TM 9-2815-210-34-1
T.O. 38G1-48-12-1

TECHNICAL MANUAL

VOLUME 1 OF 2

TROUBLESHOOTING

DIRECT SUPPORT AND GENERAL SUPPORT LEVEL

ENGINE ASSEMBLY, DIESEL (MULTIFUEL): NATURALLY ASPIRATED OR TURBOCHARGED, FUEL-INJECTED, WATER-COOLED, 6-CYLINDER

MODELS: LD-465-1, NSN 2815-00-239-5824; LD-465-1C, NSN 2815-00-134-4830; LDT-465-1C, NSN 2815-00-103-2642; LDS-465-1, NSN 2815-00-075-0087; LDS-465-1A, NSN 2815-00-239-5819; AND LDS-465-2, NSN 2815-00-808-8011 AND CLUTCHES

NOTE:
THE STYLE OF THIS TM IS EXPERIMENTAL. IT IS BEING TRIED BY THE ARMY ONLY ON A LIMITED BASIS

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Chapter 2 Troubleshooting Approach
Chapter 3 Troubleshooting Index
Chapter 4 Test Equipment Procedures Index
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DEPARTMENTS OF THE ARMY AND THE AIR FORCE
APRIL 1981

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DEPARTMENTS OF THE ARMY
AND
THE AIR FORCE
WASHINGTON, DC, 3 April 1981

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REPORTING OF ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual. If you find any mistakes or if you know of a way to improve the procedure, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms),or DA Form 2028-2 located in the back of this manual direct to: Commander, US Army Tank-Automotive Command, ATTN: DRSTA-MB, Warren, Michigan 48090. A reply will be furnished to you.

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CHAPTER 1

GENERAL INFORMATION

1-1. SCOPE. This volume shows you how to do troubleshooting at the direct support and general support levels of maintenance. The amount of troubleshooting you can do is based on what the Maintenance Allocation Chart says you can fix. Because of this, the only trouble symptoms you will find here are those that could be caused by faulty things you can fix.

1-2. ORGANIZATION. This volume has the information you will need to troubleshoot the engine. Chapter 2 tells you how to use the information in the other chapters of this volume to find what is wrong with the truck, and what you must do to fix it. Chapter 7 has a procedure that takes you step-by-step through a sample trouble-shooting procedure and shows you how to use the information to find the trouble and fix it.

1-3. TROUBLESHOOTING APPROACH. In order to find out what is causing the problem in the truck, you must use a good approach. A good approach just means a way of doing troubleshooting so you can find the problem and not get confused or lost. The following chapter describes how you can use the materials in this volume to troubleshoot with a good approach.