

TECHNICAL MANUAL
VOLUME 1 OF 2
TROUBLE SHOOTING
DIRECT SUPPORT AND GENERAL SUPPORT LEVEL

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

TRUCK, CHASSIS: M40A2C,
M61A2, M6A2; TRUCK, CARGO:
M54A2, M54A2C, M55A2; TRUCK,
DUMP: M51A2; TRUCK, TRACTOR:
M52A2; TRUCK, WRECKER, MEDIUM: 543a2

NOTE:

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

TM 9-2320-211-34-1

T.O. 36A12-1C-422-2-1

TECHNICAL MANUAL
NO. 9-2320-211-34-1
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DEPARTMENTS OF THE ARMY
AND
THE AIR FORCE
WASHINGTON, DC, 25 February 1981

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TROUBLESHOOTING

DIRECT SUPPORT AND GENERAL SUPPORT LEVEL

5-TON, 6X6, M39 SERIES TRUCKS

(MULTIFUEL)

Model		NSN without Winch	NSN with Winch
Truck, Chassis	M40A2C	2329-00-969-4114	
	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

Current as of 25 Jul 80.

*This manual together with TM 9-2320-211-34-2-1, 25 February 1981; TM 9-2320 -21-34 -2-2, 25 February 1981; TM 9-2320-211-34-2-3, 25 February 1981 and TM 9-2320-211-34-2-4, 25 February 1981 supersedes so much of TM 9-2320-211-35, 13 September 1964 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 Publications and Blank Forms), or DA Form 2028-2 located in the back of this manual direct to: commander, US Army Tank-Automotive Command. TTN: 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 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.

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.