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30 Sep 1978, DoDD 5200.10 GP-4; AGO D/A ltr, 29 Apr 1980

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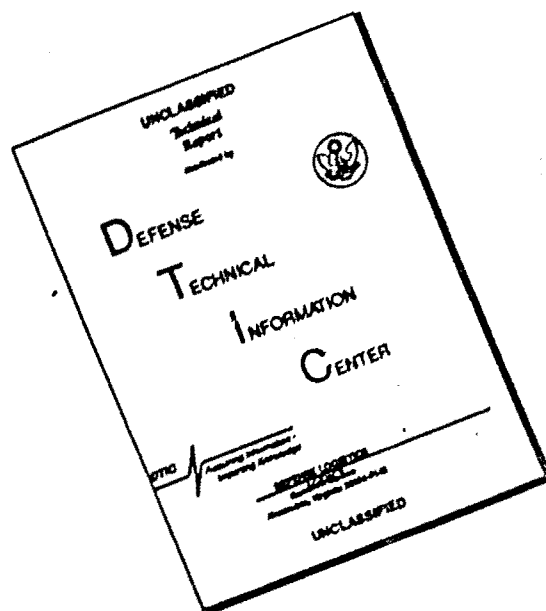
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1

HEADQUARTERS
48TH TRANSPORTATION GROUP (MOTOR TRANSPORT)

29 SEP 1966

AVCA-SCN-AB-OP

SUBJECT: Operational Report, Lessons Learned, ~~AS FOR~~

THRU: Channels

FILE COPY

Department of the Army
Assistant Chief of Staff for Force Development
Washington, D. C. 20310

1901-FCR | 1901-AD-66240

JAN 15 1968
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SECTION I

SIGNIFICANT ORGANIZATIONAL ACTIVITIES

1. (U) Mission: In addition to the TOE mission assigned, this headquarters was assigned the additional functions on 7 May 1966 of operating truck terminals and trailer transfer points in the US Army Support Command, Saigon area of responsibility; providing port clearance, line haul, and local haul motor transport services; providing direct motor transport support to tactical units in the ILE and IV Corps Tactical Zone; and coordinating and controlling specified civilian contract motor transport missions to include those contracts using government furnished equipment.
2. (U) Command and Organization: On 12 January 1966, this headquarters was re-organized as HHD, 48th Transportation Group (Motor Transport) under TOE 55-12E, 04 (SRC 55-012E 1001), the authorized strength being 13 Commissioned Officers, 2 Warrant Officers, and 44 Enlisted Men. The 48th Transportation Group (MT) was assigned to the US Army Support Command, Saigon on 6 May 1966.
3. (U) Key Personnel Changes:
 - a. Sergeant Major Wilbert L. Hopkins was assigned as Group Operations Sergeant on 3 May 1966.
 - b. Capt Dale Hungerford was assigned as Group Maintenance Officer on 15 May 1966.
 - c. CWO W-2 Thomas E. Dunklee, Food Services Officer, was reassigned to Headquarters Area Command, APO 96243 on 22 June 1966.

CY FOR: ACSFOR, DA, AFTER INDORSING BY USASCS

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d. Chaplain (Capt) Charles G. Lockie was reassigned to 1st Cavalry Division (Air Mobile) on 1 July 1966.

e. Captain Harold B. Guarino was assigned as Assistant Operations Officer, 15 July 1966.

f. Chaplain (Major) Ezra Everett assigned as Assistant Group Chaplain on 20 July 1966.

4. (U) Change in Station:

a. Unit arrived at Long Binh, Vietnam, APO 96227 from Fort Eustis, Virginia on 6 May 1966.

b. Unit APO number changed to 961,91 on 16 May 1966. No change in location of unit involved.

5. (U) Accomplishments:

a. Significant Accomplishments:

(1) Unit departed Fort Eustis, Virginia on 13 April 1966; departed Oakland Army Terminal on 15 April 1966 and arrived at Long Binh, Vietnam, 6 May 1966

(2) Unit assumed operational control of the following units effective 12 May 1966:

(a) 62nd Transportation Co (M Trk)

(b) 120th Transportation Co (L Trk)

(c) 163d Transportation Co (L Trk)

(d) 534th Transportation Co (M Trk)

(e) 670th Transportation Co (M Trk)

(3) The 670th Transportation Co (M Trk) was detached and reassigned to Cam Ranh Bay on 15 July 1966.

b. Operations:

(1) (C) Participation in Operations: (1 May - 31 July 1966)

Units of the 48th Transportation Group (MT) have participated in Operations Moonlight, Wahawai, Birmingham, El Paso, Kahana, Yorktown, Aurora, Hardhood and Boomerang. Support has been furnished to 1st Infantry Division, 25th Infantry Division and 173d Airborne Brigade (Sep) at Tay Ninh,

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Lai Khe, Di An, Phu Loi, Phouc Vinh, Cu Chi, Xuan Loc, Bien Hoa, Vung Tau and Long Binh Area. The remainder of the support furnished has been to units of US Army Support Command, Saigon and 4th Transportation Command. Total tonnage moved is shown below.

MONTH	TONS	MILES	TON MILES	PASSENGERS
May	90,570	476,202	1,100,000	11,504
June	105,035	369,131	3,432,722	10,635
July	76,967	348,222	1,344,519	10,407
Total	272,572	1,193,555	5,877,241	32,546

(2) (C) Joint Operations: Support has been rendered to Australian Forces during their movement from the Bien Hoa Area To Vung Tau. Due to limited bridge capacity and questionable security of Route 15, it was decided to truck the cargo to barge sites and move to Vung Tau via water. Part of the operation was accomplished by transshipping loaded twelve-ton trailers by Landing Ship Tank (LST) to Vung Tau.

(c) (U) Force Development: The 556th Transportation (Mdn Trk POC) a lodger unit not under operational control of the Group departed the Camp TC Hill compound on 16 July 1966. Two trailer transfer points have been established from internal resources in order to effect better control over vehicle and trailer movements. This reduced overall unit capability by reducing the number of personnel available to the units to accomplish their assigned missions. The advance party of HHD, 7th Transportation Bn (Trk) arrived on 20 July 1966. The Battalion will become operational during the month of August. Increased tactical support missions have caused transportation to be in short supply for port clearance and support of other agencies within the Saigon/Long Binh complex. Inspection of troop lists show only 50% of requirements are programmed for 48th Transportation Group (MT). Estimated requirements indicate a need for units and augmentation listed below:

(1) (U) Return to parent unit of authorized resources assigned to Vung Tau Sub Area Command (one light truck platoon, one squad (-) medium trucks).

(2) (U) Flight section SRC 50CR-5-50.

(3) (U) Two Trailer Transfer Points (TOE 55-50CR team GF) (now programmed).

(4) (U) Augmentation for Contracting Officer's Representative.

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(5) (U) Three (3) additional light truck companies and three (3) additional medium truck companies. (1 light truck company, 1 light truck company 5 ton, and 1 medium truck company are programmed through the 2nd quarter, FY 67).

(6) (U) Sufficient trailers to equip medium truck companies with 120 trailers each. (One of the two medium truck companies has only 60 trailers assigned).

d. (U) Transportation furnished by contract: The Equipment Incorporated (Sea Land) contract is administered by personnel of the 48th Transportation Group (MT) acting as Contracting Officer's Representative. To date the company has received 206 of 240 two-ton Ford trucks furnished by the government, and 200 ten-ton International Harvester trucks furnished by the contractor. Adequate control and maintenance is hampered by a lack of an acceptable motor pool area. Estimate that new motor pool facilities under construction at Thu Duc will be operational during month of August. Clearance of indigenous drivers to enter Air Force installations has also caused slowdowns because the Vietnamese Air Force has complete authority to authorize or deny entrance of all indigenous drivers onto air bases. Their requirements change daily.

e. (C) Movement of ammunition:

(1) (C) A serious backlog of ammunition ships had developed as of 1 June 1966. There were 24,718 short tons (S/T) of ammunition aboard vessels in Vietnam and in a hold status, and a total of 38,327 S/T of ammunition enroute due to arrive in June.

(2) (C) Col S. M. Coggins was appointed Project Manager for Ammunition Movements in the Saigon/Long Binh/Vung Tau Area on 2 June 1966. As per VCOG, 1st Logistical Command, the Project concluded on 15 July 1966. During the period 1 June to 15 July 1966, 29 ships were off loaded at Nha Be for a total of 64,207 S/T of ammunition.

(3) (U) See enclosure 1 for After Action Report

f. (U) A major problem area has been encountered in Signal equipment. Supported tactical units are equipped with the new VRC-12 series radios. Units of the 48th Transportation Group (MT) are equipped with VRC-10 and 18 radios. This results in a lack of adequate communications during convoy operations due to the difference in band widths between the two sets of radios. Transportation companies in direct support of tactical units should be authorized radios that can net with tactical units.

6. Other:

a. (U) Inclement weather has caused accidents during operations that probably would not have occurred during dry weather. Such incidents, i.e.

slipping off road or stuck in mud, occur predominantly on dirt or light gravel roads and in loading/unloading areas. Further attention could be paid, in training, to recovery methods and operations. In general, weather has not had a significant effect on operations to this date.

b. (U) Security

(1) (U) Internal Security: No significant problems have been encountered as regards internal security. Expansion of the perimeter, addition and deletion of units have caused revision to guard posts and the internal security plan. Improvement of defenses continues. Test Exercises have been conducted both by this headquarters and Long Binh Sub Area Command. Several instances of light small arms fire from outside the unit perimeter, have occurred but have had no significant effect on operations. Requirement for illumination exists in the form of fixed lights for the perimeter, and hand flares or M-79 illumination rounds.

(2) (U) Convoy Security: Small arms fire has been received during convoy operations but have had no great effect on operations. The need for constant alertness and security consciousness on all operations must and continues to be stressed. Insufficient personnel are available within the truck units to furnish assistant drivers or security guards for vehicles scheduled for convoy duty, because fresh and rested drivers must be available upon the return of the convoy for vehicles to be recommitted due to the twenty-four hour day, seven day per week operation. Assistant drivers/guards are essential for all around observation and to provide fire coverage in the event of ambush. At present guards are being furnished by units other than 48th Transportation Group (MT). Better security of personnel and equipment could be realized if sufficient resources were available internally to provide the assistant driver (guard) because they will be qualified to operate the vehicle in event of casualty or fatigue.

SECTION II

Part I

OBSERVATIONS - LESSON LEARNED

1. (U) Item: Commercial contractor cannot effectively dispatch and maintain vehicles without proper facilities.

Discussion: Vehicles operated by Equipment Inc (Sea Land) under contract to the United States Government were dispatched and maintained on the streets of a congested civilian area in the vicinity of Saigon Port. Adequate control was impossible. A facility is presently under construction at Thu Duc.

Observation: Adequate motor pool facilities should be available prior to receipt of equipment.

2. (U) Item: Transportation units equipped with the VRC 10 and VRC 18 series radios cannot maintain adequate communications during tactical operations.

Discussion: Division and separate Brigade SOI's utilize the entire range of VRC 12 series radios. Tactical unit convoy commanders may be infantry, artillery, armor or military police. Units of the 48th Transportation Group (MT) are integrated into tactical unit convoys in a support role for an extended period of time. Sufficient flexibility does not exist with the VRC 10 and 18 series radios to allow supervisory personnel to communicate with supported units. This has resulted in reduced effectiveness and could have grave results.

Observation: Motor Transport units should deploy to Republic of Vietnam with the VRC 12 series radios.

3. (U) Item: High LDS 465-1 Multifuel Engine Mortality

Discussion: Early production LDS 465-1 multifuel engines were susceptible to connecting rod and/or piston failures. Engines with serial number 480900 and below are suspected to be in this category. Investigation of previous reports of engines thus failing should be inspected to determine whether they are economically repairable and classified accordingly. Recurring failures should continue to be reported in accordance with TM 38-750.

Observation: Since lugging and down shifting to reduce vehicle speed are considered to result in engine damage, diesel and multifuel engines cannot and will not be used as a braking force. All truck drivers should be instructed accordingly.

4. (U) Item: Self Help

Discussion: The self help program for Repairs and Utilities (R&U) and construction projects have proven to be the answer to a low engineer priority. The program was established and approved through engineer channels. A special R & U Section was established consisting of 1 CWO, 4 EM and 50 local nation hired craftsmen.

The greatest problem encountered was a shortage of building materials. This problem was overcome by aggressive follow-up and substituting available item for item out-of-stock.


Observation: Units should look into the possibility of establishing such sections as soon as possible after arrival in country.

SECTION II

Part 2

RECOMMENDATIONS

1. (U) Recommend that transportation units presently in RVN equipped with the VRC 10 or VRC 18 radios be re-equipped with the VRC 12 series radios on a first priority basis and as an interim solution, recommend that sufficient PRC-25 radios be issued until VRC-46 and 47 radios can be obtained.
2. (U) That motor transport units deploy to Vietnam be equipped with VRC-12 radios.


S. M. COGINS
Colonel, DC
Commanding

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HEADQUARTERS
48TH TRANSPORTATION GROUP (MOTOR TRANSPORT)
APO 96497

AVLC-SGX-48-3

20 July 1966

SUBJECT: Project Officer for Ammunition Movements Report

TO: Commanding General
1st Logistical Command
APO US Forces 96307

1. (U) Reference classified TWK number 52292 AVLC CG (CG USAHV, TEN ARVN). Subject: Ammunition Movement in the Saigon Area (U).

2. (C) A serious backlog of ammunition ships had developed as of 1 June 1966. There were 24,718 short tons (S/T) of ammunition aboard vessels in Vietnam and in a hold status, and a total of 38,327 S/T of ammunition enroute due to arrive in June.

3. (C) Col S. M. Coggins was appointed Project Manager for Ammunition Movements in the Saigon/Long Binh/Vung Tau Area on 2 June 1966. (Incl 1). As per WCOG, the Project concluded on 15 July 1966. During the period 1 June to 15 July 1966, 29 ships were off loaded at Nha Be for a total of 64,207 S/T of ammunition.

4. (U) Coordination was effected between Ammo Director, 1st Log, CG 4th Terminal Command, CO 11th Trans Bn., all operating elements of the ammo discharge facilities, (Nha Be, Cozido, Ban Long, Cat Lai, etc.) and the receiving agencies that controlled the ASP, i.e. 60th Ord Gp and 3rd Ord ASP.

5. (U) Factors which increased the flow of ammo from deep draft vessels to ASP's.

a. (U) Increased emphasis on the movement of ammo from Nha Be to ASP's by all parties concerned.

b. (U) Increased Barge - Small Craft, Terminal Barge Sites and Truck capabilities.

c. (U) Around the clock operation at Cozido, and Ban Long.

d. (U) Increased capabilities for off loading vehicles at ASP's, both in personnel, equipment and around the clock operation.

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AVIC-SCM-48-3

20 July 1966

SUBJECT: Project Officer for Ammunition Movements Report

6. (U) Nha Be.

a. (C) 42,724 S/T were discharged in June and 21,483 S/T discharged 1 - 15 July 1966.

b. (C) There are three anchorages for ammunition ships at Nha Be. The anchorages are too close together for safety factors and are in the vicinity of the POL storage area.

c. (U) Electric fork lifts have been obtained for discharging ammunition in the hatch of vessels. Use of these fork lifts should preclude dragging most of the ammunition from the wings of the cargo holds which results in damaged ammunition or crating. This also should help in separating ammunition by lots and reduce the possibility of explosion. A 30 KW generator, battery charger and batteries are also on hand. These are being installed on a barge for movement alongside vessels.

d. (U) There has been no improvement in the condition of ammunition arriving in Vietnam. The lots and consignees are still being mixed in the hatches. This greatly reduces the speedy discharge of vessels at Nha Be and barges at barge sites.

e. (U) Ammunition ships are scheduled to keep available berths working as much as possible.

f. (U) Tonnage discharged at Nha Be is shown on graph (Incl 2).

7. (U) Bien Trieu. (Ammo Discharge Points)

a. (U) Bien Trieu was closed during a portion of March, April and May for repairs. The site is utilized mainly to discharge ARVN ammunition. During June, some U.S. Ammunition was discharged at this site and some night deliveries were made to the ASP at Long Binh.

b. (U) Discharge tonnage is shown on graph (Incl 3).

8. (U) Cat Lai.

a. (U) Six anchor bouys were installed prior to 1 June off Cat Lai for the mooring of deep draft vessels. These berths have not been utilized due to questionable depth of water and security of the area.

b. (U) There is a small pier at Cat Lai, in need of repair, over which the USAF moves most of its ammunition from LCM's and preloaded trucks from the Nha Be vessels.

c. (U) When these bouyed anchorages are utilized, it will reduce the distance from off loading site to large discharge points.

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AVIA-001-46-3

20 July 1966

SUBJECT: Project Officer for Ammunition Movements Report

- d. (U) Discharge tonnage is shown in graph (Incl 4).

9. (U) Than Tu. Ha

a. (C) This barge site and storage facility is the main storage depot for ARVN and VNAF ammunition.

b. (U) Since 1 June 1966, four additional fork lifts and extra contract personnel have been added to increase the discharge rate.

c. (U) Night discharge and depot operations began on 13 July 1966.

d. (U) Discharge tonnage is shown on graph (Incl 5).

10. (U) Cau Binh Loi.

a. (U) This ammo barge site was closed during June and is still under repair.

b. (U) Discharge tonnage is shown on graph (Incl 6).

11. (U) Buu Long

a. (U) The addition of more transportation and the institution of night discharge has increased the discharge rate.

b. (U) Discharge tonnage is shown on graph (Incl 7).

12. (U) Cogido

a. (U) The barge sites at Cogido and Buu Long were placed under the control of the 11th Trans Bn (Tml), which is attached to the 4th Terminal Command. This central control has improved the overall operation at each site.

b. (U) Higher priority was given to construction of crane piers and dolphins at the Cogido barge site. Two crane piers with a pier frontage have been completed since 1 June 1966 in addition to repair of existing facilities.

c. (U) Mooring spuds were installed in the vicinity of Cogido to provide a barge holding area to relieve congestion at the piers and to reduce delays in shifting barges. The spuds have since pulled out and steel moorings were used for replacements.

d. (U) Tugs and LCM's are now assigned to the Cogido barge site and work at and between Cogido and Buu Long. The tugs are under the operational control of the OIC at the barge site. This expedites the movement of ammunition and barges in and out of the site.

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20 July 1966

SUBJECT: Project Officer for Ammunition Movements Report.

e. (U) Tonnage discharged at Cogido is shown on graph (Incl 8).

13. (U) Ammunition Depot, Long Binh (ASP)

a. (U) The Ammunition Depot at Long Binh is operated by the 3rd Ordnance Bn.

b. (U) The area was congested with ammo on 1 June and is still congested.

c. (U) Twenty-Seven (27) ammo pads have been constructed at the ASP since 1 June. Sixteen (16) are now under construction. Seventy-Two (72) additional pads are projected to be completed by 1 November 1966.

d. (U) The following additional equipment has been obtained by the ASP since 1 June, 4 ea 15,000 lb fork lifts, 4 ea light sets without generators. The added fork lifts has greatly increased the ability of the depot to off load vehicles. The light sets are of no value without generators.

e. (U) The 48th Trans Gp (MT) has designated the ASP as an area responsibility for one of the 48th Trans Gp's attached companies in so far as transportation is concerned. The company controls the flow into, within and out of the depot. This tightens the discipline of the transportation personnel, reduces speeding, corrects poor loading procedures, speeds turnaround time, and insures that trailers are properly checked. Shuttle tractors are also committed to the ASP as needed to speed the movement of trailers.

f. (U) The ASP has designed slings for palletized ammo so that cranes can supplement fork lifts on palletized cargo and, with organizational personnel and equipment, constructed five (5) additional ammo pads. The ASP has also coordinated with barge sites on the proper shipping of ammo to the ASP (i.e. lot integrity, no pallets on 2½ ton military vehicles as far as possible, and proper loading of pallets on vehicles so that fork lifts can readily unload trucks).

g. (C) Since 1 June 1966, the ASP has received 33,075 S/T and shipped 12,013 S/T, successfully supported four (4) tactical operations and trained sixteen (16) additional fork lift operators (Military and Local Nationals).

h. (U) Depot operations continue to be handicapped by mixed lots of ammo arriving at the depot. This requires a vehicle to go to three or four pads to unload instead of one. This increases turnaround time.

14. (U) A U.S. Coast Guard detachment arrived 1 June 1966. The unit provides technical advice concerning vessel loading and discharging capabilities and limitations, inspection of barges and self propelled vessels and monitors safety practices during ammunition discharge. Makes recommendations as to how to improve the safe and expeditious handling of ammo.

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20 July 1966

SUBJECT: Project Officer for Ammunition Movements Report

15. (U) Procedures, now in being, are considered adequate to continue a successful ammunition movement program. Cooperation received from J-4 and TMA MACV, Hq USARV, Hq 1st Log Comd, 4th Term Comd and Support Command, Saigon was outstanding.

Tele: TC Hill 352

/s/ S. M. Coggins
/t/ S. M. COGGINS
Colonel, TC
Commanding

8 Incl
as

Reproduced at Hq, 48th Trans Gp (MT), 1 Sep 66.

DEPARTMENT OF THE ARMY
HEADQUARTERS, 1ST LOGISTICAL COMMAND
APO 96307

AVLC CG

2 June 1966

SUBJECT: Appointment of Project Manager for Ammunition Movements

TO:

1. I have appointed Colonel Samuel M. Coggins as Project Manager for Ammunition Movements in the Saigon/Long Binh/Vung Tau area, effective this date. His responsibilities and authorities are shown in the inclosure.

2. Colonel Coggins will report directly to me in his capacity of Project Manager. All 1st Logistical Command personnel are requested to cooperate fully with Colonel Coggins and to render him any assistance he requests.

2 Incl
-S

/s/ C. W. Eifler
/t/ C. W. EIFLER
Major General, USA
Commanding

Reproduced at Hq. 48th Trans Gp (MT), 1 Sep 66.

RESPONSIBILITIES OF AMMUNITION MOVEMENTS PROJECT MANAGER

1. Advises Commanding General, 1st Logistical Command on all matters relative to the movement of ammunition regardless of recipient in the Saigon/Long Binh/Vung Tau area to include:

- a. Discharge from deep-draft ships.
- b. Movement of barges.
- c. Unloading of ammo barges at barge discharge sites.
- d. Loading on and movement by trucks to ammunition Supply Points.
- e. Unloading at Ammunition Supply Points.

2. Acts as Project Manager for ammunition movements in the Saigon/Long Binh/Vung Tau area and has authority to issue instructions in the name of the Commanding General, 1st Logistical Command.

3. Insures optimum utilization of resources to gain maximum movement of ammunition tonnage through barge loading and discharge sites, and ammunition supply points.

4. Monitors that portion of the construction program that affects ammunition movement and recommends new construction projects or modifications to the current construction program.

5. Determines priorities for movement of ammunition in coordination with the Director of Ammunition and attends the 1st Logistical Command ship priority meetings.

6. Monitors resource requirements utilized in ammunition movements to include personnel, units, equipment and supplies and makes timely recommendations to the Commanding General for necessary modifications to program.

7. Monitors procedures utilized in the handling of ammunition and institutes improvements.

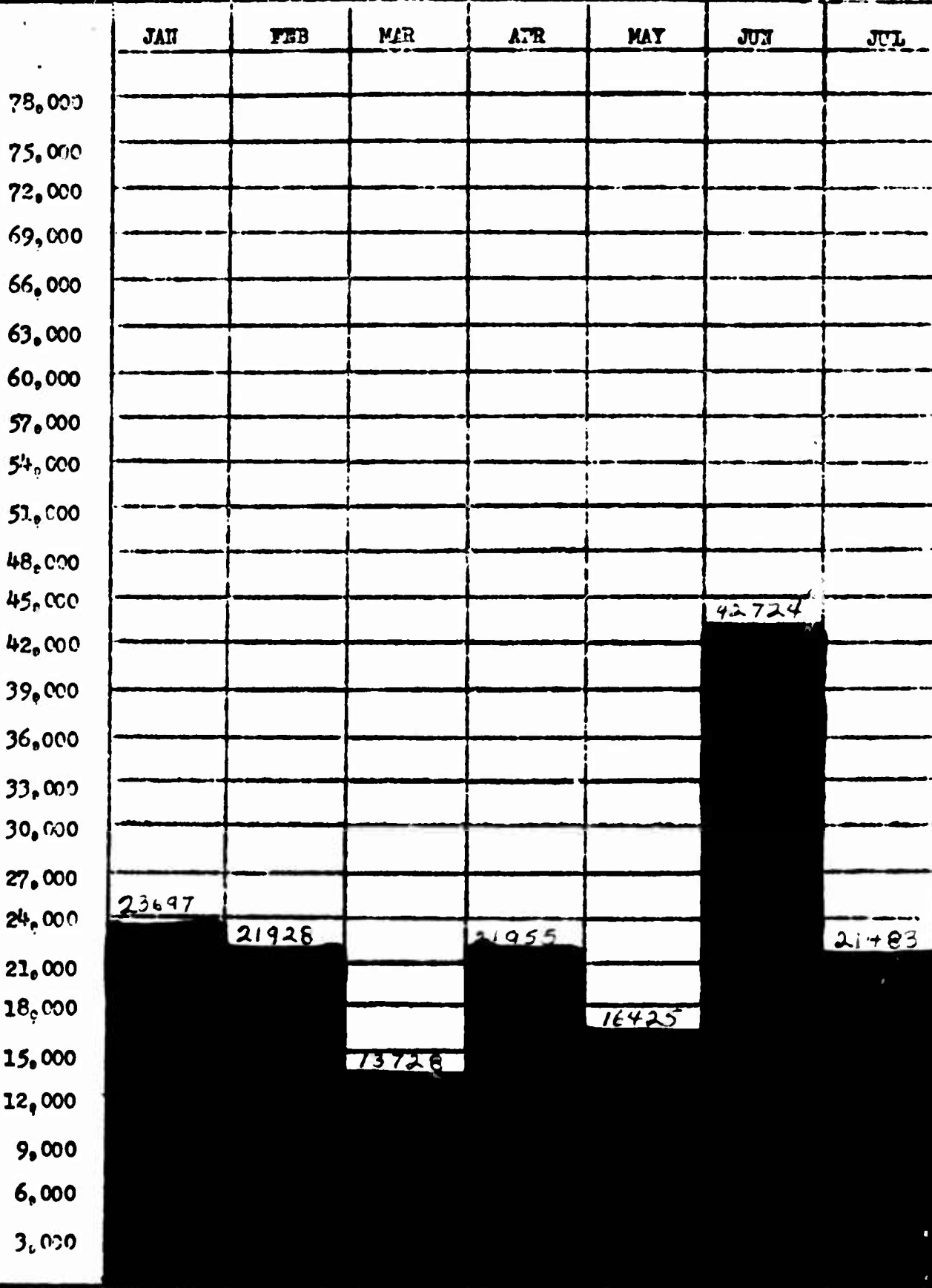
8. Is authorized direct contact with USARV, MACV, US Air Force, US Navy, and RVNAF, and other agencies in RVN as required.

9. Monitors civilian contractor performance on those contracts involving stevedoring and trucking services that affect ammunition movements and issues appropriate instructions to the contracting officer.

T-100 1

SEP RE DISCHARGE TONNAGE

1956

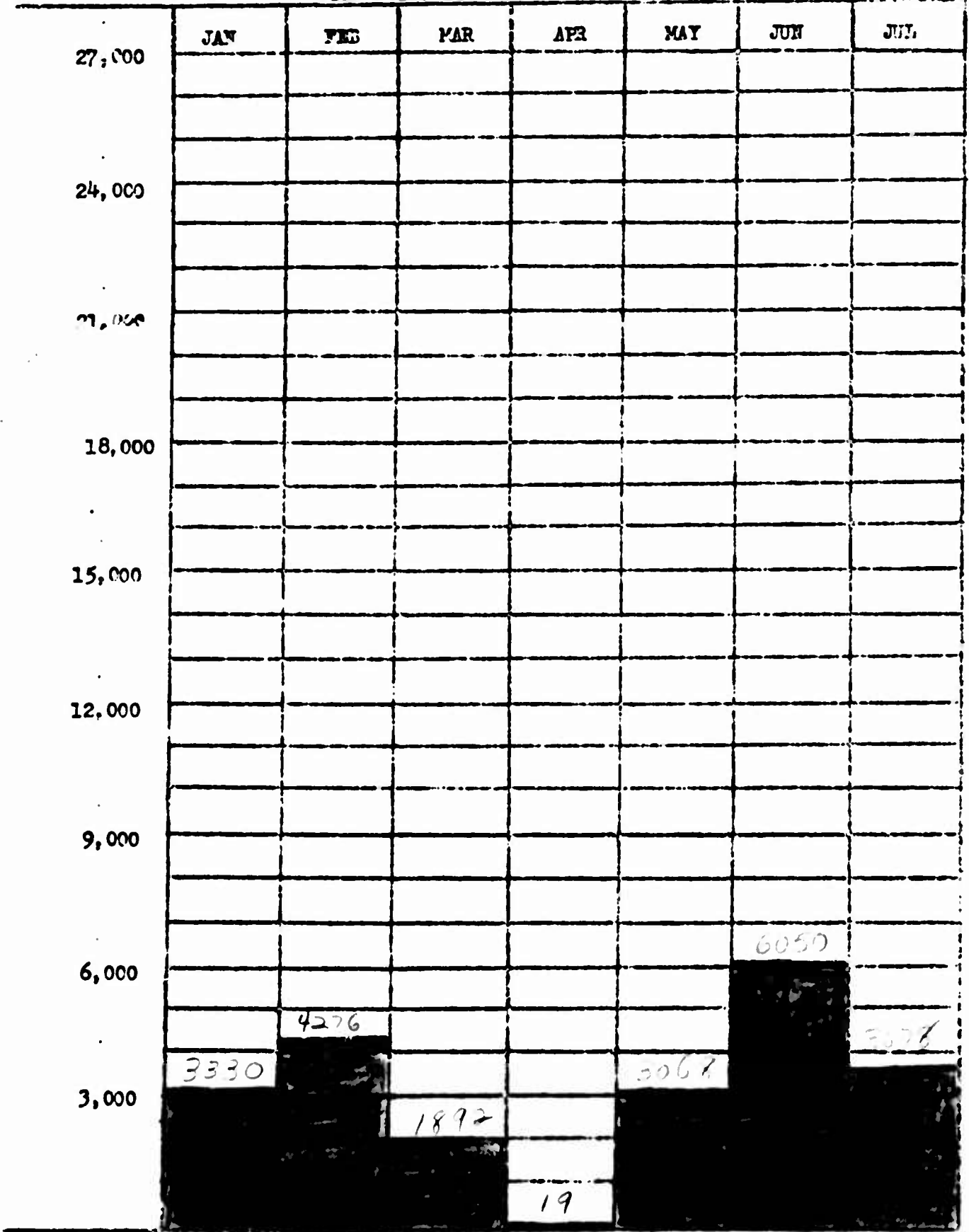


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BINH TRIEU DISCHARGE TONNAGE

1966

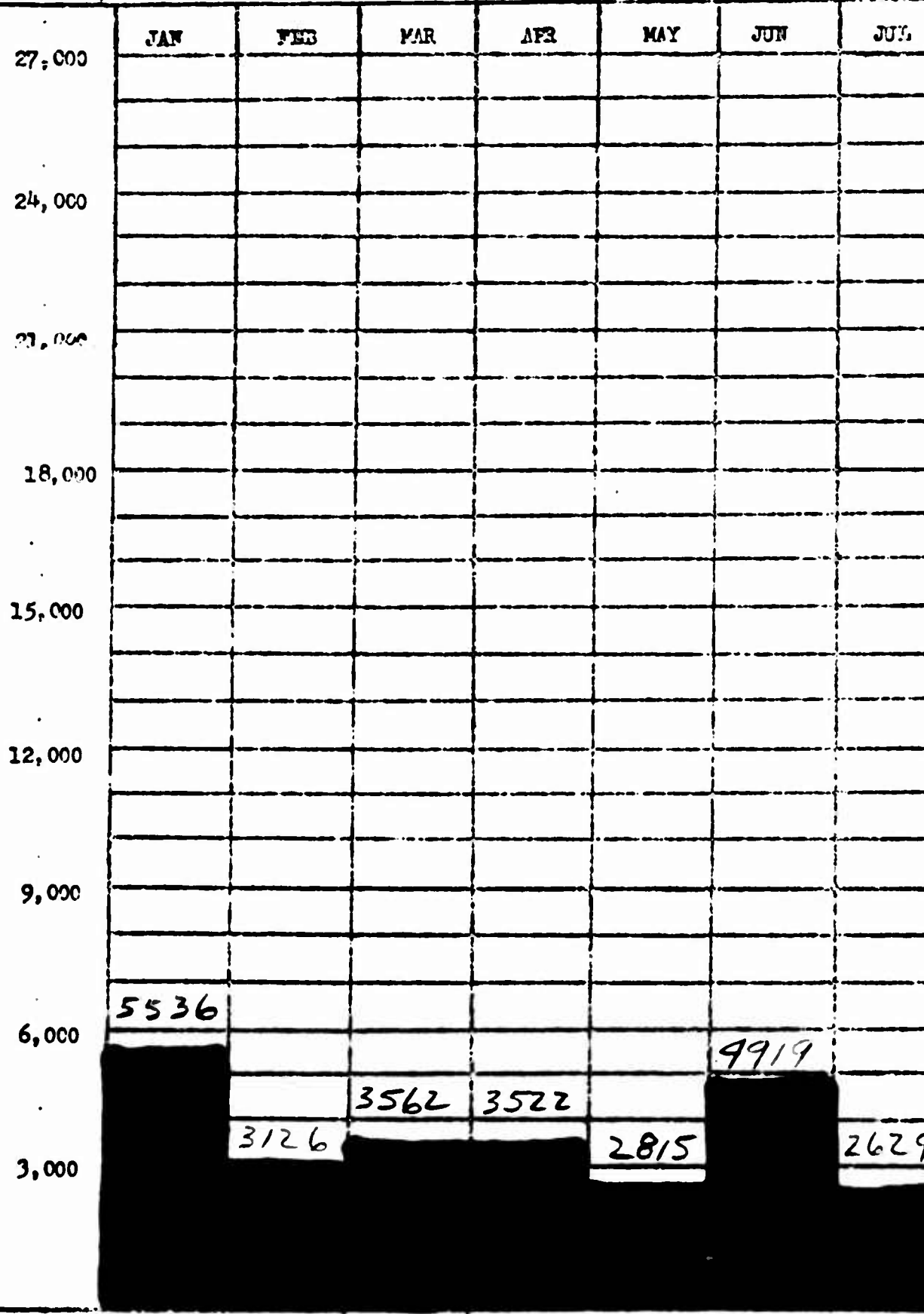


Total

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CAT LAI DISCHARGE TONNAGE

1966



1-31

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THANH TUY HA DISCHARGE TONNAGE

1956

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24,000							
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Total

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CAU BINH LIO DISCHARGE TONNAGE

1966

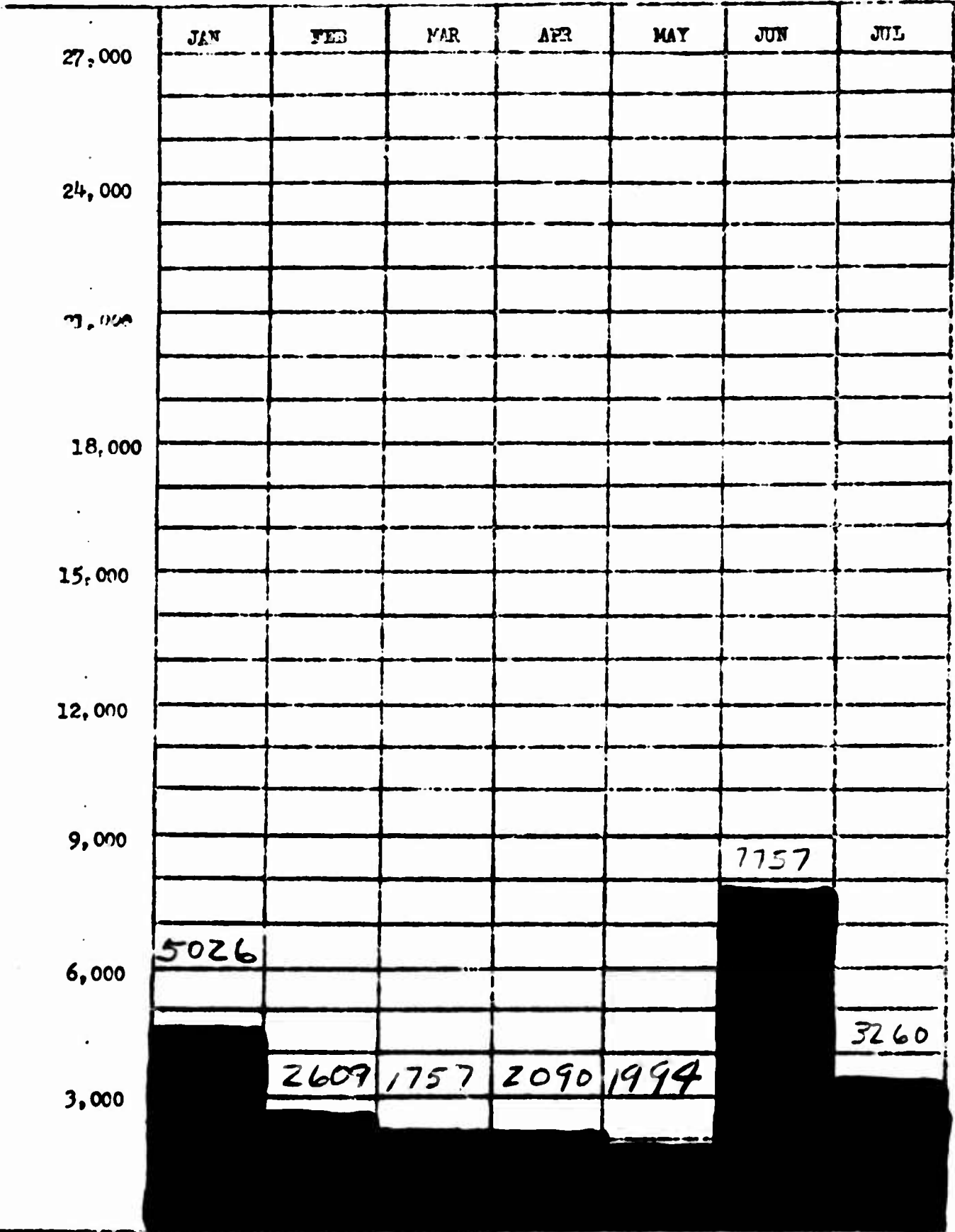
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MTU LONG DISCHARGE TONNAGE

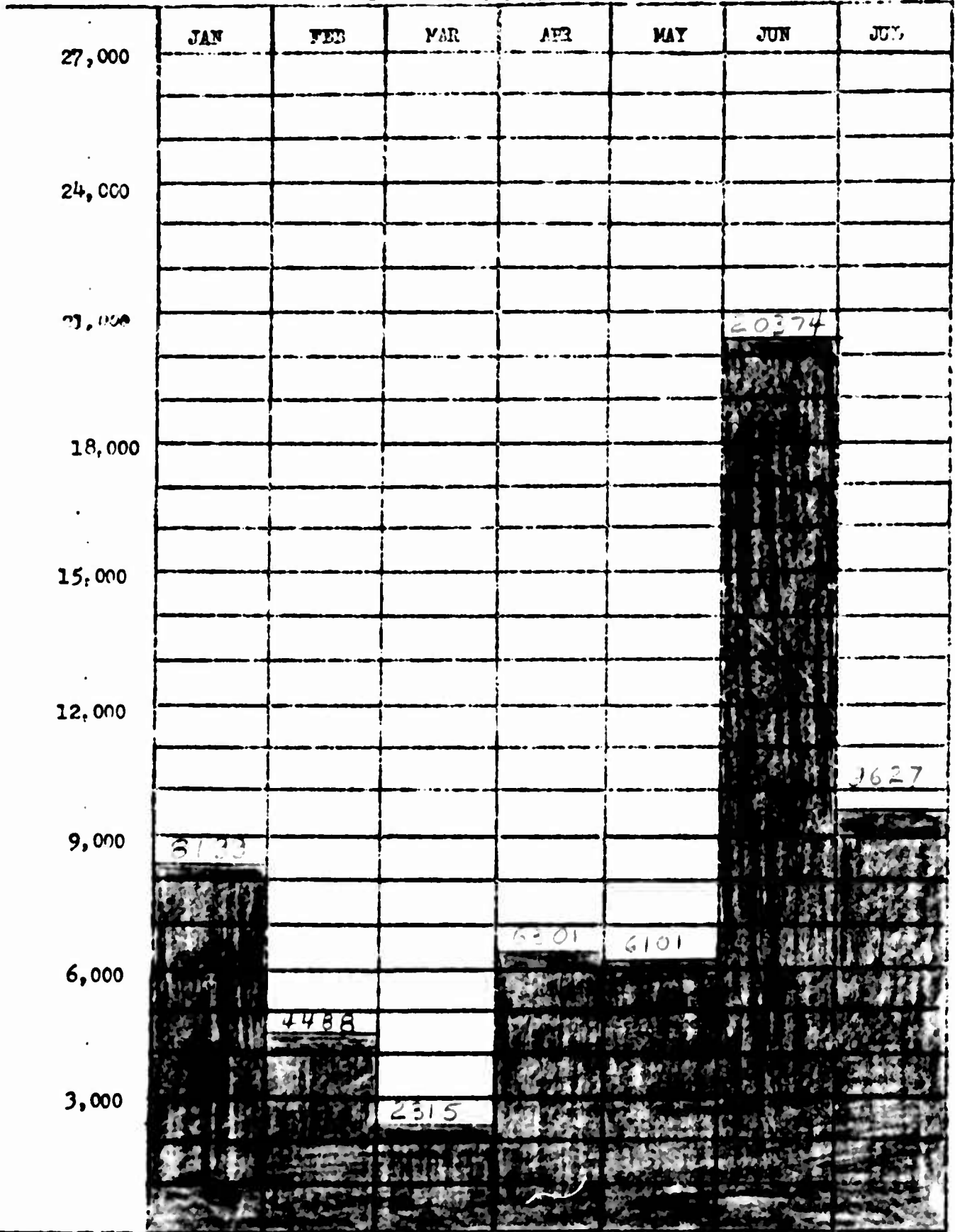
1966



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COAST GUARD DISCHARGE TONNAGE



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Power on a rampage is like a tornado ... smashing, razing and destroying whatever gets in its way. But harnessed and controlled, that power will purr for you and serve you like a devoted jinni.

Vehicle speed is power. Allowed to run wild, it becomes uncontrollable; at too high an RPM. Overspeeding and no amount of engine braking alone can hold back a gung-ho truck on a downhill slant.

It takes a combination of the right gear selection and foot braking to keep the engine speed down, particularly on high-compression diesel and multifuel engines.

A governor can't control your engine your engine.



SPARK IGNITION VS DIESEL

The big difference is that a spark ignition engine can be used for downhill braking ... but a diesel (combustion ignition) cannot be used as a braking force.

A spark ignition engine, such as the R-6602, uses spark plugs and a distributor. Although it has some braking power, you still have to be careful not to overspeed the red-line settings. You can do this very easily by constant tapping of the foot brakes ... on ... off ... on ... off.

A diesel engine, which includes the multifuels, has no braking power on a downgrade—or at any other time, for that matter. So cool it, pal ... foot brakes only when you're driving a new multifuel.

GENERAL RULE

Go down the hill in the same, or one gear lower, than the one used coming up ... and use the foot brake to keep engine RPM below the red line on the tach.

SO DON'T LUG

You can also get into trouble—by using too high a gear range at too low an engine RPM—overloading the engine.



RPM'S FOR AN OP

If you're an operator—vehicle, that is—you should stick within the limits listed here ... below ... right now:

OPERATOR CONTROLLED RPM'S

	Minimum RPM under load. Below this RPM is lugging.	Low side of ramps preferred for downshifting. Please—do not try to shove high RPM here ... or you'll jump the red line.	Normal cruising range for most miles per gallon.	Highest RPM for use under load ... such as pulling very heavy load up steep hill.
2 1/2-Ton Trucks:				
LB5 477-2 (multifuel)	1200	1400-1800	1400-2200	2600
LD 465-1 (multifuel)	1200	1400-1800	1400-2200	2600
5-Ton Trucks:				
LB5 465-1 (multifuel)	1400	1600-1800	1800-2400	2800
RD7-473 (diesel)	1400	1400-1600	1600-1900	2100
R-6602 (spark)	1400	1600-1800	1800-2400	2800



Page 2

RPM'S FOR GOVERNORS

The RPM's in the last column are limits for full load operation of diesel and multifuel engines. However, the actual governor settings will allow a slightly higher maximum RPM at less than full load—such as is shown in the next chart.

While the RPM's listed before are controlled by vehicle operators, the governor settings listed next are cranked into the engine by mechanics.

RPM'S SET BY MECHS		
2½-Ton Trucks	Mile	Governed (No Load)
LD 427-2	650-700	7850 max
LD 445-1	650-700	7850 max

RPM'S SET BY MECHS		
5-Ton Trucks	Mile	Governed (No Load)
LD 445-1 (multifuel)	650-700	3100 max
EMD 673 (diesel)	650-700	7200 max
R-4402 (gasoline)	650-700	7950 max

These RPM limits may not agree with the ones given in TM 9-2320-209-10 and TM 9-2320-211-10, but they are the latest established limits and will show up in future changes to the 2½- and 5-ton trucks TM's.



Do you need some o' those curved, red "Danger" arrow decals for your wheeled or tracked vehicle tachometers? Order: Red Arrow Decal, FSN 7690-999-5687. Just dip the decal in water for a few seconds and then slide off the backing paper onto the tachometer glass—clean glass for a good stick, of course.

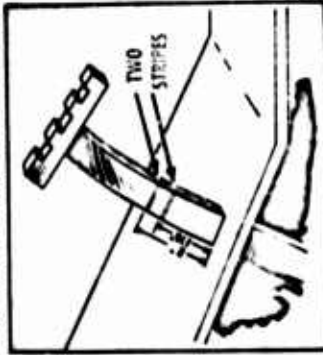
MESA1 CLUTCH TROUBLES...



Your M35A1 2½-ton truck's clutch pedal travels only a few inches—a short trip as trips go. Part of this distance is a matter of life and death to the clutch. Too much or too little free travel—especially too much—can be fatal. The clutch won't completely disengage and the facing will wear out long before its time, maybe even getting chewed to bits in about nothing flat.

Like TM 9-2320-209-20 (Apr 65) says, free pedal travel must be no less than 1½ inches and no more than 2 inches. Figure 187 on page 262 in the TM shows the yoke and locknut where free travel is adjusted.

You can tell in a second whether the free travel is on the nose by painting two stripes across the clutch pedal shaft—one at exactly 1½ inches from the floor and the other at exactly 2 inches from the floor.



If you feel the pressure—when you press down on the pedal—either below the first line or above the second line, holler for an adjustment quick.

And another "clutch murderer" is the guy who takes off in second gear. First gear comes first—it's as simple as that.



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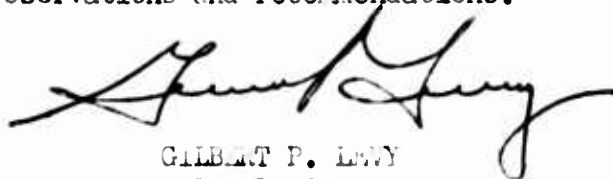
AVCA SGN-60 (20 July 66) 1st Ind
SUBJECT: Operational Report for quarterly Period Ending 31 July 1966
(HCS CS FOR-65) (46th Trans Gp)

HEADQUARTERS, US ARMY SUPPORT COMMAND, SAIGON, APO US Forces 96307

TO: Assistant Chief of Staff for Force Development, Department of the
Army (ACS FOR, DA) Washington D.C. 20310

1. (U) Forwarded in accordance with paragraph 9, AR 1-19, dated
May 1966.

2. (U) Concur with observations and recommendations.



GILBERT P. LEVY
Colonel, OrdC
Commanding

TML: Tiger 875

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Separated from Classified Inclosure

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GPOP-OT (29 Sep 66) 4th Ind (U)
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 July 1966 (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 19 DEC 1966

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs with basic report as indorsed.

FOR THE COMMANDER IN CHIEF:



G. J. McMULLIN
CPT, ACC
Asst AG

10 Incl
nc

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