

HEADQUARTERS

7th Motor Transport Battalion, FMF
FPO, San Francisco, California 96602

3/TMC/trh
5750
4 June 1966

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein)

Subj: Command Chronology

Ref: (a) DivO 5750.2

Encl: (1) Command Chronology with Appendix A and B

1. In accordance with reference (a), enclosure (1) is submitted.

Louis A. Bonin
LOUIS A. BONIN

DECLASSIFIED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Tab (1) to appendix A to enclosure (1) to
cc, 1st MarDiv ltr ser: 00152-66/2 June 66.

COMMAND CHRONOLOGY

Unit: 7th Motor Transport Battalion, 1st Marine Division (Rein), FMF

Period Covered: 1 May 1966 to 31 May 1966

I. Organization of the 7th Motor Transport Battalion

On 1 May 1966 the 7th Motor Transport Battalion consisted of H&S Company and Companies A, B, C and Transport Company. The Commanding Officer, principal staff and subordinate commanders were as follows:

Commanding Officer	Major Louis A. Bonin
Executive Officer	Major Fred J. Ballek
S-1/Adjutant	CWO-2 Frank E. Barthold
S-2/S-3	Captain Thomas M. Collins
S-4/Supply Officer	1stLt. Robert M. Hutchinson
Commanding Officer, H&S Company	1stLt. James H. Carter
Commanding Officer, Company A	Captain Robert E. Johnson
Commanding Officer, Company B	Captain John H. Redgate
Commanding Officer, Company C	Captain Phillip S. Bradley
Commanding Officer, Transport Company	1stLt. James R. Mulhern

II. Narrative Summary of Significant Events

1. During the month of May, the Battalion continued operations under the operational control of the 1st Marine Division. A total of 129,961 miles were driven on 3,744 trips of which 29,316 miles were driven on the 22 tactical convoys run during the period. Eight incidents or contacts were made during these tactical convoys and in addition to the normal mines and incoming small arms rounds, a convoy on 24 May had a poisonous snake thrown into a truck bed. A total of 24,061 tons of Classes I through V and 33,923 personnel were transported and during the period 27-31 May alone, an additional 327 trips were made transporting 375 troops with gear, 1623 pallets of all Classes and 494 tons of bulk cargo all Classes in support of the debarkation of RLT-5.

2. A more intensified maintenance effort was directed during the month toward Company A which had been in country since 1 July 1965. This maintenance emphasis program proved highly successful in that it reduced the former deadline rate of Company A from 50% to the present 30%. The overall Battalion deadline rate remained consistently between 8% and 10%. The "Motor Stables" concept, a comprehensive and systematic method of combating current first and second echelon maintenance problems, was refined and employed extensively resulting in an increased maintenance and combat readiness posture for the Battalion. See Tab 1 to Appendix B.

3. Effective on 1 May 1966 the Table of Organization for the Force Motor Transport Battalion was changed in that Company D was redesignated Transport Company and an increase of one officer and fourteen enlisted was authorized. (See reference (b)). Pending the corresponding revision of the Table of Equipment, a special allowance of the below listed equipment was authorized as the 5 ton, 6x6, M-54 vehicle is no longer the primary task vehicle for the Company (see reference (c)):

<u>Quantity</u>	<u>Nomenclature</u>
45	Semitrailer, Stake, 12 ton, M127A2C
15	Trailer, Dolly Converter, 8 Ton, M198A1
2	Semitrailer, Low Bed, 25 Ton, M172A1
30	Truck, Tractor, 5 Ton, 6x6, M52A2
2	Truck, Tractor, 10 Ton, 6x6, M123ALC

Permission was received from Headquarters Marine Corps to retain possession of the 5 Ton, 6x6, M-54 vehicle pending receipt of the newly authorized equipment.

4. From 7 - 14 May elements of all companies operated in support of Operation Montgomery transporting 85 tons of Class I, 29 tons of Class II, 15 tons of Class III and 382 tons of Class V. Convoys involved in this operation made a total of three contacts receiving no casualties and sustaining negligible equipment damage.

5. On 20 May 1966 this Battalion was assigned the hamlet of Long Binh (located at BS 507070) as part of the Medical Civil Action Program (MEDCAP). Long Binh has a population of approximately 835 and is one of several hamlets that comprise the village of Ky Lien in the District of Ly Tin, Quang Ngai Province. Under the direction of the Battalion Medical Officer, a daily sick call is held from 0830-1400 Monday through Saturday. Since the inauguration of this program on 23 May, 455 persons, mostly children, have been treated. Sick call is presently being held in the hamlet Chief's courtyard, however plans are being formulated for a permanent hamlet dispensary to be built by the residents of Long Binh with materials provided by the United States Agency for International Development (USAID).

III. Detailed description of Significant Events

1 May Company D redesignated as Transport Company. See reference (b).

2 May 1st Lt. T. C. Keeling III relieved Captain R. E. Johnson as Commanding Officer of Company A. See reference (d). Transport Company and Company B performed Motor Stables on organic vehicles.

3 May Convoy comprised of Company A and elements of Companies C and D transported 106 tons of Class V Artillery and 44 tons of Class II to the LSA at Quang Ngai. No Contacts. Convoy comprised of elements of Company B transported elements of G/2/5 from their operating area to Hill 69. No contacts.

4 May Companies A and C performed Motor Stables on organic vehicles.

5 May Major A. C. Stephens, Jr. assumed duties as the Battalion Executive Officer. Convoy comprised of elements of Company B transported a 1st Marine Regimental Command Group on a CP site reconnaissance. Convoy received 6 rounds of small arms fire in two contacts. Casualties - none. Equipment damage - none.

6 May H&S Company performed Motor Stables on organic motor vehicles. Convoy comprised of elements of Company B transported E/2/5 from Hill 54 to Hill 69 and back. No contacts. Convoy comprised of elements of Company B transported elements of K/3/7 from OP39 to 3/7 CP. No contacts.

7 May Convoy comprised of elements of Transport Company and elements of Companies B and C transported 74 tons of Class V Artillery and elements of the 7th Marines Command Group to the LSA at Quang Ngai in support of Operation Montgomery. No contacts. Convoy comprised of elements of Companies A, B, C and Transport Company transported 42 tons of Class I, 21 tons of Class II, 12 tons of Class III and 56 tons of Class V to the LSA at Quang Ngai in support of Operation Montgomery. No contacts.

9 May Convoy comprised of elements of Company C and 2nd LAAM BN transported 875 troops from 2/7 to the LSA at Quang Ngai in support of Operation Montgomery. The Ontos trail vehicle detonated a mine sustaining negligible damage and one slight casualty. Convoy comprised of Company A and Transport Company transported 140 tons of Class V Artillery to the LSA at Quang Ngai in support of Operation Montgomery. No contacts.

10 May H&S Company and Company B performed Motor Stables on organic motor vehicles.
Convoy comprised of Transport Company and elements of Company A transported 105 tons of Class V Artillery to the LSA at Quang Ngai in support of Operation Montgomery. While proceeding south on Highway #1 a mine detonated between the 5th and 6th vehicles in the convoy resulting in negligible vehicle damage and no casualties.

11 May Companies A and C performed Motor Stables on organic motor vehicles.

12 May LtCol. Louis A. Bonin, Commanding Officer 7th Motor Transport Battalion, was promoted to his present rank by the Commanding General in the 7th Motor Transport Battalion CP.
Convoy comprised of elements of Transport Company transported 13 tons of Class I, 2 tons of Class II, 3 tons of Class III and 7 tons of Class V to the LSA at Quang Ngai in support of Operation Montgomery. No contacts.
Convoy comprised of elements of Company B transported 43 troops from E/2/5 from Hill 54 to Hill 69. No contacts.

13 May Transport Company performed Motor Stables on organic motor vehicles.
Convoy comprised of elements of Company B and 10 refuelers from MAG-12 transported 30 tons of Class I, 6 tons of Class II and 13,600 gallons of aviation fuel to the LSA at Quang Ngai in support of Operation Montgomery. While proceeding south on Highway #1 the convoy was stopped by a barbed wire and bamboo barricade. Engineers destroyed the barricade which was booby trapped. No casualties.

14 May Convoy comprised of elements of Company A transported a reinforced platoon of E/2/5 from Hill 69 to Hill 54 and returned a platoon from Hill 54 to Hill 69. No contacts.
Convoy comprised of elements of Company C transported the Division Band and 25 tons of fertilizer to the villages of An Tan and Phu Khe. Convoy received one round of small arms fire. No casualties or equipment damage.
Convoy comprised of elements of Companies A, B, C and Transport Company transported 1/7 from Nui Vo (BS 626845) and elements of Headquarters, 7th Marines from Buddha Mountain (BS 659755) to their respective CPs in support of Operation Montgomery. No contacts.

15 May Convoy comprised of Company C and elements of 2nd LAAM Bn transported 1/5 to Hill 54. No contacts.

16 May Companies A and C performed Motor Stables on organic motor vehicles.
Convoy comprised of elements of Company B transported 5 tons of fertilizer to the village of Diem Pho (1) and 5 tons of fertilizer to the village of Phu Trung. No contacts.

17 May H&S and Transport Companies performed Motor Stables on organic motor vehicles. Convoy comprised of elements of Company B transported A/1/5 from 1st Marines CP to Hill 54. While returning, the convoy commander observed four or five large clumps of dirt on the road covering mines. Convoy detoured around the mines.

18 May Company B performed Motor Stables on organic motor vehicles.

19 May Convoy comprised of Companies A, C and Transport Company transported 160 tons of Class V to the ARVN Class V dump at Quang Ngai. Convoy then loaded 60 tons of Class I and Class IV at the LSA at Quang Ngai and delivered 20 tons of Class I and the Class IV to the ARVN compound at Binh Son. 40 tons of Class I were returned to FLSG-B. No contacts.

23 May H&S Company performed Motor Stables on organic motor vehicles.

24 May Companies A and B performed Motor Stables on organic motor vehicles.

25 May Company C and Transport Company performed Motor Stables on organic motor vehicles.

26 May Convoy comprised of elements of Company B and Transport Company transported 48 tons of Class V Artillery to the ARVN Class V dump at Quang Ngai. Convoy returned elements of 2/7 and 7th Marines Command Group to their respective CP's. Convoy forded a washed out bridge by-pass at BS 635802. No contacts.

27 May Elements of 7th Motor Transport Battalion made 36 trips transporting 319 troops, 84 pallets of Classes II and IV and 35 tons of bulk Class IV in support of the debarkation of RLT-5.

28 May Elements of the Battalion made 34 trips transporting 129 pallets of Classes I, II, IV and V and 85 tons of bulk Class II in support of the debarkation of RLT-5.

29 May Elements of the Battalion made 61 trips transporting 36 troops, 275 pallets of Class II and IV, 22 tons of bulk Class III and 184 tons of bulk Class II and V in support of the debarkation of RLT-5.

30 May Elements of the Battalion made 139 trips transporting 806 pallets of Classes I through V, 20 troops and 163 tons of bulk Class II and IV in support of the debarkation of RLT-5.

31 May Elements of the Battalion made 55 trips transporting 329 pallets of Class II, III and V and 5 tons of bulk Class II in support of the debarkation of RLT-5.

LIST OF REFERENCES

- a. Battalion Order 11240.7A (See Appendix B)
- b. Table of Organization Number M-4644 dtd 26 January 1966
- c. CMC ltr A04H-lrw-4 dtd 14 April 1966
- d. 7thMTBn Special Order 27-66

Appendix A
Enclosure (1)

DOCUMENTATION

Tab 1 Battalion Order 11240.7A

Tab 2 7thMTBn SITREP 7-66, period 030001H to 032400H

Tab 3 7thMTBn SITREP 8-66, period 050001H to 052400H

Tab 4 7thMTBn SITREP 9-66, period 060001H to 062400H

Tab 5 7thMTBn SITREP 10-66, period 070001H to 072400H

Tab 6 7thMTBn SITREP 11-66, period 090001H to 092400H

Tab 7 7thMTBn SITREP 12-66, period 100001H to 102400H

Tab 8 7thMTBn SITREP 13-66, period 120001H to 122400H

Tab 9 7thMTBn SITREP 14-66, period 130001H to 132400H

Tab 10 7thMTBn SITREP 15-66, period 140001H to 142400H

Tab 11 7thMTBn SITREP 16-66, period 150001H to 152400H

Tab 12 7thMTBn SITREP 17-66, period 160001H to 162400H

Tab 13 7thMTBn SITREP 18-66, period 170001H to 172400H

Tab 14 7thMTBn SITREP 19-66, period 190001H to 192400H

Tab 15 7thMTBn SITREP 20-66, period 260001H to 262400H

Tab 16 7thMTBn SITREP (Special) 1-66, period 271000HMay66 to 022200HJun66

HEADQUARTERS

7th Motor Transport Battalion, FMF
FPO, San Francisco, California 96602

BnO 11240.7A
3/TMC/hwh
13 May 1966

"CONFIDENTIAL"

BATTALION ORDER 11240.7A

From: Commanding Officer
To: Distribution List

Subj: Motor Stables

Ref: (a) TM 11240-1
(b) FMFPacO 11240.2B
(c) SECNAVINST P5215.5B

Encl: (1) Formation of a Company for Motor Stables
(2) Equipment to be Positioned in the Supply/Maintenance Section.
(3) Preventive Maintenance Check-List and Instructions for 5 Ton
Rated "M" Series Vehicles
(4) Preventive Maintenance Check-List and Instructions for $2\frac{1}{2}$ Ton
Rated "M" Series Vehicles
(5) Preventive Maintenance Check-List and Instructions for Trucks
M422/422A1/M38A1, $\frac{1}{4}$ Ton, 4x4
(6) Preventive Maintenance Check-List and Instructions for M-100,
M-105, and M-106/107 Trailers
(7) Preventive Maintenance Check-List and Instructions for M-118,
M-127 and M-172 Trailers
(8) Preventive Maintenance Check-List and Instructions for M-37
and M-43 Vehicles
(9) Preventive Maintenance Check-List and Instructions for M-676/
677/678/679 Willys-Cerlist Vehicles
(10) Preventive Maintenance Check-List and Instructions for Truck,
Platform Utility, $\frac{1}{4}$ Ton, 4x4, M-274/274A1

1. Purpose. To publish a comprehensive and systematic method of performing first and limited second echelon maintenance on all organic motor vehicles.

2. Cancellation. BnO 11240.7

3. Discussion:

a. Motor Stables is designed to be a formal, comprehensive method of performing preventive maintenance on assigned equipment. The formality of the procedures is the key to this method's accomplishing its intended purpose. The systems as herein described, and the formation listed on enclosure (1), are primarily directed toward a Company Level maintenance effort. It is intended however to leave a maximum amount of latitude and flexibility to unit commanders which will allow the performance of motor stables at lower or higher echelons.

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BnO 11240.7A
13 May 1966

b. Motor Stables is an extremely efficient method of bringing a unit's equipment up to an excellent level of maintenance and readiness. It may be used in conjunction with or in place of the weekly preventive maintenance service. It is also exceedingly successful during times of heavy vehicle usage or as a thorough method of preparing for inspections. The time required to effectively perform Motor Stables is contingent upon the size of the unit. Until all personnel of a Company size unit become thoroughly familiar with the command procedures and enclosures (3) through (10), it is estimated that from three to four hours will be required to satisfactorily perform Motor Stables on a Company's equipment. As personnel become more familiar with the system, less time will be required.

3. Action.

a. The Company will be formed as shown in enclosure (1). Each vehicle will have an assigned driver and all drivers will be present. In the event that the availability of personnel precludes the positioning of an assigned driver at each vehicle in the Company, only that amount of vehicles will be PM'd during each execution of Motor Stables for which assigned drivers can be obtained. A second execution of Motor Stables will be required for those vehicles for which an assigned driver was not originally available. It is imperative that all personnel within the unit be present for and take an active interest in each performance.

b. The supply and maintenance section will be formed as shown on enclosure (1). The items to be positioned in the section should include but should not necessarily be limited to those items listed on enclosure (2). The actual removal of these items from a supply area and the physical placing them at the Motor Stables site is the key to expediting the performance. The ready availability of these high usage items in the immediate area lends itself toward a faster and more thorough maintenance effort. All appropriate items of shop equipment should also be included.

c. The Company truckmaster will form the Company and receive the reports in the usual manner. He then does an about face, reports the Company to the Company Commander and reports, "Sir, the Company is formed for Motor Stables". The Company Commander gives the command, "Perform Motor Stables". The Company truckmaster salutes, does an about-face, and gives the command, "Perform Motor Stables group one". Platoon Sergeants render salutes, do an about-face and give the command, "Fall out and perform Motor Stables group one, step one". Drivers then fall out and commence performing the preventive maintenance services required for group one, step one on the PM Check-list for their particular type of vehicle. When group one, step one has been satisfactorily completed and the appropriate notations have been made on the individual vehicle Check-lists, the drivers will return to their posts and assume the position of at-ease. When section leaders have ensured that their drivers have completed group one, step one, they will take their posts and assume the position of at-ease. When the Platoon Sergeants have

"CONFIDENTIAL"BnO 11240.7A
13 May 1966

determined that their sections have completed group one, step one they will call their platoons to attention and command, "Fall out and perform Motor Stables group one, step two". Drivers and section leaders will fall out and follow the same procedures as in group one, step one. This is repeated until all the steps in the group have been completed by each platoon. Upon completion of the first group by his platoon, the platoon sergeant will take his post and assume the position of at-ease. As soon as the truckmaster sees that both platoons have completed group one and that personnel have taken their posts, he will call the Company to attention and give the command, "Perform Motor Stables group two". Platoon sergeants, section leaders, and drivers will execute the same procedures outlined for group one to accomplish the completion of group two. This procedure is followed until all the groups have been completed for each type of vehicle or piece of equipment.

d. The Preventive Maintenance Check-List and accompanying instructions, as listed on enclosures (3) through (10), will be utilized by all personnel when performing Motor Stables. Every item in each group listed on the Preventive Maintenance Check-List has a corresponding instruction and explanation on the accompanying instruction sheet. As each item of the group is completed according to the instructions, the proper notations will be made on the Preventive Maintenance Check-List according to the special instructions listed thereon. When used as a weekly PM, the Check-Lists used in performing Motor Stables will be used in conjunction with the DD 110 and processed in accordance with references (b) and (c).

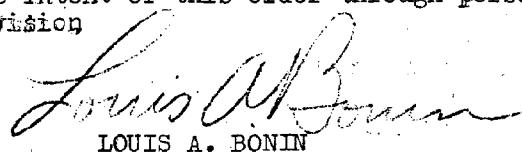
e. As previously stated each driver will perform Motor Stables utilizing the Check-List and accompanying instructions. It is the intent of Motor Stables concept to accomplish as much immediate, on the spot, first and second echelon maintenance as possible while going through the various groups listed on the Check-Lists. Because of the immediate availability of equipment, supplies, tools, parts and supervisory and technical personnel it will be possible to correct on the spot many discrepancies discovered while going through the PM groups. By this is meant, that a discrepancy discovered by a driver while performing services in a particular PM group step may be corrected before he retakes his post and assumes the position of at-ease, indicating that all items in that particular Motor Stables group step have been checked, serviced and corrected as necessary. It is realized however that certain discrepancies may be discovered, the immediate correction of which would unnecessarily prolong the completion of any one PM group step or entire group. An example of this would be a driver's finding two flat tires on his vehicle while performing the services required in Motor Stables group V. To repair and/or replace these tires immediately would require a considerable length of time and would mean that all other personnel would be unable to continue on to Motor Stables group six until this one driver was finished. This unnecessary waste of time for the sake of regimentation is not in keeping with the Motor Stables concept. In this instance, this discrepancy should be brought to the attention of the section leader and the platoon sergeant, an appropriate notation made on the Check-List indicating that a repair/replace is required, provisions made for the correction of the discrepancy following the completion of all the Motor Stables groups and then the driver should

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BnO 11240.7A
13 May 1966

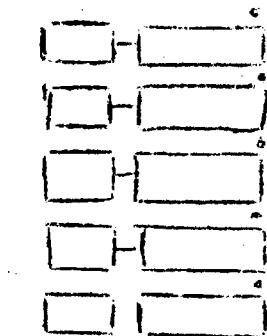
take his post to begin working on group two. Several discrepancies handled in this manner would produce a Check-List that will serve as a vehicle repair order for that vehicle. This vehicle repair order shall be turned over to the Company shop chief so that appropriate repairs can be scheduled. Vehicles developing a vehicle repair order in this manner will not be considered to have successfully completed Motor Stables or a weekly PM until all the noted discrepancies have been corrected. All possible effort should be made to correct discrepancies handled in this manner immediately upon the completion of Motor Stables. When all noted discrepancies have been corrected and inspected by the section leader and platoon sergeant, the Check-List will be signed by the driver and section leader, initialed by the platoon sergeant and turned over to the platoon commander for final verification. All completed Check-Lists will be turned over to the Company Truckmaster for final approval by the Company Commander. Which discrepancies are corrected immediately and which are corrected later has a direct bearing on the time required for all hands to complete Motor Stables and is contingent upon the amount of time available and condition of the vehicles. The decision of when to correct certain discrepancies is left to the discretion of the commander holding Motor Stables, but the concept's purpose of getting first and second echelon maintenance accomplished in a rapid, comprehensive and thorough manner must be remembered.

f. The importance of extremely close supervision at all levels cannot be overemphasized. Active and aggressive participation by all supervisory personnel will ensure successful fulfillment of the Motor Stables concept. Platoon commanders will not be actually involved in the command sequence when the commands are given by the Company truckmaster. They must, however, continually circulate among their vehicles ensuring proper and thorough maintenance performance, strict compliance with the PM Check-Lists and instructions pertaining thereto and constantly checking and evaluating the performance of their supervisory personnel. Company Commanders, while acting in an overall managerial capacity, can ensure the success of the program and compliance with the intent of this order through personal, energetic and aggressive supervision.

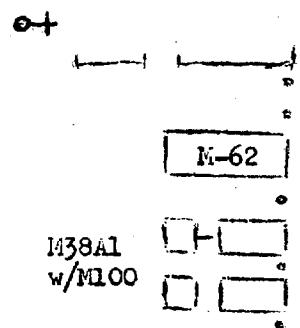


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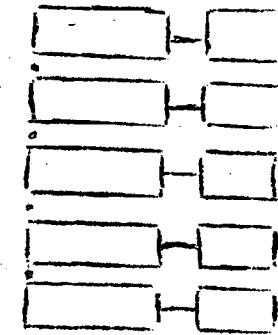
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8 Apr 1966COMPANY FORMATION FOR MOTOR STABLES

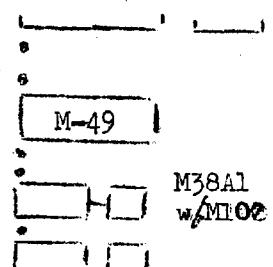
Remaining
Truck Sections
Formed as Above



Supplies &
Equipment



Remaining
Truck Sections
Formed as Above



Supplies &
Equipment

Symbols

Driver



Mechanic



Section Leader



Shop Chief



Platoon Truckmaster



Company Truckmaster



Platoon Commander



Company Commander



Company Guidon

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Enclosure (1)

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13 May 1966

MOTOR STABLES SUPPLIES AND EQUIPMENT

1. Rags
2. Oil Cans
3. Hydrometers
4. Wire Brushes
5. Paint Brushes
6. Tire Gauges
7. Creepers
8. Hand Brushes
9. Brooms
10. Sand Paper
11. OEM (As Required)
12. Mechanics Tool Boxes
13. Canvas Repair (As Required)
14. Soapy Water
15. POL (As Required)
16. Brake Fluid
17. Paint
18. Anti-Freeze (as required)
19. Wiper Blades
20. Mirrors
21. Valve Caps and Cores
22. Water
23. Fan Belts
24. Fording Plugs
25. Misc. Hardware
26. Reflectors
27. Headlights
28. Light Bulbs
29. Horn Button Covers
30. Baking Soda Solution

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"CONFIDENTIAL"PART-I
CHECK LIST~~Weekly Preventive Maintenance Check-list for 5 Ton rated "M" Series Vehicles~~USMCW# DATE ORGANIZATION MILEAGE/HOURS NEXT SCHEDULED PM DUE (Q OR A) MILEAGE/DATE Group I - Engine Compartment

1. Belts	9. Steering (Tightness)	15. Battery
2. Air Cleaner	10. Oil Filter	A. Cells: <u> </u>
3. Radiator	11. Rocker Arm Cover	1 2 3 4 5 6 7 8 9 10 11 12
4. Oil Level	(Leakage)	<u> </u>
5. Linkages	12. Air Compressor	<u> </u>
6. Wiring	(Tightness)	<u> </u>
7. Generator	13. Fording Valves	<u> </u>
8. Starter	14. Engine Cleanliness	16. Fuel Filter <u> </u>
		17. Oil Breather Cap <u> </u>

Group II - Leaks

1. Oil (Engine)	4. Air	7. Differentials
2. Brakes (Fluid)	5. Water	8. Exhaust System <u> </u>
3. Wheel Seals	6. Transmission & Transfer Case	9. Power Steering <u> </u>

Group III - General Condition

A. Cab	
1. Cab (Clean) & Fire Extinguisher	7. Hand Brake
2. Cab Seats	8. Lights
3. Glass	9. Mirrors (left side only)
4. Doors	<u> </u>
5. Clutch & Brake Pedal	B. Body
6. Instrument Panel	1. Body Tool Compartment
A. Fuel Gauge	2. Bumpers
B. Temperature Gauge	3. Lifting Fixtures
C. Battery-Generator Gauge	4. Tactical Markings
D. Oil Pressure Gauge	5. Troop Seats
E. Air Pressure Gauge & Buzzer	C. Suspension System
F. Speedometer	1. Springs
G. Tachometer	2. Shock Absorbers
H. Windshield Wipers	3. Chassis
I. Horn	D. Nuts and Bolts
	E. Winch

Group IV - Power Train

1. Gear Oil Level	3. Assembly Mounts	5. Ventilating Valves
2. Shift Controls	4. Drive Shafts	6. Torque Rods <u> </u>

1 **"CONFIDENTIAL"** Enclosure (3)

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BnO 11240.7A
13 May 1966

Group V - Tires

1. Air Pressure and Valve Caps 3. Rims, Safety Rings, Unusual
2. Lug Nuts and Axle Retainer Studs Wear, Cuts

Group VI - On Equipment Material (OEM)

1. Tools 2. Publications

Group VII - Crane and Controls M-62/543

Group VIII - Fifth Wheel Assembly, M-52

1. Coupling 2. Lubrication

Special Instructions

1. All of the previous listed items must be reviewed with the corresponding group and sub-group number in instruction portions relating to this vehicle prior to making an appropriate entry.
2. All items found to be correct or that may have been corrected will be marked with a check mark.
3. All items found to be in need of adjustment or repair and are beyond the drivers capabilities will be marked "X".
4. All items found to be missing without justification will be marked "M".
5. All items not applicable will be marked "N/A".
6. All items marked "X" or "M" will be explained in the remarks section.

Remarks:

I certify that all the foregoing maintenance requirements have been completed or reported.

(Driver's Signature)

I certify that this form has been reviewed and all necessary action has been initiated to correct all deficiencies listed.

Platoon Sergeant

Platoon Commander

Company Truckmaster

Enclosure (3)

(Section Leader's Signature)

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13 May 1966**"CONFIDENTIAL"**

PART - II

INSTRUCTIONS

Instructions to accompany Weekly Preventive Maintenance Check-List for 5-ton rated "M" Series Vehicles. These instructions must be adhered to before the driver makes an appropriate entry on the check-list.

Group - Engine Compartment

1. Belts. Check belts for proper deflection (1/8" to 1/4") and for cracks or fraying.
2. Air Cleaner. Remove oil bath, clean and change oil as needed.
3. Radiator. Replenish water or anti-freeze as needed. Record the temperature degree the anti-freeze solution is protected to.
4. Oil Level. Remove oil level gauge, clean and check for proper oil level. Replenish if necessary.
5. Linkages. Inspect all linkages for damage or wear. Lightly oil all moveable metal to metal surfaces.
6. Wiring. Check all wiring within engine compartment and ensure that no bare or loose wiring is present. Note condition of all insulation.
7. Generator. Check for looseness of cables or mounting bolts. Tighten as necessary.
8. Starter. Check for looseness of cables or mounting bolts. Tighten as required.
9. Steering (Tightness). Inspect all mounting bolts to ensure tightness. Ensure pressure relief valve is clear and free.
10. Oil Filter. Inspect oil filters for evidence of leaks and check tightness of top.
11. Rocker Arm Cover (Leakage). Inspect carefully for signs of oil leakage. Tighten if required.
12. Air Compressor (Tightness). Inspect all mounting bolts for tightness.
13. Fording Valves. Check to ensure these valves are wired in an open position until fording operation is required.
14. Engine Cleanliness. Clean engine as needed using only authorized solutions. Caution: DO NOT use gasoline.
15. Battery. Check tightness of hold down clamps, cables and caps. Take hydrometer readings and record in appropriate spaces. If corrosion is present clean thoroughly with baking soda or other acceptable solution

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BnO 11240.7A

13 May 1966

and paint battery box as necessary. Hydrometer reading for temperate climate is 1270-1285 and reading for tropical climate is 1200-1225.

16. Fuel Filter. Drain sediment bowl. Clean thoroughly.
17. Oil Breather Cap. Remove cap and clean as necessary. Do not disassemble breather without prior approval or supervision from second echelon maintenance.

Group II - Leaks

1. Oil (Engine). Inspect entire engine for evidence of oil leakage. Report leaks as appropriate.
2. Brakes (Fluid). Inspect master cylinder, air hydraulic cylinder, and lines and fittings at wheel cylinders for any evidence of leakage or seepage.
3. Wheel Seals. Check both outside and inside of wheels for evidence of leaks. Inspect steering knuckle boots for tears or improper installation.
4. Air. Inspect all air lines for evidence of leaks. Use soapy water if suspected leak cannot be readily determined.
5. Water. Check radiator level and inspect hoses, head and drain cocks for leaks.
6. Transmission & Transfer Case. Inspect transmission and transfer case for leaks. A slight leak or seep should be sighted by a supervisor to ascertain if replacement of seal is necessary.
7. Differentials. Inspect differentials for leaks. Criteria used in subparagraph 6. above should be used.
8. Exhaust System. Inspect exhaust manifold, pipes and muffler for evidence of leaks.
9. Power Steering. Inspect hydraulic power cylinder, steering gear housing, control valve lines and hydraulic oil reservoir for evidence of leaks.

Group III - General Condition

A. Cab

1. Cab (Clean) & Fire Extinguisher. Clean cab as required. Ensure fire extinguisher is charged and properly mounted.
2. Cab Seats. Seats within cab should be repaired as required.
3. Glass. Clean all glass and report any breaks, cracks or discoloration.

Enclosure (3)

4

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966

4. Doors. Ensure doors open and close properly and door stops are serviceable.

5. Clutch & Brake Pedal. Clutch pedal should have 2" free pedal travel. Ensure return spring is present. Brake pedal should have 1/4" to 1/2" free travel.

6. Instrument Panel. Start the engine and observe all instruments for proper operation. The fuel gauge should indicate the amount of fuel; the tachometer should indicate engine RPMs; the temperature gauge should slowly rise to normal operating temperature; the voltmeter should indicate "charge"; the oil pressure gauge should read above 15 PSI; the air pressure gauge should slowly rise with the warning buzzer sounding until air pressure reads 65 PSI. If all above instruments are operating properly and the engine is warmed up, put the vehicle in motion to ascertain correct operation of the speedometer. Ensure all instruments are free from moisture accumulation. Check wiper blades, arms, hoses, and connections. Activate wipers to ascertain correct adjustment. Sound horn to ascertain serviceability.

7. Hand Brake. Ensure handbrake is properly adjusted. Oil as necessary.

8. Lights. Check all lights to ensure cleanliness and serviceability of bulbs. Report any moisture accumulation.

9. Mirrors (Left Side Only). Mirrors should be adjusted, clean and properly mounted.

B. Body

1. Body Tool Compartment. Remove all tools and equipment stored. Clean and paint as needed and ensure drain holes are unobstructed.

2. Bumpers. Clean and spot paint. Note any damage. Check pintle hook for proper locking.

3. Lifting Fixtures. Clean and lightly lubricate clevis pin.

4. Tactical Markings. Check and ensure all unit tactical markings are legible and placed in accordance with current instructions.

5. Troop Seats. Troop seats should be free of splinters, dirt or grease. Spot paint as required.

C. Suspension System

1. Springs. Check for broken leaves and retaining clips. Ensure tightness of U-bolts. Check torque rods for alignment and ensure tightness.

2. Shock Absorbers. Check for leaks and tightness of mounting bolts.

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966

3. Chassis. Inspect chassis cross members and channels for loose or missing rivets.

D. Nuts and Bolts. Ensure all nuts and bolts, not otherwise covered in these instructions, are tight.

E. Winch. Ensure cable is clean and properly wound. Check level of lube, drum lock and clutch lever.

Group IV - Power Train

1. Gear Oil Level. Check transfer case, transmission and differentials for correct lube level. This is required only if there are signs of leaks or seeps.

2. Shift Controls. Put transmission and transfer case shift controls through all gears to ascertain ease of movement.

3. Assembly Mounts. Check all mounting bolts to ensure tightness.

4. Drive Shafts. Check all drive shaft bolts to ensure tightness.

5. Ventilating Valves. Clean all ventilating valves of foreign matter to ensure pressure release. If leaking lubricant is present at the ventilating valve report this on the check-list. All transmissions, transfers and differentials have these valves.

6. Torque Rods. Check torque rods for alignment and ensure tightness.

Group V - Tires.

1. Air Pressure and Valve Caps. Check all tires for proper air pressure (refer to data plate). Tire pressure for operations within the Republic of Vietnam will be 45 lbs. Clean valve stems and replace valve caps if needed. Ensure valve stems on dual wheels are positioned so that the stems are located in the wheel apertures.

2. Lug Nuts and Axle Retainer Studs. Ensure tightness using appropriate wrench.

3. Rims, Safety Rings, Unusual Wear, Cuts. Check for bends or damage to rims and ensure safety ring is properly seated. Inspect for cupping, cracking or uneven tire wear. Rotate or report the deficiency as appropriate. Cuts that are through to the casing reinforcement (cords) will require tire replacement. Foreign objects will immediately be removed and tire/tube repaired as necessary.

Group VI - On Equipment Material (OEM)

1. Tools. Inventory and ascertain serviceability and cleanliness of all tools and equipment authorized. Any OEM held in a unit storeroom must also be inspected and serviced in a like manner.

Enclosure (3)

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966

2. Publications. Each vehicle should be equipped with a TM 9-2320-211-10 (Operator's Manual), and a Standard Form 91 (Accident Report Form) with supplementary instructions to include applicable telephone numbers in the event of an accident.

Group VII - Crane and Controls M-62/543

1. Leaks, General. Carefully check all hydraulic lines and fittings. Pay particular attention to the valve control bank.
2. Lubrication. Review LO 9-2320-211-12 for intervals of lubrication and specific points.
3. Controls. Operate crane through entire range of movements noting freedom and ease of movement.
4. Damage. Inspect carefully for bent or broken components paying particular attention to welded areas and boom shipper.
5. Markings. Examine condition and proper placement of all markings and identification/data/caution plates.
6. Special Tools and Equipment. Inventory and ascertain serviceability of all tools and equipment peculiar to this type vehicle.

Group VIII - Fifth Wheel Assembly, M-52

1. Coupling. Check entire coupling apparatus to ascertain tightness of the locking plunger lever, coupling jaws, and locking latch.
2. Lubrication. Review LO 9-2320-211-12 for intervals and specific points of weekly application.

"CONFIDENTIAL"

BnO 11240.7A
13 May 1966

"CONFIDENTIAL"

PART - I
CHECK LIST

Weekly Preventive Maintenance Check-List for 2½ Ton rated "M" Series Vehicles

MILEAGE/HOURS _____ NEXT SCHEDULED PM DUE _____ (Q OR A) MILEAGE/DATE _____

Group I - Engine Compartment

1. Belts	9. Steering (Tightness)	15. Battery
2. Air Cleaner	10. Oil Filter	A. Cells: _____
3. Radiator	11. Rocker Arm Cover	1 2 3 4 5 6 7 8 9 10 11 12
4. Oil Level	(Leakage)	_____
5. Linkages	12. Air Compressor	_____
6. Wiring	(Tightness)	B. Cables _____
7. Generator	13. Fording Valves	C. Cleanliness _____
8. Starter	14. Engine Cleanliness	16. Oil Breather Cap _____

Group II - Leaks

1. Oil (Engine)	—	4. Air	—	7. Differentials	—
2. Brake Fluid	—	5. Water	—	8. Exhaust System	—
3. Wheel Seals	—	6. Transmission & Transfer Case			

Group III - General Condition

A. Cab		
1. Cab (Clean) & Fire Extinguisher	_____	7. Hand Brake
2. Cab Seats	_____	8. Lights
3. Glass	_____	9. Mirror (Left Side Only)
4. Doors	_____	B. Body
5. Clutch and Brake Pedal	_____	1. Body Tool Compartment
6. Instrument Panel	_____	2. Bumpers
A. Fuel Gauge	_____	3. Lifting Fixtures
B. Temperature Gauge	_____	4. Tactical Markings
C. Battery-Generator Gauge	_____	5. Troop Seats
D. Oil Pressure Gauge	_____	C. Suspension System
E. Air Pressure Gauge & Buzzer	_____	1. Springs
F. Speedometer	_____	2. Shock Absorbers
G. Windshield Wipers	_____	3. Chassis
H. Horn	_____	D. Nuts and Bolts
		E. Winch

Group IV - Power Train

1. Gear Oil Level — 3. Assembly Mounts — 5. Ventilating Valves —
2. Shift Controls — 4. Drive Shafts — 6. Torque Rods —

"CONFIDENTIAL"

"CONFIDENTIAL"

BnO 11240.7A

13 May 1966

Group V - Tires

1. Air Pressure and Valve Caps 3. Rims, Safety Rings, Unusual
2. Lug nuts and Axle Retainer Studs Wear and Cuts

Group VI - On Equipment Material (OEM)

1. Tools 2. Publications

Group VII - M49 Auxiliary Equipment

1. Gasoline Tank Body	2. Discharge Valve Control Linkage	3. Dispensing Controls	4. Special Equipment (Hoses, Nozzles, Couplings)
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Special Instructions

1. All items previously listed must be reviewed with the corresponding group and sub-group number in the instruction portions relating to this vehicle prior to making an appropriate entry.
2. All items found to be correct or that have been corrected will be marked with a check mark.
3. All items found to be in need of adjustment or repair and are beyond the driver's capabilities will be marked with an "X".
4. All items found to be missing without justification will be marked "M".
5. All items not applicable will be marked "N/A".
6. All items marked "X" or "M" will be explained in the remarks section.

Remarks:

I certify that all the foregoing maintenance requirements have been completed or reported.

(Driver's Signature)

I certify that this form has been reviewed and all necessary action has been initiated to correct all deficiencies listed.

Platoon Sergeant

(Section Leader's Signature)

Platoon Commander

Company Truckmaster

Enclosure (4)

"CONFIDENTIAL"

BnO 11240.7A
13 May 1966**"CONFIDENTIAL"****PART - II**
INSTRUCTIONS

Instructions to accompany the Weekly Preventive Maintenance Check-List for 2½ Ton Rated "M" Series Vehicles. These instructions must be adhered to before the driver makes an appropriate entry on the Check-List.

Group I - Engine Compartment

1. Belts. Check belts for proper deflection (1/2") and cracks or fraying.
2. Air Cleaner. Remove oil cup, clean and change oil.
3. Radiator. Replenish water or anti-freeze solution as needed. Record the temperature degree to which the anti-freeze solution is protected.
4. Oil Level. Remove oil level gauge, clean and check for proper oil level. Replenish if necessary. Note: Be sure to check oil level with cap unscrewed.
5. Linkages. Inspect all linkages for damage or wear, lightly oil all moveable metal to metal surfaces.
6. Wiring. Check all wiring to ensure no bare or loose wiring is present. Note condition of all insulation.
7. Generator. Check for looseness of cables or mounting bolts. Tighten as necessary.
8. Starter. Check for loose cables or mounting bolts. Tighten as required.
9. Steering (Tightness). Inspect all mounting bolts to ensure tightness. Pay particular attention to the Pitman Arm and Drag Link.
10. Oil Filter. Inspect oil filter for leaks and tightness of cover.
11. Rocker Arm Cover (Leakage). Inspect carefully for oil leakage. Tighten if necessary.
12. Air Compressor (Tightness). Check air compressor for leaks and tightness of mounting bolts and lines.
13. Fording Valves. Check to ensure these valves are wired in an open position until a fording operation is required. (Not applicable to diesel engine vehicles.)
14. Engine Cleanliness. Clean engine compartment as required using only authorized solutions. Caution: DO NOT use gasoline.
15. Batteries. Check tightness of hold down clamps, cables and caps. Take hydrometer readings and record in the appropriate spaces. If corrosion is present, clean thoroughly with baking soda or other acceptable solution and paint battery box as necessary.

"CONFIDENTIAL"

BnO 11240.7A

13 May 1966

16. Oil Breather Cap. Inspect oil breather cap to ensure that it has not deteriorated or cracked to the point which would allow water to enter the system during deep water fording operations.

Group II - Leaks.

1. Oil (Engine). Inspect entire engine for evidence of oil leakage. Report any leaks as appropriate.

2. Brake Fluid. Inspect master cylinder, air hydraulic cylinder, and lines and fittings for any evidence of leaks or seeps.

3. Wheel Seals. Check both inside and outside of wheels for leaks. Inspect steering knuckle boots for tears or improper installation.

4. Air. Inspect all air lines for leaks. Note: Use soapy water if suspected leak cannot be readily determined.

5. Water. Check radiator level and inspect hoses and drain cocks for leaks.

6. Transmission & Transfer Case. Inspect transmission and transfer case for leaks. A slight leak or seep may have to be sighted by a supervisor to ascertain if replacement of seals is necessary.

7. Differentials. Inspect differentials for leaks. Criteria used in paragraph 6 above should be used.

8. Exhaust System. Inspect the exhaust manifold, pipes and muffler for evidence of leaks.

Group III - General Condition

A. Cab

1. Cab (Clean) & Fire Extinguisher. Clean cab as required. Ensure fire extinguisher is charged and properly mounted.

2. Cab Seats. Seats within the cab should be repaired as required.

3. Glass. Clean all glass and report any breaks, cracks or discoloration.

4. Doors. Ensure doors open and close properly and door stops are serviceable. Ensure door window operates freely and glass is intact.

5. Clutch and Brake Pedal. Clutch pedal should have 1 1/4" to 1 1/2" free travel. Brake pedal should have 1/4" to 1/2" free travel. Ensure return springs are present.

6. Instrument Panel. Start the engine and observe all instruments for proper operation. The fuel gauge should indicate the amount of fuel; the temperature gauge should slowly rise to normal operating temperature, the voltmeter should indicate "charge"; the oil pressure gauge should read above

Enclosure (4)

4

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966

30 psi; the air pressure gauge should rise to 65 psi with the air warning buzzer sounding and then continuing to rise to a normal of 100-105 psi. If all instruments are operating properly put the vehicle in motion to ascertain if speedometer is operating properly. Ensure that all instruments are free of moisture accumulation. Check wiper blades, arms, hoses and connections. Activate wipers to ascertain correct adjustment. Sound horn to ascertain serviceability.

7. Hand Brake. Ensure hand brake is properly adjusted. (No more than 3/4 travel for full application.

8. Lights. Check all lights for serviceability of bulbs, clean lenses and report any moisture accumulation.

9. Mirror (Left Side Only). Mirror should be clean, adjusted and tightly mounted.

B. Body

1. Body Tool Compartment. Remove all tools and equipment stored. Clean and paint as needed and ensure drain holes are unobstructed.

2. Bumpers. Clean and spot paint. Note any damage. Check pintle hook for proper locking.

3. Lifting Fixtures. Clean and lightly lubricate clevis pins.

4. Tactical Markings. Check and ensure all unit tactical markings are legible and placed in accordance with current instructions.

5. Troop Seats. Troop seats should be free of splinters, dirt or grease. Spot paint as required.

C. Suspension System

1. Springs. Check for broken leaves or retaining clips. Ensure tightness of shackle bolts. Check torque rods for alignment and tightness.

2. Shock Absorbers. Check for leaks and tightness of mounting bolts.

3. Chassis. Inspect chassis cross members and channels for loose or missing rivets and indications of cracks.

D. Nuts and Bolts. Ensure that all nuts and bolts not otherwise covered in these instructions are tight

E. Winch. Ensure cable is clean and properly wound. Check level of lube, drum lock and clutch lever.

Group IV - Power Train

1. Gear Oil Level. Check transfer case, transmission and differentials

"CONFIDENTIAL"

"CONFIDENTIAL"

BnO 11240.7A

13 May 1966

for correct lube level. This is required only if there are signs of leaks or seeps.

2. Shift Controls. Put transmission and transfer case shift controls through entire range of gears to ascertain ease of movement.

3. Assembly Mounts. Check all mounting bolts to ensure tightness.

4. Drive Shafts. Check all propeller shaft bolts to ensure tightness.

5. Ventilating Valves. Clean all ventilating valves to ensure release of any pressure build-up. Transmission, transfer and differentials are equipped with these valves.

6. Torque Rods. Inspect all torque rods for alignment and tightness.

Group V - Tires

1. Air Pressure and Valve Caps. Check all tires for proper air pressure (refer to data plate). Tire pressure for operations within the Republic of Vietnam will be 30 lbs. Clean valve stems and replace valve caps if needed. Ensure valve stems on dual wheels are positioned so that the stems are located in the wheel apertures.

2. Lug Nuts and Axle Retainer Studs. Ensure tightness using appropriate wrench.

3. Rims, Safety Rings, Unusual Wear and Cuts. Check for bends or damage to rims and ensure safety ring is properly seated. Inspect for cupping, cracking or uneven tire wear. Rotate or report the deficiency as appropriate. Cuts that are through to the casing reinforcement (cords) will require tire replacement. Foreign objects will immediately be removed and tire/tube repaired as necessary.

Group VI - On Equipment Material (OEM)

1. Tools. Inventory and ascertain the serviceability of all tools and equipment authorized. Any OEM held in a unit storeroom must be dealt with in a like manner.

2. Publications. Each vehicle should be equipped with a TM 9-2320-209-10 and a Standard Form 91 (Accident Report) with supplementary instructions to include applicable phone numbers in the event of an accident.

Group VII - M49 Auxiliary Equipment

1. Gasoline Tank Body. Inspect entire tank for evidence of leaks, damage, presence of fuel can, tool and fire extinguisher brackets. Ensure manhole covers are tight fitting and clean. Lightly oil all compartment door hinges.

2. Discharge Valve Control Linkage. Ensure control valve handle operates freely and cables are not frayed or worn.

Enclosure (4)

"CONFIDENTIAL"

"CONFIDENTIAL"

BnO 11240.7A
13 May 1966

3. Dispensing Controls. Inspect all controls, lines, hoses and fuel pump for leaks. Note any damage and ensure control compartment is clean.

4. Special Equipment (Hoses, nozzles, Couplings). Ensure all special equipment is present. Inspect hoses for cracks and breaks. Ensure all nozzles and couplings are clean and not damaged.

Note: Operators should be especially licensed for this vehicle and thoroughly familiar with the attendant hazards and regulations for transporting flammables.

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966PART I
CHECK LISTWeekly Preventive Maintenance Check-List for Trucks M422/422A1/M38A1, $\frac{1}{4}$ Ton, 4x4USMCV# TYPE DATE ORGANIZATION MILEAGE/HOURS NEXT SCHEDULED PM DUE
(Q OR A) MILEAGE/DATEGroup I - Engine Compartment

1. Belts	9. Steering (Tightness)	15. Battery
2. Air Cleaner	10. Oil Filter	A. Cells: 1 2 3 4 5 6 7 8 9 10 11 12
3. Radiator	11. Rocker Arm Cover	
4. Oil Level	(Leakage)	
5. Linkages	12. Air Compressor	
6. Wiring	(Tightness)	N/A B. Cables
7. Generator	13. Fording Valves	
8. Starter	14. Engine Cleanliness	
		16. Oil Filler Cap w/gage

Group II - Leaks

1. Oil (Engine)	4. Water	6. Differentials
2. Brake Fluid	5. Transmission and Transfer Case	7. Exhaust System
3. Wheel Seal		

Group III - General Condition

A. Cab		
1. Cab (Clean) & Fire Extinguisher	6. Hand Brake	
2. Cab Seats	7. Lights	
3. Glass	8. Mirror (Left Side Only)	
4. Clutch and Brake Pedal	B. Body	
5. Instrument Panel	1. Body Tool Compartment	
A. Fuel Gauge	2. Bumpers	
B. Temperature Gauge	3. Lifting Fixtures	
C. Battery-Generator Gauge	4. Tactical Markings	
D. Oil Pressure Gauge	C. Suspension System	
E. Speedometer	1. Springs	
G. Windshield Wipers	2. Shock Absorbers	
H. Horn	3. Chassis	
	D. Nuts and Bolts	

Group IV - Power Train

1. Gear Oil Level	3. Assembly Mounts	5. Ventilating Valves
2. Shift Controls	4. Drive Shafts	6. Torque Rods <u>N/A</u>

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966Group V - Tires

1. Air Pressure and Valve Caps 3. Rims, Safety Rings, Unusual
 2. Lug Nuts and Axle Retainer Studs Wear and Cuts

Group VI - On Equipment Material (OEM)

1. Tools 2. Publications

Special Instructions

1. All items previously listed must be reviewed with the corresponding group and sub-group number in the instruction portions relating to this vehicle prior to making an appropriate entry.
2. All items found to be correct or that have been corrected will be marked with a check mark.
3. All items found to be in need of adjustment or repair and are beyond the driver's capabilities will be marked with an "X".
4. All items found to be missing without justification will be marked "M".
5. All items not applicable will be marked "N/A".
6. All items marked "X" or "M" will be explained in remarks section.

Remarks: _____

I certify that all the foregoing maintenance requirements have been completed or reported.

(Driver's Signature)

I certify that this form has been reviewed and all necessary action has been initiated to correct all deficiencies listed.

Platoon Sergeant _____

(Section Leader's Signature)

Platoon Commander _____

Company Truckmaster _____

Enclosure (5)

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966**PART - II**
INSTRUCTIONS

Instructions to accompany Weekly Preventive Maintenance Check-List for Trucks M422/422Al/M38Al, $\frac{1}{4}$ Ton, 4x4. These instructions must be adhered to before the driver makes an appropriate entry on the Check-List.

Group I - Engine Compartment

1. Belts. Inspect belts for cracks or fraying. Check for proper deflection of $1/2"$ for generator belts on M422 vehicle and $3/4"$ for M38Al vehicle.
2. Air Cleaner. Remove and clean. Change oil bath on M38Al. Filter on M422/422Al should be cleaned with air. Use caution so as not to drive foreign objects into mesh. Inspect the three vent lines, M422 vehicle to ensure serviceability.
3. Radiator. Replenish water or anti-freeze as required on M38Al. Start engine and listen to blower on M422/422Al to ascertain any unusual noises.
4. Oil Level. Remove oil level gauge, clean and check for proper oil level. Replenish if necessary.
5. Linkages. Inspect all linkages for damage or wear. Lightly oil all moveable metal to metal surfaces.
6. Wiring. Check all wiring for loose cables or retaining clips. Note condition of insulation.
7. Generator. Ensure tightness of cable and mounting bolts.
8. Starter. Ensure tightness of cable and mounting bolts. Note any unusual noises when starting vehicle.
9. Steering (Tightness). Check all mounting bolts for tightness and ensure breather valve is clean on M422/422Al vehicles.
10. Oil Filter. Inspect oil filter for leaks. Check filter to ensure lines are tight and free of kinks on the M422/422Al. Ensure tightness of mounting bolts on all vehicles.
11. Rocker Arm Cover (Leakage). Inspect carefully for oil leakage. Tighten if necessary.
12. Air Compressor (Tightness). Not applicable to these vehicles.
13. Fording Valves. Check to ensure these valves are wired in an open position until water fording operations are required.
14. Engine Cleanliness. Clean engine compartment as needed. Use only authorized solutions. Caution: DO NOT use gasoline.

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966

15. Battery. Check tightness of hold down clamps, cables and caps. Take hydrometer readings and record in appropriate spaces. If corrosion is present clean thoroughly with baking soda or other acceptable solution and paint battery box as necessary.

16. Oil Filler Cap w/gage. Ensure gage is firmly attached to cap and not bent or distorted.

Group II - Leaks.

1. Oil (Engine). Inspect entire engine for evidence of oil leakage.

2. Brake Fluid. Inspect master cylinder and all lines and fittings for any evidence of seepage.

3. Wheel Seals. Check both outside and inside of wheels for evidence of leaks.

4. Water. Check radiator level and inspect hoses, head and drain cocks for leaks. (Applicable to M38A1 vehicles only.)

5. Transmission and Transfer Case. Check transfer case and transmission for leaks. A slight leak or seep may have to be sighted by supervisory personnel to ascertain if replacement of seals is necessary.

6. Differentials. Inspect differential for leaks. Criteria used in paragraph 5 above should be used.

7. Exhaust System. Inspect exhaust manifold, pipes and muffler for evidence of leaks.

Group III - General ConditionA. Cab

1. Cab (Clean) & Fire Extinguisher. Clean and spot paint as needed. Remove all dirt, grease and rust before applying paint. Ensure fire extinguisher is properly charged and mounted, safety pin is in place and safety wired.

2. Cab Seats. Seats with small rips or tears should be repaired by the driver. Any rips or tears beyond the driver's capability must be reported. Ensure seat mounting bolts are tight.

3. Glass. Clean windshield and report any cracks, breaks or discoloration.

4. Clutch and Brake Pedal. Clutch pedal should have 1" free travel on M422/422A1 and 1 1/4" on M38A1. Brake pedal should have 1/4" to 3/8" free travel on M422/422A1 and 1/2" on M38A1. Ensure return springs are present.

5. Instrument Panel. Start engine and observe instruments for proper operation. The fuel gauge should register amount of fuel; the temperature

Enclosure (5)

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966

6. Hand Brake. Check to ensure hand brake is adjusted properly. No more than 3/4 travel for full application. Lightly oil all metal to metal surfaces.

7. Lights. Check all lights to ensure cleanliness of glass and serviceability of bulbs. Report any moisture and accumulation.

8. Mirror (Left Side Only). Mirrors should be adjusted, clean and tightly mounted.

B. Body

1. Body Tool Compartment. Remove all tools and equipment, clean and spot paint as needed. Applicable to M38A1 only.

2. Bumpers. Clean and paint as needed. Note any damage.

3. Lifting Fixtures. Clean and lightly lubricate. Note any damage or missing parts.

4. Tactical Markings. Check and ensure all unit tactical markings are legible and placed in accordance with current directives.

C. Suspension System

1. Springs. Check for broken leaves or retaining clips. Ensure tightness of shackle bolts.

2. Shock Absorbers. Check for wear and tightness of mounting bolts.

3. Chassis. Inspect chassis cross members and channels for cracks or loose/missing rivets.

D. Nuts and Bolts. Ensure all nuts and bolts are tight. A thorough inspection of entire vehicle is necessary. Caution: Check with supervisor to ascertain torque on nuts and studs for M422/422A1.

Group IV - Power Train

1. Gear Oil Level. Check transfer case, transmission and differentials for correct lube level. This is required only if there are signs of leaks or seeps.

2. Shift Controls. Put transmission and transfer case shift controls through entire range of gears to ascertain ease of movement. Check rubber bellows for serviceability (M422/422A1 only).

3. Assembly Mounts. Check all power train mounting bolts to ensure tightness.

4. Drive Shafts. Check all drive shafts for damage and ensure tightness.

5. Ventilating Valves. Clean all ventilating valves of foreign matter. Remove if necessary and clean with solvent. Note: Request assistance from

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966

maintenance personnel prior to removing ventilating valves.

6. Torque Rods. Not applicable to these vehicles.Group V - Tires1. Air Pressure and Valve Caps. Check all tires for correct air pressure. (Refer to Operator's Manual to ascertain air pressure for type terrain.) Air pressure for operations within the Republic of Vietnam will be 20 lbs. Clean valve stem and replace valve cap if required.2. Lug Nuts and Axle Retainer Studs. Ensure tightness using appropriate wrench. Caution: M422/422Al vehicles must be held to 50 ft.lbs. torque.3. Rims, Unusual Wear and Cuts. Check for bends or damage to wheels. Inspect M422/422Al vehicles to ascertain presence of cotter pin in front hub bolt. If cotter pin is missing or hub nut shows signs of looseness notify maintenance personnel immediately. Inspect for cupping, cracking or uneven wear. Rotate, adjust air pressure, or report the deficiency as appropriate. Cuts or cracks that are through to the casing reinforcements (cords) will require replacement. Foreign objects will be removed and the tire/tube repaired as needed.Group VI - On Equipment Material (OEM)1. Tools. Inventory and ascertain the serviceability of all tools and equipment authorized. Any OEM held in a unit storeroom must be dealt with in a like manner.2. Publications. Each vehicle should be equipped with the appropriate operator's manual and a Standard Form 91 (Accident Report) with supplementary instructions to include applicable phone numbers in the event of an accident.

Enclosure (5)

6

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966PART - I
CHECK LIST

Weekly Preventive Maintenance Check-List for M-100, M-105, and M-106/107 Trls.

USMCV# TYPE DATE ORGANIZATION PRIME MOVER TO WHICH ASSIGNED USMCV# NEXT SCHEDULED PM DUE
(Q OR A) DATEGroup I - Wheels and Tires

1. Air Pressure	—	3. Unusual Wear	—	5. Valve Caps	—
2. Lug Nuts	—	4. Cuts & Foreign Objects	—		

Group II - Leaks, General

1. Brake Fluid	—	2. Wheel Seals	—
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Group III - General Condition

1. Body	—	4. Woodwork	—	7. Canvas	—
2. Lifting Devices	—	5. Tactical Markings	—	8. Nuts & Bolts (All)	—
3. Springs	—	6. Lunette & Support Leg	—	9. Wiring	—

Group IV - Safety Equipment

1. Lights (All)	—	3. Air Filter	—	5. Safety Chains	—
2. Hand Brake	—	4. Air Hose	—		

Group V - M-106/107 Peculiar Components

1. Manhole	—	3. External Valve	—	5. Faucets	—
2. Filler Hatch	—	4. Manifold	—	6. Cleanliness of Tank Interior	—

Special Instructions

1. All items previously listed must be reviewed with the corresponding group or sub-group number in the instruction portions relating to this vehicle prior to making an appropriate entry.
2. All items found to be correct or that have been corrected will be marked with a check mark.
3. All items found to be in need of adjustment or repair and are beyond the driver's capabilities will be marked "X".
4. All items found to be missing without justification will be marked "M".
5. All items not applicable will be marked "N/A".
6. All items marked "X" or "M" will be explained in remarks section.

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"CONFIDENTIAL"BnO 11240.7A
13 May 1966Remarks _____

I certify that all the foregoing maintenance requirements have been completed or reported.

(Driver's Signature)

I certify that this form has been reviewed and all necessary action has been initiated to correct all deficiencies listed.

Platoon Sergeant _____ (Section Leader's Signature)

Platoon Commander _____

Company Truckmaster _____

Enclosure (6)

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966**PART - II**
INSTRUCTIONS

Instructions to accompany Weekly Preventive Maintenance Check-List for M-100, M-101, M-105 and M-107 Trailers. These instructions must be followed before the driver makes an appropriate entry on the Check-List.

Group I - Wheels and Tires

1. Air Pressure. Check all tires for proper air pressure.
2. Lug Nuts. Ensure tightness using appropriate wrench.
3. Unusual Wear. Inspect for cupping, cracking or uneven wear. Rotate, adjust air pressure on tires or report the deficiency as appropriate.
4. Cuts & Foreign Objects. Cuts that are through to casing reinforcement (cords) will require tire replacement. Foreign objects will be removed and the tire/tube repaired as needed.
5. Valve Caps. Clean valve stem and replace valve caps as required.

Group II - Leaks, General

1. Brake Fluid. Inspect master cylinder, lines and fittings. Report any signs of leaks or seeps (M-105/106/107 only).
2. Wheel Seals. Check inside and outside of wheels for leaks.

Group III - General Condition

1. Body. Inspect, clean and spot paint as required. Note any damage and if vehicle should be painted in its entirety.
2. Lifting Devices. Inspect and insure serviceability paying particular attention to welded areas.
3. Springs. Check for broken leaves or retaining clips. Ensure tightness of shackle bolts.
4. Woodwork. Inspect woodwork for serviceability. Spot paint as needed (M-101/105 only).
5. Tactical Markings. Check and ensure all tactical markings are legible and placed in accordance with current instruction.
6. Lunette & Support Leg. Inspect support legs to ensure serviceability. Attach to prime mover to ensure the support legs lock in the stowed position. Check lunette for cracks, bends and presence of retaining unit and cotter pin.
7. Canvas. Inspect all canvas. Clean and repair as required using unit canvas repair kit.

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BnO 11240.7A
13 May 1966

8. Nuts & Bolts (All). Ensure all nuts and bolts, not otherwise covered in these instructions, are tight.

9. Wiring. Check all wiring. Note any bare wires or unserviceable insulation.

Group IV - Safety Equipment

1. Lights (All). Attach inter-vehicle cable to prime mover and check all lights. Note if inter-vehicle cable is extremely hard to attach or lock in place.

2. Hand Brake. Check levers to ensure tightness of mounting bolts. Proper adjustment is ascertained by placing in applied position and observing that no more than 3/4 travel is required for full application. Ratchet teeth should mesh firmly and not slip.

3. Air Filter. Remove drain plug and remove and clean filter screen.

4. Air Hose. Inspect hose for cuts, breaks, and for dry rot. Ensure firm airtight fit to prime mover connection (M-106/106/107 only).

5. Safety Chains. Check for breaks and cracks paying particular attention to welded areas.

Group V - M-106/107 Peculiar Components

1. Manhole. Inspect securing bolts and hinges. Lightly oil wing nut bolt. Check rubber gasket for serviceability.

2. Filler Hatch. Inspect as in paragraph 1. above.

3. External Valve. Inspect for leaks and ease of operation.

4. Manifold. Inspect manifold valve for leaks and ease of operation.

5. Faucets. Check all faucets to ensure serviceability and presence. Check faucet covers and lightly oil hinges.

6. Cleanliness of Tank Interior. Inspect inside of tank for cleanliness. Ensure that no foreign objects are present. Inspect filler hatch screen to ascertain serviceability and cleanliness.

Enclosure (6)

4.

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"CONFIDENTIAL"BnO 11240.7A
13 May 1966PART - I
CHECK-LIST

Weekly Preventive Maintenance Check-List for M-118, M-127 and M-172 Trailers

USMCV# TYPE DATE ORGANIZATION PRIME MOVER TO WHICH ASSIGNED USMCV# NEXT SCHEDULED PM DUE
(Q OR A) DATEGroup I - Wheels and Tires

1. Air Pressure	—	3. Unusual Wear	—	5. Valve Caps	—
2. Lug Nuts	—	4. Cuts & Foreign Objects	—		

Group II - Leaks, General

1. Air	—	2. Wheel Seals	—
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Group III - General Condition

1. Body	—	4. Tactical Markings	—	7. Nuts & Bolts (All)	—
2. Springs	—	5. Fifth Wheel	—		
3. Woodwork	—	6. Support Legs	—		

Group IV - Safety Equipment

1. Lights (All)	—	2. Hand Brake	—
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Special Instructions

1. All items previously listed must be reviewed with the corresponding group and sub-group number in instruction portions relating to this vehicle prior to making an appropriate entry.
2. All items found to be correct or that have been corrected will be marked with a check mark.
3. All items found to be in need of adjustment or repair and are beyond the driver's capabilities will be marked "X".
4. All items found to be missing without justification will be marked "M".
5. All items not applicable will be marked "N/A".
6. All items marked "X" or "M" will be explained in remarks section.

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Enclosure (7)

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BnO 11240.7A
13 May 1966

Remarks _____

I certify that all the foregoing maintenance requirements have been completed or reported.

(Driver's Signature)

I certify that this form has been reviewed and all necessary action has been initiated to correct all deficiencies listed.

Platoon Sergeant _____

(Section Leader's Signature)

Platoon Commander _____

Company Truckmaster _____

Enclosure (7)

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966**PART - II
INSTRUCTIONS**

Instructions to accompany Weekly Preventive Maintenance Check-List for M-118, M-127 and M-172 Trailers. These instructions must be followed before the driver makes an appropriate entry on the Check-List.

Group I - Wheels and Tires

1. Air Pressure. Check all tires for proper air pressure.
2. Lug Nuts. Ensure tightness using the appropriate wrench.
3. Unusual Wear. Inspect for cupping, cracking or uneven wear. Rotate, adjust air pressure, or report the deficiency.
4. Cuts & Foreign Objects. Cuts that are through to casing reinforcement (cords) will require replacement. Foreign objects will be removed and the tire/tube repaired as needed.
5. Valve Caps. Clean valve stem and replace valve cap if needed. Ensure valve stems on dual wheels are positioned 180 degrees from each other.

Group II - Leaks, General

1. Air. Inspect all lines and fittings to ensure no leaks are present.
2. Wheel Seals. Inspect both inside and outside of wheels for leaks.

Group III - General Condition

1. Body. Inspect, clean, and spot paint as required. Note any damage and if vehicle should be painted in its entirety.
2. Springs. Check for broken leaves or retaining clips. Ensure tightness of shackle bolts.
3. Woodwork. Check all woodwork for serviceability. Spot paint as needed.
4. Tactical Markings. Check and ensure all unit tactical markings are legible and placed in accordance with current instructions.
5. Fifth Wheel. Inspect for any damage or abnormal wear on king pin. Ensure plate is lubricated and free of dirt or other foreign material.
6. Support Legs. Check for damage and proper lubrication. Activate gear box to ensure serviceability.
7. Nuts & Bolts (All). Ensure all nuts and bolts, not otherwise covered in these instructions, are tight.

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BnO 11240.7A
13 May 1966

Group IV - Safety Equipment

1. Lights (All). Check all lights to ensure cleanliness and serviceability of bulbs. Report any moisture accumulation.
2. Hand Brake. Check hand brake lever to ensure tightness of mounting bolts. Lightly oil all metal to metal surfaces (M-118 only).

Enclosure (7)

4

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"CONFIDENTIAL"BnO 11240.7A
13 May 1966PART - I
CHECK LIST

Weekly Preventive Maintenance Check-List for M-37 and M-43 Vehicles

USMCV# TYPE DATE ORGANIZATION MILEAGE NEXT SCHEDULED PM DUE
(Q OR A) MILEAGE/DATEGroup I - Engine Compartment

1. Belts	7. Generator	13. Battery
2. Air Cleaner	8. Steering (Tightness)	A. Cells: 1 2 3 4 5 6 7 8 9 10 11 1
3. Radiator	9. Starter	2
4. Oil Level	10. Oil Filter	3
5. Linkages	11. Fording Valves	4
6. Wiring	12. Engine Cleanliness	5
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13 May 1966Group V - Tires

1. Air Pressure and Valve Caps _____ 3. Rims, Unusual Wear and Cuts _____
 2. Lug Nuts and Axle Retainer Studs _____

Group VI - On Equipment Material (OEM)

1. Tools _____ 2. Publications _____

Group VII - M-43 Patient Compartment

1. Litter Racks _____ 3. Ladder, Doors and _____ 4. Cleanliness _____
 2. Accessory Lights _____ Hinges _____

Special Instructions

1. All items previously listed must be reviewed with the corresponding group and sub-group number in the instruction portions relating to this vehicle prior to making an appropriate entry.
2. All items found to be correct or that have been corrected will be marked with a check mark.
3. All items found to be in need of adjustment or repair and are beyond the driver's capabilities will be marked "X".
4. All items found to be missing without justification will be marked "M".
5. All items not applicable will be marked "N/A".
6. All items marked "X" or "M" will be explained in remarks section.

Remarks _____

I certify that all the foregoing maintenance requirements have been completed or reported.

(Driver's Signature)

I certify that this form has been reviewed and all necessary action has been initiated to correct all deficiencies listed.

Platoon Sergeant _____

(Section Leader's Signature)

Platoon Commander _____

Company Truckmaster _____

Enclosure (s)

2 **"CONFIDENTIAL"**

"CONFIDENTIAL"BnO 11240.7A
13 May 1966**PART - II**
INSTRUCTIONS

Instructions to accompany Weekly Preventive Maintenance Check-List for M-37 and M-43 Vehicles. These instructions must be adhered to before the driver makes the appropriate entry on the Check-List.

Group I - Engine Compartment

1. Belts. Check fan and generator belt for proper deflection (1/2") and for cracks or fraying.
2. Air Cleaner. Remove oil reservoir, clean and change oil.
3. Radiator. Replenish water or anti-freeze solutions as needed. Record the temperature degree the anti-freeze solution is protected to.
4. Oil Level. Remove oil level gauge, clean and check for proper oil level. Replenish if necessary.
5. Linkages. Inspect all linkages for damage or wear. Lightly oil all moveable metal to metal surfaces.
6. Wiring. Check all wiring to ensure no bare or loose wiring is present. Note condition of all insulation.
7. Generator. Check for looseness of cables or mounting bolts. Tighten as necessary.
8. Steering (Tightness). Inspect all mounting bolts to ensure tightness. Pay particular attention to Pitman Arm and Drag Link.
9. Starter. Check for loose cables or mounting bolts. Tighten as required.
10. Oil Filter. Inspect oil filter for leaks and tightness of cover.
11. Fording Valves. Check to ensure these valves are wired in an open position until a water fording operation is required.
12. Engine Cleanliness. Clean engine compartment as required using only authorized solutions. Caution: DO NOT use gasoline.
13. Battery. Check tightness of hold-down clamps, cables, and caps. Take hydrometer readings and record in the appropriate spaces. If corrosion is present, clean thoroughly with baking soda or other acceptable solution and paint battery box as necessary.

Group II - Leaks

1. Oil (Engine). Inspect entire engine for evidence of oil leakage. Report any leaks as appropriate.

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"CONFIDENTIAL"BnO 11240.7A
13 May 1966

2. Brake Fluid. Inspect master cylinder, lines and fittings for any evidence of leakage.
3. Wheel Seals. Check both inside and outside of wheels for leaks.
4. Water. Check radiator level and inspect hoses and drain cocks for leaks.
5. Transmission and Transfer Case. Inspect transmission and transfer case for leaks. A slight leak or seep should be sighted by a supervisor to ascertain if replacement of seals is necessary.
6. Differentials. Inspect differentials for leaks. Criteria used in paragraph 5. above should be used.
7. Exhaust System. Inspect the exhaust manifold, pipes and muffler for evidence of leaks.

Group III - General ConditionA. Cab

1. Cab (Clean) & Fire Extinguisher. Clean and spot paint as required. Ensure all rust and dirt is removed before applying paint. Ensure fire extinguisher is properly mounted and charged.
2. Cab Seats. Seats within cab should be repaired as required.
3. Glass. Clean all glass and report any breaks, cracks or discoloration.
4. Doors. Ensure doors open and close properly and door stops are serviceable.
5. Clutch and Brake Pedal. Clutch should have 1" free travel. Brake pedal should have 3/4" to 1" free travel. Ensure return springs are present.
6. Instrument Panel. Start the engine and observe all instruments for proper operation. The fuel gauge should indicate the amount of fuel; the temperature gauge should slowly rise to normal operating temperature (160-165 degrees). The batter-generator indicator should read "charge"; the oil pressure gauge should read 40 psi. If all instruments are operating properly, put the vehicle in motion to ascertain if the speedometer is operating properly. Ensure all instruments are free of moisture accumulation.
7. Hand Brake. Ensure hand brake is properly adjusted. (No more than 3/4 travel for application.)
8. Lights. Check all lights for serviceability of bulbs. Clean lenses and report any moisture accumulation.
9. Mirrors. All mirrors should be clean, adjusted and tightly mounted.

Enclosure (8)

4

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966**B. Body**

1. Tool Compartment. Remove all tools and equipment stored. Clean and spot paint as required.
2. Bumpers. Clean and spot paint as required. Note any damage. Check pintle hook for proper locking.
3. Lifting Fixtures. Clean and lightly lubricate clevis pins.
4. Tactical Markings. Check and ensure all unit tactical markings are legible and placed in accordance with current instructions.
5. Troop Seats. Troop seats should be free of splinters, dirt and grease. Spot paint as required.

C. Suspension System

1. Springs. Check for broken leaves or retaining clips. Ensure tightness of spring clips and shackles.
2. Shock Absorbers. Check for leaks and tightness of mounting bolts.
3. Chassis. Inspect chassis cross members and channels for cracks or loose/missing rivets.

D. Nuts and Bolts. Ensure that all nuts and bolts, not otherwise covered in these instructions, are tight.

Group IV - Power Train

1. Gear Oil Level. Check transfer case, transmission and differentials for correct lube level. This is required only if there are signs of leaks or seeps.
2. Shift Controls. Put transmission and transfer case shift controls through entire range of gears to ascertain ease of movement.
3. Assembly Mounts. Check all transmission, transfer case and differential mounting bolts to ensure tightness.
4. Drive Shafts. Check all propeller shaft bolts to ensure tightness.
5. Ventilating Valves. Clean all ventilating valves to ensure release of any pressure build-up. Transmission, transfer case and differentials are equipped with these air vents.

Group V - Tires

1. Air Pressure and Valve Caps. Check all tires for proper air pressure. (Refer to data plate.) Clean valve stem and replace valve cap if necessary.

"CONFIDENTIAL"BnO 11240.7A
13 May 1966

2. Lug Nuts and Axle Retainer Studs. Ensure tightness of lug nuts and axle retainer studs using appropriate wrench.
3. Rims, Unusual Wear and Cuts. Check for bends or damage to wheels. Inspect for cupping, cracking or uneven wear. Rotate, adjust air pressure or report deficiency as appropriate. Cuts that are through to casing reinforcement (cords) require tire replacement. Foreign objects will be removed and the tire/tube repaired as needed.

Group VI - On Equipment Material (OEM).

1. Tools. Inventory and ascertain the serviceability of all tools and equipment authorized. Any OEM held in a unit storeroom must be serviced in a like manner.
2. Publications. Each vehicle should be equipped with a TM 9-8022 and a standard form 91 (Accident Report) with supplementary instructions to include applicable telephone numbers in the event of an accident.

Group VII - M-43 Patient Compartment

1. Litter Racks. Inspect litter racks, straps, cushions and catches to ascertain their serviceability.
2. Accessory Lights. The M-43 is equipped with three special lights as follows: spotlight mounted on the roof of the driver's compartment, surgical light mounted on the roof of the patient's compartment, and dome light mounted on the roof of the patient's compartment. These lights must be inspected to ensure serviceability and free from moisture accumulation. The surgical light is equipped with a toggle switch. To direct the beam, loosen the knurled thumb screw that secures the lamp in the shell and ensure the lamp swings in any desired direction.
3. Ladder, Doors and Hinges. Check to ensure the serviceability of all. Lightly oil the door hinges to ensure proper operation.
4. Cleanliness. Due to the nature of the mission of this vehicle, the patient compartment must be kept extremely clean and free of any peeling paint or other foreign material.

Enclosure (8)

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966PART - I
CHECK LIST

Weekly Preventive Maintenance Check-List for M-676/677/678/679 Willys-Cerlist Vehicles.

VEHICLE NUMBER _____ TYPE _____ ORGANIZATION _____

NEXT SCHEDULED PM DUE _____ DATE _____
(Q OR A) MILEAGE/DATE _____Group I - Engine Compartment

1. Belts	7. Alternator	14. Battery
2. Air Cleaner	8. Starter	A. Cells
3. Radiator	9. Steering (Tightness)	1 2 3 4 5 6 7 8 9 10 11 12
4. Oil Level	10. Oil Filter	
5. Linkages	11. Oil Cooler	
6. Wiring	12. Glow Plug	B. Cables
	13. Engine Cleanliness	C. Cleanliness

Group II - Leaks

1. Oil (Engine)	4. Water	6. Differentials
2. Brake Fluid	5. Transmission and	7. Exhaust System
3. Wheel Seals	Transfer Case	

Group III - General Condition

A. Cab	7. Hand Brake
1. Cab (Clean) & Fire Extinguisher	8. Lights
2. Cab Seats	9. Mirrors
3. Glass	B. Body
4. Doors	1. Bumpers
5. Clutch & Brake Pedal	2. Tactical Markings
6. Instrument Panel	3. Troop Seats
A. Fuel Gauge	C. Suspension System
B. Temperature Gauge	1. Springs
C. Ammeter	2. Shock Absorbers
D. Oil Pressure Gauge	3. Chassis
E. Speedometer	D. Nuts and Bolts
F. Windshield Wipers	
H. Horn	

Group IV - Power Train

1. Gear Oil Level	3. Assembly Mounts
2. Shift Controls	4. Drive Shafts

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"CONFIDENTIAL"BnO 11240.7A
13 May 1966Group V - Tires

1. Air Pressure and Valve Caps 3. Rims, Unusual Wear, Cuts
 2. Lug Nuts and Axle Retainer Studs

Group VI - On Equipment Material (OEM)

1. Tools 2. Publications

Special Instructions

1. All items previously listed must be reviewed with the corresponding group and sub-group number in the instruction portions relating to this vehicle prior to making an appropriate entry.
2. All items found to be correct or that have been corrected will be marked with a check mark.
3. All items found to be in need of adjustment or repair and are beyond the driver's capabilities will be marked "X".
4. All items found to be missing without justification will be marked "M".
5. All items not applicable will be marked "N/A".
6. All items marked "X" or "M" will be explained in remarks section.

Remarks

I certify that all the foregoing maintenance requirements have been completed or reported.

(Driver's Signature)

I certify that this form has been reviewed and all necessary action has been initiated to correct all deficiencies listed.

Platoon Sergeant

(Section Leader's Signature)

Platoon Commander

Company Truckmaster

Enclosure (9)

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966**PART - II**
INSTRUCTIONS

Instructions to accompany Weekly Preventive Maintenance Check-List for M-676/677/678/679 Willys-Cerlist Vehicles. These instructions must be adhered to before the driver makes the appropriate entry on the Check-List.

Group I - Engine Compartment

1. Belt. Check fan belt for cracks, fraying and proper deflection (1/2").
2. Air Cleaner. Remove filter cartridge and wash with water and a non-sudsing detergent.
3. Radiator. Replenish water or anti-freeze solutions as needed. Record the temperature degree the anti-freeze solution is protected to.
4. Oil Level. Remove oil level gauge, clean and check for proper oil level. Replenish if necessary.
5. Linkages. Inspect all linkages for damage or wear. Lightly oil all moveable metal to metal surfaces.
6. Wiring. Check all wiring within engine compartment and ensure no bare or loose wiring is present. Note condition of all insulation.
7. Alternator. Check for unusual noise and tightness of mounting bolts.
8. Starter. Check for loose cables or mounting bolts. Tighten as required.
9. Steering (Tightness). Inspect all mounting bolts to ensure tightness.
10. Oil Filter. Inspect oil filter for leaks and tightness of cover.
11. Oil Cooler. Check oil cooler for leaks and tightness of mounting bolts.
12. Glow Plug. Depress button and test heating.
13. Engine Cleanliness. Clean engine as needed using only authorized solutions. Caution: DO NOT use gasoline.
14. Battery. Check tightness of hold down clamps, cables and caps. Take hydrometer readings and record in appropriate spaces. If corrosion is present, clean thoroughly with baking soda or other acceptable solution, and paint battery box as necessary.

Group II - Leaks

1. Oil (Engine). Inspect entire engine for evidence of oil leakage. Report leaks as appropriate.

3
Enclosure (9)**"CONFIDENTIAL"**

"CONFIDENTIAL"

BnO 11240.7A

13 May 1966

2. Brake Fluid. Inspect master cylinder, lines and fittings for any evidence of leaks or seeps. Report as appropriate.
3. Wheel Seals. Check both inside and outside of wheels for leaks.
4. Water. Check radiator level and inspect hoses, head and drain cocks for leaks.
5. Transmission and Transfer Case. Inspect transmission and transfer case for leaks. A slight leak or seep should be sighted by a supervisor to ascertain if replacement of seals is necessary.
6. Differentials. Inspect differentials for leaks. Criteria used in paragraph 5. above should be used.
7. Exhaust System. Inspect exhaust manifold, pipes and muffler for evidence of leaks.

Group III - General Condition**A. Cab**

1. Cab (Clean) & Fire Extinguisher. Clean cab as required. Ensure fire extinguisher is charged and properly mounted.
2. Cab Seats. All seats must be secured and any minor repairs accomplished.
3. Glass. Clean all and report any breaks, cracks or discoloration.
4. Doors. Ensure doors open and close properly and door stops are serviceable.
5. Clutch and Brake Pedal. Both clutch and brake pedal should have 1/2" free travel. Ensure return springs are present.
6. Instrument Panel. Start the engine and observe instruments for proper operation. The fuel gauge should indicate the amount of fuel; the temperature gauge should slowly rise to the center mark; the ammeter should read zero or a slight charge; and the oil pressure gauge should read 40 psi. If all instruments are operating properly, put the vehicle in motion to ascertain correct operation of the speedometer. Ensure all instruments are free of moisture accumulation.
7. Hand Brake. Ensure hand brake is properly adjusted.
8. Lights. Check all lights to ensure cleanliness and serviceability of bulbs. Report any moisture accumulation.
9. Mirrors. Mirrors should be adjusted, clean and tightly mounted.

Enclosure (9) **"CONFIDENTIAL"** 4

"CONFIDENTIAL"BnO 11240.7A
13 May 1966**B. Body**

1. Bumpers. Clean and spot paint as required. Note any damage.
2. Tactical Markings. Check and ensure all unit tactical markings are legible and placed in accordance with current instructions.
3. Troop Seats. All seats must be secured and any minor repairs accomplished.

C. Suspension System

1. Springs. Check for broken leaves and tightness of spring clip nuts.
2. Shock Absorbers. Check for leaks and tightness of mounting bolts.
3. Chassis. Inspect chassis cross members and channels for cracks or loose/missing rivets.

D. Nuts and Bolts. Ensure that all nuts and bolts, not otherwise covered in these instructions are tight.**Group IV - Power Train**

1. Gear Oil Level. Check transfer case, transmission and differentials for correct tube level. This is only required if there are signs of leaks or seeps.
2. Shift Controls. Put transmission and transfer shift controls through all gears to ascertain ease of movement.
3. Assembly Mounts. Check all mounting bolts to ensure tightness.
4. Drive Shafts. Check all propeller shaft bolts to ensure tightness.

Group V - Tires

1. Air Pressure and Valve Caps. Check all tires for proper air pressure (45 psi for normal operation). Clean valve stem and replace valve cap if needed.
2. Lug Nuts. Ensure tightness using the appropriate wrench.
3. Rims, Unusual Wear, Cuts. Check for bends or damage to wheels. Inspect for cupping, cracking or uneven wear. Rotate, adjust air pressure or report deficiency as appropriate. Cuts that are through to casing reinforcement (cords) require tire replacement. Foreign objects will be removed and the tire/tube repaired as needed.

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BnO 11240.7A

13 May 1966

Group VI - On Equipment Material (OEM)

1. Tools. Inventory and ascertain serviceability and cleanliness of all tools and equipment authorized. Any OEM held in a unit storeroom must also be inspected and serviced in a like manner.
2. Publications. Each vehicle should be equipped with an Operator's Manual and a Standard Form 91 (Accident Report) with supplementary instructions to include telephone numbers in the event of an accident.

Enclosure (9)

6

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966PART - I
CHECK-LISTWeekly Preventive Maintenance Check-List for Truck, Platform Utility, $\frac{1}{4}$ Ton,
4x4, M-274/274A1.USMV# TYPE DATE ORGANIZATION NEXT SCHEDULED PM DUE HOURS
(HOURS/DATE)Group I - Wheels, Tires and Rims

1. Air Pressure	<u> </u>	3. Wheels	<u> </u>	5. Valve Stems & Caps	<u> </u>
2. Lug Nuts	<u> </u>	4. Unusual Wear	<u> </u>		

Group II - Leaks, General

1. Oil (Engine)	<u> </u>	3. Fuel Tank	<u> </u>	5. Steering gear	<u> </u>
2. Transmission	<u> </u>	f. Axle Housing	<u> </u>	assembly	<u> </u>
				6. Exhaust System	<u> </u>

Group III - Engine Compartment

1. Blower Belt	<u> </u>	4. Fuel Pump	<u> </u>	7. Cleanliness	<u> </u>
2. Air Cleaner	<u> </u>	5. Oil Filter	<u> </u>	8. Engine Hour Meter	<u> </u>
3. Linkages	<u> </u>	6. Oil Level	<u> </u>		

Group IV - General Condition

1. Platform	<u> </u>	3. Tactical Markings	<u> </u>	5. Nuts & Bolts	<u> </u>
2. Lifting Devices	<u> </u>	4. Seat	<u> </u>	(All)	<u> </u>

Group V - Safety Equipment

1. Handbrake	<u> </u>
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Group VI - Power Train

1. Gear Oil	<u> </u>	3. Mounts	<u> </u>	5. Breathers	<u> </u>
2. Shift Controls	<u> </u>	4. Drive Shafts	<u> </u>		

Group VII - Drivers Controls

1. Clutch Pedal	<u> </u>	3. Steering	<u> </u>	5. Accelerator	<u> </u>
2. Brake Pedal	<u> </u>	4. Starter Cable	<u> </u>		

Group VIII - On Equipment Material (OEM)

1. Tools	<u> </u>	2. Publications	<u> </u>
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"CONFIDENTIAL"

"CONFIDENTIAL"

BnO 11240.7A

13 May 1966

Special Instructions

1. All items previously listed must be reviewed with the corresponding group and sub-group number in the instruction portions relating to this vehicle prior to making an entry.
2. All items found to be correct, or that have been corrected, will be marked with a check mark.
3. All items found to be in need of adjustment or repair and are beyond the driver's capabilities will be marked "X".
4. All items found to be missing without justification will be marked "M".
5. All items not applicable will be marked "N/A".
6. All items marked "X" or "M" will be explained in the remarks section.

Remarks _____

I certify that all the foregoing maintenance requirements have been completed or reported.

(Driver's Signature)

I certify that this form has been reviewed and all necessary action has been initiated to correct all deficiencies listed.

Platoon Sergeant _____

(Section Leader's Signature)

Platoon Commander _____

Company Truckmaster _____

Enclosure (10)

"CONFIDENTIAL"

"CONFIDENTIAL"BnO 11240.7A
13 May 1966**PART - II**
INSTRUCTIONS

Instructions to accompany Weekly Preventive Maintenance Check-List for Trucks, Platform Utility, 1/2 Ton 4x4, M-274/274Al. These instructions must be adhered to before the operator makes an appropriate entry on the Check-List.

Group I - Wheels, Tires and Rims

1. Air Pressure. Check all tires for correct air pressure.
2. Lug Nuts. Ensure tightness using appropriate wrench.
3. Wheels. Inspect for bends or any damage to wheels.
4. Unusual Wear. Inspect tires for cupping, cracking or uneven wear. Rotate, adjust air pressure or make report as appropriate. Foreign objects will be removed and the tire/tube repaired as required.
5. Valve Stem and Caps. Clean valve stem and replace valve cap if required.

Group II - Leaks, General

1. Oil (Engine). Inspect entire engine for evidence of leakage.
2. Transmission. Check transmission assembly for leaks. A slight leak or seep should be sighted by supervisory personnel to ascertain if replacement of seals is necessary.
3. Fuel Tank. Inspect fuel tank for leaks. Check level gauge rod for serviceability.
4. Axle Housings. Check axle housing for leaks. Criteria used in paragraph 2. above should be used.
5. Steering Gear Assembly. Check for leaks and tightness of mounting bolts.
6. Exhaust System. Inspect exhaust pipes and mufflers for leaks.

Group III - Engine Compartment

1. Blower Belts. Inspect belts for cracks and fraying. Ensure proper deflection of 1/4". M-274 has one impeller drive belt while M-274Al has two.
2. Air Cleaner. Remove, clean and change oil in oil bath on M-274. M-274Al is equipped with a dry type air cleaner. Remove element and clean with a dry clean cloth being careful not to drive foreign material into element body.

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BnO 11240.7A
13 May 1966

3. Linkages. Inspect all linkages for damage or wear. Lightly oil all moveable metal to metal surfaces.
4. Fuel Pump. Check for tightness of lines and mounting bolts and record any leakage. Note: Ensure fuel shut-off valve is in "off" position at all times when vehicle is not operating.
5. Oil Filter. Inspect oil filter for evidence of leaks. Check tightness of mounting bolts.
6. Oil Level. Remove oil level gauge, clean and check for proper level. Replenish if necessary.
7. Engine Hour Meter. Check mounting screws for tightness. Check for moisture accumulation and proper operation.
8. Cleanliness. Clean engine compartment as needed. Use only authorized solutions. Caution: DO NOT use gasoline.

Group IV - General Condition

1. Platform. Inspect entire platform for damage and tightness of hand-rail mounting bolts. Spot paint as required and note if vehicle needs painting in its entirety. Ensure engine guard mounting bolts are tight and ensure all access covers are present (Engine, 106 Rifle Mount and Steering) and serviceable.
2. Lifting Devices. Check to ensure lifting devices are present and serviceable.
3. Tactical Markings. Check and ensure all unit tactical markings are legible and placed in accordance with current directives.
4. Seat. Repair any small rips or tears using unit canvas repair kit. Report any damage that cannot be repaired by driver.
5. Nuts and Bolts (All). Ensure all nuts and bolts are tight. A thorough inspection of entire vehicle is necessary.

Group V - Safety Equipment

1. Handbrake. Apply handbrake to ascertain serviceability of cable and adjustment. There should be no slack in linkages when lever is in extreme rear position.

Group VI - Power Train

1. Gear Oil. Inspect all axle housings and transmission for correct lube level.

Enclosure (10)

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13 May 1966

2. Shift Controls. Put transmission and transfer case shift levers through entire range of gears to ascertain ease of movement.
3. Mounts. Check all power train mounting bolts to ensure tightness.
4. Drive Shaft. Check drive shafts for damage and tightness of flange bolts.
5. Breathers. Clean all breathers on transmission and axle housings of foreign matter. Remove if necessary and clean with solvent. (M-274 only). Note: Request assistance from maintenance personnel prior to removing breathers.

Group VII - Drivers Controls

1. Clutch Pedal. Check operation of clutch pedal making sure there is 1 1/2" free play. Ensure pedal operates freely and does not bind. Operate clutch while vehicle engine is running and check for slippage or jerky action.
2. Brake Pedal. Make several stops and note if braking is effective, smooth and without unusual noise.
3. Steering. Turn wheel through entire range and note any binding. Drive vehicle straight ahead, on level ground, and note any tendency to wander, shimmy or pull to one side.
4. Starter Cable. Pull cable out to normal length and inspect for fraying and kinking. Check handle for damage. Note: Do not pull cable beyond normal length for starting.
5. Accelerator. Check cable and linkages for damage. Lightly oil moveable metal to metal surfaces.

Group VIII - On Equipment Material (OEM)

1. Tools. Inventory and ascertain serviceability and cleanliness of all tools and equipment authorized. All OEM held at the unit storeroom must be handled in a like manner.
2. Publications. Each operator should be supplied with a TM 9-2320-213-10 (Operator's Manual) and a Standard Form 91 (Accident Report) or have access to these publications.

"CONFIDENTIAL"

HEAD, MARPERS

7th Motor Transport Battalion, MRF
c/o FPO, San Francisco, California 966023/lnit/dec
3500
3 May 1966**"CONFIDENTIAL"**

From: Commanding Officer
 To: Commanding General (Attn: G-3), 1st Marine Division (Rein), MRF
 Subj: SITREP 7-66, period 030001H to 032400H

1. Unit Operations.

a. Convoy comprised of Company A and elements of Companies C and D transported 106 tons of Class V Artillery and 43.7 tons of Class II to the LSA at Quang Ngai. One platoon of Mike Company, 3/7, provided security. Convoy departed IP at 030737H and returned to IP at 031030H.

b. Convoy comprised of elements of Company B transported elements of Golf Company, 2/5, from B1423116 to Hill 69. One squad made up of elements of 2/5 provided security. Convoy departed IP (RJST 470079) 031815H and returned to IP at 031830H.

2. Contacts. None.

3. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LOUIS A. BONIN

"CONFIDENTIAL"

HEADQUARTERS

7th Motor Transport Battalion, FMF
c/o NCO, San Francisco, California 96602

3/MAR/dec

3500

5 May 1966

CONFIDENTIAL

From: Commanding Officer
 To: Commanding General, 1st Marine Division (Rein), FMF
 (Attn: G-3)

Subj: SITREP 8-6, period 050001H to 052400H

1. Unit Operations.

a. Convoy comprised of elements of Company B transported one platoon of Headquarters Company, 1st Marines as security for a Command Group from 1st Marines on a US site reconnaissance. Convoy departed IP (AJ BT470079) at 050700H and returned to IP at 051700H.

b. Convoy comprised of elements of Company C transported one platoon of Golf Company, 2/5, from Hill 10 to Hill 69. Security furnished by elements of 2/5. Convoy departed IP (AJ BT470079) 051445H and returned to the IP at 051720H.

2. Contacts.

a. Company B convoy received 3 rounds of fire at 051030H. Convoy was located at BT412115. Fire came from BT411112. Convoy security force dismounted and cleared area by fire. Results unknown. Convoy proceeded. At approximately 051130H at BT409095 convoy received 3 rounds of fire from BT408093. Convoy security element pursued enemy. Results unknown. Convoy proceeded upon completion of reconnaissance.

b. Company C convoy made no contact.

3. Casualties.

a. Friendly- none

b. Enemy- unknown

4. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

REF ID: A60418

CONFIDENTIAL 11

HEADQUARTERS

7th Motor Transport Battalion, FMF
c/o FPO, San Francisco, California 96602

3/HW/H/hwh
3500
6 May 1966

"CONFIDENTIAL"

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), FMF
(Attn: G-3)

Subj: SITREP 9-66, period 060001H to 062400H

1. Unit Operations.

a. Convoy comprised of elements of Company B transported elements of Echo Company, 2/5 from Hill 54 to Hill 69. Convoy effected a "turn-around" and transported elements of Echo Company, 2/5 from Hill 69 to Hill 54. Elements from 2/5 provided security. Convoy departed IP (RJ BT470079) at 061212H and returned to IP at 061858H.

b. Convoy comprised of elements of Company B transported one platoon of Kilo Company, 3/7 from OP 39 to 3/7 CP. Elements of Kilo Company, 3/7 provided security. Convoy departed IP (RJ Routes 1 & 22) at 061507H and returned to IP at 061555H.

2. Contacts. None

3. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LOUIS A. BONTE

HEADQUARTERS

7th Motor Transport Battalion, FMF
c/o FPO, San Francisco, California 96602

3/RW/dec
3500
7 May 1966

CONFIDENTIAL

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), FMF
(Attn: G-3)
Subj: SITREP 10-66, period 070001H to 072400H

1. Unit Operations.

a. Convoy comprised of elements of Transport Company and elements of Companies B and C transported 74 tons of Class V Artillery and elements of the 7th Marines Command Group to the LSA at Quang Ngai in support of the present operation. Security provided by Headquarters, 7th Marines. Convoy departed IP (RJ 1 & 22) 070640H and returned to IP at 071715H.

b. Convoy comprised of Company A and elements of Companies B, C and Transport Company transported 42 tons of Class I, 21 tons of Class II, 12 tons of Class III and 56 tons of Class V to the LSA at Quang Ngai in support of the present operation. Security provided by one platoon from 1st AMTracBa. Convoy departed IP (RJ 1 & 22) 070735H and returned to IP at 071715H.

2. Contacts. None

3. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LOUIS A. BONIN

HEADQUARTERS

7th Motor Transport Battalion, FMF
c/o HQ, San Francisco, California 966025/2011/hvh
3500
9 May 1966**"CONFIDENTIAL"**

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), FMF
(Attn: C-3)

Subj: SEMREP 11-66, period 090000H to 092400H

1. Unit Operations.

- a. Convoy comprised of elements of Company C and elements of 2ndLtBn transported 875 troops of 2/7 to the LS4 atuang Ngai. Golf Company, 2/7 provided 40 troops for security. Convoy departed IP (RJ Routes 1 & 22) at 090632H and returned to IP at 091145H.
- b. Convoy comprised of Company A and Transport Company transported 140 tons of Class V artillery to the LS4 atuang Ngai. 3rdLtBn provided 50 troops for security. Convoy departed IP (RJ Routes 1 & 22) at 090726H and returned to IP at 091345H.

2. Contacts.

- a. Company C Convoy was proceeding south on highway 1 when a land mine detonated under the Ontos trail vehicle. Incident occurred at BS 587946 at 090730H. Damage to Ontos was negligible. Convoy proceeded without delay.
- b. Company A Convoy made no contact.

3. Casualties.

- a. One man from 1stLtBn in Company C Convoy received a slight head wound as a result of striking his head inside the Ontos.
- b. Company A Convoy received no casualties.

4. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

JOHN A. BUNIN

7th Motor Transport Battalion, FMF
c/o FPO, San Francisco, California 96602

3/HnH/hvh
3500
10 May 1966

"CONFIDENTIAL"

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), FMF
(Attn: C-3)

Subj: SITREP 12-66, period 100001H to 102400H

1. Unit Operations. Convoy comprised of Transport Company and elements of Company A transported 105 tons of Class V Artillery to the USA at Quang Ngai. Security was provided by elements of 1st TCKBn. Convoy departed IP (RJ Routes 1 & 22) at 100640H and returned to IP at 101515H.
2. Contacts. While traveling south on Route 1 at BS 594931 a land mine detonated between the 5th and 6th vehicle in the convoy. Incident occurred at 100720H. There was negligible damage to the vehicles. Convoy proceeded after a brief stop to ascertain damage.
3. Casualties. None
4. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LOUIS A. BONIN

"CONFIDENTIAL"

HEADQUARTERS

7th Motor Transport Battalion, FMF
APO, San Francisco, California 96602

3/4-4/hwh
3500
12 May 1966

"CONFIDENTIAL"

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), FMF
(Attn: 0-5)

Subj: SITREP 13-66, period 120001H to 122400H

1. Unit Operations.

a. Convoy comprised of elements of Transport Company transported 12.5 Tons of Class I, 2 Tons of Class II, 3 Tons of Class III, and 7 Tons of Class V to the LSA at Quang Ngai. Security was provided by 50 troops from 1st BN. Convoy departed IP (RJ Routes 1 & 22) at 120730H and returned to the IP at 121303H.

b. Convoy comprised of elements of Company B transported 43 troops of Company E, 2/5 from Hill 54 to Hill 69. Company E, 2/5 provided security. Convoy departed IP (RJ 97470079) at 121450H and returned to IP at 121640H.

2. Contacts. None.

3. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LOUIS A. BOWIN

"CONFIDENTIAL"

HEADQUARTERS

7th Motor Transport Battalion, FMP
700, San Francisco, California 96602

3/4M/H/HW

3500

13 May 1966

~~CONFIDENTIAL~~

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), FMP
(Attn: G-3)
Subj: SICR 14-66, period 130000H to 132400H

1. Unit Operations. Convoy comprised of elements of Company A and 10 refuelers from MAG-12 transported 30 tons Class I, 6 tons Class II and 13,600 gallons aviation gasoline to the LSA at Luang Ngai. 1st AirTroops provided 50 troops for security. Convoy departed IP (AJ Routes 1 & 22) at 130720H and returned to IP at 131630H.

2. Incidents. At 130735H the convoy was proceeding south on route 1 when it was stopped by a barbed wire and bamboo barricade across the road at BS 582958. The convoy commander had been alerted to the barricade by a passing patrol from 3/7. Engineers in the convoy investigated the barricade and searched the area. Barricade was destroyed by three TNT charges. After the barricade was destroyed the engineers found grenade fragments in the area of the explosion indicating possible booby traps. The convoy proceeded after the barricade had been blown.

3. Casualties. None

4. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LOUIS A. BONIN

~~CONFIDENTIAL~~

7th Motor Transport Battalion, AF
San Francisco, California 96602

3/26/68

500

1100 1968

CONFIDENTIAL

From: Commanding Officer
To: Commanding General, 1st Marine Division (Leia),
(Action 6-3)

Date: 2/14/68, return 1400H to 142400H

1. Unit Operations.

a. Convoy comprised of elements of Company A transported one reinforced platoon of Company A, 2/3 from Hill 69 to Hill 24 and returned one reinforced platoon of 1/3 from Hill 24 to Hill 69. Security was provided by troops being transported. Convoy departed 17 (23 AF 410670) at 140040H and returned to 18 at 141000H.

b. Convoy comprised of elements of Company C transported the division band and 10 tons of fertilizer to 18 140. Convoy then proceeded to 18 140 with an additional 15 tons of fertilizer. Security was provided by elements of Headquarters Company, 1st Marines. Convoy formed at 18 (18 AF 410670) and split into serials. The 1st serial departed the 18 at 1400 H and the 2nd serial departed at 140800H. Both serials returned to 18 at 141400H.

c. Convoy comprised of elements of Companies A, B, C and transport company transported 1/7 from Nui Va and elements of Headquarters, 7th Marines from Budde Mountain to their respective CPT's within the 18 AF 50. Troops of 1st Marine Battalion provided security for the convoy on the trip to the pick-up points. Convoy departed 18 (18 AF Routes 1 & 22) at 140945H. Convoy was serialized for the return trip; 1st serial returned to the 18 at 141345, 2nd serial at 141432 and 3rd serial at 141420H.

2. Incidents. Company C convoy transporting fertilizer to 18 140 stopped at 37 47 07N to pick up interpreter at 140800. While waiting for the interpreter, the lead vehicle received one round of LA fire from an undetermined direction. The convoy picked up the interpreter and proceeded without further incident.

3. Casualties. None

4. Disposition. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

FMFMFMFMFMFMFMFM

CONFIDENTIAL

HEADQUARTERS
7th Motor Transport Battalion, RRF
770, San Francisco, California 96602

3/18/1/ksh
3500
15 May 1966

"CONFIDENTIAL"

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), RRF
(Attn: C-3)

Subj: SITREP 16-66, period 150000H to 152400H

1. Unit Operations. Convoy comprised of Company C and elements of 2nd LAMC transported 1/5 to Hill 54. Elements of 1/5 provided security for return trip. Convoy departed IP (RJ MIR A Route 1) at 150930H and returned to IP at 151330H.
2. Contacts. None
3. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LOUIS A. BONIN

"CONFIDENTIAL"

HEADQUARTERS

7th Motor Transport Battalion, MAF
APO, San Francisco, California 96602

3/H/3/hwh

3500

16 May 1966

"CONFIDENTIAL"

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), MAF
(Attn: C-3)

Subj: SITREP 17-66, period 160001H to 162400H

1. Unit Operations. Convoy comprised of elements of Company B transported 5 tons of fertilizer to the village of Diem Pho (1) and 5 tons of fertilizer to the village of Phu Trung. Elements of Headquarters Company, 1st Marines furnished security. Convoy departed IP (RJ RT 470079) at 161010H and returned to the IP at 161415H.

2. Contacts. None

3. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LEWIS A. BONIN

"CONFIDENTIAL"

HEADQUARTERS

7th Motor Transport Battalion, MTF
APO, San Francisco, California 96602

3/HM/dec

3500

17 May 1966

~~CONFIDENTIAL~~

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), MTF
(Attn: G-3)

Subj: SIPREP 18-66, period 170001H to 172400H

1. Unit Operations. Convoy comprised of elements of Company B transported Company A, 1/5 from 1st Marines CP to Hill 54. Convoy remained overnight at Hill 54 and returned Company A, 1/5 to BT 430109. Security was provided by Company A, 1/5. Convoy departed IP (J BT 470079) at 161900H and returned to IP at 170710H.
2. Incidents. While convoy was proceeding south on route 1, the Convoy Commander observed four or five large clumps of dirt on the road surface at BT 412127. Time was 170545H. One clump of dirt had been eroded by recent rains and partially exposed a mine. The convoy detoured around the mines and did not stop.
3. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LOUIS A. BOEIN

~~CONFIDENTIAL~~

HEADQUARTERS
7th Motor Transport Battalion, PMF
FPO, San Francisco, California 96602

3/HWH/hwh
3500
19 May 1966

CONFIDENTIAL

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), PMF
(Attn: Q-3)
Subj: SITREP 19-66, period 190001H to 192400H

1. Unit Operations. Convoy comprised of Company A, Transport Company and elements of Company C transported 160 tons Class V to the ARVN Class V dump at Quang Ngai. Convoy then loaded 60 tons Class I and Class IV at the LSA at Quang Ngai and delivered 20 tons of Class I and the Class IV to the ARVN compound at Binh Son. 40 tons of Class I were delivered to PLSG-B. One platoon from Company C, 1/7, provided security. Convoy departed IP (RJ Routes 1 & 22) at 190740H and returned to IP at 191800H.

2. Contacts.

a. Convoy to Quang Ngai made no contact.
b. Two vehicles returning from a housekeeping run for 1/5 at Hill 54 received 4 rounds SA AW fire at BT 410130 from an undetermined position. Incident occurred at 191800H. Vehicles stopped briefly while security attempted to locate position of sniper, then proceeded without further incident.

3. Casualties. None

4. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LOUIS A. BONIN

CONFIDENTIAL

HEADQUARTERS
7th Motor Transport Battalion, MAR
PO, San Francisco, California 96602

3/RW/RW
3500
26 May 1966

"CONFIDENTIAL"

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), MAR
(Attn: C-3)

Subj: PTREP 20-66, period 26000H to 262400H

1. Unit Operations. Convoy comprised of elements of Company B and Transport Company transported 48 Tons of Class V Artillery to the ARVN Class V Camp at Luang Ngai. Security was provided by elements of 3/7. On return trip convoy stopped at BS 623870 and picked up Company H, 2/7. Convoy also stopped at BS 604598 and picked up 7th Marines Command Group. Company H and the Command Group were transported to 2/7 CP. Convoy departed CP (RJ Routes 1 & 22) at 260930H and returned to CP at 261810H.

2. Incidents.

a. Convoy approached Check Point 6 at 260930H. Bypass of bridge at Check Point 6 (BS 635802) was washed out. Vehicles forded water from 18 to 24 inches in depth. Fording point in stream was not marked and one vehicle slipped off road bed into water 6 feet in depth. Two civilian vehicles were in stream and had to be removed before convoy proceeded with fording operation.

b. One Ontos broke down due to mechanical failure at BS 635802 prior to the fording operation. Ontos was picked up by wrecker and returned with convoy.

c. During return trip at 261615H at BS 637787 the second Ontos with the convoy broke down due to mechanical failure. Ontos was picked up by the second wrecker and returned with convoy.

3. Contacts. None.

4. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LEWIS A. BONIN

HEADQUARTERS
7th Motor Transport Battalion, RMP
PPG, San Francisco, California 96502

3/168/66
3500
4 Jun 1966

"CONFIDENTIAL"

From: Commanding Officer
To: Commanding General, 1st Marine Division (Rein), FMF
(Attn: U-5)
Subj: Special SITREP 1-66, period 270000May66 to 0220001Jun66

1. Unit Operations. During this reporting period elements of the 7th Motor Transport Battalion were in direct support of RCT-5 with the assigned mission of moving RCT-5 and its supporting units from the Sand Damp to their respective CPs. A summary of motor transport operations is as follows:

- a. Number of Trips: 522
- b. Number of Troops Transported: 530
- c. Number of Vehicles Transported: 2553
- d. Tons of Bulk Cargo Transported: 616

2. Incidents. None

3. Battalion Plans. 7th Motor Transport Battalion remains in direct support of the 1st Marine Division.

LOUIS A. BORIN