

67 CUMMINS COOLING SYSTEM DIAGRAM

6.7 CUMMINS COOLING SYSTEM DIAGRAM: A COMPREHENSIVE GUIDE

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SUMMARY: THIS REPORT PROVIDES A DETAILED ANALYSIS OF THE 6.7 CUMMINS COOLING SYSTEM DIAGRAM, EXPLAINING ITS COMPONENTS, FUNCTIONALITY, AND COMMON FAILURE POINTS. IT EXPLORES THE INTRICACIES OF THE SYSTEM'S DESIGN, HIGHLIGHTING THE IMPORTANCE OF EACH PART IN MAINTAINING OPTIMAL OPERATING TEMPERATURES FOR PEAK ENGINE PERFORMANCE AND LONGEVITY. WE WILL EXAMINE THE ROLE OF COOLANT FLOW, THERMOSTAT OPERATION, RADIATOR FUNCTION, AND THE IMPACT OF AUXILIARY COMPONENTS LIKE THE WATER PUMP AND FAN. THE REPORT WILL ALSO DISCUSS TROUBLESHOOTING TECHNIQUES AND PREVENTATIVE MAINTENANCE STRATEGIES TO AVOID COSTLY REPAIRS.

UNDERSTANDING THE 6.7 CUMMINS COOLING SYSTEM DIAGRAM: A DEEP DIVE

THE 6.7 CUMMINS COOLING SYSTEM, AS DEPICTED IN THE 6.7 CUMMINS COOLING SYSTEM DIAGRAM, IS A COMPLEX NETWORK DESIGNED TO REGULATE THE ENGINE'S OPERATING TEMPERATURE WITHIN A PRECISE RANGE. MAINTAINING THIS TEMPERATURE IS CRITICAL FOR EFFICIENT COMBUSTION, PREVENTING PREMATURE WEAR, AND MAXIMIZING ENGINE LIFESPAN. UNLIKE SIMPLER SYSTEMS, THE 6.7 CUMMINS UTILIZES A SOPHISTICATED DESIGN TO HANDLE THE HIGH HEAT OUTPUT OF THIS POWERFUL ENGINE. A THOROUGH UNDERSTANDING OF THE 6.7 CUMMINS COOLING SYSTEM DIAGRAM IS ESSENTIAL FOR BOTH PROFESSIONAL MECHANICS AND DIY ENTHUSIASTS.

KEY COMPONENTS AND THEIR FUNCTIONS:

A TYPICAL 6.7 CUMMINS COOLING SYSTEM DIAGRAM WILL SHOWCASE THE FOLLOWING KEY COMPONENTS:

ENGINE BLOCK AND CYLINDER HEAD: THE PRIMARY HEAT SOURCE. THE ENGINE BLOCK AND CYLINDER HEAD GENERATE SIGNIFICANT HEAT DURING COMBUSTION.

COOLANT (ENGINE ANTIFREEZE): A MIXTURE OF WATER AND ANTIFREEZE DESIGNED TO ABSORB AND TRANSFER HEAT. THE SPECIFIC MIXTURE RATIO IS CRUCIAL FOR OPTIMAL PERFORMANCE AND FREEZE PROTECTION.

WATER PUMP: DRIVEN BY THE ENGINE'S CRANKSHAFT, THE WATER PUMP CIRCULATES THE COOLANT THROUGHOUT THE SYSTEM. FAILURE OF THE WATER PUMP IS A COMMON CAUSE OF OVERHEATING. A 6.7 CUMMINS COOLING SYSTEM DIAGRAM CLEARLY SHOWS ITS LOCATION AND CONNECTION POINTS.

THERMOSTAT: THIS TEMPERATURE-SENSITIVE VALVE REGULATES COOLANT FLOW. WHEN THE ENGINE IS COLD, THE THERMOSTAT RESTRICTS FLOW, ALLOWING THE ENGINE TO WARM UP QUICKLY. ONCE THE OPTIMAL TEMPERATURE IS REACHED, THE THERMOSTAT OPENS FULLY, ENABLING MAXIMUM COOLANT CIRCULATION. INSPECTING THE THERMOSTAT IS A CRUCIAL PART OF UNDERSTANDING A 6.7 CUMMINS COOLING SYSTEM DIAGRAM AND MAINTAINING ITS FUNCTION.

RADIATOR: THE RADIATOR DISSIPATES HEAT FROM THE COOLANT INTO THE SURROUNDING AIR. IT IS TYPICALLY SITUATED IN FRONT OF THE ENGINE FOR MAXIMUM AIRFLOW. RADIATOR LEAKS ARE A COMMON ISSUE, CLEARLY HIGHLIGHTED IN THE 6.7 CUMMINS COOLING SYSTEM DIAGRAM.

RADIATOR FAN: ELECTRICALLY DRIVEN, THE RADIATOR FAN AIDS IN COOLING THE RADIATOR, PARTICULARLY AT LOW SPEEDS OR DURING STOP-AND-GO DRIVING. UNDERSTANDING THE FAN'S OPERATION IS CRUCIAL WHEN INTERPRETING A 6.7 CUMMINS COOLING

SYSTEM DIAGRAM.

COOLANT RECOVERY TANK (EXPANSION TANK): THIS RESERVOIR ACCOMMODATES COOLANT EXPANSION AND CONTRACTION DUE TO TEMPERATURE CHANGES. ITS PROPER LEVEL IS ESSENTIAL FOR SYSTEM FUNCTIONALITY, AND ITS CONNECTION IS CLEARLY OUTLINED IN THE 6.7 CUMMINS COOLING SYSTEM DIAGRAM.

COOLANT HOSES AND PIPES: THESE COMPONENTS DIRECT THE FLOW OF COOLANT BETWEEN THE VARIOUS PARTS OF THE SYSTEM. LEAKS IN THESE HOSES CAN SIGNIFICANTLY COMPROMISE COOLING EFFICIENCY, REQUIRING CAREFUL INSPECTION AS GUIDED BY THE 6.7 CUMMINS COOLING SYSTEM DIAGRAM.

TEMPERATURE SENSORS: THESE SENSORS MONITOR COOLANT TEMPERATURE AND SEND SIGNALS TO THE ENGINE CONTROL MODULE (ECM), ALLOWING FOR PRECISE TEMPERATURE REGULATION. STUDYING A 6.7 CUMMINS COOLING SYSTEM DIAGRAM HELPS TO UNDERSTAND THEIR PLACEMENT AND FUNCTION.

ANALYZING COOLANT FLOW: A VISUAL GUIDE USING THE 6.7 CUMMINS COOLING SYSTEM DIAGRAM

UNDERSTANDING THE COOLANT FLOW PATH IS KEY TO INTERPRETING A 6.7 CUMMINS COOLING SYSTEM DIAGRAM. THE COOLANT TRAVELS FROM THE ENGINE BLOCK AND CYLINDER HEAD, PICKING UP HEAT. IT THEN FLOWS THROUGH THE WATER PUMP, WHICH INCREASES ITS PRESSURE AND VELOCITY. THE THERMOSTAT REGULATES THIS FLOW, DIRECTING THE COOLANT THROUGH THE RADIATOR ONCE THE ENGINE REACHES OPERATING TEMPERATURE. AFTER THE RADIATOR COOLS THE COOLANT, IT RETURNS TO THE ENGINE BLOCK, COMPLETING THE CYCLE. THE 6.7 CUMMINS COOLING SYSTEM DIAGRAM SIMPLIFIES THIS COMPLEX PROCESS, ALLOWING FOR A CLEAR VISUALIZATION OF THE COOLANT PATH.

TROUBLESHOOTING AND PREVENTATIVE MAINTENANCE

A THOROUGH UNDERSTANDING OF THE 6.7 CUMMINS COOLING SYSTEM DIAGRAM IS CRUCIAL FOR DIAGNOSING AND RESOLVING COOLING SYSTEM PROBLEMS. COMMON ISSUES INCLUDE COOLANT LEAKS, THERMOSTAT MALFUNCTION, RADIATOR CLOGGING, WATER PUMP FAILURE, AND FAN MOTOR PROBLEMS. REGULAR INSPECTION OF HOSES, COOLANT LEVEL, AND THE PROPER FUNCTIONING OF THE THERMOSTAT AND WATER PUMP ARE VITAL PREVENTATIVE MEASURES. IGNORING THESE CAN LEAD TO ENGINE OVERHEATING, WHICH CAN CAUSE SIGNIFICANT DAMAGE.

ADVANCED CONSIDERATIONS: INTERPRETING NUANCES IN THE 6.7 CUMMINS COOLING SYSTEM DIAGRAM

THE 6.7 CUMMINS COOLING SYSTEM IS MORE COMPLEX THAN BASIC DESIGNS. A DETAILED 6.7 CUMMINS COOLING SYSTEM DIAGRAM WILL SHOW SUPPLEMENTARY COMPONENTS LIKE THE EGR (EXHAUST GAS RECIRCULATION) COOLER, WHICH CAN ALSO CONTRIBUTE TO THE OVERALL SYSTEM'S THERMAL LOAD. UNDERSTANDING THE INTERACTION BETWEEN THESE COMPONENTS REQUIRES A DETAILED INTERPRETATION OF THE DIAGRAM. ADDITIONALLY, SPECIFIC VARIATIONS EXIST DEPENDING ON THE YEAR AND MODEL OF THE VEHICLE, SO USING THE CORRECT DIAGRAM FOR YOUR SPECIFIC ENGINE IS PARAMOUNT.

CONCLUSION

THE 6.7 CUMMINS COOLING SYSTEM IS A VITAL COMPONENT ENSURING OPTIMAL ENGINE PERFORMANCE AND LONGEVITY. BY CAREFULLY STUDYING A DETAILED 6.7 CUMMINS COOLING SYSTEM DIAGRAM AND UNDERSTANDING ITS COMPONENTS, COOLANT FLOW, AND POTENTIAL ISSUES, OWNERS AND MECHANICS CAN SIGNIFICANTLY IMPROVE THE ENGINE'S HEALTH AND LIFESPAN. PREVENTATIVE MAINTENANCE AND PROMPT ATTENTION TO ANY ISSUES ARE CRITICAL IN PREVENTING COSTLY REPAIRS AND ENSURING RELIABLE PERFORMANCE.

FAQs

1. WHAT HAPPENS IF THE THERMOSTAT IN MY 6.7 CUMMINS FAILS? A FAULTY THERMOSTAT CAN LEAD TO EITHER OVERHEATING (IF STUCK CLOSED) OR INEFFICIENT ENGINE WARM-UP (IF STUCK OPEN).

1. HOW OFTEN SHOULD I REPLACE MY COOLANT IN MY 6.7 CUMMINS? CONSULT YOUR OWNER'S MANUAL, BUT GENERALLY, A COOLANT FLUSH AND REPLACEMENT EVERY 2-3 YEARS OR ACCORDING TO MILEAGE RECOMMENDATIONS IS ADVISABLE.
1. WHAT CAUSES A 6.7 CUMMINS TO OVERHEAT? SEVERAL FACTORS CAN CAUSE OVERHEATING, INCLUDING LOW COOLANT LEVELS, A FAULTY THERMOSTAT, A CLOGGED RADIATOR, A MALFUNCTIONING WATER PUMP, OR A FAILING RADIATOR FAN.
1. CAN I USE ANY TYPE OF COOLANT IN MY 6.7 CUMMINS? NO, USE ONLY THE COOLANT SPECIFIED BY CUMMINS OR YOUR VEHICLE MANUFACTURER. USING THE WRONG COOLANT CAN DAMAGE ENGINE COMPONENTS.
1. HOW DO I IDENTIFY A COOLANT LEAK IN MY 6.7 CUMMINS? LOOK FOR VISIBLE LEAKS AROUND HOSES, THE RADIATOR, AND THE WATER PUMP. CHECK THE COOLANT LEVEL IN THE EXPANSION TANK REGULARLY.
1. WHAT IS THE ROLE OF THE RADIATOR FAN IN THE 6.7 CUMMINS COOLING SYSTEM? THE RADIATOR FAN HELPS DISSIPATE HEAT FROM THE RADIATOR, ESPECIALLY AT LOW SPEEDS OR WHEN THE ENGINE IS IDLING.
1. HOW CAN I TELL IF MY 6.7 CUMMINS WATER PUMP IS FAILING? SIGNS OF A FAILING WATER PUMP INCLUDE UNUSUAL NOISES (WHINING OR SQUEALING), COOLANT LEAKS, AND OVERHEATING.
1. WHAT IS THE SIGNIFICANCE OF THE EXPANSION TANK IN THE 6.7 CUMMINS COOLING SYSTEM? THE EXPANSION TANK ACCOMMODATES THE EXPANSION AND CONTRACTION OF COOLANT DUE TO TEMPERATURE CHANGES, PREVENTING PRESSURE BUILDUP IN THE SYSTEM.
1. WHERE CAN I FIND A RELIABLE 6.7 CUMMINS COOLING SYSTEM DIAGRAM? YOU CAN FIND DIAGRAMS IN YOUR OWNER'S MANUAL, ONLINE REPAIR MANUALS (LIKE THOSE FROM HAYNES OR CHILTON), OR THROUGH CUMMINS' OFFICIAL WEBSITE.

RELATED ARTICLES

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1. "UNDERSTANDING THE EGR COOLER'S ROLE IN THE 6.7 CUMMINS COOLING SYSTEM": A DEEP DIVE INTO THE FUNCTION AND POTENTIAL PROBLEMS ASSOCIATED WITH THE EGR COOLER WITHIN THE 6.7 CUMMINS COOLING SYSTEM.
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histories, the latest techniques, and new designs to comply with recently passed legislation. By keeping the book up to date with new, emerging topics, Boyce ensures that this book will remain the standard and most widely used book in this field. The new Third Edition of the Gas Turbine Engineering Hand Book updates the book to cover the new generation of Advanced gas Turbines. It examines the benefit and some of the major problems that have been encountered by these new turbines. The book keeps abreast of the environmental changes and the industries answer to these new regulations. A new chapter on case histories has been added to enable the engineer in the field to keep abreast of problems that are being encountered and the solutions that have resulted in solving them. - Comprehensive treatment of Gas Turbines from Design to Operation and Maintenance. In depth treatment of Compressors with emphasis on surge, rotating stall, and choke; Combustors with emphasis on Dry Low NOx Combustors; and Turbines with emphasis on Metallurgy and new cooling schemes. An excellent introductory book for the student and field engineers - A special maintenance section dealing with the advanced gas turbines, and special diagnostic charts have been provided that will enable the reader to troubleshoot problems he encounters in the field - The third edition consists of many Case Histories of Gas Turbine problems. This should enable the field engineer to avoid some of these same generic problems

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67 cummins cooling system diagram: Manuals Combined: U.S. Army M923 M927 M929 M931 M932 M934 M939 Truck Operator Repair Parts Manuals , OVERVIEW: a. The following manuals contains instructions for operating and servicing the following M939/A1/A2 series vehicles: (1) M923/A1/A2, Cargo Truck, WO/W (Dropside) (2) M925/A1/A2, Cargo Truck, W/W (Dropside) (3) M927/A1/A2, Cargo Truck, WO/W (XLWB) (4) M928/A1/A2, Cargo Truck, W/W (XLWB) (5) M929/A1/A2, Dump Truck, WO/W (6) M930/A1/A2, Dump Truck, W/W (7) M931/A1/A2, Tractor Truck, WO/W (8) M932/A1/A2, Tractor Truck, W/W (9) M934/A1/A2, Expansible Van, WO/W (10) M936/A1/A2, Medium Wrecker, W/W b. Vehicles' purpose. (1) The M923/A1/A2, M925/A1/A2, M927/A1/A2, and M928/A1/A2 series cargo trucks provide transportation of personnel or equipment over a variety of terrain and climate conditions. (2) The M929/A1/A2 and M930/A1/A2 series dump trucks are used to transport various materials over a variety of terrains. Each vehicle can be equipped with troop seat, and tarpaulin and bow kits for troop transport operations. (3) The M931/A1/A2 and M932/A1/A2 series tractor trucks are equipped with a fifth wheel used to haul a semitrailer over a variety of terrain. (4) The M934/A1/A2 series expansible vans are designed to transport electronic base stations over a variety of terrain. (5) The M936/A1/A2 series wreckers are designed for recovery of disabled or mired vehicles, and perform crane operation. CONTENTS: TM 9-2320-272-10 OPERATORS MANUAL FOR TRUCK, 5-TON, 6X6, M939, M939A1, AND M939 SERIES TRUCKS (DIESEL), TRUCK, CARGO: 5-TON, 6X6 DROPSIDE, M923 (2320-01-0505-2084) (EIC: BRY); M923A1 (2320-01-206-4087) EIC: M923A2 (2320-01-230-0307) (EIC: BS7); M925 (2320-01-047-8769) (M925A1 (2320-01-206-4088) (EIC: BST); M925A2 (2320-01-230-0308) BS8); TRUCK, CARGO: 5-TON, 6X6 XLWB, M927 (2320-01-047-8771) (E M927A1 (2320-01-206-4089) (EIC: BSW); M27A2 (2320-01-230-0309) (BS9); M928 (2320-01-047-8770) (EIC: BRU); M928A1 (2320-01-206- (EI TM 9-2320-272-10-HR HAND RECEIPT COVERING END ITEM/COMPONENTS OF END ITEM (COEI), B ISSUE ITEMS (BII), AND ADDITIONAL AUTHORIZATION LISTS (AAL) FOR TRUCK, 5-TON, 6X6, M939, M939A1 AND M939A2 SERIES (DIESEL): TRU CARGO: 5-TON, 6X6, DROPSIDE, M923 (2320-01-050-2084), M923A1 (2320-01-206-4087), M923A2 (2320-01-230-0307), M925 (2320-01-04 M925A1 (2320-01-206-4088), M925A2 (2320-01-230-0308); TRUCK, CA 5-TON 6X6, M924 (2320-01-047-8773), M924A1 (2320-01-205-2692), (2320-01-047-8772), M926A1 (2320-01-205-2693); TRUCK, CARGO: 5- 6X6, TM 9-2320-272-24-1 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE MANUAL FOR TRUCK, 5-TON, 6X6, M939, M939A1, M939A2

SERIES TRUCKS (DIESEL) TRUCK, CARGO: 5-TON, 6X6, DROPSIDE, M923 (NSN 2320-01-050-2084) (EIC: BRY); M923A1 (2320-01-206-4087) (EIC: BSS); M923A2 (2320-01-230-0307) (EIC: BS7); M925 (2320-01-047-8769) (EIC: BR M925A1(2320-01-206-4088) (EIC: BST); M925A2 (2320-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 XLWB, M927 (2320-01-047-87 (EIC: BRV); M927A1 (2320-01-206-4089) (EIC: BSW); M927A2 (2320-01-230-030 TM 9-2320-272-24-2 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE MANUAL FO TRUCK, 5-TON, 6X6, M939, M939A1, M939A2 SERIES TRUCKS (DIESEL) TRUCK, CARGO: 5-TON, 6X6, DROPSIDE, M923 (NSN 2320-01-050-2084) (EIC: BRY); M923A1 (2320-01-206-4087) (EIC: BSS); M923A2 (2320-01-230-0307) (EIC: BS7); M925 (2320-01-047-8769) (EIC: BR M925A1 (2320-01-206-4088) (EIC: BST); M925A2 (2350-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 XLWB, M927 (2320-01-047-87 (EIC: BRV); M927A1 (2320-01-206-4089) (EIC: BSW); M927A2 (2320-01-230-03 TM 9-2320-272-24-3 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE MANUAL FO TRUCK, 5-TON, 6X6, M939, M939A1, M939A2 SERIES TRUCKS (DIESEL) TRUCK, CARGO: 5-TON, 6X6, DROPSIDE, M923 (NSN 2320-01-050-2084) (EIC: BRY); M923A1 (2320-01-206-4087) (EIC: BSS); M923A2 (2320-01-230-0307) (EIC: BS7); M925 (2320-01-047-8769) (EIC: BR M925A1 (2320-01-206-4088) (EIC: BST); M925A2 (2320-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 XLWB, M927 (2320-01-047-87 (EIC: BRV); M927A1 (2320-01-206-4089) (EIC: BSW); M927A2 (2320-01-230-03 TM 9-2320-272-24-4 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE MANUAL FO 5-TON, 6X6, M939, M939A1, M939A2 SERIES TRUCKS (DIESEL): TRUCK, 5-TON, 6X6, DROPSIDE , M923 (NSN 2320-01-050-2084) (EIC: BRY); (2320-01-206-4087) (EIC: BSS); M923A2 (2320-01-2302-0307) (EIC: M925 (2320-01-047-8769) (EIC: BRT); N925A1 (2320-01-206-4088) (M925A2 (2320-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 M927 (2320-01-047-8771) (EIC: BRV); M927A1 (2320-01-206-4089) (M927A2 (2320-01-230-0309) (EIC: BS9); M928 (2320-01-047-8770) (M9 TM 9-2320-272-24P-1 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE REPAIR PA AND SPECIAL TOOLS LIST FOR TRUCK, 5-TON, 6X6, M939, M939A1, M93 SERIES TRUCKS (DIESEL) TRUCK, CARGO: 5-TON, 6X6, DROPSIDE, M923 (NSN 2320-01-050-2084) (EIC: BRY); M923A1 (2320-01-206-4087) (EIC: BSS); M923A2 (2320-01-230-0307) (EIC: BS7); M925 (2320-01-047-8769) (EIC: BRT); M925A1 (2320-01-206-4088) (EIC: M925A2 (2320-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 M927 (2320-01-047-8771) (EIC: BRV); M927A1 (2320-01-206-4089) (EIC: BSW); M9 TM 9-2320-272-24P-2 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE REPAIR PARTS AND SPECIAL TOOLS LIST FOR TRUCK, 5-TON, 6X6, M939, M939A1, M93 SERIES TRUCKS (DIESEL) TRUCK, CARGO: 5-TON, 6X6, DROPSIDE, M923 (2320-01-050-2084) (EIC: BRY); M923A1 (2320-01-206-4087) (EIC: M923A2 (2320-01-230-0307) (EIC: BS7); M925 (2320-01-047-8769) (EIC: BRT); M925A1 (2320-01-206-4088) (EIC: BST); M925A2 (2320-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 XLWB, M927 (2320-01-047-8771) (EIC: BRV); M927A1 (2320-01-206-4089) (EIC: BSW); M LO 9-2320-272-12 TRUCK, 5-TON, 6X6, M939, M939A1 AND M939A2 SERIES (DIESEL) TRUC CARGO, 5-TON, 6X6, DROPSIDE, M923 (NSN 2320-01-050-2084), M923A (2320-01-206-4087), M923A2 (2320-01-230-0307), M925 (2320-01-04 M925A1 (2320-01-206-4088), M925A2 (2320-01-230-0308); TRUCK, CA 5-TON, 6X6, M924 (2320-01-047-8773), M924A1 (2320-01-205-2692), M926 (2320-01-047-8772), M926A1 (2320-01-205-2693): TRUCK, CARG 5-TON, 6X6, XLWB, M927 (2320-01-047-8771), M927A1 (2320-01-206- M927A2 (2320-01-230-0309), M928 (2320-01-047-8770), M928A1 (2320 TB 11-5820-890-20-71 INSTALLATION INSTRUCTIONS FOR INSTALLATION KIT, ELECTRONIC EQUIPMENT MK-2378/VRC (NSN 5895-01-225-0518) TO PERMIT INSTALLATION OF RADIO SET AN/VRC-87/88/90 SERIES IN M923, M924, M925, M926, M927, M928, M931, M932, M933, AND M936 TRUCK, 5-TON TB 9-2300-358-24 WARRANTY PROGRAM FOR TRUCK, 5-TON, 6X6 M939A2 SERIES TRUCK, CAR 5-TON, 6X6, DROPSIDE, M923A2 (NSN 2320-01-230-0307) M925A2 (2320-01-230-0308) TRUCK, CARGO: 5-TON, 6X6, XLWB, M927A2 (2320-01-230-0309) M928A2 (2320-01-230-0310) TRUCK, DUMP: 5-TON 6X6 M929A2 (2320-01-230-0305) M930A2 (2320-01-230-0306) TRUCK, TRACTOR: 5-TON, 6X6 M931A2

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(2320-01-230-0300) M935A2 (2320-01-230-0301) TRUCK, MEDIUM WREC 5-TON 6X6 M936A2
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to inform The United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and Environmental Protection Agency (EPA) Corporate Average Fuel Economy (CAFE) and greenhouse gas (GHG) emission standards, this new report from the National Research Council is a technical evaluation of costs, benefits, and implementation issues of fuel reduction technologies for next-generation light-duty vehicles. Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles estimates the cost, potential efficiency improvements, and barriers to commercial deployment of technologies that might be employed from 2020 to 2030. This report describes these promising technologies and makes recommendations for their inclusion on the list of technologies applicable for the 2017-2025 CAFE standards.

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