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DEFENCE LOGISTICS ORGANISATION  
CHOSHAM ROAD, BERTSEY  
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# CARRIER MAINTENANCE FULL TRACKED FV 434 MK 1 AND 1/1 MAINTENANCE SCHEDULE

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BY COMMAND OF THE DEFENCE COUNCIL

*Kenn Trewin*

Ministry of Defence  
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Ministry of Defence  
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AMENDMENT RECORD

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**PREFACE**

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**INTRODUCTION**

- 1 Service users should forward any comments on this publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided at the end of this publication; it should be photocopied and used for forwarding comments on this AESP.
- 2 AESPs are issued under Defence Council authority and where AESPs specify action to be taken, the AESP will of itself be sufficient authority for such action and also for the demanding of the necessary stores.
- 3 The information contained in this AESP is in addition to the corresponding table in AESP 2350-T-250-601 which must also be carried out.

**Authority**

- 4 This maintenance schedule is authoritative. If instructions contained in this publication differ from those in other publications, the instructions in this schedule are to be followed.

**Responsibilities**

- 5 The unit commander is responsible for the correct application of instructions in this schedule. The unit commander may order any operations to be carried out more frequently than specified, if conditions under which his vehicle are operating render it necessary. The commander should seek the advice of his REME adviser before making such changes.
- 6 Days on which distance/time maintenance is carried out may be adjusted to suit activities of the unit. As a guide variations of 10 per cent, plus or minus, are acceptable.
- 7 Vehicle Commander and crew maintenance responsibilities are detailed in All Arms Training Standing Orders for the Safety of crews of AFVs (Army Code No. 71276).

**Records**

- 8 Maintenance (except running checks) is to be recorded in the Vehicle Record Book AB 413.

**RELATED AND ASSOCIATED PUBLICATIONS****Related publications**

- 9 The Octad for the subject equipment consists of the publications shown opposite. All references are prefixed with the first eight digits of this publication. The availability of the publications can be checked by reference to the relevant Group Index (see AESP 0100-A-001-013)..

Category/Sub-category		Information Level				
		1 User/ Operator	2 Unit Maintenance	3 Field Maintenance	4 Base Maintenance	
1	0	Purpose and Planning Information	*	*	*	*
	1	Equipment Support Policy Directives	*	*	*	*
2	0	Operating Information	*	*	*	*
	1	Aide-Memoire	*	*	*	*
	2	Training Aids	*	*	*	*
3		Technical Description	*	*	*	*
4	1	Installation Instructions	*	*	*	*
	2	Preparation for Special Environments	*	*	*	*
5	1	Failure Diagnosis	*	*	*	*
	2	Repair Instructions	*	*	*	*
	3	Inspection Standards	*	*	*	*
	4	Calibration Procedures	*	*	*	*
6		Maintenance Schedules	601	601	*	*
7	1	Illustrated Parts Catalogues	*	*	*	*
	2	Commercial Parts Lists	*	*	*	*
	3	Complete Equipment Schedule, Production	*	*	*	*
	4	Complete Equipment Schedule, Service Edition (Simple Equipment)	*	*	*	*
	5	Complete Equipment Schedule, Service Edition (Complex Equipment)	*	*	*	*
8	1	Modification Instructions	811	811	811	811
	2	General Instructions, Special Technical Instructions and Servicing Instructions	821	821	821	821
	3	Service Engineered Modification Instructions (RAF only)	*	*	*	*

\*Category/Sub-category not published

**Associated publications**

10	<u>Reference</u>	<u>Title</u>
	AESP 2350-T-250-601	FV 430 Series Vehicles, All Marks, Maintenance Schedule
	JSP 341	Road Transport Regulations
	Army Code 14811	User Handbook FV 434 Mk 1 and 1/1
	Army Code 63723	Health and Safety in Mgmt in ESO/REME
	Army Code 71276	All Arms Standing Orders for the Safety of Crews of AFVs
	Army Code 71576	Unit Equipment Care Guide

**WARNINGS**

- (1) **STATIC ELECTRICITY. VEHICLES FITTED WITH RUBBER PADDED TRACKS MAY BE CHARGED WITH STATIC ELECTRICITY AND THEREFORE MUST BE EARTHED BEFORE RE-FUELLING.**
- (2) **RE-FUELLING MUST NOT TAKE PLACE NEAR RADAR EQUIPMENT. SAFE DISTANCE WILL VARY BETWEEN 2 AND 275 METRES DEPENDING ON RADAR EQUIPMENT. VEHICLE CREWS ARE TO CHECK WITH RADAR OPERATORS BEFORE RE-FUELLING (ARMY CODE 63723).**
- (3) **FLUID AL 11 IS HIGHLY FLAMMABLE. THE PREPARATION OF THE FLUID FOR WINDSCREEN WASHERS IS TO BE CARRIED OUT IN THE OPEN AND AWAY FROM NAKED FLAME. MINIMUM PRECAUTIONS AFTER USE IS TO WASH THE AFFECTED SKIN AREAS WITH SOAP AND WATER.**
- (4) **FLUID AL 39 IS BOTH TOXIC AND HAZARDOUS. REFER TO LOCAL UNIT PRECAUTIONS OR CURRENT DCIs FOR FULL SAFETY PROCEDURES. MINIMUM PRECAUTIONS AFTER USE IS TO WASH THE AFFECTED SKIN AREAS WITH SOAP AND WATER.**
- (5) **ELECTROLYTE IS BOTH TOXIC AND HAZARDOUS. BATTERIES PRODUCE HIGHLY FLAMMABLE/EXPLOSIVE HYDROGEN GAS WHILST BEING CHARGED. DO NOT DISCONNECT BATTERY TERMINALS IMMEDIATELY AFTER THE ENGINE HAS BEEN RUNNING, OR IMMEDIATELY AFTER THE BATTERIES HAVE BEEN CHARGED FROM AN EXTERNAL SOURCE, WAIT A MINIMUM OF HALF AN HOUR FOR THE BATTERY GASSES TO DISPERSE.**
- (6) **DANGER OF SCALDING. DO NOT REMOVE COOLANT FILLER CAP BEFORE THE ENGINE TEMPERATURE HAS FALLEN BELOW 93 DEG C (200 DEG F). THE COOLANT HEADER TANK MUST NOT BE MORE THAN HAND HOT BEFORE REMOVING THE FILLER CAP.**
- (7) **PERSONAL INJURY. PERSONNEL ARE TO WEAR GOGGLES AND GLOVES WHEN WORKING WITH TOOLS THAT USE METAL TO METAL IMPACT e.g. CHISELS, TO PROTECT EYES AND HANDS AGAINST METAL FRAGMENTS.**
- (8) **SMOKE DISCHARGERS. ENSURE ALL SMOKE DISCHARGER BARRELS ARE UNLOADED BEFORE CARRYING OUT MAINTENANCE.**
- (9) **DEAFNESS. RUNNING ENGINES CAN DAMAGE HEARING. EAR DEFENDERS ARE TO BE WORN BY ALL PERSONNEL WORKING ON OR NEAR THE VEHICLE WHILST THE ENGINE IS RUNNING.**
- (10) **ASPHYXIATION HAZARD. IF A BCF FIRE EXTINGUISHER IS USED INSIDE THE VEHICLE, PERSONNEL MUST EVACUATE THE VEHICLE AND NOT RE-ENTER UNTIL THE FUMES HAVE DISPERSED.**
- (11) **TOXIC FUMES. DO NOT RUN THE NBC SYSTEM WHEN PAINTING OR CLEANING SOLVENTS ARE BEING USED IN THE VICINITY, OR WHEN ANY OTHER TOXIC SOURCES ARE KNOWN OR SUSPECTED TO BE PRESENT IN THE AIR (e.g. OTHER VEHICLES EXHAUST GASSES) THAT MIGHT PRESENT A HAZARD.**

**CAUTION**

**TRACK CHECK.** Before removing/renewing track links check the AB 413 to ensure track condemnation limit will not be exceeded.

**TABLE 1 – FUELS, LUBRICANTS AND ASSOCIATED PRODUCTS**

NOTES

(1) Only products listed below are to be used on this equipment unless special authority is obtained from the Ministry of Defence or Theatre HQ.

(2) Oil changes at the -15 deg C (5 deg F) point are only to be made on the advice of the local REME adviser. Changes of oil grade will normally be recommended when the ambient temperature is expected to be below -15 deg C (5 deg F) for more than five hours per day. Special instructions regarding oil grades will apply if the engine has been 'winterized'.

Serial (1)	Above -15 deg C (5 deg F)		Below -15 deg C (5 deg F)		NATO Stock Number (6)
	Joint Services Designation (2)	NATO Code No. (3)	Joint Services Designation (4)	NATO Code No. (5)	
	<b>OILS</b>				
1	OEP 220	0.226	OEP 38	0.186	9150-99-910-0542 OMD 220 9150-99-910-0538 OEP 38
2	OMD 90	0.1176	OMD 55	0.1178	9150-99-991-1124 OMD 90 9150-99-477-3153 OMD 55
3	OM 18	H.520	No change	-	9150-99-225-1567 OM 18
4	OM 13	0.134	No change	-	9150-99-943-1324
	<b>GREASES</b>				
5	XG 279	G.403	No change	-	9150-99-220-2418 3 kg
	<b>PROTECTIVES</b>				
6	PX 7	S.743	No lubricant – surfaces clean and dry		9150-99-943-2033 3 kg
7	PX 24	C.634			6850-99-224-5311 1 litre 6850-99-224-4966 5 litre
8	Wax wrap	-	-	-	8135-99-943-2410
9	Tape	-	-	-	7510-99-220-1784
	<b>DETERGENTS</b>				
10	Detergent/ pressure wash	-	-	-	7930-99-016-1401
11	GP Detergent	-	-	-	7930-99-224-1922
12	AL 11	-	-	-	6850-99-224-5628
13	AL 39	-	-	-	6850-99-225-0424



TABLE 2 CAPACITIES

## NOTES

- (1) These are dry capacities. When refilling after draining, care must be taken to fill to the correct level.
- (2) 1 gallon = 4.546 litres.
- (3) 1 pint = 0.570 litre.

Serial (1)	System (2)	Capacity (Refill)		Product (5)
		Litres (3)	Pints (4)	
	<b>ENGINE</b>			
1	Lubrication	33	58	OMD 90
2	Cooling	44.3	78	Diluted AL 39
3	Hydraulic fan-drive system	22.2	39	OMD 90
4	Governor	1.15	2	OM 18
	<b>TRANSMISSION</b>			
5	Gearbox	16.5	29	OMD 90
6	Steering unit	26.7	47	OMD 90
7	Final drives (each)	4.3	7.5	OEP 220
	<b>SUSPENSION</b>			
8	Road wheel hubs (each)	1.7	3	OMD 90
9	Idler wheel hubs (each)	1.7	3	OMD 90
	<b>PERISCOPE/SCREEN WASHER</b>			
10	Reservoir	As reqd	-	Diluted AL 11
	<b>FUEL SYSTEM</b>			
11	Fuel tank capacity	454	100 gals	Diesel
	<b>CRANE</b>			
12	Hydraulic system	45.5	96	OM 13

**CHAPTER 1**  
**AUTOMOTIVE MAINTENANCE SCHEDULE**  
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**AUTOMOTIVE MAINTENANCE TERMS**

- 1 Running checks – Tables 1, 2 and 3
- 2 Mission maintenance - Table 4
- 3 2500 km/12 monthly – Table 5
- 4 Fording and deep wading – Table 6
- 5 Out of use (OOU) maintenance – Table 7, 8 and 9

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5	2500 miles/12 monthly maintenance .....	4
6	Fording and deep wading maintenance – before.....	4
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**AUTOMOTIVE MAINTENANCE TERMS**

**NOTE**

The information contained in this chapter is in addition to the corresponding table in AESP 2350-T-250-601 which must also be carried out. If this AESP is not held by the unit it must be demanded.

**RUNNING CHECKS – TABLES 1, 2 AND 3**

- 1 These checks are to be carried out:
  - 1.1 Table 1 – Before use. Before vehicle is used or started up.

**NOTE**

When an 'After Use Check' has been carried out within the previous four hours, it is acceptable to use the vehicle without carrying out 'Before Use Check'.

- 1.2 Table 2 – During halts. During halts on the march.
- 1.3 Table 3 – After use.
  - 1.3.1 After vehicle has been used.
  - 1.3.2 At least once every 24 hours when vehicle is in continuous use.

**MISSION MAINTENANCE – TABLE 4**

2 A mission is defined as any vehicle movements totalling from 100-1000 miles. This maintenance is to be carried out:

- 2.1 Between one mission and the next (preferably at the end of a mission).
- 2.2 On the orders of the local commander during a suitable lull.

**2500 MILES/12 MONTHLY MAINTENANCE – TABLE 5**

3 This maintenance is to be carried out at the specified mileage/frequency.

**FORDING AND DEEP WADING – TABLE 6**

4 This maintenance is to be carried out on orders of the local commander before and after a water crossing.

**OUT OF USE MAINTENANCE – TABLES 7, 8 AND 9**

5 This maintenance is to be carried out when an equipment is to be placed OOU in Unit lines for a period up to 12 months and authorised by formation HQ.

- 5.1 Table 7 – OOU preparation. To be completed prior to storing the equipment.
- 5.2 Table 8 – OOU during. To be completed weekly or monthly as specified in table 8 during the period of storage.
- 5.3 Table 9 – OOU reactivation. To be completed prior to bringing the equipment back into use.

**TABLE 1 RUNNING CHECKS – BEFORE USE**

<b>Serial (1)</b>	<b>Maintenance task (2)</b>	<b>Product (3)</b>	<b>Remarks (4)</b>
1	Check levels and top up as necessary: 1.1 Crane hydraulic oil. 1.2 Power take off oil level.	OM 13 OMD 90	
2	Check: 2.1 Crane is correctly stowed. 2.2 Suspension lockouts are retracted. 2.3 Hand throttle safety pin is fitted.		

**TABLE 2 RUNNING CHECKS – DURING HALTS**

<b>Serial (1)</b>	<b>Maintenance task (2)</b>	<b>Product (3)</b>	<b>Remarks (4)</b>
1	Check: 1.1 Lockouts for hydraulic oil leaks. 1.2 Security of crane. 1.3 Suspension lockouts are retracted.	OM13	

**TABLE 3 RUNNING CHECKS – AFTER USE**

<b>Serial (1)</b>	<b>Maintenance task (2)</b>	<b>Product (3)</b>	<b>Remarks (4)</b>
1	Check: 1.1 Crane hydraulic oil level. 1.2 Lockouts for hydraulic oil leaks.	OM13 OM13	
2	Check crane hydraulic unions and rams.		

**TABLE 4 MISSION MAINTENANCE**

<b>Serial (1)</b>	<b>Maintenance task (2)</b>	<b>Product (3)</b>	<b>Remarks (4)</b>
1	<b>CRANE</b> Check oil level:		
	1.1 Hydraulic oil level.	OMD 13	
2	1.2 Power take off oil level.	OMD 90	
	Lubricate:		
	2.1 King post.	XG 279	
	2.2 Cog rack.	XG 279	
	2.3 Hook and shackle plate bolts.	OMD 90	
	2.4 Control lever pivot pins.	OMD 90	

**TABLE 5 2500 MILES/12 MONTHLY MAINTENANCE**

<b>Serial (1)</b>	<b>Maintenance task (2)</b>	<b>Product (3)</b>	<b>Remarks (4)</b>
1	<b>CRANE</b> Crane hydraulic oil filter.		

**TABLE 6 FORDING AND DEEP WADING MAINTENANCE - BEFORE**

<b>Serial (1)</b>	<b>Maintenance task (2)</b>	<b>Product (3)</b>	<b>Remarks (4)</b>
1	<b>GENERAL</b> Check rear stowage door is correctly sealed.		

**TABLE 7 OUT OF USE MAINTENANCE - PREPARATION**

Serial (1)	Maintenance task (2)	Product (3)	Remarks (4)
1	<b>CRANE</b> Lubricate exposed rams.	XG 279	
2	Ensure that crane is correctly stowed.		
3	Ensure that suspension lockouts are fully retracted.		

**TABLE 8 OUT OF USE MAINTENANCE - DURING**

Serial (1)	Maintenance task (2)	Product (3)	Remarks (4)
1	<b>CRANE</b> Check hydraulic hoses for signs of leaks		

**TABLE 9 OUT OF USE MAINTENANCE- REACTIVATION**

Serial (1)	Maintenance task (2)	Product (3)	Remarks (4)
1	<b>CRANE</b> Remove grease from exposed rams.		

**CHAPTER 2**  
**ARMAMENT MAINTENANCE SCHEDULE**

This Chapter has not been issued.

**CHAPTER 3**  
**AUTOMOTIVE MAINTENANCE INSTRUCTION BOOKLET**  
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- 1 Introduction
- 2 Frost precautions
- 4 Batteries
- 6 Air cleaner
- 7 Track examination
- 14 Smoke grenade discharger - maintenance
- 15 Power pack compartment - sealing
- 16 Braking and steering test
- 17 Steering lever travel
- 18 Steering test
- 19 Braking test
- 20 Fuel cut-off test
- 21 Ventilation system - test sequence

**INTRODUCTION**

1 Complete servicing instructions and details of crew tasks can be found in the relevant section of the User Handbook, Army Code No 14811 (AESP 2350-T-252-201 when produced).

**FROST PRECAUTIONS**

2 When frost precautions are ordered drain driver's periscope/windscreen washer container, refill with a mixture of two parts water one part AL 11.

3 The specific gravity of the engine coolant must be checked at least monthly.

**BATTERIES**

4 If the vehicle is operating in high temperatures, batteries may require topping-up more frequently than specified. **Low maintenance batteries do not require topping up and are not to be fitted with 6TN batteries.** If in doubt REME advice should be sought.

5 To clean battery vent system. Remove the vent/flame trap cover. Wash the vent/flame trap filter in detergent (Table 1, page ix, Fuels, Lubricants and Associated Products). Ensure the flexible pipe and hull vent drilling are clear from obstruction. Replace vent/flame trap and cover.

**AIR CLEANER**

6 The air restriction indicator indicates the flow of air through the air intake. Air filters are not changed on time/mileage but when they no longer allow sufficient air flow. In dusty conditions, cleaning of the air filters may be required more frequently than specified. If in doubt REME advice should be sought.

**TRACK EXAMINATION**

7 Track **ON** vehicle and correctly tensioned. Check as laid down in User Handbook, Army Code No 14693 (AESP 2350-T-251-201 when issued).



- 8 Track **OFF** vehicle check (renew as necessary).
  - 8.1 Condition and security of shock absorbers, track tensioners and bump stops.
  - 8.2 Condition of idler wheels, road wheels, sprocket wheels, sprocket rings and top rollers.
- 9 Track links and pins, check for:
  - 9.1 Bent track pins.
  - 9.2 Bush walking and bush failure - track pin not to protrude outside protective cowl.
  - 9.3 Cracked castings.

#### NOTES

(1) Pads must have a minimum of 75 per cent of road contact remaining and must have a minimum height of 3 mm (1/8 in.) above metal spud of track link. 'Chunking' will be limited to 25 per cent of pad surfaces and must be evenly distributed on pad.

(2) When new rubber pads or new tracks are fitted, securing nuts need to be retorqued to 95 Nm (70 lbf ft) after a run of 8 to 16 Km (5 to 10 miles) repeating the process at 80 Km (50 miles).

- 10 Rubber pads, check for:
  - 10.1 Excessive wear or damage.
- 11 Check sprocket drive faces for wear.
- 12 Torque tighten track pin nuts to 136 Nm (100 lbf t) ensuring equal numbers of threads protrude both ends of the pin. **DO NOT LUBRICATE THREADS.**

#### NOTE

If for any reason the road wheel nuts have been slackened and re-tightened, they must be checked for tightness daily for the **next three days that the vehicle is operated**. The nuts must be tightened by one man using the spanner supplied for this purpose. Pipes, bars etc must not be used to increase the leverage as the torque must not exceed 163 Nm (120 lbf ft).

- 13 Check and tighten if necessary.
  - 13.1 Sprocket ring nuts.
  - 13.2 Track idler wheel nuts and locating pins.
  - 13.3 Road wheel nuts.

#### **SMOKE GRENADE DISCHARGER - MAINTENANCE**

- 14 Smoke dischargers are to be checked as follows:
  - 14.1 Ensure that the bore of each discharger cup is clear, clean and dry.

14.2 Check that all electrical harnesses and connectors are secure and undamaged.

14.3 Set master switch to ON.

14.3.1 Hold a suitable screwdriver on the upper part of the jack connection inside the discharger cup.

14.3.2 Contact the screwdriver to the metal body of a suitable 24 volt single element bulb.

14.3.3 Press the bulb central contact to the side of the discharger.

14.3.4 Depress the appropriate firing button.

14.3.5 The bulb should illuminate.

#### NOTE

It is permissible for a suitable locally manufactured tester to be used for testing circuits.

14.4 If the bulb fails to illuminate check the circuit fuse.

14.5 Repeat the test for each discharger cup.

14.6 Report any test failure to the REME.

### POWER PACK COMPARTMENT - SEALING

15 To ensure the correct cooling airflow through the radiator, the power pack compartment must be correctly sealed. The seals must be checked each time the engine decks or bulkhead panels are removed. Drain plugs and access covers must be refitted after any servicing task.

### BRAKING AND STEERING TEST

16 As part of the CFT it is essential that a Braking and Steering test is carried out. This test must be carried out before the vehicle leaves camp for the Road Test.

#### Steering lever travel

17 Steering lever travel is to be between 150 to 200 mm (6 to 8 in.) from the OFF to the ON position. Both steering levers must have the same amount of travel and must be level when released.

17.1 Measure from the hull to the steering lever in the OFF position.

17.2 Measure from the same position on the hull, to the steering lever in the fully ON position.

17.3 Subtract the small measurement from the large, the result is the steering lever travel.

17.4 If the steering lever travel is outside the limits the vehicle should not be driven and the fault reported immediately to the REME.

**Steering test**

18 The vehicle Commander/Inspector orders the driver to advance to reach 5 mile/h. He then orders the driver to operate his steering levers alternately to ensure that the steering brakes are operating.

**Braking test****NOTES**

- (1) This test must be carried out over a distance of 200 m plus.
- (2) This is a controlled halt not an emergency halt.

19 The vehicle Commander/Inspector selects a suitable area (normally the braking test area). The driver is then ordered to select gear range 3 to 6 and advance. When the vehicle has reached 15 mile/h the driver is ordered to 'Halt'.

**FUEL CUT OFF TEST**

20 Fuel cut off pedal operation to be checked with engine revs at 2000 rev/min or more and the gearbox in neutral, when operated engine should stop.

**VENTILATION SYSTEM - TEST SEQUENCE**

21 The ventilation system is to be tested using the test sequence procedure detailed in EMER Tkd Veh E 103/2 Chap 9, Page 93, Para 139.

**CHAPTER 4**  
**ARMAMENT MAINTENANCE INSTRUCTION BOOKLET**

This Chapter has not been issued.

**CHAPTER 5**  
**COMMANDER'S FUNCTIONAL TEST (CFT)**  
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- 5 Recording

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**AIM**

1 The aim of the test is to enable commanders at all levels to know the general state of the vehicle, with particular attention to the following aspects:

1.1 Safety. Correct functioning and condition of those systems and devices which, if defective, could constitute a danger to crew and others, e.g:

- 1.1.1 Brakes and steering.
- 1.1.2 Tracks and track pins/wheels and tyres.
- 1.1.3 Fire fighting equipment.
- 1.1.4 Fuel and lubrication system (leaks).
- 1.1.5 Crane and lifting equipment.

1.2 Performance. Vehicle and equipment to be fit for combat. This will include testing of the engine and radio equipment.

1.3 Condition of components. General condition such that normal performance may be expected in the future or that observation or repair is necessary.

1.4 Appearance. The appearance is of a standard that reflects the role, age and cost necessary for rectification.

**POINTS CONCERNING TEST**

**NOTE**

The only persons qualified to carry out this test are those that have qualified as a FV430 vehicle commander.

2 The test detailed in Table 1 will be carried out by qualified personnel nominated by the Sub-Unit Commander in those months when no REME inspection on AF G857 is due. Technical advice should be obtained from REME if required.

3 The test should be completed in the numerical sequence given in the procedure in order to prevent any unnecessary movement of the vehicle and crew.

4 The crew of the vehicle should be available throughout the test.

## RECORDING

5 When the test is completed the date and details will be recorded in Section 4 of the AB 413. Faults requiring REME action will be reported and rectified as soon as possible.

## NOTES

- (1) Before Use items are included in this table.
- (2) All checks. Check for, security, condition, operation. Clean, lubricate and top up, where applicable.

**TABLE 1 COMMANDERS FUNCTIONAL TEST (CFT)**

Serial (1)	Maintenance task (2)	Product (3)	Remarks (4)
	<b>RIGHT HAND SIDE AND SUSPENSION</b>		
1	Catwalks.		
2	Suspension lockouts, unions and pipes.	OM13	
3	Stowage brackets and bins.		
	<b>REAR</b>		
4	Towing eyes.		
5	Jerry can holders and straps.		
6	Stowage brackets and bins.		
7	Bench, step and vice support.	OMD 90	
8	Bench chains and attachments.		
9	Hull stowage hatch, handles, catches and seal.		
10	Tow bar, pintle and pins.		
	<b>LEFT HAND SIDE AND SUSPENSION</b>		
11	Catwalks.		
12	Check ventilation system hatch, handles, filter and seals.		
13	Suspension lockouts, unions and pipes.		
14	Stowage brackets and bins.		
	<b>TOP</b>		
15	Check operators hatch and sealing strip.		
	<b>WELL</b>		
16	Floor plates, drain plugs and tie down points.		
17	Stowage bins and brackets.		
18	Crane.		
	18.1 Security of hydraulic accumulator.		
	18.2 Hydraulic pipes and unions.		
	18.3 Hook and shackle plate.		

(continued)

**TABLE 1 COMMANDERS FUNCTIONAL TEST (CFT) (continued)**

Serial (1)	Maintenance task (2)	Product (3)	Remarks (4)
	18.4 Boom pivot pins.		
19	Vent system intake.		
20	Bulkhead lights.		
	<b>CREW COMPARTMENT AND POWER PACK</b>		
21	Crane operators, switches, gauges and warning lights.		
22	Crane operators hand throttle.		
23	Check and lubricate as required.		
	23.1 Crane hydraulic oil level.	OM 13	Crane stowed
	23.2 King post.	XG 279	
	23.3 Cog rack.	XG 279	
	23.4 Hook and shackle plate bolts.	OMD 90	
	23.5 Control lever pivot pins.	OMD 90	
	23.6 Power take off oil level.	OMD 90	
24	Crane operators step.		
	<b>START ENGINE</b>		
25	Lockouts and pressure reading.		
26	Crane.		
	26.1 Crane operation through full range of movement.		
	26.2 Crane hydraulic pipes and unions.		
	26.3 Crane stowage fixtures.		
	<b>RUNNING CHECKS - AFTER USE</b>		
27	Carry out checks as Table 3.		
28	Enter details in AB 413 and report faults to REME.		

**COMMENT(S) ON AESP\***

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<b>Sender's Reference</b>	<b>BIN Number</b>	<b>Date</b>
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If you require more space, please use the reverse of this form or a separate piece of paper. <b>Comment(s):</b>		

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\* AESP or EMER

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