

On three occasions, one P.H.D. (#418764) burned out its connecting rod bearing, due in two instances to coasting down a steep grade at an excessive speed, although using the motor as a brake. The third case was due to lack of proper lubrication, and although the amount of oil in all of the trucks was checked up carefully every morning, in this instance the quantity of oil remaining in the crank case was not only insufficient for splash lubrication, but there was hardly enough oil to permit the pump to function properly, indicating that this truck had not been properly inspected before starting in the morning, or had been overlooked altogether. The engine had been used to retard the speed of the vehicle without assistance from the brakes, which were badly worn and needed relining.

The Elcomag Magnetics used on these trucks were very satisfactory, requiring only an occasional cleaning and adjustment of the interregister points.

The main drive shaft in an P.H.D. (#418764) was twisted off at the rear transmission bearing, when an inexperienced driver threw in reverse gear and dropped in the clutch while coasting down hill at high speed, intending to use the motor as a brake.

The clutch alignment joints required a few adjustments.

The P.H.D. is a difficult truck to steer, especially where the road is rough on one side and good on the other, as it has a decided tendency to run into the bad spots. However, these trucks went all the way on their original tires, which are still in excellent condition.

(F) GARFORD: Of all the makes of motor trucks comprising the Garvey, the three Garfords proved to be the most unsatisfactory, and developed the most serious mechanical troubles, making it necessary to ship one Garford (#28738) back to Washington by freight on account of the engine being damaged beyond repair.

The radiators gave continual trouble on account of the tubes leaking at their lower ends, and considerable difficulty was experienced in soldering these tubes properly.

The fan bracket assembly on this truck is not suitable for military purposes, and the spring take-up on the fan belt is not sturdy enough. One fan bracket broke, permitting the fan to fall forward, damaging the radiator and wrecking the fan, thus putting the vehicle entirely out of commission.

Inspectors and drivers alike were constantly worried by the Garford motors, all of which were very noisy, and especially the timing gears of one of them. Connecting rod bearings were frequently burned out, and in two instances let go altogether, with the result that the rods punched holes in the crank case or cracked the cylinder block by pushing the piston through.