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HEADQUARTERS
COMMUNICATIONS ZONE, ETOUSA
OFFICE OF THE CHIEF ORDNANCE OFFICER
APO 887

11 April 1945

ETO ORDNANCE TECHNICAL INTELLIGENCE REPORT NO. 223

SUBJECT: French Renault Armored Light Prime Mover - German Designation, UE630 (f)

Observations by: Capt. W. G. Fielding and Tech. Sgt. J. C. Holmann, Ord. Tech. Intell. Team No. 9.

1. GENERAL:

This light, fully-tracked, armored prime mover, of French design and manufacture and having German proof marks, has been found in the Ninth U. S. Army area. A total of eight vehicles was found on railway flat cars. They were all serviced for winter operation and some bore acceptance dates as late as 6 January 1945. Six of the vehicles were painted German light tan, the other two dark gray. The latter two have modified pintle hooks (Photos 3 and 4).

The vehicle as originally designed could be used as a demolition charge carrier; but, this role appears not to apply to the latter two, since the modified pintle hook support will not permit dumping of the cargo receptacle at the rear (Photo 2). The vehicle has no armament or radio equipment and has a crew of two,

2. HULL:

The vehicle has no turret but has two hemi-spherical hatches over the driver's and assistant driver's seats. These hatches open like a visor and may be locked in either the open or closed position (Photo 1). Four narrow vision slits are provided in each hatch.

The armor plate of the hull is 3/8 in. thick with the exception of the belly plate which is 3/16 in. thick. Fuel tanks of the self-sealing type are located behind each of the crew seats.

A small cargo container is mounted at the rear of the hull and can be raised to dump the cargo by means of a crank handle in the driver's compartment (Photos 2 and 5).

Dimensions of the vehicle are as follows:

Overall length	12 ft. 1 in.
Overall width	5 ft. 7-1/2 in.
Overall height	4 ft. 1-1/2 in.
Width of hull	4 ft. 3-3/16 in.

3. ENGINE AND POWER TRAIN:

The engine, manufactured by Renault at Billancourt, France, is a four-cylinder, "L"-head, water-cooled gasoline engine, developing approximately 50 horsepower. The engine is located at the center of the vehicle between the driver's and assistant driver's seats, and the radiator is located immediately to the rear of it (Photo 6).

The power train consists of a manually operated, sliding gear transmission with four speeds forward and one reverse, and a band type controlled differential.

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4. SUSPENSION:

The suspension consists of six solid-rubber-tired steel bogie wheels on each side (Photo 2), each wheel being mounted at the end of a semi-elliptical spring. The springs are bolted to a common stamped steel horizontal member to which the idler and part of the idler adjustment linkage are fastened. There are two return rollers on each side. A single row, center type sprocket drives the narrow, dry pin type solid steel track.

(Data:)

Bogie wheel diameter 9 in.
Bogie wheel width 3-3/8 in.
Drive sprocket teeth 33
Pitch diameter 19-7/8 in.
Return roller diameter 6-1/4 in.
Return roller width 3-3/8 in.
Track
Pitch 1-7/8 in.
Number of blocks 132
Width of blocks 7-1/4 in.
Ground Contact 62-1/2 in.

5. MARKINGS:

Large Plate on front of vehicle:

Societe - Anonyms Usines
Renault 2819 (German proof mark)
Billancourt Seine

Rear of Driver's compartment:

Billancourt No. 699552... Morot No. 6063

Stenciled on front of vehicle: 20713 (S)

Stenciled on Outside of Hinged Top Plate, left side:

Kfz. Type - UE 630
Engine Speed 2860
Pay Load 440 kg (968 lbs.)
Load Class III
Trailed Load 1500/2000 kg. (3300-4400 lbs.)

Stenciled on bottom side of Hinged Top Plate, left:

Copper steel alloy armor - Wittenberg
Maintenance
Fox P - Workshop
Test Run -
Accepted - 20/11/44
Shipped - 6/1/45

For the Chief Ordnance Officer:

H. N. Toftoy
H. N. TOFTOY
Col., Ord. Dept.,
Assistant.

Incl.: Photos 1 thru 6.

R E S T R I C T E D



Photo No. 1
Visor on left side open.
Right side closed.

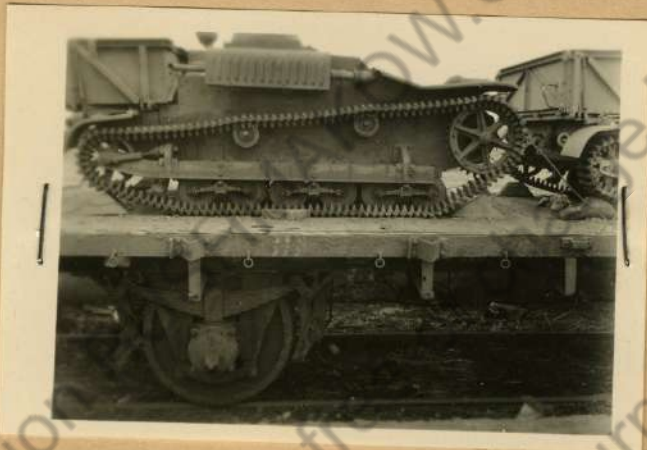


Photo No. 2
Right side. Engine muffler
above track.



Photo No. 3
German modification of
pintle hook support

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Photo No. 4
German modification of
pintle hook support.
Weaker than one in Photo
No. 3.



Photo No. 5.
Original French pintle
and tail gate of cargo
dump. Starting crank
is shown inserted.

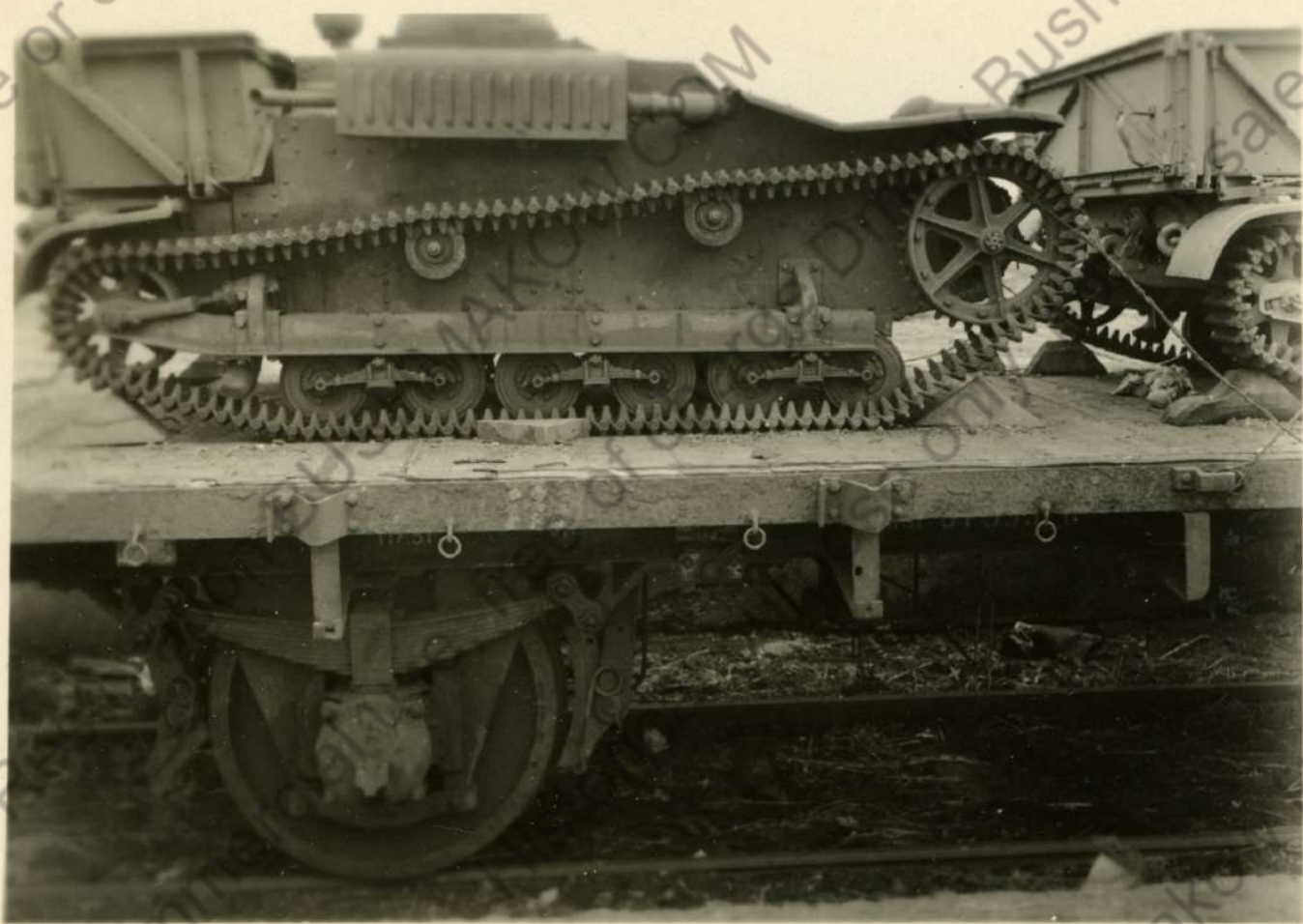


Photo No. 6.
Engine and driver's
compartment. Crank for
cargo dump is mounted
on left hull side.

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