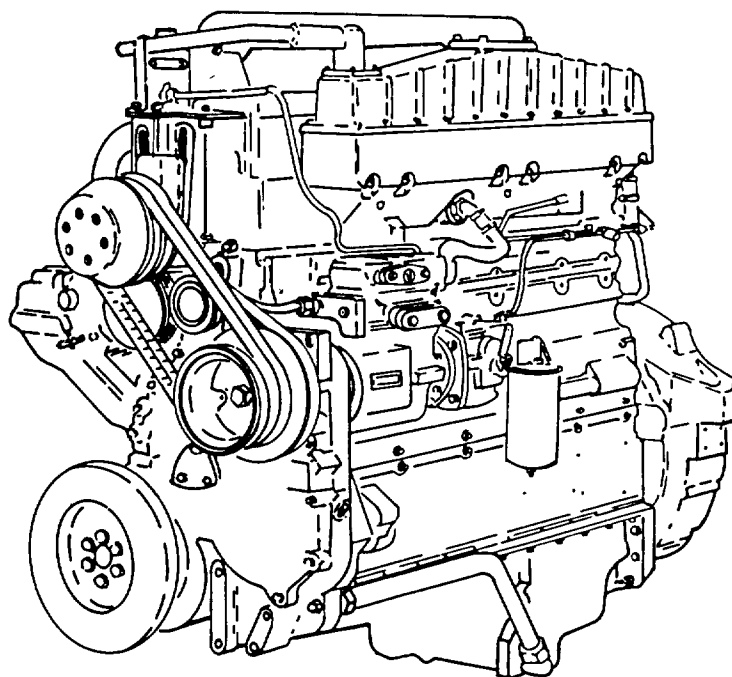


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**DIRECT SUPPORT AND GENERAL SUPPORT
MAINTENANCE MANUAL
FOR**



**ENGINE, DIESEL, 6 CYLINDER
INLINE, TURBOCHARGED,
CUMMINS MODEL NTC-400 BC2
NSN 2815-01-156-6210**

HEADQUARTERS, DEPARTMENT OF THE ARMY

SEPTEMBER 1985

**DIRECT SUPPORT AND GENERAL SUPPORT MAINTENANCE MANUAL
ENGINE, DIESEL, 6 CYLINDER INLINE, TURBOCHARGED,
CUMMINS MODEL NTC-400 BC2****REPORTING 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 procedures, 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 directly to: Commander, US Army Tank-Automotive command, ATTN: AMSTA-MBS, Warren, MI 48397-5000. A reply will be furnished to you.

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CHAPTER 1

INTRODUCTION

Section I. GENERAL INFORMATION

1-1. SCOPE.

- a. Type of Manual: Direct Support and General Support Maintenance.
- b. Model Number and Equipment Name: Cummins Model NTC-400 BC2, Six-Cylinder Inline, Turbocharged Diesel Engine.
- c. Purpose of Equipment: Engine for Truck Chassis, Direct Support Section, Topographic Support System (TSS).

1-2. MAINTENANCE FORMS, RECORDS, AND REPORTS. Department of the Army forms and procedures used for equipment maintenance will be those prescribed by DA Pam 738-750, The Army Maintenance Management System (TAMMS).

1-3. DESTRUCTION OF ARMY MATERIAL TO PREVENT ENEMY USE. Procedures outlined in TM 750-244-6 (Procedures for Destruction of Tank-Automotive Equipment to Prevent Enemy Use) are applicable to this equipment.

1-4. PREPARATION FOR STORAGE OR SHIPMENT. Instructions concerning storage or shipment of engine are found in Chapter 3, Section XXXIII of this manual.

1-5. REPORTING EQUIPMENT IMPROVEMENT RECOMMENDATIONS (EIR). EIR can and must be submitted by anyone who is aware of an unsatisfactory condition with the equipment design or use. It is not necessary to show a new design or list a better way to perform a procedure. Just simply tell why the design is unfavorable or why a procedure is difficult. EIR may be submitted on SF 368 (Quality Deficiency Report). Mail directly to: Commander, U.S. Army Tank - Automotive Command, ATTN: AMSTA-QR, Warren, Michigan 48397-5000. A reply will be furnished to you.

Section II. EQUIPMENT DESCRIPTION AND DATA

1-6. EQUIPMENT CHARACTERISTICS, CAPABILITIES, AND FEATURES. The following information describes engine characteristics and features:

Camshaft: 2-1/2 inch diameter gear driven camshaft which controls all valve and injector movement. Made of induction hardened alloy steel. Camshaft followers are roller type.

Connecting Rods: Drop forged, rifle drilled for pressure lubrication.

Crankshaft: High tensile strength steel forging. Bearing journals and fillets induction hardened. Fully counterweighted.

Cylinder Block: Alloy cast iron with removable, wet liners.

Cylinder Head: Each head serves two cylinders. Drilled fuel supply and return lines. High temperature inserts on exhaust valve seats.

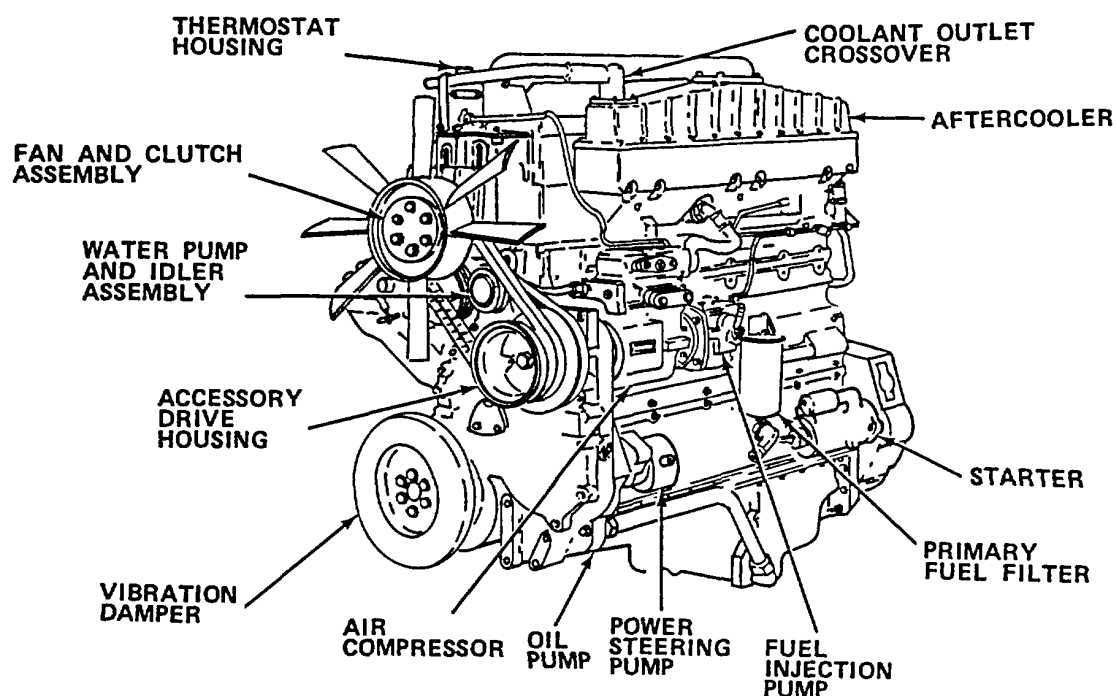
Fuel System: Integral flyweight type governor.

Injectors: Camshaft actuated top stop type.

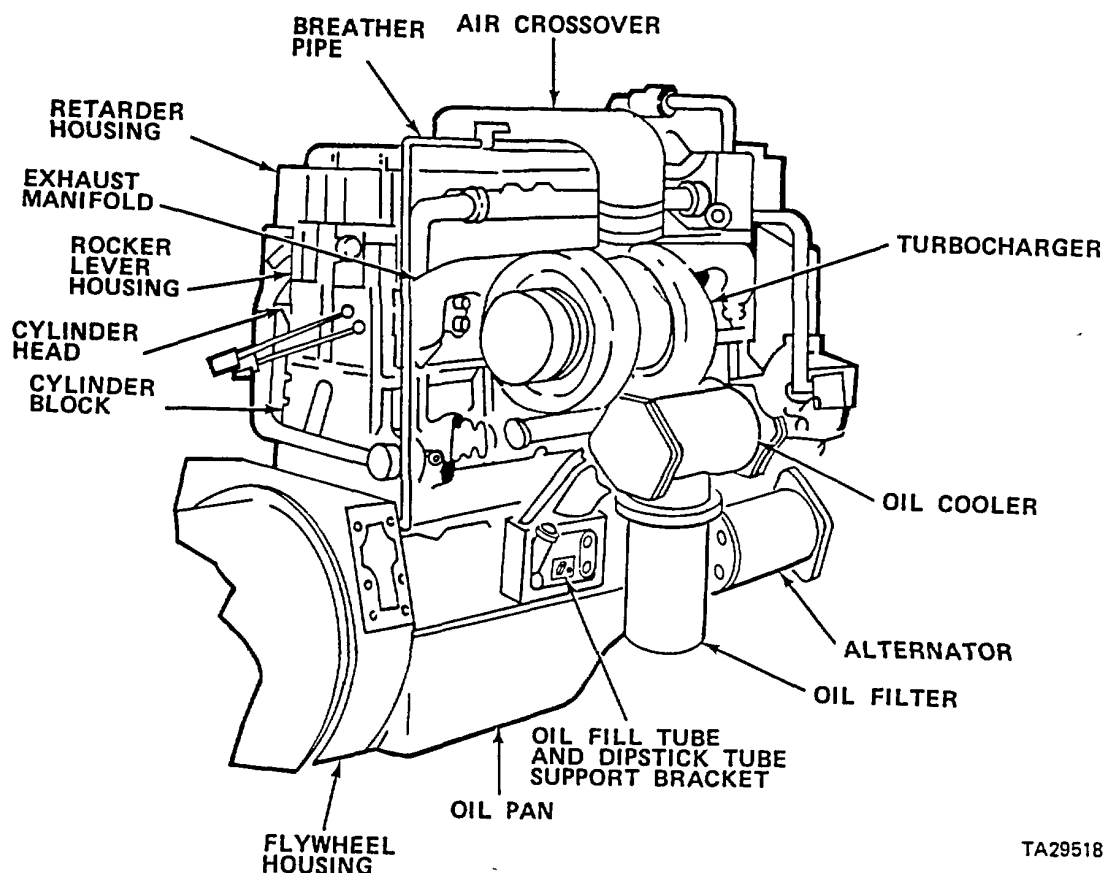
Intake Manifold: Single pass water aftercooler.

Lubricating Oil Cooler: Demand flow.

1-7. LOCATION AND DESCRIPTION OF MAJOR COMPONENTS. The illustrations below show the location of the major engine components.



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