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10000/148/2879

VEHICLE MAINTENANCE
JUN. 1944 - APR. 1945
REGION 5

HEADQUARTERS
AMG/AC
UMBRIA MARCHE REGION
APO 394
CHIEF TRANSPORTATION OFFICE

file 444
24A
DPR/1e

R5/517/B/7

28 April 1945

SUBJECT : One-Ton Trailers.

TO : Transportation Sub Commission, Hq. A.C.
(Roads Division)

1. During the month of July 1944 ninety-seven (97) U.S. W.D. One-Ton trailers were drawn from P.B.S. Ordnance (Caser-
ta) for use in A.M.G. Truck Pool No.1 Foggia - by the under-
signed officer. These One-Ton trailers were drawn on the verbal
authority of Lt.Col.M. Harris who was the Civil Transport Of-
ficer of this Region at that time.

2. On 17 August 1944 thirty-one (31) of these trailers
were transferred to Truck Pool No.1 at Foggia. Following are
the numbers of these vehicles:

0323409	053113	0327313	0109525	071917
0326668	01124	0305375	0296116	0302985
014	0298120	084651	0328659	011986
0403482	0296694	055056	0299805	0110570
029131	0303036	0123693	0406690	0/2 - G
0301634	084573	0140538	0118661	
0299672	081598			

3. The remainder of these trailers (66) are now assigned
to Truck Pools in the Marche Compartment with the exception
of trailer number 0295985 which was stolen from Truck Pool
No. 3 (Cieti) - see attached enclosure. Following are the num-
bers of the sixty-six (66) One-Ton trailers which are at pre-
sent carried on Regional strength:

0307792	0302025	03022945	0303167	433976
0295801	82032	0331924	0175251	0175454
0175440	081220	0295985	AL 19 JRD	0406684
0107742	G 34	0328202	0406782	0405312
Y 1004	0109675	025903	0112200	W2918150
085735	079148	82AB32SV29	035295	C-3014 NA
0145382	071882	0265577	0352814	0366297
0109485	0301553	0337475	5A 213 AA	0833452
0297965	0352801	0333730	0336724	0110289

075199	012174	036523	029654I	0110075
060681	0110562	0331916	0307610	0426693
0125791	0402876	0383737	29850	0346666
085018	0123710	0305999	075132	0407376
03227218				

4. May these trailers please be entered on Transportation Sub Commission records.

For the Regional Commissioner:

D.P. Richardson
 D.P. RICHARDSON
 Capt. Inf.,
 Chief Transportation
 Officer.

UNIT MAINTENANCE INSPECTORATE
(THE VEHICLE SECTION)

RESERVED

INSPECTION REPORT NO. IV/20/310

NAME OF UNIT
NAME OF C.O.VEHICLES: War Establishment
FieldInspected
Date of Inspection
Ref. to Previous Inspection Report

: Allied Control Commission (Ochi, Province).
 : Cap. F.R. Price, RASC.
 : - M/O's - W.E.No.
 : 52 (40 American) M/O's
 : (12 British)
 : 10 British
 : 4th September 1944.
 : Nil.

1. STANDARD OF MAINTENANCE

Unsatisfactory. Such maintenance as is being done is insufficient to keep the vehicles in a satisfactorily maintained condition.

2. M.T. DISCIPLINE This needs strict supervision (since all drivers are Italian), by British Personnel. British Tank System not in operation.

3. DOCUMENTATION
(a) A.B. 412

(b) 406

(c) Defect Book

None kept. The American Card System is in operation.

4. WHEELS

(a) General Two cases of Dodge rear mounting bolts for attention (one loose, another for tightening). One fan belt for adjustment. Most engines had their exhaust silencers plugged in order to obtain a noisy exhaust.

(b) Oil Filters No information as to changes. In two cases the elements had been removed since they were u/s.

5. AIR AND FUEL FILTERS

One air cleaner mounting was loose and another unsatisfactorily adapted. One air cleaner oil level was too low.

6. STEERING

Two cases of bar oil levels low. One case of bar mounting bolts loose on chassis. One case of steering linkage for lubrication

7. TRANSMISSION

4 Cases of 3/4's for lubrication - 3 cases of gear oil near bearing oil seal bolts for tightening - 2 cases of propshaft centre bearing mounting bolts for tightening - 2 cases of differential for changing (0,600 being used instead of Nypal 90). 2 cases of gearbox oil level too low - 3 cases of clutches for adjustment -

- Unsatisfactory. Such maintenance as is being done is insufficient to keep the vehicles in a satisfactorily maintained condition.
2. M.E. DISCUSSION This needs strict supervision (since all drivers are Italian), by British Personnel. British Tank System not in operation.
3. DOCUMENTATION
- | | |
|------------------------|---|
| (a) <u>A.B. 412</u> | } |
| (b) 406 | |
| (c) <u>Defect Book</u> | |
- None kept, The American Card System is in operation.
4. REPAIRS
- | | |
|------------------------|--|
| (a) <u>General</u> | Two cases of Dodge rear mounting bolts for attention (one loose, another for tightening). One fan belt for adjustment. Most engines had their exhausts silencers pierced in order to obtain a noisy exhaust. |
| (b) <u>Oil Filters</u> | No information as to changes. In two cases the elements had been removed since they were U.S. |
5. AIR AND FUEL FILTERS
- One air cleaner mounting was loose and another unsatisfactorily adapted. One air cleaner oil level was too low.
6. EXHAUSTS
- Two cases of box oil levels low. One case of box mounting bolts loose on chassis. One case of steering linkage for lubrication.
7. TRANSMISSION
- 4 Cases of U/J's for lubrication - 3 cases of gearbox rear bearing oil seal bolts for tightening - 2 cases of propshaft centre bearing mounting bolts for tightening - 2 cases of differential for changing (0,500 being used instead of Hypoid 90/21) - 1 case of gearbox oil level too low - 3 cases of clutches for adjustment - 4 cases of U/J bolts for tightening. Grease being used for lubrication.
8. SPRINGS
- 5 cases of spring shackles for lubrication. One case of U/J bolts for tightening. 10 shock absorbers required topping up. Grease G.S. is being used for lubrication.
9. BODY BOLTER ETC. Two cases of body bolts for attention and tightening.
10. BATTERIES
- 3 cases of cells for topping up. Grease G.S. being used on terminal. Two cases of very dirty battery tops.
11. TIRES
- Pressure correct. Several covers were unserviceable and due for repair. G.R.O. 545 not yet in force. Early vehicles had 12-ply covers on front wheels but not at the rear. The general position with regard to tires can be summed up as unsatisfactory.

/12. OIL STOR. ETC.

12. OIL STORAGE
- complete recording and checking system exists for the issue of P.O.L. Absolute cleanliness exists from oil store to engines.
13. (a) NO. OF DEFECTS RAISED TO UNIT FOR ACTION BY DEFECT REPORT : Nil.
- (b) UNREPORTED DEFECTS NOTED : Defects are not noted until the actual day for maintenance (3 times monthly).
14. POINTS RAISED BY UNIT
- The position with regard to transport is that Capt. PRICE RASC, has been sent by A.P.H.Q. to investigate the transport position. This officer has found the vehicles running under and American Maintenance plan, which caters both for written records and maintenance in practice. In view of the present unsatisfactory maintenance it is suggested that there are two solutions:
- (1) To continue with the existing system (to which the Italians have become used) and ensure that maintenance is satisfactorily carried out on the vehicles' off days, by having British Sgts. at each of the three depots.
 - (2) To scrap the existing organisation and institute the British '16 Tack System'. This will mean (a) completely reorganising all existing cards, files and other records in the office, (b) issuing the Italian drivers with A.B's 412 printed in Italian. Since vehicles are coming and going at all hours of the day, adequate supervision (a necessity with all Italian drivers) will be made very difficult to achieve.
- The above officer is in the predicament of not knowing what his present position is; whether it is likely to be temporary or permanent since he has neither written or verbal orders.
- There are no spares available for the American Chevrolet vehicles.
15. RECOMMENDATIONS
1. That one or other of the two systems put forward in Para. 14 be instituted. If the first plan is adopted, another British Sgt. will be required on the staff in order that the proposed 3 depots (as opposed to the existing four) can be effectively supervised. Experience has shown that Italian supervision of their own personnel is a complete waste of time. For the second plan, A.B's 412 in Italian will be essential together with a complete reorganisation of all office records.
16. REMARKS
- This unit, possessing all Italian personnel, has been withdrawn as M.T. Officer for some weeks, the existing American one having left. A system of maintenance exists on the following lines: Every 10 days all vehicles come off the road for maintenance, during this day all maintenance repairs are done and if necessary the vehicle detailed for the following day. It is sufficient for the purposes of this report to state that this as it exists at present is not keeping the vehicles satisfactorily maintained. Until the arrival of Capt. PRICE RASC, plus two Sgts. 6 days ago, there were no British personnel connected with the transport. As mentioned in

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- The above officer is in the predicament of not knowing what his present position is; whether it is likely to be temporary or permanent since he has neither written or verbal orders.
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(Signed); P.M.C. TOWNART, Capt. Sher. P'ters,
INSPECTOR

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UNIT: A.S.O. AMOBA PROVINCE.

DATE OF INSPECTION: 22 AUG 64

REPORT TO: PROV. INSP. AMOBA PROVINCE.

UNIT: A.S.O. AMOBA PROVINCE.

VEHICLES: 1 (all available)

7

6

3

1

(all available)

22 AUG 64

REPORT TO: PROV. INSP. AMOBA PROVINCE.

1. STATEMENT OF VEHICLE MAINTENANCE:

Organised maintenance is maintained but at present exist and the resulting condition of the vehicles shows general neglect of elementary daily maintenance.

2. M.T. ORGANISATION AND DISCIPLINE:

At present is of a low standard but steps have very recently been taken to organise the whole of vehicle maintenance. It is yet too early to see the results. Civilian drivers of M.T. vehicles are employed in some instances.

3. DOCUMENTATION:

(a) All 412 Unsubstantiated. Entries have not been kept up to date in the instances where vehicles have a log book. One vehicle inspected did not have a log book.

(b) All 406: Inspection books are held for all vehicles but in only one instance was a book up to date. One book had no inspections recorded.

(c) Defect Book: Not kept by Unit.

4. ENGINE:

(a) Engine: Engine mountings were secure and all appeared in satisfactory condition. Oil changes appeared overdue in two instances.

(b) Oil Filter: One filter fitted to vehicle H 4065636 was very dirty (no record of last oil change, present specification reading 1000).

5. FILTRATION:

Considerably more attention is required to the maintenance of these components and to the security of air mountings. One air cleaner was so badly maintained as to be virtually useless.

6. STEERING:

At present is of a low standard but steps have very recently been taken to organize the whole of vehicle maintenance. It is not too early to see the results. Civilian drivers of V.B. vehicles are employed in some instances.

5. MAINTENANCE

- (a) AB 442: Maintenance. Instances have not been kept up to date in the instances where vehicles have a log book. One vehicle inspected did not have a log book.
- (b) AB 406: Inspection books are held for all vehicles but in only two instances was a book up to date. One book had no inspections recorded.
- (c) Defect Book: Not kept by Unit.

6. ENGINE

- (a) Engine: Engine settings were secure and all appeared in satisfactory condition. Oil changes appeared overdue in two instances.
- (b) Oil filter: One filter fitted to vehicle 4998556 was very dirty (no record of last oil change, present speedometer reading 16356).

7. STEERING

Considerably more attention is required to the maintenance of these components and to the security of their settings. One air cleaner was so badly maintained as to be virtually useless.

8. TRANSMISSION

Maintenance of steering components was unsatisfactory, apart from 2899 which had been freshly done in all instances. Two vehicles had too much play in the moving parts of the linkages. One steering box was dangerously loose at its mounting and also required to jacking-up with lubricant.

9. TRANSMISSION

Apart from one vehicle, transmissions had been recently lubricated. One gear box was almost empty of oil. In another, the wrong lubricant had been used. Universal joint bolts of Bedford Motor Truck were very loose. Half shaft flange bolts require more attention to tightness. All oil levels were correctly maintained.

The chain case of the motor-cycle was empty of oil and the primary chain required adjusting.

10. AXLES

U-Bolts were slack and in one instance leaves had started to fan. Springs heavier of one vehicle had broken away from chassis frame and damage to the frame

8. contd.

had resulted. Two spring shackles lubrication was deficient.

9. BOGE BOLDS UNIT

Considerably more attention is required to the tightness of body bolts, body holding down 'Y' bolts and to body fittings, levers etc. Of the three vehicles inspected, none or all of the above points need attention.

10. BATTERY

Battery maintenance is unsatisfactory. Not one battery was correctly maintained - corrosion of terminals, of battery brackets and levels of electrolyte low were found in each instance.

11. TIRES

Unsatisfactory. One tyre only was correctly inflated, the remainder being under inflated - in some instances dangerously so. The Unit reported that they were not in possession of a tyre gauge or pump. One foot pump was seen which could be made serviceable with only a small amount of attention.

12. OIL SYSTEMS

The Unit store oil under cover. Considerable improvement is needed as regards cleanliness and correct standing.

13. DEFECTS

(a) No. of Defects Reported to Unit for Action by Defect Report, Nil.

(b) Unreported Defects Listed

M 4906656 Willys Gnat	- Act of steering arm joint loose. - Too much play in linkage (urgent) - Oil changes 27 cars overdue - Oil filter very dirty.
E 4870840 Bedford Motor Truck	- Gear box oil level very low. - Lubricator deficient left hand front springs.
M 4774995 Hillman Utility	- Front wheel bearings very slack - Steering box loose at mounting - Worm adjustment in gear box - Left hand rear spring hanger has an easy from track.

C 4812874 Ariel motor-cycle : Battery and handle so corroded 2898
had to be dismantled in order to remove the

11. TYRES:

Unsatisfactory. One tyre only was correctly inflated, the remainder being under inflated - in some instances dangerously so. The Unit reported that they were not in possession of a tyre pump or jerry. One foot pump was seen which could be made serviceable with only a small amount of attention.

12. OIL SYSTEM:

The Unit stores oil under covers. Unserviceable equipment is repaired as required cleanliness and correct sealing.

13. DEFECTS:

(a) No. of Defects Reported to Unit for Action by District Depot. Nil.

(b) Unreported Defects Noted:

- M 4926626 Willlys Baritan : Bad of steering cam joint loose.
Too much play in linkage (urgent)
Oil change by cars over the
oil filter very dirty.
- Z 4870340 Bedford Water Truck : Gear box oil level very low.
Inflator deficient left hand front spring.
- M 4774995 Willman Utility : Front wheel bearings very slack
Steering box loose at mounting
Wrong lubricant in gear box
Left hand rear spring hanger has an early crack
frame.
- C 4812374 Ariel motor-cycle : Battery and horn at no covered 2898
had to be dismantled in order to remove the
battery. Cells very low.
When case dry as oil.

In fact all points noted in individual vehicle inspection reports were defects which were unknown to the Unit.

14. POINTS RAISED BY UNIT:

Recent moves and changes of drivers and vehicles have made organised maintenance and inspections difficult. The U.Z. Officer had only one position two or three days previously. Poor standard of civilian drivers a very important factor which is now being overcome.

15. RECOMMENDATIONS:

1. (Refer para 1, 2, 3, 6, 7, 8, 9, 10, 11) That the task system of vehicle maintenance be taken into use forthwith. Vigorous steps must be taken to see that each task is completed in its entirety. Daily maintenance parties under supervision of qualified, responsible officer or NCO will best achieve this. Task records should be initiated upon completion of the daily task. Speeded attention must be paid to maintenance of all CUBs, batteries and tyre pressures.

-3-

15. Continued

2. (Refer para 3a) At 412 Log Room must be held for non-vehicle. All particulars of vehicles, to its type serial numbers, petrol consumption, speedometer readings and oil changes must be clearly and accurately recorded.
3. (Refer para 3b) At 406 Inspection must be carried out regularly each month and be correctly recorded as laid down in paragraph "Inspection, Maintenance and Care of Army Vehicles (Attached)".
4. (Refer para 3c) A defect book should be kept in which may be recorded any defects noted by drivers at daily maintenance periods, and the action taken to remedy such faults should be noted.
5. (Refer para 10) Batteries and their maintenance must be treated as an urgent matter and definite instructions issued regarding their care. Batteries, terminals and brackets must be kept clean, free from corrosion, and no grease may be used on battery terminals - in vaseline is not available, kerosene oil and dry. Batteries should be firmly fastened in their brackets to prevent damage by movement etc. over rough roads.
6. (Refer para 11) That GPO 216/22 6 June 1944 be complied with immediately, in its entirety.
7. (Refer para 12) Oil containers should be kept clean and stored on their sides, fillers upturned. Only one drum at a time should be in use on any one grade, and this should be firmly stoppered. Muckyulous cleanliness is essential and this is best obtained if issues are controlled and made the responsibility of one individual.

8. Attention is directed to GPO 349 of 16th June 44.

16. REMARKS

It is felt that the present unsatisfactory state of maintenance has been, in part, brought about by recent moves and events.

If an organized system of maintenance based upon the recommendations made above is put into force, and energetic steps taken to secure its enforcement, it is anticipated that a more satisfactory standard will be achieved.

29 Aug 44.

Signed G. B. B. B. B. Capt., R.A.

Provincial Commander, A.M.C. Arizona
H.Q. Region 5 A.M.C.
SI USE AMIES (2)
CI HJ HAT JEP (3)

2997

28

UNIT MAINTENANCE INSPECTION REPORT NO. 107/3/19

UNIT: No. 4 Truck Pool Region V, A.M.C. (Br. Vehs.) RESTRICTED

ORG: Hq. K.A. ASH. 3rd Army U.S. Army W.E.No. Nil.

VEHICLES: WAR EST BLISHMENT Nil. N/O's. Nil.
FIELD 2 " "
INSPECTED 1 " "
 (One vehicle was away on detail and another under repair.)

DATE OF INSPECTION 19 August 1944

REFERENCE TO PREVIOUS INSPECTION REPORT.....BY UNIT.....

1. STANDARD OF MAINTENANCE:
UNSATISFACTORY. These vehicles were found to be in an unimpaired condition.
2. M.T. DISPLINE:
 Were supervised by Military personnel over the Italian maintenance squad is essential before satisfactory results can be obtained.
3. RECOMMENDATION:
 These books were not available with the vehicles and have not been obtained yet. No trace record of the last engine oil changes were available.
 A defect book is not kept. There is no American or British personnel part from the American Officer who is responsible for one of these books; it is impossible for this book to be officially maintained.

4. ENGINE:
 When the inspector asked the Italian mechanic for the record of engine oil changes, a piece of paper was eventually produced which showed this maintenance as having been carried out exactly 1,000 less than the present specification reading on all four vehicles.
 Upon being questioned about this remarkable coincidence the mechanic stated that the changes had all been made at the same time and asked the inspector to believe they had all done exactly 1,000 miles since. It was felt that this was a bit too much, as one vehicle had the speedometer disconnected and another had been under repair for some days and was at the time of the inspection minus all four wheels. Further attention is also required to the adequate tightness of engine nuts and studs.

1. STATUS OF VEHICLES:
to be in an unimpaired condition.

2. M.E. INSPECTION:
Have supervision of military personnel over the Italian maintenance squad is essential before satisfactory results can be obtained.

3. DOCUMENTATION:
(a) A.E. 142: }
(b) A.E. 143: }
(c) defect book:

These books were not available with the vehicles and have not been obtained as yet. No time record of the last engine oil changes were available. There is no American or British personnel apart from the American Officer who is responsible for the care of these cars; it is impossible for this book to be efficiently maintained.

4. ENGINE:
When the inspector called the Italian mechanic for the record of engine oil changes, a record of seven was usually produced which showed that the maintenance was having been carried out at intervals of 1,000 less than the present manufacturer's practice on all four vehicles. Upon being questioned about this discrepancy the mechanic stated that the changes had all been made at the same time and asked the inspector to believe they had all been exactly 1,000 miles since. It was felt that this was a bit too much, as one vehicle had the speedometer disconnected and another had been under repair for some days and was not the time of the inspection minus all four wheels. Further attention is also required to the adequate tightness of engine parts and fluids.

5. AIR AND FUEL FILTERS:
Three air cleaners and one main central filter needed cleaning. The filter was deficient on one mechanical air pump.

6. STEERING:
All the vehicles required thorough simple lubrication and in all cases the steering box oil levels were low. One car had been ruined through fouling against the drum on a full lock. Had the necessary adjustment been carried out to the steering stop this would have been avoided.

7. TRANSMISSION: }
8. SETTINGS: }
The vehicles were stopped for lubrication. One was noted of loose U/J flange bolts. For information it is stated that the two speed cars are fitted to some Dodge three ton vehicles with an extra pint of hypoid oil. Hypoid oil is required for identification.

9. BODY BOLTS ETC:
All the body bolts need tightening on one vehicle; two spare spacers were deficient in this case and four on another vehicle.

10. BATTERIES:

All the cells in two batteries were dry, and in another one, one cell required topping up due to the filler plug being deficient and the liquid spilling over the battery top. Two batteries were in a filthy condition and all required proper securing. The instructor asked for the distilled water to be added to one of these batteries whilst he was present, the contents of a large bottle was almost absorbed in filling two cells.

11. TIRES:

The following tyre pressures were noted.

	N/S	Front	Rear	Average
5605667 Dodge 3-ton	O/S	54	72	All
		50	50	
5177140 " " "	N/S	54	56	26
	O/S	50	52	
5307793 " " "	N/S	20	32	30
	O/S	16	24	

With appallingly uneven pressures like these nothing but trouble can be expected from the steering and suspension, apart from seriously reducing tyre life.

12. OIL STORAGE:

Oil is satisfactorily stored & leaky cover.

13. (a) No. of DEFECTS REPORTED TO UNIT FOR ACTION BY DEFECT REPORT:(b) UNREPORTED DEFECTS NOTED:

5607793 Dodge 3-ton. Tyre rubbing & securing belts deficient.
5605667 " " " Offrey light disconnected.
Speedometer cable needs connecting, nothing else is preventing this instrument from working.
Held in broken on front main body support.
The other defects are noted in preceding para.

14. POINTS RAISED BY GMR:

There were no tools in any of the vehicles, & for this reason have to be brought from 15/10.O.D. at Salerno. The officer i/c states that in nine months he has received nothing from the agents & has submitted

15. RECOMMENDATIONS:

1. (Para. 2 refers) That a competent M.C.O. is made available to supervise the work carried out by the Italian maintenance, sent and ensure that

5607793

" " "

0/3

508

62

30

30

30

30

30

30

30

30

30

with unyieldingly uneven pressure like these nothing but trouble can be expected from the steering and suspension, apart from seriously reducing tyre life.

12. OIL STORAGE:

Oil is satisfactorily stored under cover.

13. (a) No. ON DUMPING RETURNED TO UNIT FOR ACTION ON LATER REPORT: Nil.

(b) UNREPORTED DEFECTS, NOTES:

5607793 Dodge 3-500.

5605687 " " "

These moving stay secured bolts & locknut, driving light disconnected.

Speedometer cable needs connecting, nothing else in preventing this instrument from working.

Weld is broken on head with body support.

The other defects are noted in preceding pages.

14. POINTS RAISED BY UNIT:

Where given tools on any of the vehicles, spares for this region have to be brought from 257 A.O.B. at Salerno. The officer i/o states that in his month he has received nothing from the units he has submitted.

15. UNREPORTED DEFECTS:

1. (Para. 2 refers.) That a competent H.U.O. is made available to supervise the work carried out by the Italian maintenance squad and ensure that vehicle documentation is efficiently maintained. This includes monthly A.B. 406 inspections, a record of vehicle defects, in addition to A.B.'s 442.

2. (Para. 4 refers.) That all the British vehicles receive an engine oil change and that these changes be carried out every subsequent 2,000 miles on the Dodge trucks held.

3. (Para. 4-9 refers.) That special attention is paid to the following points.

(a) Efficient nimble is a section with 0. 503 oil. (b) The adequate tightening of 12 nuts & 11 bolts. (c) Correctly maintain oil levels.

4. (Para. 7 refers.) That liquid hoses are fitted to all Dodge 3 ton vehicles as identified by 1. 503 oil. and bar on the differential causing to of half the use of hydraulic oil, 2000. 3. 003 of 43 refers.

5. (Para. 10 refers.) That batteries are inspected at least every seven days and the following maintenance points checked.

(a) That the level of electrolyte is correctly topped up with distilled water.

- (b) That batteries are firmly secured in their carriers, any looseness in this respect inevitably causes cracks in the casings or tops.
 - (c) That cleanliness is of a high standard, vents being free from dirt at all times.
 - (d) Battery terminals are kept clean and dry when Vaseline or Lanoline is unavailable.
- That the new G.R.M. 546/44 dealing with tyre maintenance and pressures is strictly complied with. A copy of this order has been left with the C.O.

5. (Para. 41 refers).

16. REMARKS:

The American officer in charge is responsible for running four of these Truck Pools, which includes paying the civilian labour, obtaining spares, and generally managing four separate business concerns. In the Inspector's opinion it is utterly ridiculous to expect this officer to be able to devote the necessary time for the supervision of vehicle maintenance. Unless efficient supervision of the Italian mechanics is forthcoming, neglect will reign supreme at the cost of vehicle service and many H.T. spares.

(Sgnd) A.C. PLEWIS, Capt.
Inspector

ACF/2T.

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Capt. A.C. PLEWIS.

2A

INSPECTION REPORT No. 403/3/50

UNIT MAINTENANCE INSPECTOR/DATE

RESTRICTED

UNIT: No. 3 Truck Pool, Region V, A.M.G. (Dr. Vols.)

W.Z.No. ---

O.C: Lieut. K.A. Ish. Cavalry U.S. Army.

VEHICLES: WAR ESTABLISHMENT Nil W/O's. Nil.

HELD 6

INSPECTED 6

DATE OF INSPECTION 20 August 44

By Capt.

REFERENCE TO PREVIOUS INSPECTION REPORT.....

Due to the lack of

UNSATISFACTORY.

1. STANDARD OF MAINTENANCE:
efficient supervision.

These vehicles are driven and maintained by Italian drivers, no Allied military personnel are attached to this Pool, with the exception of the G.C.

2. M.T. DISCIPLINE:

No A.Bs. 412 or 406 are kept. The date of the last engine oil change and quantities of oil and petrol used are recorded on a sheet held at the office.

3. DOCUMENTATION:

(a) A.B. 412: }
(b) A.B. 406: }

(c) Defect Book:

A Defect Book is not kept.

4. ENGINE:

More attention must be paid to tightening engine mounting bolts. 3 breathers required cleaning and re-oiling.

The front and rear bearings on 4 engines needed lubrication. The following defects were noted on the engine of 5473379.

(a) Dodge 3-ton. (c) Choke and hand throttle disconnected.

(b) Pan belt deficient. (c) Starter motor deficient.

(d) No oil in the sump. It was stated by the Italian manager of this garage that the vehicle had been there 3 months waiting to go to H.E.M.V. Workshops for an oil

repairs. No explanation could be given regarding the missing parts.

5. AIR AND FUEL FILTERS:
6 vehicles were inspected, 5 of which 5 air cleaners and 4 main petrol filters were found to be in a filthy condition.

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the U.S. front tyre was fouling against the track on 3 of the trucks.

1. STANDARD OF MAINTENANCE: UNSATISFACTORY. Due to the lack of efficient supervision.

2. M.T.DISCIPLINE: These vehicles are driven and maintained by Italian drivers, no Allied Military personnel are attached to this pool, with the exception of two G.C.

3. DOCUMENTATION:
(a) A.B.412: The date of the last engine oil change and quantities of oil and petrol used are recorded on a sheet held at the office.
(c) Defect Book: A Defect Book is not kept.

4. ENGINE: More attention must be paid to tightening engine mounting belts. 3 breathers required cleaning and re-oiling. The front and rear bearings on 4 Quinnes needed lubrication. The following defects were noted on the engine of 5173379 Dodge 3-ton. (a) Choke and hand throttle disconnected. (b) Fan belt deficient. (c) Starter motor deficient. (d) No oil in the sump. It was stated by the Italian manager of this garage that the vehicle had been there 3 months waiting to go to R.E.M.E. Workshops for engine repairs. No explanation could be given regarding the missing parts.

5. AIR AND FUEL FILTERS: 6 vehicles were inspected, out of which 5 air cleaners and 4 main petrol filters were found to be in a filthy condition.

6. STEERING: The wall of the R.H. front tyre was peeling against the rear end of the drag link at full lock on 3 of the trucks, in one case a very deep groove had already been worn in the tyre. 2 cases were noted of loose steering box securing bolts. The working joints required lubricating on three of the vehicles. One of these was the vehicle that was awaiting repair. Grease had been used for this lubrication on the other trucks.

7. TRANSMISSION: The oil levels in the gear box and two differentials were low. All the 2-speed axles required the extra pint of Hypoid oil adding. Some Hypoid axles needed idling. Cases of neglected nipple lubrication were noted.

8. SHOCKS: Nearly all the 'U' bolts were tight, but more care must be taken with regard to lubrication.

9. BODY BOLTS ETC: 11 bumper bar securing bolts were deficient on the vehicle awaiting repair. 3 of these bolts were also missing on another truck. More attention must be paid to the adequate tightness of body bolts, hand brake assembly, and mudwing securing bolts.

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10. BATTERIES:

Nearly all the electrolyte levels had been correctly topped up with distilled water, but 4 batteries needed securing.

11. TIRES:

The following tyre pressures were recorded:-

		Front	Rear	S. No.
5173479 Dodge 3-ton	N/S O/S	52	52	
5175937 do.	N/S O/S	34 38	45 43	-
5175291 do.	N/S O/S	23 33	46 52	40
5176044 do.	N/S O/S	44 45	56 56	32
5174985 do.	N/S O/S	42 46	40 43	43
5173379 do.	N/S O/S	52 56	52 52	-

The manager of the garage was given the correct pressures for these vehicles, i.e., 25 lbs front and 70 lbs rear.

12. OIL STORAGE:

Oil is efficiently stored indoors; the drums were exceptionally clean and clearly marked as to their different grades. An Italian is in charge of this store and has obviously carried out his duties in a conscientious manner.

13. (a) NO. OF DEFECTS REPORTED TO UNIT FOR ACTION BY DE. FOR REPORT: Nil.(b) UNREPORTED DEFECTS NOTED:

5174985 Dodge 3-ton. 3 frame spacers defective. W.D.No. to be painted on.

5176044 Dodge 3-ton. 1 frame spacer broken. 1 mounting nut deficient on L.H. rear wheel.

3 cases of the master cylinder fluid level urgently requiring topping up. Plus the defects noted in the preceding paras.

14. POINTS RAISED BY UNIT:

Nil.

5176044	do.	N/S O/S	44 46	56 56	52
5171985	do.	N/S O/S	42 46	40 40	43
5173379	do.	N/S O/S	52 58	52 52	-

The manager of the garage was given the correct pressures for these vehicles, i.e., 25 lbs front and 70 lbs rear.

12. OIL STORAGE: Oil is efficiently stored indoors; the drums were exceptionally clean and clearly marked as to their different grades. An Italian is in charge of this store and has previously carried out his duties in a conscientious manner.

13. (a) No. ON DEFECTS REPORTED TO UNIT FOR ACTION BY PLANT REPORT. Nil.

(b) UNREPORTED DEFECTS NOTED:

5174985 Dodge 3-ton.	3 frame members defective on.	R.D.No. to be painted
5176044 Dodge 3-ton.	4 frame member broken on L.H. rear wheel.	mounting nut incident

3 cases of the master cylinder fluid level urgently requiring topping up. Plus the defects noted in the preceding paras.

14. POINTS RAISED BY UNIT: Nil.

15. RECOMMENDATIONS:
1. (Para. 2 refers).

That a capable N.C.O. supervises vehicle maintenance and documentation, which embraces A.B.S. 412 and 406, and a Defect Book.

That special attention is paid to the following points:-

- (a) Correctly maintained oil and hydraulic fluid levels.
- (b) Efficient lubrication. 3.600 oil must be used for nipple lubrication on British vehicles.
- (c) The adequate tightness of all nuts and bolts.
- (d) The cleanliness of all air and fuel filters, these must be inspected every 7 days.
- (e) That batteries are firmly secured in their carriers, otherwise cracks in the casing and tops will inevitably occur.
- (f) That Hydrolax axles is fitted to all Dodge models are identified by painting a red bar on the differential casing to signify the use of Hydrolax oil. ETR.C.903/4.3 refers. The 2-speed axles on these trucks require an extra pint of Hydrolax oil.

2. (Para. 7 refers).

4(Para. 11 Refers.)

That the new G.R.O. 546/44 dealing with tyre maintenance and pressures is strictly complied with.

16. REMARKS:

This Pool has just been taken over by Lt. Ash, and is one of the four under the command of this Officer.

Effort had been made to keep the vehicles clean, but the need for efficient N.C.O. supervision was clearly indicated with regard to noting defects and general maintenance.

It is highly probable that if this inspection had not been carried out, the three cases noted of the tyre fouling against the drag link would have passed unheeded until such time as a burst occurred.

Accordingly, the Inspector feels that no great improvement in the present low standard of vehicle maintenance will be forthcoming until this further supervision has been put into effect.

ACP/PT.

(Smd) A.C. PLEWS. Capt.

DISTRIBUTION:

DEME., 3 District
 DAQMG., 3 District
 DAQMG., R.A.A.C.
 DAME., R.A.A.C.
 HQ., A.C.C.
 O.C., No 3 Truck Pool, Region V (M.G. (Dr. Vehs.))
 C.I., HQ., U.M.I. (2)
 S.I., U.M.I. 3 District (2)
 Capt. A.C. Plews.

0211133 File 14
Report on visit to Transportation, Headquarters Region V.

A brief visit was paid to this Regional Headquarters on return from Region 2 on 27th June 44, and contact was made with Lt. Houston (A) Transportation Officer.

A rough inspection of the M.T. organization and standard of maintenance was made.

Motor Pool. Efficiently organized with responsible H.Q.O. 1/c each department. Sgt. Pimbleton H.Q.O. 1/c British Transport and American Sergeant 1/c American Transport. British drivers permanently assigned to British vehicles. Tank system enforced and 1066 Inspections up to date. All were conversant with the British and American systems, and both were being carried out.

Mechanics. Efficiently run and doing excellent work - even major assemblies. Four British v/mechanics trained in this unit, and some Italian labour. No permanent R.E.M.E. unit close at hand for affiliation for 2nd Echelon repairs but M.T.O. has used much initiative in arranging affiliation to R.E.M.E. units in transit and in this way manages to keep the vehicles on the road.

Reserves raised by M.T.O.

1. Very short of fitter and vehicle tool kits. Informed them 35 sets of fitter's tools are on indent and some will shortly be available for them. Informed by Major Mitchell, District Senior Inspector, U.M.I., he is trying to arrange for skeleton sets of vehicle tools to be drawn from R.V.S's.
2. Difficulties of obtaining spares. Put them in touch with 557 A.O.D. Ponting and Sgt. Pimbleton making contact forthwith. Until now relied on R.E.M.E. and R.A.S.C. units in transit.
3. Would like to exchange one x 1 ton American vehicle or 1 if absolutely

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Transport. British drivers presently assigned to British vehicles. Tank system enforced and 1000 inspections up to date. All runs conducted with the British and American systems, and both were being carried out.

Locations. Efficiently run and doing excellent work - even major assemblies. Four British v/mechanics trained in the unit, and some Italian labour. No permanent R.E.M.E. unit alone at hand for affiliation for 2nd Echelon repairs but M.T.O. has used much initiative in arranging affiliation to R.E.M.E. units in transit and in this way manages to keep the vehicles on the road.

Supplies raised by M.T.O.

1. Very short of fitters and vehicle tool kits. Informed them 35 sets of fitter's tools are on indent and some will shortly be available for them. Informed by Major Mitchell, District Senior Inspector, U.M.I., he is trying to arrange for skeleton sets of vehicle tools to be drawn from P.V.3's.
2. Difficulties of obtaining spares. Put them in touch with 557 A.O.D. Pontoonage and Sgt. Pinkerton making contact forthwith. Until now relied on R.E.M.E. and R.A.T.O. units in transit.
3. Would like to exchange one 3 ton American vehicle or 10 absolutely necessary, though they can ill afford to spare it, 1 x 5 tonner for one x 2 1/2 tonner American with winding gear for conversion to a recovery vehicle. Strongly recommend this transfer.

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Suggestions.

1. A civilian maintenance crew be formed to assist drivers comprising say one electrician, one greaser, one mechanic, one fitter. A P.U. had just completed a 16 day trip and looked like it. The vehicle had to be on the road again next day and it was not possible for the driver alone to give the vehicle the maintenance it deserved in the time available.

Informed that this Region's vehicles were doing an average of 80-90 miles a day, and M.T.O. agrees that a maintenance team should be organised.

forthwith to assist the drivers.

2. Work on the ramp which was started but suspended on rumours of a move should be recommenced as soon as possible to enable the maintenance team to work.

General. Much credit and every assistance should be given to Lt. Houston and his enthusiastic staff for the efforts they have made to put their transport on a round and business like basis. This unit is badly placed from the point of view of outside assistance and its vehicles are operating over difficult country. *He* provides an example of what can be done by proper supervision from the "top".

29 June 44.

W. C. Moly

D.C. MOYLE.
Capt. R.A.
Maintenance Officer G-4.

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