

BELL SYSTEM PRACTICES
Motor Vehicles and
Construction Apparatus

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TRAILERS: WEIGHTS, CARRYING CAPACITIES AND TIRE PRESSURES

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1. GENERAL

1.01 This practice is for use as a guide covering the loads which can be carried on the various motor vehicle trailers used in telephone work. The load carrying capacity of a trailer depends upon the strength of the chassis, the size of tires used and the space provided for the load.

1.02 The usual practice in rating the carrying capacity of a trailer, as with a motor vehicle, is by its Maximum Gross Vehicle Weight, which represents the top limit permitted in the total weight of trailer plus load.

1.03 The tire loading permitted on telephone trailers when using proper air pressure is somewhat greater than on telephone trucks. Hence the tire load and inflation pressure tables given here can not be applied to trucks. Because of the fact that the loads shown in the tables in most cases already are in excess of the usual truck tire load ratings, it is important for both economy in tires and safety that the indicated maximum gross vehicle weights be not exceeded.

2. TRAILER LOAD CAPACITIES; USING MAXIMUM SIZE TIRES

2.01 Some of the types of trailers can be equipped with more than one size of tire. The weights listed in table 2.04 cover only trailers equipped with the maximum size of tire that can be used with them. The maximum permissible gross vehicle weights for trailers equipped with smaller tires are lower and are indicated in table 3.02.

2.02 The P-3, P-3-T, P-8 and P-8-T trailers may or may not be equipped with the following optional items of equipment: rear load binder, king pole load binder, 4 stanchions, rope guide for tongue, brake safety switch, 2 fenders and 4 wood panels. The complete group of such equipment for the P-3 or P-3-T trailer weighs about 100 pounds; for the P-8 or P-8-T trailer, about 130 pounds. In the accompanying tables, Column (3), "Trailer Weight Complete with Electric Brakes," includes a complete set of the optional equipment.

2.03 The table below does not include a column for Maximum Net Load Capacity of Trailer without Electric Brakes. This figure can be obtained for each trailer by adding weights in Columns (4) and (5). Column (6), "Maximum Gross Vehicle Weight," is the same regardless of whether the trailer is equipped with brakes, or any of the items of optional equipment mentioned in 2.02.

2.04	(1)	(2)	(3)	(4)	(5)	(6)
	TYPE TRAILER	Tires: Number, Size and Number of Plies	Trailer Weight Complete with Electric Brakes	Weight of Electric Brakes	Maximum Net Load Capacity, Trailer with Electric Brakes	"Maximum Gross Vehicle Weight"
	S Splicers'	2-4.00 x 18-4	410*	—	690*	1100
	30-S Splicers'	2-4.00 x 18-4	550*	—	850*	1400
	Pump, Diaphragm	2-4.00 x 18-4	260*	—	840*	1100
	140-RT Radio	2-6.00 x 16-4	1070	130	1430	2500
	GE-10 Gas El. 10 kw. A.C.	2-6.00 x 16-4	805	130	1695	2500
	GE-5 Gas El. 5 kw. D.C.	2-6.00 x 16-6	805	130	2300	3100
	GE-75 Gas El. 75 kw. A.C.	8-7.00 x 20-8	4800	860	15000	19800
	P-3 Pole—No Tongue	2-7.50 x 15-6	915**	130	3085	4000
	P-3-T Pole—With Tongue	2-7.50 x 15-6	1045**	130	2955	4000
	SLP Pole	2-6.50 x 20-8 (2-32 x 6-8)	1100	200	4000	5100
	P-8 Pole—No Tongue	2-9.00 x 20-10	1550**	200	8450	10000
	P-8-T Pole—With Tongue	2-9.00 x 20-10	1800**	200	8200	10000
	PCP Pole & Cable	2-10.00 x 20-12 (2-9.75 x 20-12)	2970	430	8230	11200
	MP Medium Pole	4-8.25 x 20-10	3030	430	13470	16500
	HP Heavy Pole	4-10.00 x 20-12 (4-9.75 x 20-12)	3650	430	20350	24000
	PWD Wide Cable Reel	2-10.00 x 20-12 (2-9.75 x 20-12)	2910	430	8290	11200
	WL Winch Loading	Caterpillar	5850*	—	10050*	15900
	TL Traction Loading	Caterpillar	5750*	—	10050*	15800

* Electric brakes are not used.

**Optional trailer equipment is included, see 2.02.

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3. TRAILER LOAD CAPACITIES; USING OPTIONAL TIRE EQUIPMENT SMALLER THAN MAXIMUM SIZE

3.01 Explanatory matter in 2.01, 2.02 and 2.03 applies to the following table (3.02) the same as to table 2.04. Trailers mentioned in table 2.04 and not in table 3.02 are supplied with only one size of tire.

Trailer No.	Trailer Description	Capacity (kg)	Capacity (lb)
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3.02

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(2)

(3)

(4)

(5)

(6)

<u>TYPE TRAILER</u>	<u>Tires: Number, Size and Number of Plies</u>	<u>Trailer Weight Complete with Electric Brakes</u>	<u>Weight of Electric Brakes</u>	<u>Maximum Net Load Capacity, Trailer with Electric Brakes</u>	<u>"Maximum Gross Vehicle Weight"</u>
S Splicers'	2-24 x 3—Cushion	410*	—	990*	1400
P-3 Pole—No Tongue	2-6.00 x 16-4	880**	130	1820	2700
P-3 Pole—No Tongue	2-6.00 x 16-6	890**	130	2310	3200
P-3 Pole—No Tongue	2-6.50 x 16-4	885**	130	2315	3200
P-3 Pole—No Tongue	2-6.50 x 16-6	895**	130	2705	3600
P-3 Pole—No Tongue	2-7.50 x 15-4	905**	130	2595	3500
P-3-T Pole—With Tongue	2-6.00 x 16-4	1010**	130	1690	2700
P-3-T Pole—With Tongue	2-6.00 x 16-6	1020**	130	2180	3200
P-3-T Pole—With Tongue	2-6.50 x 16-4	1015**	130	2185	3200
P-3-T Pole—With Tongue	2-6.50 x 16-6	1025**	130	2575	3600
P-3-T Pole—With Tongue	2-7.50 x 15-4	1035**	130	2465	3500
SLP Pole	2-6.00 x 20-6	1070	200	3130	4200
SLP Pole	2-6.00 x 20-8 (2-30 x 5-8)	1085	200	3915	5000
SLP Pole	2-6.50 x 20-6	1090	200	3910	5000
P-8 Pole—No Tongue	2-6.00 x 20-6	1300**	200	2900	4200
P-8 Pole—No Tongue	2-7.00 x 20-10 (2-32 x 6-10)	1350**	200	5350	6700
P-8 Pole—No Tongue	2-8.25 x 20-10	1450**	200	6750	8200
P-8-T Pole—With Tongue	2-6.00 x 20-6	1550**	200	2650	4200
P-8-T Pole—With Tongue	2-7.00 x 20-10 (2-32 x 6-10)	1600**	200	5100	6700
P-8-T Pole—With Tongue	2-8.25 x 20-10	1700**	200	6500	8200
PCP Pole & Cable	2-9.00 x 20-10	2950	430	7350	10300
PWD Wide Cable Reel	2-9.00 x 20-10	2860	430	7440	10300

* Electric brakes are not used.

**Optional trailer equipment is included, see 2.02.

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4. TIRE AIR PRESSURES, FOR TRAILERS

4.01 The following table shows the proper air inflation pressures for the various sizes of trailer pneumatic tires. There is also shown the minimum air pressure below which the tires should not be permitted to drop before reinflation. Trailer tire pressures should always be maintained between these limits whether the trailer is being used or is waiting between jobs.

4.02 A trailer stored for two months or more should have axle or axles blocked up to take the weight off the tires and the air in the tires should be maintained between $\frac{2}{3}$ and $\frac{1}{3}$ the proper inflation pressure indicated in table 4.03. This relieves the strain in the cords and yet maintains enough pressure to permit moving the trailer (without load) in case this should become necessary in an emergency. Air should be added to the tires, bringing their pressure up to normal, before loading the trailer.

4.03

Tires: Size and Number of Plies	Proper Tire Inflation Pressure	Minimum Tire Pressure at Which Tires Can Be Used	TYPE TRAILER
4.00 x 18-4	30	26	S Splicers' Pump, Diaphragm
4.00 x 18-4	35	30	30-S Splicers'
6.00 x 16-4	35	30	140-RT Radio GE-10 Gas El. 10 kw. A.C. P-3 and P-3-T Pole
6.00 x 16-6	45	40	GE-5 Gas El. 5 kw. D.C. P-3 and P-3-T Pole
6.50 x 16-4	35	30	P-3 and P-3-T Pole
6.50 x 16-6	45	40	P-3 and P-3-T Pole
7.50 x 15-4	30	26	P-3 and P-3-T Pole
7.50 x 15-6	42	37	P-3 and P-3-T Pole
6.00 x 20-6	62	56	SLP Pole P-8 and P-8-T Pole
6.00 x 20-8 (30 x 5-8)	88	80	SLP Pole
6.50 x 20-6	62	56	SLP Pole
6.50 x 20-8 (32 x 6-8)	75	68	SLP Pole
7.00 x 20-8	62	56	GE-75 Gas El. 75 kw. A.C.
7.00 x 20-10 (32 x 6-10)	88	80	P-8 and P-8-T Pole
8.25 x 20-10	75	68	P-8 and P-8-T Pole MP Pole
9.00 x 20-10	82	74	P-8 and P-8-T Pole PCP Pole & Cable PWD Wide Cable Reel
10.00 x 20-12 (9.75 x 20-12)	84	76	PCP Pole and Cable Reel PWD Wide Cable Reel
10.00 x 20-12 (9.75 x 20-12)	88	80	HP Pole