

ACC

10000/141/699

1567

Declassified E.O. 12356 Section 3.3/NND No.

785021

0000/141/699

VEHICLE MAINTENANCE
OCT. 1944 - APR. 1946

MINUTE SHEET NO. |

PAGE

DATE

15 Oct.

adj - Done this S/C have to
complete Schedule A (attached
to Folio p. 2)?

RRT.

16 Oct.

②
Dir. If Schedule A required from this S/C it
will be called for a through Civil Affairs S.C. PRT
Sections who allocate all returns for the working
This has been the practice formerly.

Nov. 11.

A/Dir. Drive to be informed. All
note made in each during mileage book. PRT

6.09A.

Nov 11.

A/Dir. C.A. Section asked. No action necessary. PRT

2

Nov 13.

Staff Please bring in file on 2 Dec. PRT Noted g.w.

9

Nov 18.

⑥
Lt Mediano. Please inform with division of 2 (A) & (C) PRT

2 CO 10

6.09A.

(3)

ADiv. Drivers to be informed. RCH
note made in each driver's mileage book. RCH

Nov. 11.

(4)

A/Siv. C. A. Section advised. No action necessary. RCH

Nov. 11.

(5)

Staff Please bring in file on 2 Dec. RCH Noted gen.

Nov. 13.

(6)

Lt. McMahon.
Please inform both drivers of 2 (A) & (C) RCH

Nov. 18.

(7)

Capt. Hammond
I have informed both drivers accordingly

Nov. 18

124

HEADQUARTERS ALLIED COMMISSION
 NO 394
 LOCAL GOVERNMENT SUB COMMISSION

AO/29/5/LG.

Tel: 473190

SUBJECT: Staff Car N. 5131

8 April 1946

TO: Despatch Office AO. Hq.

1. I have to report that the AO. Hq. car N. 5131 broke down between Spoleto and Terni at 18.00 hours on the 7 April 1946. Damage: offside rear stub axle broken.

2. I reported personally to R.E.M.E. Recovery Post, Soana Pass, Route N. 5 and instructed Cpl DUE in charge of the workshop (tel. 0073) to tow the car into 751 Service Station R.E.M.E. TERNI, Tel. 300, Exchange Terni. The AO driver, Ciacchini, has been ordered to stay with the car and report to the Supergrage after the car has been repaired.

3. I reached Rome last night as I was instructed to report to the Hq on Sunday evening.

JVV

J. V. VELLA
 Captain
 Asst Executive Officer
 Local Govt Sub Commission

JVV/ww/rbe

2600

29/10

13

23 NOV 1945

SUBJECT : Recovery Italian Army Vehicles

LAND FORCES SUB COMMISSION A.C.
(M.M.I.A.)
R O M E
Q.034
20 November 1945

gla

TO : War Ministry

Reference is made to this H.Q. letters:

2/5/10 23 October 1945
Q.034 13 November 1945.

1. In accordance with the policy laid down by the Supreme Allied Commander vehicles of Italian military origin may be lawfully claimed by the War Ministry.

Under the agreement between the War Ministry and the Ministry of Transport to which reference is made in the above quoted letters vehicles specifically listed as Army vehicles in the hands of Civilians are to be replaced on a ton for ton basis by Allied vehicles.

Vehicles whose description does not tally with this list may be seized if of Italian Military origin.

2. Recovery action instituted by the War Ministry in accordance with the above policy sometimes results in an appeal by the civilian "user" on the grounds either that :

- (a) the vehicle was salvaged and retained after repair on the authority of AMV/AC;
- (b) the vehicle is of civilian and not military origin.

or

2553

2/5/49 23 October 1945
Q.051 15 November 1945.

1. In accordance with the policy laid down by the Supreme Allied Commander vehicles of Italian military origin may be lawfully claimed by the War Ministry.

Under the agreement between the War Ministry and the Ministry of Transport to which reference is made in the above quoted letters vehicles specifically listed as Army vehicles in the hands of Civilians are to be replaced on a ton for ton basis by Allied vehicles.

Vehicles whose description does not tally with this list may be seized if of Italian Military origin.

2. Recovery action instituted by the War Ministry in accordance with the above policy sometimes results in an appeal by the civilian "user" on the grounds either that :

(a) the vehicle was salvaged and retained after repair on the authority of AMG/AC;

or

(b) the vehicle is of civilian and not military origin.

3. In the case of 2 (a) above the claimant will be required to produce a copy of the AMG/AC authority, which will be forwarded to this H.Q. Pending a decision the vehicle may be held by the Army in the nearest Efficient Vehicle Park.

If no authority can be produced the vehicle may be taken on charge and be made available for re-issue without reference to Land Forces Sub Commission.

4. In the case of 2 (b) above, the matter will be decided by the Territorial Headquarters concerned who will obtain in writing the decision of the BLW MILA affiliated to that H.Q. as to whether or not the vehicle is of civilian or military origin.

5. Appeals are frequently received direct by this Sub Commission or by other Sub Commissions of A.C. as for example those listed at app. A.

In these and all future cases it is desired that the above procedure be adopted.

The claimant will in all cases be referred to the War Ministry and informed of the procedure outlined above.

R.A. Cupties
R.A. CUPTIES Lt. Col.
for Major General
Land Forces Sub Commission A.C.
(R.A.I.A.)

7681

Copy to:

All BLMS M.H.I.A. for action item 4.
 A.C. for Executive Commissioner (1)
 Civil Affairs Section (10)
 Economic Section (10)
 Transp. Sub Commission (4)

Internal

R.E.M.E.

S. & T.

1 6 7 4

Declassified E.O. 12356 Section 3.3/NND No.

785021

HEADQUARTERS
ALLIED CONTROL COMMISSION

APO 394

SUPER GARAGE

SUBJECT: *Proper maintenance.*

TO : LOCAL GOVERNMENT SUB/COM

1. It is necessary that your vehicle will have its monthly or 1000 mile check to comply with army regulation.
2. Your vehicle 503 will be reported to the **Super Garage, 6, Piazza Verdi - Rome** on the **THIRD** day of every month for its monthly 1000 mile check.

Bring this copy with you.

H. L. WHITE
Lt. Inf.
MOTOR TRANSPORT OFFICE

2598

4067

APPENDICE

L. 10. 10. 10. No. 1.

PASTORE SULL'ISPEZIONE DELL'AUTOVEICULO

Nome del conducente.....

1. Coppa		Media	Data			13. Scatola del cambio	25. Pompa gonfi
MOTORE	Lettura del conto Km.....			TRASMISSIONE	14. Frese di forza	26. Equi	
	Precedente cambio olio.....				15. Frano e pedale	27. Intor	
	Il prossimo cambio sarà fatto a				16. Frano e pedale	28. Intor	
	2. Motore				17. Alteri, giunti, cable di tensione ecc.	29. Ose	
	3. Radiatore e sistema di raffredda- mento				18. Asse e mozzi	30. Condi	
	4. Sistema di carburazione				19. Ruote	31. Condi	
	Media				20. Gomme condizioni pressione	32. Condi	
	5. Regolatore di velocità				21. Telaio	33. Condi	
	6. Sistema di accensione				22. Cassone	34. Condi	
	7. Asse, semi-asse, e mozzi				23. Cabina e cantina	35. Condi	
8. Parafango			ASSE POSTERIORE	24. Contrazioni degli attrezzi e dell'equipaggiamento			
9. Sterzo							
ASSE POSTERIORE	10. Ruote						
	11. Gomme condizioni pressione	Sin.	Dest.				
	12. Frizione e controllo (pedale)						

ANNEXA

MAINT. FORM No. 1c

RAPPORTO SULL'ISPEZIONE DELL'AUTOVEICOLO

Miglia	Data		
		13. Scatole del cambio	25. Pompa per olio e tubo di condizionamento
		14. Pressi di forte	26. Equipaggiamento elettrico
		15. Freno a pedale	27. Lubrificazione
		16. Freno a mano	28. Pulizia
		17. Alberi, giunti, cable di tensione ecc.	29. Osservazioni sulle prove su strada
		18. Asce e mozzi	30. Condizioni Generali
		19. Ruote	
		20. Condizione condizioni di pressione	
		21. Telaio	
		22. Cassone	
		23. Cabina e cabina	
		24. Condizioni degli estremità e dell'equipaggiamento	

2593

[illegible]

Lavoro eseguito o in corso presso l'Ufficio	Data	Averile (Rif. al No.)	Lavoro eseguito o in corso presso la Sezione (Isp. di Sez.)
..... Comit. dell'Officina			Date..... Il Comit. della Sez.
al Comdt. di Reparto		 No.	Risposta del Comit. dell'Officina o del Comit. della Sezione
te del Reparto			Date..... Comit. della Sezione

RECEIVED

HEADQUARTERS ALLIED COMMISSION

APG 394

1944

ESTABLISHMENT SECTION

19 December 1944.

ESTABLISHMENT MEMORANDUM

NUMBER

34)

1. Establishment Memorandum No. 22, this Headquarters, dated 27 September 1944, is hereby rescinded in its entirety, and this Memorandum substituted in lieu thereof:

2. a. The Road Division, (TRANSPORTATION SUB-COMMISSION), will assume complete responsibility for technical supervision, organization and inspection of all vehicle maintenance (both IE & NE) to include both domestic and civil transport vehicles of this Headquarters and the Regions. This in no way relieves the responsible officers of the supervision of maintenance of vehicles assigned to them.

b. To carry out this responsibility:

(1) All motor maintenance and operating personnel will be allocated by the Transportation Sub-Commission, to this Headquarters and to the Regions as needed.

(2) Personnel allocated to this Headquarters, will be assigned to the Headquarters Transportation Section. The Headquarters Transportation Officer will be in command of the Headquarters Transportation Section. He will receive technical instructions direct from the Transportation Sub-Commission. Operational matters, including transfer of personnel from one garage to another will be accomplished by the Establishment Section, upon recommendation of the Headquarters Transportation Officer.

(3) Personnel allocated to Regions, will be assigned to Regional Transportation Sections. This personnel will be under the command of the Regional Transportation Officer, who is responsible to the Regional Commissioner. He will receive technical instructions direct from the Transportation Sub-Commission. Operational matters, including transferring personnel from one locality to another in the Region, will be accomplished by orders of the Regional Commissioner upon recommendation of the Regional Transportation Officer.

2556

b. To carry out this responsibility:

- (1) All motor maintenance and operating personnel will be allocated by the Transportation Sub-Commission, to this Headquarters and to the Regions as needed.
 - (2) Personnel allocated to this Headquarters, will be assigned to the Headquarters Transportation Section. The Headquarters Transportation Officer will be in command of the Headquarters Transportation Section. He will receive technical instructions direct from the Transportation Sub-Commission. Operational matters, including transfer of personnel from one garage to another will be accomplished by the Establishment Section, upon recommendation of the Headquarters Transportation Officer.
 - (3) Personnel allocated to Regions, will be assigned to Regional Transportation Sections. This personnel will be under the command of the Regional Transportation Officer, who is responsible to the Regional Commissioner. He will receive technical instructions direct from the Transportation Sub-Commission. Operational matters, including transferring personnel from one locality to another in the Region, will be accomplished by orders of the Regional Commissioner upon recommendation of the Regional Transportation Officer.
 - (4) Subject to the provisions of annex A & B attached, all tools and equipment for maintaining these vehicles will be allocated by the Transportation Sub-Commission.
 - (5) The Transportation Sub-Commission will be responsible for approving garage allocation.
3. Responsibility of G-4s (See annex A and B attached).
4. Responsibility of other elements:
- a. Headquarters Maintenance Officers will be directly responsible to the Headquarters Transportation Officer for the maintenance of all Headquarters vehicles. Their duties include the supervising and training of personnel in maintenance and driving. It is essential that all incidents, involving accountability of property be co-ordinated with G-4 (both American and British). (See annex A and B).
 - b. Regional Maintenance Officer will be directly responsible to the Regional Transportation Officer for the maintenance of all vehicles within their respective Regions; the supervising and training of personnel in maintenance.

- 1 -
RECEIVED

REVISED

Estab Memo No. 34, this Ho. dtd 19 Dec 44 (Cont'd):

and driving, and the continuous execution of preventive maintenance. He will make frequent technical inspections of all vehicles within his Region and bring about correction of all deficiencies noted.

c. Regional Commissioners will assume the usual "Commanding Officer" responsibility and supervision, as directed in US AM 83 and AR 35-6640 and AR 850-15 and British AD regulations. (See also paragraph 7, Annex B, for list of responsible officers).

5. Accountability: (See Annex G-4 A and B).

6. All maintenance officers will establish maintenance channels for repair and evacuation within their respective scope of operations.

7. THE MOVEMENTS DIVISION, (TRANSPORTATION SUB-COMMISSION), will control the movement and selection of cargo, of load-bearing vehicles.

a. Regional Transportation Officers will perform this function within the Regions under the general direction of Movements Division, Transportation Sub-Commission.

By command of Rear Admiral STONE:

OFFICIAL:

C. M. Parkin

C. M. PARKIN
Colonel, Infantry
Executive Officer (US).

NORRAN E. FISKE
Colonel
Deputy Chief of Staff

DISTRIBUTION:

E. Regional Transportation Officers will perform this function within the Regions under the general direction of Movements Division, Transportation Sub-Commission.

By command of Rear Admiral STONE:

MORRIS J. FISKE
Colonel
Deputy Chief of Staff

OFFICIAL:
C. M. Parkin
C. M. PARKIN
Colonel, Infantry
Executive Officer (US).

DISTRIBUTION:
11/11/44

- 2 -

REGISTERED

Q

1 6 8 2

RESTRICTED

ANNEX "A" to Estab Memo
No. 34, this Hq, dtd
19 Dec 44.

RESPONSIBILITIES OF G-4 (A)1. VEHICLE RECORDS.

a. G-4 (A) is accountable for all vehicles (which include requisitioned civilian vehicles), and Motor Maintenance equipment used by Allied Commission and 2675th Regiment and all motor maintenance parts for US Army military vehicles.

b. The Transportation Sub-Commission will turn over to G-4 (A) the complete records on all US Army vehicles, motor maintenance equipment and accessories now in the possession of the Transportation Sub-Commission.

c. A Property Book will be set up in each Region by the American Unit Transportation Officer, in accordance with the instructions contained in Circular 170, War Department, dated 24 July 1944. The American Unit Transportation Officer will be responsible for all such property within his unit.

(1) The Property Book, which will be known as the "Unit Transportation Regional (or Headquarters) Property Book", will record all US Army vehicles and motor maintenance equipment other than 2675th Regimental T/E vehicles and equipment issued direct to companies.

(2) G-4 (A) will be notified in writing of the assignment, and relief of the Transportation Officer, so that a transfer of property in the Unit Transportation Property Book can be accomplished in accordance with Circular 170, War Department, dated 24 July 1944.

(3) Reassignment of Tools and Equipment now charged to 2675th Regiment as T/E property will be made as allocated by the Transportation Sub-Commission.

(4) The procurement, issuing, reassignment, and transfer of all US Army tools and equipment will be accomplished by G-4 (A) as requested or approved by the Transportation Sub-Commission.

d. Reports of Survey or Certificates will be prepared on damaged, lost or stolen vehicles, motor maintenance equipment or accessories by the American Transportation Officer in each unit, and forwarded to G-4 (A). Ref. AR 35-6640.

e. In case of salvage through an Ordnance Depot, a true copy of the Salvage Receipt of the old vehicle, and the Tally Out on the new vehicle, will be forwarded to G-4 (A).

1 6 8 4

tation Officer, in accordance with the instructions contained in Circular 170, War Department, dated 24 July 1944. The American Unit Transportation Officer will be responsible for all such property within his unit.

(1) The Property Book, which will be known as the "Unit Transportation Regional (or Headquarters) Property Book", will record all US Army vehicles and motor maintenance equipment other than 2675th Regimental T/E vehicles and equipment issued direct to companies.

(2) G-4 (4) will be notified in writing of the assignment, and relief of the Transportation Officer, so that a transfer of property in the Unit Transportation Property Book can be accomplished in accordance with Circular 170, War Department, dated 24 July 1944.

(3) Reassignment of Tools and Equipment now charged to 2675th Regiment as T/E property will be made as allocated by the Transportation Sub-Commission.

(4) The procurement, issuing, reassignment, and transfer of all US Army tools and equipment will be accomplished by G-4 (A) as requested or approved by the Transportation Sub-Commission.

d. Reports of Survey or Certificates will be prepared on damaged, lost or stolen vehicles, motor maintenance equipment or accessories by the American Transportation Officer in each unit, and forwarded to G-4 (A). Ref. AR 35-6640.

e. In case of salvage through an Ordnance Depot, a true copy of the Salvage Receipt of the old vehicle, and the Tally Out on the new vehicle, will be forwarded to G-4 (A).

2. REPORTS.

a. Monthly Material Status Reports will be submitted by the Unit American Transportation Officer on forms furnished by G-4 (A), indicating status of equipment as of 1200 hours on the 10th of each month, so as to reach the office of G-4 (A) not later than 1200 hours on the 12th day of each month. (This deadline must be met).

3. SUPPLIES.

a. All American vehicles and motor maintenance equipment and spare parts will be drawn through G-4 (A), this Headquarters.

b. All motor maintenance parts will be drawn on an exchange basis, direct from the nearest Ordnance Depot or the parts section of G-4 (A). Requisition will be submitted to G-4 (A).

c. Unservicable vehicles may be salvaged at any Ordnance Depot. Unservicable American vehicles will not be turned into REWE. Replacements may be drawn direct from the nearest Ordnance Depot. (See paragraph 1, Section E).

RESTRICTED

RESERVED

ANNEX "B" to
Estab Memo No. 34, this
file, dtd 19 Dec 44.

RESPONSIBILITIES OF G-4 (B)

1. G-4 (British) will be responsible for records and major items of supply.
2. RECORDS.
 - a. G-4 (British) will keep all records and prepare vehicles census of all W.D. vehicles in use in the Sub-Commission.
 - b. Vehicle Casualties. These will be rendered by G-4 (B) for all W.D. vehicles of the Commission.
 - c. Vehicle locations.
 - (1) Distribution of all vehicles to Regions, AMG armies will be recorded by G-4. For this purpose whenever W.D. vehicles (other than W.D. vehicles) are moved from one part of the Commission to another, a copy of the movement order will be sent to G-4 (B). W.E. and W.D. vehicles used on direction of Public Safety Sub-Commission (Fire Service) will not be moved except on the instruction of G-4 Branch.
 - (2) Whenever any W.D. vehicles, whether on W.E. or not, are transferred from one part of the Commission to another, transferer and transferee will sign and exchange A.F.s. G.1033 and transferer will forward a third copy signed by both to G-4 (British).
3. SUPPLY.
 - a. Vehicles.
 - (1) Except as provided in sub-paragraph (a) (2), no vehicles will be drawn by any Region, or other part of the Commission except on the instructions of G-4 Branch.
 - (2) AMG 8th Army are authorized to replace unserviceable British vehicles by vehicles of the same category through Army sources. They are not authorized to draw additional vehicles or replace a vehicle of one type by a vehicle of another type without G-4 sanction.
 - b. Equipment.
 - A/. G-4 (B) will set up an M.T. Spare Parts and Equipment Section who will have the following duties:

Commission (Fire Service) will not be moved except on the instruction of G-4 Branch.

(2) Whenever any W.D. vehicles, whether on H.E. or not, are transferred from one part of the Commission to another, transferer and transferee will sign and exchange A.F.s. G.1033 and transferer will forward a third copy signed by both to G-4 (British).

3. SUPPLY.

a. Vehicles.

(1) Except as provided in sub-paragraph (a) (2), no vehicles will be drawn by any Region, or other part of the Commission except on the instructions of G-4 Branch.

(2) AMG 8th Army are authorized to replace unserviceable British vehicles by vehicles of the same category through Army sources. They are not authorized to draw additional vehicles or replace a vehicle of one type by a vehicle of another type without G-4 sanction.

b. Equipment.

A/. G-4 (B) will set up an M.T. Spare Parts and Equipment Section who will have the following duties:

(1) To indent for all G.1093 M.T. Equipment and L.A.D. Equipment authorized under Special List 94/1 and to issue same when received in accordance with the request of or approval by Transportation Sub-Commission.

(2) If any garage equipment is required, surplus to LAD scale to endeavor to obtain release on receipt of a special application from Transportation Sub-Commission.

(3) To indent for M.T. First aid scaling for all British W.D. vehicles of the Commission and to issue such scalings to Regions etc. as Transportation Sub-Commission may request.

(4) To hold a reserve of M.T. first aid kits and to replace any items used by Regions etc., on application from the Region concerned.

(5) To be responsible for all indents for tools, spare parts and other equipment for all British W.D. vehicles of the Commission.

RESTRICTED

ANNEX "B" to
Etab Memo No. 34, this
Ha, dtd 19 Dec 44. (Cont'd)

E/. (1) Region etc. will make all demands for tools, spare parts and M.T. equipment on G-4 (B) M.T. Spare Parts and Equipment Section and will not make indents on Ordinance.

(2) This does not prevent Transport Officers from using their own initiative to obtain local assistance from salvage etc., where permitted.

(3) AGC 8th Army are authorized to continue to work through Army sources where desirable. Their vehicles are, however, being included in scalings demanded. Any indents by AGC 8th Army will be clearly marked "AGC 8th Army" and such expressions as "AGC" will be avoided.

4. In order to carry out the above policy, the returns set out in appendix "B" will be rendered to G-4 Branch by the parties set out in such appendix. All previous instructions as to returns to G-4 Branch are cancelled.

5. Administrative Instructions No. 3 of 18 April 1944 are cancelled and responsibility for vehicles will be as set out in paragraph 7.

6. Returns to be rendered:

Type of Return	Rendered by	Rendered to	Date
Vehicle Census Return (WE, Civilian Supply & Miscellaneous vehicles will all be shown but separately).	Responsible Officers named in Paragraph 7.	G-4 (B)	21st each month.
Vehicle Casualties. Any vehicle lost, stolen, or otherwise struck off strength (e.g. Fire accident, wear & tear). No particular form is necessary but vehicle must be clearly identified. If hit, cause must be stated and claim certificate forwarded as early	Responsible Officers named in Paragraph 7.	G-4 (B)	Within 24 hours.

5. Administrative instructions No. 3 of 13 April 1944 are cancelled and responsibility for vehicles will be as set out in Paragraph 7.

6. Returns to be rendered:

Type of Return	Rendered by	Rendered to	Date
Vehicle Census Return (WE, Civilian Supply & Miscellaneous vehicles will all be shown but separately).	Responsible Officers named in Paragraph 7.	G-4 (E)	21st each month.
Vehicle Casualties. any vehicle lost, stolen, or otherwise struck off strength (e.g. Fire accident, wear & tear). No particular form is necessary but vehicle must be clearly identified. If HIR, cause must be stated and bill certificate forwarded as early as possible.	Responsible Officers named in Paragraph 7.	G-4 (E)	Within 24 hours.

7. Responsibility for recording and returns of all vehicles, whether WE, civilian or otherwise authorized, will be as follows:

Responsible Officer	Vehicles for which Responsible
Headquarters Commandant	1. All British ID vehicles and requisitioned vehicles in Hq Motor Pools or assigned to any official, Sub-Commission, etc., other than Sub-Commissions, etc., of which the Director is "Responsible Officer" as set out in this instruction.
	2. Vehicles of Liaison Officers in Rome.

(12C)

RESTRICTED

ANNEX "B" to
 Sub-Comm Memo No. 34, this
 HQ, dated 19 Dec 44 (Cont'd)

Responsible Officer	Vehicles for Which Responsible
SCAO's 5th & 8th Armies	All WE, civilian supply and other vehicles working with respective armies, including vehicles of Displaced Persons and Repatriation Sub-Commission.
Regional Commissioners	1. All WE vehicles on charge to Region or Province. 2. All requisitioned cars requisitioned by or transferred to Region. 3. All civilian supply vehicles allotted to Region. 4. Any other W.D. vehicles working within the Region on civilian work of which notice is given to Regional Commissioner by G-4 Branch. 5. <u>For maintenance only</u>, any vehicle of Displaced Persons and Repatriation Sub-Commission working within the Region which notice is given to Regional Commissioner by the Sub-Commission.
Displaced Persons and Repatriation Sub-Commission	All own vehicles except those working in army areas.

2592

29/58
HEADQUARTERS ALLIED COMMISSION

-100-206-

TRANSPORTATION SUB COMMISSION

11

22 NOV 1944

REFERENCE : AC/TH/40/HAUT.

SUBJECT : FROST PRECAUTIONS

TO : DISTRIBUTION A.

- 1.) Reference paragraph one (1) of the above mentioned directive, anti-freeze may be used in cooling system of A.L. vehicles providing:
- a.) That anti-freeze is available from American and British supply sources.
 - b.) That qualified personnel is available to prepare anti-freeze for use in vehicle cooling system and that a constant check is maintained of cooling system to prevent any destruction of same.
- 2.) Transport officers will be held responsible for any damage resulting from use of anti-freeze.

20/Nov/44

pt H. H. P. Jones

D.S. ADAMS

Col. C.E.

Director Transportation

Sub Commission.

2591

4155

4117

HEADQUARTERS U.S. AIR FORCE COMMISSION

TRANSPORTATION SUB-COMMISSION

NOV 1944

AC/VE/AD/MA/ET.

SUBJECT: FROST PREVENTIONS

TO : DISTRIBUTION A.

P.2.

1. Reference our AC/VE/AD/MA/ET, pertaining to Frost Prevention, the following will apply.

1. ANTI-FREEZE.

- a) Anti-Freeze will not be used in cooling systems of any vehicles maintained by this unit.
- b) Radiator and engine blocks will be protected of all water when parked for the day.
- c) Cans of anti-freeze will be used to prevent radiators from freezing while the engine is running in areas where necessary.

2. BATTERIES.

- a) In the absence of batteries in this theatre, batteries will be removed from all vehicles which are likely to be parked for a considerable length of time in open storage and stored in a warm building to prevent freezing and breaking of ends.

3. WINDSHIELDS AND GLASS.

- a) Windshields and glass of all vehicles parked in open storage, will be covered to prevent cracking or breaking during freezing weather.

4. All troops and officers will be held responsible for the strict compliance with above mentioned instructions.

10 November 1944.

D. S. [unclear]
C. L. [unclear]

Director, Transportation Sub-Commission.

2590

HEADQUARTERS
ALLIED COMMISSION

APO 394

SUPER GARAGE

SUBJECT: Proper Maintenance

TO : LOCAL GOVERNMENT SUB/CWM

1. It is necessary that your vehicle n° ...HQ.503... have its periodic maintenance check on the ...3/13 and 23... day of every month to comply with regulations.

2. Vehicle should report to the Super Garage, 6 Piazza Verdi Rome. However, if the location of the vehicle at the prescribed time is such that it is unreasonable to bring it to the Super Garage, it will report to the nearest maintenance unit for inspection. The fact that it was inspected, and the unit inspecting, will be reported to the Motor Transportation Officer HQ.AC. Super Garage A.P.O. 394.

R. M. Mc PHAIL
Capt. C. M. P.
Maintenance Officer

4067

1 6 9 3

Declassified E.O. 12356 Section 3.3/NND No.

785021

29/5.

ADJUTANT GENERAL COMMISSION.
 TRANSPORTATION SUB-COMMISSION.

10 NOV 1944

100/10/10

SUBJECT: VEHICLE MAINTENANCE.

7: DISTRIBUTION "A"

P.2A.

1. Attention is drawn to this office letter reference 100/10/10 dated 5 October 44.
2. It is requested that the rendition of the completed Appendix 2 (attached thereto) be expedited.

2 November 1944.

H. J. WILSON
 Colonel G.S.
 Director Transportation Sub-Commission.

2588

(This surely does not apply to Sub-Commissions
 per
 No action R.H.)

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(7)

HEADQUARTERS ALLIED COMMISSION
APO 394
LOCAL GOVERNMENT SUB COMMISSION

FILE : AC29/5/LG

10th of November, 1944

SUBJECT : Maintenance of vehicles allotted
to Sub Commissions.

TO : Maintenance Officer A.C.
Super Garage.

1. Reference attached letter this car Headquarters 41 is not held by this Sub Commission.
2. HQ 503 for which no instructions have been received is however held by us.
3. May instructions for the latter car please be issued.

2587

+ 107
RALPH R. TEMPLE
Captain
Acting Director
Local Government
Sub Commission

RCH/TO

(2581)

4022
29/5
HEADQUARTERS
ALLIED COMMISSION

APO 394

SUPER GARAGE

SUBJECT: Proper Maintenance

TO : LOCAL GOV....

1 NOV 1944

1. It is necessary that your vehicle n° HQ 236 have its periodic maintenance check on the 6/16 and 26TH day of every month to comply with regulations.
2. Vehicle should report to the Super Garage, 6 Piazza Verdi Rome. However, if the location of the vehicle at the prescribed time is such that it is unreasonable to bring it to the Super Garage, it will report to the nearest maintenance unit for inspection. The fact that it was inspected, and the unit inspecting, will be reported to the Motor Transportation Officer HQ.AC. Super Garage A.P.O. 394.

2586
R. M. Mc PHAIL

Capt. C. M. P.

Maintenance Officer

3959
US RESTRICTED Equals British RESTRICTED

HEADQUARTERS
2675TH REGIMENT
ALLIED CONTROL COMMISSION
(OVERHEAD)
APO 394

Chuter

4
NOV 1944

FRW/rs1

2 November 1944

File: 537.

SUBJECT: Vehicles.

TO : All Concerned.

The attached extract from PBS Circular #68, dated 28 May 1944, is republished for the information and guidance of all concerned.

By order of Colonel PARKIN:

1 - 11:

Extract, PBS Cir #68, dtd 28 May

F. R. Wermuth
F. R. WERMUTH
WOJG USA
Asst Adjutant

DISTRIBUTION:

- 1 - Units this Regt.
- 1 - Sub-Commissions & Sections,
Allied Commission.
- 1 - Super Garage.

US RESTRICTED Equals British RESTRICTED

2305

RESTRICTED

Par 3: (2), Section XI, S Cir #68, dtd 28 May 1944.

E X T R A C T

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*

(2) Use of Vehicle Engine for Braking Effect. -

(a) The practice of "Double Clutching" vehicles at relative-
high speeds to a lower gear to obtain abnormal braking effect from the engine will be discontinued.

(b) Commanding Officer, transportation officers and all other officers having vehicles under their control or supervision are enjoined to disseminate the information set forth herein to all drivers.

(c) Ordnance "Spot Check Teams" and inspectors will report all cases of such abuse under provisions of par. 15a, 15b, AR 850-15.

(d) FM 25-10 sets forth that judicious use of the braking effect of the engine is desirable. It infers, however, that vehicles should not be so decelerated by the engine that the engine will be driven at a speed higher than it is possible to accelerate the vehicle. The stated object of such warning is "to prevent overspeeding the engine". (Ref. PBS Cir. #43, cs)

(3) Salt water is highly injurious to motor vehicles wheel bearings, grease seals, differentials, pillow blocks, and all vented sub-assemblies. Accordingly, vehicles will not be washed with sea water.

(4) Tire Pressures.-

(a) Apparent contradictions as to proper tire pressures in certain technical publications are due to difference in publication dates. Listed below are current data on tire pressures for vehicles in general usage, extracted from TM 31-200, "Maintenance and Care of Pneumatic Tires and Rubber Treads" and other pertinent TM's:

TYPE OF VEHICLE	TIRE SIZE	PLY	AIR PRESSURE	
			FRONT	REAR
Motorcycle	4.00-18	4	18	20
Motorcycle	4.50-18	4	18	20
Car 5 Passenger Light Sedan	6.00-16	6	35	35
Car 5 Passenger Medium Sedan	7.00-16	6	35	35
Truck, $\frac{1}{4}$ ton 4x4	6.00-16	6	35	35
Truck $\frac{1}{2}$ ton 4x4	7.50-16	6	40	40
Truck $\frac{3}{4}$ ton 4x4	9.00-16	8	40	40
Truck $1\frac{1}{2}$ ton 4x4	7.50-20	8	55	55
Truck $2\frac{1}{2}$ ton 6x6	7.50-20	8	55	55
Truck $\frac{1}{2}$ ton 6x6	9.00-20	10	65	65
Truck Tractor 4-5 ton 4x4	9.00-20	10	65	65
Truck Tractor 5-6 ton 4x4	12.00-20	14	80	80
Truck 6 ton 6x6	10.00-20	12	70	70
Trailer $\frac{1}{4}$ ton 2 W.	6.00-16	6		35
Trailer 1 ton 2 W.	7.50-20	8		55
Semitrailer 6 ton 2 W.	9.00-20	10		65
Scout Car	8.25-20	10	40	65
Scout Car	8.25-20	Combat	45	65
Half Track	8.25-20	10	50	
Half Track	8.25-20	Combat	55	

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(Revised par. 3 g (7), Sec XI, Cir. 68, Hq PBS, dtd 28 May 1944)

(b) Tire pressures as above will be stencilled on the dash of each vehicle and vehicles belonging to units assigned or attached to Peninsular Base Section will have such pressures maintained.

(5) Painting and Marking of Vehicles. - All Military vehicles will be painted and marked in accordance with instructions published by this Headquarters. The technical information on this subject is contained in Appendix "B" to this section.

(6) Clutch pedals, 2½ ton, 6x6, Cargo Trucks:

(a) Rescinded: Clutch pedal adjustment instructions in pertinent Technical Manuals. (Reference OFST Bulletin No. 10-1000-20, 1 July 43).

(b) Clutch pedals on 2½ ton, 6x6 GMC cargo trucks will be adjusted to allow 2½" of free travel. Failure to effect such adjustment has caused excessive breakage of the clutch diaphragm springs. The commanders of units and separate organizations assigned or attached to PBS will cause these adjustments to be effected without delay.

(7) Winterization of Vehicles.

(a) Temperatures below freezing may be encountered in Penbase from 10 November through 15 April. All vehicles and all equipment driven by automotive type engines (portable generators, pumping units, etc) will be winterized in accordance with pertinent current technical manuals on or before 1 November 1944.

(b) 1 Vehicles and equipment operating in Penbase in Naples, Rome, Leghorn and the coastal plains between will be protected to 0°F (equivalent to minus 17°C).

2 Vehicles and equipment normally operated in mountainous country must be protected to minimum temperatures based on local conditions which in no case should exceed minus 20°F (equivalent to minus 28°C).

3 Vehicles and equipment issued to 5/Army will be without coolant in radiator or will be protected to minus 20°F.

4 Vehicles and equipment for shipment to Delta Base will be without coolant in radiator or will be protected to minus 10°F.

5 All vehicles or equipment will bear tags showing the temperature to which protected, or stating that vehicle is without coolant in radiator.

(c) Procedure for winterization of vehicles and equipment is found in pertinent TM's and should be carefully followed. Following is an outline generally applicable to all:

1 Prior to adding ethylene glycol (anti-freeze) clean and flush radiator and cooling system. Make sure it is clean and rust-free.

2 Check all hose and hose connections for leaks and tighten or replace as indicated. Be certain all leaks have been sealed.

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RESTRICTED

3 Clean and check thermostat.

4. After the above steps fill radiator approximately one third-full of water, add required amount of ethylene glycol and then add balance of water. To protect to 0°F a proportion of 1/3 ethylene glycol and 2/3 water is used; exact amounts should be obtained from pertinent TM's. The figures below are for the most prevalent vehicles:

TRUCK	ETHYLENE GLYCOL	WATER
Truck, 1/4 ton, 4x4	3 3/4 qts	7 qts
Truck, 3/4 ton, 4x4	6 qts	11 qts
Truck, 1 1/2 ton, 6x6	6 qts	11 qts
Truck, 2 1/2 ton, 6x6	6 1/2 qts	12 1/2 qts

5 Fan belt must be inspected and adjusted if necessary.

6 Fuel system (including air cleaner) and electrical system (including battery) require special servicing for efficient cold weather operation and preventive operations on these units before cold weather is encountered will prevent needless failure of vehicles. See pertinent TM.

(d) Extreme care should be taken to conserve ethylene glycol as stocks are limited. Supply will be through normal maintenance channels insofar as practicable, consolidated requisitions, showing total number of each type vehicle or equipment to be protected will be submitted.

h. Spot Check Teams operating under the direction of the Ordnance Officer, PBS, will inspect the general condition of first and second echelon maintenance in units and separate organizations assigned or attached to this Base Section.

(1) Inspection of this maintenance throughout the Base Section will be effected wherever vehicles may be stored, parked or operated.

(2) Results of inspections will be recorded on forms prescribed by the Ordnance Officer.

(a) Copies of reports will be forwarded to the unit commander concerned.

(b) A copy will remain in the files of the Ordnance Officer until original reports to unit commanders are returned to the Ordnance Officer. 283

(3) Unit and separate organization commanders to whom reports are sent will cause timely correction of deficiencies and initiate steps to prevent recurrences.

(a) In returning forms to the Ordnance Officer, they will certify that the above has been effected.

(b) Failure to comply will be reported to this headquarters by the Ordnance Officer.

DISTRIBUTION:
"A" "B" & "F"

- 123 -
(Revised 26 Oct 44)

RESTRICTED

1700

Declassified E.O. 12356 Section 3.3/NND No.

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(3)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

16 OCT 1944

SUBJECT : Publications - GRC's & AAI R's

TO : Distribution A

The attached GRC's & AAI R's pertaining to Motor Transport are republished for the information of, and compliance by all concerned.

0 Oct. 44

D. S. ADAMS
Colonel, C.E.,
Director, In. S/C.

2582

(3A)

CARRIAGE OF CIVILIANS IN WD VEHICLES

A.A.I.R.O.
No 211
Serial No
22

28 July 44

1. It has been noted that considerable numbers of unauthorised civilian passengers are still being given lifts in WD transport.
2. This practice constitutes a grave menace to our security in that it seriously impairs the effectiveness of security controls designed to restrict the movement of undesirable elements.
3. It is known enemy agents rely extensively on this mode of travel when operating behind our lines and that many have already made use of it. Of the agents so far captured no fewer than fifteen have stated that they were given lifts in WD transport either on the way to their target area, or on their return toward enemy territory.
4. All concerned are reminded that no civilian passengers may be carried in WD vehicles unless in possession of an official pass authorising such travel, as laid down in AA1 RD 20 of 1944. Units and HQ will impress on all drivers under their command the seriousness of this matter and ensure that they are conversant with the current instructions on this subject.

(1401/10651(b).

DISCIPLINE - DRIVERS OF WD TRANSPORT

A.A.I.R.O.
No 240
Serial No
27

1 Sept 44

1. The effective life of many vehicles, their engines and tyres, is being reduced by driving at excessive speed and failing to ensure that tyres are correctly inflated. It is essential that this cause of waste should be eliminated.
2. The maximum permitted speed of individual vehicles is laid down in AA1 RD 122 of 1944.
3. The speed and safety of movement of convoys as laid down in the movement order for the convoy must be adhered to.
4. Details about the correct inflation of tyres are given in AFHQ GOC 545 of 1944.
5. It will be made known to all ranks that driving at excessive speeds will be regarded as a serious offence.

(5015/2/A(PS))

LOSS OF VEHICLES

A.A.I.R.O.
No 250
Serial No

2581

A.S.I.P.O.

WP 245

Serial No

27

1 Sept 44

DISCIPLINE - DRIVING OF MOTORTRANSPORT

1. The effective life of many vehicles, their engines and tyres, is being reduced by driving at excessive speed and failing to ensure that tyres are correctly inflated. It is essential that this cause of waste should be eliminated.
2. The maximum permitted speed of individual vehicles is laid down in SA1 (C) 413 of 1944.
3. The speed and density of movement of convoys as laid down in the movement order for the convoy must be adhered to.
4. Details about the correct inflation of tyres are given in AFHQ GAO 545 of 1944.
5. It will be made known to all ranks that driving at excessive speeds will be regarded as a serious offence.

(5014/2/1(PS))

A.S.I.P.O.

WP 250

Serial No

27

LOSS OF VEHICLES

1. Loss of vehicles, both AF and those requisitioned, due to theft or suspected theft, will be reported immediately to AFHQ/DAFM of the Formation/Area/Sub Area concerned, and confirmed in writing giving particulars as in the proforma at appendix "a" to this order.
2. The report of the loss of the vehicle, together with the relevant details shown on proforma, will be notified immediately by AFHQ/DAFM to all concerned, including Provost, SIF and TC.
3. All cases of vehicles recovered, found abandoned, etc. will be reported in writing to the AFHQ/DAFM concerned, using proforma as at Appendix "a" to this order.
4. Vehicles recovered, found abandoned, etc. by Provost or handed over to Provost will be disposed of as directed by the war branch of the Formation/Area/Sub Area concerned. They should not be taken on charge if the finding unit or the Cdr unit concerned or used or disposed of without proper authority.

5. Disciplinary action will be taken in the event of any inactivity or delay in dealing with vehicles found, particularly should the vehicle be retained for individual or unit use without proper authority.

(To be repeated in unit orders.) (5008/4 (PS)).

A.A.I.R.O.
No 122
Serial No
11
19 MAY 44

SPEED LIMITS

- (a) The maximum speed in all towns, villages and built-up areas will be 25 mph for 4-wheeled vehicles, 20 mph for vehicles with over 4 wheels.
- (b) Local speed limits as laid down by orders/sub orders will be observed.
- (c) The maximum speed limits in de-restricted areas are set out below.

Staff cars	55
Motor Cycles	40
Cars 2 str (utility) except Austins	40
Trucks (up to and incl 1 ton)	35
Cars 2 str (utility) Austins	30
Trucks (over 1 ton and up to and incl 3 ton)	30
Tractors (wheeled)	25
Trucks (over 3 ton)	20
Trucks, with trailers	20
Full tracked vehicles (except tractors)	20
Full tracked vehicles (tractors)	15

(5004/1 (PS))

TYRES - CONVERSION - MAINTENANCE AND PRESSURES

Economy:

In view of the grave shortage of rubber which exists throughout the world, it is essential that all possible steps be taken to ensure that the maximum life is obtained from every tyre. The following instructions will be rigidly observed.

Speeds and Driving

Speeds in accordance with Standing Orders will be strictly enforced. Unnecessary braking, fast cornering, rapid acceleration, kerbing and careless driving damages tyres and accelerate tyre wear.

A.A.I.R.O.
No 546
Serial No
24
15 June 44

A.A.L.R.O.

No 526

Serial No

24

18 Jun. 44

TYRES - CONVERSION - MAINTENANCE AND PRESSURES

1.

Economy:

In view of the grave shortage of rubber which exists throughout the world, it is essential that all possibilities be taken to ensure that the maximum life is obtained from every tyre. The following instruction will be rigidly observed.

2.

Speeds and Delving

Speeds in accordance with Standing Order will be strictly enforced. Unnecessary braking, fast cornering, rapid acceleration, kerbing and careless driving damage tyres and accelerate tyre wear.

3.

Overloading

Every possible effort will be made to avoid overloading vehicles. This is of particular importance when synthetic rubber tyres are in use.

4.

Tyre Issues

(a) Units will remove tyres for exchange when the tread design on the tread of the tyre has just disappeared, and before the tyre has worn to the centres.

(b) Runflat covers handed in for exchange will in all cases be accompanied by their tube and "headspacers". Tyres and tubes will only be issued in replacement on a "one for one" basis.

5.

Tyre Pressure

(a) Pressures will be checked with pressure gauges when tyres are exchanged. Working vehicles will be checked daily and stationary vehicles weekly. Tyres will be maintained at the pressure shown in appendix "A", which will be adopted immediately. All previous instructions whether in manufacturers handbooks or from any other source are now superseded in this theatre.

(b) Frequent checks will be made by supervisory personnel using different gauges. Master gauges are available at RUCS Base Workshops for checking gauges.

(c) Spare wheels will be inflated to the rear wheel pressure. At no time will pressures be allowed to fall more than 10 per cent below pressures shown in Appendix "A". The pressures listed allow for the normal increase due to tyre heat. Pressures will not be reduced on journeys.

(d) Tyre pressures will be pointed on the wings or corresponding point above each wheel and entered in AB 412 and AB 426 or AB 413. The correct entry will be checked by G 3 or Transport, who will examine the type of tyre on each vehicle to confirm that the pressure is appropriate.

Valve Caps

Valve caps will be fitted and maintained in good condition. They will not be painted as they are manufactured from rust proof material and the presence of paint impairs their efficiency.

Future replacement of valve caps for "RP" and "Track Type Inner Tubes" fitted to wheeled "M" vehicles, trucks, lorries and trailers will be by 7006 Doublecheck Part No. LV6/MT4/1238. These valve caps will be tightened sufficiently with pliers to prevent loss and will not be removed for pressure testing, inflation, or deflation. To inflate or test the pressure, the air check or gauge head should be pressed firmly over the top of the valve cap. To deflate exert slight pressure on the spring loader plunger in the centre of the valve cap.

Over trailers and motor cycles fitted with valve cap No. 880 Part No. LV6/MT4/23685 when the replacement of the original cap is required. As it is necessary to remove this type of valve for pressure testing, inflation and deflation, they will be hand tightened only.

New type caps will be demanded only when the original caps have become

damaged or lost.

Mechanical Defects

Drivers will report any signs of irregular wear to the platoon or unit transport officer, who will take immediate steps to correct any mechanical faults. FTEs and Workshop Officers will check the alignment of front wheels at the periodical inspections, and whenever vehicles pass through workshops for 3rd Echelon repairs.

Cuts and Flats

(a) Removal of flints, nails, etc., embedded in tyres, and stones between tubes, will be carried out daily.

(b) Tyres which have been cut, and in which the cord is exposed, will be replaced and sent to unit or second line workshops for repair.

Tyre Fitting

(a) Care must be taken that the fabric round the wire edge is not damaged by excessive force during fitting or removal. Flaps will be used in giant covers, and must be centralized carefully.

(b) Fitting will be supervised by driver-mechanics or section NCOs and checked by 2580

of the valve cap. To deflate exert slight pressure on the spring loader plunger in the centre of the valve cap.

Core rollers and piston cycles fitted with valve cap 49-680 Part No. LV5/MT14/27085 when the replacement of the original caps is required. As it is necessary to remove this type of valve for pressure testing, inflation and deflation, they will be hand tightened only.

New type caps will be demanded only when the original caps have become

damaged or lost.

Mechanical Defects

Drivers will report any signs of irregular wear to the platoon or unit transport officer, who will take immediate steps to correct any mechanical faults. SREs and Workshop Officers will check the alignment of front wheels at the periodical inspections, and whenever vehicles pass through workshops for the scheduled repairs.

Cuts and Flats

(a) Removal of flints, nails, etc., embedded in tyres, and stones between twins, will be carried out daily.

(b) Tyres which have been cut, and in which the cord is exposed, will be replaced and sent to unit or nearest line workshops for repairs.

Tyre Fitting

(a) Care must be taken that the fabric round the wire edge is not damaged by excessive forces during fitting or removal. Flaps will be used in front covers, and must be centralized carefully.

(b) Fitting will be supervised by driver-mechanics or section HQs and checked by 2380 platoon or unit transport officer.

(c) Whenever tyres are removed they will be cleaned and painted with rust preservative, Part No. 40835 VMS Section LV5-MT1.

(d) Whenever possible tyres of equal wear will be fitted to driving axles. This is necessary to avoid damage to the differential. New and old tyres will not be fitted together on twin wheel assemblies since this results in the tyre being abnormally loaded.

Sun Protection

Tyres on stationary vehicles will be protected from the direct rays of the sun. Spare wheels exposed outdoors will be covered at all times. Covers are not on issue; units must improvise.

Stationary Vehicles

Unit vehicles when normal function is performed when stationary, e.g.

Machinery Searchlight operation, will be raised on blocks to lift the tyres clear the ground.

Spare Wheel on Vehicle in Use

To prevent deterioration, spare wheels will be taken into use as running wheels at regular intervals. No spare wheel will be out of the use for more than three months.

13.

Greases and Oil

Tires will be kept free from grease, oil and petrol. In order to ensure that only dry clean air is pumped into the tyres it is essential that all vehicle mechanical type pumps be run for a few minutes before connecting the air line to the tyre valve. This may be tested by holding a piece of white paper in front of the outlet to show when, oil or petroleum ceases to be expelled.

14.

Tyre Numbers

Serial No. of each tyre and the size of fitting will be entered in Vehicles AB 412 or AB 413 under "Record of Repairs and Replacement".

15.

Synthetic Tyres

Tyres containing varying proportions of synthetic rubber will be encountered in the near future. Information regarding the means of identifying these tyres will be issued later.

15.

10.50 - 16 Tyres

(a) Both standard and cross-country tread 10.50 - 16 tyres are available and of these the standard tread may be the weaker as it can have an 8, 10 or 12-ply carcass. All vehicles using the size of tyre will, therefore, be fitted as under:-

Front wheels : Standard tread 8, 10 or 12-ply.

Rear wheels : Cross-country tread or Standard tread 12-ply.

(b) 10.50 - 16 tyres which are not clearly marked "12-ply" will be considered to be of less than 12-ply construction.

(c) 8-ply treaded and re-tapped 10.50-16 tyres will not be fitted to rear wheels of food carriers.

17.

Previous Orders and Instructions

ORD No 333 of 1943 which are republished in ORD No 307 of 1944 is hereby cancelled.

(Applicable to British Dominion Colonial and Polish Tractor BOMF and DMF.)

(3290/5/6(E)).

- (b) 10.50 - 18 types which are not clearly marked "12-ply" will be considered to be of less than 12-ply construction.
- (c) As-treaded and re-capped 10.50-16 types will not be fitted to rear wheels of load carriers.
- Previous Orders and Instructions
- Order 309 of 1943 which are republished in 300 of 1944 is hereby cancelled.
- (Applicable to British Dominion Colonies and British Forces, SWAF and CWF.)

(300/5/10(10)).

APPENDIX "A" TO GAO 54-6

TYRE PRESSURES

Type of vehicle	Type size	pressures in lbs per sq inch	
		Front	Rear
MOTOR CYCLES :			
CARS & UTILITIES :			
2 seaters.....	471 sizes	16	20
4/5 seaters.....	471 sizes	20	22
Light utilities and vans.....	5.00-16	22	30
Heavy utility and station wagon.....	5.00-16	24	26
0 seaters.....	5.00-16	22	22
Cars 5-cvt 4x4 (Jeep).....	5.00-16	24	26
	5.00-16	18	24
	5.00-16	20	30
	5.00-16	22	22
	5.00-16	22	22
TRUCKS & WHEELED :			
8-cvt forward control.....	5.00-16	20	25
8-cvt.....	5.00-16	20	20
15 cvt.....	5.00-16	20	28
	5.00-16	22	28
	5.00-16	22	42
	5.00-16	22	30
LOGGERS & WHEELED :			
1-ton.....	7.00-17	45	45
	7.50-17	45	45
	7.00-15	45	45
32 - 6		60	60 twins
30-cvt.....	7.00-17	64	64 twins
	7.50-17	50	75
	7.50-16	25	35
	7.50-16	25	25
	7.50-16	45	45
	7.50-16	40	52 twins
	7.50-16	25	45
	7.50-16	60	75 twins

23/3

TRUCKS:4. WHEELED :

8-ext forward control..... 6.00-10
 8-ext..... 6.25-16
 10 ext..... 5.00-16
 9.00-12
 9.00-16
 16.50-16

LOADED:4 - WHEELED:

1-ton..... 7.00-17
 7.50-17
 7.00-15
 12 - 6
 20 - 6
 34 - 7
 10.50-16
 10.50-16 RF
 30-ext 4-wheel drive..... 7.50-20
 30/50-ext..... 7.50-20
 2-ton..... 10.50-16
 3-ton Bonnet and shift-forward control
 32 - 6
 34 - 7
 7.50-20
 7.50-20
 8.25-20
 9.00-16
 10.00-20
 9.75-18
 10.00-16
 10.00-20
 10.50-16
 10.50-16 RF
 10.50-16
 10.50-16
 10.50-20
 10.50-20 RF
 12.50-20

Forward control, including FR.....

20
 20
 20
 22
 37
 38
 45
 45
 45
 60 twins
 64 twins
 75
 85
 85
 25
 25
 45
 50 twins
 45 twins
 50
 70
 50 twins
 70
 70
 70
 45
 70
 70
 60
 100
 55
 35
 65

23

50 twins

45 twins

75 twins

85

50 twins

45 twins

50

70

50 twins

70

70

70

45

70

70

60

100

55

35

65

CONTINUATION PREVIOUS PAGE TO 0001540

TYPE REFERENCES

Type of vehicle	Type Size	Pressure in lbs per sq inch
4-ton.....	34-7 9.00-20	80 80 twins
5 1/2-ton.....	6.00-20 3.75-20-21 4.00-8	65 80 70
7 to 10-ton.....	10.50-20 11.50-20 12.50-20 13.50-20 14.50-20	70 twins 70 twins 75 twins 80 twins 75 twins
TRUCKS - WHEELED :		
30-cwt.....	7.50-20	65
3-ton.....	8.00-20 9.00-20 10.50-20	50 50 50
10-ton.....	15-8 19-6 6.00-20 11.00-20 12.00-20 10.50-24	50 50 70 twins 70 twins 70 twins
15-ton.....		90 70
AMBULANCE :		
Light.....	6.00-16 7.00-16 7.50-16 9.00-17 9.25-18.00 9.00-16.00	25 30 30 25 20 25
Heavy.....	10.00-20 7.00-20 7.50-16	45 twins 50 twins 35

LOADS F WHEELED :

30-wheeled.....	7.50-10	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460	465	470	475	480	485	490	495	500	505	510	515	520	525	530	535	540	545	550	555	560	565	570	575	580	585	590	595	600	605	610	615	620	625	630	635	640	645	650	655	660	665	670	675	680	685	690	695	700	705	710	715	720	725	730	735	740	745	750	755	760	765	770	775	780	785	790	795	800	805	810	815	820	825	830	835	840	845	850	855	860	865	870	875	880	885	890	895	900	905	910	915	920	925	930	935	940	945	950	955	960	965	970	975	980	985	990	995	1000
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AMPLITUDE :

Light.....	7.50-10	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460	465	470	475	480	485	490	495	500	505	510	515	520	525	530	535	540	545	550	555	560	565	570	575	580	585	590	595	600	605	610	615	620	625	630	635	640	645	650	655	660	665	670	675	680	685	690	695	700	705	710	715	720	725	730	735	740	745	750	755	760	765	770	775	780	785	790	795	800	805	810	815	820	825	830	835	840	845	850	855	860	865	870	875	880	885	890	895	900	905	910	915	920	925	930	935	940	945	950	955	960	965	970	975	980	985	990	995	1000
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TRACTORS :

Heavy Breakdown Bx4.....	7.50-10	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460	465	470	475	480	485	490	495	500	505	510	515	520	525	530	535	540	545	550	555	560	565	570	575	580	585	590	595	600	605	610	615	620	625	630	635	640	645	650	655	660	665	670	675	680	685	690	695	700	705	710	715	720	725	730	735	740	745	750	755	760	765	770	775	780	785	790	795	800	805	810	815	820	825	830	835	840	845	850	855	860	865	870	875	880	885	890	895	900	905	910	915	920	925	930	935	940	945	950	955	960	965	970	975	980	985	990	995	1000
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TANK TRANSPORTERS :

Albin Bx4.....	7.50-10	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460	465	470	475	480	485	490	495	500	505	510	515	520	525	530	535	540	545	550	555	560	565	570	575	580	585	590	595	600	605	610	615	620	625	630	635	640	645	650	655	660	665	670	675	680	685	690	695	700	705	710	715	720	725	730	735	740	745	750	755	760	765	770	775	780	785	790	795	800	805	810	815	820	825	830	835	840	845	850	855	860	865	870	875	880	885	890	895	900	905	910	915	920	925	930	935	940	945	950	955	960	965	970	975	980	985	990	995	1000
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CONTINUED FROM APPENDIX "A" TO GAO 548

TYRE PRESSURES

Type of vehicle	Type size	Pressure, in lbs. per sq. inch
Trailer 12-wheeled 30-ton.....	30.5-15	100
Diamond "H" Tractor.....	72.5-20	80
Rogers Trailer 40-ton.....	8.25-15	100
Seamell 30-ton.....	11.5-20	40
	13.5-20	20
	15.5-20	70
	17.5-20	100
	(2nd & 3rd axles)	
	(4th & 5th axles)	

Note: IF tyres must not be fitted to axle 4 and 5, Seamell 30-ton Transporter.

MISCELLANEOUS:

Bedford-Seamell 11 6-ton.....	32-6	50	70
6 wheeled Trailer.....	10.5-20	30	60
Bedford VC Water Tanker.....	16.5-20	25	40
Water Tanker 200-gal.....	22-8 front	60	60
	19.5-20 rear	50	50
Bedford 40-ton Tanker.....	11.5-20	30	30
	2.1-10 AF	-	-
Water Trailer 15-ton.....	10.0-20	-	-
Fire Pump.....	15.5-20	-	-
Trailer 1-ton 6S.....	10.5-20	-	-
Trailer Generator 2 wheel 10L.....	14.5-20	-	-
Trailer 4 wheeled 5-ton.....	7.5-20	55 twins	55 twins
Trailer (excluding 44 Radar Trailer).....	11.5-20	50	50
Trailer 7-ton Recovery.....	16.5-20	40	40
	belting and 17-ton axle tubes		

New Vehicles (Wharfedale):

Excavator 6-ton 4x4.....	9.25-16 AF	20	20
Crane Light Reconnaissance.....	8.25-16 AF	24	24
Armored Car and Scout Cars.....	7.5-16 AF	30	30
	11.5-20 AF	30	30
	13.5-20 AF	30	30
	15.5-20 AF	30	30

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MISCELLANEOUS:

Bedford-School 10 ton.....	32-41	50	70
0 wheel trailer.....	10, 17-20	70	60
Bedford 10 wheel tanker.....	21-25	45	60
Water Tower 355-gal.....	26-31	60	60
9.75-ton rear	32-35	60	60
Bedford 10 wheel tanker.....	36-40	35	50
9.7-ton rear	41-45	20	30
Water Tank 15-ton.....	46-50	50	-
Fire Pump.....	51-55	40	-
Trailer 1-ton 63.....	56-60	18	-
Trailer Generator 2 wheel.....	61-65	40	-
Trailer 1 wheel 1-ton.....	66-70	55 tires	55 tires
(excludes 10, 20-ton trailer).....	71-75	30	50
Trailer 7-ton Recovery.....	76-80	60	60

giving out trailer axle tires

*** Vehicles (Military):

Canadian Scout Car Mk III.....	8, 9, 10-11	20	20
Cars Light Reconnaissance.....	12-15	12	20
Armored Car and Light Cars.....	16-20	24	20
8.25-ton Combat	21-25	30	30
12.5-ton AF	26-30	30	30
14.5-ton AF	31-35	30	30
17.5-ton AF	36-40	30	30
19.5-ton AF	41-45	30	30
21.5-ton AF	46-50	30	30
23.5-ton AF	51-55	30	30
25.5-ton AF	56-60	30	30

2578

Notes: (1) Certain types of vehicles are not entered in above. Reasons for such types will be published by heads of Services concerned.

(2) AF types 9.00 and 10.25 x 16 are not interchangeable on the tires but the tire pressures are the same.

(3) Type section of 10.00 and 10.25 are identical with sections of 10.00 and 10.25 respectively. The slight difference in size are due to different wheel modules. These types are interchangeable.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACC/Tn/40/Maint.
SUBJECT: Vehicle Maintenance.
Distribution A.

15 OCT 1944

FROST PRECAUTIONS

With the approaching cold weather the attention of Officers responsible for Transport is drawn to the necessity of taking all precautions against frost.

Local orders with reference to Frost Precautions will be strictly complied with.

9th October, 1944

D. S. Adams
D. S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

2873

HEADQUARTERS
ARMED CONTROL COMMISSION
Transportation Sub-Commission
AFS 394

DCM/ab

2A

ACC/TN/R/16

SUBJECT : Vehicle Maintenance
TO : Distribution A.

In order to facilitate the distribution of personnel ^{and} equipment as outlined in ACC. Establishment Memo. No 22 of 27 Sept. 44 and this HQ's Maintenance Instruction No 1 the completion of Appendix "A" (attached) is requested.

It is requested that completed returns reach this office no later than Nov. 1st 44.

Information requested in Column 6 should include particulars of all maintenance equipment, including such items as Acetelene welding and Battery charging plants, air-compressors, tool sets, recovery vehicle, etc.

9 Oct. 1944

B. S. Adams
B. S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

2573

REGION

[illegible]

APPENDIX D A-1

REGION

	6	7	8	9	10	11	12
Plus Personnel	Equipment Held	Additional Equipment Required	Surplus Equipment	Garage Facilities Available for Higher Echelon Repairs or 1st & 2nd Echelon Repairs only	Location of Nearest A or B Ordnance	Whether Affiliated to Local R.E.M.E. or Ordnance Unit for Higher Echelon Repairs	Remarks

Local Maint. Sub-Com.

7139

HEADQUARTERS
JOINT CONTROL COMMISSION
Transportation Sub-Commission
APO 294

C

15 OCT 1944
6 October 1944

ACC/In/R/16

VEHICLE MAINTENANCE INSTRUCTION No. 1

In accordance with Establishment Memorandum No. 22 dated 27 September 44 a Vehicle Maintenance Section under the control of the Roads Department of this H.Q. has been formed to draw up and put into effect a joint policy of maintenance applicable to all vehicles operated by A.C.C., and to assist the Transport Officers in the solution of any vehicle maintenance problems they may have.

The system of maintenance as laid down by the respective War Departments for British and American V.D. vehicles although differing slightly in detail are in effect similar in principle but owing to the unusual circumstances prevailing in this organization where both British and American vehicles are operated by personnel unaccustomed to them and their system of maintenance, it is necessary to put into effect a combined system of maintenance which can be applied to both types of vehicles.

Vehicles operated within 6th Army and 8th Army areas and driven by British or American personnel will however continue to be maintained under the respective V.D. regulations i.e. in the case of British vehicles under the tank system, in the case of American vehicles daily and weekly checks.

1. Responsibility for Maintenance

The Regional Civil Transport Officer will be responsible for the putting into effect of the system of maintenance as laid down by this H.Q. and for the efficient maintenance of all A.C.C. vehicles held within the Region.

2. System of Preventative Maintenance

In order to carry out the schedule of maintenance as laid down in the Pamphlet Inspection, Maintenance and Care of Army Vehicles (Theeched) based on the Tank System for British vehicles and the daily and weekly check prescribed by American W.D.

the solution of any vehicle maintenance problems they may have.

The system of maintenance is laid down by the respective War Departments for British and American V.D. vehicles although differing slightly in detail are in effect similar in principle but owing to the unusual circumstances prevailing in this organisation where both British and American vehicles are operated by personnel unaccustomed to them and their system of maintenance, it is necessary to put into effect a combined system of maintenance which can be applied to both types of vehicles.

Vehicles operated within 6th Army and 8th Army areas and driven by British or American personnel will however continue to be maintained under the respective V.D. regulations etc. in the case of British vehicles under the task system, in the case of American vehicles daily and weekly checks.

1. Responsibility for Maintenance

The Regional Civil Transport Officer will be responsible for the putting into effect of the system of maintenance as laid down by this R.C. and for the efficient maintenance of all A.C.C. vehicles held within the Region.

2. System of Preventative Maintenance

In order to carry out the schedule of maintenance as laid down in the pamphlet Inspection, Maintenance and Care of Army Vehicles (Vheeled) based on the Task System for British vehicles and the daily and weekly check prescribed by American V.D.

Regulations for American vehicles, a combined programme of maintenance will be put into effect as follows, and will be applicable to all vehicles.

A) The Driver will be responsible for the following daily duties of preventive maintenance.

1) Checking water, oil and petrol levels.

2) For normal daily duties in connection with the conservation

and care of tyres, batteries, etc.

3) Cleanliness of his vehicle at all times.

B) Each vehicle will be thoroughly inspected and serviced by a maintenance crew (for the composition of this detachment see

Appendix "I") every 10th day.

C) All defects found during this inspection will be recorded by the individual in maintenance crew on Maintenance Form 1 (see Appendix "B" attached).

b) The last inspection performed during the month will be entered in the case of British vehicles in the vehicle 406 as a record of any work of repair which could not be effected during the inspection and to enable incidents to be made of spare parts required.

In the case of American vehicles Maintenance Form 1 will form the basis of requisition for spare parts and it will be retained for transfer with the vehicle until the next inspection has been completed, as there is no American counterpart of the British A.B.406.

3. Higher Echelon Maintenance

A) Carages for the performance of Higher Echelon repairs will be established at each Provincial H.C. and although the maximum use of civilian labour in the form of mechanics etc. will be made, each will be supervised by Allied personnel, the principle being that wherever a British or American vehicle is located there will be a British or American M.M./O.R. in a supervisory capacity.

B) Vehicles requiring 4th or 5th Echelon repairs will be evacuated from the Provincial H.C. in the first instance, to the Regional H.C. Garage, from where it will be evacuated to the nearest R.E.M.E. unit in the case of British vehicles or Ordnance if it is American, if it is found to be beyond the Regional Garages' capabilities of repair.

In the latter event T.I.R. or Salvage Certificates obtained will be forwarded forthwith to the appropriate C-4 Branch of this H.C.

C) Under no circumstances will any vehicle be cannibalised without the previous written authority of this H.C.

D) Every British vehicle will be in possession of an Army Book 406. In addition all British vehicles will be allotted and will carry at all times A.B. 412 with entries complete in respect of tyre pressures, oil changes, Higher Echelon repairs or modifications, and drivers name and vehicle equipment etc.

The a/m documents in respect of British vehicles and Maintenance Form 1 of last inspection of American vehicles will be at all times transferred with the vehicles and all cases of a vehicle being received by a unit within the organisation without completed documents will be reported to this H.

4. Spare Parts

A) First Aid Kits of Spares. Requisition for these have been made to American and British Ordnance and a large quantity of both British and American have already been drawn. These are at present being sorted and catalogued and will shortly be available for issue to

Garage, from where it will be craned to the nearest R.E.E. unit in the case of British vehicles or Ordnance if it is American, if it is found to be beyond the Regional garages' capabilities of repair.

In the latter event D.I.A. or Salvage Certificates obtained will be forwarded forthwith to the appropriate C-4 Branch of this H.Q.

C) Under no circumstances will any vehicle be cannibalised without the previous written authority of this H.Q.

D) Every British vehicle will be in possession of an Army Book 406. In addition all British vehicles will be allotted and will carry at all times A.B. 410 with entries complete in respect of tyre pressures, oil changes, filter/teleten repairs or modifications, and drivers name and vehicle equipment etc.

The A/B documents in respect of British vehicles and Maintenance Form 1 of test inspection of American vehicles will be at all times transformed with the vehicles and all cases of a vehicle being received by a unit within the organisation without completed documents will be reported to this H.

4. Spare Parts

A) First Aid Kits of Spares. Each station for these have been made to American and British Ordnance and a large quantity of both British and American have already been drawn. These are at present being sorted and catalogued and will shortly be available for issue to Regions.

B) Indents and Requisitions for Spares. 1. American - American requirements within the Region should be coordinated by the Regional H.Q. who will submit requisitions to nearest Ordnance. 2. British - Indents should be submitted in the first instance to the nearest A.D.C.S. for approval and onward transmission to the local sub-depot. 3. Where either British or American spares are not available at nearest Ordnance and cannot be manufactured locally indents should be submitted to the appropriate C-4 Branch this H.Q. which after screening will pass them to Spare Parts Section this H.Q. for issue from stock held.

C) Civilian Requisitioned Vehicles. Requisitions for civilian spares should be made to Spare Parts Section this H.Q. who have frozen civilian stocks throughout the country and who are now controlling machinery capable of manufacturing the most common types of civilian spares in demand.

C) Tyres 1. Civilian Supply and Civilian Requisitioned Vehicles -
Requisitions for tyres for these vehicles should be made to Tyre
Section this H.Q. giving information as shown in Appendix "C"
attached.

2. Domestic (American and British)-as far Spare Parts.
6. Vehicle Records. Casualties and returns will be submitted in
accordance with Establishment Memorandum 22 dated 27 September 44.

Distribution A

D. S. Adams

/s/ D.S. ADAMS
Colonel, C.E.,
Director, Tn.S/C.

APPENDIX "A"Formation Maintenance Crews

The basis of the 10 day system of maintenance is the British Daily Task System, which provides for the performance of 16 tasks, under which every component part of a vehicle is inspected over a period of 14 days.

These tasks have been combined and instead of being performed by one man over a period of 14 days, they are performed by a squad of 4 men in one day.

The crew consists of 4 men, one Greaser, one Electrician, 1st Mechanic and 2nd Mechanic, with duties as shown on Appendix "B" attached.

Each crew should be supervised by a mechanic thoroughly familiar with all vehicle components and their maintenance.

A monthly roster should be prepared dead-lining each vehicle every 10th day and every precaution should be taken to insure that the vehicle is available for the crew on the day appointed.

Four ramps capable of taking both the smallest and largest vehicle should be provided for each maintenance squad thus enabling the crews to work on four vehicles at a time. It has been found in practice that each operator requires approximately two hours to perform his duties and one squad can therefore complete four vehicles in a day.

Owing to the shortage of Army personnel it is not possible to employ outside the Army areas Allied soldiers in a driver capacity and in every case, with the exception of courier vehicles, civilian drivers will be employed and the Allied drivers thus released will be employed in a supervisory capacity.

Full use should be made of the existing civilian staffs of requisitioned garages and in every garage where U.D. vehicles are being maintained an Allied soldier should be installed in a supervisory capacity.

Thereafter the substitution of civilian drivers for Army drivers, there is still insufficient soldier personnel within the region to adequately supervise, the fact should be reported to this S.C. and steps will be taken to make up the deficiencies.

In order to standardise still further the maintenance of all vehicles, engine oil changes on all types of vehicles will be made every 20 days (every other inspection day) irrespective of sump capacity of the vehicle.

Gear Box, Transfer Box, and Axle oil changes will be made every eighth inspection day. These oil changes will on all occasions be recorded in the case of American vehicles on Maintenance Form 1 and in respect of British vehicles in the A.B. 412 and A.B. 406.

2572

1 GREASTR 1 ALLER/THIGIAN 2 MECHANICS

1st OPERATOR

GREASTR

LUBRICATION

1. Lubricate nipples with high pressure gun, as laid down on lubrication chart
2. Check levels in steering box, gear box, transfer case and differentials ~~and~~, ~~where necessary~~; ~~and~~ joints
3. Check levels in shock absorbers
4. Lubricate with oil can, all linkages such as hand brake, clutch shaft, throttle controls etc.
5. Change oils when necessary.
6. Clean and refill, oil air filter.

REPORT ALL DETECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

2nd OPERATOR

THE UNIVERSITY OF CHICAGO

1. A. Inspect and adjust or tighten if necessary

Dr. Guldiner Head, Studies

such as hand brake, clutch shaft, throttle controls etc.

5. Change oils when necessary.
6. Clean and refill, oil air filter.

REPORT ALL DEFECTS BEFORE THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

2nd OPERATOR

1st MECHANIC

ENGINE

1. A. Inspect and adjust or tighten if necessary

- 1) Cylinder head studs.
- 2) Exhaust and inlet manifold joints
- 3) All brackets mounted on engine

- B. Inspect oil tight joints.

- 1) Valve gear cover plate.
- 2) Timing case joints.
- 3) Oil pipe unions, flange joints, external oil tank, coolers, filters and relief valves.

21/8/81

C. Inspect all external oil pipes.

1) Rubbing.

2) Kinking.

2. A. Inspect radiator for leaks.

B. Check and tightn where necessary

1) Radiator and the rod fittings.

2) Bonnet fittings.

C. Inspect water tight joints and glands.
Tighten if necessary:

1) Flange water joints.

2) Hose joints and clips.

3) Water pump.

4) Drain cocks.

D. Inspect fan for clearance and adjust belt if necessary.

E. Check filter and cleanliness of water

3. A. Clean all fuel filters.

B. Check fuel system for leaks.

1) Flood the carburettor

2) Taps, drain cocks, union and fibre washers.

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- 1) Flange water joints.
- 2) Hose joints and clips.
- 3) Water pump.
- 4) Drain cocks.

D. Inspect fan for clearance and adjust belt if necessary.

E. Check filter and cleanliness of water

3. A. Clean all fuel filters.

B. Check fuel system for leaks.

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1) Flooding carburettor

2) Taps, drain cocks, union and fibre washers.

3) Petrol pump and filters

C. Check and tighten if necessary carburettor mounting bolts.

4. WHEN VEHICLE IS DRIVEN OFF RAMP

A. Listen for engine knocks.

B. Listen for uneven firings.

C. Check for oil leaks for leakages.

D. Check compression.

5. A. Check and where necessary tighten:

- 1) Sump studs.
- 2) Engine mounting or bearer bolts
- 3) Radiator mounting bolts, or trunions.

B. Examine underside of vehicle for oil leaks.

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

3rd OPERATOR

2nd MECHANIC

UNDERSIDE OF VEHICLE

1. A. Check clutch pedal for correct free movement.
- B. Check foot brake pedal and hand brake lever for clearance.
2. Check and tighten where necessary:
 - A. Front wing balance bolts.
 - B. Door locks and hinges.
 - C. Body side and tail bolts.

Initials of Operator

3rd OPERATOR

2nd MECHANIC

UNDERSIDE OF VEHICLE

1. A. Check clutch pedal for correct free movement.
B. Check foot brake pedal and hand brake lever for clearance.
 2. Check and tighten where necessary:
 - A. Front wing balance bolts.
 - B. Door locks and hinges.
 - C. Body side and tail bolts.
 - D. Spare wheel mounting.
 3. Check tools and fire extinguisher.
 4. WHEN VEHICLE IS DRIVEN OFF RAMP:
 - A. Check brakes for operation.
- STEERING.
1. A. Inspect and tighten all bolts where necessary (Extreme care to ensure steering box securing studs are tight).
B. Inspect all working joints for wear.
C. Check for bent and damaged rods.

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2. Front axle and springs.

A. Inspect and tighten where necessary:

- 1) All air tight joints.
- 2) Half shaft flange bolts.
- 3) Wheel nuts.

B. Check and tighten where necessary:

- 1) Spring "U" bolts.
- 2) Spring clips.
- 3) Shackle nuts.

C. Check spring hanger bracket rivets for signs of wear.

D. Examine springs for broken leaves or centre bolts.

3. A. Inspect gear box and transfer box mountings and tighten where necessary.

B. Check for oil leaks.

C. Inspect and where necessary tighten:

- 1) Brake cross shaft bearing brackets.
- 2) All belted brackets and levers.
- 3) Brakes serve and/or hydraulic mountings and unions.
- 4) Check working of all external brake

3) Shackle nuts.

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- C. Check spring hanger bracket rivets for signs of wear.
- D. Examine springs for broken leaves or centre bolts.
- 3. A. Inspect gear box and transfer box mountings and tighten where necessary.
- B. Check for oil leaks.
- C. Inspect and where necessary tighten:

- 1) Brake cross shaft bearing brackets.
- 2) All bolted brackets and levers.
- 3) Brakes serve and/or hydraulic mountings and unions.
- 4) Check working of all external brake pull off springs.

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4. Frame and Body

Check and if necessary tighten:

- 1) Body floor bolts.
- 2) Body holding down bolts.
- 3) Front and rear mud-wing support bracket bolts.
- 4) Fuel tank mounting bolts.
- 5) Silencer and exhaust bracket bolts

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6) Towing appliances.

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5. Rear axle and Spring. as for 2. Front axle and Spring

6. Transmission and transfer.

Inspect and tighten where necessary:

1) Nuts and bolts of universal joint couplings.

2) Propeller shaft and centre bearings and bracket if fitted.

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REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

4th OPERATOR

ELECTRICIAN

1. Inspect ammeter for charging and starter for operation before vehicle is driven off ramp.

2. Generator

1) Inspect generator terminals and tighten if necessary.

2) Inspect mounting bolts of regulator and nut out.

3) Inspect terminals and regulator unit

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REPORT ALL DEFECTS BEYOND THE SCOPE OF
Remarks:-

Initials of Operator

ELECTRICIAN

4th OPERATOR

1. Inspect ammeter for charging and starter for operation before vehicle is driven off ramp.

2. Generator

- 1) Inspect generator terminals and tighten if necessary.
- 2) Inspect mounting bolts of regulator and nut out.
- 3) Inspect terminals and regulator unit
- 4) Lubricate with oil can if necessary
- 5) Inspect for correct fitting of accumulator cover

3. Starter

- 1) Clean and tighten if necessary all starter motor terminals.
- 2) Inspect all cables for rubbing and shorts.
- 3) Lubricate starter when necessary.

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- 6) Check levels of electrolyte and top up, if necessary.
- 7) Inspect and tighten mounting belts where necessary.

5. Ignition

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- 1) Inspect all terminals and tighten where necessary.
- 2) Clean all H.T. leads and plugs. Adjust points if necessary charge plugs with broken porcelain.
- 3) Clean all earth connections.
- 4) Inspect coil assembly and tighten if necessary.
- 5) Check automatic advance and retard for free movement.
- 6) Clean distributor cap.
- 7) Check operation of contact breaker and setting of points.
- 8) Lubricate distributor spindle when necessary.

6. Lighting

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- 1) Inspect exposed leads and masks when fitted.

- 2) Inspect mounting bolts and brackets of all lamps, switches and instrument board and all electrical accessories.
- 3) Inspect all screw terminals and tighten when necessary.
- 4) Ensure all lamps light and no leads shorting.
- 5) Check horn for operation.

7. Engine Inspect sparking plug terminals and points, change plugs with broken porcelain.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR

Remarks:-

Initials of Operator

APPENDICE "G"

INFORMAZIONIAutovetture e autocarri

1. Comune..... Provincia..... Regione.....
2. Tipo (autovettura o autocarro)..... Capacità.....
3. Condizione del veicolo..... del motore..... della batteria.....
4. Fabbrica..... modello..... Numero del motore.....
5. Targa No..... Marca.....
6. Attuale proprietario effettivo (ANC, ACS o civile).....
7. Nome e indirizzo.....
8. No. del permesso..... Rilasciato da.....
9. Adoperato da.....
 - b) Scopo.....
 - c) Uso autorizzato.....
10. Numero di gomme attualmente con il veicolo..... condizione.....
11. Numero di copertoni e camere d'aria richieste.....
12. Misura di copertoni e camere d'aria richieste.....
13. Misura e voltaggio della batteria (se assolutamente necessario).....

14. Giustificazione (in carteggio).....

Il Dichiarante..... 1944

Il Dichiarante

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