

785020

Acc

10000/120/3469

ME/32

Jan. 1946

10000/120/3469

ME/32

Vehicle Tires + Tubes

4685
4792

Jan. 1946 - Jan. 1947

65

TRANSLATION

FROM: Ministry of War.

REF: 40801

TO: 3 M.T. Spares Depot.

DATE: 15 January 1947.

SUBJECT:- Release of tyres.

The release of the following tyres size 5,50 by 15 to 5 M.T. Unit is ordered:

tyres n.5 - inner tubes n.3

Release with taking on charge.

Direct previous agreements between the parties, for the withdrawal.

sgd. BALANZINO
Col.

FROM: Ministry of War.

REF: 40801

TO: M.M.I.A.

DATE: 15 January 1947.

.....for information, pointing out that only today, further to a recent defreezing in favour of 3 M.T. Spares Depot, is it possible to allow the assignment of the tyres the request for which has been always borne in mind.

sgd. BALANZINO
Col.

4792

R.A.G.

* No record of request
JH

Rest.
1/2/47.
CH

Tr.

MINISTERO DELLA GUERRA
IMPETTORATO GENERALE DELLA NOTIFICAZIONE
- Div. Tecn. Sezione 2. -

40801

N° 40801

di prot.

Roma, 11

15 GEN. 1947

OGGETTO: - Cessione gomma.

AL

AL 3° MAG. RIC. AUTO

PIACENZA

e, per conoscenza

AL COM. MIL. TERR. - Uff. Serv. -

UDINE

AL 5° AUTOREPARTO

UDINE

Si dispone la cessione delle seguenti gomme n. 5, 5.50 x 15
al 5° Autoreparto:

coperture n. 5 - camere d'aria n. 3

Cessione con passaggio di carico.

Accordi preventivi diretti fra le parti, per il ritiro.

1°

IL DIRETTORE CAPO DIVISIONE
(col. 3, Balduino)

40801

di prot.

Roma, 11

15 GEN. 1947

130

ALLO S.M.E. - Uff. Serv. -

SEDE

(rif. f. n. 6/4781 del 19/11/46)

28/1

ALLA LAND FORCES SUB COMMISSION A.C. (M.M.I.A.)

0000

4781

3/1

AL 5° B.L.U.

UDINE

20 JAN 1947

0401

785020

ALC

PIACENZA

AL 5° MAG. RIC. AUTO

e, per conoscenza

AL CCE. PILL. PERM. - Uff. Serv. - UDINE

AL 5° AUTOCOMANDO UDINE

Si dispone la cessione delle seguenti gomme n. 5, 50 x 15

al 5° Autoreparto:

coperture n. 3 - camera d'aria n. 3

Cessione con pagamento di carico.

Accordi preventivi diretti fra le parti, per il ritiro.

pte

IL DIRETTORE CAPO DIVISIONE
(col. G. Balanzino)

=====

40801

di prot.

Roma, 11

15 GEN 1947

1130

28/1

0900

3/1

ALLO S.M.E. - Uff. Serv. - SEDE

(rif. f. n. 6/4781 del 19/11/46)

ALLA LAND FORCES SUR COMMISSIONE A.C. (M.E.I.A.)

RODA91

UDINE

AL 5° B.L.U.

.....r. per conoscenza, significando che soltanto oggi, in seguito ad un recentissimo sblocco a favore del 3° M.R.A., si è potuto procedere all'assegnazione delle gomme la cui richiesta era sempre stata tenuta presente.

IL DIRETTORE CAPO DIVISIONE
(Col. G. Balanzino)

26

20 JAN 1947

Subject:- Release of tyres.

REME Branch,
3 British Liaison Unit
Tel:- 152965 Ext. 126.

To:- A.D.M.E.
M.M.I.A.
R O M E.

ME/MISC/48
29 Nov 46

This HQ is attempting to acquire two sets of tyres and tubes size 5.50 x 15 and 5.00 x 15 for use of our CAP Fiat 1100 cc and another Fiat 1500 cc borrowed from Territorial Command.

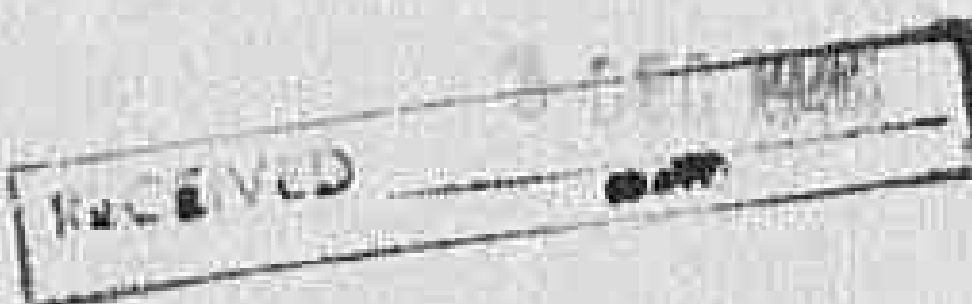
Ministry of War has been asked by Terr Comd to release these tyres and tubes, but if you could please speed this, up for us we should stand a great deal more chance of receiving them.

Reference of letter from 3 Terr Comd to Direzione Generale Artiglieria e Motorizzazione Ministry of War is 18/13103 of 25 November 46.

N.T.

Milan.

599



S/Capt,
R.E.M.E.

4780

Recd.
Supp.
M.L.

Telephone
Rome 489051 Ext. 491

LAND FORCES SUB COM. AU

(63)
30/4/53/MB

4 Dec. '46

Lt/Col Ricci Renato.

Subject :- Tyre Pressures.Herewith copies of instructions for Tyre
Pressures as requested.*am*+ Lt. Col.
A.M.B.

AM/BA

File

4789

Recd.
4 Dec.

COPY.

Subject:- Vehicle States.

Headquarters
4 E. L. U.
B o l z a n o
Ref.: 4/ME/10-52
15 October 1946.

To:- ADME, HQ. M.M.I.A.,
R o m e

Reference your ME/30/2/49 dated 30 September 46.

The CMB (Major Leone) has stated that the difference in figures is due to the backloading of approx. a hundred vehicles and also to clerical errors which were made when the return was first rendered.

(sgd) A. L. WHITE
Capt.
S. O. REME 4 B. L. U.

- - - - -

To:- ADME, HQ. M.M.I.A.,
R o m e

Ref.: 4/ME/10-53
29 October 1946.

Reference your ME/32/58 para (2) dated 18 October 46.

Herewith further copy of my letter 4/ME/10-52 dated 15 Oct 46.

A. L. White

Capt.

Reference your ME/30/2/49 dated 30 September 46.

The CME (Major Leone) has stated that the difference in figures is due to the backloading of approx. a hundred vehicles and also to clerical errors which were made when the return was first rendered.

(sgd) A. L. WHITE
Capt.
S.O. REME 4 B.L.U.

To:- ADME, HQ. M.M.I.A.,
Rome

Ref.: 4/ME/10-53
29 October 1946.

Reference your ME/32/58 para (2) dated 18 October 46.

Herewith further copy of my letter 4/ME/10-52 dated 15 Oct 46.

A. White
Capt.
S.O. REME 4 B.L.U.

*Recd. 10.11.46
Capt. A. L. White
S.O. REME 4 B.L.U.*

Rome

SUBJECT : Release of Tyres

(61)

REME Branch
HQ 3 BRITISH LIAISON UNIT
MILAN
Tel. 152965 Ext 126

TO : A.D.M.E.
HQ M.M.I.A.
ROME

(60)

Ref. ME/ORD/43

28 Oct. 46

1. Ref your ME/32/60 of 22 Oct 46 and further to our ME/ORD/41 of 15 Oct 46.

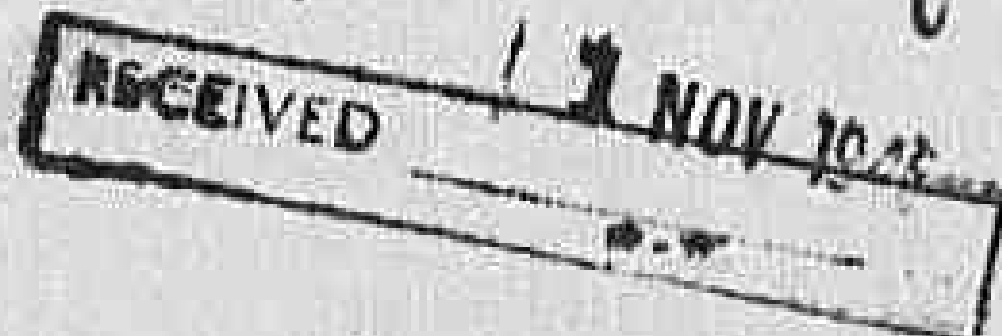
(59) 2. The Lancia Aprilia CAP/E/5664920 has now been certified B.L.R.

3. Will you therefore consider the matter of tyres for this vehicle cancelled.

4. We regret any inconvenience we may have caused and thank you for your help in the matter.

Copy to : "Q" Branch
HQ M.M.I.A.

(61)



SUBJECT :- Release of tyres.

60

Land Forces Sub Comm. A.C.
M.M.I.A. R O M E.
ME/32/60

22 Oct. '46

TO :- 3 B.L.U.

Ref. your ME/ORD/41 of 15 Oct.

The Ministry of War will be contacted regarding release of tyres.

In the meantime since this vehicle belongs to the Allies you should obtain the approval of your local Area DADMS as the Ministry of War will be within their rights in charging the cost of these tyres to the Allies.

You are recommended to obtain this approval before accepting delivery of the tyres

AB
A. BLUNT, LT. COL.
Assistant Director of Mechanical Engineering.
M.M.I.A.

AB/ma

Copy to :- "Q": the vehicle in question is Lancia Aprilia
CAP/M/5664920 of 3 B.L.U.

4786

File
Reg 23/9/46

Subject: Release of tyres

REME Branch
HQ: 3 British Liaison Unit
Milan, CMF.

ME/ORD/41
15 October 1946

To: A.D.M.E.
Land Forces Sub-Comm., A.C.
M.M.I.A.

1. - This B.L.U. is in urgent need of tyres and tubes for our Lancia Aprilia No. CAP/M/5664920.

2. - III. Territorial Command have written to the Ministry of War requesting a release for these tyres and tubes.

3. - Will you please urge the Ministry of War to issue this release as last time your office took action in this way we received the stores almost at once.

4. - Reference of letter from III. Territorial Command to Dir. Gen. Motorizzazione, Ministry of War, is 18/11236 of 12 Oct '46.

230
RECEIVED 19 OCT 1946

S/Capt.
(Aldridge)
EME.

Ry 21 Oct '46

(58)

Z H I A

4 PLU

see 62

ROUTINE

22/30/58

FOR INFO (.) ONE (.) REF YOU 4 22/20/58 (.)
 UNABLE TO CONTACT OBTAINING BUT ONLY REACH ITALIAN
 SOURCE IS ANAR THAMSON² SUGGEST ONE CONTACTS THEM (.)
 HARRIS UNABLE TO BE MORE HELPFUL BUT THIS IS AN
 ITALIAN MATTER (.) PEG (.) HAVE YOU RECEIVED BY
 22/10/4/49 OF 30 SEP

4784

File

UNCLASSIFIED

RECE

18 A

A. BLUNT. LT. COL.

Recd.
18th Oct.

785020



ROME

Indicazioni di urgenza	Ricev. il 10/10	Pel circuito N. 139	Mod. 90 (1942 XX)
	ore 18.10	Ricevuto	MODULARIO C. - Teleg. - 63

O ROMA DA BOLZANO 7386/34 49 9/10 1200=== VIA
RADIO BELLOSGUARDO==

4/ME/20/121 STOP UNCELA SSIFIED STOP CHE FRIULI
WISHES TO BUY JEEP TYERS STOP HAUR YOU ANY
INFORMATION AS TO WHERE THESE CAN BE BOUGHT STOP
BELIEVE MAJOR CATALANO MIGHT SAVE INFORMATIONI BUT
UNDERSTOOD F ROME AND UNABLE TO CONTACT STOP==

RECEIVED

11 OCT 1945

Ord. 312 - 4.8 942-XX - S/A Stracca, Frontone - 16,8x14,8 - (7 100.000)

Reef
4783

TO ADME HQ NMIA ROME===
FROM EME 4 BLU 091200

TELEGRAMMA

Fatevi correntisti postali

Pagamenti e riscossioni in tutte le località del Regno. Fra correntisti i pagamenti e le riscossioni mediante postagiro sono eseguiti senza limitazione di somma ed in esenzione da qualsiasi tassa.

RECEIVED
100 Y E 01/30/30

100 Y E

Tr.

ME/32

33

ATTREZZATURA STABILIMENTI PIRELLI DI VIA ASSISI IN ROMA

Stampati adatti

Misura	2,50	x	19
"	3,00	x	19
"	3,00	x	20
"	210	x	20
"	230	x	20
"	250	x	20
"	270	x	20
"	400	x	15
"	550	x	15
"	500	x	16
"	600	x	16
"	600	x	20
"	700	x	20
"	750	x	20
"	805	x	20
"	900	x	20
"	975	x	20
"	1050	x	20
"	1135	x	20
"	1275	x	20
"	17	x	50
"	30	x	5
"	32	x	5
"	32	x	6
"	34	x	7
"	36	x	8
"	40	x	8
"	38	x	9
"	42	x	9
"	400	x	17

stampati adattabili

Misura	170	x	20
"	190	x	20
"	650	x	16
"	1200	x	20
"	450	x	17

Levy

Woff. Enant. foto

4782



Wm. D. D. D. D. D.

2825

25/9/46

230	250	270	400	550	600	600	700	750	825	900	975	1050	1125	1275	17	30	32	32	34	36	40	38	42	400
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
20	20	20	15	15	16	18	20	20	20	20	20	20	20	20	5	5	6	7	8	9	9	9	17	17

TRANSLATION

FROM: Ministry of War.

REF: 38402/DM

TO: C.A.R.E.

DATE: 29 July 1946

M.M.I.A. for info.

SUBJECT:- Tyre pressures for vehicles of
Allied manufacture.

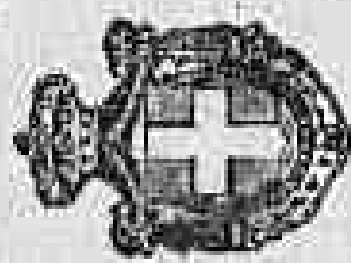
Reference letter ME/32/44 of 12 July 1946.

- 1) - We forward copy of letter ME/32/44 of 12 July 1946 received from M.M.I.A. with attached table relative to tyre pressures for vehicles of Allied production.
- 2) - Your Directorate must translate as soon as possible into Italian what is contained in the table, substituting Italian for British measurements (atmosphere), and compile and print instructions regarding the use and maintenance of tyres for vehicles of Allied make, similar to that already published by your Office in May 1942.
- 3) - 2000 copies must be printed of the instructions, which will be distributed according to attached list by your Directorate.

sgd. BALANZING
Col.

R.A.G.

4781
Registered
2nd August.



Ministero della Guerra

ISPELTOARIO GENERALE DELLA MOTORIZZAZIONE

MOTORIZZ. 2°

Roma,
LA DIREZIONE OFFICINA AUTOMOBILI-

Al SEICA DELL'ESERCITO

= B O L O G N A =

Divisione *304* Sezione *304* Risposta al f.° del *304*
Prot. N° *304* Allegati *304* Div. *304* Sez. *304* N° *304*
304 Prescrizione gomme per gli automezzi di produzione alleata.

OGGETTO:

- 1 - Si trasmette copia del foglio ME/32/44 del 12 luglio c.a. pervenuto dalla M.M.I.A. con allegato n° 1 specchio relativo alla rivista prescrizione per le gomme da impiegarsi con automezzi di produzione alleata.
- 2 - Codesta Direzione provvede d'urgenza alla traduzione in lingua italiana di quanto contenuto nello specchio, alla trasformazione del sistema di misura inglese in quello italiano (atmosfera), ed alla compilazione e stampa di una istruzione sull'impiego e manutenzione dei pneumatici impiegati con gli autoveicoli di marca alleata, simile a quella già edita da codesta officina nel maggio 1942.
- 3 - Dell'istruzione di cui sopra dovranno essere stampate n° 2000 copie, che, a cura di codesta Direzione, saranno distribuite come da allegato specchio.

P. IL MINISTRO

N° *304* DA di prot. *Reve* Roma, li *20* *304* 4780

304 ALLA LAND FORCES SUB COMMISSION A.C. (M.M.I.A.)
(Rif. S.H. ME/32/44 del 12 luglio '46)

= ROMA =

.....per conoscenza..

Oggetto:

- 1 - Si trasmette copia del foglio ME/32/44 del 12 luglio c.a. pervenuto dalla M.M.I.A. con allegato n° 1 specchio relativo alla giunta presione per le gomme da impiegarsi con automezzi di produzione allestata.
- 2 - Codesta Direzione provveda d'urgenza alla traduzione in lingua italiana di quanto contenuto nello specchio, alla trasformazione del sistema di misura inglese in quello italiano (atmosfera), ed alla compilazione e stampa di una istruzione sull'impiego e manutenzione dei pneumatici impiegati con gli autoveicoli di marca allestata, simile a quella già edita da codesta officina nel maggio 1942.
- 3 - Dell'istruzione di cui sopra dovranno essere stampate n° 2000 copie, che, a cura di codesta Direzione, saranno distribuite come da allegato specchio.

P. IL MINISTRO

N°

DM di prot.

4780

ALLA LAND FORCES SUB COMMISSION A.C. (M.M.I.A.)
(Rif. f.n. ME/32/44 del 12 luglio '46)

= ROMA =

.....per conoscenza.

TRANSMISSION	
100	100
Date	1/8
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001	2/8

IL DIRETTORE CAPO DIVISIONE
(Col. A. Balanzino)

Garavito

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(53)

SUBJECT :- Covers and Tubes.Land Forces Sub Comm. A.C.
(M.E.I.A.) R O M E.

ME/32/53

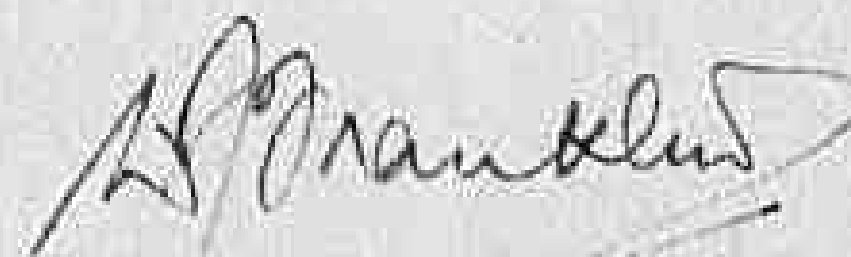
26 July 46

TO :-

M.E.N. 6 B.L.U.

Your ME/31/51 dated 19 July 46 refers.

1. As the 1000x24 Covers and Tubes are not suitable for use on Allied or present Italian Army Vehicles, action has been initiated with the Ministry of War in an endeavour to have them exchanged for a size or sizes for which there is a demand.

E.J. FRANKLIN, Major,
DADME,
for Lt. Col.

Assistant Director of Mechanical Engineering,

M.E.I.A.

WJF/aw

27/7/46
4726

MOE/33/25

52

Subject :- Tyre Report.

Land Forces Sub Comm, A.C.

(M.M.I.A.) ROME

ME/33

18 March. 46.

To : 'Q'

Attached please find a report on visits to three
A.R.A.R Tyre Dumps in Rome, showing approximately the
condition of these tyres.

WSR/fr

W.S.R.
Capt, REME.
for A.D.M.E.
M. M. I. A.

4778

From the above table we see that :-

The total number of tyres serviceable and needing Light Repairs is 5,200 (5,238)

the total number of tyres serviceable and needing Light and Heavy Repairs is 7,000 (7,011)

the total number of tyres serviceable and needing Light and Heavy Repairs and Retreading is 11,000 (11,086)

As quite a number of tyres needing to be retreaded by British standards are in better condition than many needing heavy repairs, the number is also given of tyres Serviceable and needing Light repairs and retreading 9,300 (9,313).

Hence it is apparent that a total number 10,000 tyres can only be found in these three depots if only the completely unserviceable tyres are rejected and all which can be repaired or retreaded are selected.

15 March, 40.

WBR/cam

Capt. RUMF.
M. M. I. A.

Subject: - TyresRef: 33

Report on tyres size 900X16 and 1050X16 held by ARMA.

Three Depots in ROMA were visited, on the 13th, 14th and 15th of March, located respectively in the Via Vespasiano, Piazzale Clodio and Piazza delle Crociate.

In all three depots tyres in good and bad condition were mixed, so 25 of each size were picked at random, inspected and classified into the five categories shown below. Multiplying by four gave an approximate percentage. Multiplying this again by the numbers of that size actually held gave the number in each classification. These numbers, obviously, are approximate and only serve as a guide.

All tyres at Via Vespasiano are under cover, at Piazzale Clodio most are in the open and at Piazza delle Crociate all are in the open. At Piazzale Clodio most of the tyres are 1050X16, only about 400 of the 2700 are 900X16. Hence in the table below they are classified as one.

Major Torchio of the 8 Repair Unit has already started sorting out some of the better tyres. At the time of inspecting the dumps at Piazzale Clodio about 400 had been put on one side by him, which, it was understood, would be collected on the following day by the Army.

SIZE.	Total number held.	Servicable.		Light repairs.		Heavy repairs.		RESTRAD.		U.S.	
		%	NO	%	NO	%	NO	%	NO	%	NO
Via Vespasiano.											
900X16	3540	24	850	12	425	12	465	44	1,558	8	282
1050X16	5760	16	922	24	1,382	12	692	20	1,152	28	1,012
Piazzale delle Clodio.											
900X16	2700	20	540	24	648	14	378	26	702	10	432
Piazza delle Crociate.											
900X16	860	16	135	8	70	8	70	60	515	8	70
1050X16	740	20	148	16	118	28	208	20	148	16	118

All tyres at Via Vespasiano are under cover, at Piazzale Clodio most are in the open and at piazza delle Crociate all are in the open. At Piazzale Clodio most of the tyres are 1050X16, only about 400 of the 2700 are 900X16. Hence in the table below they are classified as one.

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SIZE.	Total number held.	Servicable.		Light repairs.		Heavy repairs.		RETRAD.		U.S.	
		%	NO	%	NO	%	NO	%	NO	%	NO
Via Vespasiano.											
900X16	3540	24	850	12	425	12	425	44	1,558	8	282
1050X16	1700	16	922	24	1,382	12	692	20	1,152	28	1,612
Piazzale delle Clodio.											
900X16	2700	20	540	24	648	14	578	26	702	16	432
Piazza delle Crociate.											
900X16	860	16	135	8	70	8	70	60	515	8	70
1050X16	740	20	146	16	118	28	208	20	148	16	116
TOTALS			2,595		2,643		1,773		4,075		2,514

From the above table we see that :-

The total number of tyres serviceable and needing Light Repairs is 5,200 (5,238)

the total number of tyres serviceable and needing Light and Heavy Repairs is 7,000 (7,011)

the total number of tyres serviceable and needing Light and Heavy Repairs and Retreading is 11,000 (11,086)

As quite a number of tyres needing to be retreaded by British standards are in better condition than many needing heavy repairs, the number is also given of tyres serviceable and needing Light repairs and retreading 9,300 (9,313).

Hence it is apparent that a total number of 10,000 tyres can only be found in these three depots if only the completely unserviceable tyres are rejected and all which can be repaired or retreaded are selected.

15 March, 40.

WBR/csm

W.S.R.
Capt, R.A.M.
M. A. I. A.

4775

Subject:- Covers & Tubes

RECEIVED 22 JUL 1946

To :- ADME
HQ. Land Forces Sub-Comm. A.C.
(M.M.I.A.) ROME

SC REME
7 British Liaison Unit,
c/o 6 B.L.U.

Ref. EME/31/51
19 July 1946

Ref. your ME/32/49 dated 15 July 1946.

1. The following is a complete list of Covers & Tubes received by O.A.R.E.:-

(a) Covers	900 x 16	- 1000 (mixed new and D/W)
	1000 x 24	- 457 (new)
(b) Tubes	900 x 16	- 998 (mixed new and P/W)
	1000 x 24	- 355 (new)
	1050 x 20	- 1500 (new)

No other covers and tubes have been received.

M. Nelson SC REME

Recd
22 July

Action
May
26/7/46

Subject:- Tyres and Tubes.

To:- A.D.M.E.
H.Q. Land Forces Sub Com A.C.
M.M.I.A. (ROME)

ROME Inc. 7 B.L.U.
o/o 6 B.L.U.

Telephone 217 Area 119

Reference RME/31/34

Date 13 July 46

- Ref. your ME/32 dated 14 June 46
1. We would advise you that the following Tyres and Tubes have been received by the O.A.R.E.

1000

300 x 16 R.F. Assemblies.

~~1000~~ 457. 10.00x24 Tyres

2. The contents of Paras. 2 & 3 of your ME/32 have been passed on to the O.A.R.E. and we are taking all necessary precautions to ensure that these instructions are complied with.

P.H. Nelson

Captain.
SC. ROME.

457

511

968

RECEIVED 40 17 JUL 1946

Regd
1946 July

SUBJECT:- Tyres and Tubes.

Land Forces Sub Comm. A.C.
(M.M.I.A.) S O M B.
ME/32/49

15 July 49

To :- M.M.I.A. & BLU.

Reference our ME/32 dated 14th June '49.

1. Will you please advise this office whether the consignment of 900 x 16 tyres and 10,50 x 20 Tubes, inner, has been received.
2. Information has come to hand that the following were also despatched to BOLOGNA :-

		<u>Quantity.</u>
925/1000	Covers	1000
925/1000	Tubes	759

As the figures 925/1000 do not constitute a complete tyre measurement but only give an indication of Sectional dimension, will you please arrange for a check to be made and advise this office of the correct sizes etc.

3. The "so called" 925/1000 covers should easily be distinguished from the 900 x 16 R.F. assemblies, as the former are new tyres, whilst the latter are part worn.

W.J. FRANKLIN, Major,

DAIRY
for Lt Col

Assistant Director of Mechanical Engineering

WJF/ag

Recd.
15 July

SUBJECT :- Tyre Pressures.

Land Forces Sub Comm: A.C.
(H.M.I.A.) R O M E.
ME/32/48

13. July 46

To :- D.A.D.M.E., 12 BLU.
E.M.E., 1,3,4,5,6, and 10 BLU.

Herewith please find copy of G.H.Q. letter ME/3B/3880
dated 3 July 46 for information or necessary action.

file

H. Hockridge Capt.
A.E. MOCKRIDGE, Capt,
for Lt Col,
Assistant Director of Mechanical Engineering;
H.M.I.A.

ME/AG

Rege
13 July

C O P Y

GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCE
ROMESUBJECT : Tyre Pressures.FREEDOM 506ME/3B/3880TO : Distribution List "F"3 July 46

Reference E.M.E.R. Veh. Gen. O 766.

1. We have been informed by D.M.E., War Office, that investigations in conjunction with Ministry of Supply are proceeding in U.K. in respect of tyre pressures for the following vehicles:

- (a) A.R.O. Matador 4x4 Medium 14.00/13.50-20 H.P.
- (b) Ward-la-France 6x6 Heavy B/Down 11.00/10.50-20 H.P.
- (c) Mack 6x6 Medium B/Down 10.00-22.

2. Until such time as a final decision is reached in U.K., authority is hereby given for the pressures to be increased to those used before the issue of E.M.E.R. Veh. Gen. O 766 (G.R.O. 546 of 1944 refers).

J.B. MITCHELL, Major,
BADM,.
for Brigadier,
Director of Mechanical Engineering.

Copies to : Artillery Branch, G.H.Q.
Engineer Branch, G.H.Q.
C.I.M.T., R.A.S.C., G.H.Q.

4770

SUBJECT :- Disposal of Defective Tyres.

Land Forces Sub Comm. A.C.
(M.M.I.A.) R O M B.
ME/32/47

13 July 46

To :- D.A.D.M.E., 12 BLU.
E.M.E. 1,3,4,5,6 & BLUs.

Herewith please find copy of G.H.Q. letter ME/3B/3880
dated 2 July 46 for information or action as necessary.

MT/AG

A.E. MOKRIDGE, Capt;
for Lt Col
Assistant Director of Mechanical Engineering
M.M.I.A.

C O P Y

GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCE
R.E.M.E.

SUBJECT : Disposal of Defective Tyres.

FREEDOM 506

ME/3B/3880

TO : Distribution List "F".

2 July '46

1. Owing to the closing down of H.Q., Tyre Repair Workshops, R.E.M.E., C.M.F., the following procedure will be carried out in respect of disposal of defective tyres (other than normal wear).

2. (a) Defect Reports A.F.G. 3660 (G.R.O. 435/46 refers) as laid down in E.M.E.R. General H 201 and H 202, will be completed and forwarded through the normal channels to this Directorate. Tyre pressures used should be quoted on A.F.G. 3660.

(b) Tyres will be marked with an 6 in. band of white paint around the section.

(c) A copy of the revelant defect report will be enclosed in a water and grease-proof cover, and securely attached to the defective tyre.

(d) The defective tyre will be forwarded to "O.C., 760 Base Workshops, R.E.M.E., B.T.A".

J.B. MITCHELL, Major,
DADME,
for Brigadier,
Director of Mechanical Engineering.

Copies to :

H.Q., R.A.O.

Art. Branch

H.Q. Infantry

Engineer Branch

Signal Section

Ordnance

C.I.M.T. R.A.S.C. C.M.F.

(Your CMT/142/8787 dated 27

June, '46, refers)

) For information and
) any action you may
) consider necessary.

SUBJECT : Tyre Pressures - Allied Vehicles.

Land Forces Sub Comm. A.O.
(M.M.I.A.) R O M B.
ME/32/44

12 July 1946

TO : Ministry of War, (4 copies)

(Direzione Generale Artiglieria e Motorizzazione)

1. Attached please find copies of a revised schedule giving the correct tyre pressures to be used in connection with vehicles of Allied make.

2. In the interests of Tyre Economy and Preservation it is strongly suggested that :-

- (a) The schedule is widely publicised amongst all Units of the Italian Army using Allied vehicles.
- (b) That instructions be issued for every vehicle and motor cycle of Allied make to have its correct and appropriate tyre pressures painted in white numerals, not exceeding 2 inches in height, on the edge of each mudwing or equivalent position above the centre of the wheels.
- (c) For example, in the case of the 3 ton Dodge G.S. Vehicle equipped with 1050x16 Normal Pneumatic tyres, the front mudwings should be clearly marked "P.C.36" and the rear mudwings "P.C.60" (Pressione della gomma 60 libbre per pollice quadrato)
- (d) All tyre pressures, including the spare wheel, should be checked daily by the driver, during the period set aside for daily maintenance.
- (e) Care must be taken at all times to identify the type of tyre fitted to vehicles, since tyres of "Run Flat" construction (marked R.F.) usually operate at a lower pressure than normal pneumatics.

WJF/aw

Assistant Director of Mechanical Engineering.
A. BLUNI, Lt. Col.
M.M.I.A.

Distribution:- E.M.E. 3 B.L.U. 13 copies
E.M.E.s 1,4,& 6 BLUS 6 "
E.M.E.s 5 & 10 " 3 "

2.

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- (e) Care must be taken at all times to identify the type of tyre fitted to vehicles, since tyres of "Run Flat" construction (marked R.F.) usually operate at a lower pressure than normal pneumatics.

WJF/aw

Assistant Director of Mechanical Engineering.
M.M.I.A.

Distribution:- E.M.E. 3 B.L.U. 18 copies
E.M.E.S 1,4, & 6 BLUS 6 "
E.M.E.S 5 & 10 " 3 "
E.M.E. 12 " 12 "
2,7,8,9, & 11 BLUS 2 "
O.A.R.E. Bologna 6 "
S. & T. 1 copy
10 " 1 "
File " 1 "
Float " 1 "
Spare 2 copies.

Internal :-

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THE INFLATION PRESSURES

The following abbreviations are used in all Tables:-

- N.P. -normal pneumatic, standard or cross-country tread.
- W.D. -special W.D. type tyres.
- R.F. -Runflat -
- R.F.E. -Runflat - no tube required.
- Combat -American equivalent of Runflat.
- A.D.V. -Animal drawn vehicles.
- E.M. -earth moving.
- D. -dumper.
- L.L. -low-loading.
- T.T. -Truck type.
- B. -barrow.
- Rib. -ribbed type.
- A.P.T./L. -normal pneumatic - special lightweight.

TABLE 1 - Type inflation pressures for 'A' wheeled vehicles.

Vehicle	Tyre size	Tyre type	Tyre pressure (lb./sq.in.)	
			Front	Rear
<u>Armoured Cars.</u>				
Humber, Mk. I, 4 x 4	11.00/10.50-20	R.F.	32	40
Humber, Mk. II, 4 x 4			36	42
Humber, Mk. III, 4 x 4		Combat		
Humber, Mk. IV, 4 x 4				
Humber, A.A., Mk. I				
Staghound, (T.17.E.1) I, 4 x 4	14.00/13.50-20	Combat	70	80
Staghound, (T.17.E.1) III 4 x 4				
Staghound, A.A. (T.17.E.2) 4 x 4				
<u>Scout cars</u>				
Ford, I, 4 x 4	9.25-16	R.F. 20/1	28	26
Ford II, 4 x 4		R.F.	14	24
Humber, I, 4 x 4		R.F. 20/1	14	26
		R.F.	16	26

NOTE: Care will be taken that R.F. tyres are replaced with R.F. and similar with Combat. Only in an emergency should the original type of tyre equipment be deviated from.

TABLE 2 - Tyre inflation pressures for 'B' wheeled vehicles.

Vehicle	Tyre size	Tyre type	Tyre pressure read on C.O. (lb./sq. in.)
			47.66

TABLE 1 - Type inflation pressures for 'A' wheeled vehicles.

Vehicle	Tyre size	Tyre type	Tyre pressure (lb./sq. in.)	
			Front	Rear
<u>Armoured Cars.</u>				
Humber, Mk. I, 4 x 4	11.00/10.50-20	R.F. N.P.	32 36	40
Humber, Mk. II, 4 x 4				42
Humber, Mk. III, 4 x 4				
Humber, Mk. IV, 4 x 4				
Humber, A.A., Mk. I				
Staghound, (T.17.E.1) I, 4 x 4	14.00/13.50-20	Combat	70	80
Staghound, (T.17.E.1) III 4 x 4				
Staghound, A.A. (T.17.E.2) 4 x 4				
<u>Scout cars</u>				
Ford, I, 4 x 4	8.25-16	R.F. 20/1	28	26
Ford II, 4 x 4	9.00-16	R.F.	14	20
Humber, I, 4 x 4	9.25-16	R.F. 20/1	14	25
		R.F.	16	26

NOTE: Care will be taken that R.F. tyres are replaced with R.F. and Combat with Combat. Only in an emergency should the original type of tyre equipment be deviated from.

TABLE 2 - Tyre inflation pressures for 'B' wheeled vehicles

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Vehicle	Tyre size	Tyre type	Tyre pressure read on C.C. (lb./sq. in.)	
<u>MOTOR CYCLES, SOLO AND COMBINATIONS:</u>				
Excelsior, 98 c.c., solo	2 1/2 x 12 1/2	N.P.	30	34
Royal Enfield, 125 c.c., solo	12.50-19	"	16	28
James, 125 c.c., solo	12.75-19	"	16	28
Indian, 490 c.c., solo	13.50-18	"	22	26
	14.00-18	"	13	20
Indian 740 c.c., solo	13.50-18	"	22	26
	14.00-18	"	18	20
All other makes :		"	18	22
Solo	13.25-19			

2/.....

TABLE 2 (contd)

Vehicle	Type size	Type type	Type pressure, read or G.O. (lb./sq. in.)	Front	Rear
<u>CARS, UTILITIES, LIGHT AND COMMAND</u>					
<u>RECCE</u>					
All makes and types (see below for exceptions)	4-00-17	N.P.	26	26	26
	4-25-17	"	24	24	24
	4-50-17	"	24	24	22
	5-00-16	"	20	20	24
	5-25-16	"	20	22	26
	5-50-16	"	26	26	28
	5-75-16	"	26	26	30
	6-00-16	"	26	26	30
	6-50-16	"	22	22	30
	7-00-16	"	22	22	30
	7-50-16	"	22	22	22
	9-00-13	"	22	22	22
	9-00-16	N.P. (car)	22	22	24
	9-00-16	" (truck)	26	26	22
	9-00-16	R.F.	16	16	26
Fordson Station Waggon	9-25-16	N.P.	22	22	26
	9-25-16	N.P.	22	22	30
	9-00-13	N.P.	22	22	26
	9-00-13	N.P.	22	22	26
	9-25-16	RF, 20/1	25	25	30
	6-00-16	R.F.	20	20	30
	9-25-16	"	32	32	40
	9-25-16	RF 20/1	24	24	40
	5-25-16	"	23	23	36
	5-50-16	"	36	36	36
	6-00-20	"	36	36	36
	6-00-20/30x5	"	26	26	30
	6-50-20/32x6	"	36	36	40
	7-00-20	"	36	36	36
	7-00-20/32x6	"	36	36	36
<u>AMBULANCES</u> All makes, 4 x 2 and 4 x 4	7-00-20/32x6	"	26	26	30
	7-50-16	"	36	36	40
	7-50-20	"	36	36	40
	7-50-20/34x7	"	22	22	22
	8-25-16	"	26	26	34
	9-00-16	R.F.	18	18	20
	9-00-16	N.P.	28	28	26
	9-25-16	R.F.	20	20	26
	9-25-16	N.P.	28	28	26
	10-50-16	R.F.	28	28	20
	10-50-16	R.F.	28	28	20
	10-50-16	R.F.	28	28	20
	10-50-16	R.F.	28	28	20
	10-50-16	R.F.	28	28	20
	10-50-16	R.F.	28	28	20

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Fordson Station Wagon	7.00-16	"	"	22	30
	7.50-16	"	"	26	30
	9.00-13	"	"	22	22
	9.00-16	N.P. (car)	"	22	23
	9.00-16	" (truck)	"	26	34
	9.00-16	R.F.	"	16	22
	9.25-16	N.P.	"	26	34
	9.25-16	R.F.	"	22	26
	9.00-13	N.P.	"	22	30
	9.00-13	N.P.	"	22	26
	9.25-16	RF 20/1	"	22	26
	6.00-16	N.P.	"	20	30
	9.25-16	RF 20/1	"	24	40
	5.25-18)	"	"	20	36
	5.50-18)	"	"	36	36
	5.00-20	"	"	36	36
	6.00-20/30x5	"	"	26	30
	6.50-20	"	"	36	40
	6.50-20/32x6	"	"	36	36
	7.00-16	"	"	26	30
	7.00-20	"	"	36	40
	7.00-20/32x6	"	"	36	36
	7.00-20	"	"	26	30
	7.50-16	"	"	36	40
	7.50-20	"	"	22	22
	7.50-20-20/34x7	"	"	26	34
	8.25-16	"	"	10	20
	9.00-16	R.F.	"	28	26
	9.00-16	N.P.	"	20	20
	9.25-16	R.F.	"	20	20
	9.25-16	N.P.	"	50	50
	10.50-16	R.F.	"	50	50
	10.50-16	N.P.	"	50	50
	30 x 5	"	"	36	36
	32 x 7	"	"	36	36
	34 x 7	"	"	36	40
	150 x 20	"	"	36	36
	160 x 20	"	"	36	36
	170 x 20	"	"	36	36
	170 x 20	"	"	36	36

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TABLE 2 (contd)

Vehicle	Tyre size	Tyre type	Tyre pressure road of C.G. (lb./sq.in)	
			Front	Rear
TRUCKS AND VANS				
8 and 10 cwt. All makes, 4 x 2 and 4 x 4	7.50-16 9.00-13 9.25-16 9.25-16	N.P. N.P. " R.F. 20/1	26 24 28 20	30 26 32 26
15 cwt. and 1 ton All makes 4 x 2 and 4 x 4 (see below for exceptions)	5.50-20 6.00-20 or 6.00-20/30x5 9.00-16 9.00-16 10.50-16 10.50-16 11.00/10.50-20 30 x 5 32 x 6 34 x 7 150-20	N.P. N.P. " R.F. N.P. R.F. R.F. N.P. " " "	30 36 26 18 30 18 30 30 64 66 36	40 36 40 26 30 20 30 60 64 66 36
Austin, 4 x 4, A.P.T., 15 cwt. Chevrolet, 15 cwt., 4 x 2, G.S. Armoured personnel, 15 cwt., 4 x 4 (White)	8.75-16 7.00-17 8.25-20 9.00-20 9.00-20 230-20	A.P.T./L. N.P. Combat " N.P. "	26 30 46 46 36 36	32 40 66 66 60 60
30 cwt. All makes, 4 x 2, 4 x 4	7.50-20 or 7.50-20/34x7 8.25-20 9.00-16 9.00-16 9.00-20 10.50-16 10.50-16 11.00/10.50-20 11.00/10.50-20 30 x 5 32 x 6 34 x 7 34 x 7 36 x 8 9.00-20/36x8 190-20 210-20	N.P. " " R.F. N.P. N.P. S.F. N.P. R.F. N.P. " " " " " "	40 36 26 18 36 30 24 30 24 44 66 66 66 66 66 40	44 T 36 T 46 26 42 46 28 40 30 44 T 66 66 66 66 66 44 T

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15 cwt. and 1 ton all makes 4 x 2 and 4 x 4 (see below for exceptions)	5.50-20 6.00-20 or 6.00-20/30x5 9.00-16 9.00-16 10.50-16 10.50-16 11.00/10.50-20 30 x 5 32 x 6 34 x 7 150-20	N.P. N.P. " " A.P. N.P. A.P. R.P. N.P. " " " "	30 36 26 18 30 18 30 50 64 66 36	40 36 40 26 30 20 30 60 64 66 36
Austin, 4 x 4, A.P.T., 15 cwt	8.75-16	A.P.T./L.	26	32
Chevrolet, 15 cwt., 4 x 2, G.S.	7.00-17	N.P.	30	40
Armoured personnel, 15 cwt., 4 x 4 (White)	8.25-20 9.00-20 9.00-20 230-20	Combat " " N.P. " "	46 46 36 36	66 66 60 60
30 cwt.				
All makes, 4 x 2, 4 x 4	7.50-20 or 7.50-20/34x7 8.25-20 9.00-16 9.00-16 9.00-20 10.50-16 10.50-16 11.00/10.50-20 11.00/10.50-20 30 x 5 32 x 6 34 x 7 34 x 7 56 x 8 9.00-20/36x8 190-20 210-20 230-20 270-20	N.P. " " " " P.P. N.P. N.P. R.P. N.P. R.P. N.P. " " " " " " " " " " " "	40 36 26 18 36 30 24 30 24 44 66 66 66 66 66 40 36 36 30	44 T 36 T 46 26 42 46 28 40 30 44 T 66 66 66 66 66 44 T 36 T 42 40
Trucks, 2½ & 3 ton and over, except tractors, transporters, and semi-trailers	7.00-20 or 7.00-20/32x6 7.50-20 or 7.50-20/34x7 8.25-20 8.00-16 9.00-20 10.00/9.75-22 10.50-16 11.00/10.50-20	N.P. " " " " " " " " " " " " " " " "	38 46 40 26 40 50 36 36	38 36 40 30 46 36 60 56

TABLE 2 (contd)

Vehicle	Tyre size	Tyre type	Tyre pressure, road or G.C. (lb./sq. in)	
			Front	Rear
	11.00/10.50-20	R.F.	22	40
	11.00/10.50-22	N.P.	56	60
	11.00/10.50-24	N.P.	48	56
	12.00-20	"	60	66
	12.00/11.25-20	"	40	50
	14.00/13.50-20	"	36	60
	32 x 6	"	70	80
	34 x 7	"	66	66
	36 x 6	"	70	66
	36 x 8	"	90	90
	9.00-20/36x8	"	90	90
	38 x 8	"	80	90
	40 x 8	"	80	90
	170-20	"	38	38
	190-20	"	46	36
	210-20	"	40	40
	230-20	"	40	46
	250-22	"	50	36
	270-20	"	36	56
	270-22	"	56	60
	350-20	"	36	60
Bedford, 4 x 4, 1/2 ton portee 6 pr.	11.00/10.50-20 270-20	"	48 48	60 60
Bedford: 4 x 2, fuel & water tank	11.00/10.50-20 270-20	"	36 36	36 36
Chevrolet, 6 x 4 3-ton G.S. Leyland:	11.00/10.50-20	"	36	36
4 x 2, Lynx, G.S.	34 x 7	"	80	80
Mack, 6 x 6, No 8D, 7 1/2 ton	12.00/11.25-24	"	66	40
White, 4 x 2, 760	12.00/11.25-24	"	44	60
TRACTORS & TRANSPORTERS				
A.E.C., 4 x 4, medium	12.00/13.50-20	"	28	56
Austin, 4 x 4 1/2 ton portee	11.00/10.50-20	"	48	50
	270-20	R.F.	32	34
		N.P.	48	50
Bedford: 4 x 4, light A.A.	11.00/10.50-20	N.P.	36	46
	270-20	R.F.	24	32
		N.P.	36	46
Ford: 4 x 2, light A.A. (F15)	9.00-16	"	26	40
	10.50-16	R.F.	18	46
		N.P.	36	46
		R.F.	24	30
		N.P.	36	46

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TABLE 2 (contd.)

Vehicle	Tyre size	Tyre type	Tyre pressure	
			read or C.C. (lb./sq. in)	front rear
Mack :		N.P.	54	46
6 x 6, medium (no. 8D)	12.00/11.25-24			
Norris :		"	26	40
6 x 4, light A.A.	9.00-16	R.P.	18	26
	9.00-16	N.P.	26	40
6 x 4, F/4	9.00-16	R.P.	18	26
		N.P.	36	36
4 x 4, A/Tk, 17 pr.	11.00/10.50-20	R.P.	24	32
		N.P.	24	32
	270-20	"	36	44
	10.50-16	"	24	33
4 x 4, F.A.	10.50-16	R.P.	36	46
		N.P.	20	36
		R.P.	26	30
Scammell, 6 x 4, heavy break-	14.00/13.50-20	N.P.	30	24
down.		R.P.	28	30
	350-20	N.P.	28	30
	15.00-20	"		
All tyres				
TRAILERS, LOAD-CARRYING.				
WATER, PETROL, ETC.				
All makes				
	3.25-19	N.P.	26	
	4.75-16	"	24	
	5.00-16	"	30	
	5.25-16	"	28	
	5.50-16	"	28	
	5.50-20	"	24	
	5.75-16	"	28	
	6.00-16	"	30	
	6.00-20/30x9	"	36	
	or			
	6.00-20	"	36	
	6.50-17	"	36	
	6.50-20	"	36	
	or			
	6.50-20/32x6	"	24	
	7.00-16	"		
	7.00-20/32x6	"	38	
	or			
	7.00-20	"		
	7.50-20/34x7	"	46	
	or			
	7.50-20	"	60	
	8.25-10	"		

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4 x 4, 4/Tk, 17 pr.

11.00/10.50-20

270-20

10.50-16

4 x 4, P.A.

10.50-16

Scammell, 6 x 4, heavy break-down.

14.00/13.50-20

350-20

15.00-20

TRAILERS, LOAD-CARRYING,
WATER, PETROL, ETC.

all makes

3.25-19

4.75-16

5.00-16

5.25-16

5.50-16

5.50-20

5.75-16

6.00-16

6.00-20/30x5

or

6.00-20

6.50-17

6.50-20

or

6.50-20/32x6

7.00-16

7.00-20/32x6

or

7.00-20

7.50-20/34x7

or

7.50-20

8.25-10

8.25-13

9.00-13

9.00-15

9.00-16

9.00-20

9.25-16

10.00/9.75-20

10.00-15

10.50-13

10.50-15

11.00/10.50-20

12.00/11.25-20

All tires

26

24

20

28

28

24

28

30

36

36

36

24

38

46

60

100

50

66

36

46

40

50

70

70

60

66

4762

6/.....

TABLE 2 (cont'd)

- 6 -

Vehicle	Tyre size	Tyre type	Tyre pressure, road or C.C. (lb./sq. in.)
All makes (cont'd)			All tyres
	14.00/13.50-20	N.P.	66
	14.00/13.50-20	Combat	80
	25 x 6	N.P.	90
	27 x 6	"	90
	32 x 5	"	70
	32 x 6 truck	"	66
	32 x 6	"	80
	36 x 6	"	80
	34 x 7	"	86
	29 x 8	"	100
	36 x 8	"	90
	9.00-20/36x8	"	90
	150-20	"	36
	160-20	"	36
	170-20	"	38
	190-20	"	46
	230-20	"	46
	250-20	"	50
	270-20	"	56
	350-20	"	66
	E N D		

4761

1943

90
90
36
36
38
46
46
50
56
60"
"
"
"
"
"
"
"
"
"36 x 10
9.00-20/36x8
150-20
160-20
170-20
190-20
230-20
250-20
270-20
350-20

END

GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCE
ROME

Subject: Tyro Pressures.

FREEDOM 506

ME/3B/3880

To: Distribution List "F".

3 July, '46.

Reference E.M.E.R. Veh. Gen. O 766.

1. We have been informed by D.M.E., War Office, that investigations in conjunction with Ministry of Supply are proceeding in U.K. in respect of tyre pressures for the following vehicles.

- (a) A.E.C. Matador 4x4 Medium 14.00/13.50-20 M.P.
- (b) Ward-la-Franco 6x6 Heavy B/Down 11.00/10.50-20 M.P.
- (c) Mack 6x6 Medium B/Down 10.00-22.

2. Until such time as a final decision is reached in U.K., authority is hereby given for the pressures to be increased to those used before the issue of E.M.E.R. Veh. Gen. O 766 (G.R.O. 546 of 1944 refers).

B. Mitchell
J.B. MITCHELL, Major,
D.M.E.,
for Brigadier,
Director of Mechanical Engineering.

Copies to: Artillery Branch, G.H.Q.
Engineer Branch, G.H.Q.
C.I.M.T., R.A.S.C., C.M.F.

4700

Reference E.M.E.R. Veh. Gen. O 766.

1. We have been informed by D.M.E., War Office, that investigations in conjunction with Ministry of Supply are proceeding in U.K. in respect of tyre pressures for the following vehicles.

- (a) A.E.C. Matador 4x4 Medium 14.00/13.50-20 M.P.
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- (c) Mack 6x6 Medium B/Down 10.00-22.

2. Until such time as a final decision is reached in U.K., authority is hereby given for the pressures to be increased to those used before the issue of E.M.E.R. Veh. Gen. O 766 (C.R.O. 546 of 1944 refers).

B. Mitchell
J.B. MITCHELL, Major,
D.M.E.,
for Brigadier,
Director of Mechanical Engineering.

Copies to: Artillery Branch, G.H.Q.
Engineer Branch, G.H.Q.
C.I.M.T., R.A.S.C., C.M.F.

RECEIVED 10 JUL 1946

4200

Ref. 10 Jul 46

GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCE
REME

Subject: Disposal of Defective Tyres.

FREEDOM 506

ME/3B/3880

To: Distribution List "F". 2 July '46.

1. Owing to the closing down of H.Q., Tyre Repair Workshops, R.E.M.E., C.I.F., the following procedure will be carried out in respect of disposal of defective tyres (other than normal wear).
2. (a) Defect Reports A.F.G. 3660 (C.R.O. 435/46 refers) as laid down in E.M.E.R. General H 201 and H202, will be completed and forwarded through the normal channels to this Directorate. Tyre pressures used should be quoted on A.F.G. 3660.

(b) Tyres will be marked with a 6 in. band of white paint around the section.

(c) A copy of the relevant defect report will be enclosed in a water and grease-proof cover, and securely attached to the defective tyre.

(d) The defective tyre will be forwarded to "O.C., 760 Base Workshops, R.E.M.E., E.T.A."

Butler
J.B. MITCHELL, Major,
DADME,
for Brigadier,
Director of Mechanical Engineering.

Copies to:

H.Q., R.A.C.

Art. Branch

H.Q., Infantry

Engineer Branch

Signal Section

Ordnance

C.I.M.T., R.A.S.C. C.M.F.

(Your CMT/142/8787 dated 27

June, '46, refers.)

For information and any
action you may consider
necessary.

4759

2. (a) Defect Reports A.F.G. 3660 (C.R.O. 435/46 refers) as laid down in E.M.E.R. General H 201 and H202, will be completed and forwarded through the normal channels to this Directorate. Tyre pressures used should be quoted on A.F.G. 3660.

(b) Tyres will be marked with a 6 in. band of white paint around the section.

(c) A copy of the relevant defect report will be enclosed in a water and grease-proof cover, and securely attached to the defective tyre.

(d) The defective tyre will be forwarded to "O.C., 760 Base Workshops, R.E.M.E., D.T.A."

Butler

J.B. MITCHELL, Major,
DADME,
for Brigadier,
Director of Mechanical Engineering,

Copies to:

H.Q., R.A.C.

Art. Branch

H.Q., Infantry

Engineer Branch

Signal Section

Ordnance

C.I.M.T., R.A.S.C.C.M.F.

(Your C.I.M.T./142/8787 dated 27 June, '46, refers.)

For information and any action you may consider necessary,

4759

10 JUL 1946

Post 10/7/46

SUBJECT : Tyre Maintenance.

Land Forces Sub Comd. A.C.
(M.M.I.A.) R O MB.
MB/32/41

2 July 46

TO : Major CATALANO
"Legnano" Div.

Reference your 07/3596 dated 13 June 46.

1. As requested, herewith please find 2 further copies of "Inspection, Maintenance and Care of Pneumatic Tyres."

W.J. FRANKLIN, Major,
DADME.
For Lt. Col.
Assistant Director of Mechanical Engineering.
M.M.I.A.

File

4758

Regd
2nd July

File.

40

SUBJECT : Tyres - Fiat 1100 - 5.00X15.Land Forces Sub Comm. A.C.
(M.M.I.A.) R O M E.
MB/32/40

29

June 46

E.M.E.

3 D.L.U.

Reference your letter MB/MT/99 dated 11 June 1946.

1. Herewith copy of Min. of War authority as requested.

JCh

Capt.
for Lt. Col.
A.D.J.E.

4757

Regd.
29 June
L

C O P I A

Ministero della Guerra
Direzione Generale Art.
e motorizzazione

Roma, 27 Giugno 1946

Divis. mot. Sez. 2
Prot. N° 35085/DM

Al COM. MIL. TERR.LE
DIR. RIP. AUTO
M I L A N O

Risp. al f. del 6/6/46
N° 6251

OGGETTO : Assegnazione gommature al 3° B.L.U. di MILANO
e per conoscenza :
AL 3° B.L.U.
(rif.f. ME/M 15 e N/33 del 3/6/46 MILANO.)

Si autorizza la cessione al 3° B.L.U. dei seguenti
pneumatici per Fiat 1100, da trarre da quelli sbloccati dalla
C.I.A.I. con foglio n.1432-10-2 in data 24/5/46:

- N. 5 coperture mis. 5,00 x 15
- " 5 camere d'aria mis. 5,00 x 15.-

p. IL MINISTRO
f.to Gen. S. ROSSI

4756

(39)

TRANSLATION

From:- "LEGNANO" INFANTRY DIVISION COMMAND

Ref No. 07/3537

To:- MMIA

Date: 12 June 46

Subject:- Provision of tyres.

1. The Italian Ministry of War has given me to understand that the necessary arrangements are being made with the Allied authorities, in order to obtain a supply of tyres for vehicles of Allied manufacture. — ? Q
2. With a view of having information for the co-ordination of an exchange reserve supply for the various units, I beg you to inform me whether this is positive and whether or not I can rely on the supply.
3. I take the opportunity of stating that a determined quantity of ~~tyres~~^{rubber} placed at my disposal, would be of great assistance in carrying out ^{of} repairs of damaged tyres which, at present, are out of use owing to the lack of ^{of} rubber. *the*

sgd. Catalano.

U-R.

*1000 - 900000**Not possible**Verbal answers
given to Maj Catalano
24 June 46**4755
Regd.
24 June.*

Re

REME

COMANDO DIVISIONE DI FANTERIA "LEGNANO"
- Ufficio Automobilistico -

n.07/3534 di prot.

Bergamo, 12 giugno 1946

Oggetto: Approvvigionamento pneumatici.-ADME H.Q. LAND FORCES SUB COMMISSION A C (M.M.I.A.) = Roma =

- 1.- Il Ministero della Guerra Italiano, da una segnalazione pervenutami, ha lasciato intendere che sono in corso pratiche con le Autorità Alleate per ottenere la somministrazione di pneumatici per automotomezzi di produzione alleata.-
- 2.- Allo scopo di avere elementi per la coordinazione del rifornimento ricambi alle varie unità, prego la cortesia di cotesto ADME compiacersi farmi conoscere se a quanto vi è di positivo in merito e se posso contare o meno sulla fornitura.-
- 3.- Mi valgo dell'occasione per segnalare che mi riuscirebbe notevolmente utile avere a disposizione un determinato quantitativo di gomma onde utilizzarla per la riparazione e ricostruzione delle coperture avariate che in atto sono accantonate per mancanza della predetta gomma.-

IL MAGGIORE CAPO UFFICIO AUTO
INCARICATO M.G.
- Pietro Catalano -



[Handwritten signature]

Handwritten note:
Translation
Priority 2.
Off. Huc Bridge Capt
18 June.

75	Date 18/6
OUT	Time 16.00
	84/6

4754

Translation

From M.of Industry and Commerce.
To M.of W. M. Department.

Ref. I657
Date 8/6/46.

Subject Reply to Telegram signed by Sig.Brosio received here asking for the assignment of tyres for the first vehicle consignment to your Ministry.

We had a visit from Col.Brignone the other day to whom we reported the availability of about 1.000 tyres. Col.Brignone stated that these tyres are suitable and sufficient also for the Isotta Fraschini D 65, the Alfa Romeo 430 and the Bianchi Miles.

There being no possibility of having, for these vehicles, the proper 7.50x20 tyres, we have divided all the 32x6 tyres between the SPA, Bianchi, Isotta Fraschini and the Alfa Romeo, thus in order to permit all four firms the immediate delivery of a consignment of vehicles which represents about the number which the firms have manufactured and immediately available.

Taking advantage of the presence of Sig.Gronchi at Milan; we stressed this Ministry's requests and - w.e.f. next week, the first assignment of vehicles to the M.of W. will be increased.

We regret that Italian produced tyres are absolutely insufficient to cover your requests even if we sacrifice the whole of the spares sector and supply to the civilian market.

Although the Northern Italy Industry Sub-commission had pointed out to Rome the adviseability of settling your request with the availability we have of 7.50x20 American imported tyres.

The a/m letter was not received by us.

We assure you that your problem will be borne well in mind by us.

DAK

C.Mariani.

4753

Regol
21 June

MINISTERO DELL'INDUSTRIA E COMMERCIO
CORRISPONDENZA INDUSTRIALE
SEZIONE ITALIA
Soc. Anonima

N° 1657

/AG 21/10/46

MILANO, 11 18 maggio 1946

Esistono telegrammi a firma Ministro Bresio qui pervenuti
e che sollecitano l'assegnazione di pneumatici per primo
equipaggiamento autoveicoli destinati a questo Ministero.

AL MINISTERO DELLA GUERRA
DIREZIONE GEN. MOBILITAZIONE

Abbiamo avuto l'altro giorno la visita del sig. Colonnello Belgione,
al quale abbiamo segnalato la disponibilità di circa 1.000 pneumatici.

Il Colonnello Belgione ha appurato che tale quantità è adatta e suf-
ficiente anche per l'auto Franchini D 55, per l'Alfa Romeo 4.0 e per il
Biocchi Mies.

Non essendo vi possibilità di poter disporre, per tali autoveicoli, della
desiderata quantità 7.500-80, abbiamo ripartito tutte le auto 52 x 6 fra la
SP, la Biocchi, l'auto a Franchini e l'Alfa Romeo, così da consentire a tutta
e quattro le loro immediate consegne di un lotto di autoveicoli che rappre-
ta all'incirca le quattro auto hanno appurato e inodatamente disponibile.

Apprendendo della presenza a Milano del sig. Mario Grechi, gli
si è prospettata la possibilità di tenere presente le richieste di questo Mi-
nistero e, a partire dall'entrata nel paese, si aumenterà il contingente per
il primo equipaggiamento veicoli destinati al Ministero della Guerra.

Purtroppo la produzione di pneumatici nazionali è assolutamente insuf-
ficiente a coprire le vostre richieste ma anche sacrificando tutto il settore del
ricambio e la famiglia al lavoro o vice.

Per quanto la Commissione Industriale alla Italia aveva segnalato
a loro l'opportunità di chiedere le vostre richieste verso la disponibilità
che ci riteniamo esigenti, di pneumatici 7.500-80 di importazione estera.

Si risulta che la lettera della sottocommissione alla Italia non è sta-
ta riscontata.

Vi assicuriamo che il problema che vi interessa è tenuto da noi ben
presente.

IL DIRETTORE
E. DE J. MARIN

MINISTERO DELLA GUERRA

4752

translation
Pius
Pius
Pius

Abbiamo avuto l'altro giorno la visita del sig. Colonello Brignone, al quale abbiamo segnalato la disponibilità di circa 100 caselli segnalati.

Il Colonello Brignone ha appunto che tale somma è adatta o sufficientemente come per i socia Franchini 5 65, per l'Alfa Romeo 4.0 e per il Bianchi 1115.

Non essendo possibile di poter disporre, per tali autoveicoli, della desiderata somma 7.500.000, abbiamo ripartito tutte le somme in 6 fra le quali, la Bianchi, l'Aut a Franchini e l'Alfa Romeo, così da consentire a tutte e quattro le Case l'immediata consegna di un lotto di autoveicoli che rappresenti circa il 40 per cento del totale approntato e immediatamente disponibile.

Apprendendo della presenza a Milano del sig. Min. Crocchi, gli si è prospettata la necessità di tenere presente la richiesta di credito al Ministero, a partire dall'entrata dell'Aut, si presenterà il contingente per il primo equipaggiamento veicoli destinati al ministero della Guerra.

Peraltro la produzione di pneumatici nazionali è assolutamente insufficiente a coprire le vostre richieste e anche sacrificando tutto il settore dei ricambi e le forniture al servizio civile.

Per quanto la Commissione Industriale Alfa Italia aveva esposto a loro l'opportunità di orientare la vostra richiesta verso le disponibilità che ci risultano esistenti, di pneumatici 7.500.000 di importazione americana.

Si ricorda che la lettera della sottocommissione Alfa Italia non è stata riscontrata.

Vi assicuriamo che il problema che Vi interessa è tenuto da noi ben presente.

Il Direttore

F. de J. Mariani

=====4752=====

MINISTRO DELLA GUERRA
DIREZIONE GENERALE ARTIGIERIA E MOBILIZZAZIONE

33111 - Divisione Motorizzaz. - Sez. 2 -

N°

DM di prot.

Roma, 11

8 GIU. 1944

ALLA LAND FORCES SUB COMMISSION A.C. MILA ROMA

.....per conoscenza.-

IL DIRETTORE CAPO DIVISIONE
(col. G. Palanzini)

Palanzini

TRANSLATION

From:- Ministry of War
To:- Addressees

Ref. No. 29187/023124/D.M.
Date:- Rome - 27 April, 1946

Subject:- U/a. M.T. material and tyres of Allied Make

- I. The H.Q. addressed above are kindly requested to arrange so that the materials in question, after having been declared u/g, be returned by rail to the O.A.R.E. of Bologna.
2. The O.A.R.E. will set up a depot to store said material and will arrange to sort out whatever can be repaired for further use and will sell the remainder, as scrap metal, according to administrative instructions in force.

The MINISTER
(fto. Gen. P.G. Properzj)

.....
Ref. No. 33310 Date:- 10th June 1946

To:- LAND FORCES SUB-COMMISSION, A.C. M.I.M.I.A. - ROME

The above is forwarded for information.

(signed) Col.G. Balanzino

U.R.

4751

Rege.
18 June



Copia
Ministere della Guerra

DIREZIONE GENERALE ARTIGLIERIA E FANTORIAZIONE

-Divisione Motorizzazione Sezione 2°-

W.29187/023124/DM di prot.

Roma li 27 aprile 1946

OGGETTO: materiale automobilistico e
allegata fuori uso. --

materiale automobilistico e gomme di produzione alleata fuori uso. —

all'età fuori uso. -

AL COLONDO DIV. FANTERIA	"CREMONA"
"	"
"	"FOLGORE"
"	"
"	"FRIULI"
"	"
"	"LEGNANO"
"	"
"	"MANTOVA"

==TORINCO==
==TIRIVCO==
==LEVICO==
==BERGAMO==
==VAREZZA==

= CESATO DI ROMA =

$$= (\text{B} \mid \text{O} \mid \text{O} \mid \text{G} \mid \text{W} \mid \text{A}) =$$

ALL SOURCE CENTRAL-MILITARY

e, per conoscenza:

JULIO A. RIVERA

1.- I Comandi in indirizzo sono pregati disporre che i materiali in oggetto, dopo la loro dichiarazione fuori uso, siano versati all'O.A.R.E. DI Bologna, ove saranno fatti affluire a mezzo ferrovia.-

2.- La Direzione dell'O.A.R.E. costituirà un deposito dei materiali in parole, e provvederà alla cernita di quanto ancora utilizzabile, previa riparazione, e all'alienazione dei residui, come rottami, secondo le norme amministrative in vigore. -

P. ILMISTRO
(fto. Gen. P. C. Properzj)

IV. 3331 J - DM

Roma 11 7064116

ALLIA LAND FORCE SUB-COMMISSION A.C.M.H.I.A.

五〇五・五

.....per conoscenza. —

1870

MM. DIRETTORE CAPO DIVISIONE
(Col. G. Belandino)

TRANSLATION

FROM: Ministry of War.

REF: 32735/DM

TO: M.M.I.A.

DATE: 4 June 1946.

(in reply to ME/32/16 of 10/5/46)

SUBJECT:- Use of tyres declared u/s.

1. - In accordance with instructions laid down in this Ministry's circular 28100 dated 5/12/45 the M.T.Repair Directorates of Territorial Commands stated at the time the difficulty they met with on account of the lack of skilled labour, and also the deficiency of mechanical equipment, in order to increase the production of repaired tyres.
2. - The time arranged for reporting on the organization for the a/m production, was therefore postponed till 15 April 1946.
3. - From the reports received up to date from the M.T.Repair Directorates, the information has been drawn up according to the enclosed attachment.
4. - The ~~exma~~ production should be considered to be continually on the increase, as the different firms, which have been called upon to cooperate in this work, become better organized the production of repaired tyres will be able to be increased.
5. - This same production is subordinated to the availability of u/s tyres which are able to be vulcanized, therefore the monthly production of repaired tyres is not fixed, and for some branches of the M.T.Repair Directorates it is necessarily low on account of the non availability of u/s tyres.

sgd. P.G.Properzj
General.

Ada Bucci.

4749

Reg 17/6/46

SUMMARY TABLE OF THE PRODUCTION
OF REPAIRED TYRES IN M.T. REPAIR UNITS.

M.T. repair Directorate of the Territorial Command of.	Monthly out-put of repaired tyres at 15 April.		
	From Army repair units.	From civil firms.	
TURIN	10	—	Small availability of U/S tyres.
GENOA	50	—	Out-put adequate to the actual equipment of the unit, and the availability of U/S tyres.
MILANO	150	—	Negative negotiations with civil firms on account of too high prices being asked.
BOLZANO	—	—	The production of repai- red tyres is still in course of organisation at the repair units. We shall inform you of the monthly out-put of repaired tyres in question carried out by the said Directorate.
UDINE	15	—	The improvement of the technical equipment of

48

	From Army repair units.	From civil firms.	
TURIN	10	—	Small availability of U/S tyres.
GENOA	50	—	Out-put adequate to the actual equipment of the unit, and the availability of U/S tyres.
MILANO	150	—	Negative negotiations with civil firms on account of too high prices being asked.
BOLZANO	—	—	The production of repai- red tyres is still in course of organisation at the repair units. We shall inform you of the monthly out-put of repaired tyres in question carried out by the said Directorate.
UDINE	15	—	48 The improvement of the technical equipment of the repair unit is in course. The negotiations with civil firms have not had good results.
BOLOGNA	—	—	We shall forward infor- mation in respect of the monthly output of ty- res repaired by units under command of the 60 Territorial Comm.

- 2 -

FLORENCE	60	—	—	Several days ago repairs in question have been given also to a firms in Florence, but the out put has not yet been ascertained.
ROMA	267	200	—	On account of a deficiency of suitable personnel and technical equipment, the 10 Rept. Unit has not yet started said works.
BARI	37	100	—	
NAPOLI	—	—	—	
PALERMO	70	—	—	There are no suitable civilian firms for such work in the locality.
TOTAL	659	300	—	

Ada Bucci.

4745

RADI
NAPOLI

37

100

On account of a deficiency of suitable personnel and technical equipment, the IO Rep: Unit has not yet started said works.

PALERMO

70

There are no suitable civilian firms for such work in the locality.

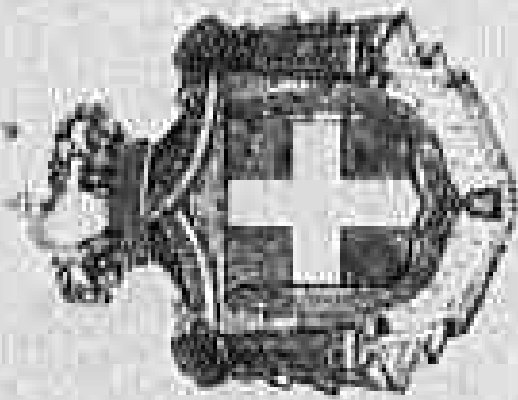
TOTAL

659

300

Ado Buccì.

4748



ME/aa

Ministero della Guerra

DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE

- Divisione Motorizzazione Sezione 3^a - 4^a (M)

n. 32753 DM

Roma li

OGGETTO: Impiego di gomme dichiarate fuori uso.

235915

ALLA LAND FORCES SUB-COMMISSION A.C. (M.M.I.A.)

(risp. ME/32/16 del 10/5/46)

= R O M A =

Reale

1.- Le Direzioni Riparazioni Auto dei Comandi Militari Territoriali, in ottemperanza a quanto disposto da questo Ministero con la circolare 28100 in data 5/12/45 segnalavano a suo tempo le difficoltà incontrate sia per deficienza di maestranze idonee sia per deficienza delle attrezzature meccaniche, per incrementare la produzione delle coperture di ripiego.

2.- Il termine fissato per riferire sulla organizzazione della produzione di cui sopra, fu pertanto prorogato al 15 aprile 1946.

3.- Dai rapporti fin'oggi pervenuti dalle Direzioni Riparazioni Auto sono state tratti i dati di cui all'accluso allegato.

4.- La produzione però è da considerare in continuo incremento e meno che i Reparti Riparazioni e le ditte civili, chiamate a correre per tale produzione, si saranno meglio organizzate, la produzione di coperture di ripiego potrà aumentare.

5.- La produzione stessa è anche subordinata alla disponibilità di coperture fuori uso suscettibili di imbullonatura, pertanto il gettito mensile delle coperture di ripiego non è fisso e per alcuni Reparti Riparazioni Auto è necessariamente basso per indisponibilità di coperture fuori uso.

p. I L M I N I S T R O
(Gen. P.G. Properzj)

Properzj

*Autocritica
in
Archivio
M.M.I.A.*

1730

4748

OGGETTO: Impiego di gomme dichiarate fuori uso.-

025915
ALLA LAND FORCES SUB-COMMISSION A.C. (M.M.I.A.)
(risp. ME/32/16 del 10/5/46) = R O M A =

- 1.- Le Direzioni Riparazioni Auto dei Comandi Militari Territoriali, in ottemperanza a quanto disposto da questo Ministero con la circolare 28100 in data 5/12/45 segnalavano a suo tempo le difficoltà incontrate sia per deficienza di maestranze idonee sia per deficienza delle attrezzature meccaniche, per incrementare la produzione delle coperture di ripiego.-
- 2.- Il termine fissato per riferire sulla organizzazione della produzione di cui sopra, fu pertanto prorogato al 15 aprile 1946.-
- 3.- Dai rapporti fin'oggi pervenuti dalle Direzioni Riparazioni Auto sono state tratti i dati di cui all'accluso allegato.-
- 4.- La produzione però è da considerare in continuo incremento e meno che i Reparti Riparazioni e le ditte civili, chiamate a correre per tale produzione, si saranno meglio organizzate, la produzione di coperture di ripiego potrà aumentare.-
- 5.- La produzione stessa è anche subordinata alla disponibilità di coperture fuori uso suscettibili di imbullonatura, pertanto il gettito mensile delle coperture di ripiego non è fisso e per alcuni Reparti Riparazioni Auto è necessariamente basso per indisponibilità di coperture fuori uso.-

P. I L M I N I S T R O
(Gen. P.G. Properzj)

Properzj

*Conferenza
19/5/46
10/6/46*

1730 4746
Date 6/6
1200
15/6
SC

μ/σ

SPECCHIO RIEPILOGATIVO DELLA PRODUZIONE
PRESSO I REPARTI RIPARAZIONI AUTO
COPERTURE DI RIFIEGO

DIREZIONE RIPARAZIONI AUTO DEL COMANDO MILITARE TERRITORIALE		NOTIZIE		DIREZIONE RIPARAZIONI AUTO DEL COMANDO MILITARE TERRITORIALE	
di		di		di	
Gettito mensile coperture di ri- piego al 15 aprile		Gettito mensile coperture di ri- piego al 15 aprile		Gettito mensile coperture di ri- piego al 15 aprile	
presso il dipendente Rep. Rip.		presso il dipendente Rep. Rip.		presso il dipendente Rep. Rip.	
TORINO	10	10	Piccola disponibili di cop. F.u.	10	Piccola disponibili di cop. F.u.
GENOVA	50	50	Gettito adeguato all'attuale attrezza- tura del Rep. Rip. ed alla disponi- bilità di copert. f.u.	50	Gettito adeguato all'attuale attrezza- tura del Rep. Rip. ed alla disponi- bilità di copert. f.u.
MILANO	150	150	Trattative con ditte civili negati- ve essendo stati richiesti compen- si troppo elevati.	150	Trattative con ditte civili negati- ve essendo stati richiesti compen- si troppo elevati.
BOLZANO	---	---	Ha ancora in corso l'organizzazio- ne della produzione delle copertu- re di ripiego presso i Rep. Rip. di- pendenti. Si fa riserva di precisa- re il gettito mensile di copert. in oggetto realizzato da detta Direzione.	---	Ha ancora in corso l'organizzazio- ne della produzione delle copertu- re di ripiego presso i Rep. Rip. di- pendenti. Si fa riserva di precisa- re il gettito mensile di copert. in oggetto realizzato da detta Direzione.
UDINE	15	15	E' in corso il potenziamento del- l'attrezzatura tecnica del Reparto Rip. Le trattative con ditte pri- vate hanno dato esito non favore- vole.	15	E' in corso il potenziamento del- l'attrezzatura tecnica del Reparto Rip. Le trattative con ditte pri- vate hanno dato esito non favore- vole.
BOLOGNA	---	---	Si fa riserva di precisare il get- tito mensile di copert. di ripiego da parte degli enti della giuria sdizione del 6° Comiliter.	---	Si fa riserva di precisare il get- tito mensile di copert. di ripiego da parte degli enti della giuria sdizione del 6° Comiliter.
FIRENZE	60	60	Da pochi giorni le riparazioni in oggi sono state affidate anche ad una Ditta di Firenze. Non ancora però ne è stata accertata la potenzia- bilità produttiva.	60	Da pochi giorni le riparazioni in oggi sono state affidate anche ad una Ditta di Firenze. Non ancora però ne è stata accertata la potenzia- bilità produttiva.
ROMA	267	267		267	
BARI	37	37		37	
	200	200		200	

TORINO	50	---	Gettito adeguato all'attuale attrezzatura del Rep. Rip. ed alla disponibilità di copert. f. u.
MILANO	150	---	Trattative con ditte civili negative essendo stati richiesti compensi troppo elevati.
BOLZANO	---	---	Ha ancora in corso l'organizzazione della produzione delle coperture di ripiego presso i Rep. Rip. dipendenti. Si fa riserva di precisare il gettito mensile di copert. in oggetto realizzato da detta Direzione.
UDINE	15	---	E' in corso il potenziamento dell'attrezzatura tecnica del Reparto Rip. Le trattative con ditte private hanno dato esito non favorevole.
BOLOGNA	---	---	Si fa riserva di precisare il gettito mensile di copert. di ripiego da parte degli enti della giurisdizione del 6° Comiliter.
FIRENZE	60	---	Da pochi giorni le riparazioni sono state affidate anche ad una Ditta di Firenze. Non ancora però ne è stata accertata la potenzialità produttiva.
ROMA	267	200	4745
BARI	37	---	
NAPOLI	---	100	
PALERMO	70	---	Il 10° Rep. Rip. per deficienza di maestranze idonee e di attrezzature tecniche, non ancora ha iniziato tali lavorazioni.
TOTALI	659	300	Mancano sul posto ditte civili idonee per tali lavori.

35

SUBJECT :- Tyre Pressures.

Land Forces Sub Comm. A.C.
(M.F.A.) R O M R.
ME/32/35

14 June 46

To :- D.A.D.M.S., 12 BLS.
ME's 1,3,4,5,7, and 10 BLS.

1. The following comments regarding tyre pressures detailed in HMF Vehicles General 0766 are forwarded for information and action as necessary.

(a) Scammell 6 x 4 Heavy Breakdown.

Tyre pressures will be increased to 40 lbs/sq in front and rear, until such time as a final decision has been reached between HMF War Office and Ministry of Supply.

(b) 10.50 x 16 tyres fitted to Lorries 3 ton and over.

As 10.50 x 16 R F tyres are not capable of carrying the high loadings which may be carried on Lorries 3-ton and over, any so fitted will immediately be replaced with those of normal pneumatic construction.

ASL/ag

Shrookridge
Capt.
for Lt. Col. ASL.

4744
Regd.
11 June

see A9

File

34

SUBJECT :- Tyres and Tubes.

Land Forces Sub Comm. A.C.
(M.M.I.A.) R O M E.
MS/32

50

14 June 46

To :- RMA 6 B.I.U.

1. Arrangements are in hand for the following to be despatched by rail to C.A.R.B. :-

1000 - 900 x 16 R.F. assemblies.

1500 - 1050 x 20 Tubes Inner.

2. Please note that the 900 x 16 are Run Flat Assemblies, and must be issued as assemblies. On no account must ordinary Pneumatic Inner Tubes be used in conjunction with these tyres but the correct type which is clearly marked " 900 x 16 R.F. ".

3. For your information when such assemblies are fitted to 15 cwt vehicles the correct tyre pressures are :-

18 lbs per sq inch FRONT
26 lbs " " REAR.

WJP/ag

Copies to :- RMA 1 B.I.U. }
RMA 3 B.I.U. } for info.
RMA 4 B.I.U. }

H. Shankles
Adj.
for Lt. Col.
ADME.

4743

Regd.

14 June

Subject:- Tyres, Fiat II00
5.00 x 15

R 3 Branch,
HQ 3 British Liaison Unit.
ME/MT/99
11 June 46

REME Branch,
HQ MMIA.

Ref conversation Col Blunt-Capt Aldridge with
regard to tyres for a FIAT II00, herewith a translation
of the letter sent by III Terr Comd. to Ministry of War.

It will be of great assistance if you can speed up
M of Ws action on this letter.

Milan.

S/Capt.
ME 3 British Liaison Unit 4742

13 JUN 1946

Recd
13 June

Translation:

P/A

3 Territorial Command,
M/T Repairs Directorate.

Ref. No18/6251

Milan, 6 June 46.

Subject: Tyres, allotment to 3 B.L.U., Milan.

To : Ministry of War,
M/T & A rty G.H.Q.,
M/T Div.,

Rome.

~~~~~

Attd letter received from REME Branch, 3 B.L.U., Ref. NoME/MISC/33 dated 3 June 46, asking you to kindly authorize the issue of the tyres requested, to be taken from the ones allotted by the Ministry of Industry and Commerce, Industry Central Commission, N.Italy Sub Commission.

Sgd P. Zuco, Col, O.C..

Certified True Copy,  
Sgd ??????, Maj..

+++++++=

3 Territorial Command,  
M/T Repairs Directorate

Ref. No18/6251

Milan, 7 June 46.

Subject: Tyres, Fiat 1100, 5.00 x 15.

To : H.Q. 3 B.L.U., Milan.

~~~~~

Ref your ME/MISC/33 of 3 June 46.

Attd, for your information, copy of the letter sent to Ministry of War asking for the authorization to issue the tyres requested.

Sgd P. Zuco, Col, O.C..

0.47

0-472



One 1

Declassified

Classified E.O. 12065

ified E.O. 12065 Sec

Section 3-402/NNDC

TRANSLATION

FROM: M. of W.

REF: 32528/DM

TO : Naples Repair Directorate

DATE: 1/6/46

SUBJECT: Tyres issued by M.M.I.A.

- 1) In letter Q/207 dated 28 May 1946, M.M.I.A. informs of the issue of the following tyres: and inner tubes:-
1000 tyres size 900H16
3000 inner tubes size 10.50x20
- 2) Your Directorate will immediately contact IO BLU for the withdrawal of the material in question.
- 3) Dispatch by Rail to O.A.R.E., and under escort, all tyres size 9.00x16 and 1500 inner tubes, size 10.50x20.
- 4) The remaining 1500 inner tubes size 10.50x 20 are assigned to the 8 M.T. Spare Parts Depot, with whom you will make direct agreement for the withdrawal of same.
- 5) All necessary steps will be taken so that the aforesaid dispatch be carried out by the middle of June.

Sgd. BALANZINO
Col.

SUBJECT: Tyres issued by N.M.I.A.

- 1) In letter G/207 dated 28 May 1946, N.M.I.A. informs of the issue of the following tyres: and inner tubes:-
1000 tyres size 9.00x16
3000 inner tubes size 10.50x20
- 2) Your Directorate will immediately contact IO BLU for the withdrawal of the material in question.
- 3) Dispatch by Rail to O.A.R.E., and under escort. all tyres size 9.00x16 and 1500 inner tubes, size 10.50x20.
- 4) The remaining 1500 inner tubes size 10.50x 20 are assigned to the 8 N.T. Spare Parts Depot, with whom you will make direct agreement for the withdrawal of same.
- 5) All necessary steps will be taken so that the aforesaid dispatch be carried out by the middle of June.

Sgd. BALANZINO
Col.

4740

-2-

FROM: M. of W.

REF: 32718/DM
035971

TO : N.M.I.A.

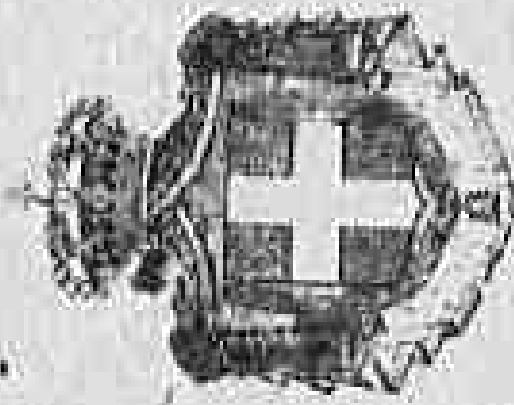
DATE: 4/6/46

The above is forwarded for info.

G.E.

Reg 12/6/46

Sgd. BALANZINO
Col.



MF/aa

COPIA

Rev.

Ministero della Guerra

DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE
- Divisione Motorizzazione Sezione 2.-

N. 32528/DM

Roma li 1. Giugno 1946

OGGETTO: gomme concesse dalla M.M.I.A.

AL COMANDO MILITARE TERRITORIALE
Direzione Riparazioni Auto

e, per conoscenza:

ALL'OFFICINA AUTOMOBILISTICA R.B.

ALL'8° MAGAZZINO RICAMBI AUTO

= N A P O L I =

= B O L O G N A =

= R O M A =

1.- La M.M.I.A. comunica col foglio 2/207 del 28 maggio u.s. l'avvenuta concessione delle seguenti gommature:

- n. 1000 coperture misura 8.00 x 16
- " 3000 camere aria " 10.50 x 20

2.- Codesta Direzione prenda immediato contatto col 10° B L U per il ritiro di tali materiali.-

3.- Spedisca per ferrovia all'O.A.R.E., con adeguata scorta armata, tutte le coperture mis. 9.00 x 16 e n. 1500 camere d'aria misura 10.50 x 20.-

4.- Le residue 1500 camere d'aria mis. 10.50 x 20 sono destinate all'8° Magazzino Ricambi Auto col quale codesta Direzione prenderà diretti accordi in merito al ritiro.-

5.- Siano prese tempestivamente tutte le necessarie disposizioni perchè la suindicata spedizione dei materiali in oggetto si effettui verso la metà di giugno.-

IL DIRETTORE CAPO DIVISIONE

f.to: Col. G. Balanzino

N. 32528/DM

035971

Roma li *1.6.46*

ALLA LAND FORCES SUB-COMMISSION AC.M.M.I.A. = R O M A =

4739

.....per opportuna conoscenza.- (i.w. BLUNT)

OGGETTO: gomme concesse dalla M.M.I.A.

AL COMANDO MILITARE TERRITORIALE
Direzione Riparazioni Auto

= N A P O L I =

e, per conoscenza:

ALL'OFFICINA AUTOMOBILISTICA R.E.

= B O L O G N A =

ALL'8° MAGAZZINO RICAMBI AUTO

= R O M A =

1.- La M.M.I.A. comunica col foglio 2/207 del 28 maggio u.s. l'avvenuta concessione delle seguenti gommature:

- n. 1000 coperture misura 9.00 x 16
- " 3000 camere aria " 10.50 x 20

2.- Codesta Direzione prenda immediato contatto col 10° B L U per il ritiro di tali materiali.-

3.- Spedisca per ferrovia all'O.A.R.E., con adeguata scorta armata, tutte le coperture mis. 9.00 x 16 e n. 1500 camere d'aria misura 10.50 x 20.-

4.- Le residue 1500 camere d'aria mis. 10.50 x 20 sono destinate all'8° magazzino Ricambi Auto col quale codesta Direzione prenderà diretti accordi in merito al ritiro.-

5.- Siano prese tempestivamente tutte le necessarie disposizioni perchè la suindicata spedizione dei materiali in oggetto si effettui verso la metà di giugno.-

IL DIRETTORE CAPO DIVISIONE

fto: Col.G. Balanzino

N. 32528/DN

Roma li 1. giugno 1946

035971 ALLA LAND FORCES SUB-COMMISSION A.C.M.M.I.A. = R O M A =

4739

..... per opportuna conoscenza.-(per BLUNT)

IL DIRETTORE CAPO DIVISIONE
(Col.G. Balanzino)

Spesato la tua
Priority
Schubert
6/6

GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCE

MEMO

Subject:- Tyre Pressures

To:- DOME, HQ, BTA
DOME, HQ, J District
DOME, Rear HQ 13 Corps
CI ROME Inspectorate GHEQ

PRISON 506

18/5B/1980

3 Jan 46

The following comments regarding tyre pressures detailed in ~~MEMO~~ Vehicles General 0766 are forwarded for information and action as necessary.

(a) Scammell 6 x 4 Heavy Breakdown

Tyre pressures will be increased to 40 lbs/sq in front and rear, until such time as a final decision has been reached between DME War Office and Ministry of Supply.

(b) 10.50 x 16 tyres fitted to Lorries 3 ton and over.

As 10.50 x 16 R P tyres are not capable of carrying the high loadings which may be carried on Lorries 3-ton and over, any so fitted will immediately be replaced with those of normal pneumatic construction.

Butcher
J.D. MITCHELL, Major,
DADMS,
for Brigadier,
Director of Mechanical Engineering.

Copy to:- CMT, RASC, GHEQ
ADME, Land Forces Sub Com AG, (RSTA) Rome
RASC UKI, HQ BTA

4738

RENE

31

785020

OF ROAD DISAPPEARANCE

The following comments regarding tyre pressures detailed in ~~MEMO~~ Vehicles General 0766 are forwarded for information and action as necessary.

(a) Scammell 6 x 4 Heavy Breakdown

Tyre pressures will be increased to 40 lbs/sq in front and rear, until such time as a final decision has been reached between the War Office and Ministry of Supply.

(b) 10.50 x 16 tyres fitted to Lorrain 3 ton and over.

As 10.50 x 16 R P tyres are not capable of carrying the high loadings which may be carried on Lorrain 3-ton and over; any so fitted will immediately be replaced with those of normal pneumatic construction.

Butcher

J.B. MITCHELL, Major,
DADME,
for Brigadier,
Director of Mechanical Engineering.

Copy to: QM, RASC, GSC
ADME, Land Forces Sub Comd AC, (MELA) Rome
EACS UEL, HQ BTA

4738

RECEIVED 4 JUN 1946
77/1

File

INFLATION PRESSURES FOR 'A' AND 'B' VEHICLE TYRES

Tyre inflation pressures have been revised and are shown in the following Tables. Tyre pressures, moulded on the side walls of tyres and given in vehicle instruction books and manuals, will be ignored.

The following abbreviations are used in all Tables :-

- N.P. - normal pneumatic, standard or cross-country tread.
- W.D. - special W.D. type tyres.
- R.P. - Runflat.
- R.F.E. Runflat - no tube required.
- Combat - American equivalent of Runflat.
- A.D.V. animal drawn vehicles.
- E.M. - earth moving.
- D. - dumper.
- L.L. - low-loading.
- T.T. - Truck type.
- B. - barrow.
- Rib. - ribbed type.
- A.P.T./L - normal pneumatic - special lightweight.

Table 1 - Tyre inflation pressures for 'A' wheeled vehicles.

Vehicle	Tyre size	Tyre type	Tyre pressure (lb./sq. in.)	
			Front	Rear
<u>Armoured cars</u>				
A.E.C., Mk. I, 4 x 4	14.00/13.50-20	R.P.	26	42
A.E.C., Mk. II, 4 x 4		N.P.	40	58
A.E.C., Mk. III, 4 x 4				
Boarhound, (T.18.E.2) 8 x 8	14.00/13.50-20	R.P.	20	38
Coventry, Mk. I, 4 x 4)	14.00/13.50-20	N.P.	38	54
Coventry, Mk. II, 4 x 4)		R.P.	32	30
		N.P.	44	50
Daimler, Mk. I, 4 x 4)	11.00/10.50-20	R.P.	38	47 3/4
Daimler, Mk. II, 4 x 4)		N.P.	40	80
		Combat	80	
Deerhound, T. 17, 6 x 6	12.00-20			

R.F. - Runflat.
 R.F.E. Runflat - no tube required.
 Combat - American equivalent of Runflat.
 A.D.V. animal drawn vehicles.
 E.L. - earth moving.
 D. - dumper.
 L.L. - low-loading.
 T.T. - Truck type.
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Table 1 - Tyre inflation pressures for 'A' wheeled vehicles.

Vehicle	Tyre size	Tyre type	Tyre pressure (lb./sq. in.)	
			Front	Rear
<u>Armoured cars</u>				
A.E.C., Mk. I, 4 x 4	14.00/13.50-20	R.F.	26	42
A.E.C., Mk. II, 4 x 4		N.P.	40	58
A.E.C., Mk. III, 4 x 4				
Boarhound, (T.18.E.2) 8 x 8	14.00/13.50-20	R.F.	20	38
Coventry, Mk. I, 4 x 4	14.00/13.50-20	N.P.	38	54
Coventry, Mk. II, 4 x 4		R.F.	32	36
		N.P.	44	50
Daimler, Mk. I, 4 x 4	11.00/10.50-20	R.F.	38	47 3/4
Daimler, Mk. II, 4 x 4		N.P.	40	
Deerhound, T. 17, 6 x 6	12.00-20	Combat	60	80
Fox, I, 4 x 4	11.00/10.50-20	R.F.	38	44
Greyhound, (M.8), 6 x 6	9.00-20	N.P.	40	46
	11.00/10.50-20	N.P.	40	30
Guy, Mk. I, 4 x 4		R.F.	22	30

Table 1 (contd.)

Vehicle	Tyre size	Tyre type	Tyre pressure (lb./sq. in.)	
			Front	Rear
Humber, Mk. I, 4 x 4	11.00/10.50-20	R.P.	32	40
Humber, Mk. II, 4 x 4		N.P.	30	42
Humber, Mk. III, 4 x 4				
Humber, Mk. IV, 4 x 4				
Humber, A.A., Mk. I				
Staghound, (T.17.E.1) I, 4 x 4	14.00/13.50-20	Combat	70	80
Staghound, (T.17.E.1) III, 4 x 4				
Staghound, A.A., (T.17.E.2) 4 x 4				
<u>A.O.Vs.</u>				
A.E.C., Mk. I, 4 x 4	14.00/13.50-20	R.P.	20	38
A.E.C., Mk. II, 4 x 4		N.P.	40	52
A.E.C., Mk. I, 4 x 4	14.00/13.50-20	R.P.	10	30
		N.P.	28	50
<u>Scout cars</u>				
Daimler, I, 4 x 4	7.00-18	R.P.	24	32
Daimler, II, 4 x 4		R.P.E.	Nil	Nil
Daimler, III, 4 x 4				
Ford, I, 4 x 4	9.25-10	R.P.20/1	28	30
Ford II, 4 x 4	9.00-10	R.P.	14	20
Humber, I, 4 x 4	9.25-10	R.P.20/1	14	20
		R.P.	10	20

NOTE: Cars will be taken that R.P. tyres are replaced with R.P. and Combat with Combat. Only in an emergency should the original type of tyre equipment be deviated from.

Table 2 - Tyre inflation pressures for 'B' wheeled vehicles

Vehicle	Type size	Type type	Type pressure, road or C.C. (lb./sq. in.)	Front	Rear
MOTOR CYCLES, SOLO AND COMBINATIONS					
Excelsior, 98 c.c., solo	2 1/4 x 12 1/2	N.P.		30	34
Royal Enfield, 125 c.c., solo	2.50-19	"		10	28
James, 125 c.c., solo	2.75-19	"		22	28
Indian, 490 c.c., solo	3.50-18	"		22	24
	4.00-18	"		22	28

4736

Staghead, A.A., (T.17.2.2) 4 x 4

A.C.Vs.

A.E.C., Mk. I, 4 x 4)
 A.E.C., Mk. II, 4 x 4)
 A.E.C., Mk. I, 4 x 4)

Scout cars

Daimler, I, 4 x 4
 Daimler, II, 4 x 4
 Daimler, III, 4 x 4
 Ford, I, 4 x 4
 Ford II, 4 x 4
 Gumber, I, 4 x 4

R.F. 20
 W.P. 40
 R.F. 10
 R.F. 28

14.00/13.50-20
 14.00/13.50-20

R.F. 24
 R.F.E. Nil

7.00-18

R.F. 20/1
 R.F. 14
 R.F. 20/1
 R.F. 14

9.25-10
 9.00-10
 9.25-10

NOTE: Care will be taken that H.F. tyres are replaced with R.F. and Combat with Combat. Only in an emergency should the original type of tyre equipment be deviated from.

Table 2 - Tyre inflation pressures for 'B' wheeled vehicles

Vehicle	Tyre size	Tyre type	Tyre pressure, road or G.C. (lb./sq. in.)	
			Front	Rear
MOTOR CYCLES, SOLO AND COMBINATIONS				
Excelsior, 98 c.c., solo	2 1/4 x 12 1/2	W.P.	30	34
Royal Enfield, 125 c.c., solo	2.50-19	"	16	28
James, 125 c.c., solo	2.75-19	"	4736	28
Indian, 490 c.c., solo	3.50-18	"	22	24
Indian, 740 c.c., solo	4.00-18	"	15 1/2	20
Indian, 1, 230 c.c., combination side-car	3.50-18	"	22	20
Norton, 633 c.c., combination side-car	4.50-18	"	18	18
All other makes:	4.50-18	"	10	18
Solo	4.00-18	"	-	24
	3.25-19	"	20	24
		"	-	24
		"	18	22

3/.....

- 3 -

Table 2 (contd.)

Vehicle	Tyre size	Tyre type	Tyre pressure road or O.C. (lb./sq. in.)	Front	Rear
<u>CARS, UTILITIES, LIGHT AND COMMAND</u>					
<u>RECCB.</u>					
All makes and types (see below for exceptions)					
	4.00-17	N.P.	20	20	20
	4.45-17	"	24	24	24
	4.50-17	"	24	24	24
	5.00-16	"	20	20	20
	5.45-16	"	20	20	20
	5.50-16	"	22	22	22
	5.75-16	"	24	24	24
	6.00-16	"	20	20	20
	6.50-16	"	20	20	20
	7.00-16	"	22	22	22
	7.50-16	"	20	20	20
	9.00-13	"	22	22	22
	9.00-16	N.P. (car)	22	22	22
	9.00-16	" (truck)	20	20	20
	9.00-16	R.P.	10	10	10
	9.25-16	N.P.	20	20	20
	9.25-16	R.P.	22	22	22
	9.00-13	N.P.	22	22	22
<u>Fordeon Station Wagon</u>					
Number:					
Snipe	9.00-13	N.P.	22	22	22
Limousine protected	7.00-16	N.P.	32	32	32
Mk. II Lt. Recce., 4 x 4	9.25-16	"	32	32	32
5 est., 4 x 4 (formerly known as Jeep)	6.00-16	RF.20/1	20	20	20
		N.P.	30	30	30
Morris, Mk. I, Lt. Recce.	9.25-16	"	12	12	12
		RF.20/1	24	24	24
<u>Standard:</u>					
Lt. Armoured, Mk. III and V	9.00-13	N.P.	22	22	22
Lt. Armoured, Mk. I and II	6.00-16	"	30	30	30
<u>ACQUIRED CARS</u>					
All makes and types	4.00-17	N.P.	20	20	20
	4.50-17	"	24	24	24
	4.50-18	"	20	20	20

5.25-10	"	N.P.	30
5.50-10	"	"	20
5.75-10	"	"	30
6.00-10	"	"	30
6.50-10	"	"	30
7.00-10	"	"	30
7.50-10	"	"	30
8.00-13	"	"	30
9.00-10	"	N.P. (car)	28
9.00-10	"	" (truck)	34
9.00-10	"	N.P.	21
9.25-10	"	N.P.	34
9.25-10	"	N.P.	20
9.00-13	"	N.P.	30
9.00-13	"	N.P.	20
7.00-10	"	N.P.	30
9.25-10	"	"	30
9.00-10	"	RP, 20/1	30
9.00-10	"	N.P.	30
9.25-10	"	"	40
9.00-13	"	RP, 20/1	40
9.00-10	"	N.P.	30
9.00-10	"	"	30
4.00-17	"	N.P.	20
4.50-17	"	"	28
4.50-18	"	"	25
4.75-17	"	"	28
4.75-18	"	"	28
5.00-10	"	"	20
5.00-17	"	"	20
5.00-18	"	"	20
5.25-10	"	"	20
5.25-17	"	"	28
5.25-18	"	"	20

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Foreign Station wagon

Number:

Snips

Licousine protected

Mk. II Lt. Reece., 4 x 4

5 cut., 4 x 4 (formerly known as jeep)

Morris, Mk. I, Lt. Reece.

Standard:

Lt. Armoured, Mk. III and V

Lt. Armoured, Mk. I and II

ACQUIRED CARS

All makes and types

AMPHITRYON VASTETUS

AMBULANCES

All makes, 4 x 2 and 4 x 4

AMPHIBIAN VEHICLES5 cwt., 4 x 4
2 1/2 ton, 6 x 6, G.S.
(formerly known as DUKW)

7.00-10	"	30	30	30
7.00-17	"	30	30	30
7.50-10	"	30	30	30
5.25-18)	"	28	30	30
5.50-18)	"	30	30	30
6.00-20)	"	30	30	30
or 6.00-20/30x5)	"	30	30	30
6.50-20	"	26	30	30
or 6.50-20/32x0	"	30	30	30
7.00-10	"	30	30	30
7.00-20)	"	30	30	30
or 7.00-20/32x0	"	30	30	30
7.00-20	"	30	30	30
or 7.00-20/32x0	"	30	30	30
7.50-10	"	30	30	30
7.50-20	"	30	30	30
or 7.50-20/34x7)	"	30	30	30
8.25-10	"	22	34	20
9.00-10	"	20	34	20
9.00-10	"	18	20	32
9.25-10	R.P.	28	28	28
9.25-10	N.P.	20	28	20
10.50-10	R.P.	20	28	20
10.50-10	N.P.	20	28	20
30 x 5	"	50	50	50
32 x 6	"	50	50	50
34 x 7	"	50	50	50
150-20	"	30	30	30
160-20	"	30	30	30
170-20	"	30	30	30
170-20	"	30	30	30
9.00-10	"	30	30	30
10.00/9.75-18	"	30	30	30
11.00-18	"	40	40	40
	"	40	40	40

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Table 2 (contd.)

Vehicle	Tyre size	Tyre type	Tyre pressure road or C.C. (lb./sq. in.)	Front	Rear
<u>AMPHIBIAN VEHICLES (contd.)</u>					
4 ton, 8 x 8, G.S. (formerly known as Terrapin, Mk. I) -----	13.00/12.75-24	D		18	18
<u>TRUCKS AND VANS</u>					
8 and 10 cwt. All makes, 4 x 2 and 4 x 4	7.50-15 9.00-13 9.25-16 9.25-16	N.P. N.P. " RF.20/1		20 24 28 20	30 20 32 20
15 cwt. and 1 ton All makes, 4 x 2 and 4 x 4 (see below for exceptions)	5.50-20 6.00-20 or 6.00-20/30x5 9.00-16 9.00-16 10.50-16 10.50-16 11.00/10.50-20 30 x 5 32 x 6 34 x 7 150-20 8.75-16 7.00-17 32 x 6	N.P. N.P. " R.F. N.P. R.F. R.F. R.F. N.P. " " " A.P.T./N N.P. "		30 30 20 18 30 18 30 50 64 60 30 26 30 64	40 30 40 20 30 20 30 50 64 60 30 32 40 80
Austin, 4 x 4, A.P.T., 15 cwt. Chevrolet, 15 cwt., 4 x 2, G.S. Ford W.O.T.3A, 1 ton, 4 x 2, G.S. Armoured personnel, 15 cwt., 4 x 4 (White)	8.25-20 9.00-20 9.00-20 230-20	Combat " N.P. "		40 40 30 30	60 60 60 60
30 cwt. All makes, 4 x 2, 4 x 4 (see page 6 for exception)	7.50-20 or 7.50-20/34x7 8.25-20 9.00-16 9.00-16 9.00-20 10.50-16 10.50-16	N.P. " " R.F. N.P. N.P. R.F.		40 30 20 18 30 30 24	44T 30T 40 20 42 40 28 40

15 cwt. and 1 ton
All makes, 4 x 2 and 4 x 4
(see below for exceptions)

Austin, 4 x 4, A.P.T., 15 cwt.
Chevrolet, 15 cwt., 4 x 2, G.S.
Ford W.O.T.3A, 1 ton, 4 x 2,
G.S.
Armoured personnel, 15 cwt.,
4 x 4 (White)

30 cwt.
All makes, 4 x 2, 4 x 4
(see page 6 for exception)

or 6.00-20/30x5)

or 7.50-20/34x7)

9.00-13	N.P.	24	20
9.25-16	"	28	32
9.25-16	R.F.20/1	20	20
5.50-20	N.P.	30	40
6.00-20	N.P.	30	30
or 6.00-20/30x5	"	20	40
9.00-16	"	18	20
9.00-16	R.V.	30	30
10.50-16	N.P.	18	20
10.50-16	R.F.	30	30
11.00/10.50-20	R.F.	50	50
30 x 5	N.P.	64	64
32 x 6	"	60	60
34 x 7	"	30	30
150-20	"	26	32
8.75-16	A.P.T./H	30	40
7.00-17	N.P.	64	60
32 x 6	"	40	60
8.25-20	Combat	40	60
9.00-20	"	40	60
9.00-20	N.P.	30	60
230-20	"	30	60
7.50-20	N.P.	40	44T
or 7.50-20/34x7	"	30	30T
8.25-20	"	20	40
9.00-16	"	18	20
9.00-16	R.F.	30	42
9.00-20	N.P.	30	40
10.50-16	N.P.	24	28
10.50-16	R.F.	40	40
11.00/10.50-20	N.P.	30	30
11.00/10.50-20	R.F.	44	44T
30 x 5	N.P.	60	60
32 x 6	"	60	60
34 x 7	"	60	60
34 x 7	"	60	60

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Table 2 (contd.)

Vehicle	Tyre size	Tyre type	Tyre pressure road or C.C. (lb./sq. in.)	
			Front	Rear
TRUCKS AND VANS (contd.) 30 cwt., (contd.) All makes, 4 x 2, 4 x 4 (contd.) (see below for exception)	30 x 8	N.P.	00	00
	9.00-20/30x8	"	00	00
	190-20	"	40	44 T
	210-20	"	30	30 T
	230-20	"	30	42
	270-20	"	30	40
Bedford, C.I.A., 30 cwt., 4 x 2, armoured	10.50-10	"	30	00
Trucks, 2½ and 3 ton and over, except tractors, transporters and semi-trailers All makes and types, 4 x 2, 4 x 4, 6 x 4 and 6 x 6. (see below and next two pages for exceptions)	7.00-20) or 7.00-20/32x0)	N.P.	38	38
	7.50-20) or 7.50-20/34x7)	"	40	30
	8.25-20	"	40	40
	9.00-10	"	20	30
	9.00-20	"	40	40
	10.00/9.75-22	"	50	30
	10.50-10	"	30	00
	11.00/10.50-20	"	30	50
	11.00/10.50-20	R.F.	22	40
	11.00/10.50-22	N.P.	50	00
	11.00/10.50-24	N.P.	48	50
	12.00-20	"	00	00
	12.00/11.25-20	"	40	50
	14.00/13.50-20	"	30	00
	32 x 0	"	70	00
	34 x 7	"	00	00
	30 x 0	"	70	00
	30 x 8	"	90	00
	9.00-20/30x8	"	90	00
	38 x 8	"	80	00
	40 x 8	"	80	00
	170-20	"	38	38
	190-20	"	40	30
	210-20	"	40	40
	230-20	"	40	40
	250-22	"	50	47

trucks, 2 1/2 and 3 ton and over,
except tractors, transporters
and semi-trailers
All makes and types, 4 x 2,
4 x 4, 6 x 4 and 6 x 6.
(see below and next two pages
for exceptions)

[illegible]

A.E.C., 6 x 6 2,500 gal. tanker

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Table 2 (contd.)

Vehicle	Tyre size	Tyre type	Tyre pressure road or G.C. (lb./sq. in.)	
			Front	Rear
TRUCKS AND VANS (contd.)				
Trucks 2½ and 3 ton and over, except tractors, transporters and semi-trailers (contd.) Exceptions (contd.)				
Albion, 4 x 2, KLI47: K-ray body	11.00/10.50-20 270-20	N.P. "	36 30	36 30
G.S.	34 x 7	"	70	80
Austin, 4 x 2, K3, mobile cinema	10.50-10	"	30	46
Bedford, 4 x 4, A/Tk. portee, 5 pr.	11.00/10.50-20 270-20	" "	48 48	60 60
Bedford: 4 x 2, fuel and water tank	11.00/10.50-20 270-20	" "	30 30	36 30
4 x 2, X-ray body	10.50-10	"	30	40
4 x 2, battery slave	10.50-10	"	30	40
Brockway, 4 x 2, 1663, petrol, 1,660 gal.	11.00/10.50-20 270-20	" "	48 48	60 60
Chevrolet, 6 x 4 3-ton G.3.	11.00/10.50-20 270-20	" "	30 30	30 30
Thornton, 6 x 4, 3 ton, G.3.	7.50-20 or 7.50-20/34x7 190-20	" " "	30 30 30	30 30 30
Dodge, 4 x 2: T110L and T110S stake body and water	7.50-20 or 7.50-20/34x7 190-20	" " "	40 40 40	40 40 40
WP32, G.3.	7.50-20 or 7.50-20/34x7 190-20	" " "	40 40 40	40 40 40
Ford (USA) 4 x 2, cargo and stake	7.50-20 or 7.50-20/34x7 190-20	" " "	40 40 40	40 40 40

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Albion, 4 x 2, KLI47; X-ray body	11.00/10.50-20 270-20 34 x 7 10.50-10 11.00/10.50-20 270-20	N.P. " " " " "	35 35 70 35 48 48	35 35 80 45 50 50
G.S. Austin, 4 x 2, K3, mobile cinema Bedford, 4 x 4, A/Tk, portee, 6 pr. Bedford; 4 x 2, fuel and water tank	11.00/10.50-20 270-20 10.50-10 10.50-10 11.00/10.50-20 270-20	" " " " " "	35 35 35 35 48 48	35 35 40 40 50 50
4 x 2, X-ray body 4 x 2, battery slave Brockway, 4 x 2, 1663, petrol, 1,660 gal.	11.00/10.50-20 270-20 7.50-20 or 7.50-20/34x7 190-20	" " " " "	35 35 35 35 48	35 35 40 40 50
Chevrolet, 6 x 4 3-ton G.S. Thornton, 6 x 4, 3 ton, G.S.	11.00/10.50-20 270-20 7.50-20 or 7.50-20/34x7 190-20	" " " " "	35 35 35 35 48	35 35 40 40 50
Dodge, 4 x 2; T1101 and T1103 stake body and water	7.50-20 or 7.50-20/34x7 190-20	" " "	45 45 45	45 45 45
WP32, G.S.	7.50-20 or 7.50-20/34x7 190-20	" " "	45 45 45	45 45 45
Ford (USA) 4 x 2, cargo and stake	7.50-20 or 7.50-20/34x7 190-20	" " "	45 45 45	45 45 45
G.S.G.; 4 x 4, ARKA.354, tool and bench	7.50-20 or 7.50-20/34x7 190-20	" " "	45 45 45	45 45 45

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Table 2 (contd.)

Vehicle	Tyre size	Tyre type	Tyre pressure road or C.C. (lb./sq. in.)	
			Front	Rear
TRUCKS AND VANS (contd.)				
Trucks 2½ and 3 ton and over, except tractors, transporters and semi-trailers (contd.) Exceptions (contd.)				
G.M.C.: (contd.)				
4 x 4, AFKX.352, spare parts	7.50-20) or 7.50-20/34x7) 190-20	W.P. "	40 40	40 40
6 x 4, AFW.354, G.S.	7.50-20) or 7.50-20/34x7) 190-20 34 x 7	" " "	30 30 80	40 40 80
Guy, 3 ton, 4 x 2, searchlight International, half-track	9.00-20 9.00-20 230-20 30 x 8) 9.00-20/30x8)	Combat W.P. " "	40 40 70	- - - 84
International, 4 x 2, KR10				
Leyland:				
4 x 2, Lynx, G.S.	34 x 7	"	80	80
6 x 4, printing	9.00-20 230-20	" "	40 40	40 40
0 x 4, machinery R.B.	9.00-20 230-20	" "	40 40	40 40
0 x 4, photo-mechanical	9.00-20 230-20	" "	40 40	44 44
Mack, 0 x 0, W.C. 8D, 7½ ton Thornycroft:	12.00/11.25-24	"	00	40
3 ton, 4 x 2, tipping	9.00-20 230-20	" "	30 30	30 30
0 x 4, W.C.F., D.C. wireless	9.00-20	"	40	40
0 ton, 0 x 4, crane turntable	13.00/12.75-20 14.00/13.50-20 350-20	" " "	30 - -	- - -
White, 4 x 2, 700	12.00/11.25-24	"	44	40
TRACTORS AND TRANSPORTERS			44	4730

G.M.C.: (contd.)
 4 x 4, AFKX.352, spare parts
 6 x 4, AFW.354, G.S.
 Guy, 3 ton, 4 x 2, searchlight
 International, half-track
 International, 4 x 2, KR10
 Leyland:
 4 x 2, Lynx, G.S.
 6 x 4, printing
 6 x 4, machinery R.E.
 6 x 4, photo-mechanical
 Mack, 6 x 6, W^o. 8D, 7 1/2 ton
 Thornycroft:
 3 ton, 4 x 2, tipping
 6 x 4, W.O.F., D.C. wireless
 6 ton, 6 x 4, crane turntable
 White, 4 x 2, 700
 TRACTORS AND TRANSPORTERS
 A.E.C., 4 x 4, medium
 Albion:
 6 x 4, medium
 6 x 6, P.A.

7.50-20	"	40
or 7.50-20/34x7	"	40
190-20	"	40
7.50-20	"	40
or 7.50-20/34x7	"	40
190-20	"	40
34 x 7	"	80
9.00-20	Combat	70
9.00-20	N.P.	40
230-20	"	40
30 x 8	"	70
9.00-20/30x8	"	84
34 x 7	"	80
9.00-20	"	40
230-20	"	40
9.00-20	"	40
230-20	"	40
9.00-20	"	44
230-20	"	44
12.00/11.25-24	"	40
9.00-20	"	30
230-20	"	30
9.00-20	"	40
13.00/12.75-20	"	30
14.00/13.50-20	"	30
350-20	"	30
12.00/11.25-24	"	44
14.00/13.50-20	"	28
350-20	R.P.	20
14.00/13.50-20	N.P.	28
350-20	"	28
11.00/10.50-20	"	30
270-20	R.P.	32
	N.P.	30

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Vehicle	Tyre size	Tyre type	Tyre pressure road or C.O. type (lb./sq. in.)	Front	Rear
TRACTORS AND TRAMPOUTERS (contd.)					
Austin, 4 x 4, A/Tk. portec	11.00/10.50-20	R.P.	48	50	
	270-20	R.P.	32	34	
	9.00-20	M.P.	48	50	
	230-20	"	50	56	
		"	50	60	
Bedford:					
4 x 2, M.W.T. and M.W.C. tractor	9.00-10	"	26	40	
	9.00-10	R.P.	18	26	
		S.P.	20	40	
4 x 2, M.W.T. and M.V.C., A/Tk. portec	11.00/10.50-20	R.P.	18	25	
		R.P.	36	45	
4 x 4, light A.A.	270-20	R.P.	24	32	
	12.00/11.25-20	R.P.	35	46	
		"	52	52	
Diamond T, 6 x 4, 980 and 981 Ford:					
4 x 2, light A.A. (P15)	9.00-10	"	26	40	
	10.50-10	R.P.	18	26	
		M.P.	36	46	
		R.P.	24	30	
4 x 4, F.A., C.O. 11, QF C291 QF	11.00/10.50-20	M.P.	36	46	
	270-20	R.P.	24	32	
	10.50-10	M.P.	36	46	
		"	36	46	
	14.00/13.50-20	R.P.	24	32	
	350-20	M.P.	30	52	
	10.50-10	"	30	52	
		"	36	46	
F.A.D., 4 x 4, medium	11.00/10.50-20	R.P.	24	32	
		M.P.	36	46	
		R.P.	24	30	
		M.P.	36	46	
Max:					
6 x 4, heavy breakdown	11.00/10.50-24	"	54	59	
	14.00/13.50-20	"	-	50	
	350-20	"	-	47.29	
6 x 6, medium (MKS)	10.00/9.75-22	"	55	60	
	250-22	"	55	60	
6 x 6, medium (MKS. 8D)	12.00/11.25-24	"	54	60	

Table 2 (contd.)

Vehicle	Tyre size	Tyre Type	Tyre pressure, road or C.C. (lb./sq. in.)	
			Front	Rear
<u>TRACTORS AND TRANSPORTERS (contd.)</u>				
<u>Morris: (contd.)</u>				
4 x 4, A/Tk., 17 pr. (contd.)	270-20	N.P.	24	32
	10.50-10	"	30	44
4 x 4, P.A.	10.50-10	R.P.	24	30
		N.P.	30	46
		R.P.	20	36
Scammell, 5 x 4, heavy breakdown	14.00/13.50-20	N.P.	40	40
	350-20	R.P.	20	24
	15.00-20	"	40	40
	11.00/10.50-20	"	40	40
	270-20	"	40	36
		"	40	36
<u>WARD-LA-FRANCE, 6 x 6, heavy breakdown</u>				
<u>TRANSPORTERS (RIGID AND SEMI-TRAILERS)</u>				
Albion, 15 ton, 6 x 4 + 4 (0324)	9.00-20/30x8	"	90	90
	30 x 8	"	52	52
Diamond T, 40 ton, 6 x 4 (980/981)	12.00-20	"	30	60
" " 6 x 4 + 8	14.00/13.50-20	"	36	60
	350-20	"	50	50
Federal, 20 ton, 6 x 4 + 4 (004)	10.00/9.75-20	"	50	50
	250-20	"	-	-
	10.00-15	"	-	50
<u>Mack:</u>				
13 ton, 6 x 4 (NR4)	11.00/10.50-24	"	54	-
	14.00/13.50-20	"	-	60
	350-20	"	-	60
16 ton, 6 x 4 (EXBX)	11.00/10.50-22	W.D.	90	90
	11.00/10.50-24	"	100	90
<u>Scammell:</u>				
20 ton, 6 x 4 + 4, TR-MU-20	14.00-20	N.P.	28	-
	350-20	"	28	-
	15.00-20	"	-	60
20 ton, 6 x 4 + 8, recovery	11.00/10.50-20	"	36	52
	270-20	"	36	52
	15.00-20	"	-	-
30 ton, 6 x 4 + 8, recovery	14.00/13.50-20	"	36	60
	350-20	"	36	60
	15.00-20	"	-	48
White, 18 ton, 6 x 4 (920)	11.00/10.50-22	"	90	90

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	N.P.	Front	Mid	Rear
Ward-la-Prance, 0 x 0, heavy breakdown	350-20 15.00-20 11.00/10.50-20 270-20	40 40 40 40		40 40 36 36
<u>TRANSPORTERS (RIGID AND SEMI-TRAILERS)</u>				
Albion, 15 ton, 6 x 4 + 4 (G324)	9.00-20/30x8 30 x 8 12.00-20	90	90	90
Diamond T, 40 ton, 0 x 4 (980/981)	14.00/13.50-20 350-20	52 36 36	52 60 60	52 60 60
" " " " 0 x 4 + 8	10.00/9.75-20 250-20	50 50	50 50	- -
Federal, 20 ton, 0 x 4 + 4 (004)	10.00-15	-	-	50
<u>Mack:</u>				
13 ton, 0 x 4 (NR4)	11.00/10.50-24 14.00/13.50-20 350-20	54 - -	- 60 60	- 60 60
12 ton, 0 x 4 (EXBA)	11.00/10.50-22 11.00/10.50-24	90 100	90 90	90 90
<u>Scammell:</u>				
20 ton, 0 x 4 + 4, TR-MU-20	14.00-20 350-20 15.00-20	28 28 -	- - 60	- - 60
20 ton, 0 x 4 + 8, recovery	11.00/10.50-20 270-20	36 36	- -	52 52
30 ton, 0 x 4 + 8, recovery	15.00-20 14.00/13.50-20 350-20 15.00-20	- 36 36 -	44 47.28 - 48	- 60 60 -
White, 18 ton, 0 x 4 (920) recovery	11.00/10.50-22 11.00/10.50-24	W.D. 100	90 90	90 90
White Ruxtell, 18 ton, 0 x 4, recovery	12.00/11.25-24	36	90	90

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Table 2 (contd.)

Vehicle	Tyre size	Tyre type	Tyre pressure road or C.G. (lb./sq. in.)		
			Front	Mid	Rear
<u>SEMI-TRAILERS, LOAD-CARRIERS</u>					
Bedford:					
6 ton, 4 x 2 + 2	10.50-16	N.P.	36	60	60
	34 x 7	"	66	66	66
	32 x 6	"	70	80	84
6 ton, 4 x 4 + 2	11.00/10.50-20	"	36	42	46
	270-20	"	36	42	46
	10.50-16	"	36	54	54
Brockway, 10 ton, 4 x 2 + 2	10.00/9.75-20	"	36	46	46
(15-T)	250-20	"	36	46	46
E.R.P., 6 ton, 4 x 4 + 2	9.00-20/30x8)	"	80	70	70
	30 x 8)	"			
Ford, 6 ton, 4 x 2 + 2	11.00/10.50-20	"	36	54	60
	270-20	"	36	54	60
International, 10 ton, 4 x 2 + 2	9.00-20/30x8)	"	70	86	
(KR8)	30 x 8)	"			
Mack, 6 ton, 4 x 2 + 2 (SHT)	8.25-20	"	30	40	40
	210-20	"	30	40	40
	9.00-20	"	30	36	36
	230-20	"	30	36	36
	9.00-20/30x8)	"	70	70	70
	30 x 8)	"			
Scammell:					
6 ton, 3 x 2 + 2	8.25-10	"	50	-	-
	10.50-13	"	-	70	70
3 ton, 3 x 2 + 2	8.25-10	"	50	60	60
6 ton, 4 x 2 + 2, petrol 1,200 gal.	10.50-16	"	36	60	60
Studebaker, 7 ton, 6 x 4 + 2	7.50-20 (8-ply)	"	42	42	-
	7.50-20/34x7)	"	-	-	54
	7.50-20 (10-ply)	"	-	-	78
	34 x 7	"	60	60	
<u>TRAILERS, LOAD-CARRYING, WATER, PETROL, ETC.</u>					
All makes					
(see page 13 for exceptions)					
	3.25-19	"		20	
	4.75-16	"		24	
	5.00-16	"		30	

A 12 7 2 8

12/.....

Table 2 (contd.)

Vehicle	Tyre size	Tyre Type	Tyre pressure road or O.C. (lb./sq. in.)
TRAILERS-LOAD-CARRYING, WATER, PETROL, ETC. (contd.) All makes (contd.) (see page 13 for exceptions)	6.00-20/30x5		
	or truck		
	6.00-20		30
	6.50-17		30
	6.50-20		30
	or truck		
	6.50-20/32x5		
	7.00-15		24
	7.00-20/32x5		
	or		
	7.00-20		38
	7.50-20/34x7		
	or		
	7.50-20		46
	8.25-10		60
	8.25-15		100
	9.00-13		30
	9.00-15		66
	9.00-18		36
	9.00-20		46
	9.25-10		40
	10.00/9.75-20		50
	10.00-15		70
	10.50-13		70
	10.50-18		60
	11.00/10.50-20		56
	12.00/11.25-20		66
	14.00/13.50-20		66
	14.00/13.50-20		80
	25 x 6	Combat	90
	27 x 6	N.P.	90
	32 x 5		4726
	32 x 6 truck		66
	32 x 6		80
	30 x 6		80
	34 x 7		86
	29 x 8		100

6.50-20/32x6)	"	24
7.00-16	"	38
7.00-20/32x6)	"	
or	"	
7.00-20	"	46
7.50-20/34x7)	"	
or	"	
7.50-20	"	60
8.25-10	"	100
8.25-15	"	30
9.00-13	"	66
9.00-15	"	36
9.00-16	"	46
9.00-20	"	40
9.25-16	"	50
10.00/9.75-20	"	70
10.00-15	"	70
10.50-13	"	60
10.50-16	"	56
11.00/10.50-20	"	66
12.00/11.25-20	"	66
14.00/13.50-20	"	80
14.00/13.50-20	"	90
25 x 6	Combat	90
27 x 6	H.P.	4726
32 x 5	"	66
32 x 6	"	80
32 x 6	"	80
30 x 6	"	86
34 x 7	"	100
29 x 8	"	90
36 x 8	"	90
9.00-20/30x8	"	36
150-20	"	36
160-20	"	38
170-20	"	40
190-20	"	40
230-20	"	

13/.....

Table 2 (contd.)

Vehicle	Tyre size	Tyre type	Tyre pressure road or G.C. (lb./sq. in.)
PRIMERS, LEAD-CARRYING, WATER, WINDUP, ETC. (contd.)			
All makes (contd.)			
(see below for exceptions)			
Baker Perkins, 3 ton, 4-whld., oven, machinery, dough trough	250-20	N.P.	50
	270-20	"	50
	350-20	"	50
	9.00-16	"	40
Brockhouse, 5 ton, 4-whld., laundry, drying	10.50-13	"	40
PRIMERS, L.A., GENERATORS, GENERATORS, LOCATORS (RADAR)			
All makes and types			
(see below and page 14 for exceptions)			
	4.00-16	"	28
	5.50-10	"	24
	6.00-10	"	30
	6.00-20	"	30
	6.00-20/30x5	"	30
	7.00-10	"	30
	7.00-10	"	40
	9.00-13	Ribbed implements	30
	9.00-13	N.P.	30
	9.00-10	"	30
	9.00-10	"	30
	9.00-20	"	30
	9.00-20	"	30
	10.50-13	"	30
	10.50-10	"	30
	10.50-10	"	40
	11.00/10.50-10	"	30
	14 x 3	"	40
	10 x 4	"	40
	32 x 8	"	40
	30 x 8	"	40
	9.00-20/30x8	"	40
	30 x 8	"	40

Baker Perkins, 3 ton, 4-wheel, oven, machinery, dough trough

Brockhouse, 5 ton, 4-wheel, laundry, drying

TRAPPERS, A.A., PROJECTIONS, GENERATORS, LOCATORS (RADAR)

All makes and types (see below and page 14 for exceptions)

Brockhouse, 5 ton, 4-wheel, Radar, A.A. No. 1, Mk. 2 receiver

5.00-15	"	46	40
10.50-13	"	66	40
4.00-10	"	28	28
5.50-20	"	24	24
3.00-10	"	30	30
0.00-20	"	36	30
or 0.00-20/30x5	"	30	30
7.00-10	"	40	40
7.00-10	Ribbed Implement		
9.00-13	H.P.	30	30
9.00-13	"	30	30
9.00-10	"	30	30
9.00-10	"	30	30
9.00-20	"	30	30
9.00-20	"	30	30
10.50-13	"	30	30
10.50-10	"	30	40
10.50-10	"	30	40
11.00/10.50-10	"	30	40
14 x 3	"	47	55
10 x 4	"	40	55
32 x 6	"	60	66
30 x 8	"	74	74
9.00-20/30x8	"	74	74
30 x 8	"	74	74
9.00-20/30x8	"	74	74
38 x 8	"	74	74
150-20	"	30	36
270-20	"	40	40
9.00-20	"	50	50
230-20	"	50	50

14/.....

Table 2 (contd.)

Vehicle	Tyre size	Tyre type	Tyre pressure road or C.O. (lb./sq. in.)	Front	Rear
TRAILERS, A.A., PROTECTORS, GENERATORS, LOCATORS (RADAR) (contd.)					
Exemptions (contd.)					
Dyson, 5 ton, 4-whld., Radar, A.A. No. 1, Mk. 2 transmitter	9.00-16	N.P.	50	50	50
Dyson, 5 ton, 4-whld., Radar A.A. No. 1, Mk. 2 receiver	9.00-16	"	30	50	50
Kanda, 4-whld., Radar A.A. No. 1, Mk. 2 transmitter	9.00-20 230-20	"	50	50	50
Canadian, 5 ton, 4-whld., Radar A.A. No. 4, Mk. 1	34 x 7 7.50-20/3, x7	"	50	50	50
Canadian, 5 ton, 4-whld., Radar A.A. No. 3, Mk. 1	34 x 7 7.50-20/3, x7	"	50	50	50
S.J. Ltd., 5 ton, 4-whld., Radar A.A. No. 1, Mk. 2 transmitter	10.50-16	"	40	50	50
Shelvoke and Bown, 5 ton, 4-whld., Radar A.A. No. 4, Mk. 2 transmitter	9.00-20 230-20	"	50	50	50
COACHES	7.50-20	"	40	40	40
	or 7.50-20/3, x7	"	40	40	40
	7.50-24	"	40	40	40
	or 7.50-24/3, x7	"	40	40	40
All makes, 30-seater	8.25-20	"	40	40	40
	8.25-22	"	40	40	40
	8.25-24	"	40	40	40
	9.00-20	"	40	40	40

4725

5/son, 5 ton, 4-whld., Radar A.A., No. 1, Mk. 2 receiver	9.00-10	"	30	30
Honda, 4-whld., Radar A.A., No. 1, Mk. 2 transmitter	9.00-20 230-20	"	50 50	50 50
Canadian, 5 ton, 4-whld., Radar A.A. No. 4, Mk. 1	34 x 7 7.50-20/34x7	"	50	50
Canadian, 5 ton, 4-whld., Radar A.A. No. 3, Mk. 1	34 x 7 7.50-20/34x7	"	80	80
S.I. Ltd., 5 ton, 4-whld., Radar A.A. No. 1, Mk. 2 transmitter	10.50-10	"	40	50
Shelvoke and Wray, 5 ton, 4-whld., Radar A.A. No. 4, Mk. 2 transmitter	9.00-20 230-20	"	50 50	50 50
	7.50-20 or 7.50-20/34x7	"	40	40T
	7.50-24 or 7.50-24/38x7	"	40	40T
	8.25-20 8.25-22 8.25-24	"	40 40 40	40T 40T 40T
	9.00-20 9.00-22	"	40	40T
	34 x 7 36 x 7 38 x 7	"	84	84T
	190-20	"	40	40T
	210-20 210-22	"	40	40T

COLOMBE

All makes, 32-speaker

15/.....

785020

Table 2 (contd.)

Vehicle	Tyre size	Tyre type	Tyre pressure road or C.C. (lb./sq. in.)	
			Front	Rear
COACHES (contd.) All makes, 32-seater (contd.)	230-20	"	46	46 T
	230-22	"	46	46 T
All makes, 20-seater	7.50-20	"	46	46 T
	or 7.50-20/34x7	"	46	46 T
	34 x 7	"	60	80 T
	190-20	"	64	84 T
			46	46 T

4723

MA 2432

(30)

Subject: Release of Tyres and Tubes.LAND FORCES SUB CORPS, I.C.
(M.B.I.A.)
Tel. 478103

Q. 207

28 May 46

TO : Ministry of War.

1. Under H.Q. BTA ref 10110/ORD of 22 May 46 the u/m Tyres and Tubes are released to you from 337 B.O.D.

- TBR item No. 270 8.00x16 (RF) Leays qty 1.000
TBR item No. 147 10.50x 20 Tubes qty 3.000.

2. Please arrange collection without delay and report completion to this H.Q.

*Bologna informed
by phone 29 May 46*
G.E. KING, Major
for Major General
M.B.I.A.

COPY to : 10 B.I.U. NAKLES

INTERNAL : G(3D)
: ORD
: REMB —*Consign to*

GHE/1m

R.F. = Run Flat
BLU concerned
(ENE) 6410

4722

Ref 29/5

785020

Subject:- Tyre Repair (Allied).

To :- ADME

HQ. Land Forces Sub-Comm. A.C.
(M.M.I.A.) ROME

:- A/Q 6 & 7 B.L.U.

SC REME

7 British Liaison Unit,
c/o 6 B.L.U.
Tele 21473

Ref. EME/51/24
22 May 1946.

The Italian Tyre Repair Firms of Modena and Bologna have been inspected as requested and the following details are given for your information.

1. Firms visited.

- (a) GREP - Bologna (Via della Chisiglieria 14.)
(b) RESTA - Modena

2. Technical Equipment

New and in good condition but no facilities are at present available for repair of Allied tyres and additional moulds and assessories will be required.

3. Raw Material

Appears to be of very good quality and from prewar Stocks. Not available in large quantities and if large scale repair of Allied tyres is to be considered it will be necessary for agreement to be obtained between Italian Ministries of Industry and War as to an allocation of raw material to meet Military requirements.

4. Personnel

Appear to be good specialist but actual numbers are small i.e. approx 30 per shop. Other specialists are available and considerable and rapid expansion could be effectual if required.

5. Workmanship

Good - The CARE and 6 Repair Unit have had three months experience with these firms and so far no rejects have been found. Both firms give guarantees and will replace all defects.

6. Costs

These are given in detail on page 2 and it will be noted that they are exorbitant due to high cost of Raw material and Black market transactions, but an official allocation by Ministry of Industry would effect a considerable reduction.

7. Recommendations

a) The use of civilian Firms is not recommended as it is considered preferable that an entirely Military Tyre Repair Unit should be responsible for this commitment. This Unit should be situated near Bologna and although initial assistance will be required from outside Civilian Firms, the W/Shop should be designed to take the entire tyre repair load of the Inf. Divs. The question of assistance by small outside civilian Firms will once again depend on the supply of Tech. Equipment for Allied tyres and as we are unlikely to obtain this in considerable quantities one centralised Military W/Shop is the most satisfactory method of employment of this equipment. Large Firms like PIRELLI who are at present working on Allied tyres are already equipped

2. Technical Equipment

New and in good condition but no facilities are at present available for repair of Allied tyres and additional moulds and accessories will be required.

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b) Tyre Repair accessories suitable for Allied Tyres should be obtained with minimum delay and ~~any~~ attempt should be made to obtain from Allied sources stocks of repairable tyres.

47.1

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e) An immediate inspection of Div. tyres should be made and Div. CMES requested to render tyre States as per proforma attached. This proforma was originally used into the LEGMANO Div. and proved most useful for maintaining a constant picture of the Div. Tyre State and ensuring frequent tyre inspection and replacement by Units.

Once this inspection has been completed a consolidate state could be presented to GHQ with a request that a "buffer" issue to cover 'last 1/4 life' and BLR be made to enable these to be withdrawn and a system of tyre repair inaugurated - but it is emphasised that without an initial buffer issue it will be quite impossible to save the large no of 1/4 life tyres in the Divs and the VOR State will become even more serious.

PH. release. GH. SC REVE

ADONE
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G.R.E.P. Gino Reggio Emporio Pneumatico

=====

LISTINO PREZZI PROVVISORIO PER RICOSTRUZIONI

I prezzi sottosegnati non sono impegnativi da parte nostra e si intendono per coperture non abbisognevole di riparazioni, per le quali verrebbe stabilito il prezzo di volta in volta.

Copertura	400x15				£	7.000.=
"	500x15				"	8.000.=
"	550x15	130x40			"	9.000.=
"	500x16				"	9.000.=
"	550x16				"	10.000.=
"	600x16				"	11.000.=
"	650x16				"	13.000.=
"	400x17	325x19	350x19		"	8.000.=
"	425x17				"	9.000.=
"	450x17				"	10.000.=
"	145x400				"	8.000.=
"	155x400				"	9.000.=
"	165x400	140x40			"	10.000.=
"	475x18	12x45	720x120		"	12.000.=
"	500x18	525x18	740x140	14x45	"	16.000.=
"	550x18	600x18	15x45	16x45 150x40	"	16.000.=
"	600x20				"	20.000.=
"	650x18				"	18.000.=
"	650x20				"	22.000.=
"	700x20				"	25.000.=
"	750x20	190x20			"	22.000.=
"	825x20	210x20			"	27.000.=
"	900x20				"	30.000.=
"	1050x20	270x20			"	32.000.=
"	30x5				"	16.000.=
"	32x6				"	18.000.=
"	34x7				"	22.000.=
"	36x8				"	27.000.=
"	38x9				"	32.000.=
"	40x8				"	35.000.=
"	42x9				"	35.000.=

4020

MONTHLY DIVISIONAL TYRE STATE

(As at1946)

UNIT	TYRE SIZE	QUANTITIES:			REMAINING TREAD LIFE (SERVICEABLE TYRES)				
		SERVICEABLE	REPAIRABLE	DEFICIENT	0	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	1.0
11 Regt Artig.	1100x20	10	5	6	2	6	-	1	1
	1050x16	20	2	8	6	8	-	2	4

NOTE.

Return to be submitted Monthly by Units to CME who should then consolidate under tyre size and submit as demand to Italian War Office or Technical Coordinating Office.

4719

DI DIVISIONE DI FANTERIA "LEGNANO"
DIREZIONE OFFICINE MECCANICHE
-----oOo-----

N° 3919 /Ord. di prot. Ponte S. Pietro-P.M. 155, li 1/11/1945.

OGGETTO : situazione settimanale pneumatici B.L.R.=

→ ALLO S. C. REME 52 B.L.U.

AL D.A.D.O.S. 52 B.L.U.

e, per conoscenza

AL COMANDO DIVISIONE DI FANTERIA "LEGNANO"

- Ufficio Automobilistico -

P. M. 155

Riferimento foglio N° 07/3692 del 16/9/45.

Si trasmette la situazione pneumatici B.L.R. nella settimana,
riferita alle ore 16,30 di giovedì 1/11/45.=

IL DIRETTORE
(Capitano S. Amarù)



COMPETITION

1043 No	Sezione copertura	Rimanente vita del pneumatico				Motivo dichiar. B.L.R. (1)(2)(3)	TOT B.L.R.
		0	1/4	1/2	3/4		
Ptr. S. Legnano CC.R.	76	10, 50X20	1	=	=	1	1
Ptr. S. Legnano CC.R.	77	9, 00X16	1	=	=	=	1
Ptr. S. Btg. Aquila	78	6, 00X16	1	=	=	=	1
Ptr. S. Btg. Piemonte	80	10, 50X16	3	=	=	=	3
		9, 00X16	2	=	=	=	2
		10, 50X20	=	=	=	=	=
		9, 00 X16	2	=	=	=	2
		6, 00 X16	=	=	=	=	=
		3, 25 X19	1	=	=	=	1
111 Rgt. Artiglieria	151	11, 00X20	1	=	=	=	1
		10, 50X20	2	=	=	=	2
		10, 50X20	1	=	=	=	1
		10, 50X16	4	=	=	=	4
		9, 00X16	3	=	=	=	3
39° Sez. C.C.R.R.	686	6, 00X16	=	=	=	=	=
111° Rgt. Artiglieria	153	6, 00X16	=	=	=	=	=
		10, 50X20	=	=	=	=	=
		9, 00X16	=	=	=	=	=
Dir. Off. Mecc.	248	9, 00X20	1	=	=	=	1
		10, 50X20	=	=	=	=	=
		10, 00X22	=	=	=	=	=
		14, 00X20	=	=	=	=	=
		6, 00X16	1	=	=	=	1
		3, 25X19	1	=	=	=	1
Div. Legnano 15C.M.	82	6, 00X16	1	=	=	=	1
Ptr. S. Btg. Aquila	83	9, 00X16	1	=	=	=	1
		10, 50X16	2	=	=	=	2

- (1) - Usura Normale.
- (2) - Incidente.
- (3) - Incuria del conduttore.

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4778

= SPECCHIO SIRUAZIONE SETTIMANALE CAMERE D'aria B.L.R. =

1043 No	Sezione Camera d'aria	F. U.	B.L.R.	Motivo dichiar. B.L.R. (1)(2)(3)	TOT. B.L.R.
76	10, 50X20	3	=	3	3
	3, 25X10	2	=	2	2
	10, 50X16	1	=	1	1
77	6, 00X16	1	1	2	2
	7, 50X20	2	=	2X	2
	10, 50X16	3	=	3	3
78	9, 00X16	2	=	2	2
	6, 00X16	1	=	1	1
	10, 50X16	2	=	2	2
79	3, 25X19	1	=	1	1
	3, 25X19	2	=	2	2
80	9, 00X16	2	=	2	2
	10, 50X20	1	=	1	1
150	10, 50X16	3	=	3	3
	9, 00X16	3	=	3	3
	6, 00X16	1	=	1	1
153	10, 50X16	1	=	1	1
	6, 00X16	1	=	1	1
	3, 25X19	3	=	3	3

(1) - Usura Normale.

(2) - Incidente.

(3) - Incuria del conduttore.



4717

Roma, 22 Maggio 1946

La Produzione dello Stabilimento Pirelli di Via Assisi potrà essere la seguente:

	1 TURNO	2 TURNI	3 TURNI
Ricostruzione integrale battistrada	60	110	170
Riparazioni interne giganti	10	18	24
" " autovetture	30	50	70
" " esterne giganti	4	7	10
" " autovetture	6	10	14
" fianchi	10	18	24

La produzione suindicata è subordinata alla possibilità di far lavorare tutti gli stampi in pieno.

4716

Roma, 22 Maggio 1946

COPERTURE PER AUTO E MOTO CHE POSSONO ESSERE RICOSTRuite PRESSO LO
STABILIMENTO DI VIA ASSISI

MISURA

- 3.00 - 19
- 4.00 - 15
- 4.00 - 17
- 4.25 - 17
- 4.50 - 15
- 5.00 - 15
- 5.00 - 16
- 5.50 - 15
- 26 x 5.00
- 14 x 40
- 130 x 40
- 4.40 - 19
- 4.50 - 18
- 4.50 - 19
- 4.75 - 18
- 4.75 - 19
- 5.00 - 18
- 5.00 - 19
- 5.25 - 17
- 5.25 - 18
- 5.50 - 17
- 6.00 - 16
- 12 x 45
- 13 x 45
- 14 x 45
- 7.15 - 115
- 720 x 120
5.50 x 16
5.25 x 16

MISURA

- 730 x 130
- 740 x 140
- 5.25 - 19
- 5.50 - 18
- 6.00 - 18
- 15 x 45
- 16 x 45
- 6.50 - 20
- 7.00 - 20
- 17 x 50
- 32 x 6
- 7.50 - 20
- 210 - 20
- 34 x 7
- 8.25 - 20
- 9.00 - 20
- 9.75 - 20
- 10.50 - 20 V.D.
- 230 - 20
- 270 - 20 V.D.
- 36 x 8
- 38 x 9
- 10.50 - 20 N.D.
- 270 - 20 N.D.
- 10.50 - 24
- 40 x 8
- 42 x 9

Estimated output vs size of types which can be
processed at Greoli factory, via Assisi 4715

-4.00 - 17
 -4.25 - 17
 -4.50 - 15
 -5.00 - 15
 -5.00 - 16
 -5.50 - 15
 -26 x 5.00
 -14 x 40
 -130 x 40
 -4.40 - 19
 -4.50 - 18
 -4.50 - 19
 -4.75 - 18
 -4.75 - 19
 -5.00 - 18
 -5.00 - 19
 -5.25 - 17
 -5.25 - 18
 -5.50 - 17
 -6.00 - 16
 -12 x 45
 -13 x 45
 -14 x 45
 -7.15 - 115
 -720 x 120
 5.50 x 16
 5.25 x 16

-5.25 - 19
 -5.50 - 18
 -6.00 - 18
 -15 x 45
 -16 x 45
 -6.50 - 20
 -7.00 - 20
 -17 x 50
 -32 x 6
 -7.50 - 20
 -210 - 20
 -34 x 7
 -8.25 - 20
 -9.00 - 20
 -9.75 - 20
 -10.50 - 20 V.D.
 -230 - 20
 -270 - 20 V.D.
 -36 x 8
 -38 x 9
 -10.50 - 20 N.D.
 -270 - 20 N.D.
 -10.50 - 24
 -40 x 8
 -42 x 9

Automated output sizes of types which can be 4715
 processed at Grell Factory, via Acinar

Subject: Release of tyres 5.00x15

REME BRANCH
HQ: 3 British Liaison Unit

To: REME BRANCH
M.M.I.A.

ME/MISC/31
21 May 1946

We are in urgent need of a set of five tyres and tubes for a Fiat 1100 which is on the strength of this HQ. - 3. Territorial Command has them but is unable to release them without authority from the Ministry of War (Ispettorato Motorizzazione).

Will you please request the a/m Ispettorato to send the necessary authority to the Direzione 3. Reparto Riparazioni?

CMF.

What is ref. no. date of request from Min. of War to Reme?

J. Aldridge
S/Capt.
(J. Aldridge)
REME: 3 British Liaison Unit.

RECEIVED

16 MAY 1946

477
Ray
24 May

Subject:- Local Resources

To:- RME,
4 BLU, Bolzano.

R.E.M.E. Branch,
H.Q., 217 Area,
Vicksburg 117 & 13
217/ME/148
20 May 46

Reference your letter 4/ME/2-103, dated 17 May 46.

It is regretted that the reply was addressed to your branch, instead of G2,4 BLU. In future, will you please ensure that enquiries on RME matters are dealt with through RME channels.

Further to my conversation in your office on the 16th. inst, (Lt-Col Douglas - Capt. White - DAME, HQ 217 Area), the difficulties which you are experiencing are well understood. On receipt of the list of spares asked for, I will endeavour to supply immediately, fast moving parts from RME Workshops under my command, and thus assist you in your present difficulties.

I have today contacted DADCS reference your indents, despatched to them a month ago, and they have already sent a hastener to 500 AOD, together with a covering letter, asking that the items demanded be given priority.

In future, all indents for MT Spares, must be followed by weekly hasteners, which is normal RME procedure.

The question of RME repairs in your Area, I have discussed with our Area Commander, and he is asking GHQ via MEHA for a policy on the matter, as in the very near future, the remaining British Units in the Bolzano Area are to be withdrawn. A definite policy regarding Workshop repair to all BLU vehicles in this theatre will have to be arranged, as a time will come when RME facilities will no longer exist.

COPY TO:- RME,
MEHA, GHQ.

H. J. Edwards,
Major,
DAME,
H.Q., 217 Area

4213

RECEIVED
777 23 MAY 1946

Key
24 May

785020

SUBJECT : Local Resources

Land Forces Sub Comma A.C.

(M.H.I.A. R O M B

MB/32/25

24 May 1946

M.H.I.A.

4 B.L.U.

Reference your letter 4/MB/2-103 dated
17 May 1946 Para. 8.

1. Where emergency minor repair work has to be carried out by outside sources, in areas where R.M.E. or Italian services are not available the following procedure should be adopted:

(a) In the case of such repair carried out to M.V. vehicles, the Italian contractors bill (with English translation attached) together with a brief description of the circumstances necessitating the repairs, should be handed to the nearest Imprest Holder, who in turn will submit the documents to the Command Paymaster. If approved, the Command Paymaster will authorise the Imprest Holder to make payment.

(b) Emergency minor repairs to Italian vehicles on loan from the War Ministry and bearing official R.E. numbers, should be dealt with by submitting the Contractors bill to the HQ of the Territorial Command.

for L.L. Col. A.B.S.E.
Major

Copy : M.H.I.A. HQ 217 Area

Reference your letter 4/AM/2-403 dated

17 May 1946 Para. 5.

1. Where emergency minor repair work has to be carried out by outside sources, in areas where RMMB or Italian services are not available the following procedure should be adopted:

(a) In the case of such repair carried out to U.S. vehicles, the Italian contractors bill (with English translation attached) together with a brief description of the circumstances necessitating the repairs, should be handed to the nearest Imprint Holder, who in turn will submit the documents to the Command paymaster. If approved, the Command paymaster will authorize the Imprint Holder to make payment.

(b) Emergency minor repairs to Italian vehicles on loan from the War Ministry and bearing official R.S. numbers, should be dealt with by submitting the Contractors bill to the HQ of the Territorial Command.

Major
for Lt. Col. A.D.M.E.

4.6.46

Copy : DASH HQ 207 Area

Lexington

SUBJECT: Conservation of Tyres.

E.M.E.s 1,3,4,6,10,&12 B.L.U.s

LAND FORCES SUB COM. AC
(M.M.I.A.) R O M E
ME/32/23

May 46

1. Enclosed please find copies of the handbook "Inspection, Maintenance and care of Pneumatic Tyres".
2. Owing to the present shortage of new tyres and the urgent need for conservation, it is felt that the information contained in the handbook will be of great practical value, and assist in obtaining the maximum life and service from tyres.

Copy to: 1 B.L.U. & 12 B.L.U. 6 Copies each
3,4,6, and 10 B.L.U. 2 " "

2,5,7,8,9,& 11 B.L.U. 1 Copy each

B. K. ...
Major,
Lt Col.
for A D M E

785020

Subject: - Local Resources

To: - A.D.M.E. M.M.I.A.
Rome

Headquarters
4 B.L.U.
Bolzano
Ref.: 4/ME/2-103

17 May 1946

- 1.) Reference letter 217/ME/148 dated 14 May 1946 of RME Branch HQ 217 Area.
- 2.) The facts as stated in this letter it is regretted are quite incorrect.
- 3.) No request has been made by EME of 4 B.L.U. to A.D.M.E. 217 Area to authorise local vulcanising and minor repairs.
- 4.) Further, the letter 4/B/28-7 dated 7 May 1946 did not originate from this office but from the G-2 of 4 B.L.U. The letter was headed 4 B.L.U. and clearly signed as Major for Lieut-Col GS.
- 5.) It is not understood how such an error could have occurred.
- 6.) As the reply concerns the RME branch of this HQ it is pointed out that the Italian 4 Repair Unit Bolzano although not officially responsible for repair of British equipment is in fact repairing and vulcanising for this unit there being no RME Services in this area, but due to the small amount of transport held by this unit and its general state, immediate priority in repair is usually necessary. The vehicles are old, and tyres and tubes much worn, replacements being at present NA.
- 7.) This continual immediate priority is not in accordance with normal W/S practice and it is extremely difficult to teach that work should be done in rotation with only priority in exceptional cases when 4 B.L.U. is for ever demanding immediate service above all other outstanding work.
- 8.) Further to the subject of vulcanising, this W/S is unable to assist when as for example the EME of this unit had to visit Hermagor in Austria during which journey three tubes were punctured. There being no RME or Italian Services in that area the EME was forced to pay out of his own pocket for repairs. An official answer is still awaited to this problem.

Copy to: DAIME HQ 217 Area

Capt
SO RME 4 BLU

4712

nie

785020

Subject:- Local Resources

R.E.M.E. Branch,
H.Q., 217 Area.
Vicksburg 117 & 13
217/EE/148
14 May 46

To:- AMEE,
H.M.I.A.

RECEIVED 17 MAY 1946
6966

This office has received a request from EME 4, BLU to authorise local vulcanising and minor repairs.

Such an authority cannot now be given by this HQ, and it is suggested that you contact the Italian Reparto Riparazione at BOLZANO. It is understood that the latter unit is ably equipped to carry out the work required by 4 BLU.

Copy to:- EME 4, BLU -

(your 4/B/28-7 dated 7 May 46 refers. It is regretted that repara 3, no action regarding reimbursement can be taken)

Major,
DAME,
H.Q., 217 Area.

DAME

A

A Branch
A 383 10/12

4710

May 14/46

SUBJECT: Surplus equipment.

Land Forces Sub Comm. A.C.,
(M.M.I.A.) R O M E
ME/32/17
13 May 1946

'Q'

It is understood that the following may soon be rendered surplus to Allied requirements:-

Section W1

Plant Retreading Tyres, Full Circle, Dunlop 110 volt DC - Cat.
No WX25006. Quantity - one.

May a request be made with a view to the Italian Army taking over this plant as a first step to the retreading of tyres on Allied vehicles with the Italian Army.

It is pointed out that Italian tyre firms do not possess moulds to handle 900 x 16 & 10,50 x 16 tyres, and further, that to allow the Italian Army to acquire only the moulds for these two sizes (which are the sizes in greatest demand) would be unsatisfactory to all concerned since the plant would then no longer be complete.

If the Italian Army is in possession of a retreading plant and the labour to operate it, it is then in a better position to demand material for retreading tyres and executing repairs.

LAB
It:Goz.
A.D.M.E.
M.M.I.A.

Reg
14 May

SUBJECT: Employment of tyres which have been declared U.S.

Land Forces Sub Comm.A.C.
(M.M.I.A.) R O M E
ME/32/16

10 May 1946

War Ministry

Reference your letter 28100/DM dated 5 December 1945, which deals with the repair of tyres by the application of a studded sleeve.

1. Paragraph 8 of this letter requested all of your M.T. Directorates to report to you on 31st December 1945 whether the Repair Units under their command had organised a system of such tyre repairs, together with the anticipated monthly output.
2. Will you please furnish this HQ with copies of reports which have been received in connection with this matter.

APB
Lt. Col.
A.D.M.E.
M.M.I.A.

785020

(15)

1/9685
MAYH/2706
MAY 070900 B
ROUTINEBEACH FACTORY 557 BOD
ALLIED COMMISSION ROME

UNCLASSIFIED.

Ref your demand for covers 1000 X 24 QTY 1000 and tubes
1000 X 24 QTY 579. Advise if collecting. QTY ~~45~~ 40.3 ton lorries
will be necessary.

AG DIST

ACTION ~~FROM SEC~~ & MMIA
INFO CHIEF COMMISSIONER
FILE
FLOAT 2

HEADQUARTERS

7 MAY 1946

A. C.

4707

7 MAY 1946

G. D. R.
G. 207
C.D.
→ R.M.C.

Ray
9 May

TRANSLATION

FROM: Ministry of War.

REF: 26842/DM

TO: Milan Tyre Committee.

DATE: 2 Apr 46.

SUBJECT:- Request for tyres.

- 1) - To meet the requirements of the Army and above all to make up the CC.RR. HQs and units' vehicle deficiencies - the perfect efficiency of the CC.RR., at this particular moment in the life of the nation, being the only warrantee of its normal development and safeguard ~~at~~ attempts at disorder - the following quantities of vehicles have been ordered from the manufacturers:

Spa	- lorries	520
Isotta Fraschini	"	240
Bianchi	"	150
Guzzi	- motor-cycles	500
varie	- bicycles	6000

- 2)- As is known, the manufacturers' supplies of vehicles, without tyres and therefore, in order to attain the intended objects, and also to ensure further work for the factories which would otherwise be deferred to a more propitious moment, since it is not possible to give farther orders for vehicles ~~not in~~ to remain jacked up and unusable - it is essential that we arrange for the supply of tyres necessary for putting the above-mentioned vehicles on the road.

- 3) - I therefore earnestly appeal to your Committee, which must undoubtedly have in its heart the security and tranquillity of the life of the Nation and the recommencing of our principal industries, that you kindly order the assignment of the following tyres to the Army (for the CC.RR. also):

size 32 x 6 tyres 3640 inner tubes 3640 — UK
 size 210 - 20 or equivalent tyres 2730 innertubes 2730
 size 3,25/3.50x19 tyres 1000 inner tubes 1000
 size 28x1 5/8 x 1 1/2 " 12000 " 12000

- 4) - Sure of the widest understanding of the necessities pointed out on the part of your of your Committee, I trust in the speedy and complete fulfilment of my request.

sgd. PROPERZJ

Gen.

L/aa

MINISTERO DELLA GUERRA
Direzione Generale Artiglieria e Motorizzazione
- Divisione Mot. Sezione 2^a -

N. 26842 /DM

Roma li 2. ff. u. d. 1946

OGGETTO: Richiesta di gommature

AL COMITATO GOMMA - Foro Bonaparte, 35 - M I L A N O -

e, per conoscenza:

AL MINISTERO INDUSTRIA E COMMERCIO
Direzione Generale Industria

- R O M A -

AL MINISTERO DEGLI INTERNI
Gabinetto

- R O M A -

1.- Per sopprimere ai bisogni dell'Esercito e soprattutto per ripianare le deficienze di automezzi dei Comandi e Reparti dei CC.RR. - la cui perfetta efficienza in questi particolari momenti della vita nazionale è presidio e tutela del suo normale svolgimento e salvaguardia contro i tentativi di disordini - sono stati dati in commessa alle ditte costruttrici, i seguenti quantitativi di autoveicoli:

SPA	- autocarri SPA 38/R	n. 520
Isotta Fraschini	" D/65	" 240
Bianchi	" B-miles	" 150
Guzzi	- motocicli	" 500
varie	- biciclette	" 6000

2.- Come è noto le ditte costruttrici forniscono i mezzi sgommati e pertanto, per non frustrare gli scopi che s'intende raggiungere, ed anche per poter assicurare ulteriore lavoro alle fabbriche - che altrimenti verrebbe rinviato a tempi più propizi non essendo possibile dare altre commesse di autoveicoli destinati a restare inopere sui cavalletti - è indispensabile provvedere all'approvvigionamento delle gommature necessari per mettere in circolazione i suddetti automezzi.-

e, per conoscenza:

AL MINISTERO INDUSTRIA E COMMERCIO
Direzione Generale Industria

= ROMA =

AL MINISTERO DEGLI INTERNI
Gabinetto

= ROMA =

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2.- Come è noto le ditte costruttrici forniscono i mezzi sgommati e pertanto, per non frustrare gli scopi che s'intende raggiungere, ed anche per poter assicurare ulteriore lavoro alle fabbriche - che altrimenti verrebbe rinviato a tempi più propizi non essendo possibile dare altre commesse di autoveicoli destinati a restare inoperosi sui cavalletti - è indispensabile provvedere all'approvvigionamento delle gommature necessari per mettere in circolazione i suddetti automezzi.-

3.- Rivolgo pertanto viva preghiera a codesto Comitato, al quale indubbiamente deve stare a cuore e la sicurezza e tranquillità della

././.

- 2 -

vita nazionale e la ripresa delle nostre principali industrie, perchè voglia promuovere l'assegnazione all'Esercito (anche per i CC.RR.) delle seguenti gommature:

misura 32 x 6 coperture n. 3640	camere d'aria n. 3640
" 210 - 20 o equivalente cop. 2730	" " 2730
" 3.25/3.50x19 coperture n. 1000	" " 1000
" 23x1 5/8 x 1 1/4 " 12000	" " 12000

4.- Sicuro della più ampia comprensione da parte di codesto Comitato delle necessità esposte, confido nella sollecita e completa adesione alla mia richiesta.

P. IL MINISTRO
(Gen. P. C. Properzj)

Properzj

4704

TRANSLATION

FROM: Ministry of War.

REF: 27074/DM

TO: The Milan Tyre Committee.

DATE: 5 Apr 46.

SUBJECT:- Tyre request.

- 1) - In Nov 1945, as soon as tyre production in Italy commenced, and subsequently, the writer notified the Ministry for Industry and Commerce of the monthly tyre requirement essential for the keeping on the road of Army and CC.RR. vehicles, engaged in tough and uninterrupted public order duties.
- 2) - It must be borne in mind that for more than two years the Army has been totally without tyre supply while it is essential to ensure the military transport service, resorting to the most desperate measures to make use to the very last, of the old and few recovered tyres.
- 3) - Purchase on the open market, ^{to} through which we were compelled to resort, in addition to representing an enormous expense (today no longer supportable) for the finances of the State, assisted in maintaining at a very high level the proportion of tyres on the black market, thus seriously harming all users of vehicles and preventing the normalization of the market in this delicate sector.
- 4) - The Ministry for Industry and Commerce has never met any of the various requests of this Ministry and the situation has thus become so acute as to impose the withdrawal from circulation of numerous vehicles due to absolute lack of tyres.
- 5) - The vehicles of Italian manufacture at present employed in the Army, including the CC.RR., amount to more than 5000 and for the most part have worn or "sleeved" or studded tyres. In order to render the vehicles safely efficient, tyres shown in Appendix 1 are essential at present and those shown in Appendix 2, monthly.
- 6) - We trust in your committee's understanding of the requirements of the Army and the CC.RR. and await the widest possible compliance with this request.

4703

sgd. PROPERZJ Gen.

MINISTERO DELLA GUERRA
 Direzione Generale Artiglieria e Motorizzazione
 - Divisione Motorizz. Sezione 2ª -

N. 27074 EM

Roma 11 5 Aprile 1946

OGGETTO: Richiesta gommature.-

AL COMITATO DELLA G O M M A
 Foro Bonaparte, 35

M I L A N O

e, per conoscenza:

AL G A B I N E T T O - Uff. II S E D E

ALLO STATO MAGGIORE R.E. Uff. Serv. S E D E

- 1.- Nel novembre 1945, appena iniziata la produzione delle gommature in Italia, e successivamente lo sorvente segnalava al Ministero Industria e Commercio, il fabbisogno mensile di gommature indispensabile, per tenere in esercizio gli automotomezzi dell'Esercito e quelli dei CC.RR., impegnati in duri ed ininterrotti servizi di O.P.-
- 2.- E' da tener presente che da oltre 2 anni il rifornimento delle gomme totalmente precluso all'eserziato mentre bisogna in tutti i modi assicurare il servizio dei trasporti militari, ricorrendo ai più disparati accorgimenti per utilizzare fino alla completa usura le vecchie e scarse gommature reperite.-
- 3.- L'acquisto dal mercato libero, al quale si era dovuti per forza ricorrere, oltre a rappresentare un enorme aggravio (oggi non più sopportabile) per le finanze dello Stato, concorreva a mantenere a livelli altissimi le quotazioni delle gomme dal mercato nero danneggiando gravemente tutti gli utenti di autoveicoli e ostacolando la normalizzazione del mercato in tale delicato settore.-
- 4.- Il Ministero Industria e Commercio non ha mai aderito alle varie richieste, di questo Ministero, per cui la crisi è diventata così acuta da imporre il ritiro dalla circolazione di numerosi automezzi per assoluta mancanza di gomme.-

AL COMITATO DELLA GOMMA
Foro Bonaparte, 35

MILANO

e, per conoscenza:

AL FABBINETTO - Uff. II

SEDE

ALLO STATO MAGGIORE R.E. Uff. Serv.

SEDE

- 1.- Nel novembre 1945, appena iniziata la produzione delle gommature in Italia, e successivamente lo scrivente segnalava al Ministero Industria e Commercio, il fabbisogno mensile di gommature indispensabili, per tenere in esercizio gli automotomezzi dell'Esercito e quelli dei CC.RR., impegnati in duri ed ininterrotti servizi di O.P.-
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- 4.- Il Ministero Industria e Commercio non ha mai aderito alle varie richieste, di questo Ministero, per cui la crisi è diventata così acuta da imporre il ritiro dalla circolazione di numerosi automezzi per assoluta mancanza di gomme.-
- 5.- Gli automotomezzi di costruzione italiana attualmente in esercizio

././.

nell'esercito, compresi quelli dei CC.RR., superano le 5000 unità e per la maggior parte montano gomme logore o manicottate ed imbullonate.-

Per rimettere nello stato di sicura efficienza gli automezzi circolanti, sono attualmente indispensabili le gommature indicate nell'allegato n.1 e mensilmente quelle dell'allegato 2.-

6.- Si confida nella sicura comprensione dei bisogni dell'Esercito e dei CC.RR., da parte di codesto Comitato e si attende un'adesione alla presente richiesta nella misura più ampia possibile.-

P. C. C.
IL DIRETTORE CAPO DIVISIONE
(Cat. G. Balc. staz.)

P. I. L. M I N I S T E R O
P. I. (Gen. P. G. Properzj)

ALLEGATO 1

List of Types constituting essential

ELENCO DELLE COPERTURE COSTITUITE

IL FABBISOGNO INDISPENSABILE DELL'ESERCITO

requirements of the Army

Mis.:	325 x 19	cop. 500	camere d'aria	500
"	350 x 19	" 2000	"	2000
"	400 x 15 - 425 x 15	" 500	"	500
"	500 x 15	" 2500	"	2500
"	550 x 15	" 800	"	800
"	400 x 17 - 425 x 17 - 450x17 - 130x40	" 1600	"	1600
"	600 x 16 - 140 x 40	" 500	"	500
"	14 x 40 - 165 x 400	" 500	"	500
"	14 x 45	" 100	"	100
"	700 x 18	" 1000	"	1000
"	32 x 6 - 34 x 7	" 3600	"	3600
"	210 x 20	" 8000	"	8000
"	270x20 - 38x9-10,50x20	" 3500	"	3500

Alleg. 2

Monthly Army Type requirement.
 FABBISOGNO MENSILE DELLE COMUNITA
 PER L'Esercito

mis.	325 x 19	copert.	50	camera d'aria	50
"	330 x 19	"	200	"	200
"	400 x 15 - 425 x 15	"	50	"	50
"	500 x 15	"	250	"	250
"	550 x 15	"	80	"	80
"	400x17 - 425x17 - 450x17	"	160	"	50
"	14x40 - 165 x 400	"	50	"	50
"	14 x 45	"	10	"	10
"	700 x 13	"	100	"	100
32 x 6 - 34 x 7		"	360	"	360
210 x 20		"	800	"	800
270 x 20 - 38x9 - 4050 x 20		"	350	"	350
600 x 16 - 140 x 40		"	50	"	50

WMA

15

B

5 MIB

12/31/11

UNCLASSIFIED

FOR REM (.) REFERENCE CONVERSATION STOCKER - MEMORANDUM OF
13 INFO (.) ORIS (.) REFERENCE NOT AVAILABLE (.)

ROUTINE
REMR BRANCH

4698

A.E. MCKENRIDGE, Capt

785020

SUBJECT: Spares and tyres for Allied Vehicles.

Land Forces Sub Comm. AC.
(M.M.I.A.) R O M E
ME/31

25 March 46

EME, b BLU.

Reference your EME/41/17 of 21 March and EME/41/21 of 22 March.

It is preferable that contact with Italian firms working for the Allies be made first between British personnel of the B.L.U. and the G.H.Q. Inspectorate at the firm; or that alternatively the permission of the Inspectorate be obtained for Italian Officers to approach officials of the firm for the information you require.

The fitting of Italian tyres (possibly also wheels) to Allied vehicles is to be regarded as an experimental measure only in case the need for this should arise. Such experiments are best carried out in a workshop and not in a firm already committed to the Allies.

We have been pressing for allocation to Pirelli of raw material with limited success.

Your para 5 of EME/41/20 of 21 March is noted - the same situation is found elsewhere, and it is for the Government to decide how much of its raw material of this nature is to be used for put civilian vehicles on the road and how much is to be used for Military vehicles.

Copy to: ME/32

Lt. Col.
A.D.M.E.
H.M.I.A.

4607

AB/14

of 22 March.

It is preferable that contact with Italian firms working for the Allies be made first between British personnel of the B.L.U. and the G.H.Q. Inspectorate at the firm; or that alternatively the permission of the Inspectorate be obtained for Italian Officers to approach officials of the firm for the information you require.

The fitting of Italian tyres (possibly also wheels) to Allied vehicles is to be regarded as an experimental measure only in case the need for this should arise. Such experiments are best carried out in a workshop and not in a firm already committed to the Allies.

We have been pressing for allocation to Pirelli of raw material with limited success.

Your para 5 of MB/41/20 of 24 March is noted - the same situation is found elsewhere, and it is for the Government to decide how much of its raw material of this nature is to be used to put civilian vehicles on the road and how much is to be used for Military vehicles.

Copy to: MB/32

AB/lv

MB
4657
Lt. Col.
A.D.M.S.
M.M.I.A.

785020

ME/32

Subject:- Repair & Modification of Wheels
and Tyres for MT of Allied origin

HQ NMIA - for ADME

RECEIVED

25 MAR 1946

SC REME 7 BLU

c/o 6 BLU

CMF

Ref No: EME/43/21

Date:- 22 Mar 46

ME/32

1. The PIRELLI firm in MILAN has already been working at the repair and retreading of tyres of Allied origin (size 9.00 x 16 and 10.50 x 16).
2. The OARE Wkaps intend to contact the a/m firm to find out the technical possibilities of the firm and will study the possibility of fitting Italian tyres on Allied M.T. even through the modification of the wheels.

25/3/46

for SC REME
(Capt PH NELSON)

Lt Hancock 4696

ME/32



Subject:- Supply of Tyres & Tubes.

SC REME 7 B.L.U.
c/o 6 B.L.U.
CMF

Ref No: EME/4/20

HQ MMIA - for ADME

Reme.

Date:- 22 Mar 46.

ME/32

1. Since an adequate supply of tyres from Allied sources is out of the question and O.A.R.E. and Italian Terr. Wkps will rely on civilian production for supply of tyres to vehicles of both Allied and Italian origin, it is felt that the following situation should be brought to the notice of Higher Authority.
2. When representatives of CARE contacted C.I.A.I. (COMITATO INDUSTRIALE ALTA ITALIA) MILAN and asked for information about the supply of tyres they were told brusquely and unsympathetically that no further issues would be made to the Armyover and above 100 already issued to 3 COMILITER for Ministry of War (N.B. of which 6 COMILITER BOLOGNA got 12)
3. No tyres and tubes are available from W.D. Stocks (W.O. letter reference MOT-SEZ-2-25101/DM) except a small number at present held in 'Inefficient Veh Parks and already committed. PIRELLI and similar firms are controlled by C.I.A.I. and therefore issue or repair without C.I.A.I. authority, as it has been mentioned above will not be possible without intervention from Higher Authority.
4. This intervention could take the form of direct allocation of raw materials to PIRELLI or similar firms for military purposes.
5. Already O.A.R.E. has efficient vehicles ready for issue but without tyres and tubes.

*R
25/3/46*

for SC REME
(Capt PH NELSON)
Lt Francis D

TRANSLATION

FROM: Ministry of War

REF: 28100/DM

TO: All addressees

DATE: 5.12.45

ME/32

⑦

SUBJECT: Employment of tyres which have been declared u/s.

- 1) - To overcome the persisting deficiency in vehicle tyres this Ministry has decided to use - by means of remedial repairs - some of those declared as u/s which are stored in large numbers at the Wrecked Vehicle Parks.
- 2) - These remedial repairs consist of the application to the unrepairable tyres of a studded ~~piece~~ or sleeve with the normal systems i.e. vulcanisation or reconstruction.
- 3) - The selection of the tyres to be repaired will be made in accordance with the following principles:
 - rubber in a good state of conservation;
 - cuts or holes of between 7 and 15 cm.;
 - stripping in the walls of the inside canvas not longer than 20cm.;
 - at least 70% of tread;
 - walls not excessively deteriorated and metal ^{beads} rings in first class condition.
- 4) - The tyres, which will be called "^{repaired}reconditioned", will be applied:
 - to all the wheels of the vehicles of any unit which are only intended to make short runs;
 - to the single spare wheel of vehicles running long distance.
- 5) - The preparation of the tyres for "reconditioning" will be effected by the repairs units, which, as soon as they have ascertained quantity of ~~said~~ tyres available, will arrange for their fitting to the vehicles as specified in preceding para.4.

The vehicles to which such tyres will have to be applied will be specified by the M.T. Repairs Directorates in agreement ⁴⁶ with the H.Q.s of the units located in their respective areas, in relation to the services which the various types of vehicles are intended to carry out.
- 6) - The tyres recovered as a result of the taking into use of the reconditioned tyres will be taken on the charge of the stores of the individual repairs units.

27/12/46

- 7) - The relative movements will be shown on returns Mod.A and B (circ.19700 of 15.9.1945).
- 8) - On the 31st.December the M.T.Directorates addressed will report on how the Repairs Units under their command have organised the system of tyre repairs in question and on what monthly output of such repairs we may reckon.

Sgd. PROPERZJ

Gen.

O.Danin Cpl.

AG/pa

Traslati
Preveduto

REME

MINISTERO DELLA GUERRA
DIREZIONE GENERALE ARTIGLERIA E MOTORIZZAZIONE
- Divisione Motorizzazione - Sezione 2^a -

n° 28100 /TM di prot. 35 Roma, li 5 Dicembre 1945

TRANSMISSION	
IN	{ Firma 1600 Data 26/2
OUT	{ Firma 16.15 Data 26/2

ALLE DIREZIONI RIPARAZIONI AUTOM/che DEI
COMANDI MILITARI TERRITORIALI
= LORO SEDI =
= LORO SEDI =
= S E D E =
= S E D E =
AL MAGAZZINI RICAMBI AUTO
e, per conoscenza:
AL GABINETTO
ALLO S.M.R.E. - Uff. Serv.
AL COMANDO GEN. DELL'ARMA DEI CC.RR. - ROMA =

OGGETTO: Impiego di coperture già dichiarate f.u.-

.....

- 1°) - Per sopperire alla persistente deficienza delle coperture per autoveicoli questo Ministero è venuto nella determinazione di utilizzare - mediante una riparazione di ripiego - parte di quelle dichiarate f.u. che giacciono numerose presso i Parchi Auto-guasti.-
- 2°) - Tale riparazione di ripiego consiste nell'applicare alle coperture non riparabili con i sistemi normali - vulcanizzazione o ricostruzione - una pezza o manicotto imbullonati.
- 3°) - La scelta delle coperture da riparare sarà fatta con i seguenti criteri:
- gomma in buono stato di conservazione;
 - tagli e squarci compresi fra i 70 e 15 cm.;
 - sfaldamento nei fianchi dei tessuti interni (corda) per una estensione non superiore ai 20 cm.;
 - battistrada almeno al 70%;
 - bordi non eccessivamente deteriorati e cerchiato metallico in ottime condizioni.-
- 4°) - Le coperture, che si chiameranno di "ripiego" saranno di tipo

4692

= LORO SUDI =
 = LORO SUDI =
 = S P D E =
 = S I I L =
 AL MAGAZZINI RICALEDI AUTO
 e, per conoscenza:
 AL GABINETTO
 ALLO S.M.R.E. - Uff. Serv.
 AL COMANDO GEN. DELL'ARMA DEI CC.RR. = R O M A =

OGGETTO: Impiego di coperture già dichiarate f.u.-

- 1°) - Per sopperire alla persistente deficienza delle coperture per autoveicoli questo Ministero è venuto nella determinazione di utilizzare - mediante una riparazione di ripiego - l'arto di quelle dichiarate f.u. che giacciono numerose presso i Parchi Auto-guasti.-
- 2°) - Tale riparazione di ripiego consiste nell'applicare alle coperture non riparabili con i sistemi attuali - vulcanizzazione o ricostruzione - una pezza o manicotto imbullonati.
- 3°) - La scelta delle coperture da riparare sarà fatta con i seguenti criteri:
- gomma in buono stato di conservazione;
 - tagli e squarci compresi fra i 7 e i 15 cm.;
 - sfallamento nei fianchi dei tessuti interni (corda) per una estensione non superiore ai 20 cm.;
 - battistrada almeno al 70%;
 - bordi non eccessivamente deteriorati e arricchito metallici in ottime condizioni.-
- 4°) - Le coperture, che si chiameranno di "RIPIEGO" saranno applicate:
- a tutte le ruote degli automezzi di qualsiasi onto o reparto, destinati a servizi o viaggi di limitato percorso;
 - alle ruote di scorta degli automezzi destinati a viaggi su lunghi percorsi;

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= 2 =

5°) - Le preparazioni delle coperture di "ripiego" è dovuta ai reparti riparazioni, i quali a misura che avranno disponibili un certo quantitativo di dette coperture, provvederanno alla loro applicazione sugli autoveicoli come stabilito al n.4 precedente.

Gli autocarri ai quali dovranno essere applicate tali coperture saranno stabiliti dalle Riparazioni. Auto d'intesa con i Comandi degli enti e reparti dislocati nell'ambito del relativo territorio, in relazione ai servizi che i vari tipi di autoveicoli sono destinati a compiere.

6°) - Le coperture recuperate in seguito all'adempimento delle coperture di ripiego, saranno introitate nei magazzini dei singoli reparti riparazioni.

7°) - Sulle situazioni m.d. A e B (circ. 19700 in data 15/9/945) saranno dimostrati i relativi movimenti.

8°) - Il 31 dicembre c.a. le Direzioni. Auto in indirizzo signaleranno come i Reparti Riparazioni. dipendenti hanno organizzato il sistema di riparazioni delle coperture in oggetto e su quale gettito mensile di tali riparazioni si possa fare assegnamento.

P. C. C.

IL DIRETTORE CAPO DIVISIONE
(Col. G. Balanzin)

P. IL MINISTRO
f.t.: Gen. P. C. Praperzj

4691

5°) - Le preparazioni delle coperture di ripiego e di tutta altra parti riparazioni, i quali a misura che avranno disponibili un certo quantitativo di dette coperture, provvederanno alla loro applicazione sugli autoveicoli come stabiliti al n.4 precedente.

Gli autocarri ai quali dovranno essere applicate tali coperture saranno stabiliti dalle Riparazioni Riparazioni. Auto d'intesa con i Comandi degli enti e reparti dislocati nell'ambito del relativo territorio, in relazione ai servizi che i vari tipi di autoveicoli sono destinati a compiere.

6°) - Le coperture recuperate in seguito all'adempimento delle coperture di ripiego, saranno introitate nei magazzini dei singoli reparti riparazioni.

7°) - Sulle situazioni n. d. A e B (circ. 19700 in data 15/9/945) saranno dimostrati i relativi provvedimenti.

8°) - Il 31 dicembre c.a. le Riparazioni. Auto in indirizzo segnalano come i Reparti Riparazioni. dipendenti hanno organizzato il sistema di riparazione delle coperture in oggetto e su quale gettato mensile di tali riparazioni si possa fare assegnamento.

P. O. O.

IL DIRETTORE CAPO DIVISIONE
(Col. G. Balanzin)

Balanzin

P. IL MINISTRO
f.t.: Gen. P. G. Praprazj

4691

AG/Tr.

MINISTERO DELLA GUERRA
DIREZIONE GENERALE ARTIGLIERIA E MOTORIZZAZIONE
- Divisione Motorizzaz. - Sezione II -

N° 21200/XVI25-5/DI di pret. Roma, 11 22 gennaio 1945
OGGETTO: - Impiego di coperture già dichiarate fuori uso. -

AI COMANDI MILITARI TERRITORIALI

DIREZ. RIP. RAZ. AUTO

(direzionale fino ai Rep. Rip.)

- Ufficio Servizi -

AI MAGAZZINI RICAMBI AUTO

ALLA DIREZIONE O.A.R.E.

TUTTI

TUTTI

TUTTI

BOLOGNA

o, per conoscenza:

AL GABINETTO

AUTO STATO MAGGIOR R.E.

- Ufficio Servizi -

AL COMANDO GENERALE DELL'ARMA CC.RR.

S E D E

S E D E

R O M A

Le prime scorte di gomme già esistenti nei Magazzini militari sono esaurite; l'approvvigionamento anche dal libero commercio si fa sempre più difficile ed i prezzi sono aumentati in misura proibitiva.

Le Industrie Nazionali non producono che una limitatissima quantità e la produzione stessa è per la quasi totalità assorbita per il traffico civile.

I rifornimenti da parte degli Alleati sono limitati ai tipi di coperture idonee solo per autoveicoli alleati, o in misura minima.

Nessun commento è necessario dopo quanto è detto sopra per comprendere quanto siano precarie le nostre possibilità in fatto di rifornimenti gomme.

Ciononostante con la parsimonia nei consumi, l'oculatazza nell'impiego e la volontà dei singoli si deve superare questa mancanza di crisi per evitare che venga meno all'Esercito l'importante servizio dei trasporti.

OGGETTO: - Impiego di coperture già dichiarate inutili.

AI COMANDI MILITARI TERRITORIALI

DIREL. RIP. R. Z. AUT.

(direzioni fino al Rep. Rip.)

- Ufficio Servizi -

AI MAGAZZINI RICAMBI AUTO

ALLA DIREZIONE O.A.R.E.

TUTTI

TUTTI

TUTTI

BOLOGNA

U. per conoscenza:

AL CABINETTO

ALLO STATO MAGGIORE R.E.

- Ufficio Servizi -

AL COMANDO GENERALE DELL'ARMA CC.RR.

S E D E

S E D E

R O M A

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I rifornimenti da parte degli Alleati sono limitati in termini di coperture idonee solo per autoveicoli alleati, e in misura minima.

Nessun commento è necessario dopo quanto è detto sopra per comprendere quanto siano precarie le nostre possibilità in fatto di rifornimenti gomme.

Ciononostante con la parsimonia nei consumi, l'oculatazza nell'impiego e la volontà dei singoli si deve superare queste limitazioni di crisi per evitare che venga meno all'Esercito l'importante servizio dei trasporti.

-----COC-----

Per supplire in parte alla mancanza dei rifornimenti, questo Ministero, con circolare n. 28100 in data 5/12/45 impartiva lo necessario disposizioni per l'utilizzazione delle coperture f.u. mediante una ripartizione di ripiego.

Fino ad oggi non risulta che le Direzioni Riparazioni abbiano preso in serio esame la preparazione di dette coperture,

./.

sicché è venuto meno quel gettito di gomme che questo Ministero si riprometteva di avere dall'impiego delle coperture di RIPIEGO.-

Si invitano le Direzioni Riparazioni di voler disporre senz'altro l'inizio della preparazione di dette coperture e di riferire d'urgenza - e non oltre il 31 c.m. - sulle disposizioni prese per assicurare una congrua disponibilità.-

A completamento delle disposizioni date con la circ. 28100 già citata, si aggiunge:

- nella scelta delle coperture da riparare si deve dare la precedenza alle misure di uso più comune e cioè: 32x6, 34x7, 36x8, 38x9, 7.50 - 20, 8.25 - 20, 9.00 - 20, 10.50-20, 200-20, 210-20, 270-20;
- in linea di massima la preparazione delle coperture di RIPIEGO deve essere effettuata dai Reparti Riparazioni;
- qualora i Rep. Rip. non fossero in grado di eseguire tali lavori per deficienza di mezzi e di attrezzature idonee, si potrà ricorrere a ditte civili particolarmente idonee.-

I Reparti Riparazioni che debbono affidare a ditte civili la preparazione delle coperture di "RIPIEGO" devono adottare le necessarie cautele ed evitare sostituzione e sottrazione di materiale e cioè:

- prendere nota delle matricole delle coperture affidate alla riparazione;
- non consegnare alle ditte coperture intiere per ricaverne manicotti, ma consegnare alle stesse manicotti già tagliati nelle varie misure;
- una commissione di ufficiali - particolarmente competenti - collaudi i lavori eseguiti e controlli fra l'altro che le coperture restituite corrispondano a quelle consegnate per la riparazione.-

-----cc-----

Questo Ministero, con la scorsa delle situazioni settimanali mod. "B" (cfr. nn. 6 e 7 della circ. 28100) controllerà l'andamento che ciascun Rep. Rip. avrà dato alla preparazione delle gomme di RIPIEGO.-

0 5 5 4

A completamento delle disposizioni date con la circ. 28100 già citata, si aggiunge:

- nella scelta delle coperture da riparare si deve dare la precedenza alle misure di uso più comune e cioè: 32x6, 34x7, 36x8, 38x9, 7.50 - 20, 8,25 - 20, 9,00 - 20, 10.50-20, 200-20, 210-20, 270-20;
- in linea di massima la preparazione delle coperture di RIPIEGO deve essere effettuata dai Reparti Riparazioni;
- qualora i Rep.Rip. non fossero in grado di eseguire tali lavori per deficienza di mezzi e di attrezzature idonee, si potrà ricorrere a ditte civili particolarmente idonee.-

I Reparti Riparazioni che debbono affidare a ditte civili la preparazione delle coperture di "RIPIEGO" devono adottare le necessarie cautele ed evitare sostituzione o sottrazione di materiale e cioè:

- prendere nota delle matricole delle coperture affidate alla riparazione;
- non consegnare alle ditte coperture intiere per ricavarne manicotti, ma consegnare alle stesse manicotti già tagliati nelle varie misure;
- una commissione di ufficiali - particolarmente competenti - colli aud i lavori eseguiti e controlli fra l'altro che le coperture restituite corrispondono a quello consegnato per la riparazione.-

-----c00-----

Questo Ministero, con la scorsa delle situazioni settimanali mod. "B" (cfr. nn. 6 e 7 della circ. 28100) controllerà l'andamento che ciascun Rep.Rip. avrà dato alla preparazione dello gommature di RIPIEGO...

P. IL MINISTRO
f. tr Gen. P.G. Properzj

P. C. C.
IL DIRETTORE CAPO DIVISIONE
(col. G. D. Lorenzini)



MINISTERO DELLA GUERRA
Direzione Generale della Motorizzazione
2^a Divisione - 2^a Sezione -

N. 23100/22 di prot.

OGGETTO: gommatura degli automezzi inefficienti per grandi avarie. -

AL COMANDO MILITARE DELLA CAMPANIA - Direz. Auto = P.M. 3400 =
AL COMANDO MILITARE DELLA SARDEGNA - Direz. Auto = P.M. 75/4
AL COMANDO MILITARE DELLA CALABRIA - Direz. Auto = CATANZARO
AL COMANDO MILITARE PUGLIA-LUCANIA - Direz. Auto = B A R I
AL COMANDO MILITARE SICILIA - Direz. Auto = P.M. 72
AL COMANDO MILITARE LAZIO-UMBRIA E ABRUZZI = P.M. 3800

I.- In occasione di visite ed ispezioni si rileva con frequenza che, nonostante i rivetuti richiani, pneumatici di automezzi ricoverati nei parchi autoguai, o versati dai reparti con passaggio definitivo di carico, vengono lasciati applicati per notevole tempo alle ruote e qualche volta montati e custoditi in depositi provvisori non idonei alla loro buona conservazione. -

II.- Si dispone pertanto che:

1°- nel territorio di ciascuno dei Comandi Militari in indirizzo venga organizzato un unico magazzino gomme, da gestirsi, sotto il controllo dei Comandi stessi, del maggior ente automobilistico della giurisdizione (Gruppiamenti Autieri, ecc.);

2°- a tutti gli automezzi dei parchi autoguai o versati dai reparti con passaggio definitivo di carico e destinati alla demolizione o abbisognavoli di grandi riparazioni, venga tolta la gommatura;

3°- Tali gommature siano classificate e ripartite in tre categorie: efficienti, riparabili (con semplice vulcanizzazione o da ricostruire, fuori uso (rottame);

4°- quello delle prime due categorie siano versate al magazzino gomme del territorio, che dovrà conteggiarle - naturalmente distinte fra loro - delle situazioni periodiche prescritte;

5°- quelle della 3^a categoria, dopo la prescritta dichiarazione, siano passate a rottame;

6°- le coperture che hanno bisogno di semplice vulcanizzazione, siano riparatate appena possibile, mentre quelle da ricostruire siano avviate mensilmente all'8° Centro Riparazioni e Recuperi, dandone comunicazione a questo Ministero con l'elenco dei tipi e misure. - Nel primo invio, da effettuarsi al più presto, saranno comprese anche le coperture da ricostruire attualmente accantonate nei depositi.

1.- In occasione di visite ed ispezioni si rileva con frequenza che, nonostante i ripetuti richiami, pneumatici di automezzi ricoverati nei parchi autoguai, o versati dai reparti con passaggio definitivo di carico, vengono lasciati applicati per notevole tempo alle ruote e qualche volta montati e custoditi in depositi provvisori non idonei alla loro buona conservazione.-

II.- Si dispone pertanto che:

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5°- quelle della 3° categoria, dopo la prescritta dichiarazione, siano passate a rottame;

6°- le coperture che hanno bisogno di semplice vulcanizzazione, siano riparatate appena possibile, mentre quelle da ricostruire siano avviate mensilmente all'88 Centro Riparazioni e Recupero, dandone comunicazione a questo Ministero con l'elenco dei tipi e misure. - Nel primo invio, da effettuarsi al più presto, saranno comprese anche le coperture da ricostruire attualmente accantonate nei depositi.-

III.- Tutte le gommature efficienti che verranno così a trovarsi nei magazzini s'intendono disponibili per le cessioni autorizzate da questo Ministero.

Perciò anche per la rigommatura degli automezzi riparati dovrà essere richiesta l'autorizzazione a questo Ministero.-

Per lo spostamento dei veicoli destinati alla riparazione presso officine militari o civili saranno temporaneamente impiegate, senza alcuna auto-

R. M.
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12-
rizzazione ministeriale, le gommature necessarie, avendo cura però d'adoperare quelle meno efficienti e di riversarle in magazzino non appena effettuato lo spostamento.-

IV.- In relazione a quanto sopra è evidente che nessun automezzo ricoverato presso i parchi autoguaiati potrà conservare gommatura di scorta e nessuna giustificazione potrà essere addotta dal personale che li ha in custodia in caso di constata infrazione.-

V.- Si gradirà assicurazione dell'adempimento di quanto sopra entro il 31 dicembre c.a.-

P. I L M I N I S T R O
fto: Gen.A. Aliberti

p. c. c.
IL DIRETTORE CAPO DIVISIONE
fto: Col.G. Balanzino)

Subject: Care of Tyres.

Land Forces Sub Commission, AG.
(M.M.L.A.) R O M E

MO/32

31 January 1946

Direzione Generale Artiglieria
e Motorizzazione,
Ministry of War.

I understand that strict orders have been issued to Officers Commanding Workshops and Vehicle Parks to take all possible care of tyres and tubes on vehicles under their care and not only to consider the tyres of vehicles of their own unit. It is unfortunately only too common to see vehicles standing with one or more tyres deflated when visiting workshops or Vehicle Parks.

I think that Officers Commanding these units do not sufficiently appreciate the seriousness of the tyre situation, and that irreparable damage can be caused to tyres and tubes by allowing them to carry the vehicle weight at rest while deflated. I would suggest that each unit concerned with handling vehicles which are not part of its Organico should have a squad of men (the number could be small) who were responsible that no vehicle inside the area allotted to that unit was allowed to remain with deflated tyres. If a shortage of material prevents an adequate rate of tyre repair then the vehicle should be jacked up and put on blocks, and the wheel and tyre removed to a safe store under lock and key until it can be repaired.

I would press you to take up with the concerned party the subject of an order being issued to all units in the Army who operate large quantities of vehicles in an effort to reduce wastage of tyres.

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AB/ero

Internal : 'Q'
S & T.

Lt-Col.
A.D.M.S.
M.N.I.A.

4686

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LRKB V MEAV SRL 300093
 FROM E M E 3 B L U MILAN 30045 A
 TO COL BLUNT ADME M M I A ROME
 QSH GR 30 BT

MIS/5 (..) UNCLASSIFIED (..)

E M E 1 B L U STATES APRILIA 'S TYRES NOT AVAILABLE TO DATE (..)

GLOVES DESPATCHED BY POST 10 JAN (..)

BT 1130

SENT SRL 93 SGW 1155/30

RECD NR93 1155/30 AH XX HA KKKK

Remc.

*MMIA
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