

R E S T R I C T E D

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

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ETO ORDNANCE TECHNICAL INTELLIGENCE REPORT NO. 177

SUBJECT: German Heavy Semi-Trackted Recovery Vehicle Sd. Kfz. 9

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

1. GENERAL

The German semi-trackted recovery vehicle is built on the chassis of the 18 ton semi-trackted prime-mover, S. Zg. Kw. 18 t, Sd. Kfz. 9. The body of the vehicle is constructed to provide for the stowage of recovery equipment. A hinged frame and removeable spade, to be used in conjunction with the winch, is attached to the rear of the chassis.

2. USE OF VEHICLE

The vehicle is intended for the evacuation and recovery of tanks and heavy vehicles which have been bogged down in the mud or disabled. It carries tools and equipment necessary for this type of specialized operation and maintenance.

3. BODY

The body is constructed of stamped sheet metal sides and tail gate and a wooden floor. The driver's seat extends the width of the body and has a stowage compartment for tools and accessories underneath.

Two tool compartments, one on each side, are immediately behind the driver's seat and are accessible through stamped sheet metal doors on the outside of the body. The center section of the body, not occupied by these tool compartments, is constructed like an open box and holds the various pulleys, chains, and extra two cables. The remainder of the body is used for stowage space.

4. HINGED FRAME AND SPADE

The frame and spade at the rear of the vehicle serve as an anchor when winching heavy loads. (Special hollow steel chock blocks are also supplied to be used at the rear of the tracks). The hinged frame is rectangular in shape and consists of three pieces of channel-section steel, two longitudinal and one transverse, reinforced by triangular plates (Photos #1 and 2). The open end of the frame is hinged to reinforced ends of the chassis frame (Photo #3). The spade is attached to the free end of the frame by two removeable pins. The spade is shown in Photo #4.

The frame is raised and lowered with the winch by running the winch cable over a pulley mounted on a vertical framework at the rear of the body (Photo #1). A hook to engage the eye of the cable is attached to the free end of the frame.

To recover a vehicle, the frame is dropped with the winch and the spade is attached to it. The winch cable is then unhooked from the frame, removed from the upper pulley, and extended to the rear for coupling to the vehicle to be recovered. The winch is located under the body and is controlled at the rear of the vehicle. It has a hand operated brake with an extension bar and handle.

R E S T R I C T E D

5. DATA

a. Frame

Length (from center of pin)	93 in.
Width, overall	50-7/8 in.
Width, inside	42-13/16 in.
Depth of channel beam	13-15/16 in.
Thickness of metal	1/4 in.

b. Spade

Width	78-5/8 in.
Depth, at center	31-1/2 in.
Depth, at sides	24 in.
Holding pin, diameter	2-1/16 in.

6. FRONT WHEELS

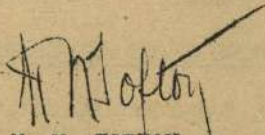
A three-piece rim is used on the front wheels (Photo #5). It is held in position by a heavy steel retaining ring mounted on six studs.

7. NAME PLATE DATA

The following was extracted from the data plate in the engine compartment:

Type No.	F3
Factory No.	46900
Motor No.	901524
Horsepower	230
R.P.M.	2600
Cu. Displacement	10800 cc. (657 cu.in.)
Track No.	3212
Weight of Vehicle	15800 kg. (34,760 lbs.)
Pay Load	2200 kg. (4840 lbs.)
Front Axle Load	3200 kg. (7040 lbs.)
Track load	10800 kg. (23700 lbs.)

For the Chief Ordnance Officer:


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

Incl.:

Appendix "A" Photos 1 to 5

R E S T R I C T E D



Photo No. 1.
Rear of semi-tracked
recovery vehicle
showing frame of
anchor in vertical
traveling position.
Note pulley on
vertical framework
for raising and
lowering frame.



Photo No. 2
Frame lowered
into position
for recovery.
Spade is not
attached.



Photo No. 3
Hinged end of
frame and towing
pintle. Note extra
clevises near ends
of frame.

R E S T R I C T E D



Photo No. 4. Spade as found stowed in vehicle. Base of framework for pulley is in foreground.



Photo No. 5. Three-piece rim on front wheel.

Report No. 177

Appendix "A"

- 4 -

R E S T R I C T E D





