ACC AC/438/MA110T/TN5 10000/148/2875

Declassified E.O. 12356 Section 3.3/NND No. 785021

5 10000/148/2875 VEHICLE MAINTENANCE
OCT. 1944 - MAY 1945 INSTRUCTION

0 5 7 9

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

AI 676

KHF/wp

:::::::::::::::::::::
: S E C R E T :
:Auth: SAC, MF :
:Initials: :
:Date: 24 August 45 :
:::::::::::::::::::::

69

ALLIED FORCE HEADQUARTERS
APO 512

24 August 1945

AG 091.711/051 GCT-O

SUBJECT: Reduction of Maintenance Commitments - Italian Service Units.

TO: General Officers Commanding
British Increment Fifth Army
XIII Corps
Number 2 District
Number 3 District
Commanding General
Rome Area Allied Command, APO 794
Chief Commissioner
Allied Commission, APO 394
Chief Commissioner, Allied Commission, APO 394
FOR: Land Forces Sub-Commission (MMIA)

1. Reference is made to letters, this headquarters, file AG 091.711/051 GCT-O, dated 27 July 1945, and HSD/103 of 13 August (not to all).

2. It is anticipated that the Italian Army will shortly be handed back to the Italian Government.

3. The end of the war in Italy has resulted in a wholesale deterioration in strength and efficiency of Italian Army units. This was to be expected, as many men have been under arms for as much as seven years, but it has the effect of making continued use of the Italian Army by the Allies extremely uneconomical.

4. Many Italian Army units are already earmarked for early disbandment. Branches and Services of this headquarters are being asked to accelerate the rate of release, so that the entire British commitment may be given up as soon as possible.

5. You are requested to assist by reviewing your requirements for Italian Army units and by impressing on all concerned the need for early reduction. Detailed plans for this process of elimination will be discussed through Branch and Service channels.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

R. H. Frese
A. T. STAFF
Major, AGD
Asst Adjutant General

DISTRIBUTION:
See Reverse Side

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SECRET

Ltr, AFHQ, AG 091.711/051 GCT-O,
dated 24 August 1945 (Cont'd)

DISTRIBUTION:

3 - Ea addressee
1 - HQ BTA
1 - Number 1 District
1 - GHQ 2d Echelon
1 - SACS
1 - CAO
1 - G-1 (B)
1 - G-2
1 - G-3 (Org-4)
1 - G-3 AMO
1 - DMT
1 - Log Plans
1 - G-4 (B)
1 - G-4 (M&Tn)
1 - Q (Maint)
1 - Q (AE)
1 - G-5
1 - HQ RAC
1 - Engr (B)
1 - Svy (D)
1 - Tn (Main) Rome
1 - Tn (B)
1 - Sigs (B)
1 - HQ ITF
1 - DST
1 - ST for ACC
1 - Med (B)
1 - Ord (B)
1 - REME
1 - PM (B)
1 - DV & RS
1 - Lab (B)
1 - D Salvage
1 - Army Fire Service (B)
15- G-3 (AMO) (Spares)
2 - AG Records
1 - AG MED

SECRET

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C IN 54 24A

ROME AREA ALLIED COMMAND
APO 794, US Army

Ref:- Q 133
12 Mar 45

Subject:- Unit Vehicle Maintenance.

Distribution "R" (British)

1. G.O.C. No.2 District wishes that the special attention of all Officers Commanding Units is to be directed to District Order No.7 dated 2 Mar 45 which contains information Unit Vehicle Maintenance inspections.

2. It is to be borne in mind that shipping remains a vital factor in the prosecution of the war and that, since every replacement vehicle has to be shipped from UK or USA, it is essential that the life of every vehicle shall be prolonged to the utmost. Careful driving and proper Maintenance therefore remains of undiminished importance.

3. Vehicle Maintenance includes tyre Maintenance. Reports for Jan 45 show that the percentage of units which received unsatisfactory reports of tyre Maintenance was:-

8th Army	25%
Districts	60%

4. This marked disparity is a measure of the interest taken by Commanders of all grades, and the G.O.C. looks for a considerably improved standard to become manifest in No.2 District in the near future.

5. He has instructed that "Follow up" reports are to be submitted to him personally, and has intimated that in cases where there are still less than "Good" he will have to consider whether a C.O. has failed in the exercise of his Command and whether he is fit for its retention.

28/2

ALBAN LOW
Brigadier
Commander British Troops Rome

TN 5/2 (3)

HQ No 2 District CMF.
1620 Q1.

5 Mar 45.

DIST
HQ Comd (4)
TN 5/2 (3)
Q-4 (B) (2)
O.C. Br Det (2)

57 Area (2)
59 Area (70)
60 Sub Area (110)
151 Sub Area (2)
Rome Area Allied Comd (240)
209 Sub Area (90)
OC Brit Tps Corsica (5)
OC Brit Tps Sardinia (2)

SUBJECT: Tyre Maintenance

Ref DRO 7 of 1945.

1. Whilst the overall maintenance of MT is of the utmost importance, the purpose of this letter is to draw attention, in particular, to the care and maintenance of tyres.

2. In the past many conflicting instructions have been issued on the subject of Care and Maintenance of Tyres, but in June 1944 GRO 546 was published to clarify the position and to lay down the new tyre pressures to be adopted in this theatre. The contents of this GRO should be known to all personnel and a copy will be displayed in every platoon or equivalent office.

3. Certain points in amplification of GRO 546/44 are set out below for action where applicable:

(i) Checking of Tyre Gauges. All units will take steps to check drivers' tyre gauges against a master gauge and any errors will be communicated to the driver and entered in AB 406 (see GRO 546/44 para 5(b)).

(ii) Mechanical Tyre Pumps. Air filters will be kept clean and the filter cloth renewed every six months in accordance with local MEME Vehicles General P 949 of 26 Mar 44. The filter housing should be drained of moisture during Basic 10.

(iii) Fitting of Chevron Pattern Tyres. These will be invariably fitted so that the apex of 'V' in the tread is pointing towards the front of the vehicle when in contact with the ground. Makers instructions or markings on the wall of the tyres will be ignored.

(iv) Care of Stock.
(a) Covers and tubes will at all times be protected from sunlight and wet.

28 11

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maintenance of tyres.

2. In the past many conflicting instructions have been issued on the subject of Care and Maintenance of Tyres, but in June 1944 GRO 545 was published to clarify the position and to lay down the new type presentee to be adopted in this theatre. The contents of this GRO should be known to all personnel and a copy will be displayed in every platoon or equivalent office.

3. Certain points in amplification of GRO 545/44 are set out below for action where applicable:

(i) Checking of Tyre Covers. All units will take steps to check inward tyre gauges against a master gauge and any errors will be communicated to the Driver and entered in AB 406 (see GRO 545/44 para 5(i)).

(ii) Mechanical Tyre Pump. Air filters will be kept clean and the filter cloth renewed every six months in accordance with local EME Workshop Control (GRO 945 of 26 Mar 44). The filter housing should be devoid of moisture during 8 to 10.

(iii) Fitting of Chevron Pattern Tyres. These will be invariably fitted 2811
so that the apex of 'V' in the tread is pointing towards the front of the vehicle when in contact with the ground. Makers instructions or markings on the wall of the tyres will be ignored.

(iv) Care of Stock.
(a) Covers and tubes will at all times be protected from sunlight and wet.
(b) Covers will be stored vertically, preferably in improvised racks.
(c) Tubes will be lightly inflated and hung up or placed inside outer covers.

(v) Use of Chains. Chains will be taken off immediately a normal road surface is encountered. (Driving with chains fitted on normal surfaces will do more damage to a tyre in half an hour than three months ordinary running.)

4. Recent inspection reports indicate that the abuse of tyres is on the increase. The world shortage of rubber and the general shortage of tyres in this theatre make this abuse a definite hindrance to the war effort.

Sheet 2/.....

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To obtain the maximum life of all tyres and tubes, OsC will ensure that drivers pay the strictest attention at all times to the following:-

(a) Avoidance of overloading.
(b) Strict observance of speed limits
(c) Observance of the tyre pressures laid down in GRO 546/44.
(d) Tyre maintenance in accordance with

(i) the above GRO
(ii) para XVI in Standing Orders for Drivers 1943.
(iii) Task 16 of Driver's Maintenance.

Yours sincerely,

?????
Colonel,
DA & QMG.

Copy to: ST
Cpl
RME

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HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
Vehicle Maintenance Section

BCB/fa

22 Feb 1945

SUBJECT : MILITARY VEHICLES IN POSSESSION OF ISR, PUBLIC WORKS AND UTILITIES, CIRCOLO etc.

TO : MAJOR PEPPER

1. Ref. attached. These vehicles were handed over to ISR by 5th Army in the early days of the Campaign to help maintain the railways which presumably at that time were moving only military freight.

2. They were originally maintained by R.E. Transport Units stationed in the area. Since these units have pulled out ISR have managed by themselves by scrounging parts etc. or getting them through the Rail Division representative in the area. In effect they have been "nobody's baby", and have lived on charity as have the organizations which operate the fleet of Public Works and Utilities vehicles, Signal (Circolo) vehicles, etc.

3. No instructions, so far as I can ascertain, have ever been given by AFHQ to AC to maintain these vehicles, though I believe AFHQ Inspection Team when they visited Bari said they were considered by AFHQ to be an AC responsibility.

4. I consider that the various organizations which operate these logistics from 5th Army have "fed on the crumbs which fell from the rich man's table" for long enough, and that the present moment, when the question of future policy with regard to truck operation in Southern Italy is under consideration, is favourable for obtaining a definite answer from AFHQ to the problem of all these vehicles.

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5. I do not consider it practical for AC to maintain these vehicles, particularly under present circumstances, as we have no personnel available for control.

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1. Ref. attached. These vehicles were handed over to ISR by 8th Army in the early days of the Campaign to help maintain the railways which presumably at that time were moving only military freight.

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3. No instructions, so far as I can ascertain, have ever been given by AFHQ to AC to maintain these vehicles, though I believe AFHQ Inspection Team when they visited Bari said they were considered by AFHQ to be an AC responsibility.

4. I consider that the various organizations which operate these legacies from 8th Army have "fed on the crumbs which fall from the rich man's table" for long enough, and that the present moment, when the question of future policy with regard to truck operation in Southern Italy is under consideration, is favourable for obtaining a definite answer from AFHQ to the problem of all these vehicles.

2811

5. I do not consider it practical for AC to maintain these vehicles, particularly under present circumstances, as we have no personnel available for control.

The alternatives as I see it are:

a) the withdrawal by the Army of these E.D. vehicles and their replacement with civilian type vehicles,

b) the sale of the vehicles to the organizations with an adequate supply of spares for, say, 6 months.

6. At the present time POL for these vehicles presents a problem : they have been drawing from Army sources until now and CIP have refused to supply although they are engaged on civilian haulage.

7. In view of Brig. O' Dwyer's instructions, AC cannot be held responsible for what has happened in the past, but it seems to me to be the Commission's responsibility to clear up the matter once and for all for the future.

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APPENDIX "B"

ACC - MANUTENZIONE - Modulo 2A

4 OPERATORI, 1 INGRASSATORE, 1 ELETTRICISTA, 2 MECCANICI

1° Operatore: Ingrassatore

LUBRIFICAZIONE:

1) Lubrificare i nipples mediante siringa ad alta pressione, seguendo le istruzioni del diagramma di lubrificazione. ☐
2) Controllare il livello dell'olio: scatola sterzo, cambio, scatola trasmissione anteriore, differenziali, e, se necessario, i giunti cardanici. ☐
3) Controllare il livello dell'olio negli ammortizzatori. ☐
4) Lubrificare con oliatore tutti i collegamenti: freno a mano, frizione, comandi del carburatore, ecc. ☐
5) Cambiare l'olio quando è necessario. ☐
6) Pulire e riempire nuovamente il filtro ad olio dell'aria. ☐

Riferire tutti i difetti riscontrati che non rientrano nelle mansioni dell'operatore.

Osservazioni:

Iniziali dell'operatore

N.B. L'operatore dovrà indicare il compimento di ogni operazione con una spunta nella corrispondente casella.

ACC - MANUTENZIONE - Modulo 2B

2° Operatore: 1° Meccanico

Motore:

1. A: Ispezionare ed aggiustare o, se necessario, stringere:
   1) I bulloni della testata del motore. ☐
   2) I giunti dei collettori di scarico e di alimentazione. ☐
   3) Tutti i supporti montati nel motore. ☐
   B: Ispezionare i giunti a tenuta di olio.
   1) Coperchio scatola punterie. ☐

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1) Lubrificare i nipples mediante siringa ad alta pressione, seguendo le istruzioni del diagramma di lubrificazione.
2) Controllare il livello dell'olio: scatola sterzo, cambio, scatola trasmissione anteriore, differenziali, e, se necessario, i giunti cardanici.
3) Controllare il livello dell'olio negli ammortizzatori.
4) Lubrificare con oliatore tutti i collegamenti: freno a mano, frizione, comandi del carburatore, ecc.
5) Cambiare l'olio quando è necessario.
6) Pulire e riempire nuovamente il filtro ad olio dell'aria.

Riferire tutti i difetti riscontrati che non rientrano nelle mansioni dell'operatore.

Osservazioni:

Iniziali dell'operatore

N.B. L'operatore dovrà indicare il compimento di ogni operazione con una spunta nella corrispondente casella.

ACC - MANUTENZIONE - Modulo 2B

2° Operatore: 1° Meccanico
Motore:

1. A: Ispezionare ed aggiustare o, se necessario, stringere:
   1) I bulloni della testata del motore.
   2) I giunti dei collettori di scarico e di alimentazione.
   3) Tutti i supporti montati nel motore.
   B: Ispezionare i giunti a tenuta di olio.
   1) Coperchio scatola punterie.
   2) Coperchio scatola ingranaggi distribuzione.
   3) Attacchi e giunti condutture olio; giunti a flangia; serbatoi esterni dell'olio, filtri dei raffreddatori e valvole di sicurezza.
   C: Ispezionare tutte le condutture esterne dell'olio:
   1) Per eventuali sfregamenti ed usure.
   2) Per eventuali piegamenti e strozzamenti.
2. A: Ispezionare il radiatore per eventuali perdite.
   B: Controllare e stringere, dove occorre:
   1) Il radiatore e i tiranti di fissaggio.
   2) Montaggio e guarnizioni del cofano.
   C: Ispezionare i giunti a tenuta d'acqua e i premistoppa.
   Stringere se necessario:
   1) Le flangie dei giunti circolazione acqua.

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2) Giunti e fascette del tubo flessibile.
3) La pompa dell'acqua.
4) I rubinetti di scarico.

D: Ispezionare il ventilatore per vedere se gira liberamente ed aggiustare la cinghia se necessario.

E: Controllare il filtro e la purezza dell'acqua.

3. A: Pulire tutti i filtri del carburante.

B: Controllare le tubazioni del carburante per eventuali perdite:
1) Invasando il carburatore.
2) Tappi, rubinetti di scarico, giunti e rondelle di fibra.
3) Pompe e filtri del carburante.

C: Controllare e stringere se necessario i bulloni di fissaggio del carburatore.

4. *Col veicolo rimesso a terra*:

A: Ascoltare se vi sono battiti in testa.

B: Ascoltare se vi sono scoppi irregolari.

C: Controllare le condutture di scarico per eventuali perdite.

D: Controllare la compressione.

5. A: Controllare e stringere dove occorre:
1) Bulloni del grembiale inferiore.
2) Bulloni fissaggio motore.
3) Bulloni fissaggio radiatore o orecchioni.

B: Esaminare la parte inferiore del veicolo per eventuali perdite di olio.

Riferire tutti i difetti riscontrati che non rientrano nelle mansioni dell'operatore.

Osservazioni:

Iniziali dell'operatore

N.B. L'operatore dovrà indicare il compimento di ogni operazione con una spunta nella corrispondente casella.

ACC - MANUTENZIONE - Modulo 2C

3° Operatore: 2° Meccanico

Parte inferiore del veicolo:

1. A: Controllare che il pedale della frizione abbia il giusto movimento a vuoto.

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C: Controllare e stringere se necessario i bulloni ... [redacted]

4. *Col veicolo rimesso a terra:*

A: Ascoltare se vi sono battiti in testa. ☐

B: Ascoltare se vi sono scoppi irregolari. ☐

C: Controllare le condutture di scarico per eventuali perdite. ☐

D: Controllare la compressione. ☐

5. A: Controllare e stringere dove occorre: ☐

1) Bulloni del grembiale inferiore. ☐

2) Bulloni fissaggio motore. ☐

3) Bulloni fissaggio radiatore o orecchioni. ☐

B: Esaminare la parte inferiore del veicolo per eventuali perdite di olio. ☐

Riferire tutti i difetti riscontrati che non rientrano nelle mansioni dell'operatore.

Osservazioni:

Iniziali dell'operatore

N.B. L'operatore dovrà indicare il compimento di ogni operazione con una spunta nella corrispondente casella.

ACC - MANUTENZIONE - Modulo 2C

3° Operatore: 2° Meccanico

Parte inferiore del veicolo:

1. A: Controllare che il pedale della frizione abbia il giusto movimento a vuoto. ☐

B: Controllare il gioco del pedale del freno e della leva freno a mano. ☐

2. Controllare e stringere dove occorre: ☐

A: Bulloni di fissaggio del parafango anteriore. ☐

B: Serrature e cerniere delle porte. ☐

C: Bulloni laterali e posteriori della carrozzeria. ☐

D: Montaggio delle ruote di scorta. ☐

3. Controllare gli utensili e l'estintore di incendio. ☐

4. *Col veicolo rimesso a terra:*

A: Controllare il funzionamento dei freni. ☐

Sterzo

1. A: Controllare e, dove occorre, stringere tutti i bulloni (assicurarsi con la massima attenzione che i bulloni di fissaggio della scatola sterzo siano ben stretti). ☐

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APPENDIX B.

RAPPORTO SULL'ISPEZIONE DELL'AUTOVEICOLO

MAINT. FORM. No. 1

Nome del conducente .....

MOTORE

1 Coppa — Media — Data

Lettura del conta Km. .....
Precedente cambio olio .....
Il prossimo cambio sarà fatto a .....

2. Motore

3. Radiatore e sistema di Raffreddamento

4. Sistema di carburazione

Media

5. Regolatore di velocità

6. Sistema di accensione

ASSE POSTERIORE

7. Asse, semi-asse, e mozzi

8 Balestre

9. Sterzo

10. Ruota

11. Gomme — Sin. — Dest. — Scorta

condizioni .....

pressione .....

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12. Frizione e controllo (pedale)

TRASMISSIONE

13. Scatola del cambio

14. Presa di forza

15. Freno a pedale

16. Freno a mano

17. Alberi, Giunti,

Barre di tensione ecc.

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ASSE POSTERIORE

18. Asse e mozzi

19. Ruote

20. Gomme — sin. — dest.

condizioni .....

pressione .....

21 Telaio

22 Cassone

23. Cabina e centina

24. Condizioni degli attrezzi e dell'equipaggiamento

25. Pompe per le gomme e tubo di gonfiaggio

26. Equipaggiamento elettrico

27. Lubrificazione

28. Pulizia

29. Osservazioni sulla prova su strada

30. Condizioni Generali

Data .....

Ispezionato da .....

Reparto .....

B: Ispezionare tutti i giunti che lavorano per scoprire eventuali usure.

C: Controllare se vi sono aste contorte o danneggiate.

2. *Assale anteriore e molle di sospensione*

A: Ispezionare e, dove occorre, stringere:
1) Tutti i giunti a tenuta d'aria.
2) I bulloni delle flange dei semialberi.
3) I bulloni delle ruote.

B: Controllare e, dove occorre, stringere:
1) I bulloni a U delle balestre.
2) Le staffe delle balestre.
3) I bulloni degli occhielli estremi delle balestre.

C: Controllare se i bulloni dei supporti delle balestre mostrano segni di usura.

D: Esaminare le balestre per eventuali rotture delle foglie o dei bulloni centrali.

3. A: Ispezionare e, dove occorre, stringere:
1) I supporti dell'albero trasversale del freno.
2) Tutte le leve e i supporti fissati con bulloni.
3) Servo freno e/o giunti idraulici.
4) Controllare il funzionamento di tutte le molle esterne di richiamo dei freni.

4. *Telaio e carrozzeria*
Controllare e, se necessario, stringere:
1) I bulloni del pavimento.
2) I bulloni che fissano inferiormente le carrozzerie.
3) I bulloni dei sostegni dei parafanghi anteriori e posteriori.
4) I bulloni di fissaggio del serbatoio carburante.
5) Marmitta del silenziatore; bulloni e supporti tubazione scarico.
6) Dispositivi per il rimorchio.

5. *Assale posteriore e molle di sospensione come al punto 2*: assale anteriore e molle di sospensione.

6. *Cambio e trasmissione anteriore e posteriore*
Ispezionare e, dove occorre, stringere:
1) Dadi e bulloni dei giunti cardanici.
2) Alberi di trasmissione ed eventuali supporti e cuscinetti.

Riferire tutti i difetti riscontrati che non rientrano nelle mansioni dell'operatore.

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Osservazioni:

Iniziali dell'operatore

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3. A: Ispezionare e, dove occorre, stringere:
   1) I supporti dell'albero trasversale del freno.
   2) Tutte le leve e i supporti fissati con bulloni.
   3) Servo freno e/o giunti idraulici.
   4) Controllare il funzionamento di tutte le molle esterne di richiamo dei freni.

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   6) Dispositivi per il rimorchio.

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6. *Cambio e trasmissione anteriore e posteriore*
   Ispezionare e, dove occorre, stringere:
   1) Dadi e bulloni dei giunti cardanici.
   2) Alberi di trasmissione ed eventuali supporti e cuscinetti.

Riferire tutti i difetti riscontrati che non rientrano nelle mansioni dell'operatore.

2808

Osservazioni:

Iniziali dell'operatore

N.B. L'operatore dovrà indicare il compimento di ogni operazione con una spunta nella corrispondente casella.

ACC - MANUTENZIONE - Modulo 2D

4° Operatore: Elettricista

1. Ispezionare l'amperometro per la carica della dinamo e il funzionamento del motorino di avviamento prima di rimettere il veicolo a terra.
2. *Dinamo*
   1) Ispezionare i morsetti e stringere se necessario.

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2) Ispezionare i bulloni di fissaggio del regolatore e dell'interruttore di massima.

3) Ispezionare i morsetti del regolatore ed il regolatore.

4) Ispezionare se il coperchio dell'accumulatore si adatta esattamente.

5) Lubrificare con oliatore se necessario.

3. *Motorino di avviamento*

1) Pulire e se necessario stringere tutti i morsetti.

2) Ispezionare tutti i cavi per eventuali usure o cortocircuiti.

3) Lubrificare il motorino se necessario.

4. *Accumulatore*

1) Ispezionare gli elementi per eventuali fessure o perdite.

2) Togliere l'accumulatore ed ispezionare il supporto; pulire e riverniciare se sporco o corroso.

3) Pulire l'accumulatore.

4) Ispezionare i morsetti per eventuali corrosioni e pulire se necessario. Ungere i morsetti con vasellina o lanolina, non usare grasso.

5) Esaminare i tappi ed assicurarsi che i fori per l'aria siano puliti.

6) Controllare il livello dell'elettrolito e se necessario portarlo a livello.

7) Controllare e, dove occorre, stringere i bulloni di montaggio.

5. *Accensione*

1) Ispezionare, e dove occorre, stringere tutti i morsetti.

2) Pulire tutti i cavi alta tensione e le candele; aggiustare, se occorre, le punte delle candele e cambiare le candele che hanno la porcellana rotta.

3) Pulire tutte le prese di massa.

4) Controllare il montaggio della bobina stringendo se necessario.

5) Controllare se il dispositivo automatico di anticipo o ritardo si muove liberamente.

6) Pulire il coperchio dello spinterogeno.

7) Controllare il funzionamento del ruttore e la posizione delle puntine.

8) Lubrificare, se necessario, l'albero dello spinterogeno.

6. *Illuminazione*

1) Ispezionare tutti i cavi esposti e gli eventuali schermi per l'oscuramento.

2) Ispezionare tutti i bulloni di montaggio e i supporti di tutte le lampade, interruttori, strumenti del cruscotto e tutti gli accessori elettrici.

3) Ispezionare e, dove occorre, stringere tutti i morsetti.

4) Assicurarsi se tutte le lampade si accendono e che non vi sono cortocircuiti nei cavi.

5) Controllare il funzionamento del claxon.

7. *Motore*

Controllare i morsetti e le punte delle candele cambiando quelle che mostrano rottura nella porcellana.

Riferire tutti i difetti riscontrati che non rientrano nelle mansioni dell'operatore.

Osservazioni:

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Ispezionare i morsetti per eventuali corrosioni e pulire se necessario. Ungere i morsetti con vasellina o lanolina, non usare grasso.

5) Esaminare i tappi ed assicurarsi che i fori per l'aria siano puliti.

6) Controllare il livello dell'elettrolito e se necessario portarlo a livello.

7) Controllare e, dove occorre, stringere i bulloni di montaggio.

5. *Accensione*

1) Ispezionare, e dove occorre, stringere tutti i morsetti.

2) Pulire tutti i cavi alta tensione e le candele; aggiustare, se occorre, le punte delle candele e cambiare le candele che hanno la porcellana rotta.

3) Pulire tutte le prese di massa.

4) Controllare il montaggio della bobina stringendo se necessario.

5) Controllare se il dispositivo automatico di anticipo o ritardo si muove liberamente.

6) Pulire il coperchio dello spinterogeno.

7) Controllare il funzionamento del ruttore e la posizione delle puntine.

8) Lubrificare, se necessario, l'albero dello spinterogeno.

6. *Illuminazione*

1) Ispezionare tutti i cavi esposti e gli eventuali schermi per l'oscuramento.

2) Ispezionare tutti i bulloni di montaggio e i supporti di tutte le lampade, interruttori, strumenti del cruscotto e tutti gli accessori elettrici.

3) Ispezionare e, dove occorre, stringere tutti i morsetti.

4) Assicurarsi se tutte le lampade si accendono e che non vi sono cortocircuiti nei cavi.

5) Controllare il funzionamento del claxon.

7. *Motore*

Controllare i morsetti e le punte delle candele cambiando quelle che mostrano rottura nella porcellana.

Riferire tutti i difetti riscontrati che non rientrano nelle mansioni dell'operatore.

Osservazioni:

Iniziali dell'operatore

N.B. L'operatore dovrà indicare il compimento di ogni operazione con una spunta nella corrispondente casella.

A. C. - Nov. 1944

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACC/Tn/R/16

6 October 1944

VEHICLE MAINTENANCE INSTRUCTION No. 1

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

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

Vehicles operated within 5th Army and 8th Army areas and driven by British or American personnel will however continue to be maintained under the respective W.D. regulations i.e. in the case of British vehicles under the task system, in the case of American vehicles daily and weekly checks.

2867

1. Responsibility for Maintenance

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

2. System of Preventative Maintenance

In order to carry out the schedule of maintenance as laid down in the Pamphlet Inspection, Maintenance and Care of Army Vehicles (Wheeled) based on the Task System for British vehicles and the daily and weekly check prescribed by American W.D. Regulations for American vehicles, a combined programme of maintenance will be put into effect as follows, and will be applicable to all vehicles.

a) The driver will be responsible for the following daily duties

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the solution of any

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A) The driver will be responsible for the following daily duties of preventative maintenance.

1) Checking water, oil and petrol levels.

2) For normal daily duties in connection with the conservation and care of tyres, batteries, etc.

3) Cleanliness of his vehicle at all times.

B) Each vehicle will be thoroughly inspected and serviced by a maintenance crew (for the composition of this detachment see Appendix "A") every 10th day.

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

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

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

3. Higher Echelon Maintenance

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

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

In the latter event B.L.R. or Salvage Certificates obtained will be forwarded forthwith to the appropriate G-4 Branch of this H.Q.

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

D) Every British vehicle will be in possession of an Army Book 408. In addition all British vehicles will be allotted and will carry at all, times A.B. 412 with entries complete in respect of tyre pressures, oil changes, Higher Echelon repairs or modifications, and drivers name and vehicle equipment etc.

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

4. Spare Parts

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

B) Indents and Requisitions for Spares. 1. American - American

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American E.M./O.R. in a supervisory capacity.

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

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

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

2. Domestic (American and British)-as far Spare Parts.

6. Vehicle Records. Casualties and returns will be submitted in accordance with Establishment Memorandum 22 dated 27 September 44.

Distribution A

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

2 1 6

APPENDIX "A"

Formation Maintenance Crews

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

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

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

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

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

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

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

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

Where after the substitution of civilian drivers for Army drivers, there is still insufficient soldier personnel within the Region to adequately supervise, the fact should be reported to this H.Q. and steps will be taken to make up the deficiencies.

In order to standardise still further the maintenance of all

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Where after the substitution of civilian drivers for Army drivers, there is still insufficient soldier personnel within the Region to adequately supervise, the fact should be reported to this H.Q. and steps will be taken to make up the deficiences. 2805

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

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

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APPENDIX "B"

MAINT. FORM No. I.

RAPPORTO SULL'ISPEZIONE DELL'AUTOVEICOLO

Nome del conducente.....

MOTORE

1. Coppa — Miglia — Data
   Lettura del conta Km.....
   Precedente cambio olio.....
   Il prossimo cambio sarà fatto a .....
2. Motore
3. Radiatore e sistema di Raffreddamento
4. Sistema di carburazione
   Media
5. Regolatore di velocita'
6. Sistema di accensione
7. Assi, semi-assi, e mozzi.
8. Balestre
9. Sterzo
10. Ruote
11. Gomme — Sin. — Dest. — Scarta
    condizioni .....
    pressione .....
12. Frizione e controllo (pedale)

ASSE POSTERIORE

13. Scatola del cambio
14. Presa di forza
15. Freno a pedale
16. Freno a mano
17. Alberi, Giunti, Barre di tensione ecc.
    666
18. Asse e mozzi
19. Ruote
20. Gomme — sin. — Dest.
    condizioni .....
    pressione .....
21. Telaio
22. Cassone
23. Cabine e centina
24. Condizioni degli attrezzi e dell'equipaggiamento

25. Tempo per la gomme e gonfiaggio.
26. Equipaggiamento elett
27. Lubrificazione "
28. Pulizia
29. Osservazioni sulle p strade
30. Condizioni Generali

Data.....
Ispezionato da.....
Reparto.....

0304

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APPENDIX"B" MAINT. FORM No. I. 2804

RAPPORTO SULL'ISPEZIONE DELL'AUTOVEICOLO

....

lia Data		13. Scatola del cambio	25. Pompe per le gomme e tubo di gonfieggio.
....	TRASMISSIONE	14. Presa di forza	26. Equipaggiamento elettrico
....		15. Freno a pedale	27. Lubrificazione
		16. Freno a mano	28. Pulizia
Raffredda-		17. Alberi, Giunti, Barre di tensione ecc.	29. Osservazioni sulle prove su strada
		666	30. Condizioni Generali
	ASSE POSTERIORE	18. Asse e mozzi	Data............................ Ispezionato da..................... Reparto..........................
		19. Ruote	
		20. Gomme sin. Dest. condizioni .... pressione	
		21. Telaio	
t. Scorta		22. Cassone	
		23. Cabina e centina	
edale)		24. Condizioni degli attrezzi e dell'equipaggiamento	

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RAPPORTO (da eseguire)

Averia (Rif. al No.)	Lavoro eseguito o in corso presso l'Officina (Isp.di Offficina	Data	Averia (Rif. al No.)	Lavoro eseguito o in corso pre la Sezione (Isp. di Sez.)
	Data..... .....Il Comdt. dell'Officine			Data..... .....Il Comdt. della S
Averie No.	Osservazioni del Comdt. di Reparto		Averie No.	Risposta del Comdt. dell'Offi o del Comdt. della Sezione
Date	Com.te del Reparto		Date.....Com.te della	

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RAPPORTO (da eseguire)

o in corso presso .di Offricina	Data	Avaria (Rif. al No.)	Lavoro eseguito o in corso presso la Sezione (Isp. di Sez.)	Data
.....			Data.....	
mdt. dell'Officina			.....Il Comdt. della Sez.	
l Comdt. di Reparto		Avaria No.	Risposta del Comdt. dell'Officina o del Comdt. della Sezione	

del Reparto Data.....Com.te della Sezione

APPENDIX "B"

FOUR OPERATORS : 1 GREASER 1 ELECTRICIAN 2 MECHANICS

1st OPERATOR GREASER

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. ~~Ball joints~~

3. Check levels in shock absorbers

4. Lubricate with oil can, all linkages such as hand brake, clutch shaft, throttle controls etc.

5. Change oils when necessary.

6. Clean and refill, oil air filter.

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

2nd OPERATOR 1st MECHANIC

ENGINE

1. A. Inspect and adjust or tighten if necessary

1) Cylinder head studs.

2) Exhaust and inlet manifold joints

3) All brackets mounted on engine

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4. Lubricate with oil can, all linkages such as hand brake, clutch shaft, throttle controls etc.

5. Change oils when necessary.

6. Clean and refill, oil air filter.

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

2nd OPERATOR — 1st MECHANIC

ENGINE

1. A. Inspect and adjust or tighten if necessary

1) Cylinder head studs.

2) Exhaust and inlet manifold joints

3) All brackets mounted on engine

B. Inspect oil tight joints.

1) Valve gear cover plate.

2) Timing case joints.

3) Oil pipe unions, flange joints, external oil tank [illegible] filters and relief [illegible].

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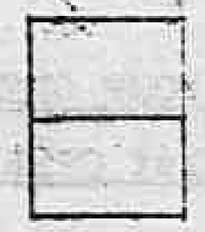
C. Inspect all external oil pipes.

1) Rubbing.

2) Kinking.

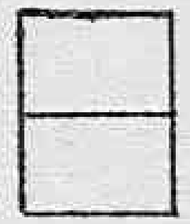


2. A. Inspect radiator for leaks.

B. Check and tighta where necessary

1.) Radiator and the rod fittings.

2) Bonnet fittings.



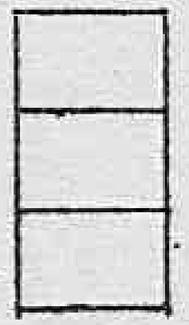
C. Inspect water tight joints and glands.
Tighten if necessary:

1.)Flange water joints.

2.) Hose joints and clips.

3) Water pump.

4) Drain cocks.



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

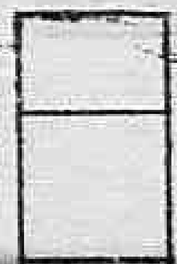
E. Check filter and cleanliness of water

3. A. Clean all fuel filters.

B. Check fuel system for leaks.

1.) Flooding carburetter

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



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2) Bonnet fittings.

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

1) Flange water joints.

2) Hose joints and clips.

3) Water pump.

4) Drain cocks.

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

E. Check filter and cleanliness of water

3. A. Clean all fuel filters.

B. Check fuel system for leaks.

1) Flooding carburetter

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

3) Petrol pump and filters

C. Check and tighten if necessary carburetter mounting bolts.

4. WHEN VEHICLE IS DRIVEN OFF RAMP

A. Listen for engine knocks.

B. Listen for uneven firings.

C. Examine exhaust system for leakages.

D. Check compression.

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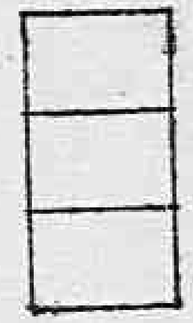
5. A. Check and where necessary tighten:



1) Sump studs.

2) Engine mounting or bearer bolts

3) Radiator mounting bolts, or trunions.

B. Examine underside of vehicle for oil leaks.

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

3rd OPERATOR 2nd MECHANIC

UNDERSIDE OF VEHICLE

1. A. Check clutch pedal for correct free movement.

B. Check foot brake pedal and hand brake lever for clearance.

2. Check and tighten where necessary:

A. Front wing balance bolts.

B. Door locks and hinges.

C. Body side and tail bolts.

D. Spare wheel mounting.

3. Check tools and fire extinguisher.

2905

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REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

3rd OPERATOR 2nd MECHANIC

UNDERSIDE OF VEHICLE

1. A. Check clutch pedal for correct free movement.

   B. Check foot brake pedal and hand brake lever for clearance.

2. Check and tighten where necessary:

   A. Front wing balance bolts.

   B. Door locks and hinges.

   C. Body side and tail bolts.

   D. Spare wheel mounting.

3. Check tools and fire extinguisher.

4. WHEN VEHICLE IS DRIVEN OFF RAMP:

   A. Check brakes for operation.

STEERING. 1. A. Inspect and tighten all bolts where necessary (Extreme care to ensure steering box securing studs are tight).

   B. Inspect all working joints for wear.

   C. Check for bent and damaged rods.

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2. Front axle and springs.

A. Inspect and tighten where necessary:

1) All air tight joints.

2) Half shaft flange bolts.

3) Wheel nut

B. Check and tighten where necessary:

1) Spring "U" bolts.

2) Spring clips.

3) Shackle nuts.

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

D. Examine springs for broken leaves or centre bolts.

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

B. Check for oil leaks.

C. Inspect and where necessary tighten:

1) Brake cross shaft bearing brackets.

2) All belted brackets and levers.

3) Brake serve and/or hydraulic mountings and unions.

4) Check working of all external brake pull off springs.

4. Frame and Body

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2) Spring clips.

3) Shackle nuts.

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

D. Examine springs for broken leaves or centre bolts.

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

B. Check for oil leaks.

C. Inspect and where necessary tighten:

1) Brake cross shaft bearing brackets.

2) All belted brackets and levers.

3) Brake servo and/or hydraulic mountings and unions.

4) Check working of all external brake pull off springs.

4. Frame and Body

Check and if necessary tighten:

1) Body floor bolts.

2) Body holding down bolts.

3) Front and rear mud-wing support bracket bolts.

4) Fuel tank mounting bolts.

5) Silencer and exhaust bracket bolts

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6) Towing appliances.

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

6. Transmission and transfer.

Inspect and tighten where necessary:

1) Nuts and bolts of universal joint couplings.

2) Propellor shaft and centre bearings and brackst if fitted.

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

4th OPERATOR ELECTRICIAN

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

2. Generator.

1) Inspect generator terminals and tighten if necessary.

2) Inspect mounting bolts of regulator and cut out.

3) Inspect terminals and regulator unit

4) Lubricate with oil can if necessary

5) Inspect for correct fitting of accumulator cover

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ccuplings.

2) Propellor shaft and centre bearings and brackst if fitted.

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

4th OPERATOR ELECTRICIAN

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

2. Generator

1) Inspect generator terminals and tighten if necessary.

2) Inspect mounting bolts of regulator and cut out.

3) Inspect terminals and regulator unit

4) Lubricate with oil can if necessary

5) Inspect for correct fitting of accumulator cover

3. Starter

1) Clean and tighten if necessary all starter motor terminals.

2) Inspect all cables for rubbing and shorts.

3) Lubricate starter when necessary.

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4. Battery

1) Inspect battery for cell cracks and leaks.

2) Remove battery and inspect battery carrier and if dirty or corroded clean and repaint.

3) Clean battery case

4) Inspect terminals for corrosion and clean if necessary. Smear terminals with vaseline or lanoline, do not use grease.

5) Examine vent plugs and ensure holes are clean

6) Check levels of electrolyte and top up, if necessary.

7) Inspect and tighten mounting belts where necessary.

5. Ignition

1) Inspect all terminals and tighten where necessary.

2) Clean all H.T. leads and plugs. Adjust points if necessary charge plugs with broken porcelain.

3) Clean all earth connections.

4) Inspect coil assembly and tighten if necessary

5) Check automatic advance and retard for free movement.

6) Clean distributor cap.

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with vaseline or lanoline, do not use grease.

5) Examine vent plugs and ensure holes are clean

6) Check levels of electrolyte and top up, if necessary.

7) Inspect and tighten mounting belts where necessary.

5. Ignition

1) Inspect all terminals and tighten where necessary.

2) Clean all H.T. leads and plugs. Adjust points if necessary charge plugs with broken porcelain.

3) Clean all earth connections.

4) Inspect coil assembly and tighten if necessary

5) Check automatic advance and retard for free movement.

6) Clean distributor cap.

7) Check operation of contact breaker and setting of points.

8) Lubricate distributer spindle when necessary.

6. Lighting

1) Inspect [illegible] leads and masks when fitted.

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2) Inspect mounting bolts and brackets of all lamps, switches and instrument board and all electrical accessories.

3) Inspect all screw terminals and tighten when necessary.

4) Ensure all lamps light and no leads shorting.

5) Check horn for operation.

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

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR

Remarks:-

Initials of Operator

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APPENDIX "G"

INFORMATIONS

Autovetture e autocarri

1. Comune..... Provincia ..... Regione.....
2. Tipo (autovettura o autocarro)..... Capacità.....
3. Condizione del veicolo..... del motore.....della batteria.....
4. Fabbrica.....Modello..... Numero del motore.....
5. Targa No..... Marca.....
6. Attuale proprietario effettivo (ANC, ACC o civile).....
7. Nome e indirizzo.....
8. No. del permesso..... Rilasciato d.....
9. Adoperato da.....
   b) Scopo.....
   c) Uso autorizzato.....
10. Numero di gomme attualmente con il veicolo..... condizione.....
11. Numero di copertoni a camera d'aria richieste.....
12. Misure di copertoni a camere d'aria richieste.....
13. Misure e voltaggio della batteria (se assolutamente necessario).....
    .....
14. Giustificazione (in dettaglio).....
    .....
    .....
    .....
    .....
    .....
    ..... la..... 1944 Il Dichiarante
    .....

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