

**CHAPTER 10**

**BRAKING SYSTEM**

**CONTENTS**

Para

- 1 Introduction
- 2 [REDACTED]

Chart

Page

1	[REDACTED].....	2
2	[REDACTED].....	3
3	[REDACTED].....	4
4	[REDACTED].....	5
5	[REDACTED].....	6

**INTRODUCTION**

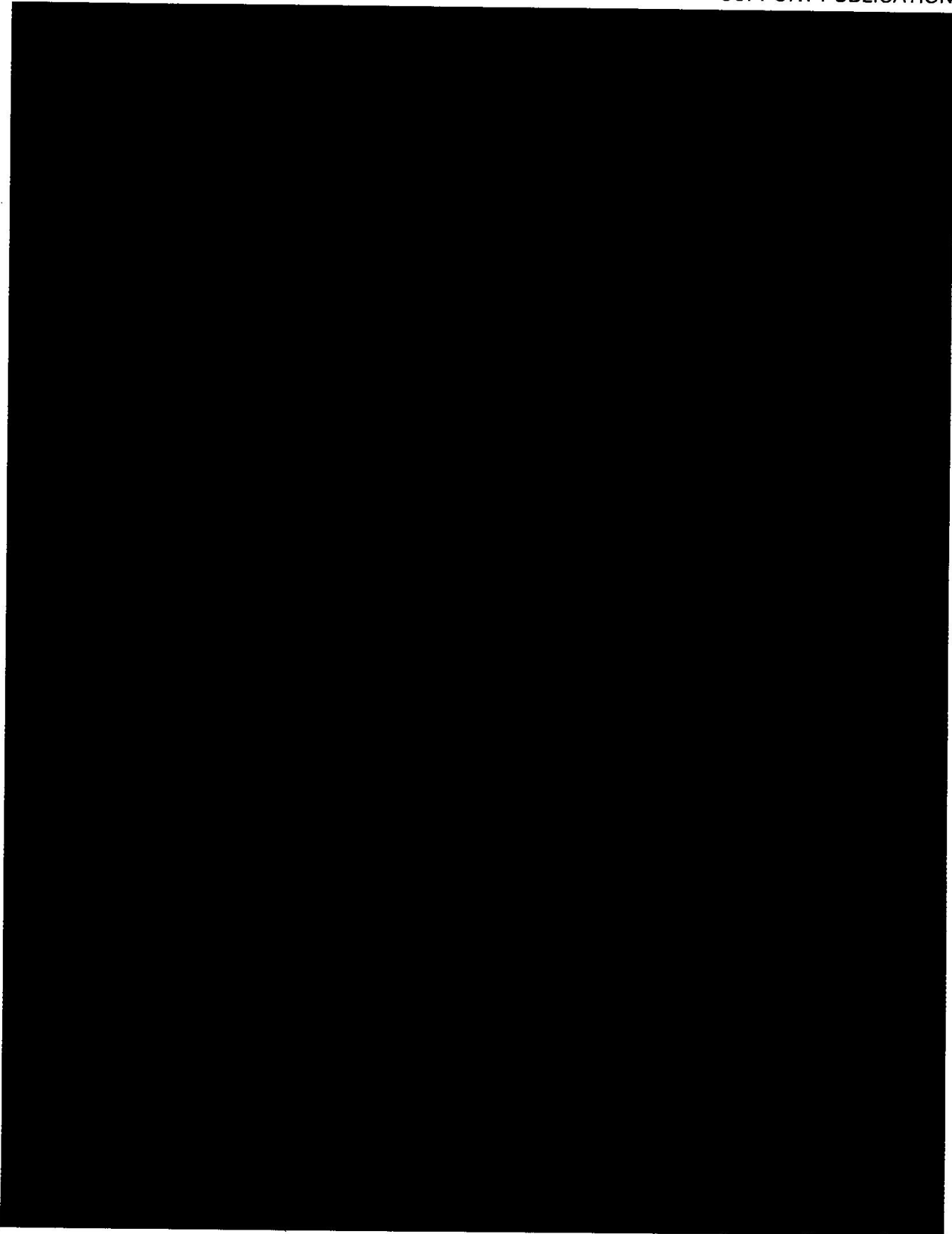
1 This chapter details the fault charts for Truck Utility Light (TUL) High Specification (HS), Truck Utility Medium (TUM) HS, and (TUM) Battlefield Ambulance HS vehicles braking system.

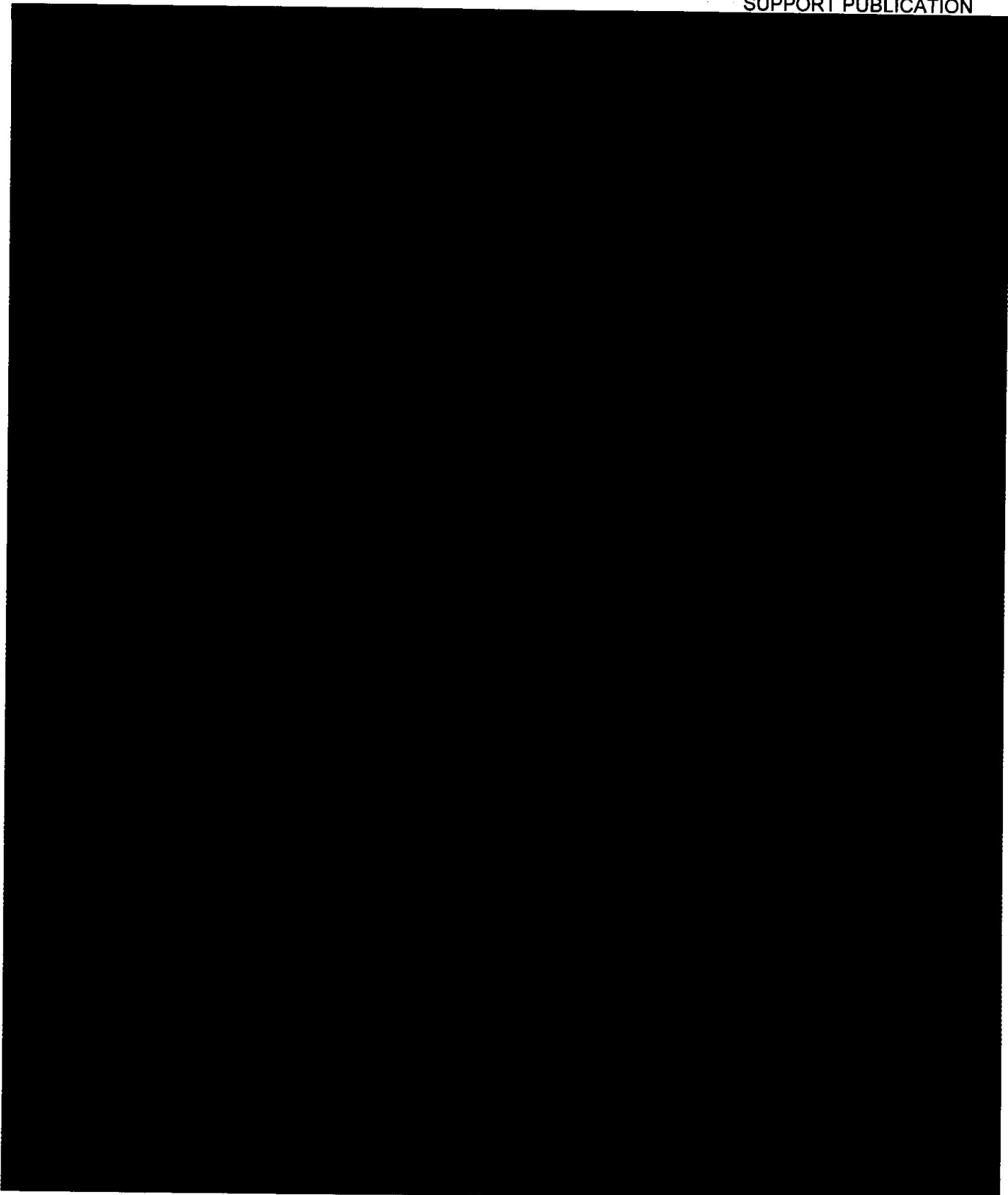
**FAULT CHARTS**

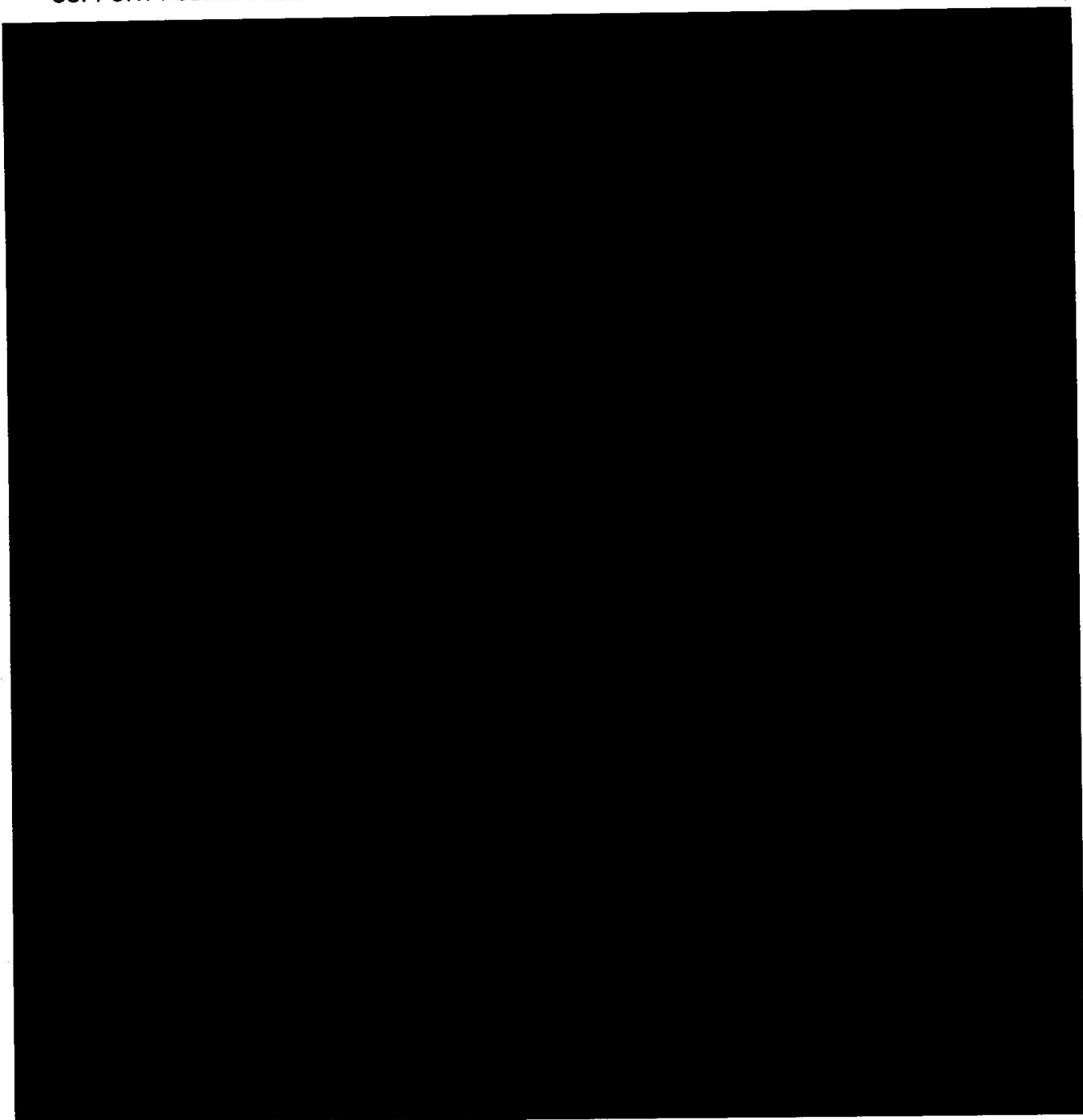
2 The failure diagnosis charts in this Chapter will enable a Qualified Technician (QT) to trace faults on identified systems.

3 This Category is written to give the QT a logical process to fault isolation. By performing checks and inspections in a fixed sequence, faults that may affect other systems can be identified, allowing the QT to quickly isolate the root cause of a malfunction.

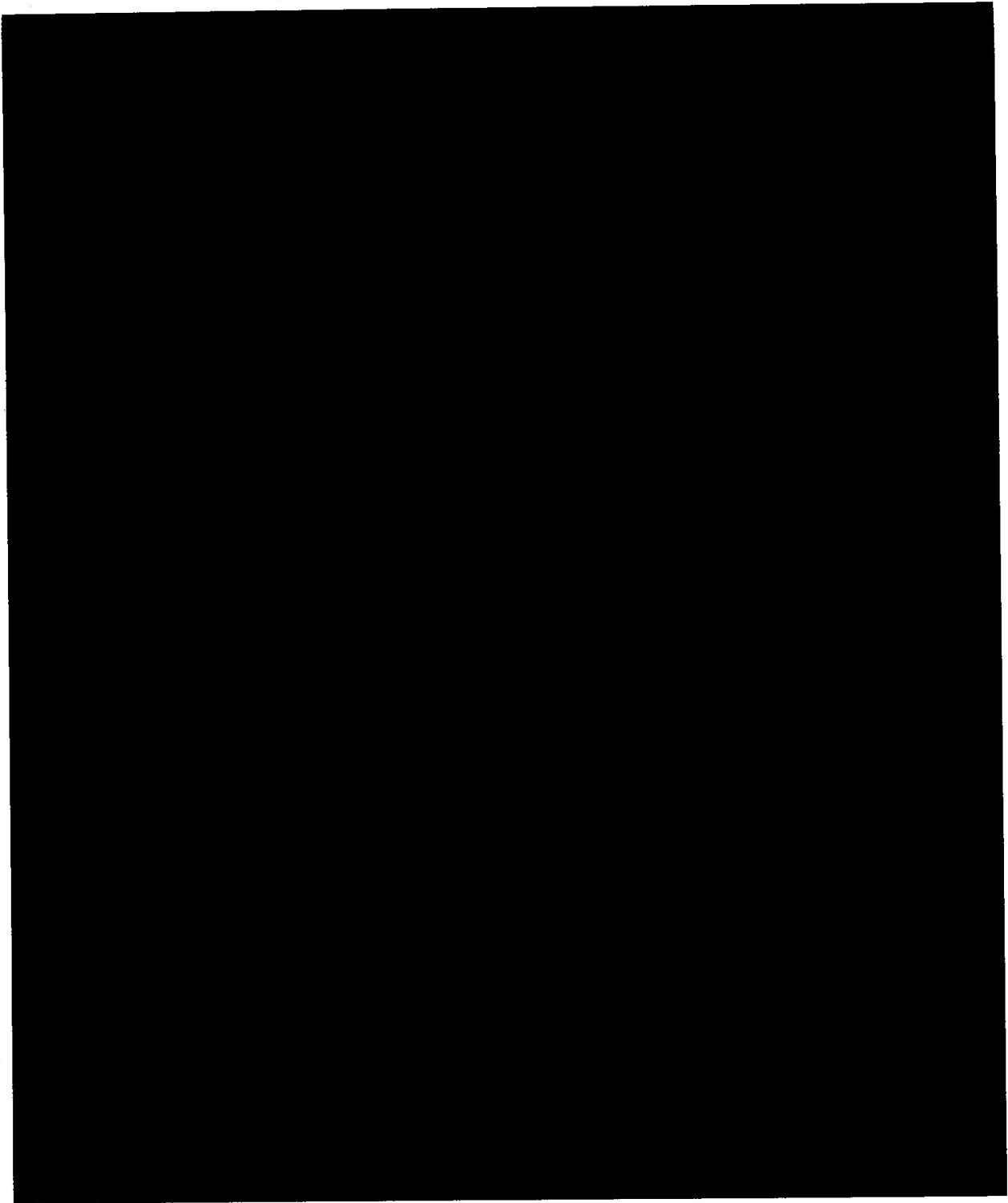
4 After performing any repair as per Category 522 of this AESP Octad, always verify the repair by operating the vehicle. If there were numerous faults listed during the fault reporting process, it may be necessary to follow the Diagnostic Starting Point Table more than once to identify and repair faults.

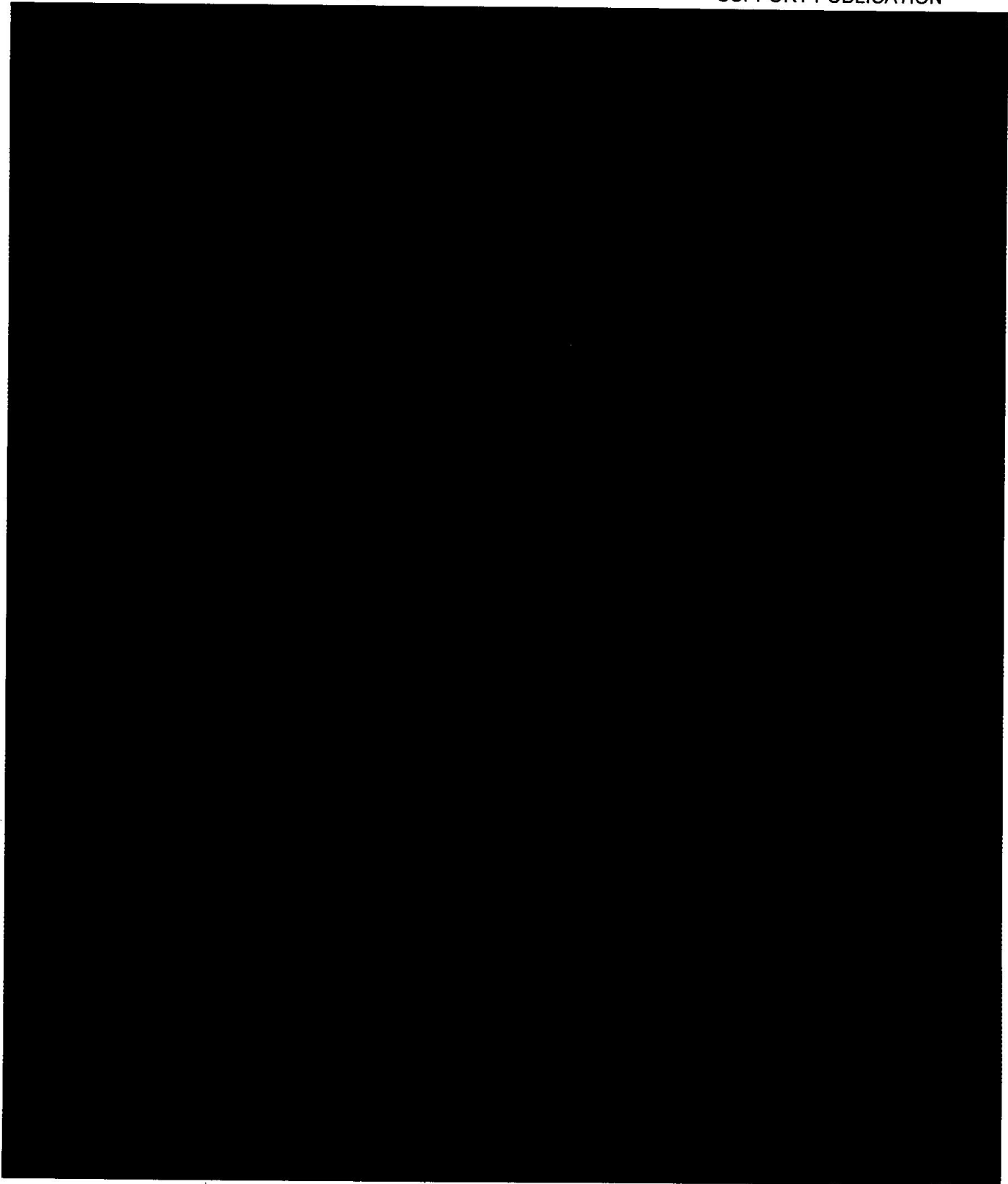












CHAPTER 11

FUEL AND EXHAUST SYSTEM

CONTENTS

Para

- 1 Introduction
- 2 Fault charts

Chart

Page

- 1 Engine fails smoke emission test (EEGR) ..... 2

**INTRODUCTION**

1 This chapter details the fault charts for the fuel and exhaust system as fitted to the Truck Utility Light (TUL) High Specification (HS), Truck Utility Medium (TUM) HS and (TUM) Battlefield Ambulance HS vehicles.

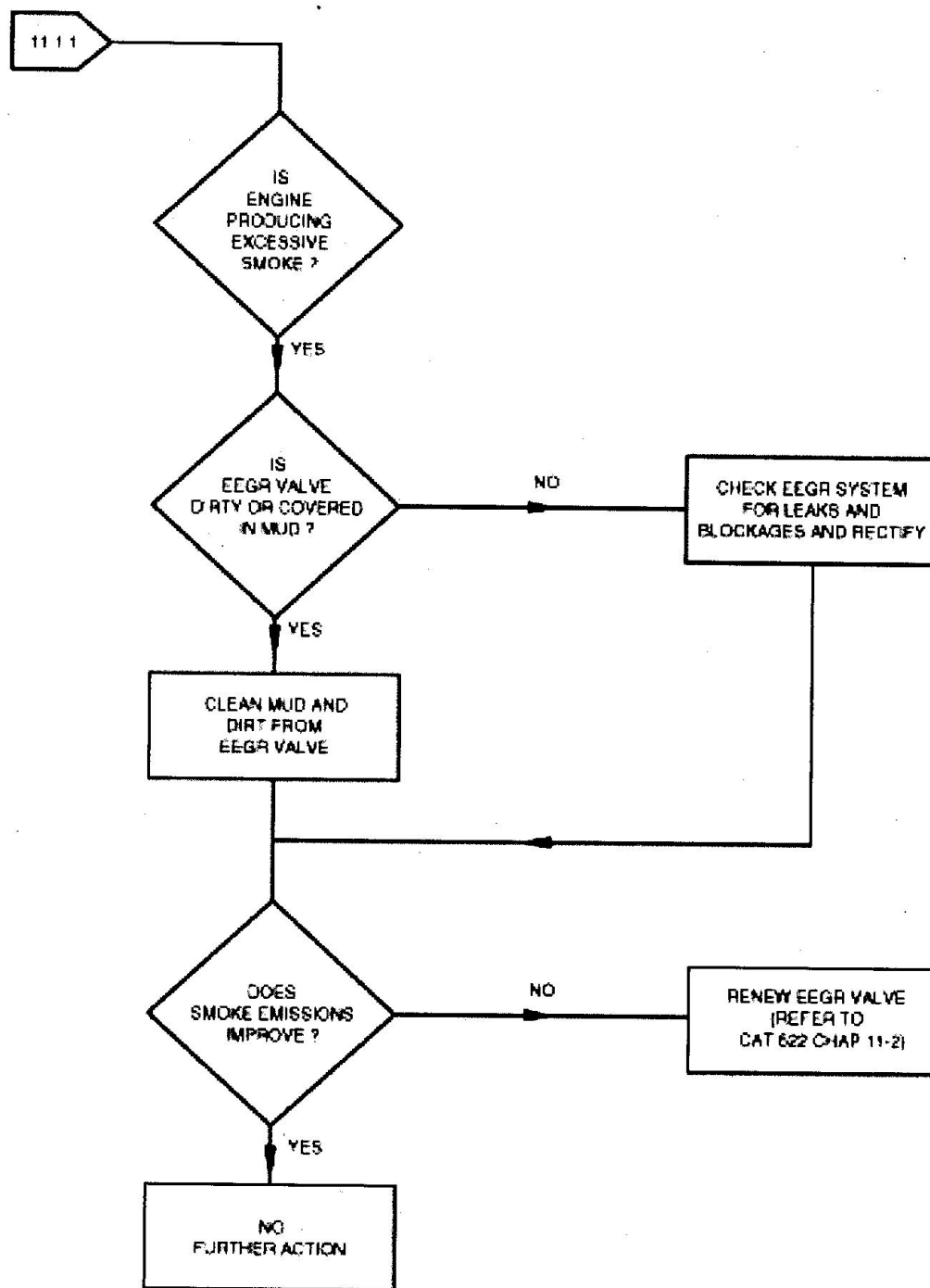
**FAULT CHARTS**

2 The failure diagnosis charts in this Chapter will enable a Qualified Technician (QT) to trace faults on identified systems.

3 This Category is written to give the QT a logical process to fault isolation. By performing checks and inspections in a fixed sequence, faults that may affect other systems can be identified, allowing the QT to quickly isolate the root cause of a malfunction.

4 After performing any repair as per Category 522 of this AESP Octad, always verify the repair by operating the vehicle. If there were numerous faults listed during the fault reporting process, it may be necessary to follow the Diagnostic Starting Point Table more than once to identify and repair faults.

CHART 1 ENGINE FAILS SMOKE EMISSION TEST (EEGR)



MIL1992

**CHAPTER 13**

**ELECTRICAL SYSTEMS**

**CONTENTS**

Para

- 1 Introduction
- 2 General

**INTRODUCTION**

1 This chapter gives the fault diagnosis for the Electrical systems as fitted to Truck Utility Light (TUL) High Specification (HS), Truck Utility Medium (TUM) HS and (TUM) Battlefield Ambulance HS vehicles.

**General**

2 This chapter has been sub-chaptered to allow for the various types of vehicle electrical systems as detailed below.

- Chapter 13-1 Vehicle electrical system
- Chapter 13-2 Fitted For Radio (FFR)
- Chapter 13-3 Winterised/waterproofed
- Chapter 13-4 Winterised
- Chapter 13-5 Tropicalised

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CHAPTER 13-1

VEHICLE ELECTRICAL SYSTEM

CONTENTS

Para

- 1 Introduction
- 2 [REDACTED]

Chart

Page

1	[REDACTED].....	2
2	[REDACTED].....	3
3	[REDACTED].....	4
4	[REDACTED].....	6

**INTRODUCTION**

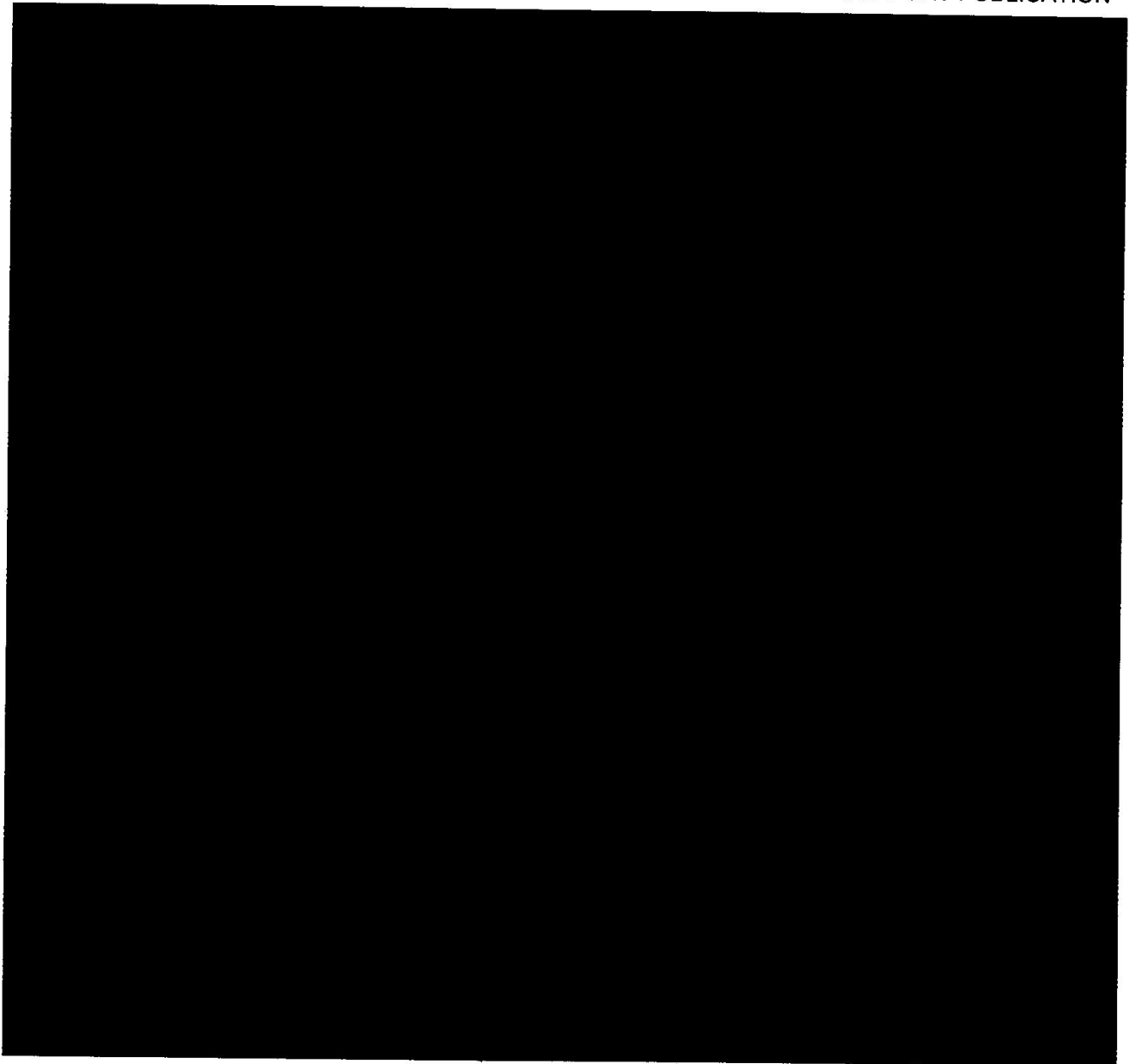
1 This chapter details the fault charts for the Vehicle electrical system as fitted to the Truck Utility Light (TUL) High Specification (HS), Truck Utility Medium (TUM) HS, and (TUM) Battlefield Ambulance HS vehicles.

**FAULT CHARTS**

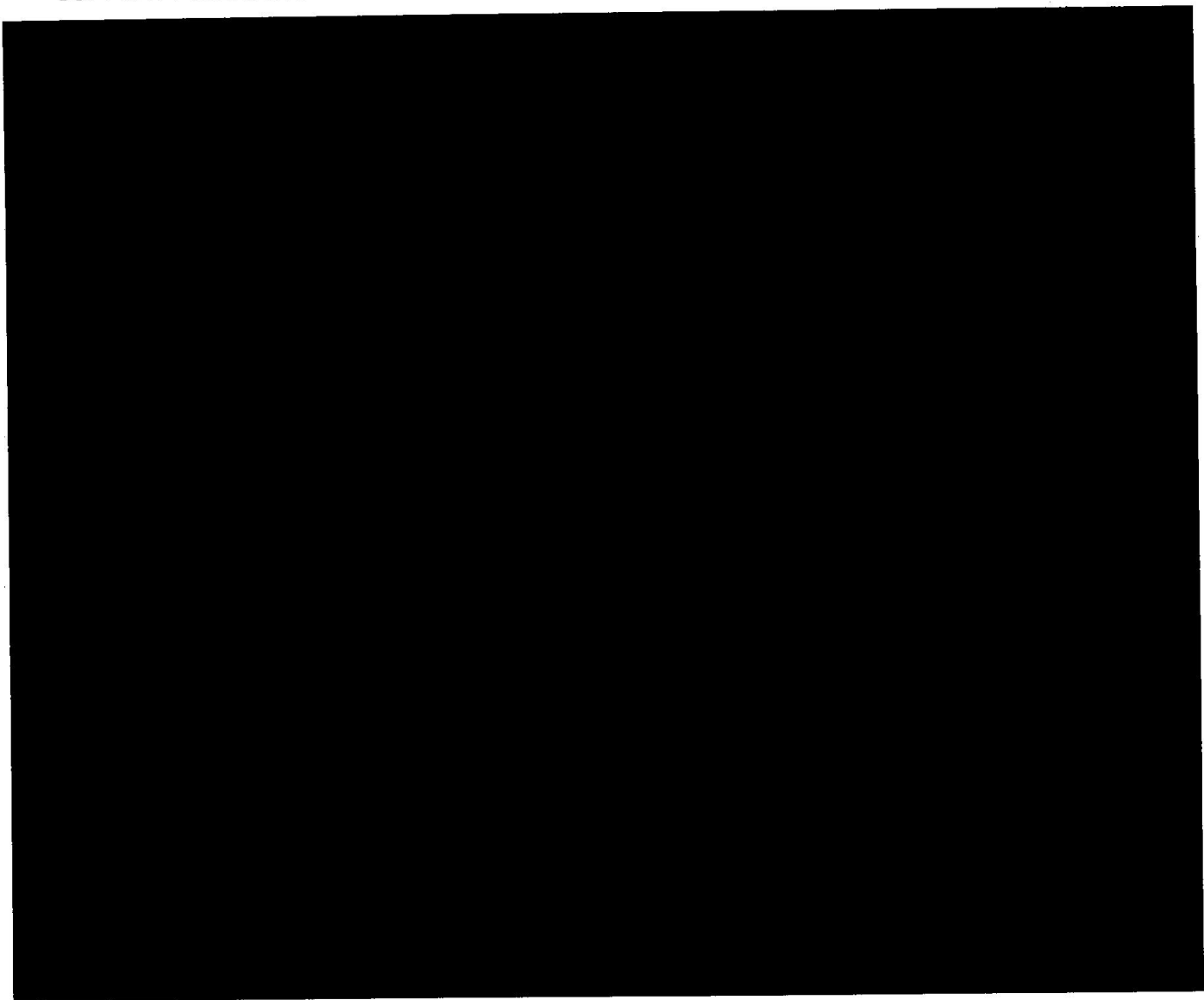
2 The failure diagnosis charts in this Chapter will enable a Qualified Technician (QT) to trace faults on identified systems.

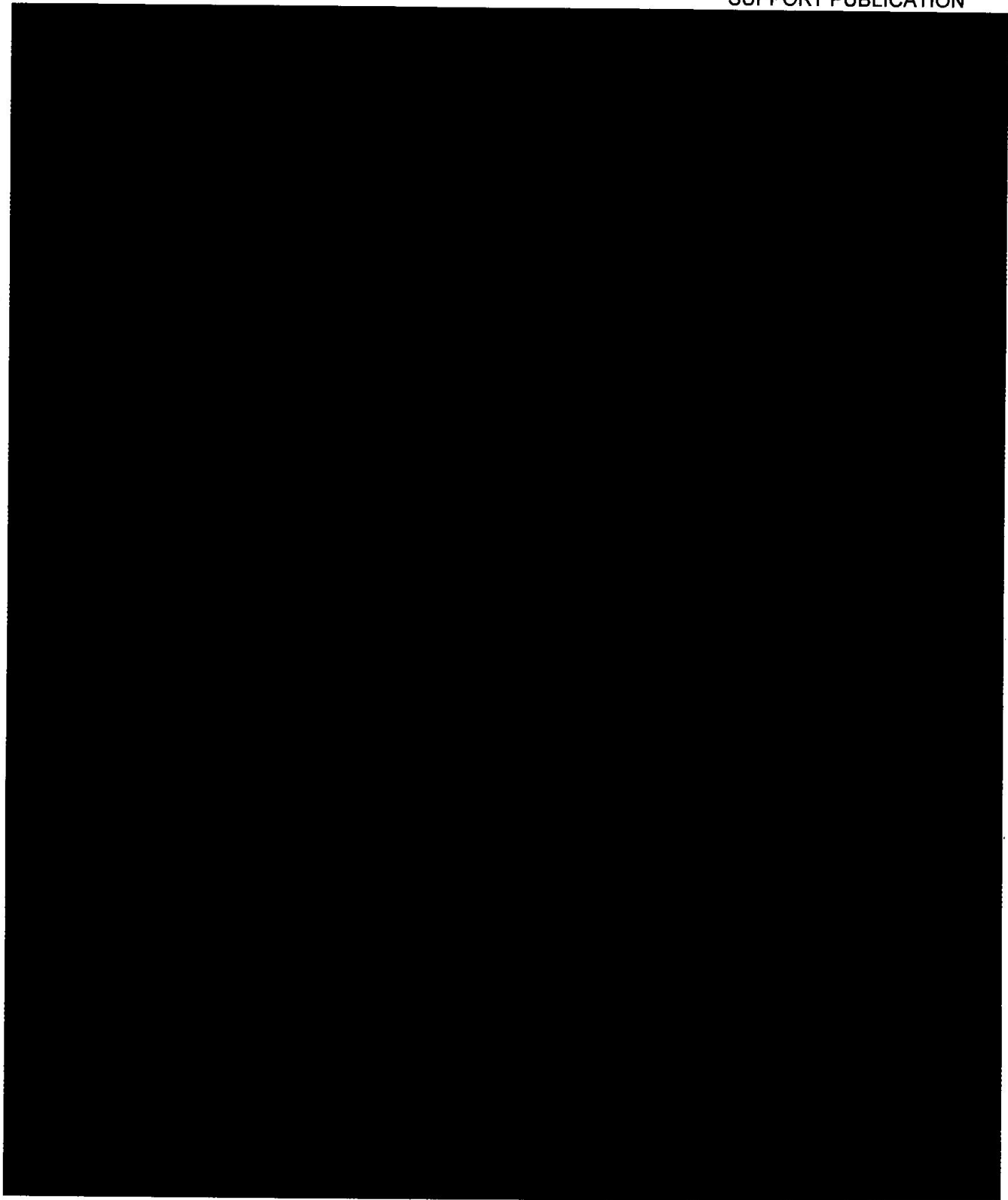
3 This Category is written to give the QT a logical process to fault isolation. By performing checks and inspections in a fixed sequence, faults that may affect other systems can be identified, allowing the QT to quickly isolate the root cause of a malfunction.

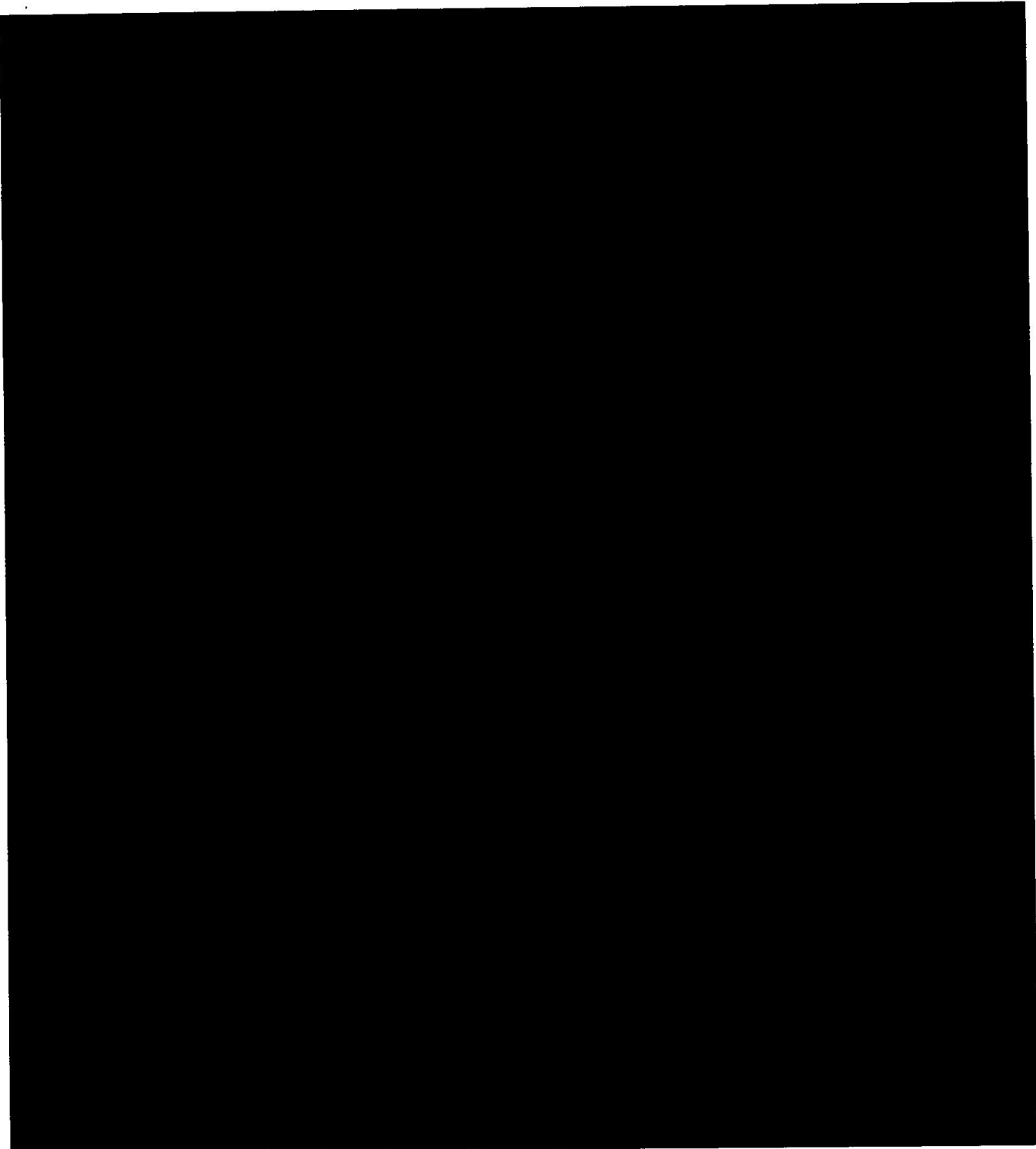
4 After performing any repair as per Category 522 of this AESP Octad, always verify the repair by operating the vehicle. If there were numerous faults listed during the fault reporting process, it may be necessary to follow the Diagnostic Starting Point Table more than once to identify and repair faults.

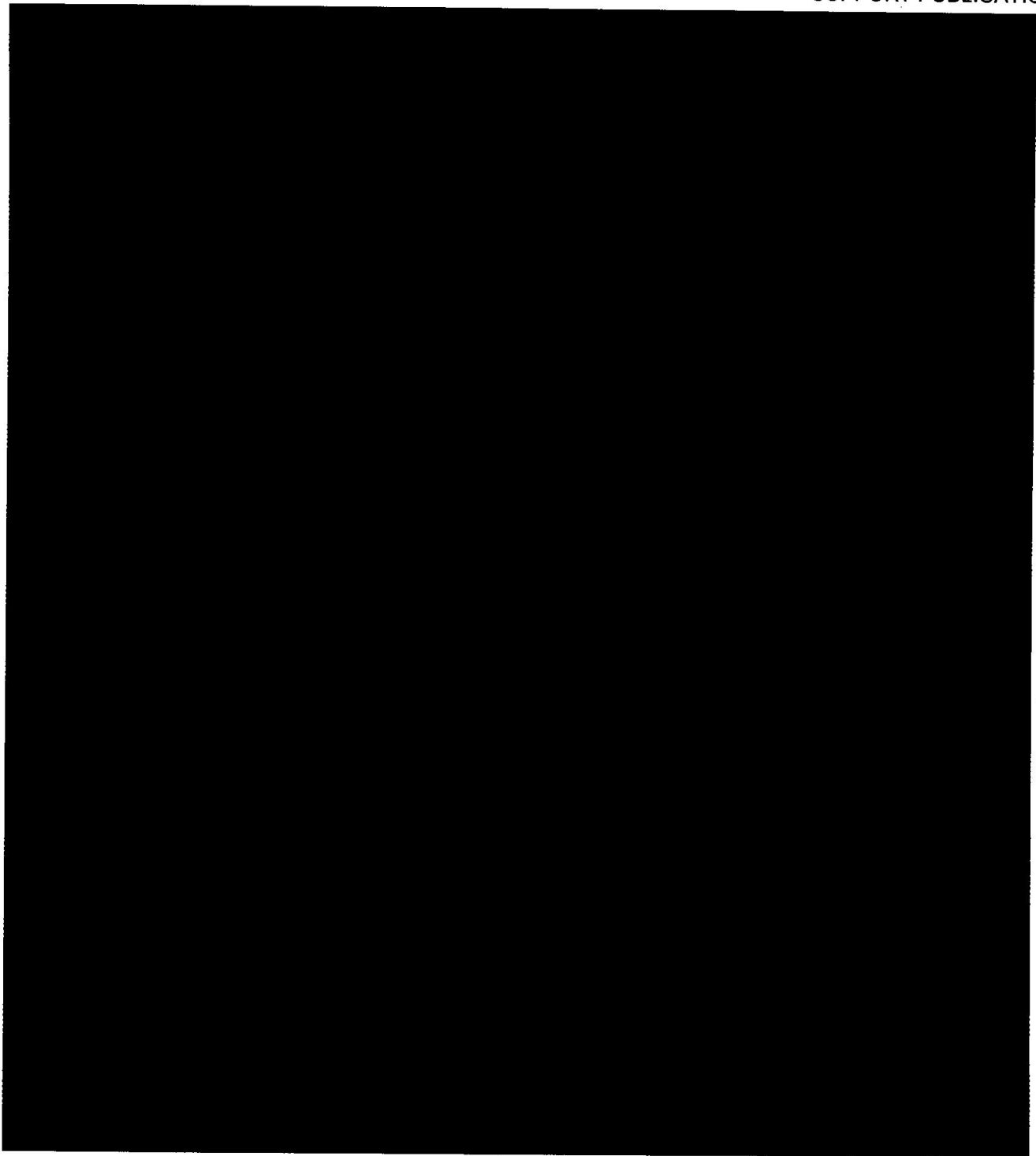












CHAPTER 13-2

FITTED FOR RADIO (FFR)

CONTENTS

Para

- 1 Introduction
- 2 [REDACTED]

Chart

Page

- |   |                  |   |
|---|------------------|---|
| 1 | [REDACTED] ..... | 2 |
| 2 | [REDACTED] ..... | 3 |

**INTRODUCTION**

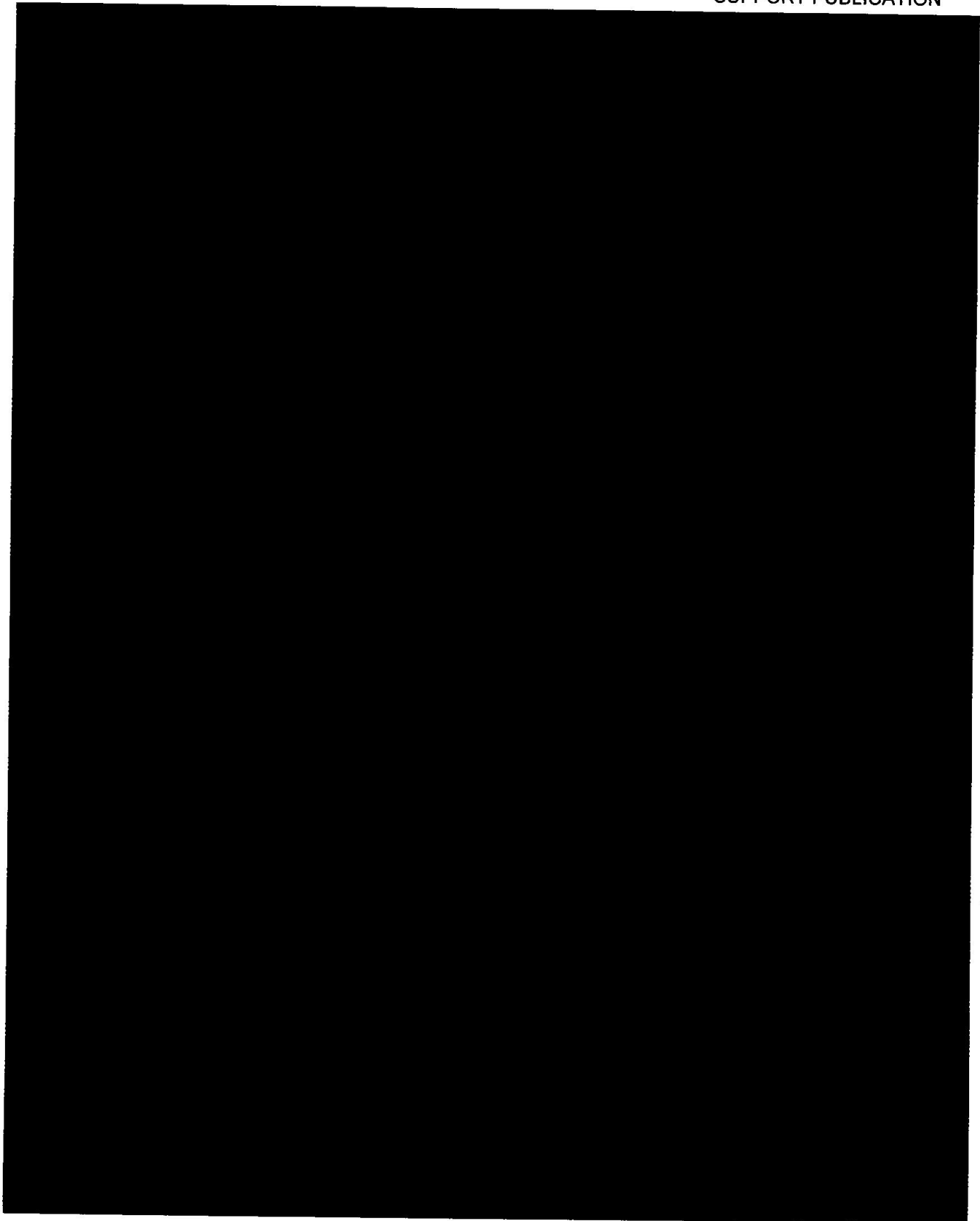
1 This chapter details the fault charts for the FFR system as fitted to the Truck Utility Light (TUL) High Specification (HS) and Truck Utility Medium (TUM) HS vehicles.

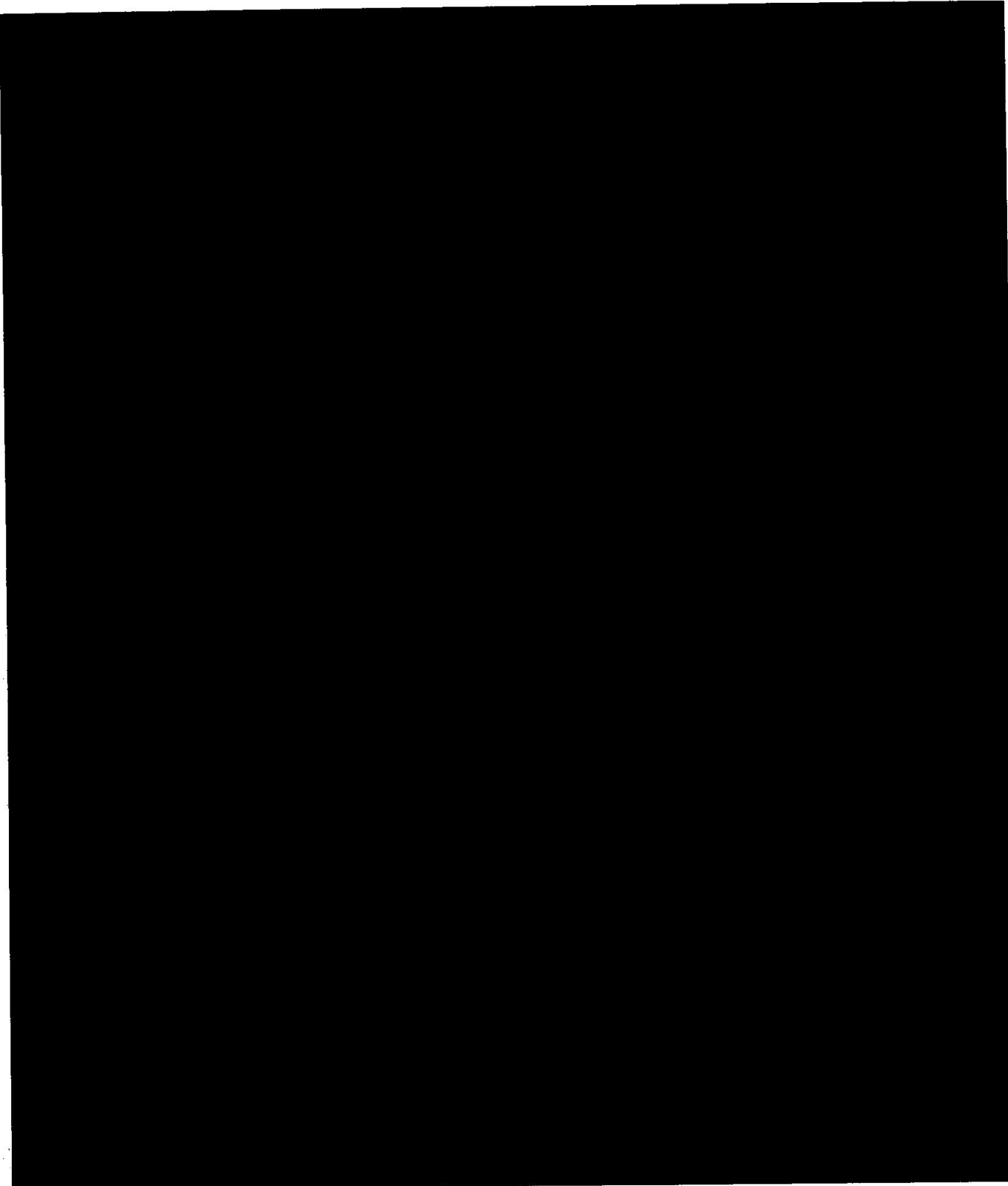
**FAULT CHARTS**

2 The failure diagnosis charts in this Chapter will enable a Qualified Technician (QT) to trace faults on identified systems.

3 This Category is written to give the QT a logical process to fault isolation. By performing checks and inspections in a fixed sequence, faults that may affect other systems can be identified, allowing the QT to quickly isolate the root cause of a malfunction.

4 After performing any repair as per Category 522 of this AESP Octad, always verify the repair by operating the vehicle. If there were numerous faults listed during the fault reporting process, it may be necessary to follow the Diagnostic Starting Point Table more than once to identify and repair faults.





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CHAPTER 13-3

WINTERISED/WATERPROOFED

CONTENTS

Para

- 1 Introduction
- 2 [REDACTED]

Chart

Page

- |    |                  |   |
|----|------------------|---|
| 1. | [REDACTED] ..... | 2 |
| 2  | [REDACTED] ..... | 3 |

**INTRODUCTION**

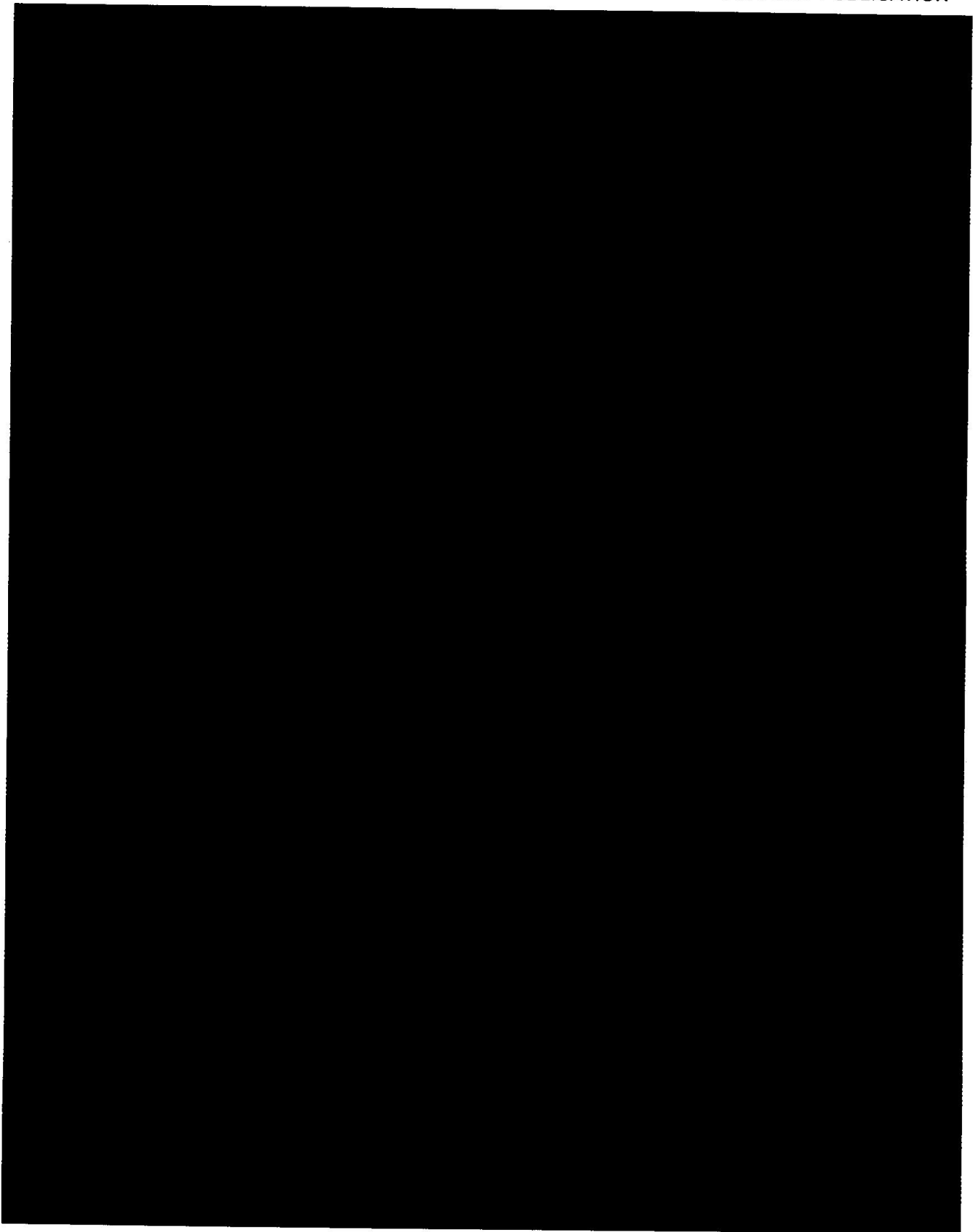
1 This chapter details the fault charts for the electrical system fitted to Truck Utility Light (TUL) High Specification (HS) and Truck Utility Medium (TUM) HS winterised/waterproofed vehicles.

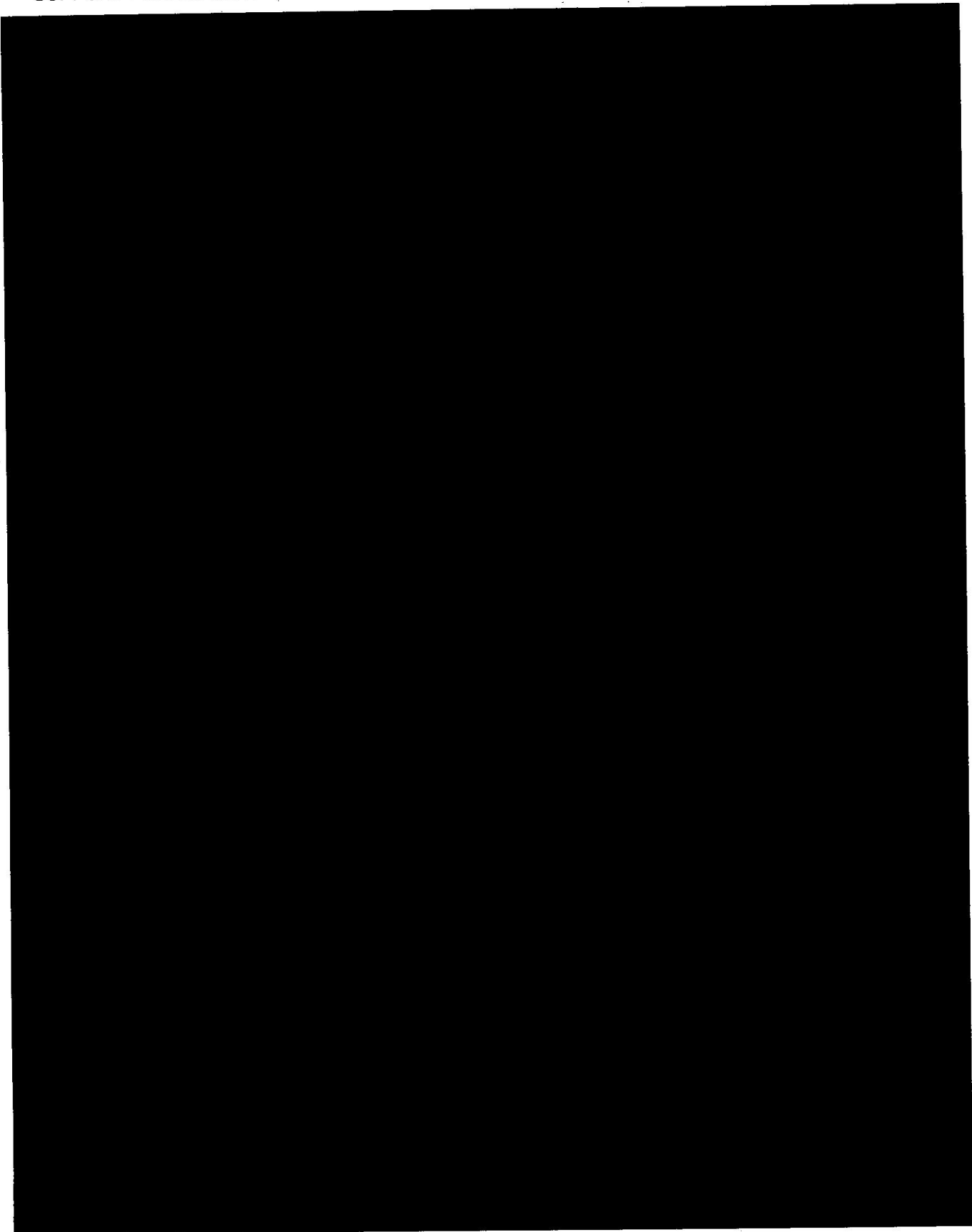
**FAULT CHARTS**

2 The failure diagnosis charts in this Chapter will enable a Qualified Technician (QT) to trace faults on identified systems after the vehicle has been [REDACTED].

3 This Category is written to give the QT a logical process to fault isolation. By performing checks and inspections in a fixed sequence, faults that may affect other systems can be identified, allowing the QT to quickly isolate the root cause of a malfunction.

4 After performing any repair as per Category 522 of this AESP Octad, always verify the repair by operating the vehicle. If there were numerous faults listed during the fault reporting process, it may be necessary to follow the Diagnostic Starting Point Table more than once to identify and repair fault.





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**CHAPTER 13-4**

**WINTERISED**

**CONTENTS**

Para

- 1 Introduction
- 2 Fault charts

**INTRODUCTION**

- 1 Refer to Chapter 13-3 for the electrical systems fitted to Truck Utility Light (TUL) High Specification (HS) and Truck Utility Medium (TUM) HS winterised vehicles.

**FAULT CHARTS**

- 2 Refer to Chapter 13-3 for fault charts.

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CHAPTER 13-5

TROPICALISED

CONTENTS

Para

- 1 Introduction
- 2 [REDACTED]

Chart

Page

1	[REDACTED] .....	2
2	[REDACTED] .....	3
3	[REDACTED] .....	4
4	[REDACTED] .....	5
5	[REDACTED] .....	6
6	[REDACTED] .....	7
7	[REDACTED] .....	9

**INTRODUCTION**

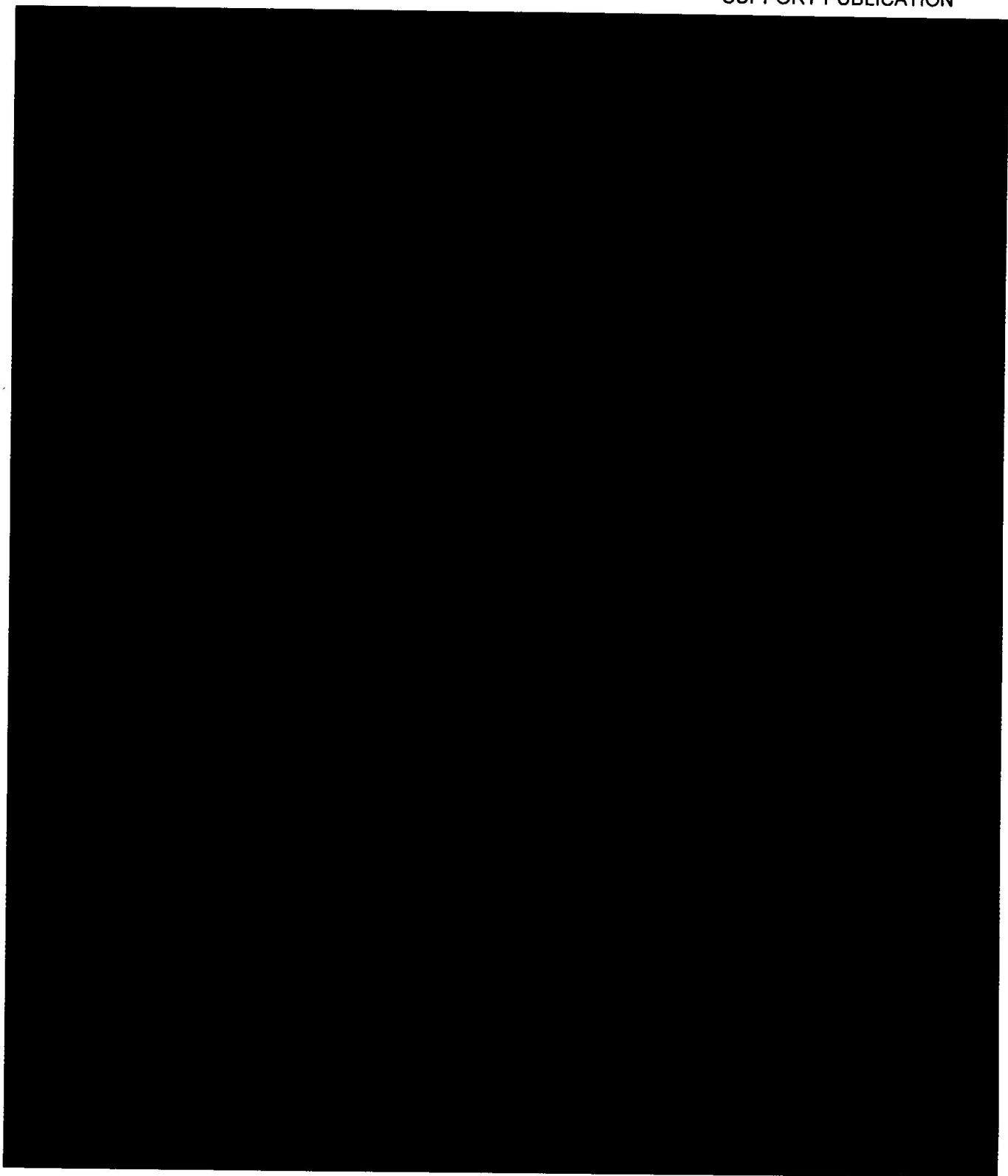
1 This chapter details the fault charts for the air conditioning electrical system fitted to (TUM) Battlefield Ambulance High Specification (HS) vehicles.

**FAULT CHARTS**

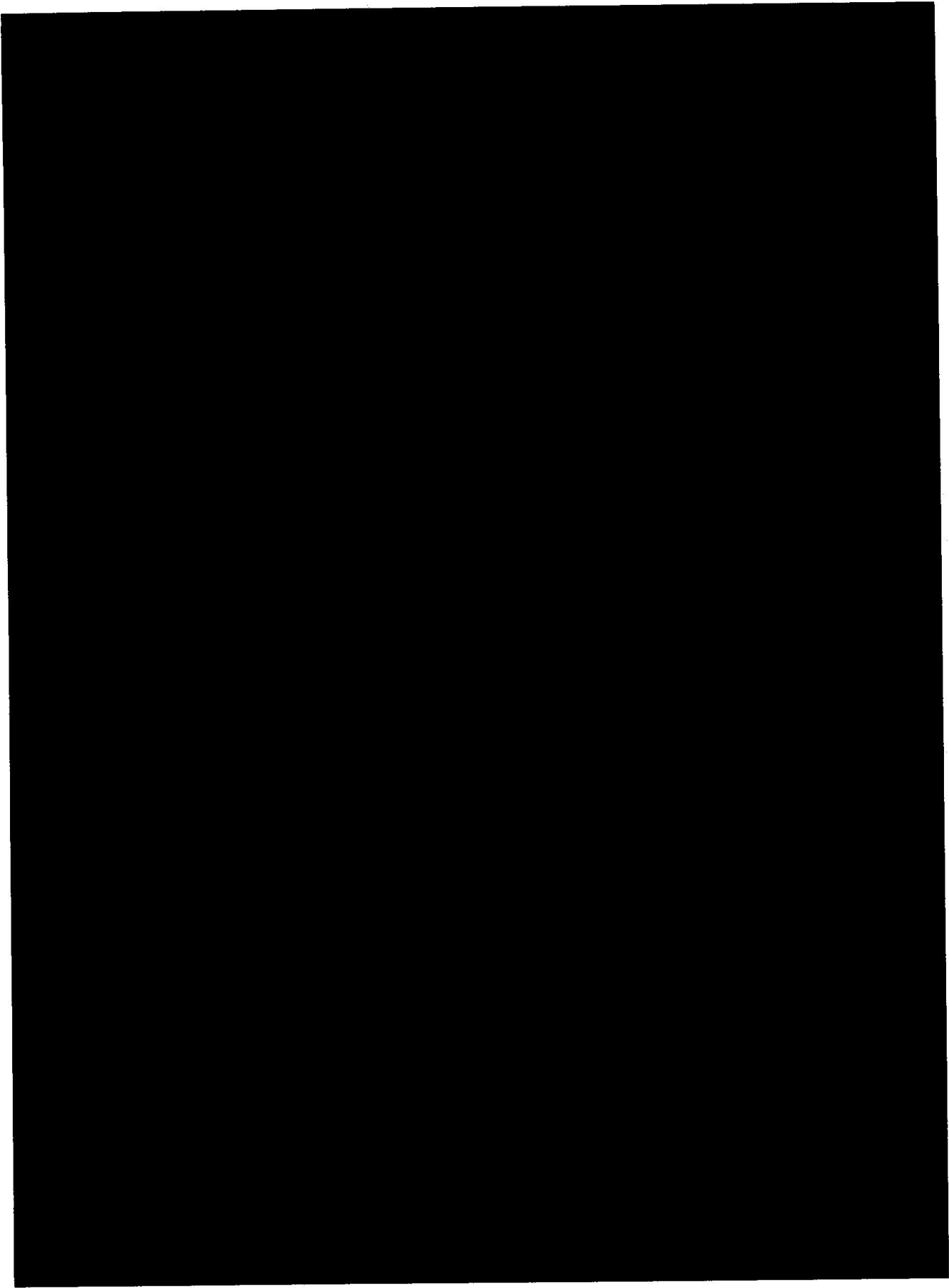
2 The failure diagnosis charts in this Chapter will enable a Qualified Technician (QT) to trace faults on identified systems.

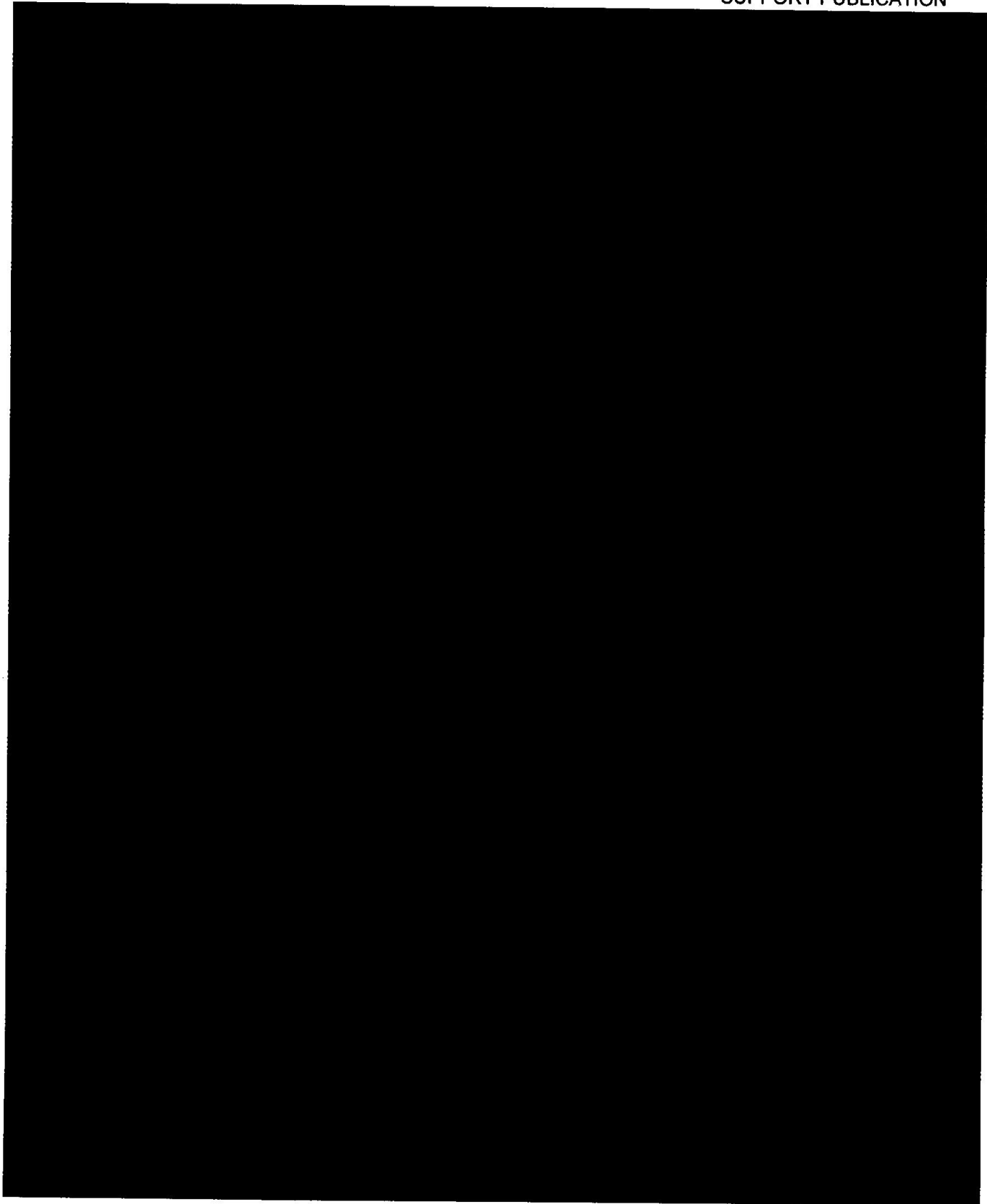
3 This Category is written to give the QT a logical process to fault isolation. By performing checks and inspections in a fixed sequence, faults that may affect other systems can be identified, allowing the QT to quickly isolate the root cause of a malfunction.

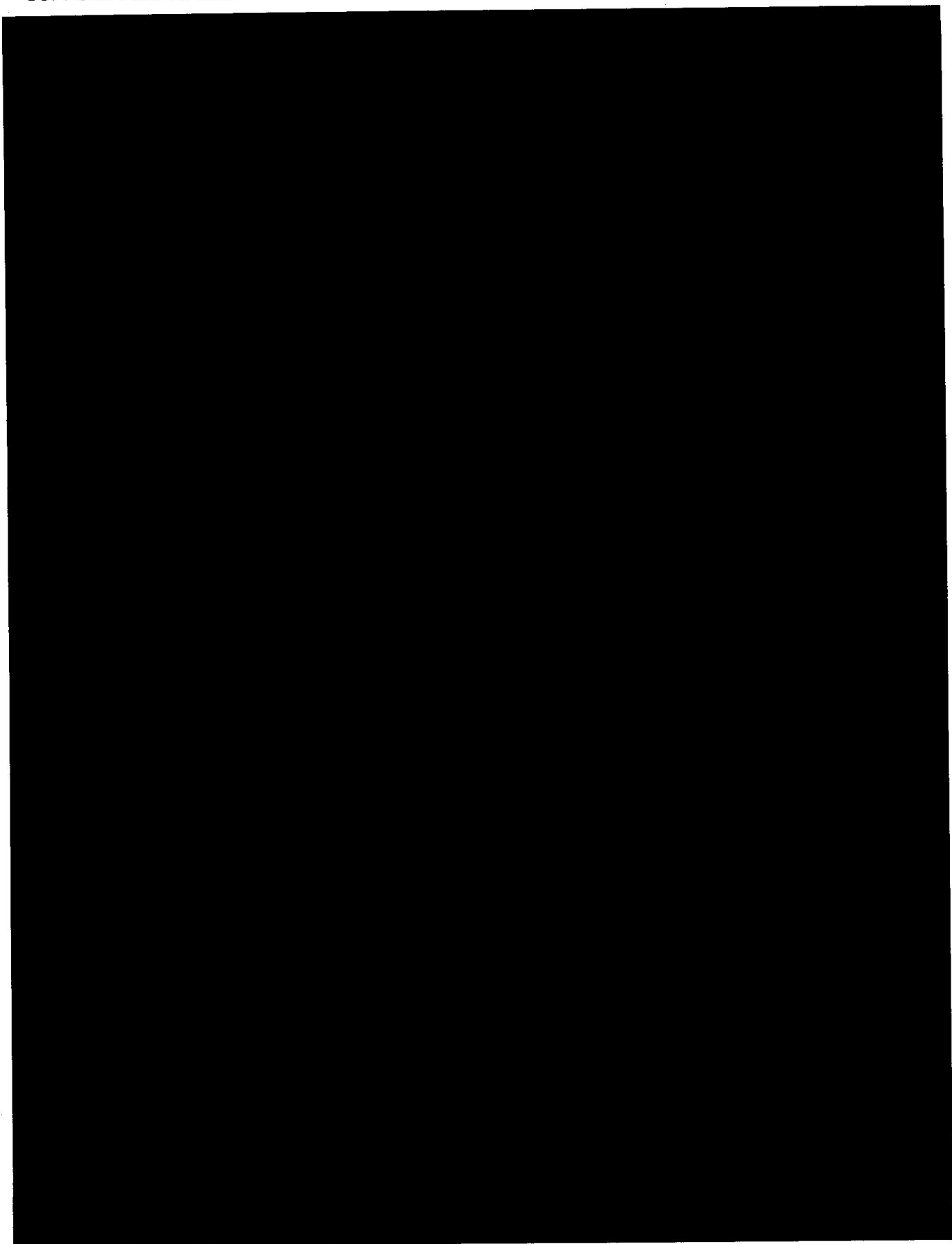
4 After performing any repair as per Category 522 of this AESP Octad, always verify the repair by operating the vehicle. If there were numerous faults listed during the fault reporting process, it may be necessary to follow the Diagnostic Starting Point Table more than once to identify and repair faults.

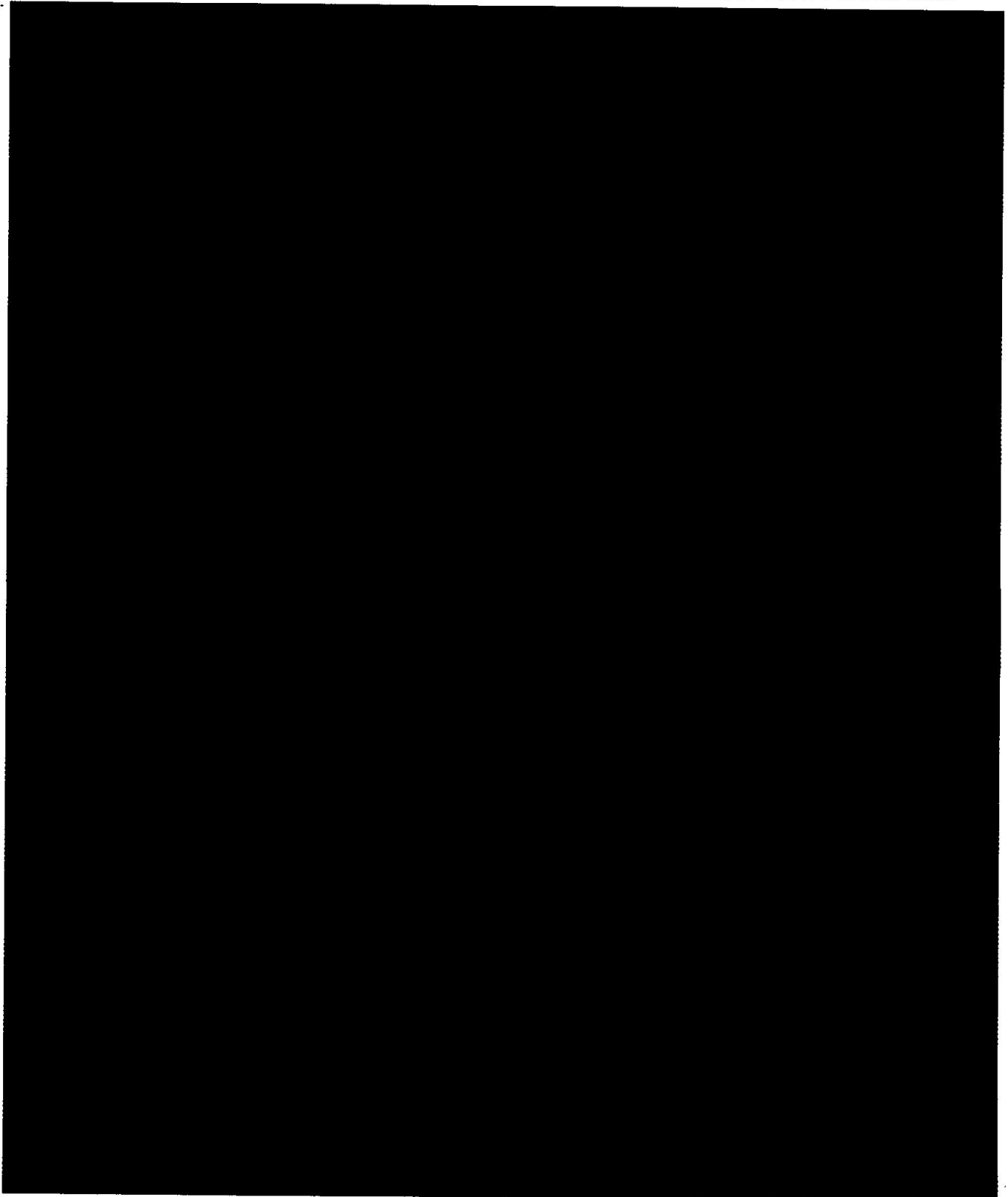


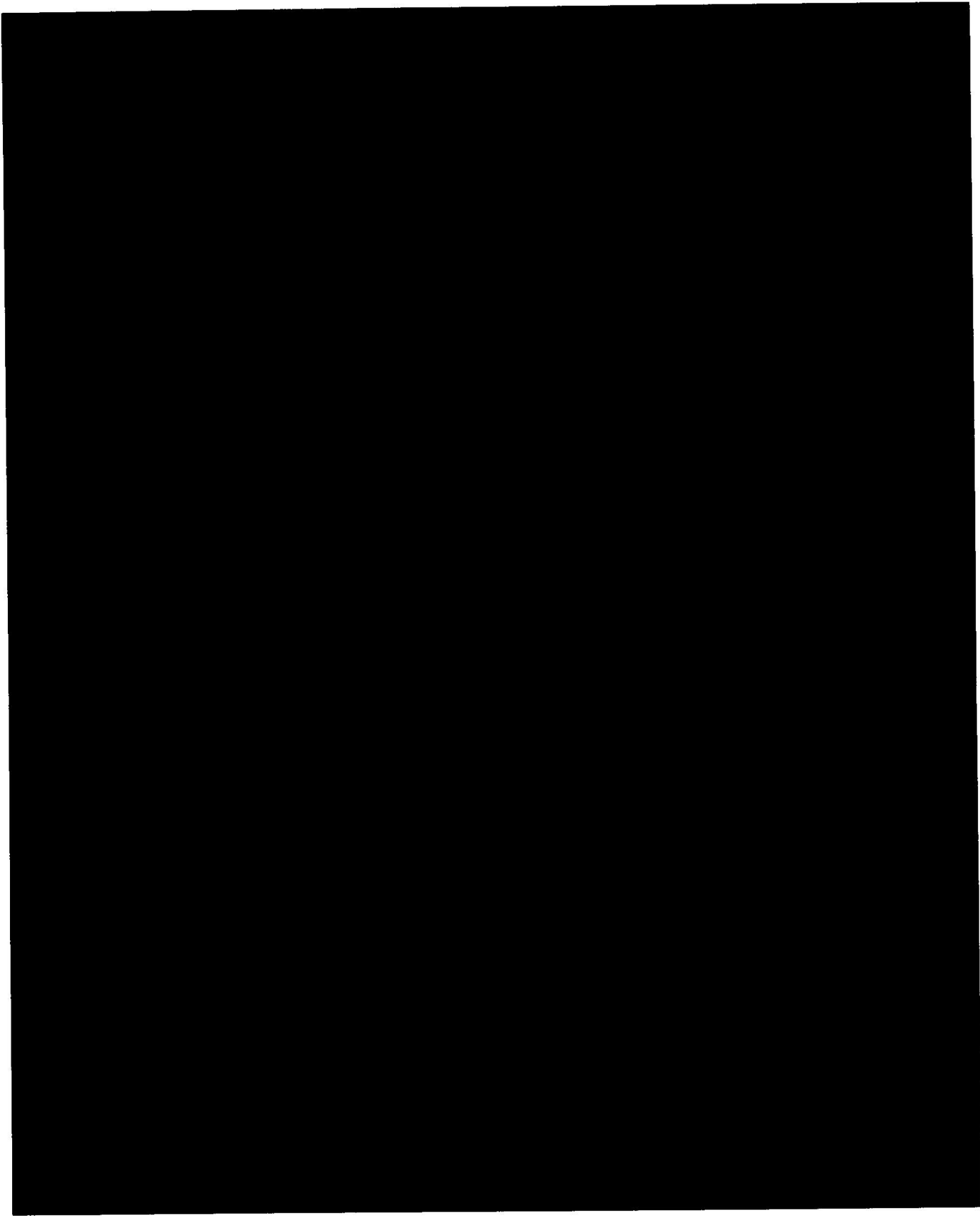


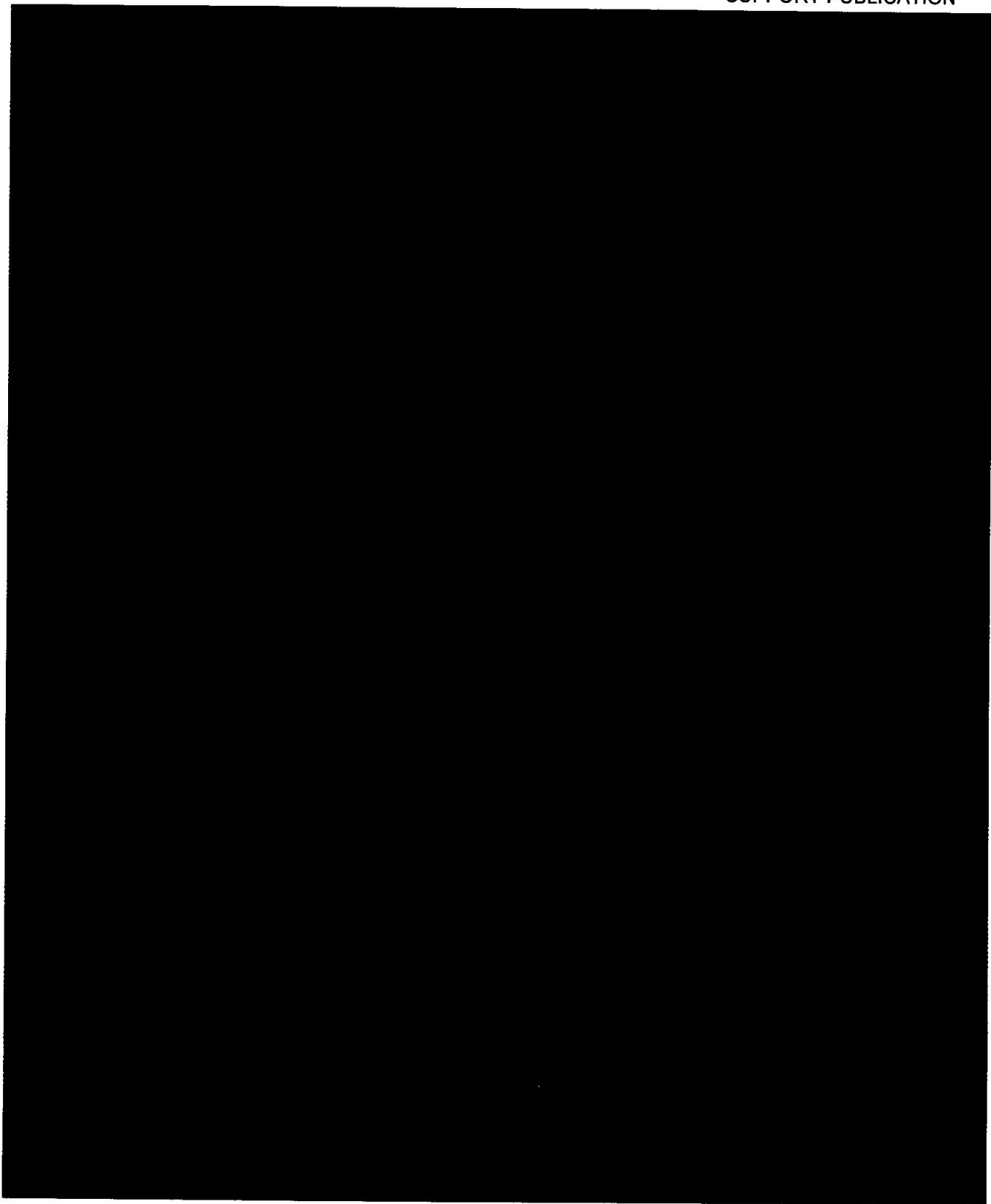


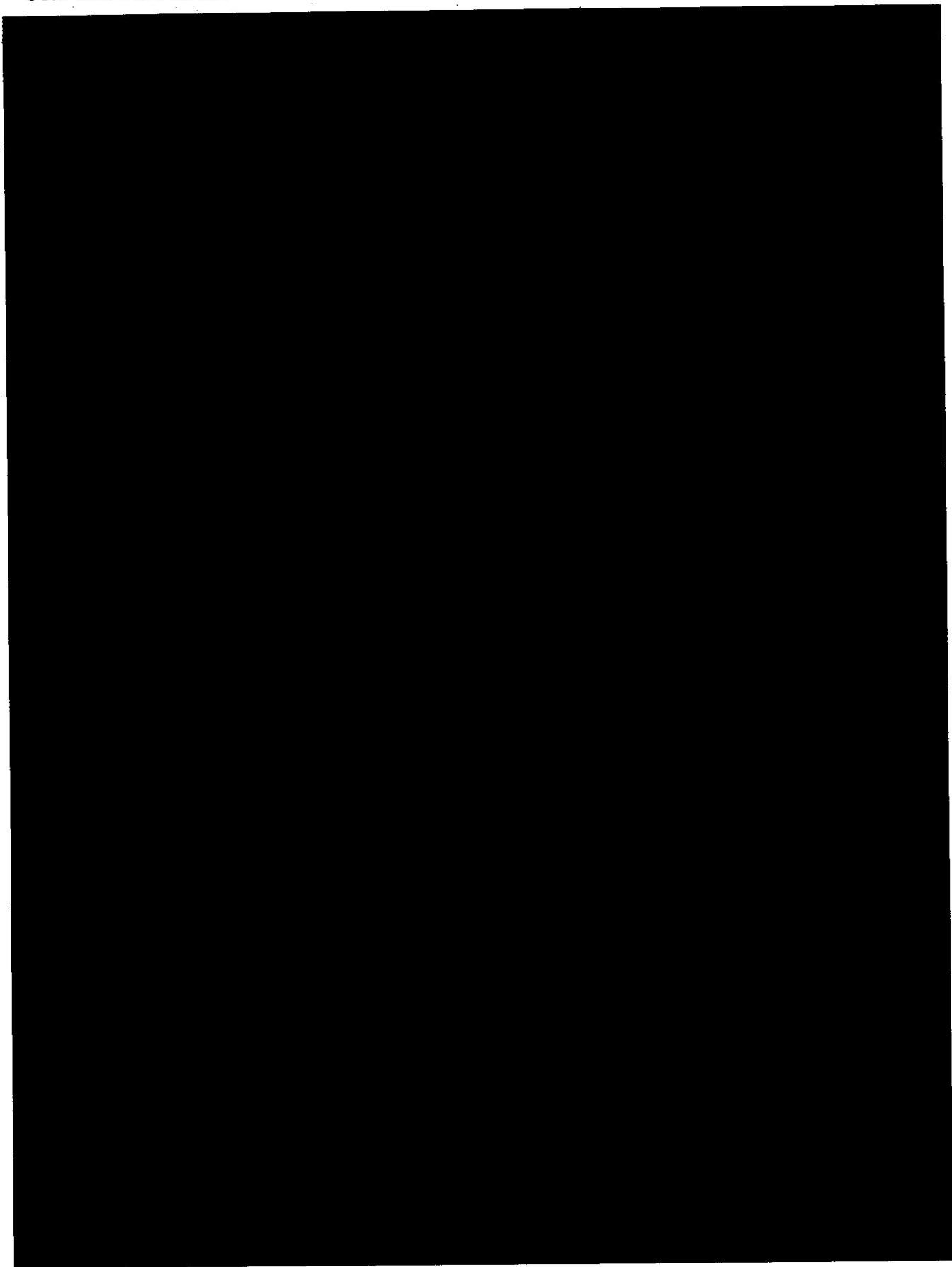


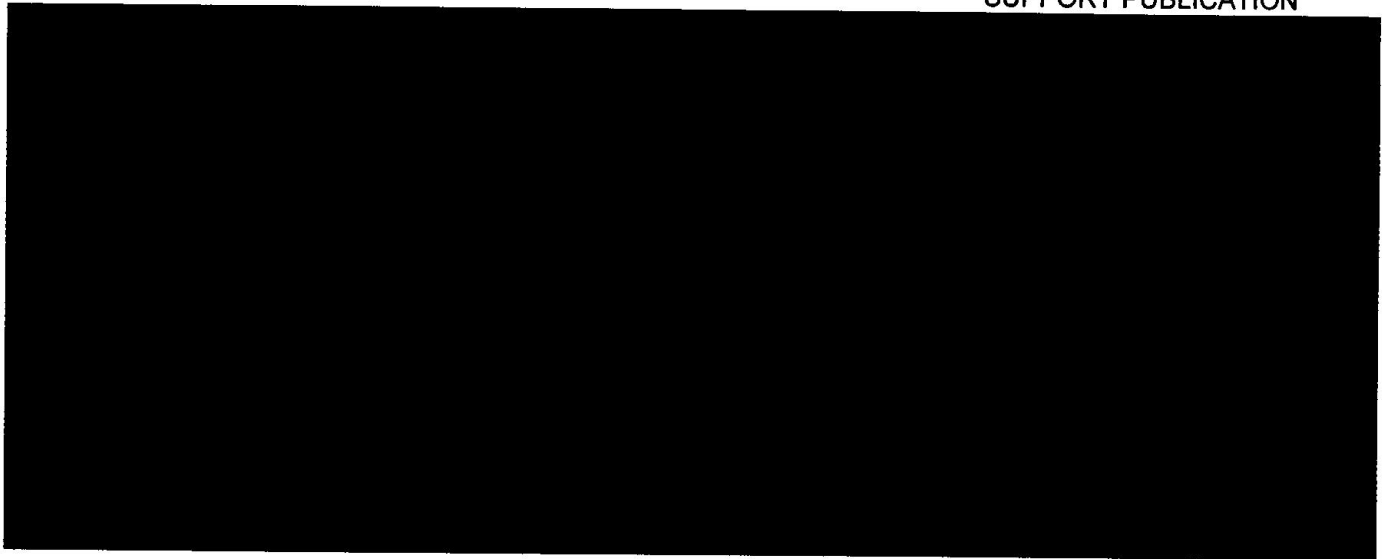














**CHAPTER 17**

**ELECTRIC WINCH**

**CONTENTS**

Para

- 1 Introduction
- 2 Fault charts

Chart

Page

1	Cable drum will not free spool.....	2
2	Winch will not operate (winch in/winch out) .....	3
3	Excessive winch noise .....	4
4	Oil leaks.....	5

**INTRODUCTION**

1 This chapter details the fault charts for Truck Utility Medium (TUM) High Specification (HS) as fitted with a winch.

**FAULT CHARTS**

2 The failure diagnosis charts in this Chapter will enable a Qualified Technician (QT) to trace faults on identified systems.

3 This Category is written to give the QT a logical process to fault isolation. By performing checks and inspections in a fixed sequence, faults that may affect other systems can be identified, allowing the QT to quickly isolate the root cause of a malfunction.

4 After performing any repair as per Category 522 of this AESP Octad, always verify the repair by operating the vehicle. If there were numerous faults listed during the fault reporting process, it may be necessary to follow the Diagnostic Starting Point Table more than once to identify and repair faults.

CHART 1 CABLE DRUM WILL NOT FREE SPOOL

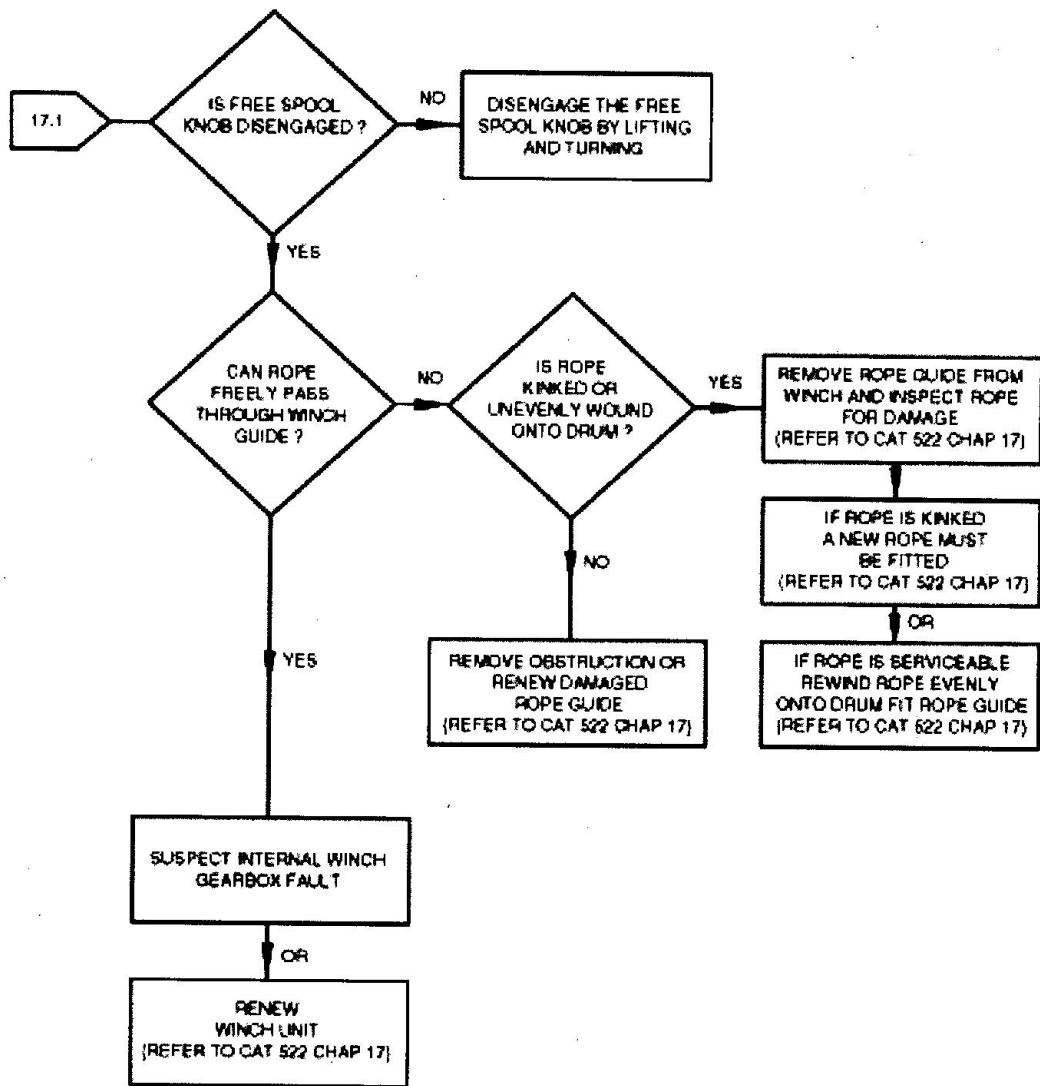


CHART 2 WINCH WILL NOT OPERATE (WINCH IN/WINCH OUT)

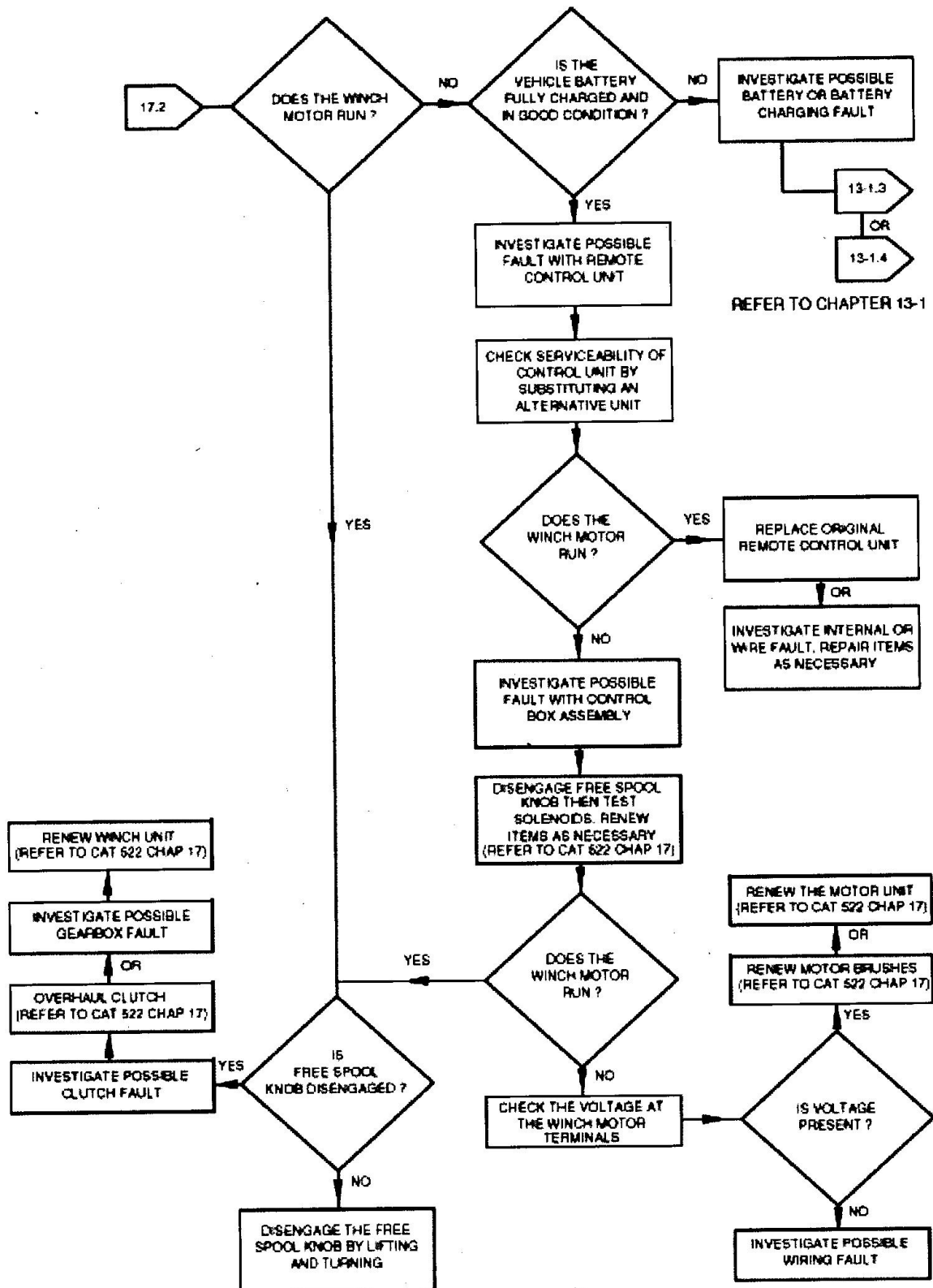


CHART 3 EXCESSIVE WINCH NOISE

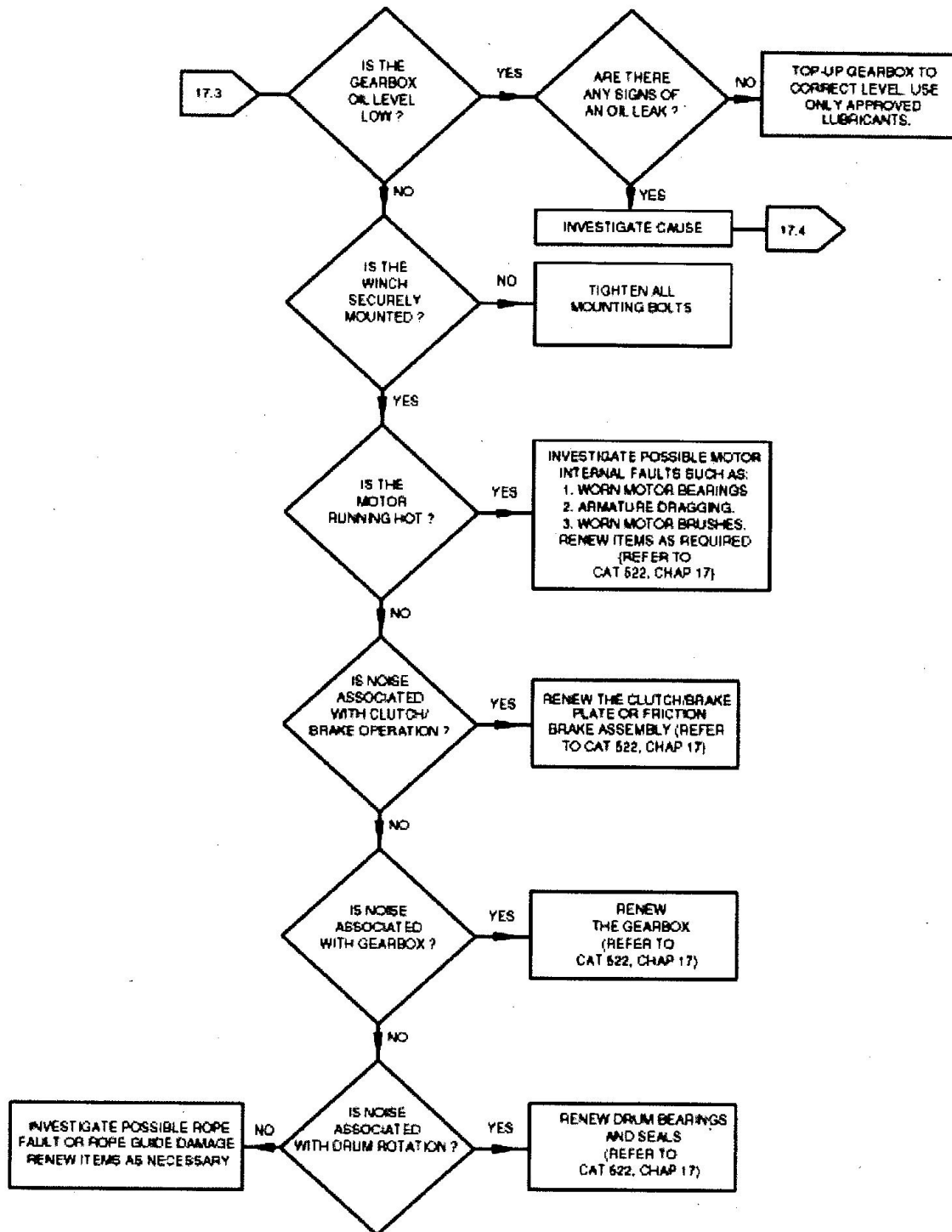
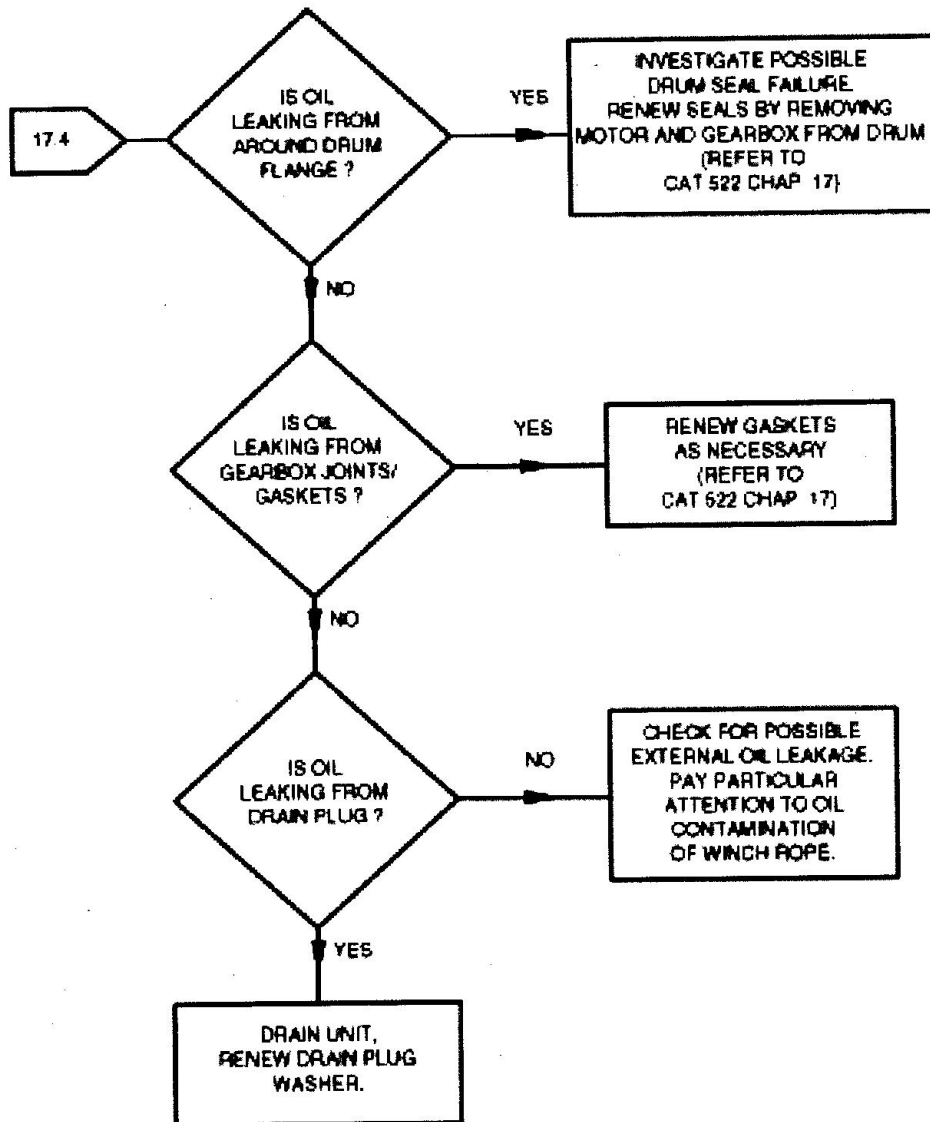


CHART 4 OIL LEAKS



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**CHAPTER 18**

**HEATING AND VENTILATION**

**CONTENTS**

Para

- 1 Introduction
- 2 General

**INTRODUCTION**

1 This chapter gives the fault diagnosis for the Heating and ventilation system as fitted to Truck Utility Light (TUL) High Specification (HS), Truck Utility Medium (TUM) HS and (TUM) Battlefield Ambulance HS vehicles.

**General**

2 The chapter has been sub-chaptered to allow for the various types of vehicle heating and ventilation as detailed below.

- Chapter 18-1 Cab heating and ventilation
- Chapter 18-2 Battlefield Ambulance (rear body)
- Chapter 18-3 Winterised/waterproofed
- Chapter 18-4 Winterised
- Chapter 18-5 Tropicalised

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**CHAPTER 18-1**

**CAB HEATING AND VENTILATION**

**CONTENTS**

Para

- 1 Introduction
- 2 Fault charts

Chart

Page

1	No warm air at footwell or demisters.....	2
2	Heater cannot be switched (warm air at footwell or demisters at all times).....	3
3	Poor air flow at footwell or demist vents.....	4

**INTRODUCTION**

1 This chapter details the fault charts for Truck Utility Light (TUL) High Specification (HS), Truck Utility Medium (TUM) HS and (TUM) Battlefield Ambulance HS vehicles heating and ventilation systems.

**FAULT CHARTS**

2 The failure diagnosis charts in this Chapter will enable a Qualified Technician (QT) to trace faults on identified systems.

3 This Category is written to give the QT a logical process to fault isolation. By performing checks and inspections in a fixed sequence, faults that may affect other systems can be identified, allowing the QT to quickly isolate the root cause of a malfunction.

4 After performing any repair as per Category 522 of this AESP Octad, always verify the repair by operating the vehicle. If there were numerous faults listed during the fault reporting process, it may be necessary to follow the Diagnostic Starting Point Table more than once to identify and repair faults.

CHART 1 NO WARM AIR AT FOOTWELL OR DEMISTERS

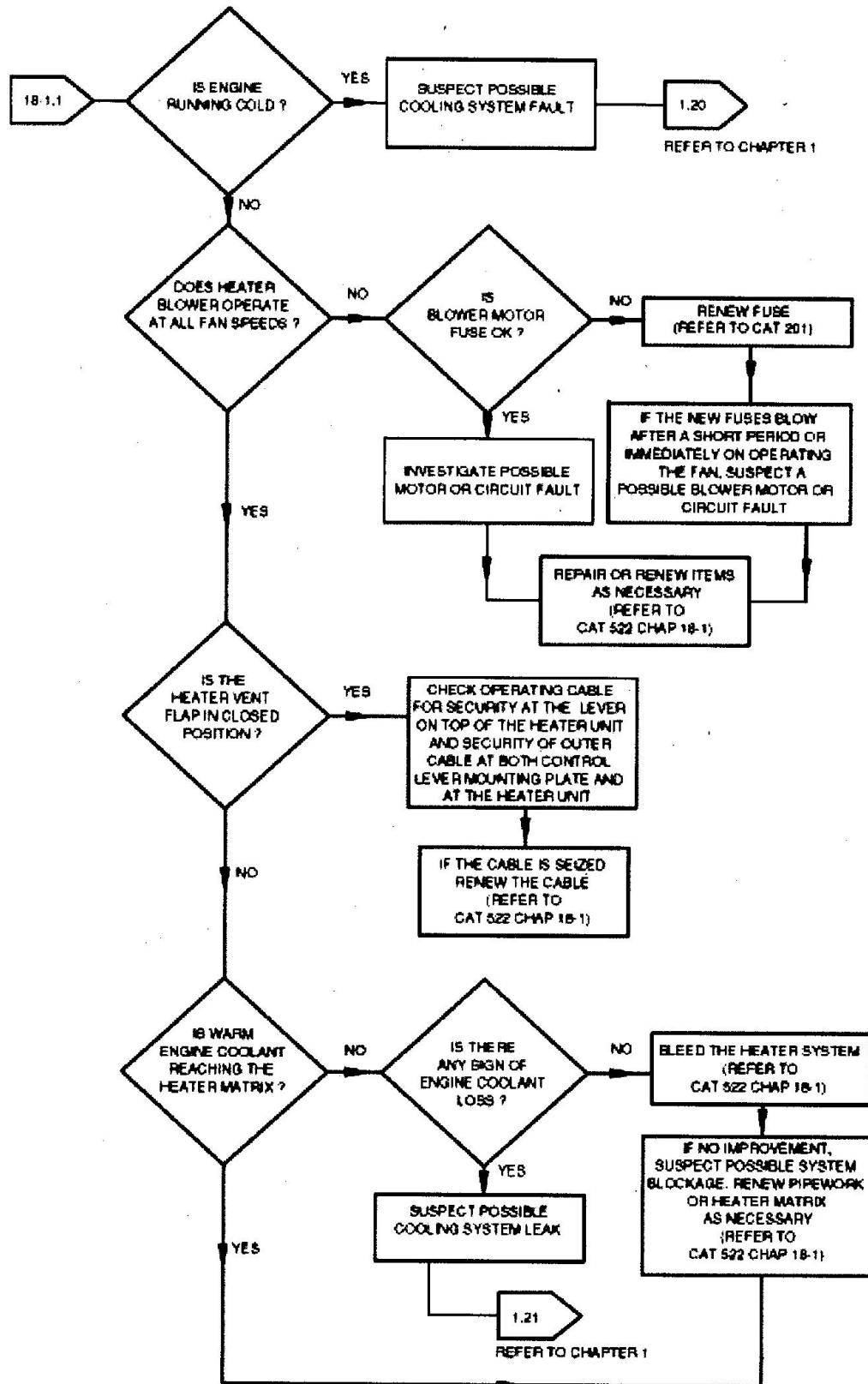


CHART 2 HEATER CANNOT BE SWITCHED (WARM AIR AT FOOTWELL OR DEMISTERS AT ALL TIMES)

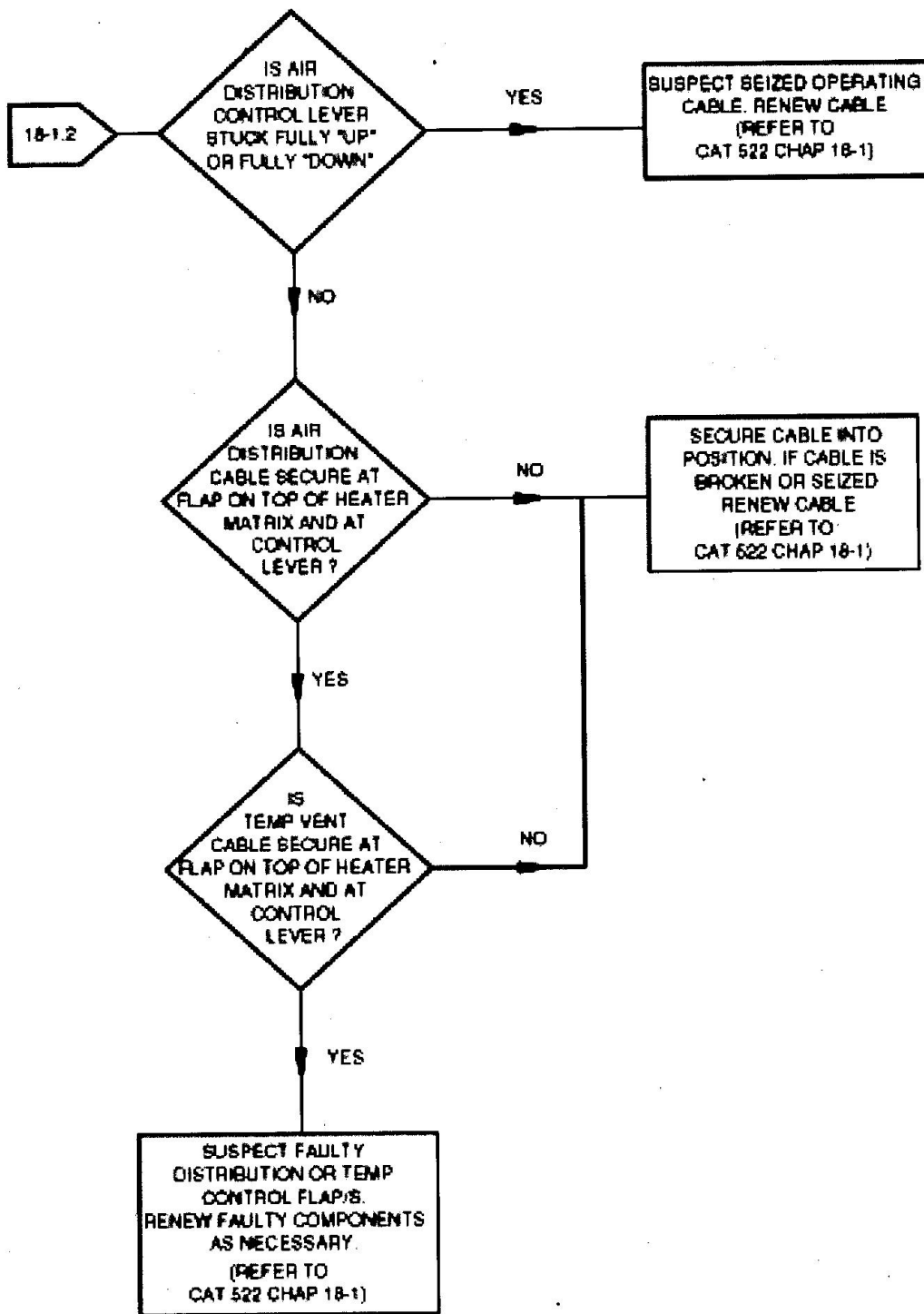
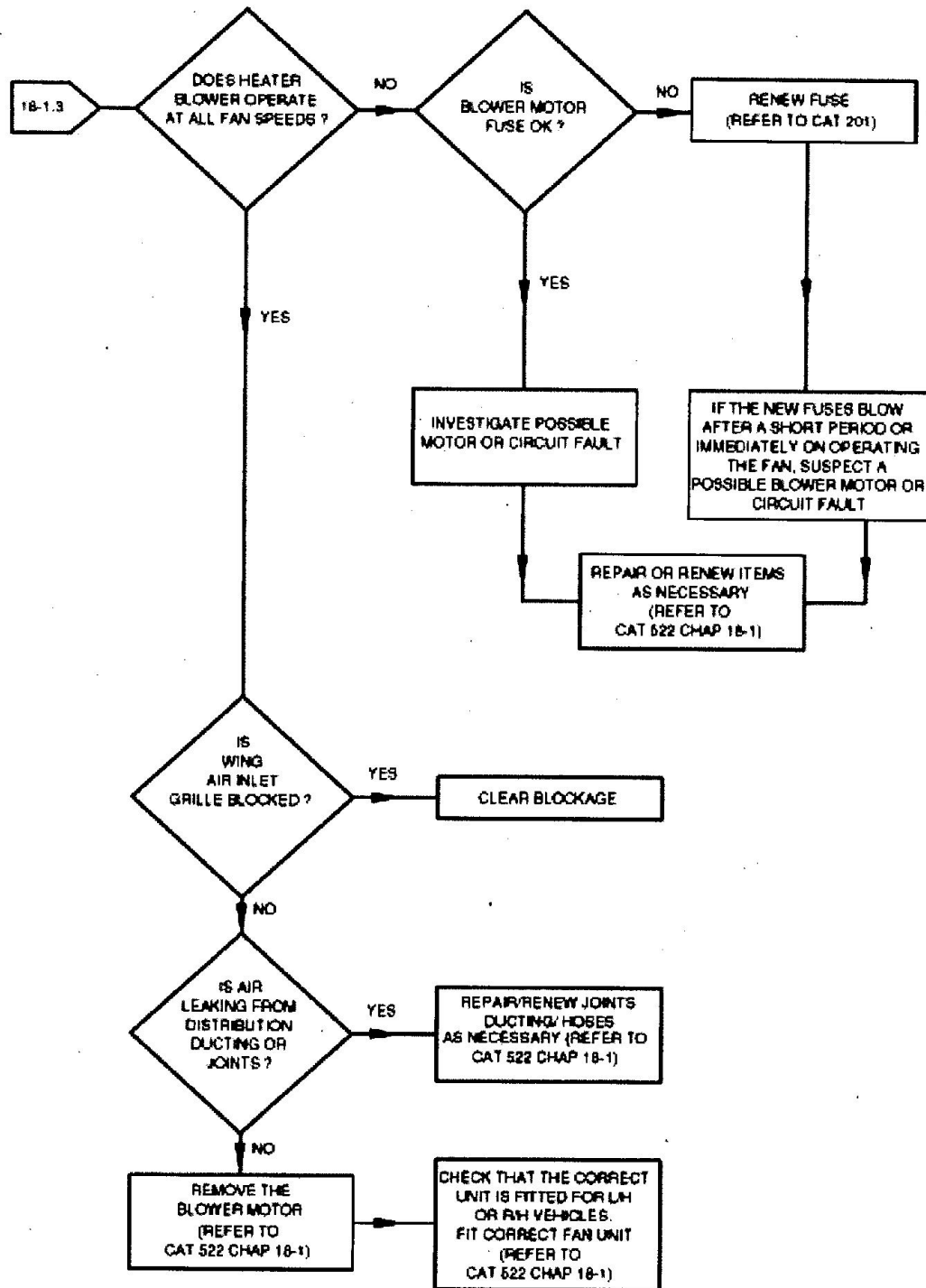


CHART 3 POOR AIR FLOW AT FOOTWELL OR DEMIST VENTS



CHAPTER 18-2

BATTLEFIELD AMBULANCE (REAR BODY)

CONTENTS

Para

- 1 Introduction
- 2 [REDACTED]

Chart

Page

- 1 [REDACTED] ..... 2

Fig

Page

- 1 [REDACTED] ..... 3

**INTRODUCTION**

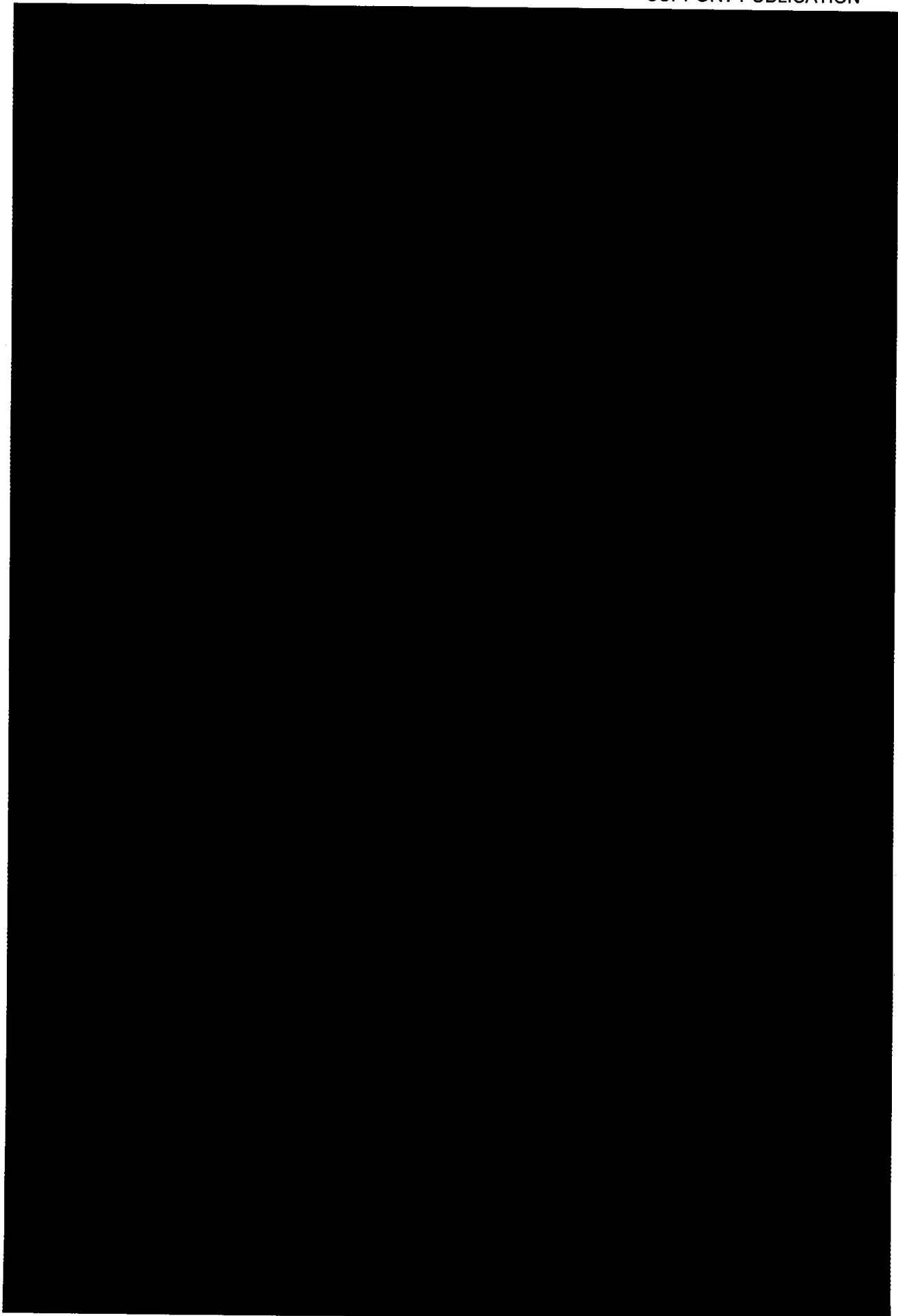
1 This chapter details the fault charts for (TUM) Battlefield Ambulance High Specification (HS) rear body, heating and ventilation system.

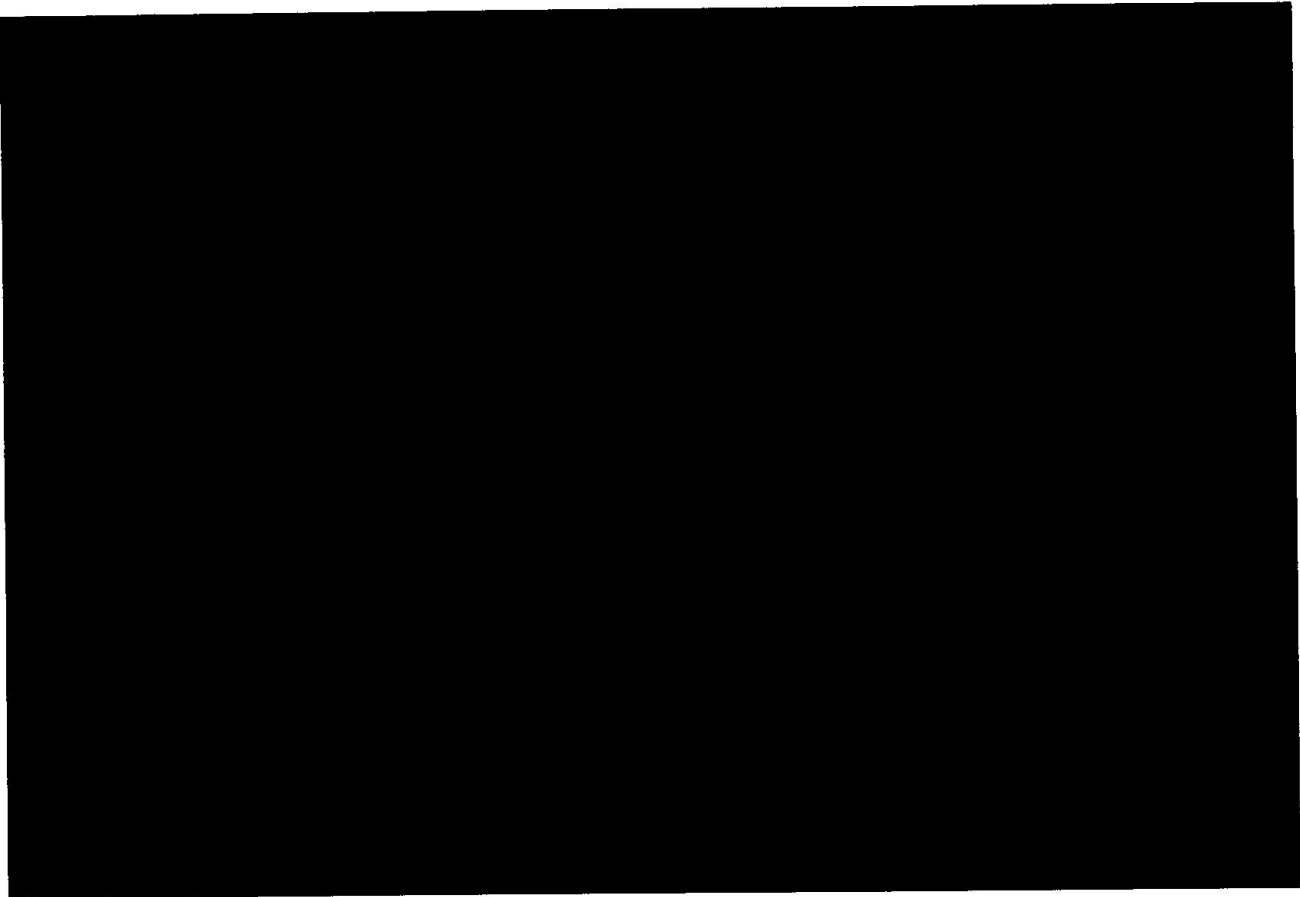
**FAULT CHARTS**

2 The failure diagnosis charts and figures in this Chapter will enable a Qualified Technician (QT) to trace faults on identified systems.

3 This Category is written to give the QT a logical process to fault isolation. By performing checks and inspections in a fixed sequence, faults that may affect other systems can be identified, allowing the QT to quickly isolate the root cause of a malfunction.

4 After performing any repair as per Category 522 of this AESP Octad, always verify the repair by operating the vehicle. If there were numerous faults listed during the fault reporting process, it may be necessary to follow the Diagnostic Starting Point Table more than once to identify and repair faults.





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CHAPTER 18-3

WINTERISED/WATERPROOFED

CONTENTS

Para

- 1 Introduction
- 2 [REDACTED]

Chart

Page

1	[REDACTED].....	2
2	[REDACTED].....	3
3	[REDACTED].....	4

**INTRODUCTION**

1 This chapter details the fault charts for the water heater system fitted to Truck Utility Light (TUL) High Specification (HS) and Truck Utility Medium (TUM) HS winterised/waterproofed vehicles.

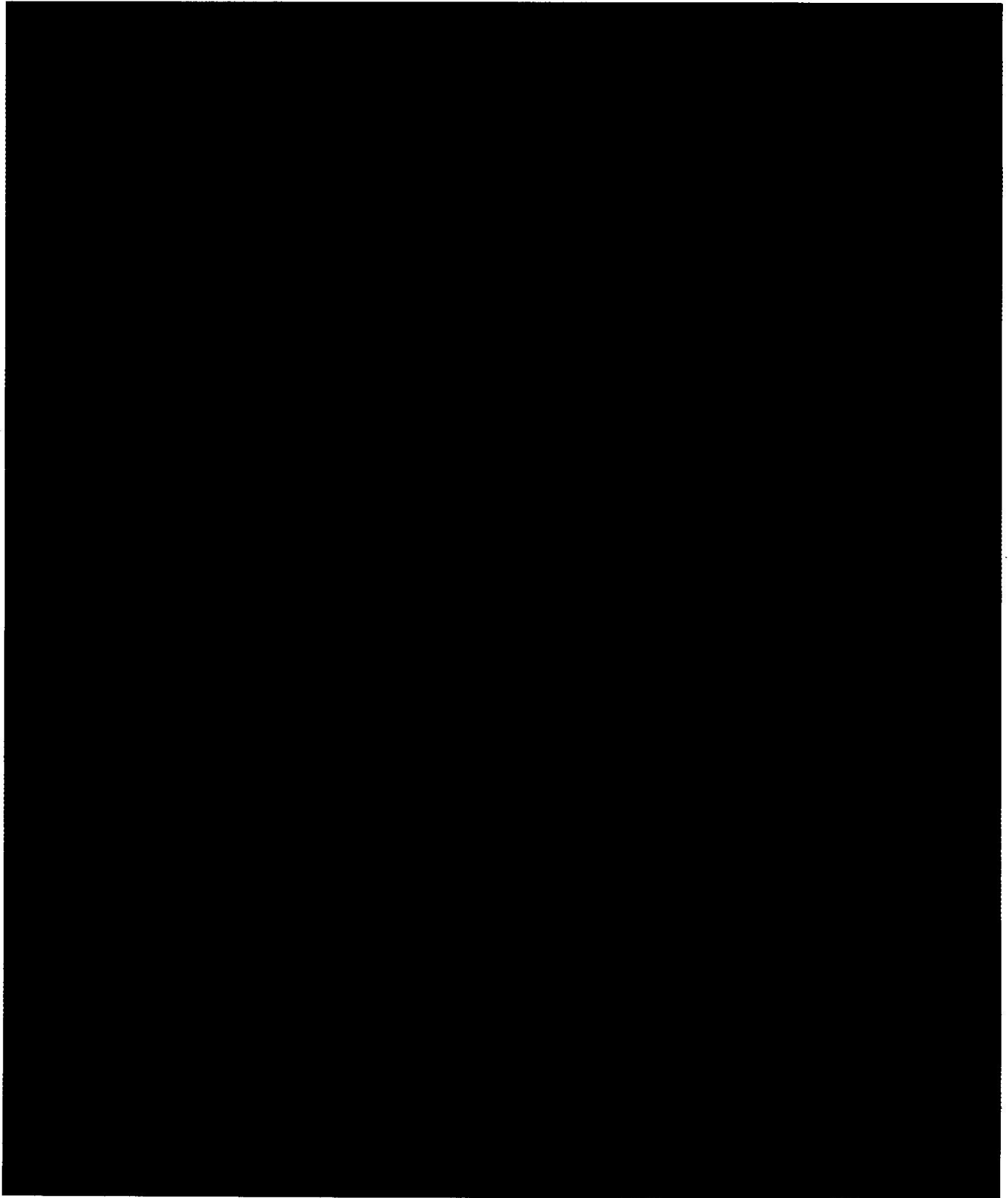
**FAULT CHARTS**

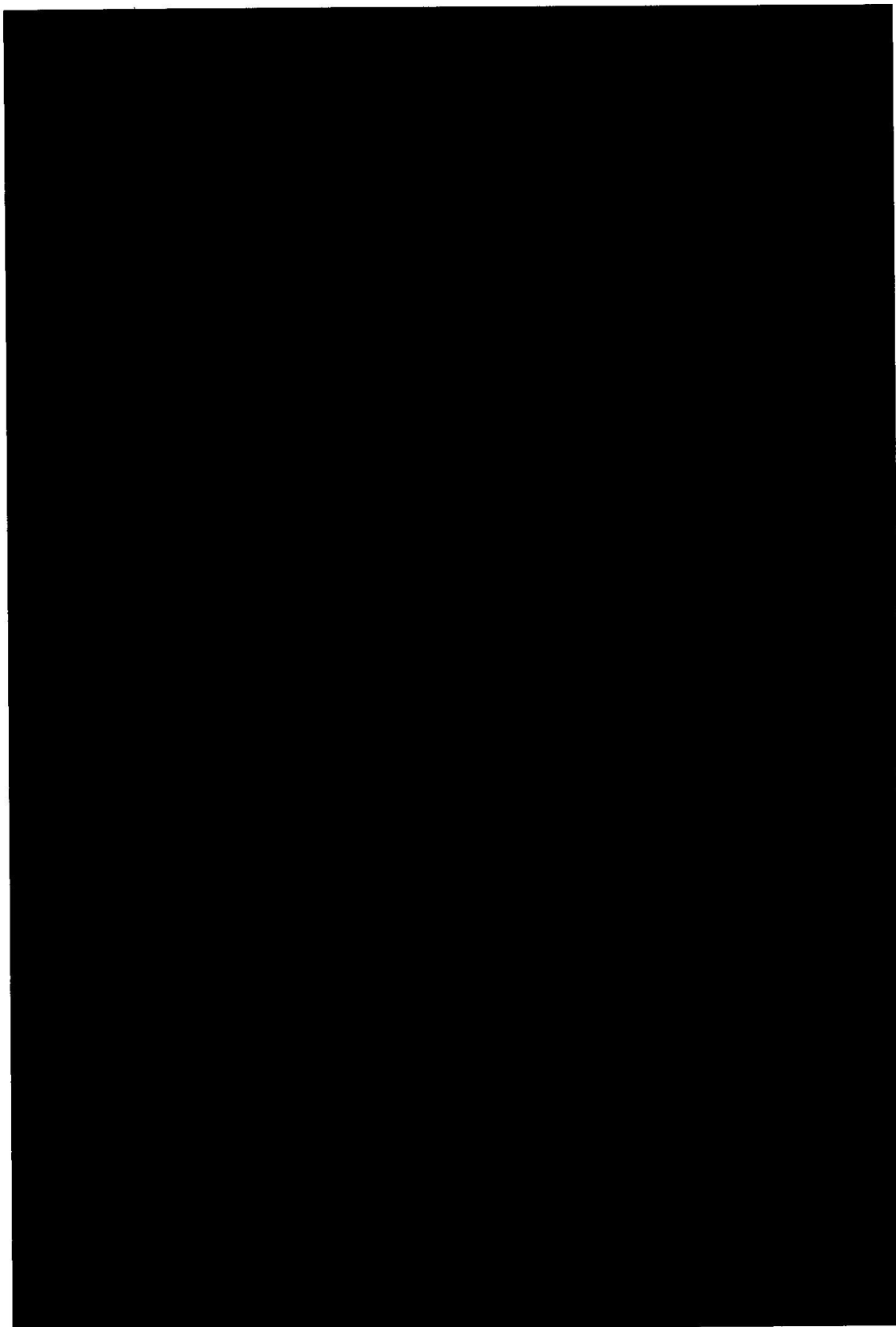
2 The failure diagnosis charts in this Chapter will enable a Qualified Technician (QT) to trace faults on identified systems.

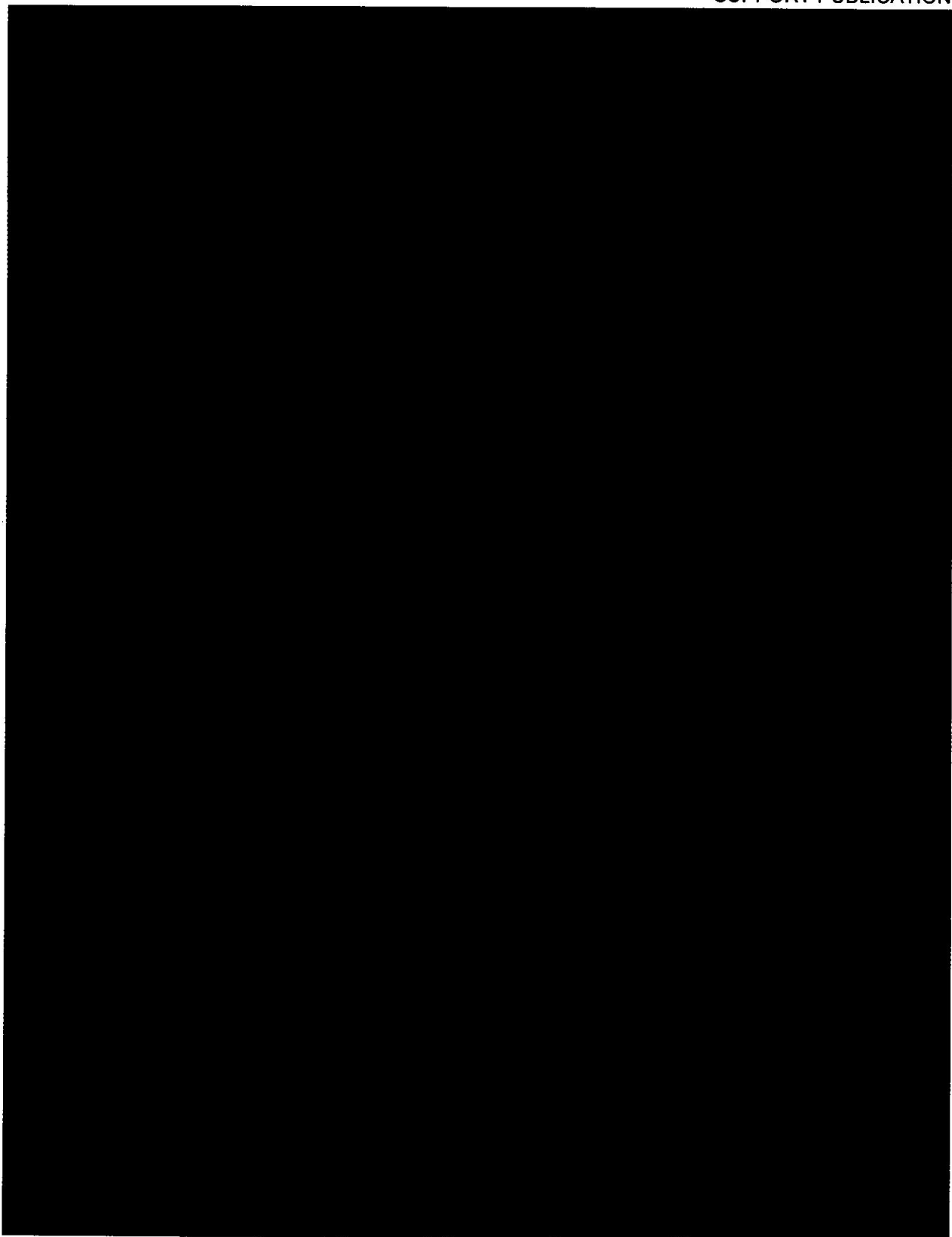
3 This Category is written to give the QT a logical process to fault isolation. By performing checks and inspections in a fixed sequence, faults that may affect other systems can be identified, allowing the QT to quickly isolate the root cause of a malfunction.

4 After performing any repair as per Category 522 of this AESP Octad, always verify the repair by operating the vehicle. If there were numerous faults listed during the fault reporting process, it may be necessary to follow the Diagnostic Starting Point Table more than once to identify and repair fault.

**CHART 1      WATER HEATER FAILS TO START**







**CHAPTER 18-4**

**WINTERISED**

**CONTENTS**

Para

- 1 Introduction
- 2 Fault charts

**INTRODUCTION**

1 Refer to Chapter 18-3 for the [REDACTED] systems fitted to Truck Utility Light (TUL) High Specification (HS) and Truck Utility Medium (TUM) HS winterised vehicles.

**FAULT CHARTS**

2 Refer to Chap 18-3 for fault charts.

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CHAPTER 18-5

TROPICALISED

CONTENTS

Para

- 1 Introduction
- 2 [REDACTED]

Chart

Page

1	[REDACTED] .....	2
2	[REDACTED] .....	3
3	[REDACTED] .....	4
4	[REDACTED] .....	5
5	[REDACTED] .....	6
6	[REDACTED] .....	7
7	[REDACTED] .....	8
8	[REDACTED] .....	9
9	[REDACTED] .....	10
10	[REDACTED] .....	11
11	[REDACTED] .....	12
12	[REDACTED] .....	13

**INTRODUCTION**

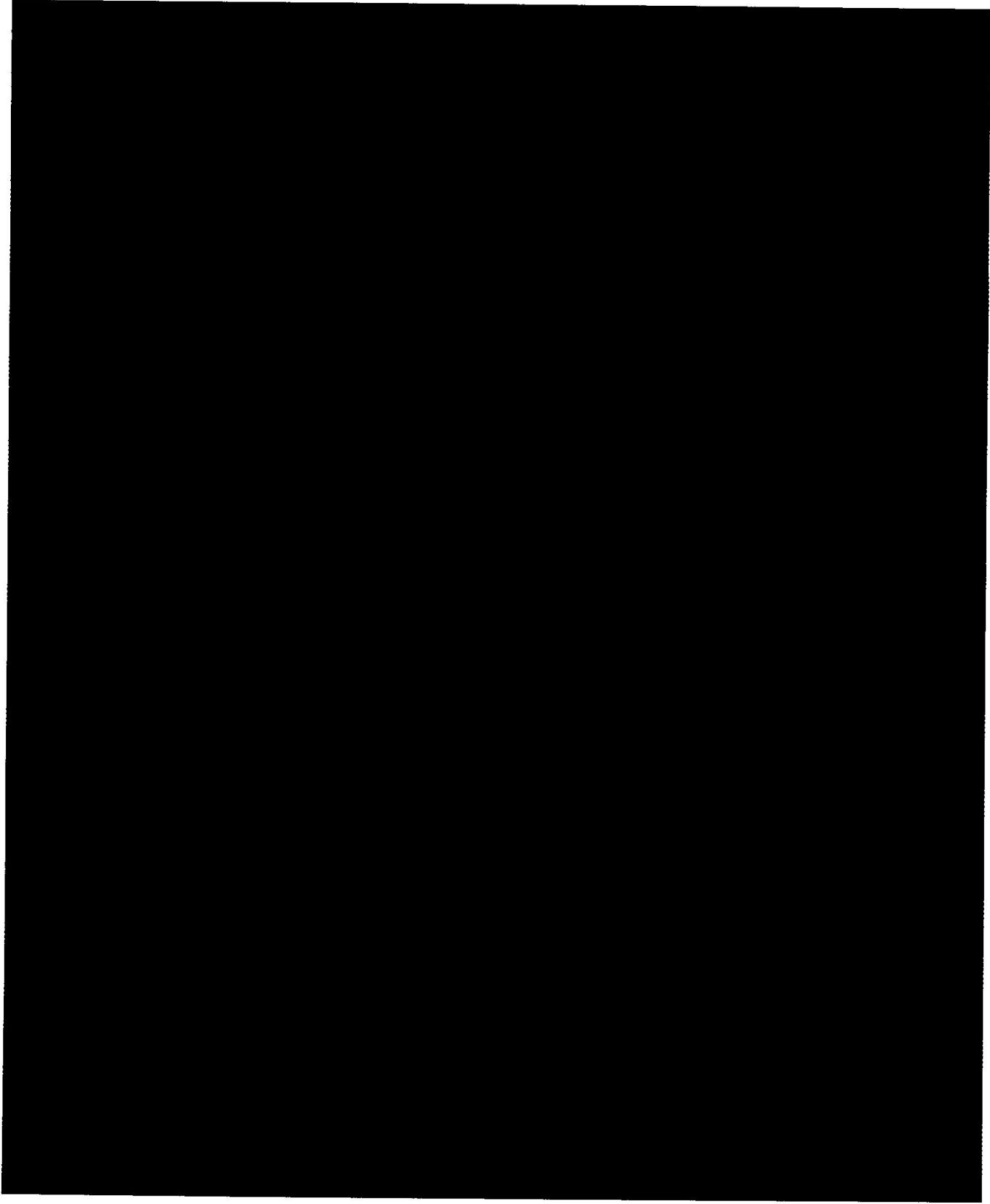
1 This chapter details the fault charts for the [REDACTED] system fitted to (TUM) Battlefield Ambulance High Specification (HS) vehicles.

**FAULT CHARTS**

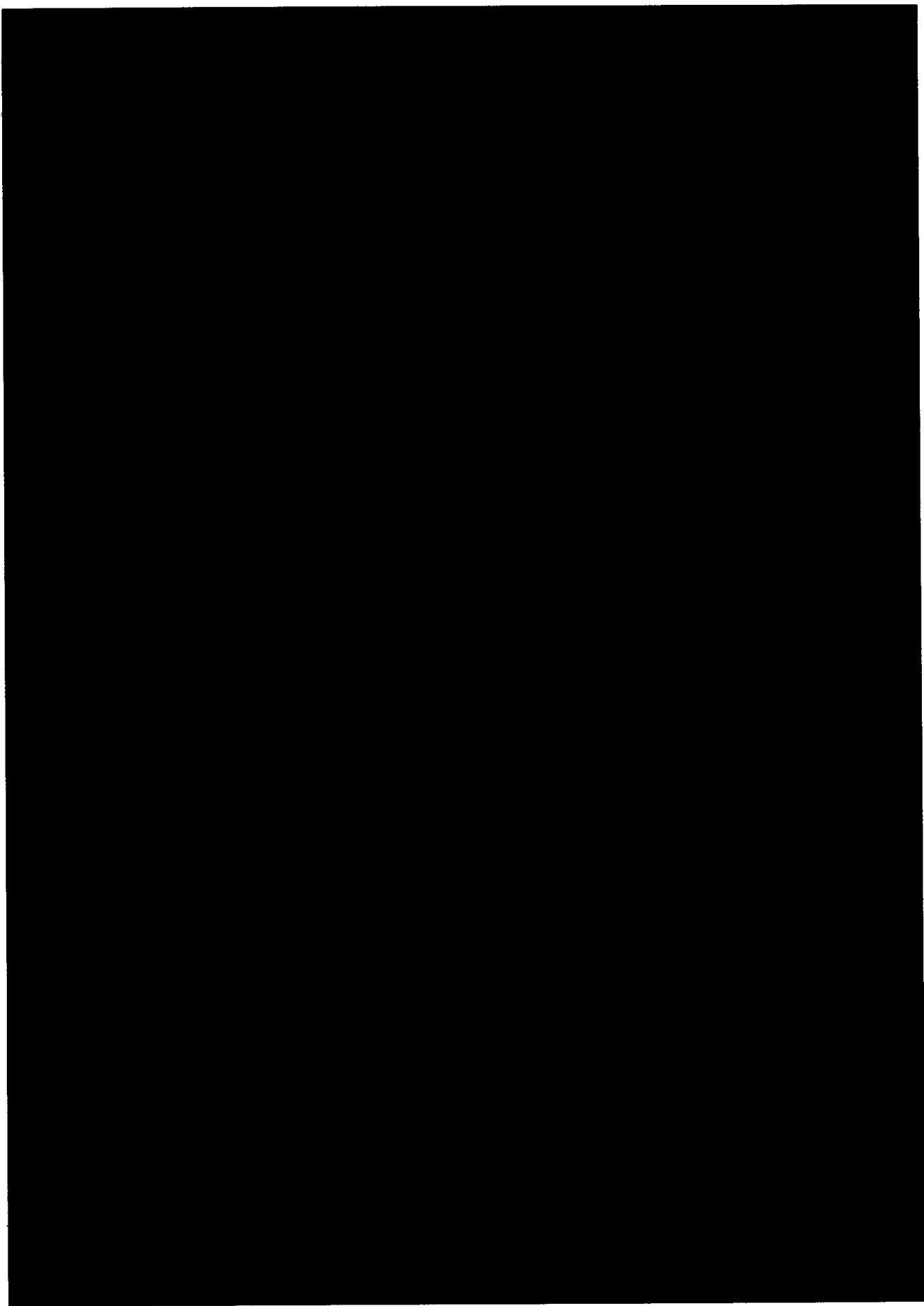
2 The failure diagnosis charts in this Chapter will enable a Qualified Technician (QT) to trace faults on identified systems.

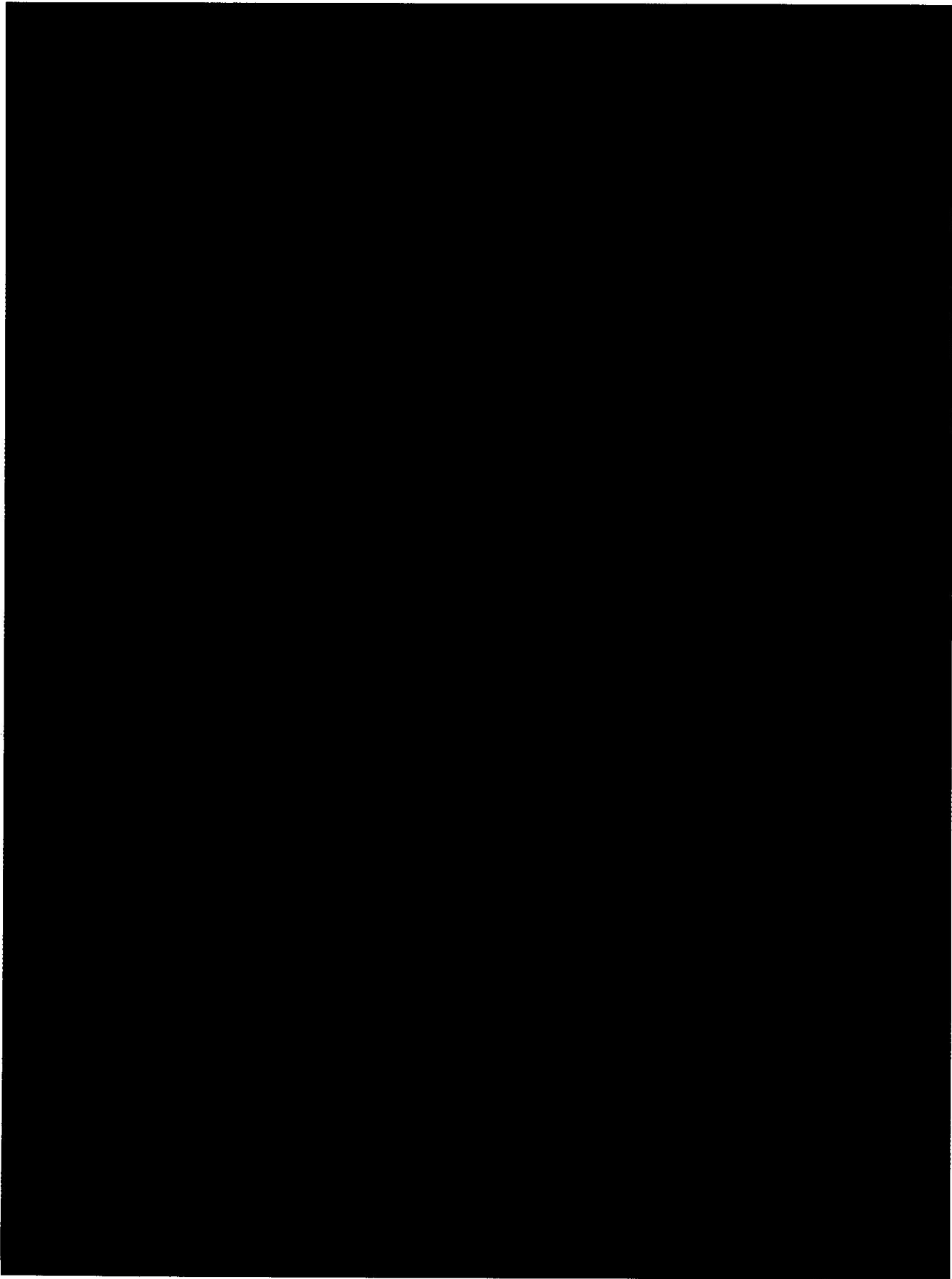
3 This Category is written to give the QT a logical process to fault isolation. By performing checks and inspections in a fixed sequence, faults that may affect other systems can be identified, allowing the QT to quickly isolate the root cause of a malfunction.

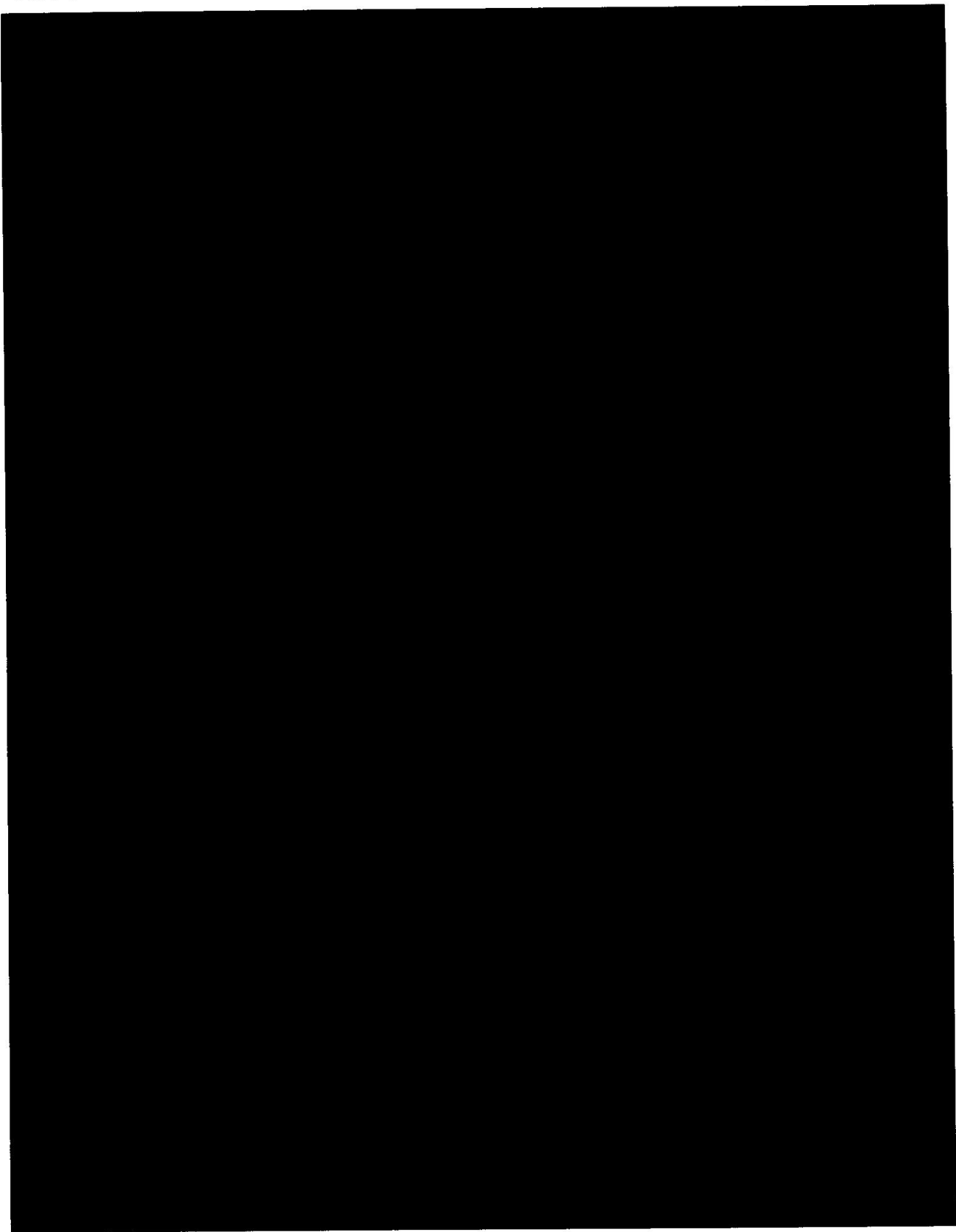
4 After performing any repair as per Category 522 of this AESP Octad, always verify the repair by operating the vehicle. If there were numerous faults listed during the fault reporting process, it may be necessary to follow the Diagnostic Starting Point Table more than once to identify and repair faults.

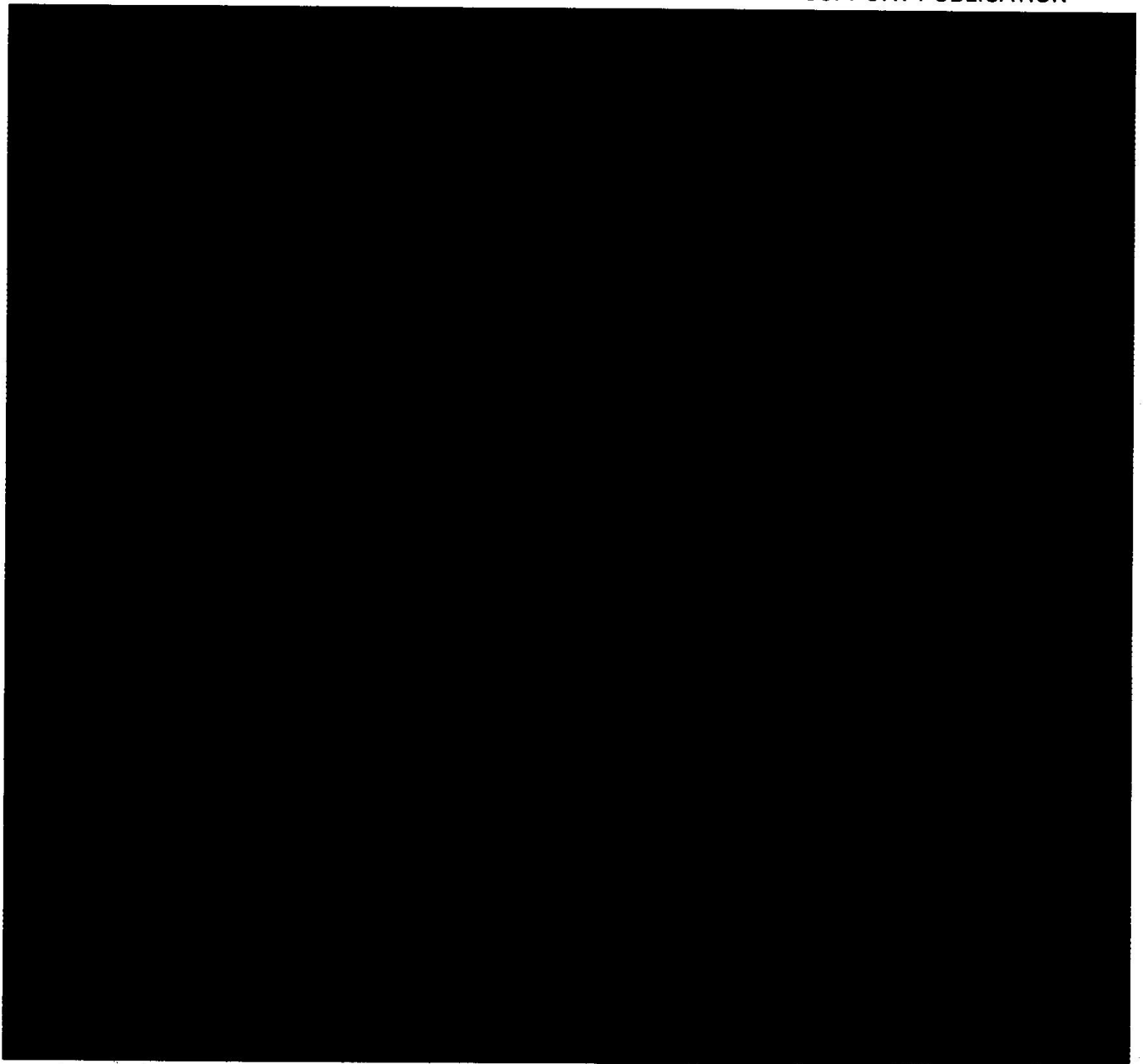


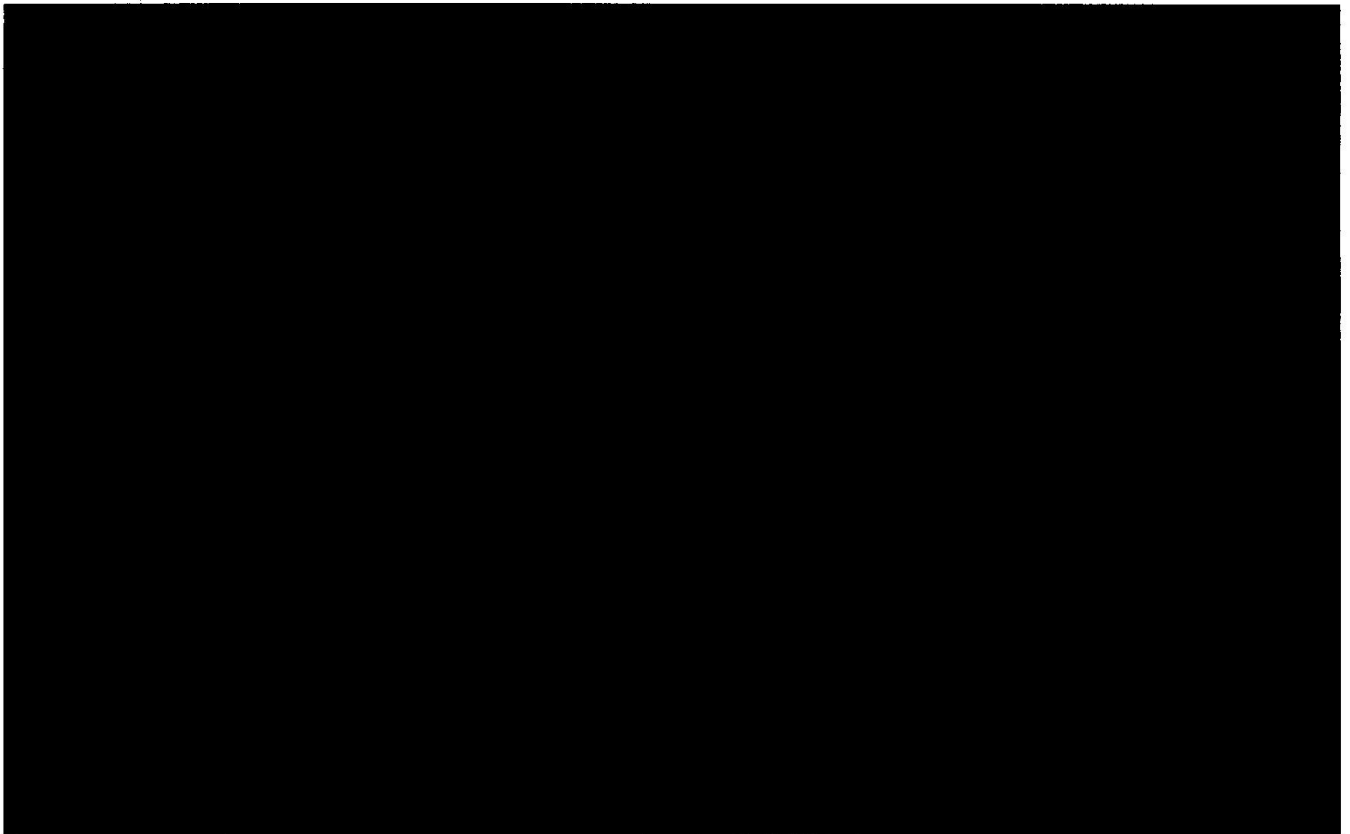


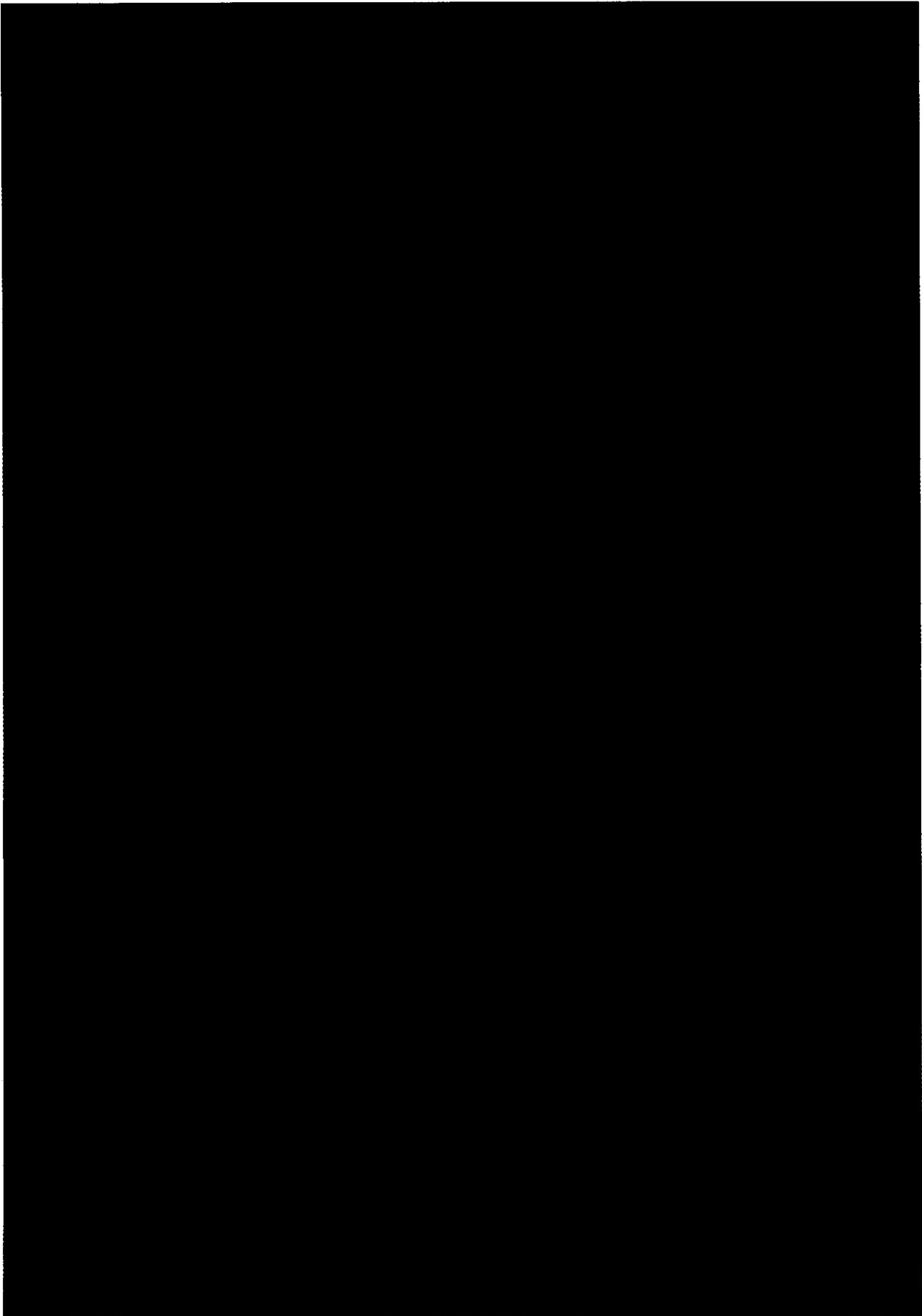


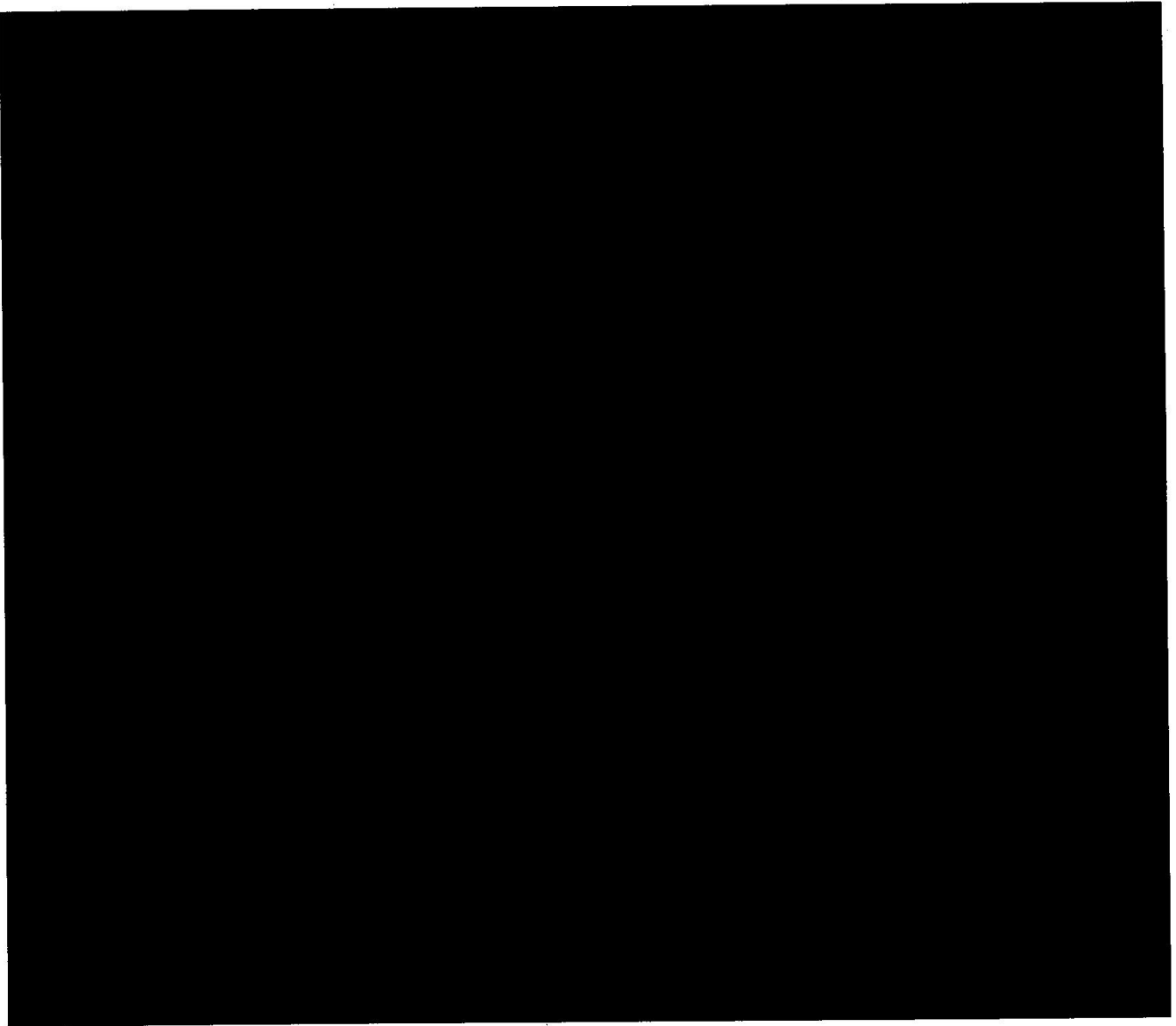


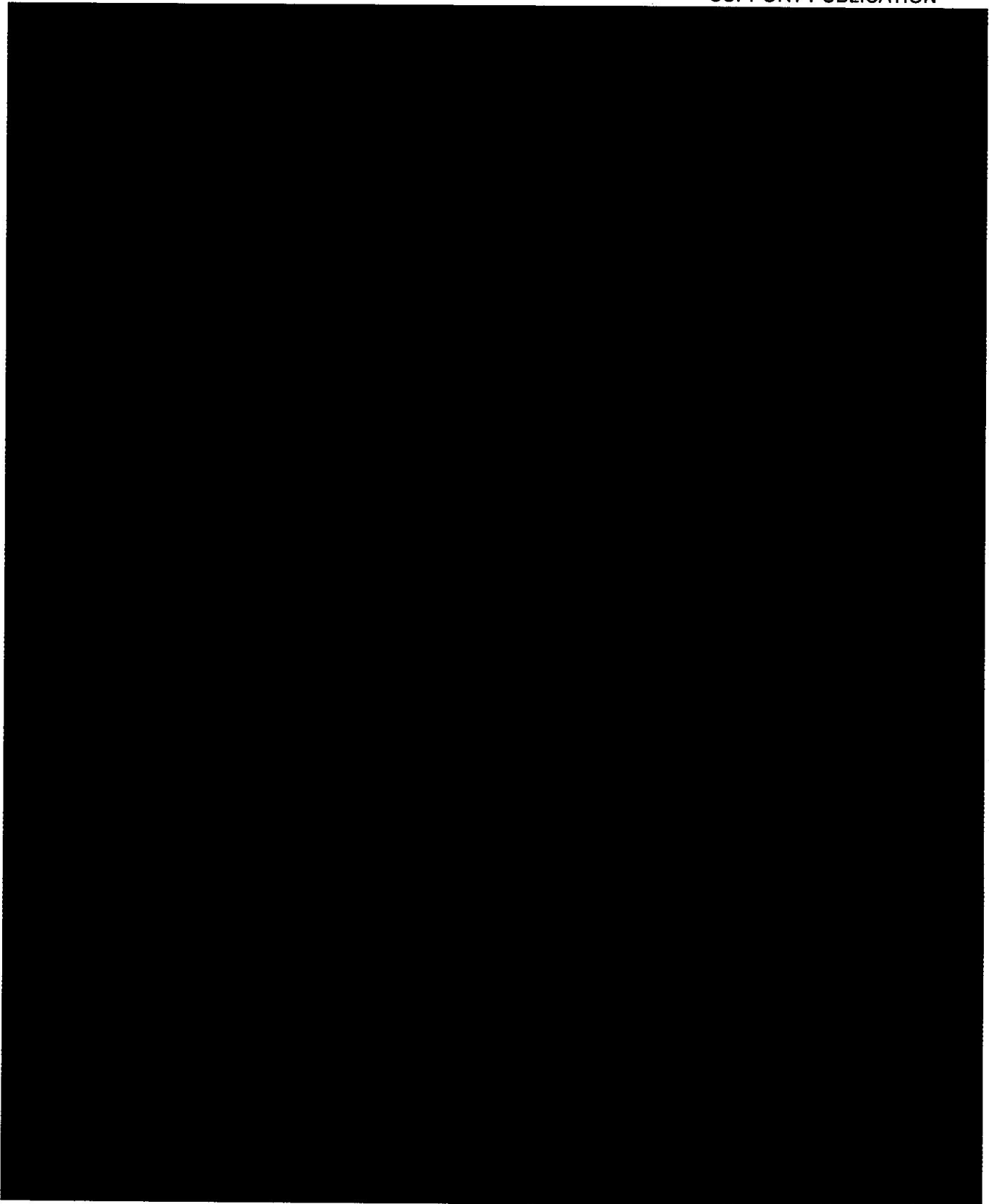




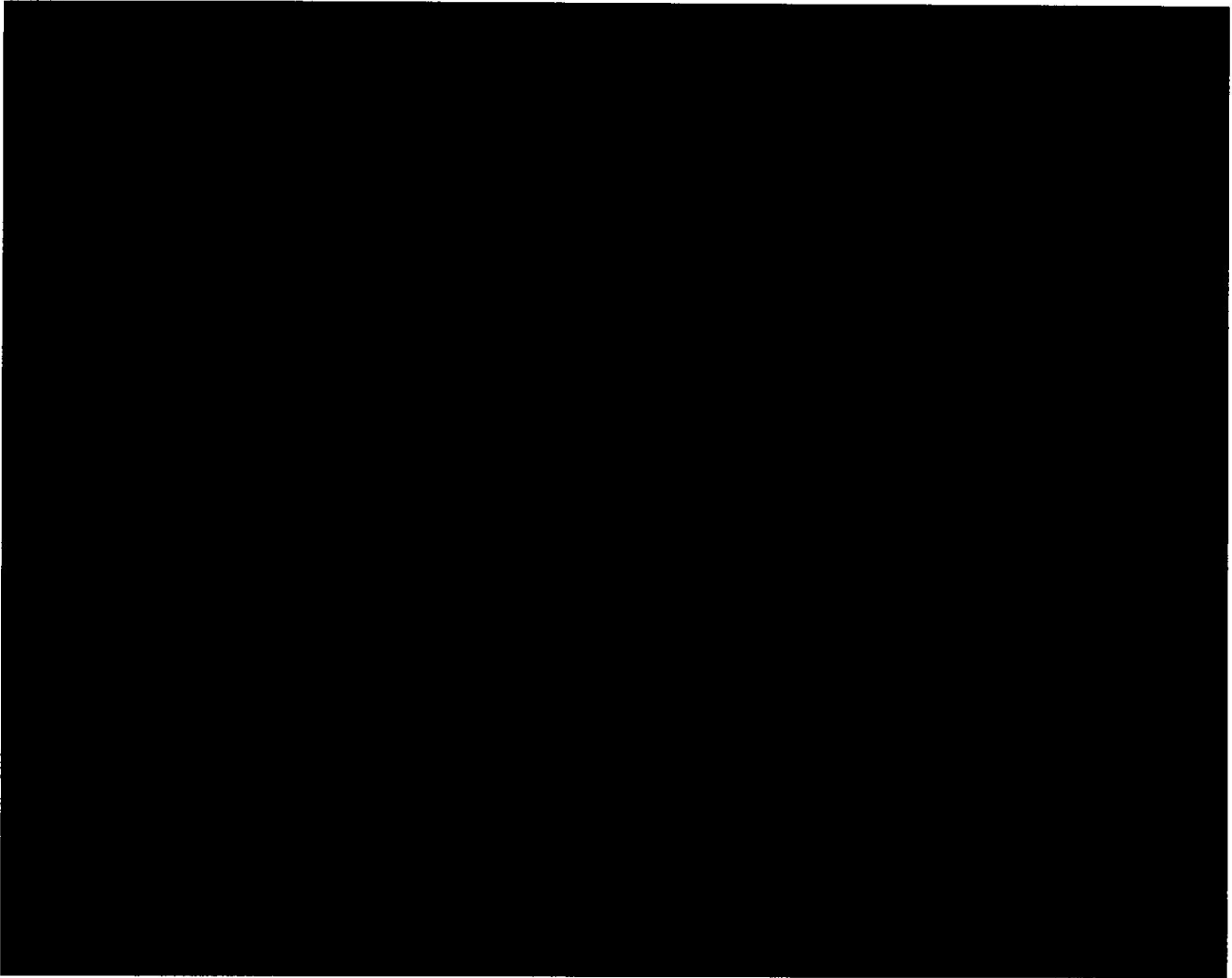


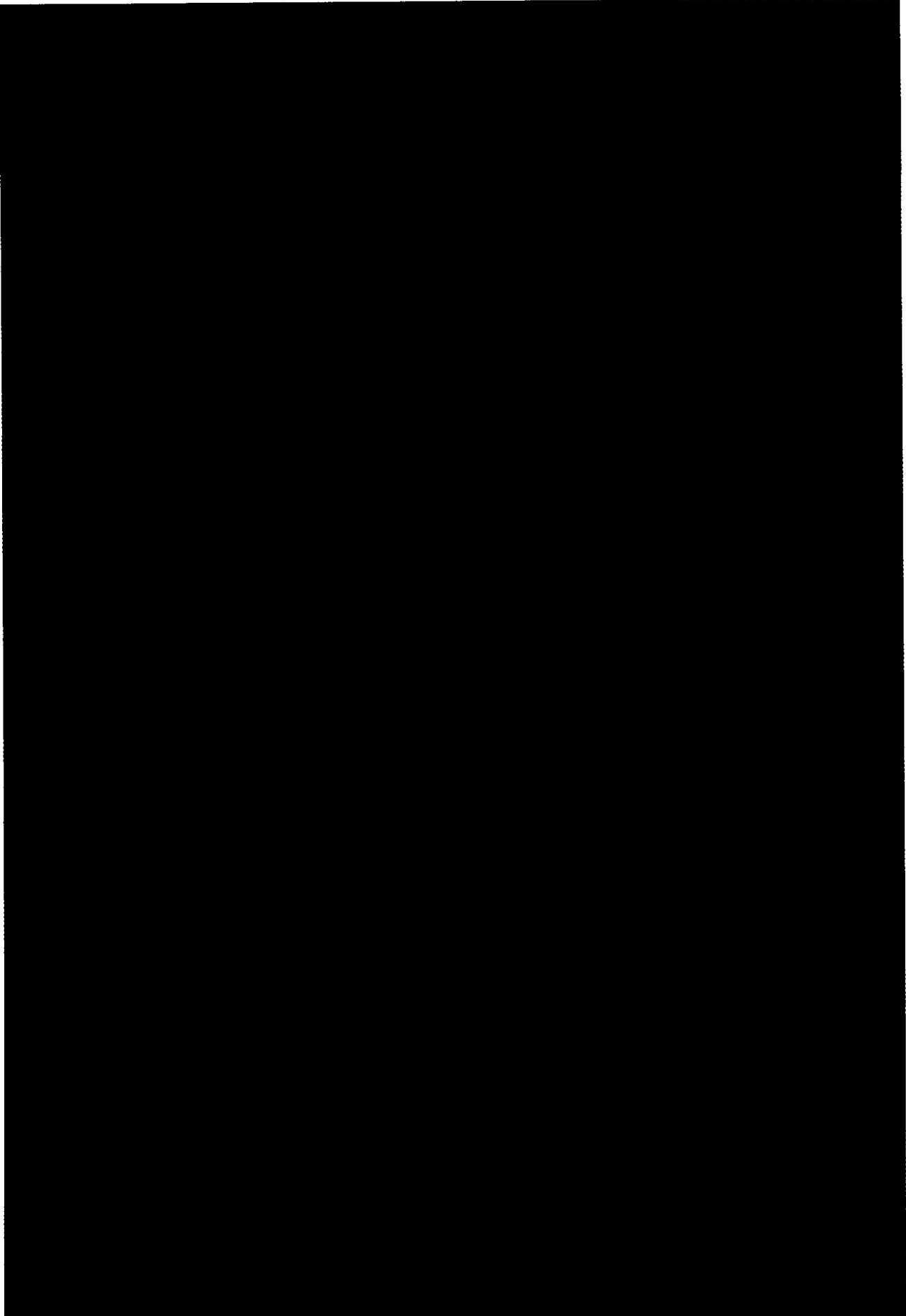


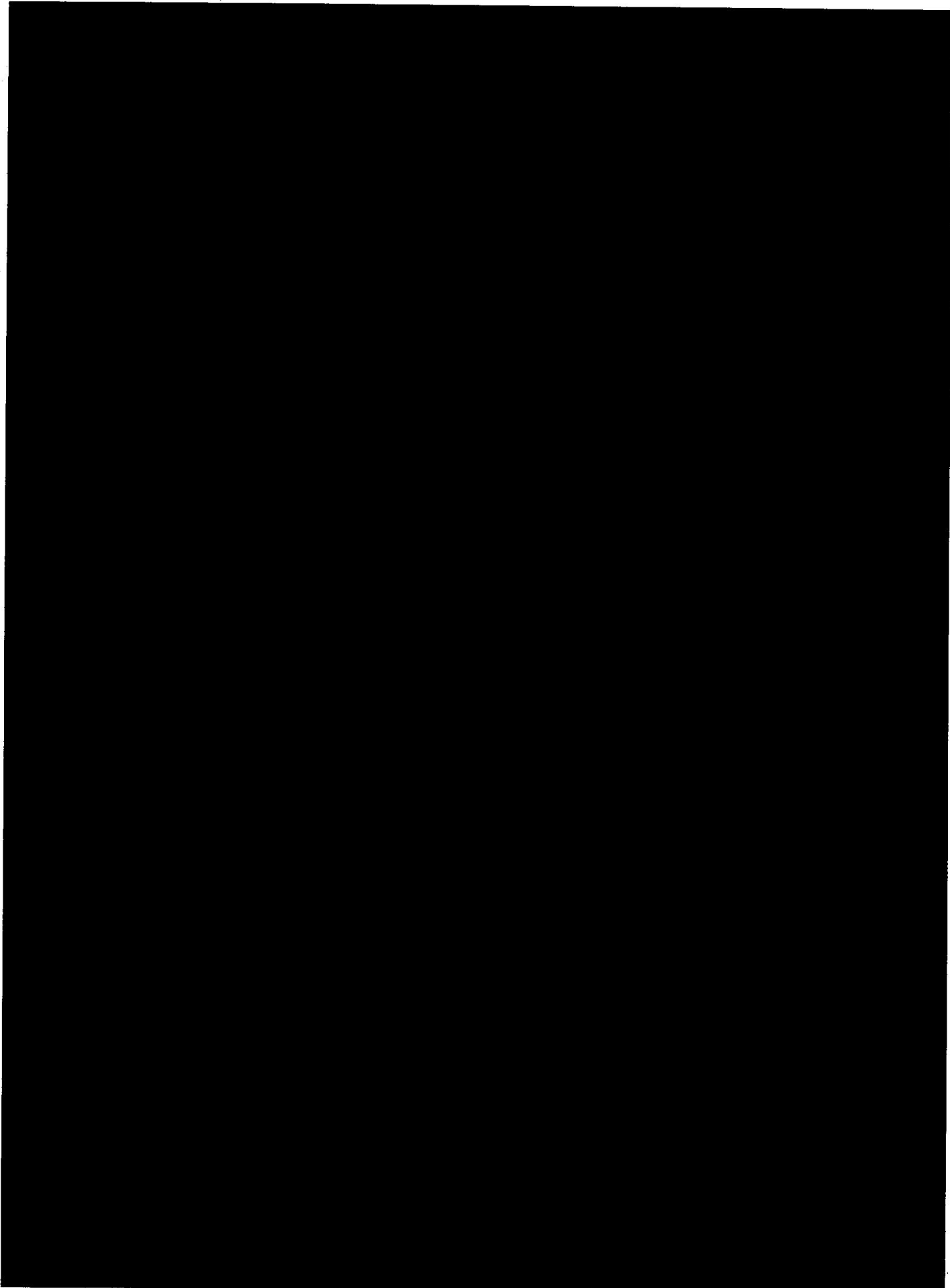












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**ARMY EQUIPMENT AND SUPPORT PUBLICATION (AESP) AND ELECTRICAL AND MECHANICAL ENGINEERING REGULATIONS (EMER) - FORM 10**

<b>*AESP/EMER NUMBER:</b>		<b>*IS THIS SAFETY RELATED?</b>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
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Send Form 10 via the Email or Post address. However email is preferred.		Tel	or
<b>Email:</b>	<b>Post to</b>	<b>Form 10 Cell</b>	
(Save a copy of the form and email to the above address. If the link fails, copy address and paste into email client)		<b>Land Equipment</b>	
		<b>Elm 3b #4330</b>	
		<b>MOD Abbey Wood</b>	
		<b>Bristol</b>	
		<b>BS34 8JH</b>	

<b>ORIGINATORS DETAILS</b>			
<b>*Address</b>			<b>*Name</b>
			<b>Rank / Grade</b>
			<b>*Phone</b>
			<b>*Senders Reference</b>
			<b>*Date Raised</b>
<b>*E-Mail</b>			<b>Eqpt Asset Code (If applicable)</b>

<b>AESP/EMER DETAILS</b>							
<b>*Full Title of AESP/EMER (Not the AESP/EMER Number)</b>							
<b>*Edition</b>	<b>*Amendment</b>	<b>*Chapter</b>	<b>*Page</b>	<b>*Paragraph</b>	<b>Figure</b>	<b>Instruction</b>	<b>Other</b>
<b>*Comments: If additional information is to be supplied, please e-mail with the Form 10 as separate attachments.</b>							

<b>FORM 10 CELL USE</b>			
<b>*Date Received</b>		<b>*Form 10 Reference</b>	
<b>*Date Sent to PT / SME</b>		<b>Problem Report</b>	

<b>PROJECT TEAM / SME RESPONSE TO COMMENTS:</b>			
<b>Project Team (PT) / SME</b>		<b>*Sponsors Name</b>	
<b>*Phone</b>		<b>Rank / Grade</b>	
<b>*Email</b>		<b>*Date Received</b>	
<b>*The following action is to be carried out:</b>	<b>Mark:</b>		<b>Mark:</b>
Issue a revised/amended AESP/EMER:		<b>Under investigation:</b>	
Incorporate comment(s) in future amendments:		<b>No action required:</b>	
<b>Remarks:</b>			
<b>SPONSOR/PT FINAL CLOSURE STEPS</b>	<b>Mark:</b>	<b>Form 10 Cell notified of Date action taken</b>	<b>Date:</b>
Form 10 Originator notified of the action taken:			

# ARMY EQUIPMENT AND SUPPORT PUBLICATION (AESP) AND ELECTRICAL AND MECHANICAL ENGINEERING REGULATIONS (EMER) - FORM 10

## Form 10 Guidance

Form 10 can be found within the AESP or, as a template, from the JAMES Portal (Hot Topic – Forms) & TDOL (FORM10).

**Originator responsibility is to enter the following details marked \*:**

- In the **AESP/EMER Number:** cell enter the full document number e.g. AESP 1256-I-400-711.
- Is this **Safety Related?** – select Yes or No as appropriate.
- Originator Details:
  - Full address Inc Post Code or BFPO NO.
  - Originator email address
  - Senders Reference – that must be unique.
- AESP Details shall enter the following details:
  - The Full Title of AESP/EMER should not include the AESP/EMER Number
  - Enter details in all other mandatory fields marked \*.
  - Additional information relating to the Comments (AESP copies, additional text details or photographs) should be attached to the Email at the same time.
- Originator makes up the Form 10 & Sends to Form 10 cell via
  - Email: Save a copy of the form and send to [REDACTED] Copy the address and paste it into your email client
  - Post to Form 10 Cell Form 10 Cell, Land Equipment, Elm 3b #4330, MOD Abbey Wood, Bristol, BS34 8JH.
  - **Any AESP that holds a Security marking higher than 'Restricted' should be securely circulated.**

## **FORM 10 CELL responsibilities:**

The Form 10 Cell enters:

- Date Received
- Form 10 Reference
- Date sent to Sponsor
- Register all Form 10 details in the MOSS Form 10 Tracker.

## **Sponsor Responsibility**

The Sponsor will:

- Enter their name, email address & phone contact details.
- Enter Date Received
- Enter Details in the non-mandatory field as & when required.
- Acknowledge receipt of Form 10, within 5 working days, by email to Form 10 Cell.
- Assess the contents of comments and details received.
- Mark the relevant Action box and fill out the Remarks field.
- Enter date when the Form 10 is returned to Form 10 Cell.
- Email copy of completed Form 10, within 6 weeks, to the Form 10 Cell and Originator.

## **Form 10 Cell on receipt will:**

- Record final stage of the Form 10 into the MOSS Form 10 Tracker.
- Close off the Form 10 and archive.

AESP Form 10 (Issue 6.2 dated July 13)

\* Mandatory Fields for Originator

\* Mandatory Fields for Sponsor.