

ACC

AC/MANT/44/TNS

10000/148/28

TNS

10000/148/2876

MAINTENANCE

VEHICLES

HEADQUARTERS ALLIED COMMISSION

APO 394.

Transportation Sub-Commission

DCI/ab:

REPORT ON TRANSPORTATION, SUPER-GARAGE, HQ. ALLIED COMMISSION

ADMINISTRATION

2 February 1945

1. Records - The records of the Dispatch office, Super Garage, are poor and the information supplied by it with regard to the number of requisitioned cars held and assigned, conflicts to such an extent with that supplied by G-4(A) that a thorough investigation by a properly constituted body is considered necessary.
On account of the above, it is not possible, without much delay, to give accurate details in this report of the number of vehicles available daily for use in the Pool, of those daily dispatched or of those permanently assigned. As an example we were given by IT. White the figure of 97 as being the total number of requisitioned cars (pool, daily assigned and permanently assigned, excluding taxis) operated by H.M.O.C. Super Garage produced the figure of 129, whilst G-4(A) produced the figure of 144 requisitioned vehicles available as Pool duty, and a separate list totalling 81 permanently assigned. Copies of the above mentioned lists are attached.
2. Personnel - view of the uncertainty as to the number of vehicles held on charge it is not possible to say whether or not the number of personnel shown below is employed in the Garage is justified. From the point of view of the military personnel however all seem fully occupied and it is recommended that additional Italian soldier drivers be obtained if possible to replace American Army drivers on long journeys, thus

considered necessary. On account of the above, it is not possible, without such delay, to give accurate details in this report of the number of vehicles available daily for use in the Pool, of those daily dispatched or of those permanently assigned. As an example we were given by IT. While the figure of 97 as being the total number of requisitioned cars (Pool, daily assigned and permanently assigned, excluding taxis) operated by Min.O.C. Super Garage produced the figure of 129, whilst G-4(A) produced the figure of 144 requisitioned vehicles available in Pool duty, and a separate list totalling 81 permanently assigned. Copies of the above mentioned lists are attached.

2. Personnel - A view of the uncertainty as to the number of vehicles held on charge it is not possible to say whether or not the number of personnel shown below as employed in the Garage is justified. From the point of view of the military personnel however all seem fully occupied and it is recommended that additional Italian soldier drivers be obtained if possible to replace American Army drivers on long journeys, thus enabling the latter to be employed on maintenance duties in a supervisory capacity.

Personnel on strength: Officers 4
 O.R.'s American Military 69 (includes 5 guards)
 " British Military 56 (includes 5 guards)
 " Italian Military 40
 Civilian 400

Total

599

2826

No. of drivers 311
 " " Mechanics 192
 " " Admin. 96

599

2

3. P.O.L. - Under the supervision of LTC British, it is recommended it be brought under direct control of O.C. Garage since it is a garage service. Bulk supplies are correctly accounted for, but there is no system of accounting in respect of American controlled vehicles after supplies have been issued to vehicles. A method of accounting was outlined to the Petrol officer and is now under consideration by him.
4. Supplies-
- a) Spares: Well maintained and efficient spare parts stores are kept.
 - b) Tyres: A recent consignment of 100 tyres and tubes (600x16) is sufficient to put all vehicles V.O.R. for want of them on the road again. Particulars of the vehicles without spare wheels, tyres or tubes are as follows:
 British V.O. vehicles, 32 wheels, tyres and tubes
 27 - 600x16 2 - 700 x 16
 8 - 650x16
 1 - 900x16
 American V.O. vehicles 11-600x16 tubes only
 American requisitioned nil.
 O.C. Garage states 50 civilian vehicles are being cannibalised for spares and this should improve the position.
 - c) Few of the personnel carrying vehicles British or American have tools but returns of the deficiencies have been made to the Respective G's 4 and H.I.C.(E) states that he is investigating the possibilities of local manufacture of skeleton sets.
5. Assigned Cars. a) Permanently assigned cars. - A roll of permanently assigned requisitioned cars totalling 81 was supplied by G-4(A) (copy attached). From further information received however this figure is believed to be inaccurate.

- 1 - 300x16
- American W.D. vehicles 11-600x16 tubes only
American requisitioned *nil*.
- O.C. Garage states 50 civilian vehicles are
being cannibalized for spares and this should
improve the position.
- c) Few of the personnel carrying vehicles British
or American have tools but returns of the
deficiencies have been made to the Respective
A's 4 and M.F.O. (B) states that he is investigating
the possibilities of local manufacture of
skeleton sets.
5. Assigned a) Permanently assigned cars. - A roll of
Cars. permanently assigned requisitioned cars
totalling 31 was supplied by G-4(A) (copy
attached). From further information received
however this figure is believed to be inaccurate.
The number of permanently assigned W.D.
vehicles on 24 Jan. 1945 was as follows:

a) British W.D. 6
b) American W.D. 16

- b) Daily assigned cars. Details as 24 Jan. are
as follows:

Requisitioned cars	31
American W.D. vehicles	10
British W.D.	11
Total	<u>52</u>

3

MAINTENANCE - General.

- 1) Preventative Maintenance (driver maintenance) of the American controlled vehicles is very unsatisfactory.
- 2) It is recommended that the American controlled vehicles be organised into sections of 20 vehicles, each under the supervision of preferably an E.M. or failing that a civilian familiar with driver maintenance thereby establishing a workable chain of command between the maintenance sergeant and the drivers. This would avoid dirty engines, empty batteries and incorrectly inflated tyres.
- 3) Preventative Maintenance (driver maintenance) of the British controlled vehicles is very satisfactory.
- 4) The British and American repair shops are well organised and efficiently run, but are working at more than capacity. It is considered that on the American side much of the repair work could be saved by more efficient driver maintenance.
- 5) On the British side where they are undertaking repairs outside the scope of a normal operating unit to prevent the B.D.R. of vehicles for which replacements are difficult to obtain, the proposed new higher echelon shops at A.T.A.C. should be a great help; leaving the Pool work-shops free to cope with the smaller items of repairs such as were found outstanding on the inspection.

D.S. Royle

D.S. ROYLE (B) MAJOR R.A.

H.M. TOWER (A) MAJOR ORD.

VEHICLE MAINTENANCE SECTION ROADS DIVISION

2825

HEADQUARTERS ALLIED COMMISSION
ATO 394
Transportation Sub-Commission
Vehicle Maintenance Section

INSPECTION REPORT No. 1

Region: Hq. Br. Wd. vehicles

Transport Officer: Capt. E. Hoyle D. V. R.

C.R./E: i/c Maintenance: C.C.M.S. BUSH R.A.S.C.

Vehicles held : 86

Inspected : 17

Date of Inspection : 07 Jan. 1945

Ref. to Previous Inspection Report : None

1. Standard of Maintenance

Preventative Maintenance very satisfactory.

2. GARAGE FACILITIES

3. M.T. ORGANIZATION and DISCIPLINE

(whether as per Maintenance Instruction No. 1)

In accordance with British W.D. Regulation. Satisfactory.

4. DOCUMENTATION:

a) Maint. Form No. 1	:	:
b) Appendix "B"	:	:
c) P.O.L. Accounting	:	Satisfactory
d) A.B. 412	:	yes
e) A.B. 406	:	yes
f) Defect Book	:	yes

5. ENGINE

These vehicles had loose fanbelts.

Inspected : 17

Date of Inspection : 27 Jan. 1946

Ref. to Previous Inspection Report : None

1. Standard of Maintenance

Preventative Maintenance very satisfactory.

2. GAUGE FACILITIES3. M.T. ORGANIZATION AND DISCIPLINE

(whether as per Maintenance Instruction No.1)

In accordance with British "M.D. Regulation. Satisfactory.

4. DOCUMENTATION:

a) Maint. Form No.1	:	:
b) Appendix "B"	:	:
c) T.C.L. Accounting	:	Satisfactory
d) A.B. 412	:	yes
e) A.B. 406	:	yes
f) Defect Book	:	yes

5. ENGINE

Three vehicles had loose fanbelts, one radiator hose was leaking, one engine was found in need of tune-up, one engine had a very excessive amount of oil and one engine needed oil. One engine had loose connecting rods, one engine had a broken valve spring.

6. AIR and FUEL FILTERS

Two air cleaners were found loose.

One air cleaner was dry of oil.

7. STEERING

Very good

28.4

- 1 -

8. TRANSMISSION and CLUTCH

Two vehicles had bad clutch throw-out bearings.
Two vehicles rear oil seals were found to be leaking.
One vehicle had no free travel on the clutch.

9. REAR END

Very good

10. SPRINGS

Springs on one vehicle were found to be very weak.

11. BODY BOLTS, etc.

One vehicle fender needed welding, two vehicles fenders were found to be loose and one vehicle superstructure was missing.

12. BATTERIES and LIGHTS

Two batteries were found dirty, two batteries were dry. One cell cap was missing from a battery.

Two batteries needed topping up. Rear light not working on one vehicle and side lights not working on one vehicle.

13. TYRES

Incorrect tyre pressure was found on eight vehicles.

14. OIL STORAGE

Satisfactory.

15. LUBRICATION

Six vehicles were found in need of lubrication.

16. BRAKES

Seven vehicles require adjustment of brakes.

17. POINTS RAISED BY N.T.O.

N.T.O. stated that a number of vehicles were V.O.R. each for the want of one significant spare part. Although the supply of

11. BODY BOLTS, ETC.

One vehicle fender needed welding, two vehicles fenders were found to be loose and one vehicle superstructure was missing.

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Two batteries needed tonning up. Rear light not working on one vehicle and side lights not working on one vehicle.

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Satisfactory.

15. LUBRICATION

Six vehicles were found in need of lubrication.

16. BRAKES

Seven vehicles require adjustment of brakes.

17. POINTS RAISED BY N.T.O.

N.T.O. stated that a number of vehicles were V.C.R. each for the want of one significant spare part. Although the supply of spares was not satisfactory its position has been improved recently by the acquisition of beach kits and derelict vehicles for cannibalisation.

18. RECOMMENDATIONS

That the paramount importance of the maintenance of batteries and correct tyre inflation be impressed on all drivers and supervisors immediately.

19. REMARKS

1. This pool is well organized and well supervised but in order to avoid B.L.R.'s is undertaking repair outside the scope of a normal unit with the result that a number of smaller items of repairs (see paras. 5, 8, 10, 11 and 16) which should have been attended to within the unit were found outstanding.

2. The overall cleanliness of these vehicles was of a very high standard and merits especial mention.

H.M. Downer
Signed : H.M. DOWNER (A) MAJOR ORD.

D.C. Moyle
D.C. MOYLE (B) MAJOR R.A.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
Vehicle Maintenance Section

INSPECTION REPORT No.

REGION : H.C. American W.D. Province of
TRANSPORT OFFICER : Capt. A. McPhail C.M.F.
O.R./E i/c MAINTENANCE : Sgt. Chapman
VEHICLES HELD : 71

INSPECTED :

DATE OF INSPECTION : 24 Jan. 1945

REF. TO PREVIOUS INSPECTION REPORT : None

1. STANDARD OF MAINTENANCE

Preventative maintenance is most unsatisfactory.

2. GARAGE FACILITIES

Good

3. M.T. ORGANIZATION and DISCIPLINE

(whether as per Maintenance Instruction No.1) No

Ans. Unable to carry out inspections every 10 days because many vehicles out of town for long periods. Insufficient supervision of drivers.

4. DOCUMENTATION :

a) Maintenance Form No.1	:	--
b) Appendix "B"	:	--
c) F.O.L. Accounting	:	Not satisfactory
d) A.B. 412	:	--
e) A.B. 406	:	--
f) Defect Book	:	Yes

1. STANDARD OF MAINTENANCE

Preventative maintenance is most unsatisfactory.

2. GARAGE FACILITIES

Good

3. M.T. ORGANIZATION and DISCIPLINE

(whether as per Maintenance Instruction No.1) No

Yes. Unable to carry out inspections every 10 days because many vehicles out of town for long periods. Insufficient supervision of drivers.

4. DOCUMENTATION :

a) Maintenance Form No.1	: --
b) Appendix "B"	: --
c) P.O.L. Accounting	: Not satisfactory
d) A.B. 412	: --
e) A.B. 406	: --
f) Defect Book	: Yes

5. ENGINE

Four engines needed turning up; three loose fan belts, oil charge required on two engines. oil low on one, horn tied on with string on one, leaky ran on one, one generator loose.

6. AIR and FUEL FILTERS

Three air cleaners were found loose, two were found low of oil, one was found without any oil, one air cleaner was missing, one air cleaner hose was missing.

7. STEERING

Very good

8. TRANSMISSION and CLUTCH

Very good

9. REAR END

Very good

10. SPRINGS

One vehicle rear spring had shifted and needed lining up.

11. BODY BOLTS etc.

One or more fenders on five vehicles were found to be loose, two vehicles mufflers were loose, one fender needing a welding job and one vehicle was missing a shock absorber.

12. BATTERIES and LIGHTS

Three batteries were found completely dry, three batteries were found to have one or more cells dry, three batteries were low on water, seven batteries were found in a very dirty condition and four battery frames were loose or missing. Tail lights on seven vehicles were not working.

13. TYRES

No vehicle was found with correct tyre pressures. Some tyres were as low as five pounds when the pressure should have been forty.

14. BRAKES

The brakes on four vehicles were found to be in need of adjustment.

15. LUBRICATION

Six vehicles were found to be in need of lubrication.

16. OIL STORAGE

One vehicle rear spring had shifted and needed lining up.

11. BODY BOLTS ETC.

One or more fenders on five vehicles were found to be loose, two vehicles mufflers were loose, one fender needing a welding job and one vehicle was missing a shock absorber.

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14. BRAKES

The brakes on four vehicles were found to be in need of adjustment.

15. LUBRICATION

Six vehicles were found to be in need of lubrication.

16. OIL STORAGE

Satisfactory

17. POINTS RAISED BY REGION OR PROVINCE

This Dept. is responsible for the provision of maintenance facilities for all American W.D. and requisitioned vehicles held on strength of or affiliated to garage. No accurate information of the number of vehicles to be maintained by Cant. Forthall has been given to him, with the result that he works under difficulties. Capt. McPhail also states that the reason that so many vehicles do not have tools, is due to the fact that most vehicles were drawn without tools and that requisitions have only been 30% filled. Further these tools have been put into the garage the supplement the second accession tools which have been lost.

18. RECOMMENDATIONS

That a list of all vehicles for which this Maintenance Officer is to provide maintenance facilities including Advisory Council, Embassy vehicles, etc. be prepared for him.

19. REMARKS

The preventative maintenance (driver maintenance) of vehicles under American control is very unsatisfactory. This is largely due to the fact that there is virtually no supervision of the drivers. It is recommended vehicles be organized into sections of say 20 vehicles each under the supervision of preferably an allied soldier or failing that a civilian familiar with maintenance work - thereby establishing a workable chain of command between the maintenance Sergeant and the drivers. This should avoid empty batteries, incorrectly inflated tyres, dirty engines etc. The repair shops are well organized and operated, but much of the load put on to them could be avoided by adequate preventative maintenance.

Signed : *H.M. Downer*
H.M. DOWNER (A) MAJOR ORD

D.C. Hoyle
D.C. HOYLE (B) MAJOR R.A.

HEADQUARTERS ALLIED COMMISSION
 LPO 394
 Transportation Sub-Commission
 Vehicle Maintenance Section

INSPECTION REPORT N. 1

REGION : H.Q. Requisitioned Car Pool Province of

TRANSPORT OFFICER : Lt. H.L. White Inf.

O.R./EM i/c MAINTENANCE :

VEHICLES HELD : Not known - approximately 130

Inspected : 15

DATE OF INSPECTION : Jan. 25/29, 1945

REF. TO PREVIOUS INSPECTION REPORT : None

1. STANDARD OF MAINTENANCE

Unsatisfactory, vehicles were found to be in a very bad state of preventative maintenance.

2. GARAGE FACILITIES - Good.

3. M.T. ORGANIZATION AND DISCIPLINE

(whether as per maintenance instruction n. 1) No.
 Insufficient supervision.

4. DOCUMENTATION

a) Maint. Form n. 1	:	
b) Appendix "B"	:	
c) P.O.L. Accounting	:	unsatisfactory
d) A.B. 412	:	
d) A.B. 406	:	
f) Defect Book	:	

Inspected : 16

DATE OF INSPECTION : Jan. 25/29, 1945

REF. TO PREVIOUS INSPECTION REPORT : None

1. STANDARD OF MAINTENANCE

Unsatisfactory, vehicles were found to be in a very bad state of preventative maintenance.

2. GARAGE FACILITIES - Good.3. M.T. ORGANIZATION AND DISCIPLINE

(whether as per maintenance instruction n. 1) No.
Insufficient supervision.

4. DOCUMENTATION

a) Maint. Form n. 1	:	
b) Appendix "B"	:	
c) P.O.L. Accounting	:	unsatisfactory
d) A.B. 412	:	
e) A.B. 406	:	
f) Defect Book	:	

5. ENGINE

Two vehicles had loose fan belts, two vehicles had leaking water pumps, starting motor on one vehicle was not working.

2821

6. AIR AND FUEL FILTERS

Three air cleaners were found with dirty oil in them and one fuel pump needed cleaning.

7. STEERING

Two vehicles were found to have too much free play, the tie rod on one vehicle was found loose and rubbing on the tyre, one steering assembly was found to be loose.

8. TRANSMISSION AND CLUTCH

One vehicle's clutch needs replacing, clutches on two vehicles

needed adjustment and the oil seals on two vehicles were leaking.

9. REAR END

The grease seals on both rear wheels were leaking on one vehicle and oil was leaking from the differential of one vehicle.

10. SPRINGS

Two vehicles had broken springs and another vehicle had very weak springs.

11. BODY BOLTS, etc.

The exhaust pipes on two vehicles were found to be loose and the gas tank of one other vehicle was found loose.

12. BATTERIES AND LIGHTS

Seven batteries were found to be low of water, seven batteries were very dirty, one battery was dead and one battery was leaking. Tail lights on two vehicles were not working.

13. TYRES

Sixteen vehicles had incorrect tyre pressure.

14. OIL STORAGE

Satisfactory

15. LUBRICATION

Thirteen vehicles were in need of lubrication.

16. BRAKES

The master cylinder was empty on one vehicle, brake fluid was found low in two other master cylinders, brakes on two vehicles require adjusting and one vehicle had no emergency brake.

17. POINTS RAISED BY M.T.O.

None.

18. RECOMMENDATIONS

There is much confusion as to the number of vehicles held in this pool and it is evident in consequence that maintenance is incomplete. In addition Lt. White disclaims respons-

12. BATTERIES AND LIGHTS

Seven batteries were found to be low of water, seven batteries were very dirty, one battery was dead and one battery was leaking. Tail lights on two vehicles were not working.

13. TYRES

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Satisfactory

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Thirteen vehicles were in need of lubrication.

16. BRAKES

The master cylinder was empty on one vehicle, brake fluid was found low in two other master cylinders, brakes on two vehicles require adjusting and one vehicle had no emergency brake.

17. POINTS RAISED BY M.T.O.

None.

18. RECOMMENDATIONS

There is much confusion as to the number of vehicles held in this Pool and it is evident in consequence that maintenance records are incomplete. In addition Lt. White disclaims responsibility for the keeping of maintenance records of permanently assigned cars, whereas the directors of two Sub-Commission to whom vehicles are assigned, who were approached on the subject, held no maintenance records and are relying upon the motor pool to keep them. An immediate investigation is considered necessary with a view to clarifying the position. The unsatisfactory standard of maintenance of the requisitioned vehicles is considered to be largely due to the fact that the vehicles are not receiving the regular inspections as prescribed by the regulations on the subject.

19. REMARKS

None

Signed: H.M. DOWNER (A) MAJOR

ORD.

J.C. MOYLE (B) MAJOR R.A.

UNIT MAINTENANCE INSPECTORATE

UNIT - HQ, A.C.C.

O.C. : Lt. Col. R.H. ROBERTSON

VEHICLES : WAR ESTABLISHMENT
 HELD
 INSPECTED

NIT

100

25

M/C's 6

" 1

DATE OF INSPECTION

5/6 August 1944

REFERENCE TO PREVIOUS INSPECTION REPORT.....

1. STANDARD OF MAINTENANCE:2. N.I. DISCIPLINE.3. DOCUMENTATION:
(a) A.B. 412.

(b) A.B. 405.

(c) Defect Book.

4. ENGINE:5. AIR AND FUEL FILTERS:6. STEERING:7. TRANSMISSION:8. SPRINGS:9. BODY BOLTS ETC:

INSPECTOR REPORT No. ACC/3/42

RESTRICTED

S.F. No. NIT.

BY CAPT.

VERY GOOD. The vehicles were found to be efficiently maintained.

5 Vehicle Sections have been formed, and there is an N.C.O. in each one who is responsible for the supervision of the Driver's maintenance. The Task System is strictly adhered to.

The records in these books are carefully maintained with the exception of the following faults, noted in a number of cases. Officer's signature required for Page 1, and the record of Vehicle Transfer between units. These Inspections are efficiently carried out each month and the books subsequently signed by the O.C. A record of vehicle defects is kept.

No excessive looseness was found, and a high standard of engine cleanliness prevailed throughout.

6 oil bath type air cleaners were dirty, and two more required the oil level topping up. Two cases were noted of petrol pumps and main filters having a high percentage of water in them.

Careful attention had been paid to nipple lubrication with 0.000 oil, but 4 steering boxes needed topping up; in one case this was due to an excessive leak.

This maintenance had been satisfactorily carried out, both with regard to lubrication and the tightness of nuts and bolts.

Springs were found to be in a clean condition, with all bolts efficiently tightened.

Few of these bolts needed

3. DOCUMENTATION:
(a) A.B. 412.

(b) A.B. 406.

(c) Defect Book.

4. ENGINE:

No excessive looseness was found, and a high standard of engine cleanliness prevailed throughout.

5. AIR AND FUEL FILTERS:

6 oil bath type air cleaners were dirty, and two more required the oil level topping up. Two cases were noted of petrol pumps and main filters having a high percentage of water in them.

6. STEERING:

Careful attention had been paid to nippo lubrication with 3.600 oil, but 4 steering boxes needed topping up; in one case this was due to an excessive leak.

7. TRANSMISSION:

This maintenance had been satisfactorily carried out, both with regard to lubrication and the tightness of nuts and bolts.

8. SPRINGS:

Springs were found to be in a clean condition, with 101 bolts efficiently tightened.

9. BODY BOLTS ETC:

Few of these bolts needed any further attention.

10. BATTERIES:

The level of electrolyte was correct, and in the great majority of cases cleanliness of a high standard, but G.S. Grease had been used on the terminals of 4 batteries.

11. TYRES:

Road wheel pressures conformed to the new G.R.O. 545/44, but a number of spare wheels were not inflated to the correct pressure.

12. OIL STORAGE:

Oil is satisfactorily stored indoors.

13. (a) No. OF DEFECTS REPORTED TO UNIT FOR ACTION BY DEFECT REPORT: Nil.

(b) UNREPORTED DEFECTS NOTED:

5600915 Dodge 3-Ton. O/S tyre wall fouling absorber arm at full lock.

14. POINTS RAISED BY UNIT:

It is felt that a fixed W.F. would be most beneficial as this would enable this W.O. to retain the authorised number of vehicles and eliminate to a certain extent the Pool system now existing.

responsible for the supervision of the Driver's maintenance. The task system is strictly adhered to.

The records in these books are carefully maintained with the exception of the following faults, noted in a number of cases. Officer's signature required for Page 1, and the record of Vehicle Transfer between units.

These inspections are efficiently carried out each month and the books subsequently signed by the O.C.

A record of vehicle defects is kept.

- 2 -

15. RECOMMENDATIONS:

1. (para 3a refers).
2. (para 5 refers)
3. (para 6 refers)
4. (para 10 refers)
5. (para 11 refers)

That the necessary Officer's signature be inserted in A.Bs 412.
 That all air and fuel filters are inspected every 7 days to ensure their cleanliness.
 That all oil levels are correctly maintained. In the case of a serious leak special attention must be paid to this maintenance until the defect is remedied.
 If vaseline or lanoline are unavailable battery terminals must be left clean and dry.
 That spare wheels are kept inflated to the correct pressure i.e., the pressure quoted for the rear wheels

16. REMARKS:

This H.Q. enjoys the advantage of having an extremely well equipped garage in which to service its vehicles, and full use is made of these premises.
 The W.I. Staff know their job and carry out their duties most efficiently. This, Inturn, has made itself felt to the drivers, with the result that a high standard of maintenance was found on nearly every vehicle inspected.
 The Inspector wishes to thank the O.C. for this kind hospitality, and also the assistance that was so readily extended throughout the course of his stay.

(Signed) A.C. PLIMS Capt.
 Inspector.

UNIT MAINTENANCE INSPECTORATE,
(B' Vehicle Section)

RESTRICTED

INSPECTION REPORT NO. IR/2D/272

Name of Unit
Name of O.C.

Vehicles : War Establishment
Held
Inspected

: No. 1 Truck Pool, Allied Control Commission.
: Capt. Dio P. Richardson, U.S. Army.

: 108+ M/c's -
: 16 " - (all available)

+ 69 British trucks. 19 B.L.R. or awaiting
spares.

Date of Inspection

Ref. to Previous Inspection

: 15/16 August 1944.

: IR/2D/178 dated 2nd June 1944 by Capt. C.E.
Fraser, D.L.I. ('Unsatisfactory')

1. STANDARD OF MAINTENANCE

Unsatisfactory. The condition of all vehicles is very bad and it is obvious that only a slight attempt at maintenance by the drivers has been carried out. A great number of defects are reported.

2. M.T. DISCIPLINE

Appears to be nil. Discipline is supposed to be enforced by a foreman and the fitters but this is very questionable. It is the firm belief of this Inspector that the vehicles are just run until a defect causes them to stop, and only points such as oil levels, petrol required etc. causes the drivers to put a hand to their vehicles. At first sight some of the vehicles seem to be quite clean, but this is only superficial.

3. DOCUMENTATION Nil.

4. ENGINE

(a) General Generally engines were found to be in a clean and workable condition although many cases of loose bolts were found. All sump levels were found correct and the correct grade of oil is in use. Seven cases of engine mounting bolts being loose were found and one case of bolts missing. Another bad fault was exhaust flange bolts being loose; this defect was found on five vehicles. One vehicle had exhaust flange gasket blown. Other points were manifold bolts loose, dirty breathers, bonnet tie-rod bolts loose. There were various instances of bolts loose or missing on radiator support and mounting brackets and radiator cowlings. One very bad fault was the lack of lubrication on the fan bearing, all the Dodge trucks were found to be dry and on four vehicles the fan bearing was badly worn. In six cases fan belt adjustment is necessary. On Dodge trucks it is necessary to use the adaptor made specially to serve the fan bearing as no ordinary lubricating gun can reach it. Grease G.S. was being used for lubrication. The A.C. pumps and carburettors seemed to be fairly well maintained but two cases of water in the pump were found. The only points regarding ignition were three cases of water in the distributor requiring lubrication and cleaning and one case of coil bracket bolts loose. Maintenance of the electrical system

HEADQUARTERS

A.C.C.

1. STANDARD OF MAINTENANCE

Unsatisfactory. The condition of all vehicles is very bad and it is obvious that only a slight attempt at maintenance by the drivers has been carried out. A great number of defects are reported.

2. M.T. DISCIPLINE Appears to be nil. Discipline is supposed to be enforced by a foreman and the fitters but this is very questionable. It is the firm belief of this Inspector that the vehicles are just run until a defect causes them to stop, and only points such as oil levels, petrol required etc. causes the drivers to put a hand to their vehicles. At first sight some of the vehicles seem to be quite clean, but this is only superficial.

3. DOCUMENTATION Nil.4. ENGINE

(a) General Generally engines were found to be in a clean and workable condition although many cases of loose bolts were found. All sump levels were found correct and the correct grade of oil is in use. Seven cases of engine mounting bolts being loose were found and one case of bolts missing. Another bad fault was exhaust flange bolts being loose; this defect was found on five vehicles. One vehicle had exhaust flange gasket blown. Other points were manifold bolts loose, dirty breathers, bonnet tie-rod bolts loose. There were various instances of bolts loose or missing on radiator support and mounting brackets and radiator cowlings. One very bad fault was the lack of lubrication on the fan bearing, all the Dodge trucks were found to be dry and on four vehicles the fan bearing was badly worn. In six cases fan belt adjustment is necessary. On Dodge trucks it is necessary to use the adaptor made specially to serve the fan bearing as no ordinary lubricating gun can reach it. Grease G.S. was being used for lubrication. The A.C. pumps and carburettors seemed to be fairly well maintained but two cases of water in the pump were found. The only points regarding ignition were three cases of ~~water in the pump~~ distributors requiring lubrication and cleaning and one case of coil bracket bolts loose. Maintenance of the electrical system did not appear to be too good. Many broken side and head lamps were found and many cases of lamp parts missing; very few had bulbs. Three vehicles were found to have starter-motor bolts loose and two had dynamo mounting bolts loose. The dynamo rear bearing lubrication was bad; four required immediate lubrication and one had a u/s starter lubricator. The condition of the remainder was not too good as much dirt was observed around the nipple and the lubrication was by grease.

(b) Oil Filters It was not possible to examine many oil filters as damage to the gasket is very easy, especially on a Dodge vehicle. There were no spare gaskets available, so only a few were examined. They were found to be clean and in fairly good condition.

5. AIR AND FUEL FILTERS

Fuel filters were found to be clean and in good order. Two types of carburettor air cleaner were in use. On three old type Bedfords the concertina hand cleaner was used and the remainder of the vehicles had the oil type.

/5. AIR AND FUEL FILTERS (Cont.)

- 2 -

5. AIR AND FUEL FILTERS (Continued)

Two out of the three concertina cleaners were u/s, having the 'bellows' housing missing. On the remaining cleaner the 'bellows' were very dirty and the oil in the filter. Many minor maintenance faults were found :- Low oil level, oil dirty, bracket bolts missing, element loose, element incorrectly replaced. Four vehicles were found to be using the wrong grade of oil, i.e. H.D. 50 instead of H.D. 30.

6. STEERING

A considerable increase in the standard of maintenance is required as very many maintenance faults were found together with a large number of defects. No less than 10 defects were found, four of them being leaks from steering box and six cases of steering stops requiring adjustment. This point of faulty adjustment of steering stops is very serious as bad damage is being done to the N/S tyres.

All the above defects were on Dodge vehicles. Out of the sixteen vehicles examined, ten vehicles were found to have low oil levels in their steering boxes. In the majority of instances it was impossible to find any trace of oil. Other maintenance faults were grease in box on one Bedford, steering box mounting bolts loose, steering arm locking nut requiring tightening, steering arm bolts loose and steering box side plate bolts loose.

7. TRANSMISSION

Transmission maintenance was bad and many defects were brought to light.

Clutch 9 cases of dry linkages were found and two lubricators were blocked with dirt. Clutch adjustments appeared to be correct. On Bedford L4876706 the bottom plate was found to have three bolts missing and the remainder loose.

Gearbox Were found to be in fairly good condition; oil levels were correct and only one case of leakage was observed. Several vehicles had bolts loose on the side plates and one had a bolt missing from the mechanical air pump housing.

F/brake and Handbrake

Lubrication of the footbrake and handbrake linkages was bad and the majority of them were rusty. Many of the lubricators were found to be blocked with dirt and little attempt at maintenance had been made.

Transmission shafts and U/J.

The transmission of three vehicles had no lubrication whatsoever. U/J's were in good condition and none were badly worn, but five vehicles were found to have U/J bolts loose. There were several cases of nipples missing from the U/J's and also from the forward spline shafts. Two vehicles were found to have the centre bearing bracket bolts loose. Many of the nipples were blocked with dirt and lubrication throughout was with grease.

8. SPRINGS

Once again maintenance was found to be poor. Several vehicles showed attempts to maintain the springs but many cases of rust between leaves was seen. Three vehicles were found to have damaged rear

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Once again maintenance was found to be poor. Several vehicles showed attempts to maintain the springs but many cases of rust between leaves was seen. Three vehicles were found to have damaged rear springs, one having two leaves in each rear spring broken, another one leaf on N/S rear broken and a further vehicle with both rear springs played out. Several hanger bracket bolts were missing or very loose and a number of faulty rivets were found. Shackles require more attention and several appeared devoid of lubrication.

Shock absorbers need more attention, five vehicles had low levels and four had mounting bolts loose. Only one was found to be leaking. In all cases grease was being used for lubrication.

9. BODY BOLTS ETC.

It is impossible to estimate the number of body bolts, chassis bolts, cab bolts etc. found missing or loose. One vehicle inspected was found to have 15 bolts missing out of the cab and front mudguards alone. The wing of another vehicle had one bolt holding it in place and this was 'finger-tight'. Another vehicle was found to have two loose nuts holding the toolbox in place.

/9. BODY BOLTS ETC. (Cont.)

- 5 -

9. BODY BOLTS ETC. (Continued)

All the vehicles were bad and it is obvious that no maintenance whatsoever has been carried out in this respect.

10. BATTERIES

Immediate maintenance must be given to batteries otherwise they will be useless. The battery tops in most cases were clean but corrosion was noted. Half of the batteries were found to have low oil levels and in many cases the cells empty. Corrosion was noted on several battery frames and terminals. There were two cases of insecure batteries through bolts being loose, one had the cross piece securing plate missing allowing the battery to jump about. Several cells were found to be damaged and two cracked cases were observed. On the majority of vehicles the terminals were clean and dry but in some cases grease G.S. was being used on them.

11. TYRES

Tyre pressures were very bad being as much as 50% from correct pressures and exceedingly erratic. Not one vehicle had correct pressures in all wheels. Wear did not appear to be bad, but many of the tyres seemed new. In all cases where the Dodge steering stops required adjustment the N/S tyre had been badly scarred. These must be watched very carefully as 'blow-outs' appear to be imminent. The general upkeep of the covers appeared to be satisfactory although a few stones and flints in the treads were observed. During the testing of the tyres much valve trouble was encountered due to dirt getting underneath the valve and not allowing it to close properly. Spare wheels appear to have been put on the vehicles and ignored until they are required, as many were found to have little pressure in them and not one had the correct pressure.

12. OIL STORAGE Was found to be satisfactory, the majority of the oil being locked in a clean and dry outbuilding. Certain drums were observed lying about with oil in them, these should be picked up and placed in the store. All stoppers and bungs should be replaced after use and the tops of the containers kept clean and free from dust and dirt.

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

(b) UNREPORTED DEFECTS NOTED : See Appendix "A".

14. POINTS RAISED BY UNIT

Only one British or American officer is in charge of the truck pool, there being no O.R.'s or E.M. whatsoever. All orders have to be given through an interpreter and everything has to be translated into Italian.

It is impossible for one officer to attend to the technical side and the administrative side. In any case it is often the case that the officer has no M.T. knowledge whatsoever.

It is impossible to get spares and equipment; cannibalisation being necessary to keep vehicles on the road.

No tools have been issued and no instructions are available re the individual construction of the different types of vehicles.

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No tools have been issued and no instructions are available re the individual construction of the different types of vehicles. 28:8

15. RECOMMENDATIONS

1. (Paras. 1 & 2 refer) Daily tasks must be carried out under very strict supervision. It is suggested that a certain number of vehicles be kept off the road each day for complete check over by fitters.
2. (Para. 3 refers) Proper documentation should be brought into use at once and A.B.'s 412 and 406 kept up to date. A proper P.O.L. account must be kept and should conform to G.R.O. 341 dated 14th April 1944. A Defect Book (in Italian) should be started and all drivers made to understand that the fitters have to know about the slightest defect in order that they have a clear picture of what they have to do.
3. (Para. 4 refers) More attention must be paid to the tightness of all nuts and bolts, as loose nuts and bolts only lead to excessive wear or the blowing of gaskets. It is suggested that all Dodge fan bearings be immediately lubricated with O.600 and all grease removed from the bearings.

/15. RECOMMENDATIONS (Cont.)

- 4 -

15. RECOMMENDATIONS (Continued)

4. (Para. 5 refers) More attention is necessary to the oil air filters on trucks. Unless they are serviced properly, their efficiency is immediately reduced. The oil should be kept clean and the sludge bowl at the bottom of the filter casing cleaned frequently. Owing to the local dusty conditions, it would be advisable to have these cleaned out weekly, refilling with clean oil. Particular attention should be paid to the re-assembly of the unit.
5. (Paras. 4, 5, 6, 7, 8, 9 & 10 refer) Immediate attention must be paid to all nuts, bolts and rivets. Bolts that are loose must be tightened and those missing replaced. Owing to the nature of the work imposed on these vehicles and the condition of the roads, bolts should always be checked frequently especially after long distances over bad roads.
6. (Para. 6 refers) Steering boxes and linkages must be correctly lubricated at once and all defects immediately remedied. Steering boxes with leaks should be inspected daily for loss of oil. C.600 will be used for lubrication and in steering boxes under no circumstances will grease G.S. be used.
7. (Para. 7 refers) Transmissions must be lubricated throughout with C.600 oil, not grease. Missing nipples should be replaced by nipples from Class VI trucks.
8. (Para. 10 refers) Batteries and battery leads and frames must be kept clean and free from dirt. Breather holes in all stoppers should be kept clean. Batteries must be kept correctly topped up with distilled water, level should be $\frac{3}{8}$ " above the tops of the plates. Under no circumstances must grease be used on the terminals. If lanoline or vaseline are not available, the terminals must be kept clean and dry.
9. (Para. 11 refers) The maintenance and pressures of tyres will be as laid down in G.R.O. 546 of 16th June '44.
10. (Para. 12 refers) All oil should be kept in the store available, under lock and key. Proper containers for issuing should be made. It is suggested that the 'colour' scheme be brought into use as this would facilitate the handling of the oils. Each grade of oil is allocated a colour and a master chart of all oils and their colours is kept. As soon as the oils are received the correct colour should be painted on the drums. When a driver requires some oil, he looks on the master chart to see which colour he requires.
11. Under no circumstances is the use of grease G.S. as a lubricant permitted; oil C.600 must be used in all lubricating guns.
12. (Para. - refers) ~~It~~ It is suggested that an attempt be made to obtain extra British or American personnel, especially fitters to assist in ~~the~~ carrying out of the above recommendations.

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16. REMARKS The conditions existing at this truck pool are scandalous and very great alterations should be brought about, as much money and usable equipment are being thrown away.

It is not the fault of the officer in charge of the pool as he is in a distinctly invidious position. He has attempted to set up some kind of task system and also a workshop, but it is no use having these things if the people driving these vehicles (not presumably responsible for their maintenance) are not under strict supervision. Again if an Italian driver says he has done his maintenance, the officer has to rely on the fitter (through the interpreter) that this is the case, his own knowledge being so little.

If this was a British or American Service Coy, at least three or four officers would be in charge together with a number of responsible N.C.O's and at least half a dozen fitters. This being the case with British drivers, surely it is very necessary to have British or American fitters with Italian drivers.

(Sgt.) L. F. ALDERSON, Capt. R. A.;
INSPECTOR.

DISTRIBUTION : See over.

Appendix "A".

UNREPORTED DEFECTS NOTED

Nature of Defect	Vehicles Affected
Silencer badly damaged.	Dodge L.5605978.
Wear excessive in fan bearings.	" L.5607400.
	L.5177253.
	L.5607058.
	L.5175079.
Radiator leak.	Dodge L.5605974.
Fan belt adjustment required.	" L.5309559.
	" L.4879632.
	" L.5607400.
	" L.5177253.
	" L.5607058.
	" L.5175079.
A.C. pump full of water.	" L.5607400.
	" L.5605978.
Steering stops require adjustment.	" L.5607400.
	" L.5309559.
	" L.5605787.
	" L.4974656.
	" L.5605972.
	" L.5175079.
Leak from steering box.	" L.5605974.
	" L.5607058.
	" L.5605787.
	" L.5177253.
Nipple missing from trans. shaft or U/J.	Bedford L.525619.
	" L.513469.
	" L.214662.
	" L.4576706.
	Dodge L.5605978.
Bolts missing from mechanical air pump.	Bedford L.214662.
Oil leak from half-shaft flange.	Dodge L.5309559.
Oil leak from differential.	Bedford L.4576706.

Fan belt adjustment required.	"	L. 5309559.
	"	L. 4879632.
	"	L. 5607400.
	"	L. 5177253.
	"	L. 5607058.
	"	L. 5175079.
A.C. pump full of water.	"	L. 5607400.
	"	L. 5605978.
Steering stops require adjustment.	"	L. 5607400.
	"	L. 5309559.
	"	L. 5605787.
	"	L. 4974656.
	"	L. 5605972.
	"	L. 5175079.
Leak from steering box.	"	L. 5605974.
	"	L. 5607058.
	"	L. 5605787.
	"	L. 5177253.
Hipple missing from trans. shaft or U/J.	Bedford	L. 525619.
	"	L. 513469.
	"	L. 214662.
	"	L. 4876706.
	Dodge	L. 5605978.
Bolts missing from mechanical air pump.	Bedford	L. 214662.
Oil leak from half-shaft flange.	Dodge	L. 5309559. ²⁸ 4
Oil leak from differential.	Bedford	L. 4876706.
2 leaves broken on each rear spring.	"	L. 4879632.
Rear helper springs splayed out.	"	L. 525619.
1 broken leaf N/S spring.	"	L. 4876076.
Bad leak on N/S rear shock absorber.	"	L. 4876076.
Body holding bracket broken (requires welding).	Dodge	L. 5605974.
	"	L. 5605972.
One battery w/s. (plates buckled).	Bedford	L. 4876706.
One cell cracked in battery.	Dodge	L. 5309559.
One cell damaged.	"	L. 5177253.

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