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Designated as a light truck, the Jeep was the primary four-wheel drive vehicle for the U.S. Army during WWII. The Jeep's design owed a great deal to Karl Probst, a freelance designer employed by the American Bantam Car Co. Probst's prototype "Blitz Buggy" was built in a mere 49 days. It clearly impressed the Army in head-to-head competition against a design submitted by Willys-Overland. However the Buggy's engine failed to meet requirements, and the Army determined that Bantam could not produce the vehicle in quantity. As a result, the Army bought the Bantam design and asked both Willys and Ford to improve it. The Willys model MB, equipped with a L134 straight-4 "Go Devil" engine, was eventually accepted as the standard. Ford models built to Willys specifications were designated GPW ("G" for government vehicle, "P" designating the 80" wheelbase, and "W" indicating the Willys engine design). (Notably, the "GP" part of the designation is often misinterpreted to mean "General Purpose," and some have suggested this is the reason the vehicle was nick-named the "Jeep." In reality it was probably named after a character in the Popeye cartoons). Roughly 640,000 Jeeps were built during WWII by Ford and Willys, and used on every front. Utilitarian, rugged, and easy to maintain, Jeeps saw service as scout cars, ambulances, firefighting vehicles, as tractors for artillery, and more. The vehicle so impressed war correspondent Ernie Pyle that he called it one of the "two most important pieces of non-combat equipment ever developed" - the other being the pocket stove. Jeeps remained in service for the U.S. military in Korea and in the Vietnam War. Created in 1944, this technical manual reveals a great deal about the Jeep's design and capabilities. Intended as a manual for those charged with operation and maintenance, this manual shows many aspects of its engine, cooling, power, drive train and other systems. Originally labeled restricted, this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the integrity of the text.

This manual, US Air Force and US Army Technical Manual TM 4-48.21 (FM 4-20.121 TO 13C7-6-21) Airdrop of Supplies and Equipment: Rigging Engineer Equipment (Tractors and Tractor-Dozers), tells and shows how to prepare and rig the D-5B (Type I) tractor-dozer, the John Deere 450G LT full-tracked commercial bulldozer, the Deployable Universal Combat Earthmover (DEUCE), the T-200 Bobcat Compact Track Loader, the 420D backhoe loader, the 410 backhoe loader, the Small Emplacement Excavator (SEE), the 277 multi-terrain loader (MTL), and the All-Purpose Remote Transporter II (ARTS II) which are rigged for low-velocity (LV) airdrop from a C-130 and C-17 aircraft. This manual combines FM 4-20.121 and FM 10-539 into one manual, as well as, adding the T-200 Bobcat Compact Track Loader, the 420D backhoe loader, the MTL, and the ARTS. This publication applies to the Active Army, the Army National Guard (ARNG)/Army National Guard of the United States (ARNGUS), and the United States Army Reserve (USAR), U.S. Air Force, Air National Guard (ANG), Air Force Reserve Command (AFRC) unless otherwise stated. The proponent of this publication is the United States Army Training and Doctrine Command (TRADOC). The proponent has the authority to approve exceptions or waivers to this regulation that are consistent with controlling law and regulations.

Technical Manual TM 4-15.21 Army Watercraft Safety September 2015 TM 4-15.21 provides detailed information on guidance and technical information relevant to safety and survival equipment/systems used by United States (U.S.) Army watercraft. The manual contains guidance, instructions, technical data, illustrations, and procedures pertinent to the application, inspection, modification, maintenance, and the use of safety equipment, safety policies, and survival systems. The primary users of this manual are watercraft masters and key personnel engaged in the supervision, operation, or maintenance of U.S. Army watercraft.

Try camp cookery with this unabridged, high-quality World War II Civilian Reference Edition reissue of the official Army Recipes TM 10-412 US Army War Department Technical Manual, 1946 release.

This manual, Technical Manual TM 3-34.22 (FM 3-34.343) / MCRP 3-17.1B Military Nonstandard Fixed Bridging, provides essential technical information on nonstandard fixed bridges for engineer staff officers. It is the doctrinal source of information for the United States (US) Army on the North Atlantic Treaty Organization (NATO) Bridge and Vehicle Classification System. This manual also provides various methods for classifying and designing nonstandard fixed bridges in military theaters of operation (TOs). This manual provides detailed technical data on the classification (analysis) and design of bridges. It is NOT intended to replace civilian classification or analysis codes and procedures and should NOT be used for civilian construction or classification. Engineer officers should note that the methods shown in this manual are for conservative civilian methods for military classification and design. Appendix A contains an English-metric measurement conversion chart. TM 3-34.22 applies to the Active Army, Army National Guard/Army National Guard of the United States, and United States Army Reserve unless otherwise stated. The proponent for this publication is HQ TRADOC, US Army Engineer School (USAES), Directorate of Training. The provisions of this publication are the subject of the following international standardization agreements (STANAGs) and Qualification STANAG (QSTAG): STANAG 2010 Engineer (ENGR) (Edition 5), STANAG 2021 Engineer (ENGR) (Edition 5), STANAG 2101 Land Force Tactical Doctrine and Operational Procedures (TOP) (Edition 10), and QSTAG 180 (Edition 4). PART ONE BASIC CONSIDERATIONS Chapter 1 BACKGROUND INFORMATION Chapter 2 RECONNAISSANCE AND PRELIMINARY INVESTIGATIONS PART TWO CLASSIFICATION, REINFORCEMENT AND REPAIR Chapter 3 CLASSIFICATION Chapter 4 REINFORCEMENT AND REPAIR Chapter 5 POSTING PART THREE DESIGN Chapter 6 BRIDGE SUPERSTRUCTURES Chapter 7 SUBSTRUCTURE DESIGN Chapter 8 SUSPENSION-BRIDGE DESIGN Chapter 9 CONNECTIONS Chapter 10 CONSTRUCTION Chapter 11 INSPECTION AND MAINTENANCE Chapter 12 BRIDGING IN ARCTIC AND SUB ARCTIC ENVIRONMENTS Appendix A CONVERSION CHARTS Appendix B VEHICLE CLASSIFICATION Appendix C TIMBER PROPERTIES Appendix D STEEL PROPERTIES Appendix E STRUCTURAL MECHANICS Appendix F CLASSIFICATION EXAMPLES Appendix G CONCRETE PROPERTIES Appendix H SOIL PROPERTIES Appendix I SUPERSTRUCTURE EXAMPLES

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