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Volkswagen and Trencher Equipment

- 1 Trencher Unit complete with chain
- 2 New chains (standard)
- 1 Narrow chain and 1 extra section of narrow chain
- 1 Narrow blade
- 1 Extra dirt deflector (for trencher unit No. 2)
- 1 Set of power transmission drive belts
 - (a) 300 H 200
 - (b) 330 H 200
 - (c) 540 H 200
- 1 Regular screw driver
- 1 Philips screw driver
- 1 Smitty allen set
- 1 10-inch Crescent wrench
- 1 Pair pliers
- 3 Copies of operating instructions
- 1 Volkswagen Serial No.

25X1



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DOC	1	REV DATE	030780	010976
ORIG COMP	056		66	36
ORIG CLASS	M		5	C
JUST	22	RENT BY	2010	11 Aug. 58

ORIGINAL CL BY 23597
 [X] DECL. REVW ON 2010
 EXT BYND 6 YRS BY SPAC
 REASON 3d(3)

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Sequence of Operation - Before Trenching

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1. Drive to the vicinity of the trenching area and park the automobile within reach of the 240 feet of electrical transmission cable provided.
2. Turn the ignition to the "off" position.
3. Unload the trencher unit from the automobile and assemble the four components.
4. Raise the hood. Grasp the twist-lock connector of the electrical transmission cable that is wound on the reel and pull it to the trenching area.
5. Move the trencher unit to the trenching area and plug the electrical-transmission-cable twist-lock connector into the trencher switch box.
6. Plug into the reel center connector the electrical-transmission-cable twist-lock connector that extends from the power-generation equipment to the front compartment of the automobile. Close the hood.
7. Disconnect the accelerator linkage from the automobile-engine carburetor lever.
8. Turn the clutch rheostat clockwise to energize the electrical clutch.
9. Set the governor control lever at the engine idle position (blue line).
10. Check the instrument panel to note that:
 - (a) Main circuit breaker is in the "off" position.
 - (b) Toggle switch is set in "manual" position.
 - (c) Voltage regulator rheostat is turned counterclockwise to zero setting.
 - (d) Field rheostat is turned counterclockwise to zero setting.

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11. Start the automobile engine.
12. Move the governor control lever to a predetermined setting for the speed control of the power generator (red line).
13. Adjust the field rheostat clockwise to 210 volts; move the toggle switch to "automatic" position; readjust the voltage to 210 volts with the regulator rheostat; and check to see that the frequency is at 410 to 420 cps. (NOTE: If the frequency is not within this range, adjust the governor control lever, and increase the engine speed if the frequency reading is low or decrease the engine speed if the frequency reading is high.)
14. Move the main circuit breaker to the "on" position.
15. Start the trencher motor with the push-button motor starter.
16. Engage the trencher manual clutch and begin the trenching operation.

Sequence of Operation - After Trenching

1. Disengage the trencher manual clutch.
2. Stop the trencher motor with the push-button motor starter.
3. Move the main circuit breaker to the "off" position.
4. Turn the regulator rheostat and field rheostat counterclockwise to zero setting and move the toggle switch to the "manual" position.
5. Move the governor control lever to idle position (blue line).
6. Disengage the electric clutch by turning the clutch rheostat counterclockwise to the "off" position.
7. Attach the accelerator linkage to the carburetor lever.
8. Disconnect the cable from the trencher and return the trencher to the automobile.

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GENERAL OBSERVATIONS

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1. In starting engine use choke and depress accelerator so that engine will run at fast idle. (Leave choke out approximately 1/4-inch to prevent slow idle except where ignition is turned off.)
2. Move choke in to allow engine to return to slow idle when turning ignition off. (This will prevent the inertia force from the power transmission system from turning engine crankshaft after ignition is turned off.)
3. In shutting down power transmission equipment, be sure to move governor control lever to low idle speed position before disengaging electric clutch (governor control is ineffective when clutch is disengaged.)
4. Accelerator linkage at the carburetor may be hot from the engine operation-- care should be taken in engaging and disengaging this linkage.
5. Do not change governor linkage setting on the carburetor lever (changing this linkage setting will change the governor setting.)
6. Electric clutch floating disc will contact the side of the clutch facing on turns in over the road operation of the VW - slight noise is the result.

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