



Project Manager General Purpose Vehicles

M715

1¹/₄ Ton Truck Series

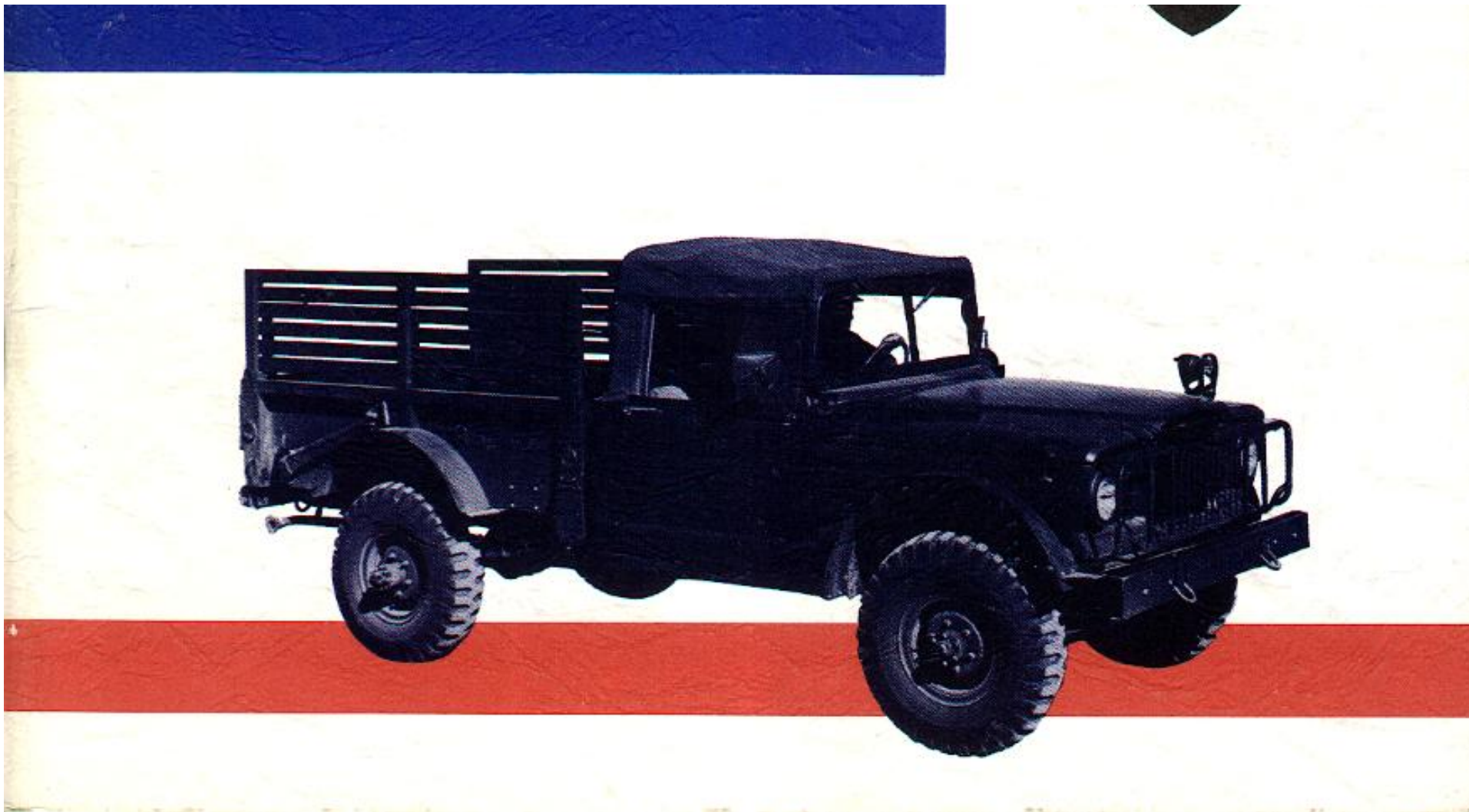
M715 Cargo

M724 Cab & Chassis

M725 Ambulance

M726 Maintenance Truck





FOREWARD

The M715 1 1/4 ton Truck Series is the newest in the General Purpose Fleet of all-wheel drive military vehicles. Designed by industry to meet Government performance specifications, the new 1 1/4 ton trucks are used for troop and general cargo hauling missions. These vehicles are being procured as immediate successors to the M37B1 3/4 ton Truck Series. The new 1 1/4 ton trucks will be issued to all United States Armed Forces and will be available for international sales, Grant Aid Military Assistance and co-production agreements to friendly foreign countries.

Due to urgent Army requirements for a 3/4 - 1 1/4 ton truck, the program to procure this new vehicle series on a performance specification basis was initiated late in 1965. A two-step IFB was used to solicit bids from industry. A contract award was made on 31 March 1966. Under terms of this contract, first production quantities were delivered within ten months of the contract award. The first months production quantity was subjected to engineering and user testing for determination of compliance with performance specifications in the contract. Upon completion of these tests, the new vehicles were released to users.

The U.S. Army is currently procuring the following models:

M715 Cargo (with and without winch)

M725 Ambulance

M726 Telephone Maintenance

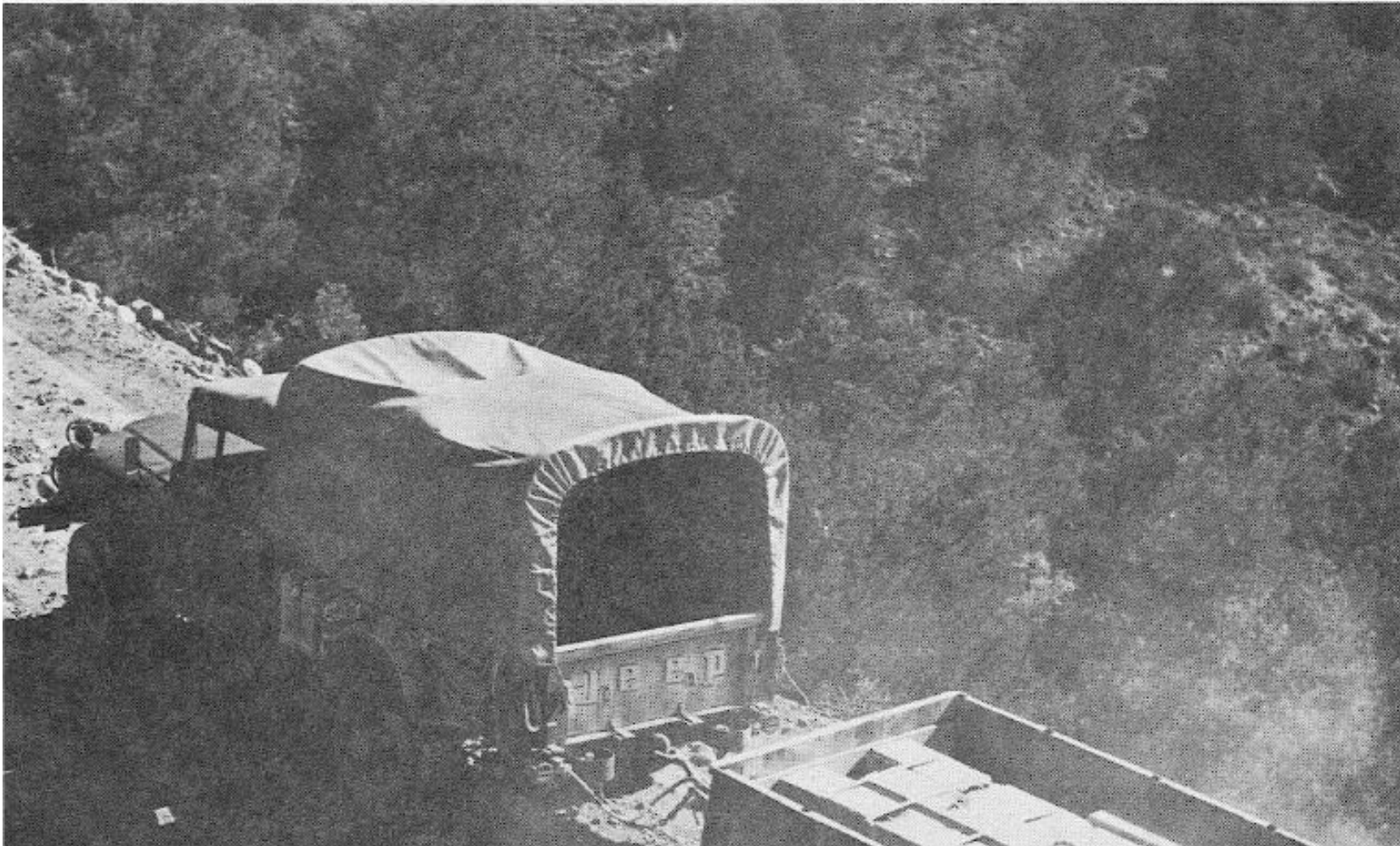
The basic chassis (M724) is also adaptable for installation

of special purpose bodies such as contact shop sets, light wrecker and dump truck configurations.

The M715 incorporates such military features as deep water fording capability, a 24-volt electrical system employing a 60 ampere alternator, soft top cab with fold-down windshield, Arctic operational capabilities and a truck bed which will accommodate all communications shelters currently installed in the M37 3/4 ton trucks plus the recently developed S-250 shelter. The M715 is powered by a six-cylinder in-line, overhead cam, spark ignition engine with a rating of approximately 132 hp.

This publication is designed to acquaint you with the basic data regarding this new tactical military truck by outlining its versatility, major engineering and maintenance features, descriptive data and specifications, components, special purpose kits and warranty provisions.

M715 Cargo Truck and M101 Trailer



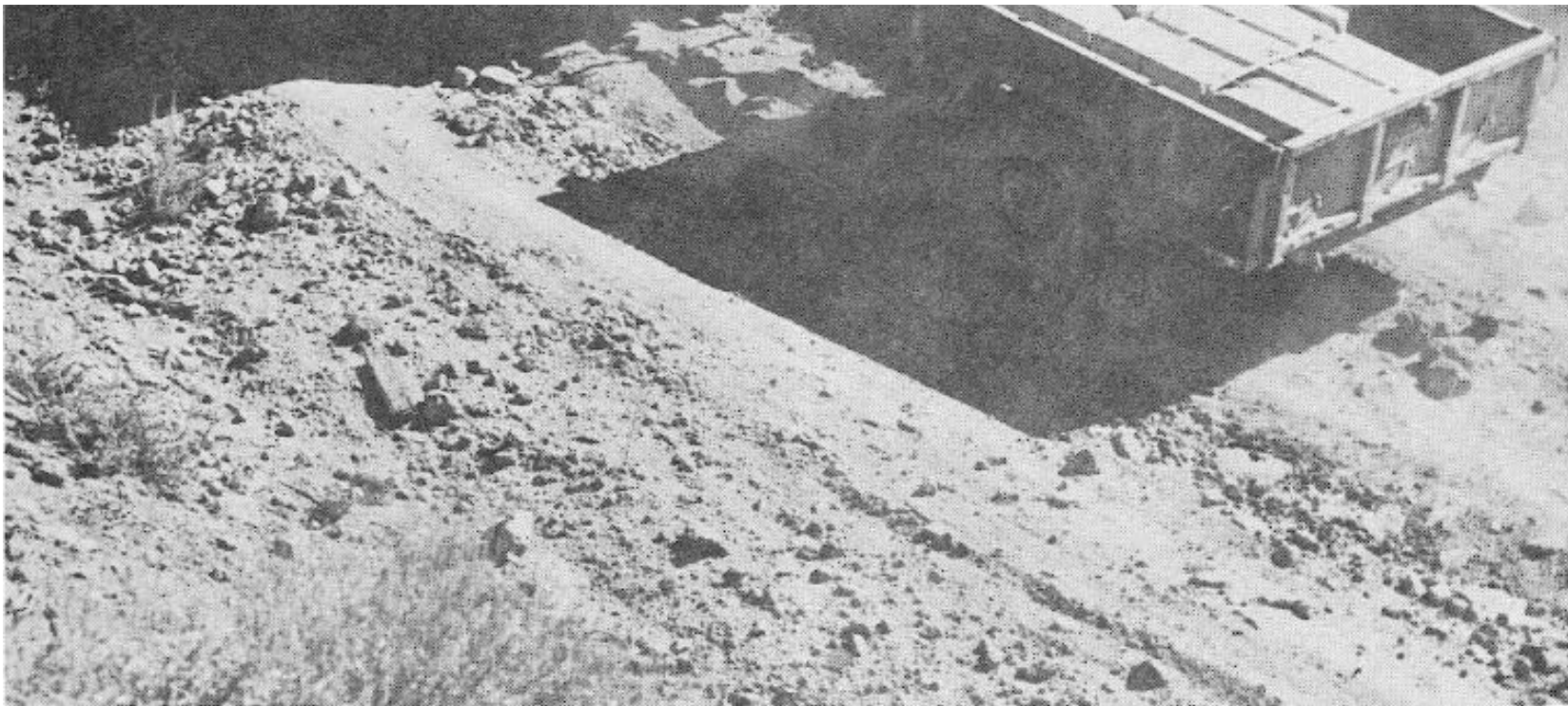


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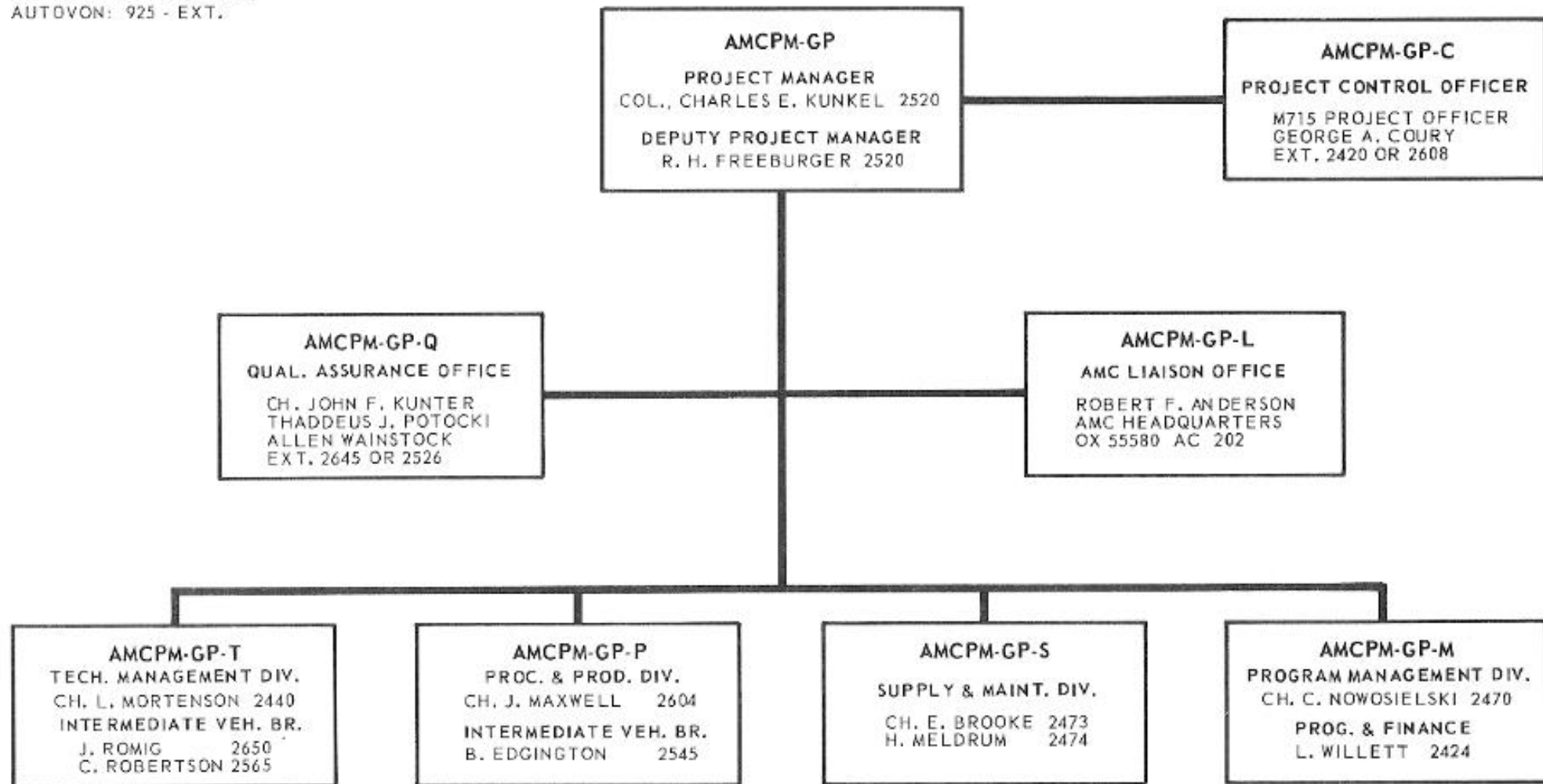
ORGANIZATION

PROJECT MANAGER'S OFFICE GENERAL PURPOSE VEHICLES

MICHIGAN ARMY MISSILE PLANT
WARREN, MICHIGAN 48090

TELEPHONE:
264-1100 AREA CODE 313
AUTOVON: 925 - EXT.

ORIENTED TO: M715 1-1/4 TON TRUCK SERIES



VEHICLE DESCRIPTION

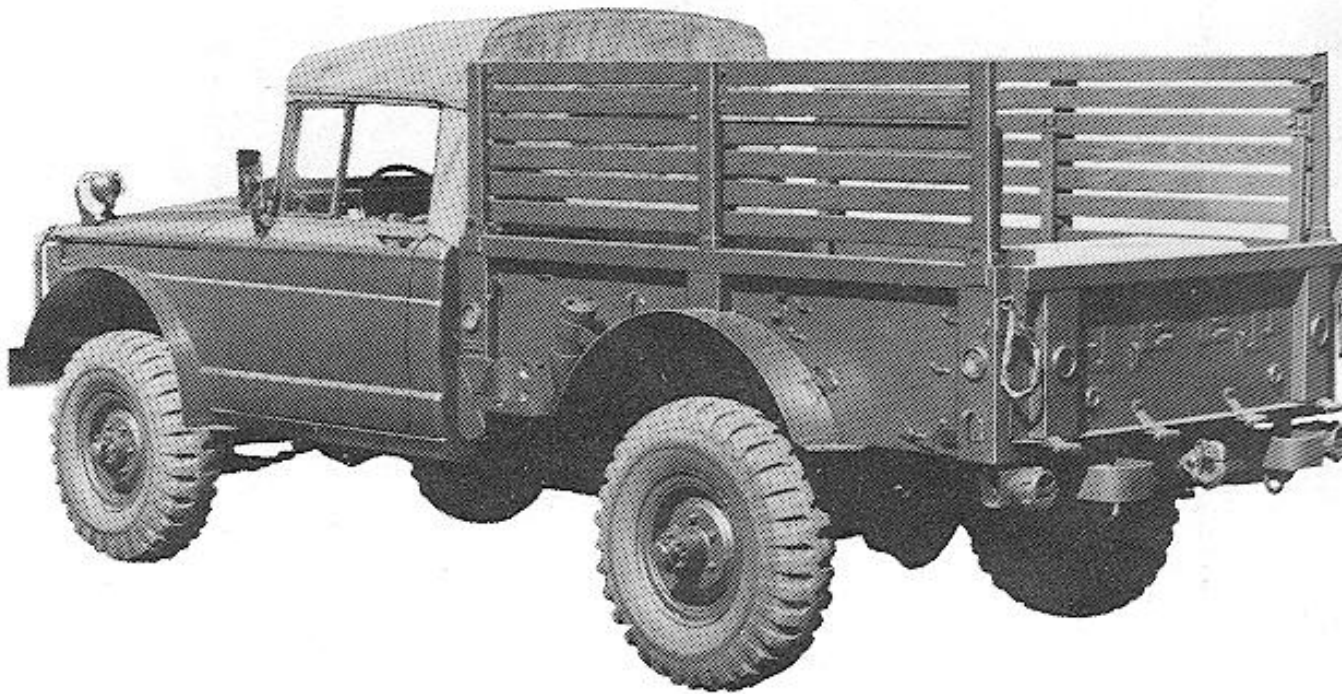
The M715 truck Series include, in addition to the M715 Cargo Truck, the M724 Cab and Chassis model, the M725 Ambulance model, and the M726 Maintenance Truck model.

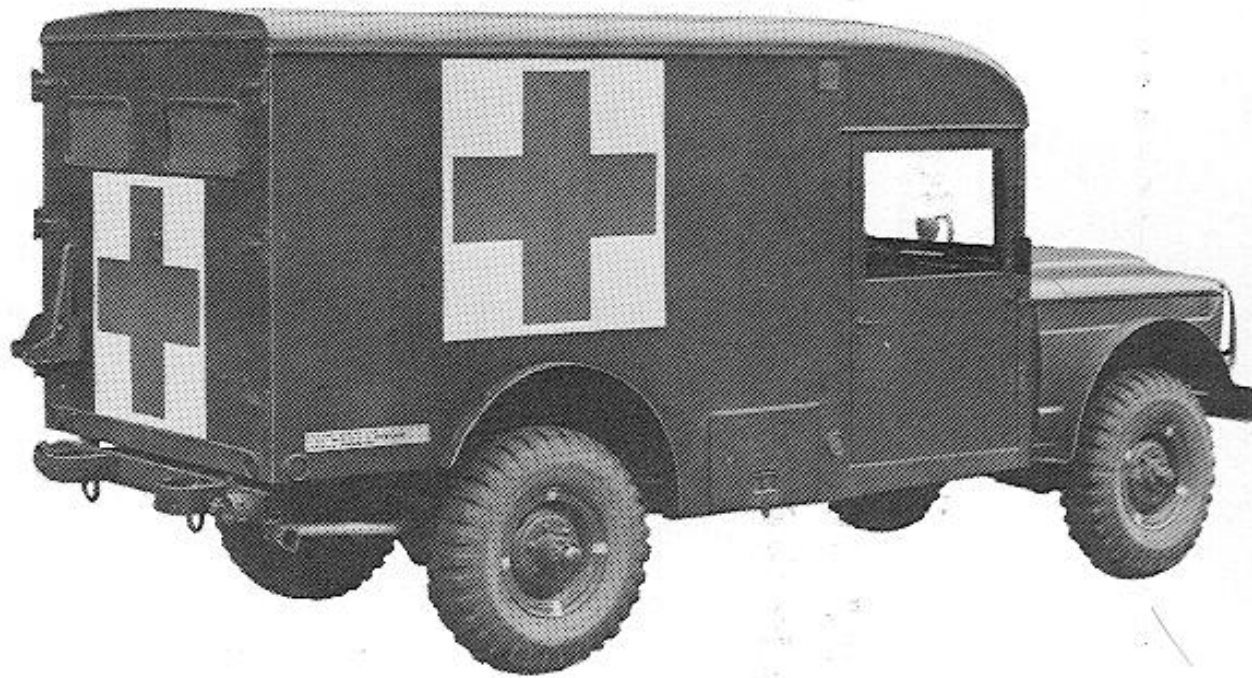
Power for the series is supplied by an overhead cam, overhead valve, six-cylinder in-line, gasoline type engine. This engine is simple, rugged, and lightweight, and possesses high thermal and mechanical efficiency characteristics. It has "spheroidal" combustion chambers and a light and rigid valve gear operated from a single cam lobe for both intake and exhaust valves. Maximum brake horsepower developed is 132 at 4000 RPM.

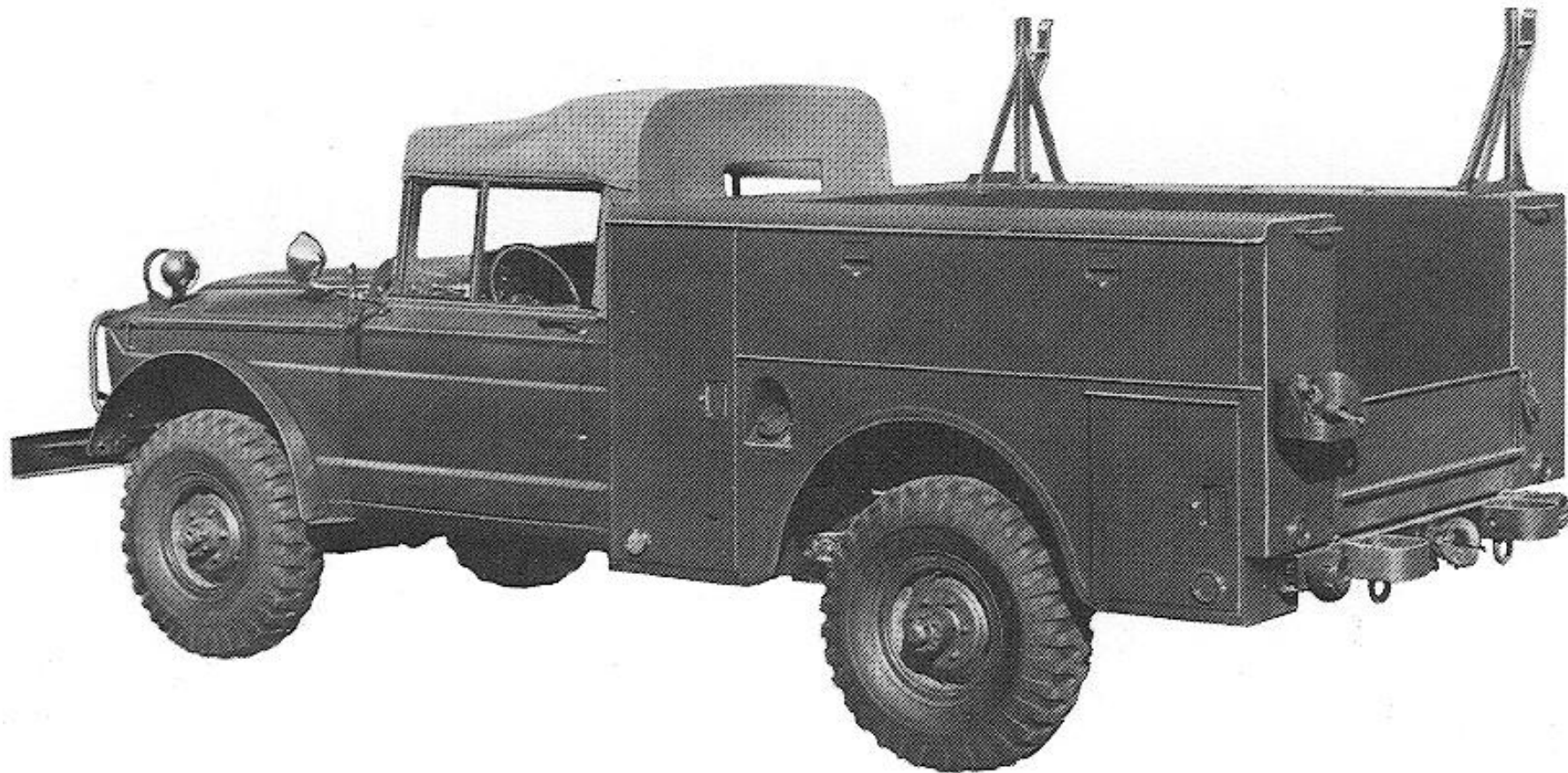
The M715 series incorporate a 24-volt negative ground submersible type electrical system conforming to military standards. These are the first military models to include as standard equipment, the new 60-ampere alternator conforming to MIL-G-46795B.

To exclude mud and water, special seals have been included. The engine has a double-lipped front crankshaft seal with a molded rubber radial vane type slinger. Axle pinion seals are the double-lipped labyrinth type. Transfer input and output shafts also include double-lipped seals, and shifter shafts incorporate special design scraper seals. Venting of axles, bell housing, transmission and transfer case is accomplished by an inner connected vent line system with the inlet located at the air cleaner.

Shown on this page are the M715 Cargo truck, the M725 Ambulance and the M726 Maintenance truck.









CHASSIS CHARACTERISTICS			PROJECT MANAGER, GPV	
NOMENCLATURE: TRUCK, CHASSIS: 1¼ TON M724 WHEELBASE: 126"			AMCTC NO. 4429 STATUS: LP	
			DATE: 12-1-66	
DESIGNATIONS	CHASSIS DATA	CHASSIS DATA	DESIGNATIONS	CHASSIS DATA
CURB WEIGHT, FULLY EQUIPPED, LESS PAYLOAD & CREW	WO/W	W/W	FRAME:	
Front Axle	2,800 lbs.	3,300 lbs.	Type:	Rail Channel
Rear Axle	2,000 lbs.	2,000 lbs.	Dimensions:	6.5 x 2.31 X .1793
TOTAL	4,800 lbs.	5,300 lbs.	Section Modulus:	4.136
			No. of Cross-Members:	5
			FRONT SPRINGS:	No. 946630
PAYLOAD —Net incl. Body, Cross Country	3,200 lbs.	3,200 lbs.	Size:	2.5 wide, 44 long
Net incl. Body, Highway	3,700 lbs.	3,700 lbs.	No. Leaves:	7

TOWED LOAD ALLOWANCE Cross Country	2,840 lbs.	2,840 lbs.	Rate:	515 lb./in.
Highway	3,590 lbs.	3,590 lbs.	Shock Absorbers	Direct Acting
SHIPPING DIMENSIONS			Type:	Semi-Elliptical
Cu. ft. w/ Top Down	606	640	No. Reqd.	2
Sq. ft. w/Top Down	124	130	REAR SPRINGS:	No. 943695
LENGTH	209¾ in.	220¾ in.	Size:	2.5 wide, 52 long
WIDTH	85 in.	85 in.	No. Leaves:	7
HEIGHT	85 in.	85 in.	Rate:	715 lb./in.
Reducible to	59 in.	59 in.	Type:	Semi-Elliptical
TREAD:			No. Reqd.:	2
Front	67 in		WHEELS:	No. 943778
CAB TO AXLE	49.2 in.		Type:	Split Ring
MINIMUM GROUND CLEARANCE			Diam.:	16 in.
Under Axle	10 in.		TIRES:	No. 943753
Under Chassis	15½ in.		Size:	9:00 x 16
ANGLE OF APPROACH:	45 degrees	33 degrees	Ply:	8
ANGLE OF DEPARTURE:	25 degrees	25 degrees	Tread Design:	Military-NDMS
MIN. TURNING RADII (over Bumper)			No. Spares:	1
Left	27 ft. 6 in.	27 ft. 6 in.	STEERING:	No. 943854
Right	27 ft. 6 in.	27 ft. 6 in.	Type:	Cam & Roller
FORDING DEPTH			Ratio:	24.2:1
With Kit	60 in.	60 in.	BRAKES, SERVICE:	
Less Kit	30 in.	30 in.	Type:	Hydraulic Internal Expanding
ENGINE:			Drum Size Front:	13 Diam. x 2½ wide
No.	943849		Drum Size Rear:	13 Diam. x 2½ wide
Model	OHC-6-230		Total Effective Area: Front:	109.2 Sq. in.
Type:	6 Cyl. in-line, Gasoline		Total Effective Area: Rear:	109.2 Sq. in.
Displacement	230.5 Cu. in.		BRAKING, PARKING:	
Bore & Stroke	3.344 x 4.375		Type:	Manual, External on Prop Shaft
Compression Ratio	7.5:1		Drum Size:	7 13/16 Diam, x 2 wide
Fuel:	Gasoline		Effective Area:	45.8 Sq. in.

Fuel Capacity	28 Gals.
Horsepower: Max. Gross	132.5 @ 4,000 RPM
Max. Net	116 @ 4,000 RPM
Torque: Max. Gross	198 lb. ft. 2,000 RPM
Max. Net	191 lb. ft. @ 1,600 RPM
Lubrication:	Pressure to Main & Rod Bearings, Valve Rockers & Timing Chain
Crank Case Capacity:	5 + 1 qts.
Governor:	NA.
Cooling System Capacity:	12 qts.
Pump Type Drive:	3 "V" Belts
FUEL SYSTEM:	
Carburetor Type	Down-draft
Filler Cap	MS35645
Fuel Pump	Mechanical
CLUTCH:	
No.	944632
Type:	Single Dry Disc
Diameter.	10½ in.
Effective Area:	53.4 Sq. in.
Torque Rating:	290 lb. ft.
TRANSMISSION:	
No.	943850
No. of Speeds:	4 Fwd. 1 Rev.
Ratios:	
1st,	6.398
2nd,	3.092
3rd,	1,686
4th,	1.000
Rev.	7.820:1
PTO Openings:	SAE 6 Hole Left Side
Input Torque Rating:	300 lb. ft.

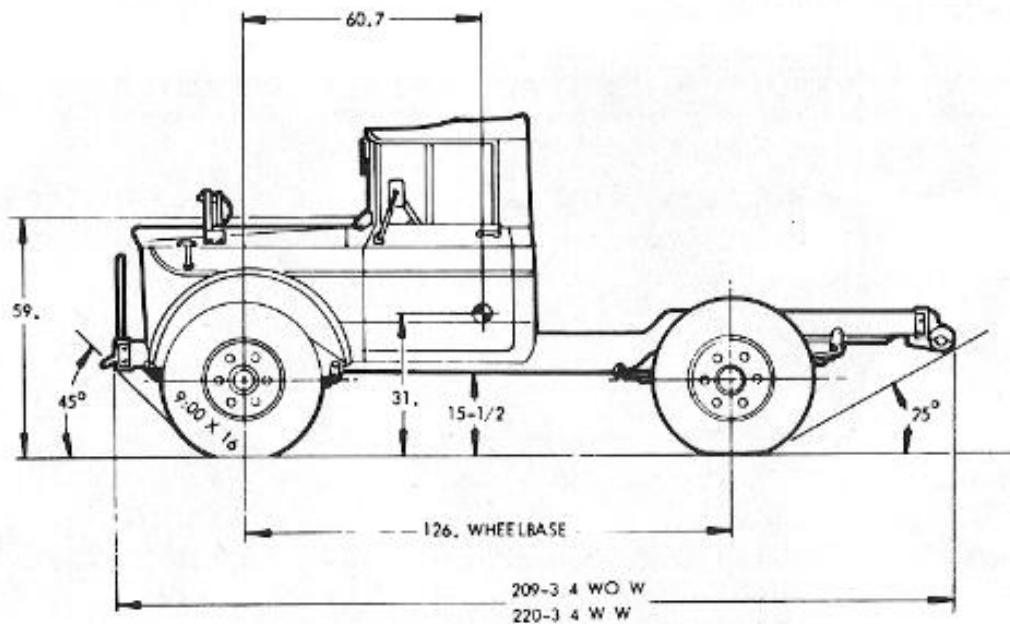
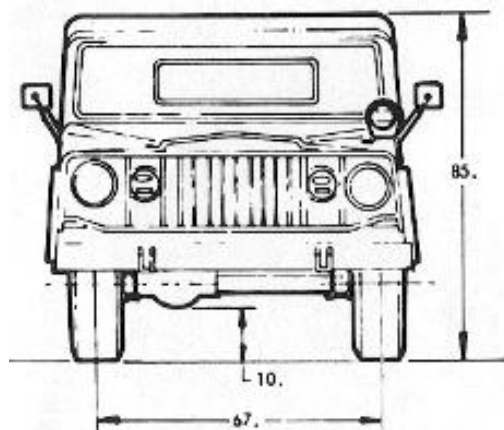
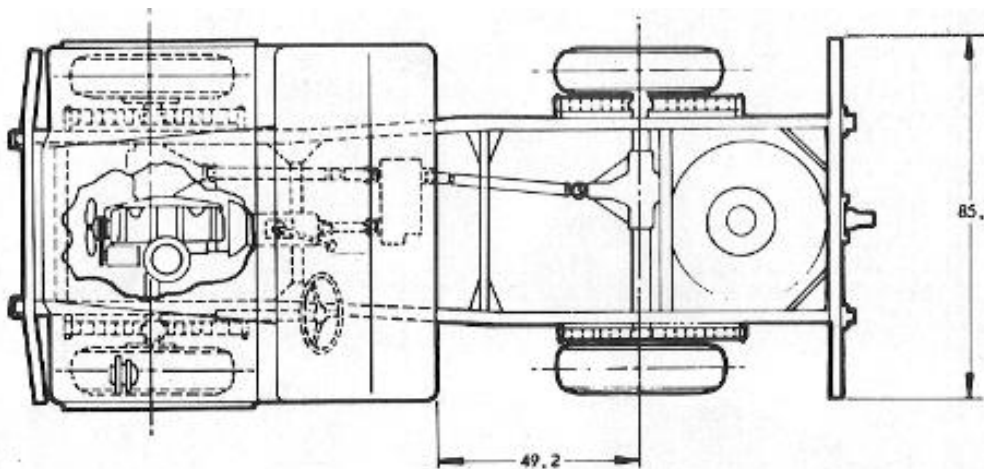
ELECTRICAL SYSTEM:	
Waterproof:	Yes
Radio Suppressed:	Yes
Potential:	24 Volt
Starting Motor:	No. 943607
Alternator:	No. 10929868
Rating:	60 Amp.
Drive:	3 "V" Belt
Batteries:	
No.	2
Type:	2HN
No.	MS-3500-1
Turn Signal:	Mil Standard
Regulator: No.	N.A.
Lighting:	
Headlamps: No.	8332127
B.O. Driving Lamp No.	MS-51318-1
B.O. Stop Lamp No.	8741645
Trailer Coupling Socket No.	MS-75021-2
B.O. Marker Lamps: Front:	MS-53047-1
B.O. Marker Lamps: Rear:	8378785
PERFORMANCE:	
Cruising Range Highway:	225 mi.
Grade Ability:	
Direct, For GVW of 8,900 lbs	4.7%
Low, For GVW of 8,400 lbs.	60%
Maximum Speed:	60 MPH
CAB:	
Type:	Canvas
Capacity:	2 Crew
WINCH:	

Lubricant Capacity:	
W/PTO	3½ qts
WO/PTO	3 1/4 qts.
TRANSFER CASE:	
No. WO/PTO	943851
No. of Speeds:	2
Ratios:	
High	1:1
Low	1.96:1
Control of Front Axle Drive:	Manual
Lubricant Capacity:	3.7 pts.
FRONT AXLE:	
No.	943852
Type:	Hypoid Full Floating
Ratio:	5.87:1
Torque Rating:	935 lb. ft
Lub. Cap.	3 qts.
REAR AXLE:	
No.	941566
Type:	Hypoid Full Floating
Ratio:	5.87:1
Torque Rating:	1,450 lb. ft
Lub. Cap.	3 1/4 qts.

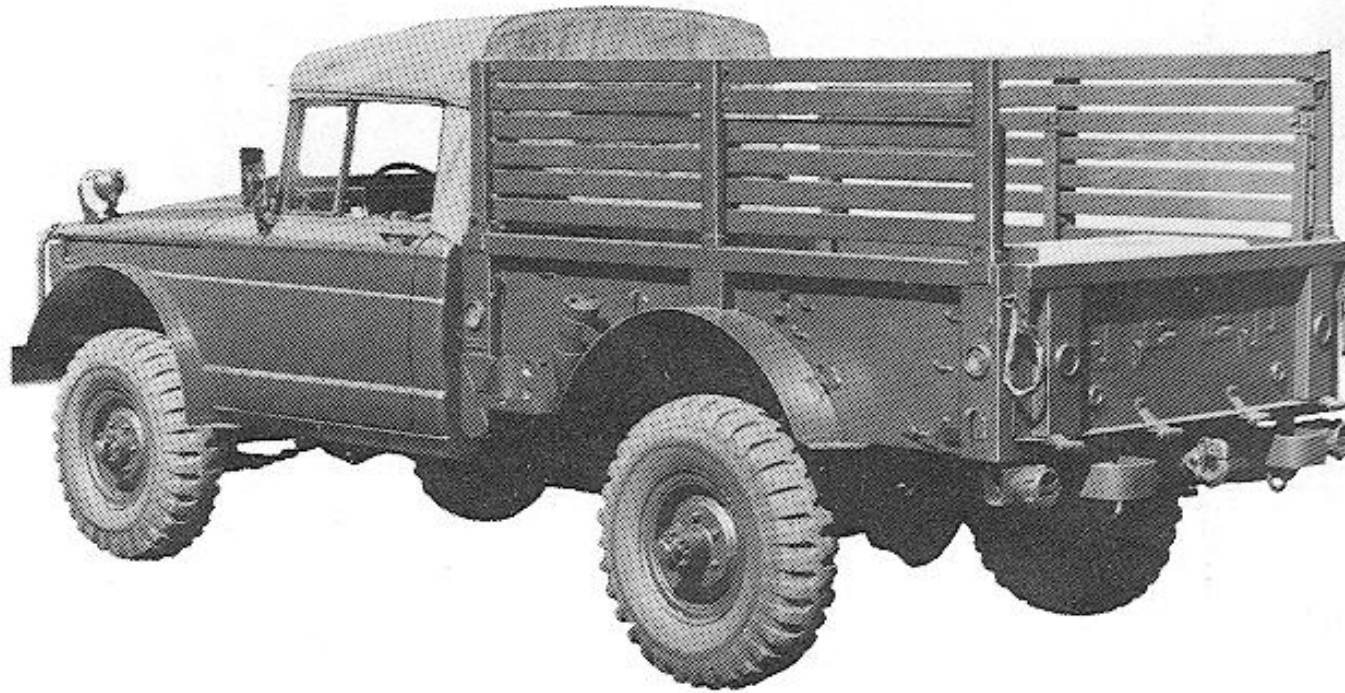
No.	7728126
Capacity:	7,500 lbs
Drum Layer	Wire Rope
Cable Diam.	7/16 in.
Cable Length:	150 ft.
PTO	
Speeds:	1 Fwd. 1 Rev.
Type:	N.A.
PINTLE:	
No.	MS.51335
Capacity:	18,000 lbs.
TIE DOWNS:	
No.	4
Location:	2 each side, 2 front, 2 rear
FEDERAL STOCK NO.	
WO/W	2320-921-6367
W/W	2320-921-6368

OFFICE OF THE
PROJECT MANAGER,
GENERAL PURPOSE
VEHICLES
(AMCPMGP)
UNITED STATES
ARMY MOBILITY
COMMAND
WARREN, MICHIGAN
48090

**CHASSIS, TRUCK
1 1/4 TON
M724**



**VEHICLE DESCRIPTION
M715 Cargo Truck**

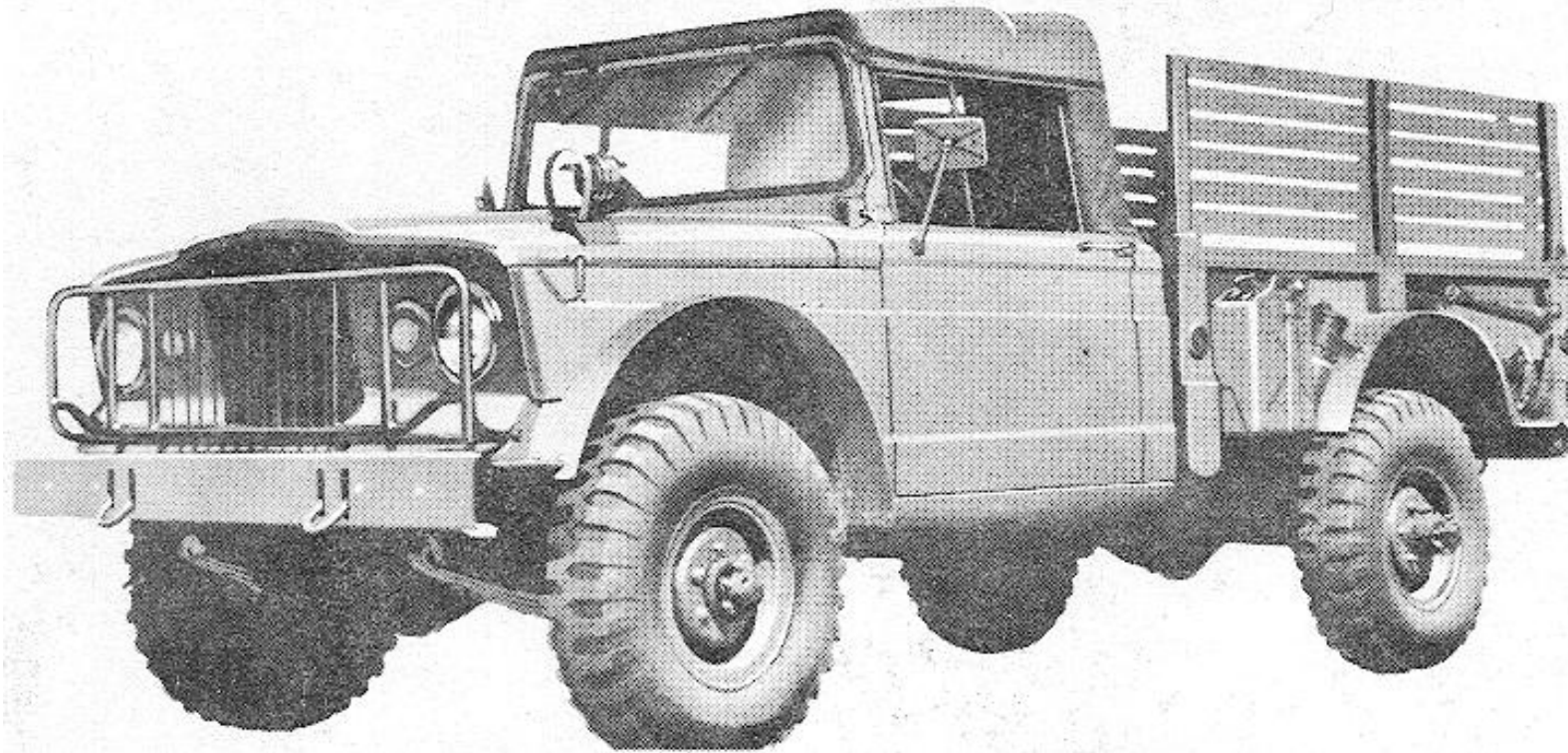


The M715 model is a completely militarized truck produced for general purpose use in transporting cargo, personnel, weapons and other military supplies and equipment. It is also used as a command and communication vehicle and prime mover for towed loads. They are used over all types of roads and cross-country terrain. The cab of the M715 is equipped with a folding one-piece windshield, a folding top, and door side windows with regulators. The cargo body with roof bows and a canvas top is equipped with folding longitudinal seats. All necessary components are waterproof for deep water fording capabilities. The M715 will ford hard bottom water crossings to a depth of thirty inches, and with the addition of a deep water fording kit it will ford hard bottom water crossings to a depth of sixty inches. A trailer receptacle conforming to MS-75021 and a rear rotatable pintle hook assembly conforming to MS-51335 are included as well as towing shackles and tie-down devices, front and rear, lifting shackle mountings on the end of each axle, and provisions for a front mounted winch.

The open-body personnel carrier can comfortably seat eight men with full field packs, plus the driver and assistant driver. Two longitudinal rear seats are used for seating of personnel, and they fold up flush with the box sides when the vehicle is used for cargo only.

Payload capacity for cross-country operation is 2500 pounds, and 3000 pounds are allowable for highway operation. Towed loads of 2840 pounds to 3590 pounds are permissible for crosscountry and highway operation, respectively.

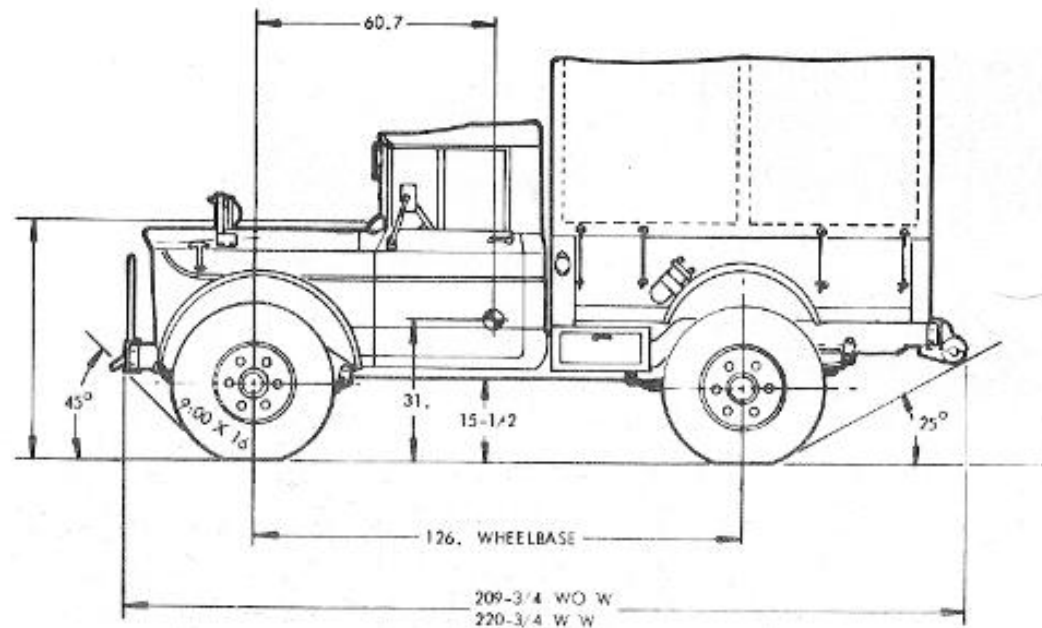
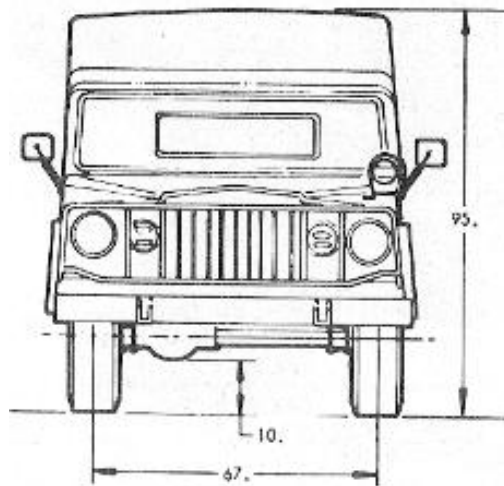
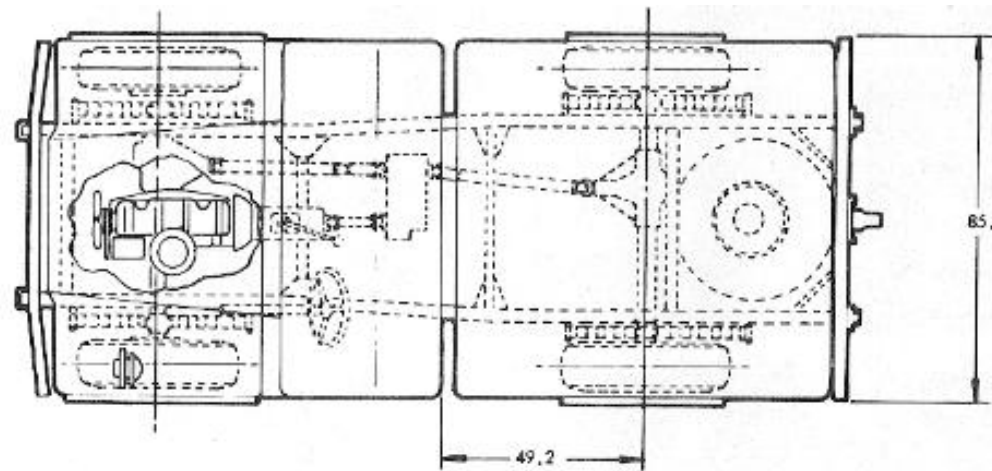
The maximum sustained speed is 60 MPH, and longitudinal grades in excess of 60 percent can be traversed without a towed load.



VEHICLE CHARACTERISTICS			PROJECT MANAGER, GPV		
NOMENCLATURE: TRUCK, CARGO: 1 1/4 TON, M715			AMCTC NO. 4429		DATE: 12-1-66
STATUS: LP					
DESIGNATIONS	VEHICLE DATA	VEHICLE DATA	DESIGNATIONS	VEHICLE DATA	VEHICLE DATA
CHASSIS MODEL NO	M724		SHIPPING DIMENSIONS		
CLASSIFICATION			Cu. Ft	606	640
Air Transport Classification	Phase I		Sq. Ft	124	130
Bridge Classification	WO/W	W/W	LENGTH	209 ³ / ₄ in	220 ³ / ₄ in.
Empty	2	2	WIDTH	85 in	85 in.
Cross Country	4	4	HEIGHT		
Highway	4	4	Overall Height	95 in	95 in.
PUBLICATIONS			Lowest Operable	59 in	59 in.
Operators Manual TM-9-2320-244-10			CENTER OF GRAVITY (at curb weight)	WO/W	W/W
FEDERAL STOCK NO	WO/W	2320-921-6365	Above Ground	31 in	31 in.

	W/W	2320-921-6366	Rear of Centerline of Front Axle	60.7 in	56.6 in.
CURB WEIGHT, FULLY EQUIPPED LESS PAYLOAD AND CREW	WO/W	W/W	CENTER OF GRAVITY LOCATION (w/highway payload)		
Front Axle	2,800 lbs.	3,300 lbs.	Above Ground	32 in	32 in
Rear Axle	2,700 lbs.	2,700 lbs.	Rear of Centerline of Front Axle	84.4 in	80.4 in.
Total	5,500 lbs.	6,000 lbs.	PERFORMANCE AT GROSS WEIGHT W/O TOWED LOAD:		
PAYLOAD			Maximum Speed	60 MPH	
Cross Country, Limited**	2,500 lbs.	2,500 lbs.	Maximum Grade	60%	
Highway	3000 lbs.	3000 lbs.	Cruising Range	225 miles	
GROSS WEIGHT, FULLY EQUIPPED PLUS PAYLOAD AND CREW			PERFORMANCE AT GROSS WEIGHT W/TOWED LOAD:		
Front Axle	3,000 lbs	3,500 lbs	Maximum Speed	60 MPH	
Rear Axle	5,400 lbs	5,400 lbs	Maximum Grade	58 %	
Total	8,400 lbs	8,900 lbs	Cruising Range	225 Miles	
TOWED LOAD ALLOWANCE					
Cross Country**	2,840 lbs.	2,840 lbs.			
Highway	3,590 lbs	3,590 lbs.			
*Add 2-man crew w/gear (400 lbs. total)			**For limited cross country use only.		
			OFFICE OF THE PROJECT MANAGER		
			GENERAL PURPOSE VEHICLES (AMCPM-GP)		
			UNITED STATES ARMY MOBILITY COMMAND		
			WARREN, MICHIGAN 48090		

**CARGO, TRUCK
1¼ TON
M715**

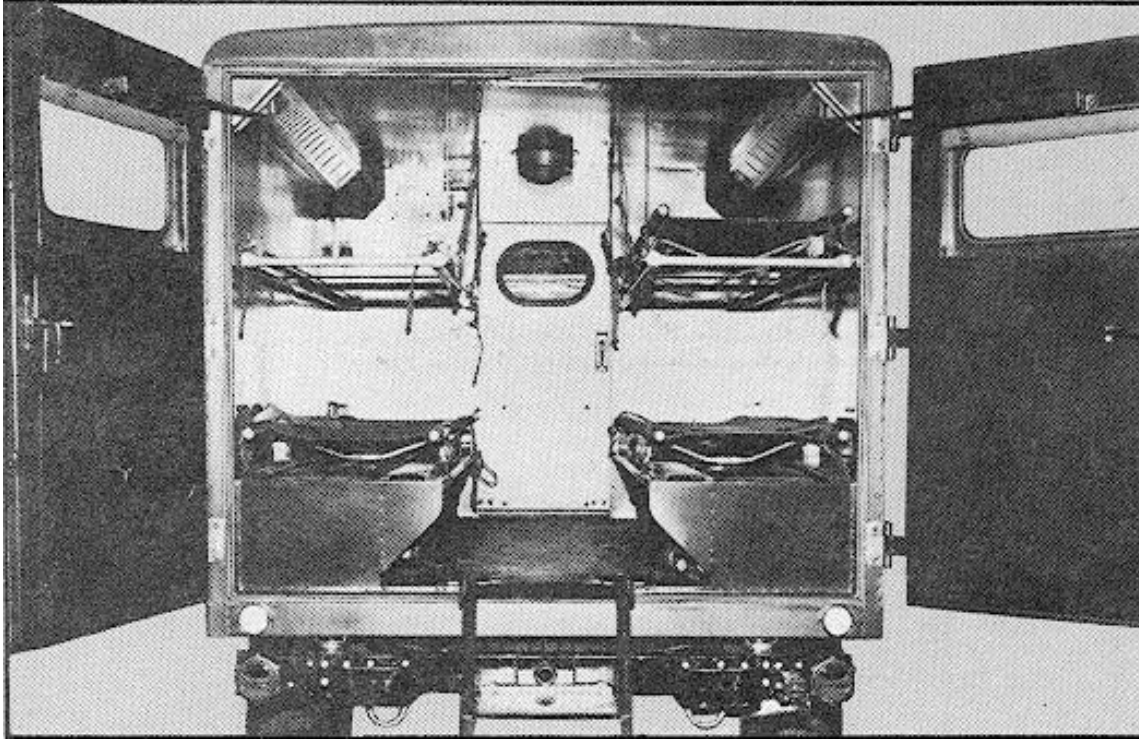


M725 Ambulance

The M725 Ambulance is an ambulance body assembly mounted on a M724 chassis. The body consists of a cab and patient compartment which are separated by a bulkhead with a sliding access door. The body is constructed of rust resistant steel and is completely insulated; the floor pan is undercoated. A set of double doors at the rear of the vehicle provides access to the patient compartment. The ambulance has a seating capacity for eight patients and one attendant, or it will accommodate five litter patients.

Two ventilator blowers are provided to draw hot air or odors from the patient compartment. Each blower is controlled by a switch. Openings in the blower ducts are controlled by the ventilator blower control valve handles. To operate either blower, turn the blower switch to the ON position. Turn the ventilator blower control valve handles to the desired position to regulate the valve. When the valve handles are in the horizontal positions, the valves are fully closed; when the handles are in the vertical position, the valves are fully open.

The personnel heater for the patient compartment of the M725 ambulance is controlled by a heater control box located on the inside wall of the compartment. Temperature is regulated by a hi-low toggle switch. Specific instructions for operating the heater and toggle switch are provided on the instruction plate. To deflect the stream of heated air from the heater outlet, move the heat deflector to the desired position.



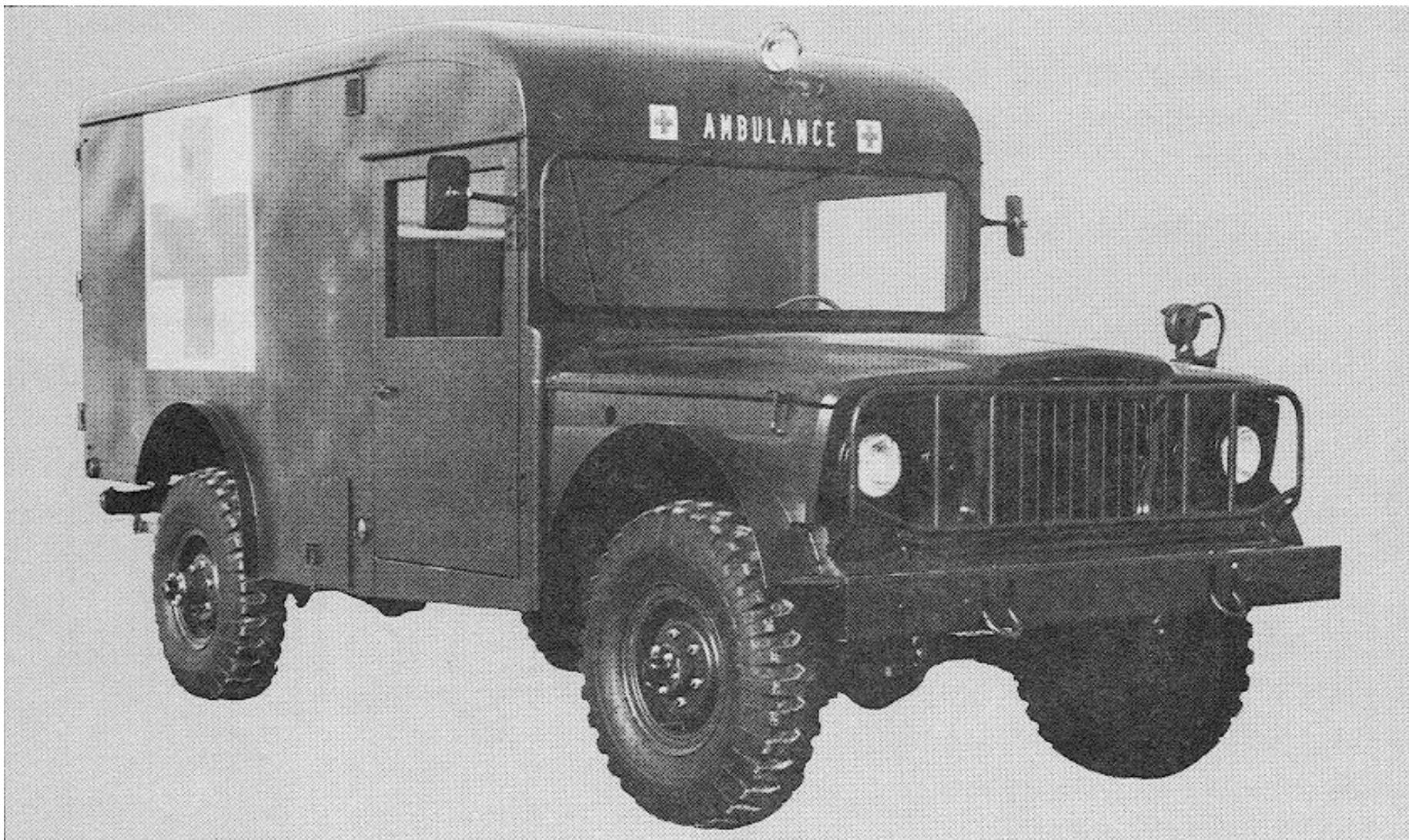
M725 Ambulance Personnel Compartment

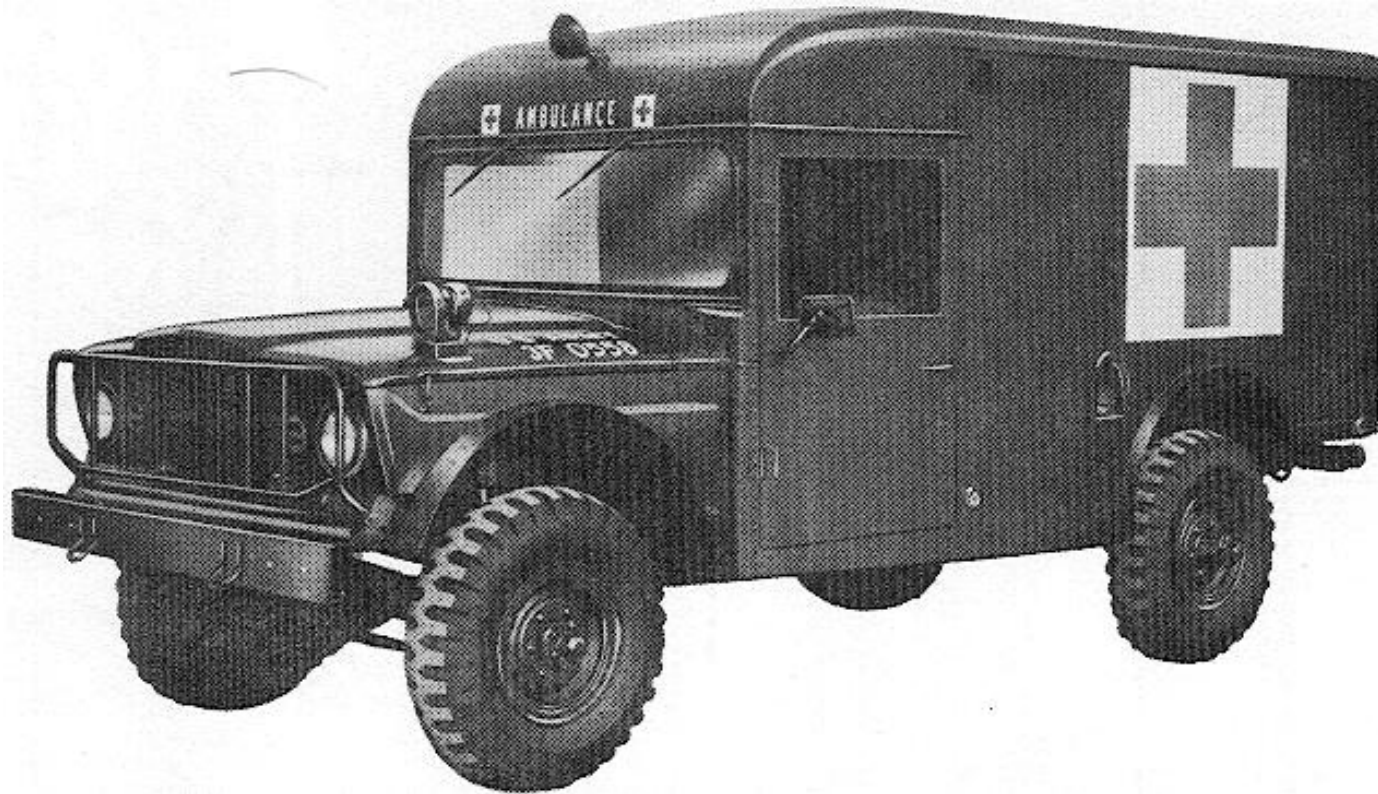
Special lamps are also provided, such as a surgical lamp and exterior spot lamp.

The surgical lamp is provided with a toggle switch to turn the lamp on or off. To direct the light beam, loosen the knurled thumb screw that secures the lamp in the shell and swing the lamp in the desired direction. When the lamp is not in use, position it in the shell and tighten the thumb screw.

The spot lamp is mounted on the roof of the driver's compartment. Controls are operated by the driver. To operate, turn the vehicle light switch to the SERVICE DRIVE position and push the spot lamp switch forward. The spot lamp can be elevated and rotated by the control handle.

Curtains for all compartment windows are installed, and a fire extinguisher is mounted in the cab at the driver's position. The fire extinguisher should be refilled after every use. If unused for long periods of time, it should be checked periodically.

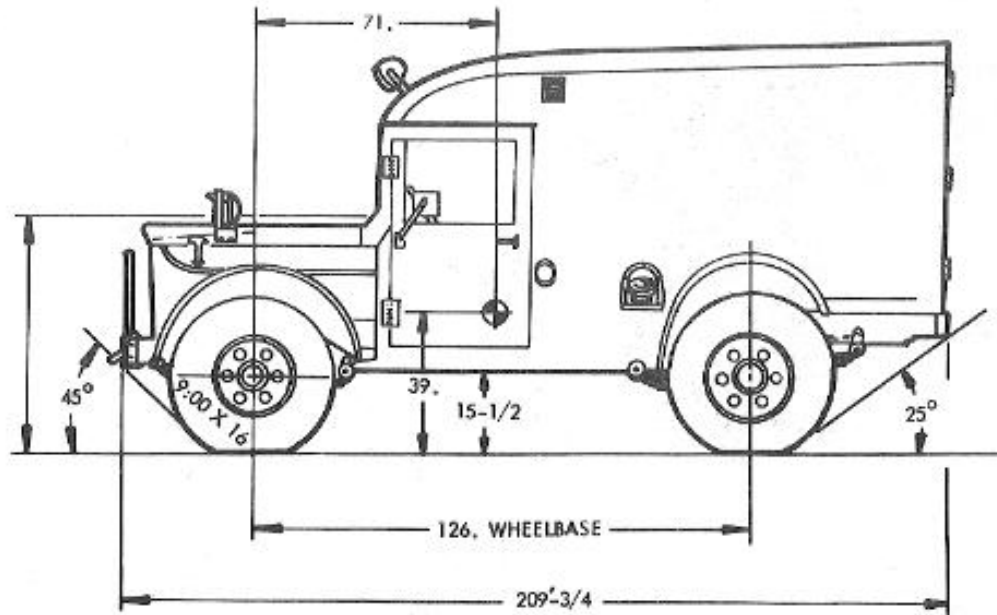
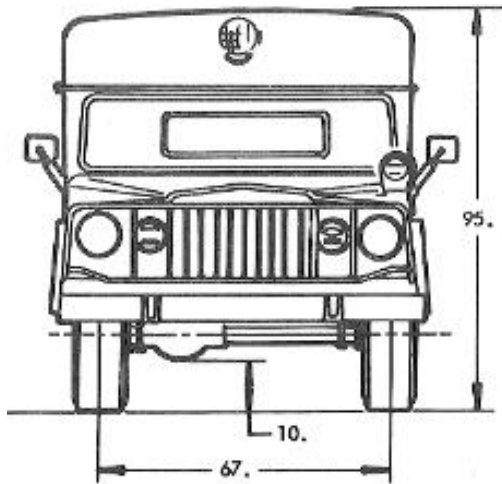
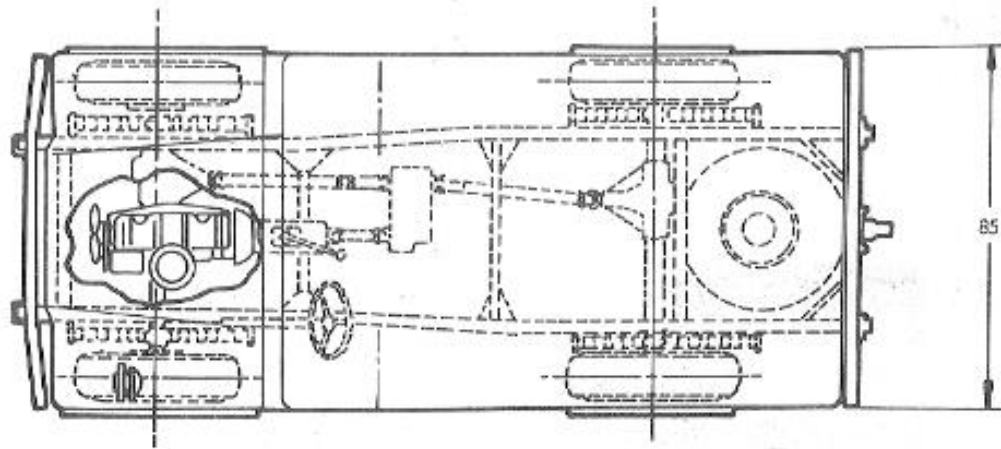




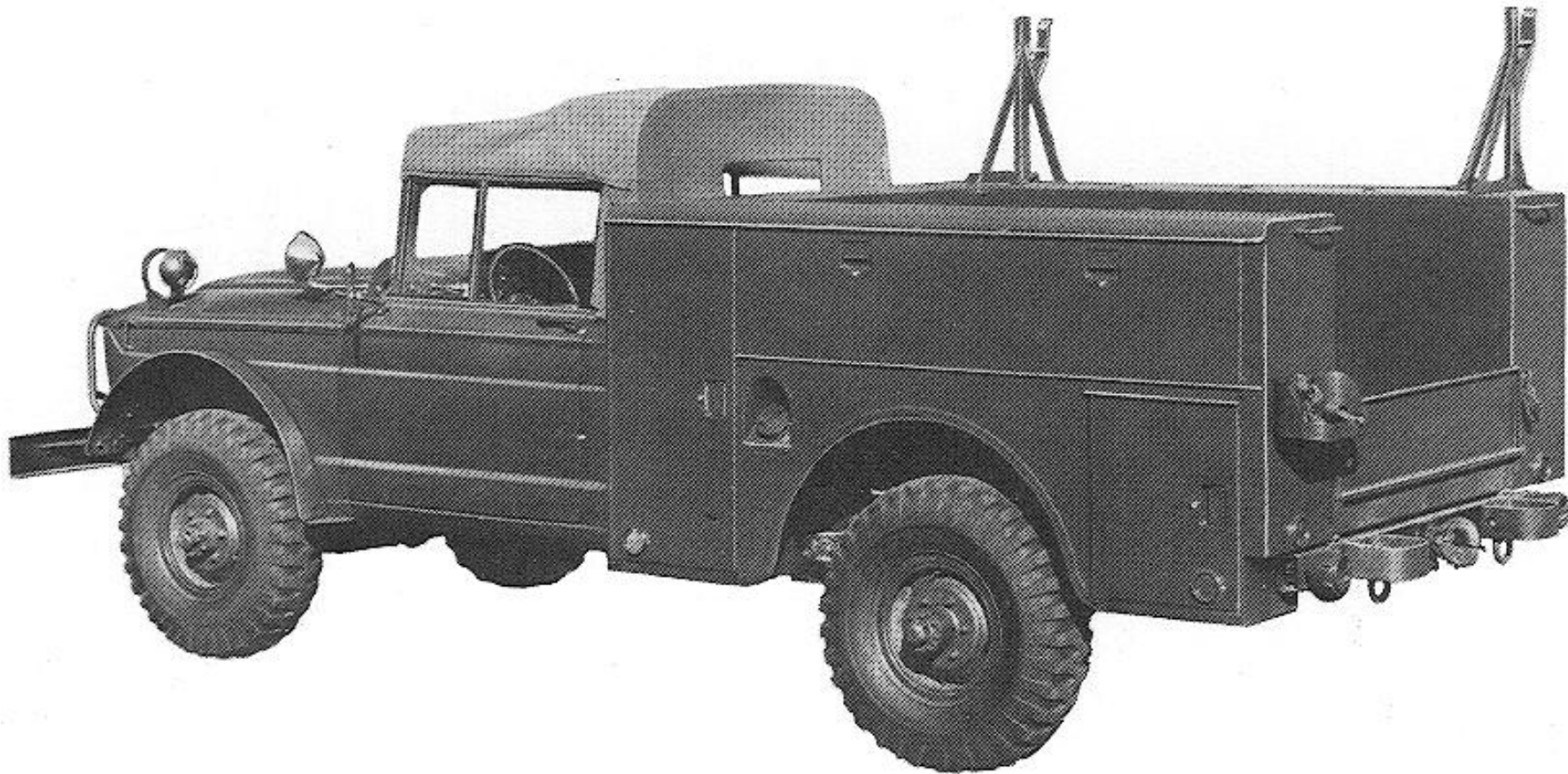
VEHICLE CHARACTERISTICS		PROJECT MANAGER, GPV	
NOMENCLATURE: TRUCK, AMBULANCE: 1 1/4 TON, M725		AMCTC NO. 4429 STATUS: LP	
		DATE: 12-1-66	
DESIGNATIONS	VEHICLE DATA	DESIGNATIONS	VEHICLE DATA
CHASSIS MODEL NO.	M724	SHIPPING DIMENSIONS	
CLASSIFICATION		Cu. Ft.	980
Air Transport Classification	Phase II	Sq Ft	124
Bridge Classification		LENGTH	209 3/4 in
Empty	2	WIDTH	85 in
Cross Country	4	HEIGHT	
Highway	4	Overall Height	95 in
PUBLICATIONS		Lowest Operable	95 in.
Operators Manual	TM-9-2320-244-10	CENTER OF GRAVITY (at curb weight)	
FEDERAL STOCK NO.	2310-921-6369	Above Ground	39 in.
CURB WEIGHT, FULLY EQUIPPED, LESS PAYLOAD AND CREW		Rear of Centerline of Front Axle	71 in.

Front Axle	2,800 lbs.	CENTER OF GRAVITY LOCATION (w/highway payload)	
Rear Axle	3,600 lbs.	Above Ground	42 in.
Total	6,400 lbs.	Rear of Centerline of Front Axle	84 in
PAYLOAD *		PERFORMANCE AT GROSS WEIGHT:	
Cross Country	2,000 lbs.	Maximum Speed	60 MPH
Highway	2,000 lbs.	Maximum Grade	60%
GROSS WEIGHT, FULLY EQUIPPED, PLUS PAYLOAD AND CREW		Cruising Range	225 Miles
Front Axle	3,000 lbs.		
Rear Axle	5,800 lbs.	OFFICE OF THE PROJECT MANAGER	
Total	8,800 lbs.	GENERAL PURPOSE VEHICLES (AMCPM-GP)	
		UNITED STATES ARMY MOBILITY COMMAND	
*Add 2-man crew w/gear		WARREN, MICHIGAN 48090	

TRUCK, AMBULANCE
1 1/4 TON
M725



VEHICLE DESCRIPTION
M726 Maintenance Truck



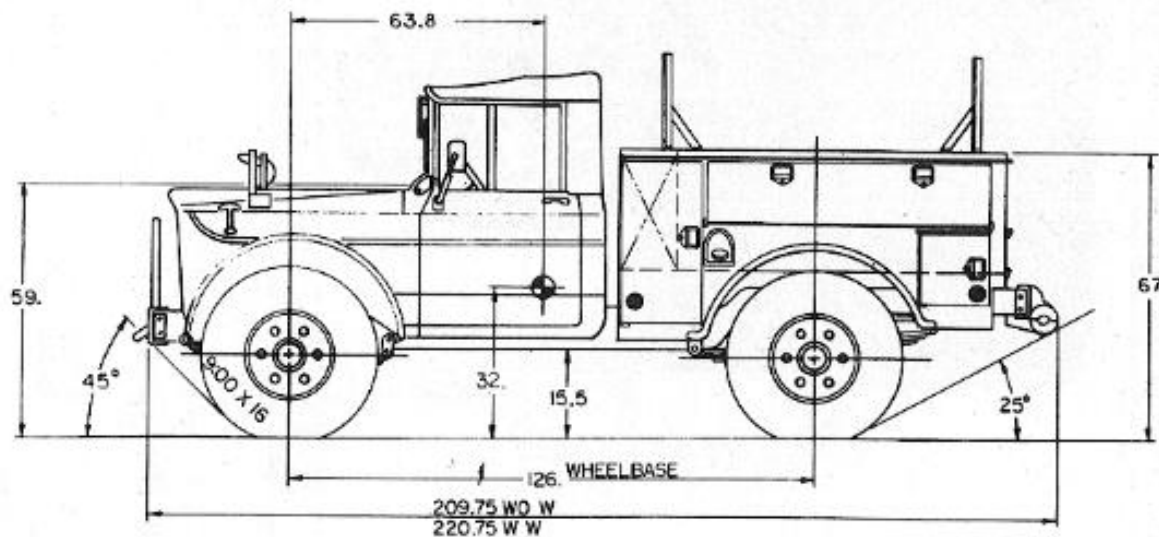
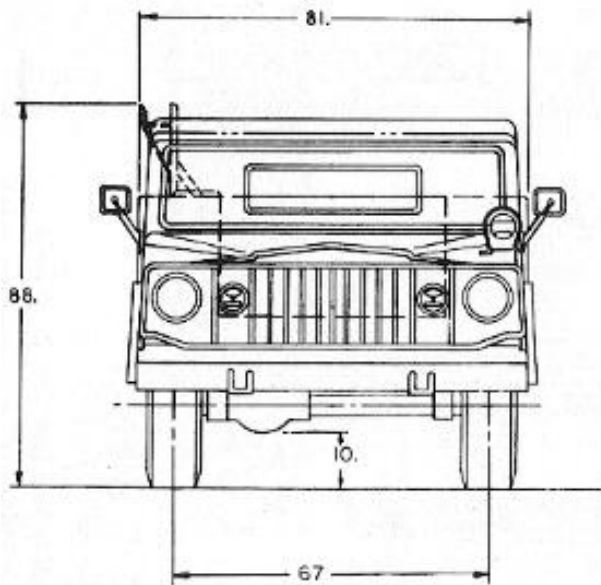
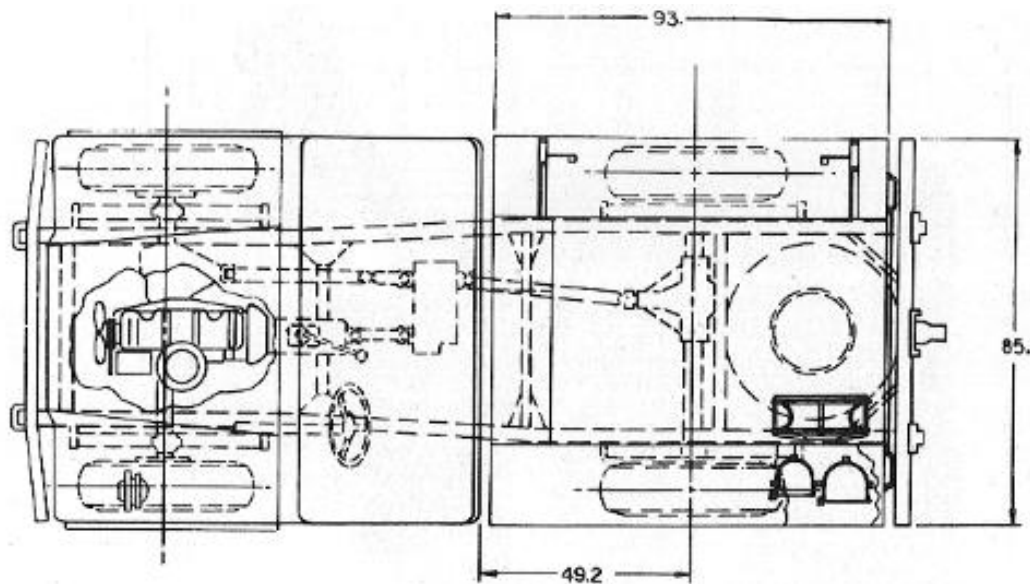
The M726, 1 1/4 ton, 4x4, Telephone Maintenance truck is supplied with a winch and features an all steel, cable splicer body designed for stowage of telephone maintenance equipment. The rear body section consists of two side banks of drawer and closet type compartments with open cargo space between. A rear tailgate with chains and recessed door locks on all compartments are furnished. Also furnished on the rear body are grab handles, ladder rack, utility hooks, furnace and solder pot holder, wire reel and three gallon water can.



VEHICLE CHARACTERISTICS		PROJECT MANAGER, GPV	
NOMENCLATURE: TRUCK, MAINTENANCE: 1 1/4 TON, M726		AMCTC NO. 4429	
		STATUS: LP	DATE: 12-1-66
DESIGNATIONS	VEHICLE DATA	DESIGNATIONS	VEHICLE DATA
CHASSIS MODEL NO.	M724	SHIPPING DIMENSIONS	
CLASSIFICATION		Cu. Ft.	730
Air Transport Classification	Phase I	Sq Ft	130
Bridge Classification		LENGTH	220 3/4 in.
Empty	2	WIDTH	85 in
Cross Country	4	HEIGHT	
Highway	4	Overall Height	80 in
PUBLICATIONS		Lowest Operable	67 in.
Operators Manual	TM-9-2320-244-10	CENTER OF GRAVITY (at curb weight)	
FEDERAL STOCK NO.	2310-921-6833	Above Ground	32 in.
CURB WEIGHT, FULLY EQUIPPED, LESS PAYLOAD AND CREW		Rear of Centerline of Front Axle	63.8 in.
Front Axle	3,200 lbs.	CENTER OF GRAVITY LOCATION (w/highway payload)	

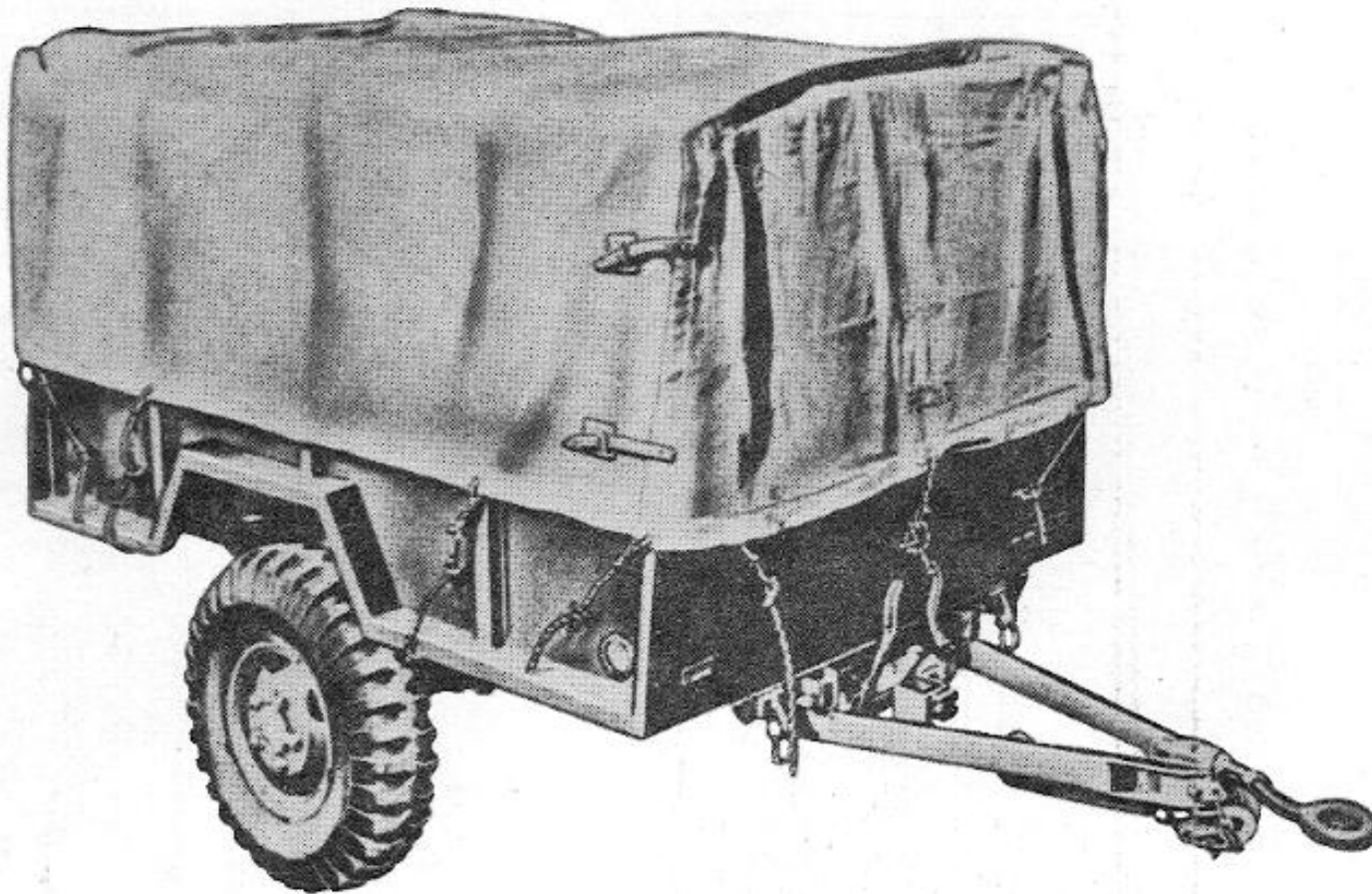
Rear Axle	3,300 lbs.	Above Ground	34 in.
Total	6,500 lbs.	Rear of Centerline of Front Axle	77.9 in
PAYLOAD *		PERFORMANCE AT GROSS WEIGHT W/O TOWED LOAD:	
Cross Country, Limited **	2,000 lbs.	Maximum Speed	60 MPH
Highway	2,500 lbs.	Maximum Grade	60%
GROSS WEIGHT, FULLY EQUIPPED, PLUS PAYLOAD AND CREW		Cruising Range	225 Miles
Front Axle	3,400 lbs.	PERFORMANCE AT GROSS WEIGHT W/TOWED LOAD:	
Rear Axle	5,500 lbs.	Maximum Speed	60 MPH
Total	8,900 lbs.	Maximum Grade	58%
TOWED LOAD ALLOWANCE		Cruising Range	225 Miles
Cross Country **	2840 lbs.		
Highway	3590.lbs	OFFICE OF THE PROJECT MANAGER	
		GENERAL PURPOSE VEHICLES (AMCPM-GP)	
*Add 2-man crew w/gear		UNITED STATES ARMY MOBILITY COMMAND	
**For Limited Cross Country use only.		WARREN, MICHIGAN 48090	

**MAINTENANCE TRUCK
1 1/4 TON
M726**



M101A1 Cargo Trailer

GENERAL: Trailer, Cargo: 3/4 ton, 2-wheel, M101A1 w/e, transports varied types of loads on highways and cross country. The tailgate is hinged to the body. Two hand brake levers at the front of the body and a drawbar assembly is attached to the front of the chassis, A retractable front support leg is attached to the drawbar bracket and two taillights are mounted at the rear of the chassis trailer: 3/4 ton, 2-wheel M116A1 underneath the body of the trailer.



VEHICLE CHARACTERISTICS			FED. SUP CLASS 2330	
NOMENCLATURE: TRAILER CARGO—3/4 TON 2 WHEEL, M101A1 (MILITARY DESIGN)				
BASIC CHASSIS:	M116A1	MS53023-1	ELECTRICAL SYSTEM:	
CURB WEIGHT FULLY EQUIPPED:	1340 lbs.		Installation Ord. No.	7314831
PAYLOAD:			Potential	24 volts
Cross country	1500 lbs.		Stoplight, Taillight, vehicular: RH & LH	MS 51329-1
Highway	2250 lbs.		Stoplight Vehicular: blackout (1) reqd	MS 51302-1
GROSS WEIGHT:			FRAME:	
Cross country	2840 lbs.		Assembly Ord. No.	10910696
Highway	3590 lbs.		Cross members	5
WEIGHT DISTRIBUTION:			Side rail	Channel-3 x 1 1/2 x .15

	No load	Cross country	Highway	Section Modulus (Chassis side rail)	.77 cu.in.
Lunette eye	99 lbs.	172 lbs.	197 lbs.	AXLE:	Tubular
Landing gear	115lbs.	200 lbs.	230 lbs.	Ord. No.	10919707
Axle	1225 lbs.	2640 lbs.	3350 lbs.	SPRINGS:	Semi-elliptic
BODY DATA:				Ord. No.	7339463
Dimensions: (inside) approx.				2 wide x 46 long, 7 leaves	
Width between side panels	66 in.			SHOCK ABSORBERS:	Hydraulic telescoping
Width between wheel housing	45½ in. max.			Ord. No.	7339464
Length (inside)	94¼ in.			WHEELS:	Single, drop center
Height, floor to bows	50 in.			Ord. No.	MS 53344
Body floor above ground. approx.	34 in.			TIRES:	2--9.00x16 8 ply MS 35388-11
FORDING DEPTH:	33 inches			Tread design	NDMS
LUNETTE:	Coupler	MS 51339-2		Tube	MS 35392-10
LANDING GEAR:	Strut type			BRAKES: Service:	None
Ord. No.	7339354			BRAKES: Parking	
MAXIMUM TOWING SPEED:				Install. Ord. No.	10925064
Cross country	30 M.P.H			Drum size	14x2
Highway	55 MPH.			Actuation	Manual
TIE DOWNS and/or lifting eyes:				MILITARY STANDARD	MS 53085
No.	4			PROCUREMENT SPECIFICATION	MIL-T-10579
Location	2 front corners, 2 rear corners			APPROVED	31 DECEMBER 1964 REVISED

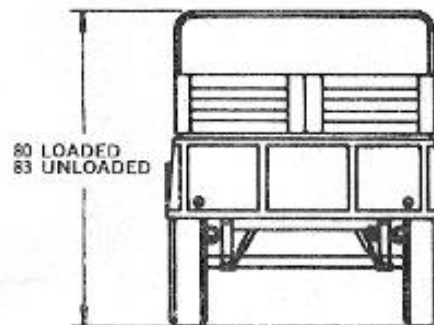
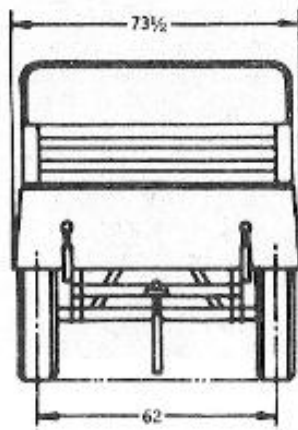
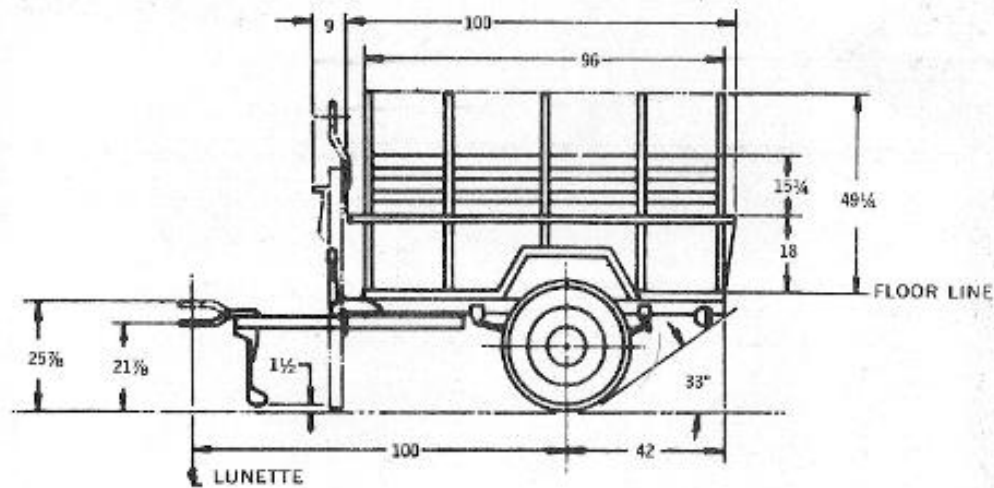
This vehicle shall be in accordance with referenced drawing. Part No. 8736397, copies of which may be obtained from Army Tank-Automotive Center, Warren, Michigan 48090. Attn: Standardization Branch.

TRAILER, CARGO

¾ TON

2 WHEEL, M101A1 (MILITARY DESIGN)

DIMENSIONS ARE IN INCHES AND ARE SHOWN FOR ENGINEERING REFERENCE ONLY.



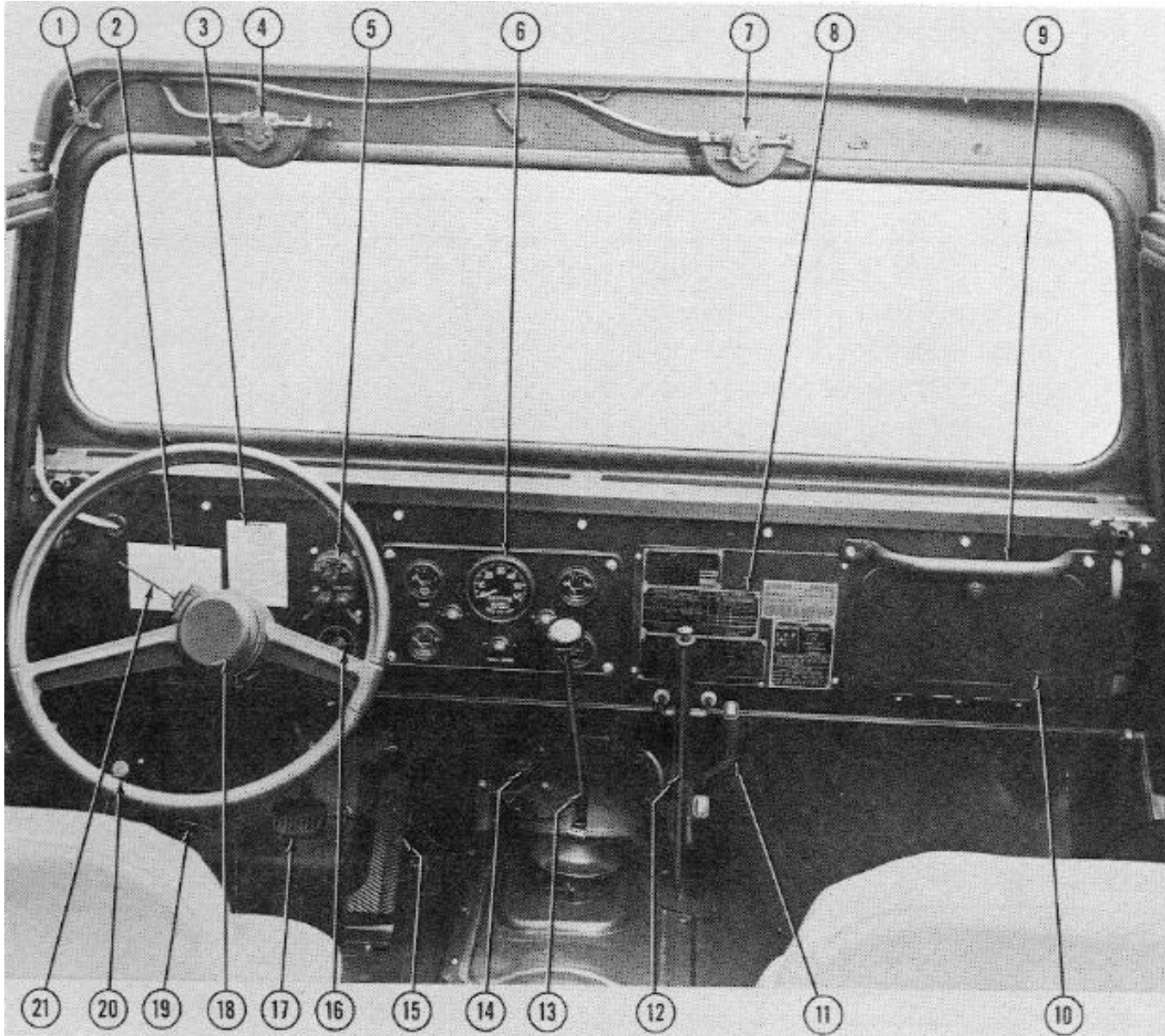
VEHICLE FAMILIARZATION

Instruments and Switches

The instruments, of military type, are located to permit effective use by the driver. Those provided are: speedometer/odometer, fuel gauge, temperature gauge, battery- generator indicator and oil pressure gauge.

The light and ignition switches are mounted on the instrument panel, while the starter and the dimmer switches are mounted on the toe board. the light switch is

of standard military type which handles all the functions of service drive and blackout drive conditions. Incorporated in it are the circuit breaker and the panel light dimmer. The ignition switch is a two position type and the dimmer switch is the conventional foot operated type. All switches are readily accessible to the driver.



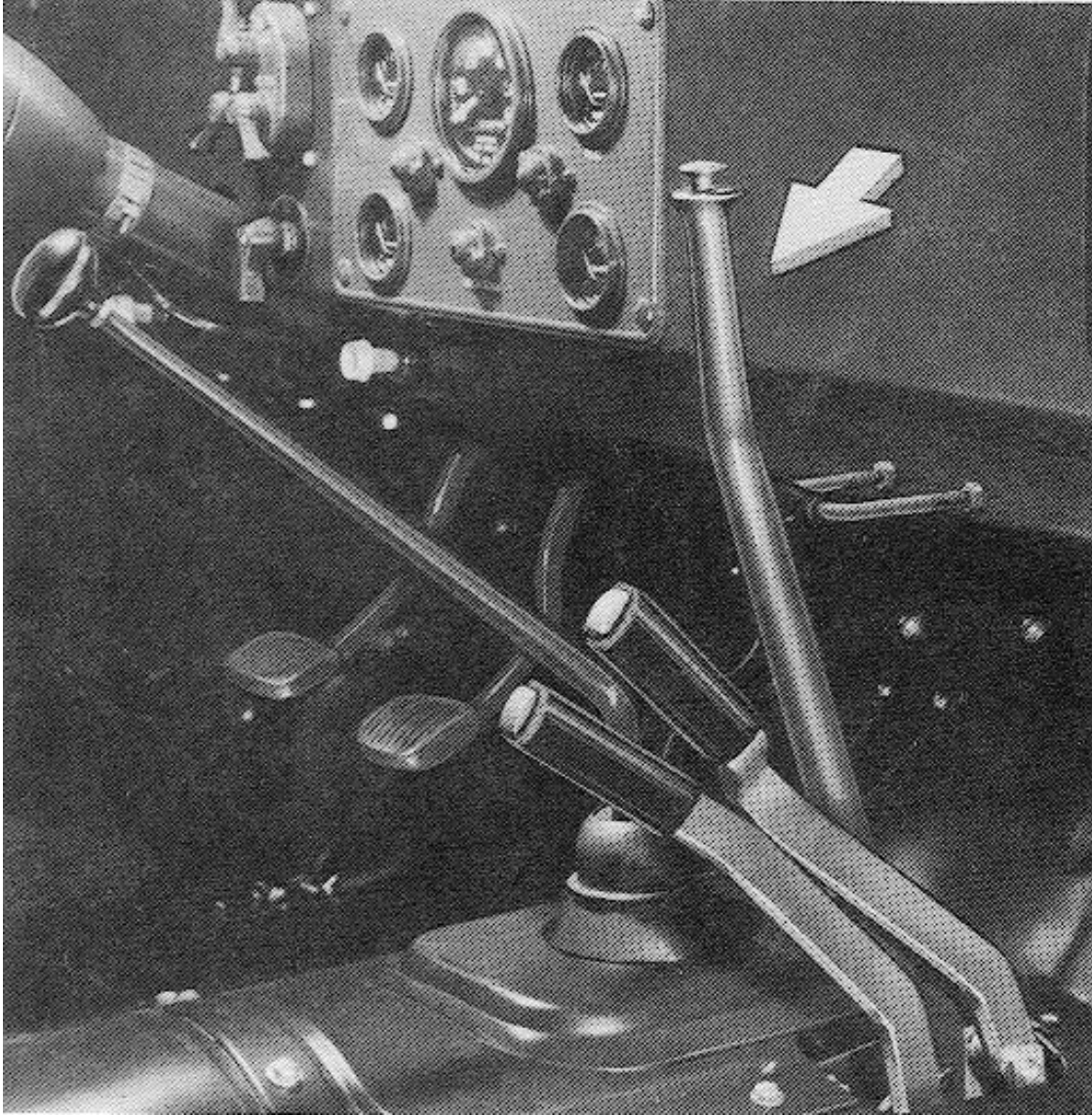
Standard Army Instrument Panel

1. Windshield Wiper Control Valve	8. Identification and Data Plates	15. Accelerator Pedal
2. Warranty Decal	9. Safety Rail	16. Ignition Switch
3. Driver Instructions	10. Glove Box	17. Brake Pedal

4. Left Windshield Wiper Motor	11. Transfer Case Shift Levers	18. Horn Button
5. Main Light Switch	12. Parking Brake Handle	19. Clutch Pedal
6. Instrument Panel	13. Transmission Gear Shift Lever	20. Headlight Dimmer Switch
7. Right Windshield Wiper Motor	14. Foot Starter Switch	21. Directional Signal Switch

Parking Brake Controls

To apply the parking brake, pull back control lever. It will automatically lock in place. To release, press down on the release button on top of the lever and push brake lever forward.



Parking Brake Control

Starting the Engine

Shift the transmission into NEUTRAL. Pull the choke control out halfway. Turn the ignition switch on and depress the starter switch until the engine starts. If the engine fails to start in 30 seconds, release the starter switch and wait about one minute before attempting to start the engine again.

If the engine fails to start in two or three attempts, consult the Emergency Chart in the Operator's Manual TM 9-2320-244-10.

Set the choke control at the best position to keep the engine running for warmup. Push the choke all the way in as soon as the engine reaches operating temperature.

Driving the Vehicle

Release hand brake if set.

Depress clutch pedal.

Move transmission gear shift lever to the first position. (Note that front axle and transfer case shift levers are not used when the vehicle is driven on the highway in two-wheel drive.)

Depress foot accelerator pedal gradually and at the same time slowly release clutch pedal.

Allow the vehicle to gain momentum (two or three vehicle lengths), then release the accelerator and depress clutch pedal at the same moment. Move shift lever promptly to the next higher speed position. Depress foot accelerator pedal gradually and at the same time slowly release the clutch pedal.

Shift to each of the next higher speeds in the same manner, releasing the accelerator and depressing the clutch pedal before moving the shift lever.

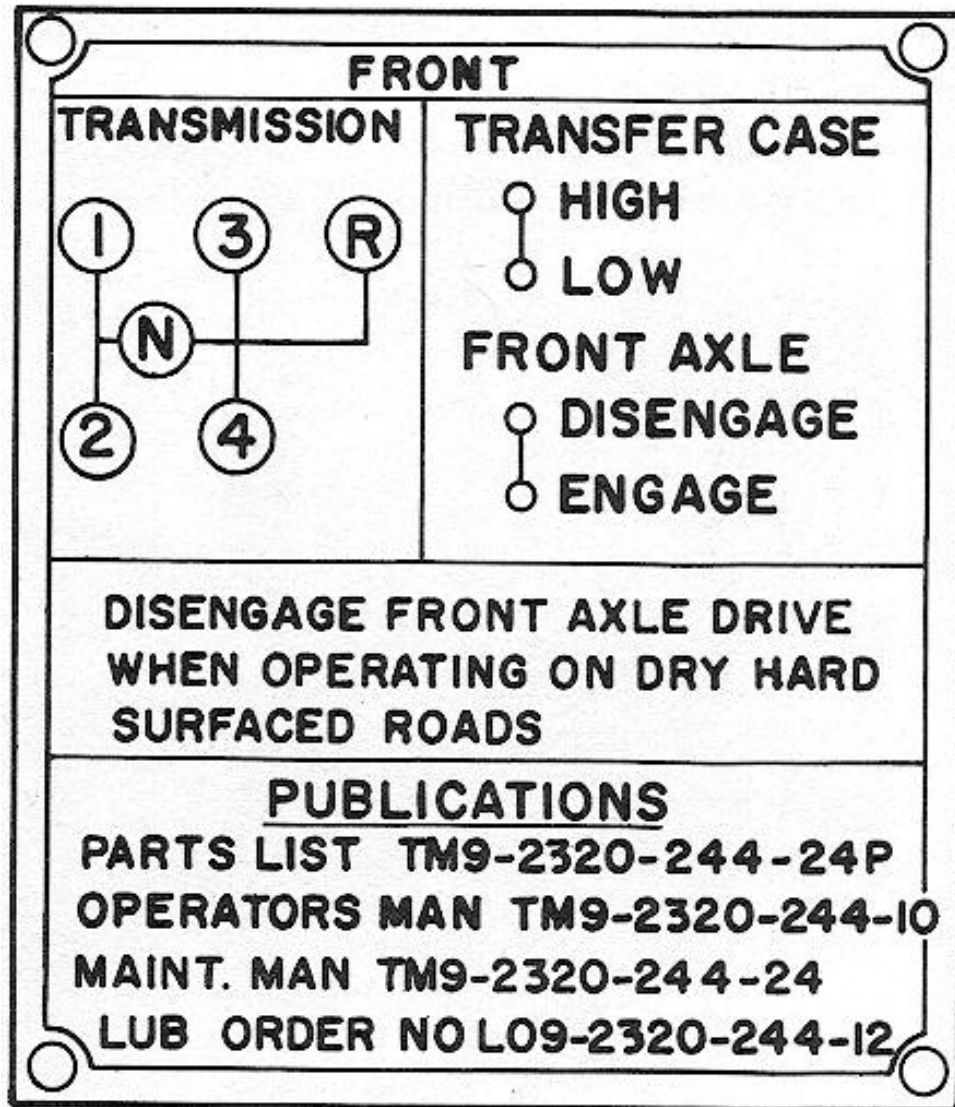
Changing to Lower Speed

(Caution: Never attempt to shift to a lower gear with the vehicle traveling at a high rate of speed.)

Depress clutch pedal.

Move gear shift lever quickly into the next lower speed, increasing the engine speed slightly if traveling on level road, and release clutch pedal.

It will be found advisable to make this change when the engine is placed under heavy pull or when dropping down to a very low speed, as when traveling up a steep grade, in sand, or in congested traffic.



Reversing the Vehicle

With the vehicle at a standstill, depress the clutch pedal.

Shift the gear shift lever into the reverse position and slowly release clutch pedal while regulating the vehicle speed with the foot accelerator.

Towing the Vehicle

The vehicle may be towed forward in the normal manner without damage to the 4-wheel drive mechanism. The gears in both the transmission and transfer case must be in their neutral positions.

Should it be necessary, however, to lift the rear wheels and tow the vehicle in reverse, be sure to remove the front axle shaft driving flanges to prevent the front differential from rotating.

Should the driving flanges be removed, a cover should be improvised to prevent dirt from entering the wheel bearings.

OPERATION UNDER UNUSUAL CONDITIONS

Refer to TM 21-300 and TM 21-305 for special driving instructions under unusual conditions.

Extreme Cold Weather Operation

Refer to FM 31-70 and FM 31-71 for description of operation in extreme cold. Refer to TM 9-207 for operation and maintenance of automotive material in extreme cold (0 degrees F to -50 degrees F.). Correct specific gravity reading of batteries exposed to extreme cold as outlined in TM 9-207. Also refer to TB ORD 651 for instruction on use of antifreeze solutions and cleaning compounds in engine cooling systems.

If power plant heater is not available, remove batteries and store in a warm place. It is not necessary to drain subzero type engine oil, since it will remain fluid although unheated.

Extreme Hot Weather Operation

Continuous operation at high speeds or under long hard pulls on steep grades, or soft terrain, may cause the engine to overheat. Be alert for overheating and halt the vehicle for cooling off whenever necessary and tactical situation permits. Make frequent inspections and servicing of tile cooling system, engine oil filter, and carburetor air cleaner. If engine is consistently overheating, look for dust., sand, insects, or other obstructions in the radiator fins. Blow out any accumulations with compressed air or water under pressure. Flush cooling system, if necessary. Avoid use of water containing alkali or other substances 'that may cause scale and rust formation. Use soft water whenever possible. Add corrosion-inhibiter compound to the coolant.

In torrid zones check electrolyte level of batteries daily and replenish, if necessary, with pure distilled water. If distilled water is not available, use rain or drinking water. Refer to TM 9-6140-200-15 for dilution of electrolyte when batteries are to be used in torrid climates.

Operating on Unusual Terrain

Obtain tire chains for operation on snow or ice-covered terrain or in deep mud.

Lower tire pressure to travel over sand, ice, mud, and snow if tire chains are not available.

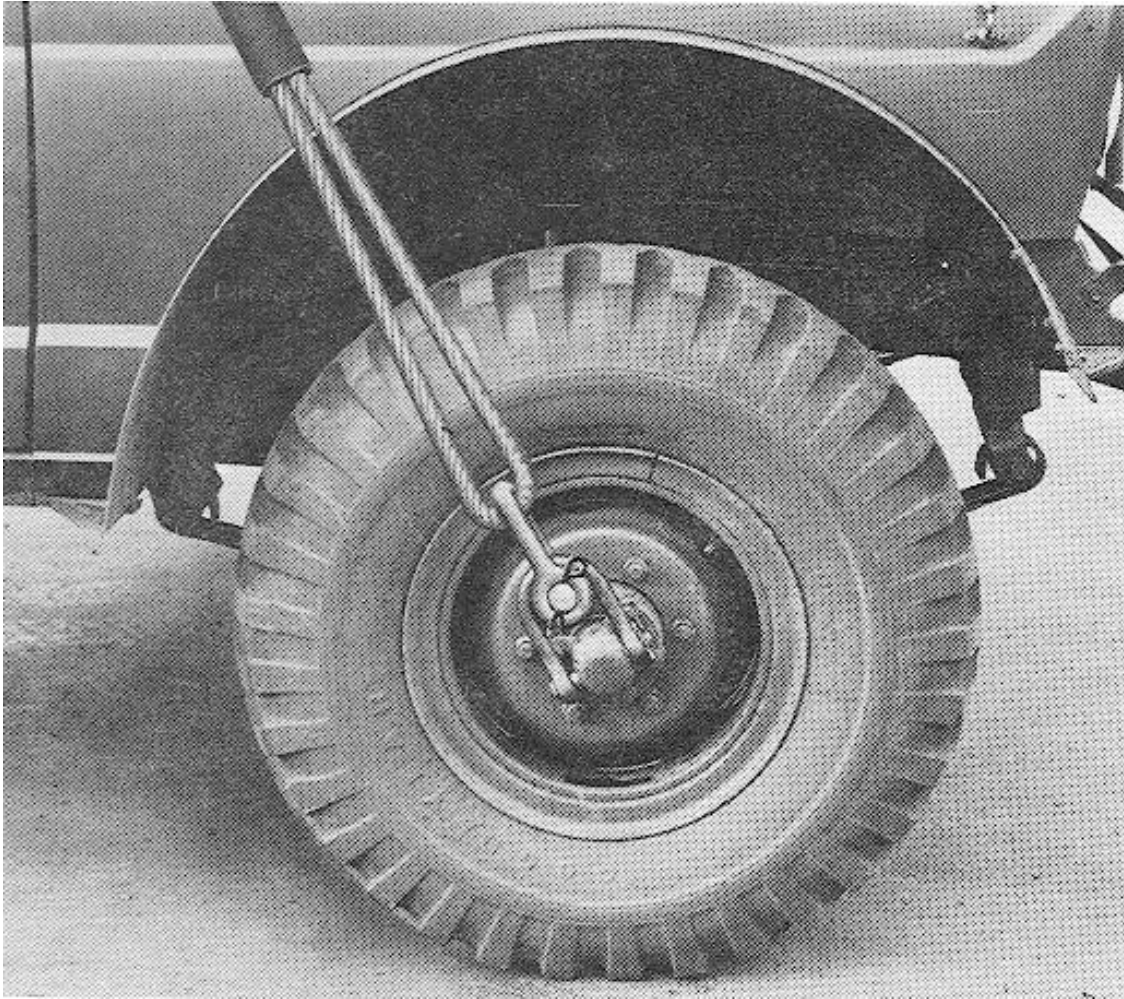


Deep Water Fording System

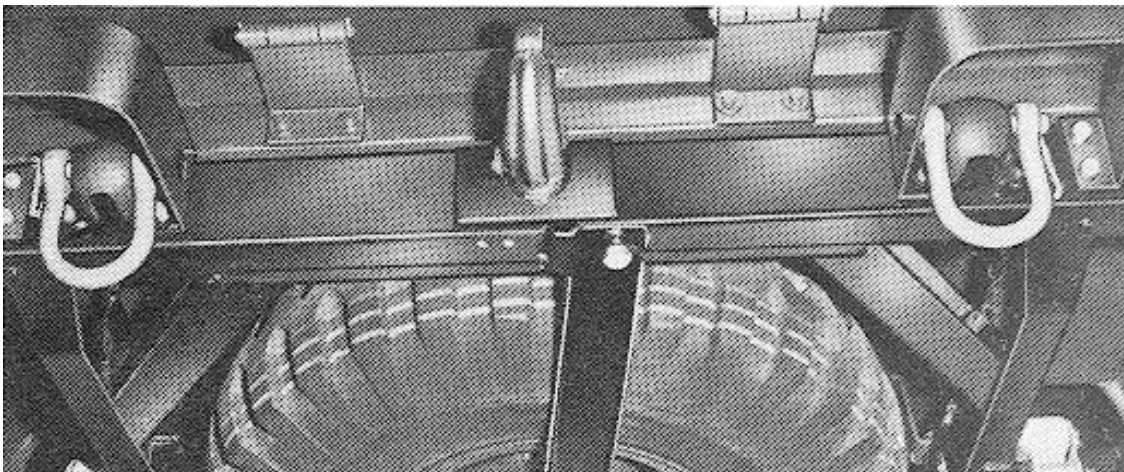
A deep water fording system is available for installation on the vehicle. The only control applicable to the operator is the fording control handle. Pull the handle out before fording and push back in after leaving the water. The bellhousing plug should be installed for this type operation.

Towing Shackles and Lifting Lugs

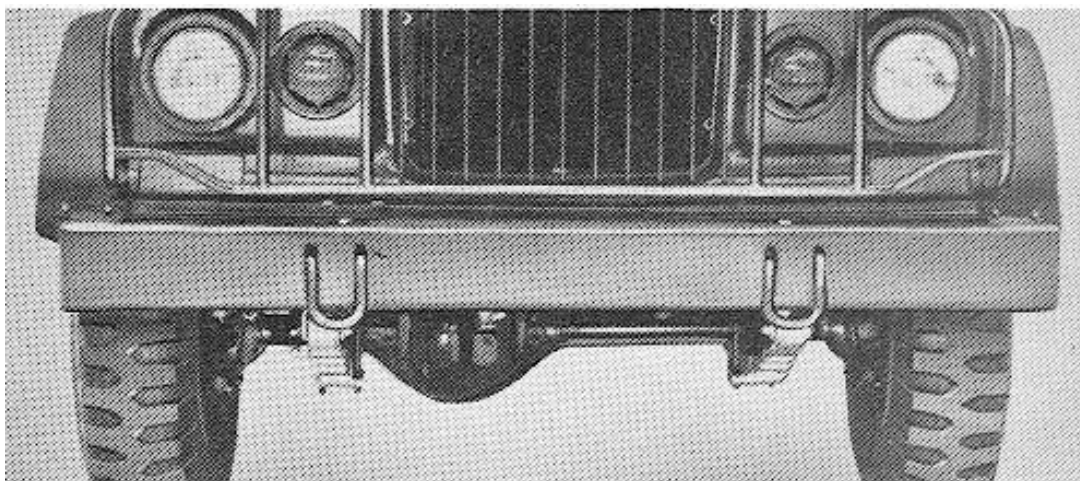
The M715 Truck Series is equipped with four wheel lifting lugs into which towing shackles can be installed, and four towing shackles which are also used as tiedowns. The tow and tiedown shackles are located two on the front of the vehicle extending through the front bumper, and two on the rear of the vehicle inside a bumperette at each end. When lifting the vehicle, the front and rear tow shackles are removed and installed into the wheel hub lug eye. The tow shackles are equipped with a shackle pin drilled with a hole for a safety wire pin to be used as a retainer.



Lifting Lug



Rear Towing Shackles

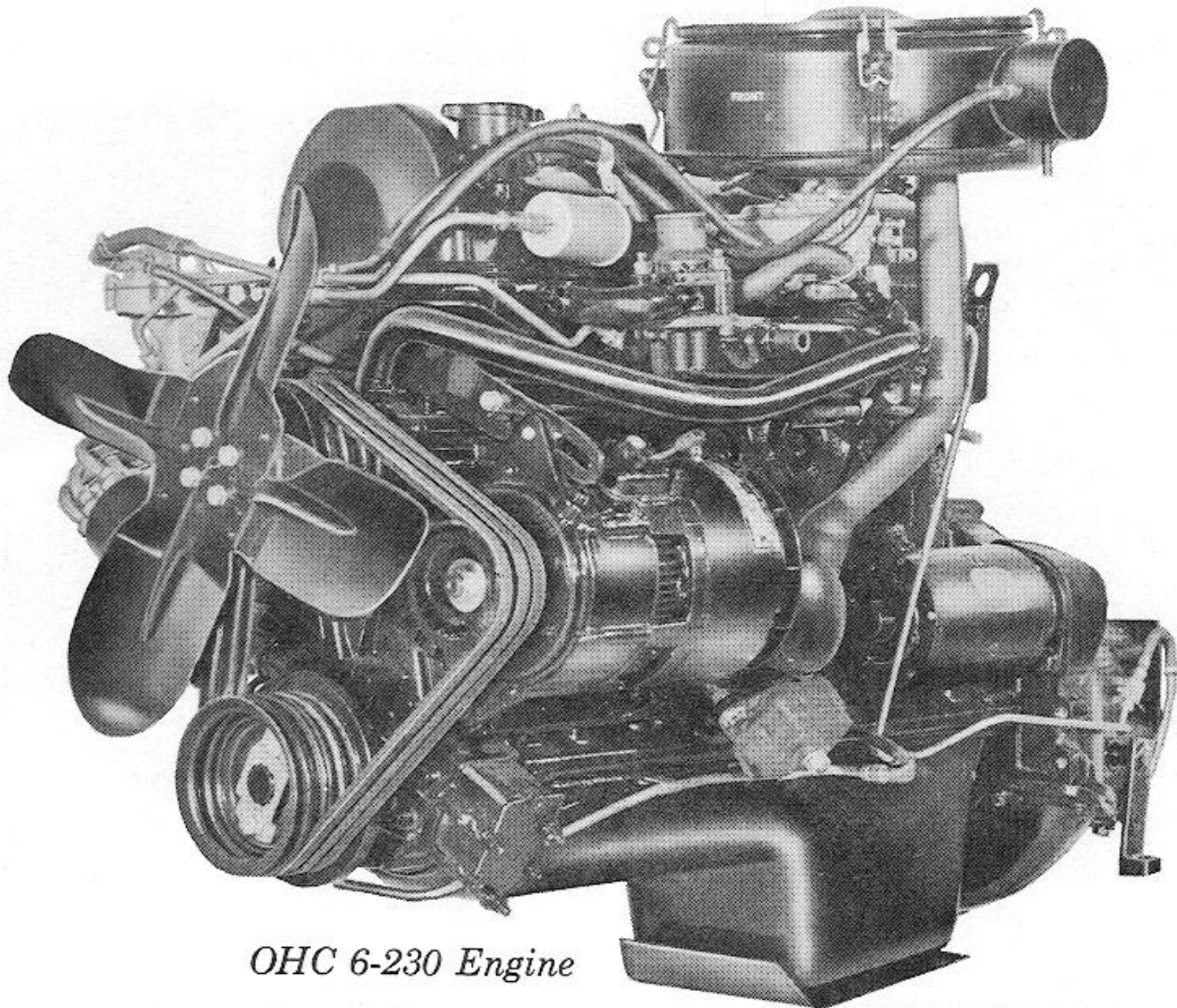


Front Towing Shackles

Pintle Hook

Towing of the Army's M101 ton Trailer and other equipment is accomplished through the use of a rotating rear pintle hook supplied on all M715 vehicles. The pintle hook is bolted to the center of the rear frame crossmember and is reinforced by a plate which is welded to the crossmember for added strength. The pintle hook is capable of towing a similar vehicle of equal gross weight.

VEHICLE SYSTEMS



OHC 6-230 Engine

The Army's M715 Truck Series is powered by an overhead cam, overhead valve, six-cylinder inline, gasoline type engine. This engine is simple, rugged, and light weight, and possesses high thermal and mechanical efficiency characteristics. It has "spheroidal" combustion chambers and a light, rigid valve gear operated from a single cam lobe through stamped type spherical seated rocker arms for both intake and exhaust valves. An engine power curve is shown below.

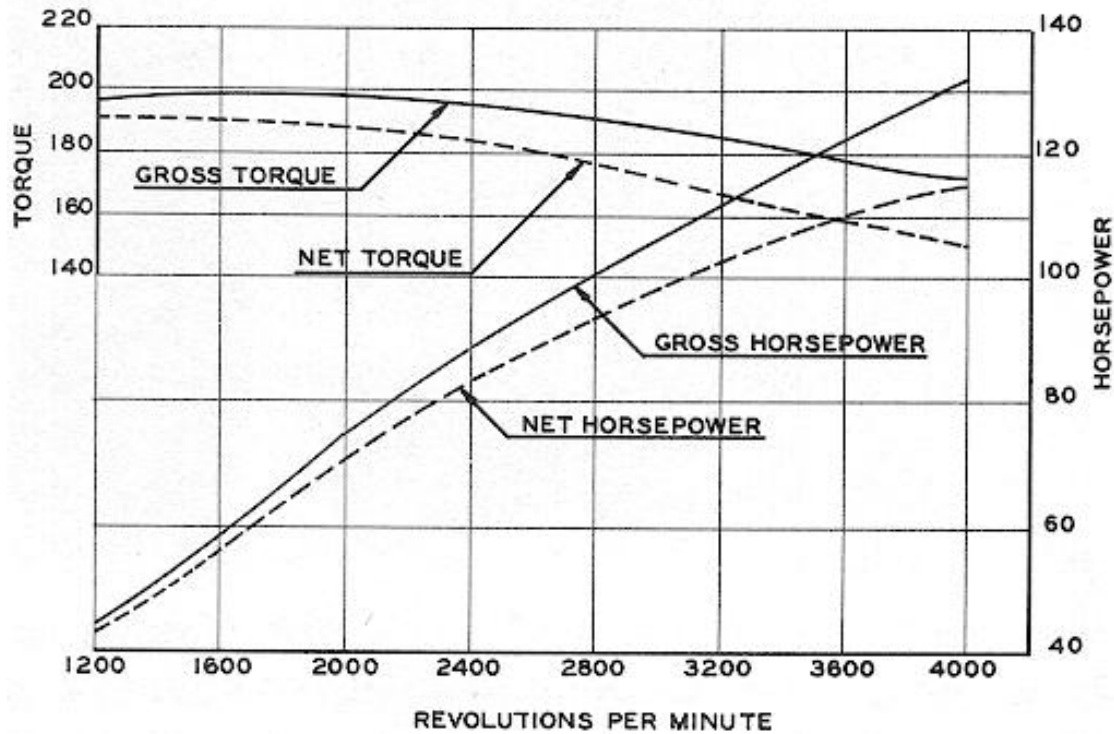
A heavy-duty single plate-dry disc type clutch is used on the M715 Truck Series. Its 10 1/2 inch pressure plate utilizes nine springs to insure maximum pressure

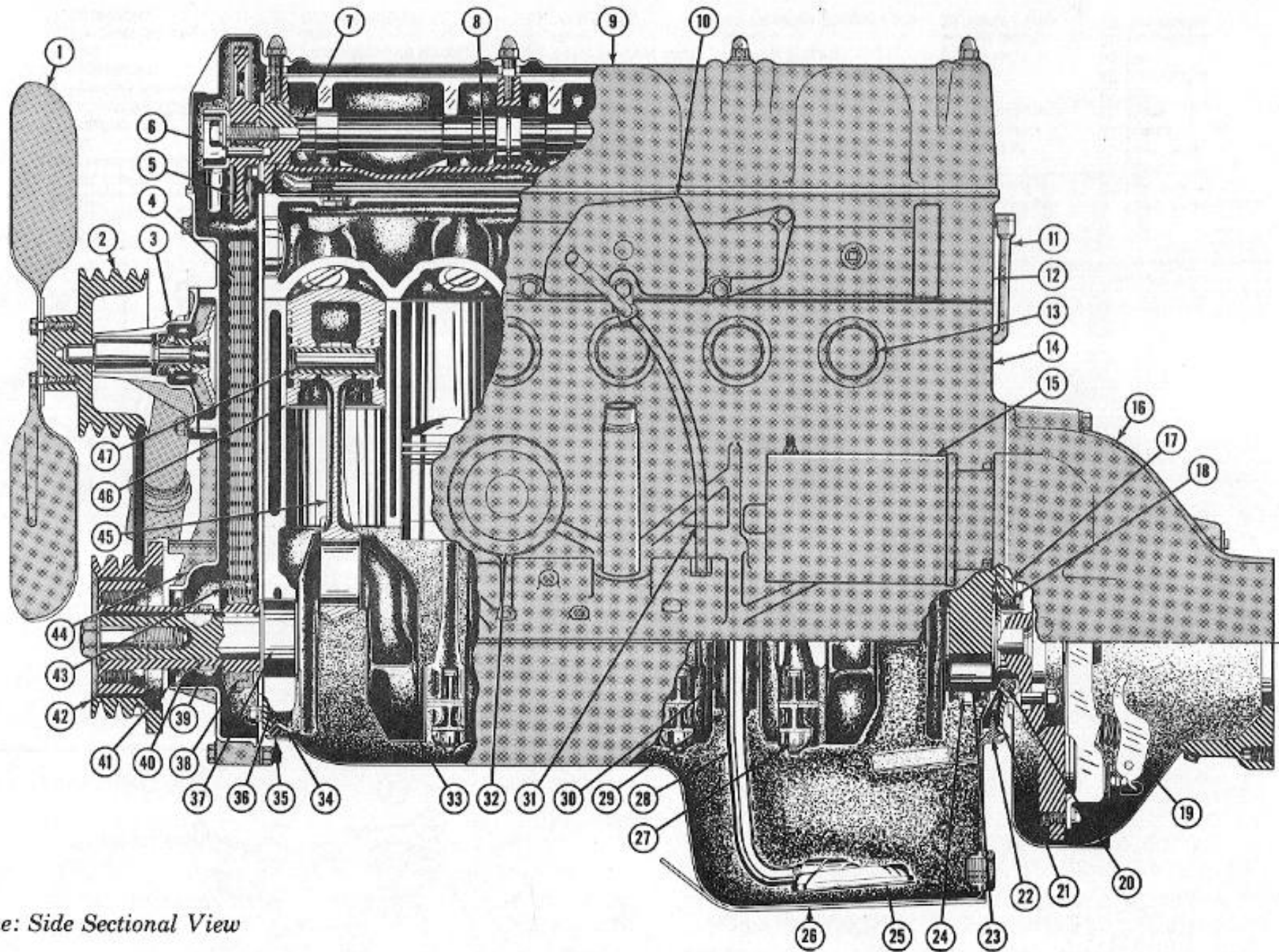
and positive engagement. A damper assembly in the hub incorporated in the driven plate minimizes transfer of torsional vibrations from the engine to the transmission.

The electrical system includes an alternator, ignitor, starter motor, engine wiring harness and battery cables. All components are the 24-volt military type and are completely waterproofed. The alternator is mounted up front on the left side of the engine directly in the fan blast for cooling. A three sheave drive is used with three belts driving the alternator and water pump.

Two 12-volt batteries, supplying 24-volts, with a 45-ampere hour capacity are used. The batteries are located in an enclosed case between the two seats of the cab compartment in the M715, M274, M726 and under the front seat in the patient compartment of the M725 Ambulance.

POWER CURVE

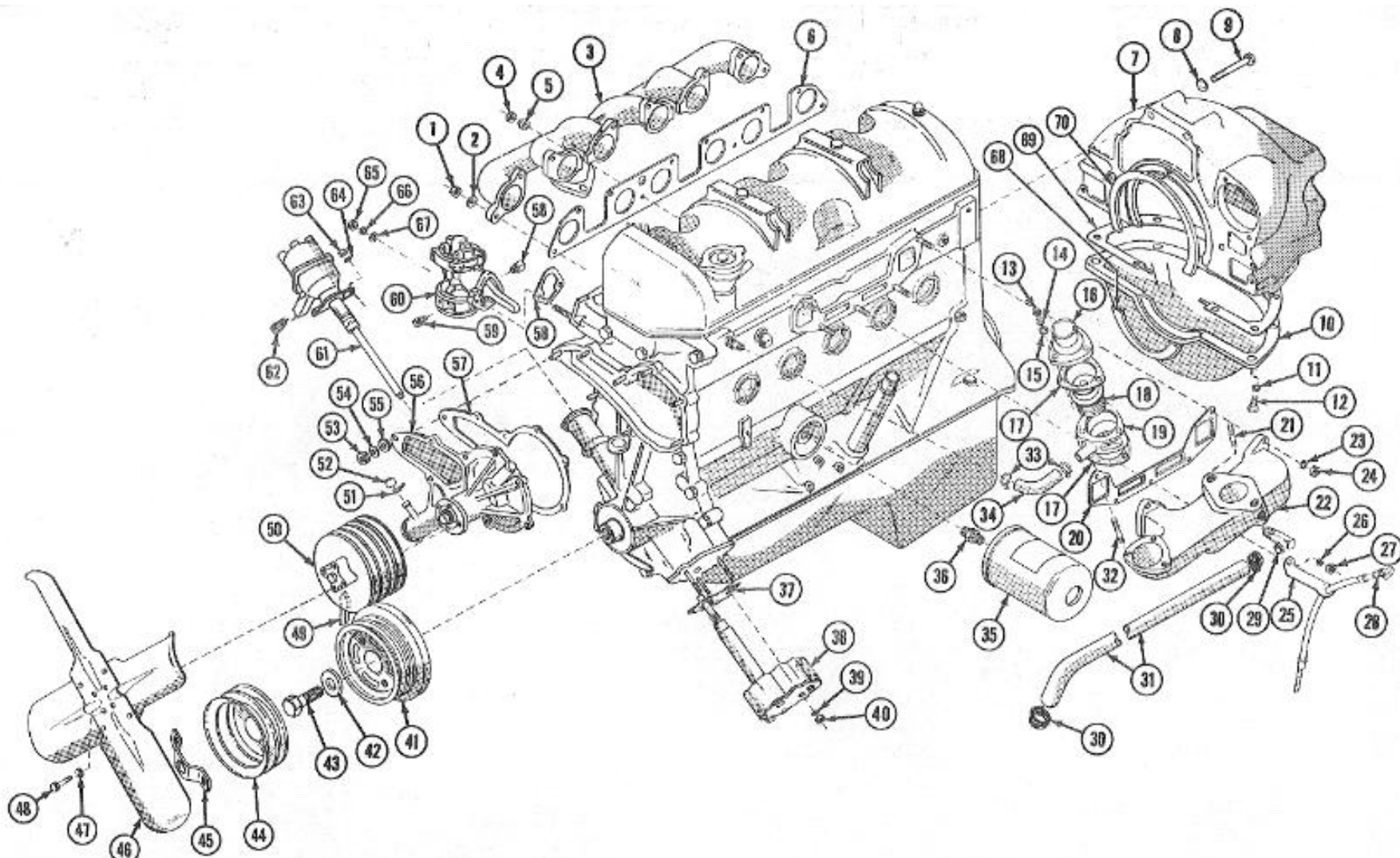




Engine: Side Sectional View

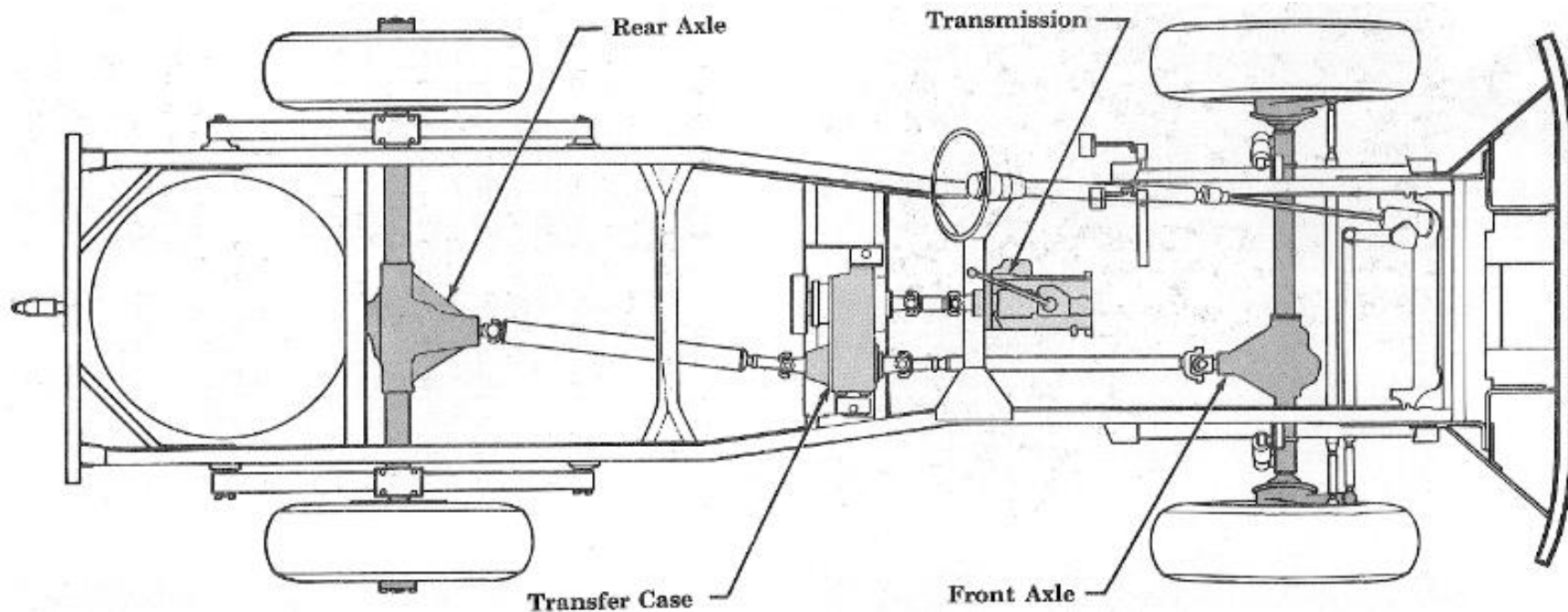
1—Cooling Fan	13—Core Plug	25—Oil Intake Screen	37—Front Main Bearing
2—Fan Drive Pulley	14—Cylinder Block	26—Oil Pan	38—Crankshaft Sprocket
3—Water Pump	15—Starting Motor	27—Connecting Rod Bearing Cap	39—Oil Pump Drive Gear
4—Timing Chain	16—Flywheel Housing	28—Oil Intake Pipe	40—Oil Slinger

5—Camshaft Sprocket	17—Filler Block Guard	29—Intermediate Main Bearing Cap Screw	41—Timing Chain Cover Oil Seal
6—Fuel Pump Eccentric	18—Upper Rear Oil Seal	30—Intermediate Main Bearing Cap	42—Vibration Damper
7—Camshaft	19—Clutch	31—Dipstick Guide	43—Oil Fitting
8—Cam Bearing Support Deck	20—Lower Rear Oil Seal	32—Oil Filter	44—Timing Chain Cover
9—Rocker Arm Cover	21—Rear Filler Block	33—Crankshaft	45—Connecting Rod
10—Intake Manifold	22—Oil Pan Seal	34—Front Filler Block	46—Piston
11—Lubrication Tube	23—Rear Main Bearing	35—Oil Pan Seal	47—Piston Pin
12—Cylinder Head	24—Rear Main Bearing Cap	36—Front Main Bearing Cap	



Engine: Exploded View

1. Nut	18. Thermostat	35. Oil Filter	52. Nut
2. Flat Washer	19. Thermostat Housing	36. Adapter	53. Lockwasher
3. Exhaust Manifold	20. Intake Manifold Gasket	37. Oil Pump Gasket	54. Flat Washer
4. Nut	21. Stud	38. Oil Pump	55. Water Pump
5. Retainer	22. Intake Manifold	39. Lockwasher	56. Water Pump Gasket
6. Exhaust Manifold Gasket	23. Lockwasher	40. Nut	57. Fuel Pump Gasket
7. Flywheel Housing	24. Nut	41. Vibration Damper	58. Elbow
8. Lockwasher	25. Dipstick Guide	42. Pilot Washer	59. Fuel Pump
9. Bolt	26. Lockwasher	43. Bolt	60. Ignitor
10. Flywheel Housing Pan	27. Nut	44. Vibration Damper Lock	61. Elbow
11. Lockwasher	28. Dipstick	45. Cooling Fan	62. Nut
12. Cap Screw	29. Elbow	46. Lockwasher	63. Lockwasher
13. Nut	30. Hose Clamp	47. Bolt	64. Nut
14. Lockwasher	31. Water By-Pass Hose	48. Fan Belt	65. Lockwasher
15. Flat Washer	32. Stud	49. Fan Pulley	66. Flat Washer
16. Water Outlet Elbow	33.. Hose Clamp	50. Hose Clamp	
17. Thermostat Housing Gasket	34. Hose	51. Cap	

**M715 Frame Construction and Drive Line.**

Transmission

The transmission, with a 300 pound foot rating, is a four-speed synchromesh type with cane shift.

Transfer Case

The transfer case is a two-speed, all helical gear, drop gear box located remotely just to the rear of the transmission. As in a conventional four-wheel drive vehicle, this transmits power from the transmission to all four driving wheels.

Front Axle

The front driving axle is a heavy duty model of the conventional solid full floating type. Heavy duty spindles are combined with sealed steering knuckles to achieve durability. This type construction offers optimum sealing conditions minimizing field maintenance.

Rear Axle

The rear driving axle is also of the solid full floating type. The axle capabilities are more than adequate to carry the most severe loads expected to be encountered in the service life of these vehicles.

Special Purpose Kits



Arctic Conversion**ARCTIC MODIFICATION**

M715 Series vehicles to be used in cold climates can be modified to provide Army personnel with protection from the elements. This modification is effected through the applicable use of a metal crew compartment enclosure . . . crew compartment heater kit . . . insulated cargo closure and the cargo closure heater kit. In addition, the engine components of vehicles assigned to cold weather use are protected by the power plant heater kit.

Cargo Compartment Enclosure Kit

(FSN) (KJC Part 978414)

Arctic Enclosure Kits for Cargo and Personnel protection are available for the M715 model. This is a fabric type closure with an inner and outer skin of canvas duck and ensolite filler for insulation. The enclosure includes front, rear, and side window lights. Features include dome light, padded insulated seats and backs, rear entrance step, rear entry door, and insulated floor.

Crew Compartment Enclosure Kit

(FSN 2510-933-3979)

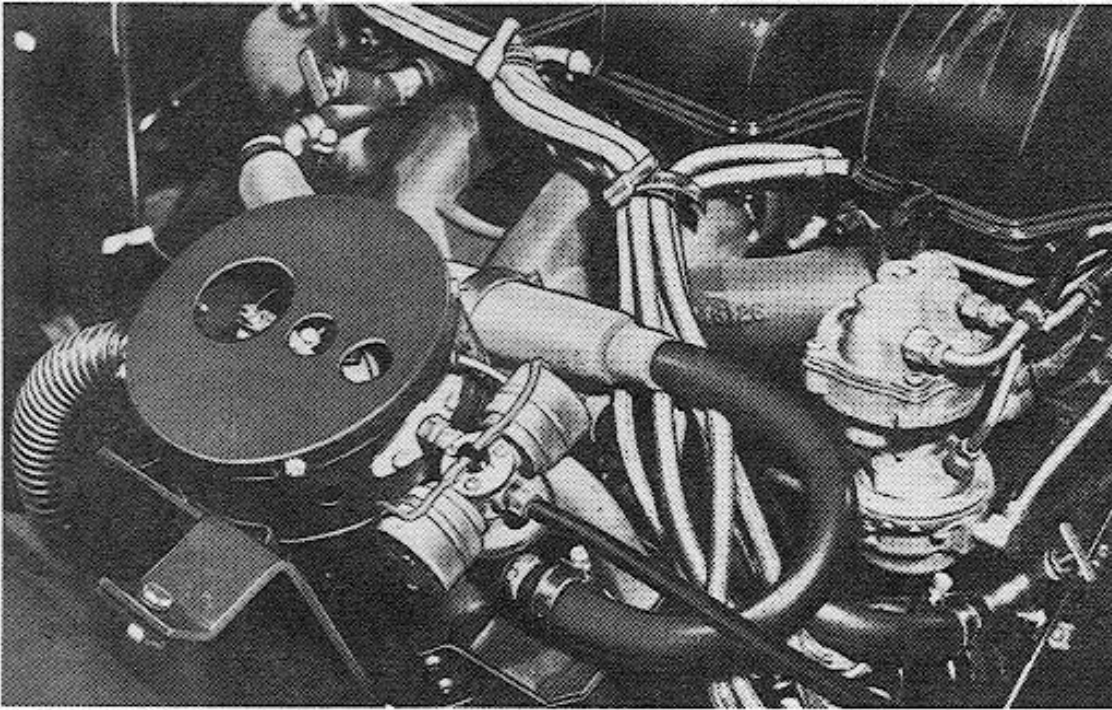
The Arctic Enclosure Kit is a metal and glass enclosure designed to protect the vehicle cab and crew from weather extremes, and at the same time provide maximum comfort and vision. It consists of a roof panel and a back panel which attach to the body and each other with common bolts, nuts, and screws. Both panels are fabricated with insulation installed. The back panel is equipped with a window glass, assembled to the panel with weatherstripping. Weather seals are supplied loose with the kit for the cab door openings.

Engine Heater Kit (—50°F)

(FSN 2540-933-3978)

The Engine Arctic Heater Kit consists of a gasoline burning coolant heater equipped with a separate oil pan heating shroud, a control box, a flexible fuel line, and electrical cable wiring assembly and a slave receptacle with attaching cables. All component parts and attaching hardware are furnished.

The coolant heater unit is designed to preheat the engine coolant in preparation for starting at extremely low temperatures. This heater may also be used as a standby heater to maintain the engine in a warm condition for easy starting under cold or Arctic conditions. In addition to the direct heating of the engine coolant, the heater exhaust gases are used to preheat the engine oil by use of a shroud box installed around the oil sump end of the engine pan.



Engine Arctic Heater

Cargo Compartment Heater Kit (- 50°F)

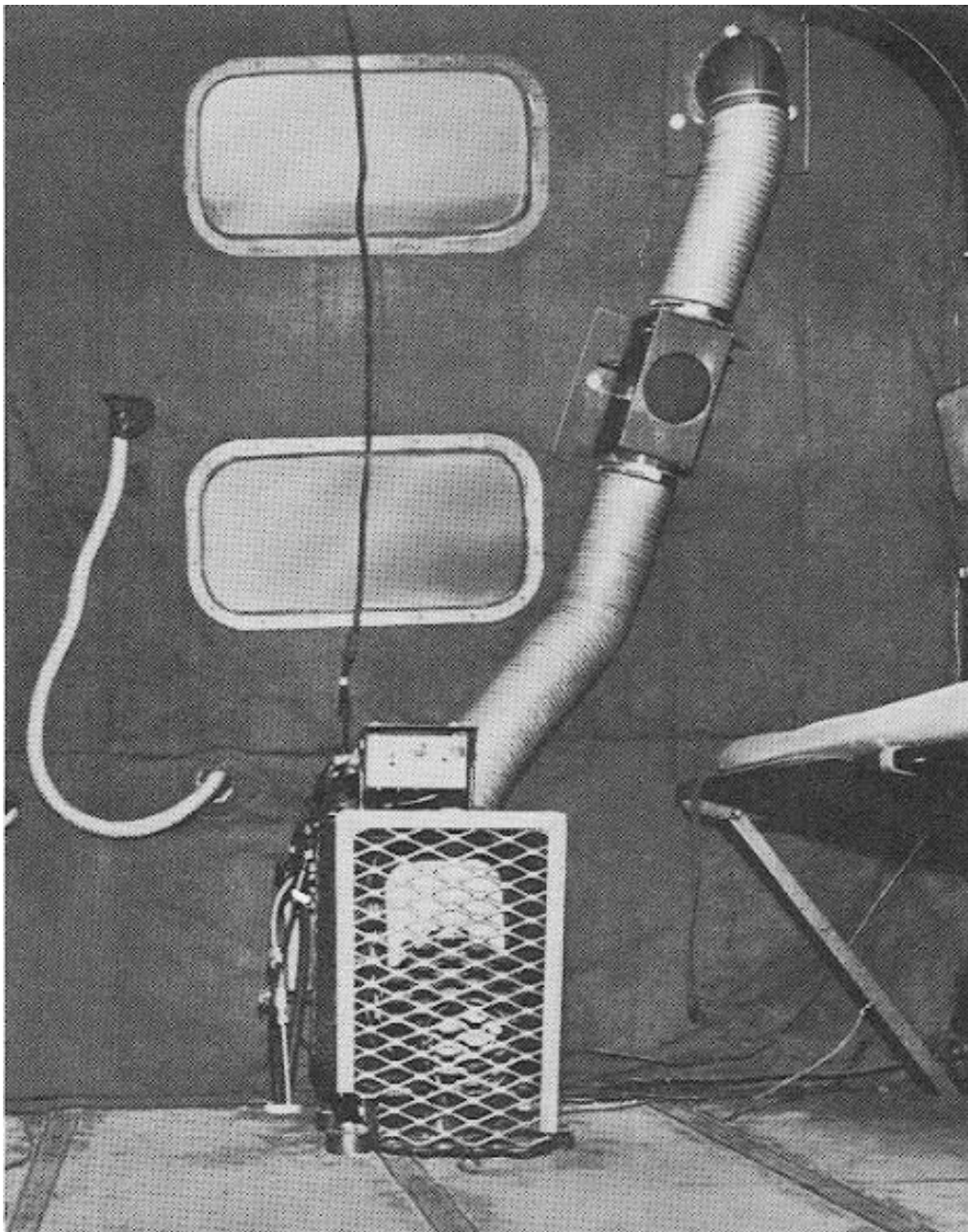
(FSN) (KJC Part 978476)

The cargo compartment Arctic heater kit consists of a gasoline burning heater of the fresh air type. It is equipped with separate control box and connecting cable wiring harness, an electric fuel pump, variable component parts and attaching hardware.

Personnel riding in the covered rear cargo section of the vehicle are kept warm by a combustion type heater located at the center forward section of the cargo compartment. The control box is also located in the cargo compartment for personnel operation. Fresh air is taken in from above the cargo closure canopy and from the side opposite the engine exhaust system. Heater exhaust is expelled through the cargo floor. All components of the heater are completely enclosed in heavy gauge expanded metal to protect against damage during cargo loading.

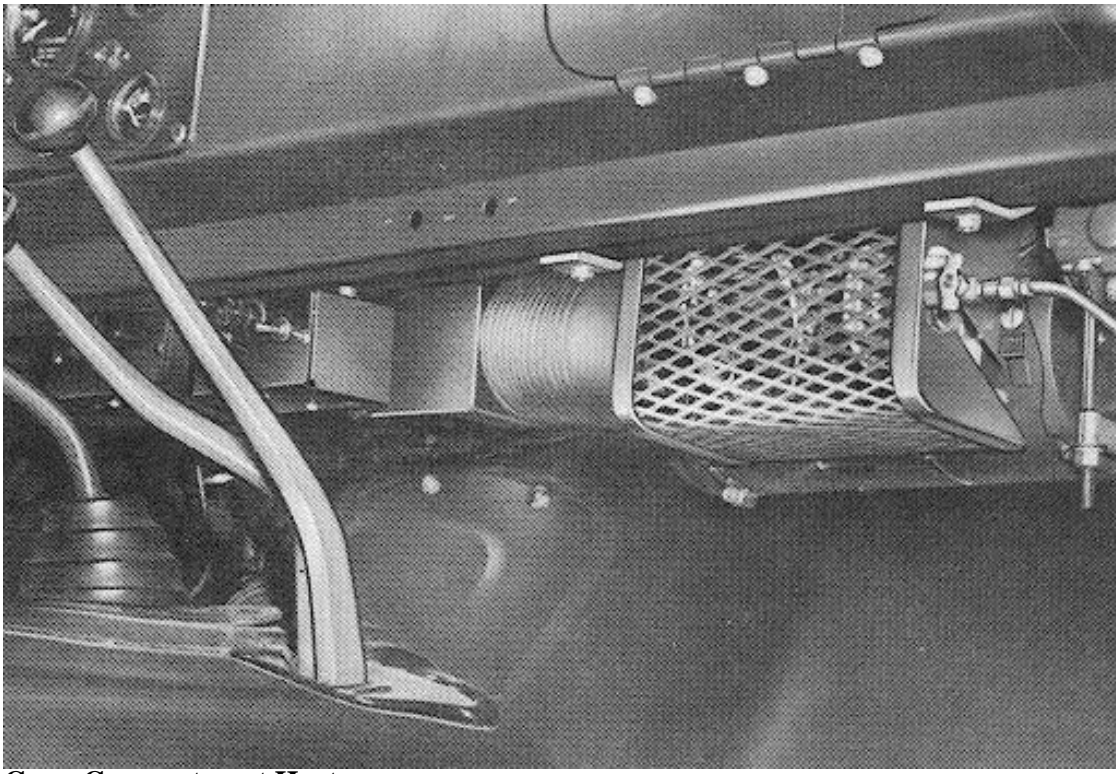
Crew Compartment Heater Kit (— 50°F) (FSN 2540-933-3983)

The crew compartment Arctic heater kit consists of a gasoline burning heater of the fresh air type equipped with a windshield defrosting unit, a separate control box and connecting cable wiring harness, an electrical fuel pump, a fuel filter, variable components parts and attaching hardware.



Cargo Compartment Heater

The heater unit is installed under the cowl and in front of the passenger seat of the cab compartment. It is designed to produce a maximum heat output of more than 20,000 B.T.U. per hour. The fuel combustion occurs within a sealed, all welded stainless steel heat exchanger. Air for combustion is supplied by a motor driven blower contained in the heater. A separate blower motor is used to circulate the heated air into the cab of the vehicle and to the defrosters.

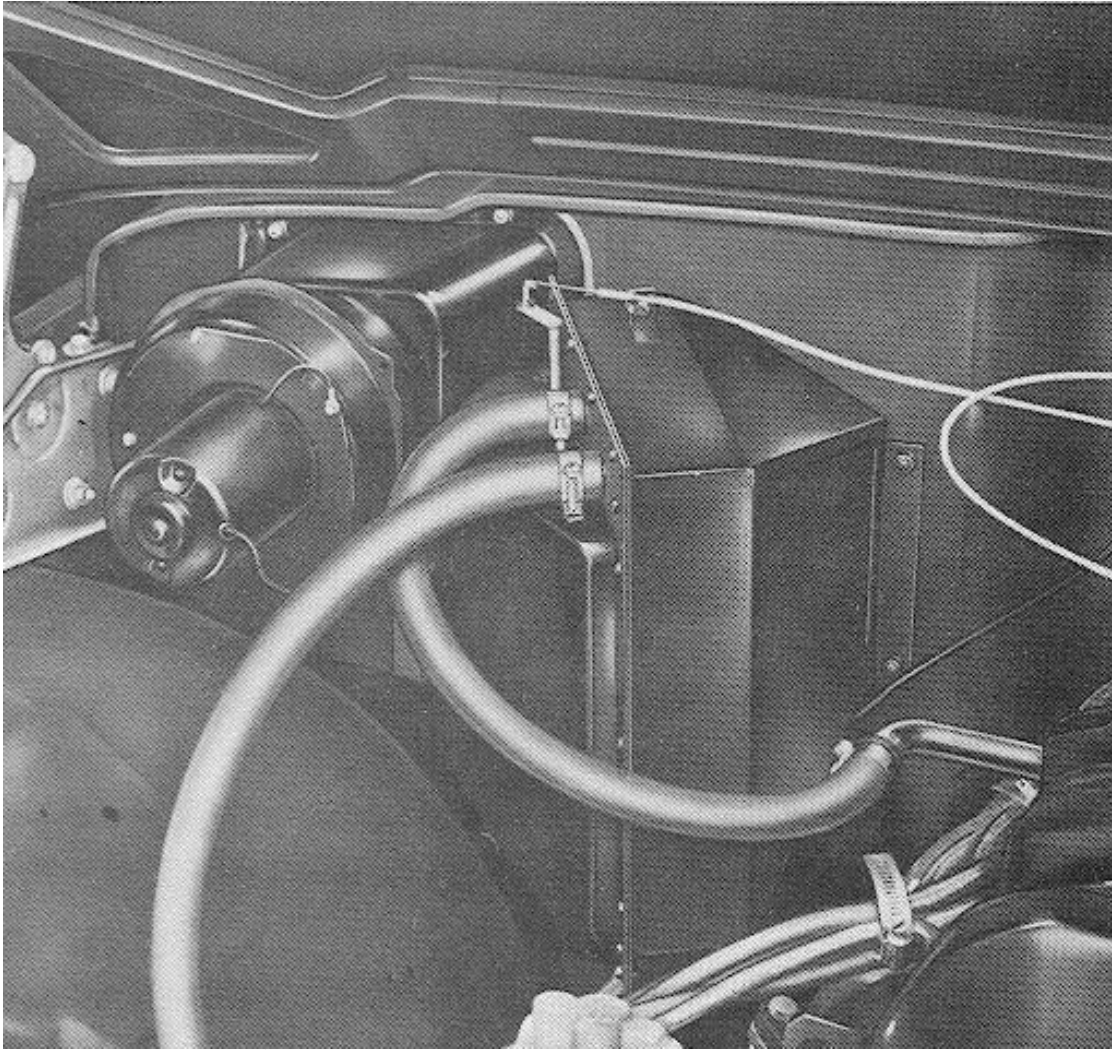


Crew Compartment Heater

OTHER MODIFICATIONS

Personnel Heater Kit (— 25 degrees F) (FSN 2540-933-3980)

The Personnel Heater Kit uses a single-speed, 24-volt fan motor to circulate heated air to the crew compartment. Outside air is drawn into the fan and blown out across the heater assembly where it is heated by circulating coolant from the engine. The heated air enters the vehicle through the transition duct into the distributor where it is distributed to the defroster nozzles or floor. Controls of the heater are grouped on the instrument panel and afford simple operation.



Personnel Heater Kit

Deep Water Fording Kit (FSN 2540-933-3982)

The M715 Cargo Truck Series with Deep Water Fording Kit is capable of fording hard bottom, fresh or salt water crossings while carrying cross-country payload and towed loads as applicable. The vehicles can traverse water up to 60 inches deep without damage to components or hindrance to normal operation. After each fording operation, drive train components must be drained of water and water borne contamination.

The Deep Water Fording Kit consists of components which, when installed, will permit the various sealed vehicle components to breathe and function under water through an exhaust extension tube which attaches to the body.

A fording valve control is mounted on the instrument panel and is connected to the fording valves by means of a flexible cable. The valves are mounted on the intake manifold and the carburetor air horn to pressurize the crankcase with blow-by gas to prevent water from entering the crankcase through the oil seals. A line from the crankcase connection to the sealed beithousing and transmission and transfer case insures that water does not enter these components.

A vent tube from the clean air side of the air cleaner to the brake master cylinder — ignitor— fuel pump — fuel tank and axles provides for atmospheric venting of these components while they are submerged.

100 Ampere Alternator Kit (FSN 2920-933-3981)

A 100-Ampere Alternator is available to provide for operation of special electrical equipment which exceeds the capabilities of the standard 60-ampere charging system. The 100- ampere alternator is an engine belt driven generator and is constructed in three main functional sections: a rotor, a stator, and the brushes. The rotor revolves in the stator, suspended by prelubricated neoprene sealed ball bearings mounted in the drive end housing and contact ring end. The alternator is mounted to existing brackets on the engine and is driven by four V-belts from the engine crankshaft pulley.

A-Frame Kit

The A-Frame Kit will be made available for use on the M715 Truck and will in effect convert the vehicle to light crane duty. The A-Frame is capable of moving 1,000 pound loads for short distances or, with the front bumper blocked, it can lift 3,000 pounds. Use of the kit does not appreciably degrade the cargo hauling capability of the M715, nor does it appreciably reduce driver visibility. Use of the kit does provide good load visibility at all times and also adds the capability to handle engine installation or removal, and of loading and unloading of palletized or other heavy bulk cargo. Addition of the A-Frame greatly extends the capability and versatility of the M715.

GENERAL**Front Mounted Winch**

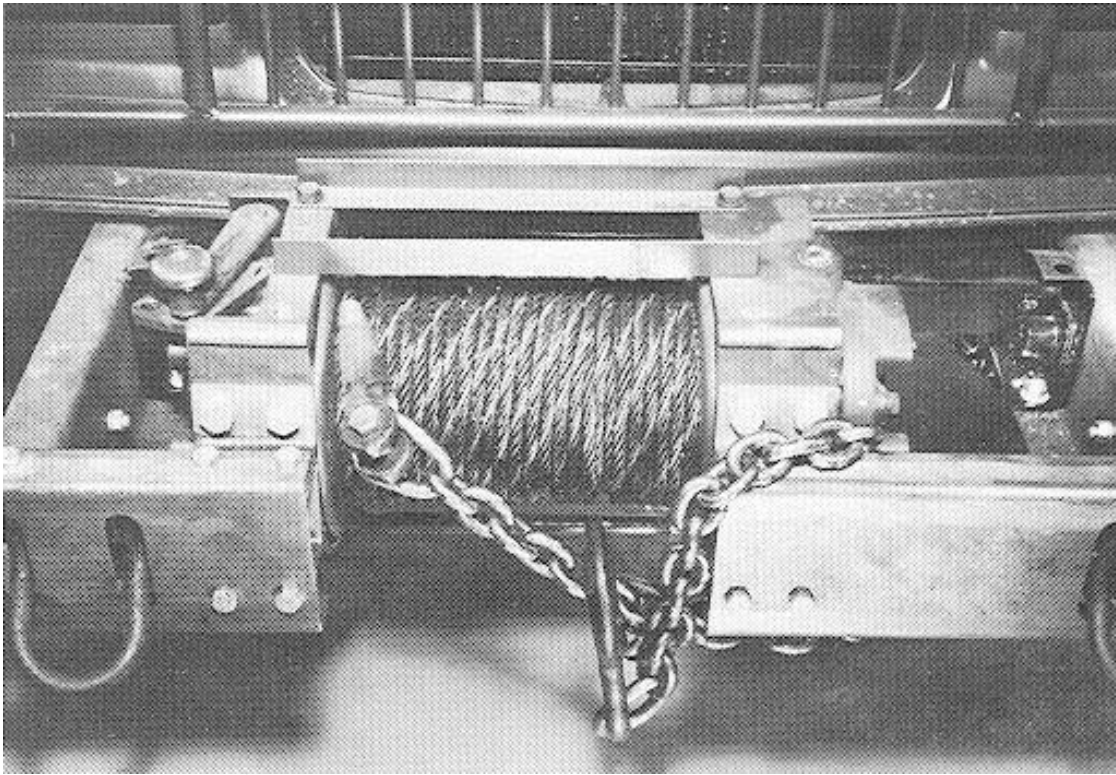
The front mounted winch is an integral part of all M715 vehicles so equipped. It is supported by brackets attached to the frame side rails and the front bumpers for extra rigidity.

The winch-equipped M715 is capable of winching itself out of ditches and other off-road hazards, providing there is an anchor point nearby. In addition, all M715 vehicles designated for use as recovery vehicles will be equipped with the front mounted winch. The winch in combination with 4-wheel drive will enable the M715 to reach stranded or bogged down vehicles or pull itself out of an immobile situation.

The M715 front mounted winch has a 7,500 pound rated line pull at a minimum line speed of 15 feet per minute. The 150-foot wire rope is continuous in length with no splices and measures 7/16 inch in diameter. The rope is provided with a clevis assembly and has an end chain measuring four feet in length.

The winch drive shaft has a universal joint at each end with a shear pin in the front universal joint to prevent damage to the driving mechanism in the event of an overload. The construction is such that the unit will hold the load in any position or will hold the load in the event of a shear-pin break.

The winch can be engaged or disengaged from the front bumper. The direction of rotation and the speed are controlled from the cab.



Front Mounted Winch

Signal Shelter

The M715 Cargo Truck can accommodate the recently designed S-250/G Electrical Equipment Shelter, as shown on this page. The shelter is constructed of aluminum and designed to house various communication configurations. It weighs 630 pounds and has a payload of 1,900 pounds when transported by the M715 Cargo Truck. The shelter is RFI shielded and incorporates a combination sling for lift and tie-down to the vehicle.



S-250/G Electrical Shelter mounted on M715 Cargo Truck

AIR DELIVERY OF THE M715

The vehicle can be transported by air using the C-130 and Caribou cargo planes, and also by utilizing the Chinook helicopter. The towing and tie-down shackles are used in cargo transport, while lifting brackets on the wheel hubs of the vehicle are used in helicopter delivery. The M715 vehicle can also be air dropped for delivery to remote areas, or areas not readily accessible over land.

SPECIAL TOOL SETS (*)

SPECIAL TOOL KIT — Organizational — FSN 4910-927-3350

SPECIAL TOOL KIT — Direct Support — FSN 4910-927-3349

SPECIAL TOOL KIT — General Support — FSN 4910-927-3348

(*) FOR DETAILED IDENTIFICATION CONSULT PARTS MANUAL -24P

VEHICLE PUBLICATIONS

MAINTENANCE MANUAL TM 9-2320-244-24

REPAIR PARTS & SPECIAL TOOL LIST TM 9-2320-244-24P

OPERATOR'S MANUAL TM 9-2320-244-10

VEHICLE DESIGNATION

Basic Issue Items List Major Combination

FSN 2320-921-6365 Truck, Cargo: 1 1/4 Ton, 4 x 4, WO/W (8736737)

FSN 2320-921-6366 Truck, Cargo: 1 1/4 Ton, 4 x 4, W/W (8736738)

FSN 2310-921-6369 Truck, Ambulance: 1 1/4 Ton, 4 x 4, WO/W (8736741)

FSN 2320-921-6833 Truck, Maintenance: 1 1/4 Ton, 4 x 4, W/W

ON VEHICLE EQUIPMENT

Components of Major Item

The listed items below are issued as components of the vehicle W/E. Replacement items will be requisitioned separately under their individual stock numbers.

When the vehicle is turned in, all components of the vehicle will also be turned in. The following items are installed in position on the vehicle prior to issue of the vehicle to using troops:

FSN 5140-772-4142

BAG, Tool, Cotton Duck

Strap, cotton webbing, 1" wd x 18" long w/buckle

Strap, cotton webbing, 1" wd x 22" long w/buckle

Strap, cotton webbing, 1" wd x 28" long w/buckle

Strap, cotton webbing, 1" wd x 36" long w/buckle

Strap, cotton webbing, 1" w dx 39" long w/buckle

Strap, cotton webbing, 1" wd x 42" long w/buckle

Strap, cotton webbing, 1" wd x 45" long w/buckle

HANDLE, Jack

JACK

WRENCH, Socket, Wheel Stud Nut

FSN 3940-609-8026

EQUIPMENT FOR WINCH EQUIPPED VEHICLES

BLOCK, Rigging

CHAIN, Gen. Serv.

FSN 5315-012-1223

Repair Parts for Winch Equipped Vehicles

LINK, Chain Repair

PIN, Cotter

FSN 5315-753-8740

PIN, Shear

Common Tools in Tool Bag

FSN 5120-223-7397

PLIERS

FSN 5120-222-8852

SCREWDRIVER, Flat Tip

FSN 5120-234-8913

SCREWDRIVER, Cross Tip

FSN 5120-449-8083

WRENCH, Adjustable

FSN 5120-708-3302

WRENCH, Drain Plug

WARRANTY INFORMATION

Kaiser Jeep Corporation guarantees this vehicle and parts thereof against defects in design, material and workmanship for a period of two years from the date of acceptance or 6000 miles, whichever may occur first.

The Government representative will give written notice to Kaiser Jeep Corporation, Government Products Division, Toledo, Ohio of any warranty claim, explaining in detail the type of defect including the vehicle serial number, date of acceptance, and mileage and part identification.

For vehicles and parts thereof located within the 50 States of the United States and the District of Columbia—the Government, at Kaiser Jeep Corporation's expense, will return defective material to the location designated by Kaiser Jeep Corporation. If not practicable to return the defective supplies, the Government may correct or replace defective supplies in place at Kaiser Jeep Corporation's expense including labor costs providing Kaiser Jeep Corporation is first provided the opportunity to correct in place.

For defective vehicles and parts thereof located outside the 50 States of the United States and the District of Columbia, the Government is responsible for transportation costs to the United States port of entry and return therefrom. Kaiser Jeep Corporation is responsible for transportation costs from the United States port of entry to the Kaiser Jeep Corporation designated destination and return thereto.