TM 9-2320-211-20-2-1
T.O. 36A12-1C-422-1-2

TECHNICAL MANUAL

VOLUME 2 OF 3

PART 1 OF 2

TROUBLESHOOTING

ORGANIZATIONAL 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

NOTE:

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

DEPARTMENTS OF THE ARMY AND THE AIR FORCE

DECEMBER 1980

**TECHNICAL MANUAL
NO. 9-2320-211-20-2-1
TECHNICAL ORDER
NO. 36A12-1C-422-1-2**

DEPARTMENTS OF THE ARMY
AND
THE AIR FORCE
WASHINGTON, DC, 10 December 1980

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Model		NSN without Winch	NSN with Winch
Chassis	M40A2C	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
	M54A2C	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

***This manual, together with TM 9-2320-211-20-1, 10 December 1980, TM 9-2320-211-20-2-2, 10 December 1980, TM 9-2320-211-20-3-1, 10 December 1980, and TM 9-2320-211-20-3-2, 10 December 1980, supersedes so much of TM 9-2320-211-20, 1 June 1973, as pertains to multifuel vehicles, including all changes.**

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

GENERAL INFORMATION

1-1. SCOPE. This volume shows you how to do troubleshooting at the organizational level 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. When you do PMCS, or when you drive the truck and find that something is wrong, write down what is wrong. Then check the fault symptom index to see if the trouble (fault symptom) you noted is in the index. If it is, you can do troubleshooting to find the fault and fix it. If the symptom is not in the index tell direct support maintenance.

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.