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VEHICLE
AUG. 1944

MAINTENANCE
REGION 8

UNIT MAINTENANCE INSPECTORATE

INSPECTION REPORT No. ADP/5/44

UNIT: Region VIII, A.C.C. Road Haulage Vchs. (Br). RESERVED
 REGIONAL COMMISSIONER, Col. R.G. KIRKWOOD, F.A. U.S. AREA. W.E.No. ----

VEHICLES: VAN ESTABLISHMENT --- W/O's. ---
 HELD 40 --- (See para. 16).
 INSPECTED 6

DATE OF INSPECTION 10/11 August 44

REFERENCE TO PREVIOUS INSPECTION REPORT.....By Capt.....

1. STANDARD OF MAINTENANCE:

NOTE FOR IMPROVEMENT. The recently formulated 10 day maintenance scheme will prove helpful in obtaining a higher standard if the necessary supervision is forthcoming.

2. M.T. DISCIPLINE:

Standing Orders lay down that each Province will have its own maintenance squad, consisting of: 1 Engineer, 2 mechanics, and 1 Electrician (all Italians) who will carry out a thorough maintenance overhaul based on the Task System on each vehicle every 10 days. These Order and instructions as to the method of carrying out this overhaul are printed in Italian and English. An Officer i/c M.T. is appointed in each Province, there is also a British O.A. or American P.M. who supervises the work of each Italian maintenance squad.

3. DOCUMENTATION:

These books have yet to be issued to the majority of vehicles inspected.

(a) A.B. 412:

(b) A.B. 406:

(c) Defect Book:

A Defect Book is not kept.

4. ENGINE:

The level of oil in three engine compartments was very low. More attention must be paid to the tightness of main and studs. The standard of cleanliness was high throughout.

5. AIR AND FUEL FILTERS:

4 main fuel filters were dirty, and 3 air cleaners were soiled.

6. STEERING:

3 steering boxes needed topping up. Raplo lubrication was plentiful in all cases, but Grease must not be used for the British vehicles.

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2. M.T. DISCIPLINE:

Standard Orders lay down that each Province will have its own maintenance squad, consisting of: 4 Engineer, 2 Mechanic, and 1 Electrician (all Italians) who will carry out all repair and maintenance overhead based on the Task System on each vehicle every 10 days. These Orders and instructions as to the method of carrying out this overhead are printed in Italian and English. In Officer i/c M.T. is appointed in each Province, there is also a British Oil or American E.M. who supervises the work of each Italian maintenance squad.

3. DOCUMENTATION:(a) M.T. 412:(b) M.T. 406:(c) Defect Book:

These books have yet to be issued to the majority of vehicles inspected.
These inspections are not carried out.

(c) Defect Book is not kept.

4. ENGINE:

The level of oil in three engine lubricators was very low. More attention must be paid to the tightness of nuts and studs. The standard of cleanliness was high throughout.

5. AIR AND FUEL FILTERS:

4 main fuel filters were dirty, and 3 air cleaners needed servicing.

6. STEERING:

3 steering boxes needed topping up. Hydraulic lubrication was plentiful in all cases, but grease must not be used for the British vehicles.

7. TRANSMISSION:

3 cases were noted of loose 4/3 flange bolts and half shaft securing bolts. Dodge Hypoid axles require 4 venting, and an extra pint adding in the 2-speed axle t.o.

8. SPRINGS:

The front 'U' bolts needed tightening on 3 vehicles. The rear springs on 5513649 Dodge 3-ton were covered with grease. The correct maintenance in this respect is to smear the edges of the leaves lightly with grease, and the oil is laid down in Task No. 42 in the present M.T. 412.

9. BODY BOLTS ETC:

Loose body bolts and nut assembly bolts were repeatedly found.

10. BATTERIES:

The level of electrolyte had been correctly topped up with distilled water, and batteries were found to be in a clean condition, but two of these required servicing in their terminals.

11. TYPES:

Tyre pressures were even, but three spare wheels were very much under inflated. The new G.R.O. M.6/44 had not been received; a copy of this Order was left with the Regional Transportation Officer.

12. OIL STORAGE: Oil is satisfactorily stored indoors.13. (a) NO. OF DEFECTS INFO. TWO TO UNIT FOR ACTION BY DETAIL PERSON: Nil.(b) UNREPORTED DEFECTS NOTED:

5604073 Ford 3-ton, 4 x 4. Two on W/S front tyre incorrectly fitted.

5604180 Ford 5-ton, 4 x 4. 2 front W/S belts deficient of nuts. 3 brake sensors deficient.

14. POINTS RAISED BY UNIT:

This Region has just been established, and the 10 day maintenance overhaul scheme very recently put into effect. It is felt it will take a few days before any great efficiency can be obtained from the Italian mechanics.

15. RECOMMENDATIONS:

1. (Para. 2 refers).

That the maximum amount of supervision is afforded over the Italian mechanics, and 'bump' inspections made by the Regional Transportation Officer, and the Officers in the Province appointed 1/6 M.F. That an A.B.412 is issued to every British vehicle at the earliest opportunity.

2. (Para. 3a refers).

3. (Para. 5b refers).

4. (Para. 5c refers).

5. (Para. 4-10 refer).

Where these inspections are carried out, that special attention be paid to the following points:-

- (a) Correctly maintained oil levels.
 - (b) Batteries are firmly secured in their carriers, otherwise cracks in the casings and tops will inevitably occur.
 - (c) The accuracy of tightness of all nuts and bolts.
 - (d) The cleanliness of all air and fuel filters.
- If the oil bath type air cleaner is not firmly secured a reasonably true level of oil cannot be obtained when the vehicle is in motion, consequently the efficiency of the cleaner is greatly impaired.

- (e) That G.600 and not Grease is used for engine lubrication on the British vehicles.

6. (Para. 7 refers). - Revised order as fitted to some British vehicles.

15. MAINTENANCE:
1. (Para. 32 refers).

2. (Para. 33 refers).

3. (Para. 34 refers).

4. (Para. 35 refers).

5. (Para. 4-10 refers).

That the maximum amount of supervision is afforded over the Italian mechanics, and 'gray' inspections made by the Regional Transportation Division, and the Officers in the Province appointed t/c. I. That an S. 442 is issued to every British vehicle at the earliest opportunity.

That S. 406 inspections are carried out each month. That a defect book is kept in each Province as outlined by the Inspector.

Where these inspections are carried out, that special attention is paid to the following points:-

(a) Correctly maintained oil levels.

(b) Batteries are firmly secured in their holders, other parts are in the engine and light will invariably come.

(c) The adequate tightening of all nuts and bolts.

(d) The cleanliness of all air and fuel filters.

If the oil bath type air cleaner is not firmly secured, reasonably true level of oil cannot be obtained when the vehicle is in motion, consequently the oil level of the cleaner is greatly impaired.

(e) That S. 400 and not Quorum is used for engine lubrication on the British vehicles.

2-speed axles, as fitted to some DeSoto vehicles require an extra pint of Hypoid oil. All Repoil axles must be identified by painting a Red bar on the differential casing to signify the use of Hypoid oil. S. 405/43 refers. For information these axles are fitted to all Dodge and Pontiac vehicles.

That the new G.M.O. 545/44 dealing with tyre maintenance and pressures is strictly complied with.

16. REMARKS:

42 vehicles only were situated in the Sierra Area. Of these inspected 12 were from the Sierra Province, another 2 had just been allocated to the Monza Province, and the remainder were waiting allocation at the Regional H.Q.

As stated previously in this report, it is felt the new scheme will prove helpful only if the necessary supervision is forthcoming. It must be remembered that any maintenance point overlooked at the time of the overhaul will mean that particular item is checked only once in 20 days (which period is far too long).

/cont.

The Italian Drivers are responsible only for the daily routine maintenance, e.g., tyre pressures, engine oil levels, topping up the radiator etc.

The Regional Transportation Officer is handicapped by the fact that the distances between the various Provinces are so great, so that it takes the Officer 1/2 h. in each Province to devote as much time as is possible to checking up on the work carried out by his particular maintenance unit.

The standard of maintenance found on the great majority of these vehicles that were inspected calls for the closest attention of all concerned to the recommendations made in this report, so that the desired improvement may be rapidly obtained.

The Inspector is grateful for the hospitality that was so readily extended throughout his stay at the Regional R.I. and expresses his thanks for this courtesy.

(Signed) A.C. FERRIS, Capt.
Inspector.

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