

As an automotive principle the four wheel drive was surely vindicated by the Militor and the F.U.D. trucks. It is believed that the Militor is the most powerful wheeled motor vehicle constructed up to the present time.

(f) Vehicle Controls: The steering gears gave very little trouble, but better lubricating facilities are desirable, to secure the ease of steering which is so necessary on a motor truck, especially when operating on heavy roads, as some types are very hard to operate on rough roads, especially the F.U.D.

On the White trucks the brake rods are placed too close to the springs and there is frequently wear between these parts.

(g) Front Axles: There were no front axle troubles due to any inherent mechanical faults.

(h) Rear Axles: No serious rear axle trouble developed on the road, other than stripping some teeth out of two Dodge ring gears. All worn gears operated without any signs of overheating under the heaviest pulls. Increased ground clearance under most rear axles would be very desirable. The rear spring shackles on the Garford show interference with the frame.

(i) Wheels and Tires: All trucks for military use should have cast steel wheels, and passenger automobiles for the army, wheels of the pressed steel disc type.

Solid tires for trucks should be of the Giant type instead of the Dual type, as the Giant type gives better traction and apparently stands wear better than the Dual type. This was especially noticeable in the deserts where a ridge of sand was pressed in between the two halves of the Dual tires, virtually eliminating the ground pressure of the tread, and thus reducing the tractive effort. Furthermore, the manufacturers have practically ceased production of Dual tires and are centering all their energies upon the construction of Giant tires.

(j) Chassis: The frames of all vehicles completed the journey with no apparent damage. All frames were in alignment, and only one case of deflection was observed. Rear bumpers should be placed on all trucks, and a stronger bumper, possibly with steel facing should be used on military vehicles. Many towing hooks straightened out under pull, and a much stronger hook should be developed.

(k) Body: 1 1/2-ton White and Packard trucks had to have the body mills cut out for wheel clearance, and the necessary change in body design should be made.