Electrostatic reproduction made by the Eisenhower Library for preservation purposes.

The Oldham fibre coupling on one magneto shaft broke within the first 50 miles. The automatic impulse coupling also failed to give satisfaction. On account of the excessive dust present some of it worked into the points which required adjustment and cleaning more often than would have been necessary under normal conditions. This is not considered of course, to be a defect in the magnetos as this trouble was common to all types of ignition; but, the distributor and pencil clearance should be corrected very carefully so that no further trouble will develop along these lines. The magneto on the Class B truck is located in a very inaccessible position and most adjustments cannot be made without removing the magneto from the engine.

The steering arm (#7507) became loose on its shaft on several trucks but not enough to cause serious trouble. The tie rod (#6033) pulled out from the clamp (6035) on several occasions. The Commanding Officer of the Service Park Unit claimed that it was impossible to draw up the bolts (#6068) tightly enough.

A few Class B trucks had their front axles bent slightly out of alignment due undoubtedly to the steering knuckle arm (#6029-6030) being bent by the wheels striking some road obstruction. No attempt was made to straighten these arms as the damage was not great enough to interfere with steering.

Very little trouble was experienced with the Class B clutch or transmission. On one occasion however, a gear shift finger broke off and at another time the eight rivets (#5761) which secure the two gears (#5564-5565) to the sliding yoke, all sheared off.

(e) F. W. D.: The three (3) Four Wheel Drive Trucks were, in general, the most satisfactory in the Convoy and of all the various makes represented, the F.W.D.'s alone were able to pull through all the bad, muddy and sandy stretches of road in Nebraska, Wyoming, Utah and Nevada, absolutely unaided. This is a rather enviable record, and the few mechanical difficulties experienced with this truck were of a very simple nature.

A considerable number of fan belt breakages occurred until a shipment of endless belts was received and installed, after which no further trouble was experienced. The upper radiator support studs sheared off several times and should be increased in size or otherwise strengthened.

Instead of the Model G Stromberg Carburetor, one of the plain type, Model M, was installed on an F.W.D. (#415768) at the suggestion of the Observers, and gave much better satisfaction, increasing the miles per gallon about 25%.