

ACC

AC262/TN.4

10000/140/2358

VEHIC
FEB.-JUL.

13300/148/2358

VEHICLE INSPECTION REPORTS
FEB.-JUL. 1944

1. Total number British Vehicle authorized.

~~Acc 8 vehicles authorized.~~

AFHQ ADV ADM Echelon letter 36/21/03 dated 8 Feb 1944 authorized the release to Acc HQ (Electronic group) 700 vehicles.

2. Total number held and locations. (authing as para (1))

~~Region~~	<u>Location</u> ~~Location~~	<u>NO OF VEHs.</u>	<u>TYPE.</u>
Region II	←	110	3 ton
" III		57	3 ton
" IV		120	3 ton
		110	1 1/2 ton
VII		9	3 ton
		10	1 1/2 ton
VIII		20	3 ton
J. Persons Sub Commission		16	3 ton
Food Sub Comm (Acc HQ)		5	3 ton
TOTAL		457	

From the above total must be deducted 37 of which 33 received from AMG 8 army with no authority for release, and 4 for displaced persons with no authority. These 37 vhs although returned on the census are not taken as used against our original release of 700.

Therefore total no. now held = 420
 Further releases Ex ME = 80
 Total 500.

Region III have 100 x 310 on loan from Q(AE), and authority
 has been asked of AFHQ for us to keep these, and also for the balance
 of 100 making total up to 700.

3. Vehicles Lost.

2 are lost. one Region II and one Region III.

4. Arrangements for replacements.

Regions submit to Tylin Int Commission all DCR cars, and
 how we send to get for bettering & onward transmission to AAI.

5. C of Injuries.

These should be covered by Regional Commissioners.

6+7. Tools & Spare parts.

Regional Tpt officers incident on nearest ADOS, who instruct them
 when & where to collect if available.

2009

8. Garage equipment.

AFHQ have authorized to ORD for ~~as~~ us 4 sets (1 set per 100 vehs) of tools & spares taken from A type LAD.

On arrival it is anticipated that these sets will be given to regions having the most no. of vehicles.

At present regions are using Italian equipment in their garages.

9. Drivers. all drivers are Italian civil or Italian military.10. Reserve of vehs. Nil.11. Org. names of offices (have, garages =.

Potenza run and organized by SITA

Matera — "

Bari " Sud Est

Taranto " "

Byzles " Ag III

Campobasso " IV

Foggia " V

Aviglianese " VI

2008

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CEM/re

Tn/143/39

6 July 1944.

SUBJECT: Maintenance of vehicles.

TO : Economic Section. HQ. ACC.

Reference HQ. AAI. 3226/1/Q(AE) dated 29 June 1944.

1. The WE/TO vehicles have technical NCO'S and other ranks to supervise their maintenance, and to undertake 1st and 2nd line repairs.

2. The Economic Group vehicles have to be operated and maintained by Italians under Supervision only by a few officers allotted to Regions as Regional Transport officers. There are no other ranks allotted for garage repairs or supervision, and 1st and 2nd line repairs have to be carried out by any available Italians.

Example: Region II have 3 Transport Officers, and they have vehicles operated and maintained by Italians in Potenza, Matera, Bari and Taranto). It can be seen from the above example that there is not even one officer for each transport organization.

3. It is anticipated that the maintenance should improve with the issue by HQ. AAI. of the spares and tools for the "Service Stations", but only if specialist M.T. personnel, and adequate supervision is found.

4. In conclusion the whole question of maintenance boils down to supervision, and specialist personnel for repair work.

2007
for *Clm*
L.E. VINING
Lieut. Colonel,
Director,
Transportation Sub-Commission.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

GER/re

T Tn/143/38

5 July 1944.

SUBJECT: Vehicles maintainance and general report. *7/6/44*

TO : Lt. Col. James J. Carnes, ACC HQ. ADV. *43*

1. Enclosed please find letter marked A being copy from Q(AE) relating to maintainance.

Can you please left me have your views on this so that Economic Section can reply.

Also please find letter B being copy of maintainance plan written by Col J. Albright on 13 June.

2. As mentioned before, I have received the authority from Q(AE) for the Ordnance to release the spare parts, and tools for the formation of the Service Stations. I still await authority for collection of all these spares.

3. I am collecting 4 x 3 ton loads of new tyres from Salerno on 7 July, and will send them to you on 8 July. ~~I~~ I have difficulty to find transport will phone you *have sent you a signal.*

4. I suggest that perhaps the answer to letter A will be that our maintainance will improve on receipt, and setting up of letter service in our garages with the spares & tools of the L.A.D.

C.E. MORETTI, Capt.

Incl.: (1) HQ. ACC letter to AFHQ G 5 reference maintainance
(2) HQ AAI 3326/1/Q(AE)

2006

COPY

Subject: Maintenance of vehicles

143
H.Q. AAI.
3226/1/Q(AE)

29 June 44.

ACC.

The following extract further monthly report sub-mitted by the G.V.M. is forwarded: -

"There is a definite improvement in the maintenance of the W.E. vehicles of A.C.C. The Economic Group vehicles however are in an appalling state despite the tremendous efforts made by all concerned operating them."

Will you please say whether you require further assistance to improve the standard of maintenance of the vehicles held by the Economic Group.

/signed/ ^{KINRA} J. ~~Kinra~~ Lt. Col.

/for/ Major General
Chief Admin. Officer.

M.P.

Copy To: C.I. U.M.I.

2035

BEST COPY POSSIBLE

ISTRUZIONI PER LA MANUTENZIONE DEGLI AUTOVEICOLI

CAPITOLI QUATTRO PER LA MANUTENZIONE

VOCI

COPIATO No. 1

MOTORE

A. ISPEZIONARE:-

- I. i giunti delle candele e stringerle se necessario.
- II. i giunti della testa dei cilindri.
- III. i giunti delle guarnizioni di accesso
- IV. i giunti delle guarnizioni dello scappamento.

} Stringere se necessario
e comunicare se lo stringimento non si può fare.

B. ISPEZIONARE LA MONTATURA DEL MOTORE.

- I. bracci del motore.
- II. blocco anteriore sorreggente il motore

} Dove siano usate montature di gomma, si stringa solo sotto il controllo di un esperto.

III. Spranghe dello scheletro che sorregge il motore.

IV. Tutte le montature sul motore e stringere se necessario.

V. Sostentatori del silenziatore e del tubo di scappamento.

(Si esamineranno gli assi di divisione e guarnizioni dei panci per quanto normalmente dovrebbero essere in regola. Usinare bulloni e dadi mentre il motore è in moto. Si chiedi consiglio prima di stringerli.)

C.

Mettere in moto il motore e provare per tutti i difetti:-

I. Se sentire eventuali rumori.

II. Ascoltare funzionamento irregolare col motore a passo alquanto veloce: se irregolare, si formino le valvole una per volta, per mezzo della testa di un martello: trovare il cilindro difettoso, e cambiare la

valvola o pulirla se necessaria.

III. Controllare il motore a folleggiando e caldo e comunicare se il motore aumenta o diminuisce velocità.

IV. Esaminare lo scappamento per eccessivo fumo:-

- (a) Se il fumo è nero: esaminare se il carburatore o troppo pieno di benzina o se la pompa della benzina è difettosa.
- (b) Se è blu chiaro: si controlli se per eccessiva lubrificazione.

V. Esaminare il sistema di scappamento per perdite.

SILLENZIERE IL MOTORE

VI. Esame per compressione debole:-

- (a) guasto alle valvole
- (b) guasto al pistone
- (c) guasto alla guarnizione della testa del cilindro.

(Il motore deve essere caldo e la manetta del gas chiusa)

} comunicato
qualsiasi
guasto trovato.

D. COMUNICARE DIFETTI

VOCI

COPIATO No. 2

- II. i giunti della testa dei cilindri, } Stringere se necessario
 III. i giunti delle guarnizioni di accesso } e comunicare se lo strin-
 IV. i giunti delle guarnizioni dello scappamento. } gimento non si può fare.

B. ISPEZIONARE LA MONTATURA DEL MOTORE.

- I. bracci del motore. } Dove siano usate montature di
 II. blocco anteriore sorreggente il motore } gomma, si stringa solo sotto il
 controllo di un esperto.
 III. Spranghe dello scheletro che sorregge il motore.
 IV. Tutte le montature sul motore e stringere se necessario.
 V. Sostenitori del silenziatore e del tubo di scappamento.
 (Si esamineranno gli assi di divisione e guarnizioni dei lancia per quanto
 normalmente dovrebbero essere in regola. Esaminare bulloni e dadi mentre
 il motore è in moto. Si oleda cassetto prima di stringerli.)

C. METTERE IN MOTO IL MOTORE E PROVARE LA SUA AZIONE DIVERSE:

- I. Scartare eventuali rumori.
 II. Ascoltare l'andamento irregolare col motore a passo alquanto veloce:
 se irregolare, si fermare la valvola una per volta, per mezzo della
 testa di un martello: trovare il cilindro difettoso, e cambiare la
 valvola o l'ultra se necessaria.
 III. Controllare il motore a folleggiando e caldo e comunicare se il motore
 aumenta o diminuisce velocità.
 IV. Esaminare lo scappamento per eccessivo fumo:-
 (a) Se il fumo è nero: esaminare se il carburatore è troppo pieno
 di benzina o se la pompa della benzina è difettosa.
 (b) Se è bianchi: si controlla se per eccessiva lubrificazione.
 V. Esaminare il sistema di scappamento per perdite.

STRANIERE IL MOTORE

VI. Esame per compressione debole:-

- (a) guasto alle valvole } comunicato
 (b) guasto al pistone } qualsiasi
 (c) guasto alla guarnizione della testa del cilindro. } questo trovato.
 (Il motore deve essere caldo e la manetta del gas chiusa)

D. COMUNICARE DIVERSE

VOCI

COMPLETTO No. 2

SISTEMA DI LUBRIFICAZIONE DEL MOTORE

- A CONTROLLARE IL LIVELLO DELL'OLIO E RIMPIERE SE NECESSARIO. 2004
 B ISPEZIONARE LE GUARNIZIONI DELLE GUARNIZIONI DELL'OLIO:-
 Se qualche guarnizione è lenta, si stringa con leggerezza, e comunicare se lo
 stringimento non ha effetto.
 I. i giunti della sbranzina
 II. l'api della sottocassa e delle bronzine e i rubinetti di scarico
 III. Copertura della distribuzione.
 IV. Riguardo del tubo dell'olio, vaschette esterne dell'olio, raffreddamento,
 filtri, valvole di allungamento.

C. Ispezionare gli I DELL'OLIO DIVERSE:-

- I. se lubrificano
 II. se è lubrificata
 (Si curi di non girare i tubi quando si stringono i giunti)

D. COMUNICARE DIVERSE

VOCI

COMPLETO NO. 3

SISTEMA DI ANTIDIEBILITAZIONE DEL MOTORE

A. ISPEZIONE E MONTAGGIO DEL SERBATOIO:-

- I. Pulire e viti e bulloni.
- II. Viti e bulloni del serbatoio.
- III. Montare del radiatore.

B. ISPEZIONE E MONTAGGIO DELL'ACQUA E SOSTITUIRE SE NECESSARIO:-

- I. giunti carvi dell'acqua.
- II. sui orci di giuntura.
- III. Pompe dell'acqua (lubrificare)

C. ISPEZIONE E MONTAGGIO DELL'ELICA, LA TENSIONE DELLE CINGHIE E LUBRIFICARE I CUSCINETTI:-

- I. Cuscinetto dell'albero del ventilatore e cuscinetto della pompa.
- II. La distanza, pale del ventilatore piegate o rotte o attacchi lenti.
- III. Aggiustare la cinghia se necessario. Comunicare se la cinghia o le puleggie sono usate.

D. ISPEZIONE E MONTAGGIO DELLA CIRCOLAZIONE, TRABOCCHARE DELL'ACQUA, FILTRO, ECC.:-

- I. Ispezione al tubo di scarico.
- II. Esaminare il radiatore per perdite, acqua sporca ed ostruzioni ai passaggi dell'aria.
- III. Verificare la presenza del filtro.
- IV. Assicurarsi che la pompa, se c'è, funzioni.
- V. Pulire il passaggio del rubinetto di scarico solo durante il periodo di Gelo.

VOCI

COMPLETO NO. 4

SISTEMA DELL'ALIMENTAZIONE DELLA BENZINA

A. ISPEZIONE E MONTAGGIO PER FUEL:-

- Aggiustare dove necessario.
- I. Carburatore troppo pieno.
 - II. Tappi, rubinetti di scarico, giunture, e guarnizioni di fibbra.
 - III. Tubi con fessure, ammaccature, e fessure.
 - IV. Saldature del serbatoio, ecc.
 - N. B. Il motore deve essere freddo.

B. ISPEZIONE E MONTAGGIO E SOSTITUIRE SE NECESSARIO:-

- I. Bulloni, dadi, nervetti, ecc., del serbatoio.
- II. Montatura della pompa, filtro, carburatore, ecc.

C. ESAMINARE LA LINEA TUBI DELLA BENZINA:-

- I. Tubi per ammaccature.
- II. Esaminare e pulire i filtri indipendenti di benzina e quelli nel la pompa, dalla benzina e il carburatore.
- III. Far funzionare la pompa della benzina.

- III. Montare del radiatore.
- B ISPEZIONARE I ELEMENTI DELL'ACQUA E SOSTITUIRE SE NECESSARIO:-
- I. giunti curvi dell'acqua.
 - II. sui curvi di giunzione.
 - III. Pompa dell'acqua (lubrificare)
- C ISPEZIONARE L'ELICA, LA TENSIONE DELLE CINGHIE E LUBRIFICARE I CUSCINETTI:-
- I. Cuscinetto dell'albero del ventilatore e cuscinetto della pompa.
 - II. La distansa, pale del ventilatore piegate o rotte o attacchi lenti.
 - III. Aggiustare la cinghia se necessario. Comunicare se la cinghia o le pulegge sono usate.
- D ISPEZIONARE LA CIRCOLAZIONE, TRABOCARE DELL'ACQUA, FILTRO, ECG.:-
- I. Ispezione al tubo di scarico.
 - II. Esaminare il radiatore per perdite, acqua sporca ed ostruzioni ai passaggi dell'aria.
 - III. Verificare la presenza del filtro.
 - IV. Assicurarsi che la pompa, se c'è, funzioni.
 - V. Pulire il passaggio del rubinetto di scarico solo durante il periodo di Gelo.

VOCI

COMPLETO NO. 4

SISTEMA DELL'ALIMENTAZIONE DELLA BENZINA

- A ISPEZIONARE PER PERDITE:-
Aggiustare dove necessario.
- I. Carburatore troppo pieno.
 - II. Tappi, rubinetti di scarico, giunture, e guarnizioni di fibbra.
 - III. Tubi con perdite, ammassature, e fregature.
 - IV. Saldatura del serbatoio, ecc.
- N. B. Il motore deve essere freddo.
- B ISPEZIONARE LE MANIFESTAZIONI E SOSTITUIRE SE NECESSARIO:-
- I. Bulloni, dadi, morsetti, ecc., del serbatoio.
 - II. Manutenzione della pompa, filtro, carburatore, ecc.
- C ESAMINARE LA LINEA USCITA DELLA BENZINA:-
- I. Tubi per ammassature.
 - II. Esaminare e pulire i filtri indipendenti di benzina e quelli nel la pompa della benzina e il carburatore.
 - III. Per funzionare la pompa della benzina.
- D COMUNICARE RISULTATI.

VOCI

COMPLETO NO. 5

CARBURATORE E CONTROLLI CARBURAZIONE

A LUBRIFICARE IL SISTEMA DEI CONTROLLI DELLA CARBURAZIONE:-

- I. Giunture dei controlli: a mano, piede, ecc.
- II. Supporti della spina di controllo.
- III. Supporti della spina della valvola a farfalla.

B ISPEZIONARE LE PARTI COMPONENTI E STRINGERLE SE NECESSARIO:-

- I. Flangia del carburatore.
- II. Giunti del tubo di aspirazione.
- III. Giunti della aspirazione.

C CURARE IL FILTRO SECONDO IL TIPO.

D LO CLAUFFEUR NON DEVE ALLERTARE LA SISTEMAZIONE DEL GETTO O DEL CARBURATORE.

COMUNICARE DIFETTI

VOCI

COMPLETO NO. 6

FILI AD ALTA TENSIONE

A FILI AD ALTA TENSIONE:-

- I. Ispezionare tutti gli attacchi e stringerli se necessario.
- II. Pulirli all'olio, grasso e sgrassia.
- III. Isolare i fili da parti calde e da sfregamenti.

B COMUNICARE DIFETTI

VOCI

COMPLETO NO. 7

MAGNETE O SPINTEROGENO

A SE MAGNETE:-

- I. Ispezione alla montatura ed alla tenuta e stringerli se necessario.
- II. Ispezionare i fili isolati per vedere se:-
 - (a) corti circuiti, fenditure, logoramenti o parti sfregate.
 - (b) contatti con parti calde del motore.
 - (c) tutti gli attacchi siano stretti e ben fissi.
 - (d) levare olio e grasso dai fili.
- III. Pulire il distributore.

B

SE SPINTEROGENO:-

- I. Ispezionare tutti le parti componenti e stringere se necessario e vedere che l'anticipo e il ritardo funzionino bene o facilmente
- II. Pulire la calotta del distributore e controllare i contatti dell'interruttore.
- III. Ispezionare i fili come in A II sopra.

B ISOLARE LE PARTI COMPONENTI E STIRGERLE SE NECESSARIO:-

- I. Giunture dei controlli: a mano, piede, ecc.
- II. Supporti della spina di controllo.
- III. Supporti della spina della valvola a farfalla.

C GUARIRE IL FILTRO SECONDO IL TIPO.

- I. Flangia del carburatore.
- II. Giunti del tubo di aspirazione.
- III. Giunti della aspirazione.

D DO CARBURATORE NON DEVE ALTERARE LA SISTEMAZIONE DEL GETTO O DEL CARBURATORE.

COMUNICARE DIFETTI

VOCI

COMETTO NO. 6

FILI AD ALTA TENSIONE

A FILI AD ALTA TENSIONE:-

- I. Ispezionare tutti gli attacchi e stringerli se necessario.
- II. Pulirli dell'olio, grasso e sporciaia.
- III. Isolare i fili da parti calde e da sfregamenti.

COMUNICARE DIFETTI

VOCI

COMETTO NO. 7

MAGNETE O SPINTEROGENO

A SE MAGNETE:-

- I. Ispezione alla montatura ed alla tenuta e stringerli se necessario.
- II. Ispezionare i fili isolati per vedere se:-
 - (a) corti circuiti, fenditure, logoramenti o parti sfregate.
 - (b) contatti con parti calde del motore.
 - (c) tutti gli attacchi siano stretti e ben fissi.
 - (d) levare olio e grasso dai fili.
- III. Pulire il distributore.

B SE SPINTEROGENO:-

- I. Ispezionare tutti le parti componenti e stringere se necessario e vedere che l'anticipo e il ritardo funzionino bene o facilmente
- II. Pulire la calotta del distributore e controllare i contatti dell'interruttore.
- III. Ispezionare i fili come in A II sopra.

PULIRE TUTTI I CONTATTI A TERRA E S. RINGERE SE NECESSARIO

COMUNICARE DIFETTI

203

VOCI

COMPITO NO. 8

SISTEMA

- A. ISPEZIONARE LE PARTI COMPONENTI E SERRARE SE NECESSARIO. (Non toccare i ferma-spina, ferma-bulloni, a meno che i dadi siano lenti.)
- B. LUBRIFICARE TUTTI I CEMENTI A SNODO: CONTROLLARE IL LIVELLO DELL'OLIO NELLA SCATOLA DELLO STERZO.
Si lubrificano gli spinotti più spesso se lo sterzo è duro. (Lubrificare con la macchina alzata da terra per modo che il lubrificante penetri nei supporti.)
- C. ISPEZIONARE TUTTI I CEMENTI E I SUPPORTI PER VERIFICARE LE CONDIZIONI:-
I. Esaminare il gioco dello sterzo.
II. Esaminare il gioco del cambio a sfera.
III. Esaminare il gioco del fusello a snodo e dei supporti.
IV. Esaminare il gioco dei supporti delle ruote.
V. Esaminare i bracci dello sterzo.
VI. Bulloni piegati o danneggiati.
- D. COMUNICARE DEFETTI.

VOCI

COMPITO NO. 9

SISTEMA DEL CARICAMENTO DELLA BATTERIA

- A. ISPEZIONARE MANIPOLAZIONE E PARTI COMPONENTI E SERRARE SE NECESSARIO:-
I. Bulloni o morsetto della Dinamo.
II. Aggiustare la cinghia della dinamo se necessario. Esaminare la cinghia o le puleggie usate.
III. Attacchi della dinamo.
IV. Bulloni del regolatore e/o dell'interruttore.
V. Attacchi dell'interruttore.
VI. Osservare la carica col motore a forte velocità. Comunicare se l'amperometro è debole o irregolare, o se la lucetta rossa non si spegne.
H. B. Se vi è un regolatore del voltaggio, la cifra della carica sarà bassa quando la batteria è completamente carica.
- B. Controllare l'esatta posizione della fascia sopra la dinamo.
- C. PULIRE I FORCELLI DELLA BATTERIA. VEDERE CHE QUESTI FORCELLI SIANO LIBERI.
PULIRE E MANTENERE GRASSO SUGLI ATTACCHI SE NECESSARIO. VEDERE CHE GLI ATTACCHI SIANO BEN FISSI E CHE I FILI SIANO PULITI.
- D. ISPEZIONARE LA MONTATURA DELLA BATTERIA E SERRARE SE NECESSARIO
- E. RIEMPIRE DI ACQUA E ACQUA DISTILLATA: ASCIUGARE LA BATTERIA ALL'ESTERNO.
- F. COMUNICARE DEFETTI

COMANDO NO. 10

ACQUISIZIONE

ISPEZIONARE LA MONTATURA DEL MOTORE IN STERMINI SE NECESSARIO.

PULIRE E SBRIGLIARE GLI ALICORI SE NECESSARIO.

ISPEZIONARE TUTTI I FILI PER EVITARE SCALANENTI E CORTI CIRCUITI.
Controllare inibiti rumori, o tendenza ad incantarsi, o mancato contatto d'avviamento.

ISPEZIONARE I FILI ESPOSTI E LE MASCHINE PER FANALI E PULIRE SE NECESSARIO.

ISPEZIONARE:-

I. Bulloni e fascie di montature di:-

(a) tutti i fanali,
(b) cruscotto

(c) tutti gli accessori elettrici.

II. Tutti gli attacchi elettrici e stringerli dove necessario.

VERIFICARE CHE TUTTI I FANALI SIANO IN ORDINE E CHE TUTTI I FILI SIANO ISOLATI DA CORTI CIRCUITI.

COMUNICARE DIPENDI

VOCI

COMPTON NO. 11

FELIZIONI

ISPEZIONARE LE PARTI COMPONENTI E LA MONTATURA E SBRIGLIARE SE NECESSARIO.

CONTROLLARE CHE IL PEDALE DELLA FRIZIONE ABBA MOVIMENTO LIBERO.

LUBRIFICARE E AGGIUSTARE SE NECESSARIO.

ISPEZIONARE LO STATO DELLE SEGUENTI PARTI:-

I. Supporti del gambo del pedale. Lubrificare se necessario.

II. Gambo sul pedale.

III. Controllare il funzionamento della molla del pedale.

SCARICA DEL CAMBIO

ISPEZIONARE LE PARTI COMPONENTI E LA MONTATURA E SBRIGLIARE SE NECESSARIO.

ISPEZIONARE LA QUANTITA' DELLA SCARICA DEL CAMBIO:-

I. Coperchi e giunti dei prigionieri.

II. Bocchettoni di scarico, ecc.

III. Perdite di olio dai cuscinetti.

ISPEZIONARE IL LIVELLO DELL'OLIO E RILASCIARE SE NECESSARIO.

COMUNICARE DIPENDI.

2002

1001

COMPITO NO. 12

ALBERO DI TRASMISSIONE E GIUNTI

ISPEZIONARE PARTI COMPONENTI E SOSTITUIRE SE NECESSARIO:-

- I. Dadi e bulloni delle coppie universali.
- II. Albero del ventilatore, supporto centrale e fascia, se vi è.

ISPEZIONARE E LUBRIFICARE LE SEGUENTI PARTI:-

- I. Giunti cardanici. (Non lubrificare il tipo di gomma)
- II. Ghiera dell'albero e giunti.

ESAMINARE LO STATO DI CONSUMAZIONE

ASSI, ALBERO E POMPE

ISPEZIONARE IL LIVELLO DELL'OLIO E RIMPIERE SE NECESSARIO.

ISPEZIONARE LE PARTI COMPONENTI E SOSTITUIRE SE NECESSARIO:-

- I. Tutti i giunti bullonati a prova d'olio. (Comunicare perdite se la stretta non è effettiva)
- II. Tutte le fascie, ecc., sostituite nel posto.
- III. Tutti i bulloni ferma balestre. (Cercare segni di movimento tra l'asse e le balestre.)
- IV. Dadi delle ruote. Ingrassare ogni tanto le colonnine. (Lavorare sui dadi delle ruote con l'asse rialzato e la ruota frenata)

ISPEZIONARE IL GIOCO DELLE RUOTE E LO STATO DEI SUPPORTI:-

- I. Perdite d'olio dai cuscinetti del pignone centrale.
- II. Perdite d'olio dai cuscinetti a rullo delle ruote.

Indicato da macchie d'olio sul telaio o sulle ruote

ISPEZIONARE LE RUOTE PER DANNI.

COMUNICARE DIFFETTI.

1001

COMPITO NO. 13

Chassis e Balestre

LUBRIFICARE LE SEGUENTI PARTI:-

(SI ABOL. CURA DI INTERDIRE CHE OLIO C.A.D. SUL TAMBURO DEL FRENO)

- I. Attacco allo chassis. (Non lubrificare tipo di gomma)
- II. Tutti gli altri giunti mobili importanti.
- III. Ammortizzatori. Controllare il livello dell'olio e riempire se necessario. Stringere i bulloni dell'amortizzatore.

ISPEZIONARE LO STATO:-

- I. Pulire le balestre e cercare foglie di balestra rotte o morsetti.
- II. Ispezionare i bulloni fermamorsetti (risulta da balestre o foglie fuori della posizione giusta.)

COMUNICARE DIFFETTI.

II. Albero del ventilatore, supporto centrale e fascia, se vi e.

ISPEZIONARE E LUBRIFICARE LE SEGUENTI PARTI:-

- I. Giunti cardanici. (Non lubrificare il tipo di gomma)
- II. Ghiera dell'albero e giunti.

ESAMINARE LO STATO DI CONSERVAZIONE

ASSI, AMMORTIZZATORI E RUOTELLO

ISPEZIONARE IL LIVELLO DELL'OLIO E SOSTITUIRE SE NECESSARIO.

ISPEZIONARE LE PARTI COMPONENTI E SOSTITUIRE SE NECESSARIO:-

- I. Tutti i giunti bullonati a prova d'olio. (Comunicare perdite se la stretta non e' effettiva)
- II. Tutte le fasce, ecc., sistemate nel posto.
- III. Tutti i bulloni forma balestre. (Cercare segni di movimento tra l'asse e le balestre.)
- IV. Dadi delle ruote. Ingrassare ogni tanto le colonnine. (Lavorare sui dadi delle ruote con l'asse rialzato e la ruota frenata)

ISPEZIONARE IL GIOCO DELLE RUOTE E LO STATO DEI SUPPORTI:-

- I. Perdite d'olio dai cuscinetti del pignone centrale. } Indicato da macchie d'olio sul telaio o sulle ruote
- II. Perdite d'olio dai cuscinetti a rullo delle ruote. }

ISPEZIONARE LE RUOTE PER DANNI.

COMUNICARE DEFETTI.

FOCI

COMPTON NO. 13

Chassis E BALESTRE

LUBRIFICARE LE SEGUENTI PARTI:-

(SI ADI. CURA DI IMPEDIRE CHE OLIO C.A.D. SUL TAMBURO DEL FRENO)

- I. Attacco allo chassis. (Non lubrificare tipo di gomma)
- II. Tutti gli altri giunti mobili importanti
- III. Ammortizzatori. Controllare il livello dell'olio e riempire se necessario. Stringere i bulloni dell'amortizzatore.

ISPEZIONARE LO STATO:-

- I. Rullare le balestre e cercare foglie di balestra rotte o morsetti.
- II. Ispezionare i bulloni fermi morsetti (risultato da balestre o foglie fuori della posizione giusta.)

COMUNICARE DEFETTI.

FOCI

COMPTON NO. 14

CARROZZERIA ED ACCESSORI

ISPEZIONARE TUTTI GLI ACCESSORI DELLA CARROZZERIA E BULLONI ED ATTACCHI E

STRINGERE DOVE NECESSARIO.

- COMUNICARE DEFETTI DELL'INTERNO, SOPRASTRUTTURA, CAPOTE. LUBRIFICARE LE MANIGLIE DELLE PORTE, I CARDINI E TUTTE LE ALTRE PARTI MOBILI DELLA CARROZZERIA.
- COMUNICARE DEFETTI.

COPIA NO. 15

MANUAL

- A. LUBRIFICARE TUTTI I COMPONENTI, OLIO, OIL. (CURARE CHE OLIO NON CADA SUL TUBO DEL FRENO)
- B. ISPEZIONARE PARTI COMPONENTI A SINGOLI SE NECESSARIO:
 - I. Morsetti dello spinnotto del pedale,
 - II. Tutti i morsetti con bulloni e leve,
 - III. Dadi di registro,
 - IV. Montature idrauliche e giunti,
 - V. Controllare il funzionamento di tutte le molle esterne a richiamo,
 - VI. Esaminare la pompa freno e riempire se necessario,
 - VII. Comunicare perdite da tubi e giunti,
 - VIII. Controllare il gioco del pedale ed il funzionamento.

C. ISPEZIONARE LO STATO DI DENTE PARTI E RIPARARE SE NECESSARIO, CON UN MECCANICO QUANDO SIA POSSIBILE.

D. COMUNICARE DEFETTI.

COPIA NO. 16

COME E FERRI DI LAVORO

- A. CONTROLLARE LA PRESSIONE ANCHE DELLA RUOTA DI RICAMBIO: GONFIARE SE NECESSARIO PER CORREGGERE LA PRESSIONE. (La pressione sarà controllata progressivamente tutti i giorni.) Comunicare eventuale stato di usura delle zone.
- B. PULIRE LE GOMME DALL'OLIO, GRASSI, SASSOLINI, ECC.
- C. ISPEZIONARE E SERRARE LA MONTATURA DELLA RUOTA DI RICAMBIO.
- D. OCAVOLARE I FERRI DI LAVORO E SOSTITUIRE I PEZZI ROTTI. REMPLACARE LE PASTIGLIE.
- E. CAMBIARE CHE L'ESTINTORE SIA PIENO E PRONTO ALL'USO.
- F. COMUNICARE DEFETTI.

4. LUBRIFICARE I FERRI E I CUSCINETTI, GOMME, ECC. (CURARE CHE OILIO NON CADA SUL TAVOLO DI LAVORO)

5. ISPEZIONARE PARTI COMUNI E SINGOLE SE NECESSARIO:-

- I. Morsetti dello sfintore del pedale.
- II. Tutti i morsetti con bulloni e leve.
- III. Dadi di registro.
- IV. Montature idrauliche e giunti.
- V. Controllare il funzionamento di tutte le molle esterne a richiamo.
- VI. Esaminare la pompa freno e riempire se necessario.
- VII. Comunicare perdite da tubi e giunti.
- VIII. Controllare il gioco del pedale ed il funzionamento.

6. ISPEZIONARE LO STATO DI DETTE PARTI E RIPARARE SE NECESSARIO, CON UN MINUTICO QUANTO SIA POSSIBILE.

7. COMUNICARE DIFFERENZI.

VOCI

COMPTON NO. 16

GOMME E FERRI DI LAVORO

8. CONTROLLARE LA PRESSIONE ANCHE DELLA RUOTA DI RICAMBIO: GONFIARE SE NECESSARIO PER CORREGGERE LA PRESSIONE. (La pressione sarà controllata progressivamente tutti i giorni.) Comunicare eventuale stato di usura delle gomme.

9. PULIRE LE GOMME DALL'OILIO, CARBONE, SASSOINI, ECC.

10. ISPEZIONARE E SOSTITUIRE LA MONTATURA DELLA RUOTA DI RICAMBIO.

11. CONTROLLARE I FERRI DI LAVORO E SOSTITUIRE I PEZZI ROTTI. RIMPIAZZARE, LE MANOVELLE.

12. CONTROLLARE CHE L'ESTINTORE SIA PIENO E PRONTO ALL'USO.

13. COMUNICARE DIFFERENZI.

2001

NOTA IMPORTANTE - Dove si usa la parola stringere, si ricordi che stringere

TROPPO può causare seri danni.

-In SE.

CONFIDENTIAL

UNIT MAINTENANCE INSPECTION REPORT
(Vehicle Section)

S-4209

INSPECTION REPORT NO. IR/EP/178

Name of Unit
Name of O.C.
Officer i/c E.A.E.
Vehicles : War Establishment
Held.
Inspected

No. 1 Truck Pool, Allied Control Commission.
Capt. H. P. Richardson, U.S. Army.
U.S. No. -

66 13/5's -
14 " - (all available)
2nd June 1944.
H.M.

Date of Inspection
Ref. to Previous Inspection

1. STANDARD OF MAINTENANCE

Unsatisfactory. Considering the shortage, however, although a large number of defects in maintenance were found, it was obvious that a great deal of hard work was being put in by personnel concerned, to maintain the vehicles.

2. E.A. DISCIPLINE All personnel directly concerned with maintenance are at present Italian. There was evidence that much had been done to overcome the language difficulty but the '16 tank system' of maintenance has not been introduced due to the fact that no British personnel have any dealings with the vehicles, consequently it is not known.

3. RECOMMENDATION

As officers in charge are U.S. Army, the upkeep of L.P.'s 142 and 106 has stopped. In lieu each vehicle has a log sheet showing petrol consumption, mileage per trip, laden and unladen and hour of work. At present engine oil changes are made on every 100 miles completed. Once per week the vehicle is checked over for maintenance. If a vehicle requires a replacement part it is put off the road until the part is ordered for is available and replaced.

4. ENGINE

In general engines were clean and considering they are new types to Italian drivers, also shortage of proper tools, maintenance was not too bad. Main maintenance defects found were :- Engine mounting bolts loose. Dynamos loose. Top rubber hoses requiring cleaning. Timing case studs requiring tightening. Exhaust manifold studs requiring tightening.

5. AIR AND FUEL FILTERS

On certain Bedford lorries the outer covers to the ~~20~~ filters were missing. Main maintenance defects found were :- ~~20~~ Filters dirty and some requiring top-up. Engine breather requiring cleaning.

6. STEERING

Steering boxes were in most cases well topped up. Steering box securing nuts and bolts required tightening. Many steering knuckle joints required adjustment. Steering stops required adjustment.

7. MAINTENANCE

Maintenance defects found were :- U/J's require lubricating and tie bolts tightening.

1. STANDARD OF MAINTENANCE

Unsatisfactory. Considering the shortage of tools, although a large number of defects in maintenance were found, it was obvious that a great deal of hard work was being put in by personnel concerned, to maintain the vehicles.

2. M.A. DISCIPLINE All personnel directly concerned with maintenance are at present Italian. There was evidence that much had been done to overcome the language difficulty but the '16 Tank System' of maintenance has not been introduced due to the fact that no British personnel have any dealings with the vehicles, consequently it is not known.

3. DOCUMENTATION An officer in charge and U.S. Army, the release of A.S.'s 442 and 466 has stopped. In lieu each vehicle has a log sheet showing petrol consumption, mileage per trip, laden and unladen and hour of work. At present engine oil changes are based on every 400 miles completed. Once per week the vehicle is checked over for maintenance. If a vehicle requires a replacement part it is put off the road until the part indicated for is available and replaced.

4. ENGINE In general engines were clean and considering they are new types to Italian filters, also shortage of proper tools, maintenance was not too bad. Main maintenance defects found were :- Engine mounting bolts loose. Dynamics loose. Log rubber hoses requiring cleaning. Timing case studs requiring tightening. Exhaust manifold studs requiring tightening.

5. AIR AND FUEL PIPINGS

On certain Bedford lorries the outer covers to the ~~20~~ filters were missing. Main maintenance defects found were :- ~~20~~ Filters dirty and some requiring top-up. Engine breather requiring cleaning.

6. STEERING

Steering boxes were in most cases well topped up. Steering box securing nuts and bolts required tightening. Many steering innards joints required adjustment. Steering stops required adjustment.

7. TRANSMISSION

Maintenance defects found were :- U/V's require lubricating and the bolts tightening.

8. SPRINGS

Springs in general require more attention. Handbrakes found were :- Springs failing. Rear spring shackles require cleaning and re-lubricating. Holding down 'J' bolts loose. Hanger bracket nuts and bolts require tightening.

9. BODY BOLTS ETC.

Good. All body bolts were found to be tight which is not consistent with the numerous other bolts found to be loose due to the lack of tools.

10. BATTERIES

These require almost daily attention as the main cause of battery failures is maintenance. Batteries are not receiving sufficient attention generally.

11. BATTERIES (Cont.)

10. BATTERIES (Continued)

Maintenance defects found were :- Tops dirty and wet. Terminals corroded. Batteries loose in carriers and require packing. Cells low and gas vents blocked.

11. TANKS

Tanks were normal. Pressures were not consistent within the unit and did not conform with orders. The pressures for all 3-ton 4 x 2 vehicles appeared to be set at 50 pounds all round.

12. OIL STORAGE Satisfactory.13. (a) NO. OF DEFECTS REPORTED TO UNIT FOR ACTION BY UNIT REPORT - Nil.(b) UNREPORTED DEFECTS FOUND : Nil.14. POINTS RAISED BY UNIT

- (1) Shortage of tools etc. for vehicles.
- (2) Length of time waiting for replacement spares for vehicles.
- (3) This unit has had three tyres blow out on rear wheels of 3-ton vehicles when load carrying with 70 pounds pressure in tyres.

15. RECOMMENDATIONS

- (1) That in the near future, as this pool is going to have 200 vehicles, the suggested system of maintenance as laid down will be inadequate.
- (2) That new A.B.'s 442 for all vehicles be indented for and maintained according to G.R.O. 546, Serial No. 15 dated 14th April 1944.
- (3) That A.B. 406 inspections be carried out monthly and Action Reports be fully completed.
- (4) That tyre pressures according to S.M.B.R. N. 940 be taken into use and painted on the wings of the vehicles above the wheels, to be checked daily.
- (5) That the Task System of maintenance be introduced and each driver given a copy translated into Italian. The foreman should be trained to supervise and check up on maintenance carried out by drivers. Task Inserts in A.B.'s 442 should be initialled.
- (6) That the security of all nuts and bolts be given regular attention particularly when the vehicles are operating over rough roads. Spring 'U' bolts and 1/2" bolts must be constantly checked for tightness.
- (7) That air filters be cleaned at regular intervals.
- (8) That batteries receive much more attention and are regularly checked for correct levels. They should be kept clean and dry externally at all times.
- (9) That C.600 oil be used in lubricating guns and NOT grease G.S.

1999

13. (a) NO. OF DEFECTS REPORTED TO UNIT FOR ACTION BY DEFENSE REPORT - Nil.

(b) UNRECORDED DEFECTS REPORT : Nil.

14. POINTS RAISED BY UNIT

- (1) Shortage of tools etc. for vehicles.
- (2) Length of time waiting for replacement spares for vehicles.
- (3) This unit has had three tyres blow out on rear wheels of 3-ton vehicles when load carrying with 70 pounds pressure in tyres.

15. RECOMMENDATIONS

- (1) What in the near future, as this pool is going to have 200 vehicles, the suggested system of maintenance as laid down will be inadequate.
- (2) That now A.B.'s 442 for all vehicles be initiated for and maintained according to G.S.C. 346, Serial No. 15 dated 14th April 1944.
- (3) That A.B. 406 inspections be carried out monthly and Action Reports be fully completed.
- (4) That tyre pressures according to E.M.M. H. 940 be taken into use and printed on the wings of the vehicles above the wheels, to be checked daily.
- (5) That the Task System of maintenance be introduced and each driver given a copy translated into Italian. The foreman should be trained to supervise and check up on maintenance carried out by drivers. Task Inserts in A.B.'s 442 should be initiated.
- (6) That the security of all nuts and bolts be given regular attention particularly when the vehicles are operating over rough roads. Spring 'U' bolts and 1/2 bolts must be constantly checked for tightness.
- (7) That air filters be cleared at regular intervals.
- (8) That batteries receive much more attention and are regularly checked for correct levels. They should be kept clean and dry externally at all times.
- (9) That G.600 oil be used in lubricating guns and MOW grease G.3.
- (10) That more attention be paid to the lubrication of universal joints, spring shackles and brake linkages.
- (11) That master cylinder levels be checked more regularly as several were found to be low.
- (12) That oil seals which are leaking badly are placed under observation.
- (13) That all defects noted on the vehicle inspection reports are rectified as soon as possible.

/16. REMARKS

1999

- 3 -

16. INVENTORY

At present 66 vehicles are held by this unit, three of which are in No. 644 Service Station for repair. A further six have been off the road for a period of over one month awaiting spare parts. The method of indenting for spares is through D.L.D.O.S. 67 area K.Q.

It is evident that every effort is being made to improve the standard of maintenance within this unit. At present all personnel such as mechanics and drivers are all Italian with the exception of the two Officers in charge. Tools have been indenting for, but at the present moment the Italian foreman, who has a small forge inside the area where the vehicles are, has made numerous spanners to fit certain sized nuts on the vehicles. Lubrication of the vehicles is not good as the unit are very short of oil guns and what has been issued to the vehicles are almost n/a's.

At present the system of maintenance is that one seventh of the vehicles are always kept in daily and a special check over and maintenance sheet has been got up by the Officer in charge. A system is in operation whereby if a spare part or parts is required for a vehicle and it is caused through driver's neglect, a proforma is filled in and driver is liable to be charged with costs. Each driver also carries a translated list of instructions and attends lectures to ensure he fully understands them, so that should he breach any of the instructions laid down he is liable to be fined. Each vehicle also carries a translated accident form and breakdown slip. A suggested tool list to be issued to all vehicles has been drawn up.

At present A.B's 412 and 406 are not in operation. Each vehicle has a separate sheet showing details as laid out in Para. 3. Drivers are encouraged to keep their vehicles clean and maintained to the best of their ability as a weekly report is taken and if their vehicle is found in good condition they may earn a bonus or rise in wages.

If A.B's 412 and 406 are to be maintained it would be suggested that British M.C.O's or O.R's be made available for this purpose. It would also appear that were British M.C.O's or O.R's made available to instruct and supervise Italian mechanics in maintenance of British vehicles the standard of maintenance would undoubtedly improve.

At present lubricating charts of all vehicles are being produced in Italian to assist locally employed greasers.

In general there is evidence of a great deal of work being done in an endeavour to maintain the vehicles properly.

(Sgd) C.E. FRASER, Capt. D.L.I.,

INSPECTOR.

DISTRIBUTION

Chief Commissioner, Allied Control Commission. ✓

D.D. 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

1093

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(Sgd) C.E. FRASER, Capt. D.L.I.,

INSPECTOR.

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CEZ/EB.

1093

REPORT ON THE STA' INDUSTRIE MECCANICHE MERIDIONALI -
BUFOLA PLANT - NAPLES

SUBMITTED BY: - CAPT. W. E. MYDANS & CAPT. T. G. ELLIOTT

DATE:- 21 APRIL 1944

GENERAL: The above plant was visited. It is a self contained works for the construction and repair of railway coaches and trucks and is part of the BREDA Group. The capacity was given to us as 200/300 wagons repaired per month.

The original number employed was in the region of 600 hands, the present number employed is 380. The area of the plant is 38,000 square metres of which 24,275 are covered.

The plant has not suffered any serious or irreparable damage from either aerial bombing or demolition by the Germans. A considerable quantity of the roof covering has been stripped by bomb-blast, but the main structures of the buildings are intact.

The plant, which is, generally speaking, old and out of date has also escaped serious damage but is capable of a considerable amount of useful work. Large stocks of raw materials in the form of steel beams, angles, channels, flats, plates, and bars are available on the premises. Overhead cranes are in position and workable. This is one of the least damaged of the industrial plants, so far seen by these inspecting officers.

PLANT DETAILS: FORGE:

The forge is at present working, making rivets and small forgings for railway wagon work. The plant in this department is varied in its range and consists of:-

- a) 8 - Friction Screw Presses
- b) 2 - Air Drop Hammers
- c) 2 - Trimming Machines
- d) 2 - Power Driven Crank Presses

- 2 -

- e) 1 - 300 Kg. Air Hammer
- f) 5 - Smaller Air Hammers
- g) 1 - Hydraulic Forging Press
- h) 2 - Acane Type Upsetting Machines.

The equipment in this shop whilst old and out of date, is capable of producing a wide range of small and medium sized forgings.

MACHINE SHOP:

This shop contains a wide assortment of machines, i.e. Milling Machines, centre lathes (large and small), radial drills, grinding machines, wheel and axle lathes. Most of the plant is old, but one or two new tools were noticed. This plant is at present working on general machining work in connection with replacement parts for wagon repairs. Attached to this shop is a carpenters and woodworking plant fairly well equipped with machines and able to handle woodworking of any kind for the railway side.

WAGON MOUNTING SHOP:

This Plant consisted of

- a) Plate Bending Rolls
- b) Flattening Rolls
- c) A Large Bending Press,

together with multiple plate drilling machines, and the necessary overhead lifting cranes to handle the erection of the vehicles, and other ancillary equipment.

It was a large shop consisting of some 5 bays each with an overhead crane and is at present engaged on repair work for the Italian State Railways and on the erection and assembly of railway cars from imported American parts. This work was under the supervision of an American N.C.O., and it was understood from him that the output had now reached 5 wagons per day. The plant was also producing a number of large welded gasoline tanks, and appeared reasonably well equipped to undertake sheet metal work of this type.

- 3 -

SHELL MACHINING PLANT:

Also within the works, There is a fairly large and well laid out shell machining plant for the production of 105 m/m shells. It was noticed that most of the machine tools were of "Breda" manufacture and except for corrosion, was undamaged and could easily be put to work, if it is so desired. The output was given to us as 600 shells per day.

Large quantities of shell forgings and some finished machined shells were stacked up in this shop. The plant was modern and up to date, This building had suffered damage by bombing but the plant was intact, it was, however, suffering damage by corrosion and exposure to the elements and if possible this equipment should be stored under cover to prevent further deterioration.

GENERAL INFORMATION:

(1) This is a self contained plant for the production and assembly of railway cars and trucks.

(2) It is at present doing useful work for the Allied Cause on wagon repair and erection.

(3) This work could be expanded if more labour could be obtained.

(4) It was noticed on the tour of the plant that there were 7 Completed "Threshing" Machines, and about 12 others in varying stages of completion. It was understood that work had been stopped on these machines and the labour diverted to the railway side. These machines will no doubt be of use to the Agriculture Sub-Commission and have been reported to them.

(5) This plant would be able to construct agricultural machinery in addition to their ordinary work.

RECOMMENDATIONS & CONCLUSIONS:

(1) It is considered that the useful work now being done by this plant could be expanded by the provision of more labour.

- 3 -

- 4 -

(2) This plant has experience in the construction of agricultural machinery and might with advantage, be encouraged to expand this part of their organization.

(3) Any shortages of plant or equipment could most probably be obtained from the firm's Vasto Plant which has now been requisitioned by the U.S.A.F. and used as a store. None of the plant at Vasto is being used.

(4) The Bufola Plant is recommended for:-

- a) Repair to railway rolling stock.
- b) Erection of railway wagons from imported parts.
- c) Production of agricultural machinery.
- d) Sheet Metal work, etc.

(5) It was understood from the American N.C.O. that the main difficulty in obtaining labour was the low rates of pay (max. 7½ lire per hour) and the small amount of food provided for the workers. Better pay and conditions could be obtained in work at the docks.

(6) This is a plant well able and in a good position to do work for Military and Civilian requirements. The plant is reasonably intact, the technical direction is available and it is strongly urged that all efforts are made to expand this firm's activities.

(7) The detailed condition of the Vasto Plant will form the subject of a separate report.

/s/ W. E. Mydans
W. E. MYDANS
Captain,
Industry & Commerce Sub-Commission

/s/ T. G. Elliott,
T. G. ELLIOTT
Captain,
Industry & Commerce Sub-Commission

22 April 1944.

TGE/edg.

- 3 -

C o p y

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY & COMMERCE SUB-COMMISSION
APO 394

143/34

WJM/ejc

Ref. ACC/5076/IC

24 April 1944

SUBJECT: M.T. Repair Facilities

TO : Economic Section ✓
(Attn.: Lt. Col. Carnes)

1. Attached for your information copy reports on the capacity for M.T. repairs of the following plants:

- a) Soc. Anon. Napolitana Industrie Belliche - Naples
- b) Silurificio Torpedo Plant - Baia

2. Further capacity for the manufacture of M.T. parts of various descriptions is available, and a discussion of the matter might prove useful. Please contact our Major Maskrey.

Incls. 2

- 1. Report on Soc. Anon. Napolitana Industrie Belliche-Naples (3 sheets)
- 2. Report on Silurificio Torpedo Plant - Baia & Fusaro (5 sheets)

John S. Evans
for W. P. EVANS Col
Colonel
Director, Industry & Commerce
Sub-Commission

*File
vcm*

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26 Apr
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REPORT ON SOCIETA' ANON. NAPOLITANA INDUSTRIE BELLICHE - NAPLES

GENERAL: This is a small plant situated in some old caves cut in the sandstone hillside at Posillipo. At present they have a number of machines running and installed in a small shop and working on contract for D.D.O.S. (LP & P) and for the Royal Navy. This work consists of repairs to automobile engines, gear boxes and transmissions. The firm's pre-armistice work had been mainly the production of 75 m/m and 105 shell cases. The works can be divided into two essential departments:

- (1) General Engineering Shop
- (2) Shell Manufacturing Plant

PLANT DETAILS:(1) GENERAL ENGINEERING SHOP:

Navalmeccanica
This shop was in production on contract work from D.D.O.S. (LP & P) and from the R.N. This work consisted of (a) re-boring of engine cylinders, (b) gear cutting, (c) manufacture of small replacement parts for automobiles and trucks. They were also able to re-grind crankshafts and produce a certain amount of precision work in the form of gears etc. A considerable number of the machines in this department were working, and it was considered that the standard of workmanship was reasonably high. Shapers, gear cutters, crank grinding machines, centre lathes were installed and appeared to be in reasonably good condition.

(2) SHELL MANUFACTURING PLANT:

This plant was housed in the caves and was laid out for the production of 75 m/m and 105 m/m H.E. Ammunition. Shell forgings in the rough state were delivered from Navalmeccanica and the sintered iron driving bands from Bombrini-Parodi works. This plant completed the machining of the projectiles. Most of the gear-boxes of the machines had been filled with cement, and it was understood from the owner, Sig. Ing. Francesco Cosenza, that the Germans had entrusted this work to them; they had therefore filled the gear boxes with rags and pured a thin coating of cement on top of the rags. By this simple trick they had saved 80% of their plant and had already cleaned out

1992

can easily be checked by inspection

the gear boxes of a considerable number of machines. Most of this equipment appeared to be special purpose for shell production and consists of rough and finish trimming machines, threadmillers, hand turning machines, etc. We were informed by the owner that these machines had been converted from ordinary plant for the production of automobile parts. It is our considered opinion, however, that the plant is special purpose and probably installed especially for shell production either just prior to or during the war.

Large stocks of finished shells, shell forgings and driving rings were noticed in the caves. If so desired the greater part of this equipment could be salvaged, but it is difficult to see what the plant could produce other than shells or other simple parts required on a mass production basis in large quantities.

Several other items of useful plant were noticed

- a) Tool and Cutter Grinder
- b) 2 Electrical machines for brazing tungsten carbide tips to steel shanks.

GENERAL INFORMATION:

- 1) Originally the plant employed about 400 work-people. The present figure is in the region of 100.
- 2) The consumption of electricity was in 1943:-61,120 KWH per month; - now 6400 KWH per month.
- 3) The plant is absolutely bomb proof, due to its situation in the caves.

CONCLUSIONS & RECOMMENDATIONS:

- 1) The general engineering plant is doing useful work for the Army and the Royal Navy and should be encouraged and helped in this respect.
- 2) Considerable efforts have been made by the management to salvage and get to work many items of plant and equipment.

- 3) It appeared to us that the shell plant had been installed as a speculative war measure, on the part of the management.
- 4) Should any consideration be given to the re-activation of this shell plant, it should be remembered that supplies of (a) rough shell forgings, (b) Driving rings, (c) Cutting tools and lubricants will have to be made available to them.
- 5) The plant manager complained of difficulties in financing rehabilitation. He desires more work for his shop. Where useful work for the shop can be found, it is to be encouraged, but it is submitted that an Ordnance Plant which mushroomed in five years from virtually nothing was a speculative war-time development and efforts to recover this investment for the owners should not be encouraged.

*Empire State
Agreed but funds
not needed for making
spare parts for Italian
vehicles*

REPORT ON SILURIFICIO TORPEDO PLANT - BAIA & FUSARO

GENERAL: This Plant was re-visited and more thoroughly investigated. It is a large works especially laid down for the production and assembly of torpedoes for the Royal Italian Navy and the Italian Air Force. The works are divided into two units, a) Baia and b) Fusaro. The original plant at Baia consists almost completely of special purpose torpedo machinery and has suffered extensive damage to buildings and machinery from both aerial bombing and intensive demolition mining. Due, however, to the fact that individual machines in a large number of cases were not separately destroyed, considerable salvage work is possible, but exposure to the weather is having a serious effect on valuable plant.

The works at Fusaro contain a large number of expensive and modern machine tools, a great part of which can be salvaged, as only the buildings at this place were wrecked. These buildings were of re-inforced concrete construction. These were mined and allowed to drop onto the machines, so that the damage to the machinery consists largely of wreckage caused by falling masonry and corrosion due to long exposure to the weather. The use of fire as a destructive agent was also employed.

PLANT DETAILS:

I) BAIA WORKS: These works handled the heavy machining of the torpedo chambers, the warheads and the general assembly and testing. Most of the plant in this works is especially designed and constructed for torpedo work and it is difficult to visualise what other work this plant could do. Efforts have been made by the management to salvage certain machinery and they have laid out a small machine shop and are now making 1" dia nuts and bolts on contract from the Royal Navy.

Further efforts to reclaim certain plant are in progress in this connection, although it was understood from the management that the firm are running towards the end of their financial resources. They also stated that after salvaging plant at their own expense, it was then requisitioned and they found this process rather disheartening.

In the North
Large numbers of torpedoes in various stages of manufacture were observed throughout the works. There were approx. 250 rough machined chamber forgings (it was understood these came from Sta' Cogne, Val d'Aosta, Piemonte). Numerous war-heads in various stages of manufacture, quantities of propellers, motors and other parts were observed.

There were also a considerable number of finished torpedoes, and a further quantity under repair for the Royal Italian Navy. The firm had also managed to salvage and put to work their valuable testing equipment. Considerable stocks of blooms, billets, bars and flats were also noticed.

2) FUSARO WORKS: These were a completely new works, finished just prior to the outbreak of war. Their main job was the production and assembly of the driving motor. They also had a brass and iron foundry, forge and smithy, and special purpose machinery for bending and fabricating the rear portion of the torpedoes.

Except for a large office block, one other building and also the works canteen, the buildings of this plant have been thoroughly wrecked.

The buildings were of re-inforced concrete construction and considerable expenditure in time, money, and labour will be involved in clearing this debris away from the machinery. The machinery buried, however, is of such value that it is urgently recommended that consideration to this proposal be given serious thought.

The firm themselves have also shown energy in endeavouring to salvage plant, and have rescued large numbers of general purpose centre lathes, slotting and shaping machines, horizontal borers, radial and pillar drills, vertical and horizontal milling machines.

In addition the plant installed in the heat-treatment shop in the form of nitriding and annealing furnaces are repairable. The following items of heavy plant are also of interest:

- a) 2 Hydraulic Presses approx. 400 tons
- b) 1 Hydraulic Press 150 tons
- c) Large Bending rolls about 10'-0" long
- d) 1 - 500 Kg. Power Hammer complete with furnace equipment in working order
- e) Complete Sand-blasting Unit
- f) Pickling Plant, and
- g) Low Pressure Acetylene Plant.

In addition the hydraulic pumping plant and accumulators are intact and undamaged.

Large quantities of valuable parts are being salvaged by the firm, e.g. engine cylinders, engine crankshafts, piston rings, light alloy castings, ball and roller bearings, etc.

GENERAL INFORMATION:

1) The firm's output was given to us as 120 Torpedoes per month, plans were in hand to step this up to a figure of 300 per month.

2) A very high degree of technical skill is evident in the work turned out by this plant, and they evidently possessed a large reservoir of highly skilled workmen and technicians.

3) The following representatives of the firm were met: -

Sig. Dr. Ing. Riva (Technical Manager)
Sig. Dr. Ing. Ricci
Sig. C. Stowasser (Commercial Manager)

They gave the impression of being men of energy and ability and eager to cooperate in any allied activity.

4) The work involved in the manufacture of torpedoes is engineering of the very highest degree, and the management have not been content to wait, but have made considerable efforts to help themselves and have shown commendable initiative.

RECOMMENDATIONS & CONCLUSIONS:

1) Repairs to torpedoes can be carried out at the BAIA Factory, for the Italian Navy.

2) The question of rehabilitation of this plant for the complete manufacture of torpedoes would be a long term policy calling for large reinvestment of capital and the use of much critical materials. It is also pointed out that the rough machined forgings would have to be imported from U.K. or U.S.A. as there are no plants in Southern Italy capable of doing this part of the process. It is therefore, not recommended that the manufacture of torpedoes be resumed.

3) It is strongly recommended that assistance be furnished the company to proceed rapidly with the salvage work necessary to recover the remainder of the plant particularly at the Fusaro Works and especially to interrupt the serious inroads of corrosion of much fine machinery lying exposed to the elements.

The company's funds for this work are nearing exhaustion and the managers are growing discouraged in the face of extensive requisitioning of machines after they have been recovered from the wreckage, repaired, cleared of corrosion and set in order, all at the expense of the company. It is submitted that some fair policy should be adopted such as the selection of machines for requisitioning before the company has expended its limited funds in recovering them; then making funds available for the specific recovery of the selected machines.

Some funds have been promised the company by the Italian Government on the account of the Royal Navy, but this appears to be contingent on their setting shops in order to undertake Italian Navy work. Requisitioning of machinery recovered for this purpose by Allied Services had made the setting up of such shops virtually impossible and no funds have been forthcoming on that score.

The machinery is of such a wide and diverse character that it would be possible to utilise all or part as a complete unit for the rebuilding of engines, transmission shafts, repairs to ordnance and tanks, etc.

4) One of the biggest assets of this plant is the large reservoir of highly skilled Italian mechanics. In order to employ these people usefully in the Allied effort and further to afford them some means of a livelihood, it is

recommended that the company be aided to set up some shops and to undertake large scale automobile, tank and ordnance repairs, the rebuilding of engines and the like, under contract with either U.S. or British Ordnance, or both. The plant managers expressed much interest and a willingness to do all in their power to further such a project.

The main difficulty would be the provision of the necessary buildings. At these works there are three shops in a reasonably undamaged condition. They are at present occupied by U.S. and British Troops as billets and it was gathered these troops changed monthly. There is sufficient space in these buildings to make excellent machine shops in which the company could undertake work for the Allied Services.

5) The plant is equipped with some special purpose profiling machines for the accurate machining of torpedo propellers. The possibility of using these machines for the manufacture of small propellers for the Navy or Army Amphibious Landing Craft should be explored.

143/33

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY & COMMERCE SUB-COMMISSION
APO 394

WJM/rj

Ref. ACC/5076/IC

20 April 1944

SUBJECT: Railway Waggon Building and Repair Plants.

TO : Economic Section
(Attn: Lt. Col. Carnes).

1. Attached for information a note on the Bufola and Vasto Plants of the Sta' Industrie Meccaniche Meridionali.

2. These plants will be surveyed shortly by officers of this Sub-Commission and if copies of these reports are desired, please advise.

John Stoda
W. P. EVANS
Colonel,
Director, Industry &
Commerce Sub-Commission

1 Incl.
Report on Bufola and Vasto
Plants dated 18 April 44.

*Contacted Col Todd, Apr 23, 1944.
Requested information if this firm could
repair vehicles & produce spare parts. Col Todd
says report will be rendered. J.P.C.*

✓ *Rule*
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HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY & COMMERCE SUB-COMMISSION
APO 394

WJM/al

18 April 1944.

The Sta' Industrie Meccaniche Meridionali belongs to the Breda Group (Milan) and has two factories in Naples.

- (1) Stabilimento del Vasto - Corso Malta 8.
- (2) " della Bufola - Via Galileo Ferraris 14.

The activities of these two plants have been diverted to the construction and repair of railway materials. Both plants have been seriously damaged by aerial bombardment in July 1943.

On the 8th September, the Vasto works were requisitioned by the American Air Corps and are used as a Store Depot.

The Bufola Plant has not been requisitioned and has been able to carry on with its normal activities.

- (a) Repair of railway goods wagons.
- (b) Turning over passenger coaches for military use.
- (c) Construction of electric-traction contact and transmission lines.
- (d) Manufacture of nails and bolts for railway use.
- (e) Sheet metal work.

The plant occupies an area of 38000 sq. metres of which 24,275 are covered. The machinery and plant are completely reinstated: 400 workpeople are employed present capacity could absorb 500.

The works could undertake repair of 200/300 wagons monthly. The plant layout is as under:

General Store
Steel Store
Galvanising Plant
Forge
Lathe Shop

Compressor Shop
 Carpenters' Shop
 Wood working Machine Shop
 Vehicle Mounting Shop
 Paintshop
 Electric Shop
 Turntable (12 metres)
 Sidings for 60 Wagons

For repair of buildings the following materials are needed:

200,000 Tiles
 1,000 Sq. Metres Glass

Raw materials for Bufala annually are as under:

(a)	Coke	120 tons
	Long Flame Coal	200 "
	Lubricants	20 "
	Tool Steel	5 "
	Electrodes	200,000
(b)	Steel & Iron Profiles, sheets, etc	1000 tons
	Timber	6000 c/metres
	Paint and Varnish	20 tons
	Oil	6 "

The Vasto Plant has a siding capacity for 200 wagons with 10 Kilometres of lines. The plant is laid out for repair and construction work on the most modern lines for sleeping and restaurant cars and generally for de luxe coach-work. It possess plant for metal working in steel, bronze and light alloys, for wood working in all branches, for leather and upholstery work, paintshops for spray and brush work in paint and varnish. There are annealing and tempering plant, galvanising and burnishing equipment, cadmium plating installation, etc., as well as ample workshop and store space, offices, material testing plant and photographic outfit. Normally 1800 workpeople were employed, together with an administrative staff of 200.

Annual production was:

100 passenger wagons with varied coachwork of all types.
1000 goods trucks, closed and open types.
Tramway materials and overhead equipment.
Repair capacity was 8000 passenger wagons and 1200 goods trucks per annum.

Capacity also for trimming and repair of coachwork, upholstery, etc.

The Sta' Industrie Meccaniche Meridionali was originally part of the Sta' Industrie Meccaniche e Aeronautiche Meridionale and was engaged both in aero and in mechanical engineering. In November 1942 the aero plant was transferred to the Sta' Breda of Milan, leaving only the mechanical engineering department in Naples.

HL-QUARTERS
21 APR 1944
A. C. C.

Transportation Sub-Commission, ACC.

c/o Mov. & Tn.

H.Q., A.A.I., (Adm. Echelon) (Rear),

C. M. F.

Our Reference : ACC Tn/151/4.

Date : 20 April 44.

TO : H.Q., A.C.C. (Economic Section).

SUBJECT : Workshop Capacity = Naples & Castellammare.

1. Reference Industry & Commerce Sub-Commission letter Ref. ACC/5076/1C of 31 March 1944, addressed to Local Resources Section, H.Q., A.A.I. (Adm. Echelon) with copy to this Sub-Commission.

2. Since potential railway equipment facilities were involved, conference was had with Director General, Military Railway Service, who has advised, under date of 14 April 1944 as follows :

"It is believed that Navalmeccanica-Naples and CMM Castellammare are not needed per se for railroad repair work. Under date of 2 March 1944, the Director General released the CMM Castellammare Shops for the accommodation of the 16th Base Workshop REME. It is very highly desired by the Director General, however, that ACC endeavour to establish all of these types of industry in order that we may secure many necessary manufactured parts for the repair of locomotives and cars, but both of these shops have definitely too large a capacity to utilize exclusively for railroad purposes, although if and when they are operated commercially, the Director General desires an opportunity to get some production out of those plants, particularly Navalmeccanica-Naples."

3. Wishes of Director General, M.R.S., as above expressed should form active part of any plan of rehabilitation of plants. Transportation Sub-Commission will gladly undertake any pertinent liaison service between other A.C.C. Sub-Commissions concerned and M.R.S. and will lend any desired technical assistance.

Director, Transportation Sub-Commission, ACC.

S.A. FITCH,
Colonel,

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HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY & COMMERCE SUB-COMMISSION
APO 394

WJM/edg

Ref. ACC/5076/IC

31 March 1944

SUBJECT: Workshop Capacity - Naples & Castellammare.

TO : Local Resources Section, HQ A.A.I. (Adm. Echelon)

1. Attached for your information copies of reports on the plants of Navalmeccanica Naples, and Cantieri Metallurgici Meridionali, Castellammare, made by officers of this Sub-Commission.

2. It will be noted that Locomotive repair facilities exist in Naples and Railway Wagon repair capacity at Castellammare.

3. It is recommended the reports be circulated to interested services.

For Lieutenant General MASON MACFARLANE:

Incls: (As per para. 1)

Copy to:

Internal Transportation S/C
Regional Commissioner, Region I
(Attn: E& S. Div)
Regional Commissioner, Region II
(Attn: E& S Div)
Regional Commissioner, Region III
(Attn: E& S Div)
Regional Commissioner, Region IV
(Attn: E& S Div)
Regional Commissioner, Region V
(Attn: E& S Div)
Lt.Col. S.A. Grump I & C S/C, Rear HQ A.C.C., Salerno.

W. P. EVANS
Colonel,
Director, Industry &
Commerce Sub-Commission

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C O P Y

C O P Y

143/31

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
TRANSPORTATION SECTION

3 April 44.

SUBJECT : Vehicle Maintenance
TO : Internal Transportation sub-Commission
REFERENCE : ACC 5/EX/54/8.

1. Attached find requisition for necessary tools and equipment to establish workshops for the 300 Allied trucks and motor vehicles operating under Regional administration.
2. Supervisory personnel as per appendix "A" are also required for the necessary maintenance and control during the initial stage; prior to being satisfied that the Italian civilians can stand alone.

H.H. HUTTENBACH
Lt. Colonel
Transportation Section.

MHT/ta

*Libe
Jew*

1979

C O P Y

Appendix A.

Personnel - Haulage

(A) 5 Officers

Duties

1. General Control & Liaison.
3. For Maintenance
1. For Supply

(B) 3 Foreman Mechanics
(General Auto)

(C) 12 Mechanics

(D) 3 Clerks

Supervision of Dispatch.
Work tickets and Stores
Issue & Receipts.

S-E-C-R-E-T

AMG FIFTH ARMY (C&S)
TRANSPORTATION

COMMUNICATIONS AND UTILITIES DIV.

15 March 1944

CIVILIAN MOTOR VEHICLE TRANSPORTATION ORGANIZATION AND OPERATION

1. GENERAL. In order to avoid confusion and to use civilian Motor Vehicle Transportation available in Rome City in the most efficient manner, it is necessary to concentrate the control and operation of all civilian vehicles under one military authority.

2. Since this is a civilian activity operated for the primary purpose of aiding military operations, it is an AMG function and will be operated by AMG officers attached to the TCU Division, Transportation Section, G-4, of the C&S. This staff will be in control of all transportation in this area and civilian transportation will operate, through channels, under this authority.

3. It is anticipated that conditions in Rome will be some combination of the following:

a. A city badly damaged with all bridges, public utilities, and public buildings destroyed and many streets blocked.

(1) FIRST PHASE: Under these conditions it is thought that there will not be any civilian vehicles available. There may be a few (20-30) trucks in operating condition after the first 36 hours; a few motor cars (75-150) and a few captured enemy vehicles. It is believed that there will be many damaged and partly destroyed vehicles in the streets. Food supplies will be non-existent and the people will be hungry and ready for rioting. The water supply system will be damaged and potable water will be required in quantity.

Under these conditions it is anticipated that the primary requirements will be:

- (a) Trucks for repair of water supply system.
- (b) Trucks for movement of required minimum food supplies.
- (c) Trucks for Public Utility functions.
- (d) Passenger cars for officers.

(2) SECOND PHASE: This stage will be when conditions have returned to a more normal basis, food supplies have been imported, the public utilities, including water, are partly functioning, streets have been cleaned, and the number of civilian vehicles increased to a point where the most important needs are met.

2. Since this is a civilian activity operated for the primary purpose of aiding military operations, it is an AMG function and will be operated by AMG officers attached to the TCU Division, Transportation Section, G-4, of the C.S. This staff will be in control of all transportation in this area and civilian transportation will operate, through channels, under this authority.

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- (3) THIRD PHASE: This stage will be when the transportation available is more than necessary for military and essential civilian needs, and vehicles can be returned to their owners for operation.

- b. A city only partially damaged but with inadequate transport.
- c. A city not damaged and with adequate transport.

1978

(Civilian Mtr Trans Organ
and Oper. Cont'd.)

REGISTRATION CENTERS. In Rome City there will be established one or more Vehicle Registration Centers. These centers will be supervised by AMG Officers and EM/OR and operated by Italians obtained locally. The number of Registration Centers established will be determined by conditions and phase of operation. One Registration Center will be established within the first 24 hours and others will be established later as conditions warrant and permit.

HOLDING YARD. A Holding Yard, or yards, will be established to impound and safeguard vehicles until they can be assigned or licensed. These will be operated under the supervision of the officer in charge of the Registration Centers.

CIVILIAN VEHICLES FOR MILITARY USE. All civilian vehicles taken for Army and AMG uses will be allotted by the Registration Center. G-4 of the CAS will determine priority of use of these vehicles or will delegate this authority, provided conditions justify such action.

SALVAGE YARD. Vehicles not in operating condition but having usable parts will be put in a Salvage Yard operated under the direction of the TCU Mechanical Section.

DRIVERS. Drivers for civilian vehicles taken for all uses will be secured from the drivers pool of the Transportation Section and assigned on either a temporary or a permanent basis. Drivers will be trained by the drivers pool, AMG Trans-

0344

LICENSING OFFICERS. This will be located an officer who will be responsible for the assignment of registration numbers and the making out of required records. This officer will also act as licensing officer for such vehicles as may be assigned for civilian use. This officer will issue oil and gasoline rationing coupons to civilian users who have been passed through the TCU Registration Centers and allotted for essential civilian use.

HOLDING YARD. A Holding Yard, or yards, will be established to impound and safeguard vehicles until they can be assigned or licensed. These will be operated under the supervision of the officer in charge of the Registration Centers.

REQUISITIONING OFFICER. There will be only one Requisitioning Officer for Rome City. All vehicles and equipment delivered to the Registration Center will be receipted for. Copies of all receipts with other data required by the Requisitioning Officer relating to this vehicles to be taken for Army and AMG uses will be forwarded to this officer for necessary action. Copies will be retained in the Registration Center.

CIVILIAN VEHICLES FOR MILITARY USE. All civilian vehicles taken for Army and AMG uses will be allotted by the Registration Center. G-4 of the CAS will determine priority of use of these vehicles or will delegate this authority, provided conditions justify such action.

MAINTENANCE AND REPAIR SHOPS. Shops for the maintenance and repair of vehicles obtained for Army and AMG will be established and operated by the Mechanical Section of TCU. These shops will see that all vehicles are kept in operating condition to the fullest extent possible with the parts and equipment available. Equipment for this shop will be requisitioned. Staffs for these shops will be Italian civilian personnel on AMG payrolls. Spare parts and equipment for vehicles will be obtained from stocks found and requisitioned and from cannibalizing other vehicles.

SALVAGE YARD. Vehicles not in operating condition but having usable parts will be put in a Salvage Yard operated under the direction of the TCU Mechanical Section.

DRIVERS. Drivers for civilian vehicles taken for all uses will be secured from the drivers pool of the Transportation Section and assigned on either a temporary or a permanent basis. Drivers will be examined, certified, and trained by the drivers pool, AMG Transportation Section and will be furnished proper credentials.

FUEL AND LUBRICANTS. Fuel and lubricants will be obtained from the following sources:

1. For all vehicles operated under the direction of AMG Transportation Section, fuel and lubricants will be obtained from filling stations operated in connection with maintenance and repair shops and Army gasoline points. This fuel will be obtained from Military supplies.
2. For all vehicles operated by civilian users, fuel and lubricants will be obtained from CIP petrol stations.

S-E-C-R-E-T

(Civilian Mtr Trans Organ
and Oper. (Cont'd))

OPERATION

1. Immediately upon arrival of AMG Headquarters in Rome, all motor vehicles are to be taken over and sent to Registration Centers to be established by the Transportation Section of AMG, Fifth Army, TCU Division. This will be done by AMG officials, Carabinieri, and City Administration Military personnel. These vehicles will include Public Utility vehicles (Gas, Water, Sewage, Street Dept., etc.). In the Registration Center the vehicles will be registered, marked, inspected and assigned.
2. When the MP, Army Officer or Carabinieri, cannot go with the vehicle to the Registration Center, he will record the license number and owner's name, and direct the owner or driver to take the vehicle to the Registration Center, and report the location where found, license number, owner, and time to the TCU Division.
3. All motor vehicles (trucks, cars, taxicabs, busses, and motor cycles) found within the Rome Area not bearing a TCU registration number painted in orange colors on the two sides of the engine hood will be made to report immediately, if able to move. If unable to move, they shall be reported to one of the TCU Transportation Section REGISTRATION CENTERS. This applies to vehicles whether operating on the highways and streets, in courtyards or garages, and wrecked vehicles.
4. a. In addition to the registration number, all vehicles operated by civilians will carry on the windshield a standard green paper sticker showing its license to operate. The vehicles approved for use by the Diplomatic Corps will have a large red C.D. printed on the green windshield sticker. Those for use by the Consular Representatives will show a CC.P. Civilian vehicles used by Army agencies will be marked on the front and rear with the Army unit or service using the vehicle and its W.D. number.
b. Vehicles marked with Vatican City license will not be sent to the Registration Center. (See paragraph 12)
c. During the first seven (7) days after the occupation, special green windshield stickers with overprinted "TM" may be given to a few vehicles for highly necessary uses. These special green stickers with the overprinted "TM" will be furnished the Public Safety Division by the TCU Division. The officer issuing the special "TM" windshield stickers will report the license number used and all the information shown thereon to the Transportation Section of TCU Division within 24 hours after issuing.
5. a. The REGISTRATION CENTER location will be fixed by TCU Division and a suitable HOLDING YARD established under Public Safety guards.
b. The registration numbers will be a 4 digit number with a star at each end painted in orange color, as 0034 - on each side of

the Registration Center the vehicles will be registered, marked, inspected and assigned.

2. When the LP, Army Officer or Carabinieri, cannot go with the vehicle to the Registration Center, he will record the license number and owner's name, and direct the owner or driver to take the vehicle to the Registration Center, and report the location where found, license number, owner, and time to the TCU Division.

3. All motor vehicles (trucks, cars, taxicabs, busses, and motor cycles) found within the Rome Area not bearing a TCU registration number painted in orange colors on the two sides of the engine hood will be made to report immediately, if able to move. If unable to move, they shall be reported to one of the TCU Transportation Section REGISTRATION CENTERS. This applies to vehicles whether operating on the highways and streets, in courtyards or garages, and wrecked vehicles.

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5. a. The REGISTRATION CENTER location will be fixed by TCU Division and a suitable HOLDING YARD established under Public Safety guards.

b. The registration numbers will be a 4 digit number with a star at each end painted in orange color, as 0034 - on each side of the engine hood.

c. A record card will be made out for each vehicle which will include the vehicle's condition, its use or possible use, and the place to which it is assigned for holding, licensing, or requisitioning for AMG, Fifth Army, and other uses.

6. Vehicles not immediately needed, or where investigation may show that they are necessary for civilian use, will be held under guard in the HOLDING YARD until requisitioned or licensed. A receipt will be given for all vehicles taken or held.

(Civilian Mtr Trans Organ
and Oper. Cont'd)

7. Owners having an apparently highly necessary use for their vehicles may be permitted to fill out an application for a license which will be sent by TCU to the Divisions concerned for a report upon the necessity and to Public Safety for a security report. When approved for use, the application will be sent to the Licensing Officer and the vehicle released from the HOLDING YARD.

8. Wrecked vehicles and incomplete vehicles will be placed in the SALVAGE YARD to be used in reconditioning other vehicles. These vehicles will be requisitioned through the Requisitioning Officer.

9. a. Civilian uses will include vehicles for a limited number of doctors, approved as to number and persons by Health Division; such church vehicles as may be determined by higher authority; the Diplomatic Corps and Consular Representatives as may be determined by higher authority; public utility officials; and others authorized essential civilian vehicles. All civilian vehicles must carry their Italian license number in addition to Transportation Section registration number. For Diplomatic Corp and Consular Representatives, it will be green, and plainly marked "CD" and "CC".

b. Gasoline may be secured from special CIP stations in exchange for cash and ration stamps or coupons.

c. A special station will be provided for vehicles of the Diplomatic Corps (C.D.).

10. Military Vehicle Markings. All vehicles assigned to the Corp of Engineers, Vehicle Area 59, other military services in Rome City Administration, Red Cross vehicles and other allied military vehicles, other than AMG, will be marked in a distinctive manner which will be determined at a later date.

11. AMG, Fifth Army Rome Hq. Vehicles will carry a front and bumper, or hood and back of body marking in addition to the starred registration number.
AMG 5th A----- R777 (or other number)

12. Vatican City Vehicles. Motor vehicles duly registered within Vatican City may operate within Rome Hq area. Fuel for use of such vehicles to be issued within Vatican City.

13. Outside of Rome Vehicles. Motor vehicles duly registered, licensed, and bearing the standard CIP green windshield sticker, will be permitted to operate within the Rome Hq area after a date to be fixed by the SCAO. Fuel for use of such vehicles may be secured from the special CIP stations used for local civilian vehicles.

14. Assignment of Vehicles by Registration Officer.

a. Passenger vehicles and trucks of any type, in running condition and not absolutely essential for one of the listed civilian

the SAVINGS AND REVENUE DEPARTMENT OF THE UNITED STATES OF AMERICA THE REQUISITIONING OFFICER.

9. a. Civilian uses will include vehicles for a limited number of doctors, approved as to number and persons by Health Division; such church vehicles as may be determined by higher authority; the Diplomatic Corps and Consular Representatives as may be determined by higher authority; public officials essential to the operation of the Government; public utility officials; and others authorized essential civilian vehicles. All civilian vehicles must carry their Italian license number in addition to Transportation Section registration number. For Diplomatic Corp and Consular Representatives, it will be green, and plainly marked "CD" and "CC".

b. Gasoline may be secured from special CIP stations in exchange for cash and ration stamps or coupons.

c. A special station will be provided for vehicles of the Diplomatic Corps (C.D.).

10. Military Vehicle Markings. All vehicles assigned to the Corp of Engineers, Vehicle Area 59, other military services in Rome City Administration, Red Cross vehicles and other Allied military vehicles, other than AMG, will be marked in a distinctive manner which will be determined at a later date.

11. AMG, Fifth Army Rome Hq. Vehicles will carry a front and bumper, or hood and back of body marking in addition to the starred registration number.
AMG 5th A----- R777 (or other number)

12. Vatican City Vehicles. Motor vehicles duly registered within in Vatican City may operate within Rome Hq area. Fuel for use of such vehicles to be issued within Vatican City.

13. Outside of Rome Vehicles. Motor vehicles duly registered, licensed, and bearing the standard LIP green windshield sticker, will be permitted to operate within the Rome Hq area after a date to be fixed by the SC40. Fuel for use of such vehicles may be secured from the special CIP stations used for local civilian vehicles.

14. Assignment of Vehicles by Registration Officer.

a. Passenger vehicles and trucks of any type, in running condition and not absolutely essential for one of the listed civilian services, will be assigned to one of the following services in accordance with the priority of use determined by G-4, City Administrative Section:

AMG, 5th Army Rome Hq Working Pool
Corps of Engineers
59th Area
Red Cross
Strategic Services

S-E-C-R-E-T

(Civilian Mtr Trans Organ
and Oper. Cont'd)

b. (1) Passenger vehicles and trucks of any type, in running condition, needed and highly necessary for a limited number of doctors, nurses, churches, Diplomatic Corps, Consular Representatives, certain public officials, certain utility company executives and other essential civilian vehicles will be placed in the HOLDING YARD until the license application has been approved by proper AMG officials.

(2) Officers assigned to Public Utility Organizations may be duly authorized to issue the temporary transportation licenses for truck vehicles operating under the direction of the public utility concerned as provided in paragraph 4. The Transportation License Blanks to be used will be secured from the Transportation Section, TCU. This work will be coordinated with the Registration Center and is authorized so as to speed up the licensing of vehicles during the first days and prevent stoppage of work. If the license application is not approved, the vehicle will be assigned as listed in paragraph 14a.

(3) Heads of AMG Division will recommend to the Transportation Section, TCU, what vehicles are most essential for civilian needs within the limit of the number of vehicles available. Gasoline and oil for these vehicles must be obtained from CIP Petrol Stations.

c. Passenger vehicles and trucks of any type not in running condition and not necessary for one of the listed civilian services will be either assigned to the Transportation Section Maintenance and Repair Shops or the Salvage Yard, depending upon the condition of the vehicle. After assignment the wrecked vehicle will be duly requisitioned by Fifth Army Requisitioning Officer.

d. All wrecked civilian motor vehicles will be assigned to the Salvage Yard to provide parts for repairing and rebuilding other vehicles. After assignment the wrecked vehicle will be duly requisitioned by Fifth Army Requisitioning Officer.

e. Civilian motor vehicles not needed by the Armed Forces (a later stage condition) may be licensed when such applications have been duly approved by proper officials.

15. Trucks, Passenger Cars, Motorcycles and Other Vehicles Assigned to AMG, Fifth Army Rome Hq. A working pool will be available for use by the HQ and Divisions upon a priority basis. Upon issue, the vehicle will be provided with a civilian driver from the TCU Division Transportation Section pool of registered drivers and a trip ticket for a designated period of time. These vehicles will only be

S-E-C-R-E-T

(Civilian Mtr Trans Organ
and Oper. Cont'd)

b. (1) Passenger vehicles and trucks of any type, in running condition, needed and highly necessary for a limited number of doctors, nurses, churches, Diplomatic Corps, Consular Representatives, certain public officials, certain utility company executives and other essential civilian vehicles will be placed in the HOLDING YARD until the license application has been approved by proper AMG officials.

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(3) Heads of AMG Division will recommend to the Transportation Section, TCU, what vehicles are most essential for civilian needs within the limit of the number of vehicles available. Gasoline and oil for these vehicles must be obtained from CIP Petrol Stations.

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e. Civilian motor vehicles not needed by the Armed Forces (a later stage condition) may be licensed when such applications have been duly approved by proper officials.

15. Trucks, Passenger Cars, Motorcycles and Other Vehicles assigned to AMG, Fifth Army Home Hq. A working pool will be available for use by the Hq and Divisions upon a priority basis. Upon issue, the vehicle will be provided with a civilian driver from the TCU Division Transportation Section pool of registered drivers and a trip ticket for a designated period of time. These vehicles will only be

has been approved by proper AMG officials.

- (2) Officers assigned to Public Utility Organizations may be duly authorized to issue the temporary transportation licenses for truck vehicles operating under the direction of the public utility concerned as provided in paragraph 4. The Transportation License Blanks to be used will be secured from the Transportation Section, TCU. This work will be coordinated with the Registration Center and is authorized so as to speed up the licensing of vehicles during the first days and prevent stoppage of work. If the license application is not approved, the vehicle will be assigned as listed in paragraph 14a.
- (3) Heads of AMG Division will recommend to the Transportation Section, TCU, what vehicles are most essential for civilian needs within the limit of the number of vehicles available. Gasoline and oil for these vehicles must be obtained from CIP Petrol Stations.
 - c. Passenger vehicles and trucks of any type not in running condition and not necessary for one of the listed civilian services will be either assigned to the Transportation Section Maintenance and Repair Shops or the Salvage Yard, depending upon the condition of the vehicle. After assignment the wrecked vehicle will be duly requisitioned by Fifth Army Requisitioning Officer.
 - d. All wrecked civilian motor vehicles will be assigned to the Salvage Yard to provide parts for repairing and rebuilding other vehicles. After assignment the wrecked vehicle will be duly requisitioned by Fifth Army Requisitioning Officer.
 - e. Civilian motor vehicles not needed by the Armed Forces (a later stage condition) may be licensed when such applications have been duly approved by proper officials.
15. Trucks, Passenger Cars, Motorcycles and Other Vehicles Assigned to AMG, Fifth Army Rome Hq. A working pool will be available for use by the Hq and Divisions upon a priority basis. Upon issue, the vehicle will be provided with a civilian driver from the TCU Division Transportation Section pool of registered drivers and a trip ticket for a designated period of time. These vehicles will only be issued upon order of the Transportation Section of TCU. Gasoline, oil and repairs for these vehicles will be provided through designated Army Depots.
16. Request for transport must be filed with Transportation Section, TCU Division. When requests are received, the priority of the request will be established and the most suitable available vehicle and driver assigned to the job. Request should show quantity distance or ten-miles amount of transport required or the time required. Each vehicle and driver will be given a trip ticket covering the period of time or number of trips included. The pay-roll time of the driver and the gasoline to be issued depends upon the proper filling out, signing, and returning of this trip ticket.

S-E-C-R-E-T

(Civilian Mtr Trans Organ
and Oper. Cont'd.)

17. Where guards are desired for safeguarding vehicles and loads in transit, or for storage yards, or shops, the Transportation Section TCU Division, will request the providing of such guards, completely maintained and provided for from the Public Safety Division.

18. Personnel.

a. Military personnel under the direction of Transportation Section TCU Division, will direct the operation of:

- (1) Registration Center and Civilian Licensing Office
- (2) Holding Yard.
- (3) Working Pool, AMG, 5th Army Rome Hq.
- (4) Maintenance and Repair Shops.
- (5) Salvage Yards.
- (6) Pool of Registered Drivers.
- (7) Gasoline and Oil Sub-Depots.

b. Military personnel under the direction of the Transportation Section will direct the operation of the Gasoline and Oil Rationing Office.

c. All vehicle requisitioning will be done by the Requisitions Officer, Fifth Army.

d. Civilian gasoline and oil points will be operated under the direction of CIP.

e. Drivers for all vehicles requisitioned and operated by AMG, Fifth Army Rome Hq, will be supplied from a drivers pool of civilian drivers, established by TCU Division, Transportation Section upon arrival in Rome. These drivers will be registered and will have registration cards.

f. Personnel for depots or garages operated by TCU Division, Transportation Section, will be obtained from civilian personnel available in Rome and found to be suitable for the required work. TM and/or CR will supervise these civilian labor pools.

Edgar Erskine Hume
EDGAR ERSKINE HUME,
Brigadier General, GSC,
S.C.A.O., 5th Army.

CITY ADM SEC, Fifth Army, APO #794, US Army

1st Ind.

EHJ/jc
7 April 1944

a. Military personnel under the direction of Transportation Section TCU Division, will direct the operation of:

- (1) Registration Center and Civilian Licensing Office
- (2) Holding Yard.
- (3) Working pool, AMG, 5th Army Rome Hq.
- (4) Maintenance and Repair Shops.
- (5) Salvage Yards.
- (6) Pool of Registered Drivers.
- (7) Gasoline and Oil Sub-Depots.

b. Military personnel under the direction of the Transportation Section will direct the operation of the Gasoline and Oil Rationing Office.

c. All vehicle requisitioning will be done by the Requisitions Officer, Fifth Army.

d. Civilian gasoline and oil points will be operated under the direction of CIP.

e. Drivers for all vehicles requisitioned and operated by AMG, Fifth Army Rome Hq, will be supplied from a drivers pool of civilian drivers, established by TCU Division, Transportation Section upon arrival in Rome. These drivers will be registered and will have registration cards.

f. Personnel for depots or garages operated by TCU Division, Transportation Section, will be obtained from civilian personnel available in Rome and found to be suitable for the required work. EM and/or OR will supervise these civilian labor pools.

Edgar Erskine Hue

EDGAR ERSKINE HUE,
Brigadier General, GSC,
S.C.A.O., 5th Army.

CITY ADM SEC, Fifth Army, APO #794, US Army

1st Ind.
HHJ/jc
7 April 1944

Approved.

Harry H. Johnson 1973

HARRY H. JOHNSON,
Major General, U.S.A.,
Commanding.

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HEADQUARTERS
PENINSULAR BASE SECTION

ORDNANCE SECTION

143/29
14 March, 1944.

S.C.F. FOR MAINTENANCE OF VEHICLES TURNED OVER TO ACC/AMC.

1. References:

a. Letter AFHQ Advance Administrative Echelon, CMF, 8 February 1944,
Subject: Transport for A.C.C.

b. FMIC Cable #19877, Cite FBHHS, 10 February 1944, (PES #13641).

c. Letter to PES, 15 February 1944, Subject: Weekly Vehicular Deadline
Reports, File AF 919.1, FBHHS.

d. Section II, PES Circular #12, 17 January 1944.

e. AR 850-15

f. STM 9-2801

g. TM 9-2810

2. Responsibilities

a. 1st and 2nd echelon maintenance will be the responsibility of ACC/AMC
and will be performed under their supervision by the Italian personnel under
their control.b. 3rd, 4th, and 5th echelon maintenance will be the responsibility of PES
Ordnance Officer.(1) The 2nd and 3rd Batteries of the 10th Italian Automotive Regiment
operating 80 vehicles are assigned to the 19th Ordnance Medium Maintenance
Company for 3rd echelon maintenance.(2) The 3rd echelon maintenance of the 220 vehicles being operated by
civilian transport firms will be provided by PES Ordnance Contact parties. When
the facilities of these transport firms are adequate, Ordnance contact parties
may authorize the performance by these civilian firms of such maintenance as they are
capable.

3. Reports

a. Weekly deadline reports will be made to the Internal Transportation
Sub-Commission, A.C.C. (Major Bordeaux) who will transmit same to Ordnance Officer,
PES.b. In the event that any vehicles are exchanged by PES Ordnance installations
prompt report of the Registration Numbers of the vehicles concerned will be made to the
the Internal Transportation Sub-Commission, A.C.C. and to the Ordnance Officer,
PES.

3. Vehicles damaged or unserviceable beyond economical repair will not be exchanged. Such vehicles will be salvaged in the usual manner and report of such action made to the Internal Transportation Sub-Commission, A.C.C. and to the Ordnance Officer, FBS.

4. Supply of Repair Parts

a. The supply of 2nd echelon parts to the units of the 10th Italian Automotive Regiment will be by the 19th Ordnance Medium Maintenance Company.

b. The required 2nd echelon parts for the 220 vehicles operated by the civilian firms will be requisitioned by A.C.C. Regional Transportation Officers who will consolidate the requirements of all the operating firms in their Regions. The consolidated requisitions will be screened and approved by the Internal Transportation Sub-Commission, A.C.C. prior to submission to the Ordnance Officer, FBS for supply.

5. Inspections

a. ADG/AMG will make their vehicles available for inspection by F.B.S. Ordnance Inspection Teams.

b. Evidence of vehicle abuse and failure to perform preventative maintenance will be reported to the Internal Transportation Sub-Commission, A.C.C. for appropriate action.

c. The 2nd echelon maintenance will be the responsibility of the 19th Ordnance Medium Maintenance Company and will be performed under their supervision by the Italian personnel under their control.

d. The 2nd echelon maintenance will be the responsibility of the 19th Ordnance Medium Maintenance Company and will be performed under their supervision by the Italian personnel under their control.

L.M. GARNER
L.M. GARNER
Colonel, Ord Dept.,
Ordnance Officer

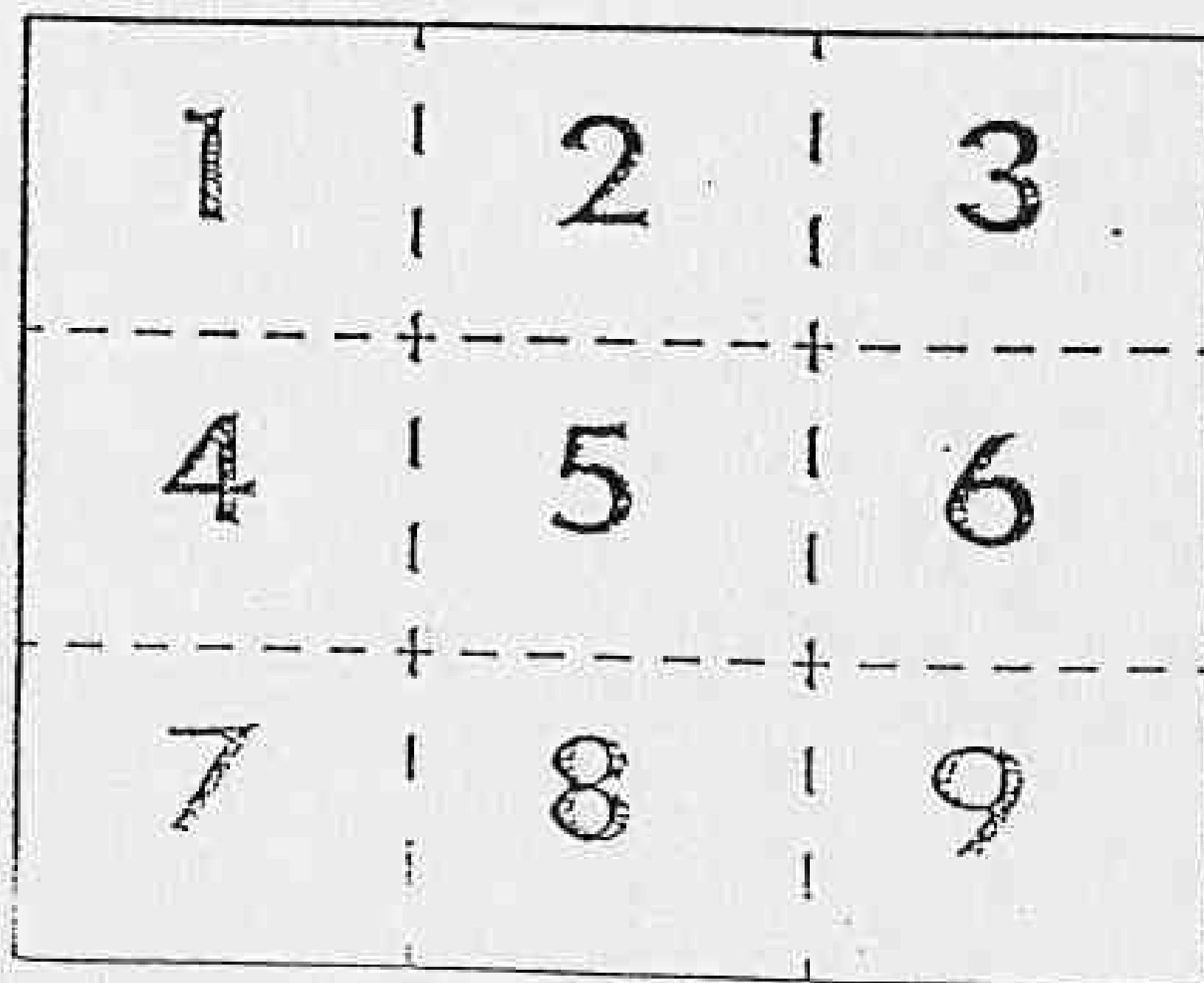
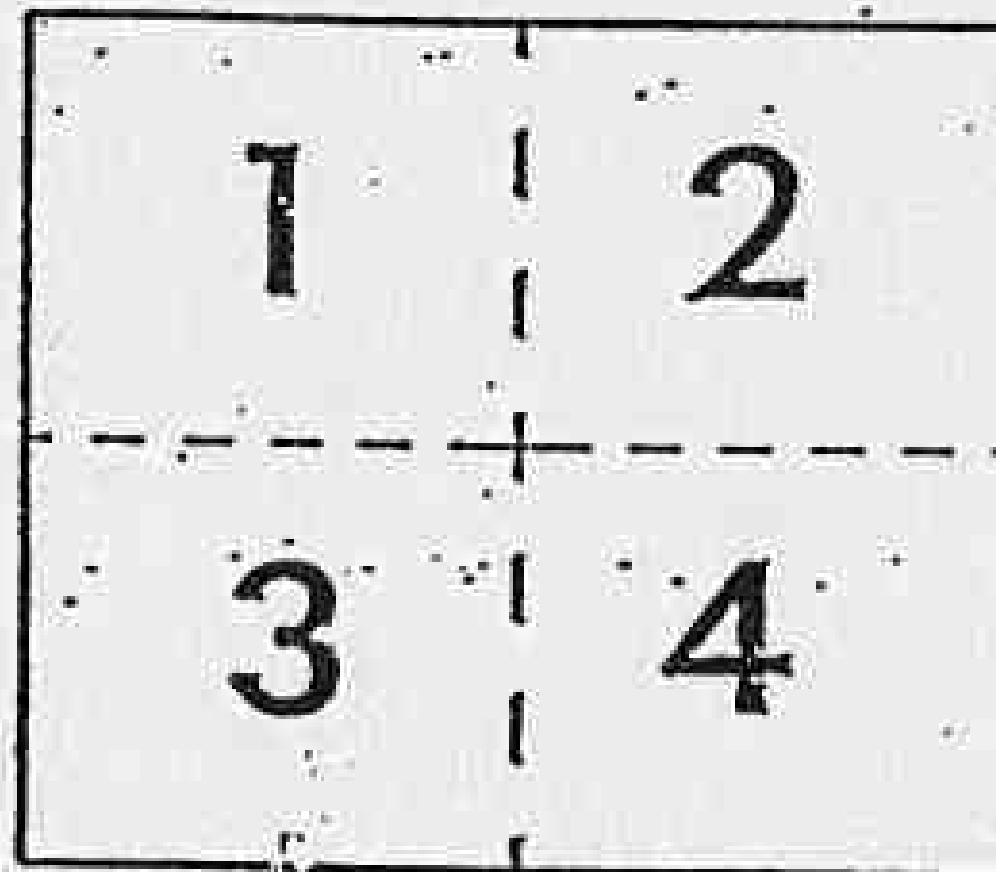
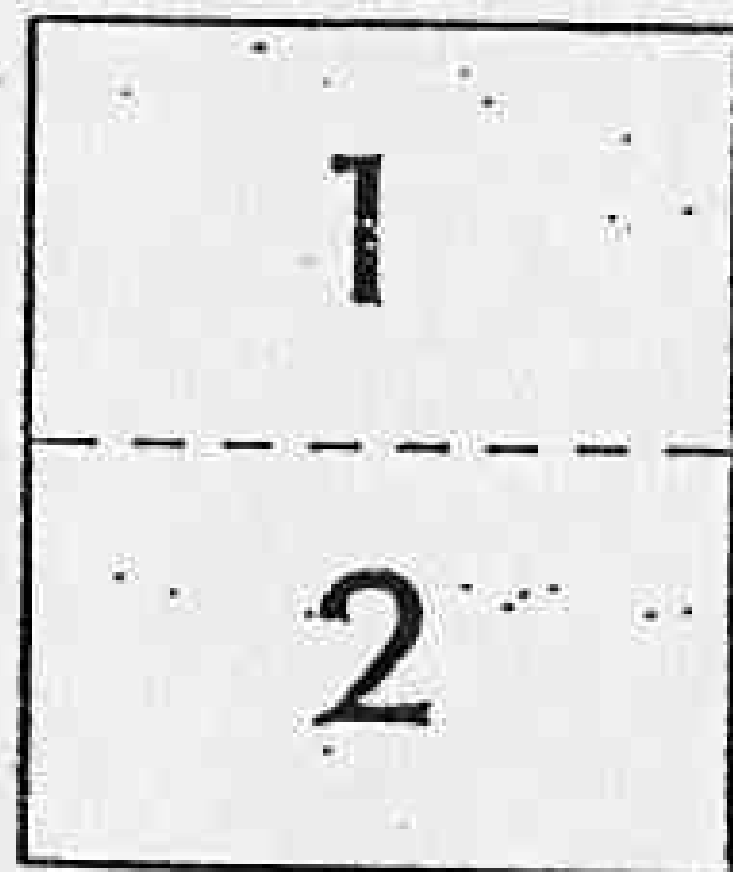
(3) The 2nd echelon maintenance of the 220 vehicles being operated by civilian transport firms will be provided by the 19th Ordnance Medium Maintenance Company and will be performed under their supervision by the Italian personnel under their control.

Weekly vehicle reports will be made to the Internal Transportation Sub-Commission, A.C.C. (for FBS) who will forward same to the Ordnance Officer, FBS.

b. In the event that any vehicles are exchanged by the 19th Ordnance Medium Maintenance Company, the registration numbers of the vehicles concerned will be reported to the Internal Transportation Sub-Commission, A.C.C. and to the Ordnance Officer, FBS.

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



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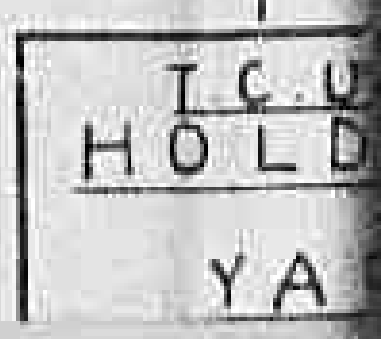
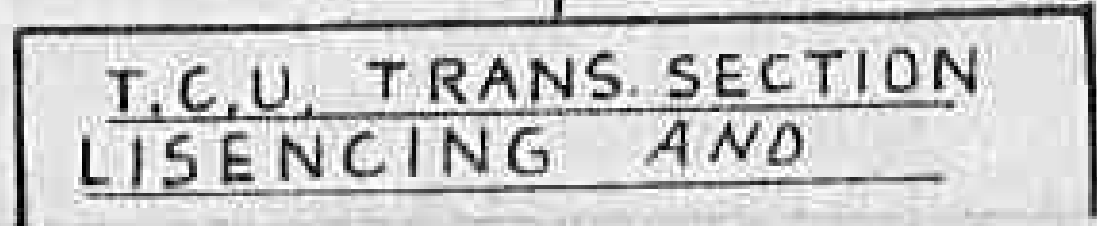
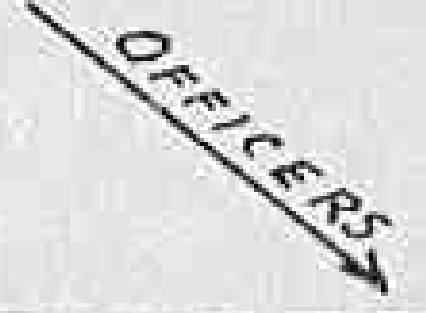
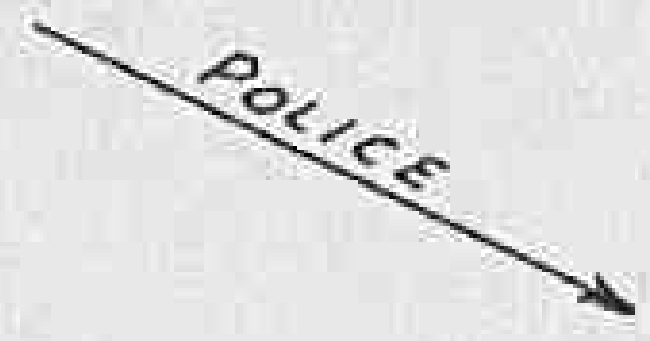
A.M.G. FIFTH A

T.C.U. DIVISION - TRANSP FLOW SHEET FOR CIV

OTHER THAN THOSE REGISTERED IN VATICAN CITY
CORPS OF

NO VEHICLES ALLOWED TO PASS BEYOND ROAD

ALL MOTOR VEHICLES - TRUCKS, CAR
WITHIN ROME HQ AREA AND NOT B
CITY LISENCE SHALL BE MADE TO REPORT



1971

FTH ARMY CAS H.Q.

ION - TRANSPORTATION SECTION
EET FOR CIVILIAN VEHICLESRED IN VATICAN CITY AND THOSE OF ACCREDITED DIPLOMATIC
CORPS OFFICIALSPASS BEYOND ROAD BLOCKS EXCEPT WITH ARMY PASS
BLOCKSCLES - TRUCKS, CARS, TAXICABS, BUSES, MOTORCYCLES - FOUND
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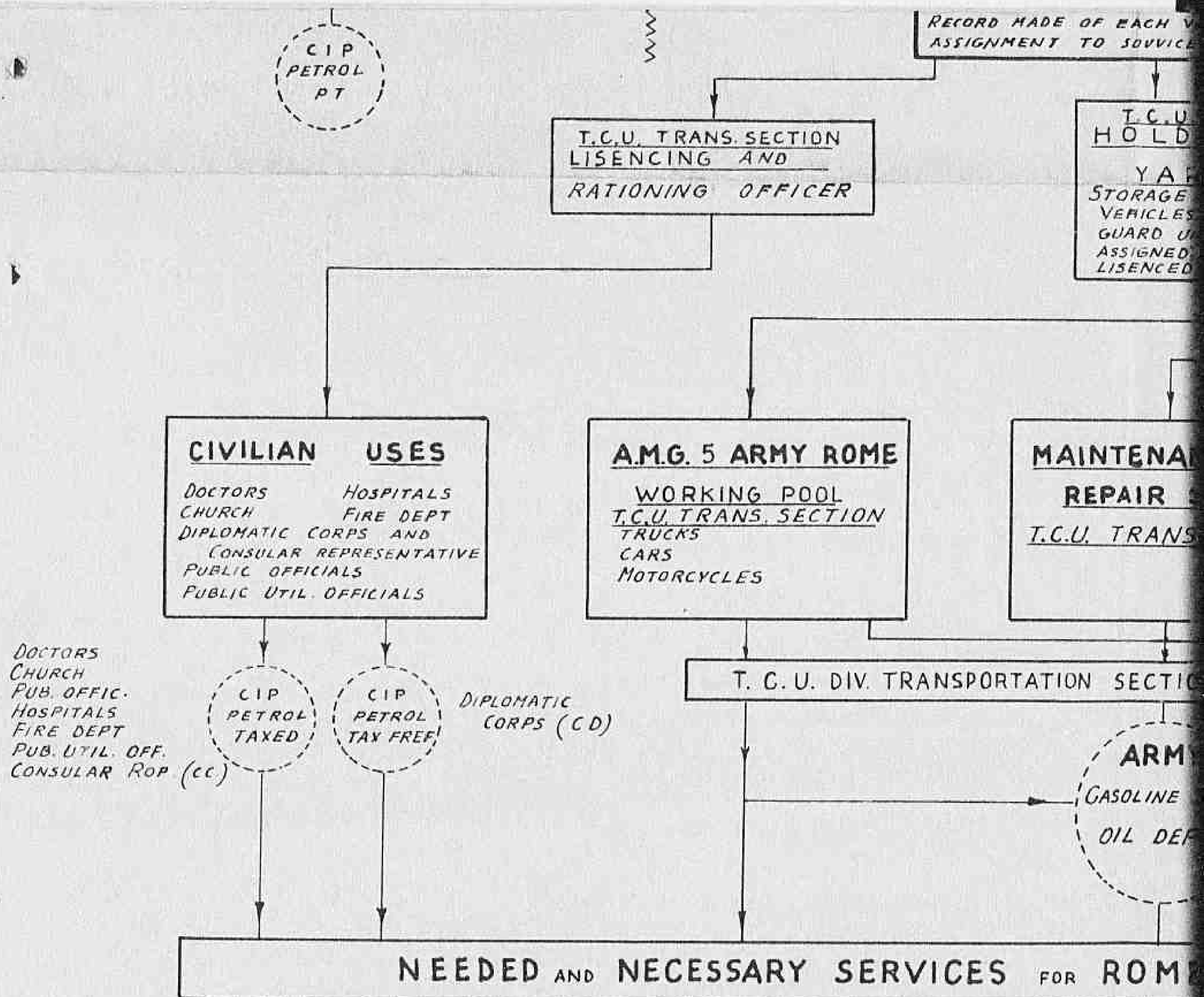
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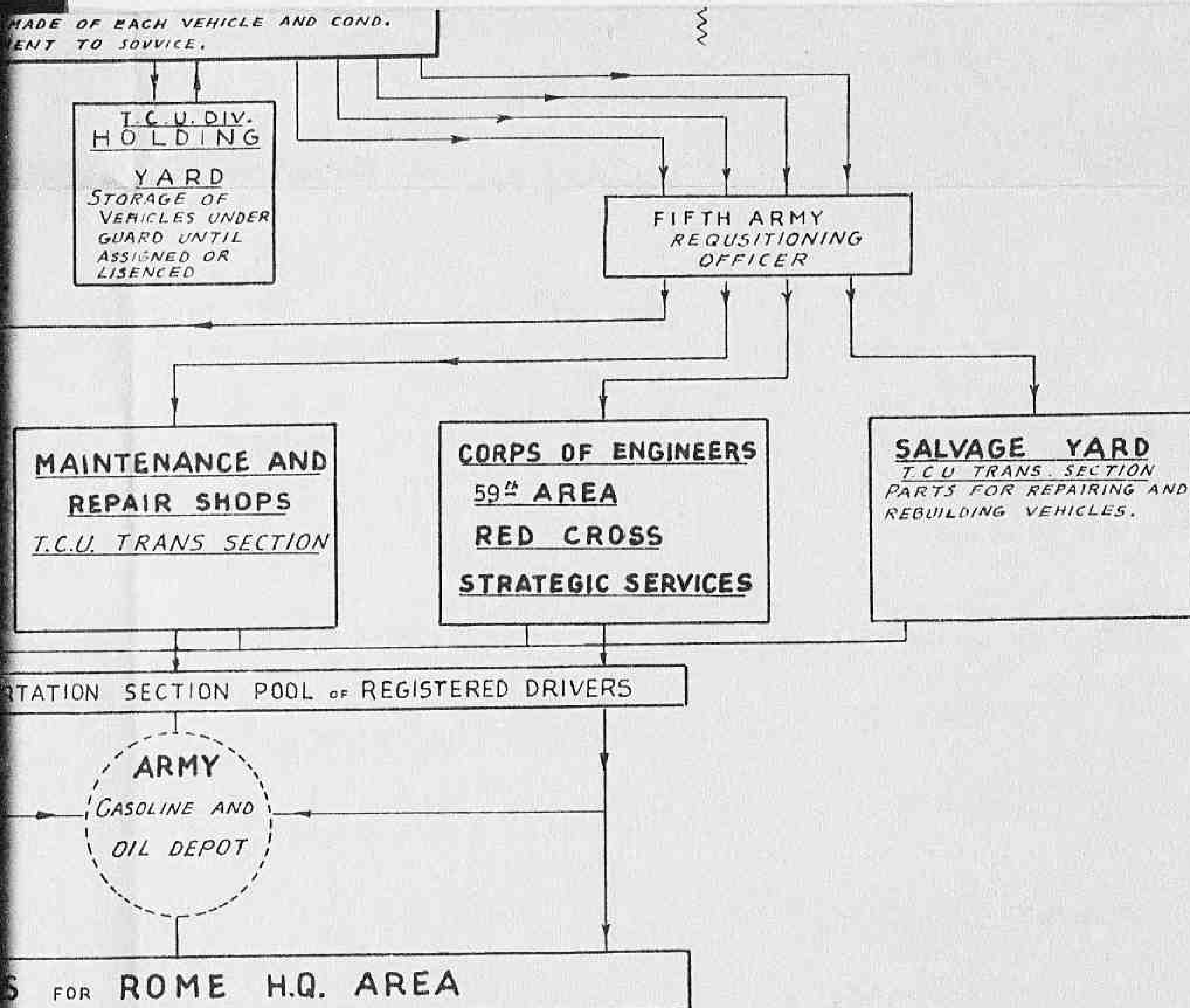
OFFICERS

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CARABINIERE

T.C.U. - TRANS. SECTION
REGISTRATION CENTERCH VEHICLE ASSIGNED A REGISTRATION
NUMBER TO BE PAINTED ON HOOD.
RECORD MADE OF EACH VEHICLE AND COND.
ASSIGNMENT TO SERVICE.T.C.U. DIV.
HOLDING
YARDGREEN LISENCE
VEHICLES
OUTSIDE
CAS H.Q.
AREA





APRIL - 1944

No. M/16

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission(Roads)
APO 394

JHB/re

143/27

13 June 1944.

SUBJECT: A.F.H.Q. Plan for Maintenance of A.C.C. Vehicles.

1. The plan prepared by A.F.H.Q. for the maintenance of A.C.C. vehicles is in principle adaptable to the organization that have already been established for this purpose by A.C.C.

2. The actual detailed outline and proposed chain of command of the A.F.H.Q. plan cannot be adapted in view of the inherent additional requirements of personnel and the fact that the proposed organization would not make proper use of Italian facilities, nor allow for commercial practices, which A.C.C. has determined to be essential in rehabilitating Italian transport and bring into maximum use civilian vehicles.

3. A separate section is being formed to deal with

- (a) Centralized requisitioning for spare parts, tools and equipment for both TO/WE, A.C.C. W. D civilian supply vehicles and W.D vehicles used for maintaining essential services e.g. Telephones, Roads, etc.,
- (b) Centralized census for both TO/WE and A.C.C. W D vehicles.
- (c) Control of all Requisitioned vehicles, tires, etc.)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission(Roads)
APO 394

file
JHB/re
143/27

13 June 1944.

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2. The actual detailed outline and proposed chain of command of the A.F.H.Q. plan cannot be adapted in view of the inherent additional requirements of personnel and the fact that the proposed organization would not make proper use of Italian facilities, nor allow for commercial practices, which A.C.C. has determined to be essential in rehabilitating Italian transport and bring into maximum use civilian vehicles.

3. A separate section is being formed to deal with

- (a) Centralized requisitioning for spare parts, tools and equipment for both TO/WE, A.C.C. W. D civilian supply vehicles and W. D vehicles used for maintaining essential services e.g. Telephones, Roads, etc.,
- (b) Centralized census for both TO/WE and all A.C.C. W D vehicles.
- (c) Control of all Requisitioned vehicles. (Spare, tires, etc.)

4. Combined maintenance shops for both TO/WE vehicles and tools allocated to A.C.C. for civilian supply purpose etc. are being formed. In some cases these have already been formed in Regions and in the very near future one will be formed for A.C.C. HQ.

5. The A.C.C. plan of operation is as follows: -

- (a) Regional Commissioners will be responsible for all WE/TO vehicles and W D vehicles allocated to or on loan to the Region.
- (b) Region HQS will have two Motor Transportation Officers (one American, one British), the senior Officer being the Regional Motor Transportation Officer.
- (c) In every province in the Region, there will be a motor transportation Officer, who should have a Sergeant (A or B) and two mechanics (A or B).
- (d) For each province in the Region the combined maintenance shops referred to in para (4) will be put into use.

6. Requisitions for spare parts, tools etc. and census returns will be forwarded by the Regional Transportation Officer through the Regional Commissioner to the Section referred to in para (3).

7. It must be noted that it is not practicable to divide the vehicles into group of 100, or any other set figure, because

the transport needs of the Regions vary as very much, but A.C.C. can make excellent use of the tools of a L A D unit in the central garage of each Region.

8. The suggested system of maintenance recommended by A.F.H.Q. (copy attached) has already been forwarded to Regions and is in effect.

Note: Vehicles are issued to Regional Commands by A.C. R.C. is responsible for operation and maintenance of all TO/WE vehicles. RTO is a staff officer on R.C. staff and has no authority over spares, tools, and stock of spares ~~except that authorized by R.C.~~

1. It is understood that AFHQ will in due course authorize the issue of sets of spares and tools (1 set per 100 vehicles taken from AFHQ 1098 scale of "A" type Light Aid detachment) plus a scale of stock items of spares.

The Scheme as set out below will only operate completely if the issue of the above is authorized.

2. PLAN for obtaining correct channel for indent, returns etc

- (a) ~~the~~ Regional Transport Officer should organize from the existing personnel a small workshop staff capable of handling all vehicle documents, MT accounting, indenting for spares, and all returns relating to vehicles on charge to the Region.

- (b) These indents, returns etc will be sent to officers at ACC HQ responsible for the coordinating & forwarding as necessary indents etc to higher authority. No indents will be submitted to anyone ~~except ACC HQ~~

- (c) The W.E. Transport will use the same workshop facilities, indents for spares as Road haulage vehicles, but the control of their movements will still rest with G.H.

// 3. Responsibilities of RTO

as set out in AFHQ draft. I do not 1967 RTO

is responsible to R.C.

H.A. Conference might be necessary to start this plan working.

Reports & Returns needed from R.T.O's to ACC HQ for B.I.A. Vhs.

1. Reports of all vehicles drawn from British or American sources stating W.D number, chassis number, engine number, type, make and contract number.
2. Vehicles made B.L.R. (beyond local repair) by REME, certificates to be forwarded.
3. Monthly census return showing W.D numbers, etc - & Vhs B.L.R.
4. All incidents for spares, replacement of stock spares, to be submitted monthly, or individually if the demand is urgent.
(W.E Vhs incidents to be kept separate from R.I. transport Vhs)
5. Returns from provinces will be sent to RTO who will consolidate so that returns to ACC HQ are on a Regional basis.
6. Incidents, requests etc for tyres for civilian Vhs requisitioned, and for those essential Vhs (Doctors, ambulances) now in use will come to the HQ for further detailed instructions to /Alms.
7. Vehicle availability reports.

Army Forms, Proprietary & MT accounting documents

1. The following Army forms will be necessary for the RTO to submit correct incidents, returns to the HQ

(a) INDENT FORM for British Spares AFG 994 (in triplicate, ~~two~~ two copies ACC HQ, one copy Repair HQ)

(b) Vehicle Inspection Book. AFB 406. Each vehicle must have AFB 406, and is used to record monthly vehicle inspections, and spares required to repair vehicle

(c) Stores Ledger AFB — A ledger used by W/shops to record issues and receipts of ~~sp~~ spares, and how spares have been used.

(d) Vehicle Record Book AFB 412. To be kept on vehicle and records list of tools, particulars of vehicle, etc.

(e) Vehicle census. Proprietary. Record of vehicles by WD no etc.

Movement and uses of Road Haulage Vehicles

R/L is responsible - RTO is staff officer of R.C.

1. RTO is responsible for all movement of vehs on charge to Region. ~~RC~~
2. ACC HQ can at any time order vehicles from a Region to undertake an urgent requirement.
3. All demands for transport by Sub Commissioners will be made to Sub Commissioner (Roads), and if these demands found necessary will order ~~RTO~~ to supply vehs to complete the detail necessary.
4. No Sub Commissioner will be permitted to have on charge vehs from military sources. All vehs used for road haulage will be on charge to the Region & demands will be made as set in para 3 above.

MINUTES OF A MEETING HELD IN Q(A) CONFERENCE ROOM

RESTRICTED

on 18 May 44, on the Maintenance, Inspection and
1st Line Repair of A.C.C. vehicles.

APRIL/SO70/Q(AE).

Present : Brigadier, COWLEY, Chairman
Lt. Col. LORD DE CLIFFORD,
Major M. NIKLIN,
Major LITTLE,

G(AM),
U.S.I.
G-5.
G(AM),

ACTION

1. (a) H. ACC are responsible directly to AM, through MS which is
now a Staff Branch and redesignated G-5.

(b) It has been proposed that G(AM) be the coordinating Branch for
the supply of vels for ACC.

(c) U.I. is at present responsible for inspection of AD vels held
by A.C.C. only

2. ACC transport is divided into two types :-

(a) TO/WE Transport. This is held against a TO/WE and consists of
WD transport plus requisitioned transport to make up deficiencies
in WE.

(b) All other transport, whether WD or requisitioned vels, including
Economic Group Transport under Transport Sub Commission (Roads).

3. Economic Group Transport. This is a Pool of Army vels at present
numbering approx 600 (300 ex US and 300 ex British Army stocks) to be
built up to 1200 vels eventually. This Pool is augmented by req-
uisitioned vels.

4. Requisitioned Transport. G-5 are obtaining particulars of the total
number of requisitioned vels held by ACC against TO/WE or generally. G-5
G(AM) to be kept informed.

5. ACC WE. It is understood that ACC consider that the initial WE for WD
vels is not sufficient, unless materially increased by requisitioned
vels. G-5 to consider submitting proposals for increased WE. G-5.

6. ACC organisation for control of WE.

(a) All transport not included in Economic Group Transport. G-5 and
UAI stated that in all cases there was an officer and, or NOO in charge
of vels, somewhat akin to a Unit .T officer.

(b) Economic Group Transport. There is an American officer at the
head of an organisation controlling this transport.

(c) Staff Officer. G-5 to consider the establishment of a Staff Branch
at H. ACC and Regional Hs to deal with AT questions of every kind.
This will mean that as far as AM is concerned, all Branches of this
H. will refer to one section of ACC for orders, information, census
returns, etc., concerned with vels. G-5.

7. Maintenance and Inspection.

(a) All Transport, excl. Economic Gr. Tpt and requisitioned vels. The British vels
are being maintained under the task system. American vels are being
maintained under the American system. This is working satisfactorily.

0569

143/26

2. ACC transport is divided into two types :-

- (a) TO/WE Transport. This is held against a TO/WE and consists of WD transport plus requisitioned transport to make up deficiencies in WE.
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3. Economic Group Transport. This is a Pool of Army vehs at present numbering approx 600 (300 ex US and 300 ex British Army stocks) to be built up to 1200 vehs eventually. This Pool is augmented by requisitioned vehs.

4. Requisitioned Transport. G-5 are obtaining particulars of the total number of requisitioned vehs held by ACC against TO/WE or generally. G-5. Q(AE) to be kept informed.

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6. ACC organisation for control of WE.

- (a) All transport not included in Economic Group Transport. G-5 and UMI stated that in all cases there was an officer and/or ACC in charge of vehs, somewhat akin to a Unit T officer.
- (b) Economic Group Transport. There is an American officer at the head of an organisation controlling this transport.
- (c) Staff Officers. G-5 to consider the establishment of a staff branch at Hq ACC and Regional Hqs to deal with AT questions of every kind. This will mean that as far as WE is concerned, all branches of this will refer to one section of ACC for orders, information, census returns, etc., concerned with vehs.

G-5.

7. Maintenance and Inspection.

- (a) All Transport, excl Economic Grt and requisitioned vehs. The British vehs are being maintained under the task system. American vehs are being maintained under the American system. This is working satisfactorily.
- (b) Economic Group Transport. A scheme for unit maintenance for WD vehs has been prepared by UMI and is acceptable to ACC. This is now being put into effect.
- (c) Requisitioned Vehicles. Recommended that requisitioned vehs should be maintained in conformity with either (a) or (b) above, whichever is applicable, and that UMI have power to inspect all requisitioned vehs operated by ACC.

Q(AE).

The officers referred to in para 6 (a) and (b) are responsible for the efficient maintenance of these vehicles including requisitioned vehicles.

|| Send to Wright Major Miller
REC
will be planning this

8 First Line Repair

(a) All transport, including TO/46 Transport, not included in economic group transport, apart from transport held by HQ ACC (for which there are workshop facilities for First Line Repair) it is recommended that transport should be affiliated to British Army units for maintenance, inspection and first line repair.

Q(AE)

(b) Economic Group Transport. UMI proposed that sufficient eqpt for one servicing station per 100 vehs be supplied to OC economic Grp. Tpt. At present strength of vehs, this means six servicing stations. This would enable the economic group Tpt to function in the nature of a self-contained L of C Transport Column. In exchange for this eqpt, OC is prepared to return to Ord stock 75% of all veh tool kits which he now has and to retain only 25% of tool kits of further vehicles drawn by him. If this proposal is put into effect, it brings the maintenance and first line facilities for British AD vehs within the group, into line with the arrangements made by Americans. This proposal was agreed in principle, subject to the availability of eqpt. Q(AE) to take up. Details of eqpt required are with Lt. Col. de Clifford, who will discuss with and on return to Italy.

Q(AE)
U.M.I.

[Signature]
J. H. LITTLE, Major,
for Brigadier, Q(AE).

3 I/466

Copy to:- C-5.
Q(AE) States.
HQ U.M.I.

present strength of vets; this means six servicing stations. This would enable the Maintenance Group to function in the nature of a self-contained L of C Transport Column. In exchange for this eqpt, OC is prepared to return to Ord stock 75% of all veh tool kits which he now has and to retain only 25% of tool kits of further vehicles drawn by him. If this proposal is put into effect, it brings the maintenance and first line facilities for British M VEHs within the group, into line with the arrangements made by Americans. This proposal was agreed in principle, subject to the availability of eqpt. Q(AS) to take up. Details of eqpt required are with Lt. Col. de Clifford, who will discuss with and on return to Italy.

Q(AS)
U.K.I.

Miller
J. H. LITTLE, Major,
for Brigadier, Q(AS).

J. I. M.

Copy to:- C-5.
Q(AS) Stats.
HQ U.K.I.

1902

COPY

HEADQUARTERS A.A.I.
ORDNANCE

Subject: Vehicles for A.C.C. - Expendable
Stores

Ref: ORD3/1813
Tel: Filpot 327
Date: 25th Apr. 44

Transportation Sub-Commission, A.C.C.,
c/o M. Tn. H.Q., A.A.I. (Rear Admin Ech).

Copy to: G.O.O., 500 A.O.D.
557 A.O.D.
D.D.O.S., No. 2 District
D.D.O.S., No. 3 District

Reference your A.C.C. Tn/39/139 of 21 April, stores for maintenance of W.D. vehicles will be issued from 1 Sub-Depot, 500 A.O.D. Bari, to organisations located in No. 2 District and from 1 Sub-Depot, 557 A.O.D., Pontecagnano (near Salerno) to units in No. 3 District and in Italian Administered Areas. Issue will be made on production of indent approved by A.D.O.S. of the Area or D.A.D.O.S. of the Sub-Area in which the organisation is located. Authority to demand spares is contained in A.F.H.Q. Adv Adm Ech ltr 36/21/Q3 of 8 Feb. '44, copy of which was sent to Deputy-President A.C.C.

F.A. BENEDICTUS, Major,
D.A.D.O.S. 'B' Vehs;
for Brigadier,
D.D.O.S.

In the field,
FAB/JK

1961

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

143/24
23

Rf : Tptz/43/107 28 May 44
Subject : Road Haulage - Vehicle Maintenance
To : Director. Transportation Sub - Commission.

Confirming telephone conversation Lt. Col. Carnes -
Capt. Halstead of 28 May 44.

In order that spare parts may be invoiced
to S.I.T.A., and Ferrovie Sud-Est at the correct prices
may the priced list of parts mentioned by Lt. Col., Carnes,
please be forwarded as soon as possible.

In addition, may the charges for 3 Ton tyres
and tubes also be provided.

Lt. Clark (Motor Officer, Bari and Brindisi)
informs me that when he was at Naples, he arranged with
the department concerned at P.B.S., for several copies of
lubrication charts for 3 Ton "Ford" and "Dodge" printed
in English and Italian, to be run off.

It would be a great help if four copies for
Dodge and six copies for Ford vehicles could be supplied.

May a further supply of Road Haulage Work
Tickets be issued to this Region as our stocks are being
used up now that vehicles are operating in four Provinces.

JFDH/WEC.

J.F.D. Halstead Capt.
J.F.D. HALSTEAD.
Captain, R.A.S.C.,
Regional Transportation Officer.
for Regional Commissioner.

1930

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

PS/59

5 May 1944.

SUBJECT : Maintenance of Government Vehicles Issued to A.C.C.

TO : HQ. Allied Armies in Italy
(Attention: General Hamblen, D/CAO)

1. The policy for maintenance of War Department vehicles turned over to ACC/AMG in connection with the Civil Road Haulage Plan is prescribed by P.B.S. for U.S. vehicles in their "S.O.P. for maintenance of turned over to ACC/AMG" dated 14 March 1944 and by AFHQ Adv. Adm. Ech. C.M.F. in their letter Subject "Policy for Maintenance of British Vehicles handed over to A.C.C." Ref. 36/21/43 dated 24 Feb '44 (copies attached incl. 1 and 2).

2. To insure that maintenance is being properly performed, both P.B.S. and British inspection teams are inspecting these vehicles and reporting to the Transportation Sub-Commission (Roads) on these inspections. A detailed plan of maintenance has been worked out by the Transportation Sub-Commission, for U.S. vehicles and a similar plan is being worked out by the Transportation Sub-Commission assisted by Lt. Col. de Clifford, REME officer who is in charge of British inspection teams. In view of the fact that Italian civilian drivers can not be relied upon to perform daily tasks on their vehicles, each vehicle is required to go through a shop once a week where it is tightened, greased and adjusted by trained Italian mechanics under British or American supervision.

3. Each group of trucks are affiliated with Ordnance or REME units. For example, the 21 and 22 (Italian) Truck Companies are supported by the 19th Ord. Co., the trucks at Avellino are supported by the 3408 Ord. Co., the trucks in Naples (American) are supported by the 36th Ord. Co. and (British) by 6 Port work shop REME for load carrying vehicles below 15 cwt. and 645 1 of 0 workshop REME, San Anastasio for all vehicles over 15 cwt. In Region V, REME 86 Area supports vehicles in Chieti and Campobasso Provinces and 2 District REME are supporting the vehicles in Foggia Province.

4. The 1001 G.T.C. Company had some trouble at first in that a large percentage of the vehicles turned over by the British would not run and no British cadre was authorized for this unit. However, this trouble has been eliminated entirely in that a suitable cadre has been furnished and new vehicles were issued this unit. At the present time the company is attached to AMJ 8th Army. This unit is maintained in the same manner as other military units.

For Lieut. Gen. MASON MACFARLANE.

1944

TO : HQ. Allied Armies in Italy
(Attention: General Hamblen, D/CAO)

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For Lieut. Gen. MASON MACFARLANE:

1949

D. S. ADAMS
Colonel, C.E.
Executive Officer
Economic Section

2 Incls.

- 1- Letter ref No. 36/21/43 dated 24 Feb.
- 1- Letter dated 14 March from HQ, PDS - Ord Sec.

Copy to:

Transportation Sub-Commission

P.B.S.

Lt. Col. De Clifford, REME

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission (Roads)
APO 394

File

JJC/re

Tn/143/21

3 June 1944

SUBJECT: Vehicle repairs.

TO : O.C. 645 L of C Workshops R.E.M.B. C M F

1. Herewith please find APO 1045 relating to 5 x 3 ton Bedford's together with Vehicle Inspection Reports.

2. These vehicles are on charge to HQ. Region V AMG, but are now at this HQ.

3. It will be appreciated if notification can be given to this HQ. when you are ready to undertake repairs, and the vehicles will be delivered to you.

4. It is finally stressed that this HQ. will appreciate if you can do your utmost to call these forward as quickly as possible.

5. Vehicle numbers are as follows: - 4878735, 4883976, 216581, 1919904, 14883972.

C.E. Heath Capt

for L.E. VINING
Lieut. Colonel.
Director,

Transportation Sub-Commission.

Incl: 5

Copy to: - HQ. Region V, (Attn: Regional Transportation Officer).
/ refers to 5 x 3 ton vehicles sent to this HQ.

Copy to: - ACC HQ. HQ. Commandant

1958

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission(Roads)
APO 394

JJC/re

Tn/143/20

SUBJECT: Road Haulage - Vehicle Maintenance.

TO : HQ. Region II, (Attn: RIG - Capt. J.F. Halstead).

Ref. your Tptn/43/107 dated 28 May 1944.

1. Every effort will be used to obtain price lists required, but to meet the present situation will you inform this HQ. the items of spare parts that you have now obtained for SITA and FERROVIE SUD-EST. On receipt of this list further channels will be investigated so that these items can be priced, and invoiced by you to the above named firms.

2. Reference the lubrication charts these have arrived, but only printed in English, and consequently small insets are now being prepared and on completion will be sent to you.

3. Road Haulage work ticket works herewith enclosed.

L.E. Vining
L.E. VINING
Lieut. Colonel,
Director,
Transportation Sub-Commission.

1937

143/19
Tn/143/19 1st Ind. JJC/re
Transportation Sub-Commission (Roads), HQ: ACC., APO 394, USA
/ 31 May 1944
To: Commanding General, Peninsular Base Section, APO 782 U.S.
Army.

1. Re: your AG451 BPORD of 19 May 1944, Subject: 'Spot Check
Inspection of Vehicles.

2. The reported deficiencies have been duly noted on vehicle
WD N° 4276823 and corrective measures have been taken to pre-
vent their recurrence.

For Lieut. General MASON MACFARLANE:

C.E.S.
C.E.S. MORETTI, Capt. RASC
Transportation Sub-Commission(Roads)

3 Incl.: (1) T.33-50 dtd 28 May '44
(2) AG 451 BPORD dtd 19 May '44
(3) W.D.O.O. Form N° 7353.

1956

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission(Roads)
APO 194

CEM/re

Tn/143/18

30 May 1944

SUBJECT: M.T. Maintenance.

TO : Displaced Persons Sub-Commission.

Reference your 1DE/743/28-1 dated 12 May.

1. The position regarding maintenance of vehicles in Bari is as follows:

(a) The Ferrovie Sud-Est are operating vehicles on behalf of A.C.C. and have a well-equipped workshops at their HQ. in Bari. Any maintenance, however undertaken by them will have to be paid for.

(b) 607 L g C workshops R.E.M.E., Bari will carry and repairs to A.C.C. vehicles in Bari.

2. If you consider making use of Sud-Est as in para 11 (a), contact should be made with LT. Clark (A) the motor officer supervising the maintenance and who has his office at the HQ. Depot Sud-Est Bari.

L.E. VINING
Lieut. Colonel,
Director,
Transportation Sub-Commission, ACC.

1955

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

HGRC/nhj.

GL/101.

27 May 1944.

SUBJECT : M.T. Maintenance.

TO : Economic Section.

Tn

143/17

The attached copy of a letter received from Director, Internees and Displaced Persons Sub-Commission, is forwarded, with the request that you will please communicate direct with the above Sub-Commission regarding para 5 thereof.

S. W. Miller

S. W. Miller,
Major, R.A.
G-4.

28 May
26

C O P Y

INTERNEES AND DISPLACED PERSONS SUB COMMISSION,
ALLIED CONTROL COMMISSION.

KCB/drc.

Office of the Director.

IDP/743/28-1.

12 May 1944.

SUBJECT:- M.T. Maintenance.

TO :- H.Q. A.C.C.

1. An M.T. workshop has been established at Lecce for the maintenance of vehicles on charge to this Sub Commission, and has been in operation since 27 Apr.
2. Sufficient tools have been acquired to perform all normal repair and maintenance work on vehicles, but spare parts present a problem. Attached is a list of spares which are urgently required - may these be supplied?
3. The personnel operating the Lecce workshops consists of one British Sgt-Sgt Wakefield and four Italian machanics - who are doing excellent work.
4. Three vehicles can be handled at one time in the workshops and since the opening on 27 April six major repair jobs have been performed in addition to routine maintenance.
5. With reference to Economic Sec HQ letter ES/49 of 8 April may this HQ please be informed as to when the BARI ACC workshops will be set up in order that we may make use of the facility for the maintenance of vehicles held by this HQ and our No.1 Transit Camp.
6. Should ACC units in the Lecce area require maintenance of ACC vehicles may these units please be instructed to make the necessary arrangements with Capt. C.H. Phelps, HQ, No.1 Sub Section, I.& D.P.S.C., LECCE.

For the Director.

(Sgd) XXXXXXXXXXXXXXXX

C.F. FOTHERGILL.
Lt. Colonel.
Deputy Director.

1954

AG 451 BPCRD

HEADQUARTERS
PENINSULAR BASE SECTION
APO 782

Reg 3
Transp Road
May 16 1944

Subject: Spot Check Inspection of Vehicles

To: Commanding Officer, Allied Control Commission, APO 392, (Thru Channels)

1. Reference: Section III, PBS Circular #15, 11 November 1943.
2. Inspection of vehicles of your command conducted by Ordnance "Spot Check Teams" discloses the deficiencies, as noted on attached W.D. O.O. Form #7353.
3. Remedial action to correct all noted defects will be taken at once, and upon completion the certificate below will be executed by you and immediately returned to this Headquarters.

By command of Major General WILSON:

1 Incl:
W.D. O.O. Form #7353.

L. F. Fickel
L. F. FICKEL,
Lt. Col., A.G.D.,
Adjutant General.

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

Beorn Seal

8500

T 33-49

22 May 44

143/14

SUBJECT: P.B.S. Inspection Reports

TO : Internal Transportation Sub-Commission (Roads),
H.Q. Allied Control Commission.

1. The mechanical deficiencies as noted on the attached sheets have been corrected.
2. Spare parts such as rear view mirror, fire extinguisher etc, are at the present time hard to get.

R.W. Saunders
R.W. SAUNDERS,
Capt. Inf.

for Regional Tptn. Officer

RS/td.

Copy to: Adjutant's File.

HEADQUARTERS
23 MAY 1944
A. C. C.

File clear

1953

23 May 65

Dr. F. C. C. 247

14 May 14

143/12

To	Provincial Commissioner,				
Unters	11	11	11	11	11
Potenza	11	11	11	11	11
Bard	11	11	11	11	11
Brindisi	11	11	11	11	11
Locor	11	11	11	11	11
Tranto	11	11	11	11	11

1. Enclosed herewith are detailed operational and maintenance instructions regarding above.
2. W.D. vehicles issued under this scheme will be located at central garages and civilian vehicles will be used where it is necessary to distribute trucks in the Province.
3. A copy of haulage rates and the temporary agreement under which these vehicles are to be operated by S.I.T.A., in Potenza and Matera, and by Ferrovie Sud-Est in Bari, Brindisi, Lecce and Taranto is attached, reference 25/49.
4. It is the responsibility of the Provincial Commissioners to see that his Transport Officer checks the civilian contractors (S.I.T.A. or Ferrovie Sud-Est) books at the month end when vehicle depreciation and S.I.T. squares charges are paid into the bank.
5. The Road Haulage Monthly Return will be supported by the second copy (pink) of all work tickets issued for that month.
6. List of any spare parts issued by a local S.I.T.A. and invoiced over to the contractor by the Provincial Officer will reach this Headquarters by the 2nd, of the following month in order that the contractor may be invoiced from this H.Q. for parts issued, when he will bank the cash by the 3th, of the following month.

J. H. G. Halstead Esq.,
J.P.O. Holstead,
Captain, R.A.F.C.,
Regional Transportation Officer (Roads).

CHINA/SHANGHAI

Gov to 1- Col. D.S. Mann, Executive Officer, Economic Section,

1. Enclosed herewith are detailed operational and maintenance instructions regarding above.

2. W.D. vehicles issued under this scheme will be located at central garages and civilian vehicles will be used where it is necessary to distribute trucks in the Province.

3. A copy of haulage rates and the temporary agreement under which these vehicles are to be operated by S.I.L., in Potenza and Matera, and by Ferrovie Sud-Est in Bari, Brindisi, Lecce and Taranto is attached, reference 35/42.

4. It is the responsibility of the Provincial Commissioner to see that his Transport Officer checks the civilian contractors (S.I.L. or Ferrovie Sud-Est) books at the month end when vehicle depreciation and M.I. spares charges are paid into the bank.

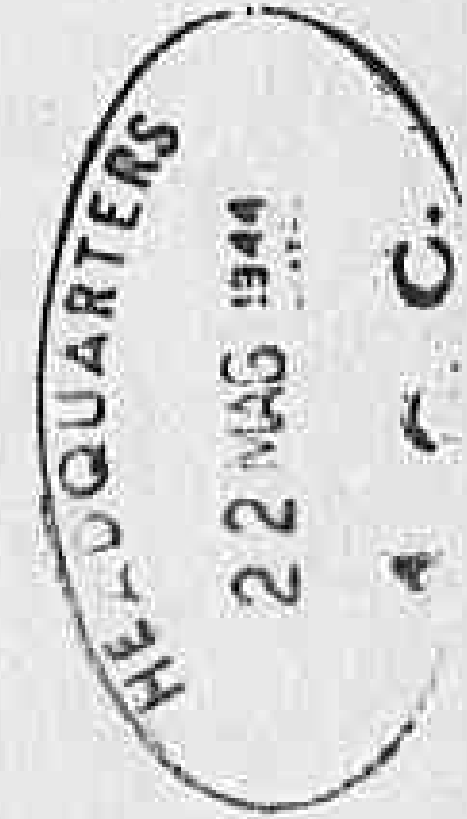
5. The Road Haulage Monthly Return will be supported by the second copy (pink) of all work tickets issued for that month.

6. List of any spare parts issued by a local S.I.L. and invoiced over to the contractor by the Provincial Officer will reach this Headquarters by the 2nd. of the following month in order that the contractor may be invoiced from this H.Q. for parts issued, when he will bank the cash by the 3rd. of the following month.

J. A. H. Halden Capt.
J. A. H. Halden,
Captain, R.A.S.C.,
Regional Transportation Officer (Roads).

JWH/mc

Copy to :- Col. D.S. Adams, Executive Officer, Economic Section,
Regional Supply Office, Region II.
Motor Officer - Potenza - Matera
" " Bari - Brindisi
" " Lecce - Taranto.



1972

8 copy

VALORE DELLA SPESA QUOTALE - CILINDRINO
(carico completo - percorso minimo 100 Km)

Numero	VOCI	Spesa unitaria	Spesa carico completo	Spesa per 0.100 Km. lit/9,10.
<u>Spese di esercizio:</u>				
1.	Carburanti	0,230 x 16	4,490	
2.	Lubrificanti	0,075 x 45	0,337	
3.	Gomme	$\frac{6300 \times 6}{12000}$	3,150	
4.	Manutenzione		2,560	
5.	Personale		1,900	
TOTALE SPESE DI ESERCIZIO			12,407	
<u>Spese generali:</u>				
1.	Direzione, amministrazione, affitto e manutenzione locali, illuminazione, tasse: 33% dalle spese di esercizio	4,095		
2.	Assicurazioni	0,350		
3.	Ammortamento al 5% in 5 anni	1,010		
4.	Interesse: 5% sul capitale circolante 0,05 x (12,407 + 4,095 + 0,35)	0,843		
5.	Interessi 5% sul valore del materiale rotabile	0,277		
TOTALE SPESE GENERALI			6,575	
TOTALE SPESE DI ESERCIZIO E SPESE GENERALI			18,982	
Rimborso materiale rotabile			1,01	
TOTALE SPESE ESERCIZIO, SPESE GENERALI E QUOTA RIMBORSO			19,992	0,6667

Spese di esercizio:

1.	Carburanti	0,230 x 16	4,190
2.	Lubrificanti	0,075 x 45	0,307
3.	Gomme	$\frac{6300 \times 6}{12000}$	3,150
4.	Mantenimento		2,560
5.	Personale		1,900

TOTALE SPESE DI ESERCIZIO

42,497

Spese generali:

1.	Direzione, amministrazione, affitto e manutenzione locali, illuminazione, tasse: 33% delle spese di esercizio	4,995
2.	Assicurazioni	0,350
3.	Ammortamento al 5% in 5 anni	1,010
4.	Interesse: 5% sul capitale circolante $0,05 \times (12,407 + 4,995 + 0,35)$	0,843
5.	Interessi 5% sul valore del materiale rotabile	<u>0,277</u>

TOTALE SPESE GENERALI

6,575

TOTALE SPESE DI ESERCIZIO E SPESE GENERALI

48,982

Rinnovo materiale rotabile

1,01

TOTALE SPESE ESERCIZIO, SPESE GENERALI E QUOTA RINNOVO

0,6667

19,992

1951

Tariffa per trasporti aerei a carico completo con mezzi per merce posta sul ciglio piano dell'autoneo (una sola presa, una sola rosa)
Tariffa per quintale indivisibile
(al netto della cassa trasporti e dell'imposta sull'entrata)

T A B E L L A

Porcozzione in chilometri	AUTOTRINI		AUTOCARRI				TOTALE	
	Pesanti	Medi	Pesanti	Medi	Leggeri	Carr		
Da 1 a 5	8.70	9.05	11.00	12.15	15.95	15.05	23.75	Km. L. 3,835 per 1'inte-
Da 6 a 10	9.25	10.45	12.15	13.60	23.20	21.45	42.10	
Da 11 a 15	10.15	11.60	13.35	15.05	30.45	27.80	60.25	
Da 16 a 20	12.15	14.80	15.95	19.10	37.65	34.20	78.55	
Da 21 a 30	15.05	17.95	20.00	24.35	52.15	46.95	115.05	
Da 31 a 40	18.55	21.75	24.90	29.85	66.65	59.70	-	
Da 41 a 50	22.30	26.65	32.15	36.50	81.15	72.45	-	
Da 51 a 60	24.55	32.45	34.80	44.65	-	-	-	
Da 61 a 70	26.35	36.30	37.40	50.15	-	-	-	
Da 71 a 80	28.40	40.55	40.00	55.65	-	-	-	
Da 81 a 90	30.45	44.65	42.60	61.15	-	-	-	
Da 91 a 100	32.45	48.70	45.20	66.65	-	-	-	
Da 101 a 110	34.50	-	47.30	-	-	-	-	
Da 111 a 120	36.50	-	50.40	-	-	-	-	
Da 121 a 130	38.55	-	53.00	-	-	-	-	
Da 131 a 140	40.60	-	55.65	-	-	-	-	
Da 141 a 150	42.50	-	58.25	-	-	-	-	

chilometri	Pesanti	Medi	Pesanti	Medi	Leggeri	Carri	Pesanti
Da 1 a 5	8.70	9.65	11.00	12.15	15.95	15.05	23.75
Da 6 a 10	9.25	10.45	12.15	13.60	23.20	21.45	42.10
Da 11 a 15	10.15	11.60	13.35	15.05	30.45	27.80	60.25
Da 16 a 20	12.15	14.80	15.95	19.10	37.65	34.20	78.55
Da 21 a 30	15.05	17.95	20.00	24.35	52.15	46.95	115.05
Da 31 a 40	18.55	21.75	24.90	29.85	66.65	59.70	-
Da 41 a 50	22.30	26.65	32.15	36.50	81.15	72.45	-
Da 51 a 60	24.35	32.45	34.80	44.65	-	-	-
Da 61 a 70	26.35	36.30	37.40	50.15	-	-	-
Da 71 a 80	28.40	40.55	40.00	55.65	-	-	-
Da 81 a 90	30.45	44.65	42.60	61.15	-	-	-
Da 91 a 100	32.45	48.70	45.20	66.65	-	-	-
Da 101 a 110	34.50	-	47.80	-	-	-	-
Da 111 a 120	36.50	-	50.40	-	-	-	-
Da 121 a 130	38.55	-	53.00	-	-	-	-
Da 131 a 140	40.60	-	55.65	-	-	-	-
Da 141 a 150	42.50	-	58.25	-	-	-	-
	Oltre 150 Km. L.0,2833 per 0.1e-Km. per 1'inte-ro percorso	Oltre 100 Km. L.0,4870 per 0.1e-Km. per 1'inte-ro percorso	Oltre 150 Km. L.0,3884 per 0.1e-Km. per 1'inte-ro percorso	Oltre 100 Km. L.0,6665 per 0.1e-Km. per 1'inte-ro percorso	Oltre 150 Km. L.1,623 per 0.1e-Km. per 1'inte-ro percorso	Oltre 150 Km. L.1,449 per 0.1e-Km. per 1'inte-ro percorso	Oltre 130 Km. L. 3,835 per 0.1e-Km. per 1'inte-ro percorso

Il pagamento del ritorno a vuoto potrà essere fatto se il ritorno a vuoto medesimo sarà debitamente autorizzato dalla Competente Autorità e comprovato mediante esibizione del foglio di viaggio. Solo in tali condizioni per il viaggio di ritorno verrà corrisposta la tariffa di cui sopra ridotta del 40%

1950

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

11 May 44

Ref : Tptn/43/90

Subject : Maintenance and Operation of
Road Haulage Vehicles

To	:	Provincial Commissioner,	Matera
"	:	"	Potenza
"	:	"	Bari
"	:	"	Brindisi
"	:	"	Lecce
"	:	"	Taranto

1. Maintenance of Vehicles.

(a) The attached maintenance and cost accounting procedures (Appendixes "A" & "B") will be followed on all vehicles received by Region II from the British Army and turned over to civilian organisations to be operated. These procedures supersede any directives previously issued on this subject.

(b) Vehicles received from British Army sources will be brought into central garages at the intervals (indicated in Appendix "A" hereto) and the actual central garages will be established in each Provincial capital. One motor officer for this inspection will be assigned to the Provinces of Matera and Potenza, one to Bari and Brindisi, and one to Lecce and Taranto. These assignments will only be temporary to aid in starting the maintenance programme, and Provincial Commissioners should plan on shifting the duties to members of the permanent staff as soon as possible. Each of these officers will arrange the time schedules for maintenance so that he can do his work in both of the Provinces to which he is assigned.

(c) British oils and greases only will be used on vehicles originally received from British Army sources. Any stocks of Italian lubricants should be reserved for use on civilian cars and trucks. These lubricants will be obtained by the Provincial officers from the nearest Petrol Point (one in each Provincial capital except Matera. The Petrol Point at Altamura will supply Matera) and sold through C.I.P. to the operators. The lubricant specifications for trucks of 3 tons capacity or less are :- Engine oil - SAE 30, detergent type only; Chassis - No. 1, Grease; All gear cases including transmission and differentials - Hypoid oil No. 90.

(d) Replacement parts for vehicles will be obtained from R.E.M.E. by the most expeditious means available. If no R.E.M.E. Depot or Workshop is nearby, the Regional Transportation Officer (Roads) will be notified of the parts required and will obtain them. It will be necessary to deliver the part replaced either directly to the R.E.M.E. Depot or to the Regional Transportation Officer (Roads) depending on where the replacement is obtained. Operators will be charged the catalogue

Subject : Maintenance
Road Haulage Vehicles

To	:	Provincial Commissioner,	Matera
"	"	"	Potenza
"	"	"	Bari
"	"	"	Brindisi
"	"	"	Lece
"	"	"	Taranto

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(e) Heavy repairs required that are beyond the capacity of the civilian maintenance facilities (as judged by the motor officer) will be done by the nearest R.E.M.E. Workshop capable of handling the work.

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- 2 -

2. Operation and Cost Accounting.

(a) Vehicles received from British Army sources will be operated from the Provincial capitals only, except in emergencies or when approval to operate elsewhere is obtained from Headquarters Region II. These trucks should all be operated on a 24 hours basis, and the need for trucks in each Province calculated on the basis of 24 hour operation. Any or all of these trucks may be withdrawn on a few hours notice as the Military situation demands. Civilian vehicles will be used to provide outlying points in the Provinces, and will not be kept idle because they are uneconomical in the use of fuel and lubricants.

(b) The accounting for depreciation charges and cost of replacement parts will be accomplished on the Forms contained in Appendix "B". A detailed statement showing make and number of part and vehicle number of the total number of replacement parts supplied during the calendar month will be forwarded by each Provincial Commissioner to the Regional Transportation Officer (Roads) in order that the billing shown on Form T/2, can be effected.

3. Road Haulage Freight Returns (Appendix "C").

(a) An accurate monthly return of vehicle kilometres operated, giving description and quantity of goods carried, will be rendered to this Headquarters by the 6th. of each month for the preceding month, i.e. return for the month of May to reach this H.Q. by June 6th.

4. Banking Arrangements. Not later than the 8th. day of each month payment will be made +
(a) In respect of the monthly depreciation charge, for the whole of the preceding month and in accordance with Para. 4. of A.C.C. Letter ES/49 dated 27 April 1944.

(b) In respect of spare parts supplied in accordance with Para. 6. of A.C.C. Letter ES/49 dated 27 April 1944. and as requested by the Regional Transportation Officer (Roads) on Form T/2. + by the Provincial Director of Ferrovie del Sud-Est, or S.I.T.A., in each Province to the "N". + A/c Agenzia Finanziaria Allente" at the Banca d'Italia at the Provincial capital.

As soon as payment has been made, and not later than the 10th. of each month, each Provincial Director of Ferrovie del Sud-Est, or S.I.T.A., will sign two copies of Form T/2. and send one, with completed Form T/2. to the Agenzia Finanziaria Allente Corso Cavour, 72. Bari, and the other also with Form T/2. to the Regional Transportation Officer (Roads) Region II.

For the Regional Commissioner.

J.F.D. Halstead,
Captain, R.A.S.C.,
Regional Transportation Officer (Roads).

trucks in each Province may be withdrawn on a few hours notice as the Any or all of these trucks may be withdrawn on a few hours notice as the Military situation demands. Civilian vehicles will be used to provide Military situations in the Provinces, and will not be kept idle because they are uneconomical in the use of fuel and lubricants.

(b) The accounting for depreciation charges and cost of replacement parts will be accomplished on the forms contained in Appendix "2". A detailed statement showing name and number of part and vehicle number of the total number of replacement parts supplied during the calendar month will be forwarded by each Provincial Commissioner to the Regional Transportation Officer (Roads) in order that the billing shown on Form T/2. can be effected.

3. Road Haulage Freight Returns (Appendix "3").
(a) An accurate monthly return of vehicle kilometres operated, giving description and quantity of goods carried, will be rendered to this Headquarters by the 6th. of each month for the preceding month, i.e. return for the month of May to reach this H.Q. by June 6th.
4. Banking Arrangements. Not later than the 8th. day of each month payment will be made +
(a) In respect of the monthly depreciation charge, for the whole of the preceding month and in accordance with Para. 1. of A.C.C. letter ES/49 dated 27 April 1944.
(b) In respect of spare parts supplied in accordance with Para. 6. of A.C.C. letter ES/49 dated 27 April 1944. and as requested by the Regional Transportation Officer (Roads) on Form T/2.
+ by the Provincial Director of Ferrovie del Sud-Est, or S.I.T.A., in each Province to the "N. 1" /c Agenzia Finanziaria Alleanza" at the Banca d'Italia at the Provincial capital.

As soon as payment has been made, and not later than the 10th. of each month, each Provincial Director of Ferrovie del Sud-Est, or S.I.T.A., will sign two copies of Form T/1. and send one, with completed Form T/2. to the Agenzia Finanziaria Alleanza Corso Cavour, 72. Bari, and the other also with Form T/2. to the Regional Transportation Officer (Roads) Region II.

For the Regional Commissioner.

J.F.D. Halstead.
Captain, R.A.S.C.
Regional Transportation Officer (Roads).

Copy to :- Col. D.S. Adams. Executive Officer. Economic Section.
Transportation Sub-Commission. 19.8
Regional Supply Officer. Region II.
Motor Officer - - Potenza - - Matera.
" " - - Bari - - Brindisi.
" " - - Lecce - - Taranto.

SUGGESTED SYSTEM OF MAINTENANCE

WHEN VEHICLE IS TAKEN OFF THE ROAD EVERY 10 DAYS.

Maintenance of the vehicle will be divided into two parts:

(i) Driver

(ii) Maintenance Squad.

1. The driver will ensure the following are complete daily, before the days work commences.

1. The vehicle is refilled with petrol.
2. Engine oil up to the 'full' level the dipstick. Oil level to be taken on level ground. Care must be taken not to overfill.
3. Radiator is topped up.
4. Vehicle is clean internally and externally.
5. Tyres at correct pressure. Inspect tyres for abnormal wear, and remove any flints, nails, glass or stones between twin rears.
6. All issues of fuel and oil are entered in A.B. 412.
7. All defects developing during previous days work are reported, including cuts or damage to tyres.

MAINTENANCE SQUAD.

Four Operators: 1. Greaser. 2. Electrician. 3. Mechanic.

1st. OPERATOR.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, C.V. joints.
3. Check levels in shock absorber.
4. Lubricate with oil can all linkages such as, handbrake, Clutch shaft, throttle controls etc.
5. Change oils when necessary.

Estimated Time
65 minutes2nd. OPERATOR.ENGINE:

- 1.A. Inspect and tighten if necessary:
 - (i) Sparking plug points and terminals. Change plugs with broken porcelain.
 - (ii) Cylinder head studs.
 - (iii) Exhaust and inlet manifold joints.
 - (iv) All brackets mounted on engine.
- B. Check engine oil level and clean crankcase breather if necessary.
- C. Inspect oil tight joints.
 - (i) Valve gear cover plate.
 - (ii) Timing case joints.
 - (iii) Oil pipe unions, flange joints, external oil tanks, coolers, filters, and relief valves.
- D. Inspect all external oil pipes.
 - (i) Rubbing.
 - (ii) Kinking.

2.A. Inspect Radiator for leaks.

- B. Check and tighten where necessary:
 - (i) Radiator and the rod fittings.
 - (ii) Water fittings.
- C. Inspect water joints and glands. Tighten if necessary
 - (i) Flange water joints.
 - (ii) Hose joints and clips.
 - (iii) Water pump.
 - (iv) Drain cocks.
- D. Inspect fan for clearance and adjust belt if necessary.
- E. Check filter and cleanliness of water.

2nd. OPERATOR.

ENGINE:

5. Change oils when necessary.
- 1.A. Inspect and tighten if necessary:
(i) Sparking plug points and terminals. Change plugs with broken porcelain.
(ii) Cylinder head studs.
(iii) Exhaust and inlet manifold joints.
(iv) All brackets mounted on engine.
- B. Check engine oil level and clean crankcase breather if necessary.
- C. Inspect oil tight joints.
(i) Valve gear cover plate.
(ii) Timing case joints.
(iii) Oil pipe unions, flange joints, external oil tanks, coolers, filters, and relief valves.
- D. Inspect all external oil pipes.
(i) Bubbling.
(ii) Kinking.

- 2.A. Inspect Radiator for leaks.
B. Check and tighten where necessary:
(i) Radiator and the rod fittings.
(ii) Bonnet fittings.
- C. Inspect water joints and glands. Tighten if necessary.
(i) Flange water joints.
(ii) Hose joints and clips.
(iii) Water pump.
(iv) 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.
(i) Flooding carburettor.
(ii) Taps, drain cocks, union and fibre washers.
(iii) Petrol pump and filters.
- C. Check and tighten if necessary carburettor mounting bolts.
- E. Inspect, and if necessary top up, or ~~change~~ refill oil air filter.

- 4.A. Check clutch pedal for correct free movement.
B. Check foot brake pedal, and handbrake lever for clearance.

./.

Maintenance Squad, etc 12.

5. Check and tighten where necessary:
 - A. Front wing valance bolts.
 - B. Door locks and hinges.
 - C. Body side and tail bolts.
 - D. Spare wheel mounting.
6. Check tools and fire extinguisher.
7. WHEN VEHICLE IS DRIVEN OFF RAMP:
 - A. Check brakes for operation.
 - B. Listen for engine knocks.
 - C. Listen for uneven firing.
 - D. Examine exhaust system for leakage.
 - E. Switch off and turn engine by hand to check for obvious lack of compression.

Estimated Time
75 minutes.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.3rd. OPERATOR.UNDERSTAND OF
VEHICLES1. Steering.

- A. Inspect and tighten all bolts where necessary.
(Extreme care to ensure steering box securing studs are dead tight).
- B. Inspect all working joints for wear.
- C. Check for bent or damaged rods.

2. Front Axle and Springs.

- A. Inspect and tighten where necessary:
 - (i) All oil tight joints.
 - (ii) Half shaft flange bolts.
 - (iii) Wheel nuts.
 - B. Check, and tighten if necessary:
 - (i) Spring 'V' bolts.
 - (ii) Spring clips.
 - (iii) Shackles nuts.
 - C. Check spring hanger bracket rivets for wear.
 - D. Examine springs for broken leaves or centre bolts.
- 3.A. Check, and where necessary tighten:
 - (i) Sump studs.
 - (ii) Engine mounting or bearer bolts.
 - (iii) Radiator mounting bolts or trunnions.
 - B. Examine underside of engine for oil leaks.

Estimated Time
75 minutes.

3rd. OPERATOR.

UNDERSIDE OF
VEHICLE

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

- A. Check brakes for operation.
- B. Listen for engine knocks.
- C. Listen for uneven firing.
- D. Examine exhaust system for leakage.
- E. Switch off and turn engine by hand to check for obvious lack of compression.

1. Steering.

- A. Inspect and tighten all bolts where necessary.
(Extremes care to ensure steering box securing studs are dead tight).
- B. Inspect all working joints for wear.
- C. Check for bent or damaged rods.

2. Front Axle and Springs.

- A. Inspect and tighten where necessary:
 - (i) All oil tight joints.
 - (ii) Half shaft flange bolts.
 - (iii) Wheel nuts.
- B. Check, and tighten if necessary:
 - (i) Spring eye bolts.
 - (ii) Spring clips.
 - (iii) Shackles nuts.
- C. Check spring hanger bracket rivets for wear.
- D. Examine springs for broken leaves or centre bolts.

3.A. Check, and where necessary tighten:

- (i) Sump studs.
- (ii) Engine mounting or bearer bolts.
- (iii) Radiator mounting bolts or trunnions.

B. Examine underside of engine for oil leaks.

4. A. Inspect gear box and transfer box mountings and tighten where necessary.
- B. Check for oil leaks.
- C. Inspect and where necessary tighten.
 - (i) Brake cross shaft bearing brackets.
 - (ii) All bolted brackets and levers.
 - (iii) Brake serve and or hydraulic mountings and unions.
- (iv) Check working of all external brake pull off springs.

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Maintenance Squad. Sheet 3.5. Frame & Body. Check, and if necessary tighten:

- (i) Body floor bolts.
- (ii) Body holding down bolts.
- (iii) Front and rear mudring support bracket bolts.
- (iv) Fuel tank mounting bolts.
- (v) Silencer and exhaust bracket bolts.
- (vi) Towing appliance.

6. Rear Axle & Spring. As for 2. Front Axle & Springs.7. Transmission. Inspect and tighten where necessary:

- (i) Nuts and bolts of Universal Joint couplings.
- (ii) Propeller shaft and centre bearings, and bracket if fitted.

Estimated Time
70 minutes.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.4th. OPERATOR.ELECTRICIAN :

Inspect ammeter for charging, and starter for operation before vehicle is driven on ramp.

2. Generator.

- (i) Inspect generator terminals and tighten if necessary.
- (ii) Inspect mounting bolts of regulator and cut out.
- (iii) Inspect terminals and regulator unit.
- (iv) Inspect for correct fitting of commutator cover.
- (v) Lubricate with oil can if necessary.

3. Starter.

- (i) Clean, and tighten if necessary all starter motor terminals.
- (ii) Inspect all cables for rubbing or shorts.
- (iii) Lubricate starter when necessary.

Estimated Time
70 minutes.

4th. OPERATOR.

ELECTRICIAN :

6. Rear Axle & Spring. As for 2. Front Axle & Springs.

7. Transmission. Inspect and tighten where necessary:

- (i) Nuts and bolts of Universal Joint couplings.
- (ii) Propeller shaft and centre bearings, and bracket if fitted.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

Inspect ammeter for charging, and starter for operation before vehicle is driven on ramp.

2. Generator.

- (i) Inspect generator terminals and tighten if necessary.
- (ii) Inspect mounting bolts of regulator and cut out.
- (iii) Inspect terminals and regulator unit.
- (iv) Inspect for correct fitting of commutator cover.
- (v) Lubricate with oil can if necessary.

3. Starter.

- (i) Clean, and tighten if necessary all starter motor terminals.
- (ii) Inspect all cables for rubbing or shorts.
- (iii) Lubricate starter when necessary.

4. Battery.

- (i) Inspect battery for cell cracks and leaks.
- (ii) Inspect battery carrier, and if dirty remove battery and clean.
- (iii) Clean off battery top.
- (iv) Inspect terminals for corrosion and clean if necessary. ~~Small~~ ^{Small} terminals with vaseline or lanoline. Do not use grease.
- (v) Examine vent plugs and ensure holes are clean.

- (vi) Check level of electrolyte and top up if necessary.
- (vii) Inspect and tighten mounting bolts where necessary.

5. Ignition.

- (i) Inspect all terminals and tighten where necessary
- (ii) Clean all H.T. leads and plugs.
- (iii) Clean all earth connections.
- (iv) Inspect coil assembly, tighten if necessary.
- (v) Check automatic advance and retard for free movement.
- (vi) Clean distributor cap.
- (vii) Check operation of contact breaker and setting of points.
- (viii) Lubricate distributor spindle when necessary.

6. Lighting.

- (i) Inspect exposed leads and make when fitted.
- (ii) Inspect mounting bolts and brackets of all lamps, switches and instruments on instruments board, and all electrical accessories.
- (iii) Inspect all screw terminals and tighten where necessary.
- (iv) Ensure all lamps light, and no leads shorting.
- (v) Check horn for operation.

Estimated time.
67 minutes.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATION.

- IV.
- (v) Check automatic advance and retard for free movement.
 - (vi) Clean distributor cap.
 - (vii) Check operation of contact breaker and setting of points.
 - (viii) Lubricate distributor spindle when necessary.

6. Lighting.

- (i) Inspect exposed leads and make when fitted.
- (ii) Inspect mounting bolts and brackets of all lamps, switches and instruments on instruments board, and all electrical accessories.
- (iii) Inspect all screw terminals and tighten where necessary.
- (iv) Measure all lamps light, and no leads shorting.
- (v) Check horn for operation.

Estimated time.
67 minutes.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

SUGGERIMENTO
DI SISTEMA DI MANUTENZIONE

QUANDO IL VEICOLO E' TENUTO FERMO OGNI 10 GIORNI

La manutenzione del veicolo sarà divisa in due parti:

1. Guidatore

2. Squadra di manutenzione

1. Il guidatore si assicurerà che le seguenti operazioni siano portate a termine giornalmente, prima che la giornata lavorativa cominci.

1. Il veicolo sarà riempito di benzina.
2. L'olio del motore deve essere al pieno del misuratore. Il livello deve essere misurato su terreno orizzontale. Si abbia cura di non riempire troppo.
3. Riempire il radiatore.
4. Che il veicolo sia pulito all'interno e all'esterno.
5. Che le gomme siano alla giusta pressione. Ispezionare le gomme per consumo anormale, e levare eventualmente ghiaietta, chiodi, vetri o sassi in mezzo alle ruote accoppiate di dietro.
6. Ogni distribuzione sia di benzina che d'olio sarà segnata nel libretto A.B.412.
7. Si comunichino tutti i guasti sviluppatisi nei giorni precedenti compresi tagli o danni alle gomme.

SCHEMA DI MANUTENZIONEQuattro persone. I. Manutentore. II. Elettricista. III. Meccanici.Primo Operai.LUBRIFICAZIONE.

1. Lubrificare i fedi con pistole ad alta pressione con olio lubrificante nella parte di lubrificazione.
2. Controllare il livello nella scatola dello sterzo nella scatola del cambio, ed i differenziali, in base al manuale.
3. Controllare il livello dell'olio negli ammortizzatori.
4. Lubrificare con oliatore tutti i giunti mobili, come il freno a mano, la frizione, ecc.
5. Cambiare l'olio quando necessario.

Tempo probabile:
65 minuti.Secondo Operai.
MOTORE.

- I. A. Ispezionare e stringere se necessario:
 - (I) Parte e attacchi dello candele. Cambiare le candele con corollana rotta.
 - (II) I dadi della verna dei cilindri.
 - (III) I giunti dello guarnizioni dell'accesso e dello scappamento.
 - (IV) Tutti i morsetti montati sul motore.
- B. Controllare il livello dell'olio nel motore e pulire il filtro delle benzine se necessario.
- C. Ispezionare i giunti delle tubazioni dell'olio.
 - (I) Collegamento della distribuzione.
 - (II) Riscaldamento dei tubi dell'olio, vaschette esterne dell'olio, raffreddamento, filtri, valvole di alleggerimento.
- D. Ispezionare tutti i tubi dell'olio esterni.
 - (I) Vedere se si sgano.
 - (II) Vedere se sono ammassati.

- 2: A. Ispezionare il radiatore per eventuali perdite.
- B. Controllare e stringere se necessario:
 - (I) Radiatore e sue viti e bulloni.
 - (II) Viti e bulloni del cofano.
- C. Ispezionare i giunti dell'acqua. Stringere se necessario:
 - (I) Giunti curvi dell'acqua.
 - (II) Supporti di giunzione.
 - (III) Perna dell'acqua.

LUBRIFICAZIONE.

Tempo probabile:
65 minuti.

Secondo Operaio.
MOTORE.

1. Lubrificare i fori con pistole ad alte pressione come stabilita nella carta di lubrificazione.
 2. Controllare il livello nella scatola dello sterzo della ruota del cambio; ed i differenziali, se sono a olio.
 3. Controllare il livello dell'olio negli ammortizzatori.
 4. Lubrificare con olio tutti i giunti mobili, come il cambio, la frizione, ecc.
 5. Cambiare l'olio quando necessario.
- I. A. Ispezionare e stringere se necessario:
 - (I) Parze e attacchi delle candele.
 - (II) I bulli della parte dei cilindri.
 - (III) I giunti delle guarnizioni dell'accesso e dell'alimentazione.
 - (IV) Tutti i morsetti montati sul motore.
 - B. Controllare il livello dell'olio nel motore e pulire il filtro delle bruciere se necessario.
 - C. Ispezionare i giunti delle tubazioni dell'olio.
 - (I) Controllo della distribuzione.
 - (II) Pulizia dei tubi dell'olio, vaschette esterne dell'olio, raccordi, filtri, valvole di alleggerimento.
 - D. Ispezionare tutti i tubi dell'olio esterni.
 - (I) Vedere se si agano.
 - (II) Vedere se sono ammassati.
- 2: A. Ispezionare il radiatore per eventuali perdite.
- B. Controllare e cambiare se necessario:-
- (I) Radiatore e sue viti e bulloni.
 - (II) Viti e bulloni del cofano.
- C. Ispezionare i giunti dell'acqua. Stringere se necessario:-
- (I) Giunti curvi dell'acqua.
 - (II) Supporti di giunzione.
 - (III) Pompa dell'acqua.
 - (IV) Rubinetti di scarico.
- D. Ispezionare la riserva del ventilatore del radiatore, ed aggiustare la cinghia se necessario.
- E. Controllare il filtro e la pulizia dell'acqua.

3. A. Pulire tutti i filtri della benzina.
- B. Controllare il sistema della benzina per eventuali perdite.
 - (I) Carburatore troppo pieno.
 - (II) Tappi, rubinetti di scarico, giunture e guarnizioni di fibbra.
 - (III) Pompa della benzina e filtri.
- C. Controllare e stringere se necessario i bulloni del carburatore.
- E. Ispezionare, e se necessario riempire, o pulire i filtri d'aria dell'olio.
4. A. Controllare la frizione affinché i movimenti siano liberi.
- B. Controllare il freno a pedale, e la leva del freno a mano.
5. Controllare e stringere dove necessario.
 - A. Bulloni sostenenti i parafranghi.
 - B. Maniglie e cardini delle porte.
 - C. Bulloni dei fianchi e della coda della carrozzeria.
 - D. Montatura delle ruote di ricambio.
6. Controllare gli attrezzi e l'estintore d'incendio.
7. QUANDO IL VEICOLO NON E' PIU' ELETTO:
 A. Controllare il funzionamento dei freni.
- B. Ascoltare eventuali rumori irregolari del motore.
- C. Osservare il regolare funzionamento.
- D. Esaminare lo scappamento per eventuali perdite.
- E. Spegner il motore e metterlo in moto a mano per eventuale mancanza di compressione.

COMUNICARE TUTTI I GUASTI AL DI LA' DELLE
POSSIBILITA' DELL'OPERAI.

Tempo probabile:
78 minuti.

Terzo Operai.

PARTE DI SOTTO
DEL VEICOLO:

1. Sterzo

A. Tensionare e stringere tutti i bulloni

- C. Controllare e stringere se necessario i bulloni del carburatore.
- E. Ispezionare, e se necessario riempire, o pulire i filtri d'aria dell'olio.
4. A. Controllare la frizione affinché i movimenti siano liberi.
- B. Controllare il freno a pedale, e la leva del freno a mano.
5. Controllare e stringere dove necessario.
- A. Bulloni sostenenti i parafranghi.
- B. Maniglie e cardini delle porte.
- C. Bulloni dei fianchi e della coda della carrozzeria.
- D. Montatura delle ruote di ricambio.
6. Controllare gli attrezzi e l'estintore d'incendio.
7. QUANDO IL VEICOLO NON E' PIU' ELETTO:
- A. Controllare il funzionamento dei freni.
- B. Ascoltare eventuali rumori irregolari del motore.
- C. Osservare il regolare funzionamento.
- D. Esaminare lo scappamento per eventuali perdite.
- E. Spegner il motore e metterlo in moto a mano per eventuale mancanza di compressione.

COMUNICARE TUTTI I GUASTI AL DI LA' DELLE
POSSIBILITA' DELL'OPERAIO.

Tempo probabile:
78 minuti.

Terzo Operajo.

PARTI DI SOTTO DEL VEICOLO:

1. Sterzo
 - A. Ispezionare e stringere tutti i bulloni dove necessario. (Si abbia massima cura che i prigionieri della scatola dello sterzo siano strettissimi).
 - B. Ispezionare lo stato di tutti i giunti mobili.
 - C. Controllare per eventuali parti piegate o danneggiate.
2. Asse anteriore e Balestre.
 - A. Ispezionare e stringere dove necessario:
 - (I) Tutti i giunti a prova d'olio.
 - (II) I bulloni della flangia del semi asse.
 - (III) Dadi delle ruote.

-2-

- R. Controllare e stringere dove necessario:
 (I) I bulloni ferma morsetti. delle balestre.
 (II) Morsetti delle balestre.
 (III) I dadi degli attacchi.
 C. Controllare gli attacchi allo chassis delle balestre.
 D. Esaminare eventuali rotture delle foglie delle balestre.
3. A. Controllare e stringere dove necessario:
 (I) Prigionieri della sottocarta.
 (II) Bulloni e montature del motore.
 (III) Bulloni della montatura del radiatore.
 B. Esaminare la parte di sotto del motore per eventuali perdite d'olio.
4. A. Ispezionare le montature delle scatole del cambio e stringere dove necessario.
 B. Controllare eventuali perdite d'olio.
 C. Ispezionare e stringere dove necessario:
 (I) Morsetti dello spinotto del pedale del freno.
 (II) Tutti i morsetti con bulloni e leve.
 (III) Montature idrauliche e giunti.
 (IV) Controllare il funzionamento di tutte le molle a richiamo esterne.

5. Carrozzeria.
 (I) Bulloni del pavimento della carrozzeria.
 (II) Bulloni che tengono fissa la carrozzeria.
 (III) Bulloni dei morsetti sostenenti i parafranghi anteriori e posteriori.
 (IV) Bulloni della montatura del serbatoio della benzina.
 (V) Bulloni dei morsetti del silenziatore e dello scappamento.
 (VI) Attacco per il rimorchio.

6. Asse posteriore e Balestre. Vedi N.2. Asse anteriore e Balestre.

7. Trasmissione. Ispezionare e stringere dove necessario:
 Tempo probabile:-
 (I) Dadi e bulloni dei giunti cardanici.
 (II) Albero del ventilatore e cuscinetti centrali, e morsetto se c'è;
 70 minuti.

COMUNICARE TUTTI I GUASTI AL DI LA' DELLE POSSIBILITA' DELL'OPERAIO.

3. A. Controllare e stringere dove necessario i bulloni della sottocarta.
 (1) Prigionieri della sottocarta.
 (II) Bulloni e montature del motore.
 (III) Bulloni della montatura del radiatore.
 B; Esaminare la parte di sotto del motore per eventuali perdite d'olio.
4. A. Ispezionare le montature delle scatole del cambio e stringere dove necessario.
 B. Controllare eventuali perdite d'olio.
 C. Ispezionare e stringere dove necessario:
 (I) Morsetti dello spinotto del pedale del freno.
 (II) Tutti i morsetti con bulloni e leve.
 (III) Montature idrauliche e giunti.
 (IV) Controllare il funzionamento di tutte le molle a richiamo esterne.
5. Carrozzeria.
 (I) Bulloni del pavimento della carrozzeria.
 (II) Bulloni che tengono fissa la carrozzeria.
 (III) Bulloni dei morsetti sostenenti i parafranghi anteriori e posteriori.
 (IV) Bulloni della montatura del serbatoio della benzina.
 (V) Bulloni dei morsetti del silenziatore e dello scappamento.
 (VI) Attacco per il rimorchio.
6. Asse posteriore e Balestre. Vedi N.2. Asse anteriore e Balestre.
7. Trasmissione. Ispezionare e stringere dove necessario:
 (I) Dadi e bulloni dei giunti cardanici.
 (II) Albero del ventilatore e cuscinetti centrali, e morsetto se c'è;
 COMUNICARE TUTTI I GUASTI AL DI LA' DELLE POSSIBILITA' DELL'OPERAIO.
- Tempo probabile:-
 70 minuti.
- Quarto operaio.
 ELETTRICISTA 1.
2. Generatore.
 (I) Ispezionare gli attacchi del generatore e stringerli se necessario.
 (II) Ispezionare i bulloni delle montature del regolatore e dell'interruttore.
 (III) Ispezionare gli attacchi e il corpo del regolatore.

- 4 -

- (IV) Vedere che la fascia copri dinamo sia ben fissa
- (V) Lubrificarla con l'oliatore se necessario.

3. Avviamento.

- (I) Pulire e stringere se necessario tutti gli attacchi del motorino di avviamento.
- (II) Ispezionare tutti i fili per evitare sfregamenti o corti circuiti.
- (III) Lubrificare l'avviamento se necessario.

4. Batteria.

- (I) Vedere se le celle della batteria sono spaccate o perdono.
- (II) Ispezionare la scatola contenente la batteria e se è sporca levare la batteria e pulirla.
- (III) Pulire il piano superiore della batteria.
- (IV) Ispezionare gli attacchi per evitare corrosioni e pulirli se necessario. Ungere gli attacchi con vasellina o lanolina. Non usare grasso.
- (V)

- (VI) Controllare il livello dell'acido solforico e riempire se necessario.
- (VII) Ispezionare e stringere i bulloni se necessario.

5. Spinterogeno.

- (I) Ispezionare tutti gli attacchi e stringerli.
- (II) Pulire tutti i fili ad alta tensione.
- (III) Pulire tutti gli attacchi a terra.
- (IV) Ispezionare i componenti lo spinterogeno e stringere se necessario.
- (V) Controllare la scioltezza dell'anticipo e del ritardo.
- (VI) Pulire il distributore.
- (VII) Controllare il funzionamento dell'interruttore.
- (VIII) Lubrificare la spina del distributore quando necessario.

6. Illuminazione.

- (I) Ispezionare i fili esposti e le maschere se ve n'è.
- (II) Ispezionare i bulloni delle montature ed i morsetti di tutti i fanali, interruttori e strumenti sul cruscotto e gli accessori elettrici.

3. Avviamento.

- (I) Pulire e stringere se necessario tutti gli attacchi del motorino di avviamento.
- (II) Ispezionare tutti i fili per evitare sfregamenti o corti circuiti.
- (III) Lubrificare l'avviamento se necessario.

4. Batteria.

- (I) Vedere se le celle della batteria sono spaccate o perdono.
- (II) Ispezionare la scatola contenente la batteria e se è sporca levare la batteria e pulirla.
- (III) Pulire il piano superiore della batteria.
- (IV) Ispezionare gli attacchi per evitare corrosioni e pulirli se necessario. Ungere gli attacchi con vasellina o lanolina. Non usare grasso.
- (V)
- (VI) Controllare il livello dell'acido solforico e riempire se necessario.
- (VII) Ispezionare e stringere i bulloni se necessario.

5. Spinterogeno.

- (I) Ispezionare tutti gli attacchi e stringerli.
- (II) Pulire tutti i fili ad alta tensione.
- (III) Pulire tutti gli attacchi a terra.
- (IV) Ispezionare i componenti lo spinterogeno e stringere se necessario.
- (V) Controllare la scioltezza dell'anticipo e del ritardo.
- (VI) Pulire il distributore.
- (VII) Controllare il funzionamento dell'interruttore.
- (VIII) Lubrificare la spina del distributore quando necessario.

6. Illuminazione.

- (I) Ispezionare i fili esposti e le maschere se ve n'è.
- (II) Ispezionare i bulloni delle montature ed i morsetti di tutti i fanali, interruttori e strumenti sul cruscotto e gli accessori elettrici.
- (III) Ispezionare tutte le viti degli attacchi e stringerle dove necessario.
- (IV) Assicurarci che tutti i fanali accendano e che nessun filo sia in corto circuito.
- (V) Controllare il funzionamento del clockson.

Tempo probabile:-
67 minuti

COMUNICARE TUTTI I GUASTI AL DI LA' DELLE POSSIBILITA' DELL'OPERAI.

TO BE COMPLETED AND DESPATCHED NOT LATER THAN THE 10th OF THE MONTH.

FORM 2/4

TO : AGENZIA FINANZIARIA ALGERIA
Orso Gervasi, 72, RAIL.

DATE/19.....

1. WE HAVE TODAY PAID TO THE CREDIT OF "AGENZIA FINANZIARIA ALGERIA" No. 1, 4/5, AT THE

..... BRANCH OF THE BANCA D'ITALIA

THE SUM OF LIRE..... (Amount in words)

2. THIS SUM IS MADE UP AS FOLLOWS :-

L I R E

(a) MONTHLY DEPRECIATION CHARGES.....

KILOMETRES, AT LIRE 2.00 PER KILOMETRE, UP TO

AND INCLUDING THE LAST DAY OF THE MONTH OF

.....
(In accordance with A.C.C. Letter 15/49 Dated
27 April 1944) (Para 1.)

(b) PAYMENT FOR SPARE PARTS, TOOLS AND EQUIPMENT
SUPPLIED BY ALLIED CONCERN, COMMISSION DURING

THE MONTH OF
AS PER ATTACHED FORM 2/2,
(In accordance with A.C.C. Letter 15/49 dated
27 April 1944, Para 6.)

Total

3. IT IS HEREBY CERTIFIED THAT DURING THE MONTH OF
PROPER RECORDS HAVE BEEN KEPT OF THE NUMBER OF KILOMETRES RUN BY MOTOR VEHICLES,
AND THAT THE ABOVE TOTAL OF KILOMETRES, AS GIVEN IN PARA. 2 (a) ABOVE, IS THE
TRUE FIGURE, AS RECORDED IN THE BOOKS OF THIS COMPANY. THESE BOOKS, IN
VERIFICATION OF THE ABOVE FIGURES, ARE OPEN TO INSPECTION AT THE
OFFICES OF THIS COMPANY.

(SIGNED)

MANAGER,
COMPANY.....

COPY TO :- REGIONAL TRANSPORTATION OFFICER (ROADS),

(a) MONTHLY DEPRECIATION CHARGES.....

KILOMETERS, AT RATE 2.00 PER KILOMETER, UP TO
AND INCLUDING THE LAST DAY OF THE MONTH OF

.....19.....
(In accordance with A.C.C. letter ES/19 dated
27 April 1944) (Para 1e.)

(b) PAYMENT FOR STAKE PAYS, TOLLS AND EQUIPMENT
SUPPLIED BY ALLIED CONTROL COMMISSION DURING

THIS MONTH OF 19.....
AS PER ATTACHED FORM 2/2.
(In accordance with A.C.C. letter ES/19 dated
27 April 1944, Para 6.)

Total

3.

IT IS HEREBY CERTIFIED THAT DURING THE MONTH OF 19.....
PROPER RECORDS HAVE BEEN KEPT OF THE NUMBER OF KILOMETERS RUN BY EACH VEHICLE,
AND THAT THE ABOVE TOTAL OF KILOMETERS, AS SHOWN IN PARA. 2 (a) ABOVE, IS THE
TRUE FIGURE, AS RECEIVED IN THE BOOKS OF THIS COMPANY. THESE BOOKS, IN
VERIFICATION OF THE ABOVE FIGURES, ARE OPEN TO INSPECTION AT THE
OFFICES OF THIS COMPANY.

(SIGNED)

MANAGER,
COMPANY.....

COPY TO :-- FINANCIAL TRANSPORTATION OFFICER (MOBILITY),

ALLIED CONTROL COMMISSION, HANNOVER IX.

1949

DA COMPILARSI E RIMANDARE NON PIU TARDI DEL 10 L. CIASCUN MESE.

Mod. T/1

Data _____

ALL'AGENZIA FINANZIARIA ALLIATA
Corso Cavour 72, Bari

1. Abbiamo versato in data odierna, sul conto "Agenzie Finan-
ziaria Alleata N°1", alla Banca d'Italia di _____

l'importo di Lire _____ (in lettere).

2. Tale importo è composto come segue

Lire

(A) Quota di deperimento mensile.....Km a
Lire 2.02 per Km, fino a tutto l'ultimo
giorno del mese di 19... =
(come disposto da Par.1, lettera N°EN/49
del 27 Aprile 1944 dell'ACC).

(B) Pagamento per parti di ricambio, attrezzi
ed equipaggiamento forniti dall'A.C.C. du-
rante il mese di 19..., come da
accluso modulo T/2
(come disposto da Par.6, lettera N°ES/49
del 27 Aprile 1944 dell'ACC).

TOTALE

3. Si certifica con la presente che durante il mese di
..... 19... sono state tenute adeguate e complete scritture
del numero di Km. percorsi da ciascun veicolo e che il chilometrag-
gio totale di cui al Par.2 (A) della presente è la cifra corretta,
corrispondente ai nostri registri. Tali registri sono disponibili
per la verifica delle cifre suindicate presso i nostri uffici
di _____.

(firma)
Direttore,
Società
Provinciale di

1. Abbiamo versato in data odierna, sul conto "Agenzia Aina-
ziaria Allestata N°1", alla Banca d'Italia di _____

1'importo di Lire _____ (in lettere).

2. Tale importo è composto come segue

Lire

(A) Quota di deperimento mensile.....Km a
Lire 2.00 per Km, fino a tutto l'ultimo
giorno del mese di 19.... =
(come disposto da Par.1, lettera N°35/49
del 27 Aprile 1944 dell'A.C.C.).

(B) Pagamento per parti di ricambio, attrezzi
ed equipaggiamento forniti dall'A.C.C. du-
rante il mese di 19...., come da
accluso modulo T/2
(come disposto da Par.6, lettera N°35/49
del 27 Aprile 1944 dell'A.C.C.).

TOTALE

3. Si certifica con la presente che durante il mese di
.....19.... sono state tenute adeguate e complete scritture
del numero di Km. percorsi da ciascun veicolo e che il chilometrag-
gio totale di cui al Par.2 (A) della presente è la cifra corretta,
corrispondente ai nostri registri. Tali registri sono disponibili
per la verifica delle cifre suindicate presso i nostri uffici
di _____.

(Firma)

Direttore,

Società _____

Provincia di _____

e p.c. REGIONAL TRANSPORTATION OFFICER (ROADS),
ALLIED CONTROL COMMISSION, REGION 2

1928

0817

FORM 7/2

TO BE SENT IN TRIPLICATE

TO : COMPANY.
ATTENTION OF :
DATE : 19.....

1. IN ACCORDANCE WITH THE TERMS CONTAINED IN A.C.O. LETTER IS/49
DATED 27 APRIL, 1944, WE HAVE FURNISHED TO YOU DURING THE MONTH OF
19..... SPARE PARTS, TOOLS AND EQUIPMENT ETC.....
FOR THE BRITISH MILITARY VEHICLES WHICH ARE ON HIRE TO YOU.

2. THESE SUPPLIES WERE CHARGED TO YOU ON INVOICES SUBMITTED AS

FOLLOWS :

INVOICE NUMBER
SHEET
PAGE
.....
.....

TOTAL.

3. YOU ARE REQUESTED TO PAY THIS BILL TO THE AGENZIA FISCARIALE
ALLEGATA NO. 1. 4/9, AT THE BANCAL D'ITALIA NOT LATER THAN
THE END OF 19..... AND THIS WILL BE THE AMOUNT QUOTED AT
PARA 2 "B" OF THE PRO FORMA 1/1.

4. YOU ARE FURTHER REQUESTED TO RETURN ONE COPY OF THIS FORM,
ATTACHED TO THE COPY OF FORM 1/1, WHICH YOU SEND TO THE HEADQUARTERS, NOT
LATER THAN THE 10th. OF 19.....

1. IN ACCORDANCE WITH THE SCHEME OBTAINED IN A.C.O. LETTER 18/19
DATED 27 APRIL, 1944, WE HAVE FURNISHED TO YOU DURING THE MONTH OF
19..... SPARE PARTS, TOOLS AND EQUIPMENT IN.....
FOR THE BRITISH MILITARY VEHICLES WHICH ARE ON HIRE TO YOU.

2. THESE SUPPLIES HAVE CHARGED TO YOU ON INVOICES NUMBERED AS

FOLLOWS :-

INVOICE NUMBER	AMOUNT LIRA
----------------	----------------

TOTAL.

3. YOU ARE REQUESTED TO PAY THIS SUM TO THE AGENZIA TRIBUTARIA
ALLEGRA NO. 4, 4/G, AT THE BANCA D'ITALIA NOT LATER THAN
THE 31st. OF AND THIS WILL BE THE AMOUNT QUOTED AS
PADA 2 "B" OF THE PRO FORMA 3/1.

4. YOU ARE FURTHER REQUESTED TO RETURN ONE COPY OF THIS FORM,
ATTACHED TO THE COPY OF FORM 1/1, WHICH YOU SEND TO THE HEADQUARTERS, NOT
LATER THAN THE 10th. OF.....

J.P.D. HALLIDAY,
CAPTAIN, R.A.S.C.,
REGIONAL TRANSPORTATION SECTION (ROADS),
ALLIED CONTROL COMMISSION, REGION 2.

TRANSMISSIONINTELLIGENCE IN TRIPLICA COPY

MOD. 2/2

Data.....

ALLA S.I.T.S.

PROVINCIA DI MATERA

POTENZA

1. Come disposto dalle clausole della lettera 22/45 del 27 Aprile 44 dell'A.C.C. Vi abbiamo fornito durante il mese di 19 parti di ricambio, attracci, equipaggiamento ecc. per 4 veicoli militari Britannici che avete noleggiato.

2. Tali forniture vi sono state addebitate con le seguenti fatture:

Numero fattureAvanzatura
Lire

TOTALI.....

SOMME IN LIRE 20.000.000

3. Vogliate versare tale importo all'Agencia Finanziaria Alleata n° 1 A/C presso la Banca d'Italia di Matera non più tardando di dell'8.....19....., importo che corrisponderà alle somme menzionate nel Par. 2 (3) del Modulo 1/1

4. Vogliate pure accludere una copia del presente modulo debitamente riempito al modulo 2/1 che invierete a questo Comando non più tardi del 10.....19.....

(firma)

REGIONAL TRANSMISSION OFFICER

POTENZA

1. Come disposto dalle elenche delle lettere 23/45 del 27 aprile 44 dell'A.C.C. Vi abbiamo fornite durante il mese di 19 parti di ricambio,attrezzi,equipaggiamento ecc. per i veicoli militari Britannici che avete noleggiato.
2. Tali forniture vi sono state addebitate con le seguenti fatture:

Importo fatture

Importo fatture

Importo

TOTALITA...

Importo in lire di 1.000.000

3. Vogliate versare tale importo all'Agenzia Finanziaria Alleata n° 1 A/C presso la Banca d'Italia di ROMA non più tardando.

di dell'8.....19.....importo che corrisponderà alla somma menzionata nel Par.2 (S) del modulo T/1

4. Vogliate pure escludere una copia del presente modulo debitamente riempito al modulo T/1 che invierete a questo Comando non più tardi del 10.....19.....

(POTENZA)

REGIONAL TRANSPORTATION OFFICER
(ROMA 08)
ALLIED CONTROL COMMISSION, ROME.

Resoconto Merce Autotrasportata

MONTH _____
Mese _____

MONTHLY TOTAL

4 Distanza complessiva se più di un autocarro in consegna + Total distance travelled by all vehicles if more than one vehicle on consignment	DATE----- Data-----	Cor
--	-----------------------------------	------------

0622

Declassified E.O. 12356 Section 3.3/NND No. 785021ROAD HAULAGE-FREIGHT RETURN

Resoconto Merce Autotrasportata

REGION

Regione

MONTH

194

193

Mese

194

193

FROM Dal	TO Al	+DISTANCE Kilometres Distanza Kilometri	COMMODITY CARRIED Derrata trasportata	WEIGHT Quintale Peso Quintali	WEIGHT DAILY TOTAL (Quintale) Peso Totale Giornaliero (quintali)	REMARKS Annotazioni

MONTHLY TOTAL

lessiva se più di un autocarro in consegna
 e travelled by all vehicles if more than one vehicle on consignment

DATE
Data
PROVINCIAL COMMISSIONER
 Commissario Provinciale

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF C-4
APO 394

394/hhj.

15 May 1944.

C-4/101.

SUBJECT : Vehicles Maintenance.

TO : Regional Commissioner, Region II.

Reference the attached copy of a letter dated 12 May 44 received from Transportation Sub-Commission.

There are 15 vehicles at present in use by Communications Sub-Commission which will require maintenance, vide copy of letter No. 23/4/15/45 of 5 May 44 sent to Capt. R.H. Ayre, Region II.

The Director, Communications Sub-Commission, has been instructed to contact you on this subject and you are requested to afford him the maintenance facilities he requires.

S. Miller
S. W. Miller,
Major, R. C.
C-4.

Copies to : Director, Communications Sub-Commission - for 9-44.
Lt. Col. J.J. Carnes - reference his letter of 12 May 44.

SUGGESTED SYSTEM OF MAINTENANCEWHEN VEHICLE IS TAKEN OFF THE ROAD EVERY 10 DAYS.

Maintenance of the vehicle will be divided into two parts:-

(1) Driver.(ii) Maintenance Squad.

1. The driver will ensure the following are completed daily, before the day's work commences:-

1. The vehicle is refilled with petrol.
2. Engine oil up to the 'full' level of the dipstick. Oil level to be taken on level ground. Care must be taken not to overfill.
3. Radiator is topped up.
4. Vehicle is clean internally and externally.
5. Tyres at correct pressure. Inspect tyres for abnormal wear, and remove any flints, nails, glass or stones between twin rears.
6. Where daily work tickets are used issues of fuel and oil will be entered in A.B. 412 daily. Where A.T. G3518 is used entries will be transferred to A.B. 412 weekly.
7. All defects developing during previous day's work are reported, including cuts or damage to tyres.

MAINTENANCE SQUAD

Four Operators: 1 Greaser.

1 Electrician.

2 Mechanic.

2.

1st OPERATORLUBRICATION:

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, O.V. joints.
3. Check levels in shock absorbers.
4. Lubricate with oil on all linkages such as, Handbrake, Clutch shaft, throttle controls etc.
5. Change oils as under:-

Oil is completely changed on a mileage basis:-

Wheeled vehicles.

- i. In engines with a sump capacity of over 1 gallon the periodical change of engine oil will be made every 3,000 miles, but in engines with a sump capacity of 1 gallon or under the change will be made every 2,000 miles.
- ii. In the case of new vehicles or overhauled engines, engine oil will be changed after 250 miles, again after a further 1,000 miles, and subsequently every 3,000 miles.
- iii. Gearbox every 3,000 miles.
- iv. Rear axle every 5,000 miles.

- v. Wheel hubs packed with grease 10,000 miles.

The cleaning or removal of the oil filter in accordance with maker's instructions should be carried out when oil is changed.

1. The driver will ensure the following are completed daily, before the day's work commences:-

1. The vehicle is refilled with petrol.
2. Engine oil up to the 'full' level of the dipstick. Oil level to be taken on level ground. Care must be taken not to overfill.
3. Radiator is topped up.
4. Vehicle is clean internally and externally.
5. Tyres at correct pressure. Inspect tyres for abnormal wear, and remove any flints, nails, glass or stones between twin rears.
6. Where daily work tickets are used issues of fuel and oil will be entered in A.B. 412 daily. Where A.B. 63512 is used entries will be transferred to A.B. 412 weekly.
7. All defects developing during previous day's work are reported, including cuts or damage to tyres.

2.

MAINTENANCE SQUAD

Four Operators: 1 Greaser. 1 Electrician. 2 Mechanics.

1st OPERATOR

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, O.V. joints.
3. Check levels in shock absorbers.
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In the case of new vehicles or overhauled engines, engine oil will be changed after 250 miles, again after a further 1,000 miles, and subsequently every 3,000 miles.

- ii. Gearbox every 3,000 miles.

- iii. Rear axle every 3,000 miles.

- iv. Wheel hubs packed with grease 10,000 miles.

The cleaning or renewal of the oil filter in accordance with

maker's instructions should be carried out when oil is changed.

These changes to be entered in A.B. 412.

2nd. OPERATOR.

ENGINE:

- A. Inspect and tighten if necessary:-
 - (i) Sparking plug points and terminals. Change plugs with broken porcelain.
 - (ii) Cylinder head studs.
 - (iii) Exhaust and inlet manifold joints.
 - (iv) All brackets mounted on engine.
- B. Check engine oil level and clean crankcase breather if necessary.
- C. Inspect oil tight joints.
 - (i) Valve gear cover plates.
 - (ii) Timing case joints.
 - (iii) Oil pipe unions, flange joints, external oil tanks, coolers, filters and relief valves.
- D. Inspect all external oil pipes.
 - (i) Rubbing

- 2 -

2. A. Inspect Radiator for leaks.
- B. Check and tighten where necessary:-
 - (i) Radiator and tie rod fittings.
 - (ii) Bonnet Fittings.
- C. Inspect water joints and glands. Tighten if necessary:-
 - (i) Flange water joints.
 - (ii) Hose joints and clips.
 - (iii) Water pump.
 - (iv) Drain cocks.
- D. Inspect fan for clearance and adjust belt if necessary to tension laid down by manufacturers.
- E. Check filter and cleanliness of water.
3. A. Clean all fuel filters.
- B. Check fuel system for leaks.
 - (i) Flooding carburettor.
 - (ii) Taps, drain cocks, union and fibre washers.
 - (iii) Petrol pump and filters.
- C. Check and tighten if necessary carburettor mounting bolts and petrol pump flange bolts.
- D. Inspect, and if necessary top up, or clean and refill oil air filter and check tightness of mounting clip.
4. A. Check clutch pedal for correct free movement as laid down by manufacturers.
- B. Check foot brake pedal, and handbrake lever for clearance.
5. Check and tighten where necessary:-
 - A. Front wing valance bolts.
 - B. Door locks and hinges.
 - C. Body side and tail bolts.
 - D. Spare wheel mounting.
6. Check tools and fire extinguisher. See fire extinguisher is filled.
7. WHEN VEHICLE IS DRIVEN OFF PAV;
 - A. Check brakes for operation.
 - B. Listen for engine knocks.
 - C. Listen for uneven firing.
 - D. Examine exhaust system for leakage.
 - E. Switch off and turn engine by hand to check for obvious lack of compression.

Estimated Time
76 minutes.

3rd. OPERATOR

UNDERSIDE OF
VEHICLE

1. Steering.

- A. Inspect and tighten all bolts where necessary. (Extreme care to ensure that steering box securing studs are dead tight.)
- B. Inspect all working joints for wear.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

- laid down by manufacturers.
- E. Check filter and cleanliness of water.
 5. A. Clean all fuel filters.
B. Check fuel system for leaks.
(i) Flooding carburettor.
(ii) Taps, drain cocks, union and fibre washers.
(iii) Petrol pump and filters.
 - C. Check and tighten if necessary carburettor mounting bolts and petrol pump flange bolts.
 - D. Inspect, and if necessary top up, or clean and refill oil air filter and check tightness of mounting clip.
 4. A. Check clutch pedal for correct free movement as laid down by manufacturers.
B. Check foot brake pedal, and handbrake lever for clearance.
 3. Check and tighten where necessary:-
A. Front wing valence bolts.
B. Door locks and hinges.
C. Body side and tail bolts.
D. Spare wheel mounting.
 6. Check tools and fire extinguisher. See fire extinguisher is filled.
 7. WHEN VEHICLE IS DRIVEN OFF PAV.
A. Check brakes for operation.
B. Listen for engine knocks.
C. Listen for uneven firing.
D. Examine exhaust system for leakage.
E. Switch off and turn engine by hand to check for obvious lack of compression.

Estimated Time
78 minutes.

3rd. OPERATOR

UNDERSIDE OF VEHICLE

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

1. Steering.
A. Inspect and tighten all bolts where necessary. (Extreme care to ensure that steering box securing studs are dead tight.)
B. Inspect all working joints for wear.
C. Check for bent or damaged rods.
2. Front Axle and Springs.
A. Inspect and tighten wheel nuts where necessary:-
B. Check and tighten, if necessary:-
(i) Spring 'U' bolts.
(ii) Spring clips.
(iii) Shackle nuts.
C. Check spring hanger bracket rivets for wear.
D. Examine springs for broken leaves or centre bolts.
3. A. Check, and where necessary tighten:-
(i) Sump studs.
(ii) Engine mounting or bearer bolts.
(iii) Radiator mounting bolts or trunnions.
B. Examine underside of engine for oil leaks.

- 3 -

4. A. Inspect gear box mountings and tighten where necessary.
- B. Check for oil leaks.
- C. Inspect and, where necessary, tighten:-
 - (i) Brake cross shaft bearing brackets.
 - (ii) All bolted brackets and levers.
 - (iii) Brake Servo and/or hydraulic mountings and unions
 - (iv) Check working of all external brake pull-off springs.
5. Frame & Body. Check and if necessary tighten:-
 - (i) Body floor bolts.
 - (ii) Body holding down bolts.
 - (iii) Front and rear mud-wing support bracket bolts.
 - (iv) Fuel tank mounting bolts.
 - (v) Silencer and exhaust mounting bolts.
 - (vi) Towing appliance.
6. Rear Axle & Springs.
 - A. Inspect and tighten where necessary:-
 - (i) All oil tight joints.
 - (ii) Half shaft flange bolts.
 - (iii) Wheel nuts.
 - B. Check and tighten if necessary
 - (i) Spring 'U' Bolts.
 - (ii) Spring clips.
 - (iii) Shackles nuts.
 - C. Check spring hanger bracket rivets for wear.
 - D. Examine springs for broken leaves or centre bolts.

Estim 7. Transmission. Inspect and tighten where necessary:-

- (i) Nuts and bolts of Universal Joint couplings.
- (ii) Propeller shaft and centre bearings and bracket, if fitted.

Time 70 mins

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

4th OPERATOR

1. Inspect ammeter for charging, and starter for operation before vehicle is driven on ramp.
2. Generator.
 - (i) Inspect generator terminals and tighten if necessary.
 - (ii) Inspect mounting bolts of regulator and cut out.
 - (iii) Inspect terminals and regulator unit.
 - (iv) Inspect for correct fitting of commutator cover.
 - (v) Lubricate with oil can if necessary.
3. Starter.
 - (i) Clean, and tighten if necessary, all starter motor terminals
 - (ii) Inspect all cables for rubbing or shorts.
 - (iii) Lubricate starter where necessary.
4. Battery.
 - (i) Inspect battery for cell cracks and leaks.
 - (ii) Inspect battery carrier, & if dirty remove battery and clean
 - (iii) Clean off battery top.

- (i) Body floor bolts.
 (ii) Body holding down bolts.
 (iii) Front and rear mud-wing support bracket bolts.
 (iv) Fuel tank mounting bolts.
 (v) Silencer and exhaust mounting bolts.
 (vi) Towing appliance.

6. Rear Axle & Springs.

A. Inspect and tighten where necessary:-

- (i) All oil tight joints.
 (ii) Half shaft flange bolts.
 (iii) Wheel nuts.

B. Check and tighten if necessary

- (i) Spring 'U' Bolts.
 (ii) Spring clips.
 (iii) Shackles nuts.

C. Check spring hanger bracket rivets for wear.

D. Examine springs for broken leafs or centre bolts.

Estim 7. Transmission. Inspect and tighten where necessary:-

- (i) Nuts and bolts of Universal Joint couplings.
 (ii) Propeller shaft and centre bearings and bracket, if fitted.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

70 mins

4th OPERATOR THEORETICIAN

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

2. Generator.

- (i) Inspect generator terminals and tighten if necessary.
 (ii) Inspect mounting bolts of regulator and cut out.
 (iii) Inspect terminals and regulator unit.
 (iv) Inspect for correct fitting of commutator cover.
 (v) Lubricate with oil can if necessary.

3. Starter.

- (i) Clean, and tighten if necessary, all starter motor terminals
 (ii) Inspect all cables for rubbing or shorts.
 (iii) Lubricate starter where necessary.

4. Battery.

- (i) Inspect battery for cell cracks and leaks.
 (ii) Inspect battery carrier, & if dirty remove battery and clean
 (iii) Clean off battery top.
 (iv) Inspect terminals for corrosion and clean if necessary.
 Smear terminals with Vaseline or Lanoline. Do NOT use grease G.S.
 (v) Examine vent plugs and ensure holes are clean.
 (vi) Check level of electrolyte and top up if necessary.
 (vii) Inspect and tighten mounting bolts where necessary.

5. Ignition.

- (i) Inspect all terminals and tighten where necessary.
 (ii) Clean all A.T. leads & plugs.
 (iii) Clean all earth connections.
 (iv) Inspect coil assembly, tighten if necessary
 (v) Check automatic advance and retard for fixed
 (vi) Clean distributor cap.
 (vii) Check operation of contact breaker, setting of points and points for pitting.
 (viii) Lubricate distributor spindle when necessary.

1982

- 4 -

6. Lighting.

- (i) Inspect exposed leads and make when fitted.
- (ii) Inspect mounting bolts and brackets of all lamps, switches and instruments on instrument board, and all electrical accessories.
- (iii) Inspect all screw terminals and tighten where necessary.
- (iv) Ensure all lamps light, and no leads shorting.
- (v) Check horn for operation.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

Estimated Time
57 minutes.

SUGGERITO SISTEMA DI MANUTENZIONE

PER VEICOLI TOLTI DALLA CIRCOLAZIONE OGNI 10 GIORNI.

La manutenzione del veicolo sarà divisa in due parti:

(1) conducente . (ii) squadra di manutenzione)

1. Il conducente si assicurerà che a quanto appreso venga ottenuto giornalmente, prima che cominci la giornata di lavoro:

1. Che il veicolo sia rifornito di benzina.
2. Che l'olio del motore sia a pieno livello del misuratore. Il livello d'olio deve essere preso su terreno piano. Si deve avere cura di non riempire troppo.
3. Che il radiatore sia coperto.
4. Che il veicolo sia pulito internamente ed esternamente.
5. Che le gomme siano alla giusta pressione. Verificare le gomme per accertare che non sia consumo anormale, e togliere erbe, chiodi o pietre che vi possano essere.
6. Quando vengano usati i biglietti giornalieri di lavoro, le distribuzioni di carburante e di olio saranno registrate nel libro A.B. 412 giornalmente. Quando viene usato l'A.B. 43518, le registrazioni saranno trasferite settimanalmente all'A.B. 412.
7. Tutti i difetti risultanti dal lavoro della giornata precedente saranno segnalati, incluso i tagli o danni alle gomme.

SQUADRA DI MANUTENZIONE.

4 operatori. 1 Ingrassatore. 1 Eletttricista. 2 meccanici.

1° operatore

LUBRIFICAZIONE: 1. Lubrificare gli attacchi col lubrificatore ad alta pressione, come spiegato nella tabella di lubrificazione.

2. Verificare i livelli nella scatola dello sterzo, scatola del cambio di velocità, cassa di trasferimento e differenziali;

3. Verificare i livelli nei paraurti.

4. Lubrificare con la scatola d'olio tutti i raccordi come freno a mano, albero di frizione; controlli della valvola a farfalla, ecc

Tempo previsto
65 minuti.

5. Cambiare l'olio come sotto:

L'olio viene completamente cambiato sulla base della percorrenza.

Veicoli a ruota.

i. In motori di capacità di assorbimento di oltre 1 gallone (Litri 4,50 circa) il cambio periodico dell'olio del motore sarà fatto ogni 3000 miglia, ma per motori aventi una capacità di assorbimento di 1 gallone o meno, il cambio

2. Che l'olio del motore sia a pieno livello del misuratore. Il livello d'olio deve essere preso su terreno piano. Si deve avere cura di non riempire troppo.
3. Che il radiatore sia coperto.
4. Che il veicolo sia pulito internamente ed esternamente.
5. Che le gomme siano alla giusta pressione. Verificare le gomme per accertare che non sia consumo anormale, e togliere erbe, chiodi o pietre che vi possano essere.
6. Quando vengano usati i biglietti giornalieri di lavoro, le distribuzioni di carburante e di olio saranno registrate nel libro A.B. 412 giornalmente. Quando viene usato l'A.B. 43518, le registrazioni saranno trasferite settimanalmente all'A.B. 412. Tutti i difetti risultanti dal lavoro delle giornate precedenti saranno segnalati, incluso i tagli o danni alle gomme.

SQUADRA DI MANUTENZIONE.

4 operatori. 1 Ingrassatore. 1 Elettricista. 2 meccanici.

1° operatore

LUBRIFICAZIONE: 1. Lubrificare gli attocchi col lubrificatore ad alta pressione, come spiegato nella tabella di lubrificazione.

2. Verificare i livelli nella scatola dello sterzo, scatola del cambio di velocità, cassa di trasferimento e differenziali;

3. Verificare i livelli nei perni.

4. Lubrificare con la scatola d'olio tutti i

raccordi come freno a mano, albero di frizione; controlli della valvola a farfalla, ecc

5. Cambiare l'olio come sotto:

i. L'olio viene completamente cambiato sulla base della percorrenza.

Veicoli a ruota.

i. In motori di capacità di assorbimento di oltre 1 gallone (Litri 4,50 circa) il cambio periodico dell'olio del motore sarà fatto ogni 3000 miglia, se per motori aventi una capacità di assorbimento di 1 gallone o meno, il cambio sarà fatto ogni 2000 miglia.

Nel caso di veicoli nuovi o di macchine rimesse a nuovo, l'olio del motore sarà cambiato dopo 250 miglia, nuovamente dopo altre 1000 miglia e successivamente ogni 3000 miglia.

ii. Per la scatola del cambio di velocità ogni 5000 miglia.

iii. Asse posteriore ogni 5000 miglia.

iv. Mozzi delle ruote avvolti ~~1981~~ ¹⁹⁸² Asso: 10.000 miglia.

Tempo previsto
65 minuti.

La pulitura o rinnovo del filtro d'olio in conformità alle istruzioni di Waver dovrebbe essere effettuata quando l'olio è cambiato.

2° OPERATORE.

MOTORE: 1. A. Ispezionare e stringere se necessario:

- i. Le punte ed attacchi delle candele. Cambiare le candele che abbiano la porcellana rotta.
- ii. i dadi della testa del cilindro.
- iii. Giunti del collettore di aspirazione.
- iv. Tutte le mensole montate sul motore.

B. Verificare il livello dell'olio del motore e pulire il respiratore del carter se necessario.

C. Verificare che le giunture di olio siano ben strette.

- i. coperchio della valvola d'ingranaggio.
- ii. giuntura della cassetta di distribuzione.
- iii. connessioni del tubo d'olio, flange di attacco, serbatoi esterni di olio, raffreddatori, filtri e valvole di riserva.

D. Ispezionare tutte le tubazioni di olio esterne.

i. rotture.

2. A. Ispezionare il radiatore per vedere se ci sono perdite.

B. Verificare e stringere quando è necessario:

- i. Radiatore.
- ii. fissaggi del cofano.
- C. Ispezionare i manicotti dell'acqua e del premistoppa.

Stringere se necessario.

- i. manicotti dell'acqua.
- ii. fermi per i manicotti dell'acqua.
- iii. Pompa d'acqua.
- iv. connessioni dei rubinetti.

D. Verificare il ventilatore ed aggiustare la cinghia se necessario alla tensione stabilita dalla fabbrica.

E. Verificare il filtro e la pulizia dell'acqua.

3. A. Pulire tutti i filtri di carburante.

B. Verificare il sistema del carburante per vedere se ci sono perdite.

- i. carburatore ingolfato.
- ii. connessioni dei rubinetti.
- iii. Pompa della benzina e filtri.

C. Verificare e stringere se necessario i bulloni di montaggio del carburatore e i bulloni della flangia della pompa della benzina.

D. Verificare e, se necessario, aggiungere olio o pulire e riempire di olio il filtro d'aria e provare se ben stretto il caricatore di montaggio.

4. A. Verificare il pedale della frizione per vedere che sia

- respiratore del carter se necessario.
3. Verificare che le giunture di olio siano ben strette.
- i. coperchio della valvola d'ingragnaggio.
 - ii. giunture della cassetta di distribuzione.
 - iii. connessioni del tubo d'olio, flange di attacco, serbatoi esterni di olio, raffreddatori, filtri e valvole di riserva.
- D. Ispezionare tutte le tubazioni di olio esterne.
- i. rotture.
2. A. Ispezionare il radiatore per vedere se ci sono perdite.
- B. Verificare e stringere quando è necessario:
- i. Radiatore.
 - ii. Fissaggi del cofano.
- C. Ispezionare i manicotti dell'acqua e del premistoppa.
- Stringere se necessario.
- i. manicotti dell'acqua.
 - ii. fermi per i manicotti dell'acqua.
 - iii. Pompe d'acqua.
 - iv. connessioni dei rubinetti.
- D. Verificare il ventilatore ed aggiustare la cinghia se necessario alle tensioni stabilite dalla fabbrica.
- E. Verificare il filtro e la pulizia dell'acqua.
3. A. Pulire tutti i filtri di carburante.
- B. Verificare il sistema del carburante per vedere se ci sono perdite.
- i. carburatore ingolfato.
 - ii. connessioni dei rubinetti.
 - iii. Pompa della benzina e filtri.
- C. Verificare e stringere se necessario i bulloni di montaggio del carburatore e i bulloni della flangia della pompa della benzina.
- D. Verificare e, se necessario, aggiungere olio o pulire e riempire di olio il filtro d'aria e provare se ben stretto il caricatore di montaggio.
4. A. Verificare il pedale della frizione per vedere che sia il giusto movimento libero come stabilito dalla fabbrica.
- B. Verificare il pedale del freno a piedi e leva del freno a mano.
5. Verificare e stringere quando è necessario.
- A. Bulloni dell'ala frontale della valenza.
 - B. Serrature e cardini delle porte.
 - C. Bulloni laterali e di coda del corpo.
 - D. Montaggio della ruota di ricambio.
6. Verificare gli utensili ed estintore. Accertarsi che lo estintore sia riempito.
7. QUANDO IL VEICOLO E CONDOTTO FUORI RAMP.
- A. Verificare i freni per vedere che funzionino.

tempo
previsto
70 minuti.
E.

B. Ascoltare le bussate del motore.
" se l'accensione non è uguale.
C. Esaminare il sistema di scappamento se vi sono perdite.
D. Spegnerne e girare il motore a mano per controllare se vi è evidente mancanza di compressione.

SEGNALARE TUTTI I DIFETTI.

3° OPERATORE.
parte sotto-
stante del
veicolo.

1. Sterzo.
 - A. Verificare e stringere tutti i bulloni quando è necessario. (Massima cura per accertarsi che i dadi di fissaggio della cassa dello sterzo siano assolutamente ben stretti.
 - B. Verificare tutte le giunture che lavorano per accertare se sono consumate.
 - C. Verificare se vi sono aste piegate o danneggiate.
2. Assale anteriore e molle.
 - A. Verificare e stringere i dadi delle ruote quando è necessario.
 - B. Verificare e stringere se necessario:
 - i. i bulloni della molla "U"
 - ii. i fermi della molla.
 - iii. i dadi della famiglia.

- C. Verificare i perniotti che mantengono il sostegno della balestra.
- D. Verificare le balestre per vedere se ci sono foglie rotte o bulloni di centro rotti.

3. A. Verificare e se necessario stringere:
 - i. Dadi del serbatoio.
 - ii. Montaggio del motore e bulloni.
 - iii. Bulloni del radiatore, o fissaggi.

- B. Verificare la parte sottostante del motore per vedere se vi sono perdite di olio.

4. A. Verificare i montaggi della scatola del cambio di velocità e stringere quando è necessario.
- B. Verificare se vi sono perdite di olio.

- C. Verificare, se necessario, stringere:
 - i. Dadi di registro.
 - ii. Tutte le leve e mansole che siano bullonate.
 - iii. Giunti del servo freno e/o connessioni e montaggi idraulici.
 - iv. Verificare il funzionamento di tutte le molle dei freni e sterzo.

5. Telaio e corpo. Verificare e se necessario stringere:
 - i. Bulloni del pavimento del corpo.

- B. Verificare tutte le giunture che lavorano per scartere se sono consumate.
- C. Verificare se vi sono aste piegate o danneggiate.
2. Assale anteriore e molle.
- A. Verificare e stringere i dadi delle ruote quando è necessario.
- B. Verificare e stringere se necessario:
- i. i bulloni della molla 'U'.
 - ii. i fermi della molla.
 - iii. i dadi della famiglia.
- C. Verificare i perniotti che mantengono il sostegno della balestra.
- D. Verificare la balestre per vedere se ci sono foglie rotte o bulloni di centro rotti.
3. A. Verificare e se necessario stringere:
- i. Dadi del serbatoio.
 - ii. Montaggio del motore e bulloni.
 - iii. Bulloni del radiatore, o fissaggi.
- B. Verificare la parte sottostante del motore per vedere se vi sono perdite di olio.
4. A. Verificare i montaggi della scatola del cambio di velocità e stringere quando è necessario.
3. Verificare se vi sono perdite di olio.
- C. Verificare e, se necessario, stringere:
- i. Dadi di registro.
 - ii. Tutte le leve e mansole che siano bullonate.
 - iii. Giunti del servo freno e/o connessioni e montaggio idraulici.
 - iv. Verificare il funzionamento di tutte le molle del freno esterno.
5. Telaio e corpo. Verificare e se necessario stringere:
- i. Bulloni del pavimento del corpo.
 - ii. Bulloni che tengono avvitato il corpo.
 - iii. Bulloni di sostegno parafrangente anteriore e poster.
 - iv. Bulloni di montaggio serbatoio di carburante.
 - v. Bulloni di montaggio del silenziatore e scappamento.
 - vi. Dispositivo di rimorchio.
6. Assale posteriore e molle.
- A. Ispezionare e stringere quando è necessario.
- i. Tutte le giunture di olio.
 - ii. Dadi delle ruote.
- B. Verificare e stringere se necessario.
- i. Bulloni della molla 'U'.
 - ii. Dadi della famiglia.

-4-

- C. Verificare i fermi della molla per accertarne il consumo.
 D. Esaminare le molle per vedere se vi sono foglie rotte.
 7. Preesirizione. Verificare e stringere dove è necessario:

Tempe
 pre-
 visto
 70 min.

- i. Dadi e bulloni
- ii. Albero di trasmissione.

SEGNALARE TUTTI I DIFETTI

4° OPERATORE.

- Elettricista. 1. Verificare l'ampereometro per la carica e l'avviatore
 prima che il veicolo sia guidato su rampa.

2. Generatore.

- i. Verificare gli attacchi del generatore e stringere se necessario.
- ii. Ispezionare i bulloni di montaggio del regolatore.
- iii. " " gli attacchi e unità del regolatore.
- iv. Ispezionare l'esatta aderenza del coperchio del commutatore.
- v. Lubrificare con olio se necessario.

3. Avviatore.

- i. Pulire e stringere se necessario tutti gli attacchi dell'avviatore.
- ii. Verificare tutti i cavi per vedere se ci sono rotture o mancanze.
- iii. Lubrificare l'avviatore quando è necessario.

4. Batteria.

- i. Verificare la batteria per vedere se ci sono collaghi o rotture.
- ii. Verificare il porta-batteria e se sporco togliere la batteria e pulire.
- iii. Pulire la parte superiore della batteria.
- iv. Verificare gli attacchi per vedere se vi è corrosione e pulire se necessario.
 Spargere gli attacchi con Vasellina o Lanolina.
 Non usare il grasso C.B.
- v. Verificare i tappi con presa d'aria ed assicurarsi che i buchi siano puliti.
- vi. Verificare il livello dell'elettrolito e portare al massimo di riempiture se necessario.
- vii. Verificare e stringere i bulloni di montaggio dove è necessario.

5. Accensione.

- i. Verificare tutti gli attacchi e stringere dove è necessario.
- ii. Pulire tutti i fili ad alta tensione e spine.
- iii. Pulire tutti i collegamenti con la terra.
- iv. Verificare l'avvolgimento della bobina; stringere

as necessary to:

iatore.

- i. Pulley e stn

4. Batterie.

- 03

5. Accensione.

- i. Verificare

2. Illuminazione.

- i. Verif:

Tempo pre-

v. Verificare se funziona la bomba.

SEGNALARE TUTTI I DIRETTI CHE SIANO AL DI LA DEL
COMBITO DELL'OPERATORE.

SUBJECT: "B" Vehicles - Maintenance & Care of

Unit Maintenance Inspectorate
("B" Vehicles Section)

U.S. U.S.I. C.I. (Tel. 5100)

19/11/35/1 16 Hgt. 14

G. (A.P.), A.P. . . .

G. (A.P.) A.P.I.

E.M.I. A.P.I.

Senior Inspector U.S.I. ADAMS
2 DISTRICT
3 DISTRICT

All U.S.I. Inspectors

Copy to: Col. Carter, A.C.P.

Attached is a suggested system of maintenance for the Economic Group of A.C.P. It is a condensed form of the Daily Park System drawn up to meet the requirements of vehicles coming of the road once in every ten days and being maintained by skilled personnel.

It was not considered advisable to leave tool kits on vehicles with civilian drivers owing to the high prices of these accessories in the Black Market.

Levy
Lt. Col. *Levy*
U.S.I.
A.C.P.

19/11/35.

1927

SUGGESTED SYSTEM OF MAINTENANCEWHEN VEHICLE IS TAKEN OFF THE ROAD EVERY 10 DAYS.

Maintenance of the vehicle will be divided into two parts:-

(i) Driver.

(ii) Maintenance Squad.

1. The driver will ensure the following are completed daily, before the day's work commences:-

1. The vehicle is refilled with petrol.
2. Engine oil up to the 'full' level of the dipstick. Oil level to be taken on level ground. Care must be taken not to overfill.
3. Radiator is topped up.
4. Vehicle is clean internally and externally.
5. Tyres at correct pressure. Inspect tyres for abnormal wear, and remove any flints, nails, glass or stones between twin rears.
6. Where daily work tickets are used issues of fuel and oil will be entered. Where A.T. G3548 is used entries will be transferred in A.B. 442 daily. Where A.B. 442 weekly.
7. All defects developing during previous day's work are reported, including cuts or damage to tyres.

MAINTENANCE SQUAD

Four Operators:

1 Greaser.

1 Electrician.

2 Mechanics.

1st OPERATORLUBRICATION:

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, C.V. joints.
3. Check levels in shock absorbers.
4. Lubricate with oil can all linkages such as, Handbrake, Clutch shaft, throttle controls etc.
5. Change oils as under:-

Oil is completely changed on a mileage basis:-

Wheeled vehicles.

- i. In engines with a sump capacity of over 1 gallon the periodical change of engine oil will be made every 3,000 miles, but in engines with a sump capacity of 1 gallon or under the change will be made every 2,000 miles.
- In the case of new vehicles or overhauled engines, engine oil will be changed after 250 miles, again after a further 1,000 miles, and subsequently every 3,000 miles.

ii. Gearbox every 5,000 miles.

iii. Rear axle every 3,000 miles.

iv. Wheel hubs packed with grease 10,000 miles.

The cleaning or removal of the oil filter in accordance with the maker's instructions should be carried out when oil is changed. These changes to be entered in A.B. 442.

2.

1. The vehicle is refilled with petrol.
2. Engine oil up to the 'full' level of the dipstick. Oil level to be taken on level ground. Care must be taken not to overfill.
3. Radiator is topped up.
4. Vehicle is clean internally and externally.
5. Tyres at correct pressure. Inspect tyres for abnormal wear, and remove any flints, nails, glass or stones between twin wheels.
6. Where daily work tickets are used issues of fuel and oil will be entered in A.B. 412 daily. Where A.B. 33518 is used entries will be transferred to A.B. 412 weekly.
7. All defects developing during previous day's work are reported, including cuts or damage to tyres.

MAINTENANCE SQUAD

Team Operators: 1 Greaser, 1 Electrician, 2 Mechanics.

1st OPERATOR

ROUTINE:

1. Lubricate nipples with high pressure gun, as laid down on Lubrication Chart.
2. Check levels in Steering Box, Gear Box, Transfer Case and Differential, and where necessary, C.V. joints.
3. Check levels in shock absorbers.
4. Lubricate with oil can all linkages such as, handbrake, Clutch shaft, throttle controls etc.
5. Change oils as under:-

Oil is completely changed on a mileage basis:-

Wheel vehicles.

- i. In engines with a sump capacity of over 4 gallons the periodical change of engine oil will be made every 3,000 miles, but in engines with a sump capacity of 1 gallon or under the change will be made every 2,000 miles.
- ii. In the case of new vehicles or overhauled engines, engine oil will be changed after 250 miles, again after a further 1,000 miles, and subsequently every 3,000 miles.
- iii. Gearbox every 3,000 miles.
- iv. Rear axle every 3,000 miles.
- v. Wheel hubs packed with grease 10,000 miles.

The cleaning or renewal of the oil filter in accordance with maker's instructions should be carried out when oil is changed. These changes to be entered in A.B. 412.

2nd. OPERATOR.

ENGINE:

1. A. Inspect and tighten if necessary:- Change plugs with (i) Sparking plug points and terminals.
- (ii) Broken porcelain.
- (iii) Cylinder head studs.
- (iv) Exhaust and inlet manifold joints.
- (v) All brackets mounted on engine.
- B. Check engine oil level and clean crankcase breather if necessary.
- C. Inspect oil tight joints.
- (i) Valve gear cover pipes.
- (ii) Timing case joints.
- (iii) Oil pipe unions, flange joints, external oil tanks, coolers, filters and relief valves.
- D. Inspect all external oil pipes.
- (i) Rubbing
- (ii) Kinking

1920

- 2 -

2. A. Inspect Radiator for leaks.
B. Check and tighten where necessary:-
(i) Radiator and tie rod fittings.
(ii) Bonnet Fittings.
- C. Inspect water joints and glands. Tighten if necessary:-
(i) Flange water joints.
(ii) Hose joints and clips.
(iii) Water pump.
(iv) Drain cocks.
- D. Inspect fan for clearance and adjust belt if necessary to tension laid down by manufacturers.
- E. Check filter and cleanliness of water.
3. A. Clean all fuel filters.
B. Check fuel system for leaks.
(i) Flooding carburettor.
(ii) Taps, drain cocks, union and fibre washers.
(iii) Petrol pump and filters.
- C. Check and tighten if necessary carburettor mounting bolts and petrol pump flange bolts.
- D. Inspect, and if necessary top up, or clean and refill oil air filter and check tightness of mounting clip.
4. A. Check clutch pedal for correct free movement as laid down by manufacturers.
B. Check foot brake pedal, and handbrake lever for clearance.
5. Check and tighten where necessary:-
A. Front wing valance bolts.
B. Door locks and hinges.
C. Body side and tail bolts.
D. Spare wheel mounting.
6. Check tools and fire extinguisher. See fire extinguisher is filled.
7. WHEN VEHICLE IS DRIVEN OFF RAMP;
A. Check brakes for operation.
B. Listen for engine knocks.
C. Listen for uneven firing.
D. Examine exhaust system for leakage.
E. Switch off and turn engine by hand to check for obvious lack of compression.

Estimated Time
75 minutes.

3rd. OPERATOR

UNDERSIDE OF
VEHICLE

1. Steering.

- A. Inspect and tighten all bolts where necessary. (Extreme care to ensure that steering box securing studs are dead tight.)
- B. Inspect all working joints for wear.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

D. Inspect fan for clearance and adjust belt if necessary to tension laid down by manufacturers.

E. Check filter and cleanliness of water.

3. A. Clean all fuel filters.

B. Check fuel system for leaks.

(i) Flooding carburettor.

(ii) Taps, drain cocks, union and fibre washers.

(iii) Petrol pump and filters.

C. Check and tighten if necessary carburettor mounting bolts and petrol pump flange bolts.

D. Inspect, and if necessary top up, or clean and refill oil air filter and check tightness of mounting clip.

4. A. Check clutch pedal for correct free movement as laid down by manufacturers.

B. Check foot brake pedal, and handbrake lever for clearance.

5. Check and tighten where necessary:-

A. Front wing valance bolts.

B. Door locks and hinges.

C. Body side and tail bolts.

D. Spare wheel mounting.

6. Check tools and fire extinguisher. See fire extinguisher is filled.

7. WHEN VEHICLE IS DRIVEN OFF ROAD;

A. Check brakes for operation.

B. Listen for engine knocks.

C. Listen for uneven firing.

D. Examine exhaust system for leakage.

E. Switch off and turn engine by hand to check for obvious lack of compression.

Estimated Time
70 minutes.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

3rd. OPERATOR

UNDERSIDE OF VEHICLE

1. Steering.

A. Inspect and tighten all bolts where necessary. (Extreme care to ensure that steering box securing studs are dead tight.)

B. Inspect all working joints for wear.

C. Check for bent or damaged rods.

2. Front Axle and Springs.

A. Inspect and tighten wheel nuts where necessary:-

B. Check and tighten, if necessary:-

(i) Spring 'U' bolts.

(ii) Spring clips.

(iii) Shackle nuts.

C. Check spring hanger bracket rivets for wear.

D. Examine springs for broken leaves or centre bolts.

3. A. Check, and where necessary tighten:-

(i) Sump studs.

(ii) Engine mounting or bearer bolts.

(iii) Radiator mounting bolts or trunnions.

B. Examine underside of engine for oil leaks.

- 3 -

4. A. Inspect gear box mountings and tighten where necessary.
- B. Check for oil leaks.
- C. Inspect and, where necessary, tighten:-
 - (i) Brake cross shaft bearing brackets.
 - (ii) All bolted brackets and levers.
 - (iii) Brake Servo and/or hydraulic mountings and unions
 - (iv) Check working of all external brake pull-off springs.

5. Frame & Body. Check and if necessary tighten:-

- (i) Body floor bolts.
- (ii) Body holding down bolts.
- (iii) Front and rear mud-wing support bracket bolts.
- (iv) Fuel tank mounting bolts.
- (v) Silencer and exhaust mounting bolts.
- (vi) Towing appliance.

6. Rear Axle & Springs.

A. Inspect and tighten where necessary:-

- (i) All oil tight joints.
- (ii) Half shaft flange bolts.
- (iii) Wheel nuts.

B. Check and tighten if necessary

- (i) Spring 'U' Bolts.
- (ii) Spring clips.
- (iii) Shackle nuts.

C. Check spring hanger bracket rivets for wear.

D. Examine springs for broken leaves or centre bolts.

E. Inspect and tighten where necessary:-

- (i) Nuts and bolts of Universal Joint couplings.
- (ii) Propeller shaft and centre bearings and bracket, if fitted.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

Estimated
Time
70 mins

4th OPERATOR
ELECTRICIAN

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

2. Generator.

- (i) Inspect generator terminals and tighten if necessary.
- (ii) Inspect mounting bolts of regulator and cut out.
- (iii) Inspect terminals and regulator unit.
- (iv) Inspect for correct fitting of commutator cover.
- (v) Lubricate with oil can if necessary.

3. Starter.

- (i) Clean, and tighten if necessary, all starter motor terminals
- (ii) Inspect all cables for rubbing or shorts.
- (iii) Lubricate starter where necessary.

4. Battery.

- (i) Inspect battery for cell cracks and leaks.
- (ii) Inspect battery carrier, & if dirty remove battery and clean
- (iii) Clean off battery top.
- (iv) Inspect terminals for corrosion and clean if necessary. Do NOT use

5. Frame & Body. Check and if necessary tighten:-

- (i) Body floor bolts.
- (ii) Body holding down bolts.
- (iii) Front and rear mud-wing support bracket bolts.
- (iv) Fuel tank mounting bolts.
- (v) Silencer and exhaust mounting bolts.
- (vi) Towing appliance.

6. Rear Axle & Springs.

A. Inspect and tighten where necessary:-

- (i) All oil tight joints.
- (ii) Half shaft flange bolts.
- (iii) Wheel nuts.

B. Check and tighten if necessary

- (i) Spring 'U' Bolts.
- (ii) Spring clips.
- (iii) Shackles nuts.

C. Check spring hanger bracket rivets for wear.

D. Examine springs for broken leafs or centre bolts.

E. Transmission. Inspect and tighten where necessary:-

- (i) Nuts and bolts of Universal Joint couplings.
- (ii) Propeller shaft and centre bearings and bracket, if fitted.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

Estim
ated
Time
70 mins

With OPERATOR
ELECTRICIAN

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

2. Generator.

- (i) Inspect generator terminals and tighten if necessary.
- (ii) Inspect mounting bolts of regulator and cut out.
- (iii) Inspect terminals and regulator unit.
- (iv) Inspect for correct fitting of commutator cover.
- (v) Lubricate with oil can if necessary.

3. Starter.

- (i) Clean, and tighten if necessary, all starter motor terminals
- (ii) Inspect all cables for rubbing or shorts.
- (iii) Lubricate starter where necessary.

4. Battery.

- (i) Inspect battery for cell cracks and leaks.
- (ii) Inspect battery carrier, & if dirty remove battery and clean
- (iii) Clean off battery top.
- (iv) Inspect terminals for corrosion and clean if necessary.
- (v) Smear terminals with Vaseline or Lanoline. Do NOT use grease G.S.
- (vi) Examine vent plugs and ensure holes are clean.
- (vii) Check level of electrolyte and top up if necessary
- (viii) Inspect and tighten mounting bolts where necessary.

5. Ignition.

- (i) Inspect all terminals and tighten where necessary.
- (ii) Clean all H.T. leads & plugs.
- (iii) Clean all earth connections.
- (iv) Inspect coil assembly, tighten if necessary.
- (v) Check automatic advance and retard for free movement.
- (vi) Clean distributor cap.
- (vii) Check operation of contact breaker, setting of points and points for pitting.
- (viii) Lubricate distributor spindle when necessary.

1923

- 4 -

6. Limiting.

- (i) Inspect exposed leads and masks when fitted.
- (ii) Inspect mounting bolts and brackets of all lamps, switches and instruments on instrument board, and all electrical accessories.
- (iii) Inspect all screw terminals and tighten where necessary.
- (iv) Ensure all lamps light, and no leads shorting.
- (v) Check horn for operation.

Estimated Time
67 minutes.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR.

SECRETUNIT MAINTENANCE INSPECTORATE
("B" Vehicles Section)INSPECTION REPORT No. IR/2D/120

Name of Unit
Name of C.C.
Officer i/c L.A.D.
Vehicles : War Establishment

: Allied Military Government Chieti Province Vasto.
: Lt-Col. J.W. Holmes W/E No. -----

Held
Inspected

: -- M/c's --
: -- " --
: 15 " --
: 9 " --

: 25th April 1944

Date of Inspection
Ref to previous Inspection Report : Nil

1. STANDARD OF MAINTENANCE: Unsatisfactory. The vehicles were given to this Unit in a bad state, 5 of them were non runners. No tools of any description were with vehicles, no lubricating guns, no air pumps and no spare wheels. There were no A.B.412 or A.B.406, on any vehicle. These difficulties are being overcome and action must be taken forthwith to raise this standard as soon as possible.
2. ENGINE: On seven of the vehicles inspected engine mounting bolts were loose, and in three cases these bolts were actually missing. Engines had been cleaned by drivers.
3. AIR AND FUEL PUMPERS: Three petrol filters were found dirty, but all air filters were clean and topped up.
4. SPRINGS: "U" Bolts were loose on four vehicles and two lubricating nipples were missing. Lubrication was most unsatisfactory and many shackles appeared to be dry.
5. TRANSMISSION: U/J bolts were loose on four vehicles and there was a decided lack of lubrication. A few lubricating nipples were missing.
6. STEERING: The steering on every vehicle required attention. On five vehicles the steering box mounting bolts were loose and on the sixth vehicle the box was nearly falling off. Five oil levels were noted to be low and adjustment to the steering stops was required on four vehicles as the drop arm was rubbing on the inner wall of the tyre.
7. BODY BOLTS, ETC.: On eight of the vehicles inspected Body bolts were loose and several nuts and bolts were missing.
8. BATTERIES: Eight of the batteries inspected required attention. Four of them were not properly secured and five required topping up. Three had terminals corroded and several required to be cleaned. When unit took over vehicles 5 of the batteries were U/S and have since been replaced.
9. TYRES: Pressures were erratic but an effort was being made to keep them consistent.
10. DOCUMENTATION:

Inspected

25th April 1944

Date of Inspection

Ref to previous Inspection Report : Nil

1. STANDARD OF MAINTENANCE: Unsatisfactory. The vehicles were given to this Unit in a bad state, 5 of them were non runners. No tools of any description were with vehicles, no lubricating guns, no air pumps and no spare wheels. There were no A.B.412 or A.B.406, on any vehicle. These difficulties are being overcome and action must be taken forthwith to raise this standard as soon as possible.
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8. BATTERIES: Eight of the batteries inspected required attention. Four of them were not properly secured and five required topping up. Three had terminals corroded and several required to be cleaned. When unit took over vehicles 5 of the batteries were U/S and have since been replaced.
9. TYPES: Pressures were erratic but an effort was being made to keep them consistent.
10. DOCUMENTATION:
 - (a) A.B.412
 - (b) A.B.406

No books issued with vehicles but Unit had indented for and have received A.B.412 and A.B.406. The books were being made out and will be issued to drivers immediately. Monthly inspections have been arranged and will commence almost at once.
- (c) Defect Book Not kept.
11. M.T. DISCIPLINE:

199
Eleven of the fourteen drivers are Italians and with the serious shortage of tools it has been difficult to have organised maintenance. The Task System has been translated into Italian for each driver concerned. The M.T. N.O.C. has taken each driver over his

/.....

vehicle and shown him what maintenance should be carried out. No discipline is functioning at present but the routine is in the process of being organised. Careful supervision will be necessary.

12. OIL STORAGE: None.

13. (a) No. of DEFECTS REPORTED TO UNIT FOR ACTION BY DEFECT REPORT: Nil.

(b) UNREPORTED DEFECTS NOTED: Nil.

14. POINTS RAISED BY UNIT: Italian drivers complain that they are very short of clothes and cannot afford to destroy what little they have going under vehicles and working. The lack of tools makes any organized attempt at maintenance very difficult.

15. RECOMMENDATIONS:

1. That some form of overalls be obtained for the drivers in order that maintenance be carried out.
2. That the Task System is put into operation forthwith and this must be strictly supervised.
3. That each driver be shown how to keep his A.B.412 and that these books are withdrawn each week for inspection in order to ensure that they are being kept properly.
4. That A.B.406 inspections be carried out each month on every vehicle.
5. That, on completion of the A.B.406 inspections already arranged, the Action Report of each inspection be completed in its entirety.
6. That tyre pressures conform with E.M.E. Regulations and checked regularly.
7. That all points noted on the individual inspection reports be rectified at once; strict adherence to the Task System will eliminate future faults of such a nature.

16. REMARKS: It is appreciated that the vehicles have only been in the possession of this Unit for a very short period and that the difficulties presented with the vehicles have not been easy. Attempts have been made to overcome these but strong action is necessary in order to give a rapid improvement over the present findings.

(Sd/-) T.A. McLean.

Capt. H.L.L.
Inspector

DISTRIBUTION:-

Allied Military Government Chieti Province Vasto.

D.D.M.E. No. 2 District
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D.A.C.M.G. 60 Sub-area
D.A.C.M.E. 60 " (5 Copies)
C.I., U.K.I. (2 Copies)
File

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15. RECOMMENDATIONS:

1. That some form of overalls be obtained for the drivers in order that maintenance be carried out.
2. That the Task System is put into operation forthwith and this must be strictly supervised.
3. That each driver be shown how to keep his A.B.412 and that these books are withdrawn each week for inspection in order to ensure that they are being kept properly.
4. That A.B.406 inspections be carried out each month on every vehicle.
5. That, on completion of the A.B.406 inspections already arranged, the Action Report of each inspection be completed in its entirety.
6. That tyre pressures conform with E.M.E. Regulations and checked regularly.
7. That all points noted on the individual inspection reports be rectified at once; strict adherence to the Task System will eliminate future faults of such a nature.

16. REMARKS:

It is appreciated that the vehicles have only been in the possession of this Unit for a very short period and that the difficulties presented with the vehicles have not been easy. Attempts have been made to overcome these but strong action is necessary in order to give a rapid improvement over the present findings.

(Sgnd) T.A. Mc Lean.

Capt. H.L.I.
Inspector

DISTRIBUTION:-

Allied Military Government Chieti Province Vasto.

D.D.M.E. No.2 District
D.A.Q.M.G. (1) 2 District
D.A.Q.M.G. 60 Sub-area
D.L.D.M.E. 60 " "
C.I.; U.H.I. (3 Copies)
File (2 Copies)

COPY.

Subject:- Policy for Maintenance of British Vehicles handed over to A.C.C.

A.F.H.Q. Adv Adm Ech,
C. E. E.

56/21/43.

24 Feb 44.

Deputy President, A.C.C.

Further to this H.Q. letter 56/21/43 of 8 Feb 44 and in amplification of para 5 thereof in so far as it concerns vehicles supplied by British Army.

GENERAL

1. Vehicles handed over by the British Army to A.C.C. will be :-

- (a) Maintained by A.C.C. up to drivers repair capacity, and up to the capacity of any workshops under the control of A.C.C.
- (b) Repaired by R.E.M.E. for 2nd, 3rd, or 4th line repairs, where no A.C.C. workshop can undertake the repair.

SPARES

2. For maintenance done by A.C.C. the procedure for obtaining spares will be as laid down in this H.Q. letter 56/21/43 of 8 Feb 44. These incidents will be treated in exactly the same way as those from a British unit and in accordance with any priorities that may be laid down from time to time.

REPAIRS

3. When R.E.M.E. repair to a vehicle is required A.P. C4045 will be submitted to the nearest R.E.M.E. workshop, or to A.D.M.E. Area or Sub-Area concerned, who will issue the necessary instructions. Recovery of vehicles which break down in areas not under control of a British formation e.g. CALABRIA, will be an A.C.C. responsibility.

INSPECTIONS

4. Arrangements for periodic inspection of vehicles will be made by A.C.C. with D.D.M.E. A.F.H.Q. Adv Adm Ech, and A.C.C. will ensure that vehicles are available for inspection when required. Unit Maintenance Inspectors R.E.M.E., will also be entitled to inspect A.C.C. vehicles at any time. Misuse reports will be rendered, if necessary, in the usual way. A.C.C. will investigate such reports and be financially responsible to the Command Paymaster for any such amount, as is deemed a fair charge.

EVALUATION

5. If R.E.M.E. consider a vehicle beyond economical repair, they will issue an evaluation certificate in the normal way. This certificate, having been issued, will entitle A.C.C. to away another

Further to this H.Q. letter 36/21/43 of 8 Feb 44, amplification of para 3 thereof in so far as it concerns vehicles supplied by British Army.

GENERAL.

1. Vehicles handed over by the British Army to A.C.C. will be :-

- (a) Maintained by A.C.C. up to drivers repair capacity, and up to the capacity of any workshops under the control of A.C.C.
- (b) Repaired by R.E.M.E. for 2nd, 3rd, or 4th line repairs, where no A.C.C. workshop can undertake the repair.

SPARES.

2. For maintenance done by A.C.C. the procedure for obtaining stores will be as laid down in this H.Q. letter 36/21/43 of 8 Feb 44. These incidents will be treated in exactly the same way as those from a British unit and in accordance with any priorities that may be laid down from time to time.

REPAIRS.

3. When R.E.M.E. repair to a vehicle is required A.F. G1045 will be submitted to the nearest R.E.M.E. workshop, or to A.D.M.E. Area or Sub-Area concerned, who will issue the necessary instructions. Recovery of vehicles which break down in areas not under control of a British formation e.g. CALABRIA, will be an A.C.C. responsibility.

INSPECTION.

4. Arrangements for periodical inspection of vehicles will be made by A.C.C. with D.D.M.E. A.D.H.Q. Adv Adm Ech, and A.C.C. will ensure that vehicles are available for inspection when required. Unit Maintenance Inspectors R.E.M.E. will also be entitled to inspect A.C.C. vehicles at any time. Misuse reports will be rendered, if necessary, in the usual way. A.C.C. will investigate such reports and be financially responsible to the Command Paymaster for any such amount, as is deemed a fair charge.

EVAUATION.

5. If R.E.M.E. consider a vehicle beyond economical repair, they will issue an evaluation certificate in the normal way. This certificate, having been endorsed by A.D.O.S. Area or Sub-Area, will entitle A.C.C. to draw another vehicle of the same type, subject to availability and release by A.C.M.E.

DOCUMENTATION.

6. A.C.C. will be responsible that complete and accurate Census Returns, are rendered promptly in accordance with the provisions of G.R.O. 474/43. This H.Q. letter 36/21/43 of 15 Feb 44 refers.

(Sgd.) J. Kirma. Lt-Col. for ~~1st~~ General,
Deputy Chief Administrative Officer.

Copy to :- 2 District (10) OED (3)
3 District (10) RME (3)

HEADQUARTERS
ALLIED CONTROL COMMISSION
SECTION II

Ref. Tptal 43/91

13 May 44

Subject: MAINTENANCE AND OPERATION ROAD HAULAGE TRANSPORTATION.

To: All Provincial Commissioners

1. The supervision of the maintenance and operation of motor vehicles now assigned to Provinces or to be assigned in the future is of such great importance that I feel it necessary that you designate an officer of your staff to immediately supervise the operation and the maintenance of the vehicles mentioned herein.
2. You have received or will receive, complete instructions concerning the maintenance and operation of these vehicles. It is absolutely vital that these instructions be adhered to in spirit and in fact. The Memorandum I refer to is dated 14 May 44, Ref. Tptal/43/90, Subj.- Maintenance and Operation of Road Haulage Vehicles.
3. You will please note in para 1(b) of the above mentioned Directive that services of a Motor Officer from AGC Headquarters will be made available to you in the near future in order to help institute the procedure outlined in the Memorandum.
4. Finally, should we fail to properly operate and maintain these vehicles, it would not only mean the loss of a precious item of equipment, but will result in all such vehicles being withdrawn from civilian use in this connection. It is vital that all civilian truck transport that can possibly be used, will be used, in preference to this War Department Transport.

John T. Williams
JOHN T. WILLIAMS
Colonel, Infantry
Regional Commissioner

0655

Subject: MAINTENANCE AND OPERATION ROAD HAULAGE TRANSPORTATION.

To: All Provincial Commissioners

1. The supervision of the maintenance and operation of motor vehicles now assigned to Provinces or to be assigned in the future is of such great importance that I feel it necessary that you designate an officer of your staff to immediately supervise the operation and the maintenance of the vehicles mentioned herein.

2. You have received or will receive, complete instructions concerning the maintenance and operation of these vehicles. It is absolutely vital that these instructions be adhered to in spirit and in fact. The Memorandum I refer to is dated 11 May 44, Ref. Tptn/13/90, Subj.- Maintenance and Operation of Road Haulage Vehicles.

3. You will please note in para 1(b) of the above mentioned directive that services of a Motor Officer from ACC Headquarters will be made available to you in the near future in order to help institute the procedure outlined in the Memorandum.

4. Finally, should we fail to properly operate and maintain these vehicles, it would not only mean the loss of a precious item of equipment, but will result in all such vehicles being withdrawn from civilian uses in this connection. It is vital that all civilian truck transport that can possibly be used, will be used, in preference to this War Department Transport.

John T. Sellers
JOHN T. SELLERS
Colonel, Infantry
Regional Commissioner

JTZ/pjb

Copies: R.O. and M.G. Section, ACC Headquarters
Transportation Sub-Commission, ACC Headquarters.

1021



17 May 44

File *JJK*

1st Ind

Captain Raymond W. Saunders; Road Transportation Officer
Allied Control Commission; Region 3 ; A.P.O 394; U.S. Army;
29 April 1944: To: Officer Commanding, Unit Maintenance
Inspectorate +3 District, / HQ. UMI. AFHQ.

113/3

1; In reply to basic communication the following facts are stated:

- a. There are twenty nine (29) British vehicles under my charge.
- b; These vehicles came without tools of any type.
- c. Vehicles that are not running are towed to the 645th L/C. This ordnance company can handled only five vehicles at a time.
- d: Attached hereto is a list of tools and equipment needed to keep these vehicles in a serviceable condition:

19 tool kits (Dodge)
8 tool kits (Bedford)
2 tool kits (Ford)

Get from
557 DADOS
Salerno -

- e. Three British mechanics complete with mechanics sets are needed to keep these vehicles in running condition. *Borrow*

Raymond W. Saunders
Raymond W. Saunders
Capt ACC
Road Transportation Officer

Forwarded to
Capt Saunders
May 1944
7D

Roads
1920

INVESTIGATION REPORT No. 117/1/22

UNIT: ALLIED CENTRAL COMMAND, No. 3 Region, Civilian Transport.

TRANSPORT OFFICER: Capt. E. J. JONES.

VEHICLES: 25 3-ton British vehicles.

DATE OF INVESTIGATION: 12 April 44.

This unit was visited on 12 April 44. The no inspection was carried out due to the following statements made by Capt. E. J. JONES.

1. He, with one American Sgt in responsibility for 1 Italian Truck Coy., and 10. 24922 S.M. Italian Coy., with a total of 200 vehicles, and 47 civilian vehicles, all with civilian Italian drivers.

2. His duties consist of supplying food, and paying the Italian, American, transport cost, and another administrative duty that had originally been the responsibility of the Major Giles.

3. Vehicles were allocated to 1st and 2nd line, for 1st and 2nd line maintenance in the case of the Italian Truck Coy., but with the Q.M. Coy's, 1st and 2nd line was drivers' responsibility.

4. Capt. Saunders stated that he was unable to check the driver's licences on vehicles, and had employed 3 mechanics. Of these, 2, one was employed in putting sufficient petrol into vehicles to allow them to proceed on each day, whilst two were employed in keeping original oil levels correct. No tools were held on vehicles, or in the vehicle lines, with the result that maintenance had not been carried out.

Under these circumstances the Inspector considered it would be waste of valuable time to carry out an inspection, and furthermore, unless some change in organization is made, and consideration is given to the fact that the vehicles are being used regularly to transport into the unit, the vehicles are being used in a way that is not in accordance with the condition with consequent waste of valuable transport.

(Signed) L. J. JONES, Capt. E. J. JONES.

RECOMMENDATION:

Allied Central Command, No. 3 Region, Civilian Transport.

H.Q., Allied Central Command. (3)

D.O.C., 3 District.

D.M.S., 3 District.

D.M.S., 57 Reg.

S.I. HQ, U.M.I. (2)

S.I., U.M.I., 5 District. (2)

Capt. L. J. JONES.

0659