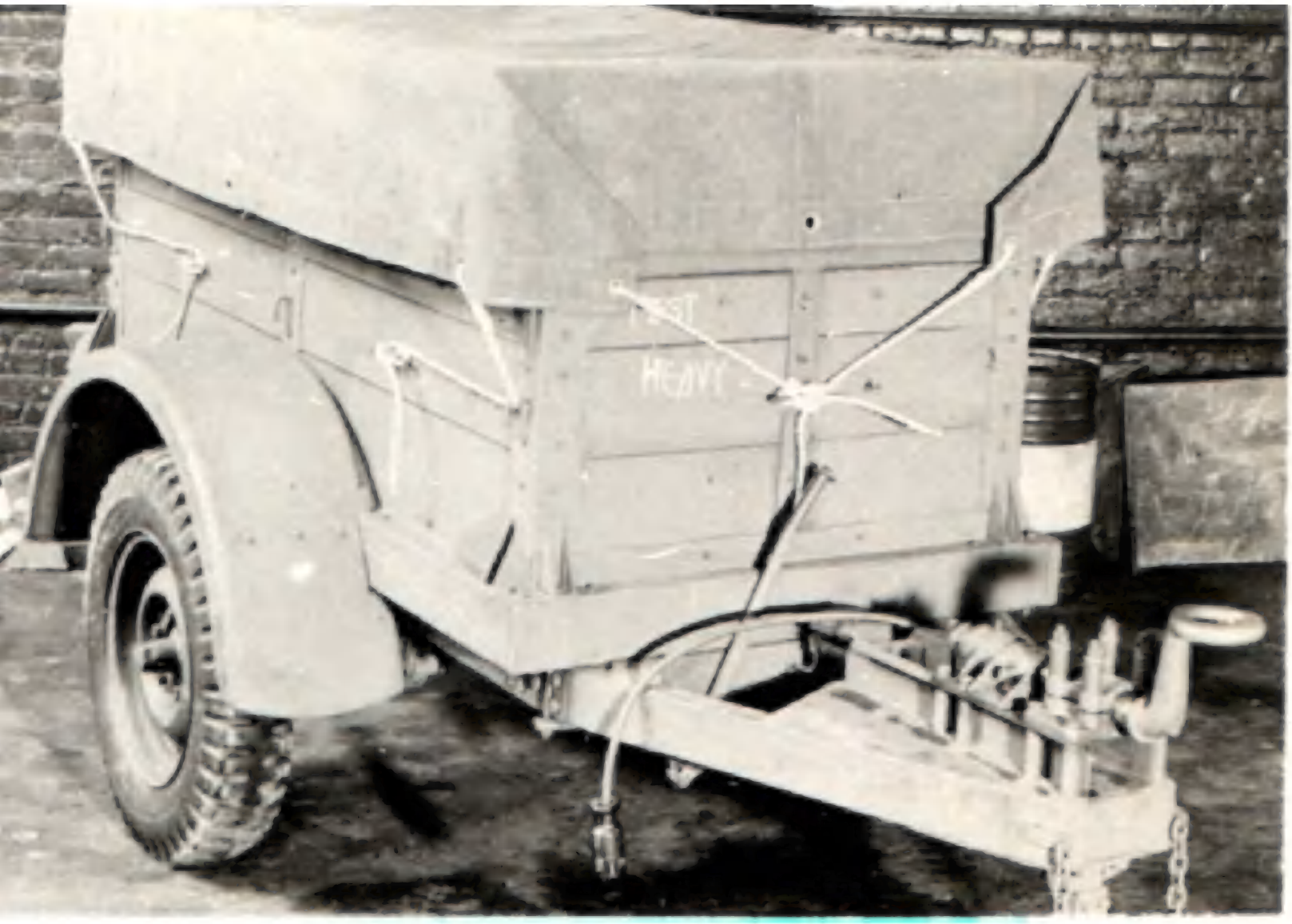
D.M. & S. Schedule of dwgs... S 15434
D.M. & S. File No. 73-T-73
Trailer Code No. 10-P-GS-1
Body Code No. 10-E-1
Pilot Model Approval No. .... F 142
Experimental Engineering Report E 117
Maintenance Manual No. SB-8
Sources :-Brantford Coach & Body Ltd.
Frost & Wood Co. Ltd.

(d) Description of body:

The substructure - 5 cross sills - are fabricated of hardwood, the ends fitting into and being protected by the rub rails of the body. There are no longitudinal sills. The floor is of 7/8" hardwood, spaced at 3/32". The steel framework of the body is of 14 ga. H.R.B.A. steel. The body panels-side, front and rear - are of 5/8 inch hardwood boards, spaced at 3/32".

The body is attached to the chassis by means of six (6) double 3/8" bolts with 3/8" plates beneath the chassis frame. Three lashing hooks and two lashing cleats are attached to each side panel with a single lashing cleat bolted to the centre of the front and rear panels, in order to secure the flat tarpaulin. The fenders are attached to the rub rails of the body by means of two (2) horizontal braces.




HEAVY

SHEET TWO.

(2) ALL STEEL BOLTED BODY

(a) Dimensions

Outside length..... 75-3/4"
Outside width at bottom 31-1/4"
Outside width at top... 43-1/2"
Outside height..... 25"

Inside length..... 75-1/2"
Inside width at bottom. 31-1/8"
Inside width at top.... 41-1/2"
Inside height..... 21-3/4"

Height from ground to top of body 48-1/2"

(b) Weights

Body proper - 259 lbs.
Flat tarpaulin - 15 lbs.
Attaching stock - 6 lbs.
Gross weight - 280 lbs.

Clearance:
Minimum at gross weight - U bolts 7¾"

Angle of Approach 14°

Angle of Departure 19°

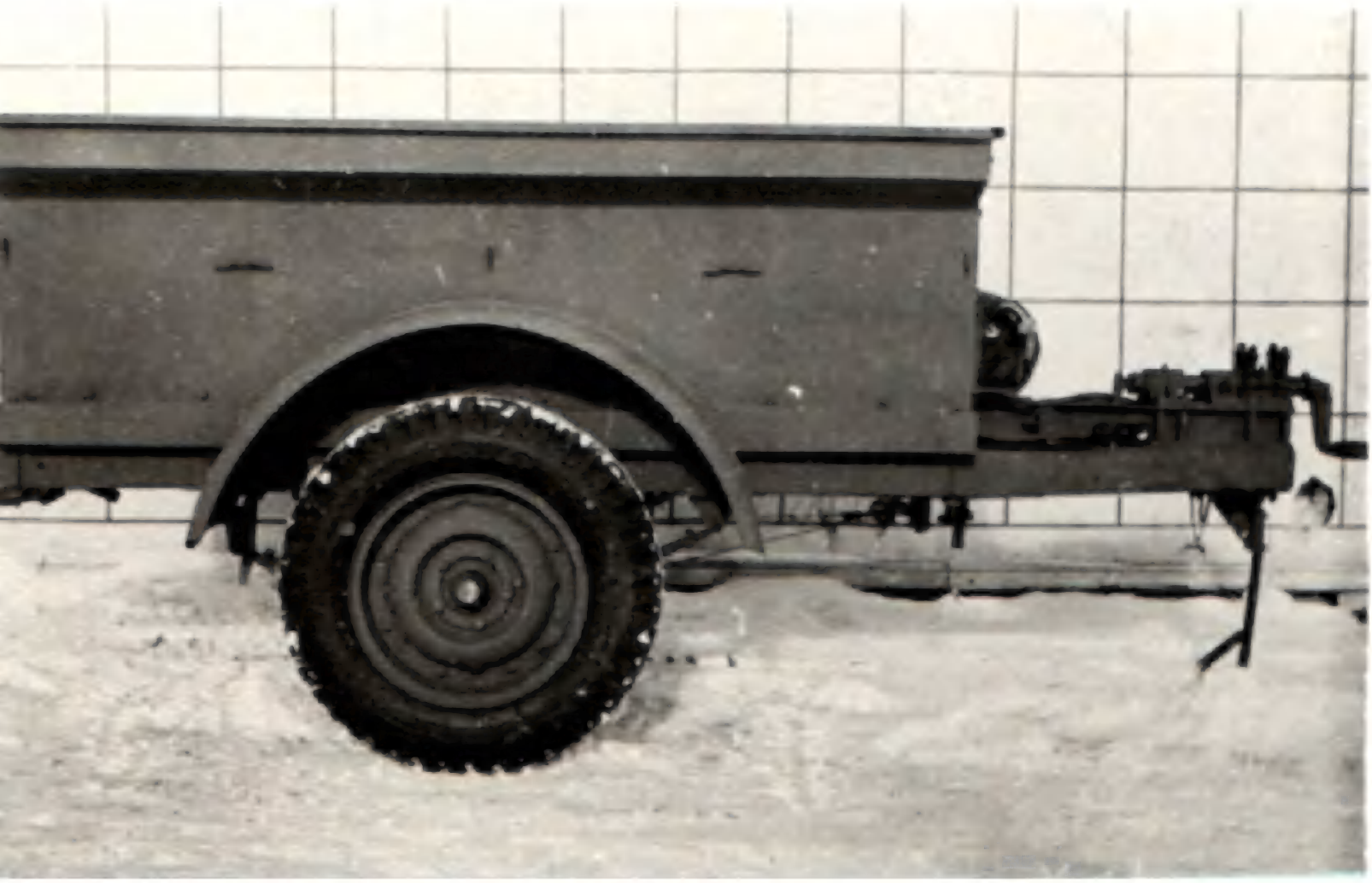
The body is mounted on a 10 Cwt. Trailer Chassis - Code 10-P., equipped with 6.00 x 16 Tires.

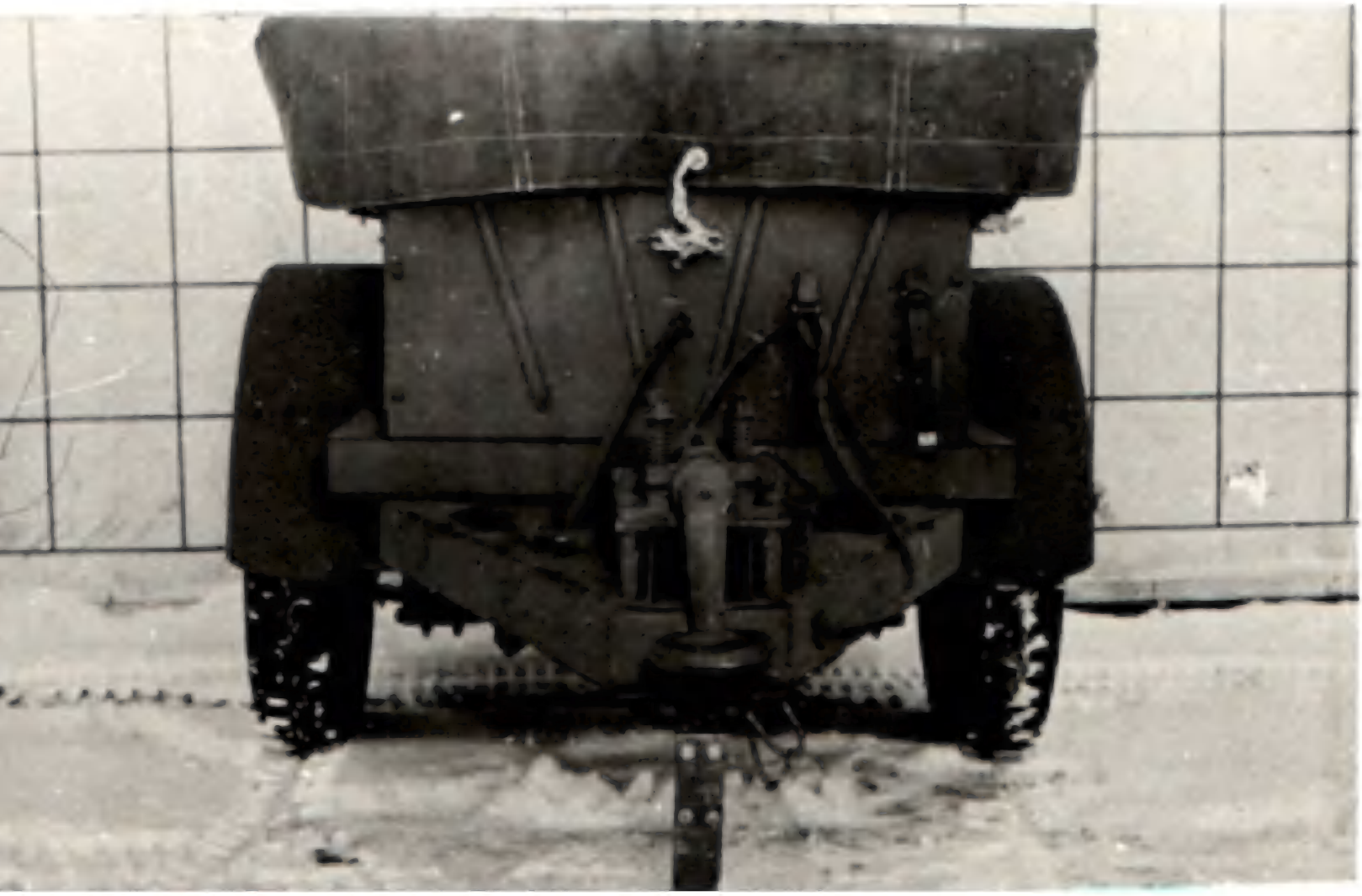
(c) References

D.M. & S. Schedule of drawings.. S 342712
D.M. & S. File No. 73-T-73-1
Trailer Code No. 10-P-GS-2
Body Code No. 10-E-2
Pilot Model Approval No. ..... P 254
Experimental Engineering Report. E 535
Maintenance Manual No. SB-8A
Sources:- Brantford Coach & Body Ltd.
Frost & Wood Co. Ltd.

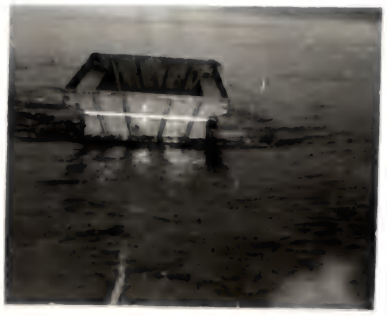
(d) Description of Body

The substructure consists of three (3) cross sills fabricated of 14 ga. H.R.B.A. steel, with persite pads to provide compression for the mounting bolts. The ends of the cross sills fit into and are protected by the rub rails of the body. Two stub longitudinal sills are provided between each cross sill and also act as stiffeners to the floor. The cross sills and stub longitudinal sills are lace welded to the underside of the floor. The floor is of 14 ga. H.R.B.A. steel plate, with a bolting flange running the full length of each side. The side panels are formed of 18 ga. H.R.B.A. steel, the rub rail being formed as an integral part of the panel. Bolting flanges are welded to the front and rear of each panel. The front and rear panels are 18 ga. H.R.B.A. steel, and interchangeable with each other. Corrugations are embossed into the panels to act as stiffeners. Lashing cleats and hooks are attached to the side, front and rear panels to secure the flat tarpaulin. Straps are provided at the left side of the front panel in order to stow the tarpaulin when not in use. A "T" marker is attached to the rear panel. The fenders are attached to the rub rails by means of two (2) horizontal braces.





SHEET THREE



(3) ALL STEEL BOLTED CONSTRUCTION, COMPLETELY WATERPROOFED FOR WADING AND/OR FLOATING.

(a) Dimensions

Outside length	75-3/4"
Outside width at bottom.	31-1/4"
Outside width at top....	43-1/2"
Outside height	25"
Inside length.....	75-1/2"
Inside width at bottom..	31-1/8"
Inside width at top.....	41-1/2"
Inside height.....	21-3/4"
Height from ground to top of body	48-1/2"

(b) Weights

Body proper.....	270 lbs.
Flat tarpaulin.....	15 lbs.
Tool Box.....	18 lbs.
Manual holder.....	3 lbs.
Attaching stock.....	6 lbs.
Gross weight.....	312 lbs.

Clearance:
Minimum at gross weight -
U bolts 7¾"

Angle of Approach 14°

Angle of Departure 19°

(c) References

D.M. & S. Schedule of drawings	S 342712
D.M. & S. File No.	73-T-73-1
Trailer Code No.	10-P-GS-2
Body Code No.	10-E-2
Pilot Model Approval No.	F 254
Experimental Engineering Report	E 592
Maintenance Manual No. .	SB-8A

Sources:-
Brantford Coach & Body Ltd.
Frost & Wood Co. Ltd.

(d) Description of Waterproofing Procedure.

All steel bolted bodies - 10-E-2 - can be waterproofed in the following manner:

The body panels - side, front and rear - are disassembled from the substructure. The bottom flange of each panel is heavily coated with "Elastigum" to a thickness of approximately 3/16" and a strip of rubber steam packing,1/8" thickness, laid on the flanges of the body panels. The necessary bolt holes are to be punched in the rubber steam packing strips prior to placing on the flanges of the panels. A further coating of "Elastigum" 3/16" in thickness is then applied to the exposed surface of the rubber strips. The body panels are bolted to the substructure and the body completely assembled. When the assembly bolts are tightened the "Elastigum" is squeezed through the opening between the panels and is to be smoothed off with a putty knife, but leaving a bead of "Elastigum", approximately 3/16" in thickness, at the outside of each joint. The excess "Elastigum" around the inside of the flanges of the panels, where attached to the floor, is to be trimmed with a putty knife without leaving any bead. The "Elastigum" is then allowed to harden.

Under the head of each bolt and under each nut, a washer of rubber steam packing is inserted and then sealed with "Elastigum". Body mounting bolts, fender attaching bolts, tool box and manual holder attaching bolts, are all sealed by means of rubber steam packing washers and "Elastigum".

At the front and rear of the body side panels, an angle is used to attach the side panels to the front and rear panels. These angles are welded to the side panels by two inch welds and therefore it will be necessary to extend the welds to form a continuous seam weld.

CABLE SPLICERS' TRAILER.

Function:

This vehicle was designed to carry a complete supply of tools and equipment as used by personnel of Royal Canadian Corps of Signals in their duties of locating breakage points in cable, both underground and laid cable, splicing such breaks and general trouble shooting of all cable installations. To this end, liaison was maintained with R.C.C.S. and the Bell Telephone Co., after whose design the trailer was modelled. As it was intended that the trailer would be towed by any type of Canadian Army vehicle, a standard 10-cwt. Trailer chassis was used and the special body was built on this chassis.

Dimensions of Body

Outside length..... 78½"
Outside width..... 36"
Outside height at peak..... 26½"

Overall length of vehicle...117"
Overall width of vehicle.... 60½"
Overall height of vehicle... 49½"

Weights

Body proper.....460 lbs.
Substructure.....116 lbs.
Fenders..... 42 lbs.
Total.....618 lbs.

Weight of equipment.....287 lbs.
Complete Body & Equipment...905 lbs.

Weight of individual compartments stowed
No. 1 Compartment..... 89 lbs.
No. 2 Compartment..... 27 lbs.
No. 3 Compartment.....111 lbs.
No. 4 Compartment..... 60 lbs.

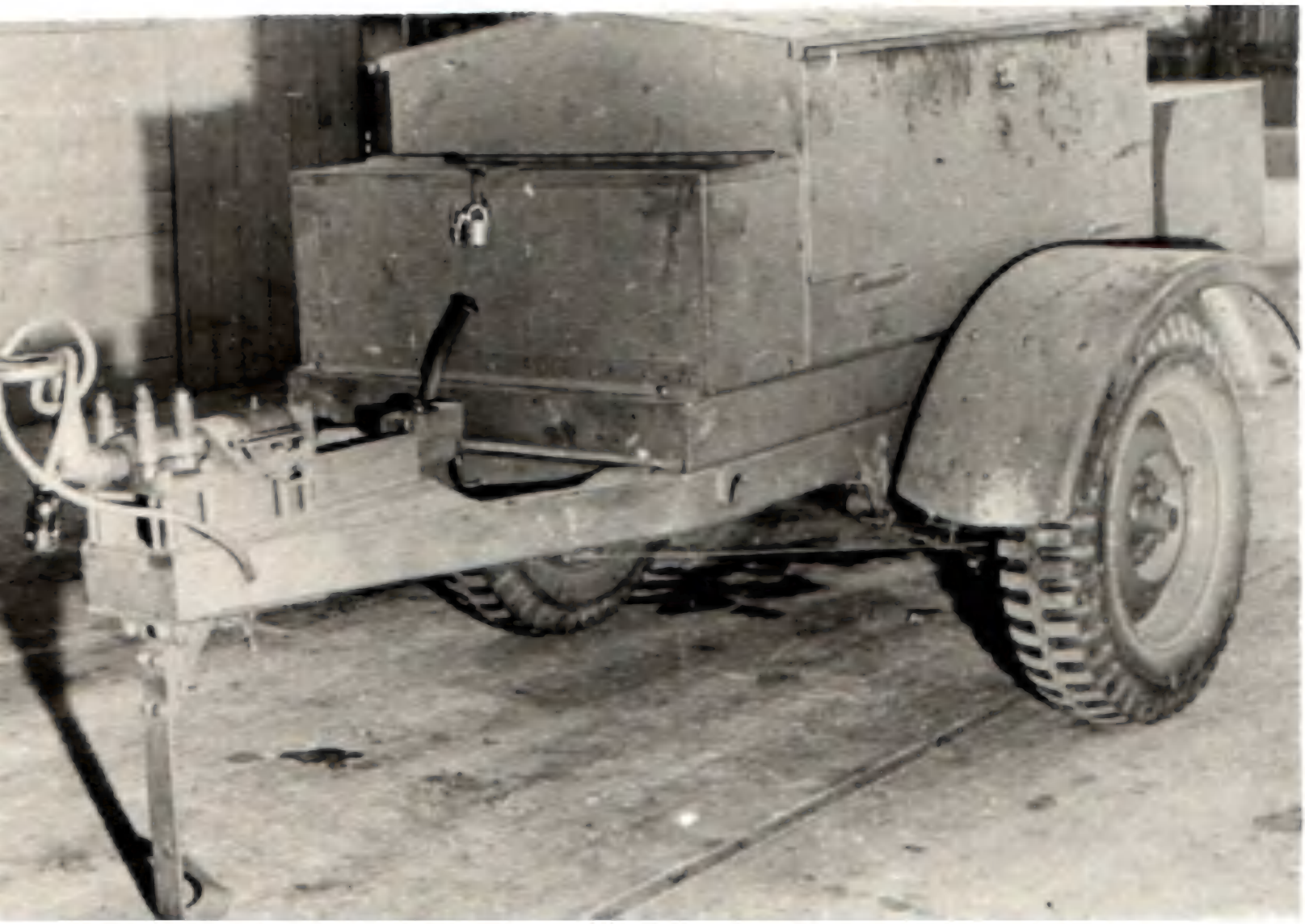
The body is mounted on a 10 Cwt. Trailer Chassis - Code 10-P., equipped with 6.00 x 16 Tires.

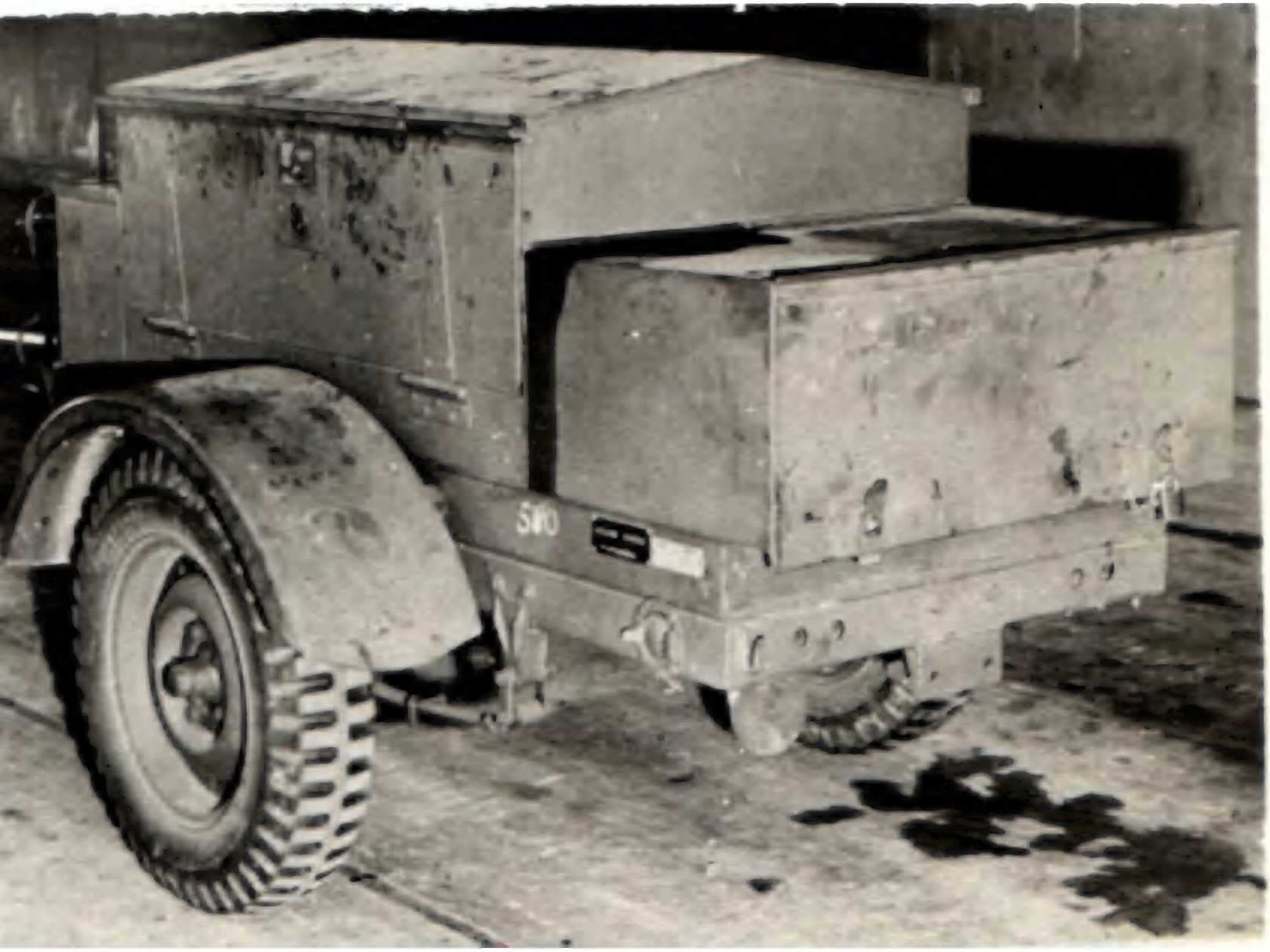
References

D.M.&S. Specification.....O.A. 222
D.M.&S. Schedule of drawings.....S 340171
D.M.&S. File No.....73-V-32-3
Trailer Code No.....10-P-CASP-1
Body Code No..... 10-L-1
Pilot Model Approval No... F 214
Experimental Engineering Report..... E 353
D.V.S.A. Report No.....DVA-6-335
Maintenance Manual No..... SB-8
Source:- Dominion Truck Equipment Company, Limited.

Description of Body

The substructure consists of four (4) cross members, fabricated of 10 ga. H.R.B.A. steel. Two (2) side cover plates of 10 ga. H.R.B.A.steel fit over the ends of the cross sills and run the full length of the body. The body proper is made up of three (3) separate main compartments, fabricated of 18 ga. H.R.B.A. steel,the centre compartment being sub-divided into two (2) compartments thus making a total of four (4) compartments in all. The cover of the front compartment opens from the front and is hinged at the bottom. The second compartment has a door at each side, also hinged at the bottom. The inside of these doors are sheathed with ¾" hardwood. The door of the rear compartment is hinged at the top. The front and rear compartments are provided with hasps and padlocks, while the doors of the centre compartment have recessed handle and fixed Yale locks. The fenders are attached to the chassis frame side members by means of two (2) horizontal braces.

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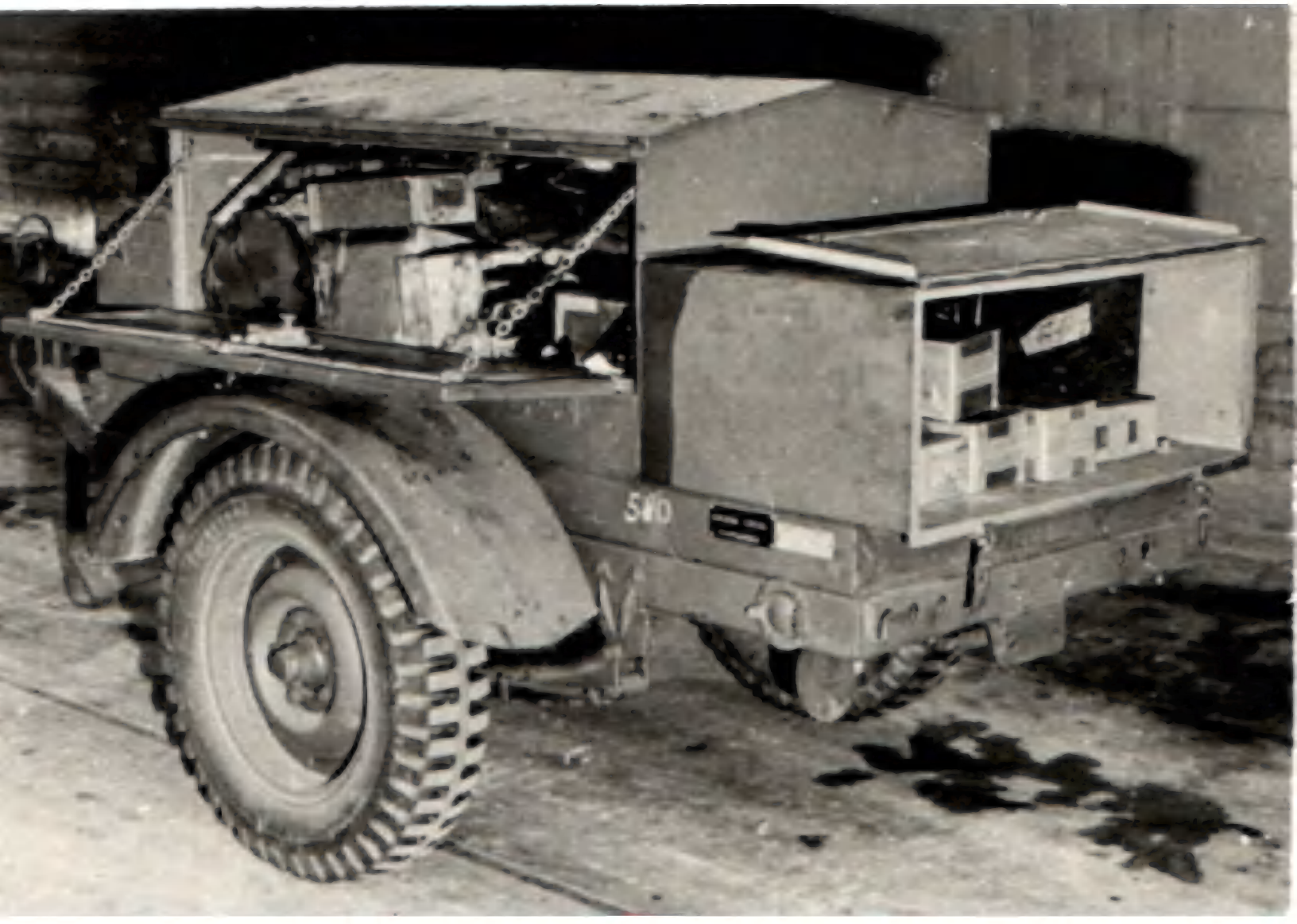
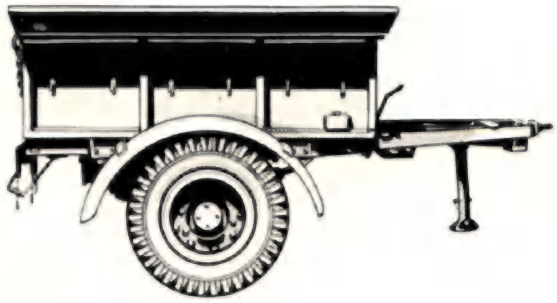


15 CWT. G. S. TRAILER



Function

This trailer was designed as a general service load carrier with payload of 15-cwt. (1500 lbs.), to be towed by either 15-cwt. or 3-ton General Service lorries. The flare boards are adjustable and the body has a standard drop-type tail gate. For easy manoeuvrability the body is mounted on a two (2) wheel trailer chassis with adjustable jack at front, (and two (2) fixed rest brackets at rear,) to allow the trailer to be at level when parked. The body is equipped with a flat tarpaulin.

Dimensions of Body

Outside length	84-3/4"
" width	54-7/8"
" height	25-1/2"
Inside length	80"
" width	50"
" height - tailgate	23-1/8"
Height from ground to top of body	34-7/8"

Weights

Weight of body proper	512 lbs.
Weight of Tarpaulin	32 lbs.
Weight of Mounting Stock	6 lbs.
Total	550 lbs.

The body is mounted on a 15 Cwt. Trailer Chassis - Code 15-P., equipped with 9.00 x 16 Tires.

References

D.M. & S. Schedule of drawings	S 12260
D.M. & S. File No.	73-T-27
Trailer Code No.	15-P-CS-1
Body Code No.	10-D-1
Maintenance Manual No.	SB5-A

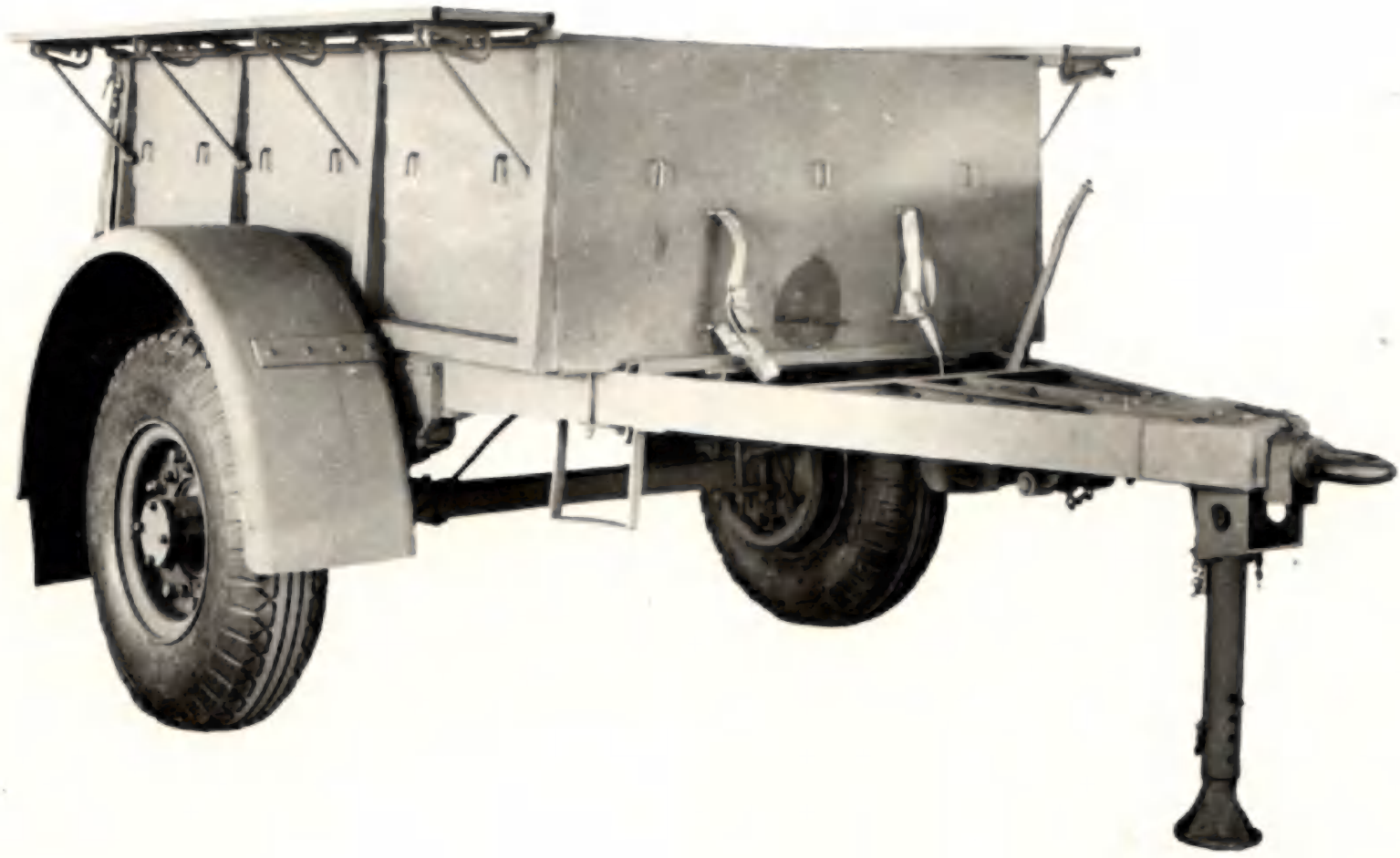
Source: Brantford Coach & Body Ltd.
Cusson Brothers

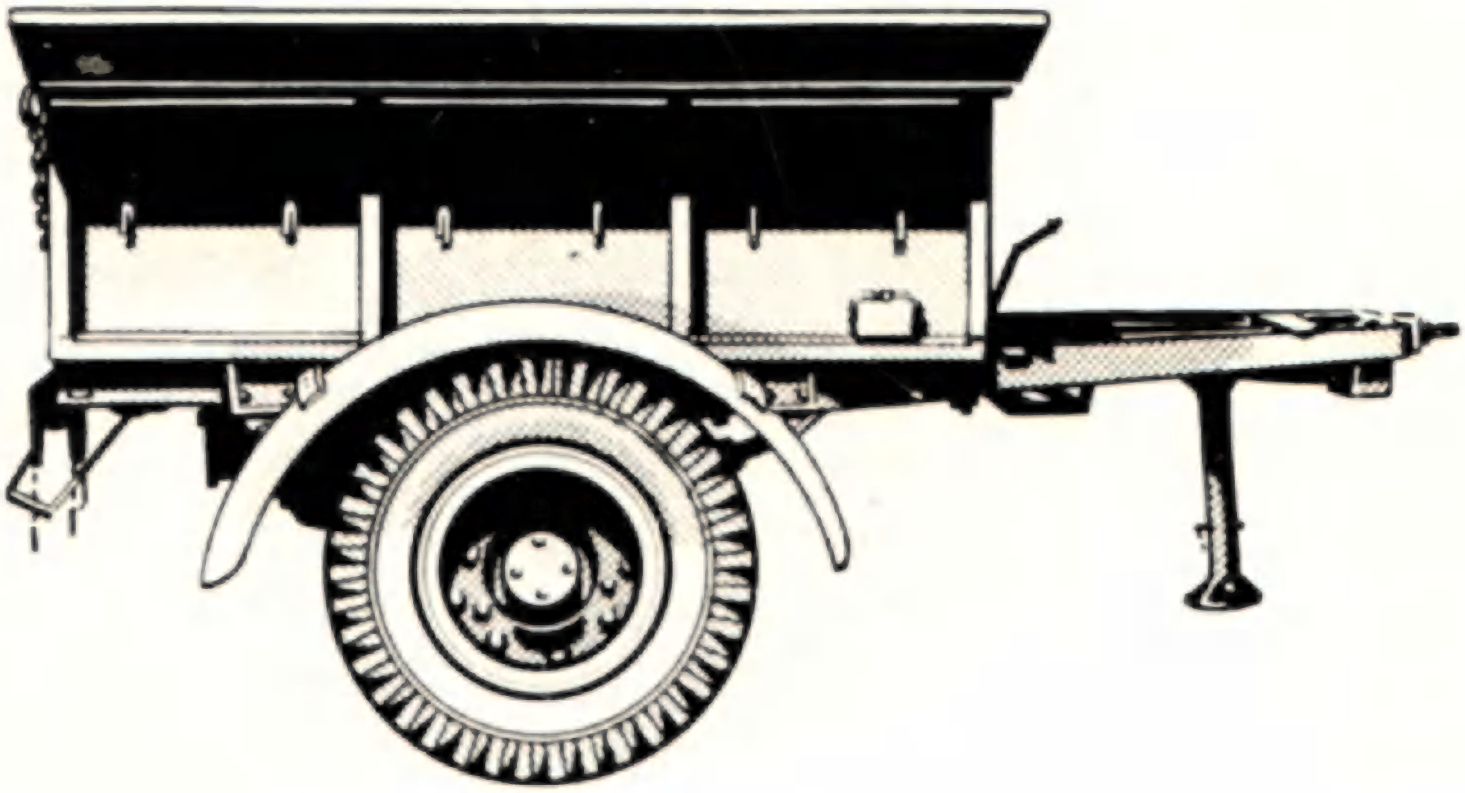
Description of Body

This is an all welded, all steel body. The substructure of the body consists of four (4) cross sills, fabricated of 10 ga. H.R.B.A. steel. The floor is of 10 ga. H.R.B.A. sheet steel, and is welded to the substructure. Seven - 3/16 steel wear strips are tack welded to the top side of the floor plate. The front panels and side panels are of 14 ga. H.R.B.A. steel, while the tailgate is a standard drop-type, fabricated of 14 ga. H.R.B.A. sheet steel, all panels being gussetted for strength. The flare boards at the top of each side panel are adjustable to any position. A retaining chain is welded to each side panel, the other ends of the chains being attached to the sides of the tailgate.

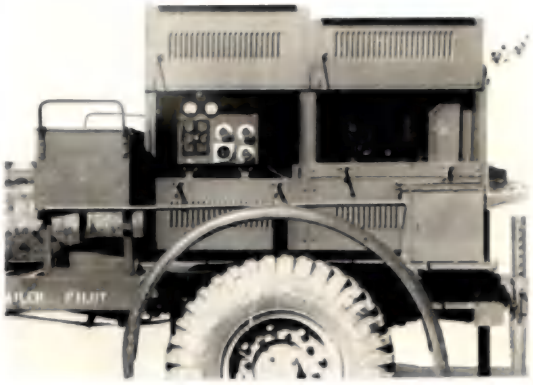
Lashing hooks and cleats are welded to the body panels and tailgate for securing the flat tarpaulin.

The tarpaulin, when not in use, is rolled, and strapped to the front panel.





MACHINERY TRAILER TYPE "9 K.W. GENERATOR"



Function:

The function of this trailer is to supply 110-volt D.C. power for operation of Machinery Lorries in the field.

Dimensions:

Overall vehicle length..... 156"
" " width..... 84-1/2"
" " height..... 67"

Weights:

Gross (tongue hooked up).... 3655 lbs.
(tongue unhooked)..... 3860 lbs.

Maximum Gross Rating..... 4750 lbs.

References:

A.E.D.B. Specification..... O.A.181
A.E.D.B. Drawing Schedule....
Equipment... 1078249
Chassis..... 15360
Munitions & Supply File No... 73-W-11
Vehicle Code No. 15-P-GEN-9-1
Pilot Model Approval No..... F86
Ordnance Proving Ground
Report..... DVA 6 Project 236M
Maintenance Manual and Spare
Parts List..... WM 3848
Sources: Chassis by Truck Engineering, housing and equipment installed by Chrysler Corporation.

Chassis:

The equipment is designed for mounting on a 2-wheel, 15-cwt.trailer chassis with impact brakes and hand operated parking brake. Adjustable jack legs are provided to hold the trailer level when in use.

Main Items of Equipment:

1. Generator, 9 K.W., 115-volt D.C., 7.82 amp., compound wound, driven through a flexible coupling and shaft by a Willy's, Model MB, 4-cylinder engine.
2. Control Panel, with four receptacles for out-going feeder circuits.
3. Interconnecting cables, hand lamps, spare parts kits, and engine tools stowed in steel box on chassis tongue.
4. Two P.O.W. carriers and tarpaulin are supplied.

Comments:-

After operating this vehicle in the field for some time, it was found difficult to maintain a proper setting on the voltage regulator, due to engine vibration. This condition was remedied by moving the voltage regulator to the instrument panel, which is equipped with a vibration dampener.

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MACHINERY TRAILER TYPE "9 K.W.-3 GENERATOR"

This vehicle was built for the U.S.S.R. and is similar to the Machinery Trailer Type 9 K.W. Generator, with the exceptions noted:-

1. The steel housing arcticized by use of spray on insulation on the interior, and other modifications made to suit the engine arcticizing equipment.

2. Willy's engine arcticized by installation of:-

   (a) Gasoline water heater.
   (b) Insulated battery box.
   (c) Dole Primer.
   (d) Crankcase prediluter.
   (e) Crankcase ventilator valve.
   (f) Cold weather fuel pump diaphragm.

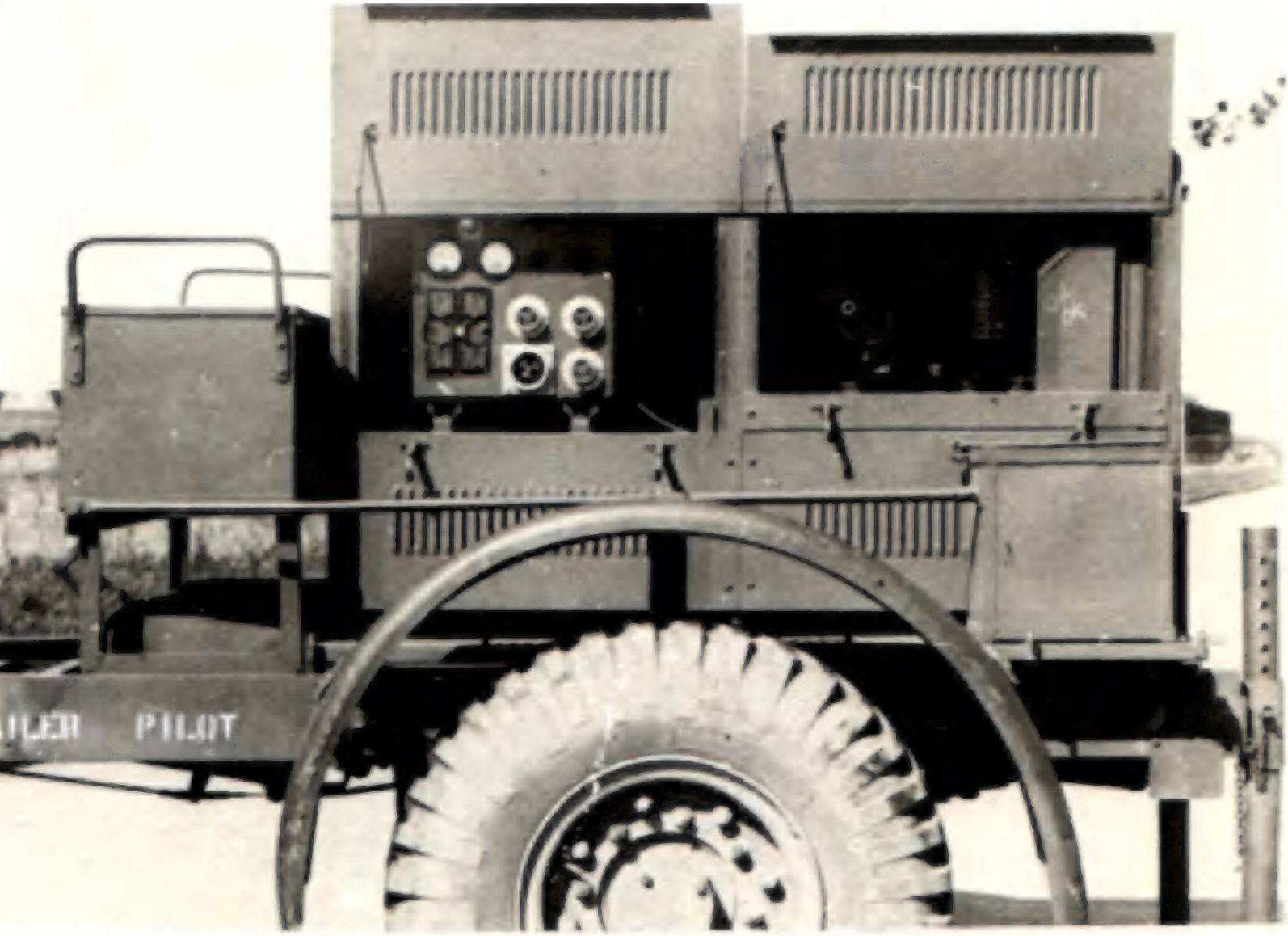
3. Arcticized duck for tarpaulins.

4. Puller type fan supplied loose for cold weather operation.

5. **Weights:**
   Gross (tongue hooked up)..... 3800
   (tongue unhooked)..... 3970

   Maximum Gross Rating..... 4750

6. **References:**
   A.E.D.B. Specification... O.A.181-3
   A.E.D.B. Drawing Schedule.. 1085667
   Munitions & Supply File.... 73-19-7
   Vehicle Code No. 15-P-GEN-9-3
   Pilot Model Approval..... 152F
   Maintenance Manual & Spare
   Parts List..... WM 3969


PILOT


9-KW TRA

MACHINERY TRAILER TYPE "20 K.W. GENERATOR FOR A.A. SEARCHLIGHTS"

Function:

The function of this equipment is to supply 100-volt direct current for the operation of high current density carbon arc searchlights.

Dimensions:

Overall vehicle length..... 140-1/2"
" " width..... 90"
" " height..... 80-3/4"

Weights:

Gross (hooked up)..... 5176 lbs.

Maximum Gross Rating..... 6800 lbs.

References:

A.E.D.B. Specification..... O.A.29
Munitions & Supply File No. ..73-T-29
Vehicle Code No. 5M-P-CEN-1
Sources: Chassis by Fruehauf,
equipment installed by
Burlec Limited.

Chassis:

The equipment is designed for mounting on a 2-wheel, 15-cwt. trailer chassis with dual tires, impact brakes and hand operated parking brake. Adjustable jack legs are provided.

Main Items of Equipment:

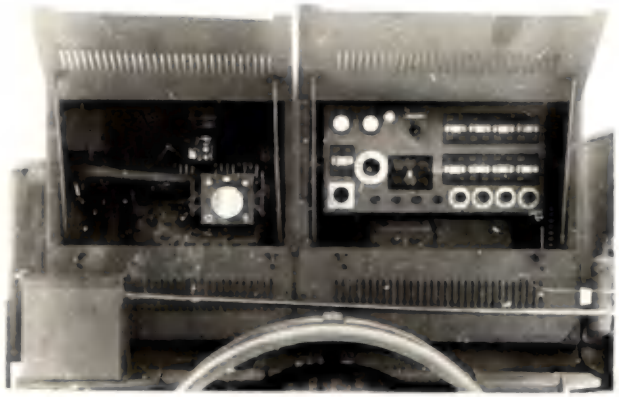
1. Generator, 20-K.W. 118-volt, D.C., 169.5 amps. compound wound directly driven through an automatic friction clutch, by a Ford V-8, 95 H.P. engine.

2. Combined Generator Control and Feeder Panel.

3. P.O.W. can carriers, tool box, and spare parts box.

4. Engine tools, fire extinguisher, spare parts kits, tarpaulin.

MACHINERY TRAILER TYPE "25 K.W. GENERATOR"



Function:

The function of this trailer is to supply 110-volt D.C. power for operation of Machinery Lorries in the field.

Dimensions:

Overall vehicle length..... 156"
" " width..... 84-1/2"
" " Height..... 81-1/2"

Clearance (road at gross weight).... 13"

Angle of Approach.....16°
Limiting Point - Tongue Ground Rest.

Angle of Departure.....23°
Limiting Point - Rear Parking Jacks.

Weights:

Gross (Tongue hooked up)..... 4690 lbs.
Gross (Tongue unhooked)..... 4895 lbs.

Maximum gross rating..... 6750 lbs.

References:

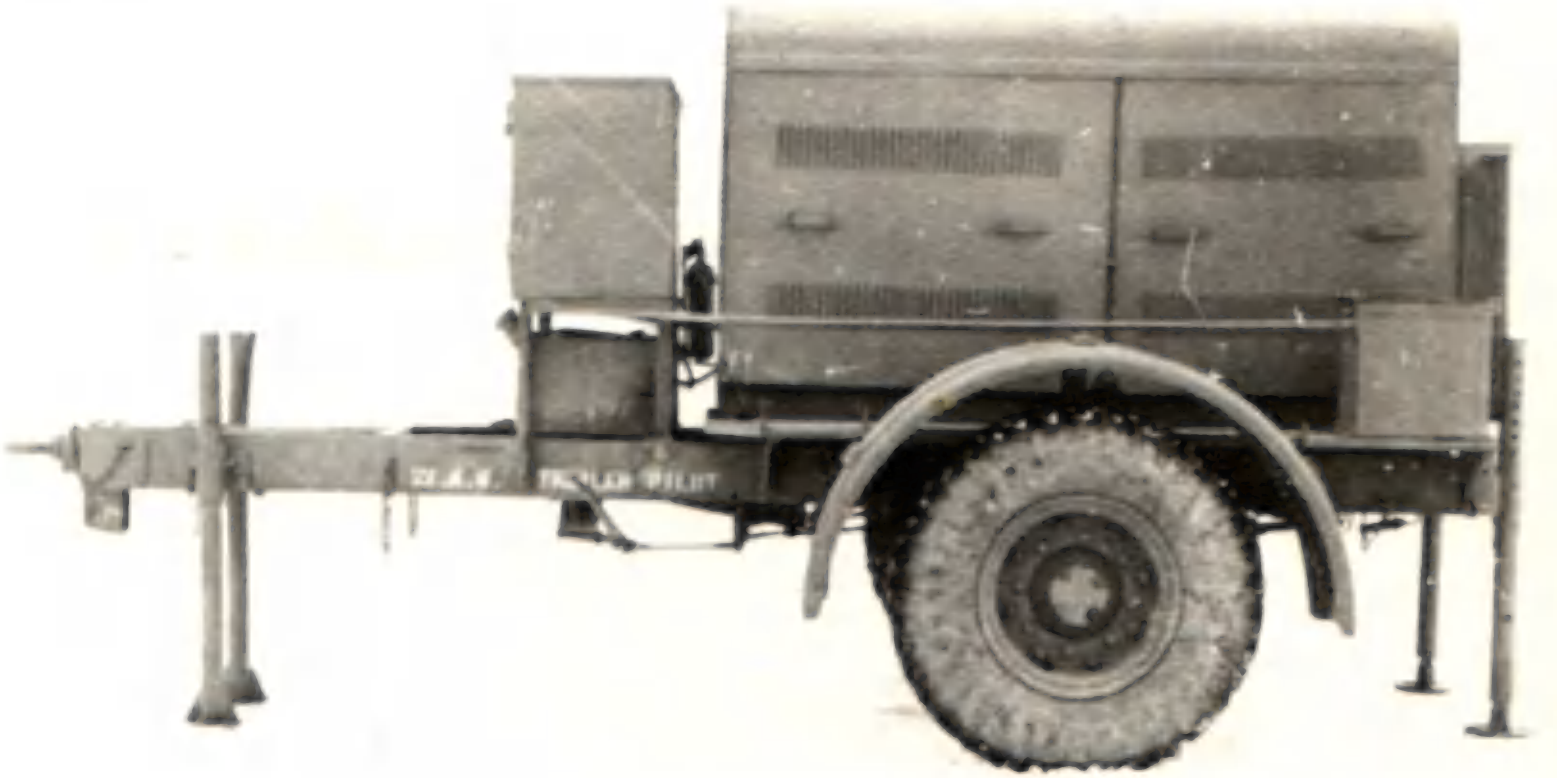
A.E.D.B. Specification..... O.A.180
A.E.D.B. Drawing Schedule....
Equipment.... 1081495
Chassis..... 12164
Munitions & Supply File..... 73-W-12
Vehicle Code No. 15-P-GEN-22-1
Pilot Model Approval..... F64
Ordnance Proving Ground Report
DVA6 Project 236K
Maintenance Manual and Spare Parts List... WM 3849
Sources: Chassis by Fruehauf, equipment installed by Chrysler Corporation.

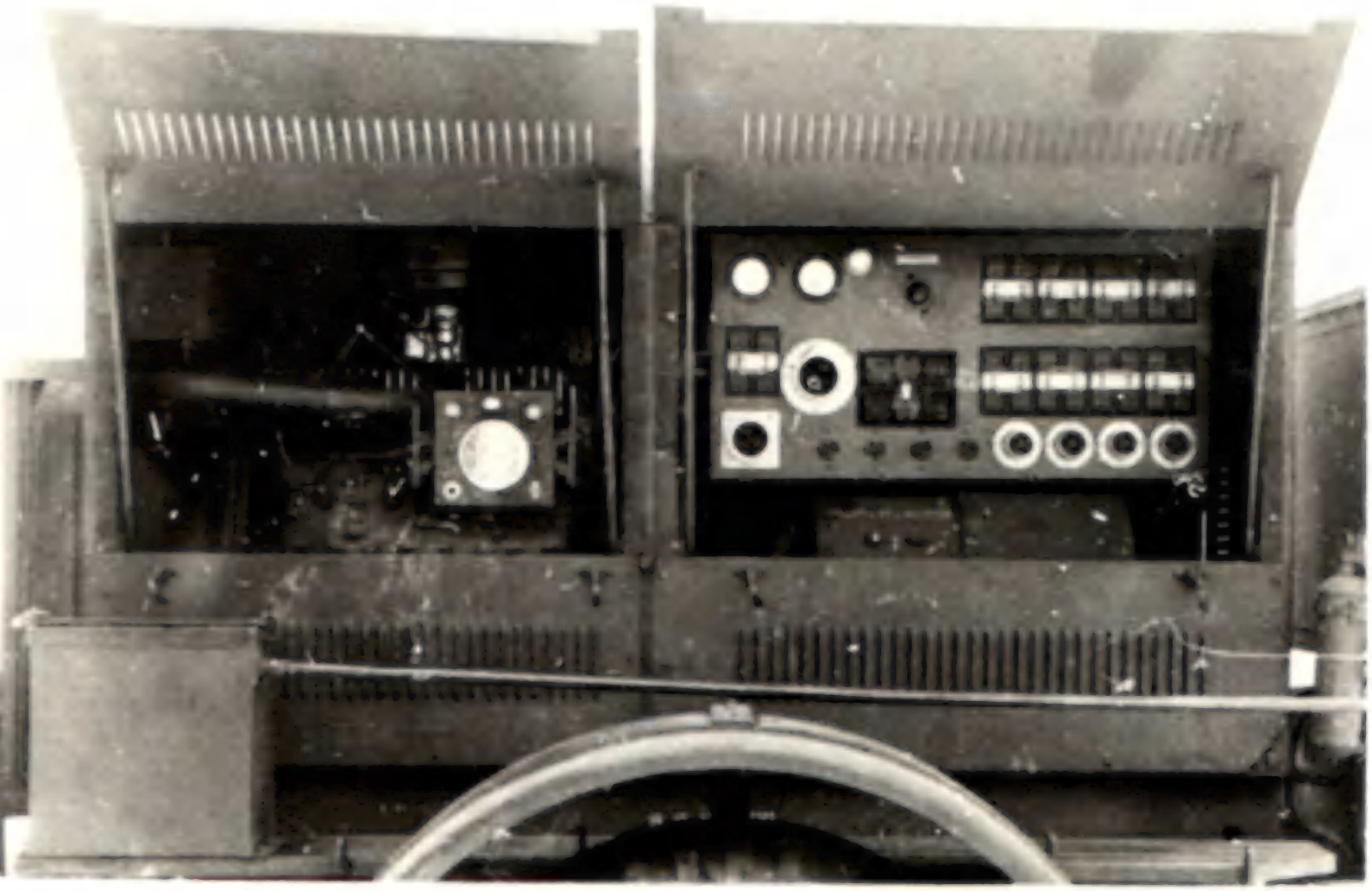
Chassis:

The equipment is designed for mounting on a 2-wheel, 15-cwt. or 20-cwt. trailer chassis with impact brakes and hand operated parking brake. Adjustable jack legs are provided to hold the trailer level when in use.

Main Items of Equipment:

1. Generator, 25 K.W., 115-volt D.C., 218 amp., compound wound, directly driven through a flexible coupling and shaft by a Ford V-8, 95 H.P. engine.
2. Control Panel with ten receptacles for out-going feeder circuits.
3. Interconnecting cables, hand lamp, engine tools, and spare parts kits stowed in steel box on chassis tongue.
4. P.O.W. can carriers, fire extinguisher, tarpaulin.





MACHINERY TRAILER, "R.E. 25 K.W. GENERATOR"

Function:

The function of this trailer is to supply 110 volt direct current for the operation of electrically driven tools and equipment in the R.E. 25 K.W. Machinery Lorry (described in Machinery Lorry Volume), and for the supply of power to one or more other Machinery Lorries. It also provides facilities for electric welding.

Dimensions:

Overall vehicle length..... 156"
" " width..... 84-1/2"
" " height..... 75-5/8"

Clearance (Road at gross weight) at 'U' bolt..... 11-3/4"

Angle of Approach.....15°
Limiting Point - Tongue Ground Rest.

Angle of Departure....15°
Limiting Point - Rear Parking Jacks.

Weights:

Gross (Tongue Hooked up)... 5455 lbs.
(Tongue unhooked).... 5600 lbs.

Maximum Gross Rating..... 6750 lbs.

References:

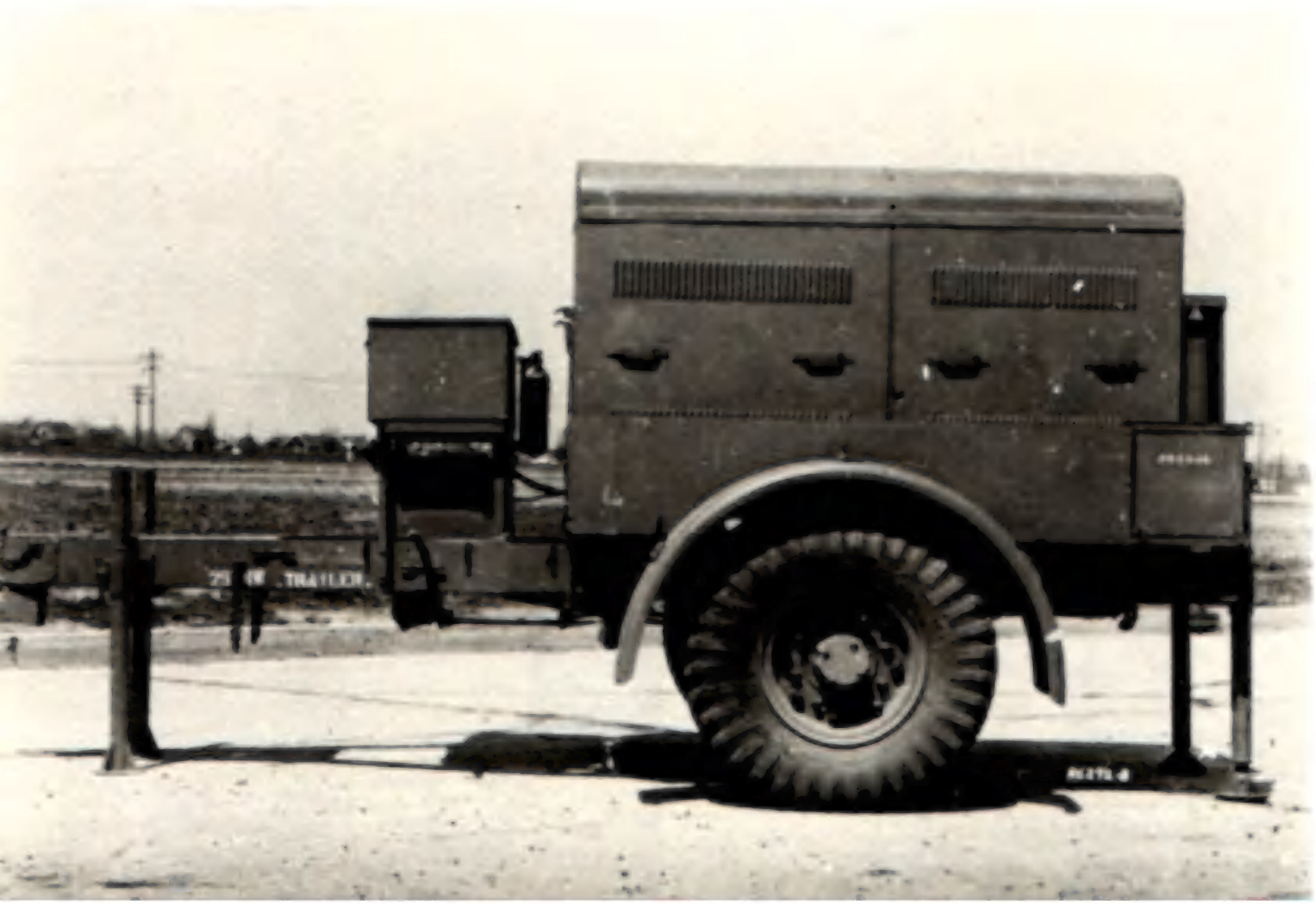
A.E.D.B. Specification..... O.A.183
A.E.D.B. Drawing Schedule...
Equipment..... 1082508
Chassis..... 12199
Munitions & Supply File No. .. 73-T-74
Vehicle Code No. 15-P-GEN-25-1
Pilot Model Approval..... F 104
Ordnance Proving Ground Report... DVA 6 Project 2365
Maintenance Manual and Spare Parts List..... WM 3872
Sources: Trailer chassis by Fruehauf, housing and equipment installation by Chrysler Corporation.

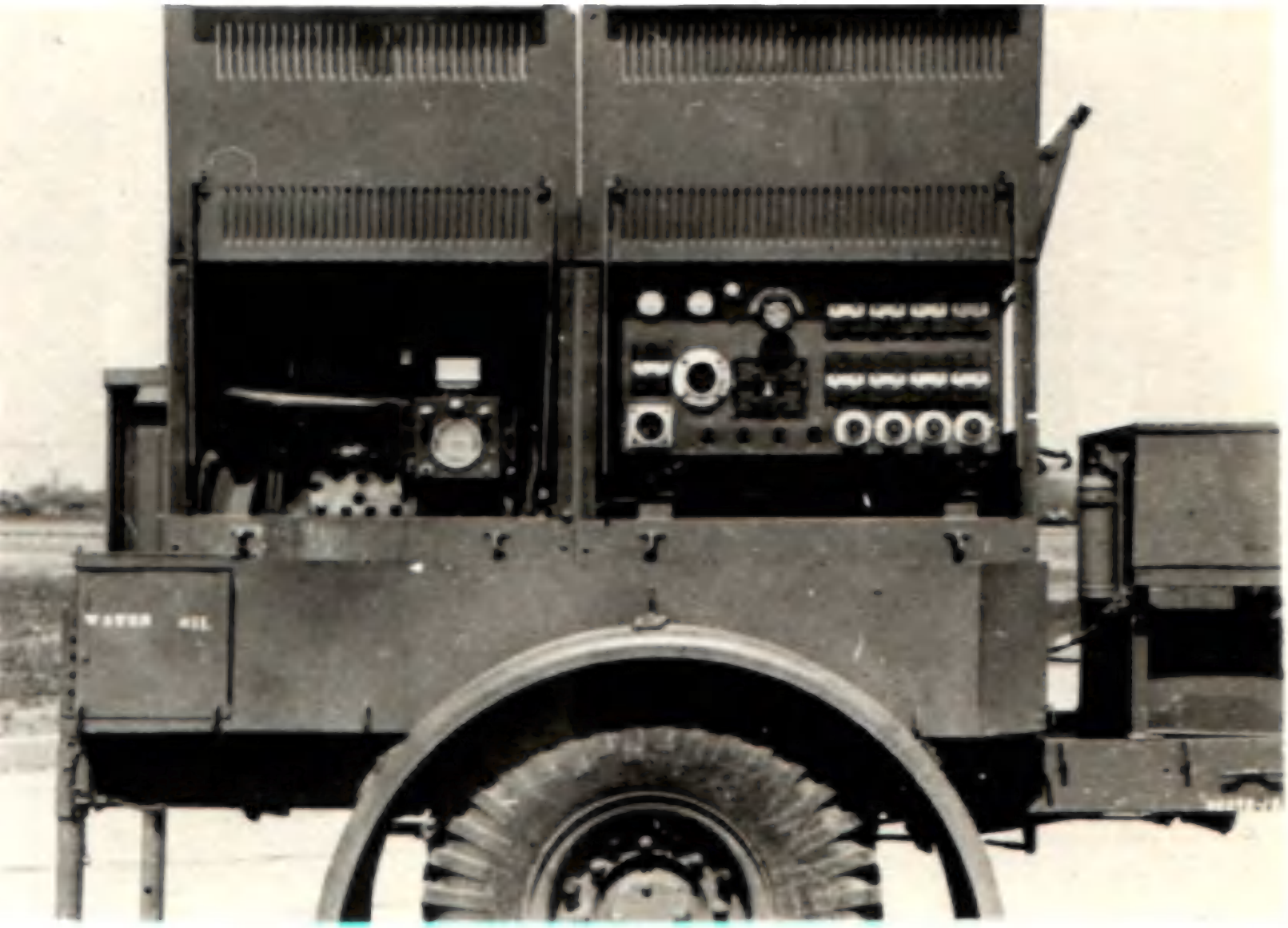
Chassis:

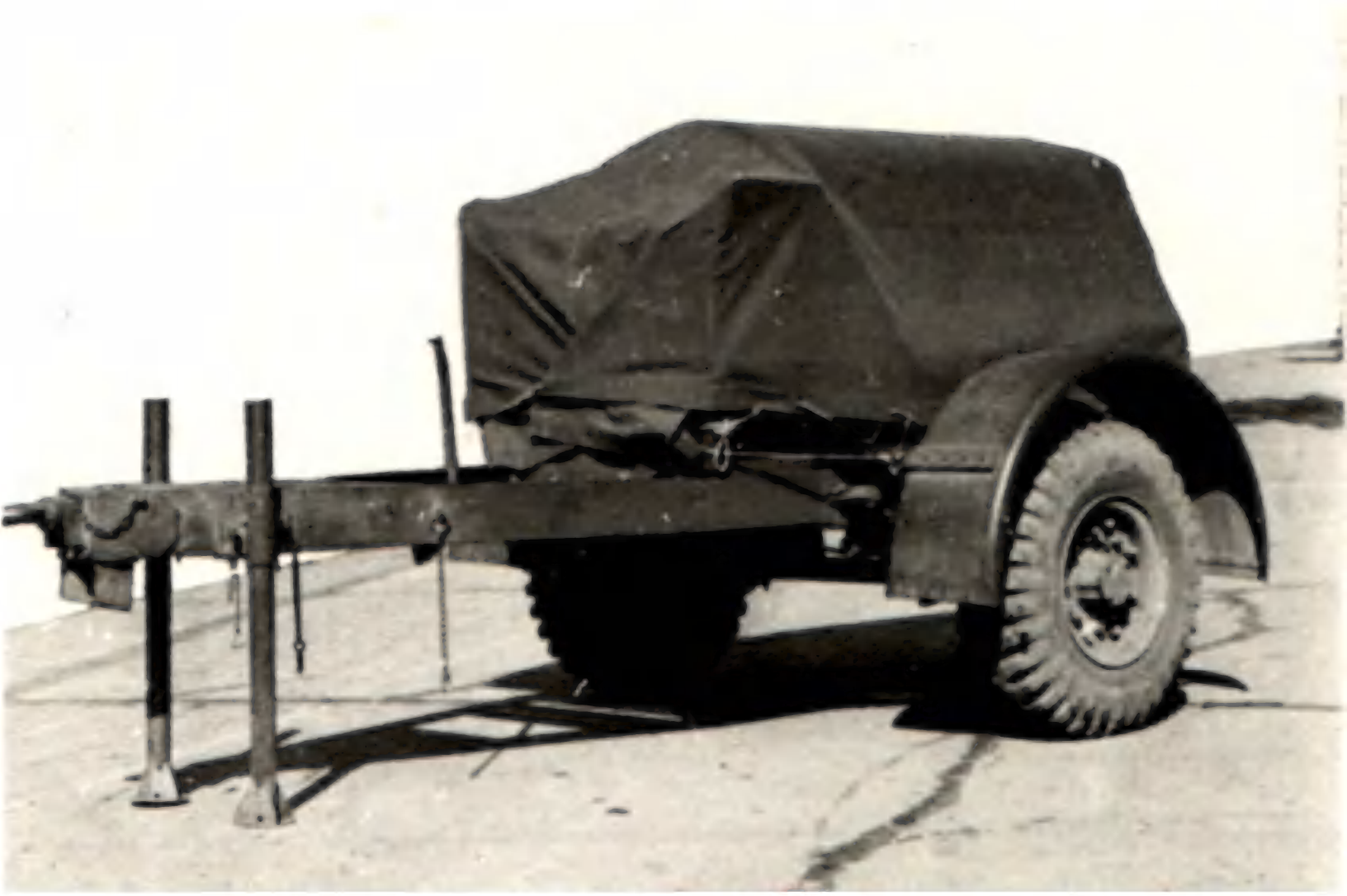
The equipment is designed for mounting on a 2-wheel, 15-cwt., trailer chassis with impact brakes and hand operated parking brake. Adjustable jack legs are provided to hold the trailer level when in use.

Main Items of Equipment:

1. Generator, 25 K.W., 115 volt D.C., 218 amp., compound wound directly driven through a flexible coupling and shaft by a Ford V-8, 95 H.P. engine.
2. Control Panel, with 10 receptacles for out-going feeder circuits.
3. Welding Generator, 200 amp. V-belt driven from the 25 K.W. generator shaft and mounted directly over the 25 K.W. generator.
4. Interconnecting Cables, hand lamps, welding accessories, spare parts kits and engine.
5. 5 G.S. can carriers, fire extinguisher, tarpaulin.







MACHINERY TRAILER TYPE "GAS WELDING"

Function:

The function of this trailer is to provide facilities for oxy-acetylene welding and blacksmith work in the field.

Dimensions:

Overall vehicle length.....	139"
" " width	84-1/4"
" " height.....	90"
Inside body length.....	80"
" " width.....	50"
" " sides.....	23"

Weights:

Gross (unhooked)..... 3900 lbs.

Maximum Gross Rating..... 4125 lbs.

References:

A.E.D.B. Specification..... O.A.89
A.E.D.B. Drawing Schedule...
Chassis..... 19549
Body..... 12260
Munitions & Supply File No. .. 73-T-53
Vehicle Code No. 20-P-WELD-1
Body Code..... 10D1
Maintenance Manual..... SB-4A
Sources: Chassis, body and equipment installation by S.B.M.A.

Chassis:

The body and equipment is designed for mounting on a 20-cwt., 2-wheel, trailer chassis with impact brakes, hand operated parking brake and adjustable jack legs.

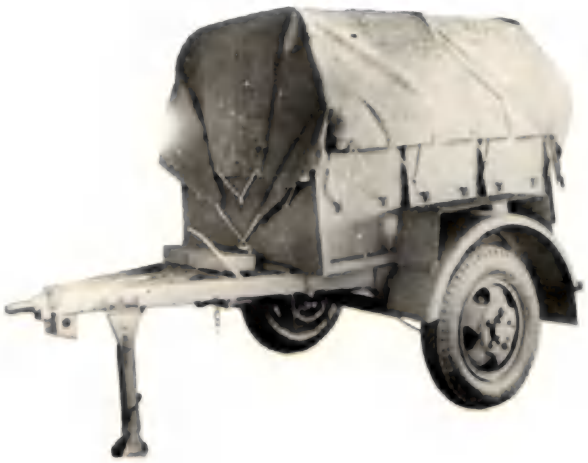
Body:

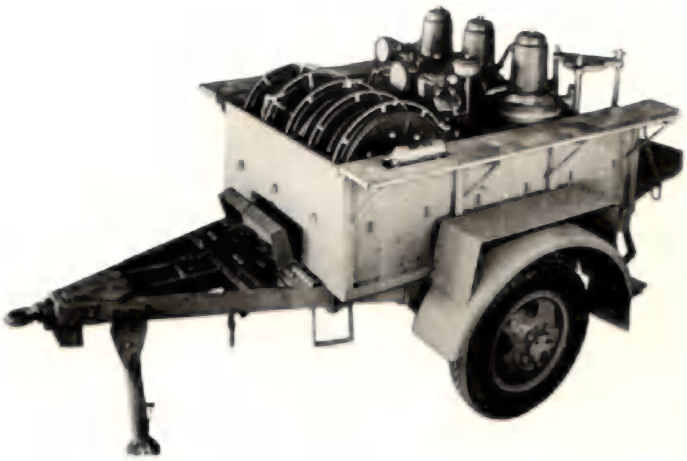
15 cwt. General Service type, all steel with raves and tailgate. A steel frame, fitted with clamps and brackets to hold the equipment, is bolted to the body floor. A canvas tarpaulin is also supplied.

Main Items of Equipment:

1. Oxy-acetylene Welding and cutting outfit complete with all fittings.
2. Folding field forge.
3. Folding bench, folding screen, fire brick, blacksmith's tool kit.
4. Spare Parts Kit for welding set.

MACHINERY TRAILER TYPE "MOBILE SERVICING - LIGHT"





Function:

The function of this vehicle is to provide facilities for tire inflation and lubrication of vehicles in the field.

Dimensions:

Overall vehicle length.....	139"
" " width.....	84-1/4"
" " height.....	87"
Inside body length.....	80"
" " width.....	50"
" " sides.....	23-1/8"

Weights:

Gross (unhooked) 15-cwt.	4060
20-cwt.	4110
Maximum Gross Rating, 15-cwt...	4125
20-cwt...	4560

References:

A.E.D.B. Specification.....	O.A.94
A.E.D.B. Drawing Schedule...	
Body.....	12260
Chassis....	13263
Munitions & Supply File.....73-T-37	
Vehicle Code No.	
(15-cwt.).....	15-P-LUB-1
(20-cwt.).....	20-P-LUB-1
Body Code No.	10D1
Maintenance Manual.....	SB-1A
Sources: Chassis, body and installation of equipment by S.B.M.A.	

Chassis:

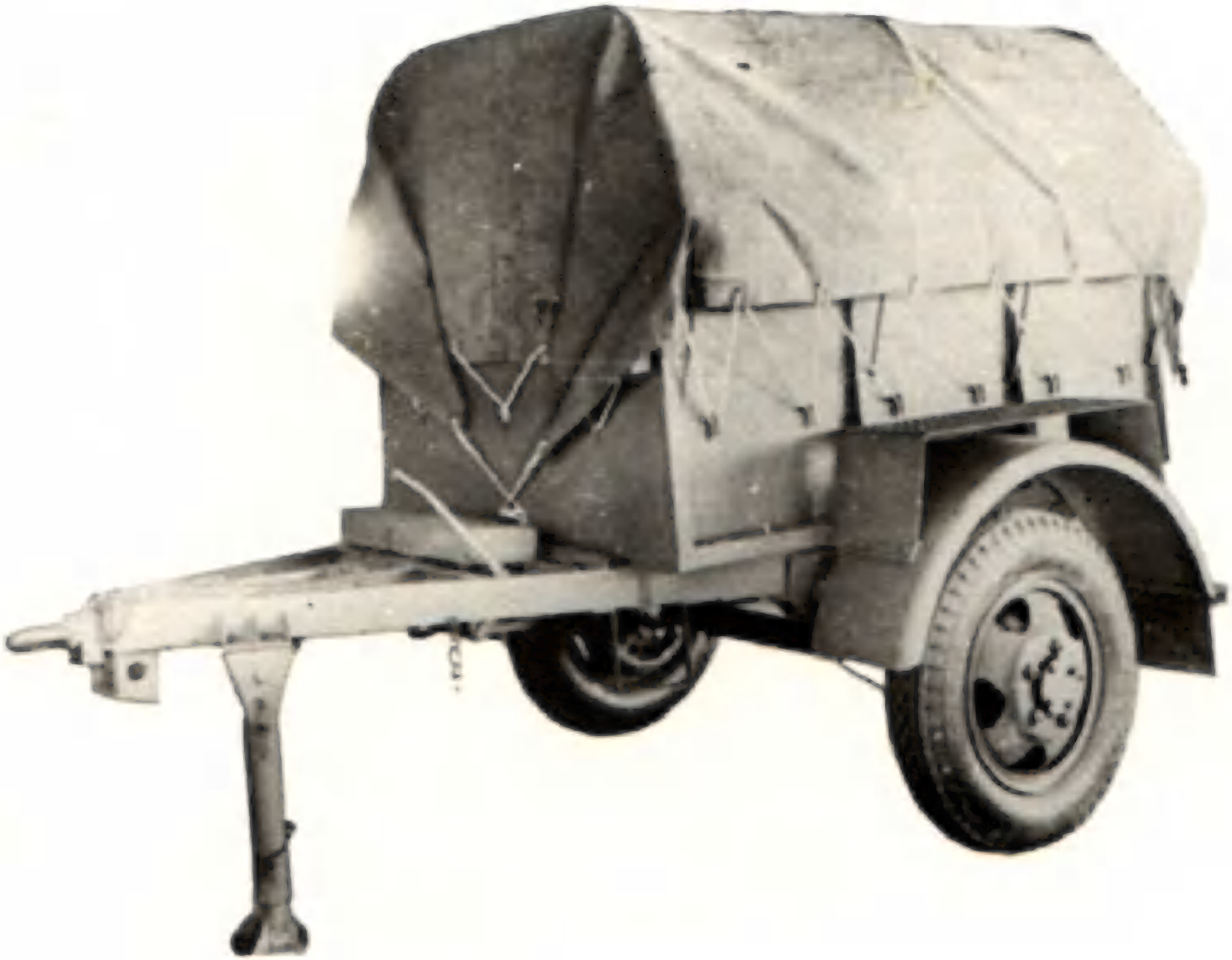
The body and equipment is designed for mounting on a 2-wheel 15-cwt. or 20-cwt. trailer chassis with impact brakes, hand operated parking brakes and adjustable jack legs.

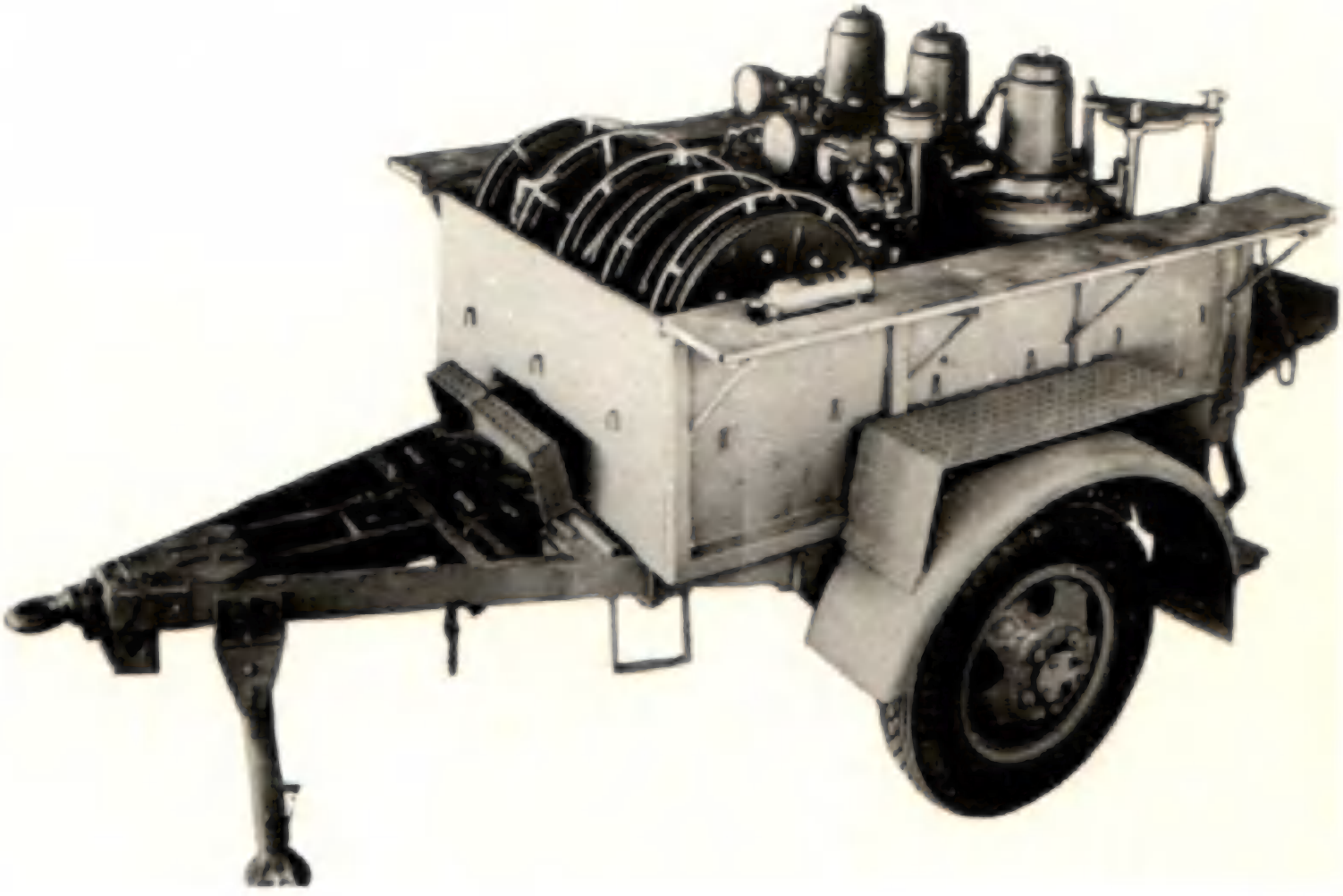
Body:

General service type, all steel, with raves and tailgate. A substructure on which the lubricating equipment is mounted is bolted to the floor of the body. This structure is also fitted with sockets for the superstructure. A waterproof cover is supplied.

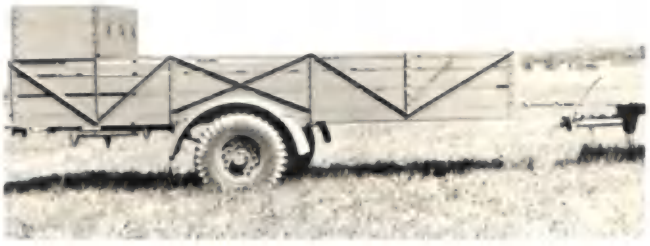
Main Items of Equipment:

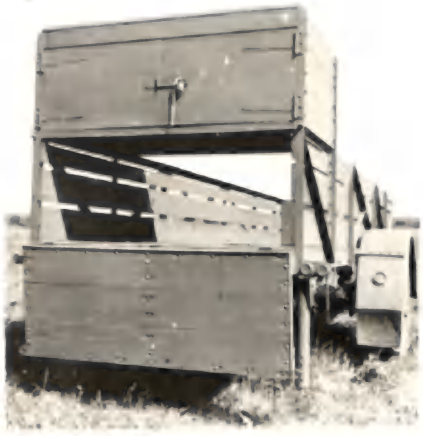
1. Air compressor, 2 stage, maximum displacement of 10 cu. ft./min. at 600 R.P.M., working pressure between 150 and 200 lbs., V-belt driven by a 5 H.P. gasoline engine.
2. Generator, 6-8 volt, V-belt driven off the compressor fly wheel.
3. Lubrication equipment, including drums, pumps, guns, adapters, etc..
4. Air hose and reel, brake bleeder, etc.
5. Kits of Spare Parts.

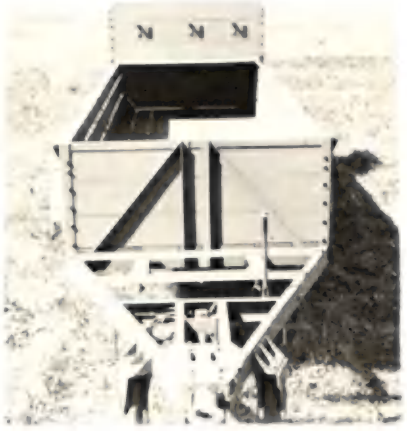




POLE TRAILER - 15 CWT. & 20 CWT.







Function

The trailer chassis of this vehicle was designed in three stages:-(a) Original design, with 9.00 x 16 tires, (b) Original design with revisions to chassis frame, and with 9.00 x 16 tires, (c) Same as 'b' but with 7.00 x 20 tires. In all three models, however, the body design was the same.

The vehicle was designed for carrying poles for the Royal Canadian Corps of Signals, and can be towed behind any 15-cwt. or 3-ton Lorry. For ready manoeuvrability, the body is mounted on a two (2) wheel chassis, with adjustable parking jacks at the front.

Dimensions of Body

Outside length.....201-15/16"
Outside width.....62-1/2"
Outside height at side panels..33"
Outside height at top of stowage compartment....54"

Inside length.....149-1/2"
Inside width.....70-1/2"
Inside height at side panels.22-1/8"
Inside height at top of stowage compartment.43-1/8"

Overall height from ground to top of stowage compartment.76-3/4"

Weights

Weight of body.....900 lbs.
Weight of Chassis.....1920 lbs.
Curb weight.....2820 lbs.
Payload.....1680 lbs.
Allowable Gross Weight...4500 lbs.

References

D.N.&S. Schedules of drawings....S-11072, S-30347, S-320150

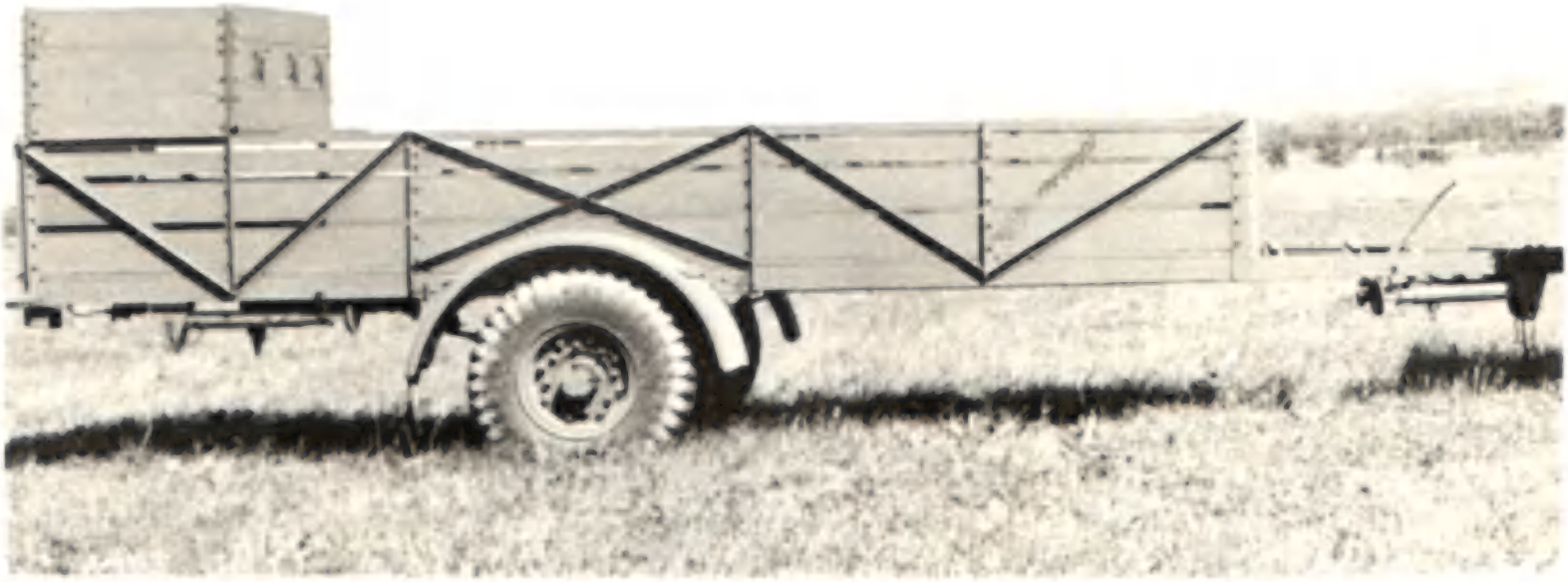
D.N.&S. File No. 73-T-27-1
Vehicle Code No. 15 Cwt. 15-P-POLE-1 & 2
Vehicle Code No. 20 Cwt. 20-P-POLE-1
Maintenance Manual No. SB-12
Source:- Frost and Wood Co. Ltd.

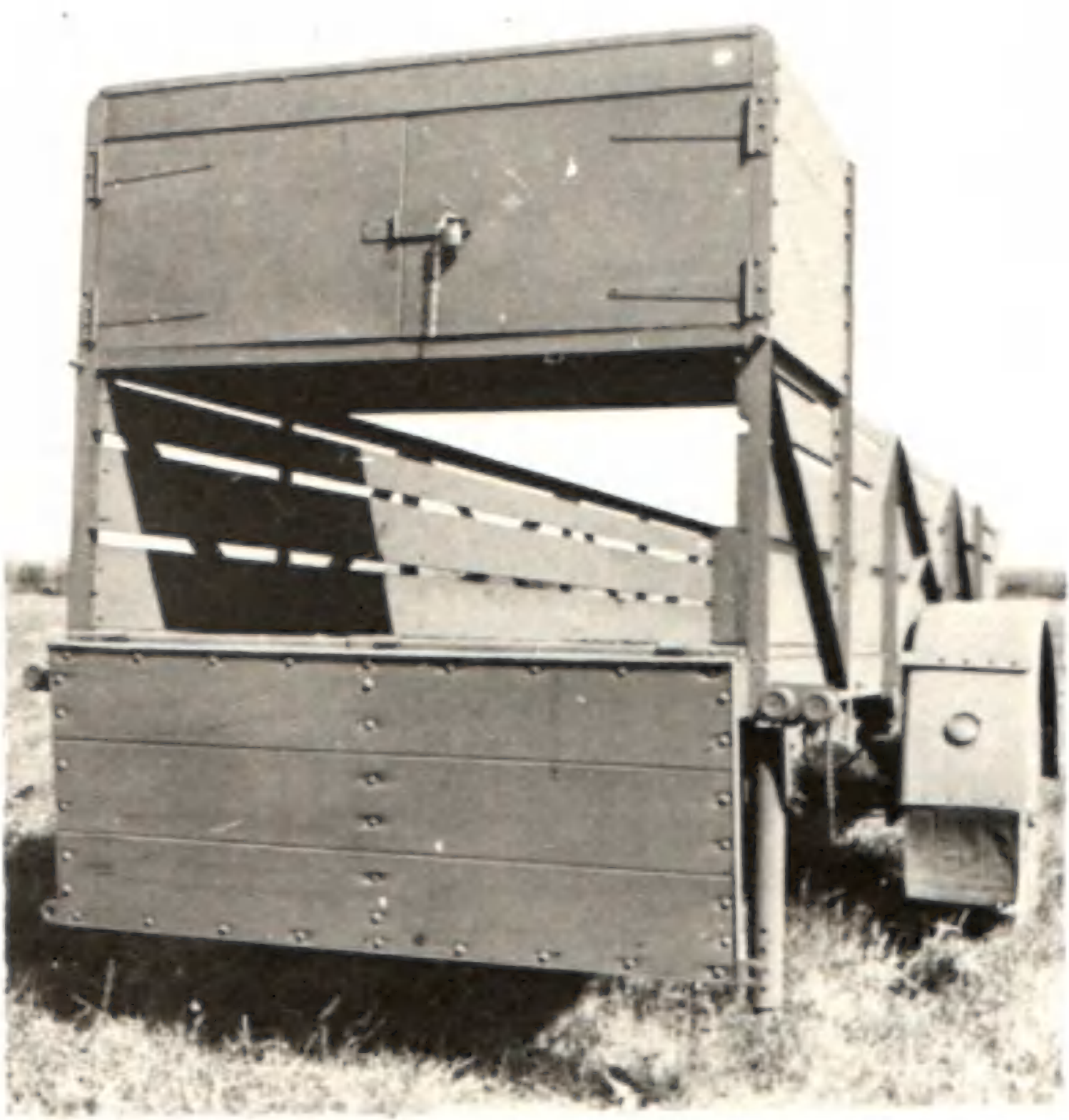
Description of Body

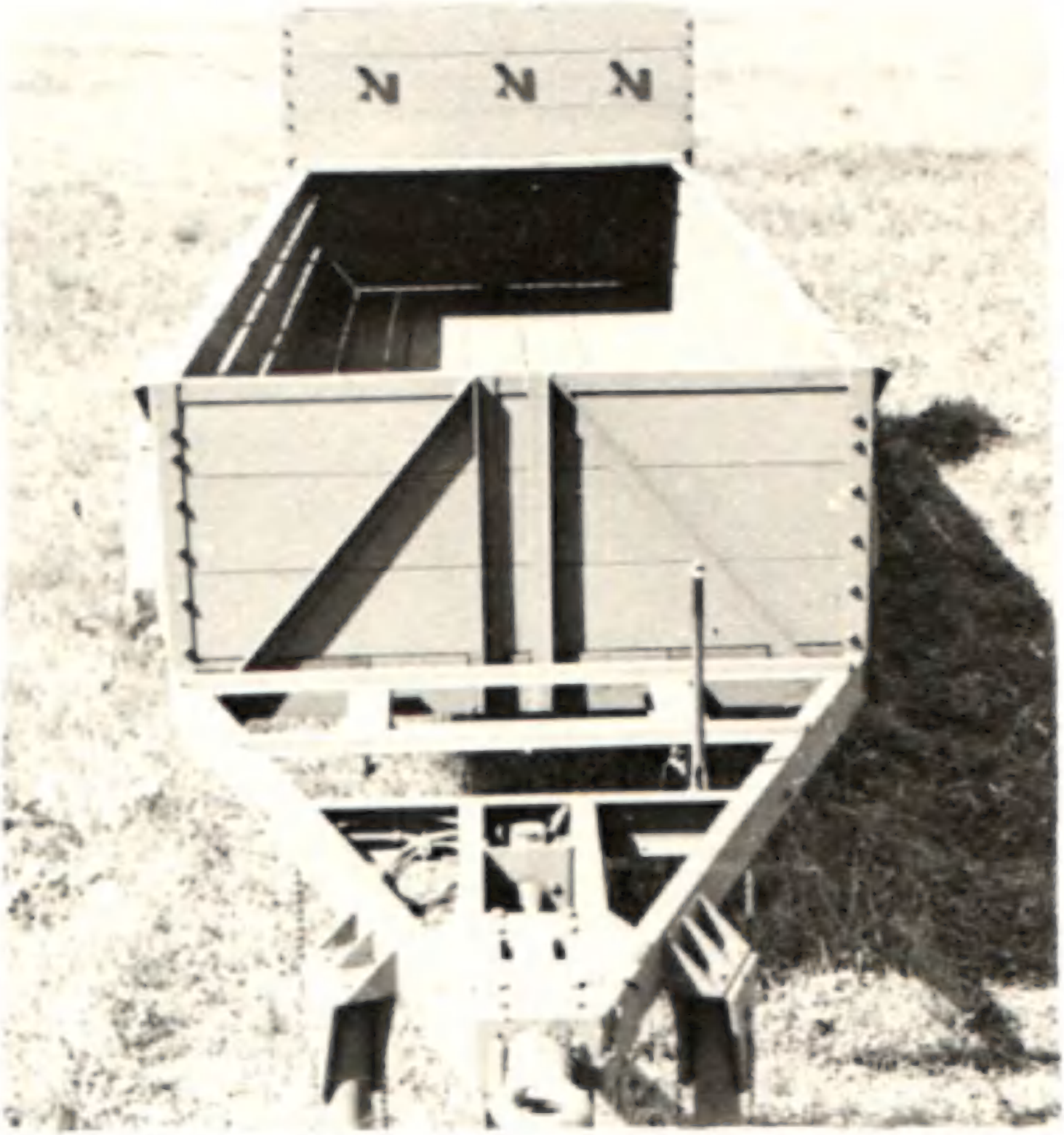
There is no substructure proper to this body, the side and end framework and the floor boards being bolted to the chassis frame side rails and cross members, by means of 3/8" dia. carriage bolts. The floor boards are of hardwood or B.C. fir, of variable widths - minimum 5", maximum 7", and finished to a thickness of 7/8". The boards are plain edged, with 1/2" spacing between each board.

The frame work of the body is of 1-1/2 x 1-1/2 x 3/16 standard rolled angle, while the top rails are of 2 x 2 x 3/16 standard rolled angle. The side panels are of hardwood or B.C. fir boards, finished to a thickness of 3/4", and are plain edged, being spaced at 1/2". The front panel is of hard wood or B.C. fir boards, finished to a thickness of 1-1/2", plain edged and spaced at 1/2". The tailgate which is of the standard drop-type, is of hardwood, or B.C. fir boards, finished to 3/4", plain edged and spaced at 1/2". The stowage compartment has two (2) hinged doors which swing out to left and right.

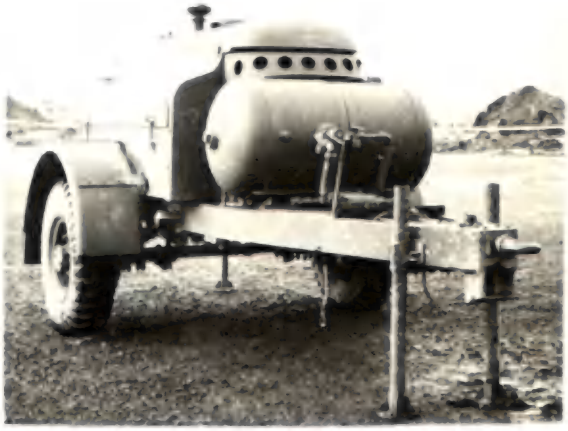
Fenders are attached to the chassis frame side members by means of two (2) horizontal braces.






N N N

15-CWT. COMPRESSOR



FUNCTION

To provide compressed air, on an independent self contained unit, for Engineers. The air tools are carried in other vehicles.

DIMENSIONS

Linear

Length	O.A.	155.0 in.
Width	O.A.	84.5 in.
Height	O.A.	74.0 in.

Weight

Curb	5625
Gross	5625
Max. Gross	5625

CHASSIS

The chassis is a 15 cwt. 2 wheeled type with crossmembers specially located to accept the channel runners of the compressor unit. The tires are single 9.00 - 16 Pneumatic.

BODY

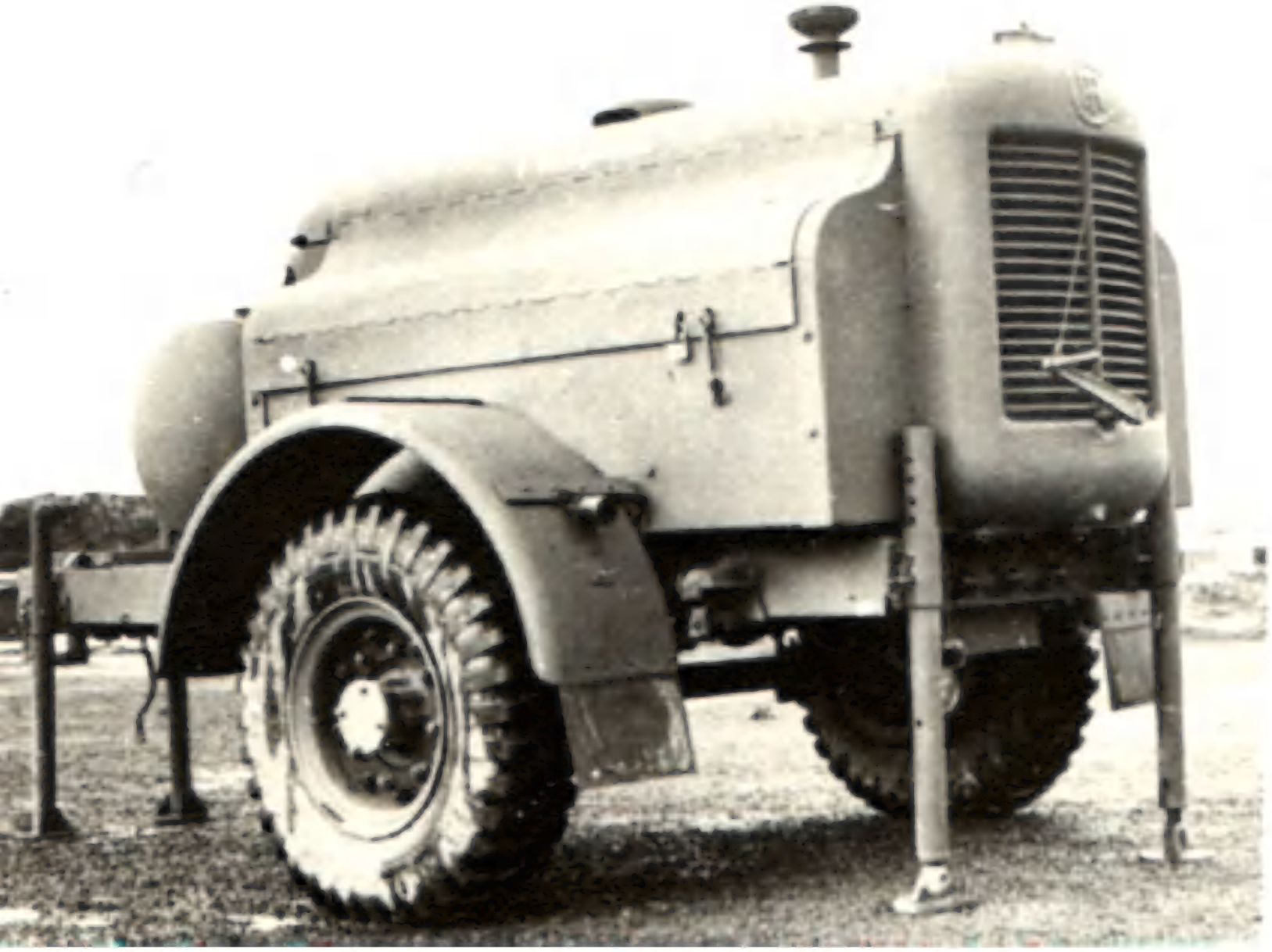
The body is a commercial type housing over the compressor unit, with hinged side panels, tool and spares compartments provided on either side.

EQUIPMENT

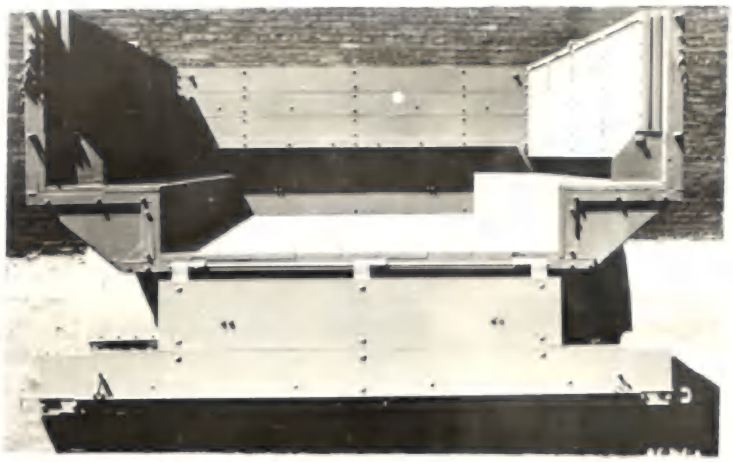
The compressor unit comprises an Ingersoll Rand 105 cubic foot air cooled two stage unit directly connected to a - four cylinder four cycle Waukesha spark ignition engine. Suitable radiator, air receiver, governor battery ignition etc. are included. Space for air tools is not provided on the Trailer.

REFERENCES

D.M.&S. Schedule	S-15019.
D.M.&S. Specifications	O.A. 48.
D.M.&S. File	73-T-26.
D.N.D. File	HQ-54-27-18-53-62.
Code	15-P-COMP-2/3.
Maintenance Manual	SB5; COMP-IR-1.
Spare Parts	SB5; COMP-IR-1.
Order Number	CDLV 2527. S/M 778.
Quantity	250.
Cost	approx. 6820.00
A.E.D.B. Photo File	D-16.



SHEET ONE



20 CWT. G.S. TRAILER BODY
COMPOSITE CONSTRUCTION

Function

This vehicle was designed, primarily, to carry petrol in tins, in two (2) tiers. To this end, a second floor was put into the body, being so designed that it was divided longitudinally, into two (2) halves, each half folding back against the upper portion of the side panels and strapped into position, when not in use.

The development of the body was in two (2) stages.

(1) COMPOSITE WOOD & STEEL CONSTRUCTION

(a) Dimensions

Outside length.....	96-19/32"
" width (top)...	83-3/8"
" height.....	35-1/8"
Inside length.....	91-1/2"
" width (top)....	78-7/8"
" width (bottom).	50-5/8"
" height.....	32-1/4"
Height from ground to top of body	66-1/2"

(b) Weights

Body proper.....	819 lbs.
Flat tarpaulin.....	35 lbs.
Attaching stock.....	6 lbs.
Gross weight.....	860 lbs.

(c) References

D.M. & S. Schedule of drawings S 39300
D.M. & S. File No. 73-T-25
Trailer Code No. 20-PGS-1
Body Code No. 10-F-1
Pilot Model Approval No. F 170
Maintenance Manual No. . SB-5
Source:-
Brantford Coach & Body Ltd.

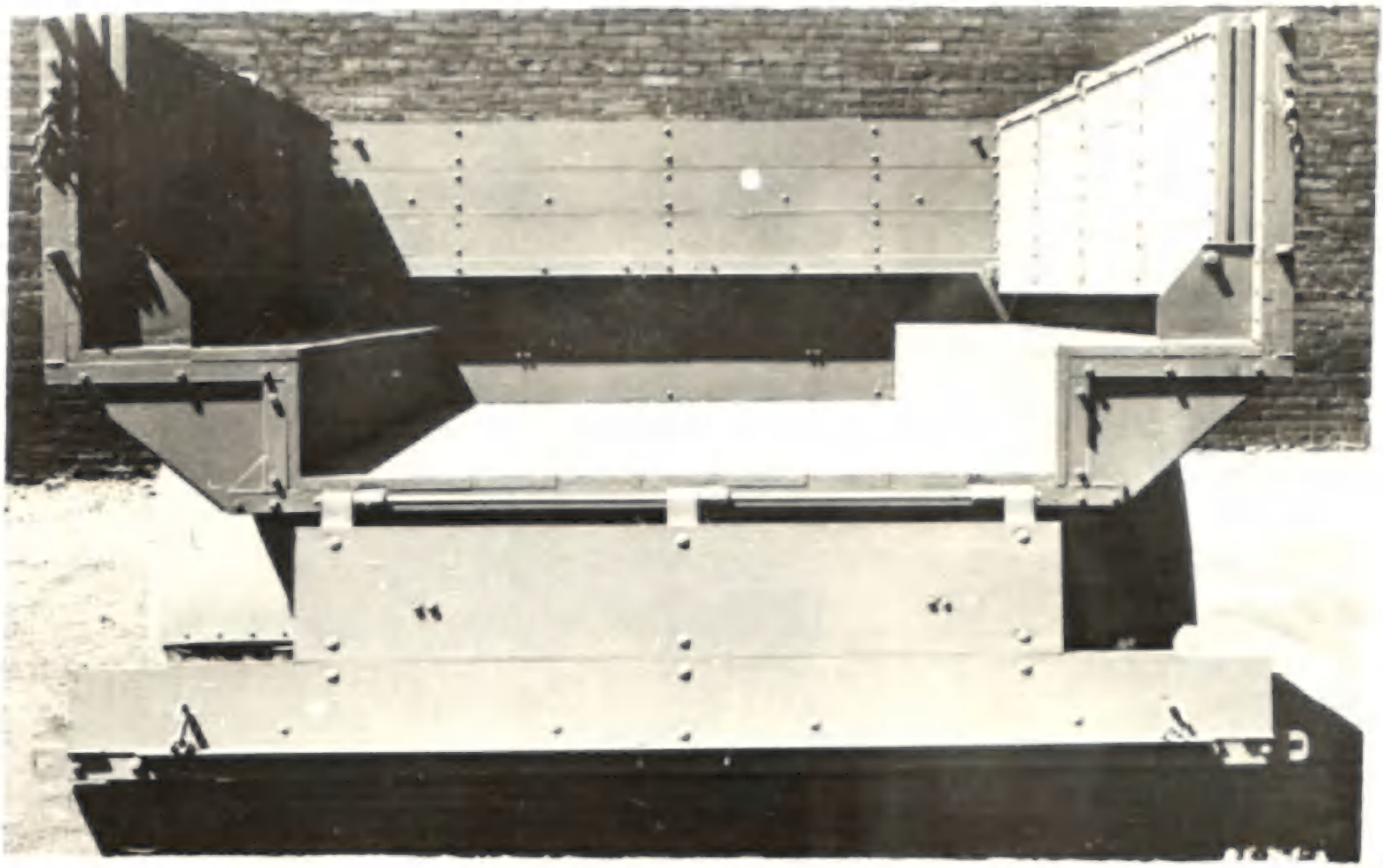
(d) Description of body

The substructure consists of six (6) cross sills - 1¾ x 2½ hardwood - which are bolted to side supporting standard mild steel angles, 1½ x 1½ x ¼. The corners of the angles are strengthened by the addition of 3/8 x 7/8 x 3" mild steel plate stiffeners. The floor is of 7/8" hardwood boards which are screwed and bolted to the substructure.

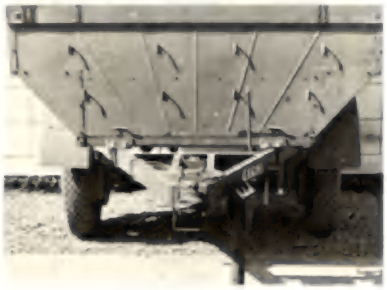
The sides are of ¾" hardwood boards reinforced by means of six upright standard mild steel angle supports on the outside and flat mild steel bar supports on the inside. The front panel is of ¾" hardwood boards reinforced on the outside by five (5) hardwood stakes to which the boards are bolted. The stakes fit into sockets welded to the substructure supporting angles. The tailgate is hinged in two (2) sections, and is of ¾ hardwood boards strengthened by ¼" mild steel flat bars. The tailgate folds into two (2) positions and has a retaining chain attached to the side panel rear corner angles. The secondary folding floor is of 7/8 hardwood boards, and is in four (4) sections which are hinged in double sections so that each double section can be folded back against the left and right upper side panels respectively. A spring loaded hold-up assembly is attached to each side panel in order to retain the secondary or sub-floor against the side panels when not in use.

Lashing hooks and cleats are bolted to the side and front panels, and the tailgate, for securing the flat tarpaulin.

The fenders are attached to the trailer chassis by means of flat, horizontal supports which are bolted to the chassis side members.



SHEET TWO



20 CWT. G.S. TRAILER - STEEL CONSTRUCTION

(2) ALL STEEL BOLTED CONSTRUCTION

(a) Dimensions:

Outside length	95"
Outside width	62-1/2"
Outside height	31"
Inside length	92"
Inside width at top	78-1/4"
Inside width at bottom	50-5/8"
Inside height	29"
Height from ground to top of body	62-1/2"

(b) Weights:

Body proper	753-1/2 lbs.
Flat tarpaulin	35 lbs.
Attaching stock	5-1/2 lbs.
Tool box	18 lbs.
Manual holder	3 lbs.
Gross weight	815 lbs.

(c) References:

D.M. & S. Schedule of drawings	S 342950
D.M. & S. File No.	75-T-75-1
Trailer Code No.	20-PGS-2
Body Code No.	10-P-2
Pilot Model Approval No.	F 260
Experimental Engineering Report	E 580
Maintenance Manual No.	SB-5A
Sources:-	Brantford Coach & Body Ltd.
	Frost & Wood Co. Ltd.

The bodies are mounted on 20 Cwt. Trailer Chassis - Code 20-P., equipped with 7.00 x 20 Tires.

(d) Description of Body

The substructure consists of five (5) channel cross sills with four (4) inside stub longitudinal sills between the second, third and fourth cross sills, and four (4) outside stub longitudinal sills between the first and second and fourth and fifth cross sills, respectively. The cross sills and stub longitudinal sills are fabricated of 12 ga. H.R.B.A. steel, and are lace welded to the floor. Persite pads - 1/4" thickness - are riveted to the first and fourth cross sills to provide compression between the substructure and the chassis frame side rails. The floor is of 12 ga. H.R.B.A. steel sheet and has seven (7) longitudinal corrugations which act as stiffeners. The sides of the floor are flanged for bolting to the side panels.

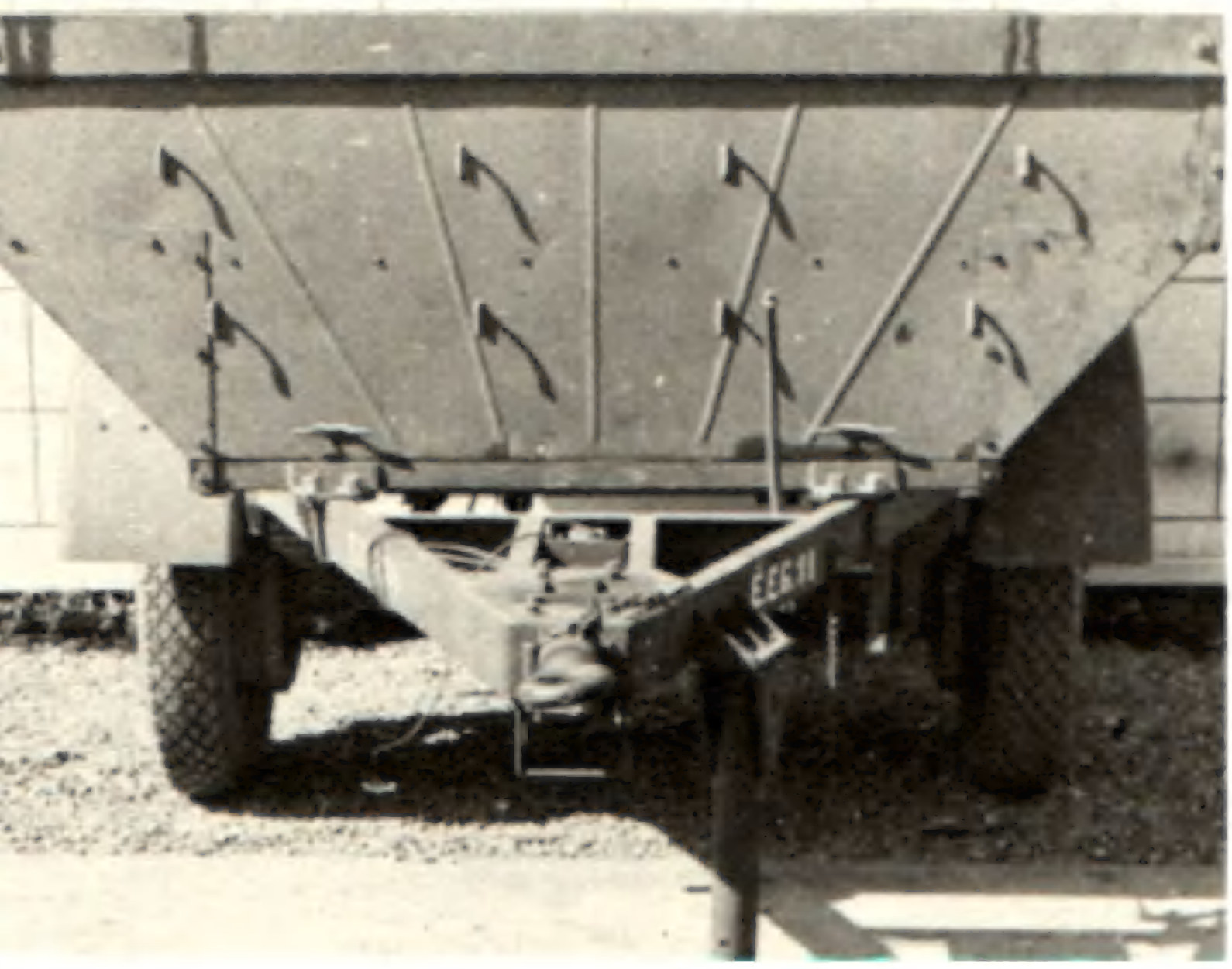
The side panels are in two (2) sections and are fabricated of 14 ga. H.R.B.A. steel plate. The panels are reinforced by 1/4" standard steel angle uprights which are welded to the sheet and are provided at front and rear with triangular steel gussets as stiffeners.

The front panel is fabricated of 14 ga. H.R.B.A. steel sheet and is flanged at the bottom in order to bolt to the floor panel. The panel itself has five (5) corrugations in fan shape which act as stiffeners.

The tailgate is of corrugated design and is in two (2) sections - the sections being hinged together. Four (4) attaching hooks secure the tailgate in the "up" position, with two snaps and retaining chains for the lower section.

Double rows of lashing hooks and cleats are welded to the side and front panels, and the tailgate, in order to secure the flat tarpaulin. A manual holder and tool box are bolted to the right and left side panels, respectively.

Fenders are attached to the trailer chassis side members by means of horizontal braces.



180 GALLON WATER TANK TRAILER

Function

This vehicle is used to pick up, filter and transport water to units in the field.

Dimensions

Overall vehicle	length.....	139"
" "	width	86"
" "	height	70"

Weights

Curb	2730
Laden	4560

References

A.E.D.B. Drawing Schedule	1-105
Munitions & Supply File No.....	73-T-12
Trailer Code No.	15441-M-WATR-1
Maintenance Manual	SB-2
Spare Parts List	SB-2

Sources:- The complete unit, both chassis and tank, were built and fitted by Dominion Truck Equipment Co., Kitchener.

Chassis

The tank and equipment is designed for mounting on a 2-wheeled, 20-cwt. trailer to drawing 13263, with 7.00 x 20 tires. A 15-cwt. chassis with 9.00 x 16 R.F. tires was originally used for this vehicle.

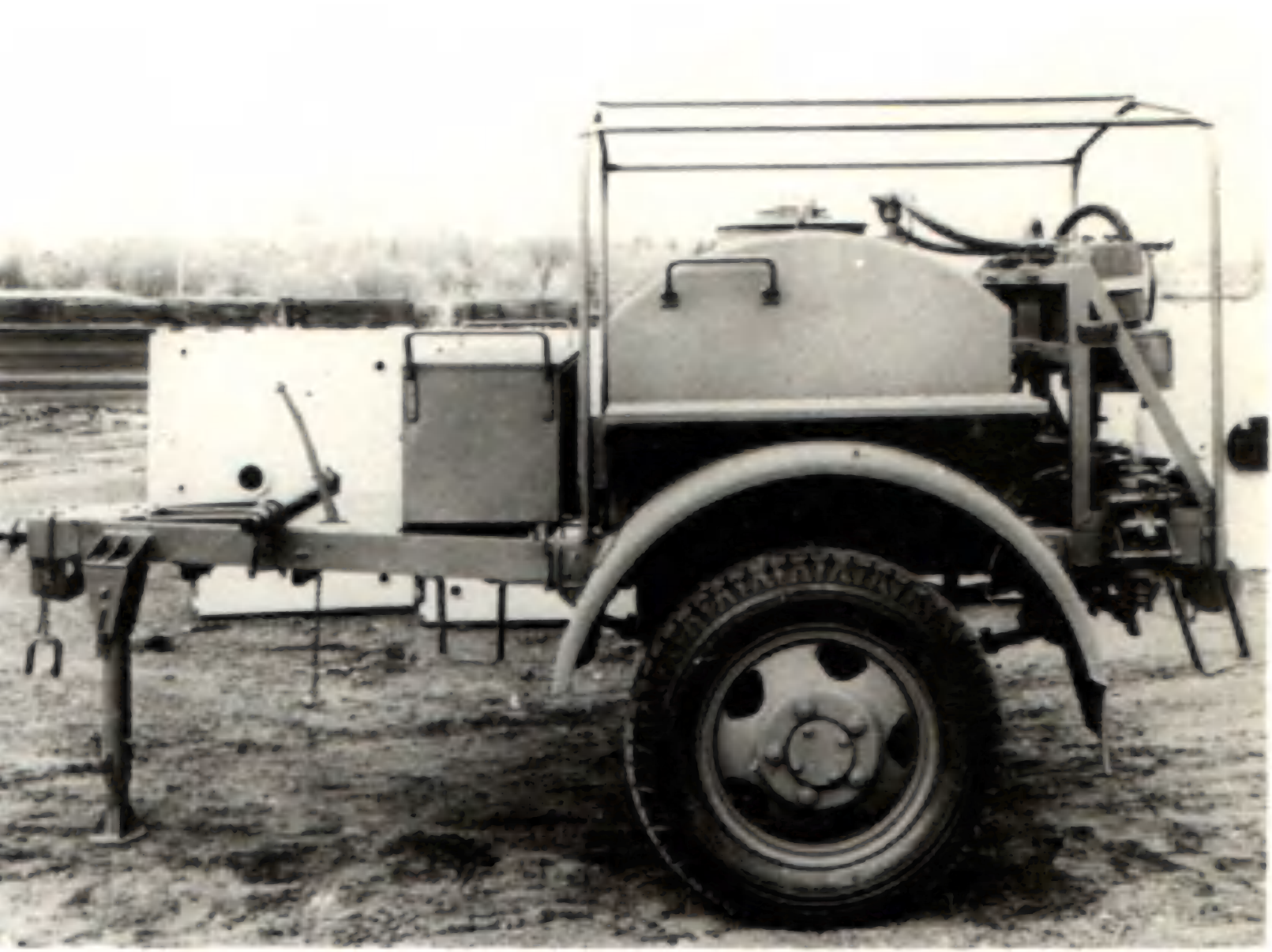
Tank & Fittings

The tank is constructed of No. 11 ga. H.R. mild steel plate, galvanized inside and out. The tank is baffled and is equipped with a locking type manhole cover having a vacuum and pressure release valve.

Two filters of the "Metafiltration" type are provided. A handpump is connected to each of these filters, each hand pump having a capacity of approximately 2-gallons/minute. Two 20' lengths of suction hose with strainers attached are stowed at the rear of the trailer.

A steel toolbox is provided to the front of the tank in which filter powder and various other items of tools and equipment are stowed.

A superstructure and tarpaulin is provided, for camouflage purposes.



BOLSTER TRAILER

FUNCTION

To provide means to transport timbers from 16 up to 30 feet long when used with a 3-Ton 4 x 4 with platform body. This vehicle was used by the Engineers particularly.

DIMENSIONS

Linear:

Length:	Extended - O.A.	270.0 ins.
Length:	Collapsed - O.A.	120.0 ins.
Width:		88.0 ins.
Height:	Unladen	88.0 ins.

Weight:

Curb	2440 lbs.
Payload	4000 lbs.
Gross	6400 lbs.

CHASSIS

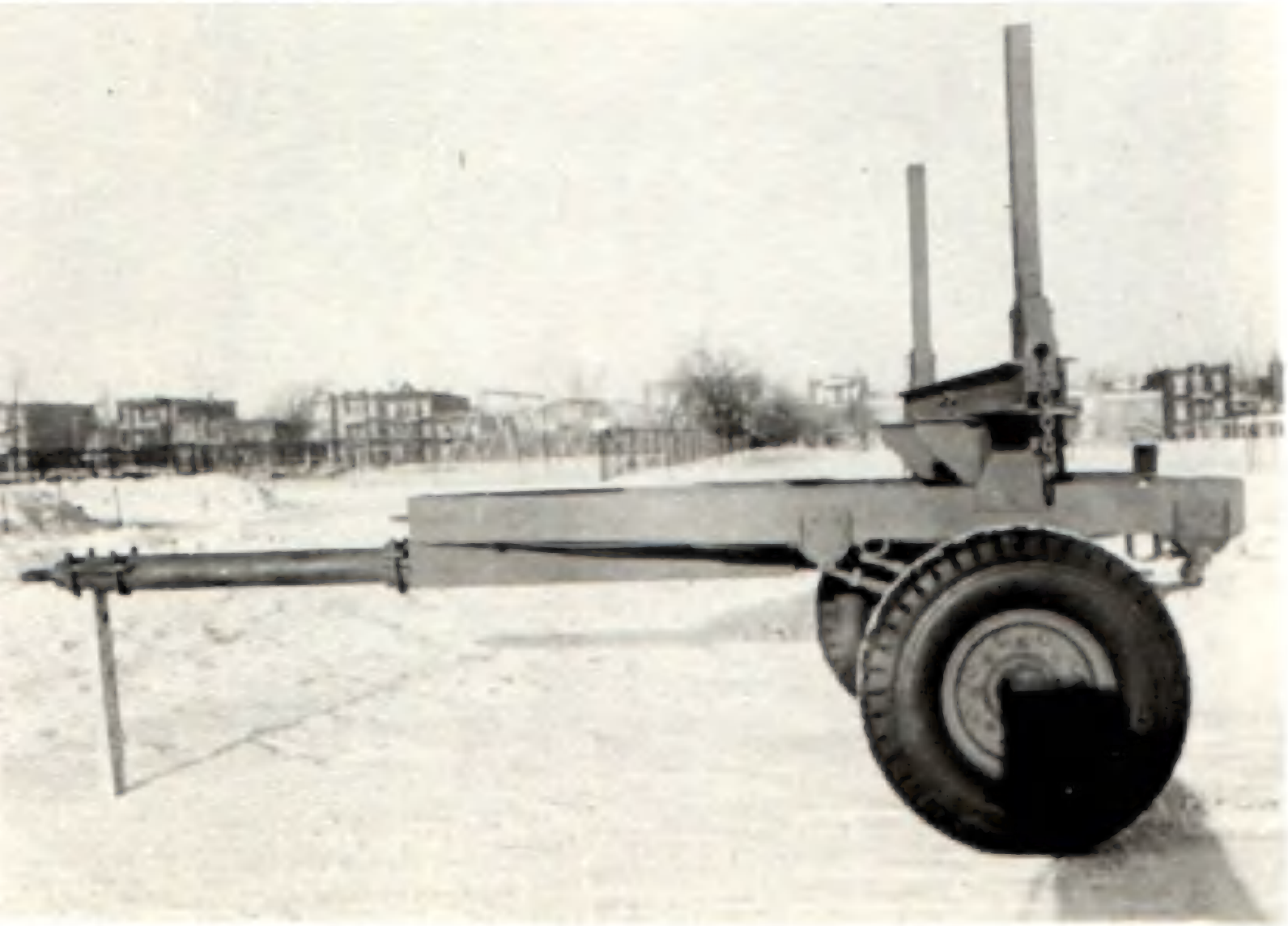
The chassis and body are integral and vehicle is equipped with 10.50 x 20 pneumatic tires.

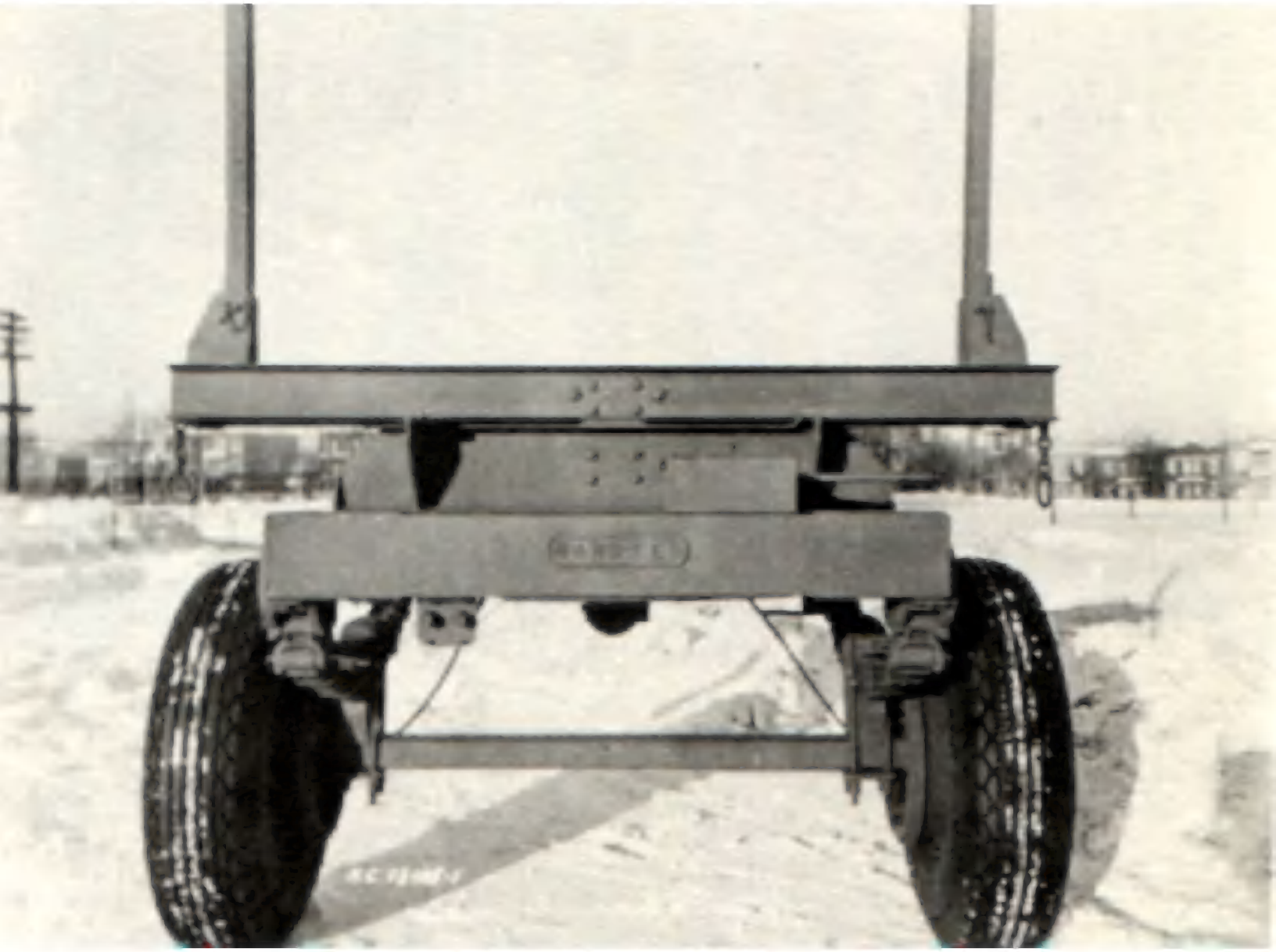
EQUIPMENT

The equipment furnished includes two steel swivel bolsters, one for trailer and one for towing tractor. Each bolster is fitted with two 36 in. long stanchions which are adjustable in location from 6 feet apart to 2 feet apart. A steel tubular reach pole is provided that is adjustable in length over a distance of 12 feet, the front end of which is fitted with a lunette eye.

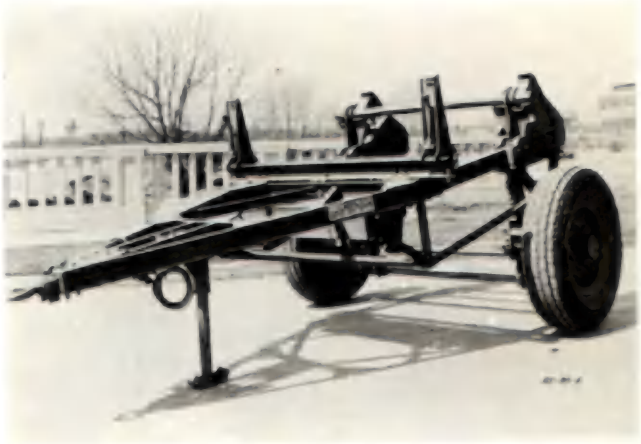
REFERENCES

D.M.S. Schedule	S-16134
D.M.S. File	73-T-58
D.N.D. File	HQS-8186-33
Code	4M-P-BOLS-1
Maintenance Manual	SB-20
Spare Parts Manual	SB-20
Order Number	C.D.L.V. 1724
Quantity	65
Cost	approx. 1240.00
A.E.D.B. Photo File	D-9.





CABLE REEL & BOLSTER



FUNCTION

To provide means of transporting Reels of Electric Cable and/or Poles which do not exceed 8,000 pounds in weight.

DIMENSIONS

Linear:

Length:	O.A.	-	152.0 ins.
Width:	O.A.	-	93.0 ins.
Height:	O.A.	-	69.0 ins.

Weight:

Curb	3,300 lbs.
Payload	8,000 lbs.
Gross	11,300 lbs.
Max. Gross	11,300 lbs.

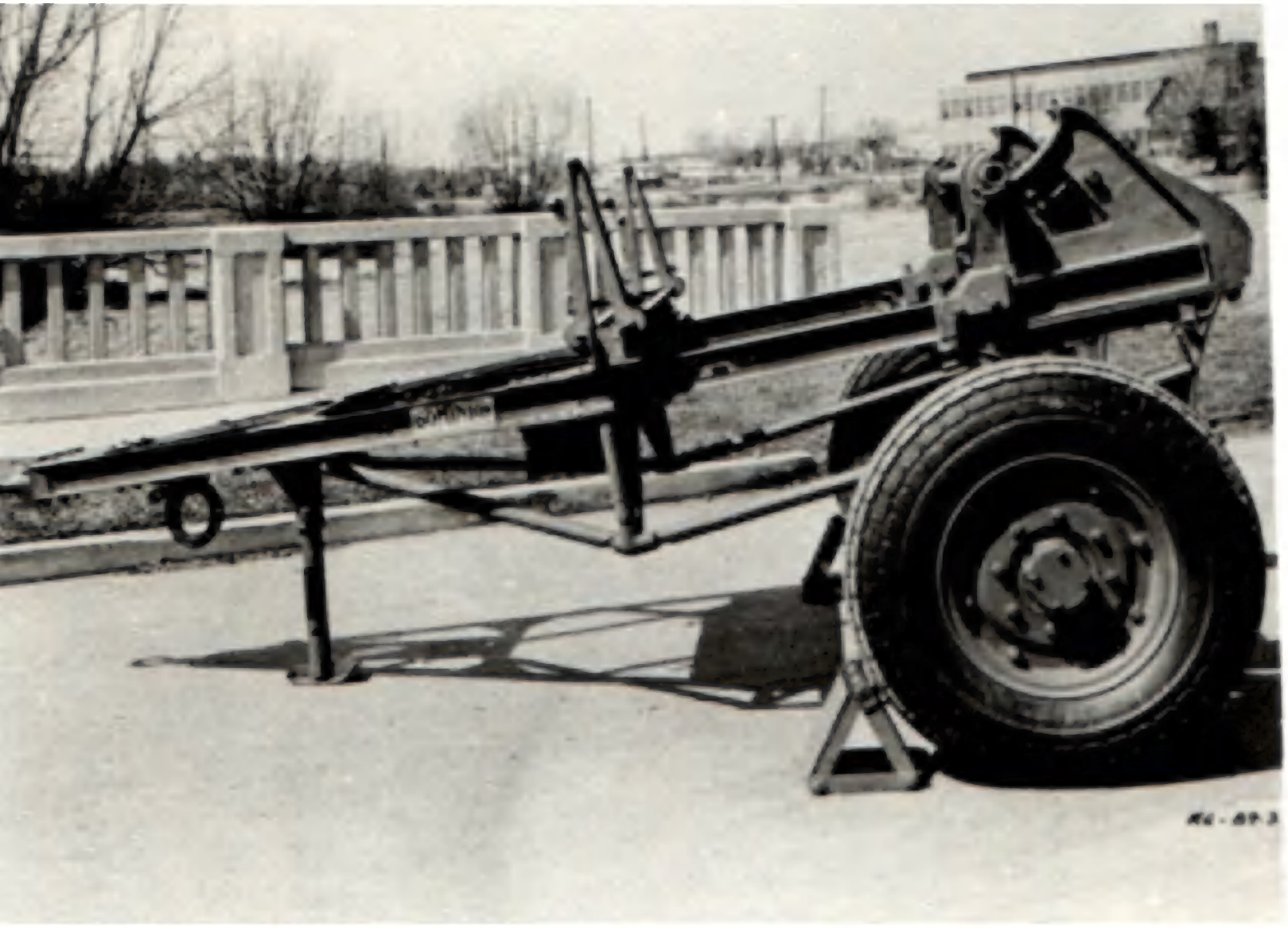
CHASSIS

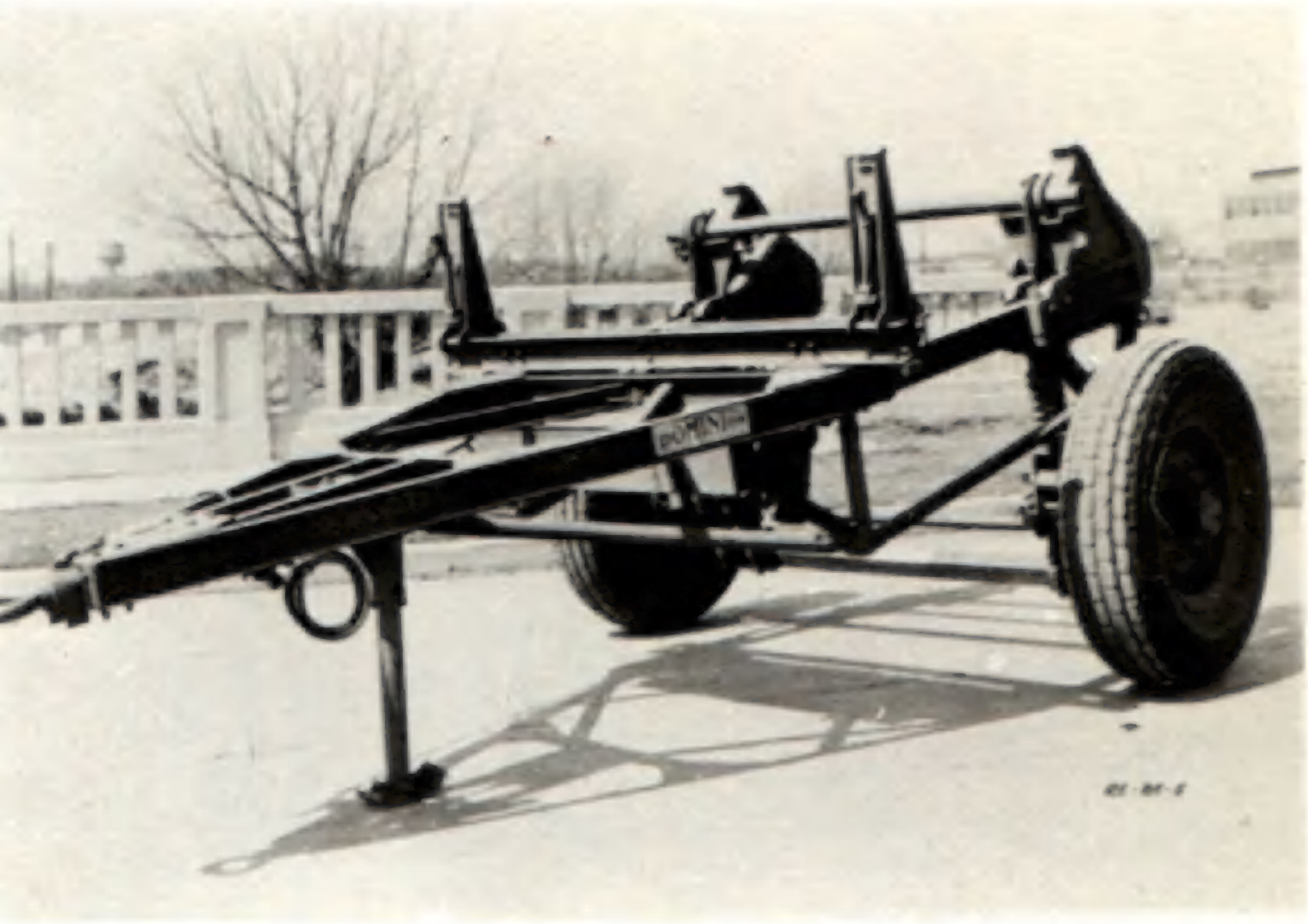
The chassis and body are integral. Special fittings are provided to enable the carriage of reels of cable up to 40 ins. wide and 84 ins. in diameter; cable control ropes; chock blocks; bolsters; adjustable stanchions; adjustable landing leg.

REFERENCES

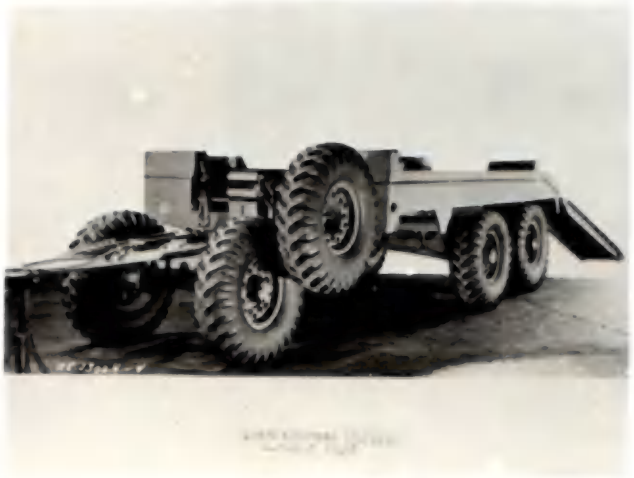
D.M.S. Schedule	S-30100
D.M.S. File	73-T-86
D.N.D. File	H.Q.S. 93-6-260 (Mech)

Code	8M-P-REEL-1
Maintenance Manual	SB-30
P.M.A.	140-F
Order Number	C.D.L.V. - 1783
Quantity	5
Cost	approx. 1240.00
A.E.D.B. Photo File	D-10.





LIGHT RECOVERY TRAILER



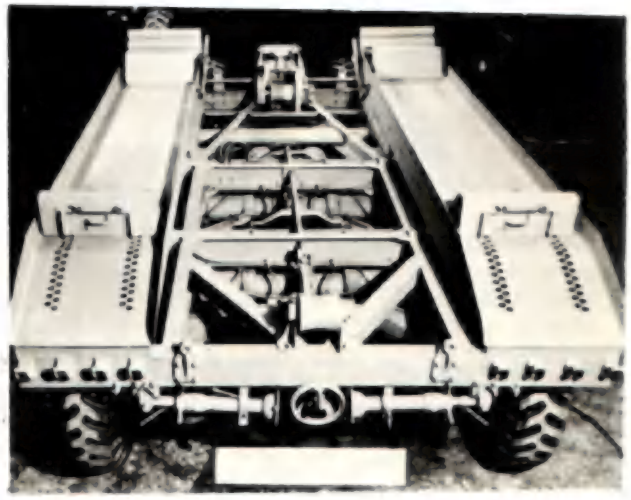
FUNCTION -

The function of this Trailer is to provide facilities to transport Tracked or Wheeled vehicles either mobile or casualties, weighing up to 16,000 pounds.

DIMENSIONS -

Overall	- Length	- 238.5	ins.
	Width	- 92	ins.
	Height	- 58	ins.
Wheelbase		- 136	ins.

WEIGHT -	Front	Rear	Total
Curb -	2440	5190	7630
Payload -	3940	12060	16000
Gross -	6380	17250	23630
Max. Gr.-			23630



CHASSIS -

The chassis and body are integral. It is fitted and stowed with, Hand Winch; Chocks; Loading Ramps; Fair Leads front and rear; suitable Lashing Chains with Tighteners. The design is suitable for high articulation operation, and designed for towing with Medium or Heavy Wreckers.

REFERENCES -

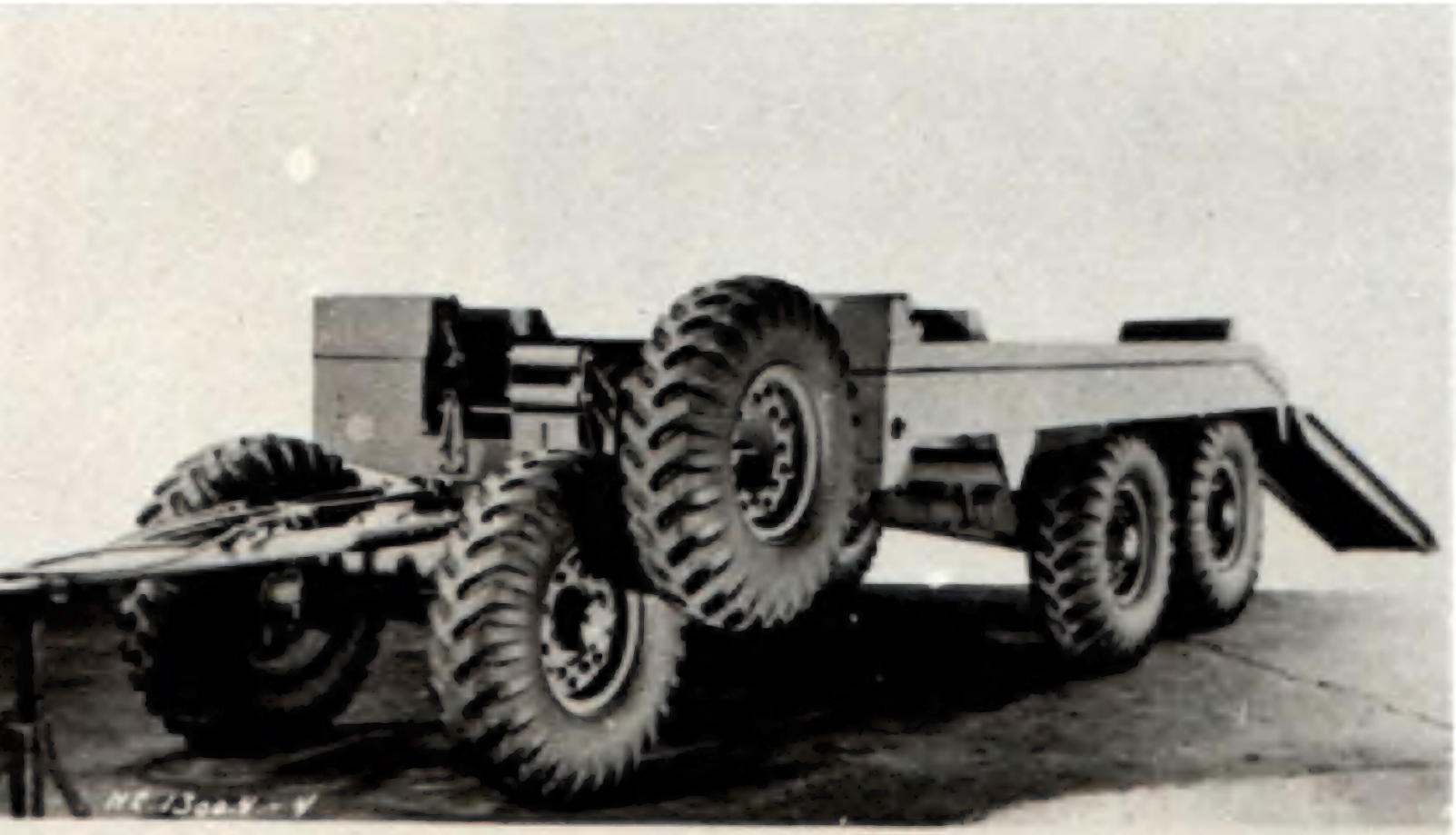
A.E.D.B. Schedule	S-19600
A.E.D.B. E.E. Report	E-93
Munitions & Supply File	73-T-13

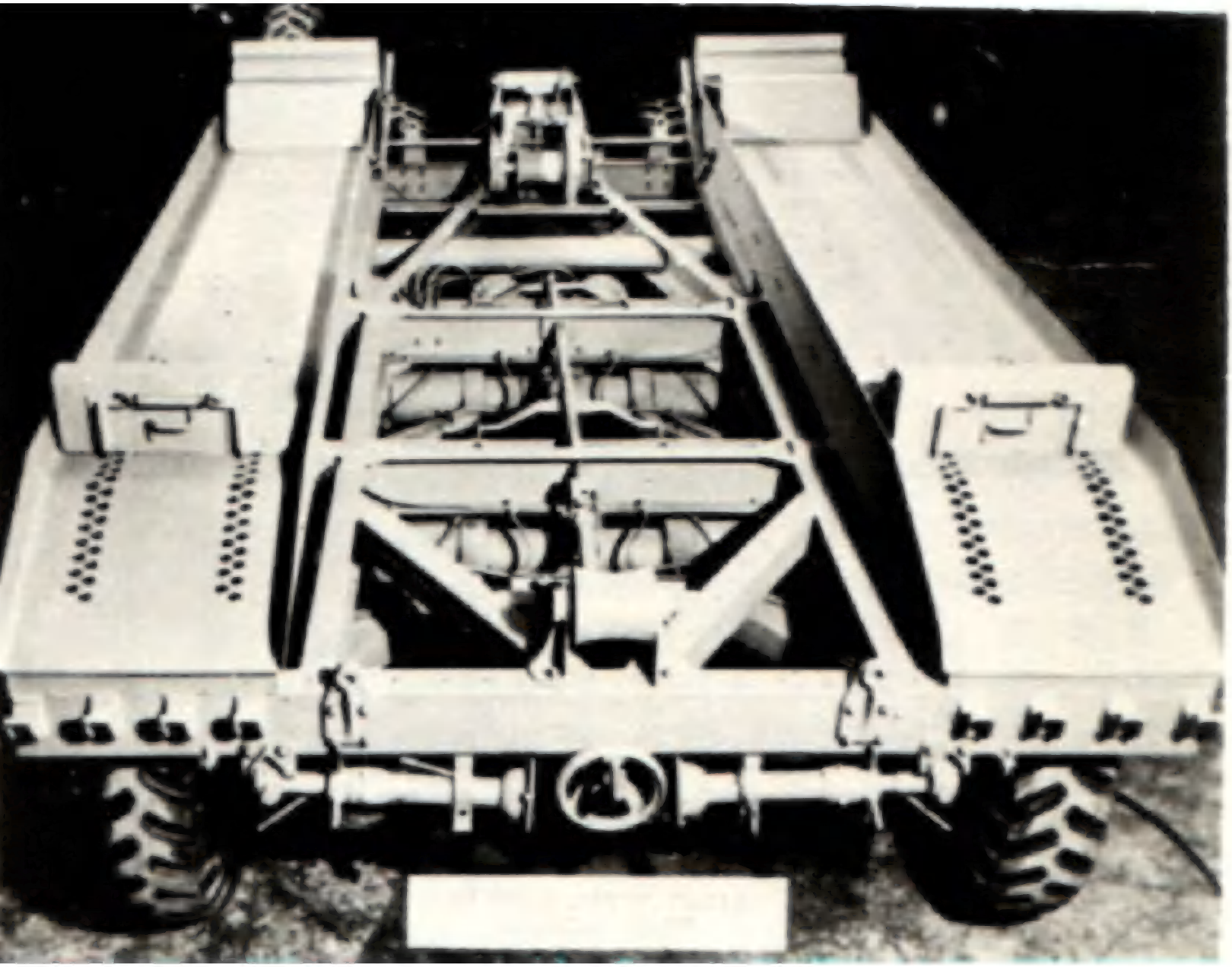
D.N.D. File - H.Q.38-72-399 F.D.15(Mech)

Pilot Model Approval	F 135
Maintenance Manual	SB-6
Spare Parts Manual	SB-6

Source - Cusson Bros. Ltd. Montreal

Cost -	approx. 3750.00
Order No. -	C.D.L.V. - 1519; 1680
Quantity -	180





5 TON - 17' FLAT FLOOR - G.S. SEMI-TRAILER

Function

This vehicle was designed for a specific order of seventeen (17) units received from Ministry of Supply for the British Iranian Oil fields. The semi-trailer was to be used in conjunction with Pipe Bolster trailers for the purpose of transporting pipe line in lengths and oil in drums, payload to be 5 long tons, (11,200 lbs.). For that reason the requirements of the body were specific, the floor to be flat and the side racks to be 18" in height, with swinging tail-gates.

Dimensions of Body

Outside length of body	208-11/16"
Outside width of body	86"
Outside height of body	27-3/8"
Inside length of body	204-3/4"
Inside width of body	82-1/4"
Inside height of body	17-3/4"
Height from ground to top of body	64-7/8"

Weights

Weight of Trailer	4280 lbs.
Weight on Fifth Wheel	1530 lbs.
Weight on Rear Axle	2795 lbs.

References

D.M. & S. Schedule of Drawings....	S-305900
D.M. & S. File No.	73-T-98
Trailer Code No.	11M-S-FLAT-1
Body Code No.	10-P-1
Experimental Engineering Report No.	E 454
	E 456
Pilot Model Approval No.	F 241
Maintenance Manual No.	Nil

Source:- Fruehauf Trailer Co. Ltd.

The Tractor for this Unit is a Ford 3 Ton 4 x 2, 134-1/2" W.B. Modified Conventional, equipped with 7.50 x 20 Tires.

Description of Body

The substructure of the body is of 10 ga. H.R.B.A. steel channel, with cross members and outriggers. Triangular 3/16" H.R.B.A. steel plate gussets were welded to the cross members and outriggers, and bolted with two (2)- 1/2" bolts to the channel longitudinal members. Under test, however, it was found that the nuts of these bolts slackened off, causing the gussets to move, and with consequent breakage of the welds between the gussets and the cross sills and/or outriggers. In addition, the gussets showed a tendency to tear at the corners of the bend. The gauge of the gussets therefore was increased from 3/16" to 1/4" and three (3) 1/2" bolts used to bolt the gussets to the longitudinal members, thus eliminating the possibility of movement of the gussets, and relieving the strain of the vertical welds.

The floor is of hardwood boards, finished to 1-1/4" thickness, random widths - minimum 4", maximum 9", while the outside or rub rail is of 4 x 4 x 1/4 standard angle. A trap door is set in the floor for servicing the brake master cylinder. The front bulkhead is of 10 ga. H.R.B.A. sheet steel with corners formed on 15-7/8" radii. The spare tire is mounted vertically to the front bulkhead.

The side racks and tailgates are 18" in height and are of hardwood boards, finished to 3/4" thickness, 3-7/8" in width. Lift bars are provided at the bottom of each rack. The jerrican and one (1) gallon oil can carriers are mounted on the tractor, immediately behind the cab.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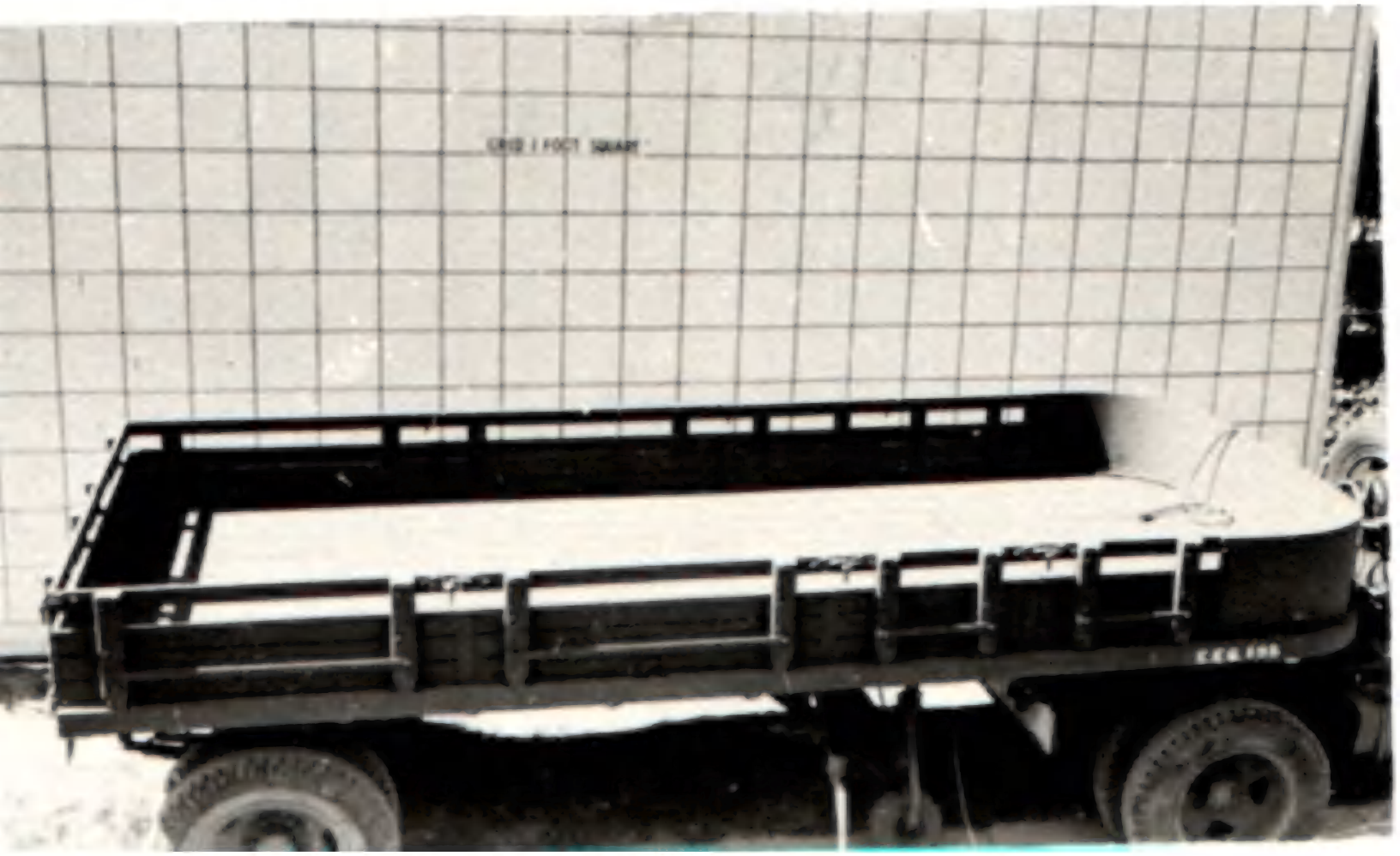


PIPE SEMI TRAILER

FUNCTION:

To Transport long lengths of pipe varying from 16 feet up to 40 feet. The gross load of pipe to be 11,200 pounds maximum.

DIMENSIONS:

Linear:

Length:	O.A. - Collapsed -	205 ins.
Length:	O.A. - Extended -	385 ins.
Width:	O.A. -	84¾ ins.
Height:	O.A. -	71 ins.

Weight: - Extended

	Fifth Wheel	Axle	Total
Curb:	725	2600	3325
Payload:	5585	5615	11200
Gross	6310	8215	14515
Max. Gross			14515

WHEELBASE: Extended 346 ins.

Collapsed 166 ins.

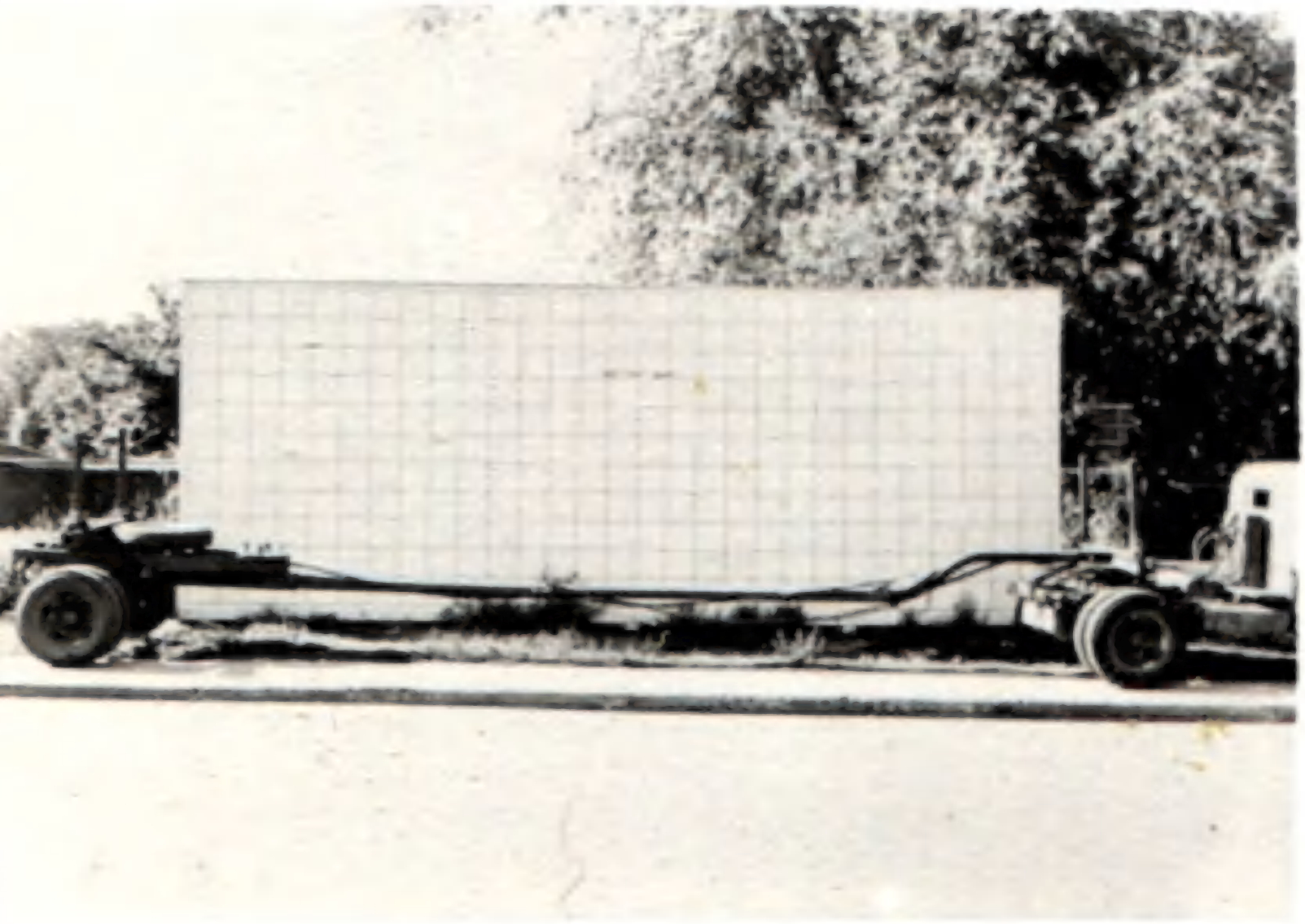
CHASSIS:

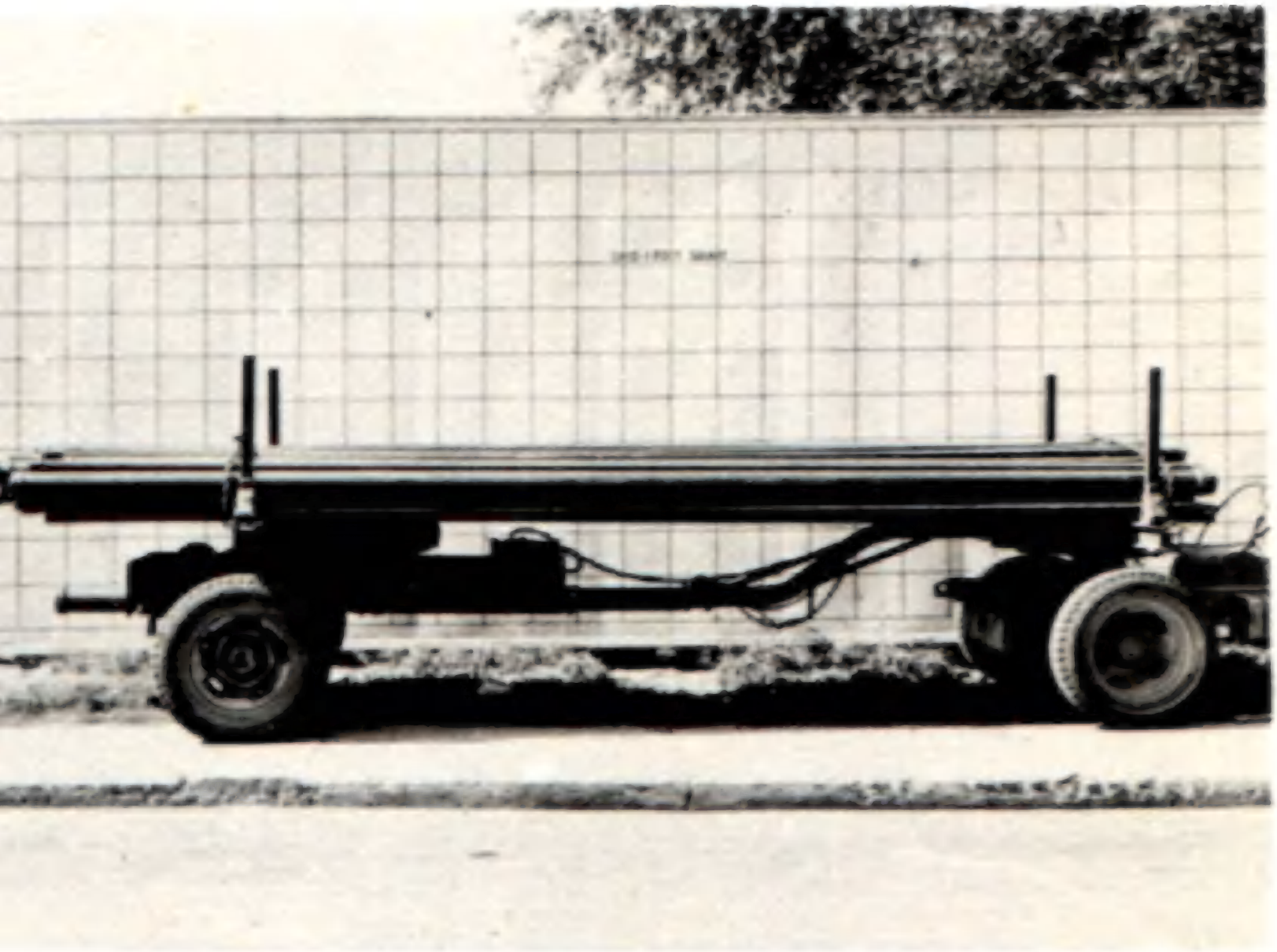
The chassis is fitted with a Steel bolster, side chocks, and lashing arrangement for holding payload. An extendable tubular reach is attached to a steel bolster mounted on the Towing Tractor. Dual 7.50x20 pneumatic tires are provided on Trailer and on Tractor Truck.

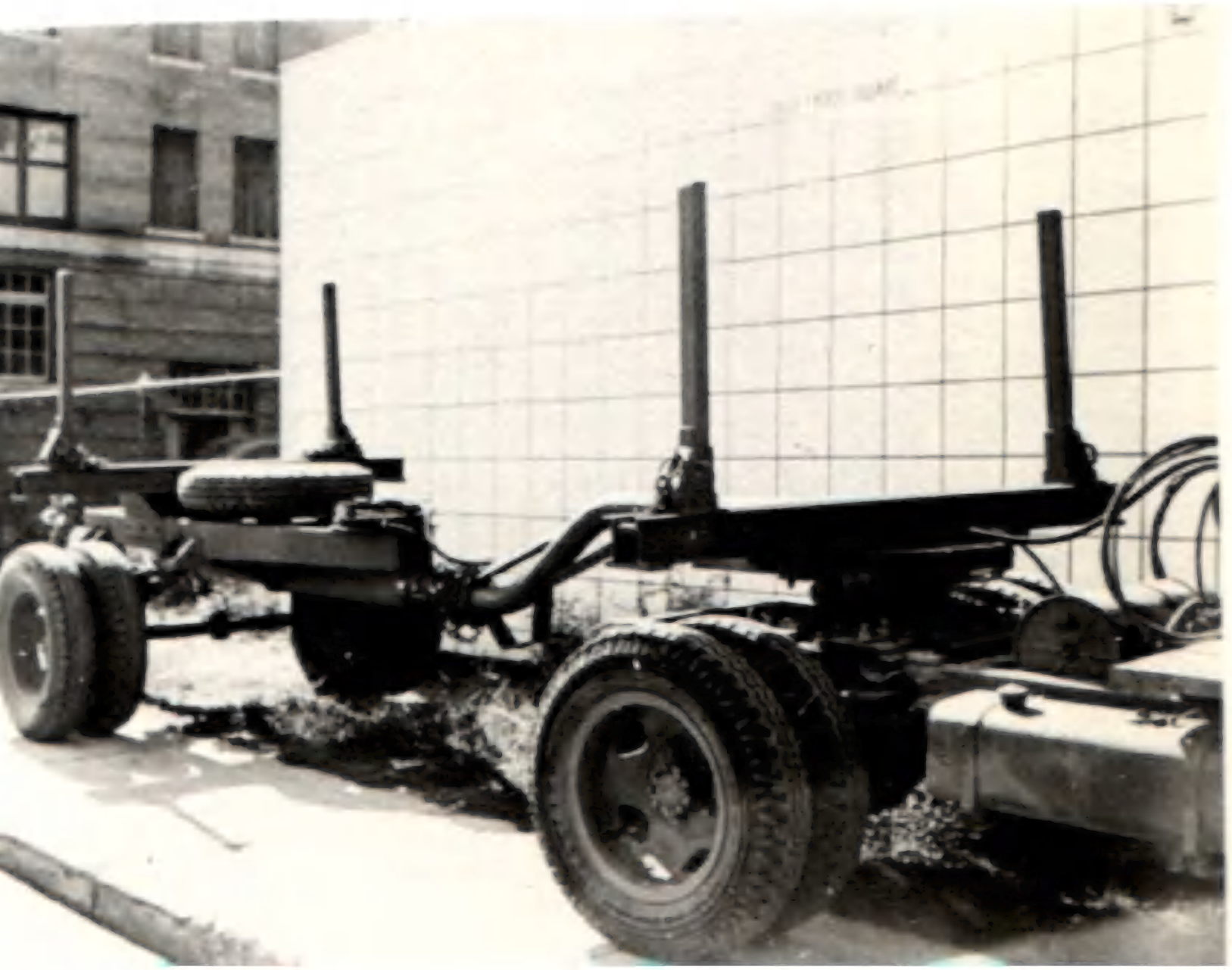
REFERENCES:

D.M.S. Schedule	S-305950
D.M.S. File	73-T-97

A.E.D.B. - E.E. Report	E-465
A.E.D.B. - P.M.A.	F-242
Code	11-M-S-PIPE-1
Spare Parts Manual	
Service Manual	
Order Number	S/M-6236
Quantity	7







6 TON G.S. SEMI-TRAILERS

SHEET ONE

Semi-trailer body - Code 10-G-1, for British Ministry of Supply. Capacity- 6 long tons (13,400 lbs.)

Function:

This body is provided for mounting on a semi-trailer chassis, the whole being designed as a General Service Load Carrier. The body is patterned after commercial design, in that it is fabricated of wood with stake and rack sides with a full rounded steel sheet front, and a drop floor. One rack on each side of the body is designed to swing from the front. A two (2) piece swinging tail-gate is provided. A standard iron pipe superstructure is fitted into pipe sockets which are bolted to the body in order to support the standard tarpaulin.

This body was designed for, and was applied in production to two different chassis:-

(1) Trailer Code No. 13-W-S-LOAD-1 (Body Code 10-G-1) Cross country Semi-trailer for M.O.S.

(2) Trailer Code No. 12-W-FS-LOAD-1 (Body Code 10-H-1) improved road Semi-trailer for U.N.R.R.A. account.

The two bodies are basically the same, except that the substructure of the 10G1 is of all welded construction while the 10H1 is of welded and bolted construction, the cross members being attached to the frame side members by means of gussets.

The Tractor for this Unit is a Ford 3 Ton 4 x 4, 115" W.B., C.A.P. equipped with 10.50 x 20 Tires.

Dimensions of Body:

Outside length of body	220¼"
" width " "	84"
" height " "	41¼"
Inside length of body	215"
" width " "	78½"
" height " "	36"
Height from ground to top of body...	91¼"

Weights:

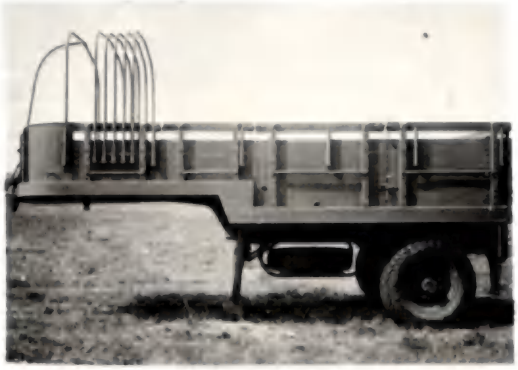
Weight of Semi-Trailer.....5750 lbs.
Weight on Rear Axle .....3675 lbs.
Weight on Fifth Wheel .....2075 lbs.

References:

D.M. & S. Schedule of Drawings..... S 34650
D.M. & S. File No. 73-T-68
Ministry of Supply File No. ..CB 1266, 2327
Supply Mech. No. S/M-2857
Trailer Code No. 13-W-S-LOAD-1
Body Code No. 10-G-1
Experimental Engineering Report No. E-223
Pilot Model Approval No. P-129
Maintenance Manual No. 3B-3
Source:- Dominion Truck Equipment Co. Ltd., Fruehauf Trailer Co. Ltd.

Description:

For description of body, see Sheet Two of this record - under Body Code No. 10-H-1.



6 Ton Semi-Trailer - Body Code 2-H-1, for D.N.D. account, capacity 6 tons (12,000 lbs.).

References

D.M. & S. Schedule of drawings..S 36608
D.M. & S. File No. 73-T-77
Trailer Code No. 12M-FS-LOAD-1
Body Code No. 10-H-1
Experimental Engineering Report. E 223
Pilot Model Approval No..... F 174
Maintenance Manual No. SB-16
Sources:- Fruehauf Trailer Co. Ltd., Frost and Wood Co. Ltd.

Description

The frame of the 10-H-1 body is fabricated of 1/4" pressed steel plate channel, with five (5) cross sills 10 ga.-5-1/4"x2" and one (1) cross sill 5-1/4" x 2-1/2", the cross sills being bolted to the longitudinal channels by means of triangular gussets, thus allowing the body, complete, to be readily removed from the longitudinal channels without disassembly of the body.

The outside rails of the body are of 3/16" formed channel with a drop of 11" midway between the front and rear ends. The web of the front portion of the rail is 6", with a 7" web at the rear portion of the rail. The channel has a 4" flange at the top and 3" flange at the bottom.

The floor is of hardwood boards, plain edged, finished to 1-1/4" thickness - random widths, minimum 4", maximum 9", and are laid with clearance of 3/16" between boards to allow for swelling. A hinged trap door is set in the floor to allow for servicing of the brake master cylinder.

The side racks - four (4) to each side - are of hardwood, plain edged, finished to a thickness of 3/4", width of boards being 5-7/8". Lift bars are provided at the bottom of each rack. The stakes are of hardwood, finished to 2-5/8" x 1-5/8", and are bolted to the racks. The stake pockets, 4 x 3-1/2 x 2, are set into the side rails, leaving an unbroken line. A heavy cross chain, with hook and eye bolt, is provided to prevent bulging of the racks when the vehicle is loaded. The second rack from the rear is hinged to swing out in order to facilitate side loading. The tailgate is in two sections and, likewise, is hinged to swing out.

The front bulkhead, which is full rounded, is of 10 ga. H.R.B.A. steel sheet, suitably reinforced with stakes; it is bolted to the front of the forward racks and is readily removeable.

2" x 2" x 1/4" standard steel angles are formed into two (2) steps - 20"x12"- which are located at the rear of the body to facilitate entry to the body from the rear.

The body is provided with a standard iron pipe superstructure and flat, wrap-around tarpaulin. When not in use, the superstructure can be stowed at the front of the body in a nest of sockets which are provided for that purpose. The longitudinal members of the superstructure are strapped lengthwise to the inside of the body, against the racks.

A manual holder is bolted to the left front of the body for convenience.

The spare tire is mounted beneath the substructure, forward of the rear wheels, immediately behind the landing gear.

Mud flaps of #10 duck are provided behind the rear wheels.

The Tractor for this unit is a Four Wheel Drive Co., H.A.R. Model - 3-1/2 Ton, 4 x 4, 136" W.B., equipped with 10.50 x 20 Tires.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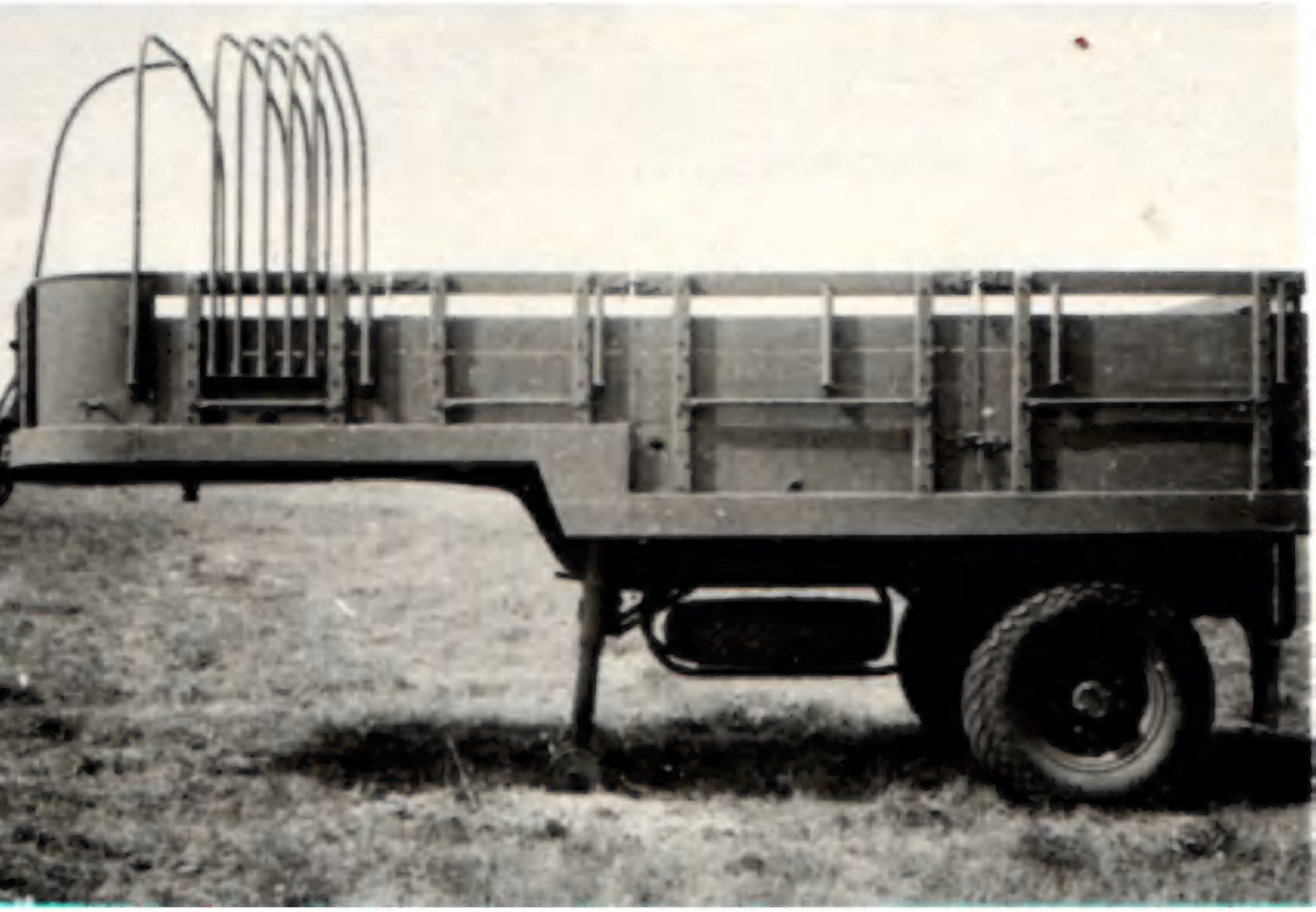

6 Ton Semi-Trailer equipped with Dolly for converting to full Trailer

6 Ton Semi-Trailer body with Dolly

Rear view of body with Dolly, showing swinging tailgates - open


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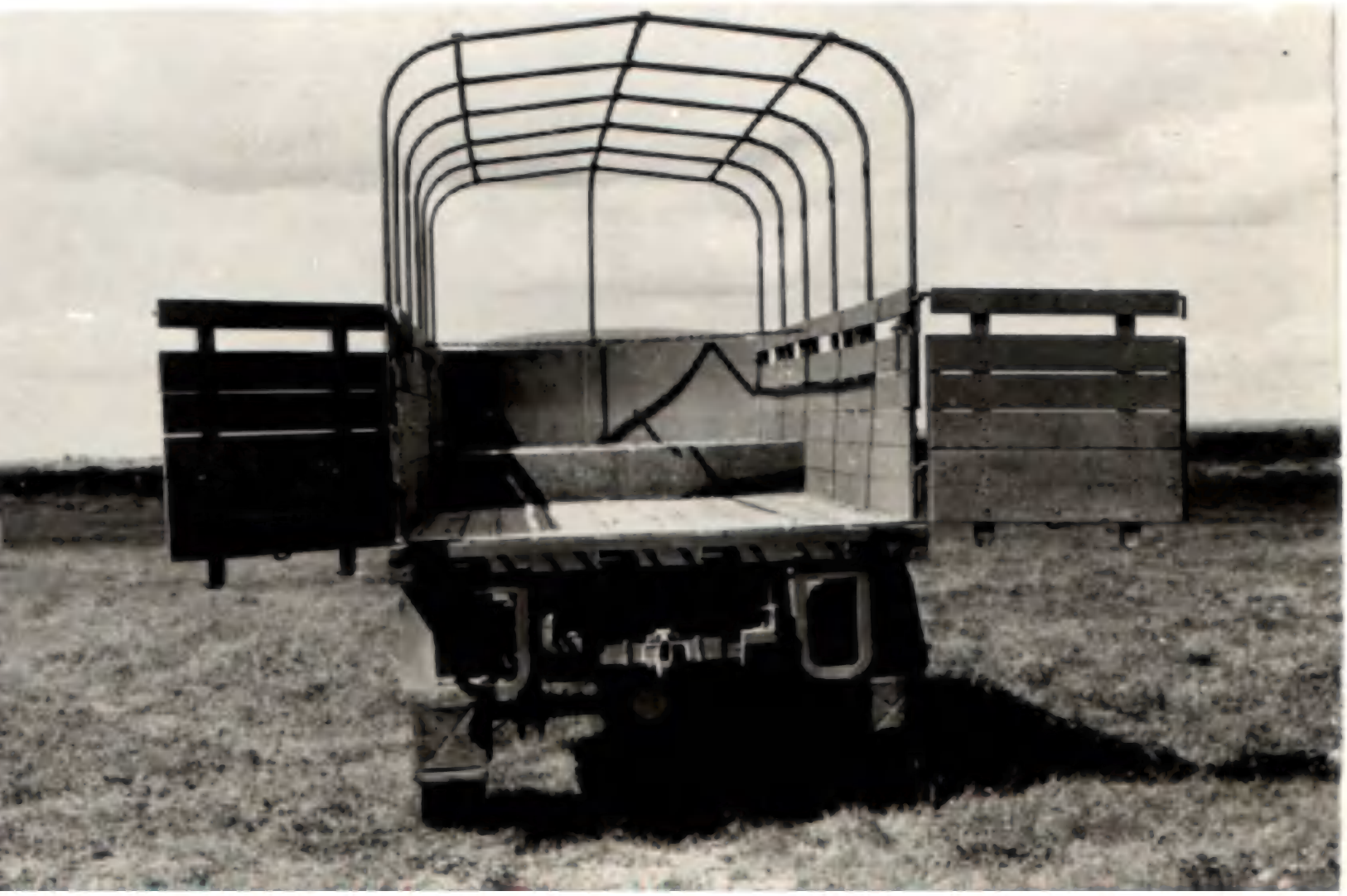


10 TON G.S. SEMI-TRAILER

SHEET ONE

Function:

This body is designed for mounting on a semi-trailer chassis, the general purpose of the entire unit being that of a General Service Load Carrier, but more specifically to transport large cased materials such as machinery, heavy and bulky stores, etc.. The body is similar to general commercial design, but the height of the panels and side racks has been increased to 65-1/2" in order to provide maximum protection for large loadings. One rack on each side is designed to swing from the front in order to provide side loading facilities, and the body is also provided with a two (2) piece swinging tailgate.

The unit was designed for improved road service for D.N.D. account, and has single rear wheels with 13.50 x 20 pneumatic tires.

The motive power is provided by a Four Wheel Drive Co. Ltd. S.U. tractor, 144" W.B. with 13.50 x 20 tires.

Dimensions of Body:

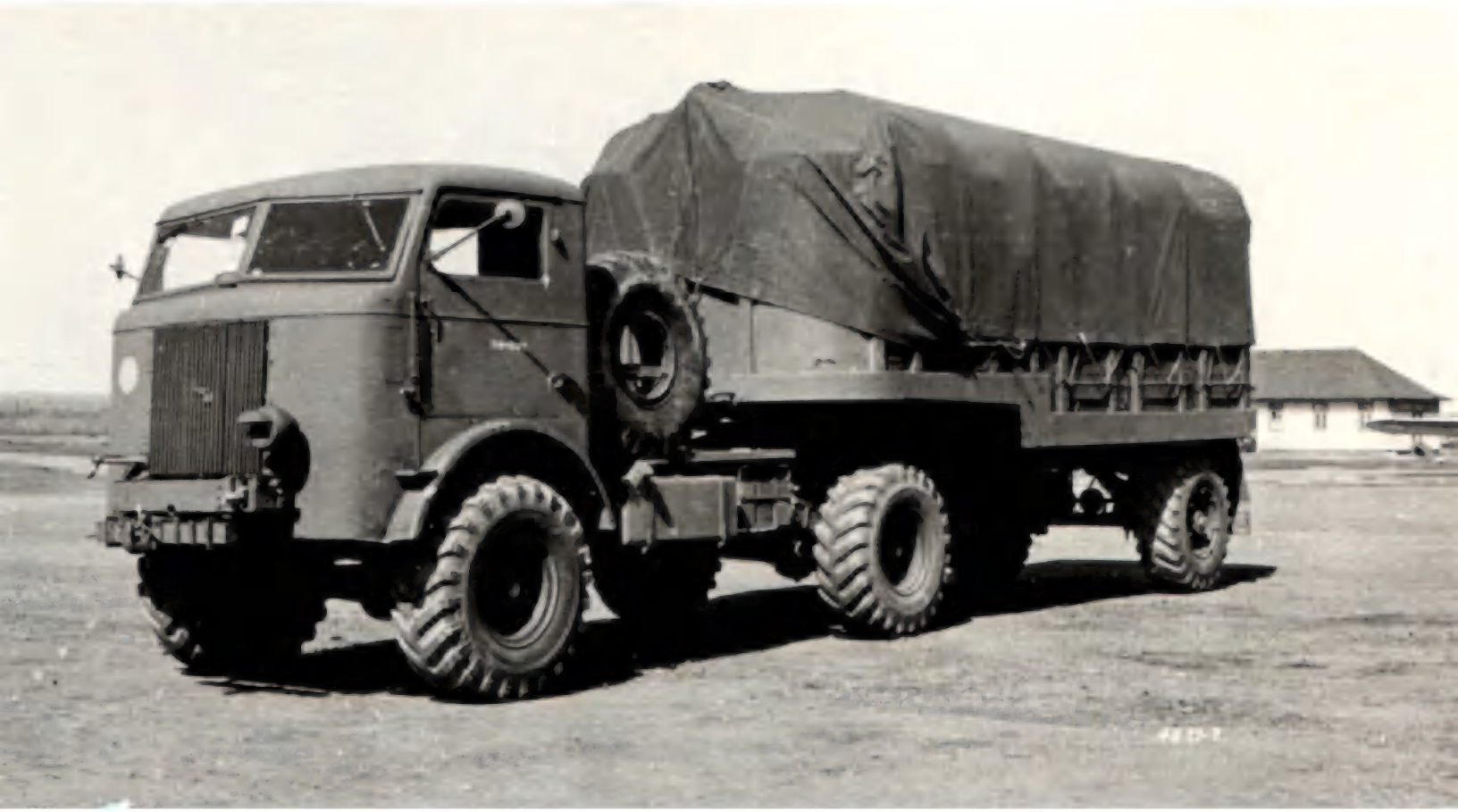
Outside length of body	243"
Outside width of body	96"
Outside height of body	82"
Inside length of body	238-3/4"
Inside width of body	89-5/8"
Inside height of body	65-1/2"
Overall height from ground to top of tailgate	127-3/4"

Weights:

Curb (unladen) weight of vehicle	8,525 lbs.
Payload	20,000 lbs.
Gross weight of vehicle....	28,525 lbs.

References:

D.N. & S. Schedule of Body Drawings	S-36100
D.N. & S. Schedule of Assembly Drawings	S-36000



10 Ton Semi - Trailer equipped with Dolly for converting to full Trailer.

References (Continued)

Trailer Code No. 20M-P.S. LOAD-1
Body Code No. 10-J-1
Dolly Code No. 20M-P-DOLLY 1
D.M. & S. File No. 73-T-78
Pilot Model Approval No. F-190
Maintenance Manual No. ..... Nil
Sources:- Truck Equipment Co. Ltd.
Fruehauf Trailer Co. Ltd.

Note:- Production on this unit was cancelled, therefore only the pilot vehicle presently is in existance.

Description of Body:

The substructure of the body is composed of two longitudinal rails with eight (8) cross-sills and/or outriggers. The longitudinal rails are fabricated of 1/4" Yolloy Steel, 247" in length, with a 16" drop in centre of rails. The upper section is 6" tapered, while the lower section is 9-5/8" x 2-1/2". The cross sills and/or outriggers are of 10 ga. H.R.B.A. steel, broken to 5-1/4" depth, 2-1/2" width.

The floor is of hardwood or B.C. fir boards, plain edged, finished to thickness of 1-1/4", random widths - minimum 4", maximum 9" - spaced at 3/16". Wear strips 1/4" H.R.B.A. steel - are screwed to the floor boards.

Description of Body (Continued)

The stakes are of hardwood or B.C. fir, finished to 3-1/2" width x 1-3/4 thickness. The racks are of hardwood or B.C. fir boards, plain edged, finished to 3/4" thickness, 5-5/8" in width. The racks are semi-solid in that the lower seven boards are spaced at 3/32" while the three upper boards are spaced at 3". Lift bars are provided at the bottom of each rack. The second rack from the rear on each side is designed to swing from the front. A two (2) piece swinging tailgate also is provided.

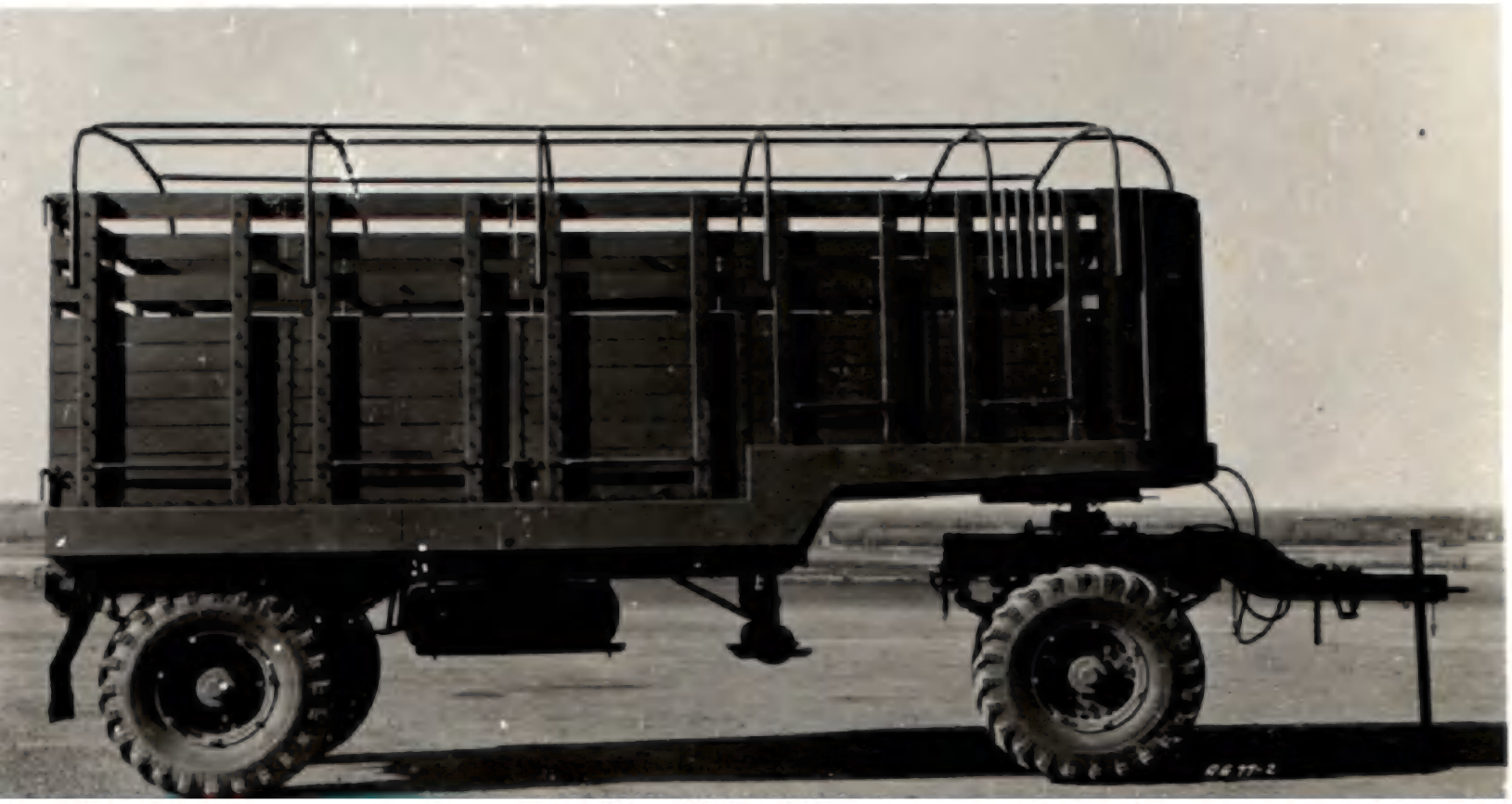
The "D" shaped front bulkhead is fabricated of 10 ga. H.R.B.A. steel sheet, formed in two (2) sections, with four (4) fixed racks which act as stiffeners. The bulkhead is bolted on either side to the forward side racks.

Two (2) heavy cross chains with hooks and eye - bolts are provided, one in the forward and the other in the rear section, of the body.

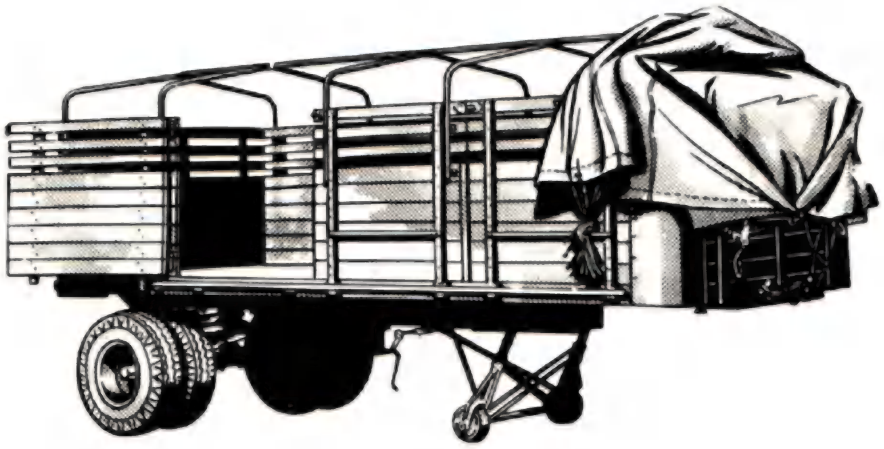
A standard iron pipe superstructure with #8 duck wrap-around tarpaulin is provided. When not in use, the bows of the superstructure are nested at the front of the body, while the longitudinal members are strapped to the inside of the side racks.

The spare wheel and tool box are mounted on the plate immediately behind the cab of the tractor, while P.O.W. can or Jerrican carriers are suspended from the underside of this plate, on either side, immediately to the rear of the gas tanks.

Splash plates and mud flaps are provided for the rear wheels of the semi-trailer.



10 TON DOCKSIDE LOADER



Function

This vehicle was designed as a 10-ton load carrying semi-trailer, with flat floor and dual 11.00 x 20 tires. It is equipped with a roll-back adjustable hand-operated landing gear, and is used for the carrying of miscellaneous packaged freight which can be loaded and unloaded from either side of the vehicle.

Dimensions

Outside length of body....	247-3/8"
Outside width of body.....	94-1/4"
Outside height of body....	65-1/2"
Inside length of body	240-1/8"
Inside width of body	88-1/2"
Inside height of body.....	54"
Height from ground to top of body	109-7/8"

Weights

Weight of Semi-Trailer...	7260 lbs.
Weight on Rear Axle.....	4950 lbs.
Weight on Fifth Wheel ...	2310 lbs.

References

D.M. & S. Schedule of Drawings S 18200
D.M. & S. File No. 73-T-55
D.M. & S. Specification..... O.A. 177
Trailer Code No. 20M-S-DSL-1
Body Code No. 10-A-1
Maintenance Manual No. DSL-SRU-1
Pilot Model Approval No. 14
Source:- Fruehauf Trailer Co. Ltd.

Description

The frame is of 6" channel with 4" pressed steel cross members and pressed steel mounting brackets, spaced at 24" centres. The frame is reinforced with 1/4" gusset plates. The floor is of oak boards, dressed three sides to 1-3/8" thickness, the widths being not less than 4". Steel wear strips 1/8" x 1" spaced at 6", are screwed to the floor boards. Six (6) Eberhard 12-5 J 2" trap door rings are set in and bolted to the floor, three being equally spaced across the width of the body, 7' from either end of floor. Steel stake pockets 1/4" x 1-3/4 x 3-1/4 are welded to the 3/8" x 1-3/4 H.R.B.A. steel side or rub rails. The rub rails are reinforced by 1/2" x 2" pipe spacers.

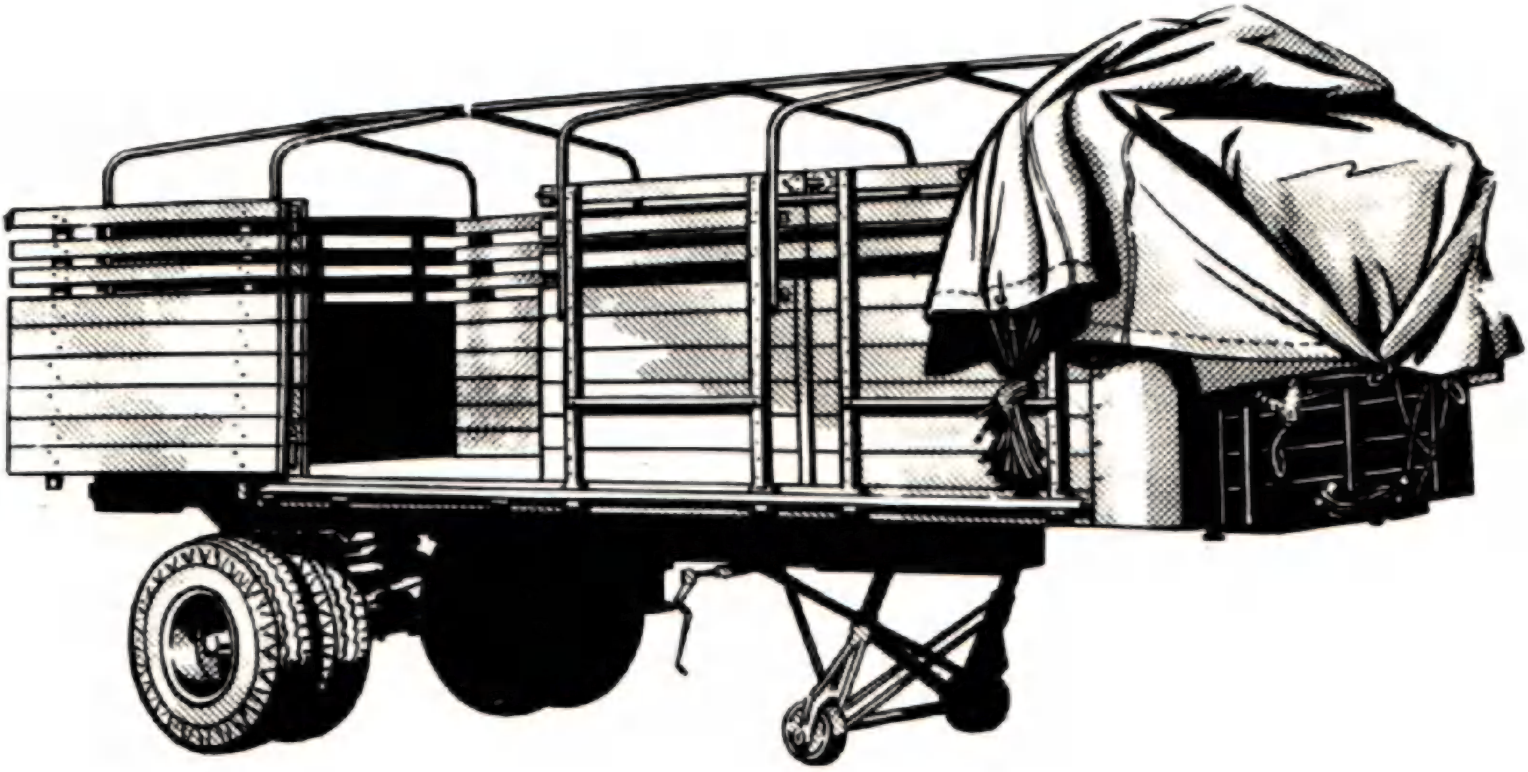
The removeable front bulkhead is 4'6" in height, fabricated of 3/4" x 6" oak slats with 1-3/4 x 2-3/4 x 56" oak stakes, trimmed with 1/8" x 1-1/4" H.R.B.A. steel flat stiffeners. 10 ga. H.R.B.A. steel sheet corners, on 10" radii, are fitted to the front bulkhead and the forward side racks.

The side racks are 4'6" in height, being 36" solid and having three (3) open slats at the top. The boards of the racks are finished to 3/4". Lift bars 5/16 x 1-1/4" H.R.B.A. steel are bolted to the outside face of the stakes of each rack, 18" from the top of the platform. The rear side racks and the two tailgate racks are hinged to swing outward.

A standard pipe superstructure is provided with standard #8 duck flat tarpaulin.

A tool box is provided to house miscellaneous tools for the maintenance of the trailer.

The Tractor for this Unit is a Four Wheel Drive Co., S.U. Model- 4 Ton 4 x 4-144" W.B. equipped with 11.00 x 20 Tires.



MOBILE LAUNDRY - SEMI-TRAILER

Function

The function of this unit is to provide the facilities of a self-contained laundry, capable of handling the washing requirements of troops in the field with an hourly production of approximately 150 lbs..

Dimensions

Overall trailer length.....	268"
" " width	96"
" " height	132"
Ground Clearance	17-3/4"

Weights

	Fifth Wheel	Rear Axle	Total
Gross ...	10373	12677	23050

References

A.E.D.B. Specification ..... O.A. 82
Munitions & Supply File No... 73-U-1
Trailer Code No. 18M-S-LAUN-1
Combined Maintenance Manual & Spare Parts List..... LAUN-P1
Sources:- The Prosperity Company Inc., Syracuse, N.Y.

Chassis

The body and equipment is designed for mounting on a semi-trailer chassis of the drop-frame type, with 9.00 x 20 duals, air brakes, landing gear, etc..

Body

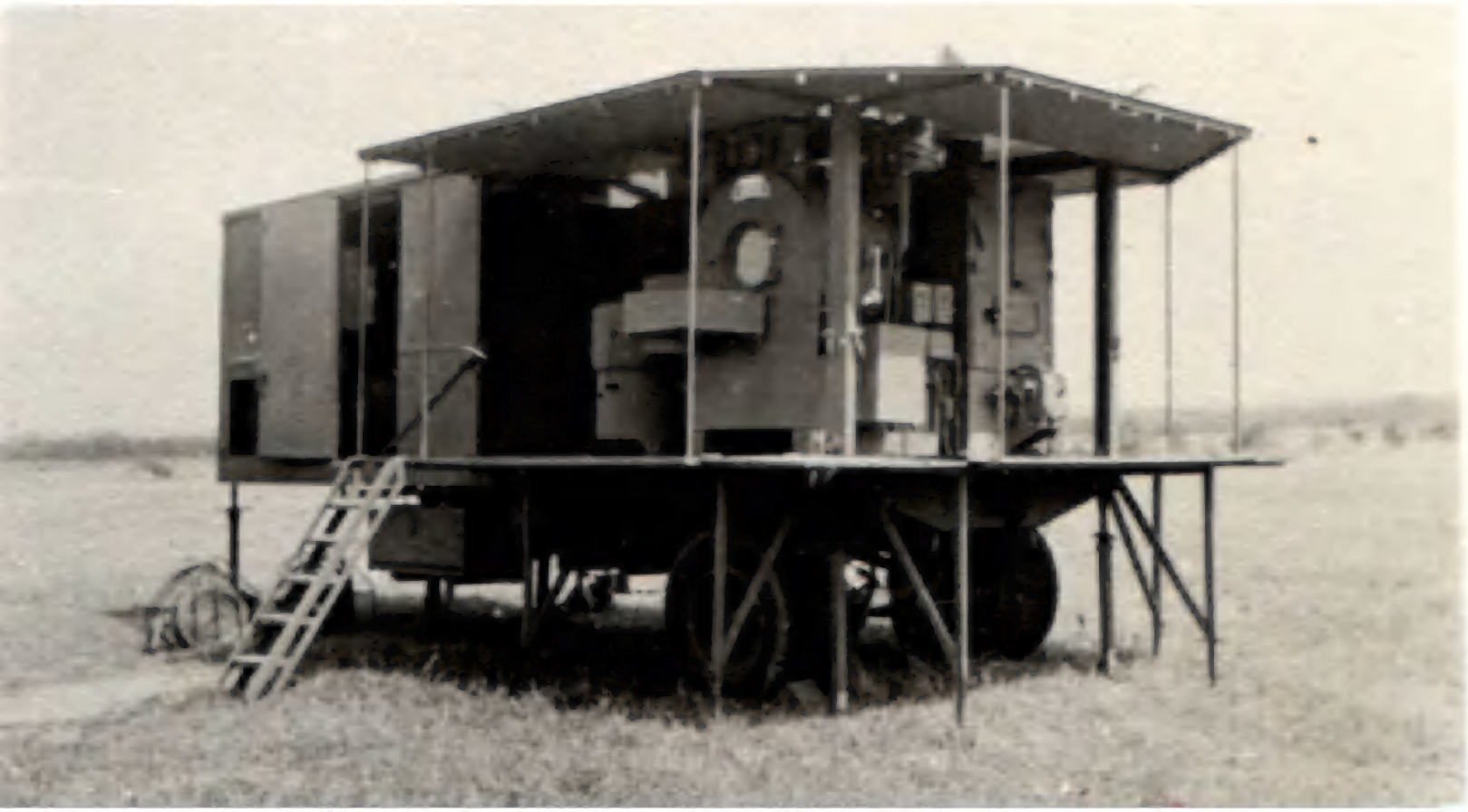
The body of this unit is all-steel with the exception of the floor. The latter is of water-proofed hardwood. The rear wall and the rear section of the side walls are constructed so that the lower halves, which are equipped with hinged legs, may be dropped down to form a working platform, the upper halves forming a canopy. Canvas sides are provided for attaching to the above in adverse weather conditions. The forward part of the body is the engine compartment, and an entrance door is provided in each side. Step ladders, jacks for levelling the body, tool boxes, fuel tanks, operating lights and running lights are also provided.

Laundry Equipment

1. Combined waste heat reclaimer and 350-gallon water storage tank.
2. Water circulating pump.
3. Gasoline engine-driven electric generator, 10 K.V.A., 220-volt, 3 phase, 60 cycle, complete with distribution panel and switches.
4. Two steam-heated rotary tumblers.
5. Air compressor and tank.
6. 100 gallon hot water heater with thermostatic control.
7. 8 B.H.P. vertical water tube boiler, complete with oil burner and automatic safety controls. This boiler may be converted to either coal or wood firing by installation of grates which are provided.
8. Automatic boiler feed system, including tank and motor driven pump.
9. End-door rotary washing machine equipped with accumulator tank, and arranged for two-speed operation.
10. Soap boiling tank.
11. Self-balancing, dynamic type, centrifugal extractor.
12. Waste pump for disposing of waste effluent.
13. Portable gasoline engine driven centrifugal pump with 20 ft. of 1-1/2" suction hose which can be used for filling the unit or disposing of waste water.
14. Two 45-gallon tanks for storage of fuel oil and gasoline.
15. Portable 350-gallon boiling tank for decontamination, complete with three wire baskets.
16. Set of unit spare parts.
17. Set of unit tools.

All the above equipment is installed in the body in such a manner that soiled work can be brought in on one side of the unit and the clean finished work taken from the opposite side.

Note:- The tractor used with this unit and shown above is a 4-ton, 4 x 4, 144" wheelbase F.W.D., S.U. tractor, 9.00 x 20 dual tires and equipped with a folding body. The latter is described in Volume of bodies for Personnel Services.



1500 GALLON SEMI-TRAILER PETROL TANKER

Function:

Used by R.C.A.S.C. General Transport Coys for the bulk transport of Petrol.

Dimensions:

Overall vehicle	length	382"
" "	width	84"
" "	height..(approx)	102"

Weights:

	Front	Rear	Total
Tractor (curb)	2920	3030	5950
	King Pin	Rear Axle	Total
Trailer (curb)	1725	3475	5200
	Front Axle	Second Axle	Rear Axle	Total
Train (Laden)	3350	9680	9730	22760

References:

A.E.D.B. Drawing Schedule 39700
Munitions & Supply File No.....73-T-92
Vehicle Code No..... 12M-S-PETL-1
Body Code No. 10-M-1
E.E. Test Report ..... E 365
Maintenance Manual (Tank and Equipment). SB- 35
A.E.D.B. Specification No. .. O.A. 189

Sources:

The tank trailer has been built by Dominion Truck, Kitchener, and by W.D. Beath & Son, Toronto.
Chassis built by Ford Motor Company, Windsor.

Tractor:

The tractor used for this unit is a Ford 3-ton 4 x 2, 158" W.B. modified conventional, with 7.50 x 20 tires.

Tank:

Capacity is 1500 gallons and is all steel, welded construction; the shell being No.11 U.S. gauge M.S. sheet. It is divided into two compartments and is adequately baffled.

A semi-rotary type of hand pump is provided, mounted underneath the L.H. catwalk.

Discharge bases, fire extinguishers and a tubular superstructure are provided. A retractable type of landing gear is mounted underneath the tank.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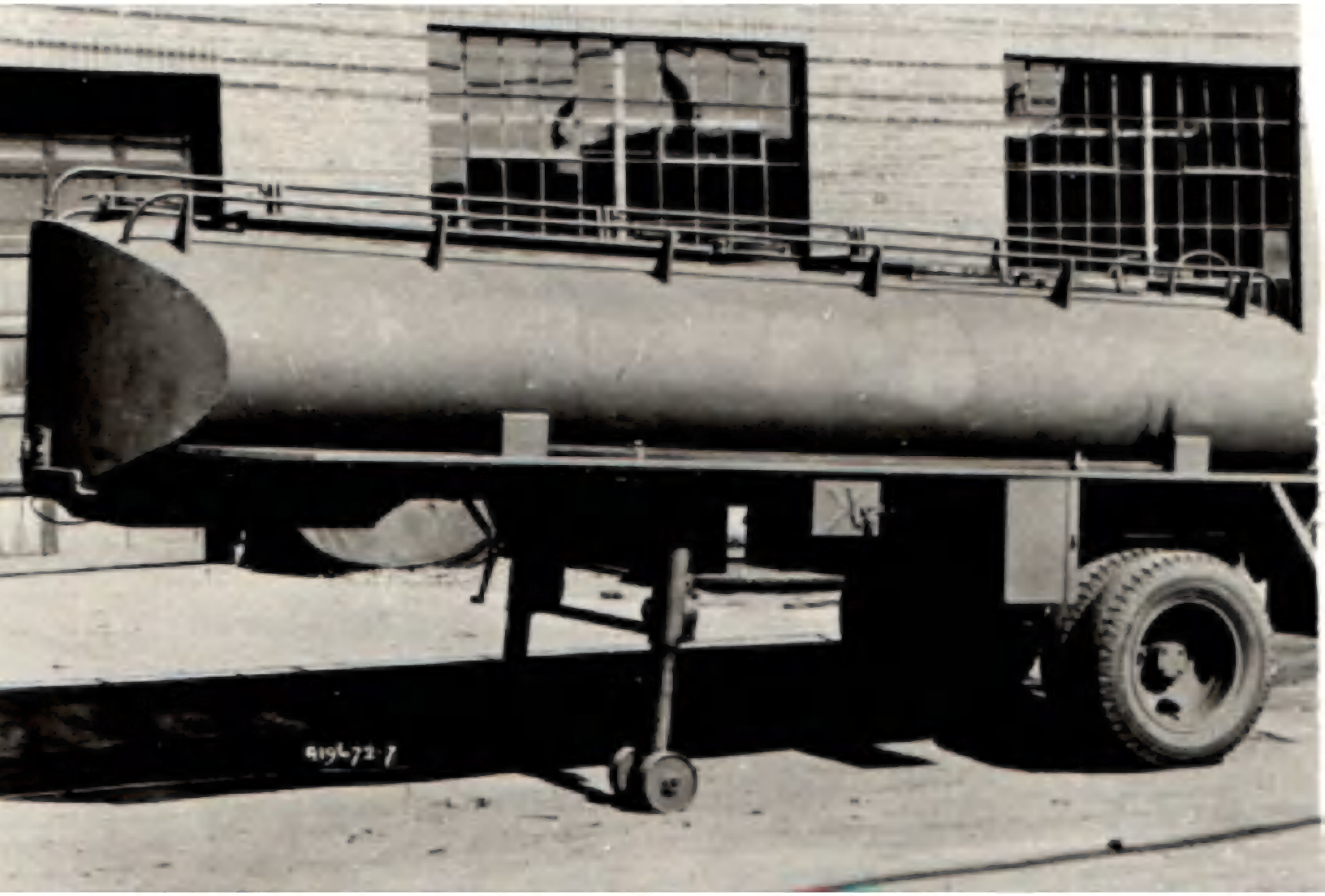
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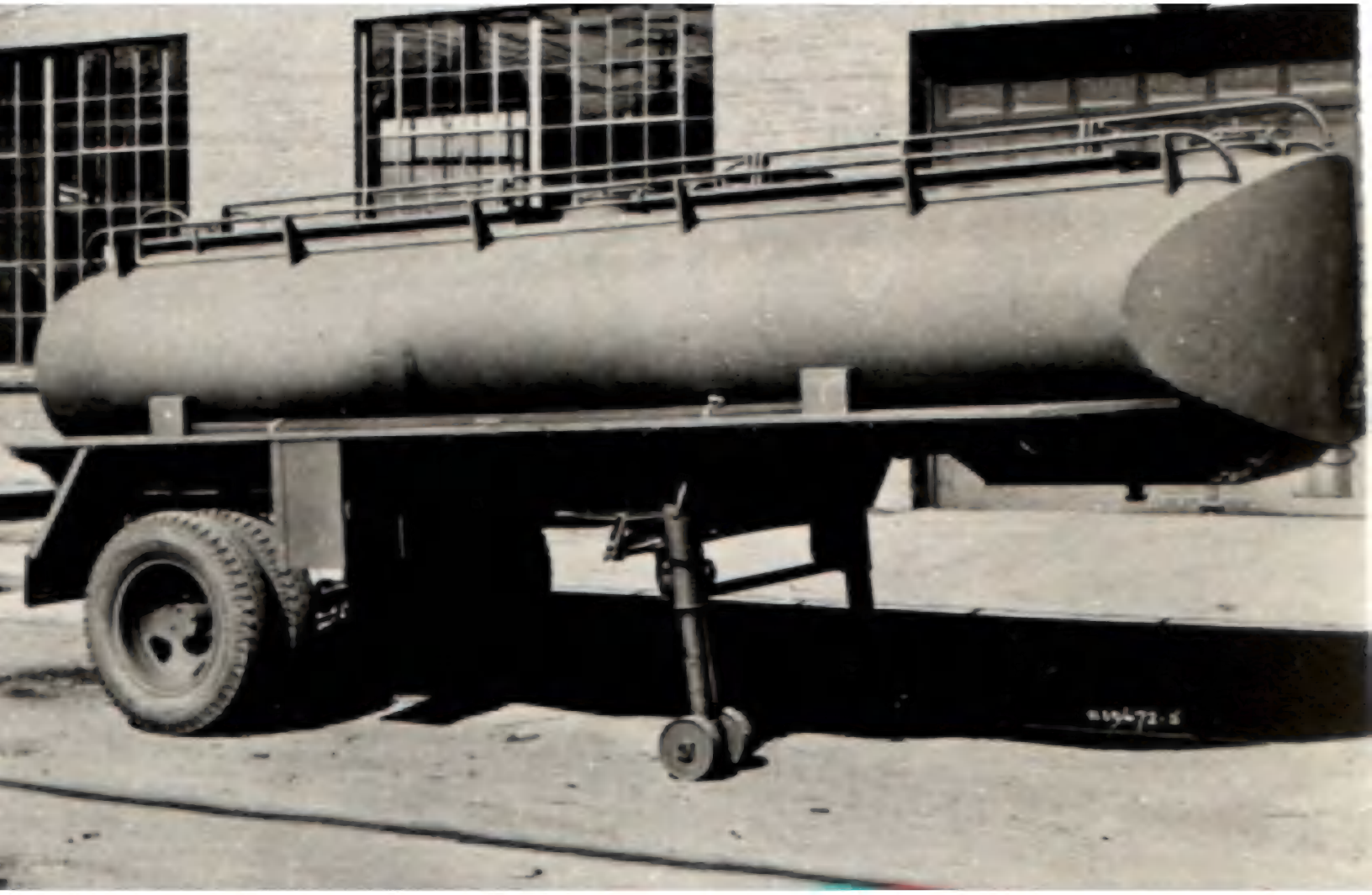
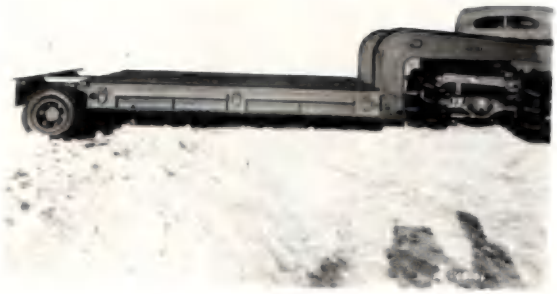
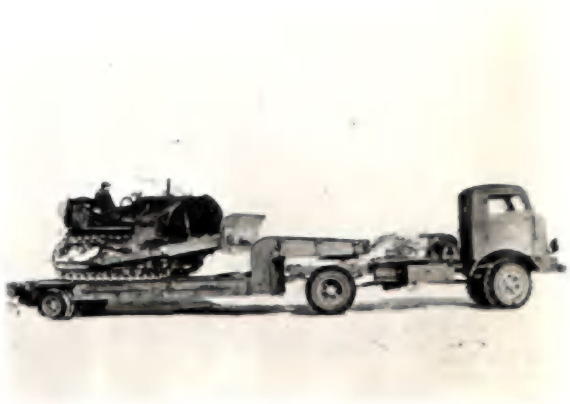


SEMI TRAILER - LOW LOADER





FUNCTION:

This Trailer was designed for Transporting a Caterpillar D-7 - Tractor and Angle Dozer when hauled by a 4-Ton 4x4 - F.W.D. Tractor It was of low platform type.

DIMENSIONS:

Linear:

Length:	O.A.	-	299 ins.
Length:	Useful	-	162 ins.
Width:	O.A.	-	96 ins.
Height:	O.A.	-	70 ins.

Weight:

	Fifth Wheel	Rear Axle	Gross
Curb:	4125	6235	10360
Payload:	12500	19500	32000
Gross:	16625	25735	42360

WHEELBASE: 257.75 ins.

CHASSIS:

The chassis and body are integral. Loading Ramps, Ramp attaching Lugs, Vehicle Tools, Spare Tire, are stowed. Lashing rings are located at suitable positions for lashing load securely. Tires are 7.50 x 15 - 10 ply pneumatic.

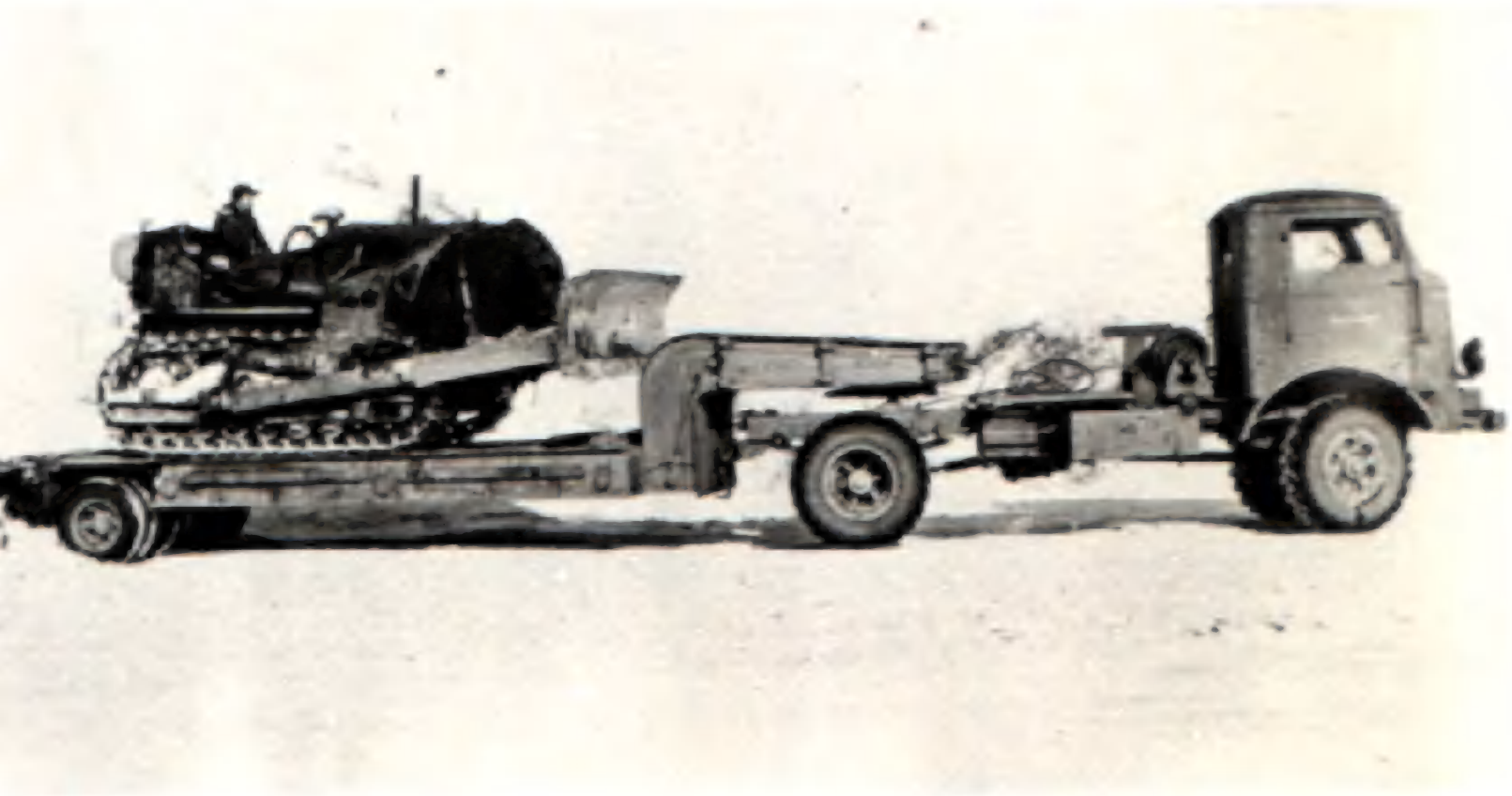
USERS COMMENTS:

This type of Trailer is not suitable for cross country operation because of lack of articulation and floatation.

REFERENCES:

D.M.S. Schedule	S-35800
D.M.S. Specification	O.A. 79
D.M.S. A.E.D.E. Report	E-374

D.M.S. File	73-T-30
D.N.D. File	8186-33 (Mech.)
D.V.S.A. Report	332
Maintenance Manual	SB-21
Code	32M-S-L-LOW-1
Order Number	C.D.L.V. - 1519
Quantity	81
Cost	approx. 4100.00



20-TON TRANSPORTER TRAILER

FUNCTION

To transport Tracked vehicles up to 40,000 pounds in weight, and not greater than 240 in. long. A suitable 6x4 or 6x6 Tractor Truck is required as prime mover.

DIMENSIONS

Linear

Length	O.A.	335.0 in.
Width	O.A.	102.0 in.
Height	O.A.	70.5 in.

Weight	Fifth Wheel	Rear Axles	Gross
Curb	4,700	13,375	18,075
Payload	9,300	30,600	40,000
Gross	14,100	43,950	58,000
Max. Gross			58,000

CHASSIS

The chassis and body are integral. The load carrying area is platformed in timber to provide a non skid type surface, except that area directly over the tires where steel trap doors are provided for access to the running gear. The tires are 10.50 x 20 - pneumatic.

EQUIPMENT

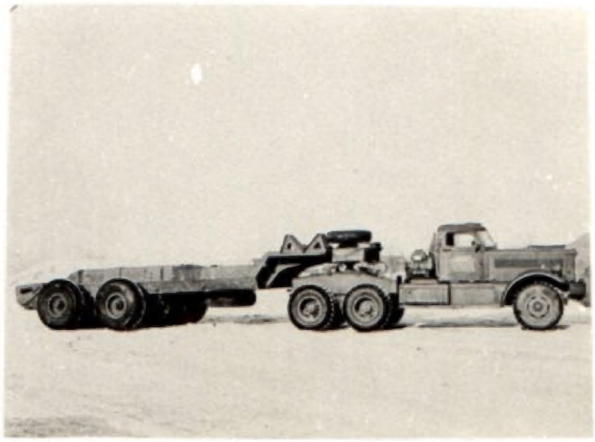
The equipment provided included collapsing ramps, lashing rings; fair leads at forward end; scotch blocks; tools peculiar to the vehicle; spare wheel and tire.

REFERENCES

D.M.&S. Schedule	S-305725
D.M.&S. File	73-T-99
D.N.D. File	8186-33 Vol.4
D.V.S.A. Report	403-1-2-3
Code	40-M-S-Trans.1
Order No.	C.D.L.V. 2663
Quantity	Pilot
Cost	


7

50-TON TRANSPORTER



FUNCTION

To provide means of transporting Tracked vehicles, either operational or casualties, up to 100,000 pounds in weight and dimensionally similar to Churchill Tank, over hard surfaced roadways.

DIMENSIONS

Linear

Length	O.A.	385.0 ins.
Width	O.A.	150.0 ins.
Height	Over Gooseneck	100.0 ins.

Weight	Fifth Wheel	Rear Axle	Gross
Curb	8,000	24,000	33,000
Payload	35,000	65,000	100,000
Gross	43,000	90,000	133,000

CHASSIS

The chassis and body are integral. The tires are 16.00 x 20 pneumatics. The tracks of carried vehicles bear on steel platforms below the level of the vehicle Tires, thus reducing height of C. of G. and overall height at the sacrifice of vehicle width. Triangular hinged ramps, fairleads, anchor rings, chocks, spare tire and suitable blocks are provided and stowed.

The fifth wheel is a ball and socket type having a sliding base on the Towing Tractor. This base is locked in place but may be readily released in emergencies.

REFERENCES

D.M.&S. Schedule	S-320400
D.M.&S. File	73-3-18
D.V.S.A. Report	313
Code	100-M-S-Trans-1
Order Number	CDLV-1638
Quantity	Pilot only