TM 9-2320-211-10-2
T.O. 36A12-1C-421-2

TECHNICAL MANUAL

SCHEDULED MAINTENANCE

OPERATOR LEVEL

5-TON, 6X6, M39 SERIES TRUCKS

(MULTIFUEL)

TRUCK, CHASSIS: M40A2C, M61A2, M63A2; TRUCK, CARGO: M54A2, M54A2C, M55A2; TRUCK, DUMP: M51A2; TRUCK, TRACTOR: M52A2; TRUCK, WRECKER, MEDIUM: M543A2

Chapter 1
Preventive Maintenance

Chapter 2
Checkout, Alinement, and Adjustment

Chapter 3
Lubrication

Chapter 4
Scheduled Maintenance of Material Used in Conjunction with Major Items

DEPARTMENTS OF THE ARMY AND THE AIR FORCE

SEPTEMBER 1980

TECHNICAL MANUAL
NO . 9-2320-211-10-2
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AND
THE AIR FORCE
Washington, DC, 5 September 1980

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OPERATOR LEVEL

5-TON, 6X6, M39 SERIES TRUCKS (MULTIFUEL)

Model		NSN without Winch	NSN with Winch
Chassis	M40A 2C	2320-00-969-4114	
	M61A2	2320-00-055-9264	2320-00-965-0321
	M63A2	2320-00-226-6251	2320-00-285-3757
Truck, Cargo	M54A2	2320-00-055-9266	2320-00-055-9265
	M54A 2C	2320-00-926-0874	2320-00-926-0874
	M55A2	2320-00-073-8476	2320-00-055-9259
Truck, Dump	M51A2	2320-00-055-9262	2320-00-055-9263
Truck, Tractor	M52A2	2320-00-055-9260	2320-00-055-9261
Truck, Wrecker, Medium	M543A2		2320-00-055-9258

Current as of 25 March 1980.

*This manual, together with TM 9-2320-211-10-1, 5 September 1980; -10-3, 5 September 1980; and -10-4, 5 September 1980 supersedes so much of TM 9-2320-211-10, 20 November 1977 as pertains to multifuel vehicles.

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 Publication and Blank Forms), or DA Form 2028-2 located in the back of this manual direct to: Commander, U.S. Army Tank Automotive Materiel Readiness Command, ATTN: DRSTA–MB, Warren, Michigan 48090. A reply will be furnished to you.

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CHAPTER 1

PREVENTIVE MAINTENANCE

1-1. GENERAL.

Maintenance Forms and Records. Every mission begins and ends with the paperwork. There isn't much of it, but you have to keep it up. The forms and records you fill out have several uses; they are a permanent record of the services, repairs, and modifications made on your vehicle; they are reports to Organizational Maintenance and to your Commander; and they are a checklist for you when you want to know what is wrong with the vehicle after its last use, and whether those faults have been fixed. For the information you need on forms and records, see TM 38-750.

b. Preventive Maintenance Checks and Services. (Table 1-1).

(1) Do your (B) PREVENTIVE MAINTENANCE just before you operate your vehicle. Pay attention to the CAUTIONS and WARNINGS.

(2) Do your during (D) PREVENTIVE MAINTENANCE while the vehicle and /or its component systems are in operation.

(3) Do your after (A) PREVENTIVE MAINTENANCE right after operating the vehicle. Pay atention to the CAUTIONS and WARNINGS.

(4) Do your (W) PREVENTIVE MAINTENANCE weekly.

(5) Do your (M) PREVENTIVE MAINTENANCE once a month.

(6) If something doesn't work, troubleshoot it with the instructions in this manual and notify your supervisor.

(7) Always do your PREVENTIVE MAINTENANCE in the same order until it gets to be a habit. Once you've had some practice, you'll spot anything wrong in a hurry.

(8) If anything looks wrong and you can't fix it, write it on your DA Form 2404. If you find something seriously wrong, report it to Organizational Maintenance RIGHT NOW.

(9) When you do your PREVENTIVE MAINTENANCE take along the tools you need to make all the checks. You always need a rag or two, also.

1-2. GENERAL MAINTENANCE PROCEDURES.

a. Cleanliness. Dirt, grease, oil, and debris only get in the way and may cover up a serious problem. Clean as you work and as needed. Use dry cleaning solvent (SD-2) on all metal surfaces.

WARNING

Dry cleaning solvent, SD-2, used to clean parts is potentially dangerous to personnel and property. Do not use near open flame or excessive heat. Flash point of solvent is 100° F.

b. Bolts, Nuts, and Screws. Check them all for obvious looseness, missing, bent, or broken condition. You can't try them all with a tool, of course, but look for chipped paint, bare metal, or rust around bolt heads. If you find one you think is loose, tighten it, or report it to Organizational Maintenance.

c. Welds. Look for loose or chipped paint, rust, or gaps where parts are welded together. If you find a bad weld, report it to Organizational Maintenance.

d. Electric Wires and Connectors. Look for cracked or broken insulation, bare wires, and loose or broken connectors. Tighten loose connectors and make sure the wires are in good shape.

e. Hydraulic Lines and Fittings. Look for wear, damage, leaks, and make sure clamps and fittings are tight. Wet spots show leaks, of course, but a stain around a fitting or connector can mean a leak. If a leak comes from a loose fitting or connector, tighten it. If something is broken or worn out, report it to Organizational Maintenance.

1-3. FLUID LEAKAGE. It is necessary for you to know how fluid leakage affects the status of the hydraulic system. The following are definitions of the types/classes of leakage you need to know to be able to determine the status of your vehicle. Learn, then be familiar with them and REMEMBER -- WHEN IN DOUBT, NOTIFY YOUR SUPERVISOR!

CAUTION

Equipment operation is allowable with minor leakages (Class I or II). Of course, consideration must be given to the fluid capacity in the item/system being checked /inspected. When in doubt, notify your supervisor.

When operating with Class I or II leaks, continue to check fluid levels as required in your PMCS.

Class III leaks should be reported to your supervisor or to Organizational Maintenance.

a. Class I. Seepage of fluid (as indicated by wetness or discoloration) not great enough to form drops.

b. Class II. Leakage of fluid great enough to form drops but not enough to cause drops to drip from item being checked/inspected.

c. Class III. Leakage of fluid great enough to form drops that fall from the item being checked/inspected.

Table 1-1. Operation/Crew Preventive Maintenance Checks and Services

NOTE: These checks are to be made in the order listed, within designated interval.

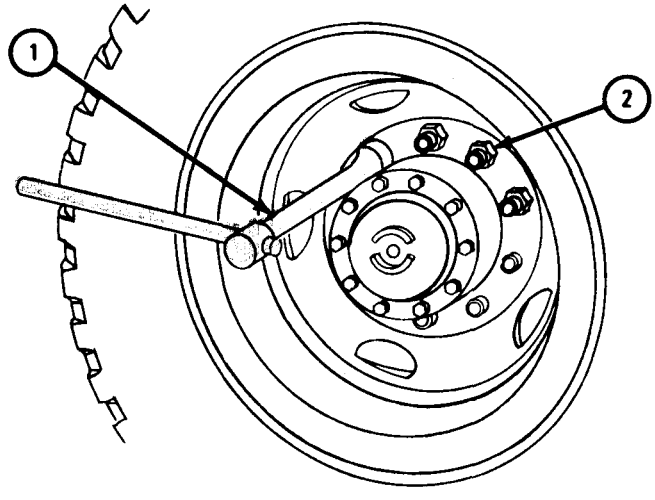
B-Before operation D-During operation A-After operation W-Weekly M-Monthly

Item No.	Interval					Item to be Inspected Procedure: Check for and have repaired, filled, or adjusted as needed	Equipment is not ready/ available if:
	B	D	A	W	M		
						NOTE Perform WEEKLY (W) as well as BEFORE (B) PMCS if: (1) You are the assigned operator but have not operated the vehicle since the last weekly PMCS ; or (2) you are operating the vehicle for the first time.	
						MAKE THE FOLLOWING WALK-AROUND CHECK:	
1						EXTERIOR	
	•					a. Visually check for obvious damage to body and cab that would impair operations.	
	•					b. Check tires for cuts, gouges, or cracks. Remove all penetrating objects.	Tires have cuts, gouges, or cracks which would cause tire failure, during operation. Three or more tires missing or flat.
	•					c. Look under vehicle for evidence of fluid leakage (fuel, oil, and coolant).	
						d. Check condition of:	
		•				(1) Mirrors	
		•				(2) Windshield and windows	
		•				(3) Windshield wiper arms and blades	
		•				(4) Check operation of doors and windows	
		•				(5) Check operation of headlights, taillights, and turn signals	
				•		(6) All locking and fastening devices	
				•		(7) Spare tire mounting	

Table 1-1. Operator/Crew Preventive Maintenance Checks and Services - Cont

NOTE: These checks are to be made in the order listed, within designated interval.

B-Before operation
D-During operation
A-After operation
W-Weekly
M-Monthly

<table>
<tr><th rowspan="2">Item No.</th><th colspan="5">Interval</th><th rowspan="2">Item to be Inspected
Procedure: Check for and have repaired, filled, or adjusted as needed</th><th rowspan="2">Equipment is not ready/ available if:</th></tr>
<tr><th>B</th><th>D</th><th>A</th><th>W</th><th>M</th></tr>
<tr><td>2</td><td></td><td></td><td></td><td>•</td><td></td><td>TIRES
a. Gage tires for correct air pressure, using tire inflation gage and hose assembly. Adjust as necessary.
<table><tr><th colspan="3">TIRE PRESSURE</th></tr><tr><th></th><th>Standard (psi)</th><th>Metric (kPa)</th></tr><tr><td>Highway</td><td>70</td><td>482</td></tr><tr><td>Cross-country</td><td>35</td><td>241</td></tr><tr><td>Mud, sand, and snow without chains</td><td>25</td><td>172</td></tr></table>
b. Use wheel stud nut wrench and handle (1) to make sure all wheel stud nuts (2) are tight.
 
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